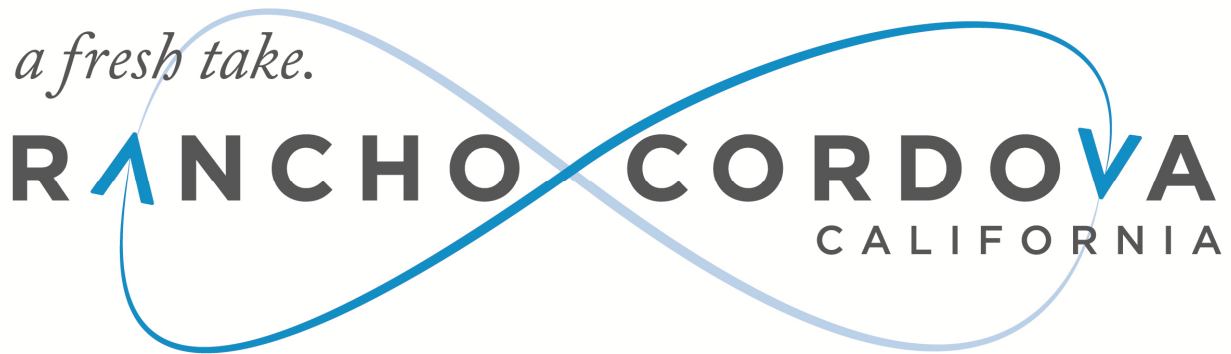


CITY OF RANCHO CORDOVA



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

Tuesday, February 16, 2016

4:00 PM – Special Meeting

5:30 PM – Regular Meeting

AGENDA

David Sander, Mayor

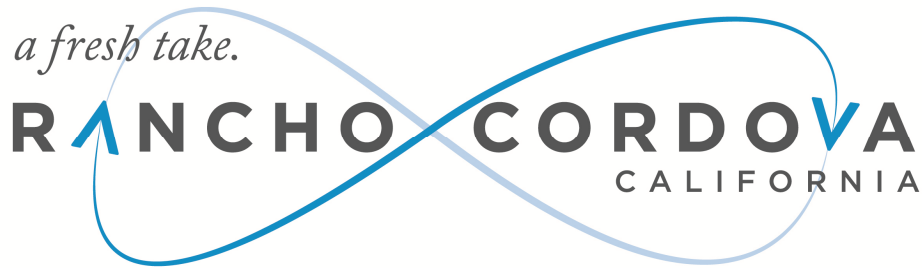
Donald Terry, Vice Mayor

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

Tuesday, February 16, 2016

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

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

AGENDA

1. STUDY SESSION - CALL TO ORDER/ROLL CALL

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

2. PUBLIC COMMENT

At a study session or special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any item not on the agenda.

3. SPECIAL MEETING ITEM

- 3.1 **Subject:** Study Session regarding the Community Enhancement Fund (Measure H), including discussion and direction on: proposed FY 2016-2017 funding categories and amounts for City projects and community grants; and current projects needing further Council input, including Chase Drive Soil Born Farms Corridor, and the 4 Rivers Neighborhood Pathway Lighting Project.
Recommendation: Staff recommends the City Council give staff direction on the Community Enhancement Fund topics listed above.
Result of Recommended Action: Staff will carry out Council's direction, engage with

the public, and return with updates at upcoming meetings.

Staff Report: Stacy Delaney, Community Enhancement Analyst

Advances Goals: 1, 2, 3, 5, 6.

4. ADJOURNMENT OF STUDY SESSION

Mayor Sander will adjourn the special meeting to regular meeting in the David B. Roberts Council Chambers.

5. REGULAR MEETING - CALL TO ORDER / ROLL CALL

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

6. METRO CABLE TV TELEVISION ANNOUNCEMENT

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

7. PLEDGE OF ALLEGIANCE

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

8. INVOCATION

A Representative from the Sacramento Law Enforcement Chaplaincy will give the invocation.

9. PRESENTATIONS

- 9.1 Assemblyman Ken Cooley to Receive League of California Cities Distinguished Legislative Leadership Award presented by Tim Cromartie, League Legislative Representative.
- 9.2 Proclamation Presented to Bill Yee of Western Contract Furniture in Recognition of Receiving the Sacramento Metro Chamber Businessman of the Year Award.
- 9.3 Presentation Regarding Implementation of New Rental Housing Building Permit Process by Kerry Simpson, Neighborhood Services Manager, Ryan Taylor, Neighborhood Services Supervisor and Joe Cuffe, Interim Building Official.

10. 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.

11. COUNCIL REPORTS

12. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 12.1 **Subject:** Meeting Minutes of February 1, 2016 Special and Regular meeting and Amendment to December 15, 2014 Regular meeting.
Recommendation: Adopt minutes.
- 12.2 **Subject:** Quarterly Treasurers Report.
Recommendation: Recommend the report be received and filed.
Result of Recommended Action: The Treasurer's Report is required to be submitted to the City Council at least quarterly in accordance with California Government Code Section 53600 et. seq. The purpose of the treasurer's report is to update the City Council and the public on the status of the City's cash balances and investments, and highlight material changes from one period to another.
Staff Report: Liisa Behrends, Interim Finance Director.
Advances Goal: 4.
- 12.3 **Subject:** Resolution Approving the Execution of a Second Amendment to the Professional Services Agreement with MCE Corporation Eliminating the Yearly Limit Term Language.
Recommendation: Adopt Resolution No. 13-2016.
Result of Recommended Action: Adoption of this resolution authorizes the City Manager to execute a second amendment to the contract with MCE Corporation to provide operations and maintenance support for the Public Works Department. The compensation section currently states that the spending limit is \$500,000 per fiscal year for the five year contract term. Approval of this resolution would eliminate the annual spending limit and amend the contract to include a not-to-exceed contract amount of \$3,000,000.
Staff Report: Albert Stricker, Interim Public Works Director and Steve Harriman, Public Works Division Manager of Operations and Maintenance.
Advances Goals: 1, 2, 5.
- 12.4 **Subject:** Resolution Authorizing the City Manager to Execute a License Agreement between the City Of Rancho Cordova and the Sacramento Placerville Transportation Corridor Joint Powers Authority for the Mather Rails to Trails Project.
Recommendation: Adopt Resolution No. 11-2016.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute a license agreement between the City of Rancho Cordova and the Sacramento Placerville Transportation Corridor Joint Powers Authority for the Mather Rails to Trails Project.
Staff Report: Albert Stricker, Interim Public Works Director and Chris Boyer, Associate Civil Engineer.
Advances Goals: 1, 2, 5.
- 12.5 **Subject:** Resolution Authorizing the City Manager to Execute a Memorandum of Agreement Related to Notification to the City by the Sun creek Developers of any Pending Sale of Property to a Public Entity and to Pay any Sun creek Finance Plan Fees or Frontage Reimbursements Related Thereto.
Recommendation: Adopt Resolution No. 15-2016.
Result of Recommended Action: Adoption of this resolution by the City Council will

allow the City Manager to execute the memorandum of agreement carrying out certain development rights set out in the Sun Creek Development Agreement and corresponding Finance Plan.

Staff Report: Adam U. Lindgren, City Attorney.

Advances Goals: 1, 2, 6.

- 12.6 **Subject:** Second Amendment to the South Sacramento Habitat Conservation Plan Memorandum of Agreement.

Recommendation: Adopt Resolution 16-2016.

Result of Recommended Action: Adoption of Resolution No. 16-2016 will authorize the City Manager to execute the Second Amendment to the South Sacramento Habitat Conservation Plan (SSHCP) Memorandum of Agreement (MOA), thereby allowing the committing the City to Fiscal Year 2015/16 and 2016/17 SSHCP funding contributions, subject to the terms of the Second Amended SSHCP MOA.

Staff Report: Aaron Busch, Community Development Director.

Advances Goals: 2, 4, 6.

- 12.7 **Subject:** Appointment of Real Property Negotiators.

Recommendation: Appoint Cyrus Abhar, Adam Lindgren, and Liisa Behrends as Real Property Negotiators.

Result of Recommended Action: This action will allow negotiation of lease amount and terms for real property identified as 2729 Prospect Park Drive, Suite 230, Rancho Cordova, CA 95670.

Staff Report: Cyrus Abhar, City Manager.

Advances Goal: 5.

13. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

NONE.

14. PUBLIC HEARING ITEMS

- 14.1 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: Adopt Resolution No. 146-2015, introduce and read by title only Ordinance No. 16-2015, introduce and read by title only Ordinance No. 17-2015, and adopt 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.

- 14.2 **Subject:** Sunridge Plaza Gasoline Station Conditional Use Permit; Project No. DD9614 – Located at the Southwest Corner of Douglas Road and Sunrise Boulevard.

Recommendation: Adopt Resolution 14-2016.

Result of Recommended Action: Adoption of Resolution 14-2016 would permit the use of a service station at the submitted location and allow the applicant to submit for necessary building permits to begin construction of the proposed gas station, convenience store, and car wash.

Staff Report: Nicholas Sosa, Project Planner.

Advances Goals: 5, 6.

15. REGULAR CALENDAR ITEMS

NONE.

16. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

17. CITY MANAGER'S REPORT

18. ADJOURNMENT

Mayor Sander will adjourn the regular meeting to closed session in the Community Boar Room.

19. CLOSED SESSION - CALL TO ORDER/ROLL CALL

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

20. CLOSED SESSION

Council may adjourn to closed session to discuss the following item:

CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Property: 2729 Prospect Park Drive, Suite 230, Rancho Cordova, CA 95670.

Agency negotiators: Cyrus Abhar, Adam Lindgren, and Liisa Behrends.

Negotiating parties: Cordova Recreation and Park District (CRPD).

Under negotiation: Lease amount and terms.

21. OPEN SESSION - REPORT FROM CLOSED SESSION

The City Attorney will report on action taken in closed session.

22. 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.cityofranhocordova.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, 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)
Wednesday, April 20, 2016	City Council Special Meeting/Work Session (11:00 AM)
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, February 16, 2016 Special and Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on Thursday, February 11, 2016 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranhocordova.org.

Signed Thursday, February 11, 2016 at Rancho Cordova, California.


Mindy Cuppy, MMC, City Clerk

MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

FROM: Stacy Delaney, Community Enhancement Analyst

SUBJECT: **STUDY SESSION REGARDING THE COMMUNITY ENHANCEMENT FUND (FORMERLY MEASURE H), INCLUDING DISCUSSION AND DIRECTION ON: PROPOSED FISCAL YEAR 2016-2017 FUNDING CATEGORIES AND AMOUNTS FOR CITY PROJECTS AND COMMUNITY GRANTS; AND CURRENT PROJECTS NEEDING FURTHER CITY COUNCIL INPUT, INCLUDING CHASE DRIVE SOIL BORN FARMS CORRIDOR AND THE 4 RIVERS NEIGHBORHOOD PATHWAY LIGHTING PROJECT.**



RECOMMENDATION

Staff recommends the City Council give staff direction on the Community Enhancement Fund topics listed above.

RESULT OF RECOMMENDED ACTION

Staff will carry out City Council's direction to rollout the fiscal year 2016-2017 Community Enhancement Fund grant application process, engage with the public, and return with updates at upcoming City Council meetings.

BACKGROUND

In November 2014, voters approved Measure "H," a ½-cent sales tax. It is anticipated that Measure H (now referred to as the Community Enhancement Fund) will raise about \$7 million annually in revenues for the City's general fund.

On August 3, 2015, City Council adopted Resolution 102-2015 which approved the fiscal year 2015-2016 budget amounts for the community grants, City Council projects, and staff projects to be funded from the Community Enhancement Fund.

At the October 13, 2015 City Council Work Session an update was given on the implementation of the fiscal year 2015-2016 Community Enhancement Fund projects and programs. Some modifications to project cost and scope were approved by the City Council at the October 13, 2015 and February 1, 2016 City Council meetings.

On February 1, 2016, City Council confirmed the criteria to evaluate project applications in fiscal year 2016-2017, the prioritization method for project selection, and the timeline for the next application cycle. City Council also provided some preliminary comments and feedback on the funding categories and amounts for fiscal year 2016-2017 Community Enhancement Fund projects. Staff looks forward to receiving direction from the City Council on the attachment.

Items Requiring Council Direction:

- Chase Drive and Soil Born Farms Corridor
- 4 Rivers Neighborhood Pathway Lighting Project

ATTACHMENT

Community Enhancement Fund Special Meeting PowerPoint.

Community Enhancement Fund Special Meeting

February 16, 2016

Agenda

- Determine funding categories/amounts for FY 2016/17 Community Enhancement Fund projects
- FY 2015/16 projects requiring Council direction
 - Chase Drive Soil Born Farms Corridor
 - 4 Rivers Neighborhood Pathway Lighting Project

Community Enhancement Fund

Project Selection Criteria

On February 1, 2016, the criteria below was confirmed to help guide the City's evaluation and selection of projects to receive Community Enhancement Fund grant funding in FY 2016/17:

- Community Pride
- Civic Engagement
- Quality of Life
- Public Safety
- Arts, Culture, History, Entertainment, and Sports
- Children and Youth
- Education
- Business Development
- Economic Development

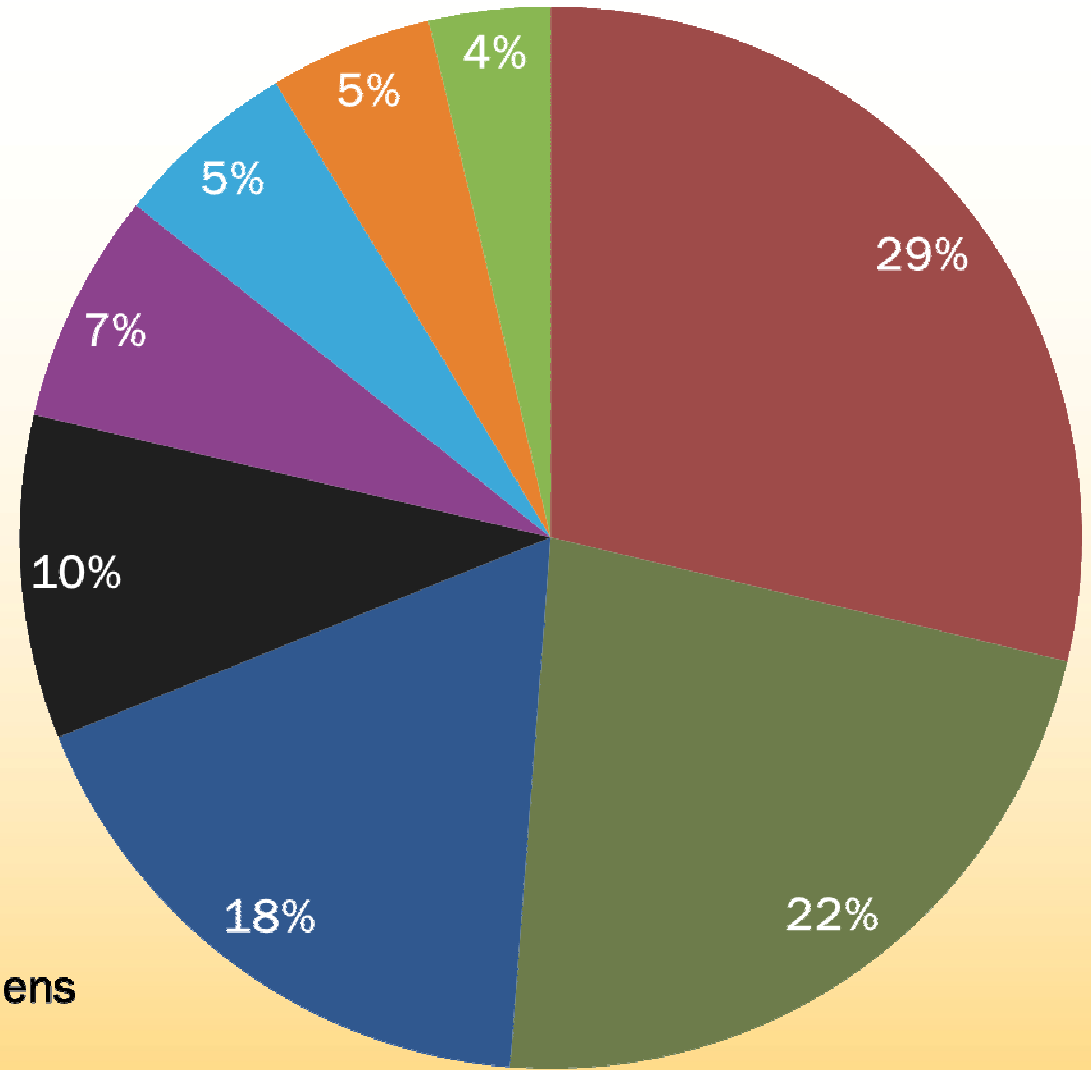
Community Enhancement Fund Project Process

On February 1, 2016, it was also confirmed that projects will be reviewed and prioritized for Community Enhancement Fund grant funding based on the following elements in FY 2016/17:

- Leverage of other funding, resources, and partnerships
- Return on investment (broad definition including new jobs, business growth, increased revenue, benefit to the community, etc.)
- Capacity to carry out the project
- Project goals and metrics
- Timeline to ensure project is accomplished in a finite period of time

FY 2015/16 % Breakdown of Community Enhancement Fund

- Public Works
- Economic Dev./Inv./Business Dev.
- Arts, Culture, History, Ent. & Sports
- Public Safety
- Education/After School/School Gardens
- Infrastructure Grants
- Administration/Communications
- Other Projects



Community Enhancement Fund

Community Grant Types \$2.7M

Subcategories

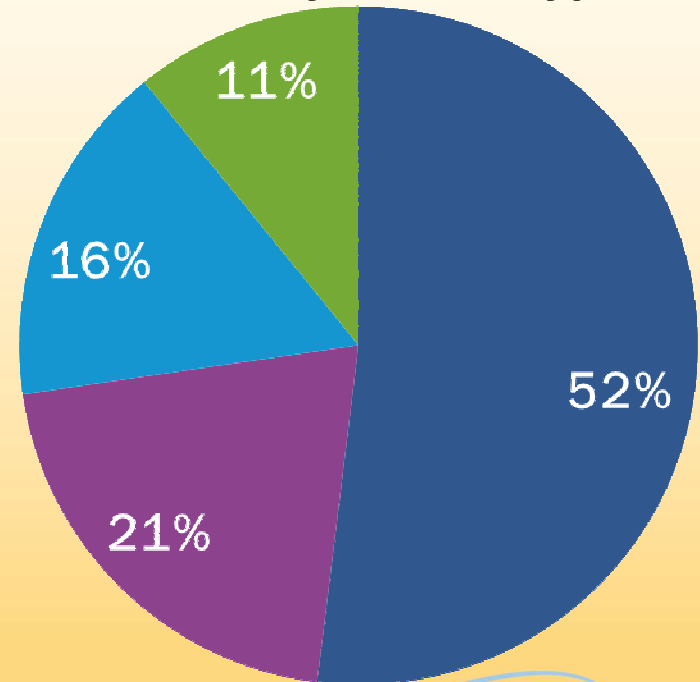
Arts, Culture, History,
Entertainment and Sports \$1,413,795

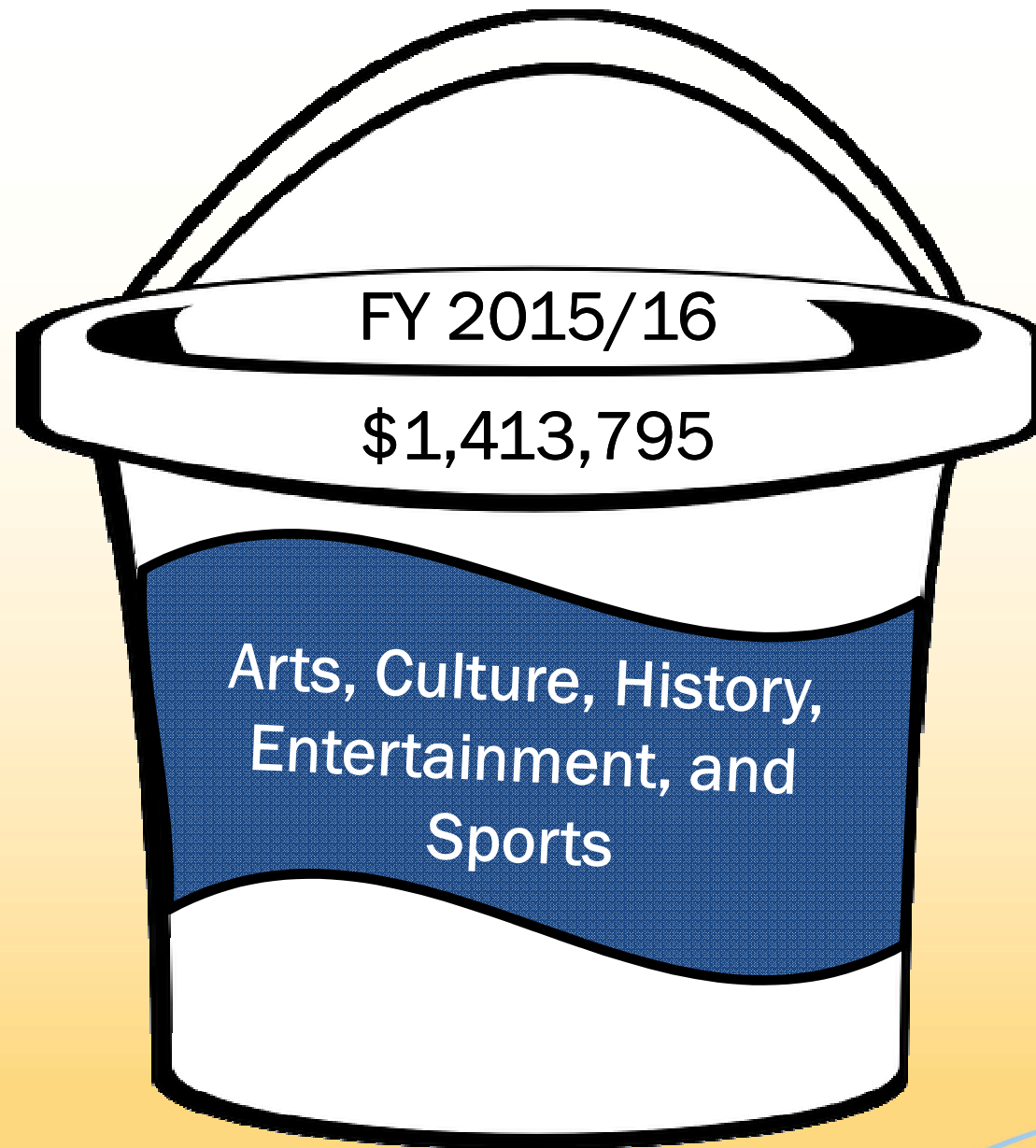
Education/After School
Programs/School Gardens \$564,402

Infrastructure Grants \$448,000

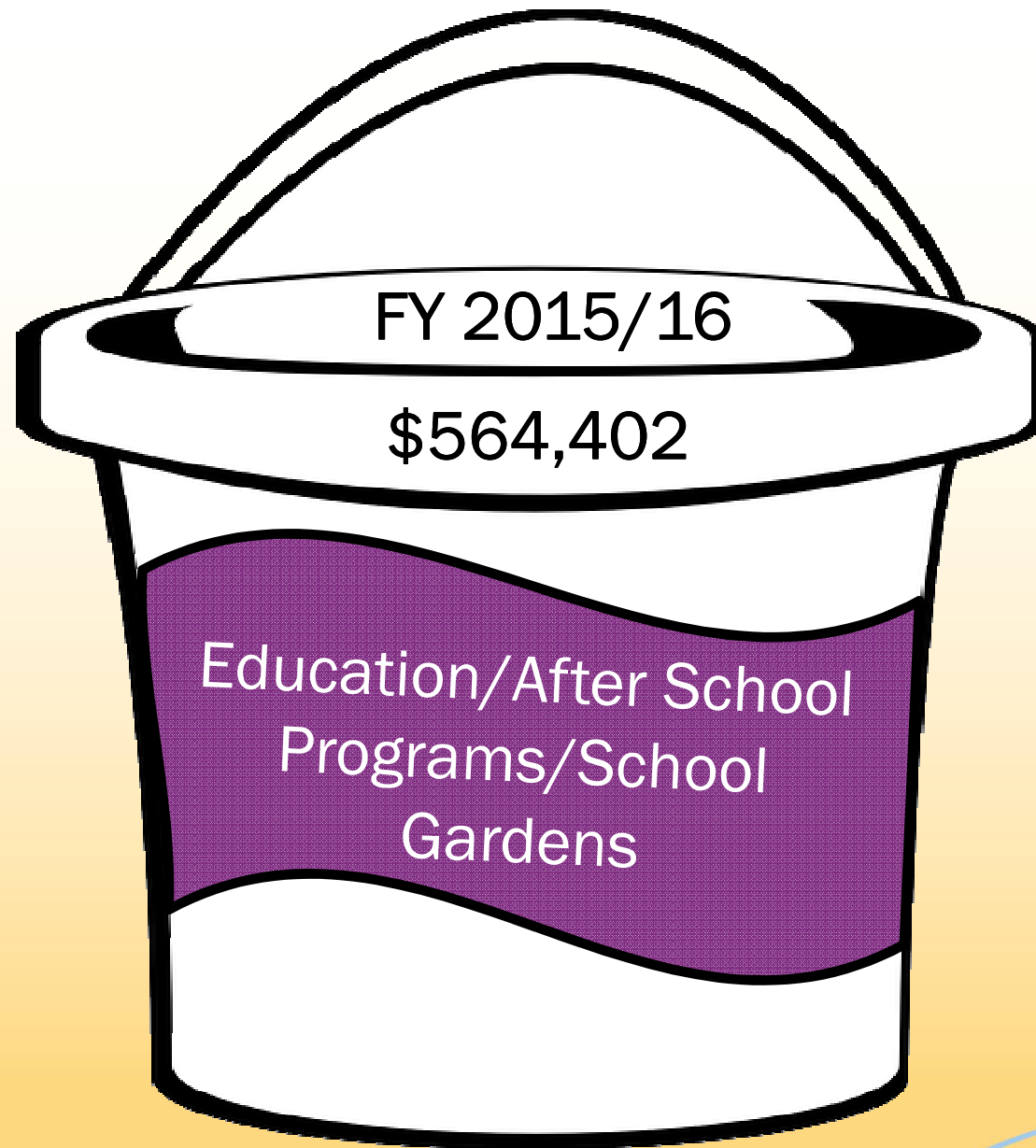
Other Projects \$295,649

FY 15/16 Council Approved % by Community Grant Type

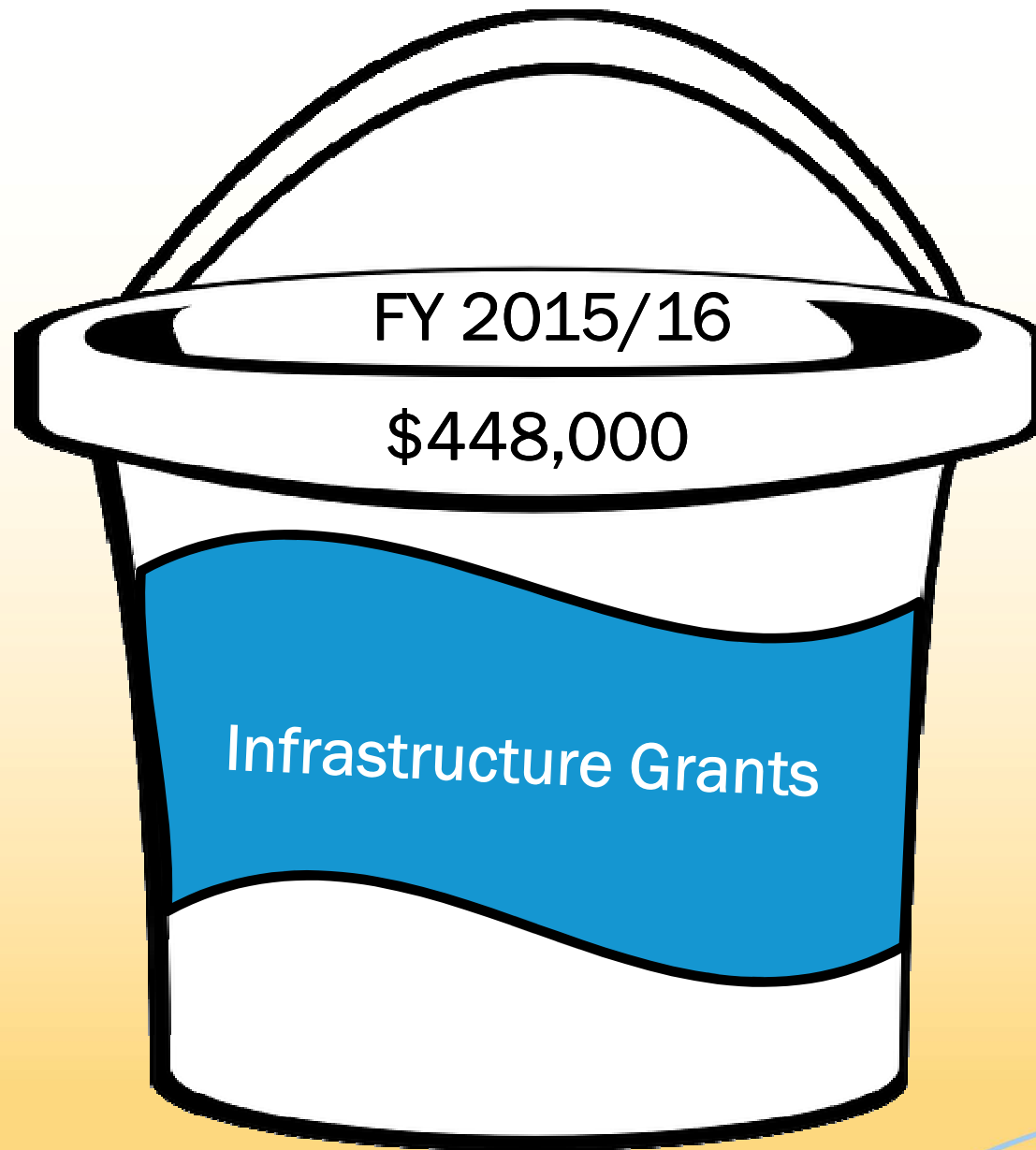




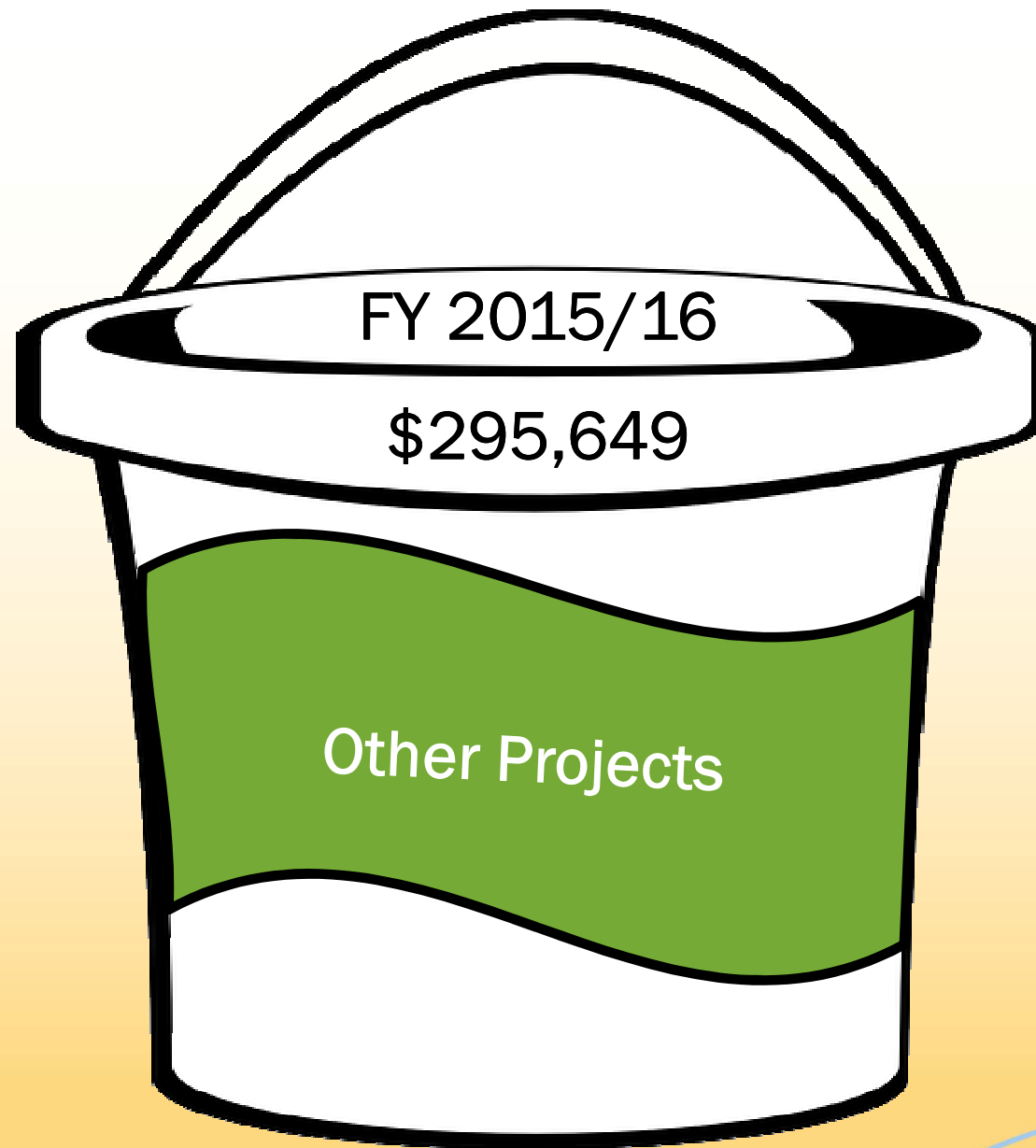
Arts, Culture, History, Entertainment, and Sports	FY 15/16 Council Approved	Recommended Budget for FY 16/17	Council Approved for FY 16/17
Mather Bldg. <i>(Originally \$500K increased 10/13)</i>	\$663,000	Staff recommends to set aside \$450K (not project specific) for arts, culture, history, entertainment and sports programs and projects	Council to decide
Pianos for Cordova High School	\$102,845		
Music for Schools Bucket	\$100,000		
CCC Public Art Model Ordinance & Toolkit	\$60,000		
CCC Art for Our Kids	\$56,750		
CCC Improvements to Sports Fields	\$50,000		
Dog Park & Frisbee Golf Course Projects	\$50,000		
CCC Digital Grapevine	\$30,000		
CCC Positive Coaching Program	\$19,200		
CCC Civic Light Orchestra Enhancements	\$18,600		
A.M. Winn Music Program	\$10,000		
SCM Cultural Trunk Program	\$10,000		
RCLL Baseball Complex Revitalization	\$150,000	Est. \$400K	Council to decide
SVLS Landscape Irrigation Project	\$67,200	Need input	Council to decide
CCC Rehearsal Space <i>(Multiyear)</i>	\$15,200	\$15,200	Council to decide
SNA Physical Fitness Par Course	\$11,000	Need input	Council to decide
Total	\$1,413,795	\$865,200+	Council to decide



Education/After School Programs/School Gardens	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Boys & Girls Club <i>(Program swap 2/1 new add)</i>	\$200,000	Staff recommends to set aside \$500K (not project specific) for education/ after school programs	Council to decide
City Year Program <i>(Program swap 2/1 was \$250K)</i>	\$0		
People Reaching Out Youth Advocacy	\$84,042		
Playmakers Reading & Sports	\$74,000		
FCUSD After School Education & Safety	\$65,160		
BBBS Mentoring Program	\$35,000		
FCUSD Parent/Teacher Home Visits	\$33,000		
Field Trips for all 3 rd Graders	\$20,000		
FCCP Incentives for Mentoring	\$3,200		
FCUSD School Gardens	\$33,070	Staff recommends to set aside \$65K for gardens	Council to decide
Vertical Aeroponic Gardens	\$12,000		
Expand Gardens Citywide	\$4,930		
Total	\$564,402	\$565,000	



Infrastructure Grants	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Chase Drive Soil Born Farms Corridor	\$253,000	\$0	Council to decide
Design/Pre-engineering Report Coloma Road/Chase Drive	\$75,000	\$0	Council to decide
Historic Lincoln Highway Project	\$70,000	\$0	Council to decide
4 Rivers Lighting/Pathway Project	\$50,000	\$0	Council to decide
Total	\$448,000	\$0	Council to decide



Other Projects	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Mercy Housing Mather Veterans Village III	\$75,000	Staff recommends to set aside \$300K (not project specific) for other projects	Council to decide
Rebuilding Together Sacramento	\$70,000		
RC Chamber Welcome to RC (<i>Multiyear</i>)	\$52,000		
SSP Volunteer Home Repair	\$41,310		
RC Whisker Warriors Spay/Neuter	\$22,339		
Beautification Projects	\$15,000		
Chain Link Fence Buy Back	\$10,000		
Micro Grants	\$10,000		
Total	\$295,649	\$300,000	Council to decide

Community Enhancement Fund

City (Council/Staff) Projects \$5.3M

Subcategories

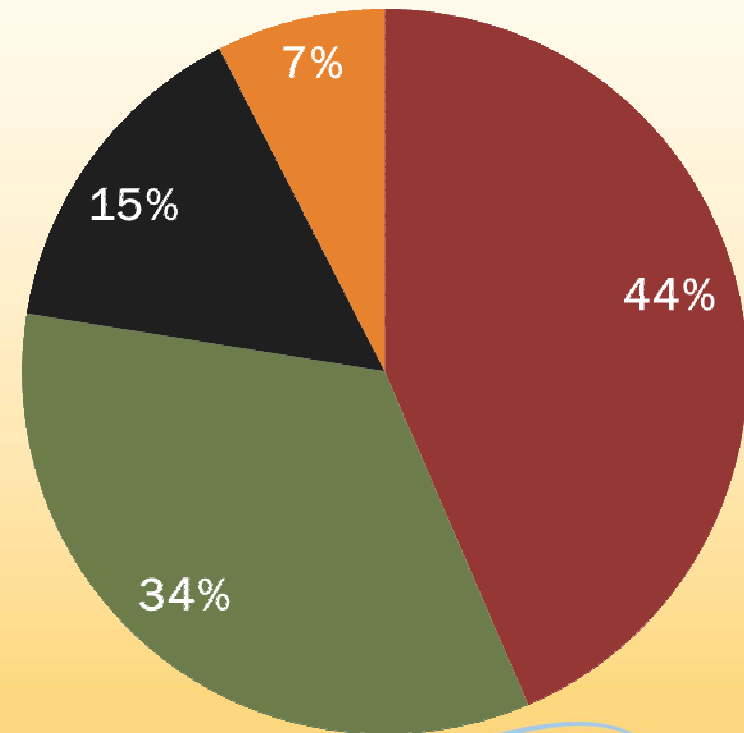
Public Works \$2,305,000

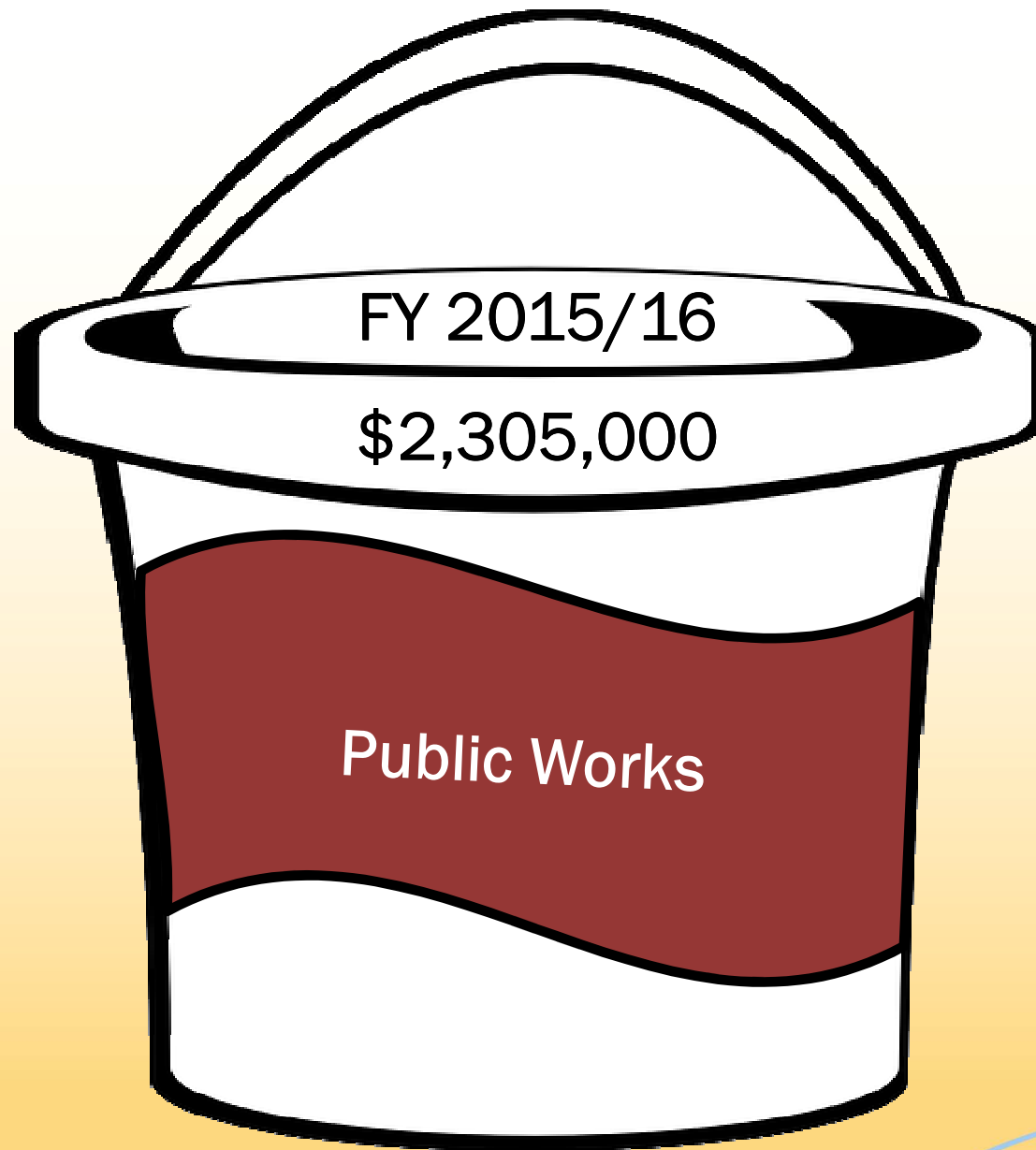
Economic Development/Investment/
Business Development \$1,800,000

Public Safety \$790,000

Administration/
Communications \$398,000

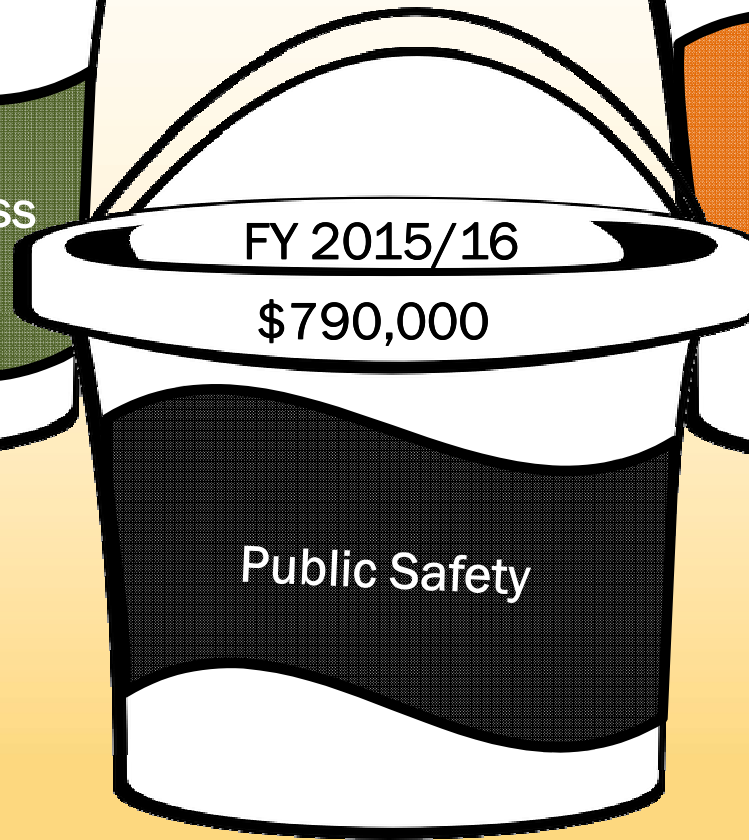
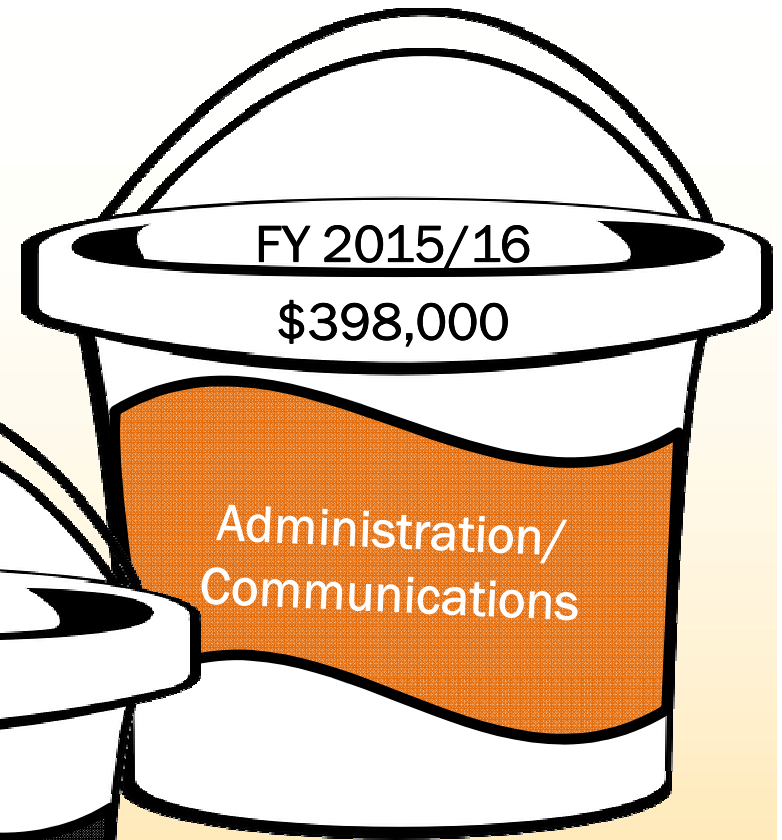
FY 15/16 Council Approved % by City Project/Program Type





Public Works	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Resurface Roadways	\$900,000	\$1,000,000	Council to decide
Replace Old Existing Fencing/Walls <i>Originally \$100K increased by \$170K on 2/1</i>	\$270,000	\$310,000	Council to decide
Bike Improvements	\$200,000	\$350,000	Council to decide
Landscape Improvements	\$200,000	\$200,000	Council to decide
RC Elementary Bike & Pedestrian Project	\$200,000	\$200,000	Council to decide
Traffic Management Program	\$150,000	\$0	Council to decide
Directional Signage in RC	\$100,000	\$0	Council to decide
Enhanced Trash Pickup	\$100,000	\$100,000	Council to decide
Graffiti Removal	\$100,000	\$100,000	Council to decide
Sacramento Tree Foundation	\$75,000	\$75,000	Council to decide
CordoVan Study	\$10,000	\$0	Council to decide
Total	\$2,305,000	\$2,335,000	Council to decide

**Note that the Sunrise Blvd. Gateway Sign project is funded out of the FY 14/15 3400 Community Enhancement Fund Capital Fund (therefore, not included in the FY 15/16 total above).*



Economic Development/ Investment/Business Development Programs	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Revolving Loan Fund Program	\$400,000	\$500,000	Council to decide
Business Assistance Program	\$450,000	\$500,000	Council to decide
Neighborhood Revitalization Program	\$950,000	\$1,000,000	Council to decide
Total	\$1,800,000	\$2,000,000	Council to decide
Public Safety	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Crime Suppression Unit	\$790,000	\$1,100,000	Council to decide
Total	\$790,000	\$1,100,000	Council to decide
Administration/ Communications	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Program Administration	\$350,000	\$350,000	Council to decide
Open Data (<i>Multiyear</i>)	\$30,000	\$30,000	Council to decide
Digital Citizen Engagement (<i>Multiyear</i>)	\$18,000	\$18,000	Council to decide
Total	\$398,000	\$398,000	Council to decide

Community Enhancement Fund

- Future Legacy Projects
 - What amount/percent should be established?

Future Legacy Projects	FY 15/16 Council Approved	Staff Recommended Budget for FY 16/17	Council Approved for FY 16/17
Future Legacy Projects/ Reserve	\$0	\$2,000,000	Council to decide
Total	\$0	\$2,000,000	Council to decide



Community Enhancement Fund Categories Proposed for FY 16/17	FY 15/16 Council Approved Adjusted Budget	Council Approved for FY 16/17
Community Grants		
Arts, Culture, History, Entertainment, and Sports	\$1,413,795	TBD
Education/After School Programs/School Gardens	\$564,402	TBD
Infrastructure Grants	\$448,000	TBD
Other Projects	\$295,649	TBD
City (Council/Staff) Projects and Programs		
Public Works	\$2,305,000	TBD
Economic Development/Investment/Business Dev.	\$1,800,000	TBD
Public Safety	\$790,000	TBD
Administration/Communications	\$398,000	TBD
Future Legacy Projects/Reserve		
Future Legacy Projects/Reserve	N/A	TBD
Total	*\$8,014,846	TBD

**Note that the original budget approved for FY 2015/16 was \$7,731,846. Adjustments totaling \$283,000 were made to the budget in October 2015 and February 2016. The estimated expenditures in Fiscal Year 2015/16 (spent, encumbered, under contract) is expected to not exceed \$7,000,000.*

Additional Items Requiring Council Direction

- Chase Drive Soil Born Farms Corridor
- 4 Rivers Neighborhood Pathway Lighting Project



Chase Drive Corridor

Recommendations:

- Approve the Corridor Vision
- Approve Initiation of Phase 1 Design

Chase Drive - Existing Conditions



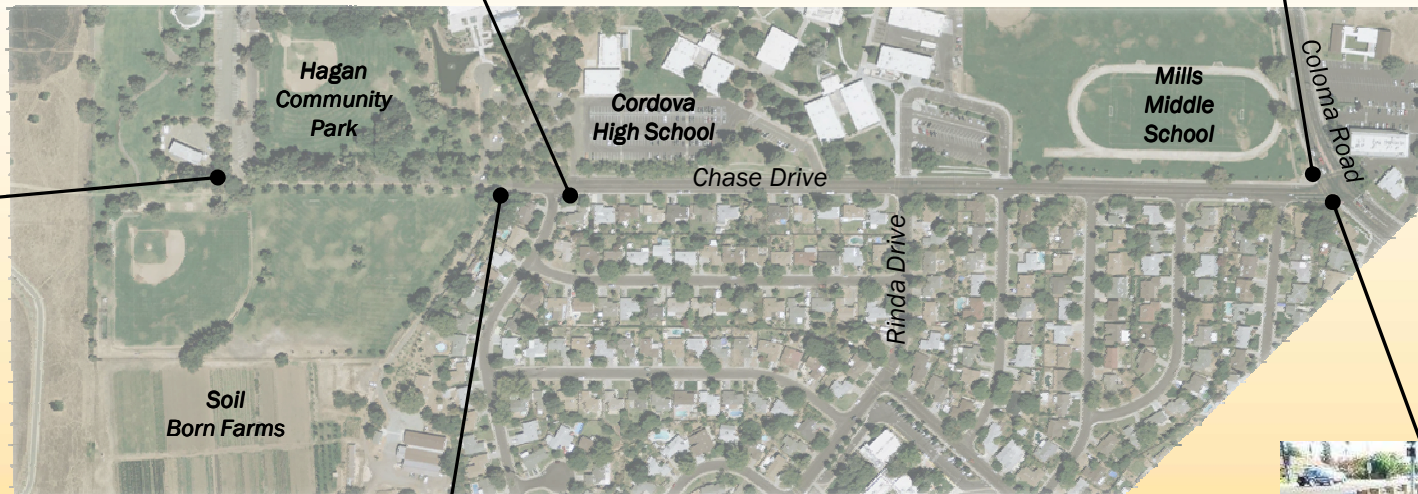
Chase Drive



Chase/Coloma East Corner



Hagan Park and Trail Head Area



Soil Born Farm Entry



Chase/Coloma West Corner

Chase Drive Corridor

Stakeholders:

City of Rancho Cordova

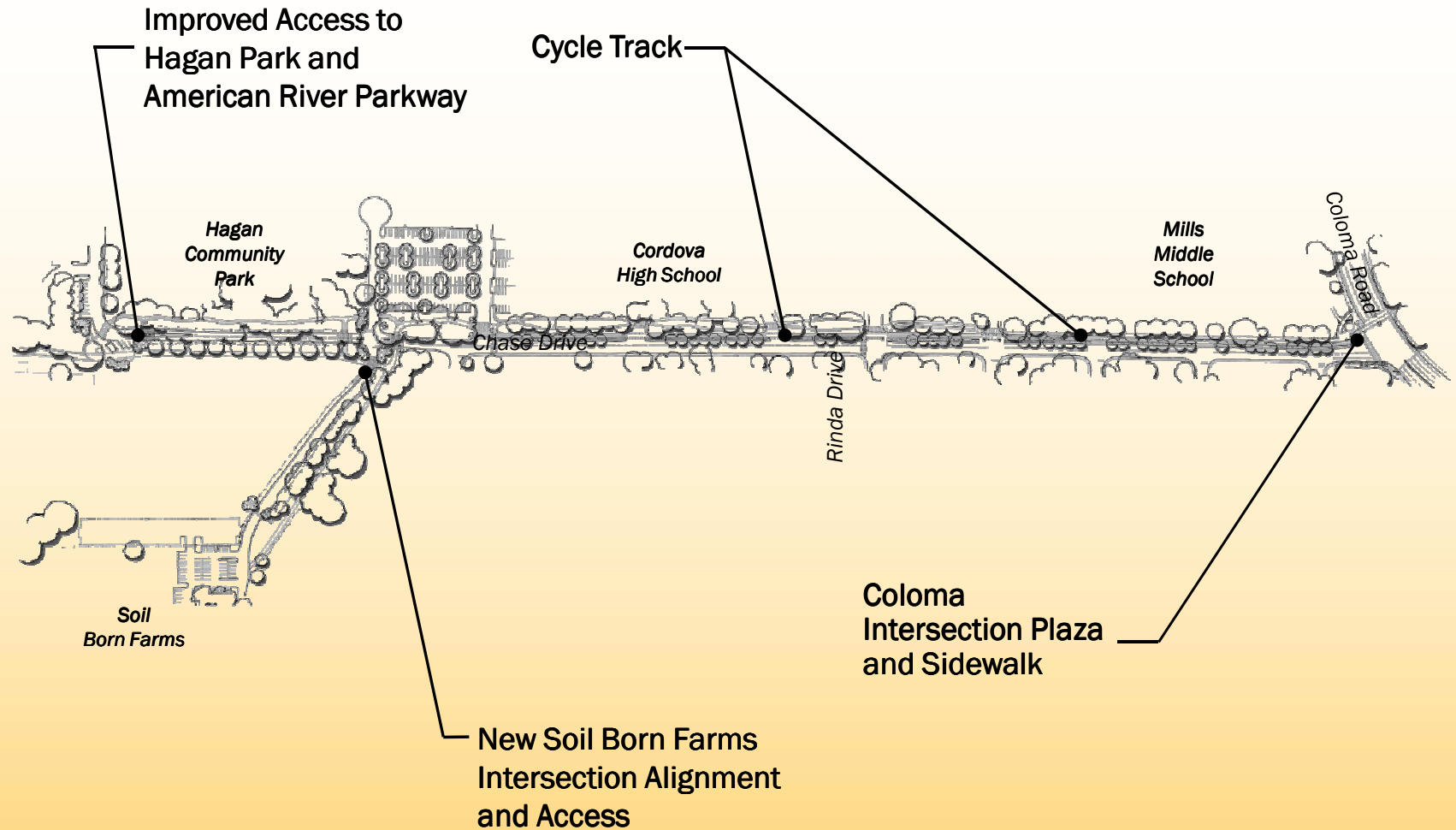
Soil Born Farms

Folsom Cordova Unified School District

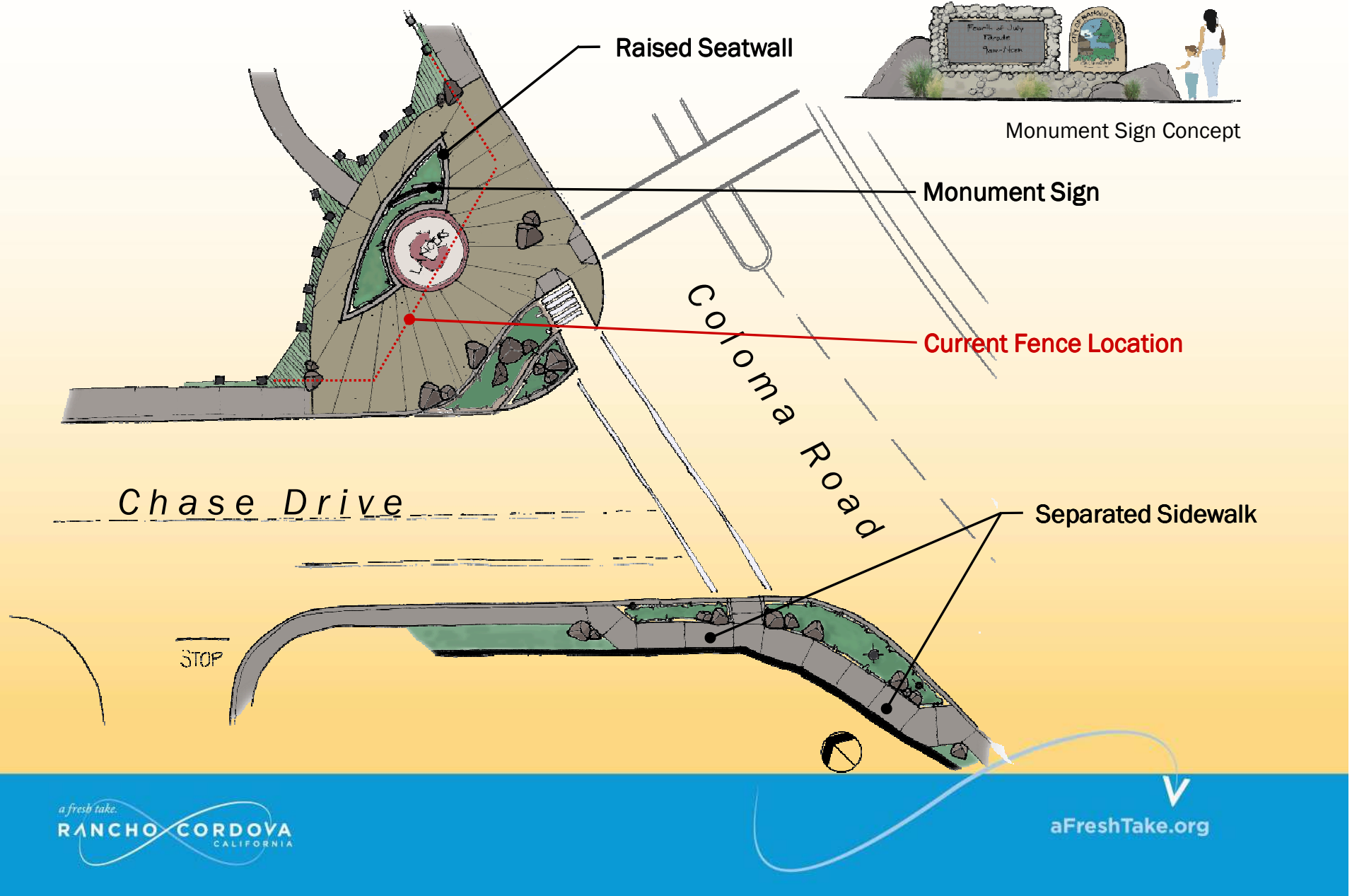
Cordova Recreation and Park District

Sacramento County Parks and Recreation

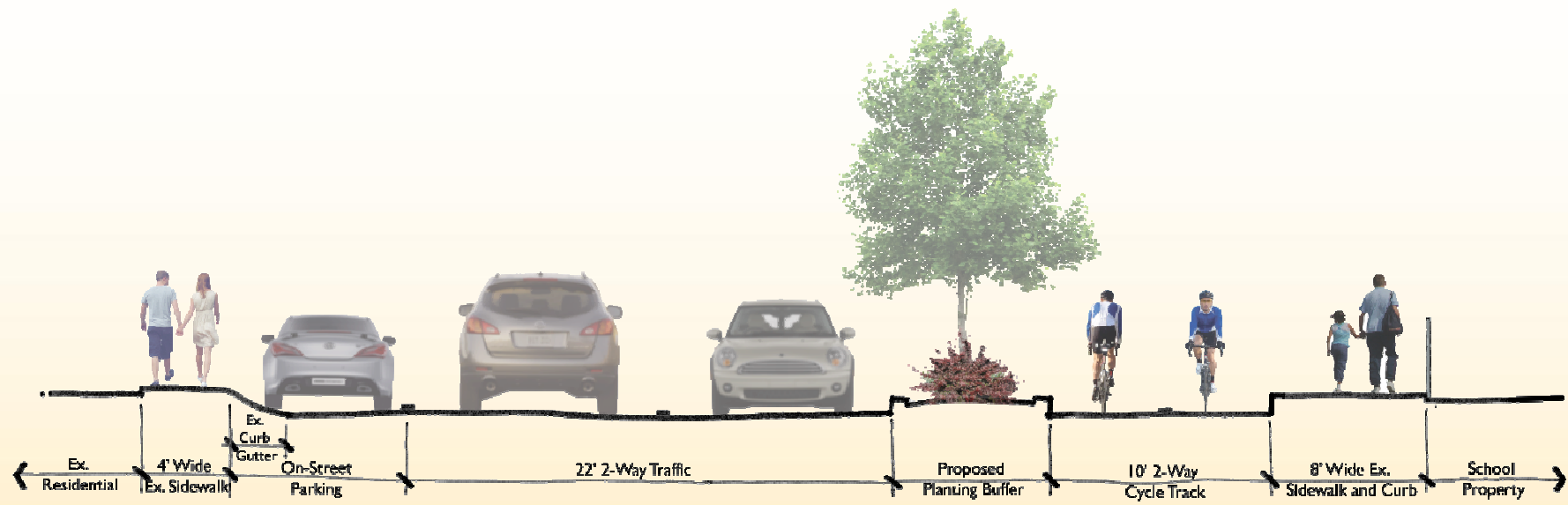
Chase Drive Master Plan – A Healthy Living Corridor



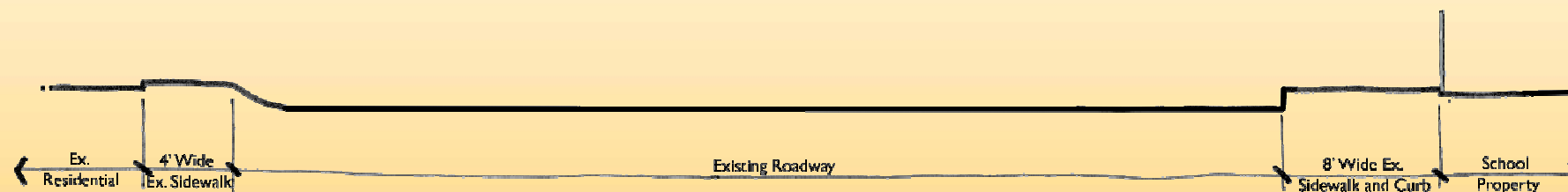
Chase Drive – Coloma Intersection



Chase Drive - Cycle Track Section

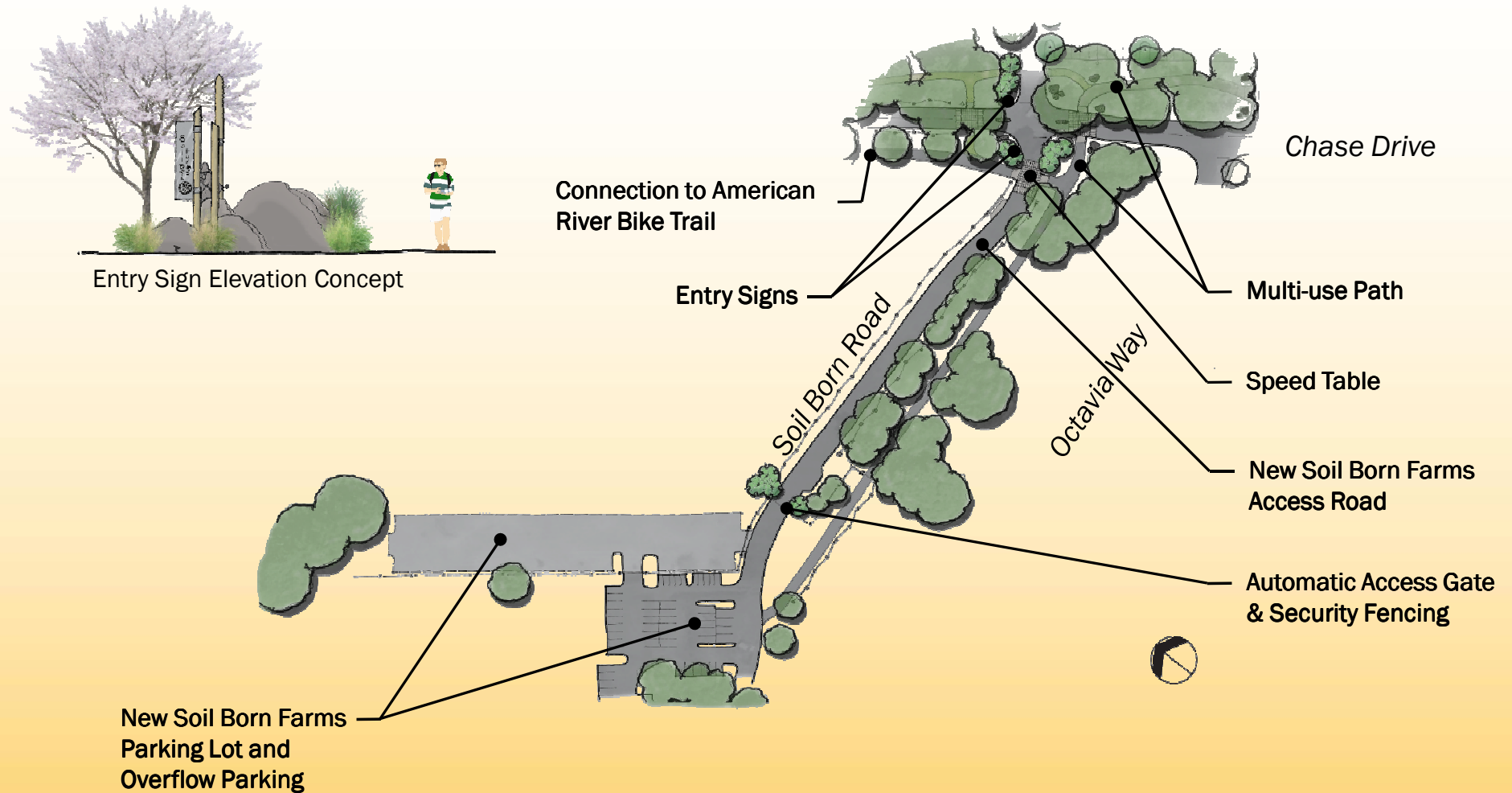


Proposed Chase Drive



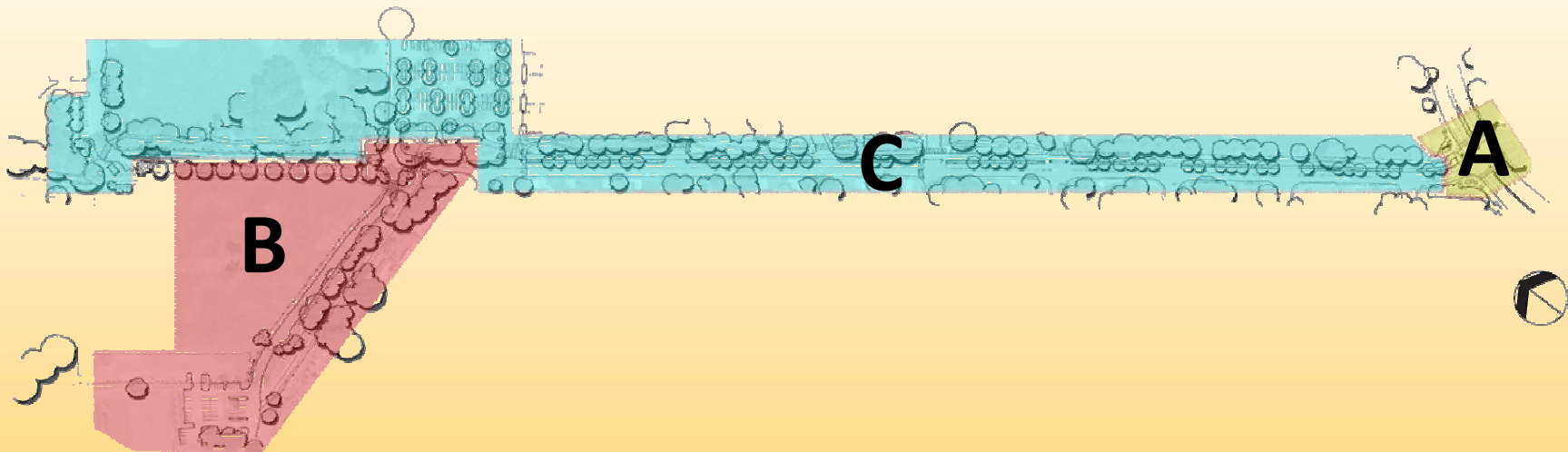
Existing Chase Drive

New Soil Born Farms Intersection Alignment and Access



Proposed Phasing

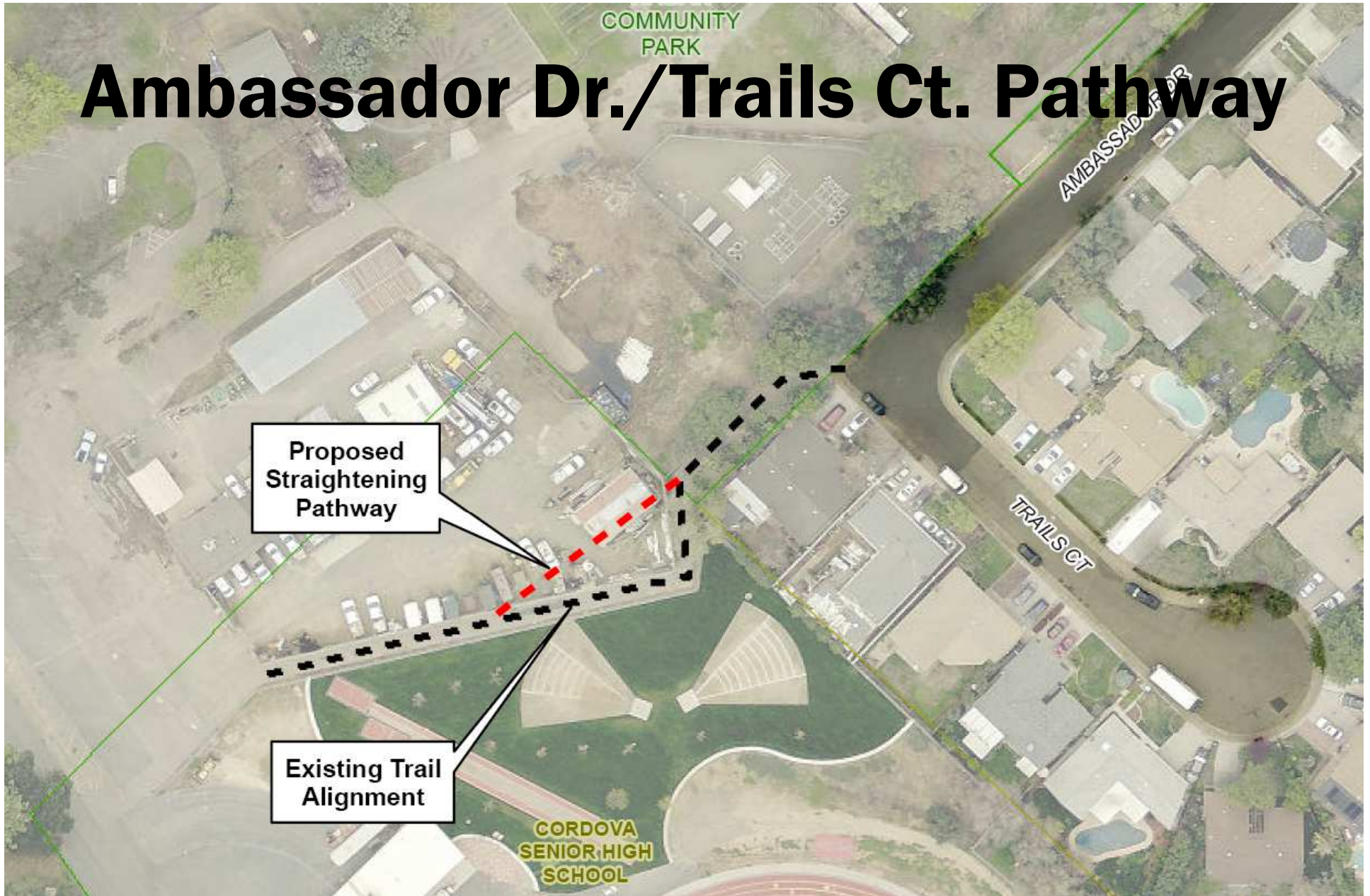
	A. Chase / Coloma Plaza Improvements	\$ 1.2 M
	B. New Soil Born Farms Intersection Alignment and Access	\$ 2.1 M
	C. Chase Drive Cycle Track and Remaining Improvements	\$ 4.7 M
Total Estimated Improvement Cost		\$ 8.0 M



Staff Recommendations:

- Approval to proceed with Phase 1 design for Plaza and Soil Born Access.
- Approve Phase I Design Cost:
 - Chase / Coloma Plaza Improvements \$140,000
 - An increase of \$65,000 over previous approval of \$75,000
 - Soil Born Farm and Park Access Improvements \$300,000
 - An increase of \$47,000 over previous approval of \$253,000
- Thank you!

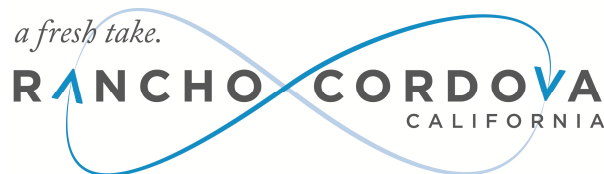
Ambassador Dr./Trails Ct. Pathway



Proposed
Straightening
Pathway

Existing Trail
Alignment

CORDOVA
SENIOR HIGH
SCHOOL



**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, February 01, 2016

**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 Sander called the special meeting to order in the American River Community Room North at 4:04 PM.

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

Council Members Absent: None

Staff Members Present: Lindgren, Cuppy, Abhar, Busch, Haven, Chan, Downton, Flory, Ibrahim, Lopez, Behrends, Leitner, Delaney, Stricker, Norton, Harriman

2. PUBLIC COMMENT

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

- Pam Britton in regards to the Sunriver Park Par Course.

Mayor Sander closed the public comment period.

3. SPECIAL MEETING ITEM

- 3.1 **Subject:** Study Session regarding the Community Enhancement Fund (Measure H), including discussion and direction on: criteria for future project funding; proposed timeline for the 2016-2017 fiscal year community grant applications; funding category amounts for City projects and community grants; and current projects needing further Council input, including the 4 Rivers Neighborhood Pathway Lighting Project, Neighborhood Fence Replacement Project, the Sunrise Boulevard Gateway Sign, the Boys & Girls Clubs of Greater Sacramento Program, Sunriver Neighborhood Association – Physical Fitness Par Course, and the Frisbee Golf Course Project.
Recommendation: Staff recommends the City Council give staff direction on the Community Enhancement Fund topics listed above.
Result of Recommended Action: Staff will carry out Council's direction, engage with the public, and return with updates at upcoming meetings.
Staff Report: Stacy Delaney, Community Enhancement Analyst.
Advances Goals: 1, 2, 3, 5, 6.

4. ADJOURNMENT OF STUDY SESSION

Mayor Sander adjourned the special meeting to the regular meeting at 5:28 PM and announced that item 3.1 will be continued to immediately following the regular meeting.

5. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor McGarvey called the regular meeting to order in the David B. Roberts Council Chambers at 5:45 PM.

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

Council Members Absent: None

Staff Members Present: Lindgren, Cuppy, Abhar, Busch, Goold, Haven, Simpson, Downton, Flory, Quynn, Hadley, Rodriguez, Twist, Behrends, Delaney, Stricker, Norton, Harriman, Peek, Huber

6. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

7. PLEDGE OF ALLEGIANCE

Larry Stafford led the pledge.

8. INVOCATION

Vickie Stanfill with the Sacramento Law Enforcement Chaplaincy gave the invocation.

9. PRESENTATIONS

- 9.1 Community Enhancement Fund Grant Check Presentations by Stacy Delaney, Community Enhancement Analyst.
- 9.2 Introduction of Brian Robinson, Dean of Rancho Cordova Center by Dr. Rachel Rosenthal, Folsom Lake College President.
- 9.3 Introduction of new City employee Allen Quynn, Associate Civil Engineer by Albert Stricker, Interim Public Works Director.

10. PUBLIC COMMENT

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

11. COUNCIL REPORTS

Council reported on events since the last meeting.

12. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

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

- 12.1 **Subject:** Meeting Minutes of January 19, 2016 Regular City Council Meeting and January 26, 2016 Special City Council Meeting.

Recommendation: Adopt Minutes.

- 12.2 **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 waive second reading and adopt 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: Adoption of this ordinance will 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.

- 12.3 **Subject:** Resolution Authorizing The City Manager To Execute A Contract With Stephen Twist Consulting Services To Provide Building Plan Reviews, Inspections, CASP (Certified Accessibility Specialist) Reviews, And Americans With Disabilities Act (ADA) Review Services For The Building & Safety Division.
Recommendation: Adopt Resolution No. 10-2016.
Result of Recommended Action: Adoption of Resolution No. 10-2016 will authorize the City Manager to execute Contract No. 5-2016 with Stephen Twist Consulting Services. The contract amount will be for \$171,600.
Staff Report: Joseph Cuffe, Interim Building Official.
Advances Goals: 5.

13. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

NONE.

14. PUBLIC HEARING ITEMS

NONE.

15. REGULAR CALENDAR ITEMS

- 15.1 **Subject:** Startup in a Day Pledge.
Recommendation: Consider the Startup in a Day Pledge and Authorize the Mayor or Designated City Official to Sign the Startup in a Day Pledge.
Result of Recommended Action: City Staff will work together to explore tools to meet the Startup in a Day Pledge.
Staff Report: Amanda Norton, Economic Development.
Advances Goals: 1, 6.

ACTION: Motion to approve item 15.1 with text amendments by McGarvey second by Terry;
Carried by a 5:0 roll call vote.

- 15.2 **Subject:** Economic Development Business Incentive Program.
Recommendation: Adopt Resolution No. 7-2016.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to approve incentives which comply with the Rancho Cordova Economic Development Business Incentive Program.
Staff Report: Amanda Norton, Economic Development Manager.
Advances Goals: 6.

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

- 15.3 **Subject:** Update on Rancho Cordova's Branding Campaign.
Recommendation: Provide direction to staff on the proposed change in strategy for the City's branding effort.
Result of Recommended Action: Staff will proceed with implementing the City's brand strategy in contract with Crocker & Crocker.
Staff Report: Ashley Downton, Communications Specialist.
Advances Goals: 1, 6.

ACTION: Discussion item only; no action taken.

16. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Council did not have any requests for future agenda items.

17. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

18. ADJOURNMENT

Mayor Sander adjourned the regular meeting to special meeting in memory of Clayton "Buzz" Berriesford, Abe Sass and Hal Glaze at 8:07 PM.

STUDY SESSION - CALL TO ORDER/ROLL CALL

Mayor Sander called the special meeting to order in the Community Board Room at 8:26 PM in order to resume discussion on item 3.1.

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

Council Members Absent: None

Staff Members Present: Abhar, Cuppy, Lindgren, Behrends, Delaney, Haven, Busch, Downton, Stricker

3. SPECIAL MEETING ITEM

3.1 **Subject:** Study Session regarding the Community Enhancement Fund (Measure H), including discussion and direction on: criteria for future project funding; proposed timeline for the 2016-2017 fiscal year community grant applications; funding category amounts for City projects and community grants; and current projects needing further Council input, including the 4 Rivers Neighborhood Pathway Lighting Project, Neighborhood Fence Replacement Project, the Sunrise Boulevard Gateway Sign, the Boys & Girls Clubs of Greater Sacramento Program, Sunriver Neighborhood Association – Physical Fitness Par Course, and the Frisbee Golf Course Project.

Recommendation: Staff recommends the City Council give staff direction on the Community Enhancement Fund topics listed above.

Result of Recommended Action: Staff will carry out Council's direction, engage with the public, and return with updates at upcoming meetings.

Staff Report: Stacy Delaney, Community Enhancement Analyst.

Advances Goals: 1, 2, 3, 5, 6.

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT OF STUDY SESSION

Mayor Sander adjourned the meeting at 9:33 PM.



**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 15, 2014

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

MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Skoglund called the regular meeting to order in the David B. Roberts Council Chambers at 5:35 PM.

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

Council Members Absent: None

Staff Members Present: Nakamura, Lindgren, Cuppy, Abhar, Chinn, Junker, Silva, Downton, Hadley, Haven, Holt, Thomas, Goold, Peterson, Ulm, Diaz, Jordan, Snipes, George

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

3. PLEDGE OF ALLEGIANCE

George Burnash led the pledge.

4. INVOCATION

Kyle Kerchner from First Covenant Church gave the invocation.

5. SPECIAL CEREMONIES

5.1 Swearing in of Vice Mayor Sander by Lois Sander.

5.2 Swearing in of Mayor McGarvey by Terri McGarvey.

5.3 Presentation to Outgoing Mayor Skoglund by Incoming Mayor McGarvey.

6. CELEBRATORY BREAK

AT THIS POINT: Council took a recess at 5:52 PM. The full council resumed at 6:14 PM.

7. PRESENTATIONS

NONE.

8. PUBLIC COMMENT

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

- Pamela Liu, inviting council to a local event and requesting a proclamation for the event.
- James Feci, regarding Stingray device and constitutional amendments.
- Jeff Hawkes, regarding public hearing items and Grapevine Newspaper.
- Derald Langwell, regarding recent city council meeting topics.

Mayor McGarvey closed the public comment period.

9. COUNCIL REPORTS

Council reported on events since the last meeting.

10. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Council Member Budge made a motion to move item 13.1 to the beginning of Public Hearing Items (before item 12.1), second by Terry. Carried by a 5:0 roll call vote

ACTION: Motion to approve the Consent Items 10.1-10.8 by Terry second by Budge; Carried by a 5:0 roll call vote.

10.1 **Subject:** Meeting Minutes of December 1, 2014 Regular Meeting.

Recommendation: Adopt minutes.

10.2 **Subject:** 2015 City Council Meeting Schedule.

Recommendation: Staff recommends Council approve its meeting schedule for 2015.

Result of Recommended Action: Action on this item will approve the 2014 meeting schedule for members of the Rancho Cordova City Council.

Staff Report: Mindy Cuppy, MMC, City Clerk's Office.

Advances Goals: 1, 2, 3, 4, 5, 6.

10.3 **Subject:** Approval of Council Member Appointments to Regional Boards, Commissions and Committees for 2015.

Recommendation: That Council confirms their 2015 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, MMC, City Clerk.

Advances Goal: 4.

- 10.4 **Subject:** Second Reading of Ordinance No. 29-2014, Approving Amendments to the Folsom Boulevard Specific Plan to Remove a Portion of the Kassis Property, and Amending the Zoning Map to Change a Portion of the Kassis Property from Folsom Boulevard-Residential Mixed Use ("FB-RMU") to Residential, 3 Dwelling Units Per Acre ("RD-3"), and Amending the Zoning Map to Change the Plaza de Oro Site from Light Industrial ("LI") to Commercial Mixed Use.

Recommendation: Waive the second reading and adopt Ordinance No. 29-2014.

Result of Recommended Action: The proposed actions will, collectively, resolve minor issues within the General Plan and remedy minor inconsistencies between the General Plan and the Zoning Code. Where land use designations are proposed to change, such changes are intended to more accurately reflect the existing land use of the subject parcels.

Staff Report: Paul Junker, Planning Director and Pam Johns, Special Projects Manager.

Advances Goals: 2, 5, 6.

- 10.5 **Subject:** Resolution Authorizing the City Manager to Award Contract No. 113-2014 in the Amount of \$760,000 to MCE Corporation for Maintenance of Channels and Levees.

Recommendation: Adopt Resolution No. 142-2014.

Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute Contract No. 113-2014 with MCE Corporation in the amount of \$760,000 for routine maintenance of channels and levees, to include vegetation management and general levee maintenance services.

Staff Report: Cyrus Abhar, Public Works Director and Britton Snipes, Senior Engineer.

Advances Goals: 1, 2.

- 10.6 **Subject:** Resolution Authorizing the City Manager to Execute a Contract with Mark Thomas & Company, Inc., in the amount of \$724,368 for the Zinfandel Complex Project.

Recommendation: Adopt Resolution No. 141-2014.

Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute a Contract with Mark Thomas & Company, Inc., for the Zinfandel Complex Project.

Staff Report: Cyrus Abhar, Public Works Director and Chris Boyer, Associate Civil Engineer.

Advances Goals: 1, 2, 5.

- 10.7 **Subject:** Mather Veterans Village Project Funding.

Recommendation: Confirm authorization given to the City Manager to pay Sacramento County permit fees for the Mather Veterans Village project in an amount not to exceed \$520,000.

Result of Recommended Action: The Mather Veterans Village project will have the necessary permits to meet Tax Credit deadlines. The City will be reimbursed for the fees by the local housing trust grant by December 31, 2014.

Staff Report: Jessica Hayes, Housing and Neighborhood Services Development Analyst.

Advances Goals: 1, 2, 5.

- 10.8 **Subject:** Approval of Parcel Map of 3000 Sunrise, Subdivision No. DD7893.
Recommendation: Approval of Parcel Map of 3000 Sunrise Subdivision No. DD7893 of Parcel E, 56 P.M. 1 of Sacramento County Official Records; located on the west side of Sunrise Boulevard approximately 1400 feet north of White Rock Road.
Result of Recommended Action: Approval of this recommendation will result in the recording of the parcel map creating two parcels, each with an existing building.
Staff Report: Cyrus Abhar, Public Works Director.
Advances Goals: 1, 2, 5.

11. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 11.1 **Subject:** Sunridge General Commercial Overlay Zoning District. Item continued from December 1, 2014 Council Meeting.
Recommendation: Introduce and waive first reading of Ordinance No. 23-2014.
Result of Recommended Action: Adoption of Ordinance No. 23-2014 would establish the Sunridge General Commercial Overlay District (SGC Overlay). Establishment of the SGC Overlay would assure that adequate commercial sites are available to accommodate commercial development needed to serve residents locate generally east of Sunrise Boulevard and south of Douglas Road by limiting certain uses on the affected properties.
Staff Report: Paul Junker, Planning Director.
Advances Goals: 1, 2, 5, 6.

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

Item 11.1 was approved separately, because council needed confirmation of a possible revised document for item 11.2.

ACTION: Motion to approve item 11.1 by Terry second by Budge;
Carried by a 5:0 roll call vote.

- 11.2 **Subject:** Resolution Authorizing the City Council to Adopt a Mitigated Negative Declaration for Routine Maintenance of Stream Channels and Drainage Facilities in Rancho Cordova.
Recommendation: Adopt Resolution No. 143-2014.
Result of Recommended Action: Adoption of this resolution will approve and adopt an environmental study that was required for routine maintenance activities occurring within stream channels and drainage facilities in Rancho Cordova. Adoption of the environmental study allows the City to enter into a Routine Maintenance Agreement with the California Department of Fish and Wildlife so that it can perform the needed maintenance activities.
Staff Report: Cyrus Abhar, Public Works Director and Britton Snipes, Senior Engineer.
Advances Goals: 1, 2.

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

Item 11.2 did not need a revised document and was approved as is.

ACTION: Motion to approve by Budge second by Sander;

Carried by a 5:0 roll call vote.

12. PUBLIC HEARING ITEMS

- 12.1 **Subject:** American Health Services Conditional Use Permit Large Residential Care Home Conditional Use Permit; Project No. DD8495 – Located at 10087 Terra Loma Drive.

Recommendation: Adopt Resolution No. 104-2014.

Result of Recommended Action: Adoption of Resolution No. 104-2014 would grant the applicant's request for a Conditional Use Permit from the City of Rancho Cordova to operate a large residential care home with up to 20 beds that would provide treatment for alcohol and substance dependency within an existing 10-bedroom house. Approval of this resolution would allow the applicant to apply for a business license and establish a residential care home that could accommodate more than six clients.

Staff Report: Paul Junker, Planning Director.

Advances Goals: 2, 5.

Applicants, Catherine Sanders M.D., Sabrina Fendley, and Rebecca Lira, addressed council's questions.

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

- Katherine Weedman Cox, in opposition of item 12.1.
- Carol Limbaga, in opposition of item 12.1.
- Delmacio Viega, in support of item 12.1.
- Mary Nesel, in opposition of item 12.1.
- Amy Hiramoto, in opposition of item 12.1.
- Meada Cashatt, in opposition of item 12.1.
- Rick Maness, in opposition of item 12.1.
- Elizabeth Gomez, in support of item 12.1.
- Wallace Morgan, in opposition of item 12.1.
- Anna Vanderveen, in opposition of item 12.1.
- James Feci, in support of item 12.1.
- Steven Sequeira, in support of item 12.1.

Mayor McGarvey closed the public comment period.

AT THIS POINT: Council took a recess at 8:45 PM. The full council resumed at 9:11 PM.

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

- Mary Nesel, in opposition of item 12.1.
- Ana Vanderveen, in opposition of item 12.1.
- Lupe, in opposition of item 12.1.

Mayor McGarvey closed the public comment period.

ACTION: Motion to approve item 12.1 with modifications and additions to Conditions of Approval by ~~Terry Budge~~ second by ~~Budge Terry~~;

Restated motion to approve item 12.1 with the following modifications to Conditions of Approval:

- Condition of Approval #7 - Maximum of 16 clients;
 - Condition of Approval #17 – For the first year of operation the facility shall not exceed 10 clients;
 - Condition of Approval #23 – AHS will conduct criminal background checks on employees;
 - Condition of Approval #24 – Security guard will be on duty 24 hours per day/7 days per week;
 - Condition of Approval #25 – Video cameras will monitor full exterior/perimeter coverage at both facilities.
- by Budge second by Terry;

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AT THIS TIME: The applicant indicated that the modifications to Conditions of Approval were acceptable.

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Defeated by a 2:3 roll call vote. (McGarvey, Skoglund, Sander dissenting)

Council discussion resumed and the Mayor called for a substitute motion.

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ACTION: Motion to approve item 12.1 with the following modifications to Conditions of Approval:

- Condition of Approval #7 - Maximum of 16 clients;
- Condition of Approval #17 – For the first year of operation the facility shall not exceed 10 clients;
- Condition of Approval #23 – AHS will conduct criminal background checks on employees;
- Condition of Approval #24 – Security guard will be on duty 24 hours per day/7 days per week;
- Condition of Approval #25 – Video cameras will monitor full exterior/perimeter coverage at both facilities.

by Budge second by Terry; ~~Motion to approve item 12.1 with modifications and additions to Conditions of Approval by Budge second by Terry;~~
~~Defeated~~ Passed by a 3:2 roll call vote. (Skoglund, Sander dissenting)

AT THIS POINT: Council took a recess at 10:38 PM. The full council resumed at 10:53 PM.

12.2 **Subject:** Clear Channel Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8480 – Located at 12137 Folsom Boulevard. Item continued from November 17, 2014 City Council Meeting.

Recommendation: Conduct the continued public hearing for this item, and Item regarding the Sierra Outdoor/CBS Outdoor application, simultaneously. Consider the Conditional Use Permit and Operating Agreement request by Clear Channel Outdoor; receive comments from the public and project applicants; provide direction to staff as determined appropriate by the City Council; and continue the public hearing to a date certain.

Result of Recommended Action: This continued public hearing will provide the City Council with further opportunity to discuss the two proposals currently seeking approval of two separate digital freeway signs to be located adjacent to Highway 50. In light of the competing request by Sierra Outdoor/CBS Outdoor, staff is requesting direction from the City Council on this item, and to continue the public hearing so that staff may

return with a Council Resolution reflecting the preferred direction. Holding the continued public hearing on this item and Sierra Outdoor/CBS Outdoor item simultaneously will allow staff to address all questions related to the competing applications during the hearing. The application does not fully adhere to the physical development standards included in the Code but, as allowed through an Operating Agreement, the applicant has proposed alternative community benefits for the Council's consideration. The City Council may direct staff to prepare a Resolution to approve this item, deny this item, or otherwise alter this item as desired.

Approval of the project as currently proposed would allow the Applicant to construct a new digital freeway sign at 12137 Folsom Boulevard, immediately adjacent to the Highway 50 corridor. The action would also require the removal of two existing traditional billboards located at 2300 Mine Shaft Lane and 2286 Sunrise Boulevard. Additionally, the Operating Agreement would provide the City with alternative community benefits. Approval of this application would also very likely prevent Council from approving the competing application from Sierra Outdoor/CBS Outdoor, as RCMC Section 23.743.150(C)(3) requires that Council only approve a billboard operating agreement if it achieves community benefits equivalent to those achieved through strict compliance with the development standards in the code (including the requirement that digital billboards be located at least 2,500 feet apart).

Staff Report: Jessica Jordan, Principal Planner.

Advances Goals: 1, 6.

- 12.3 **Subject:** Sierra Outdoor/CBS Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8490 – Located at 12125 Folsom Boulevard (APN: 069-0160-021-0000). Item continued from November 17, 2014 City Council Meeting.

Recommendation: Conduct the continued public hearing for this item, and Item regarding the Clear Channel Outdoor application, simultaneously. Consider the Conditional Use Permit and Operating Agreement request by Sierra Outdoor/CBS Outdoor; receive comments from the public and project applicants; provide direction to staff as determined appropriate by the City Council; and continue the public hearing to a date certain.

Result of Recommended Action: This continued public hearing will provide the City Council with further opportunity to discuss the two proposals currently seeking approval of two separate digital freeway signs to be located adjacent to Highway 50. In light of the competing request by Sierra Outdoor/CBS Outdoor, staff is requesting direction from the City Council on this item, and to continue the public hearing so that staff may return with a Council Resolution reflecting the preferred direction. Holding the continued public hearing on this item and Clear Channel Outdoor item simultaneously will allow staff to address all questions related to the competing applications during the hearing. The application does not fully adhere to the physical development standards included in the Code but, as allowed through an Operating Agreement, the applicant has proposed alternative community benefits for the Council's consideration. The City Council may direct staff to prepare a Resolution to approve this item, deny this item, or otherwise alter this item as desired.

Approval of the project as currently proposed would allow the Applicant to construct a new digital freeway sign in the parking lot area of Naturwood Home Furnishings at 12125 Folsom Boulevard. The action would also require the removal of two existing traditional billboards located at 11373 Folsom Boulevard and near 9847 Folsom Boulevard. Additionally, the Operating Agreement would provide the City with alternative community benefits. Approval of this application would also very likely

prevent Council from approving the competing application from Clear Channel Outdoor, as RCMC Section 23.743.150(C)(3) requires that Council only approve a billboard operating agreement if it achieves community benefits equivalent to those achieved through strict compliance with the development standards in the code (including the requirement that digital billboards be located at least 2,500 feet apart).

Staff Report: Jessica Jordan, Principal Planner.

Advances Goals: 1, 6.

ACTION: Motion to continue the meeting past 11:00 PM by Budge second by Terry;
Carried by a 5:0 roll call vote.

The applicant, Tim Taron, representing Sierra Outdoor/CBS addressed council.

The applicant, Michael Wagener, representing Clear Channel addressed council.

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

- Derald Langwell, in support of item 12.3.
- Stephen Green, in opposition of items 12.2 and item 12.3.
- Mary Nesel, in opposition of items 12.2 and item 12.3.
- Darryl Schmidt, in opposition of items 12.2 and item 12.3.
- Warren Truitt, in opposition of items 12.2 and item 12.3.
- James Kangas, in opposition of items 12.2 and 12.3.
- Lupe Hernandez, in opposition of item 12.2 and item 12.3.
- Ginger Enrico, regarding item 12.2 and 12.3.
- James Worsnap, regarding item 12.2 and item 12.3.
- Lisa Keyes, in support of item 12.3.

Tim Taron, the applicant representing Sierra Outdoor/CBS, readdressed council.

Michael Wagener, the applicant representing Clear Channel, readdressed council.

Mayor McGarvey closed the public comment period.

ACTION: Motion to continue item 12.2 and item 12.3 to January 20, 2015 meeting and direction to staff to write findings to approve Sierra Outdoor/CBS Outdoor (Item 12.3) proposal by Terry second by Budge.
Carried by a 5:0 roll call vote.

13. REGULAR CALENDAR ITEMS

13.1 **Subject:** Resolution to Extend the Finance Agreement for Entertainment Center.

Recommendation: Adopt Resolution No. 144-2014.

Result of Recommended Action: Adoption of Resolution No. 144-2014 will allow the Rancho Cordova Entertainment Center Group LLC to continue to obtain financing to construct and open the Rancho Cordova Entertainment Center located on Kilgore Blvd.

Staff Report: Curt Haven, Director of Economic Development.

Advances Goals: 1, 2, 6.

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

- 13.2 **Subject:** Authorization of City Manager to Renegotiate, Renew and Extend Existing Police Services Contract with the Sacramento County Sheriff's Department through December 2017.

Recommendation: That the City Council authorize the City Manager to renegotiate its current contract with the Sacramento County Sheriff's Department through 2017.

Staff Report: Brian S. Nakamura, City Manager.

Advances Goals: 1, 2, 3, 5.

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

14. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

15. CITY MANAGER'S REPORT

16. ADJOURNMENT

Mayor McGarvey adjourned the meeting to closed session in memory of Brian Richter at 1:09 AM.

17. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor McGarvey called the closed session to order in the Community Board Room at 1:12 AM.

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

Council Members Absent: None

Staff Members Present: Lindgren, Chinn, Nakamura

18. CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: (Number of potential cases: 1).

19. OPEN SESSION - REPORT FROM CLOSED SESSION

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

20. ADJOURNMENT

Mayor McGarvey adjourned the meeting at 1:25 AM.

Rancho Cordova City Council/Successor Agency to the CRA/RCFC – MINUTES
Regular Meeting of Monday, December 15, 2014

Mindy Cuppy, MMC, City Clerk

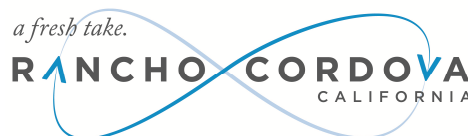
MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

FROM: Liisa Behrends, Interim Finance Director

SUBJECT: TREASURER'S REPORT – DECEMBER 31, 2015



RECOMMENDATION

This report is informational only. It is recommended that the City Council receive and file the December 2015 Treasurer's Report.

RESULT OF RECOMMENDED ACTION

The Treasurer's Report is required to be submitted to the City Council at least quarterly in accordance with California Government Code Section 53600 et. seq. The purpose of the treasurer's report is to update the City Council and the public on the status of the City's cash balances and investments, and highlight material changes from one period to another. The scope of this report covers the fourth quarter of calendar year 2015, ending December 31, 2015 and is in compliance with the State's reporting requirements.

BACKGROUND

Attached is the quarterly Treasurer's report for the period ending December 31, 2015. Treasurer's reports are provided to Council on a quarterly basis.

At September 30, 2015 the current value of the City's total portfolio was \$107.2 million. Since that time, the balances increased by \$1.7 million with an ending balance of \$108.9 million as of December 31, 2015. The funds are held as follows:

Cash at Banking Institutions	\$ 8,527,138
Local Agency Investment Fund (LAIF)	9,240,929
California Asset Management Program (CAMP) Pool	27,225,654
California Asset Management Program (CAMP) Investments	37,463,080
Wells Fargo Adv Treasury Investments (Cutwater)	26,494,871
	\$ 108,951,671

At December 31, the General Fund Cash and Investments balance was \$18.4 million, while the remaining \$90.5 million were restricted to specific activities and were recorded in Special Revenue, Enterprise, Internal Service or Agency Funds.

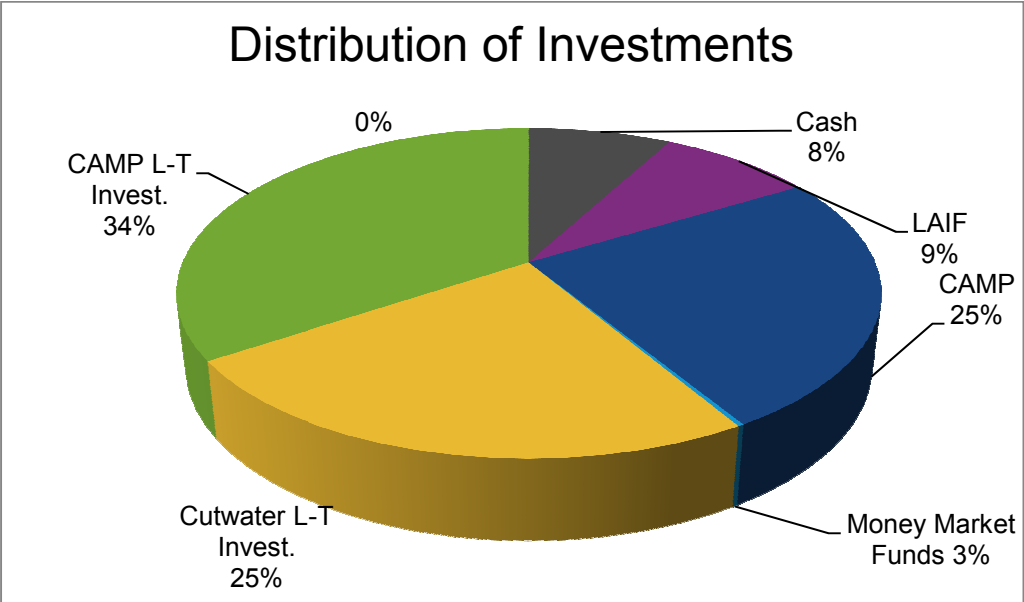
The overall portfolio is well diversified with \$63.7 million invested in marketable securities. \$36.7 million is invested in short-term investments that are considered liquid (LAIF, CAMP, and

money markets). Another \$8.5 million is on deposit with our banks. Staff, in conjunction with our financial advisors, periodically reviews the mix of liquid and long-term investments and adjusts the portfolio according to the market conditions and our short-term cash needs.

Cash and short-term investments decreased by \$9.8 million while long-term investments increased \$11.5 million.

Staff thoroughly reviews investment statements and makes appropriate inquiries of CAMP, LAIF, and MBIA, as necessary, to confirm the existence and viability of the City's assets. The City invests conservatively in investment policy options in accordance with California State Government Code. The long-term assets are in securities that can be held to maturity, thus are less vulnerable to the fluctuations of the market. All securities are in compliance with the City's investment policy. There are sufficient funds to meet the City's expenditure requirements for the next six months.

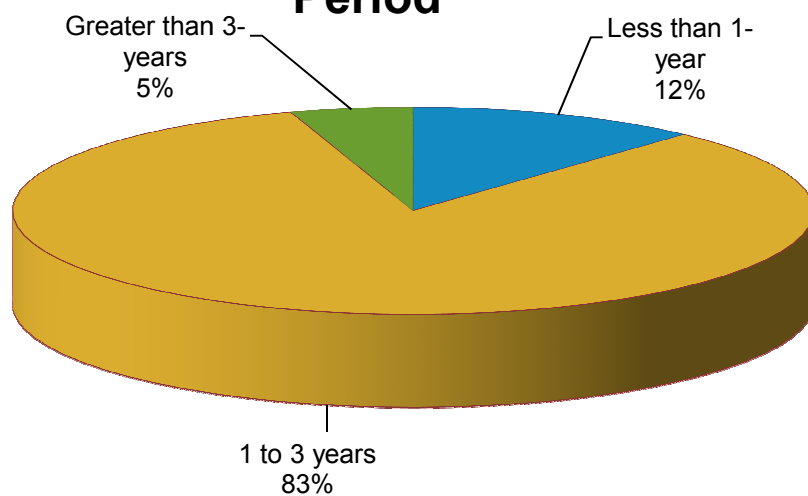
The distributions of investments are displayed in the following chart:



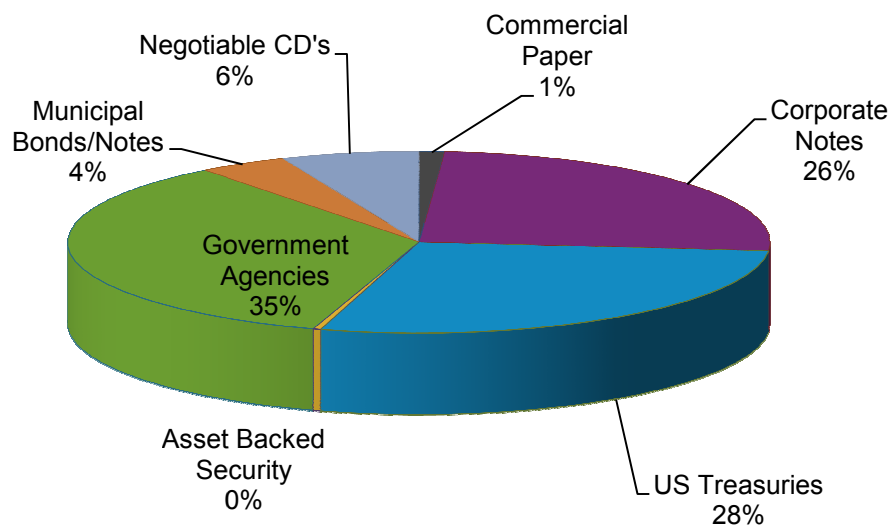
Analysis of long-term investments:

	ParValue	CurrentValue	Percent of L-T Investments
Less than 1-year	\$ 7,515,000	\$ 7,526,593	11.81%
1 to 3 years	52,571,376	53,029,439	83.24%
Greater than 3-years	3,175,000	3,149,493	4.94%
	<u>\$ 63,261,376</u>	<u>\$ 63,705,526</u>	100.00%

Long Term Investments - Time Period



Long Term Investments - Categories



Rancho Cordova Treasurer's Report December 31, 2015

	Yield %	Par Value	Cost	Current Value	Maturity Date
Cash and Cash Equivalents					
Wells Fargo Bank		\$ 8,476,340	\$ 8,476,340	\$ 8,476,340	n.a.
Bank of Sacramento		50,797	50,797	50,797	n.a.
		<u>\$ 8,527,138</u>	<u>\$ 8,527,138</u>	<u>\$ 8,527,138</u>	
Local Agency Investment Fund (LAIF)	0.37	\$ 9,240,929	\$ 9,240,929	\$ 9,240,929	n.a.
California Asset Management Program (CAMP)		\$ 27,225,654	\$ 27,225,654	\$ 27,225,654	n.a.
Wells Fargo Adv Treasury Plus MMF (MBIA)		\$ 252,425	\$ 252,425	\$ 252,425	n.a.
Long-Term Investments - Cutwater/MBIA :					
MUFG Union Bank NA	3	500,000	524,060	504,596	6/6/2016
Federal Farm Credit Bank Notes	0.52	750,000	750,960	749,708	6/17/2016
U.S. Treasury Notes	15	500,000	512,461	502,520	7/31/2016
Coca Cola Co	18	500,000	513,440	503,209	9/1/2016
PNC Bank NA	13	500,000	504,690	501,067	10/3/2016
U.S. Treasury Notes	0.63	500,000	500,000	499,219	12/15/2016
Colgate-Palm Co	13	500,000	503,540	500,920	1/15/2017
IBM Corp	125	750,000	755,655	750,925	2/6/2017
U.S. Treasury Notes	0.88	750,000	751,461	750,293	2/28/2017
Freddie Mac	125	1,100,000	1,111,748	1,101,701	5/12/2017
Berkshire Hathaway	16	400,000	409,253	402,616	5/15/2017
Pfizer Inc	11	1,000,000	1,004,140	999,393	5/15/2017
Freddie Mac	1	2,000,000	2,003,280	1,996,674	7/28/2017
PEPSICO Inc	125	500,000	498,965	500,145	8/13/2017
Fannie Mae	0.88	1,500,000	1,494,165	1,494,890	8/28/2017
Fannie Mae Notes	1	500,000	501,350	498,899	9/20/2017
USA Treasury	0.75	750,000	747,393	746,016	10/31/2017
Freddie Mac	11	750,000	748,875	749,003	11/17/2017
Federal Home Loan Bank Notes	2.5	900,000	931,779	921,330	12/1/2017
JP Morgan Chase	6	400,000	474,708	432,024	1/15/2018
Wells Fargo	149	400,000	400,124	398,296	1/16/2018
Freddie Mac	0.85	1,000,000	1,000,500	997,200	1/29/2018
U.S. Treasury Notes	0.88	1,000,000	1,000,781	995,000	1/31/2018
WalMart	5.8	400,000	480,332	437,190	2/15/2018
Federal Home Loan Bank Notes	1.13	1,000,000	1,006,580	998,350	2/28/2018
Fannie Mae	11	1,000,000	1,004,830	998,850	3/12/2018
U.S. Treasury Notes	1	750,000	751,348	747,392	3/15/2018
GE Capital	5.63	850,000	995,195	927,011	5/1/2018
Apple Inc.	1	400,000	396,704	396,750	5/3/2018
Federal Home Loan Bank Notes	1.05	750,000	748,748	745,373	5/30/2018
Federal Farm Credit Bank	2.58	750,000	780,645	770,505	6/8/2018
U.S. Treasury Notes	0.88	1,000,000	997,813	990,977	7/15/2018
Federal Home Loan Bank	1.13	750,000	754,133	746,288	9/14/2018
Federal Home Loan Bank Notes	1.22	1,000,000	1,000,000	988,120	10/29/2018
Sub-total		<u>\$ 26,100,000</u>	<u>\$ 26,559,653</u>	<u>\$ 26,242,446</u>	

		ParValue	OriginalCost	CurrentValue	Maturity Date
Long-Term Investments -CAMP:					
CA ST TXBL GO Bonds	0.93	200,000	200,676	200,114	2/1/2016
Cisco Systems Inc GbbalNotes	0.62	75,000	82,890	75,478	2/22/2016
GlaxoSmithKline Cap Inc Gbbal	0.73	400,000	399,716	400,072	3/18/2016
Toyota MotorCreditCorp	0.81	255,000	254,895	255,009	5/17/2016
Bank ofTokyo MitsubishiComm Pape	0.59	750,000	747,788	747,999	5/18/2016
Bank ofNova Scotia HousCD Fbat	0.28	550,000	549,668	549,607	6/10/2016
CalleguasW trDist, CA Rev Bonds	1.42	500,000	500,000	502,420	7/1/2016
Wells Fargo & Co.	1.28	360,000	359,654	360,569	7/20/2016
Goldman Sachs Bank USA CD	0.9	500,000	500,000	499,578	8/12/2016
Berkshire Hathaway Fh GbbalNotes	0.97	330,000	329,825	330,185	8/15/2016
American Honda Finance GbbalNote	1.24	205,000	204,287	205,164	10/7/2016
CA ST Dept ofW aterTxblRev Bonds	0.99	140,000	140,000	140,081	12/1/2016
Rabobank Nederland NV CertDepos	1.07	600,000	600,000	597,120	4/21/2017
Apple Inc Corp Note	1.07	700,000	699,629	700,411	5/5/2017
John Deere CapitalCorp Notes	1.14	435,000	434,796	434,136	6/12/2017
Toronto Dominion Bank NY YCD	1.25	550,000	550,000	548,752	6/16/2017
HSBC USA Inc	1.35	190,000	189,711	188,988	6/23/2017
Freddie Mac GbbalNotes	0.96	350,000	350,490	349,965	6/29/2017
CA Earthquake Auth TxblRev Bonds	1.82	150,000	150,000	150,734	7/1/2017
Tennessee Valley Authority Notes	0.96	3,000,000	3,224,370	3,199,506	7/18/2017
OR State Taxable Go bonds	1.14	200,000	200,000	200,204	8/1/2017
Pab Alto USD, CA GO Bonds	1.4	550,000	550,000	550,512	8/1/2017
Ford ABS 2014-C A2	0.61	226,376	226,369	226,301	8/15/2017
Svenska Handelsbanken NY FLT Cert	0.84	575,000	575,000	574,664	8/24/2017
Wells Fargo & Co.	1.43	300,000	299,703	299,657	9/8/2017
US Bank NA Cincinnati (Callable) CD	1.41	550,000	549,115	547,969	9/11/2017
IBM CoprNotes	1.41	600,000	693,852	643,549	9/14/2017
American Express CreditCorp Notes	1.6	200,000	199,732	199,920	9/22/2017
Fannie Mae GbbalNotes	1.08	575,000	570,555	572,625	10/26/2017
CA ST TXBL GO Bonds	1.66	510,000	511,821	513,942	11/1/2017
HSBC USA Inc Notes	1.51	200,000	199,964	199,100	11/13/2017
Skandinaviska Enskilda Banken NY CI	1.48	550,000	550,000	547,839	11/16/2017
HSBC Bank USA NA Floating Cert	0.97	200,000	200,000	199,951	11/17/2017
ConocoPhillips (callable) GbbalNotes	1.58	400,000	391,320	392,748	12/15/2017
Tennessee Valley Authority Notes	1.01	550,000	609,070	603,032	12/15/2017
Tennessee Valley Authority Notes	1.06	1,230,000	1,360,675	1,348,599	12/15/2017
IBM CoprNotes	1.23	300,000	299,085	297,991	2/6/2018
JP Morgan Chase Corp Notes (Callab	1.71	275,000	274,929	273,667	3/1/2018
Chevron Corp Notes	1.37	100,000	100,000	99,200	3/2/2018
Exxon MobilCorporate Notes	1.31	600,000	600,000	599,047	3/6/2018
Freddie Mac GbbalNotes	0.93	650,000	648,284	645,439	3/7/2018
American Honda Finance Corp Notes	1.55	225,000	224,699	223,350	3/13/2018
General Electric CAP Corp GbbalNotes	1.58	600,000	601,338	601,959	4/2/2018
PEPSICO, Inc Corp Notes	1.25	250,000	249,970	249,088	4/30/2018
U.S. Treasury Notes	1.02	2,500,000	2,476,367	2,467,870	4/30/2018
Microsoft Corp GbbalNotes	1.01	145,000	144,909	143,826	5/1/2018
Apple Inc GbbalNotes	1.08	265,000	264,022	262,847	5/3/2018
Berkshire Hathaway Notes	1.31	210,000	209,878	208,248	5/15/2018
Univ of CalTaxable Rev Bonds	2.05	385,000	385,000	389,770	5/15/2018
Fannie Mae GbbalNotes	1.19	250,000	246,213	247,657	5/21/2018
Fannie Mae GbbalNotes	1.05	500,000	495,775	495,313	5/21/2018
Cisco Systems Inc Corp Note	1.66	475,000	474,919	476,985	6/15/2018
Chevron Corp GbbalNotes	1.72	380,000	380,000	378,059	6/24/2018
U.S. Treasury Notes	1.43	1,645,000	1,649,305	1,655,924	8/31/2018
U.S. Treasury Notes	1.47	200,000	198,172	199,719	10/31/2018
U.S. Treasury Notes	1.34	400,000	398,641	399,438	10/31/2018

Fannie Mae Global Notes	1.62	300,000	300,009	302,183	11/27/2018
U.S. Treasury Notes	1.41	300,000	297,902	299,496	11/30/2018
Citigroup Inc. Corporate Notes	2.05	550,000	549,923	547,094	12/7/2018
U.S. Treasury Notes	1.54	550,000	549,055	551,934	1/31/2019
U.S. Treasury Notes	1.61	850,000	846,049	852,989	1/31/2019
U.S. Treasury Notes	1.33	600,000	600,984	599,602	2/28/2019
Fannie Mae Series 2015-M13	1.08	250,000	252,503	249,619	9/1/2019
U.S. Treasury Notes	1.31	200,000	197,336	195,797	9/30/2019
U.S. Treasury Notes	1.41	525,000	515,710	513,967	9/30/2019
U.S. Treasury Notes	1.45	850,000	832,900	832,136	9/30/2019
U.S. Treasury Notes	1.37	350,000	351,805	348,906	10/31/2019
U.S. Treasury Notes	1.4	650,000	652,641	647,969	10/31/2019
U.S. Treasury Notes	1.31	275,000	274,248	270,499	2/29/2020
U.S. Treasury Notes	1.57	450,000	444,076	442,635	2/29/2020
U.S. Treasury Notes	1.55	1,500,000	1,481,191	1,475,450	2/29/2020
U.S. Treasury Notes	1.63	150,000	152,461	151,723	7/31/2020
U.S. Treasury Notes	1.71	800,000	810,094	809,187	7/31/2020
Sub-total		\$ 37,161,376	\$ 37,585,963	\$ 37,463,080	

MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Interim Public Works Director
Steve Harriman, PW Division Manager of O&M



SUBJECT: RESOLUTION APPROVING THE EXECUTION OF A SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH MCE CORPORATION ELIMINATING THE YEARLY LIMIT TERM LANGUAGE

RECOMMENDATION

Adopt Resolution No. 13-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution authorizes the City Manager to execute a second amendment to the contract with MCE Corporation to provide operations and maintenance support for the Public Works Department. The compensation section currently states that the spending limit is \$500,000 per fiscal year for the five year contract term. Approval of this resolution would eliminate the annual spending limit and amend the contract to include a not-to-exceed contract amount of \$3,000,000.

BACKGROUND

Since November of 2009, MCE Corporation has provided the City with maintenance employees who perform routine maintenance activities like graffiti removal, weed abatement, and street sign replacement. In 2014, additional services like bridge and drainage maintenance were added to the scope of the contract. The City Council approved the contract with a \$500,000 annual spending limit to cover our maintenance program, including the addition of the light rail station maintenance contract with Regional Transit.

With the passage of Measure H, Public Works has been allocated funds to increase our litter abatement program and enhance our graffiti removal program. With the additional funds and requests for increased services, staff anticipates exceeding the \$500,000 amount allowed and is requesting a contract amendment to remove the annual spending limit.

This amendment will not increase the total contract amount of \$3,000,000; however, it provides staff with the flexibility needed to encumber additional funds in this fiscal year and future years for the services covered under the MCE contract.

FISCAL IMPACT

Funding sources for this contract include multiple maintenance funds, such as Measure A, Gas Tax and the Community Enhancement Fund. The proposed amendment has no impact to the General Fund.

ATTACHMENT

Resolution No. 13-2016 Exhibit 1 – Contract No. 14-2014-2.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 13-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO SIGN A SECOND AMENDMENT WITH
MCE CORPORATION ELIMINATING THE YEARLY LIMIT TERM LANGUAGE**

WHEREAS, in February 2014, the City Council adopted Resolution No. 17-2014 authorizing the City Manager to enter into an agreement with MCE Corporation to provide operations and maintenance support for the Public Works Department; and

WHEREAS, in November 2014, the contract was first amended to incorporate an updated rate sheet; and

WHEREAS, the compensation section currently states that the spending limit is \$500,000 per fiscal year for the five year contract term; and

WHEREAS, adoption of this resolution will authorize the City Manager to execute contract amendment 14-2014-2 to eliminate the annual spending limit and amend the term language to include a not-to-exceed contract amount of \$3,000,000; and

WHEREAS, the amendment provides staff with the flexibility needed to encumber additional funds in this fiscal year and future years for the services covered under the MCE contract.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute a second amendment, **Exhibit 1**, with MCE Corporation in a form approved by the City Attorney.

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

**SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND MCE CORPORATION**

This Second Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and MCE Corporation ("Professional") as of February 16, 2016. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated February 18, 2014 for the purpose of providing operations and maintenance support; and

WHEREAS, this Amendment will eliminate the annual \$500,000 per fiscal year spending limit and include a not-to-exceed amount of \$3,000,000; and

WHEREAS, the Parties agree that changes to the term provided for in the PSA is necessary in order for the City to continue receiving services by Professional.

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed \$500,000 per fiscal year. The Parties agree to amend Section 2 of the PSA in order for staff to have the flexibility needed to encumber additional funds in any given year to pay Professional for additional services. The first sentence of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed \$3,000,000, notwithstanding any contrary indication that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement."

2. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.

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

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Jeff Core, President

Date: _____

Date: _____

EXHIBIT 1
CONTRACT NO. 14-2014-2

Attest:

Mindy Cuppy, MMC, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

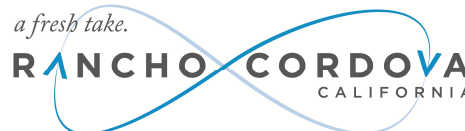
Date: _____

MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

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



SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A LICENSE AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY FOR THE MATHER RAILS TO TRAILS PROJECT

RECOMMENDATION

Adopt Resolution 11-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will authorize the City Manager to execute a license agreement between the City of Rancho Cordova and the Sacramento Placerville Transportation Corridor Joint Powers Authority for the Mather Rails to Trails Project.

BACKGROUND

The Mather Rails to Trails Project will utilize an existing abandoned railroad spur line and add a Class One Bicycle and Pedestrian Trail, landscaping, and other bicycle and pedestrian amenities between Folsom Blvd to Mather Blvd generally parallel to Mather Field Rd. The project lies in a 60-foot wide area that extends from Folsom Blvd to Mather Blvd. The project land is owned by Sacramento County and the use license is being finalized per previous Council approval.

The physical tracks and ties are owned by the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTCJPA). Staff is requesting Council approval to enter into a License Agreement with the SPTCJPA to allow the City to maintain and operate a Class One Bike Trail with landscaping adjacent to and crossing the tracks and ties as defined in the agreement and depicted in Exhibit A. The agreement will remain in effect for a term of 40 years, the same term as the agreement with Sacramento County. The SPTCJPA will license the tracks and ties at no cost to the City. The City agrees to not remove any tracks or ties and to incur the maintenance costs within the project area. Maintenance costs are assumed to consist mostly of weeds and trash removal.

The Mather Rails to Trails Project will utilize an area of Rancho Cordova that has been fenced off and neglected for over 20 years. The project will transform this weed and trash filled area into a bicycle and pedestrian friendly corridor, designed to create another connection between the communities on the north and south side of Highway 50.

FISCAL IMPACT

There is no cost to the City for the use of the licensed tracks and ties stated in the License Agreement. A long term maintenance cost will be incurred by the City for maintenance, weed and trash removal within the project tracks and ties. There is no impact to the City's General Fund.

ATTACHMENTS

Resolution No. 11-2016, including Exhibit A – License Agreement.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 11-2016

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A LICENSE AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY FOR THE MATHER RAILS TO TRAILS PROJECT

WHEREAS, the Mather Rails to Trails Project will utilize an existing abandoned railroad spur line and add a Class 1 Bicycle and Pedestrian Trail.

WHEREAS, the trail is proposed to be located adjacent to and over the tracks and ties owned by the Sacramento Placerville Transportation Corridor Joint Powers Authority; and

WHEREAS, adoption of this resolution will authorize the City Manager to execute a license agreement between the City of Rancho Cordova and the Sacramento Placerville Transportation Corridor Joint Powers Authority for the Mather Rails to Trails Project; and

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute an agreement with the Sacramento Placerville Transportation Corridor Joint Powers Authority in a form approved by the City Attorney for the purpose to access and use the Mather Field Railroad Spur tracks and ties, 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

EXHIBIT A

**LICENSE AGREEMENT
FOR PEDESTRIAN WALKWAY AND BICYCLE PATH
MATHER SPUR**

THIS LICENSE AGREEMENT ("License") is made and entered into on _____, between the **SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY, A CALIFORNIA JOINT POWERS AUTHORITY ("JPA"), SACRAMENTO REGIONAL TRANSIT DISTRICT**, a California public corporation ("RT"), collectively referred to as "Licensor" and **CITY OF RANCHO CORDOVA ("City")**, a California municipal corporation.

WHEREAS, City has obtained Active Transportation funds from the California Transportation Commission and desires to use these funds to develop a pedestrian and bike path ("Bike Path") along the property known as the Mather Spur ("Property") to create safe passage for pedestrian and bicycle traffic between Folsom Boulevard and Mather Boulevard; and

WHEREAS, City has entered an agreement with Sacramento County, which owns the Property, to obtain access to and use of the Property to construct, install, operate, inspect, alter, improve and maintain the Bike Path for a term of 40 years; and

WHEREAS, The JPA owns the railroad tracks and ties ("Tracks") on the Property and has allocated rights with respect to the Tracks to RT under the Reciprocal Use and Funding Agreement and the easement issued pursuant thereto; and

WHEREAS, the parties desire to enter into this License Agreement to set forth the rights and obligations of City with respect to the Tracks.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties desire to enter into this License Agreement ("License").

1. Licensor grants to City and its authorized agents the non-exclusive right, privilege and license to access and use the Tracks depicted in Exhibit A ("License Area") to locate, construct, install, operate, inspect, alter, improve, maintain and repair bicycle, pedestrian, Americans with Disabilities Act (ADA) and other necessary safety improvements ("Bike Path") on, above, under, and within said License Area.

- a. Licensor reserves the right to grant any other license, easement, lease, or other interest that would not unreasonably interfere with City's rights under this License during the term of this License.
- b. City reserves the right to evaluate the viability of the Bike Path if City determines that a license, easement, lease, or other interest granted by Licensor interferes with City's rights under this License. Licensor agrees to notify City in writing of any such proposed use and to give City a reasonable time to comment on such use.
- c. Upon commencement of construction of the Bike Path, City will be solely responsible for all maintenance and operation of the License Area. Licensor has the right, but not the obligation, to maintain the License Area.
- d. Licensor must not revoke or terminate this License, except by the express terms of this License, as City will expend significant funds to improve, construct, and maintain the Bike Path and License Area.
- e. City must not remove the Tracks from the License Area and agrees to construct the Bike Path over, under, and around the Tracks.

2. Licensor makes no representations or warranties that the License Area is adequate for the purposes intended by City. City hereby accepts the License Area in the condition existing as of the date of execution of this License, subject to all applicable laws and regulations. City acknowledges that neither Licensor nor any agent of Licensor has made any representation or warrant with respect to the condition of the License Area or the suitability therefor for the Bike Path.

EXHIBIT A

3. The improvements installed by City under this License remain the personal property of City until the expiration of this License, or earlier termination or cancellation thereof. Licensor possesses all rights and interest in any portion of City's improvements not removed by City upon the expiration of this License or cancellation for breach of this License.

4. City must submit 2 sets of detailed construction plans and specifications for the Bike Path to RT for review and approval prior to construction, installation, reconstruction or relocation (collectively, "Construction") of the Bike Path so that RT can ensure that the construction will not interfere with restoration of the License Area to its preexisting condition. Such plans and specifications must be prepared by an engineer licensed to practice in California. RT will approve or reasonably disapprove those plans in writing within 30 calendar days after RT's receipt. City must notify RT in writing by registered mail if RT fails to respond within the initial 30-day period. RT's failure to approve or disapprove the plans within 15 calendar days after receipt of such notice will be deemed RT's approval. RT must detail the reasons for any disapproval and City must submit revised plans to RT within 15 calendar days after receipt of RT's disapproval.

Substantive changes to City's plans and specifications required by any governmental agency must also be submitted to RT for RT's approval. RT's review and approval of plans, specifications and other details of City's Bike Path does not constitute an assumption of any liability for the design, engineering, or structural integrity of the improvements proposed to be installed or constructed by City. RT has no responsibility for design for any part, component or the whole of the Bike Path. City is solely responsible for the design of the Bike Path. No act permitted, authorized or required to be performed by RT under this License, including, but not limited to approvals, selections, inspections, or direct labor, may be construed to be design work by RT.

5. Shared Use Agreement: The JPA and the Southern Pacific Transportation Company (User) have entered into a Shared Use Agreement dated September 6, 1996 (hereinafter "Shared Use Agreement") A copy of the Shared Use Agreement is attached hereto as Exhibit B and is incorporated herein by this reference. The Union Pacific Railroad Company (UP) is the successor in interest to SPTC. The JPA has delegated to RT the performance of JPA's obligations under the Shared Use Agreement for the portion of the right-of-way defined as the Nimbus Corridor (SPTC milepost 94.5 to 108).

With respect to any activities performed by Licensee under this License Agreement within the Nimbus Corridor as defined in the Shared Use Agreement, Licensee must perform such activities in accordance with the terms and conditions of the Shared Use Agreement and perform all of JPA's obligations under the Shared Use Agreement with respect to such work, including, without limitation, JPA's obligation to give construction notices under Sections 1.27, 2.11(b), 4.1(a), and 7.5, to coordinate access under Section 2.1(b), to maintain physical clearances under Section 2.8, to construct the project in accordance with Section 2.11(b) and Section 7 and to maintain and repair the project under Section 10 (Maintenance and Repair) of said Agreement. Licensee may not enter upon UP's freight easement within the Nimbus Corridor (10 feet on either side of the centerline of UP's freight track) except pursuant to a fully executed License Agreement or Right of Entry between Licensee and UP. For the purpose of this Article, Licensee includes all of its contractors at any tier.

Notwithstanding the foregoing, Licensee is not obligated to perform JPA's indemnification and/or insurance requirements under the Shared Use Agreement; however, Licensee must comply with any insurance requirement in the Shared Use Agreement that is applicable to Licensee as a contractor of JPA or one of JPA's member entities (RT is one of JPA's member entities), and Licensee must comply with the indemnification and the insurance requirements set out in this License.

6. This License is granted for a term of 40 years from the date first written above and must continue in full force and effect thereafter until terminated by Licensor or City with 180 days' written notice, as specified in Paragraph 6 below. Each party has the right to terminate this License upon 10 days' written notice to the other party prior to City's commencement of any construction within the License Area, if its legislative body votes to terminate the License Agreement.

7. Licensor has the right to terminate this License with 180 days' written notice if RT, JPA, or any third party with rights in the License Area that predate this License elects to use the License Area to operate a rail line for passenger or cargo transportation purposes.

EXHIBIT A

8. Upon expiration or termination of this Agreement for any of the reasons set forth herein, City must remove the Bike Path within 180 days at its own cost and expense. Licensor will have no obligation, monetary or otherwise, related to the removal of the Bike Path. If City fails to remove the Bike Path within 180 days, RT has the right to remove the Bike Path and invoice City for all costs associated with the removal of the Bike Path and restoration of the License Area.

Upon removal of the Bike Path, City must return the License Area, including the Tracks, to the same condition in which it existed upon the commencement of this Agreement.

9. City must bear any and all costs and expenses associated with this License and use by City.

10. Insurance or Self-Insurance: City, at its sole cost and expense, must carry insurance – or self-insure – for its activities in connection with this License, and obtain, keep in force, and maintain insurance or equivalent programs of self-insurance, for general liability, workers compensation, property, professional liability, pollution liability and business automobile liability adequate to cover its potential liabilities hereunder. City must provide RT and JPA 30 days' advance written notice of any cancellation, termination or lapse of any of the insurance or self-insurance coverages.

- a. Throughout the term of this License, City, for all of its operations and activities authorized herein, and for itself and all of its officers, representatives, agents, employees, contractors, subcontractors, consultants, invitees, and suppliers, must maintain or cause to maintain insurance or self-insure, and keep in full force and effect the forms of insurance specified in Exhibit C. If self-insured, City or City's contractors must provide a letter of self-insurance/excess insurance program coverage signed by its Risk Manager.
- b. City must provide the Licensor 30 days' advance written notice of any cancellation, termination, or lapse of any of the insurance or self-insurance coverages. If City does not have the required certificates of insurance or letter of self-insurance and/or binders evidencing the proper insurance coverage, or the required insurance coverage lapses, either RT or JPA may purchase such insurance and invoice City for the cost thereof.

11. Indemnification: City must indemnify, defend and hold harmless the JPA, RT, and their respective Board of Directors, officers, directors, employees, agents, contractors, subcontractors, consultants, sub-consultants, invitees,, suppliers, and authorized volunteers from and against all claims, demands, actions, losses, liabilities, costs, injuries, and damages, including reasonable attorneys' fees, and including injury to or death of persons, arising out of or arising from City's use of the License Area hereunder, or the use of the License Area by City's employees, agents, representatives, contractors, subcontractors, invitees, suppliers, and authorized volunteers, except and in proportion to the extent caused by the active negligence or willful misconduct of the JPA, RT, or their respective Board of Directors, officers, employees, agents or authorized volunteers. City must assume sole responsibility for and payment of any fines or penalties levied on the JPA, RT or City by any local, State, or federal authority, related to City's use and maintenance of the License Area. City will be solely liable for the payment of all fines and penalties related to its use of the License Area, except and in proportion to the extent caused by the negligence or willful misconduct of the JPA, RT, or their respective Board of Directors, officers, directors, employees, agents or authorized volunteers, or to the extent arising out of JPA's, or RT's use of the License Area prior to the effective date of this License. City must assume sole responsibility for and payment of any fines or penalties levied on either JPA, RT or City related to City's use of the License Area by any local, State or federal authority, hereinafter (Authority), for breaches of the Authority's environmental regulations. City will be solely liable for the payment of all fines and penalties related to City's use of the License Area, except and in proportion to the extent caused by the active negligence or willful misconduct of the Licensor, or to the extent arising out of JPA's or RT's use of the License Area prior to the effective date of this License. In addition, City understands and acknowledges that, during the course of the activities allowed by the License, the environmental regulations implemented or imposed by the Authority on the Licensor and City may change and City specifically agrees to comply with any future environmental regulations implemented or imposed by the Authority on the Licensor or City. This provision of the Paragraph will survive the expiration or termination of this License.

12. This License, and the rights being granted, are subject to any and all applicable federal, State, and local laws, regulations, order, restrictions, and enactments now in force or that may hereafter be adopted

EXHIBIT A

by any duly-authorized governmental agency with respect to City's operation pursuant to this License. While performing any act described in this License, City must comply with all applicable laws, regulations, orders, restrictions, and enactments. In addition, City must comply with all local, State, and federal occupational safety and health acts and regulations. If any failure by City to comply with such laws, regulations, orders, restrictions, and enactments, results in any fine, penalty, cost, or charge being assessed, imposed or shared against the JPA related to the License Area, City must reimburse and indemnify the JPA for any such fine, penalty, cost or charge, including without limitation attorney's fees, court costs and expenses (except environmental fines and penalties which will be handled in accordance with Paragraph 6). City further agrees in the event of any such action, upon notice thereof being provided by the JPA, to defend such action free of cost, charge or expense to the JPA, unless the cause of such action was the negligence or willful misconduct of the JPA.

13. City must comply with all environmental laws and any amendments thereto affecting City's use of and operation of the License Area, including all federal, State, and local laws, ordinances, rules and regulations relating to endangered, threatened, and other sensitive species. Of these, City must take special note of, all applicable environmental laws, rules, and regulations, specifically including but not limited to the following:

- California Endangered Species Act
- Federal Endangered Species Act
- Federal Migratory Bird Treaty Act
- California Water Quality Act
- Federal Clean Water Act

City must, at all times, engage in appropriate avoidance and minimization measures to prevent the unlawful take, possession, or destruction of any protected species. This includes birds-of-prey, and the take, possession, or destruction of the eggs and nests of any such bird.

14. City must care for the License Area.

15. Interpretation and enforcement of this License is governed by the laws of the State of California.

16. If either party commences an action against the other party arising out of or in connection with this License, each party will bear their own costs inclusive of attorney's fees.

17. This License and any attachments hereto constitute the entire agreement between the parties concerning the subject matter hereof.

18. The waiver of any breach of a specific provision of this License Agreement does not constitute a waiver of any other breach of that term or any other term of this License Agreement.

19. If a court of competent jurisdiction finds or rules that any provision of this License Agreement is invalid, void, or unenforceable, the provisions of this License Agreement not so adjudged will remain in full force and effect. The invalidity in whole or in part of any provision of this License Agreement does not void or affect the validity of any other provision of this License Agreement.

20. If a party to this License Agreement brings any action, including an action for declaratory relief, to enforce or interpret any provision of this License Agreement, each party is responsible for its own costs and expenses; including but not limited to attorneys' fees.

EXHIBIT A

21. By mutual agreement, the JPA and City hereby agree to the terms and conditions of the License as expressly set forth herein:

LICENSEE:
CITY OF RANCHO CORDOVA

By: _____
Name: _____
Title: _____

Date: _____

Approved as to Form:

By: _____
Adam U. Lindgren
City Attorney

LICENSOR:
SACRAMENTO PLACERVILLE
TRANSPORTATION CORRIDOR-JPA

By: _____
JOHN C. SEGERDELL, CEO

Date: _____

Reviewed and Approved:

By: _____
PAUL CHRISMAN
JPA General Counsel

SACRAMENTO REGIONAL TRANSIT DISTRICT

By: _____
MICHAEL R. WILEY,
General Manager/CEO

Date: _____

Approved as to Legal Form:

By: _____
RT Attorney

Attachments: Exhibit A – License Area
Exhibit B – Shared Use Agreement
Exhibit C – Insurance Requirements

2523223.1

2558432.1

EXHIBIT A

**EXHIBIT C
INSURANCE REQUIREMENTS**

City, at its sole cost and expense and for the full term of this Agreement or any renewal thereof, must obtain and maintain at least all of the following minimum insurance requirements prior to commencing any work or receiving payments therefor under this Contract. All or a portion of the required insurance may be satisfied through the use of a self-insurance program. City must provide an affidavit of self-insurance retention (SIR) of up to \$2,000,000, if applicable. The self-insurance retention must also include auto and general liability coverage. Waiver of subrogation is also required. If City is not self-insured, it must provide evidence of the following coverages:

A. Comprehensive General Liability

A policy with a minimum limit of not less than \$1,000,000 combined single limit for bodily injury and property damage, providing at least all of the following minimum coverages:

1. Premises Operations
2. Blanket Contractual
3. Primary Coverage

B. Workers' Compensation and Employers' Liability

A policy written in accordance with the laws of the State of California and providing coverage for any and all employees of City or its contractors.

1. This policy must provide coverage for Workers' Compensation (Coverage A).
2. This policy must also provide coverage of \$100,000 Employers' Liability (Coverage B).

C. Comprehensive Business Auto

A policy with a minimum limit of not less than \$1,000,000 combined single limit for bodily injury and property damage, providing at least all of the following coverages (with a deductible no greater than \$150,000):

1. Coverages must be applicable to any and all leased, owned, hired, or non-owned vehicles used in pursuit of any of the activities associated with this Contract.
2. Any and all mobile equipment, including cranes, that is not covered under the above Comprehensive Business Auto policy must have the coverage provided for under the Comprehensive General Liability policy.

D. Endorsements

For any insurance requirements not satisfied by self-insurance, the following endorsements are required to be made a part of each of the above-required policies as stipulated below.

1. "Sacramento Regional Transit District ("RT"), its employees, officers, agents and contractors are hereby added as additional insureds. This requirement must be added to the following policies:
 - a) General Liability policy
 - b) Business Auto policy
2. "This policy is primary insurance as respects any other valid and collectible insurance RT, may possess, including any self-insured retention RT may have, and any other insurance RT does possess will be considered excess insurance only. Primary coverage is provided only as respects obligations established by the RT-City of Sacramento Contract."
3. "This insurance must act for each insured, and additional insured as though a separate policy had been written for each. This, however, will not act to increase the limit of liability of the insuring company."
4. "Thirty days' prior written notice of cancellation must be given to RT in the event of cancellation." This endorsement (30 days' notice) is the only endorsement required to be made a part of the Workers' Compensation and Employers' Liability policy.

E. Proof of Coverage.

For any insurance requirements not satisfied by self-insurance, copies of all the required ENDORSEMENTS must be attached to the CERTIFICATE OF INSURANCE, which must be provided by the City's insurance company as evidence of the stipulated coverages. This Proof of Insurance must then be mailed to:

Sacramento Regional Transit District
Attn: Senior Paralegal
Office of Chief Counsel
P O Box 2110
Sacramento CA 95812-2110

EXHIBIT A

Or emailed to:

mseo@sacrt.com

klonergan@sacrt.com

All cancellation notices must also be sent to the above-listed address.

F. Self-Insurance

RT acknowledges that City is a self-insured public entity under Government Code Section 9990.4. City is also self-insured under Labor Code Section 3700 et seq. for Workers' Compensation.

Notwithstanding the provisions in this Article, City hereby certifies, and RT hereby agrees, that the policy limits specified above are fulfilled and satisfied by City, as of the date of this Agreement, through City's current self-insurance program. City agrees to provide RT 30 days' advance written notice of any cancellation, termination or lapse of any self-insurance coverages. Failure to maintain insurance as required in this Agreement is a material breach of contract and is grounds for termination of the Agreement.

G. Special Provisions

The foregoing requirements as to the types and limits of insurance coverage to be maintained by City, and any approval of the insurance by RT, its Board, or its insurance consultant(s) are not intended to and may not in any manner limit or qualify the liabilities and obligations otherwise assumed by City pursuant to this Contract, including, but not limited to, the provisions concerning indemnification.

MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

FROM: Adam U. Lindgren, City Attorney



SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF AGREEMENT RELATED TO NOTIFICATION TO THE CITY BY THE SUNCREEK DEVELOPERS OF ANY PENDING SALE OF PROPERTY TO A PUBLIC ENTITY AND TO PAY ANY SUNCREEK FINANCE PLAN FEES OR FRONTAGE REIMBURSEMENTS RELATED THERETO

RECOMMENDATION

Adopt Resolution No. 15-2016.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 15-2016 will allow the City Manager to execute the memorandum of agreement carrying out certain development rights set out in the Suncreek Development Agreement and corresponding Finance Plan.

BACKGROUND

The City adopted the Suncreek Specific Plan on December 2, 2013, outlining development of approximately 1,265.2 acres located in the south area of the City of Rancho Cordova. The City entered into a Development Agreement and Finance Plan with a Developer establishing certain development rights related to 160 acres of property within the Specific Plan area, known as the Suncreek Project, on December 2, 2013. As part of the agreement, the Developer agreed to support the City's adoption and implementation of the certain infrastructure and land equalization fee programs allocable to the Project and to pay reimbursements for any frontage improvements to Developer's Property that may be installed by other developers.

This memorandum of agreement will ensure that the Developer will notify the City of any pending sale of any portion of the property to a public entity and that the Developer will pay for the applicable infrastructure and land equalization fees and any reimbursements for frontage improvements that are allocable and associated with the transferred portion of the Developer's Property. This agreement is consistent with and promotes the intent of the Developer and City as memorialized with in the Development Agreement and corresponding Finance Plan.

ATTACHMENT

Resolution No. 15-2016.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 15-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF AGREEMENT
RELATED TO NOTIFICATION TO THE CITY BY THE SUNCREEK DEVELOPERS OF ANY
PENDING SALE OF PROPERTY TO A PUBLIC ENTITY AND TO PAY ANY SUNCREEK
FINANCE PLAN FEES OR FRONTAGE REIMBURSEMENTS RELATED THERETO**

WHEREAS, the City Council approved the Suncreek Specific Plan on December 2, 2013, outlining the development standards of approximately 1,265.2 acres located in the south area of the City of Rancho Cordova; and

WHEREAS, the City of Rancho Cordova and Developer ("Suncreek Developer") entered into a Development Agreement and corresponding Finance Plan for vesting development rights for 160 acres ("Property") owned by Developer for the Suncreek Project on December 2, 2013; and

WHEREAS, the City and Suncreek Developer now seek to enter into a memorandum of agreement regarding Suncreek's obligation to notify the City of any pending sale of any portion of the Property to a public entity and to pay any finance plan fees or frontage reimbursement related to the portion of any property sold to a public entity in accordance with the Development Agreement and Finance Plan.

NOW THEREFORE, the City Council of the City of Rancho Cordova hereby authorizes the City Manager, on behalf of the City, to execute a Memorandum of Agreement related to the notification to the City by the Suncreek Developers of any pending sale of property to a public entity and to pay any Suncreek Finance Plan fees or frontage reimbursements related thereto.

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

MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

FROM: Aaron Busch, Community Development Director

SUBJECT: SECOND AMENDMENT TO THE SOUTH SACRAMENTO HABITAT CONSERVATION PLAN MEMORANDUM OF AGREEMENT



RECOMMENDATION

Adopt Resolution No. 16-2016.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 16-2016 will authorize the City Manager to execute the Second Amendment to the South Sacramento Habitat Conservation Plan (SSHCP) Memorandum of Agreement (MOA), thereby allowing the committing the City to Fiscal Year 2015/16 and 2016/17 SSHCP funding contributions, subject to the terms of the Second Amended SSHCP MOA.

BACKGROUND

The attached SSHCP MOA is an agreement between the City of Rancho Cordova; Sacramento County; the Sacramento Regional County Sanitation District (SRCSD); the Sacramento County Water Agency (SCWA); and the Capital Southeast Connector JPA (Connector JPA) (collectively the SSHCP Plan Participants).

This Second Amended MOA documents SSHCP funding provided by the Plan Participants for FY 2012/13 through FY 2014/15 and provides funding for efforts in FY 2015/16 and FY 2016/17. Substantial progress has been completed over the last 18 months of efforts on the SSHCP and Bill Ziebron, SSHCP Project Manager, will provide the City Council with the status update.

ANALYSIS

SSHCP Overview:

The SSHCP is a regional effort that will provide development and infrastructure projects with streamlined, predictable federal and state permitting processes while creating a preserve system to protect habitat, open space, and agricultural lands. An approved SSHCP allows project proponents within the Plan area to simplify and expedite the state and federal permitting processes.

Review of Cost Estimates:

The SSHCP effort is funded through a combination of grant funds and local agency contributions. Local agency contributions have been provided by the Plan Participants pursuant to two previously adopted SSHCP MOA's. A complete reconciliation of the master budget has

been provided to the Plan Participants. The initial SSHCP MOA was adopted by the City Council on November 5, 2013 and addressed funding for Fiscal Years 2012/13 and 2013/14. A First Amended SSHCP MOA was adopted by the City Council on September 21, 2015 and addressed funding for FY 2014/15. The Second Amended SSHCP MOA recites contributions for FY's 2012/13 through 2014/15 and establishes specific funding obligations of the Plan Participants for FY 2015/16 and for FY 2016/17.

The projected total SSHCP cost for FY 2015/16 efforts is \$1,760,466, with funding provided as follows:

- Sacramento County: \$404,838
- Sacramento County (Dept. of Comm. Dev.): \$269,892
- Sacramento County in kind contribution: \$ 50,000
- Sacramento County Water Agency: \$404,838
- City of Rancho Cordova: \$269,892
- Grant Funding: \$361,007

The projected total SSHCP cost for FY 2016/17 efforts is \$1,193,507, with funding provided as follows:

- Sacramento County: \$343,053
- Sacramento County (Dept. of Comm. Dev.): \$228,701
- Sacramento County in kind contribution: \$ 50,000
- Sacramento County Water Agency: \$343,053
- City of Rancho Cordova: \$228,701

Key MOA Provisions:

The Second Amended SSHCP MOA reaffirms the City's commitment to completing the SSHCP and defines the roles and responsibilities of each of the Plan Participants. The MOA establishes the City's contributions to the SSHCP for FY 2015/16 and FY 2016/17. While the SSHCP MOA's primary focus is funding, the MOA also describes various roles and responsibilities for the Plan Participants.

FISCAL IMPACT

Direct fiscal implications to the City include an expenditure of \$269,892 to support SSHCP work efforts in FY 2015-16. In previous estimates (reviewed with Council in September 2015), it was estimated FY 2015/16 costs would be \$295,500.

The Second Amended SSHCP MOA further commits the City to a contribution of \$228,701 for FY 2016/17 and this money would need to be included in the City's upcoming budget process.

Adoption of the SSHCP would provide an expedited process for securing various federal, state and regional permits that would result in direct cost savings to the City for public projects and would also provide cost savings to private development projects.

While no cost recovery mechanism has been established to date, staff will propose options for recovering a portion of SSHCP costs incurred by the City from those parties that would seek required state and federal permits through the SSHCP. The costs of preparing the SSHCP

would be relatively low compared to the benefits that our private sector developers would receive under an approved SSHCP.

ATTACHMENTS

1. Resolution No. 16-2016.
2. Second Amendment to the SSHCP Memorandum of Agreement.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 16-2016

**A RESOLUTION OF THE CITY COUNCIL OF RANCHO CORDOVA
APPROVING A SECOND AMENDED MEMORANDUM OF AGREEMENT WITH THE
SOUTH SACRAMENTO HABITAT CONSERVATION PLAN PARTICIPANTS
FOR THE DEVELOPMENT AND FUNDING OF THE SOUTH SACRAMENTO
HABITAT CONSERVATION PLAN**

WHEREAS, the City of Rancho Cordova ("City") has determined preparation and adoption of the South Sacramento Habitat Conservation Plan ("SSHCP") will provide numerous community benefits, including coordinated preservation of natural resources and facilitation of publicly and privately sponsored urban development projects; and

WHEREAS, the SSHCP is being prepared by the County of Sacramento, the City of Rancho Cordova, the Sacramento Regional County Sanitation District, the Sacramento County Water Agency and the Capital SouthEast Connector JPA (collectively the Plan Participants); and

WHEREAS, the Plan Participants are working collaboratively on preparing the SSHCP and intend to adopt and cause the implementation of the SSHCP and the City has been an active partner in the SSHCP and is committed to supporting the completion of the SSHCP; and

WHEREAS, preparation of the SSHCP has and will continue to be funded through a combination of state and federal grants and contributions by the local Plan Participants; and

WHEREAS, the City was been an active participant in the preparation of the SSHCP in FY 2015/16 and did include funding for the preparation of the SSHCP within the City's FY 2015/16 budget; and

WHEREAS, the City will continue to be an active participant in the preparation of the SSHCP in FY 2016/17.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA authorizes the City Manager execute the Second Amendment to the South Sacramento Habitat Conservation Plan Memorandum of Agreement, which is attached as Exhibit "A"; and

BE IT FURTHER RESOLVED that the City Manager is authorized to release Rancho Cordova's portion of shared costs for SSHCP efforts undertaken in FY 2015/16 in an amount not to exceed \$269,892, subject to the terms of the Second Amended SSHCP MOA; and

BE IT FURTHER RESOLVED that the City Manager is authorized to release Rancho Cordova's portion of shared costs for SSHCP efforts undertaken in FY 2016/17 in an amount not to exceed \$228,701, subject to the terms of the Second Amended SSHCP MOA.

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

**SECOND AMENDED MEMORANDUM OF AGREEMENT REGARDING
ONGOING FUNDING OF THE SOUTH SACRAMENTO HABITAT
CONSERVATION PLAN FOR FISCAL YEARS 2012-13, 2013-14, 2014-15, 2015-
16, and 2016-17**

This Memorandum of Agreement ("MOA") is entered into as of the date it has been executed by all parties, by and between the City of Rancho Cordova ("Rancho Cordova"), the County of Sacramento ("County"), the Sacramento County Water Agency ("SCWA"), the Sacramento Regional County Sanitation District ("Regional San") and the Elk Grove – Rancho Cordova – El Dorado Connector Authority, also doing business as the Capital Southeast Connector Joint Powers Authority ("Connector JPA") (all parties collectively referred to as "Plan Participants").

WHEREAS, the Plan Participants are currently in the process of preparing the South Sacramento Habitat Conservation Plan (SSHCP); and

WHEREAS, the Plan Participants have previously entered into Memoranda of Agreement Regarding Continued Funding Of The South Sacramento Habitat Conservation Plan that defined their respective responsibilities for funding the SSHCP preparation costs in fiscal years 2009-10, 2010-11 and 2011-12; and

WHEREAS, the Plan Participants desire to enter into a Second Amended Memorandum of Agreement that establishes their respective funding obligations for fiscal years 2012-13, 2013-14, 2014-15, 2015-16, and 2016-17, which is attached hereto as Exhibit "A".

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the parties agree as follows:

1. Role of the Plan Participants in the SSHCP.

(a) The Plan Participants shall have coequal roles in the preparation, negotiation, and adoption of the SSHCP, including but not limited to the following:

(b) The Plan Participants shall be allowed to attend and participate equally in meetings of the SSHCP Local Agency Working Group (LAWG).

(c) The Plan Participants shall be allowed to attend and participate equally in meetings of the Leadership Committee. The Leadership Committee will be composed of the executive leadership from each Jurisdiction or Agency that is a Plan Participant.

(d) The Plan Participants shall be allowed to attend and participate equally in meetings of the SSHCP Steering Committee.

(e) The Plan Participants shall be allowed to attend and participate

equally in meetings and negotiations with state and federal regulatory agencies such as the Regulatory Agency Working Group (RAWG). To the extent feasible and practicable negotiation parameters will be established through the Project Manager and discussed with relevant Plan Participants prior to conducting meetings with the regulatory agencies.

(f) The Plan Participants shall be allowed to attend and participate equally in meetings regarding budgeting and the overall administration of the SSHCP preparation process.

(g) The Plan Participants shall be allowed to attend and participate equally in the process of developing the implementation agreement and the form of the implementing entity.

(h) The Plan Participants recognize and acknowledge the need to keep executive leadership of their respective organizations regularly apprised as to the budget and schedule of the SSHCP as work on its preparation continues during fiscal years 2015-16 and 2016-17. The County will therefore be responsible for scheduling regular Leadership Committee meetings throughout fiscal years 2015-16 and 2016-17 to provide appropriate updates on the SSHCP budget and schedule.

(i) If any Plan Participant believes that the County has not fulfilled its obligation to keep executive leadership of the Plan Participants appropriately involved in the issues related to preparation of the Plan, or is otherwise dissatisfied with the manner in which the Plan is being prepared or decisions that are being made regarding the Plan preparation, such Plan Participant may contact the Director of the County's Department of Community Development, who shall be responsible for timely convening a meeting of the Leadership Committee to discuss and attempt to resolve the issue of concern.

(j) The Plan Participants recognize and acknowledge that the preparation, negotiation, and adoption of the SSHCP is intended to be a collaborative process between the Plan Participants and that no individual party has the right to dictate how the SSHCP is being prepared or its ultimate content. The Plan Participants share the goal of adoption of the SSHCP to benefit each of the Plan Participants and the region as a whole. Therefore, each Plan Participant acknowledges an obligation to advise the Leadership Committee about factors they become aware of, such as actions on individual projects, negotiation on the BDCP, and the like, that might adversely impact adoption and implementation of the SSHCP. Any Plan Participant is free to terminate its participation in the SSHCP process at any time prior to its adoption as provided for in Section 6 hereof and participation in the SSHCP process does not create any obligation to approve or participate in the final SSHCP.

(k) The County will be responsible for hiring and managing consultants.

2. Anticipated Cost of and Revenue Available For SSHCP Preparation During Fiscal Years 2012-13, 2013-14 2014-15, 2015-16, and 2016-17.

(a) The Cost of preparing the SSHCP, including appropriate environmental documentation, during fiscal year 2012-13 was \$928,414; during fiscal year 2013-14 was \$1,190,952; and during fiscal year 2014-15 was \$1,797,615. The Cost of preparing the SSHCP, including appropriate environmental documentation, during fiscal year 2015-16 will be \$1,760,466 and during fiscal year 2016-17 will be \$1,193,507. Amounts within any of the line items identified in Exhibit A may be shifted to another budget line item subject to the written approval of the County Department of Community Development Director, Agency Engineer for the Sacramento County Water Agency, the Rancho Cordova City Manager.

(b) Those Plan Participants that are providing funding in Fiscal Years 2015-2016 and 2016-2017 consider the proposed costs set forth in Exhibit A to be shared costs that will be jointly funded pursuant to the provisions of subsections (c) through (h) of this Section. Except as provided in Section 5 hereof, the Plan Participants have no authority to expend any funds contributed by the Plan Participants for any costs not included in Exhibit A, or for any costs in excess of those identified in Exhibit A, without first amending this MOA to reflect any different or increased costs.

(c) The Plan Participants have made the following contributions to the cost of preparing the SSHCP in fiscal year 2012-13: grant revenue from the United States Fish and Wildlife Service in the amount of \$83,439; Regional San contributed \$40,000; the Connector JPA contributed \$40,000; Rancho Cordova contributed \$87,500; Elk Grove contributed \$87,500; and SCWA contributed \$564,975.

(d) The Plan Participants have made the following contributions to the cost of preparing the SSHCP in fiscal year 2013-14: the County contributed \$385,523; SCWA contributed \$393,344; Regional San contributed \$35,500; the Connector JPA contributed \$85,000; Elk Grove contributed \$200,000; and Rancho Cordova contributed \$92,086. Rancho Cordova's contributions for fiscal year 2013-14 shall be made payable to the County of Sacramento Department of Community Development.

(e) The Plan Participants have made the following contributions to the cost of preparing the SSHCP in fiscal year 2014-15: the Department of Community Development contributed \$667,838; SCWA contributed \$618,302; Regional San contributed \$17,000; the Connector JPA contributed \$85,000; and Rancho Cordova contributed \$326,975.

(f) The following Plan Participants shall make the specified contributions

to the cost of preparing the SSHCP in fiscal year 2015-16: the Department of Community Development shall contribute \$269,892; the County of Sacramento shall contribute \$404,838; Regional San shall contribute \$82,500; SCWA shall contribute \$404,838; and Rancho Cordova shall contribute \$269,892. Note that while Regional San will contribute \$82,500 in fiscal year 2015-16, this contribution applies to costs incurred in fiscal year 2014-15.

(1) 100% of the total sum owed by the Department of Community Development, County of Sacramento, and Rancho Cordova shall be due and payable upon publication of the SSHCP, Aquatic Resource Plan and EIR/EIS in the Federal Register.

(2) The amount contributed by SCWA will be reduced to reflect that the SCWA directly funds a Senior Planner (1 FTE) to provide support for Technical Plan Preparation, as is shown in the attached funding table.

(3) Regional San shall provide \$41,250 upon completion of the Public Review Draft EIR/EIS and \$41,250 upon publication of the SSHCP, ARP and EIR/EIS in the Federal Register.

(g) The following Plan Participants shall make the specified contributions to the cost of preparing the SSHCP in fiscal year 2016-17: the Department of Community Development shall contribute \$228,701; the County of Sacramento shall contribute \$343,053; SCWA shall contribute \$343,053; and Rancho Cordova shall contribute \$228,701.

(1) 100% of the total sum owed by the Department of Community Development, County of Sacramento, and Rancho Cordova shall be due and payable upon adoption of the SSHCP, Aquatic Resource Plan and EIR/EIS.

(2) The amount contributed by SCWA will be reduced to reflect that the SCWA directly funds a Senior Planner (1 FTE) to provide support for Technical Plan Preparation, as is shown in the attached funding table.

(h) In the event that there is insufficient revenue at any point during fiscal year 2015-16 or 2016-17 to continue to fund the costs identified in Exhibit A, the Plan Participants who administer the contracts for the tasks identified in Exhibit A are free to suspend work under such contracts until such time as supplemental funding is identified and agreed upon by the Plan Participants.

3. Plan Participant Contributions After Fiscal Year 2016-17 and Funding Shortfalls.

(a) In the event that the SSHCP and related documents are not completed by the end of Fiscal Year 2016-17, the Plan Participants shall meet and confer in good faith in an effort to reach agreement as to the estimated cost of

completing the SSHCP process and how such additional costs should be allocated. Any such agreement shall be memorialized in the form of a new MOA or an amendment to this MOA. To the extent that there is no such agreement, this MOA shall not serve to obligate any Plan Participant to make any financial contribution for the completion of the SSHCP after the end of Fiscal Year 2016-17.

(b) If any or all of the anticipated revenue is not received, then the County, SCWA, and City of Rancho Cordova shall meet and confer in good faith in an effort to reach agreement as to the cost share of such shortfall. Any such agreement shall be memorialized in the form of a new MOA or an amendment to this MOA. To the extent that there is no such agreement, this MOA shall not serve to obligate any Plan Participant to make any financial contribution for revenue not received.

4. Payment of Contributions and Refund of Unused Contributions.

(a) Contributions for fiscal years 2013-14, 2014-15, 2015-16, and 2016-17 shall be made payable and delivered to the County of Sacramento Department of Community Development. For fiscal years 2013-14, 2014-15, 2015-16, and 2016-17, the County will continue to establish a separate fund in the County Treasury to account for contributions by the Plan Participants and the disbursement of those funds towards completion of the SSHCP. The County shall complete a reconciliation of the SSHCP costs and contributions within ninety days after the end of each fiscal year to determine the credits or debits owed by or to the Plan Participants based on actual SSHCP costs and revenue in such fiscal years. In addition, the County will update budget projections for fiscal year 2016-17 at least one month prior to the beginning of fiscal year 2016-17. Reconciliations shall be provided in writing to each Plan Participant who shall have sixty (60) days from receipt to challenge any provision of the reconciliation. If a Plan Participant fails to submit a challenge within such period, the right to do so is waived and the reconciliation will be deemed approved as to all undisputed items. Any credits shall be allocated toward contributions for the next fiscal year until the SSHCP is approved and adopted. Any amounts owing by Plan Participants for the preceding fiscal year shall be paid within sixty days of the later of the end of the reconciliation challenge period or the resolution of any challenges that are submitted.

(b) The Plan Participants each recognize and acknowledge that their funding capacity is constrained and limited. Each Plan Participant will use all reasonable efforts to obtain the funds necessary to make the full contributions set forth in subsections (f) and (g) of Section 2 above. If a Plan Participant fails to make any such payments when due, the defaulting Plan Participant shall be deemed to be in breach of this MOA and shall have sixty (60) days from the date of such breach to cure the breach by making the required contribution or by entering a contribution payment plan agreement that is mutually agreeable to all other Plan Participants. The failure to cure any such breach within this sixty (60)

day period shall result in the defaulting Plan Participant:

- (1) being excluded from further participation in the SSHCP and
- (2) being excluded as a plan permittee should the SSHCP be approved and adopted.

(c) Any unexpended funds from Fiscal Year 2015-16 or 2016-17 remaining after reconciliation shall be refunded first and equally amongst the County, SCWA, and Rancho Cordova to offset the contributions provided for in Section 2(f) and/or (g) above based on the same percentage allocations and then to offset the contributions made by Regional San and the Connector JPA based on their respective share of contributions.

5. Payment of Plan Participant Specific Costs.

In addition to the payments provided for in Section 2 above, it is anticipated that there may be additional costs attributable exclusively to one or more of the Plan Participants. Notwithstanding the provisions of Section 2(b) hereof, such additional costs may be shown within the budgeted SSHCP costs for Fiscal Years 2015-16 and 2016-17 at the request of that Plan Participant provided that:

(a) The requesting Plan Participant agrees, through an action of its governing board, that the identified costs are the exclusive financial obligation of the requesting Plan Participant.

(b) Any such costs for Fiscal Year 2015-2016 and 2016-17 shall be paid by the requesting Plan Participant to the County Department of Community Development upon its request and will be reconciled as specified in 4 (a).

6. Contributions Non-Refundable and Termination of Participation.

Any Plan Participant may terminate its participation in the SSHCP process by providing thirty days prior written notice of such termination to the other Plan Participants. In the event of such termination of participation by either the Connector JPA or Regional San, such parties shall not be entitled to any refund of contributions previously made but shall be relieved of any obligation to make any contribution required under the MOA after the effective date of its termination of participation. Upon termination of participation by SCWA, Rancho Cordova or Elk Grove, such terminating Plan Participant shall be entitled to a pro rata refund of any contributions made for the remaining portion of the fiscal year after the effective date of its termination. Contributions made by a Plan Participant are otherwise non-refundable and represent the consideration paid by the contributing Plan Participant for its participation in the SSHCP process as set forth in Section 1 above.

(Signature pages follow.)

EXHIBIT A

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the day and year first written above.

COUNTY OF SACRAMENTO, a political subdivision of the State of California

SACRAMENTO COUNTY WATER AGENCY, a statutorily created district operating under the authority of and pursuant to the provisions of the Sacramento County Water Agency Act (California Water Code-Appendix, Chapter 66, commencing at Section 66-1 et seq.)

By: _____

Lori Moss, Director
Department of Community Development
Municipal Services Agency
County of Sacramento

By: _____

Michael L. Peterson, Director
Department of Water Resources
Municipal Services Agency
County of Sacramento

“AGENCY”

Date: _____

Date: _____

Agenda Date: _____

Agenda Date: _____

Item Number: _____

Item Number: _____

Resolution Number: _____

Resolution Number: _____

Approved as to form:

Approved as to form:

By: _____

Krista Whitman
Assistant County Counsel

By: _____

Sarah Britton
Deputy County Counsel

CITY OF RANCHO CORDOVA, a
municipal corporation

**SACRAMENTO REGIONAL COUNTY
SANITATION DISTRICT**, a county
sanitation district formed pursuant to
and operating under the authority of a
County Sanitation District Act,
commencing at Health and Safety Code
section 4700

By: _____
Cyrus Abhar
City Manager

By: _____
Prabhakar Somavarapu
District Engineer

Date: _____

Date: _____

Under Delegated Authority by:

Resolution No.: _____

**RANCHO CORDOVA – EL DORADO
CONNECTOR AUTHORITY**, currently
known as the Capital Southeast
Connector Joint Powers Authority

Dated: _____

Approved as to form:

By: _____
Tom Zlotkowski
Executive Director

By: _____
Lisa Travis
Supervising Deputy County Counsel
Counsel for Regional San

Date: _____

Date: _____

DATE: February 16, 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: Beazer Homes 1731 Roseville Parkway, Suite 140 Roseville, CA 95661	APPLICANT/DEVELOPER: A.G. Spanos Companies Mr. Tom Allen 10100 Trinity Parkway, 5th Floor Stockton, CA 95219
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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. This project was continued from the December 7, 2015 and January 19, 2016 City Council meetings.
FILE:	DD8588
LOCATION:	Southwest of the intersection of Bridgeway Drive and Disk Drive
APN:	072-0680-072-0000
PLANNER:	Matthew Diaz, Associate Planner

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 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

On May 20, 2015 the applicant (A.G. Spanos) submitted an application for a new 194-unit market rate apartment complex on the subject property in the Capital Village community. 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.

Given the high level of community interest in the future development of this last remaining vacant parcel in Capital Village, there has been considerable discussion regarding the proposed project. This includes multiple neighborhood meetings and City Council work session. For a complete summary of events, please refer to the original staff report dated January 19, 2016 which is included as **Attachment 1** of this report.

The most recent event for this project was on January 19, 2016 when the proposal was submitted for Council review and consideration. As part of that presentation, staff highlighted the changes that had been made to the project in response to Council direction received at the October 27th work session. Revisions included: amended 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. During the public testimony section of the meeting there was nearly an equal number of speakers who supported and opposed the proposed project.

Those who spoke in favor of the project were primarily business owners who stated this project provides a needed housing type in the community and will also improve the local community. Those who spoke in opposition were primarily adjacent residents whose objections include: the project is too large for the site; will be the dominant feature in Capital Village; has insufficient parking; structure is too high; and has some aesthetic issues.

COUNCIL DISCUSSION

Following public comments on the proposal, the Council raised a variety of questions and comments about the project. Although most items were addressed during the meeting, there were still some items that Council was seeking additional clarification for. As a result the Council continued the item to allow the applicant additional time to address those comments. Provided below are the topical comments expressed by the Council at the January 19, 2016 City Council meeting that require additional follow-up.

- **The proposed project is too large for the subject property especially related to the number of units and building height.**
 - As summarized in Table 1 below, the project is consistent with the “Loft” development standards of the Capital Village Special Planning Area (CVSPA) which would allow a maximum of 204-units at an overall height of 150 feet. The proposed project is 199-units with varying heights of 4-5 stories and a max height of 64 feet.

Table 1: “Loft” Development Standards

Subject	Permitted/Required	Proposed	Surrounding
<i>Uses</i>	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
<i>Density</i>	40 units/acre	38 units/acre	15-16 units/acre

Subject	Permitted/Required	Proposed	Surrounding
<i>Potential Units</i>	204 units	199 units	N/A
<i>Height</i>	150ft Max	4-stories (56ft tower, 45ft roofline), 5 th floor (64ft tower and 58ft roofline), club house (36ft tower and 24ft roofline), .	37ft max (townhomes), 60ft max(commercial), and 65ft (tower)
<i>Parking</i>	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).

- **Concerns about potential traffic impacts on the surrounding properties and the adjacent bridge.**
 - The traffic analysis that was prepared for the project indicates the proposed project will have less than significant impact on the surrounding street system, including the bridge. The adjacent bridge is owned and maintained by the HOA and has a recorded access easement to ensure circulation is maintained throughout the community. While the City has discussed the possibility of taking ownership of the bridge, that discussion would have to go before the Council prior to any discussion with the HOA.
- **Concerns about the proposed parking reduction and the potential for parking impacts on surrounding projects.**
 - As shown in Table 1 above, based on the CVSPA requirements, the project is required to provide a total of 418 parking spaces, yet the applicant is only proposing 332 spaces. Due to the proposed parking shortfall the applicant must request a parking reduction which has been included as part of the proposed project. The proposed reduction included several components which are fully detailed beginning on page 9 of the January 19, 2016 staff report (**Attachment 1**). The basis for the parking reduction was that based on the proposed unit mix of nearly 65% of the units being either studio or one-bedroom. The proposal for 1.66 spaces per unit (versus 2.1/unit as required) is sufficient and will not result in a parking issue for the surrounding properties. To further demonstrate the appropriateness of the proposed parking ratio, the applicant highlighted another successful project of theirs known as “Element 47” which has a similar unit mix and parking ratio (1.65 spaces/unit) and does not have any overflow parking issues.
- **Although the project proposes a valuable type of housing, does it meet the overall objective envisioned for the subject property and the Capital Village project as a whole?**
 - As previously noted, the CVSPA identifies the site as “Loft” development which was conceptualized to encourage mixed use buildings with underground parking, retail on the ground floor, and residential loft units on the upper floors. Aside from the concept, there are few development standards in the CVSPA that apply to this site. These include residential uses up to 40-units per acre and a maximum height of 150 feet. The proposed project complies with all of the applicable

development standards and meets much of the envisioned concept for the site. The one key difference is the lack of retail component on the ground floor. According to the applicant, such a component was not included as a part of the proposed project because of their belief that a retail use would not survive at the subject location.

- **Is there an opportunity for including a parking deck structure at the center of the project?**
 - The applicant has clarified that a parking structure was not proposed as part of the project, because of several factors. These factors include:
 - 1) A parking deck structure is not needed to provide the necessary amount of parking to meet the onsite demand created by the mostly studio and one-bedroom unit types;
 - 2) The driving need for a parking structure would be an increase in density and unit count and in order to be consistent with the requirements of the CVSPA, no additional density was requested;
 - 3) Constructing a parking deck in between the residential structures would close off the opening between buildings which would not allow for necessary emergency access. This would not be allowed by the Sacramento Metro Fire Department.

With the above clarification provided the applicant is not proposing any changes to the project and is seeking Council's approval.

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 5A**) and Conditions of Approval (**Exhibit 5B**).”; 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. City Council Staff Report dated January 19, 2016
2. Resolution No. 146-2015 Approving an Addendum (**Exhibit 2A**) to the Capital Village Mitigated Negative Declaration, Pursuant to Requirements of the California Environmental Quality Act;
3. Ordinance No. 16-2015 Adopting Amendments to Section 3.6 (**Exhibit 3A**), Regarding the Loft District, of the Capital Village Special Planning Area Handbook to Allow for High Density Residential as an Allowed Use;
4. Ordinance No. 17-2015 Adopting a Second Amendment to the Development Agreement (**Exhibit 4A**) for the Capital Village Special Planning Area
5. Resolution No. 147-2015 Approving Major Design Review (**Exhibit 5A**) and Conditions of Approval (**Exhibit 5B**) 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.
6. 500’ Radius Map with Mailing Labels
7. 2015 Traffic Analysis
8. Staff Report to council May 18, 2015
9. Comment letter sent to applicant May 20, 2015
10. Completeness letter sent to applicant on June 25, 2015
11. 1st Neighborhood Meeting Items
12. 2nd Neighborhood Meeting Items
13. Items from the October 27, 2015 Work Session and Summary of the City Council’s Direction
14. Applicant’s Market Analysis
15. Applicant’s Parking Analysis
16. Summary of Opposition Comments received.
17. Letters of Support
18. Power Point from City Council Meeting January 19, 2016
19. Rancho Cordova Rent Analysis

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: Beazer Homes 1731 Roseville Parkway, Suite 140 Roseville, CA 95661	APPLICANT/DEVELOPER: A.G. Spanos Companies Mr. Tom Allen 10100 Trinity Parkway, 5th Floor Stockton, CA 95219
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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

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 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)

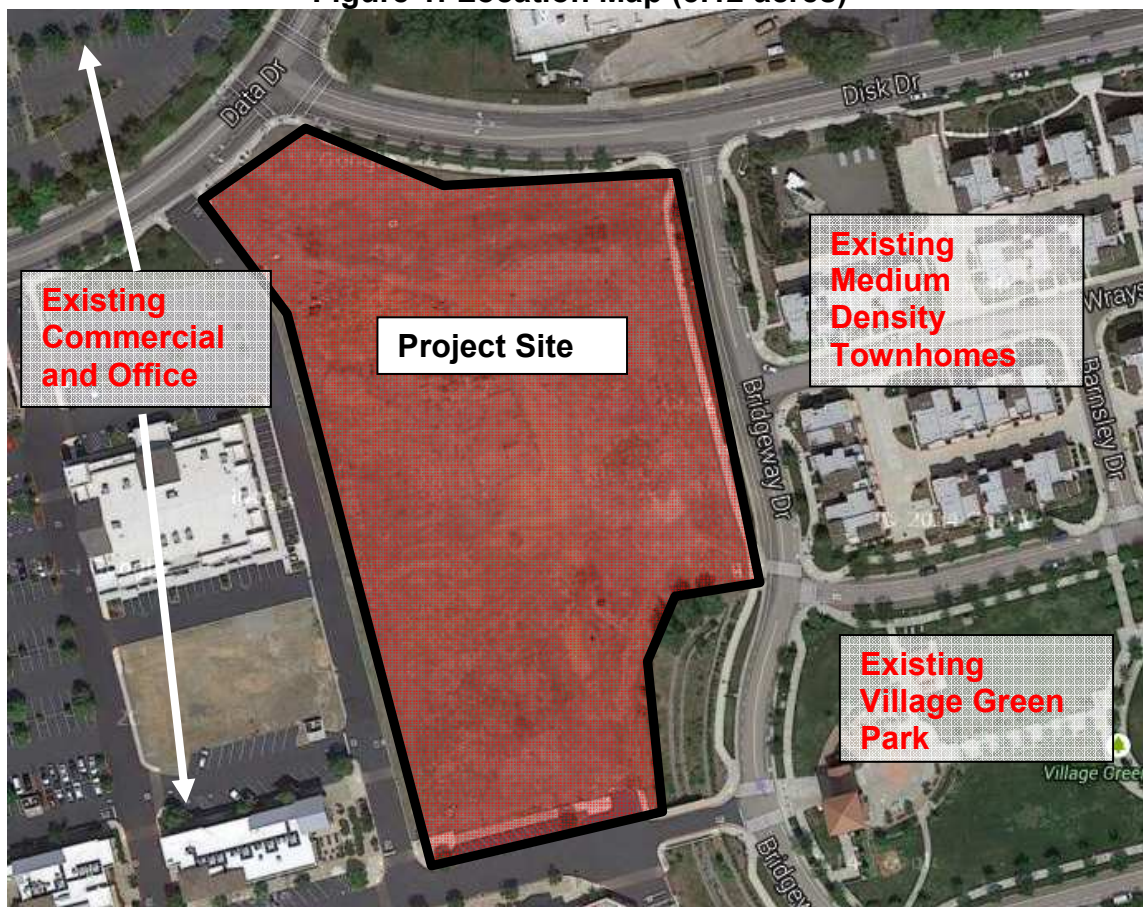


Table 1: Surrounding Designations and Existing Uses

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 policies 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
<i>Uses</i>	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
<i>Density</i>	40 units/acre	38 units/acre	15-16 units/acre
<i>Potential Units</i>	204 units	199 units	N/A

<i>Height</i>	150ft Max	4-stories (56ft tower, 45ft roofline), 5 th floor (64ft tower and 58ft roofline), club house (36ft tower and 24ft roofline), .	37ft max (townhomes), 60ft max (commercial), and 65ft (tower)
<i>Parking</i>	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:

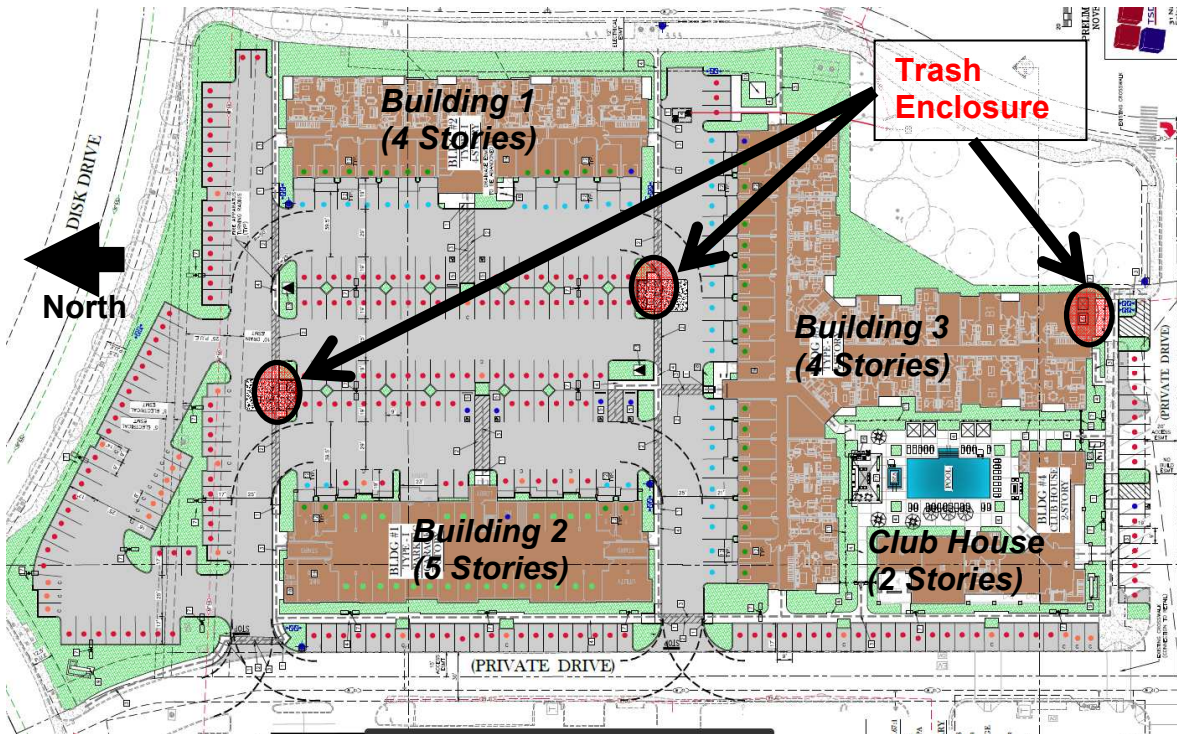
All renovations and new construction must adhere to the Capital Village Special Planning Area design guidelines to ensure all improvements and additions will be attractive while integrating into the surrounding environment. Originally, the applicant's initial design contained architectural elements described 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 Zerkova 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: “(t)he 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 (rout 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 Stoncreek 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 vendors 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

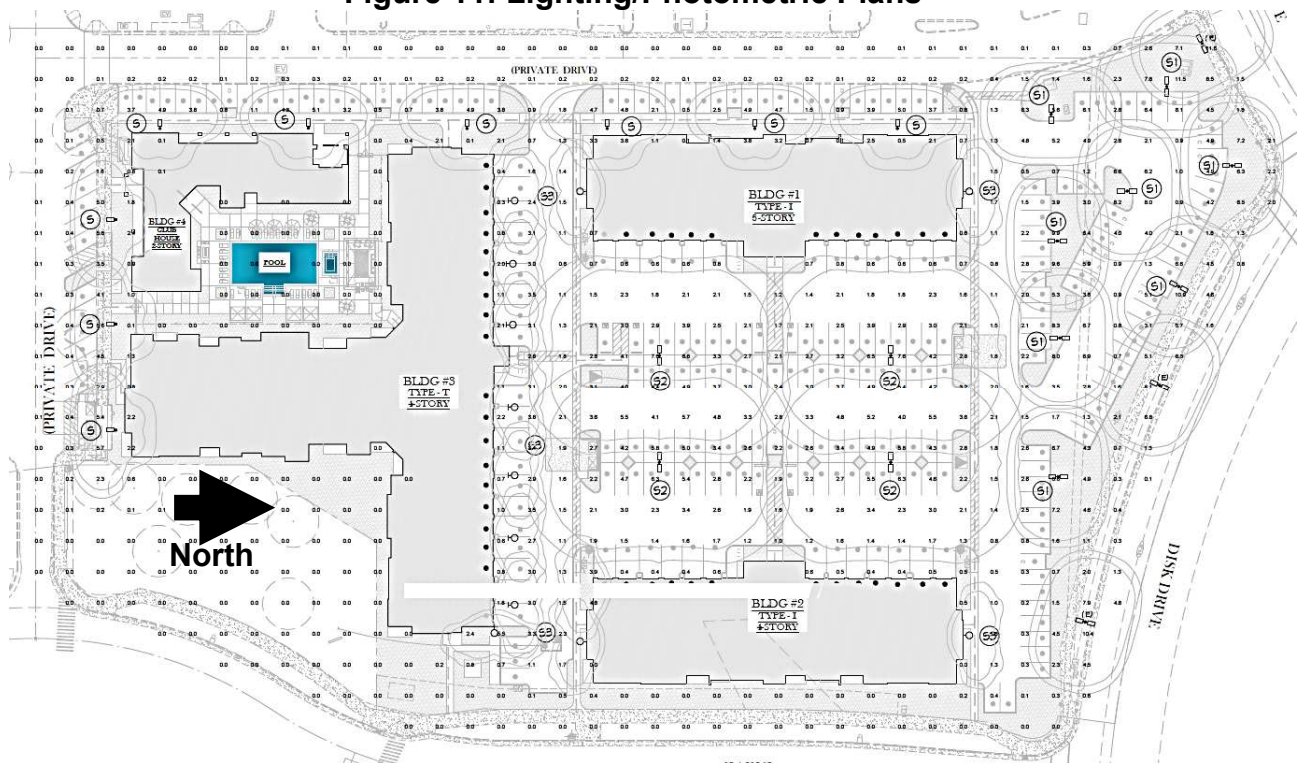
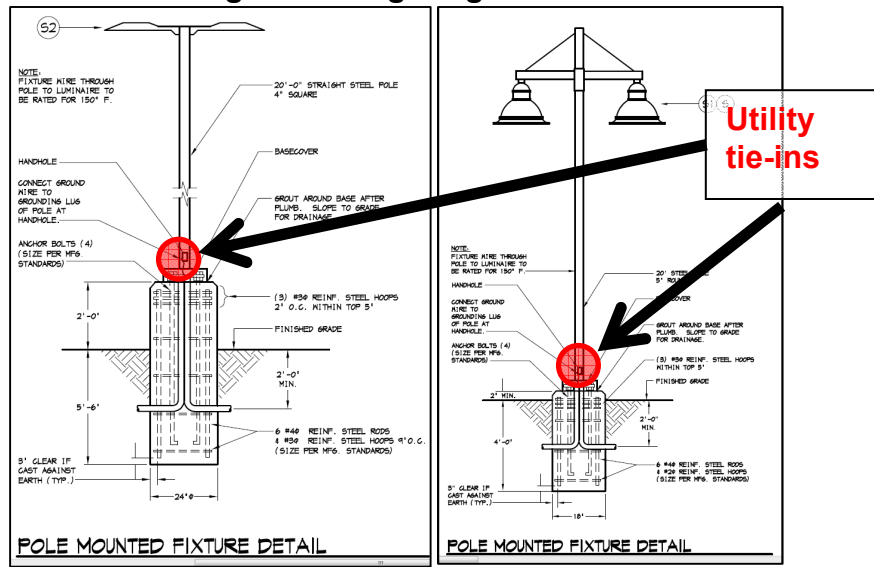


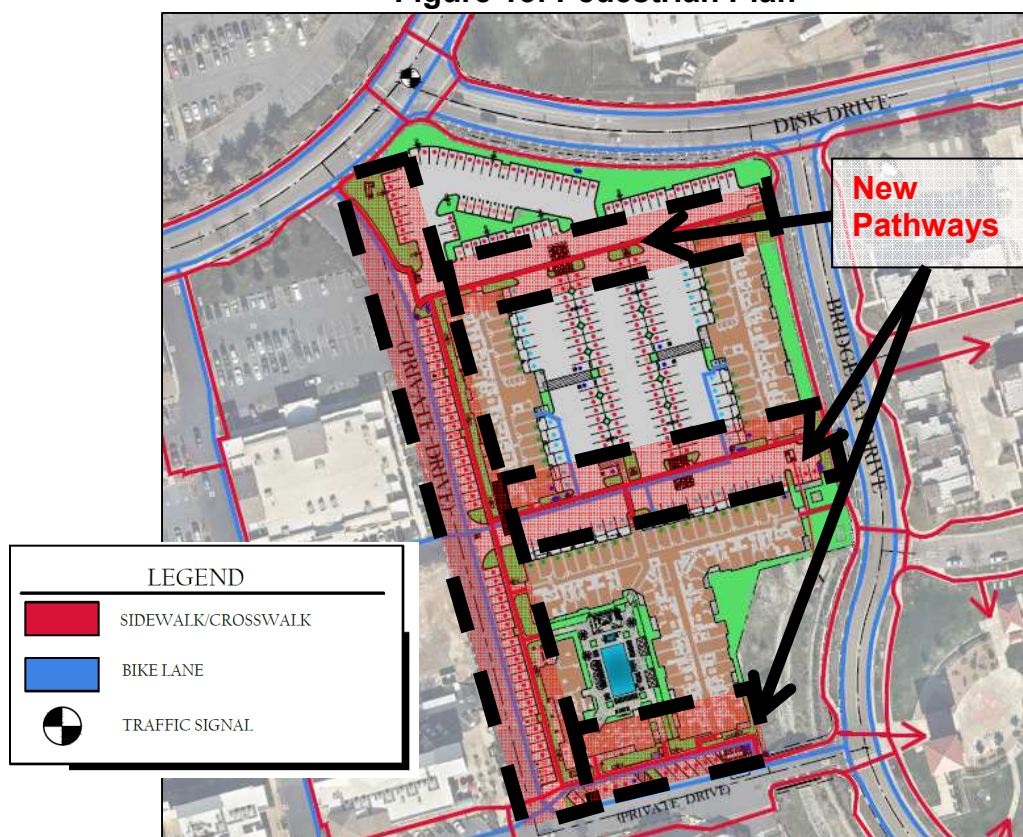
Figure 12: Lighting Details



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:**

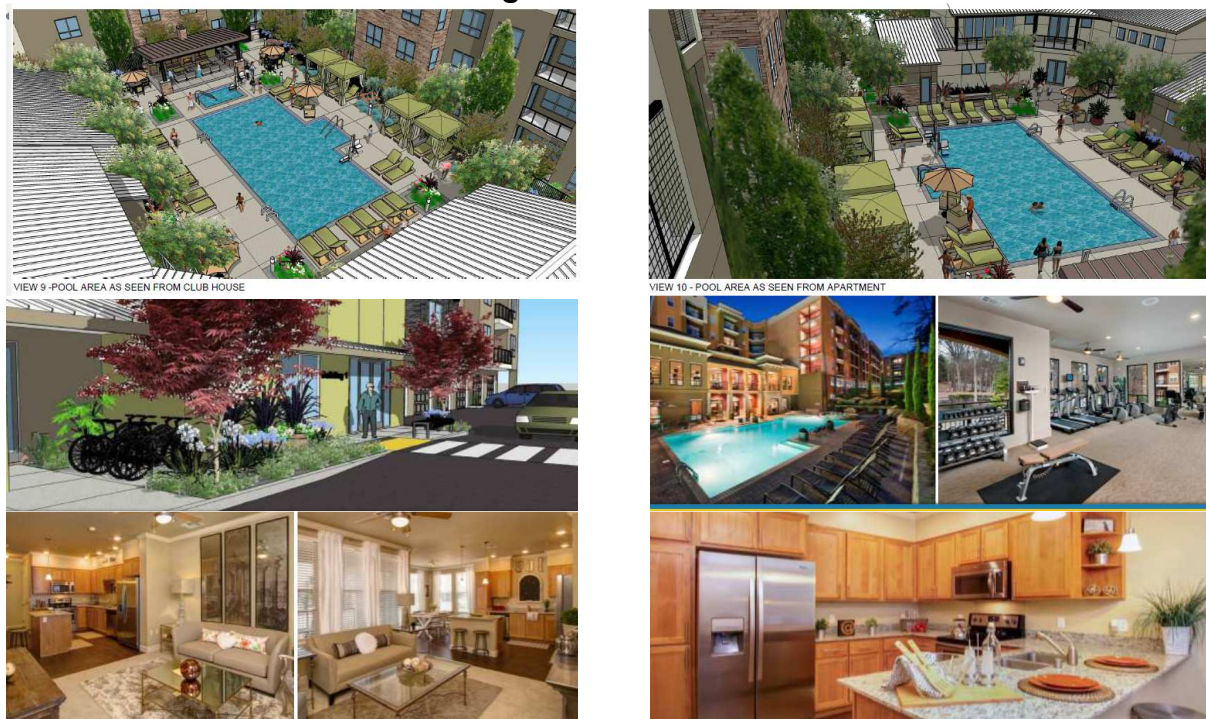
The applicant has described the project as being market rate/luxury apartment intended for moderate to above moderate income levels. As part of the Project Plans in **Attachment 4, Exhibit 4A**, the applicant has submitted a full list of the project amenities.

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.

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 Covenants, 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.

ATTACHMENT(S)

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 2**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 2

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

ATTACHMENT 2

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 2A**.
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 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
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NOVEMBER 2015

EXHIBIT 2A TABLE OF CONTENTS

1.0 INTRODUCTION

1.1	Background and Purpose of the Addendum	1.0-1
1.2	Basis for Decision to Prepare Addendum	1.0-2

2.0 PROJECT DESCRIPTION

2.1	Project Location	2.0-1
2.2	Project Setting and Surrounding Uses	2.0-1
2.3	Proposed Project	2.0-1

3.0 ENVIRONMENTAL CHECKLIST

i.	Aesthetics	3.0-7
ii.	Agriculture and Forestry Resources	3.0-9
iii.	Air Quality	3.0-11
iv.	Biological Resources	3.0-17
v.	Cultural Resources	3.0-19
vi.	Geology and Soils	3.0-20
vii.	Greenhouse Gas Emissions	3.0-23
viii.	Hazards and Hazardous Materials	3.0-24
ix.	Hydrology and Water Quality	3.0-27
x.	Land Use and Planning	3.0-31
xi.	Mineral Resources	3.0-32
xii.	Noise	3.0-33
xiii.	Population and Housing	3.0-36
xiv.	Public Services	3.0-38
xv.	Recreation	3.0-39
xvi.	Transportation/Traffic	3.0-42
xvii.	Utilities and Service Systems	3.0-47
xviii.	Mandatory Findings of Significance	3.0-50

APPENDICES

Appendix A: CalEEMod Emissions Outputs

Appendix B: Traffic Analysis

1.0 INTRODUCTION

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 address 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.

1.0 INTRODUCTION

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.

2.0 PROJECT DESCRIPTION

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.

2.0 PROJECT DESCRIPTION

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

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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.

3.0 ENVIRONMENTAL CHECKLIST

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.

3.0 ENVIRONMENTAL CHECKLIST

- 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.

3.0 ENVIRONMENTAL CHECKLIST

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

Bret Sampson

Printed Name

Date

Project Planner

Title

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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 (PM₁₀), 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 PM₁₀ 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

3.0 ENVIRONMENTAL CHECKLIST

updated emissions inventory and maintains existing motor vehicle emission budgets for transportation conformity purposes. The PM₁₀ 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 PM₁₀ 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 PM₁₀ 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 (PM₁₀) 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

3.0 ENVIRONMENTAL CHECKLIST

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 PM₁₀, 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

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

	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

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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?	☐	☐	☐	☒	☒

3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

	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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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

3.0 ENVIRONMENTAL CHECKLIST

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.

3.0 ENVIRONMENTAL CHECKLIST

	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 ($[199 \times 2.81 = 559] - [43 \times 2.81 = 121] = 438$). 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.

3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

	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

EXHIBIT 2A

3.0 ENVIRONMENTAL CHECKLIST

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.

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A

3.0 ENVIRONMENTAL CHECKLIST

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

3.0 ENVIRONMENTAL CHECKLIST

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.

EXHIBIT 2A
3.0 ENVIRONMENTAL CHECKLIST

	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

3.0 ENVIRONMENTAL CHECKLIST

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

3.0 ENVIRONMENTAL CHECKLIST

	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.

3.0 ENVIRONMENTAL CHECKLIST

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APPENDICES

APPENDIX A - CALEEMOD EMISSIONS OUTPUTS

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/MW hr)	590.31	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	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

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	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	6,476.113 9	6,476.113 9	1.4354	0.0000	6,506.258 0
Total	14.5738	55.2277	42.8040	0.0659	18.2032	3.4568	21.1429	9.9670	3.2344	12.6715	0.0000	6,476.113 9	6,476.113 9	1.4354	0.0000	6,506.258 0

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	6,476.113 9	6,476.113 9	1.4354	0.0000	6,506.258 0
Total	14.5738	55.2277	42.8040	0.0659	18.2032	3.4568	21.1429	9.9670	3.2344	12.6715	0.0000	6,476.113 9	6,476.113 9	1.4354	0.0000	6,506.258 0

	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
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	N2O	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		4,065.005 3	4,065.005 3	1.2262		4,090.754 4
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343		4,065.005 3	4,065.005 3	1.2262		4,090.754 4

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	4,065.005 3	4,065.005 3	1.2262		4,090.754 4
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343	0.0000	4,065.005 3	4,065.005 3	1.2262		4,090.754 4

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	2,316.376 7	2,316.376 7	0.6987		2,331.049 5
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	2,316.376 7	2,316.376 7	0.6987		2,331.049 5

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

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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed 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

5.0 Energy Detail

5.1 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	0.0962	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**

AGENDA ITEM 14.1

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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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' supporting

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	8,240.293 9	8,240.293 9	1.5004	0.0000	8,271.802 2
Total	16.2910	57.7249	53.8107	0.0863	18.2032	3.4973	21.1429	9.9670	3.2716	12.6715	0.0000	8,240.293 9	8,240.293 9	1.5004	0.0000	8,271.802 2

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	8,240.293 9	8,240.293 9	1.5004	0.0000	8,271.802 2
Total	16.2910	57.7249	53.8107	0.0863	18.2032	3.4973	21.1429	9.9670	3.2716	12.6715	0.0000	8,240.293 9	8,240.293 9	1.5004	0.0000	8,271.802 2

	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
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		7,950.218 1	7,950.218 1	0.3114		7,956.756 5
Total	11.8360	9.0610	61.2539	0.0996	6.3361	0.2551	6.5912	1.6926	0.2456	1.9381	0.0000	8,709.343 9	8,709.343 9	0.3552	0.0134	8,720.949 3

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		7,950.218 1	7,950.218 1	0.3114		7,956.756 5
Total	11.8360	9.0610	61.2539	0.0996	6.3361	0.2551	6.5912	1.6926	0.2456	1.9381	0.0000	8,709.343 9	8,709.343 9	0.3552	0.0134	8,720.949 3

	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
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		4,065.005 3	4,065.005 3	1.2262		4,090.754 4
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343		4,065.005 3	4,065.005 3	1.2262		4,090.754 4

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	4,065.005 3	4,065.005 3	1.2262		4,090.754 4
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343	0.0000	4,065.005 3	4,065.005 3	1.2262		4,090.754 4

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		7,950.218 1	7,950.218 1	0.3114		7,956.756 5
Unmitigated	4.4748	8.2915	44.3595	0.0951	6.3361	0.1187	6.4548	1.6926	0.1092	1.8018		7,950.218 1	7,950.218 1	0.3114		7,956.756 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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

Land Use	Miles			Trip %			Trip Purpose %		
	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

5.1 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
Apartments 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**

AGENDA ITEM 14.1

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

APPENDIX B - TRAFFIC ANALYSIS

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: ¹Capital Village Special Planning Area Handbook, Amended June 8, 2006 ²MRO 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

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

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
<i>Difference</i>	+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 <i>Highway Capacity Manual</i> (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.



AGENDA ITEM 14.1



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 3

CITY OF RANCHO CORDOVA

ORDINANCE NO. 16-2015

**AN ORDINANCE OF THE RANCHO CORDOVA CITY COUNCIL 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 3A** 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 3

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 3A**, 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 Sander, Mayor

ATTEST:

Mindy Cuppy, CMC, 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

EXHIBIT 3A

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

ORIGINAL ADOPTED, March 21, 2005 **AMENDED – _____, 2016** Page 26 **3.6**

2558017.1

ATTACHMENT 4

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").

ATTACHMENT 3

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 policies 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.

ATTACHMENT 3

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 5A**, 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 Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk
2542620.1

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

EXHIBIT 4A

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.

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

2540295.1

"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: _____

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

Amended Section 3.6 of SPA Handbook/ATTACHMENT 1
to Second Amendment Development Agreement
Relative to Capital Village

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

ORIGINAL ADOPTED, March 21, 2005 **AMENDED – _____, 2016** Page 26 3.6

2557962.1

ATTACHMENT 5**CITY OF RANCHO CORDOVA****RESOLUTION NO. 147-2015**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO
CORDOVA APPROVING THE BRIDGEWAY SQUARE APARTMENT MAJOR DESIGN
REVIEW PERMIT AND 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 5A**), subject to the following findings and attached Conditions of Approval (**Exhibit 5B**):

ATTACHMENT 5

- 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

ATTACHMENT 5

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 5

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 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.

COVER SHEET

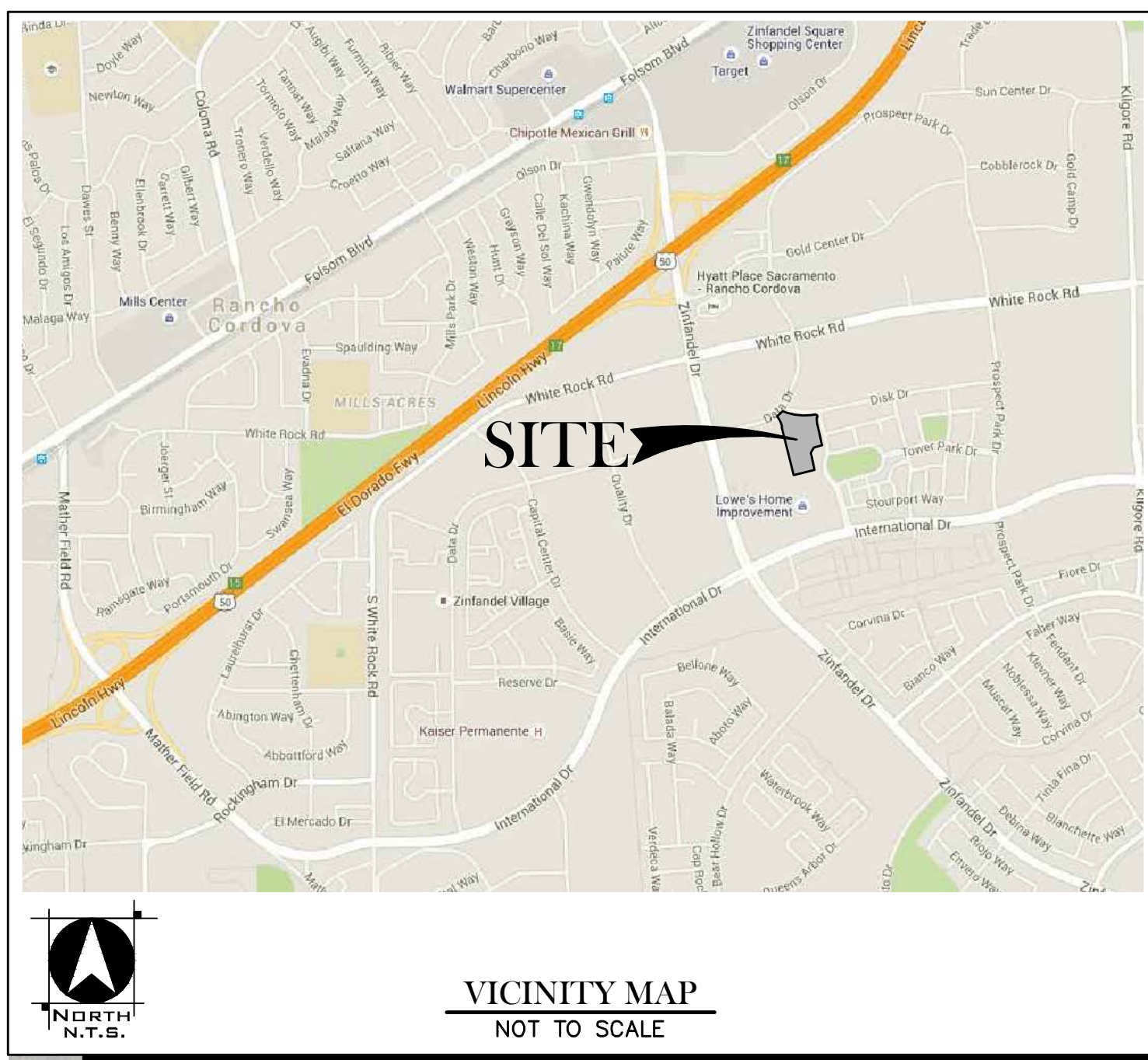
272

BRIDGEWAY SQUARE

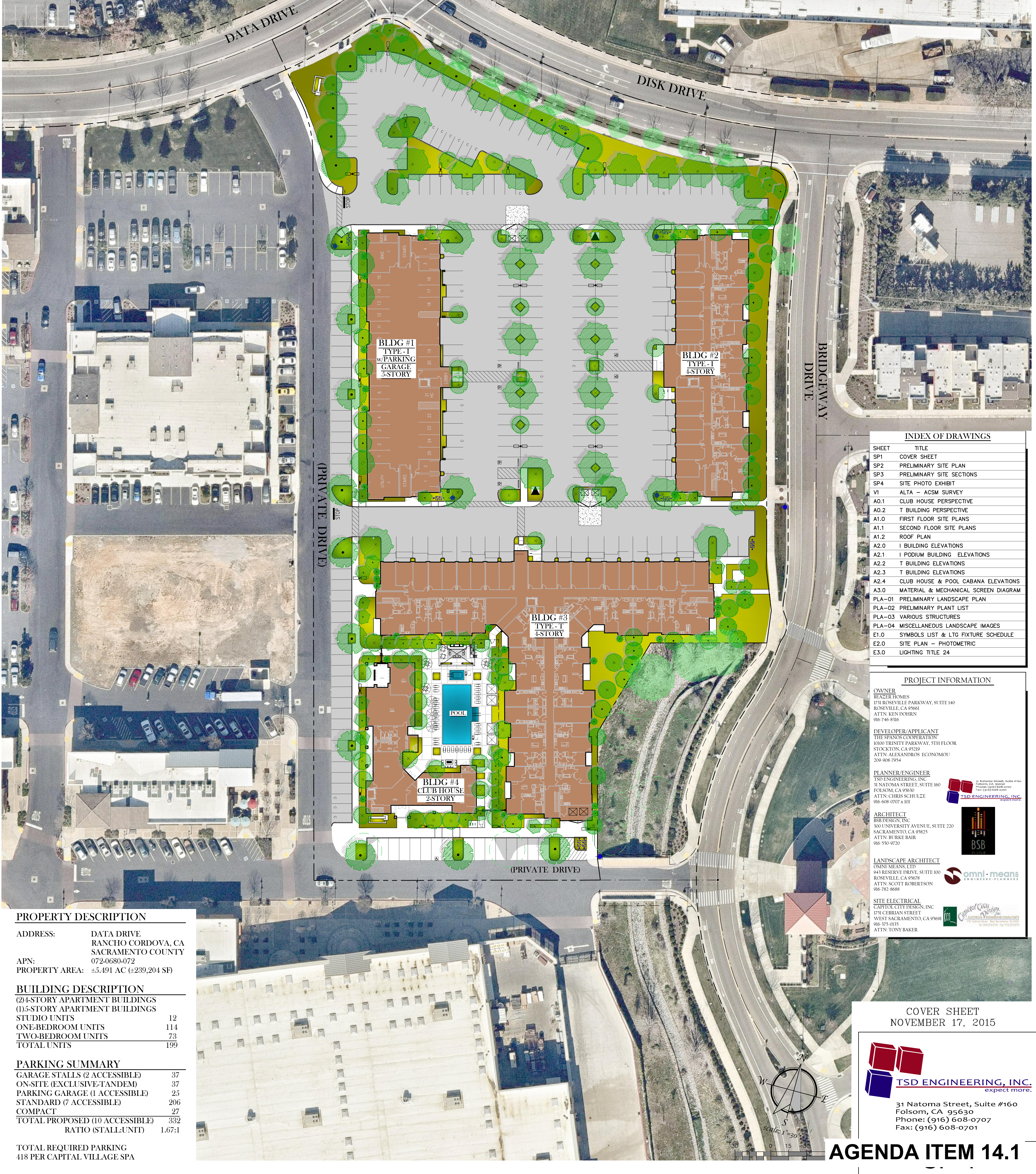
APARTMENTS

CITY OF RANCHO CORDOVA, CA

SACRAMENTO COUNTY, CA



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
A2.2	T BUILDING ELEVATIONS
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 1791 ROSEVILLE PARKWAY, SUITE 140 ROSEVILLE, CA 95661 ATTN: KEN DOHRN 916-746-8316	
DEVELOPER/APPLICANT THE SPANOS COOPERATION 1000 TRINITY PARKWAY, 5TH FLOOR STOCKTON, CA 95210 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 95823 ATTN: BURKE BAIR 916-590-9720	
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. 1791 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

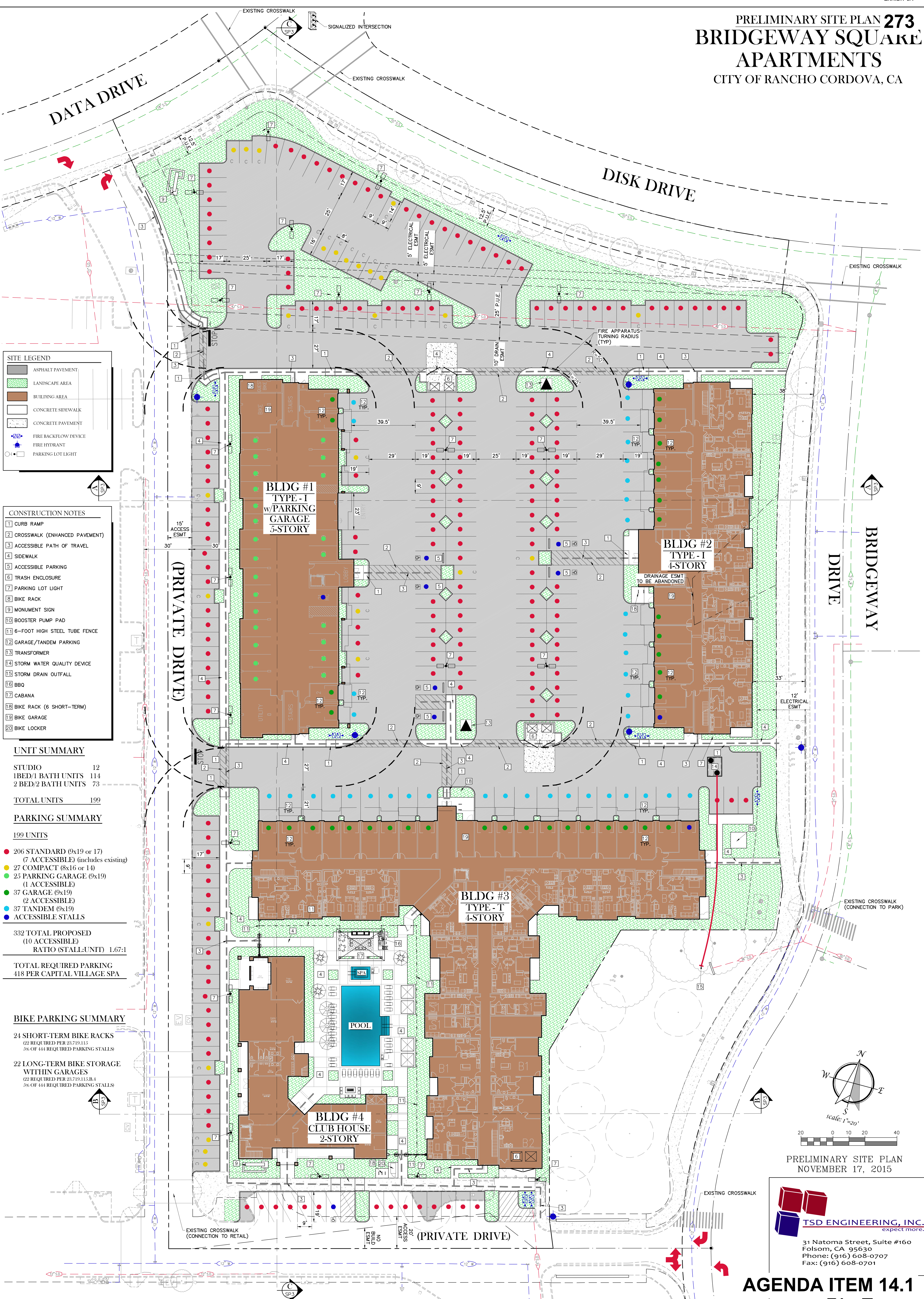
TOTAL REQUIRED PARKING
418 PER CAPITAL VILLAGE SPA

COVER SHEET
NOVEMBER 17, 2015

31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

AGENDA ITEM 14.1

PRELIMINARY SITE PLAN **273** BRIDGEWAY SQUARE APARTMENTS CITY OF RANCHO CORDOVA, CA



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
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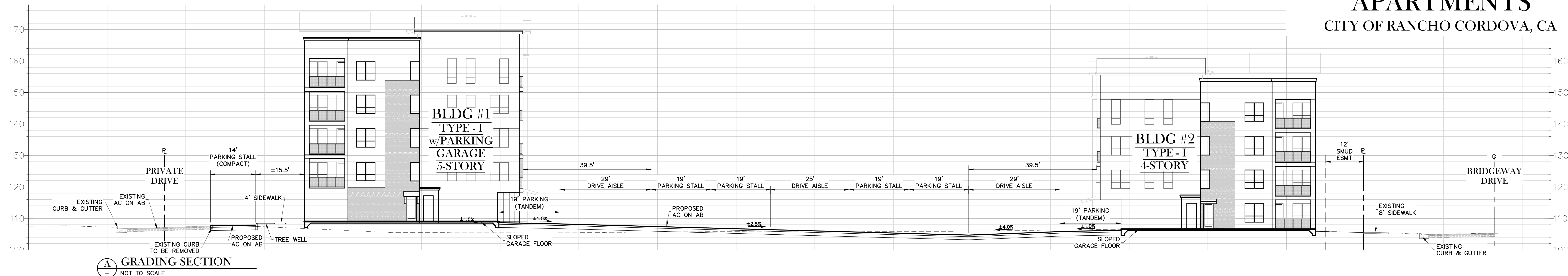
BIKE PARKING SUMMARY	
24 SHORT-TERM BIKE RACKS	(22 REQUIRED PER 23.719.115 3% OF 444 REQUIRED PARKING STALLS)
22 LONG-TERM BIKE STORAGE	WITHIN GARAGES (22 REQUIRED PER 23.719.115.B.4 3% OF 444 REQUIRED PARKING STALLS)

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 14.1

PRELIMINARY SITE SECTIONS
BRIDGEWAY SQUARE
APARTMENTS
CITY OF RANCHO CORDOVA, CA



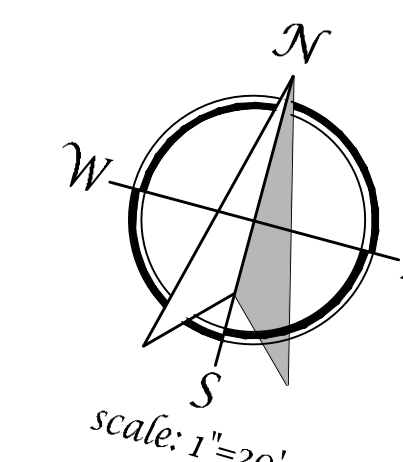
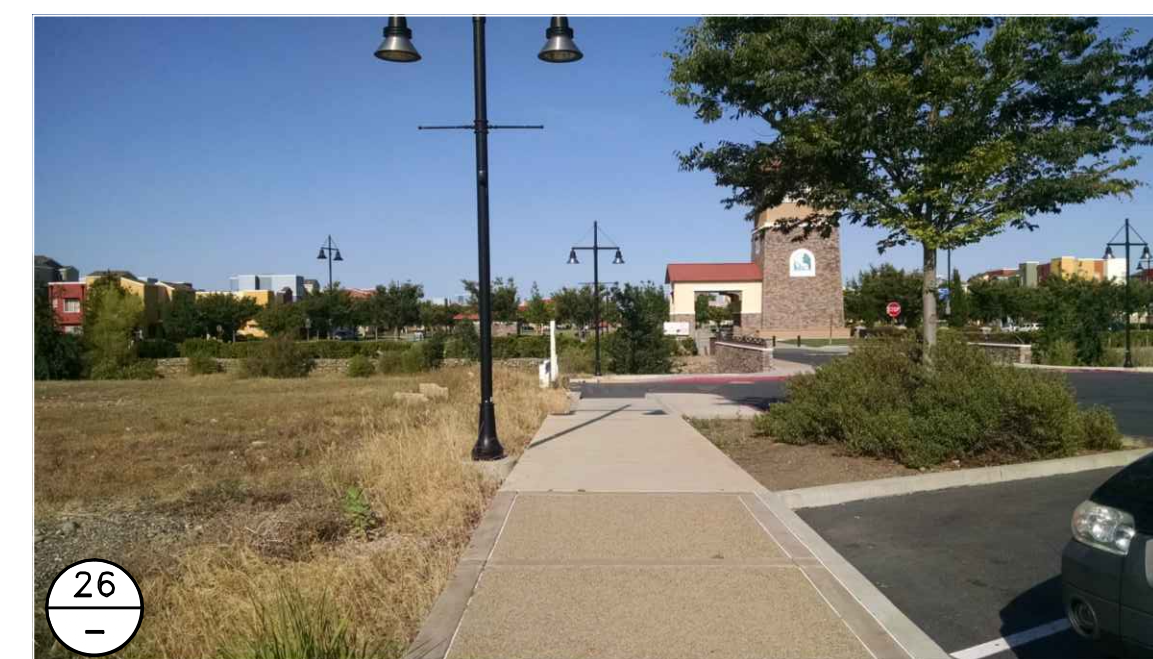
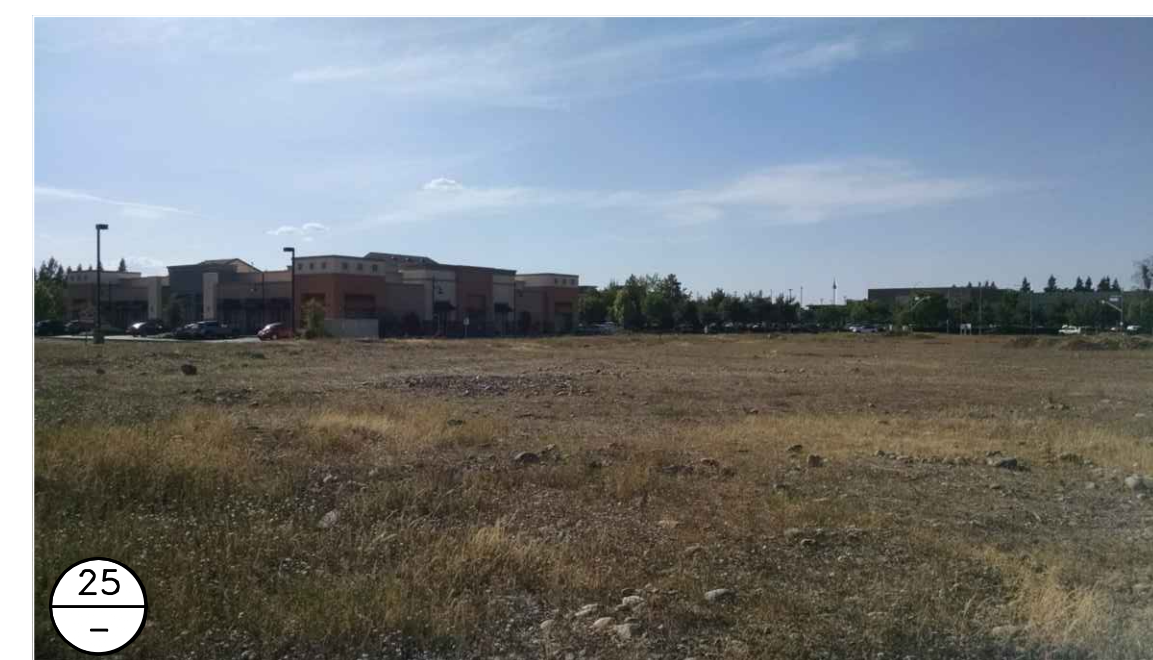
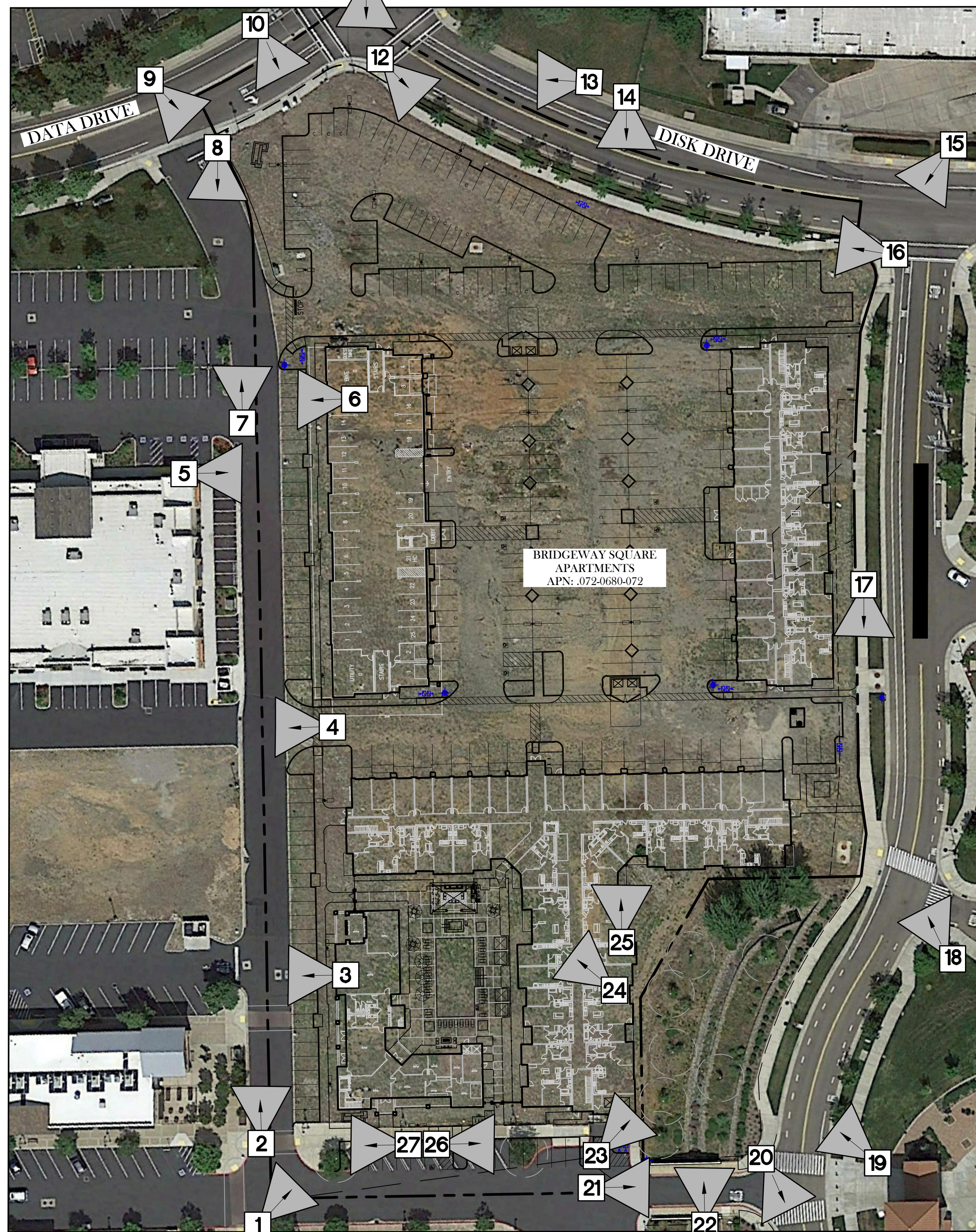
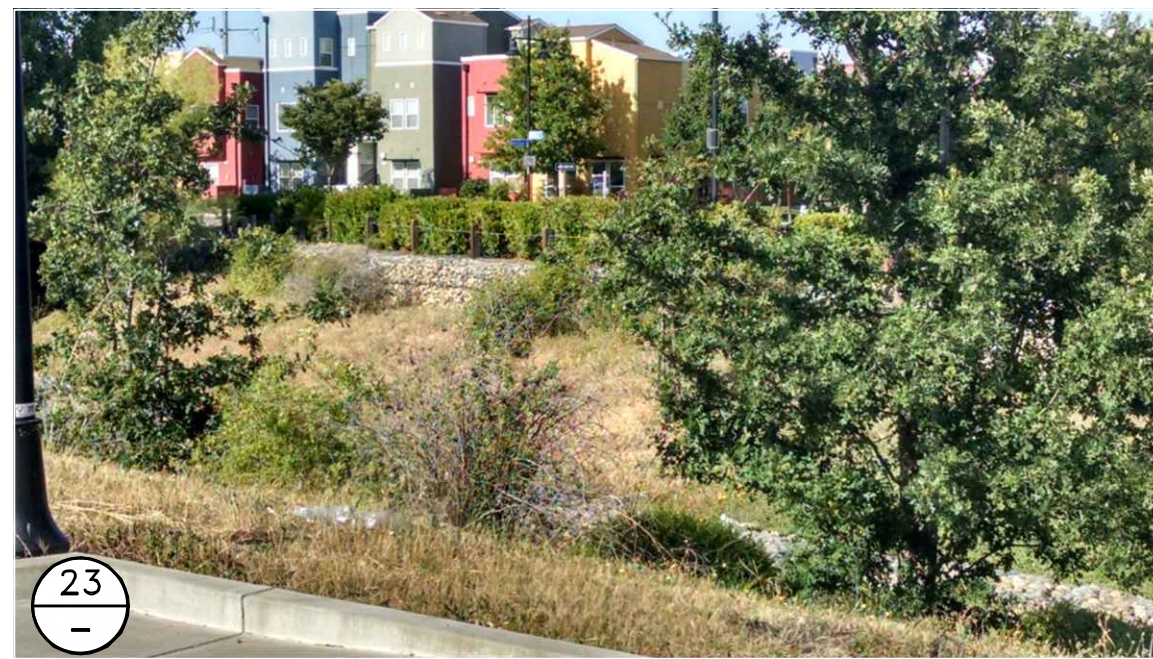
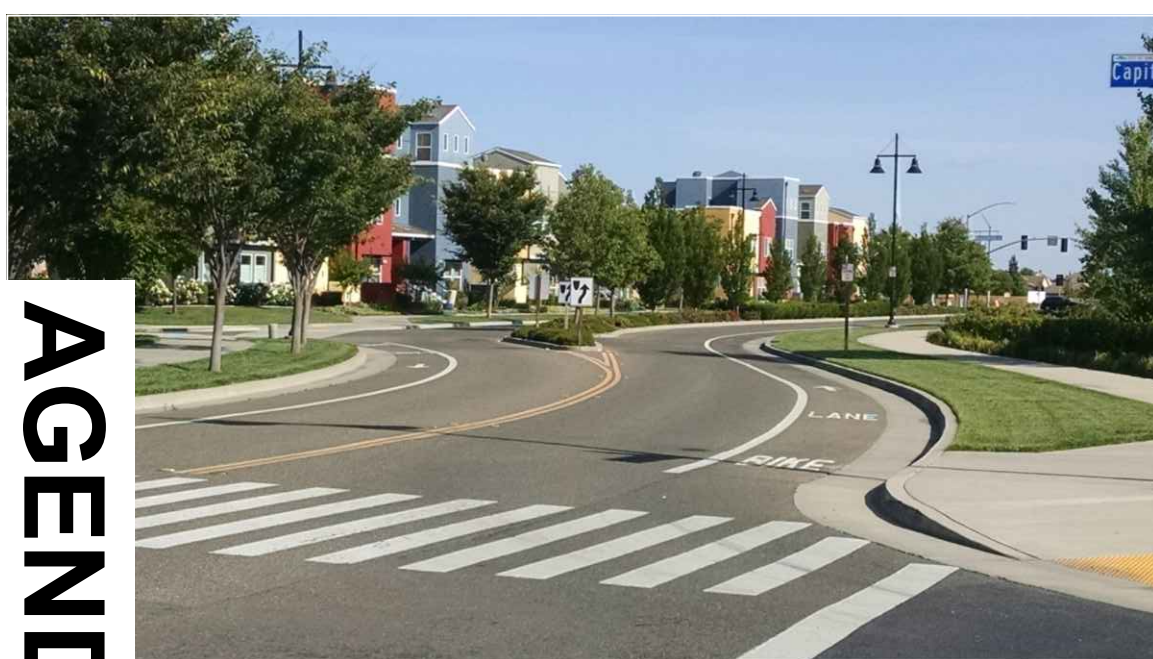
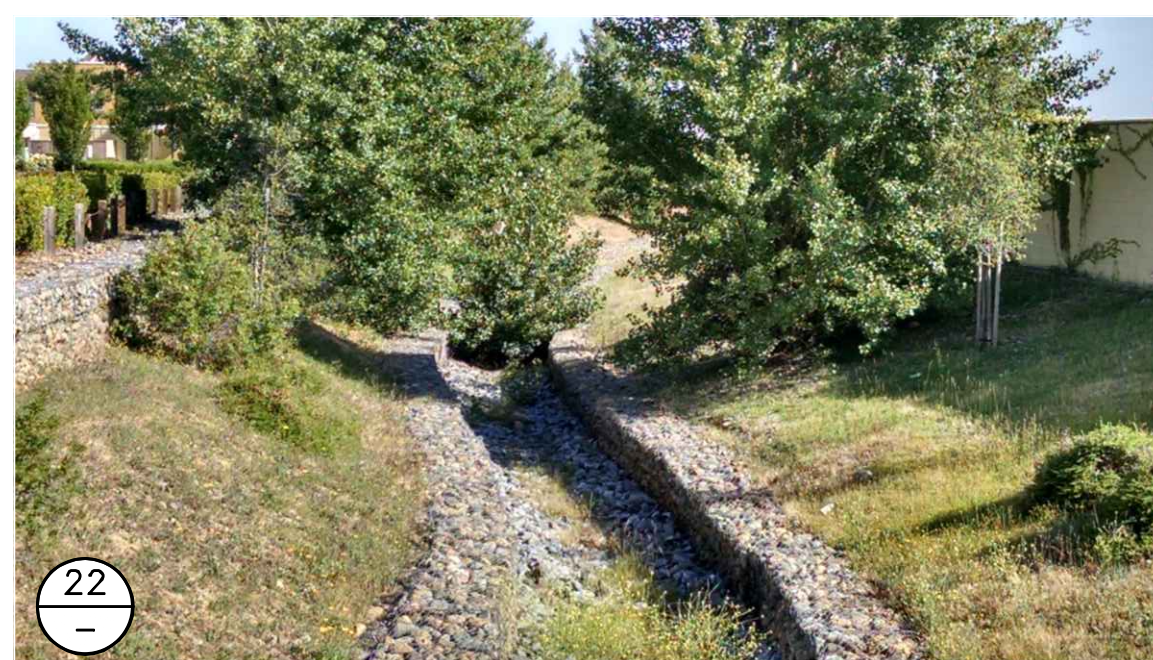
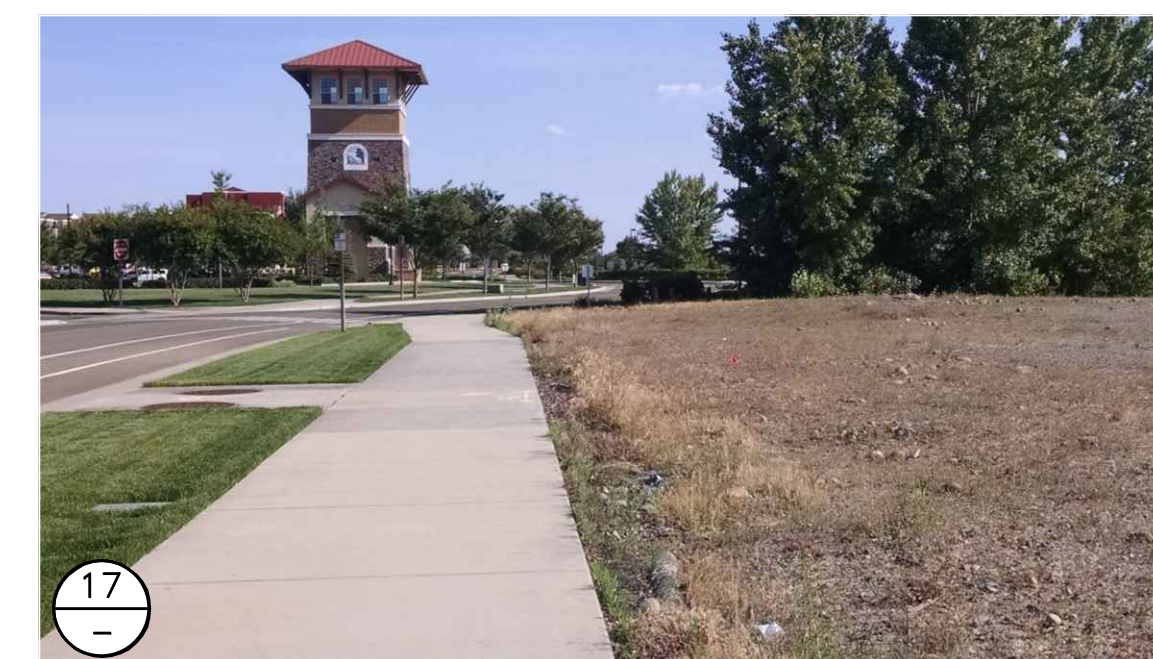
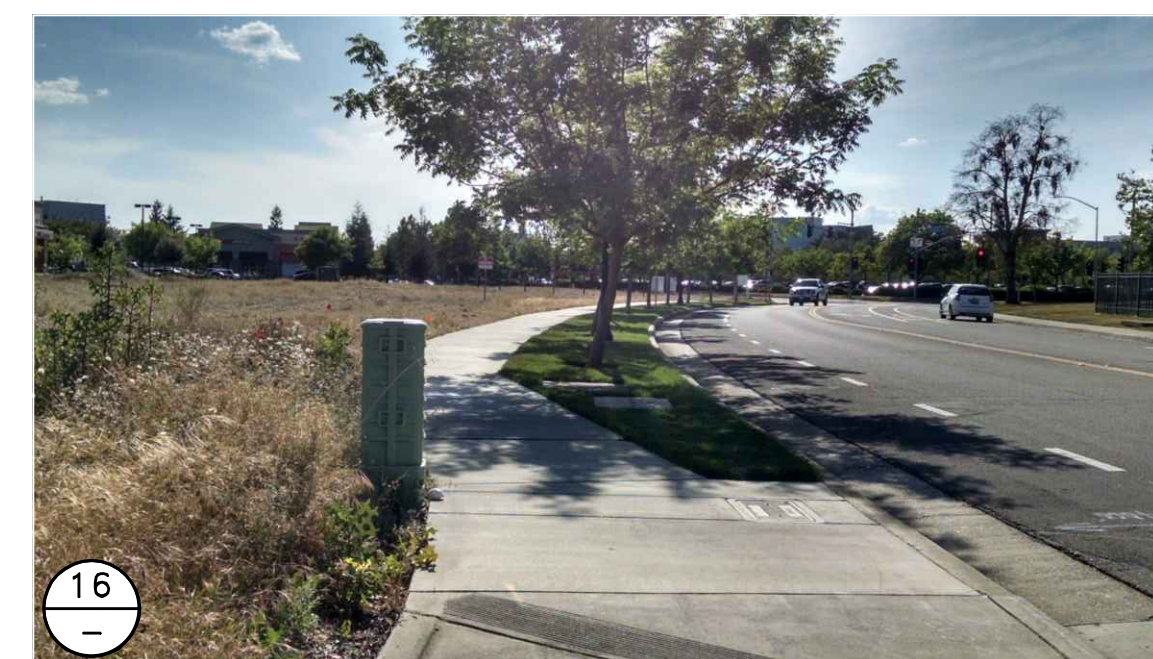
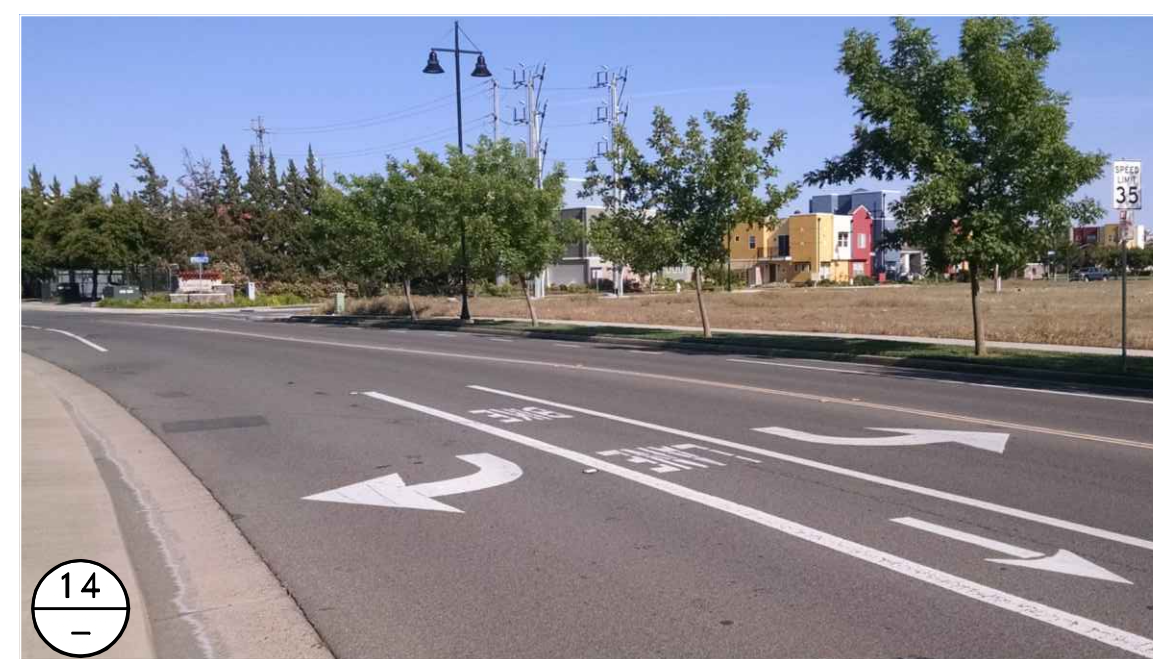
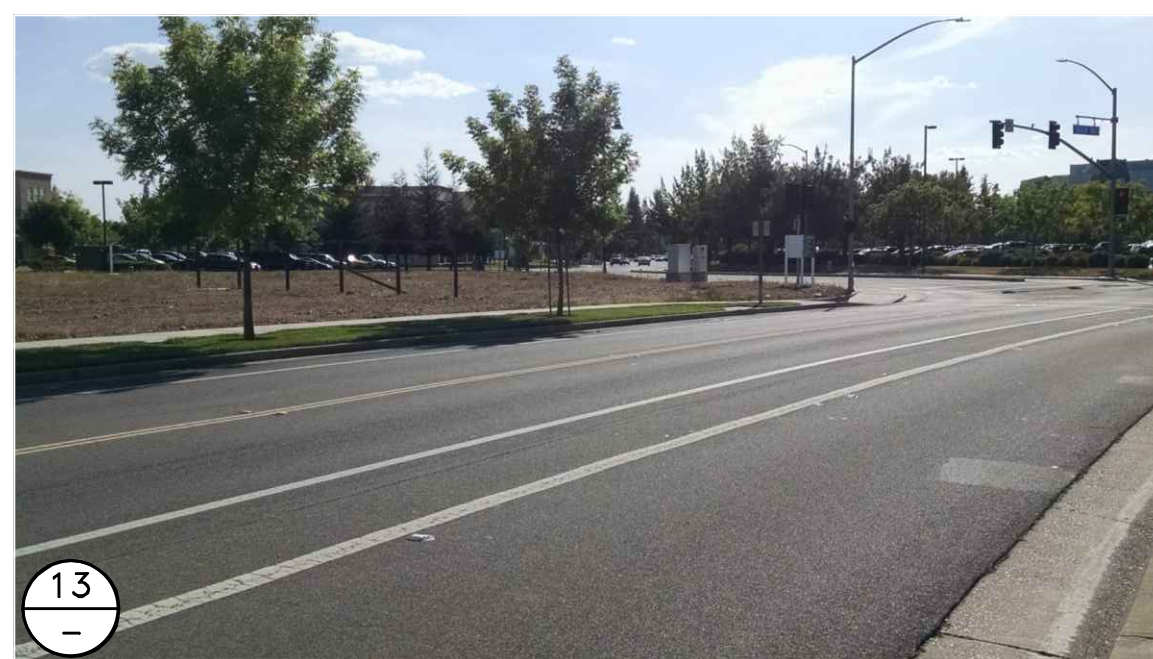
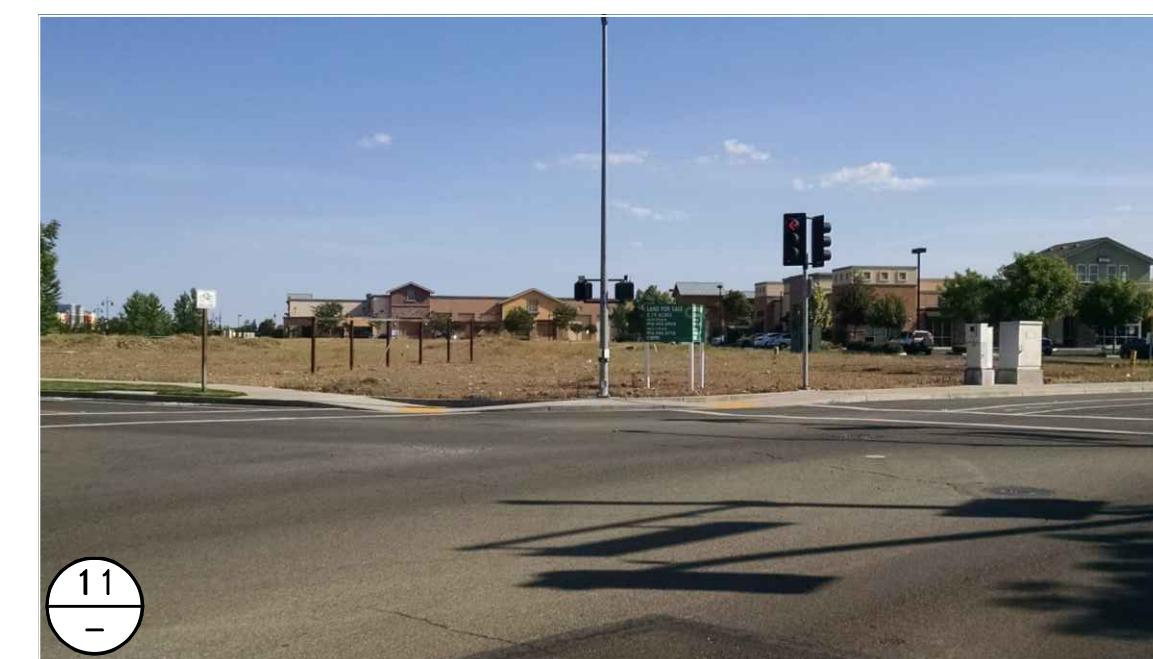
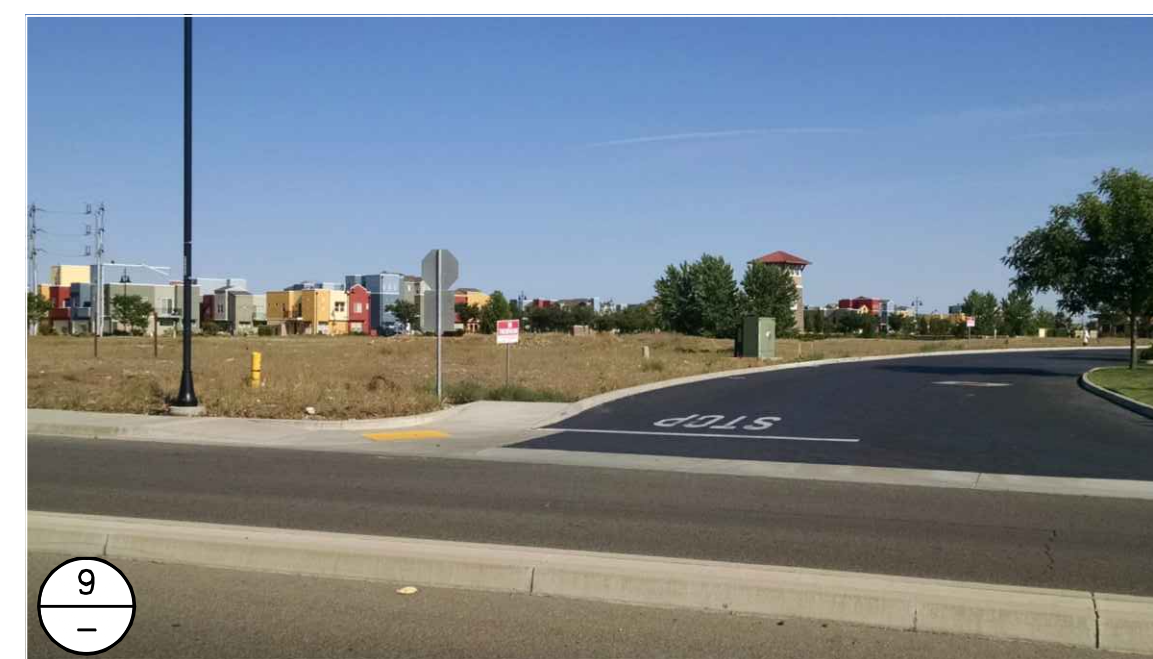
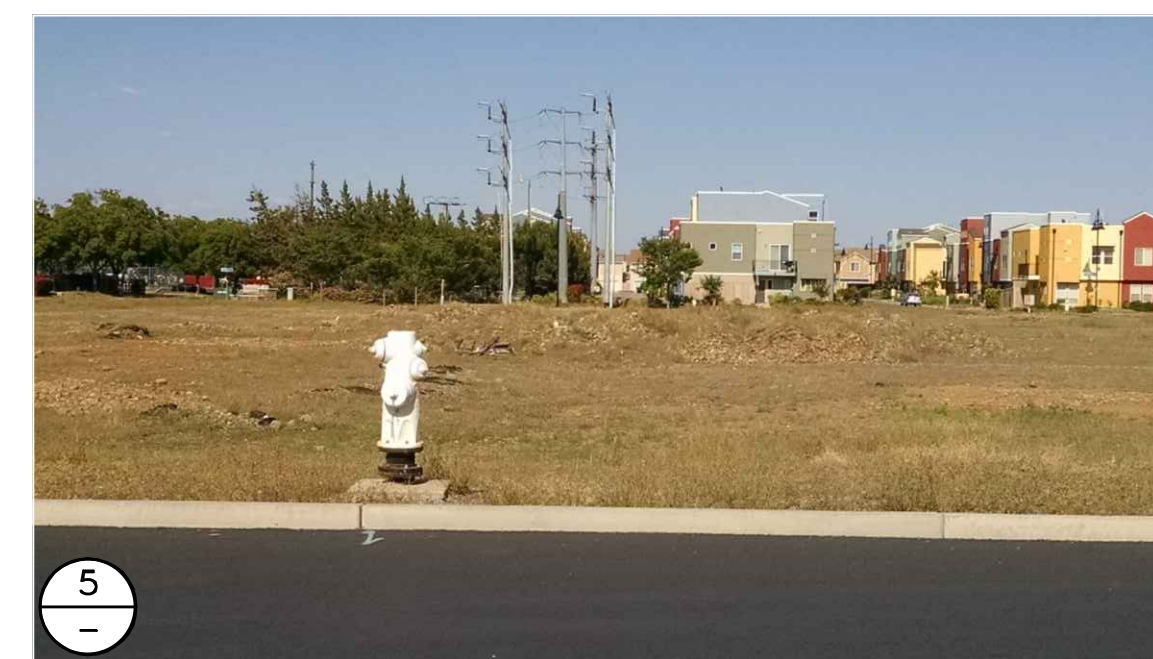
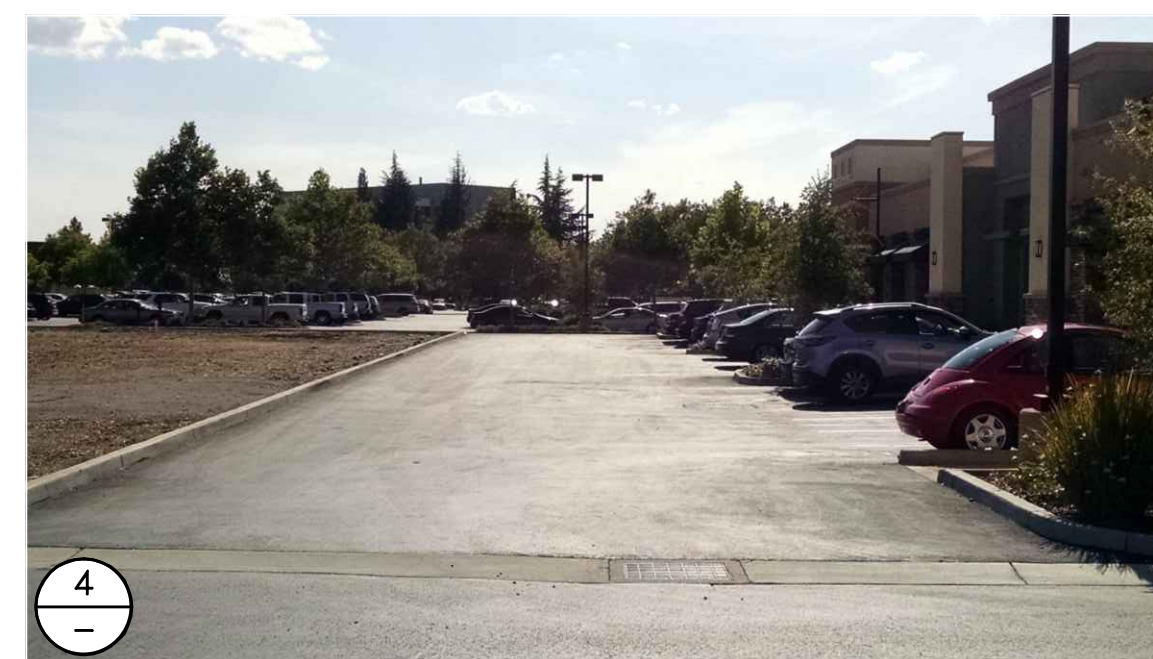
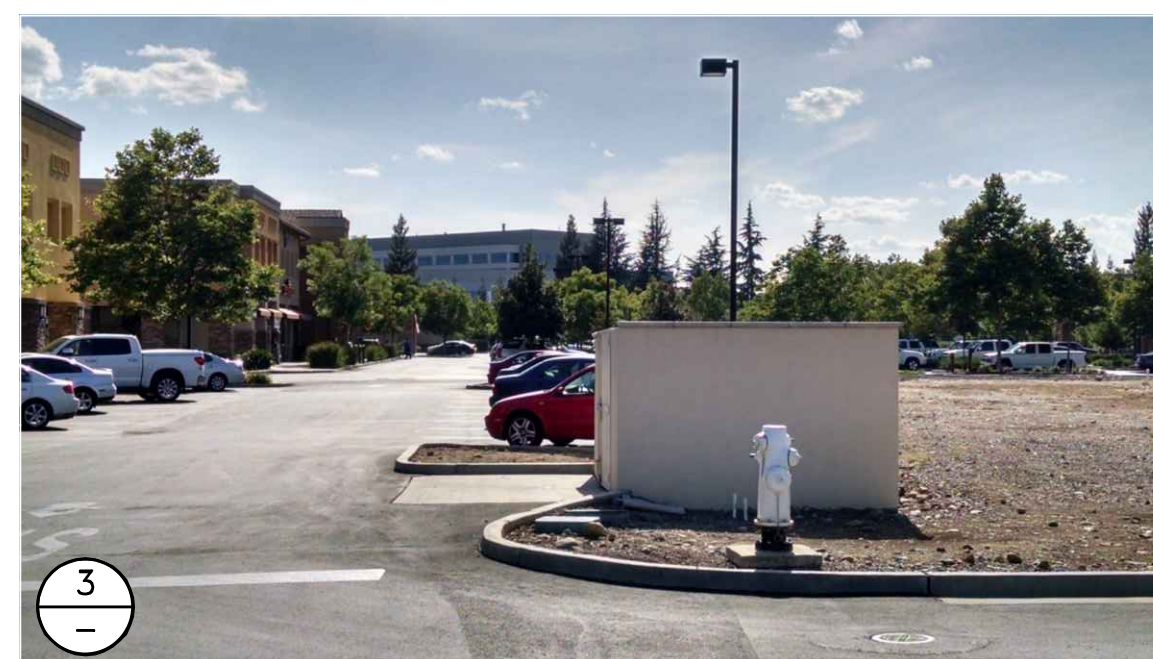
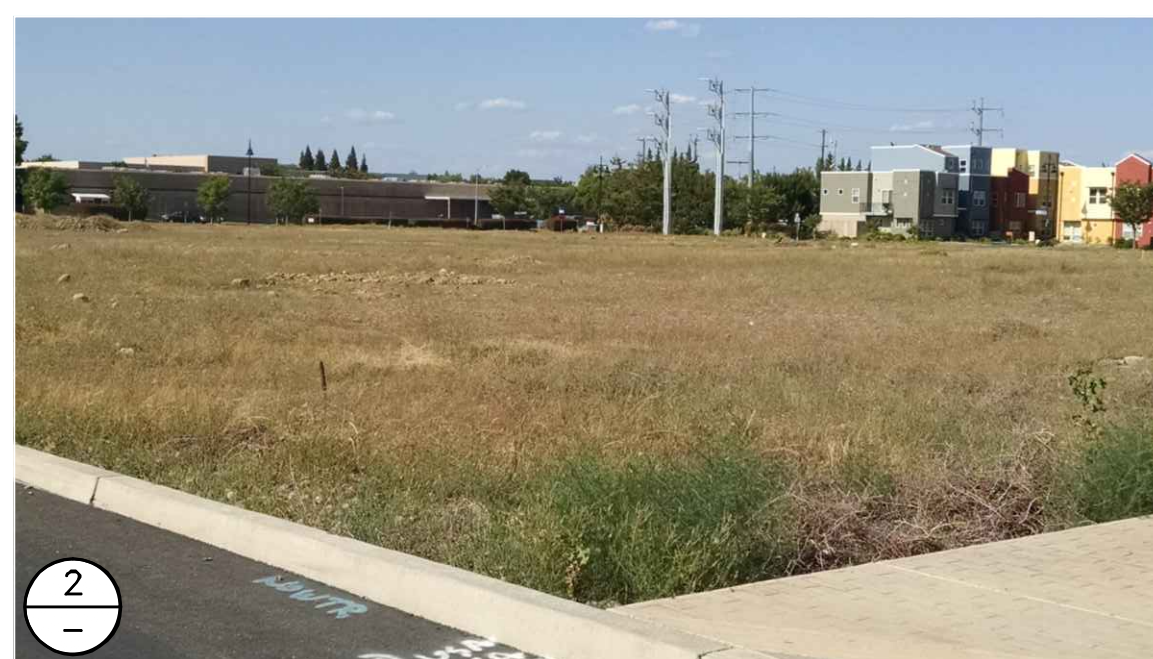
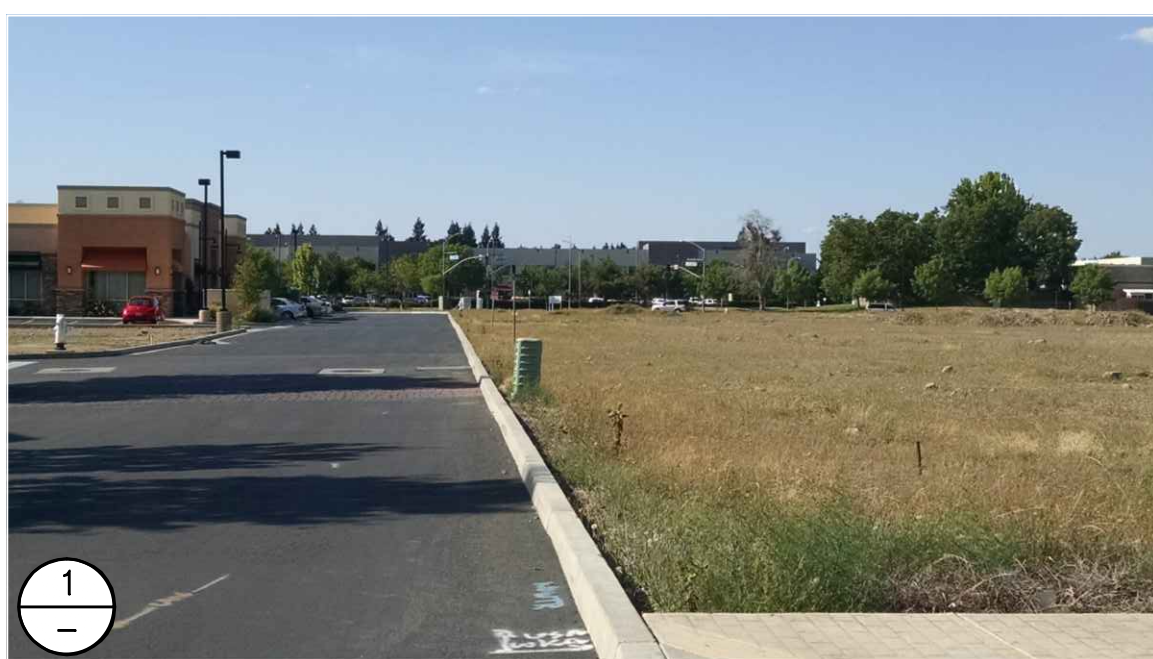
PRELIMINARY SITE SECTIONS
NOVEMBER 17, 2015

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SP-3

274

SITE PHOTO EXHIBIT
**BRIDGEWAY SQUARE
APARTMENTS**
CITY OF RANCHO CORDOVA, CA



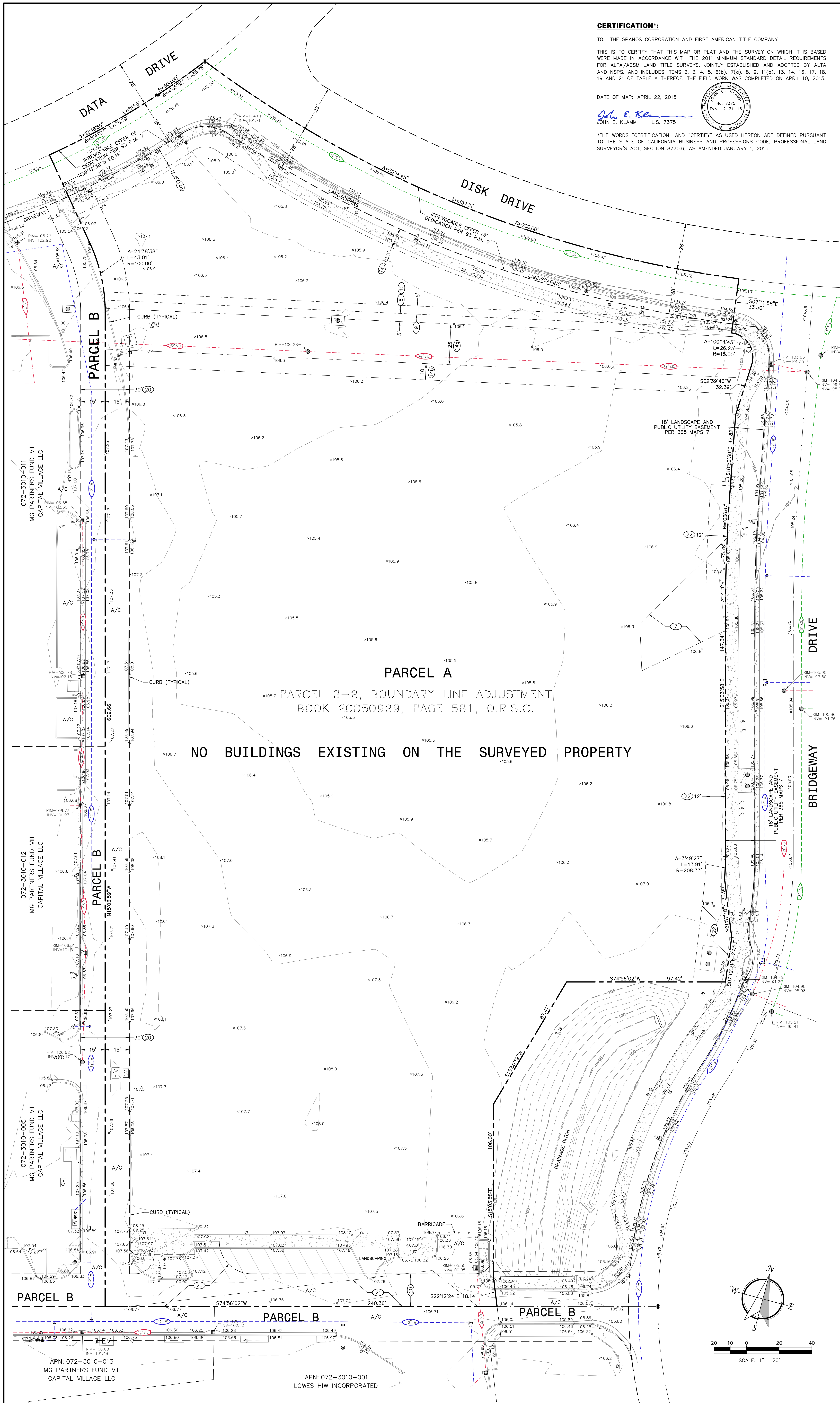
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SITE PHOTO EXHIBIT
NOVEMBER 17, 2015

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Phone: (916) 608-0707
Fax: (916) 608-0701

SP-□

AGENDA ITEM 14.1



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(o), 8, 9, 11(o), 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

*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 23, 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 73°1'58" 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°28'06" 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 12°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 71°22'21" 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 DEPICTING THE REAL PROPERTY AND PLOTTABLE EXCEPTED 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:**
- (1) URANINE 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.
 - (2) ELECTRICAL EASEMENT PER BOOK 830610, PAGE 1237, O.R.S.C. (PLOTTED).
 - (3) ELECTRICAL EASEMENT PER BOOK 830610, PAGE 1240, O.R.S.C. (PLOTTED).
 - (4) ELECTROLIER EASEMENT PER BOOK 830803, PAGE 1131, O.R.S.C. (PLOTTED).
 - (5) COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, EXCEPTIONS AND RESERVATIONS PER BOOK 841214, PAGE 1025, O.R.S.C. (BLANKET IN NATURE).
 - (6) COVENANTS, CONDITIONS AND RESTRICTIONS PER BOOK 851231, PAGE 2738, O.R.S.C. (BLANKET IN NATURE).
 - (7) PUBLIC UTILITY EASEMENT PER BOOK 93 OF PARCEL MAPS, AT PAGE 7 (PLOTTED).
 - (8) DRAINAGE EASEMENT PER BOOK 93 OF PARCEL MAPS, AT PAGE 7 (PLOTTED).
 - (9) COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS PER BOOK 20040722, PAGE 488, O.R.S.C. (BLANKET IN NATURE).
 - (10) AVIGATION AND NOISE EASEMENT PER BOOK 20050810, PAGE 2616, O.R.S.C. (BLANKET IN NATURE).
 - (11) RECIPROCAL ACCESS EASEMENTS BOOK 20060929, PAGE 1949, O.R.S.C. (PLOTTED).
 - (12) NO-BUILD EASEMENT BOOK 20060929, PAGE 1951, O.R.S.C. (PLOTTED).
 - (13) ELECTRICAL EASEMENT PER BOOK 20070502, PAGE 1921, O.R.S.C. (PLOTTED).
 - (14) 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 (NAVD83), 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. 060702020H, 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.

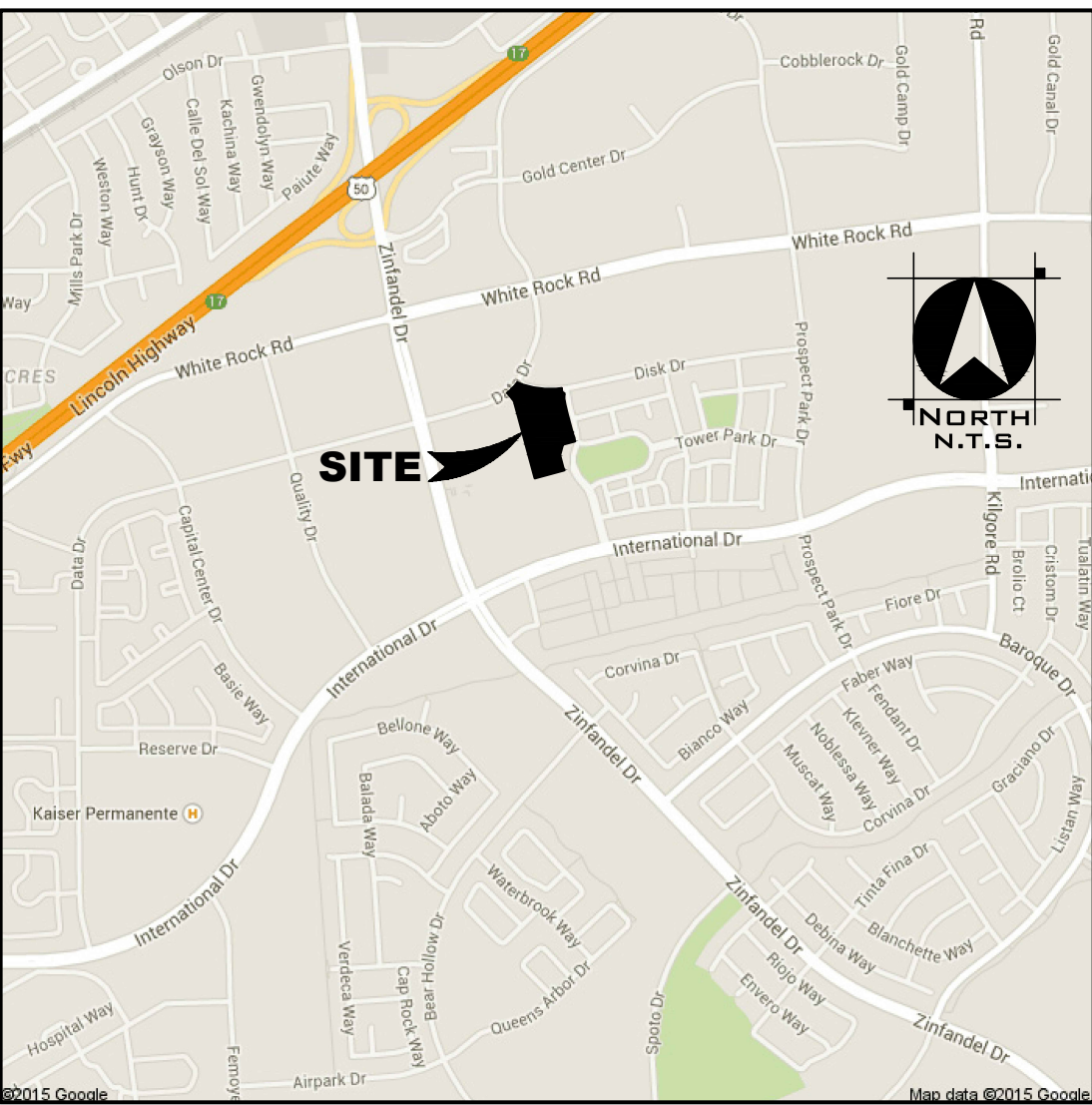
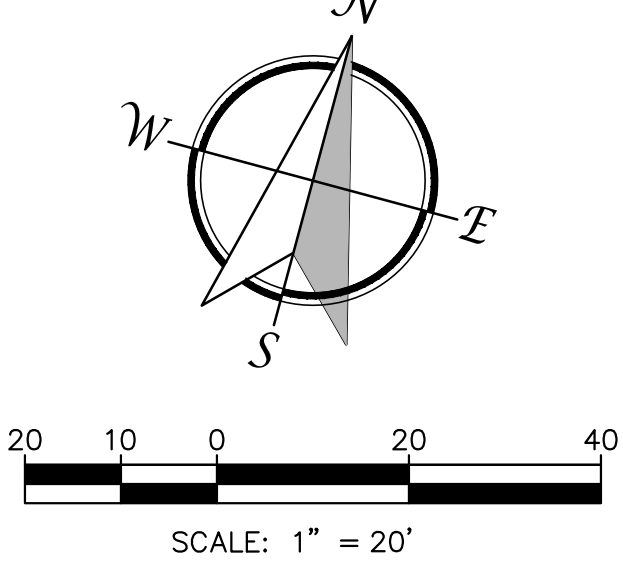
THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN THE SURVEYED PROPERTY.

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
+	SIGN POST
+	DRAIN MANHOLE
+	DRAIN INLET
+	SEWER MANHOLE
+	ELECTRIC BOX
EV	ELECTRIC VAULT
+	ELECTRIC MANHOLE
T	TRANSFORMER
+	PVC UTILITY STUB
+	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
WB	WATER BOX
+	IRRIGATION CONTROL VALVE
+	IRRIGATION CONTROL BOX
+	SPOT ELEVATION
+	ELEVATION CONTOUR
O.R.S.C. OFFICIAL RECORDS OF SACRAMENTO COUNTY	
+	CONCRETE PAVING
+	UNDERGROUND SANITARY SEWER (APPROXIMATE)
+	UNDERGROUND STORM DRAIN (APPROXIMATE)
+	UNDERGROUND WATER LINE (APPROXIMATE)



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

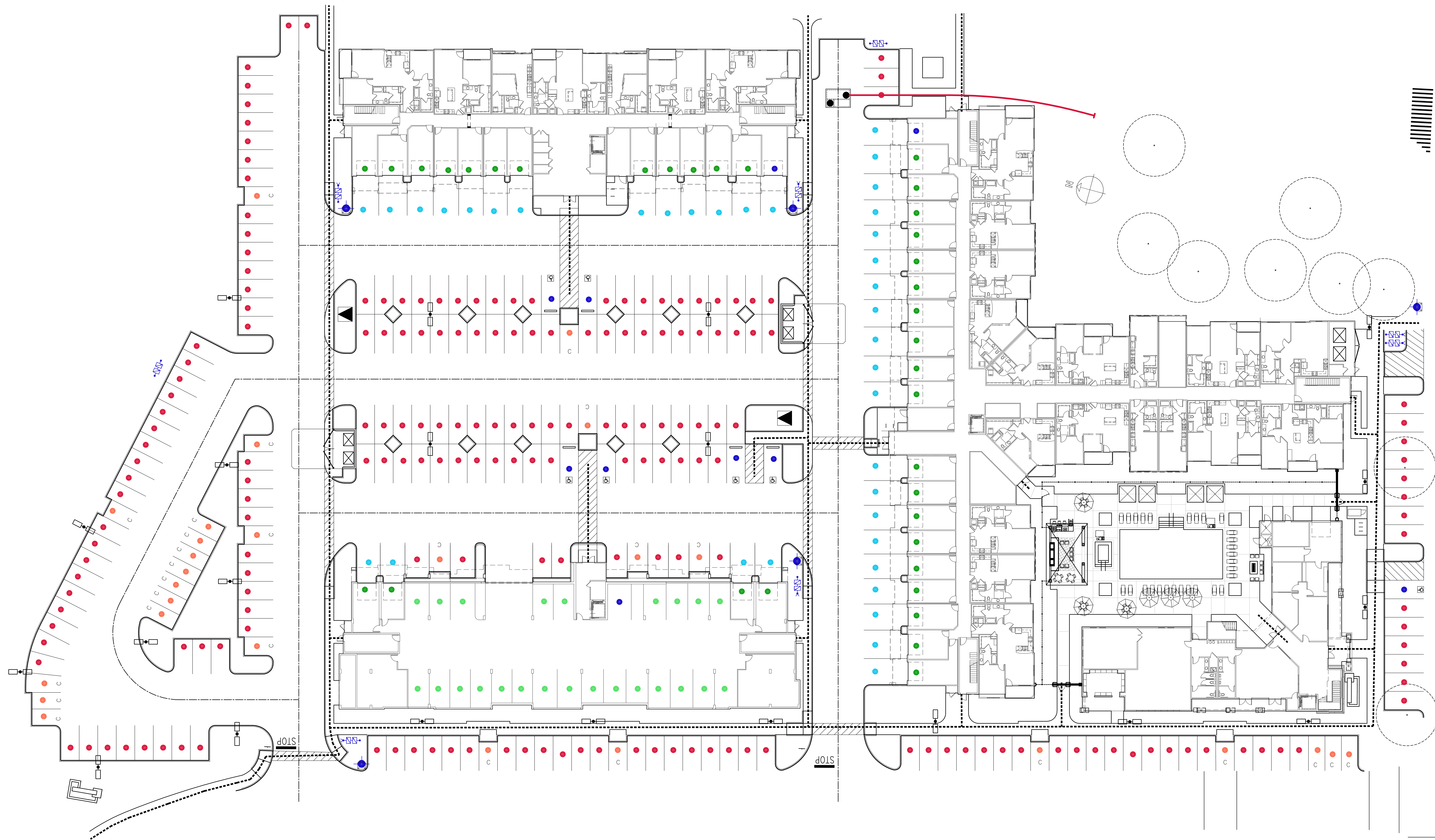
Scale: 1"=30' Date: APRIL 2015 Revised:
 P:\Projects\303-003\02 DWG\A- Survey\MASTER\303-003-003-ALTA.dwg, 04-22-15

TS&D ENGINEERING, INC.
 31 Natoma Street, Suite #160
 SACRAMENTO, CA 95811
 (916) 441-1111
 tsandd.com

AGENDA ITEM 14.1







1 Overall First Floor Composite
SCALE: 1/8"=1'-0"

AGENDA ITEM 14.1



MR150323.00

bsbdesign.com

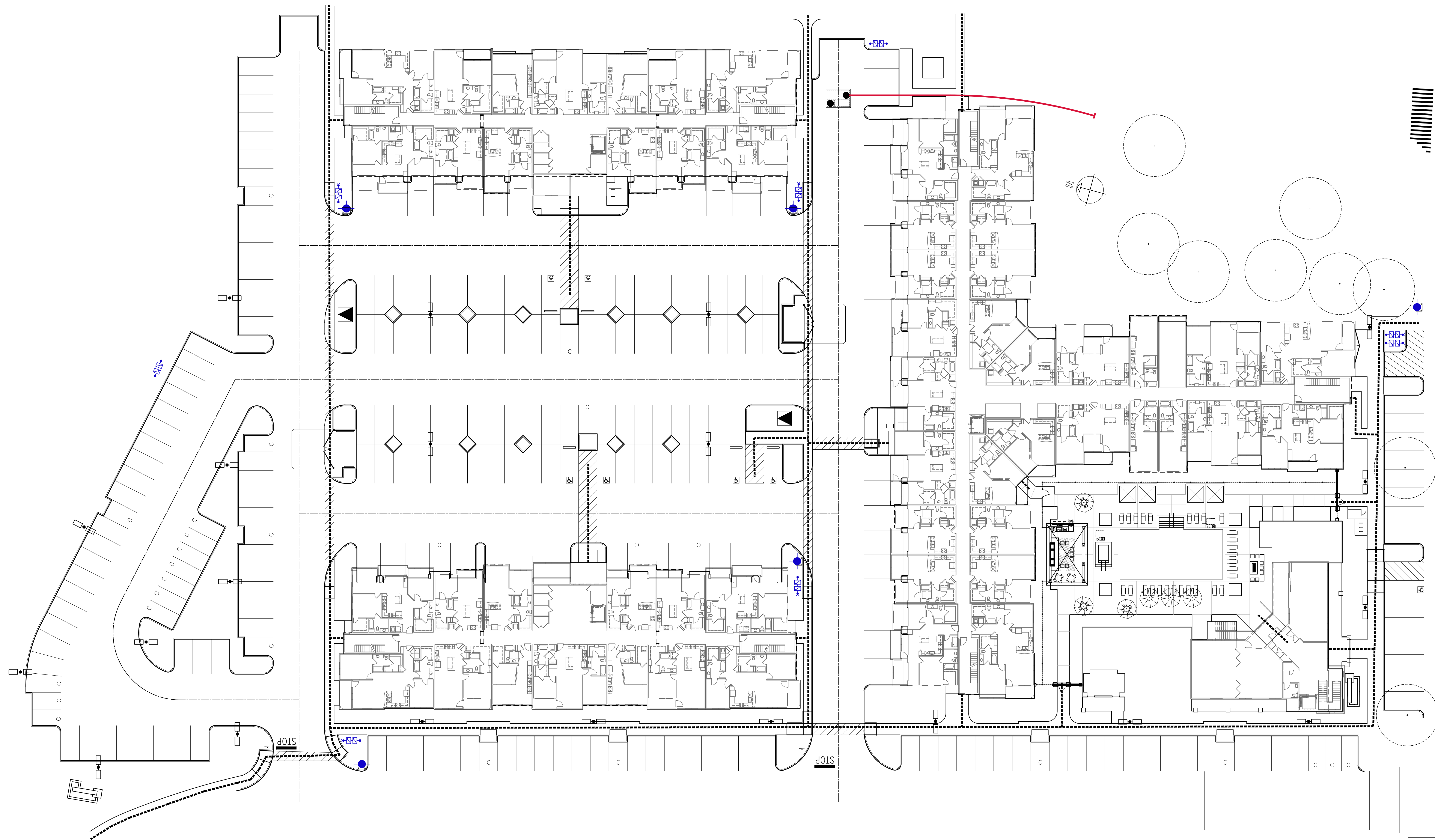
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Bridgeway Square Apartments
Rancho Cordova, CA

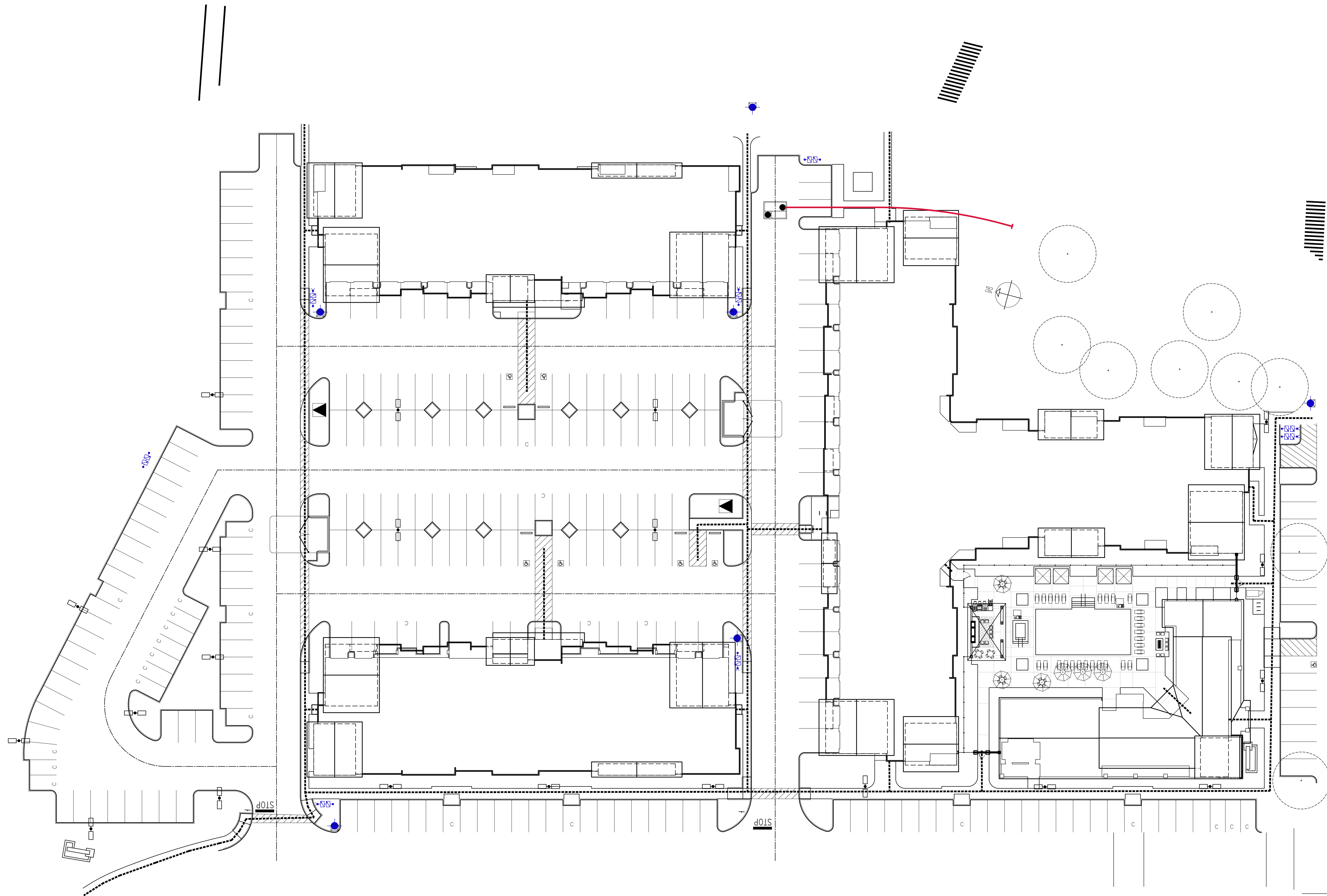
November 16, 2015

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1 Overall Second Floor Composite
SCALE: 1/8"=1'-0"



1 Roof Composite Plan
SCALE: 1"=20'-0"



Front Elevation



Left Elevation



Right Elevation

SCALE: 1/8"=1'-0"



Rear Elevation



Front Elevation



Left Elevation



Right Elevation



Rear Elevation

Bridgeway Square Apartments
Rancho Cordova, CA

I Podium Building



Front Elevation



Rear Elevation



Left Elevation



Right Elevation

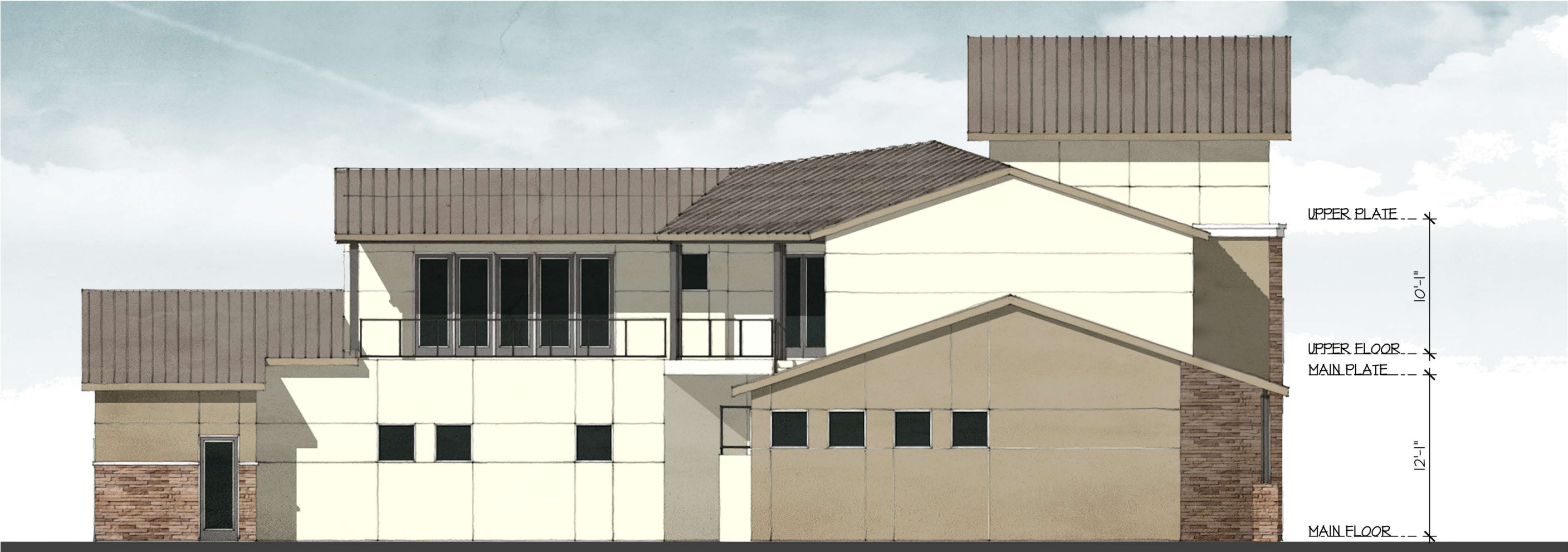


Pool Cabana



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"



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 - KM5168 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

LEVEL 4 PLATE: 42'-0 1/4"

LEVEL 4: 31'-11 1/4"

LEVEL 3 PLATE: 30'-4 1/2"

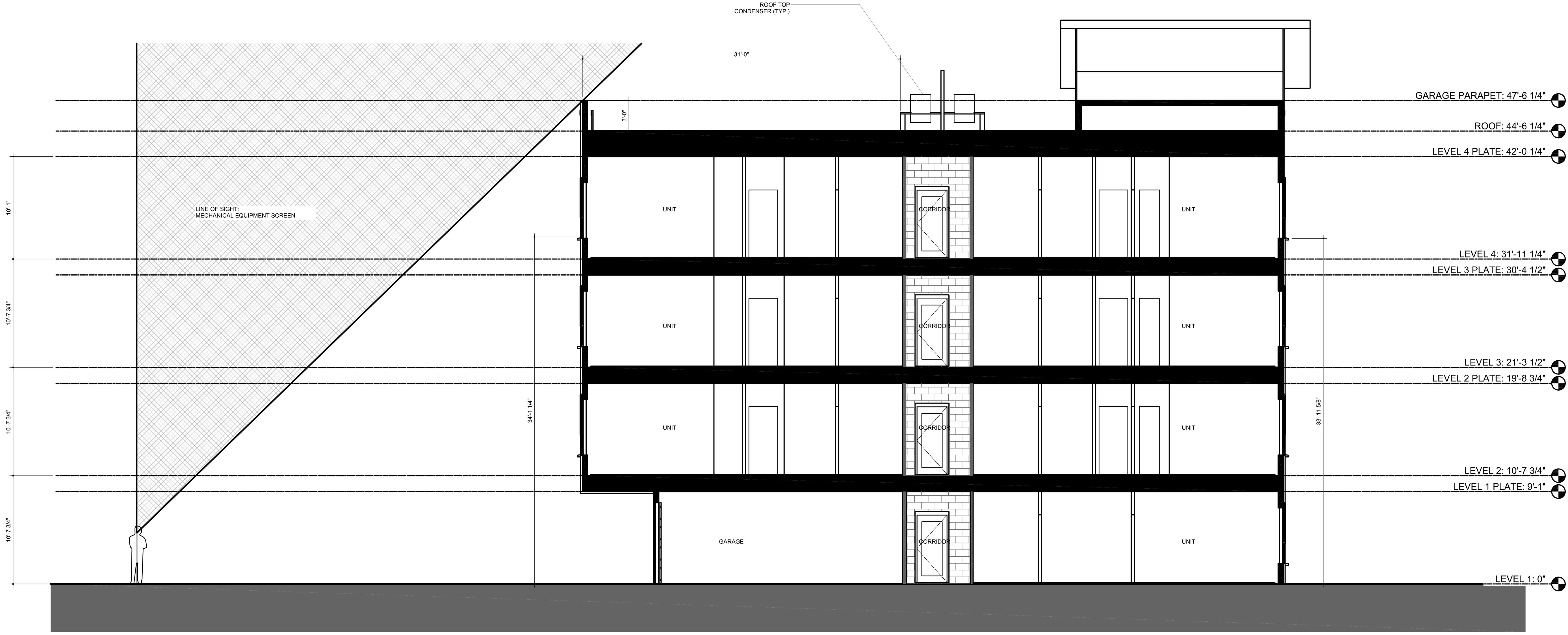
LEVEL 3: 21'-3 1/2"

LEVEL 2 PLATE: 19'-8 3/4"

LEVEL 2: 10'-7 3/4"

LEVEL 1 PLATE: 9'-1"

LEVEL 1: 0"



1 **Mechanical Screen Diagram**

AGENDA ITEM 14.1



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.)

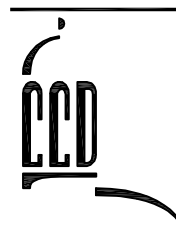
Bridgeway Square Apartments
Rancho Cordova, CA

November 16, 2015

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916-941-0990
WWW.BSBDDESIGN.COM



BRIDGEWAY
APARTMENTS
RANCHO CORDOVA, CA

Project Architect BEDate 11-17-2015

Drawn By

Title

2000

E1.1

SYMBOLS LIST	
SYMBOL	DESCRIPTION
	LIGHTING FIXTURE, MOUNTED ON POLE WITH SINGLE/DOUBLE HEADS
	LIGHTING FIXTURE, MOUNTED ON POLE (POST-TOP HEAD)
	FIXTURE TAG - 'A' DENOTES FIXTURE TYPE, SEE LIGHTING FIXTURE SCHEDULE
	SINGLE POLE TOGGLE SWITCH, 20A, 120-277V AT +48" MAX (TOP OF BOX)
	THREE WAY TOGGLE SWITCH 20A, 120-277V AT +48" MAX (TOP OF BOX)
	SUBSCRIPT DENOTES OUTLET OR FIXTURE CONTROLLED AT +48" MAX (TOP OF BOX)
	DIMMING SWITCH 20A, 120-277V AT +48" MAX (TOP OF BOX)
	LOW VOLTAGE 3-WIRE MOMENTARY SWITCH
	THERMAL OVERLOAD SWITCH
	MAIN SWITCHBOARD
	LIGHTING OR DISTRIBUTION PANEL
	TERMINAL CABINET
	JUNCTION BOX
	PULL BOX
	MOTOR STARTER, SEE MP4S. CONNECT AS REQUIRED
	HEAVY DUTY SAFETY TYPE DISCONNECT SWITCH, SIZE & NEMA TYPE AS REQUIRED, F=FUSED
	FLAG NOTE SHOWN ON SAME SHEET
	CIRCUIT CONCEALED IN CEILING OR MALL
	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.

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)	NEM
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
UN	UNLESS OTHERWISE NOTED
WP	WEATHERPROOF, RECEPTACLE COVERS SHALL BE "WEATHERPROOF" WHILE IN USE". (CEC 406.9)



POLE MOUNTED FIXTURE DETAIL

NOT TO SCALE

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1751 Cebrian Street
West Sacramento CA 95691
916.375.0135
916.375.0773 fax
www.capcitydesign.com

BRIDGEWAY
APARTMENTS
RANCHO CORDOVA, CA

[illegible]

Project Architect	BE
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Project Designer	TE
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Date	11-17-2015
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Job Number	2015-053
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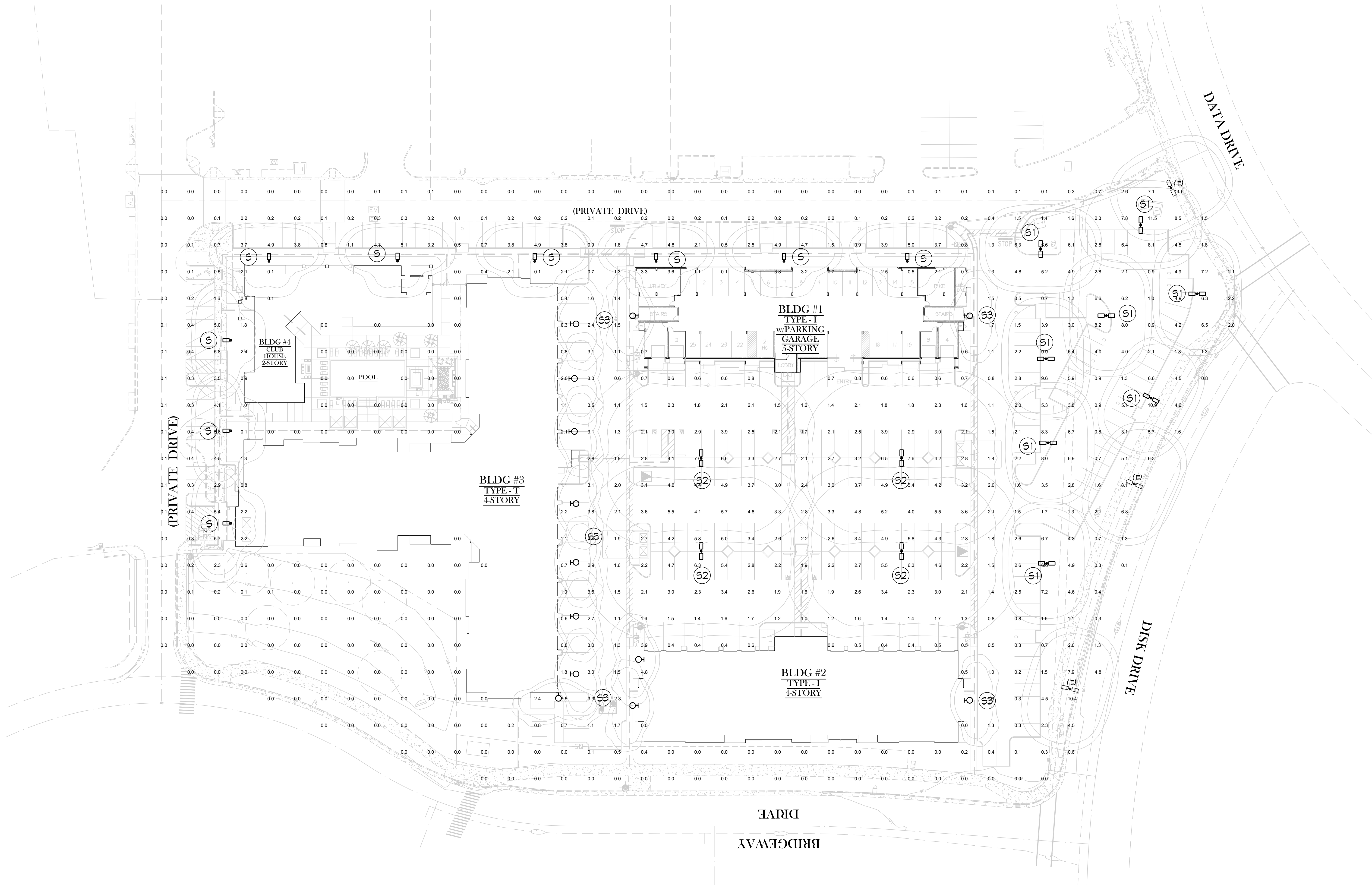
Drawn By	JG
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Checked By	TB/JA
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Title	SITE PLAN - PHOTOMETRIC
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Sheet Number

E2.1



SITE PLAN - PHOTOMETRIC

SCALE: 1" = 30'-0"

C:\sask\PROJ\2015-053 Rancho Cordova Apartments Photometric Drawings\5053-E2.0.dwg Time: Nov7,2015-05:15pm Login: jgaines Dimscale: 360 LTScale: 1 Images: ":\BSB Jogo_black.jpg
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AGENDA ITEM 14.1

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.



E3.1

CA Building Energy Efficiency Standards - 2013 Nonresidential Compliance

CA Building Energy Efficiency Standards - 2013 Nonresidential Compliance

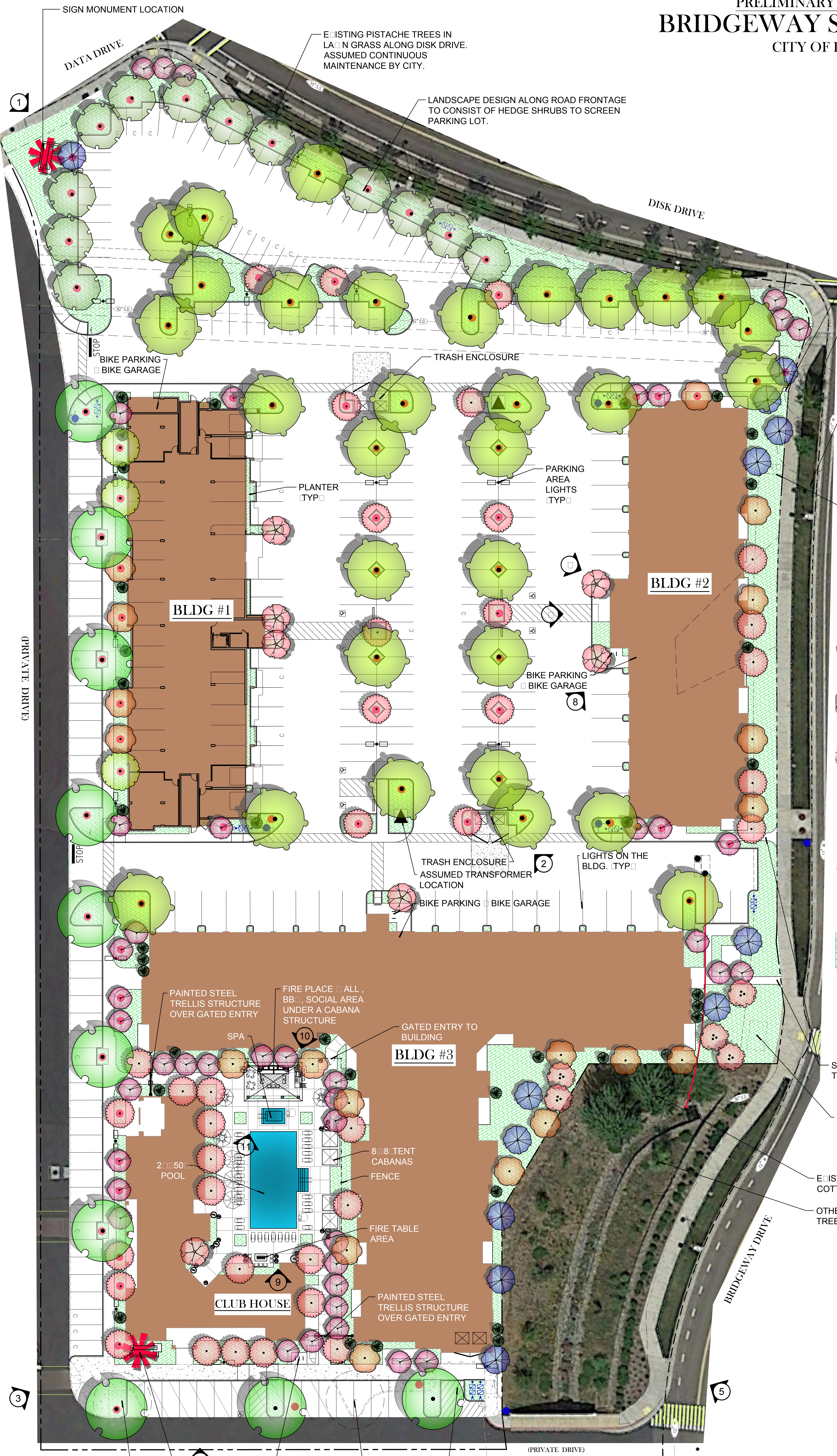
CA Building Energy Efficiency Standards - 2013 Nonresidential Compliance

CA Building Energy Efficiency Standards - 2013 Nonresidential Compliance

CA Building Energy Efficiency Standards - 2013 Nonresidential Compliance

PRELIMINARY LANDSCAPE PLAN EXHIBITS
BRIDGEWAY SQUARE APARTMENTS
CITY OF RANCHO CORDOVA, CA

291



SIDEWALK CONNECTION

EXISTING PISTACHE TREES ALONG BRIDGEWAY DRIVE

EXISTING LAMIN GRASS. ASSUMED CONTIGUOUS MAINTENANCE BY CITY

NORTHERN EDGE OF SMUD ELECTRIC EASEMENT - NO TREES ALLOWED

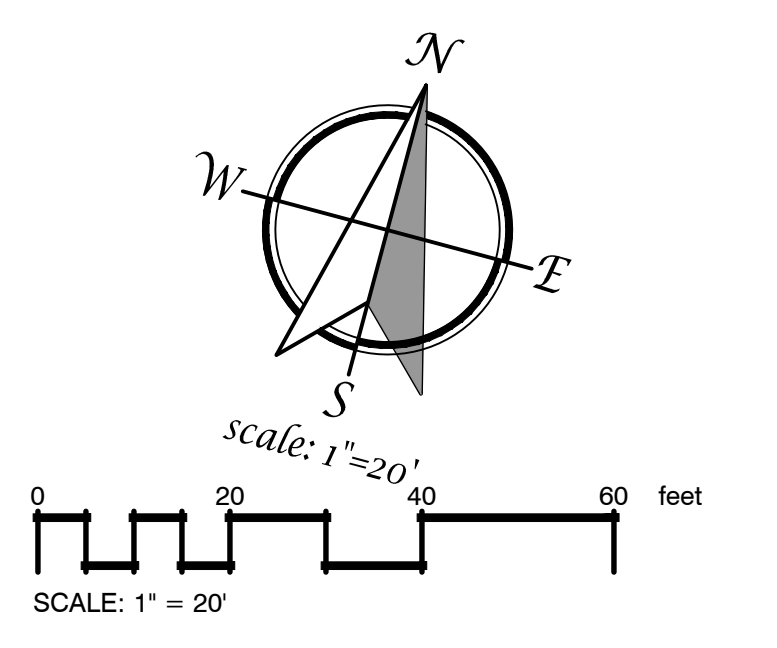
SEE SHEET pLA-02 FOR MORE PLANT INFORMATION. TREE SCHEDULE

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 pLA-02

RED DOT REPRESENTS TREE USED FOR PARKING AREA SHADE CALCULATIONS. SEE SHEET pLA-02.

VIEW POINT IMAGE ILLUSTRATED ON THE FOLLOWING LANDSCAPE EXHIBITS



PRELIMINARY LANDSCAPE PLAN
November 16, 2015

Scott Robertson, Landscape Architect, LLA4271

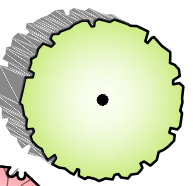
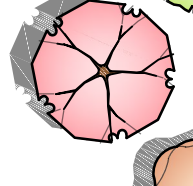
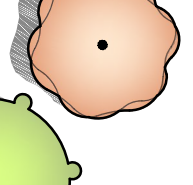
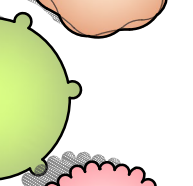
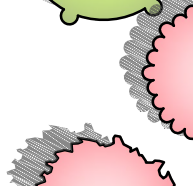
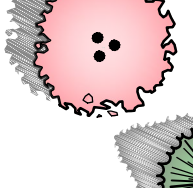
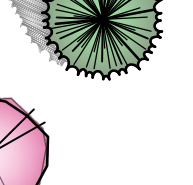
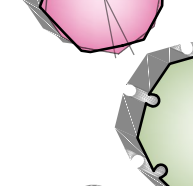
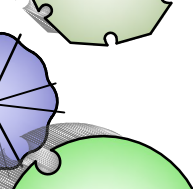
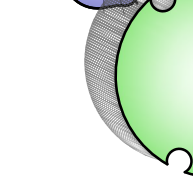
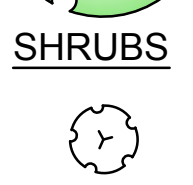
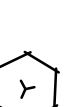
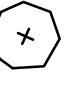
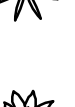
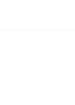


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ENGINEERING SOLUTIONS

AGENDA ITEM 14.1

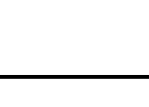
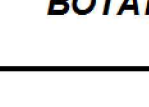
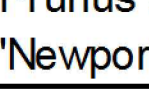
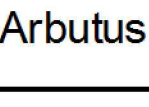
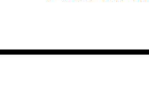
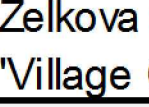
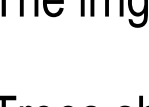
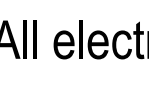
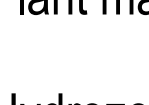
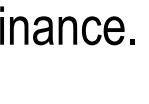
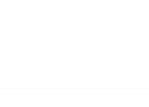
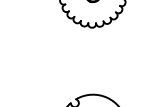
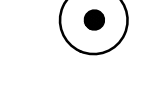
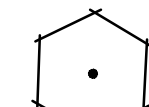
PRELIMINARY PLANT PALETTE

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.

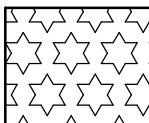
TREES	BOTANICAL NAME	COMMON NAME	CONT
	Acer glabrum Mid: 10" 10" 10"	Trident Maple	15
	Acer glabrum 'Ballerina' Mid: 10" 10" 10"	Ballerina Acer	2"
	Acer glabrum 'Ballerina' Red Mid: 10" 10" 10"	Red Maple	15
	Acer glabrum 'October Glory' Mid: 10" 10" 10"	October Glory Maple	2"
	Arbutus menziesii Low 10" 10" 10"	Strawberry Tree	2"
	Cornus florida Low 10" 10" 10"	Doorn	2"
	Cornus florida Low 10" 10" 10"	Indian Spice	15
	Lonicera caerulea 'Majestic' Low 10" 10" 10"	Majestic Coral Mint	2"
	Prunella americana 'Kalm's Dwarf' Low 10" 10" 10"	Kalm's Dwarf Plum	15
	Prunella americana 'Nectar' Mid: 10" 10" 10"	Nectar Flowering Plum	15
	Staphylea trifolia 'Vermont Green' Mid: 10" 10" 10"	Staphylea	15
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	Acer glabrum 'October Glory' Mid: 10" 10" 10"	October Glory Acer	5
	Baccharis pilularis Low 10" 10" 10"	Baccharis	5
	Cornus florida Low 10" 10" 10"	Dorn Branch	5
	Cornus florida Mid: 10" 10" 10"	Cornus	5
	Cornus florida Low 10" 10" 10"	Burnt Apple	5
	Cornus florida Low 10" 10" 10"	Orchard Spice	5
	Hibiscus syriacus Low 10" 10" 10"	Tibouchina	5
	Jacquinia pumila 'Blue Plum' Low 10" 10" 10"	Blue Plum Jacquinia	5
	Jacquinia pumila 'Star Green' Low 10" 10" 10"	Star Green Jacquinia	5
	Jacquinia pumila 'Star Green' Low 10" 10" 10"	Star Green Jacquinia	5
	Jacquinia pumila 'Star Green' Low 10" 10" 10"	Star Green Jacquinia	5
	Nandina domestica 'Cape Cod' Low 10" 10" 10"	Cape Cod Nandina	5
	Nandina domestica 'Midnight Blue' Low 10" 10" 10"	Midnight Blue Nandina	5
	Nandina domestica 'Peach Scent' Low 10" 10" 10"	Peach Scent Nandina	5
	Prunella americana 'Cape Cod' Low 10" 10" 10"	Cape Cod Plum	5
	Rubus idaeus Low 10" 10" 10"	Red Raspberry	5
	Sambucus racemosa Low 10" 10" 10"	Amelanchier	5
	Taxus canadensis Low 10" 10" 10"	Blue Gum	5
	Yucca filamentosa 'Cape Cod' Low 10" 10" 10"	Cape Cod Yucca	5
CYCADS/PALMS	BOTANICAL NAME	COMMON NAME	CONT
	Cycas revoluta Mid: 10" 10" 10"	Sago Palm	5
GRASSES	BOTANICAL NAME	COMMON NAME	CONT
	Festuca arundinacea 'Eldorado' Low 10" 10" 10"	Eldorado Fescue	1
	Festuca arundinacea Low 10" 10" 10"	Amelanchier	1
	Juncus communis Mid: 10" 10" 10"	Blue Rush	1
	Lonicera caerulea 'Brandywine' Low 10" 10" 10"	Dorn Maple Branch	1
	Moroneja americana Low 10" 10" 10"	Dorn Green	5
PERENNIALS AND BOLD ACCENT PLANTS	BOTANICAL NAME	COMMON NAME	CONT
	Aster multiflorus Mid: 10" 10" 10"	October Aster	1
	Aster multiflorus Mid: 10" 10" 10"	Blue Aster	5
	Aster multiflorus Low 10" 10" 10"	Cornus Plum	5
	Cornus florida Low 10" 10" 10"	Burnt Maple	5
	Doronicum Low 10" 10" 10"	Flower	5
	Gardenia Low 10" 10" 10"	Dorn Plum	1
	Hibiscus Mid: 10" 10" 10"	Doronicum	2
	Lonicera Low 10" 10" 10"	Star Green	1
	Prunella Low 10" 10" 10"	Nectar	5
	Taxus Mid: 10" 10" 10"	Star Green	1
	Yucca Low 10" 10" 10"	Star Green	5
	Yucca Low 10" 10" 10"	Burnt Maple	1
VINE/ESPALE	BOTANICAL NAME	COMMON NAME	CONT
	Sambucus Mid: 10" 10" 10"	Plum	1
PODGY GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	Lonicera Low 10" 10" 10"	Star Green	1
	Moroneja Mid: 10" 10" 10"	Cornus	5

PRELIMINARY LANDSCAPE PLAN EXHIBITS BRIDGEWAY SQUARE APARTMENTS CITY OF RANCHO CORDOVA, CA

292



GROUND COVERS



Mid: 10" 10" 10" Crown Maple 1

Mid: 10" 10" 10" Maple 1

Mid: 10" 10" 10" Red Green 2

Mid: 10" 10" 10" Maple 1

Mid: 10" 10" 10" Maple 1

Mid: 10" 10" 10" Maple 1

Mid: 10" 10" 10" Maple 1

Mid: 10" 10" 10" Maple 1

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:

- 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.
- Plant materials will be located based on their micro-climate expectations.
- Hydrozone irrigation techniques will be incorporated.
- The plant palette will utilize low (majority of plant materials) to medium water use plant materials appropriate to the climate zone region.
- 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.
- All electronic irrigation valves shall be connected to an automatic "SMART" irrigation control system.
- The irrigation system shall be designed to meet the most current State and local agency water conservation policies / standards.
- 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.
- Shrub planting shall be a minimum 5-gallon size container.
- 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.
- Parking areas will be screened from the street by plant materials with a minimum height of 30".
- 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

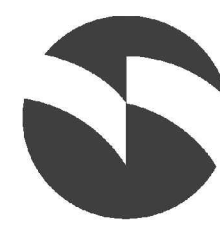
Square footage coverage for type of tree based on City of Sacramento shade tree list (note Rancho Cordova does not have a shade coverage list by tree)

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 buergerianum	0	0	3	0	471
Acer rubrum 'Bowhall'	0	0	7	0	1099
Lagerstromia 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

Scott Robertson, Landscape Architect, LLA4271

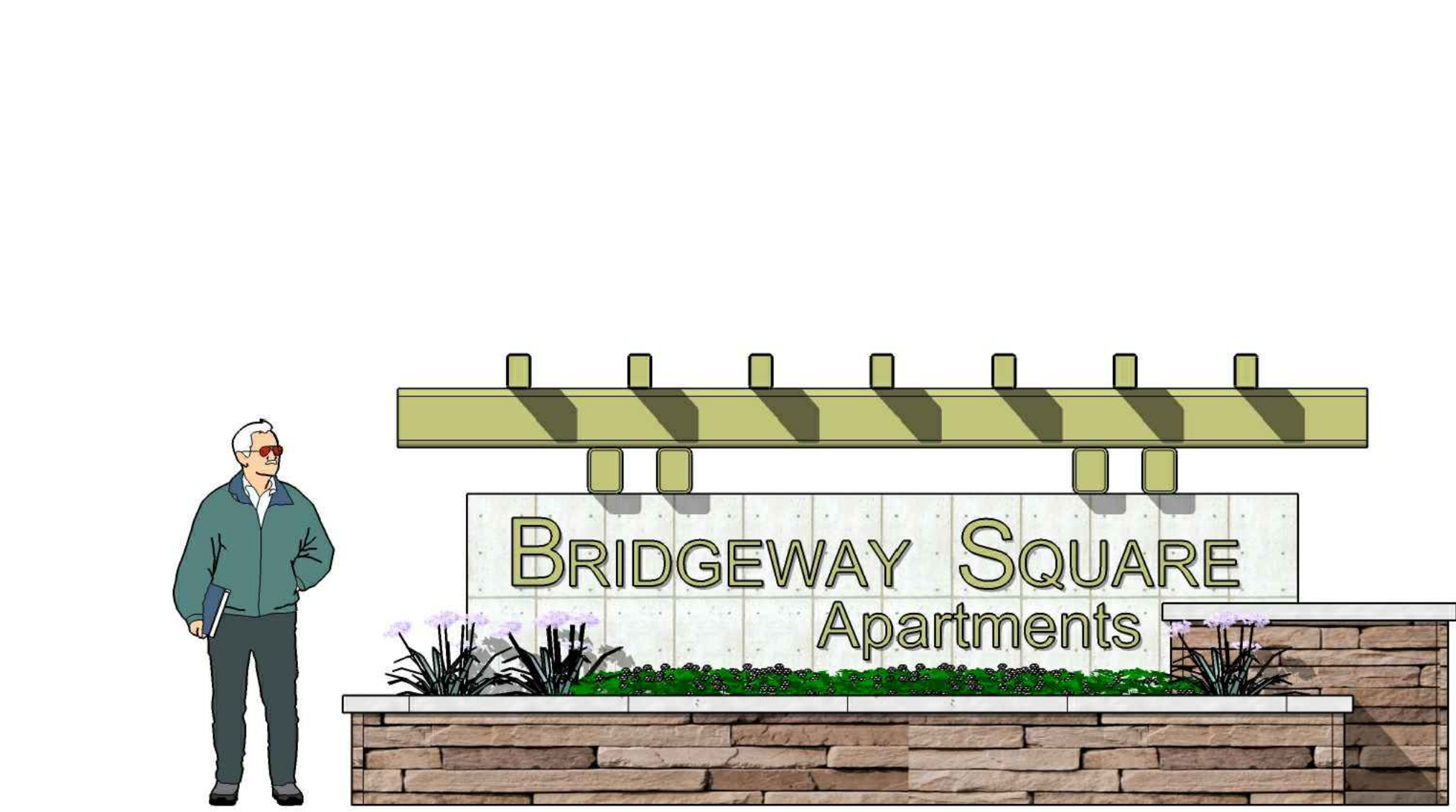


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AGENDA ITEM 14.1

PROJECT SIGN MONUMENT CONCEPT

TWO 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 WILL BE A SCALED DOWN VERSION REFLECTING A SIMILAR THEME.



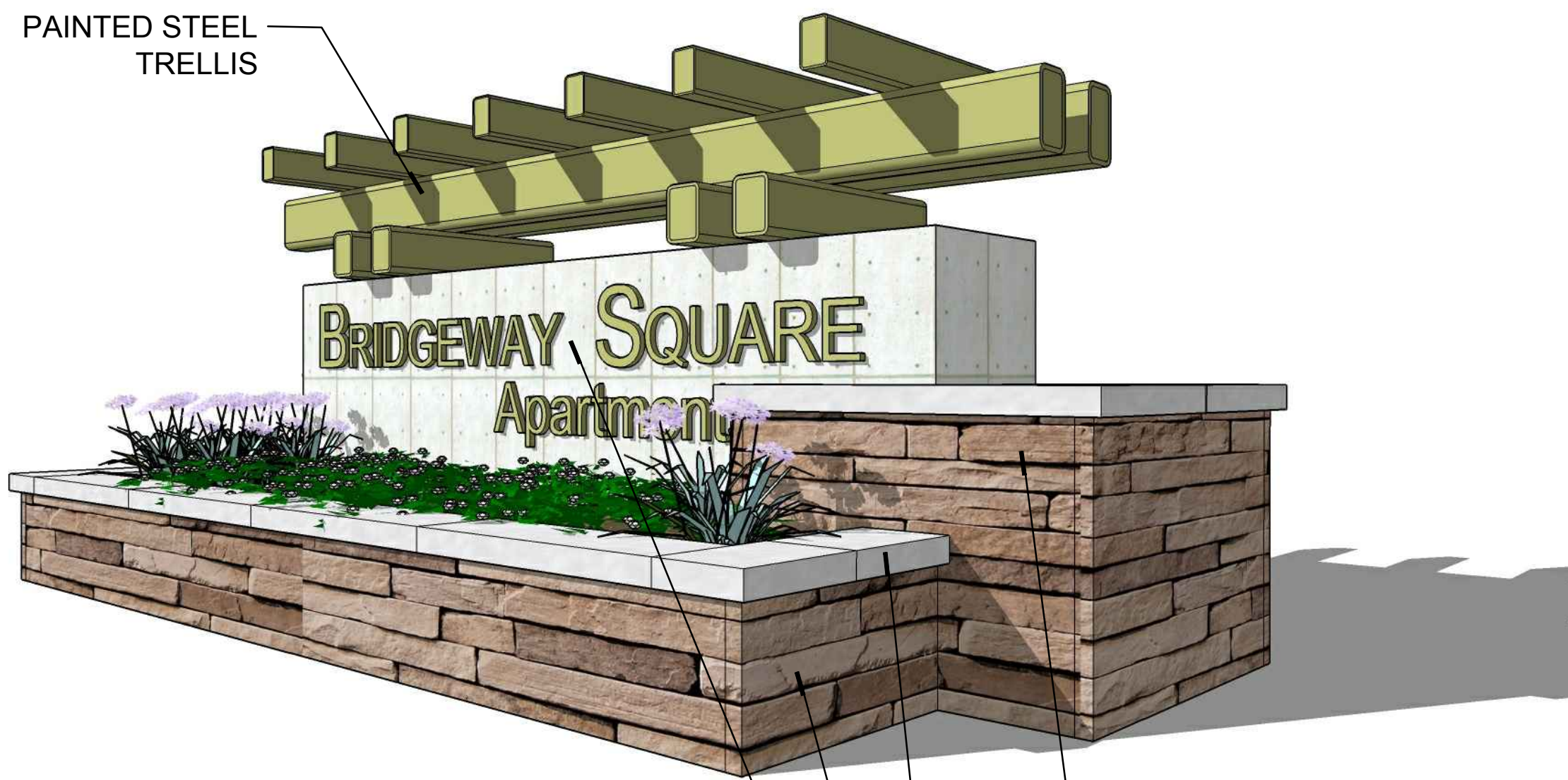
SIGN MONUMENT ELEVATION



VIEW 1 - SIGN MONUMENT AT THE CORNER OF DATA DRIVE AND PRIVATE DRIVE



SIGN MONUMENT LEFT SIDE PERSPECTIVE



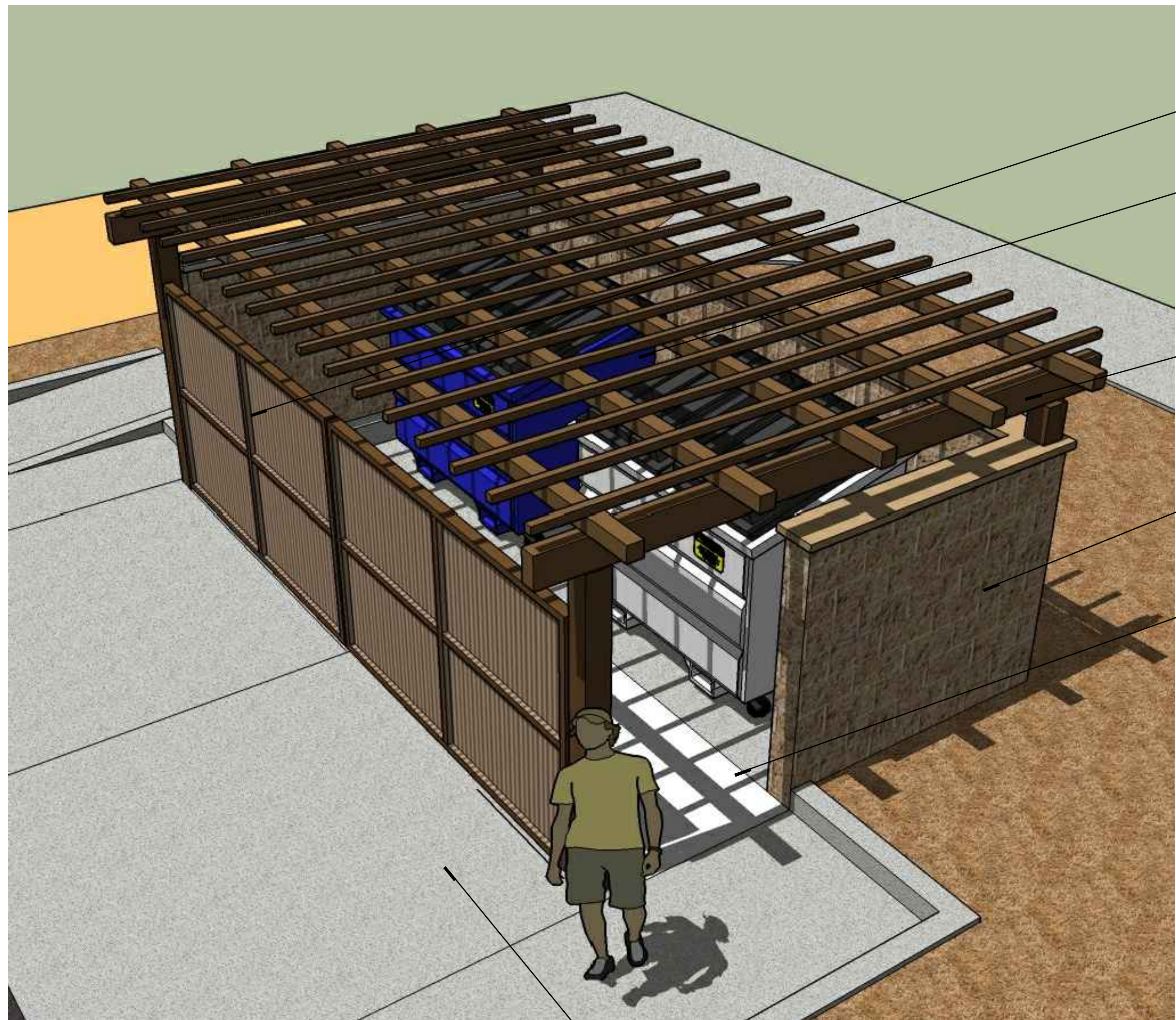
SIGN MONUMENT RIGHT SIDE PERSPECTIVE



SIGN MONUMENT AT CLUBHOUSE - ELEVATION

TRASH ENCLOSURE DESIGN ELEMENTS

- 12-FT. TALL SPLIT FACE CMU ENCLOSURE WITH TUBULAR STEEL LATTICE SHADE STRUCTURE.
- TUBULAR STEEL METAL GATE FRAME WITH CORRUGATED GATE PANELS.
- ENCLOSURE PROVIDES FOR UP TO 120-CUBIC YARD DUMPSTER BINS TO ACCOMMODATE TRASH AND RECYCLE MATERIALS.
- BOTH BINS WILL BE "ACCESSIBLE" PER CALIFORNIA TITLE 2.
- PLANT MATERIALS WILL BE PLANTED TO SOFTEN THE VISUAL IMPACT OF THE STRUCTURE.



VIEW 2 - TRASH ENCLOSURE OVERVIEW

CONCRETE TRUCK APRON

- STEEL SOLID PANEL GATES
- REGULAR TRASH AND RECYCLE BINS
- TUBULAR STEEL LATTICE STRUCTURE
- SPLIT FACE CMU - ALL CONSTRUCTION
- ACCESSIBLE ENTRY TO TRASH BINS - 5-FT. MINIMUM CLEARANCE INSIDE BETWEEN BINS AND GATE

VARIOUS STRUCTURES
November 16, 2015

Scott Robertson, Landscape
Architect, LLA4271



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VIE 3 - CLUB HOUSE AS SEEN FROM COMMERCIAL AREA



VIE 4 - FRONT OF CLUB HOUSE



VIE 5 - VIEW ACROSS DRAINAGE CHANNEL
LANDSCAPE BUFFER BETWEEN DRAINAGE AREA AND BUILDINGS
EXISTING DRAINAGE CHANNEL PLANTED WITH OAK TREES



VIE 6 - TYPICAL BUILDING #2 ENTRY TREATMENT
INTERIOR BIKE STORAGE
BIKE RACKS
BENCH



VIE 7 - TYPICAL BUILDING #2 ENTRY TREATMENT



VIE 8 - TYPICAL GARAGE PLANTER TREATMENT
DWARF ALBERTA SPRUCE



VIE 9 - POOL AREA AS SEEN FROM CLUB HOUSE



VIE 10 - POOL AREA AS SEEN FROM APARTMENT
FIRE TABLE



VIE 11 - POOL AREA CABANA STRUCTURE

POOL AREA DESIGN ELEMENTS

THE POOL AREA WILL BE THE CENTRAL RECREATION AREA FOR THE PROJECT. ASSOCIATED WITH THE CLUBHOUSE, THE POOL AREA WILL PROVIDE SWIMMING, SPA, AND SUN BATHING ACTIVITIES.

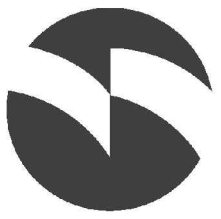
SEATING AREAS, INCLUDING LOUNGING AREAS AROUND THE POOL, A FIRE TABLE, AND FIRE PLACE / BBQ / DINING CABANA PROVIDE SOCIALIZING OPPORTUNITIES DURING THE DAY AND EVENING.

RESIDENT ACCESS TO THE POOL AREA WILL BE FROM TWO OUTSIDE GATED ENTRANCES - ONE FROM THE WEST 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 WILL PROVIDE A RELAXING OASIS ENVIRONMENT. TALL NARROW TREES PROVIDE SOFTENING TO THE MASS OF THE BUILDING, WHILE SMALL FLOWERING TREES IN THE POOL AREA PROVIDE A PEDESTRIAN LEVEL TREE.

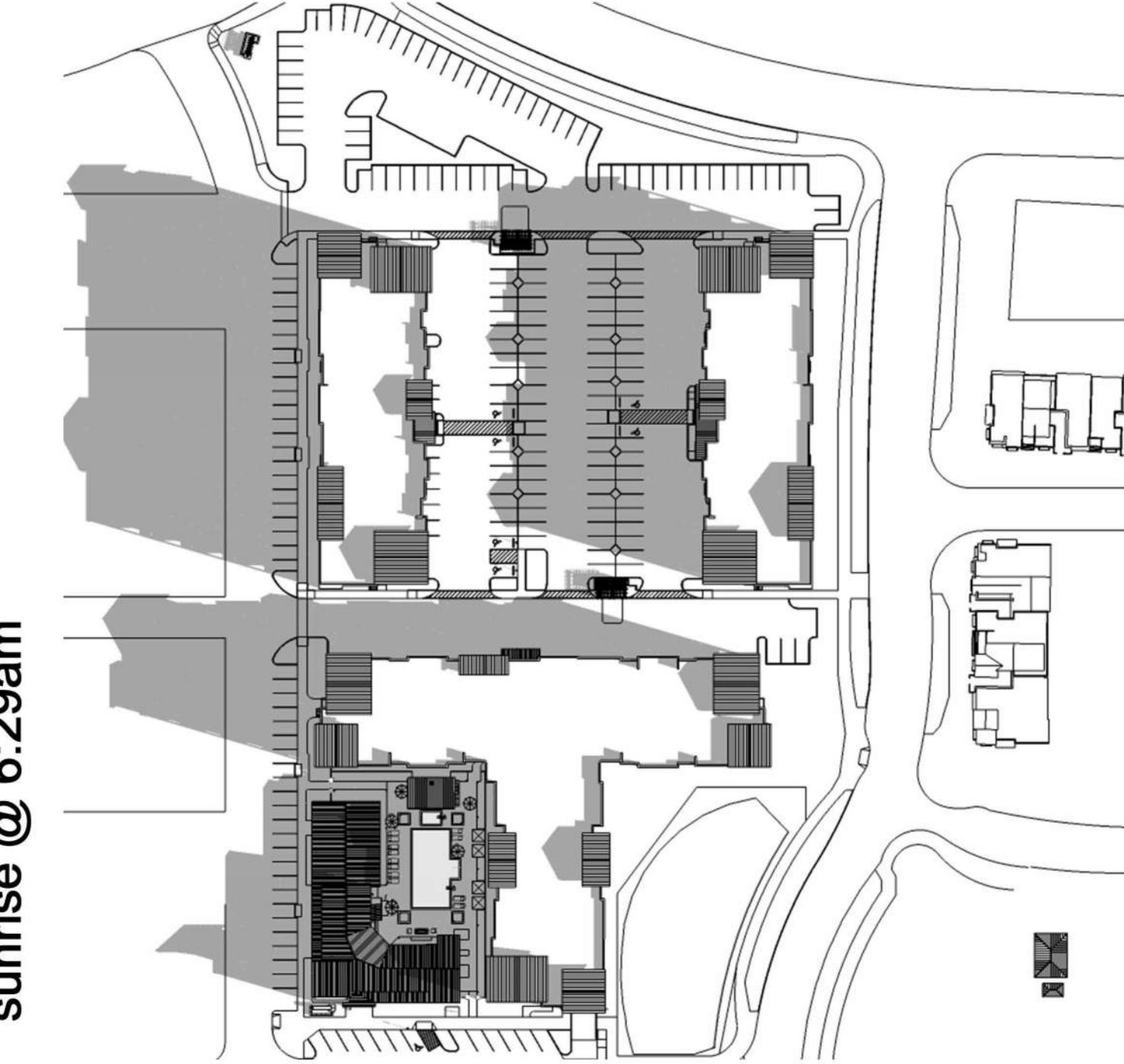
MISC. LANDSCAPE IMAGES
November 16, 2015

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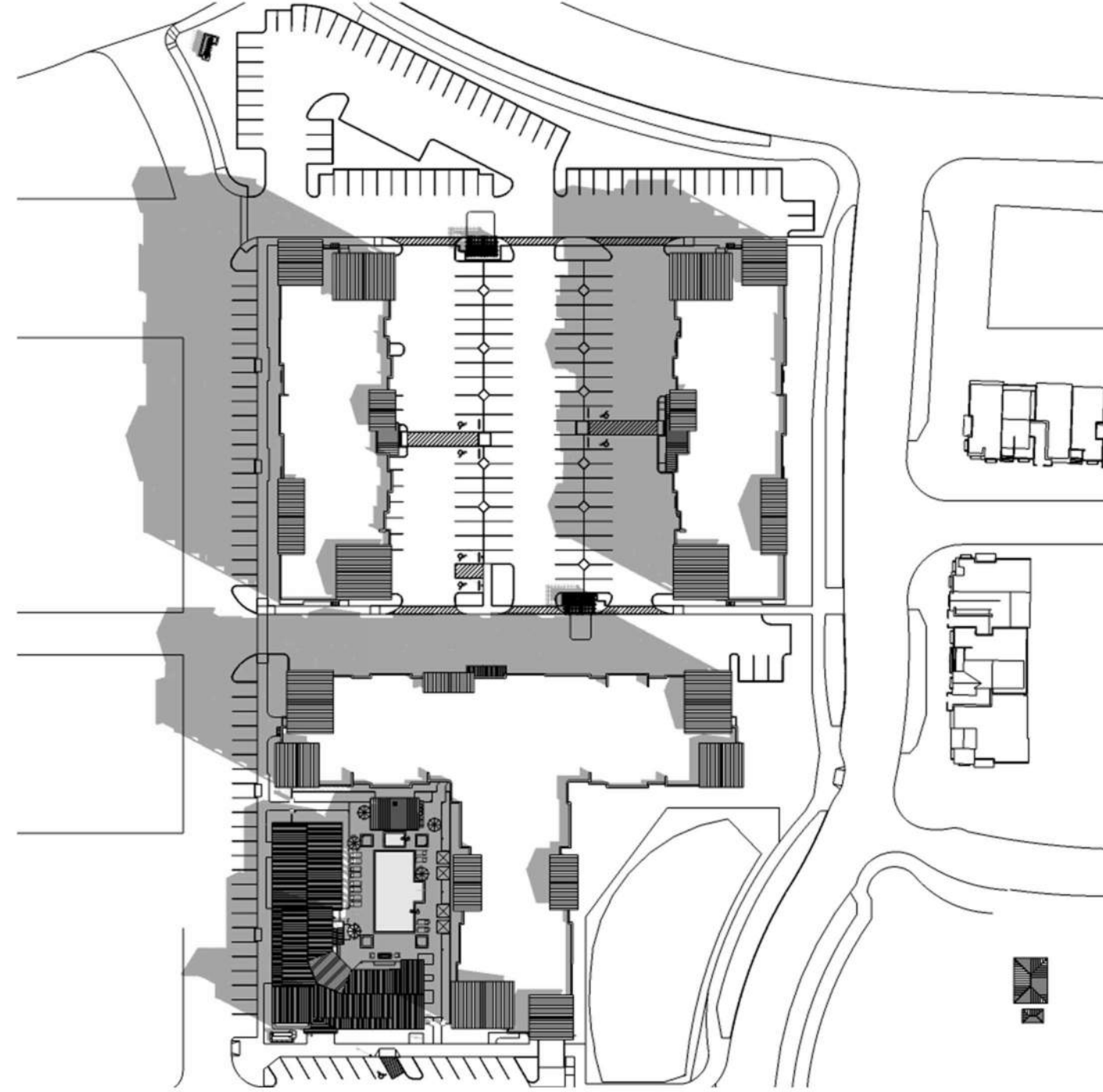


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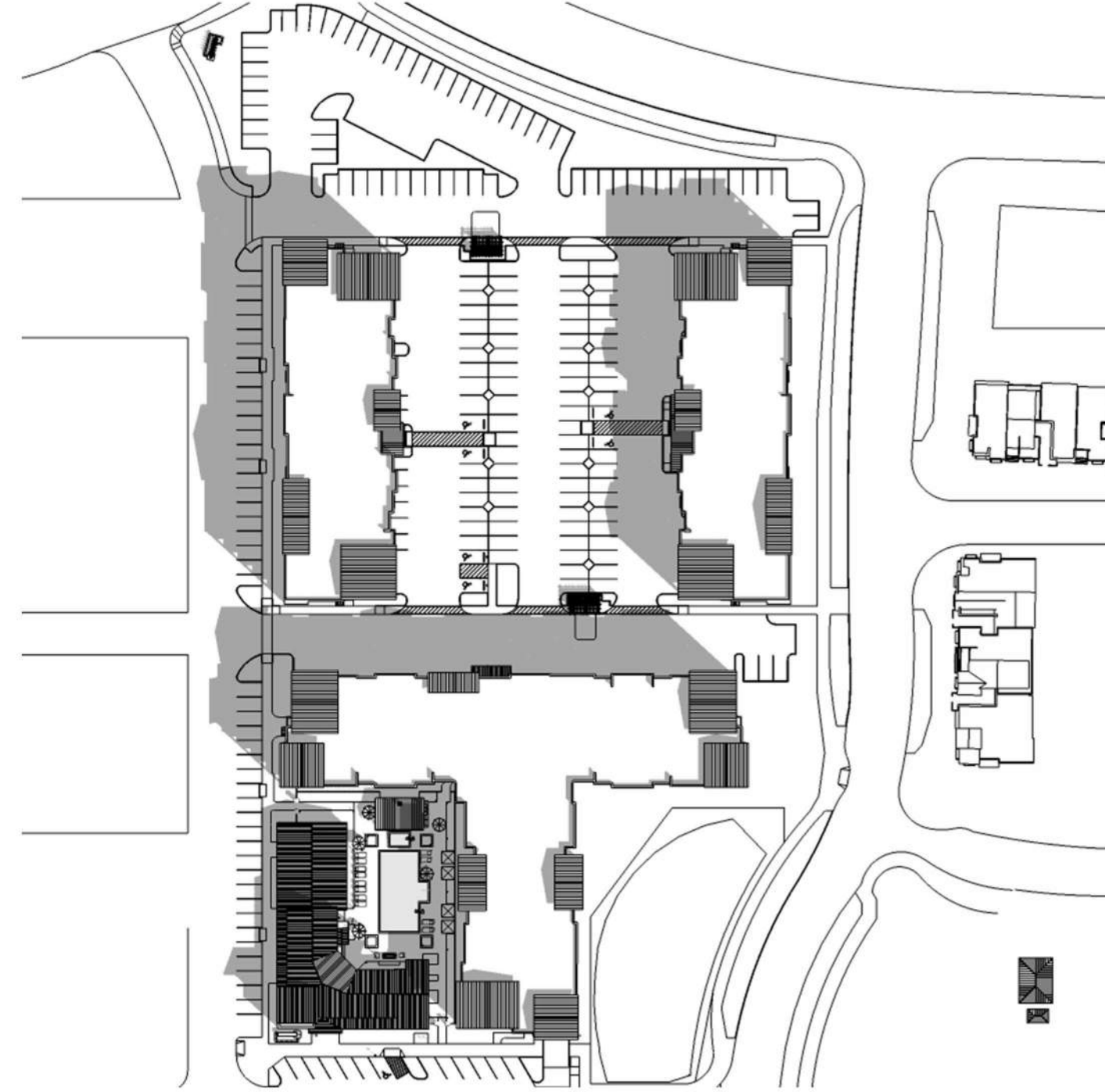
sunrise @ 6:29am



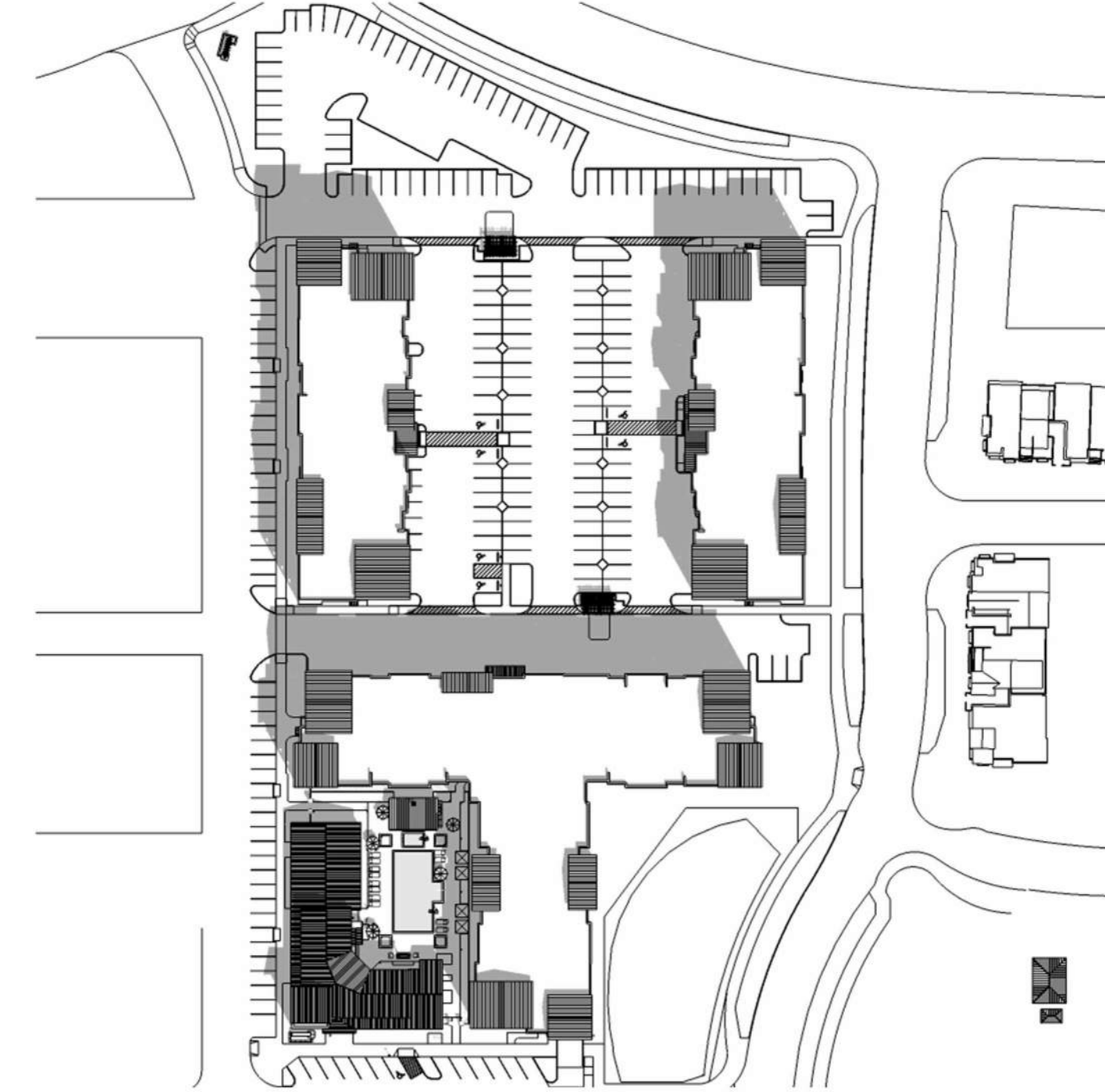
1 SPRING EQUINOX - MAR 21 - 8 AM
1" = 100'-0"



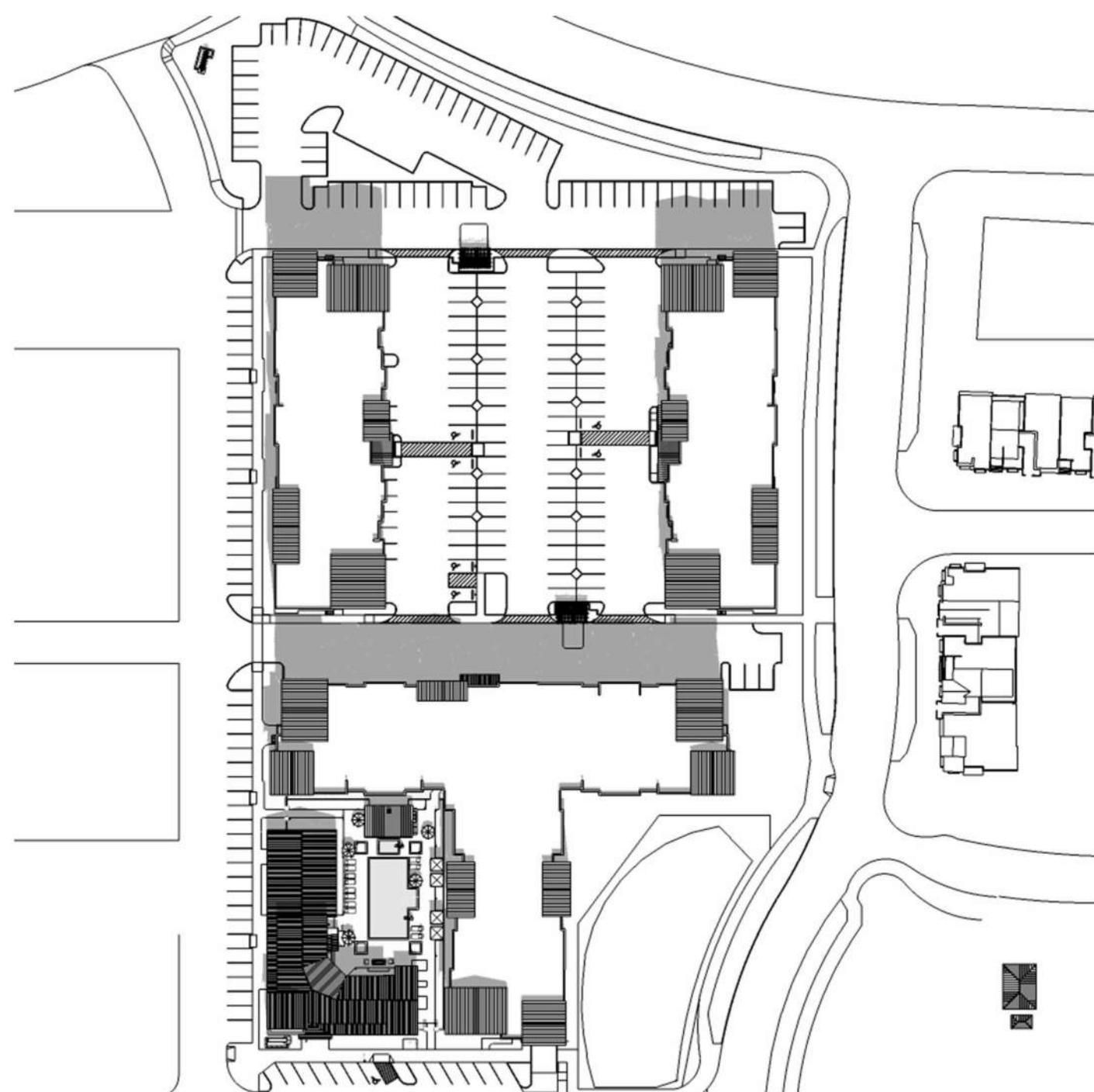
2 SPRING EQUINOX - MAR 21 - 9 AM
1" = 100'-0"



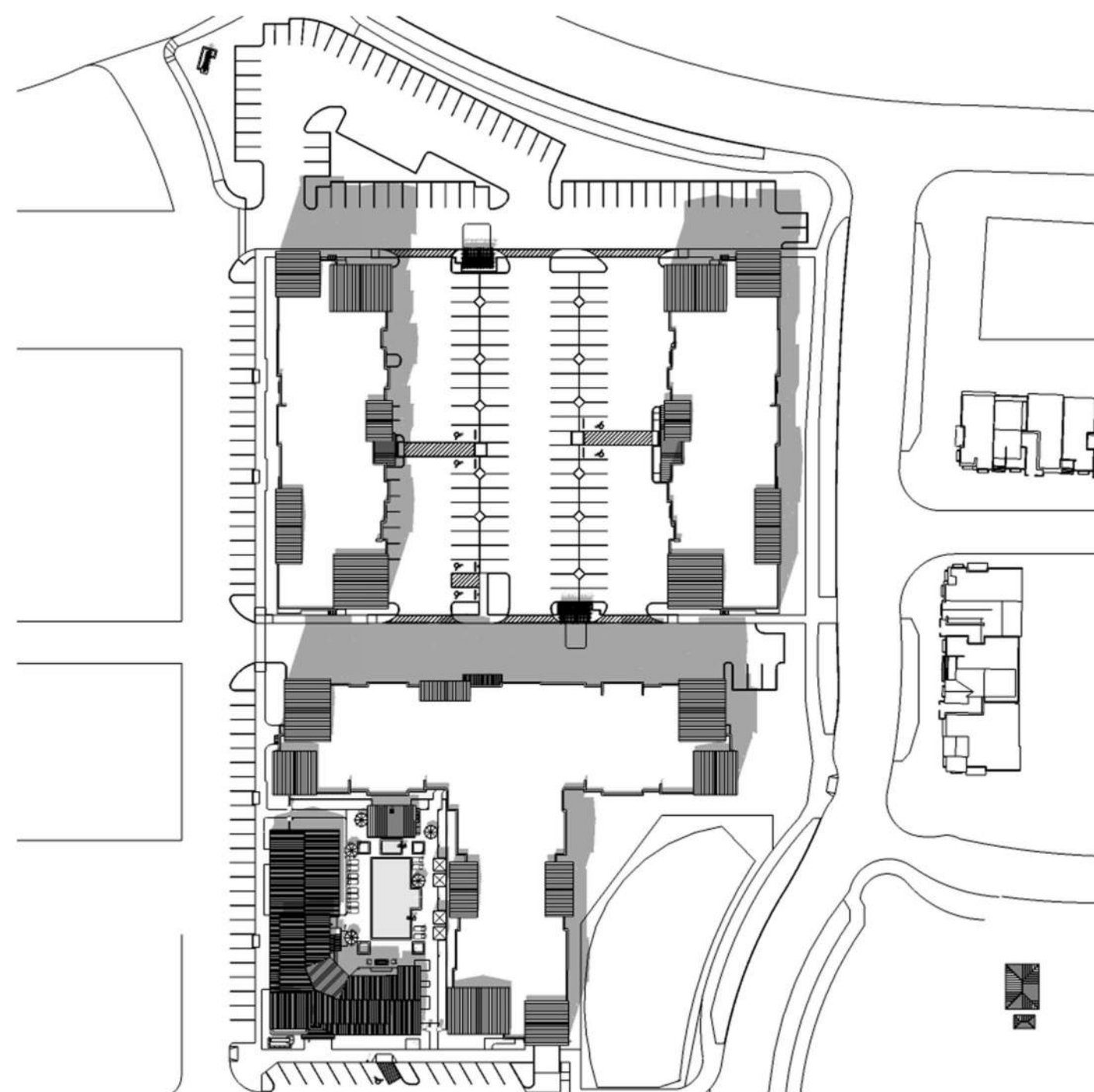
3 SPRING EQUINOX - MAR 21 - 10 AM
1" = 100'-0"



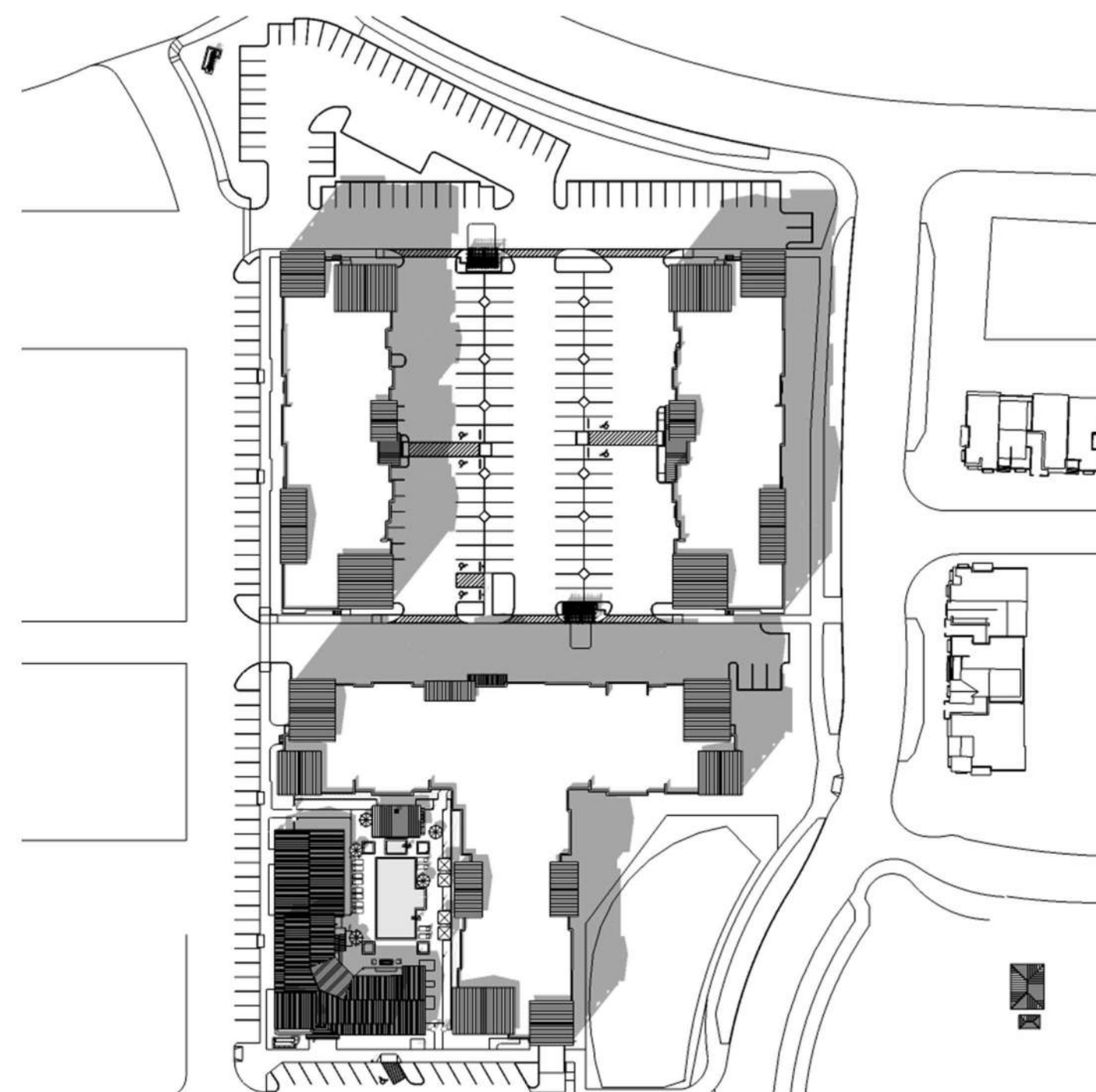
4 SPRING EQUINOX - MAR 21 - 11 AM
1" = 100'-0"



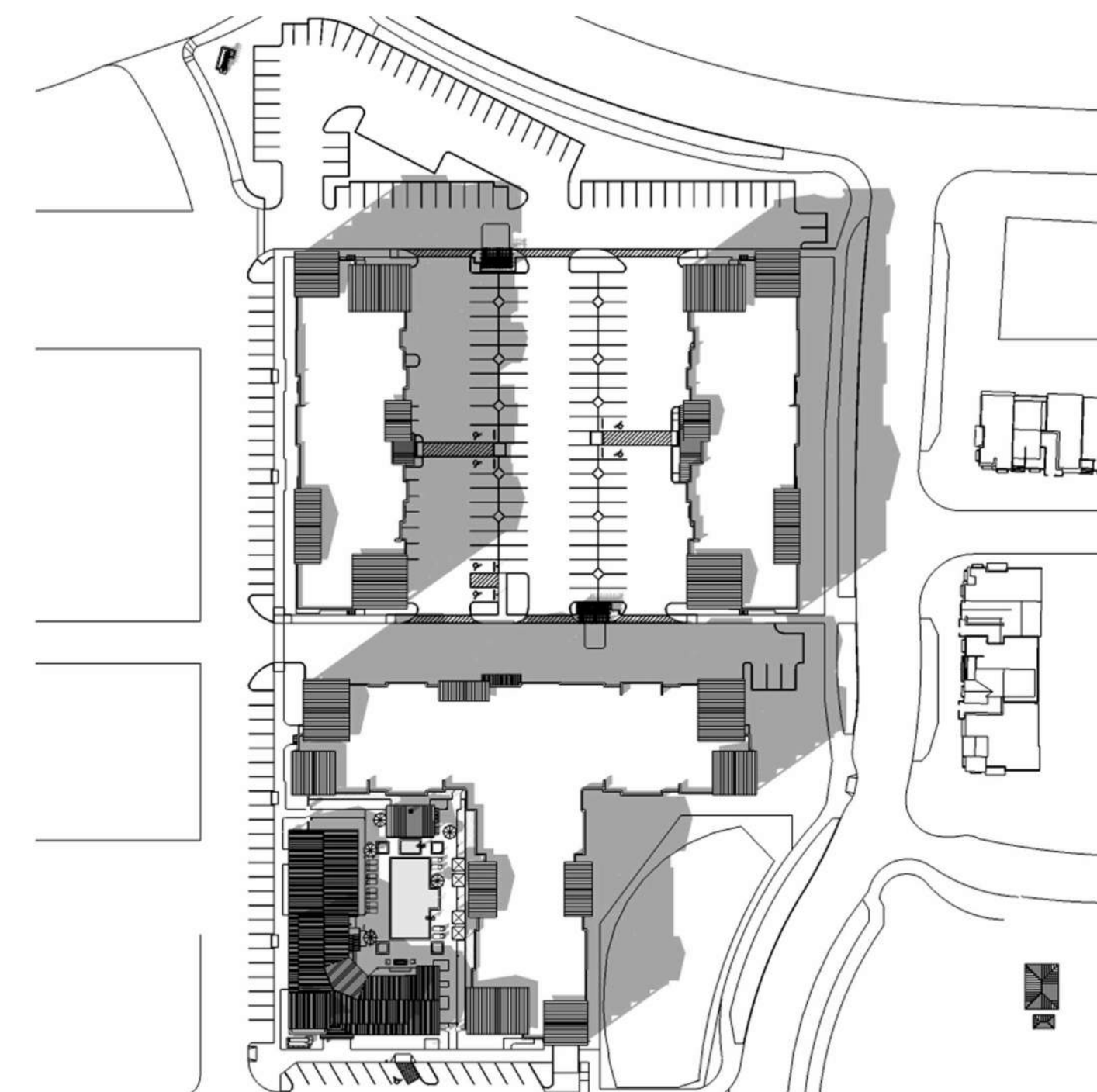
5 SPRING EQUINOX - MAR 21 - 12 PM
1" = 100'-0"



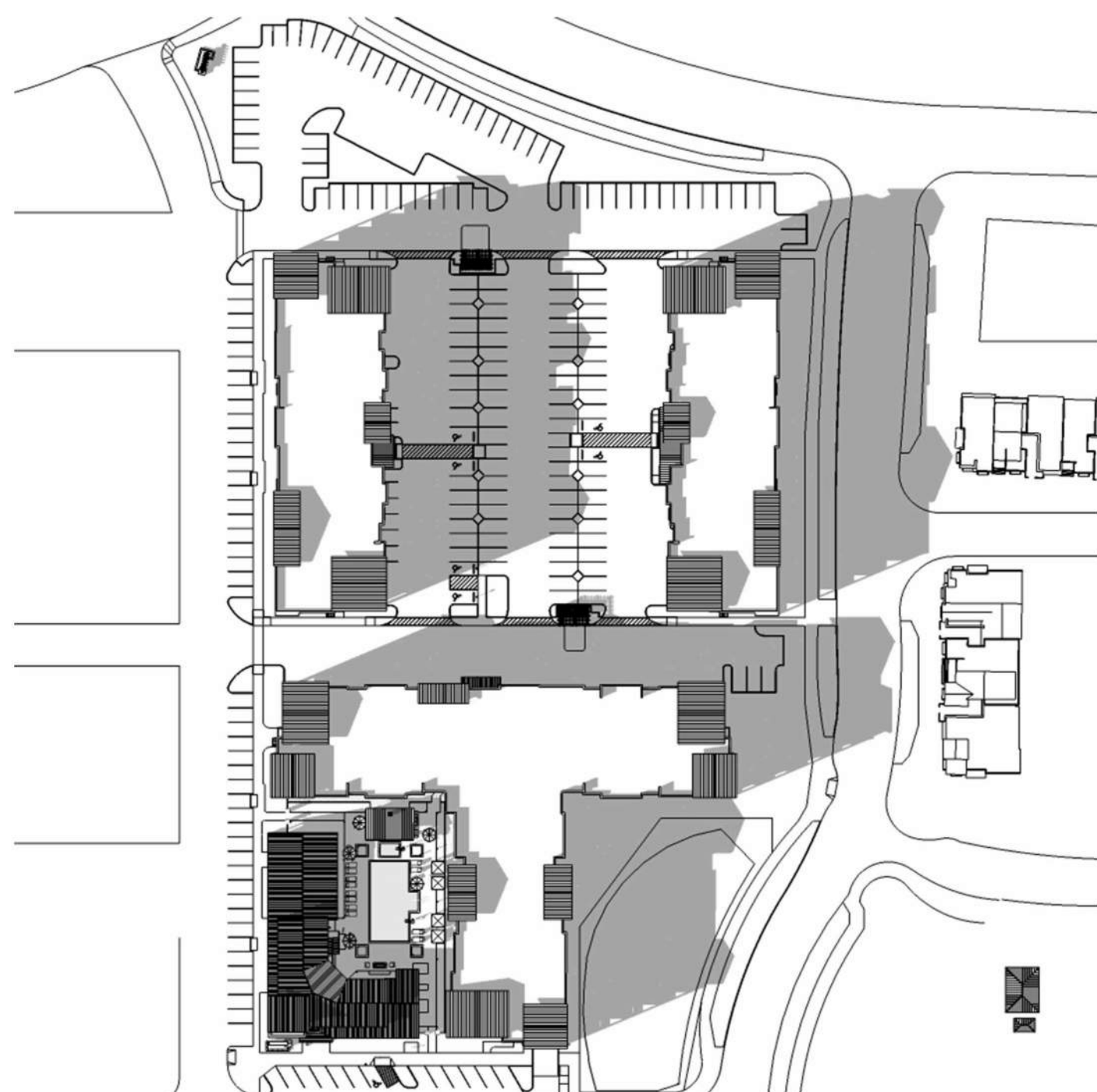
6 SPRING EQUINOX - MAR 21 - 1 PM
1" = 100'-0"



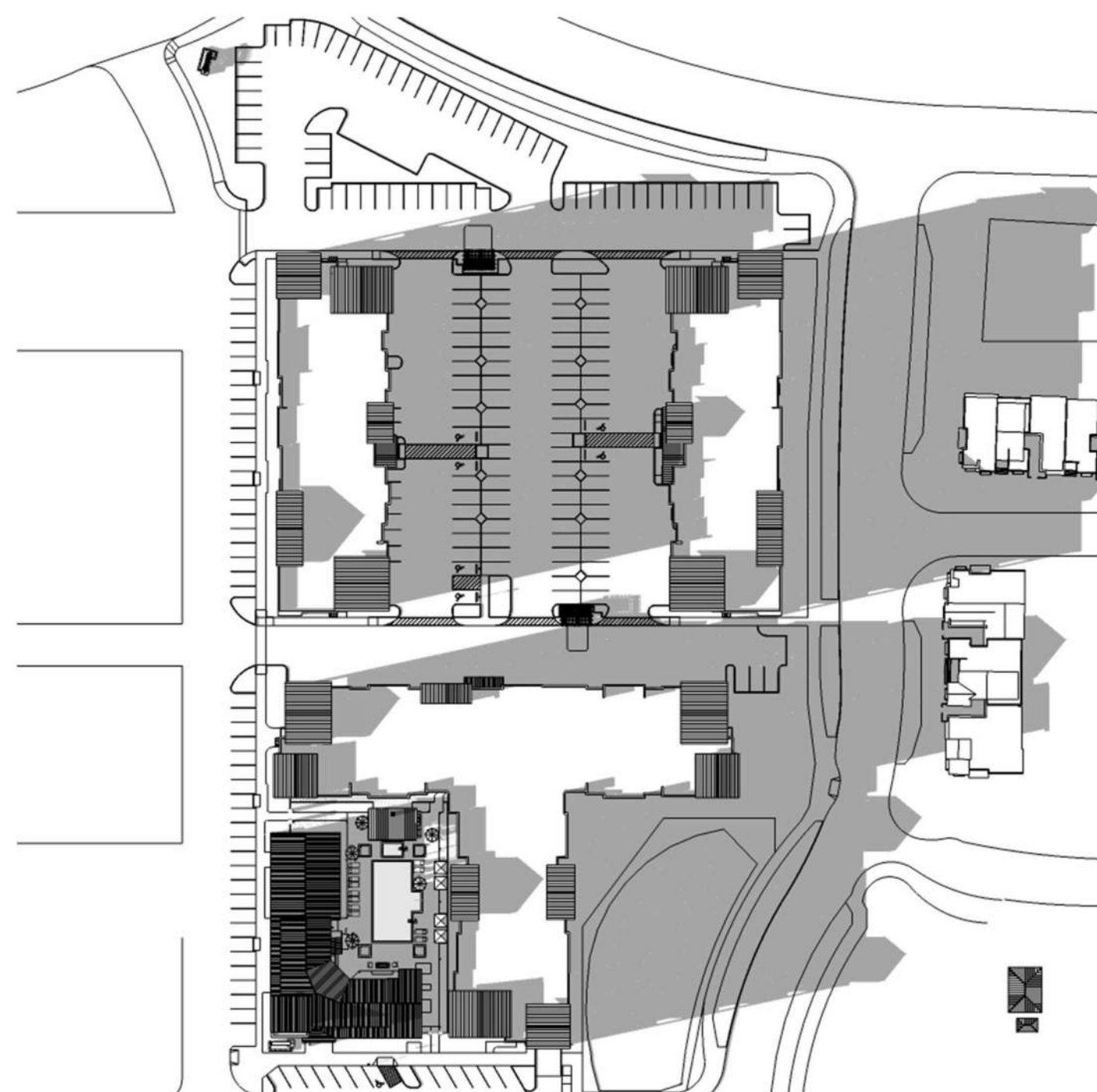
7 SPRING EQUINOX - MAR 21 - 2 PM
1" = 100'-0"



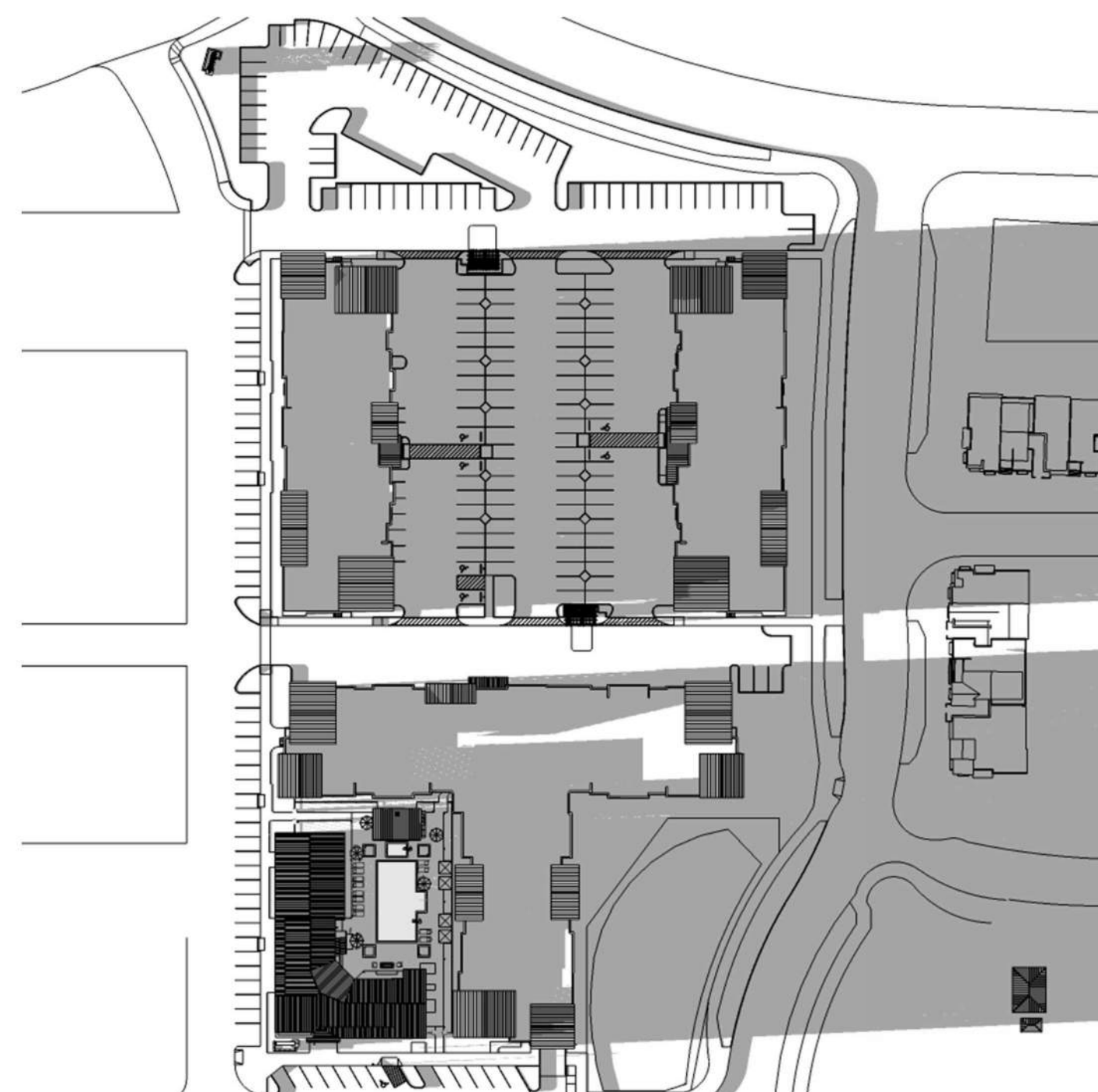
8 SPRING EQUINOX - MAR 21 - 3 PM
1" = 100'-0"



9 SPRING EQUINOX - MAR 21 - 4 PM
1" = 100'-0"



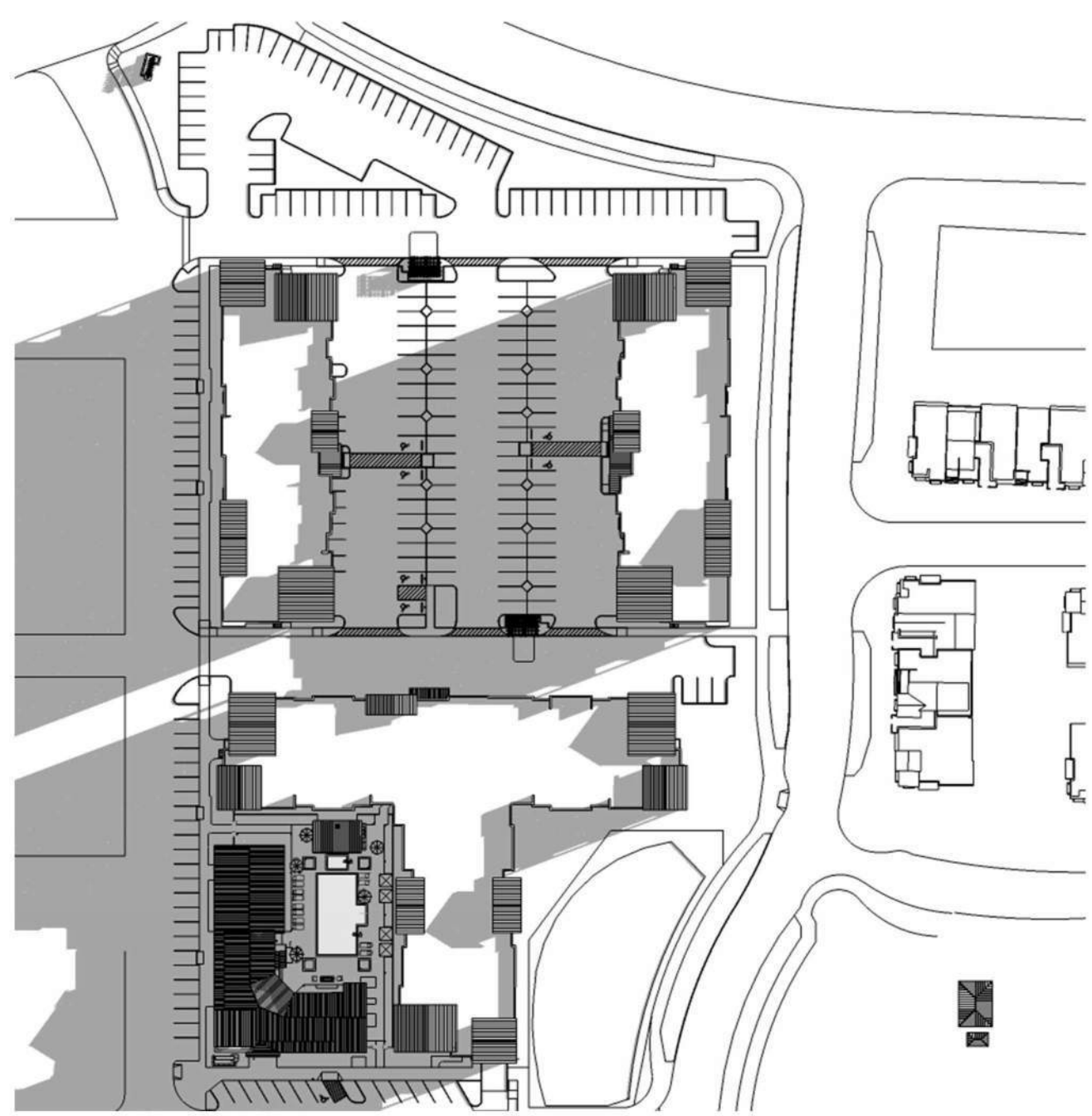
10 SPRING EQUINOX - MAR 21 - 5 PM
1" = 100'-0"



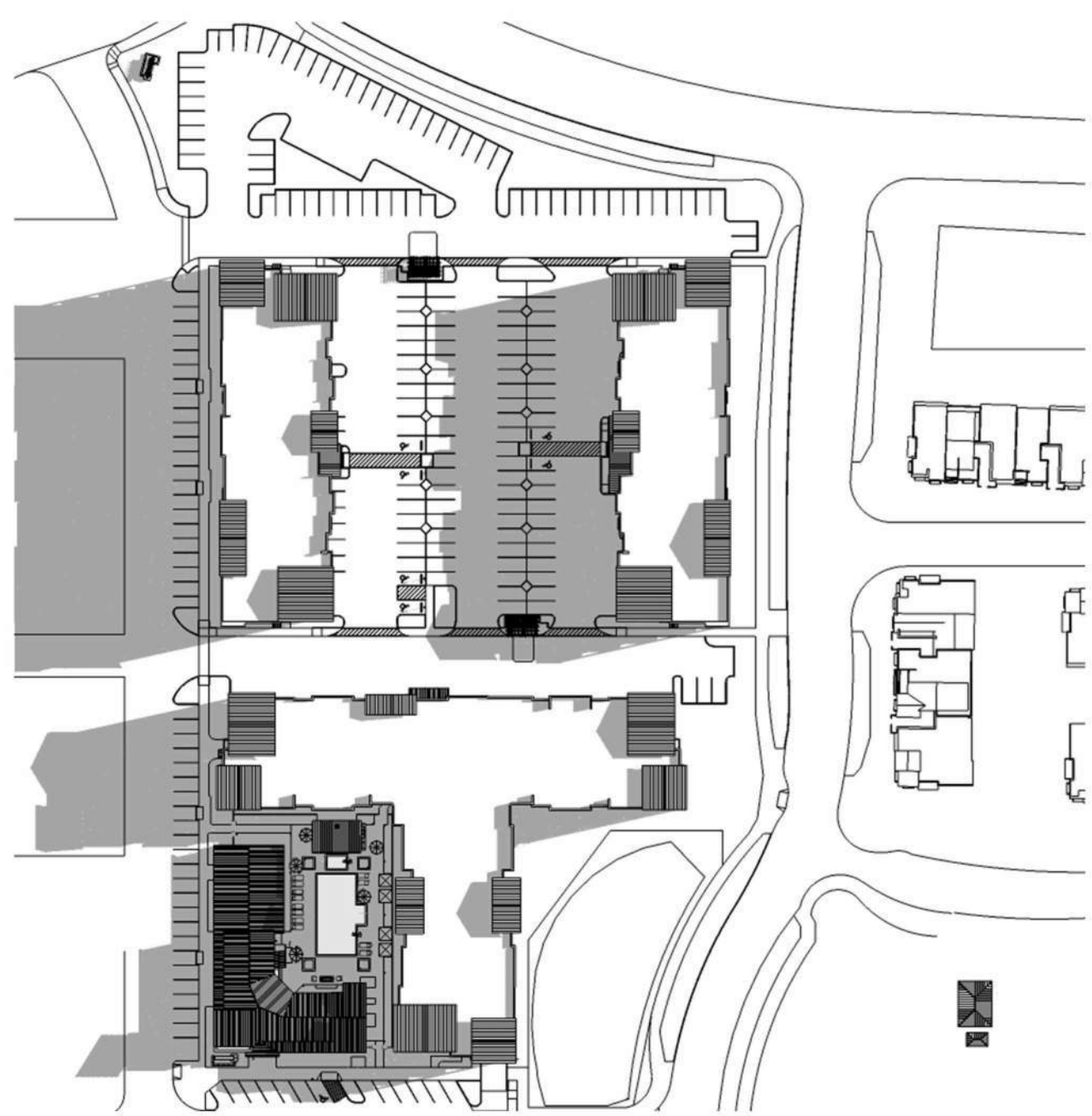
11 SPRING EQUINOX - MAR 21 - 6 PM
1" = 100'-0"

sunset @ 6:40pm

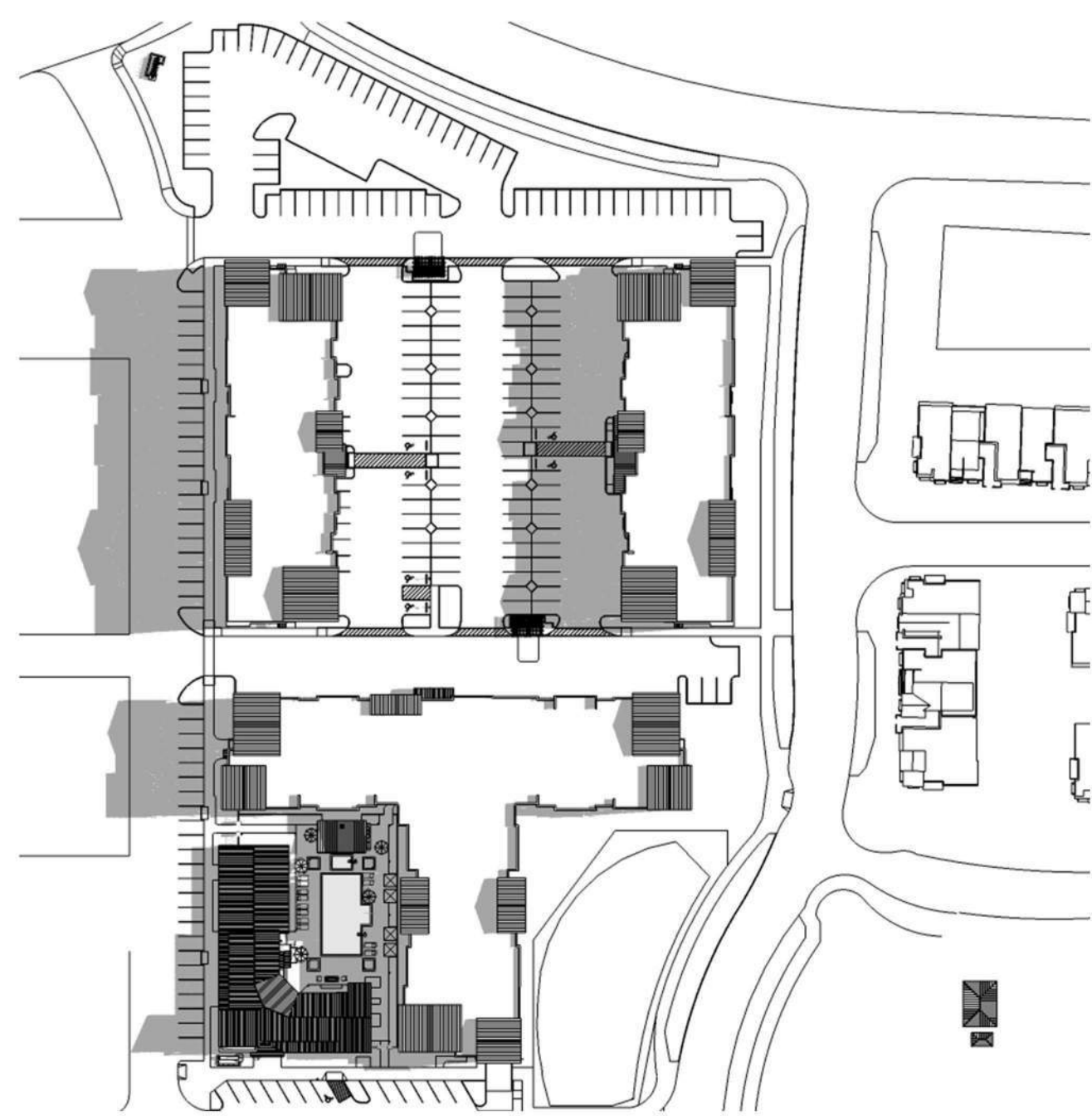
sunrise @ 5:17am



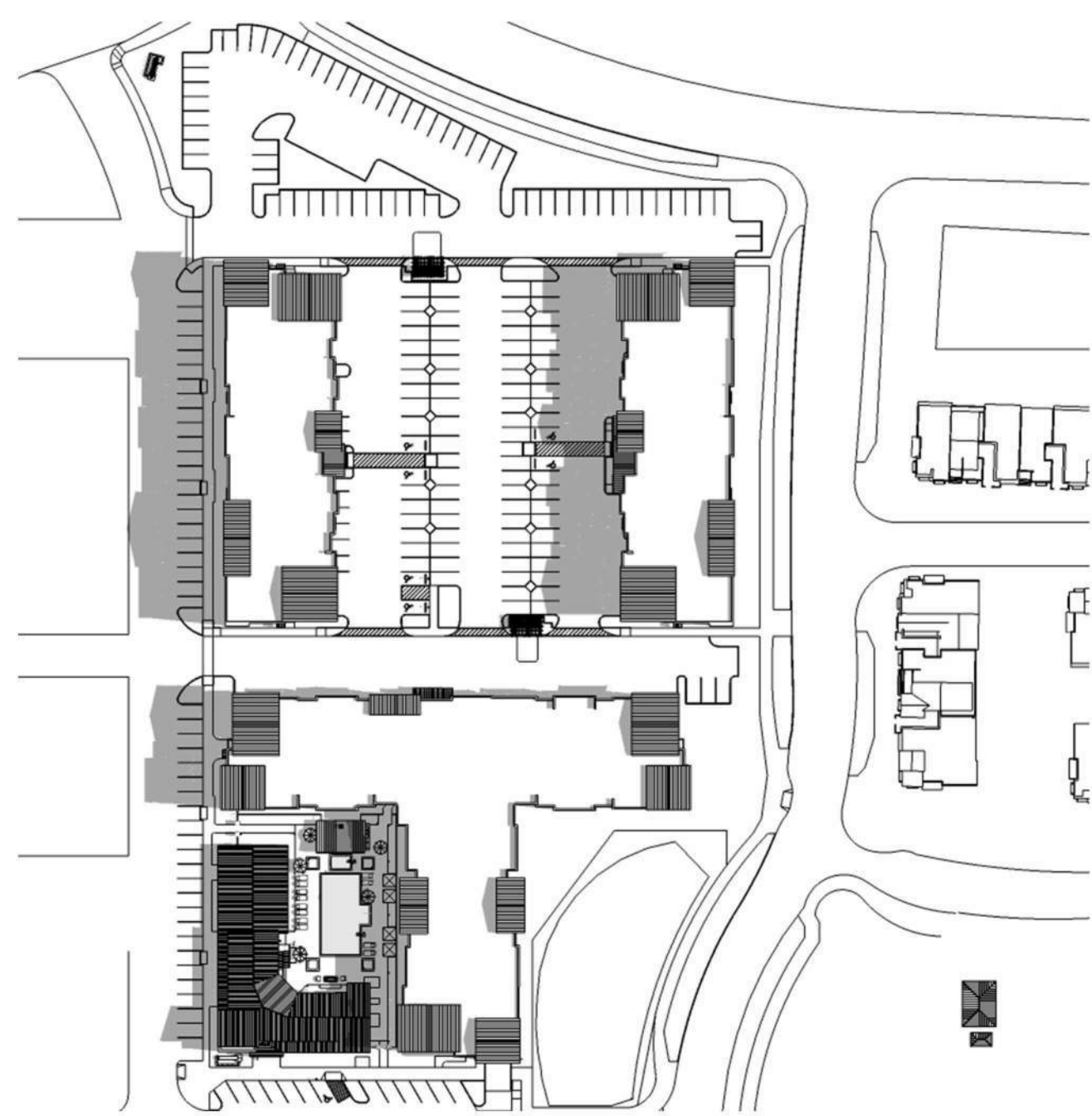
1 SUMMER SOLSTICE - JUNE 22 - 6 AM
1" = 100'-0"



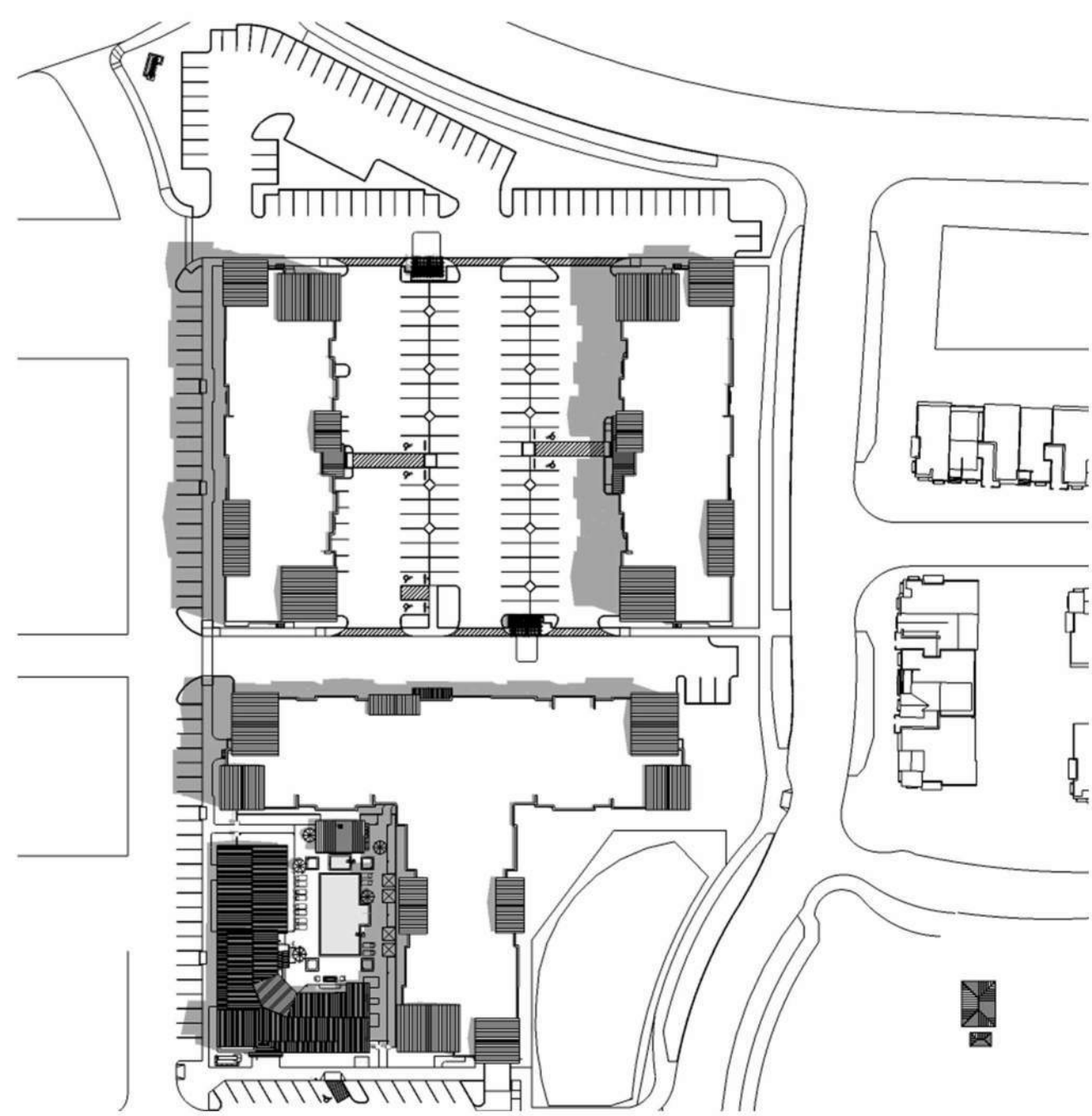
2 SUMMER SOLSTICE - JUNE 22 - 7 AM
1" = 100'-0"



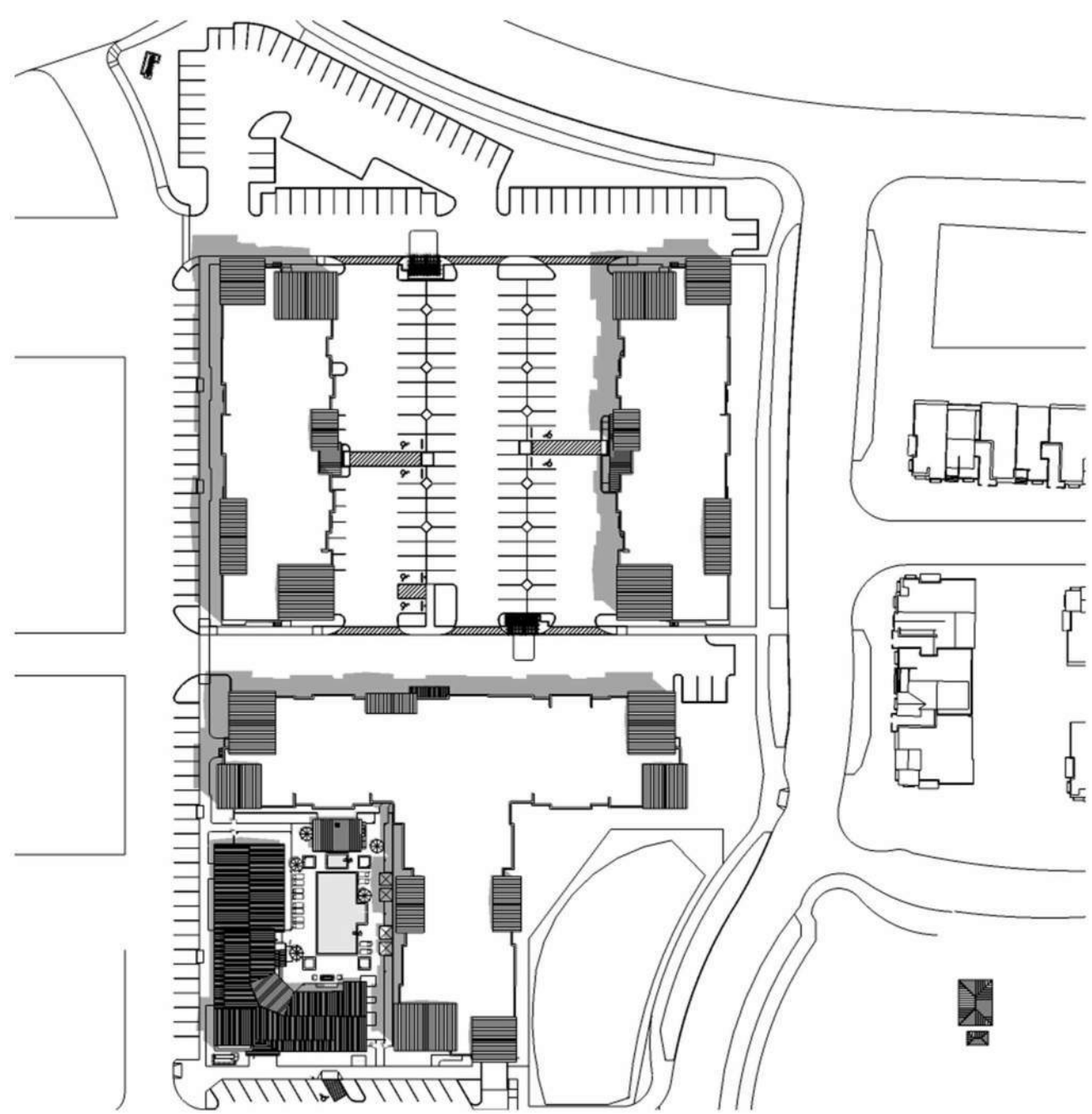
3 SUMMER SOLSTICE - JUNE 22 - 8 AM
1" = 100'-0"



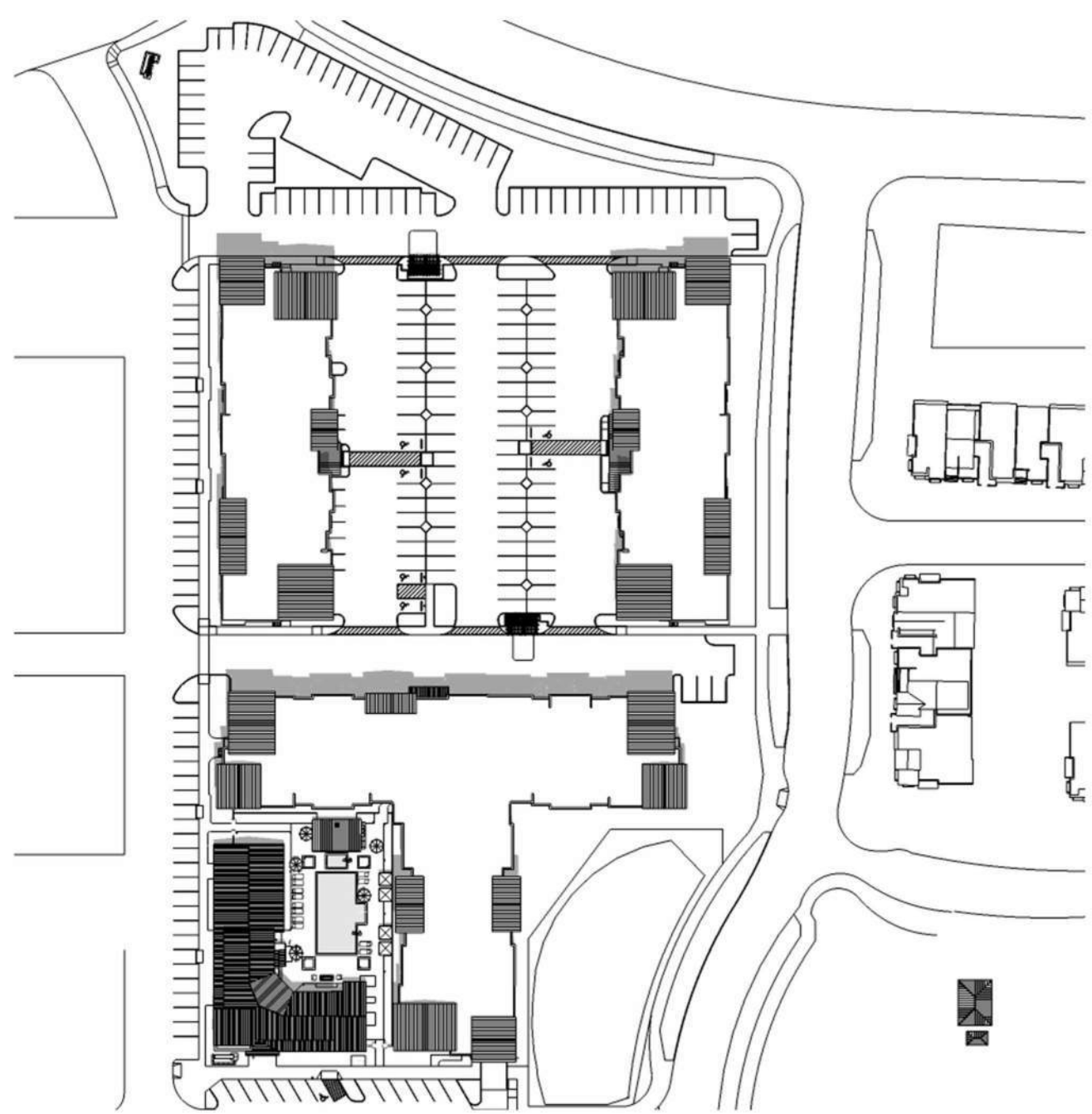
4 SUMMER SOLSTICE - JUNE 22 - 9 AM
1" = 100'-0"



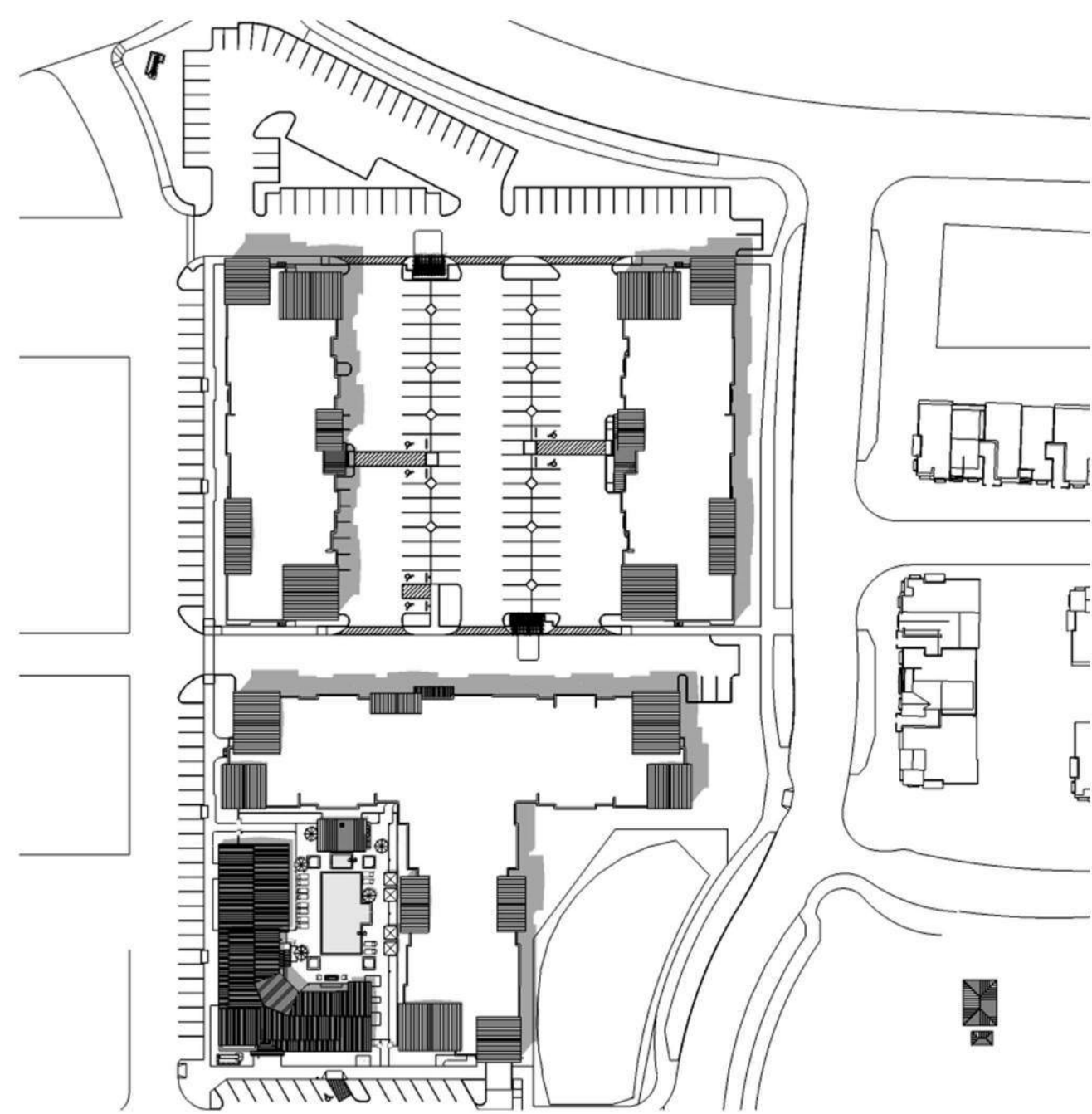
5 SUMMER SOLSTICE - JUNE 22 - 10 AM
1" = 100'-0"



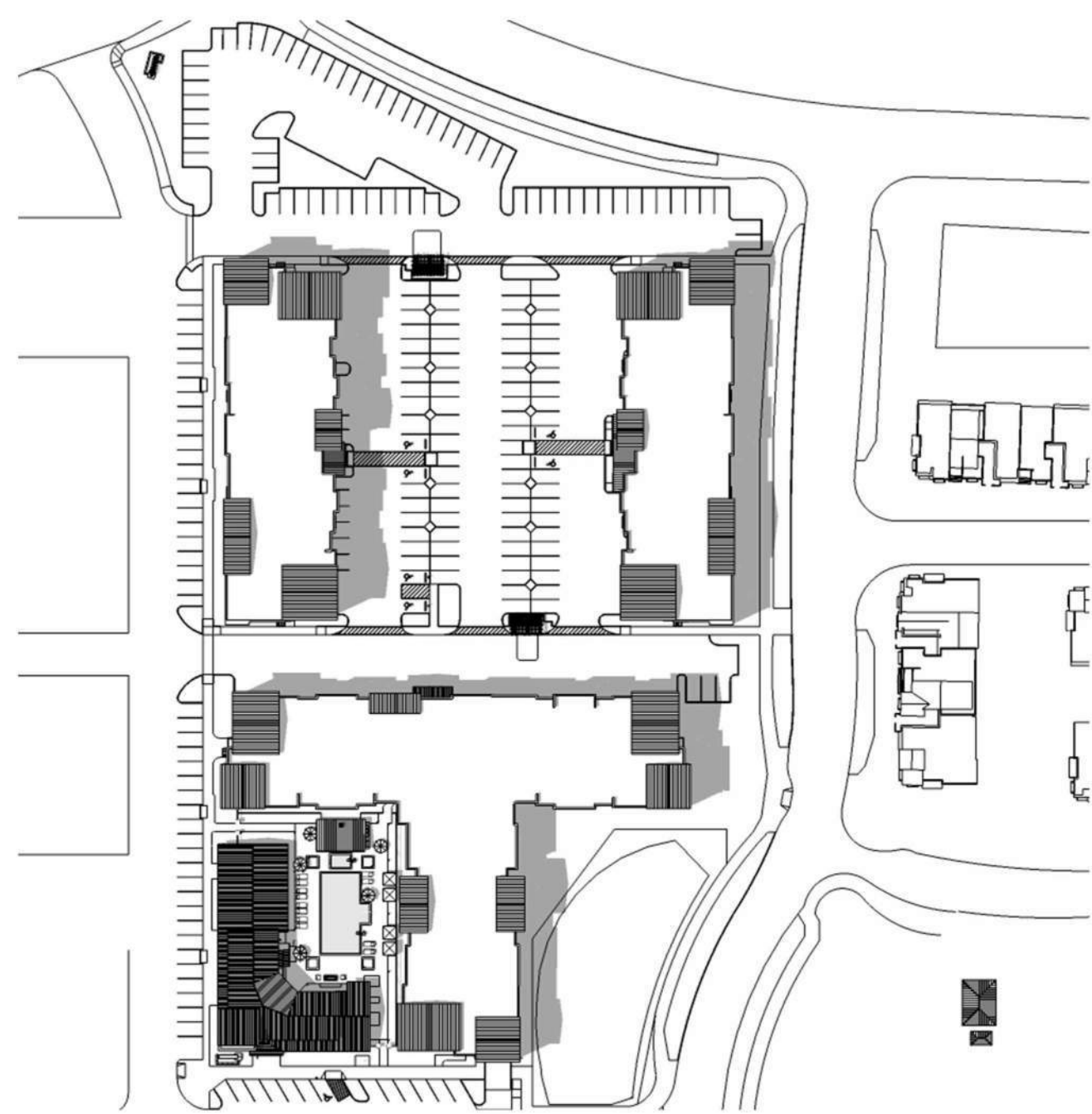
6 SUMMER SOLSTICE - JUNE 22 - 11 AM
1" = 100'-0"



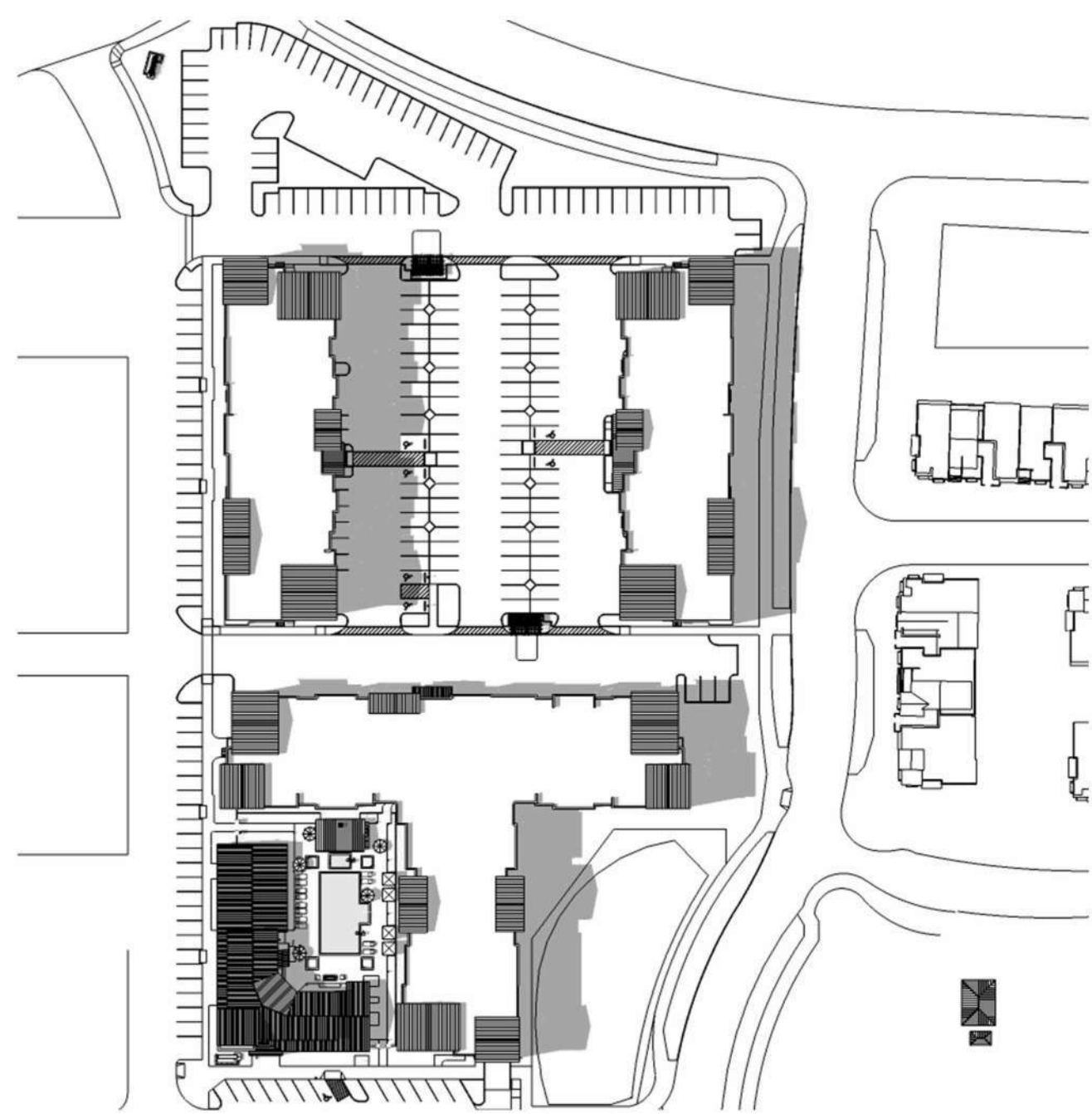
7 SUMMER SOLSTICE - JUNE 22 - 12 NOON
1" = 100'-0"



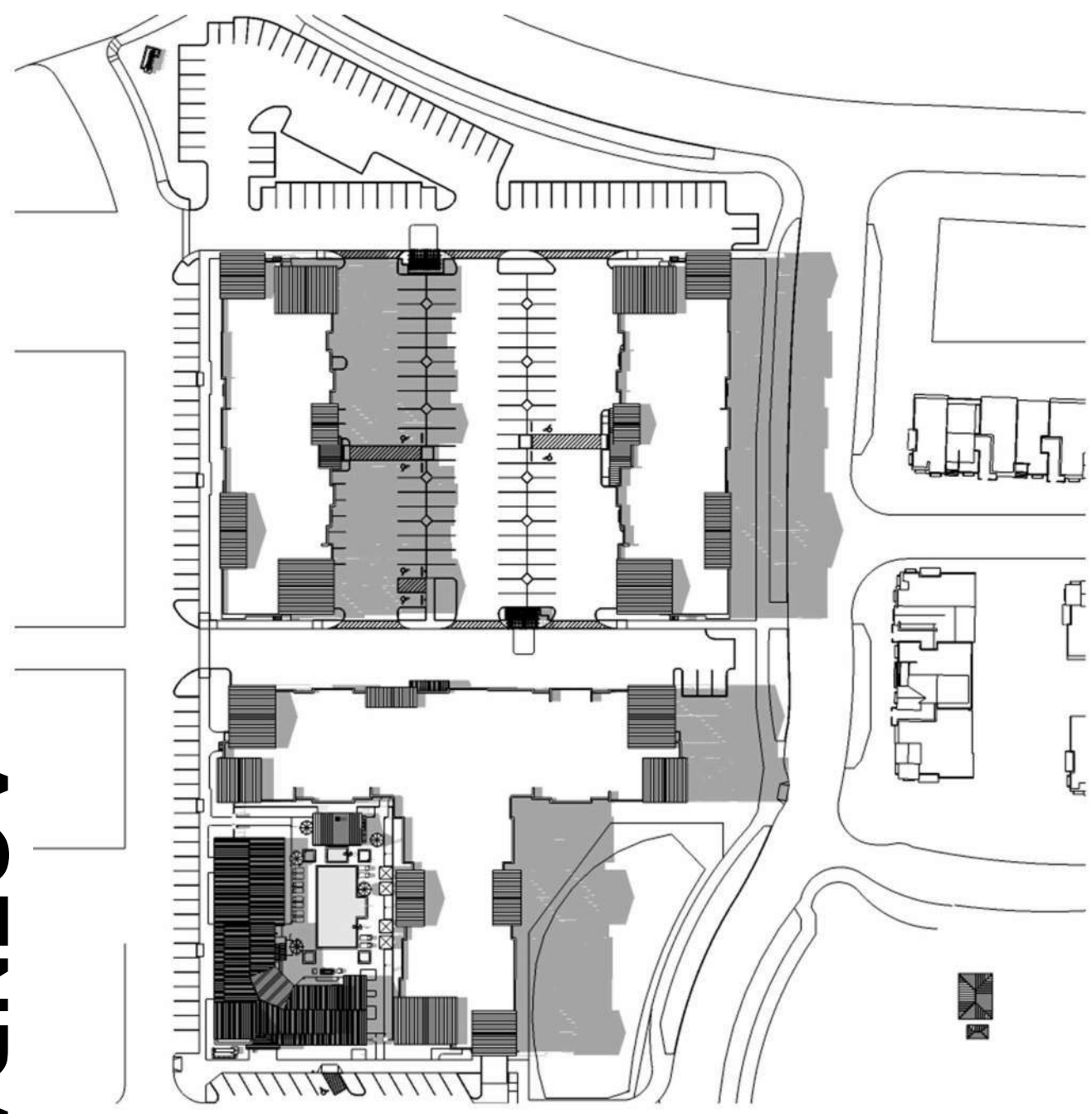
8 SUMMER SOLSTICE - JUNE 22 - 1:00 PM
1" = 100'-0"



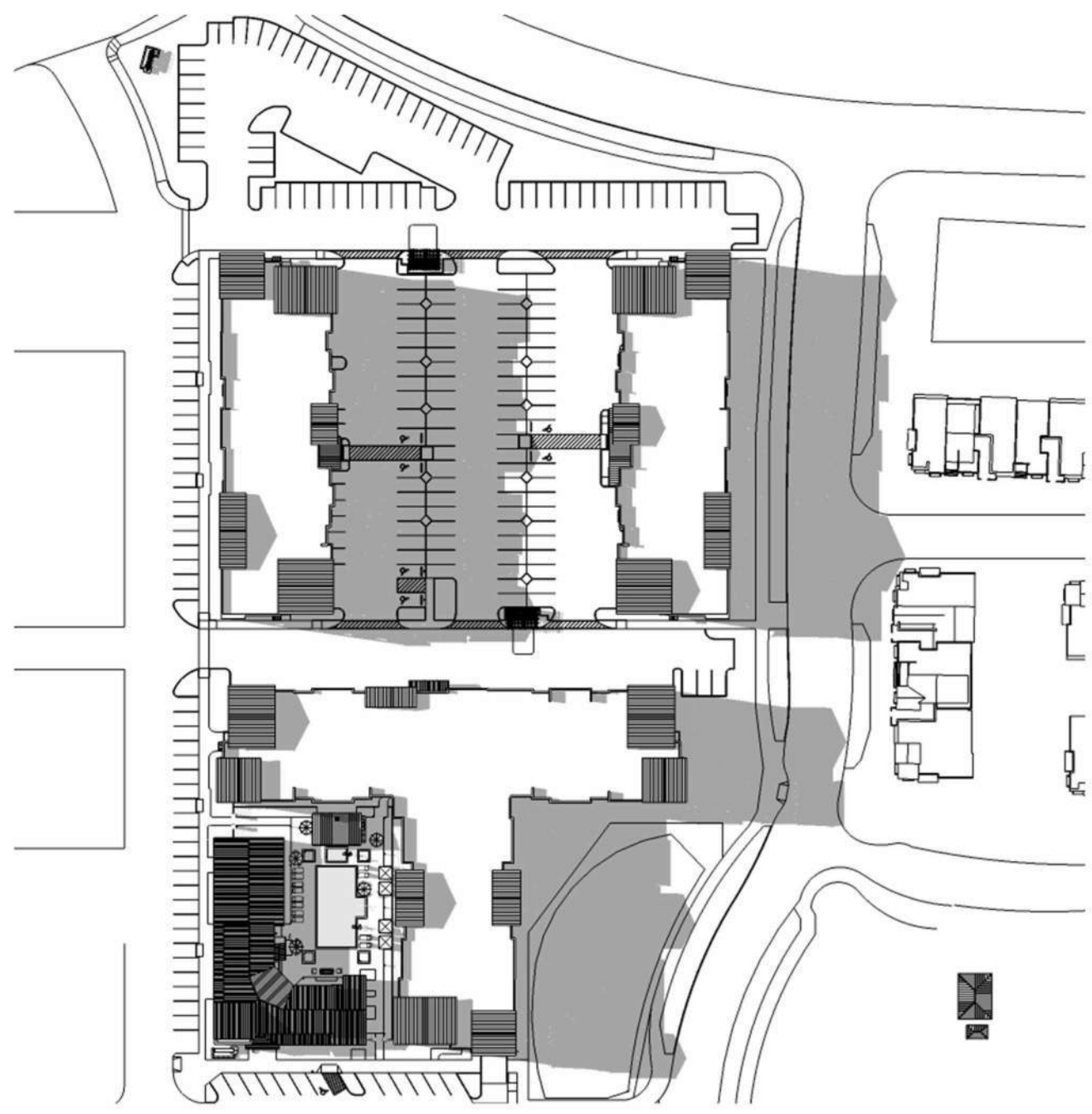
9 SUMMER SOLSTICE - JUNE 22 - 2:00 PM
1" = 100'-0"



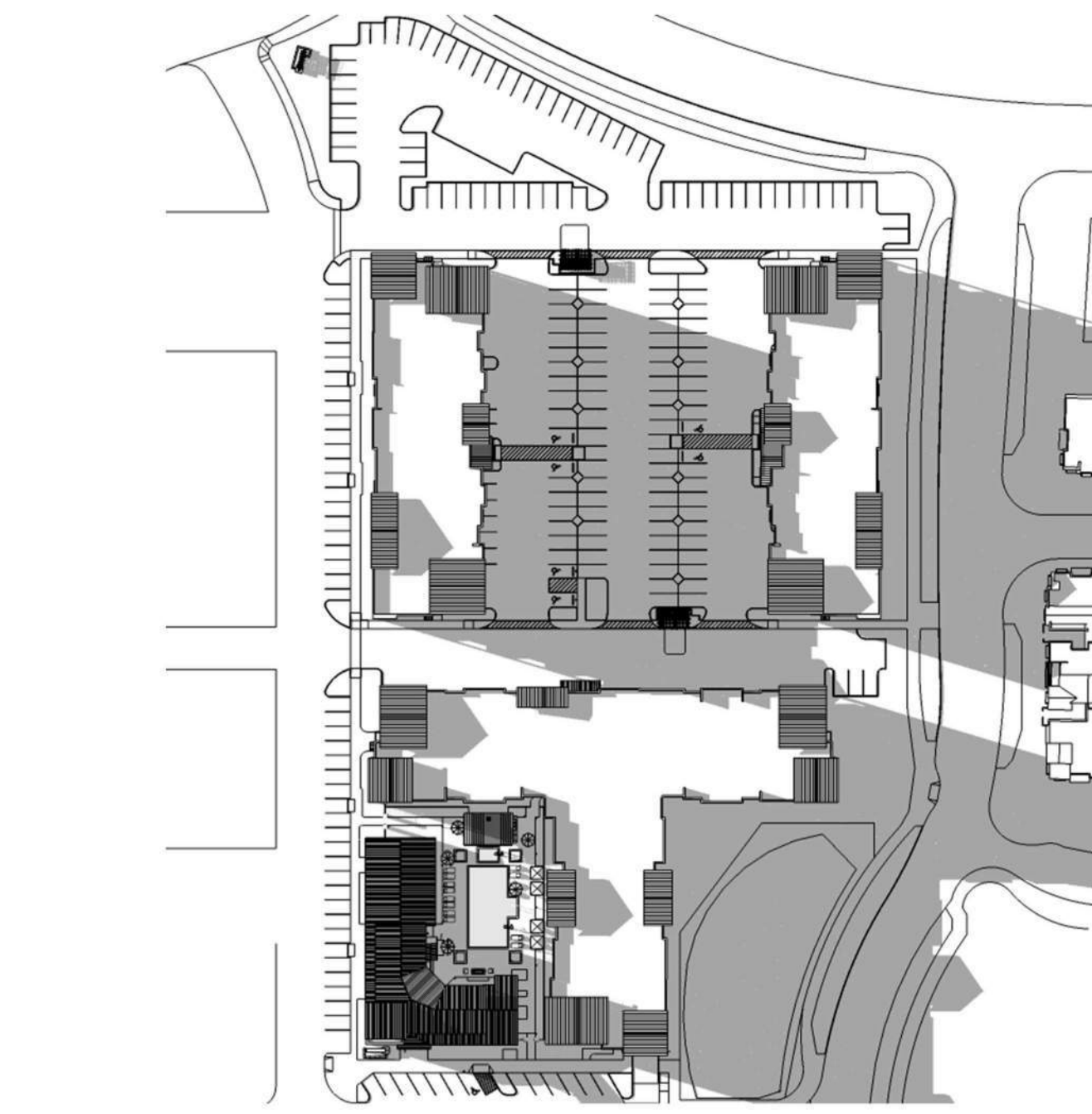
10 SUMMER SOLSTICE - JUNE 22 - 3:00 PM
1" = 100'-0"



11 SUMMER SOLSTICE - JUNE 22 - 4:00 PM
1" = 100'-0"



12 SUMMER SOLSTICE - JUNE 22 - 5:00 PM
1" = 100'-0"



13 SUMMER SOLSTICE - JUNE 22 - 6:00 PM
1" = 100'-0"

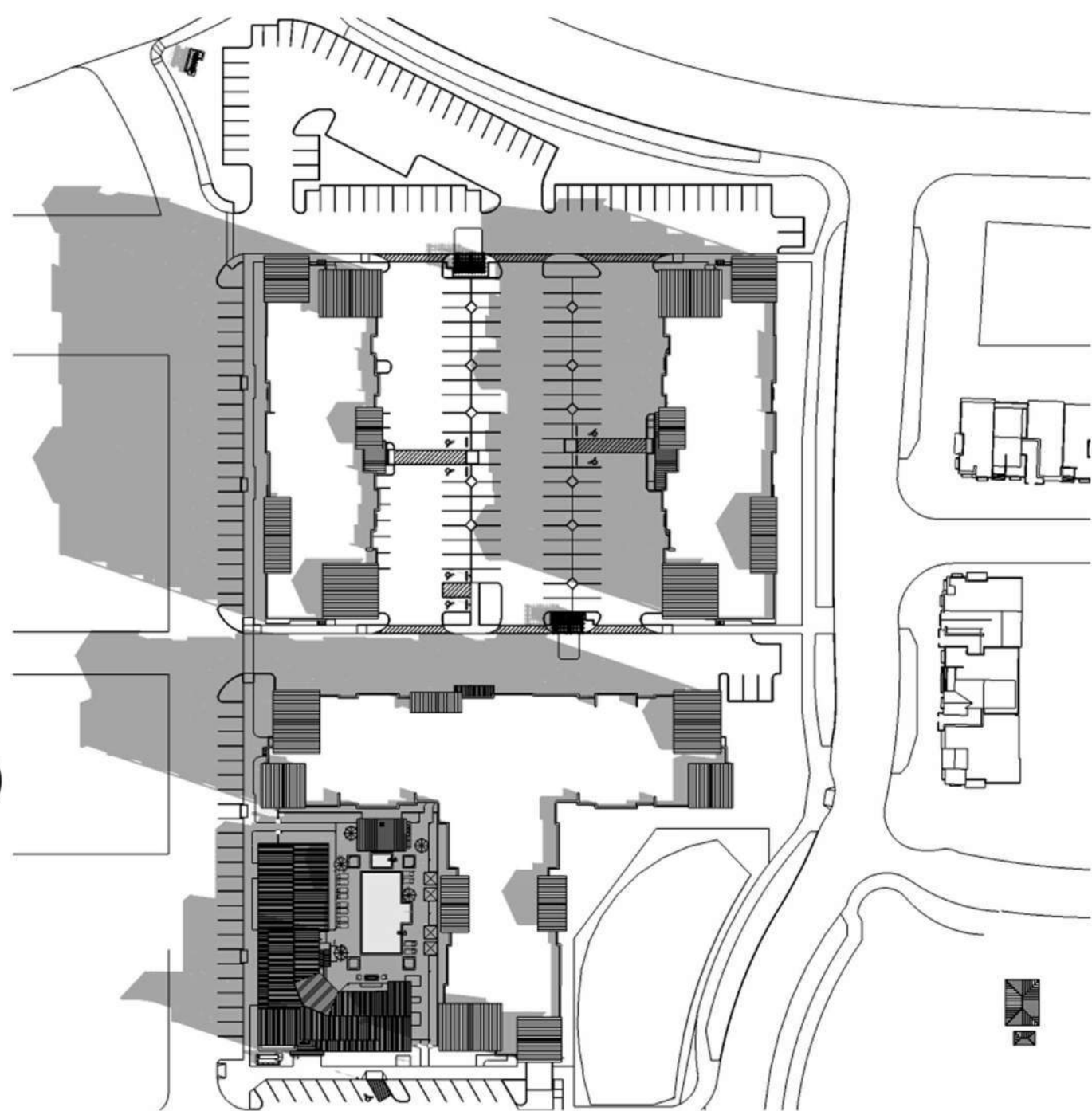


sunset @ 7:41pm

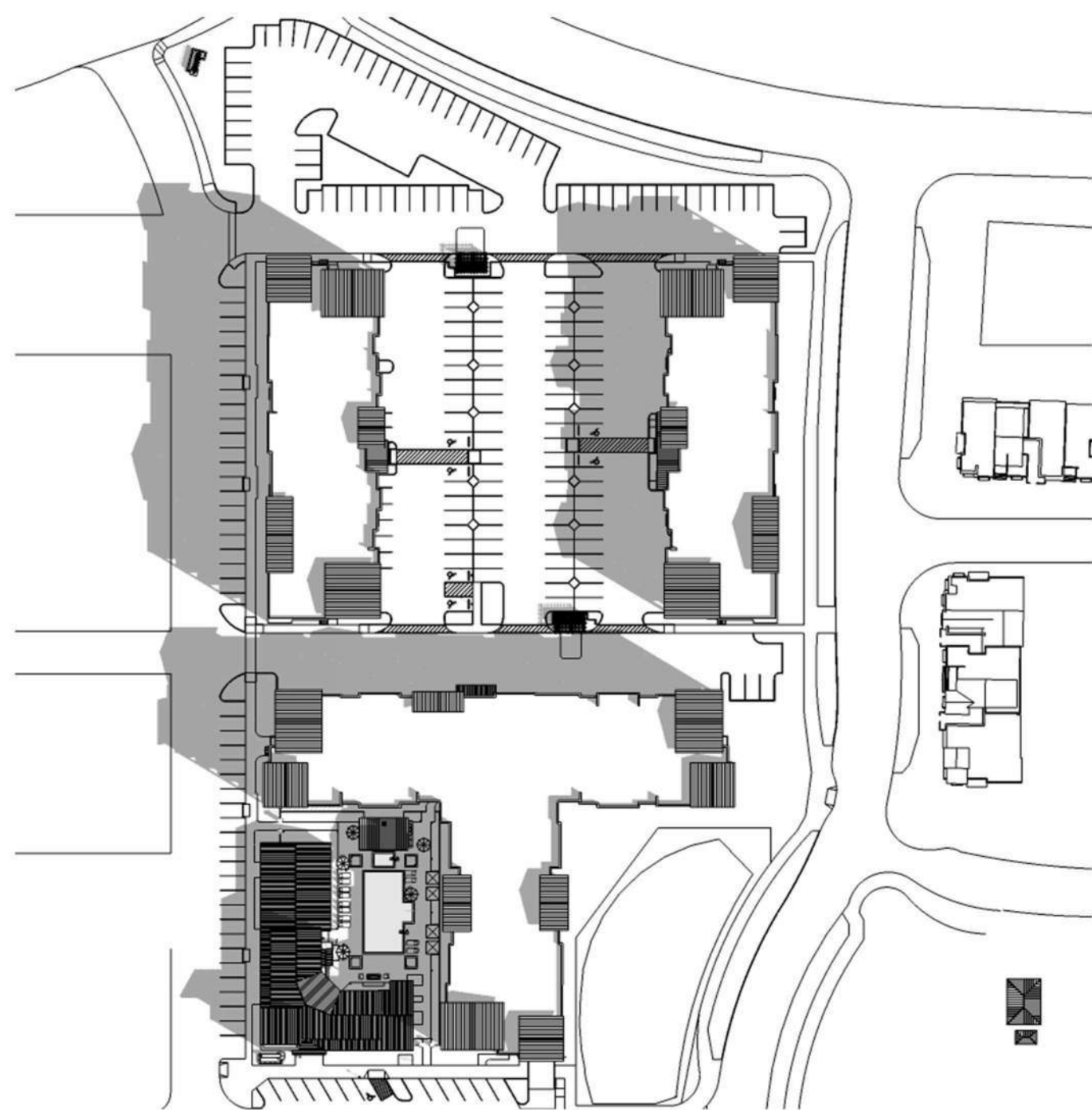
14 SUMMER SOLSTICE - JUNE 22 - 7:00 PM
1" = 100'-0"

AGENDA ITEM 14.1

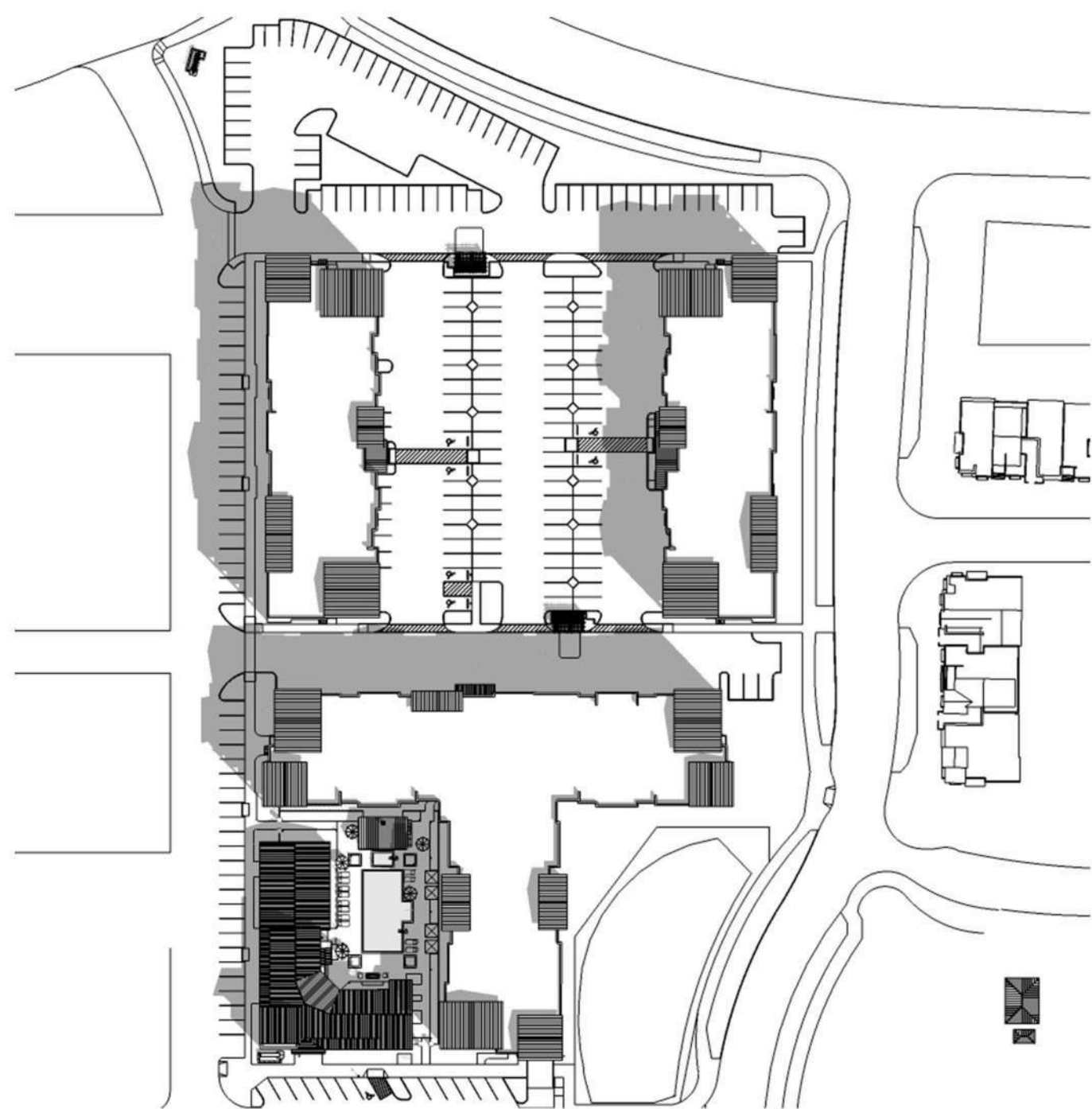
Sunrise @ 6:16am



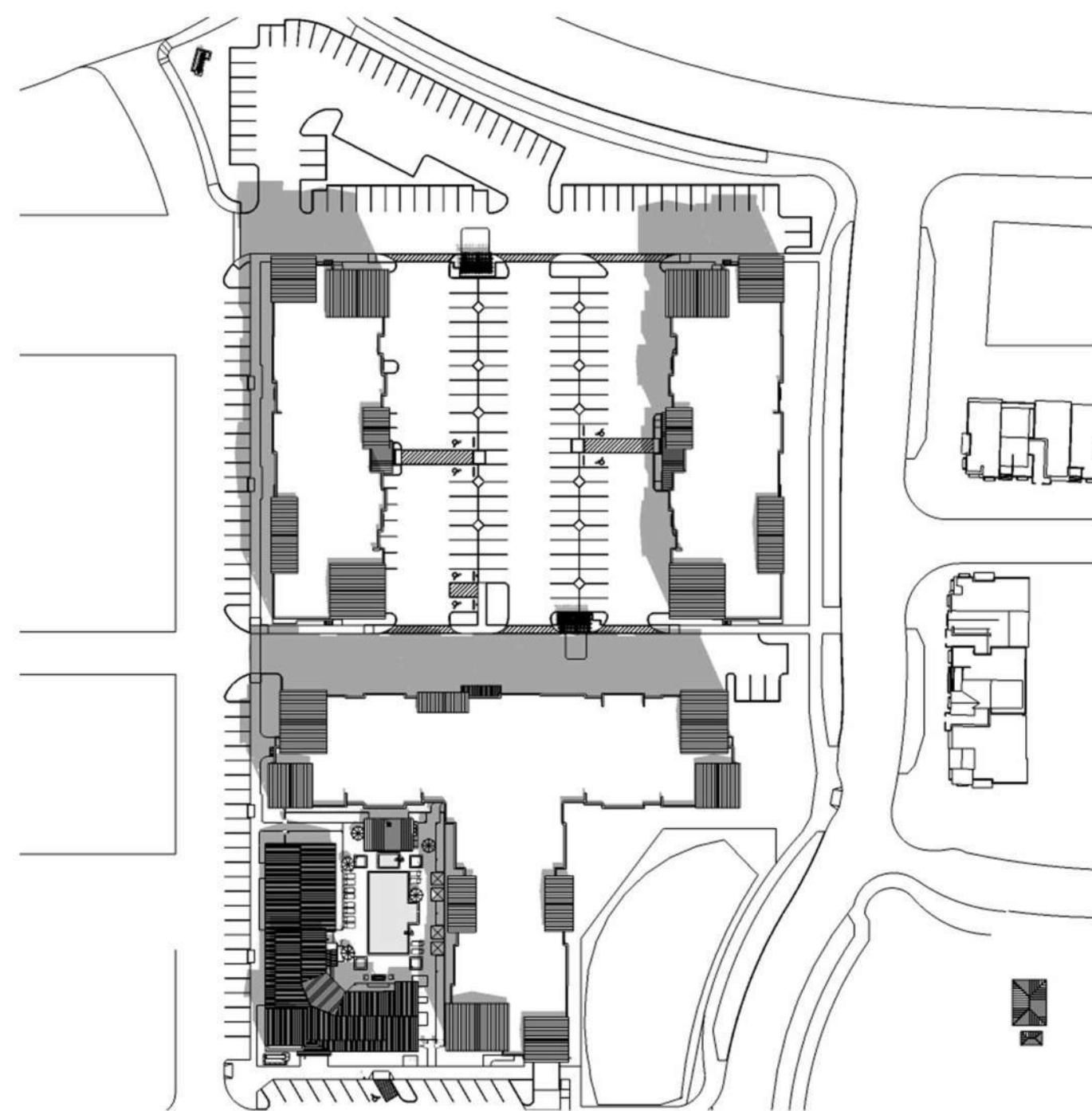
1 FALL EQUINOX - SEP 21 - 8 AM
1" = 100'-0"



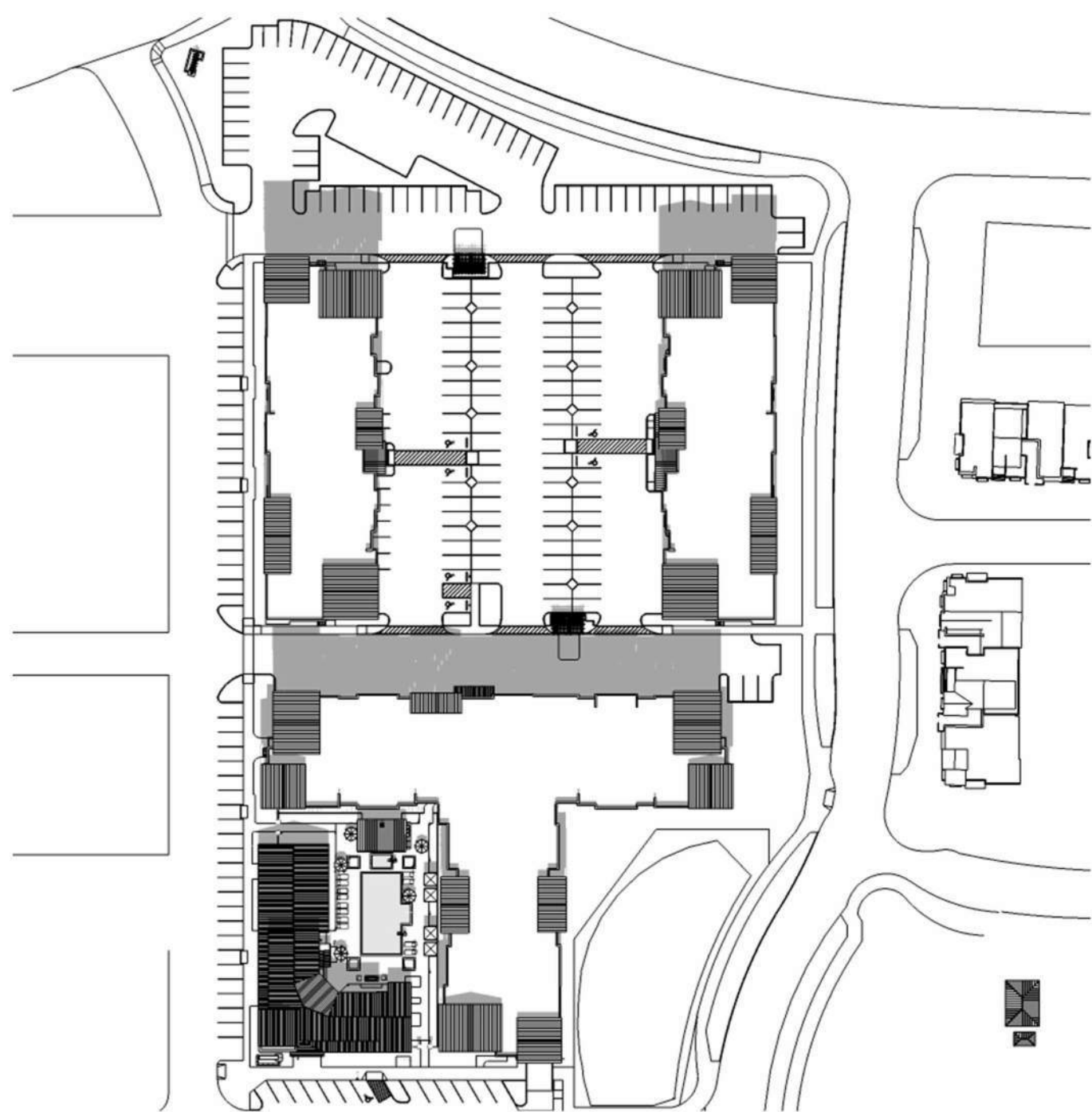
2 FALL EQUINOX - SEP 21 - 9 AM
1" = 100'-0"



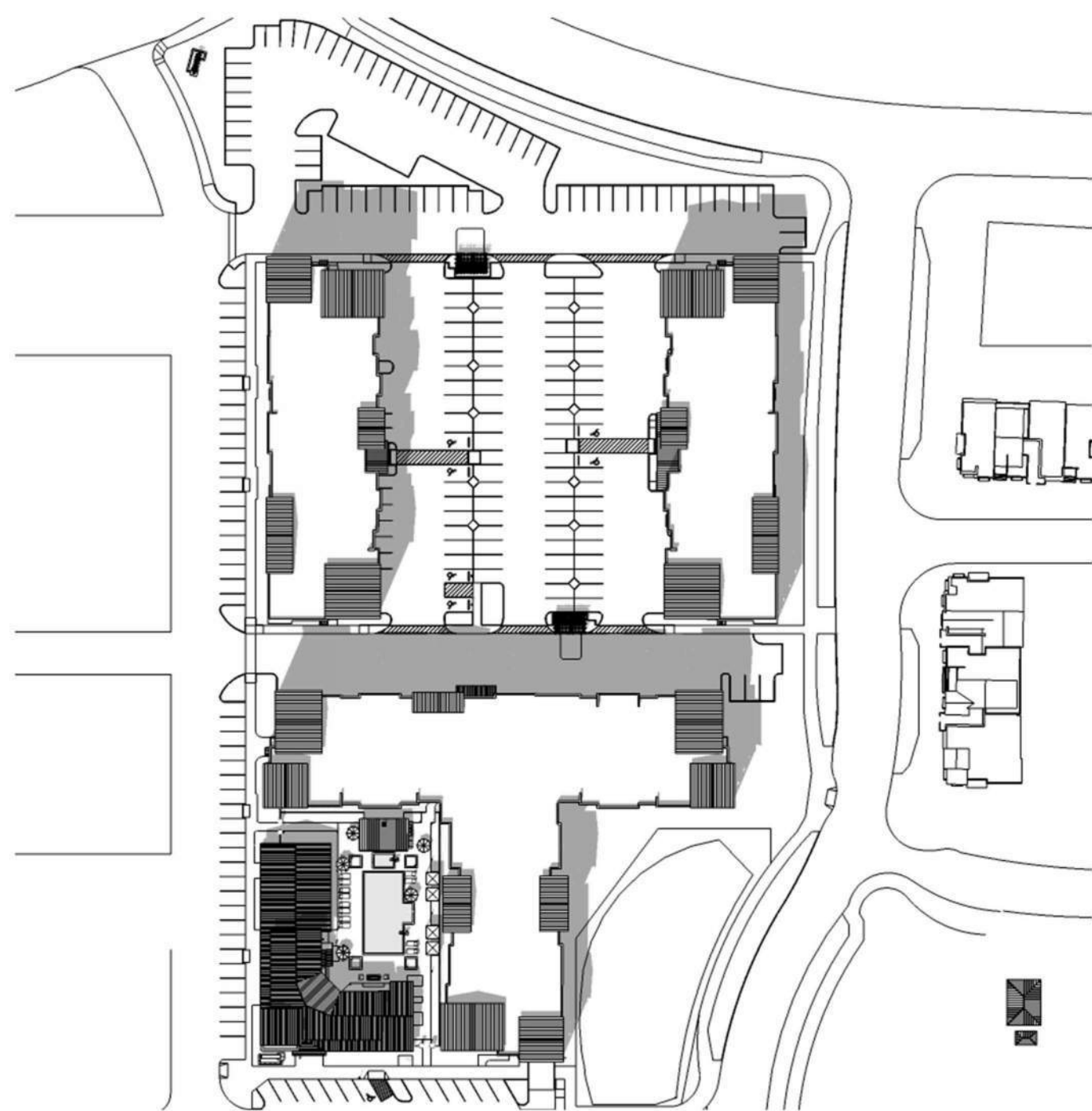
3 FALL EQUINOX - SEP 21 - 10 AM
1" = 100'-0"



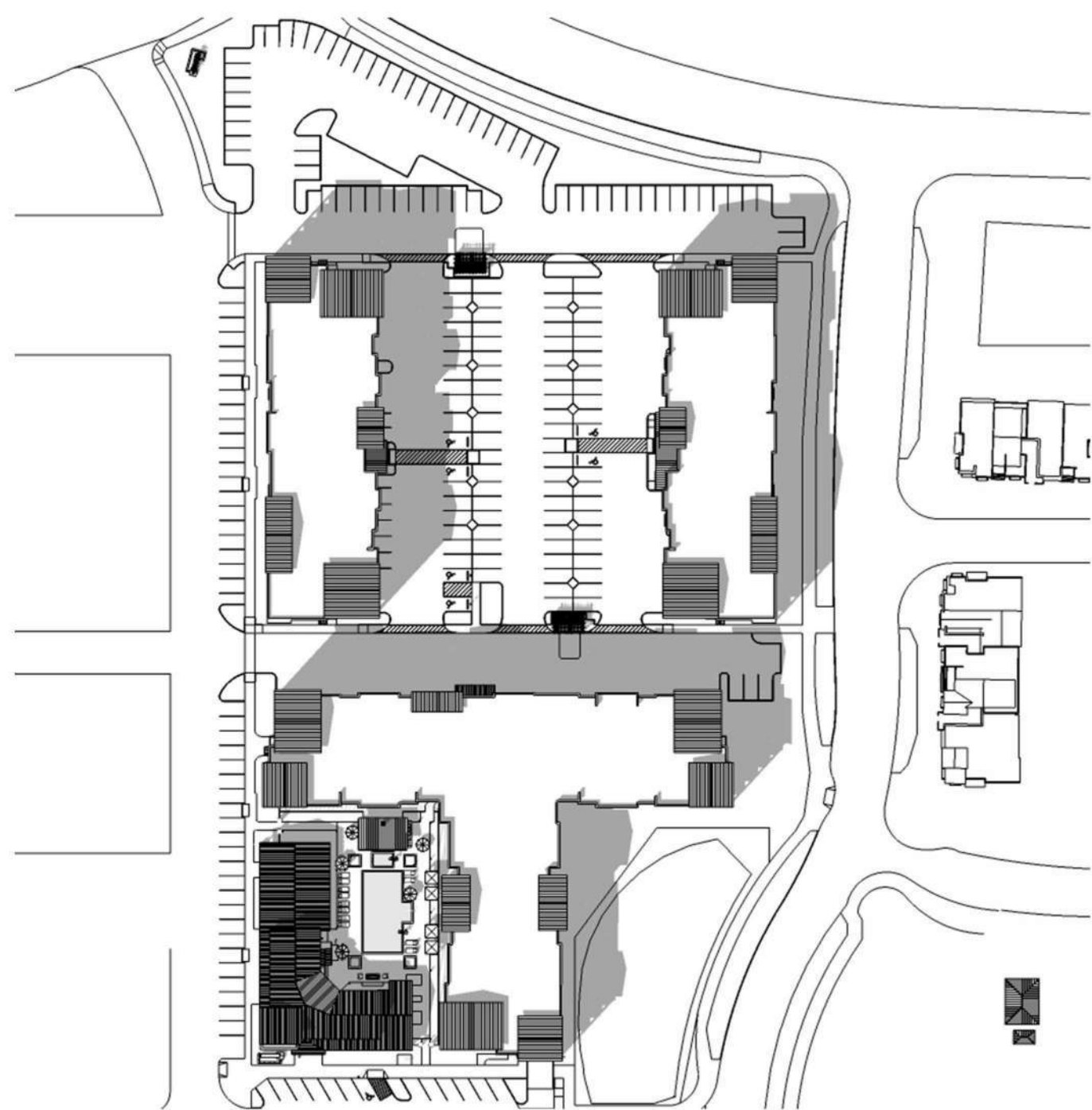
4 FALL EQUINOX - SEP 21 - 11 AM
1" = 100'-0"



5 FALL EQUINOX - SEP 21 - 12 PM
1" = 100'-0"



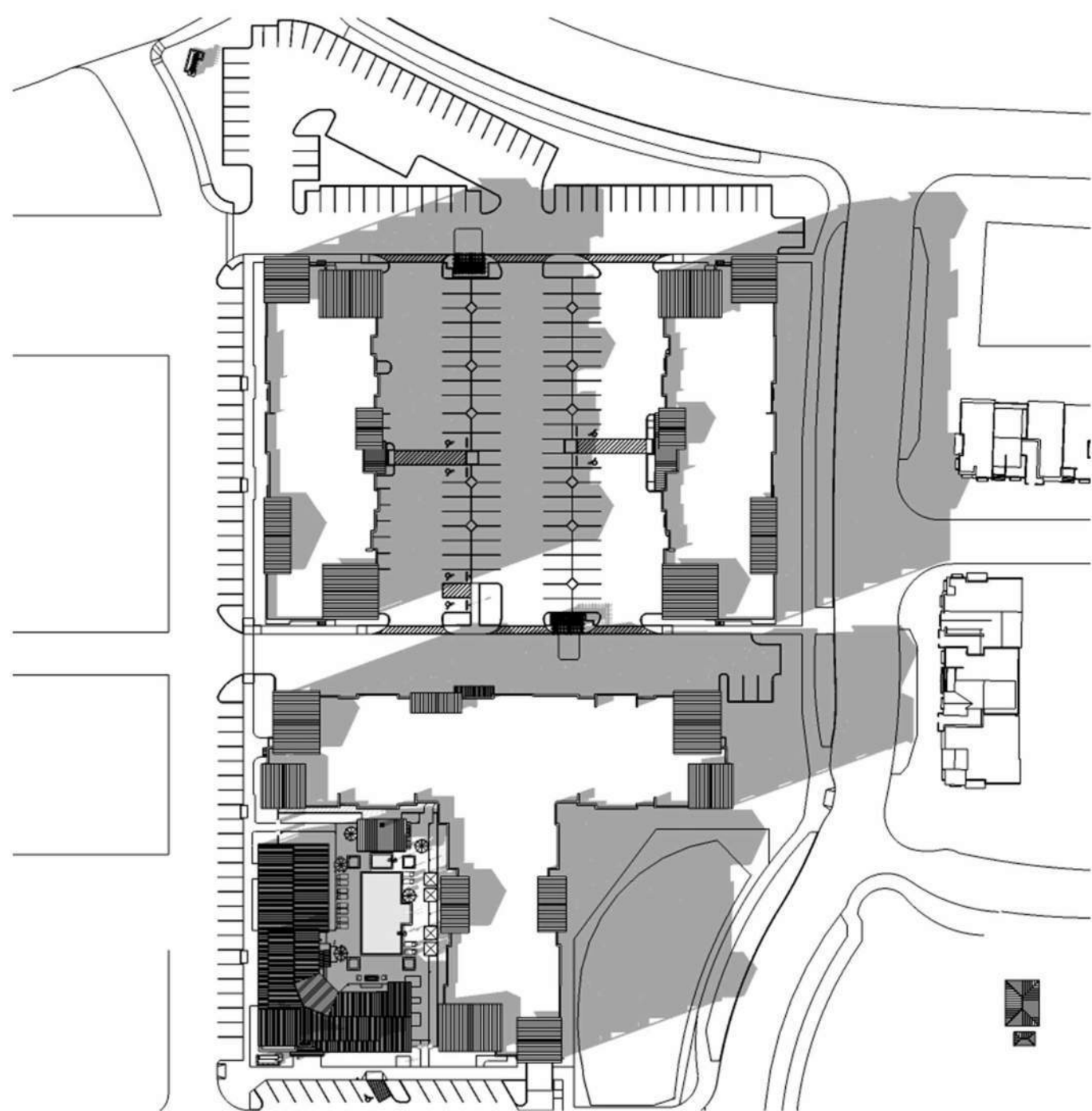
6 FALL EQUINOX - SEP 21 - 1 PM
1" = 100'-0"



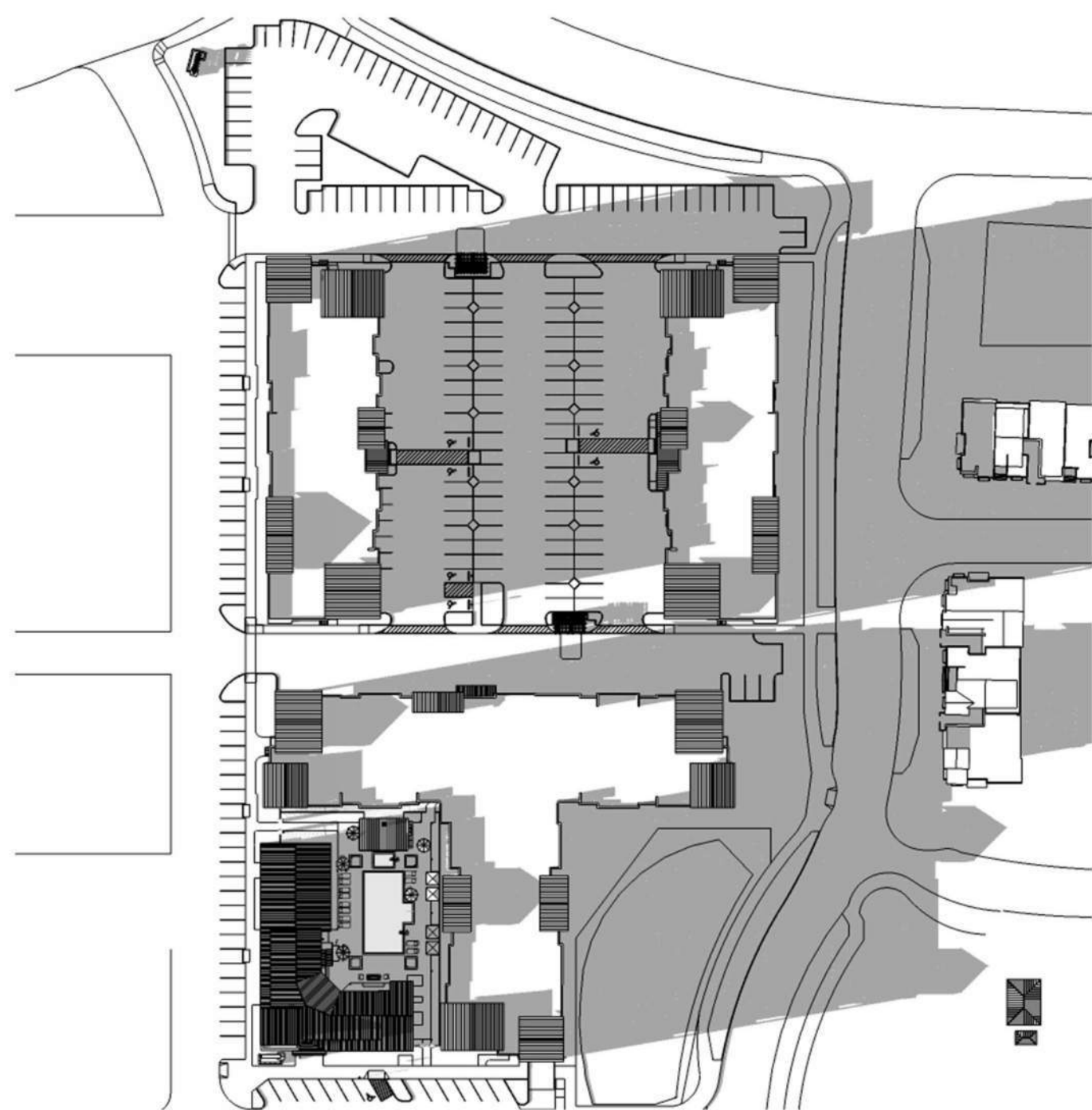
7 FALL EQUINOX - SEP 21 - 2 PM
1" = 100'-0"



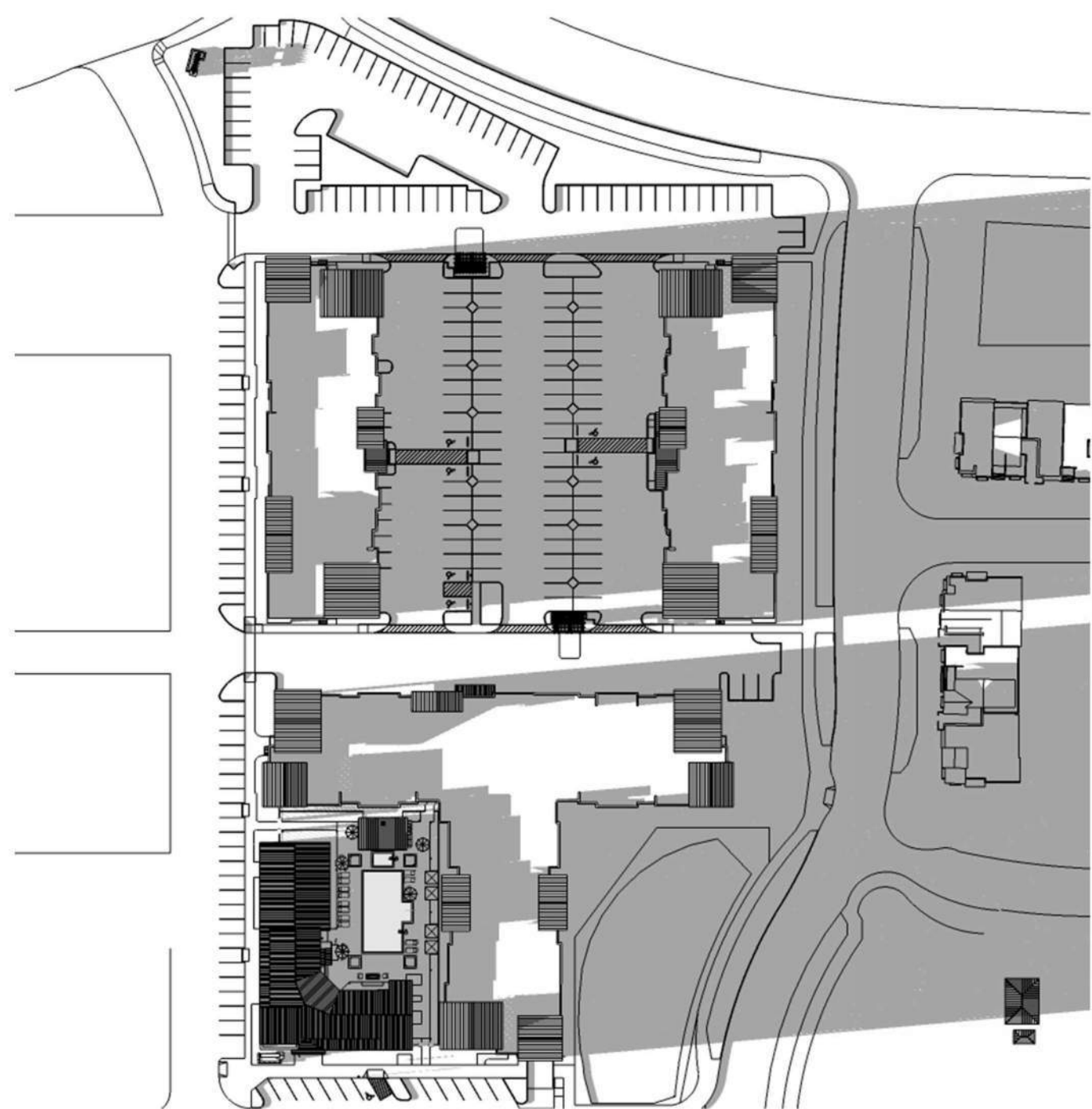
8 FALL EQUINOX - SEP 21 - 3 PM
1" = 100'-0"



9 FALL EQUINOX - SEP 21 - 4 PM
1" = 100'-0"



10 FALL EQUINOX - SEP 21 - 5 PM
1" = 100'-0"



11 FALL EQUINOX - SEP 21 - 6 PM
1" = 100'-0"

Sunset @ 6:23pm

AGENDA ITEM 14.1

Bridgeway Square Apartments
Rancho Cordova, CA

November 16, 2015

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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.)



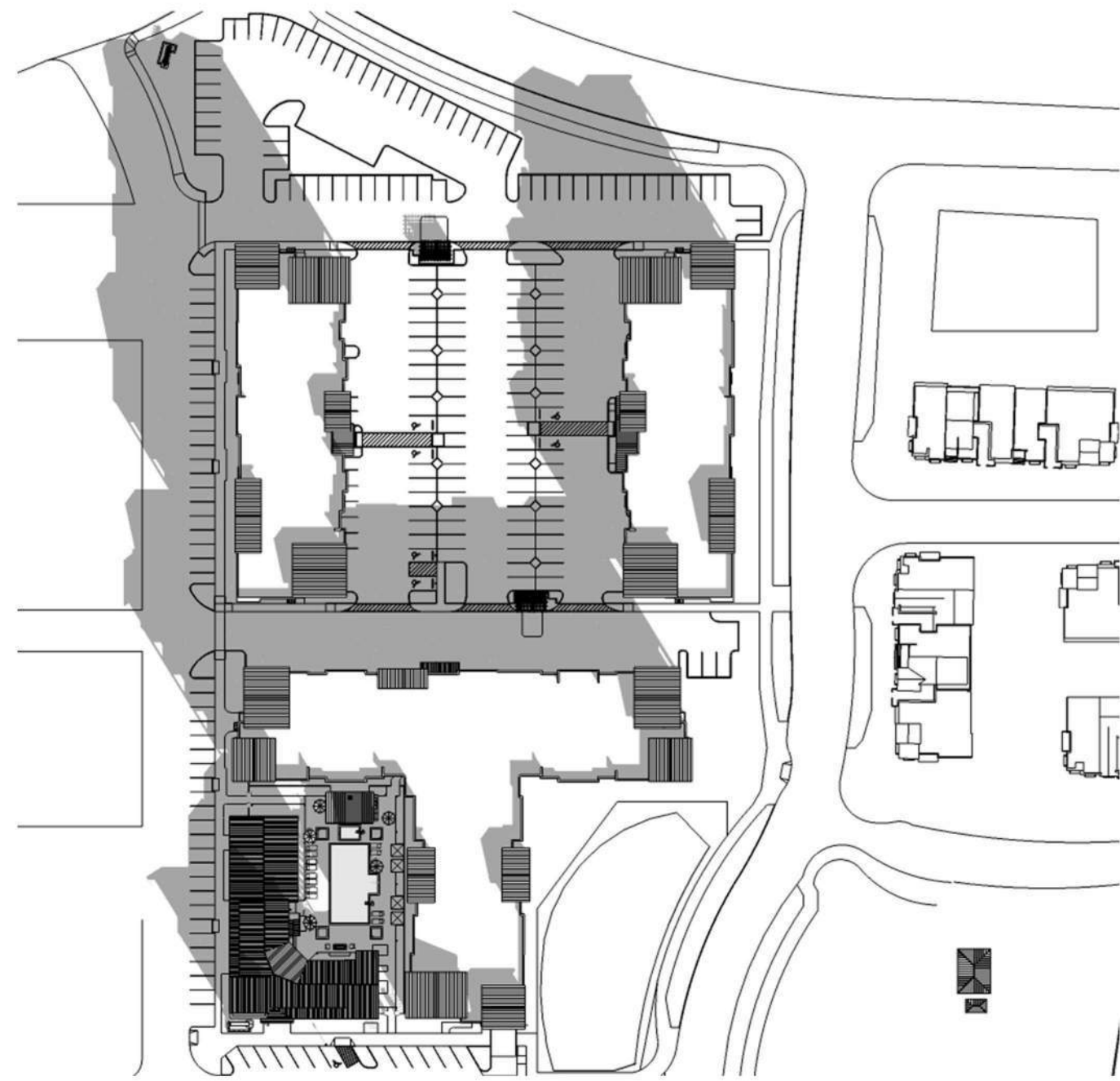
Sunrise @ 7:28am



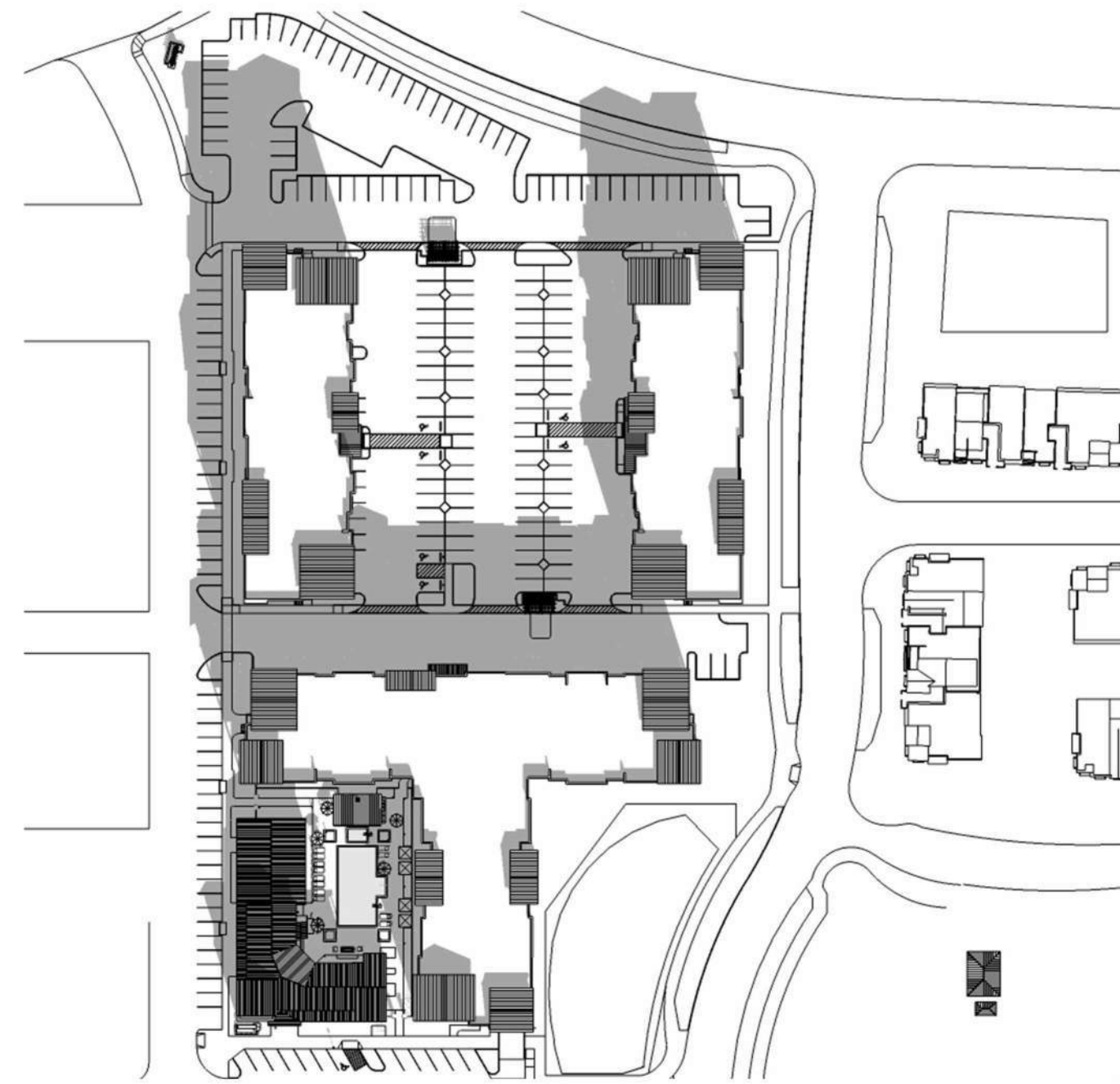
1 WINTER SOLSTICE - DEC 22 - 8 AM
1" = 100'-0"



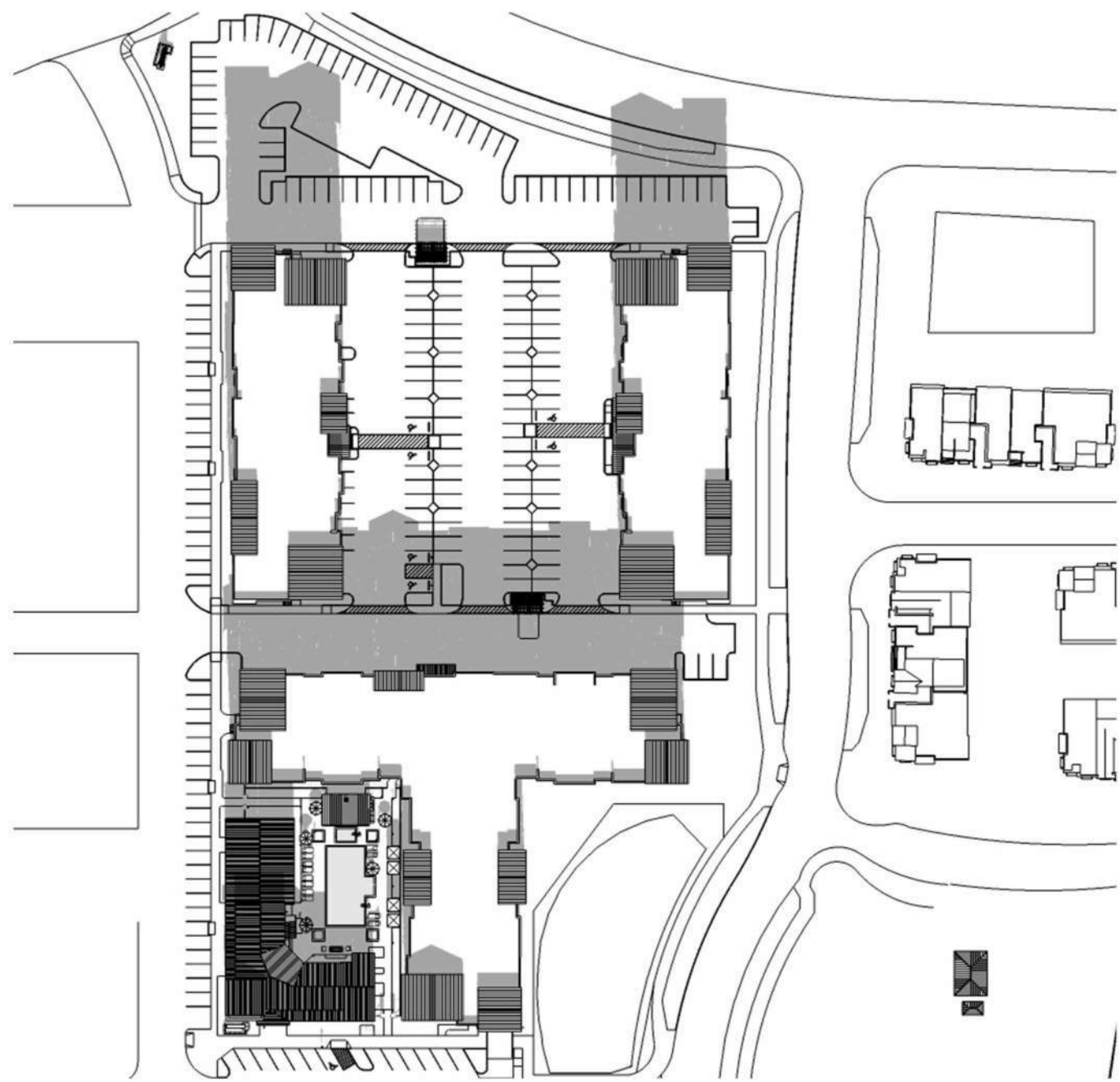
2 WINTER SOLSTICE - DEC 22 - 9 AM
1" = 100'-0"



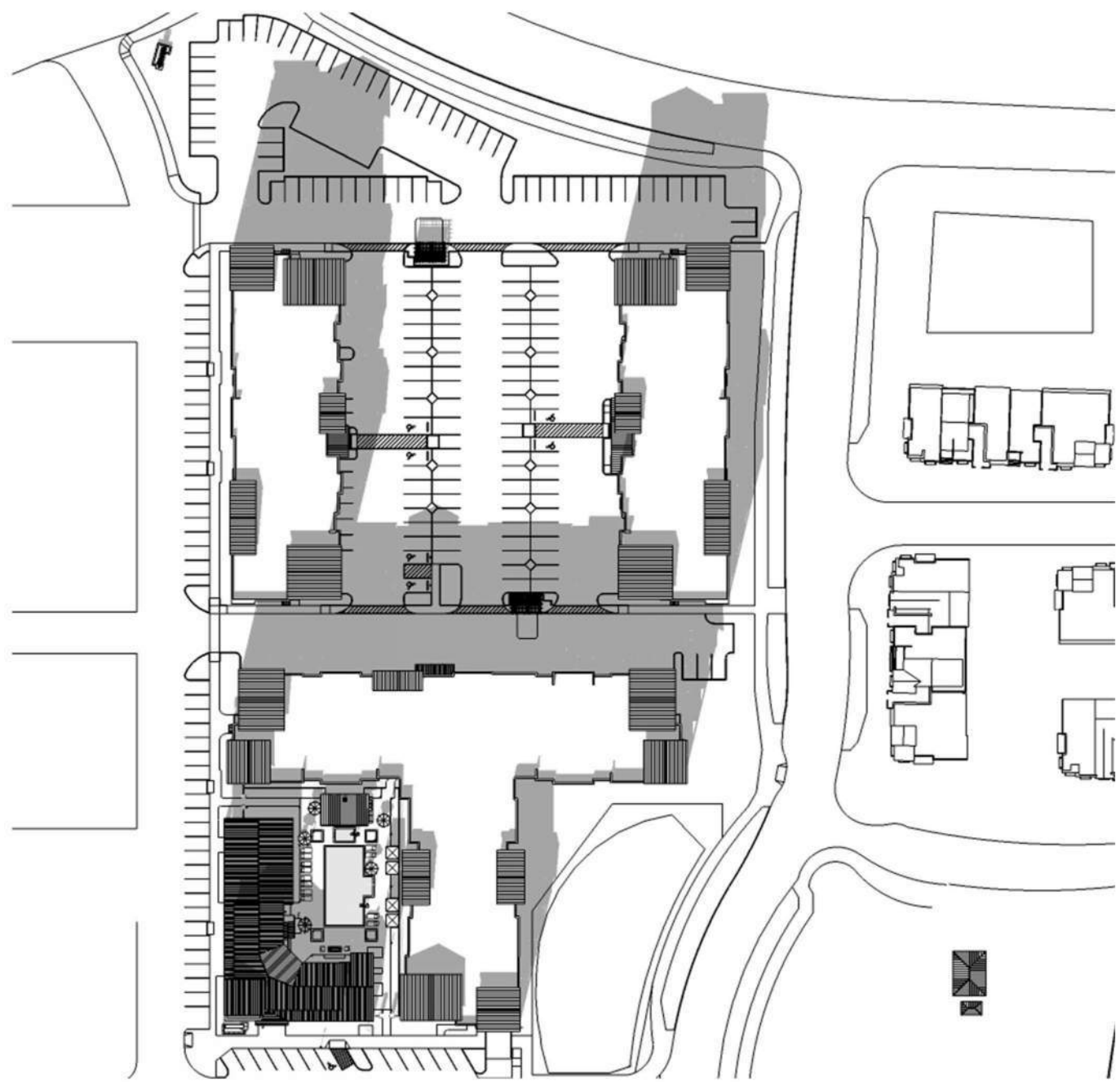
3 WINTER SOLSTICE - DEC 22 - 10 AM
1" = 100'-0"



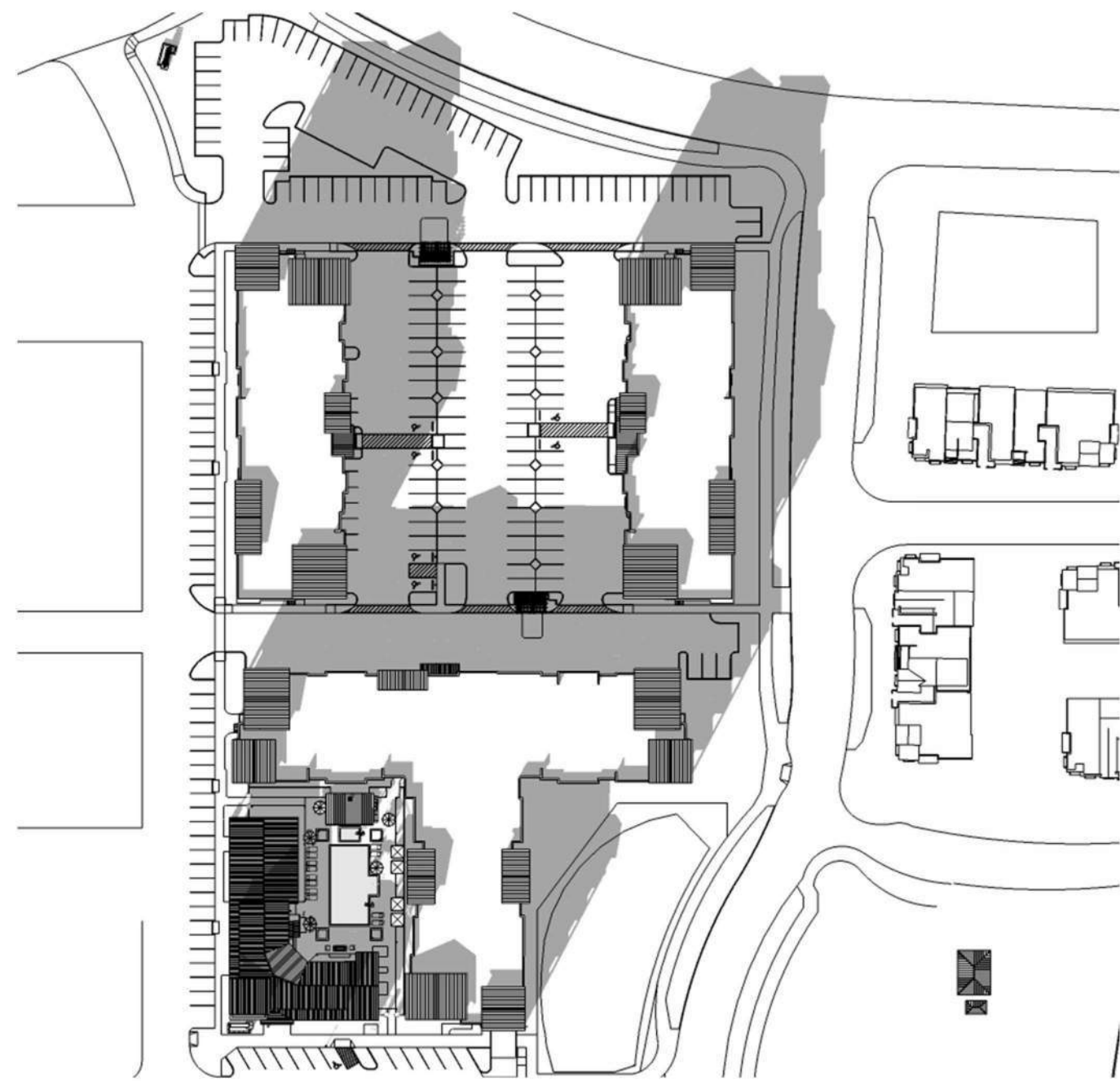
4 WINTER SOLSTICE - DEC 22 - 11 AM
1" = 100'-0"



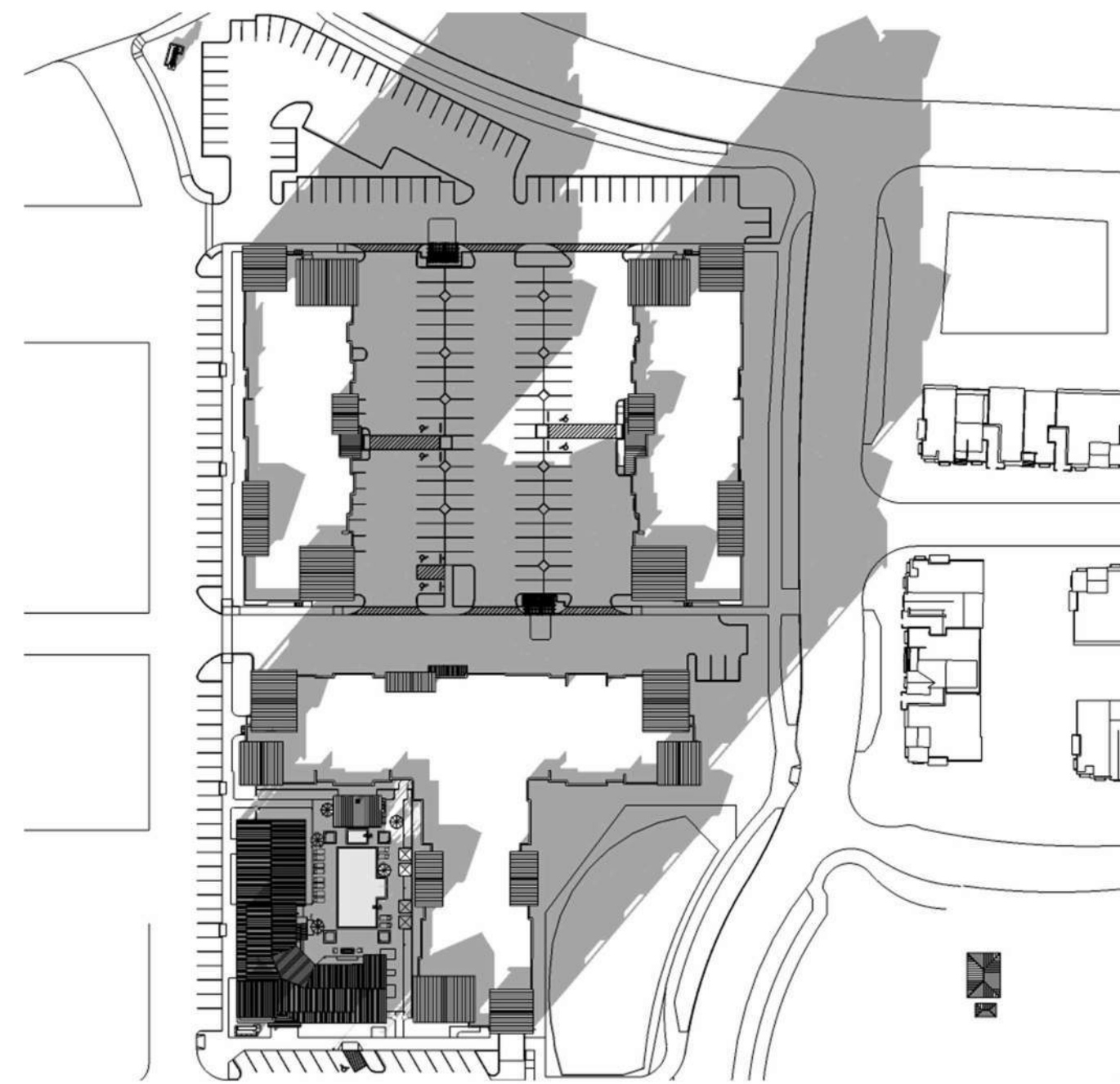
5 WINTER SOLSTICE - DEC 22 - 12 NOON
1" = 100'-0"



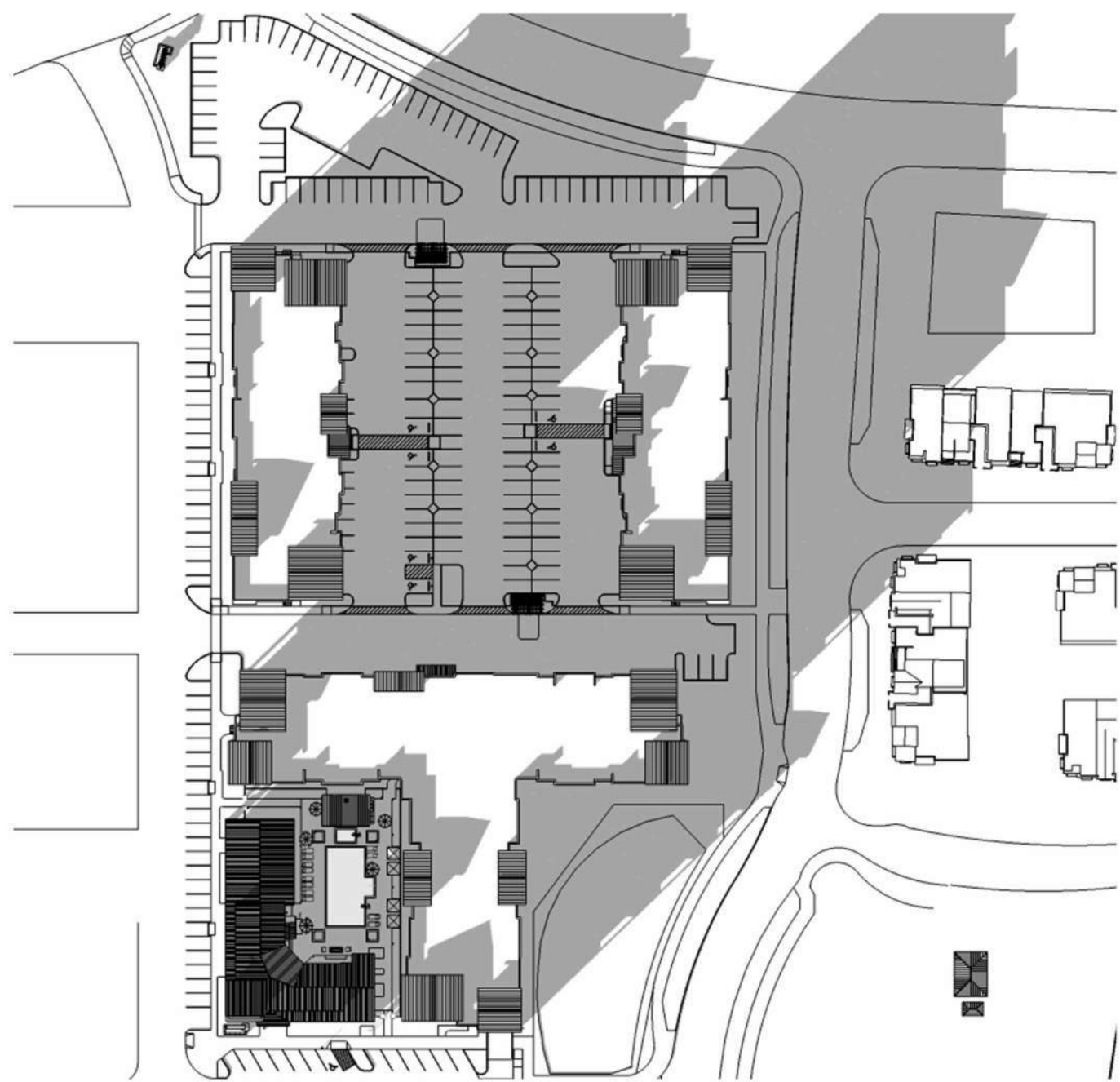
6 WINTER SOLSTICE - DEC 22 - 1:00 PM
1" = 100'-0"



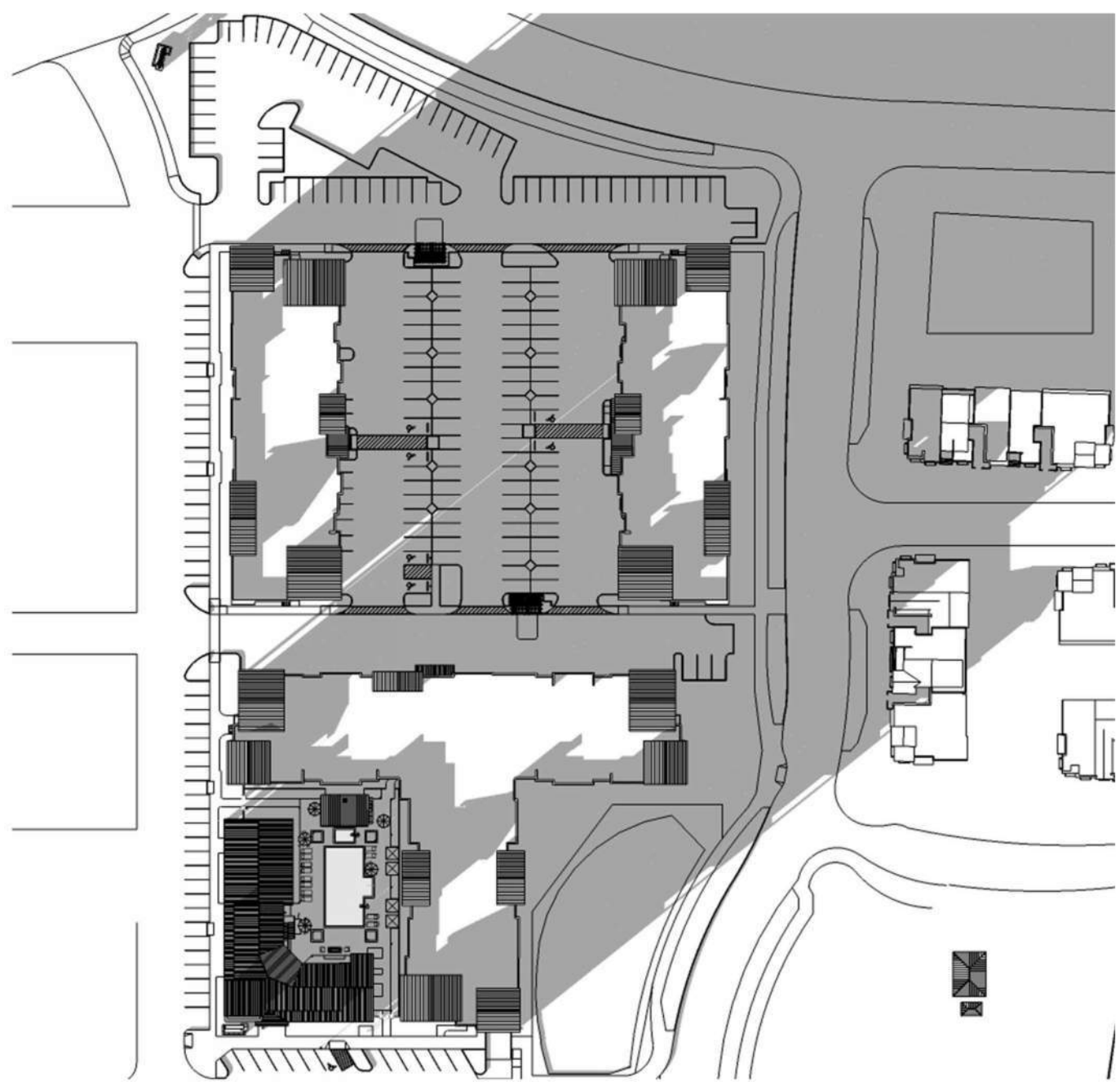
7 WINTER SOLSTICE - DEC 22 - 2:00 PM
1" = 100'-0"



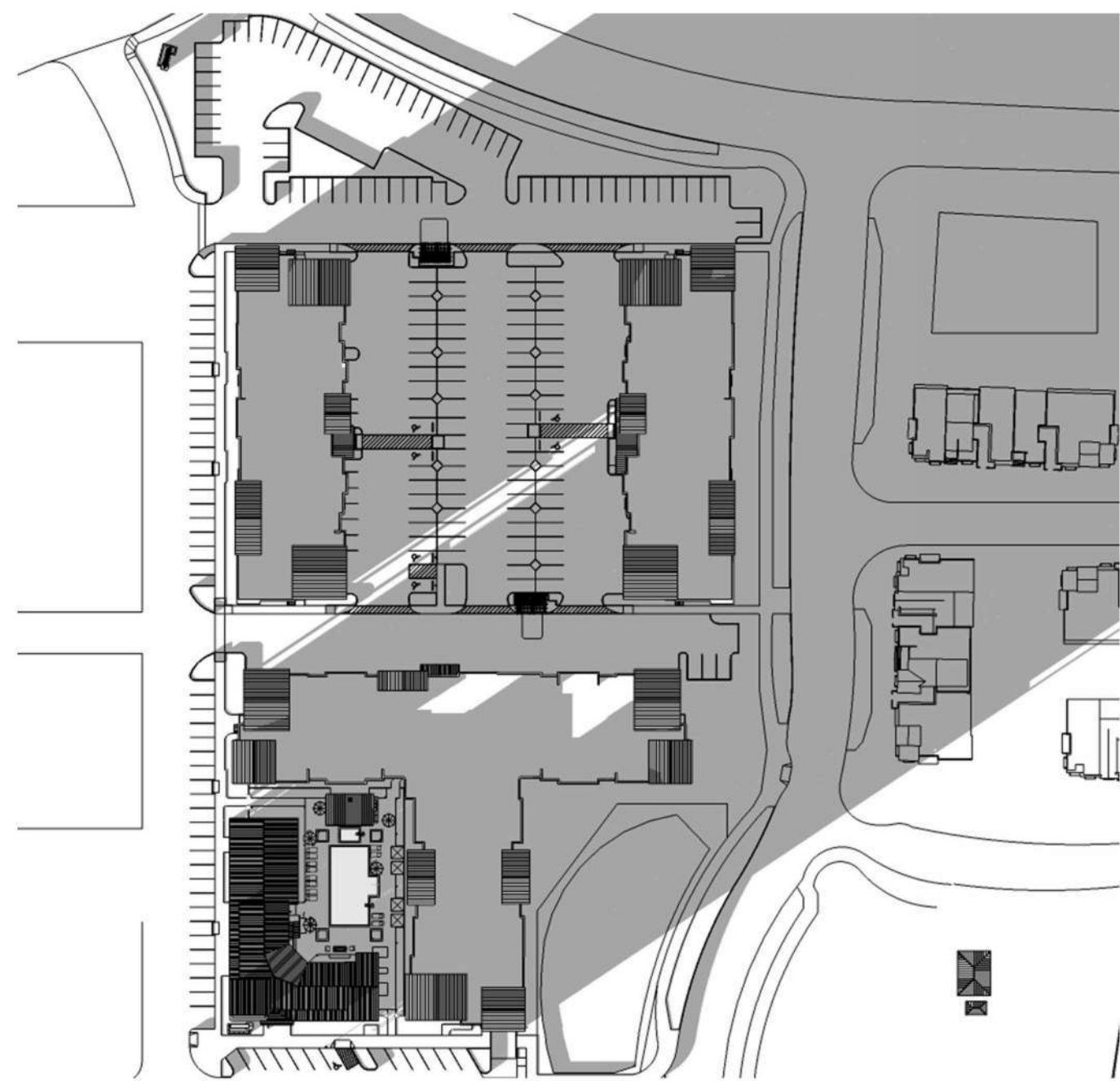
8 WINTER SOLSTICE - DEC 22 - 3:00 PM
1" = 100'-0"



9 WINTER SOLSTICE - DEC 22 - 3:30 PM
1" = 100'-0"



10 WINTER SOLSTICE - DEC 22 - 4:00 PM
1" = 100'-0"



11 WINTER SOLSTICE - DEC 22 - 4:30 PM
1" = 100'-0"

Sunset @ 5:23pm

AGENDA ITEM 14.1

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
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@cityoffranchocordova.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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	- 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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	"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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	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.				

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	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 5 th Floor	Prior to Issuance of Improvement Plan	Metro Fire	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	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. • <i>Fire lanes serving one or two single family dwellings may be reduced to 16 feet in width.</i> • <i>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.</i> • 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.				

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
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 personnel. 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	

Bridgeway Square Apartments Conditions of Approval

EXHIBIT 5B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date & Signature)</u>
	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:

City Council – Draft
December 7, 2015

Page 14 of 15

Bridgeway Square Apartments
Special Planning Area and Development Agreement Amendment,
Design Review Adjustment

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

ATTACHMENT 6

072-0680-072-0000
BEAZER HOMES HOLDINGS
CORPORATION
1731 E ROSEVILLE PKWY #140
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
10929 DISK DR
RANCHO CORDOVA CA 95670

072-0680-051-0000

FOX CREEK FUND LLC
15466 LOS GATOS BLVD #109
LOS GATOS CA 95032

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #104
RANCHO CORDOVA CA 95670

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
3101 ZINFANDEL DR #134
RANCHO CORDOVA CA 95670

072-0650-021-0000

SMUD
PO BOX 15830
SACRAMENTO CA 95813

072-0650-023-0000

OCCUPANT
10888 WHITE ROCK RD
RANCHO CORDOVA CA 95670

072-0650-026-0000

EDS REALTY CORPORATION
PO BOX 251209
PLANO TX 75025

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #100
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #106
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #112
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #118
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #124
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #130
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #136
RANCHO CORDOVA CA 95670

072-0650-021-0000

OCCUPANT
10850 DISK DR
RANCHO CORDOVA CA 95670

072-0650-025-0000

LEXINGTON LION RANCHO CORDOVA
LP

2882 PROSPECT PARK DR #250
RANCHO CORDOVA CA 95670

072-0650-026-0000

OCCUPANT
3141 DATA DR
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #102
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #108
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #114
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #120
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #126
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #132
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #138
RANCHO CORDOVA CA 95670

ATTACHMENT 6

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #140
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #146
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #220
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #320
RANCHO CORDOVA CA 95670

072-0680-052-0000

CORDOVA LLC
101 N TRYON ST
CHARLOTTE NC 28255

072-2970-111-0000

CHELSEA MORRIS
10888 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2970-114-0000

JORDAN FAMILT LIVING TRUST
10894 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2970-170-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3701 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2970-178-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3701 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2970-231-0000

OCCUPANT
3158 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #142
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #148
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #240
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #350
RANCHO CORDOVA CA 95670

072-0680-052-0000

OCCUPANT
10850 WHITE ROCK RD
RANCHO CORDOVA CA 95670

072-2970-112-0000

JENNIFER VALINE
10890 ATHERSTONE DR
GOLD RIVER CA 95670

072-2970-115-0000

WANJIKU KAMAU
10896 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2970-171-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3701 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2970-200-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3701 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2970-232-0000

RAFE S GABEL
3160 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #144
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #200
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR #300
RANCHO CORDOVA CA 95670

072-0680-051-0000

OCCUPANT
3101 ZINFANDEL DR
RANCHO CORDOVA CA 95670

072-2970-110-0000

PATRICIO MORALES
10886 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2970-113-0000

HEIDI J MORTENSEN TORRES
10892 ATHERSTONE DR
RANCHO CORDOVA CA 95670

072-2970-169-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3701 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2970-175-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3701 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2970-231-0000

LEE ROY GARRISON SR TRUST
3451 CORVINA DR
RANCHO CORDOVA CA 95670

072-2970-233-0000

STEVE & JAN MILLNER
3162 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

ATTACHMENT 6

072-2970-234-0000

LEANNE & THAYER MERRITT
3164 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2970-236-0000

HAK JAE & KATE LEE
3168 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2970-239-0000

SANDRA J ZOLLINGER
10842 NEDERLAND WAY
RANCHO CORDOVA CA 95670

072-2970-241-0000

CHAN STEVEN F & LAURA LIVING
111 PROMINTORY LN
LAFAYETTE CA 94549

072-2970-244-0000

TOM & COLLEN
8 VIRGINIA PL
FORT BRAGG NC 28307

072-2990-018-0000

OCCUPANT
BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2990-161-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-167-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-202-0000

DARREN HENLEY
3124 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2990-205-0000

ANGELA WILSON
3118 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2970-235-0000

LEE & MARYLIN R HENDERSON
REVOCABLE TRUST
2920 MOOSE TRL
GREENWOOD CA 95635

072-2970-237-0000

DANIEL K CAGE
10838 NEDERLAND WAY
RANCHO CORDOVA CA 95670

072-2970-240-0000

PING ZHU
3734 SALEM WAY
CARMICHAEL CA 95608

072-2970-241-0000

OCCUPANT
10846 NEDERLAND WAY
RANCHO CORDOVA CA 95670

072-2970-244-0000

OCCUPANT
10881 STOURPORT WAY
RANCHO CORDOVA CA 95670

072-2990-019-0000

DISTRICT PARK
2729 PRSPCT PARK DR #230
RANCHO CORDOVA CA 95670

072-2990-164-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-168-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-203-0000

EUGENE E MARSHALL
3122 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2990-206-0000

JEFFERY & LORIANNE SEWELL
3116 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2970-235-0000

OCCUPANT
3166 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2970-238-0000

KATHRYN C KNIGHT
10840 NEDERLAND WAY
RANCHO CORDOVA CA 95670

072-2970-240-0000

OCCUPANT
10844 NEDERLAND WAY
RANCHO CORDOVA CA 95670

072-2970-243-0000

HEATHER M CRAMER
10879 STOURPORT WAY
RANCHO CORDOVA CA 95670

072-2990-018-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-160-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-165-0000

CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-195-0000

BEAZER HOMES HOLDINGS
CORPORATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-204-0000

JESSICA PAESSUN
3120 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2990-207-0000

BHAVNA & DHIRAJ TALWAR
2105 BIG SANDY CT
GOLD RIVER CA 95670

ATTACHMENT 6

072-2990-207-0000

OCCUPANT
3114 BRIDGEWAY DR
RANCHO CORDOVA CA 95670

072-2990-216-0000

ADAM W COLLINS
10850 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-221-0000

ELLEN K COSTELLO REVOCABLE TRUST
10860 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-224-0000

PAT HIRT
10866 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-233-0000

ALFRED ROBERT HEITNER
10898 DISK DR
RANCHO CORDOVA CA 95670

072-2990-235-0000

OCCUPANT
10894 DISK DR
RANCHO CORDOVA CA 95670

072-2990-238-0000

MATTHEW P ABDALLAH
10888 DISK DR
RANCHO CORDOVA CA 95670

072-2990-241-0000

CHRISTOPHER L MARTH
10880 DISK DR
RANCHO CORDOVA CA 95670

072-2990-243-0000

OCCUPANT
10876 DISK DR
RANCHO CORDOVA CA 95670

072-2990-245-0000

OCCUPANT
10870 DISK DR
RANCHO CORDOVA CA 95670

072-2990-208-0000
CAPITAL VILLAGE COMMUNITY
ASSOCIATION
3721 DOUGLAS BLVD #100
ROSEVILLE CA 95661

072-2990-217-0000

TOCCARA L COATS
10852 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-222-0000

PEGGY PETERMAN
10862 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-225-0000

COLE VALADEZ
10868 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-234-0000

JONATHAN CAPORGNO
10896 DISK DR
RANCHO CORDOVA CA 95670

072-2990-236-0000

BRENT A FULLMER
10892 DISK DR
RANCHO CORDOVA CA 95670

072-2990-239-0000

MATTHEW A & KIMBERLY A SMITH
10884 DISK DR
RANCHO CORDOVA CA 95670

072-2990-242-0000

KAREN LEE
10878 DISK DR
RANCHO CORDOVA CA 95670

072-2990-244-0000

ERIK RINGELBERG
10874 DISK DR
RANCHO CORDOVA CA 95670

072-2990-246-0000

STEPHANIE PILARSKY
10868 DISK DR
RANCHO CORDOVA CA 95670

072-2990-215-0000

JASMINE H KIRBY
10848 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-220-0000

JIMMY NGUYEN
10858 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-223-0000

RALPH HERRERA
10864 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-226-0000

IULIANA MUSAT
10870 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-235-0000

MARTELL FAMILY TRUST
450 COLONY CREST DR
SAN JOSE CA 95123

072-2990-237-0000

TIFFANY PRINGLE
10890 DISK DR
RANCHO CORDOVA CA 95670

072-2990-240-0000

JOHN A & DIANA T BURT
10882 DISK DR
RANCHO CORDOVA CA 95670

072-2990-243-0000

MARTELL FAMILY TRUST
450 COLONY CREST DR
SAN JOSE CA 95123

072-2990-245-0000

LANKESHWAR JADURAM
11020 FOX MOUTH CIR
MATHER CA 95655

072-2990-247-0000

KELLY D TAYLOR
10866 DISK DR
RANCHO CORDOVA CA 95670

ATTACHMENT 6

072-2990-248-0000

BENJAMIN & JENNY T LI HLOI
10864 DISK DR
RANCHO CORDOVA CA 95670

072-2990-250-0000

MAY SAETEURN
10860 DISK DR
RANCHO CORDOVA CA 95670

072-2990-254-0000

OCCUPANT
10847 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-257-0000

ANDERSON LENA M & CORVELL
CHARLES SPARKS
10853 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-259-0000

OCCUPANT
10857 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-261-0000

CHRISTOPHER E JOHNSON
10861 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-264-0000

KHUSHMINDER S & GURMINDER K
SAHASI
10867 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-266-0000

OCCUPANT
10871 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-268-0000

OCCUPANT
10875 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-271-0000

BOND ANU AALTONEN
10881 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-249-0000

HOUSING & URBAN DEVELOPMENT
SECRETARY
14643 DALLAS PKWY #750
DALLAS TX 75254

072-2990-251-0000

THUC PHAN
10841 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-255-0000

FATIMA L RAMON
10849 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-258-0000

JILLIAN L MEDRANO
10855 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-260-0000

MELANIE REAGAN
3368 SUDSBURY RD
CAMERON PARK CA 95682

072-2990-262-0000

ERIKA R RANSON
10863 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-265-0000

MELISSA A OLIVER
10869 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-02990-267-0000

L ROBIN
10873 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-269-0000

STEVEN A COKER
10877 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-272-0000

ERIC B FREDERICKS
10883 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-249-0000

OCCUPANT
10862 DISK DR
RANCHO CORDOVA CA 95670

072-2990-254-0000

KIRSTIN H E N NORMACK
3733 HAVENHURST CT
MODESTO CA 95355

072-2990-256-0000

WAYNE LEWIS
10851 WRAYSBURUY WAY
RANCHO CORDOVA CA 95670

072-2990-259-0000

DONEGAN FAMILY REVOCABLE TRUST
3604 DIX LN
MODESTO CA 95356

072-2990-260-0000

OCCUPANT
10859 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-263-0000

SAIRA A & NARGIS SHAH
10865 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-266-0000

FANG XU
1109 SANDWICK WAY
FOLSOM CA 95630

072-2990-268-0000

JERRY & MAYBELLE WEIDLE FAMILY
TRUST
115 SCENIC DR
REDWOOD CITY CA 94062

072-2990-270-0000

JARROD RICHESON
10879 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-273-0000

JACQUELINE C ALCARAZ
10885 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

ATTACHMENT 6

072-2990-274-0000

AMBER SANCHEZ
10887 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-289-0000

OCCUPANT
10845 WRAYSBURY WAY
RANCHO CORDOVA CA 95670

072-2990-298-0000

DONALD R & SANDRA J GLASER
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

ATTACHMENT 6

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #1
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 #22
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #25
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 #21
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #24
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 #23
RANCHO CORDOVA CA 95670

072-3010-009-0000

MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #2
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 #23
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 #3
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #22
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 #3
RANCHO CORDOVA CA 95670

072-3010-008-0000

MG PARTNERS FUND VIII CAPITAL
VILLAGE LLC
425 CALIFORNIA ST
SAN FRANCISCO CA 94104

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #1
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 #21
RANCHO CORDOVA CA 95670

072-3010-005-0000

OCCUPANT
3187 ZINFANDEL DR #24
RANCHO CORDOVA CA 95670

072-3010-006-0000

OCCUPANT
3191 ZINFANDEL DR #1
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 #23
RANCHO CORDOVA CA 95670

072-3010-007-0000

OCCUPANT
3195 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-007-0000

OCCUPANT
3195 ZINFANDEL DR #21
RANCHO CORDOVA CA 95670

072-3010-008-0000

OCCUPANT
3199 ZINFANDEL DR
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

ATTACHMENT 6

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #3
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 #6
RANCHO CORDOVA CA 95670

072-3010-011-0000

OCCUPANT
3201 DATA DR
RANCHO CORDOVA CA 95670

072-3010-013-0000

OCCUPANT
3231 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #4
RANCHO CORDOVA CA 95670

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #1
RANCHO CORDOVA CA 95670

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #9
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

OCCUPANT
3231 ZINFANDEL DR #2
RANCHO CORDOVA CA 95670

072-3010-009-0000

OCCUPANT
3151 ZINFANDEL DR #5
RANCHO CORDOVA CA 95670

072-3010-010-0000

OCCUPANT
3161 ZINFANDEL DR #4
RANCHO CORDOVA CA 95670

072-3010-011-0000

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 #3
RANCHO CORDOVA CA 95670

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: ¹Capital Village Special Planning Area Handbook, Amended June 8, 2006 ²MRO 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

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

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
<i>Difference</i>	+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 <i>Highway Capacity Manual</i> (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.



AGENDA ITEM 14.1



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.

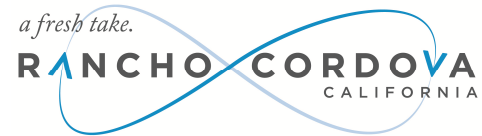
MEMORANDUM

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

ATTACHMENT 8

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)

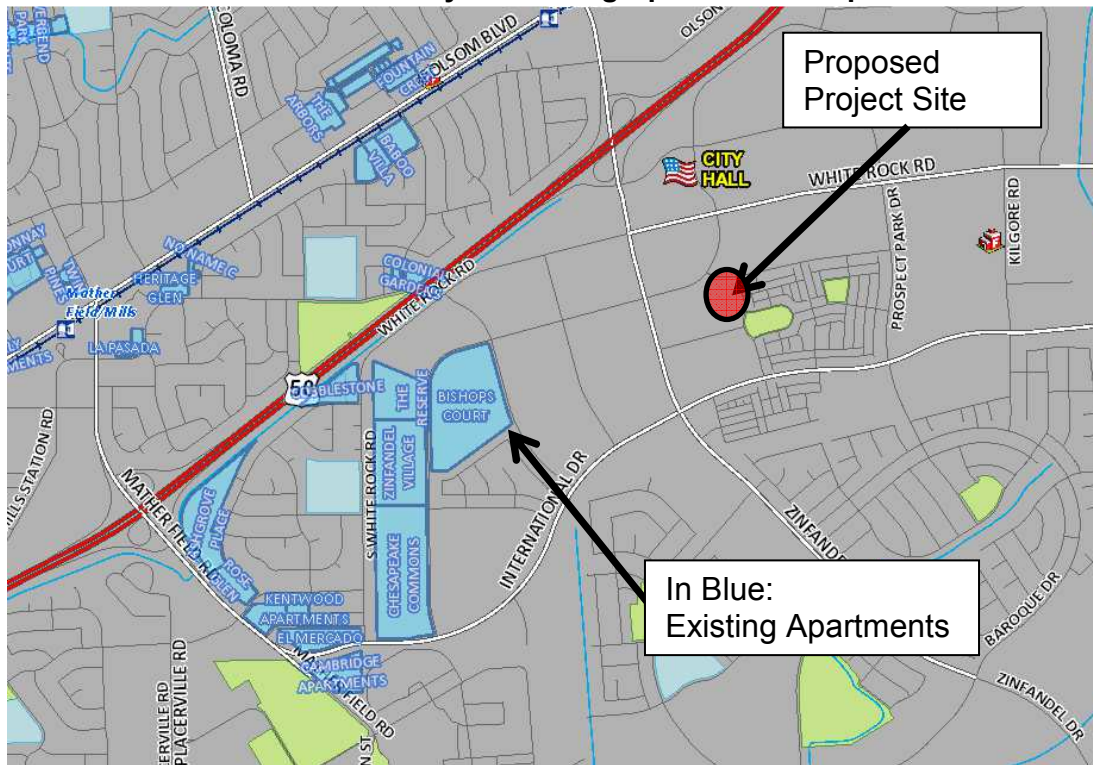


POLICY CONSIDERATIONS

There are a number of factors that merit consideration of a market rate high density residential complex at the proposed location, including:

- ## FIGURE 2: Existing General Plan Designations



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.

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>

ATTACHMENT 9

Proposed Plan:



Apartments - Front Elevation



Clubhouse - Front Elevation



Clubhouse - Rear Elevation

Existing Design Scheme:



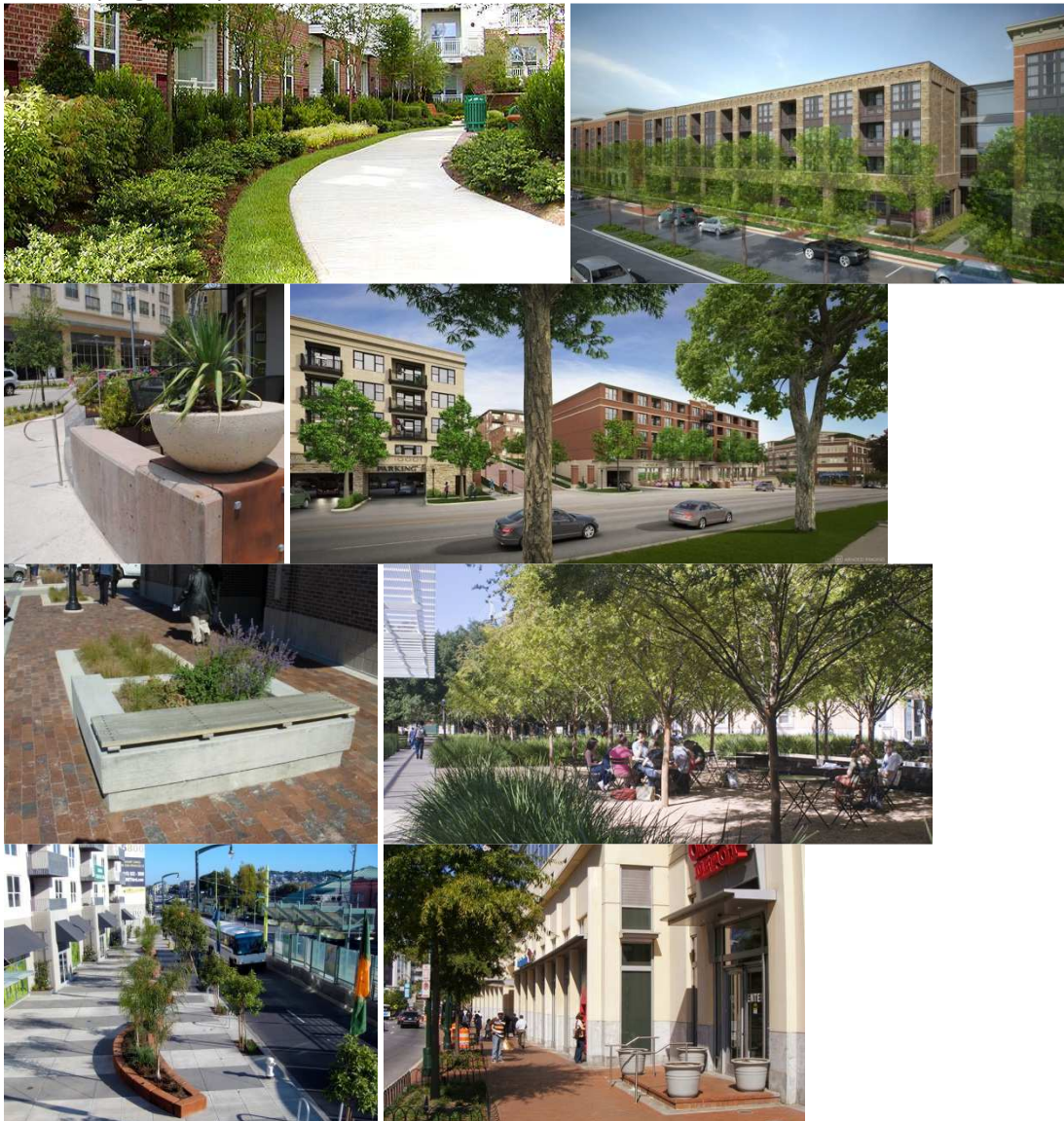
Examples:



ATTACHMENT 9



Landscaping examples:



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.



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@cityofranhocordova.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.



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.

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. Landscaping

- 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



- 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,



**ATTACHMENT 10**
PLANNING DEPARTMENT

2729 Prospect Park Drive | Rancho Cordova, CA 95670
Phone: (916) 851-8750 | Fax: (916) 851-8762

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@cityofranhocordova.org or at my direct phone line 916-851-8754.

Regards,

A handwritten signature in blue ink, appearing to read "Matthew Diaz".

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.





MARK A. WELLS
Fire Chief

Sacramento Metropolitan Fire District

ATTACHMENT 10

348

10545 Armstrong Ave., Suite 310 • Mather, CA 95655 • Phone (916) 859-4330 • Fax (916) 859-3717

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



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

Matt Diaz
June 5, 2015
Page 2

- 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

Cordova Recreation and Park District (CRPD)

RE: BRIDGEWAY SQUARE APARTMENTS PROJECT EVALUATION COMMENTS

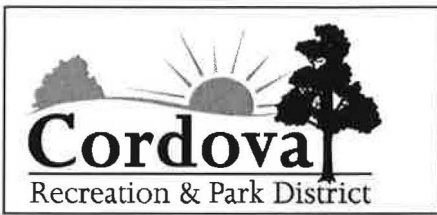
June 9, 2015

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@cityofranhocordova.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.



2729 PROSPECT PARK DRIVE #230
RANCHO CORDOVA, CA 95670

DEVELOPMENT REVIEW APPLICATION

Project Review

Type of project:

- | | |
|--|--|
| ☐ General Plan Amendment | ☐ Park Development Agreement |
| ☐ Specific Plan Review | ☐ City/County Development Agreement |
| ☐ Tentative Subdivision Map | ☐ CFD Formation |
| ☐ Tentative Parcel Map | ☐ Other: _____ |
| ☐ Rezone | ☐ 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: _____

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.

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

CRPD Development Application

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

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.***

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

**LETTER OF TRANSMITTAL**

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

FROM: Megan Romeo
DATE: 18-Jun-15
JOB: Rancho Cordova LS Plan Check
JOB NO: 818
RE: Zinfandel 50 Retail Center

ATTN: Matt Diaz

WE ARE SENDING YOU THE FOLLOWING ITEMS VIA:

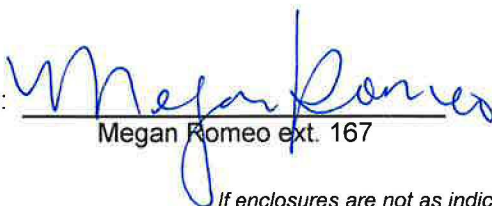
☐ U. S. MAIL	☒ OVERNIGHT	☐ HAND DELIVERY
☐ COURIER	☐ PICKUP @ CEC	☐ BROWNIES

COPIES	DATED	NO.	DESCRIPTION
1	29-May-15	5 sheets	Zinfandel 50 Retail Center Landscape Details & Notes

THESE ARE TRANSMITTED as checked below:

☒ 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 ext. 167

If enclosures are not as indicated, please notify us at once.



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.





PLANNING DEPARTMENT

2729 Prospect Park Drive | Rancho Cordova, CA 95670

Phone: (916) 851-8750 | Fax: (916) 851-8762

- 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.



PLANNING DEPARTMENT

2729 Prospect Park Drive | Rancho Cordova, CA 95670

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 Rhipiolepis that is proposed along the street side planter. Are the sign dimensions known? Will the sign be visible? May need to replace the Rhipiolepis 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.



SACRAMENTO METROPOLITAN

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 Wraybury 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,

A handwritten signature in cursive script that reads "Molly Wright". The signature is written in dark ink and is positioned below the word "Sincerely,".

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.



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**

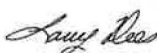
Dear Ms. Jordan:

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,

 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

3005 Gold Canal Drive, Rancho Cordova CA 95670
Tel: (916) 853-3600

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:

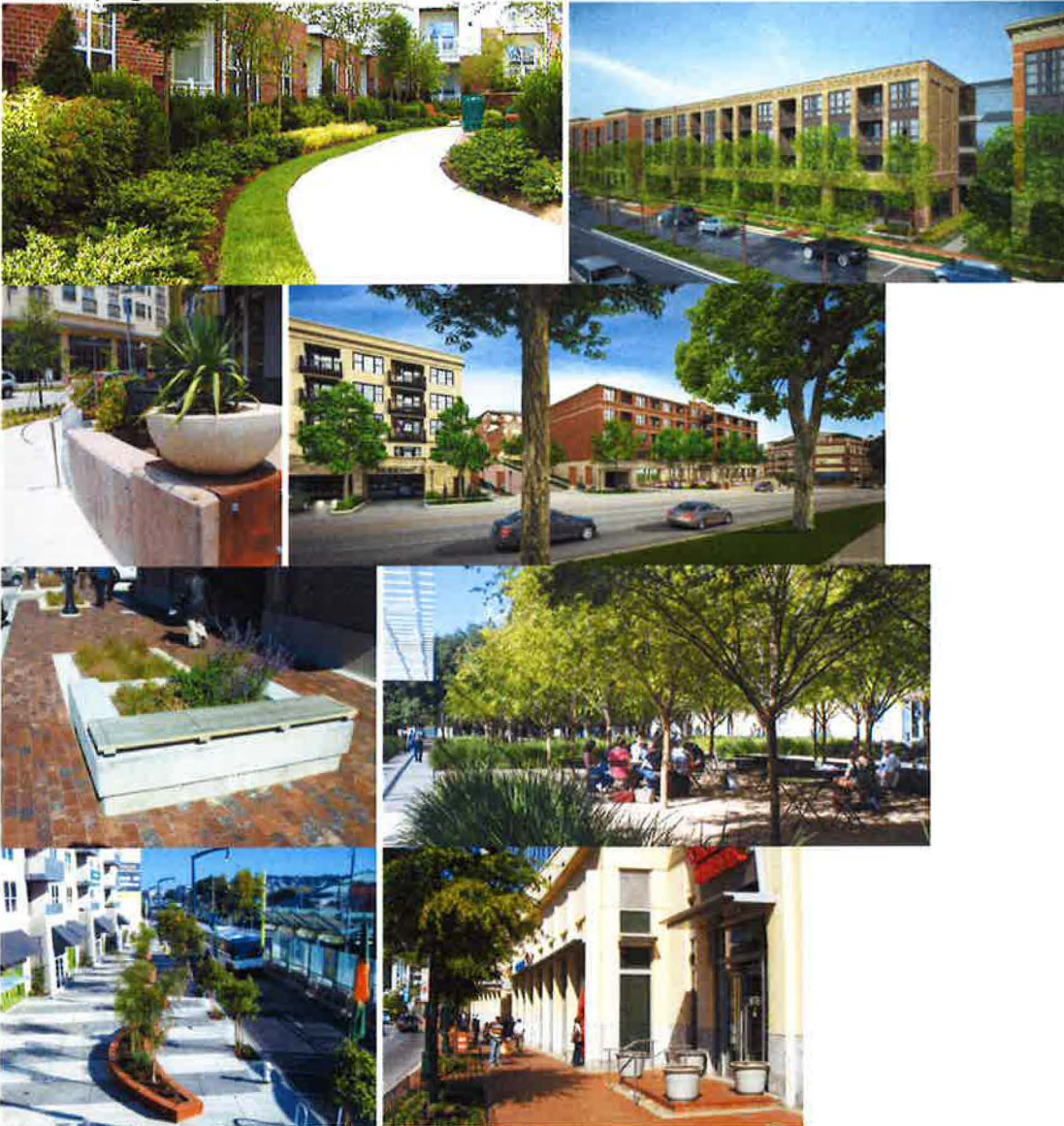


Examples:





Landscaping examples:





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

Name	Phone #	Email
Umberto Aranjio	916 396-2313	umberto_ch@hotmail.com
RALPH HERRERA	916 207-9980	ralphinsac@hotmail.com
LEONARD Broseker	916 878-6670	lenbroseker@earthlink.net
Mike O'Rourke	916-858-1726	mounkem@sbcglobal.net
Annie Wilson	650 534 5213	annie.wilson99@yahoo.com
Karen Chacon	(916) 858 8334	oobis4jesus@yahoo.com
Matthew Chacon	916-549-3095	matthew.chacon@gmail.com
Lynn + Phillip Nicholls		lept88@yahoo.com
Susan Foulk	916 204 3938	SFOULK@comcast.net
Cliff Kelly	916-635-3638	Maejtro2002@yahoo.com
John Burt	916 709-6573	burtfp@aol.com
Kelly Ann Gomes	916 832 3486	kellyannrc@gmail.com
KAY WILSON		playacar2000@gmail.com
J Thomas	916 508 4552	GUNLYSE@aol.com
J Morgan		jorgane@spaw.s
Scott Robertson	916 792 9608	srobertson@omnimeans.com
BRIAN PARKER	916 764 8444	bparker@cbre.com
Ben Loi	(925) 595-5508	BenLoi925@gmail.com
Jillian Medrano	916 524 3666	ucanemailjilly@gmail.com
Ray Medrano	530 312 0804	medrano.ray@gmail.com
STEVEN PAS	916-622-1620	stevenpas15@gmail.com
Laura Stickelman	916-749-8420	laura.stickelman@att.net
Soraya Sharifi	916-853-1540	SSharifi@merloncgeier.com
RYAN HART	925-639-8002	rhart02@gmail.com
Stephanie Palmer	916 889 1190	palmer_s2005@gmail.com
Shannon Street Casper	530 864 8457	celebrating-us@live.com
Kristen Darting	530 - 941 - 3548	KDarting@gmail.com
Vanessa Emerzian		emerziav@gmail.com
Daniell Cummings	916 806-3566	daniellcummingst@gmail.com
Michelle Kersten	916-267-5664	mmmkersten@gmail.com
Mark Roffe	916-261-2695	markroffe@comcast.NET
Ian Redmond	510-760-6262	ianredmond@gmail.com
ADAM COULDS	916-990-5670	adamh2o@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

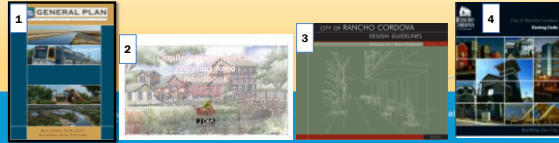
- May 18, 2015 the City Council was informed at a public hearing of an impending submittal.
- May 20, 2015 the applicant submitted plans for staff to review.
- June 23, 2015 the applicant hosted a meeting with the residents.
- June 25, 2015 a comment letter from City staff was sent to the applicant regarding 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.




ATTACHMENT 12

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.



Aerial of Subject Properties



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

City of
RANCHO CORDOVA
California

@FreshTake.org

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)

City of
RANCHO CORDOVA
California

@FreshTake.org

Comments Heard from the Last Meeting

Response to Neighborhood Meeting for the Ridgepoint Apartment

In total of 10 items I would like to thank everyone who was able to make the neighborhood meeting on Tuesday, Sept. 22, 2015. We have heard a lot of constructive feedback and are committed to work the 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 directly addressed below:

- Aside from the current zoning designations, why did you choose Rancho Cordova? (existing market, income, etc.)? Why can't we include the ground floor retail as outlined in the original Capital Village plan?
- While there will be luxury apartments, what type of amenities will the apartments have? Will there be amenities for the general public?
- The design seems too big and is not consistent with the surrounding businesses in business. Is the design specific to a village for a more complete design? One that would address existing pedestrian and bicycle access to and around the city.
- What is the parking ratio for the Capital Village community and is it within the downtown planning area, but what does that mean?
- Why don't there have a more private front yard of trees? Will this site accommodate a more commercial use or something else (a small office, parking lot, community park)? Are there any alternative ideas for these uses and what can we do to improve them or building along?
- Will these apartments lower the value of any homes? Are there any statistics or data that indicates that it will or won't?
- There is concern about the height of the building. What will the visual impacts be on the adjacent businesses and business? Will the home owners and business owner privacy be lost and is there the possibility of a shadow study or tree light study that will help determine if the height will be on site in the current community?
- There are existing safety issues within the Capital Village community. Will the new apartments increase safety within the area? Is there anything the project can do to improve crime and improve any existing issues that are located?
- Are there examples of similar apartment complexes that are currently complete in the neighborhood that are currently completed and have they had any issues with them since they have been constructed or they established?
- Are there alternative locations within the City for this type of high density housing, and if so, would you be open to them? If not, why?
- How will traffic be impacted?
- Will there be any additional impacts on noise, smell? Will there be any impact on noise levels in the area?

- How will the bridge and detention basin be maintained due to the increase in cost?
- Traffic congestion at Date Drive driveway? Right of way?
- How does the project promote the walkability to/from the retail area?
- How does the 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 left and right of way?
- How parking total and location?
- Pedestrian connection to/from the site?
- Will the building 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 the 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 or any additional comments should also be directed towards Matt Deal, Associate Planner with the City of Rancho Cordova. He can be reached at 925-855-8754 or by email at mdeal@cityofranchocordova.org.

Sincerely,

Tom Allen,
U.P. Land Acquisition & S. Space Companies
20200 Trinity Parkway, San Jose
California, CA 95128
(408) 675-7000 (Office)
(408) 470-9433 – Fax

City of
RANCHO CORDOVA
California

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ATTACHMENT 12

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?

CHARTER
RANCHO CORDOVA
CALIFORNIA

@FreshTake.org

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?

CHARTER
RANCHO CORDOVA
CALIFORNIA

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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.

CHARTER
RANCHO CORDOVA
CALIFORNIA

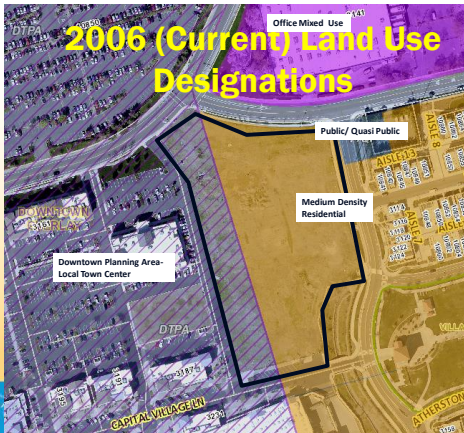
@FreshTake.org

ATTACHMENT 12

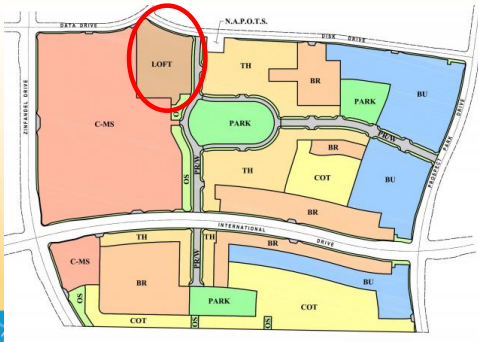
2005 Land Use Designations



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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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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ATTACHMENT 12

Site Plan



Revised Elevations

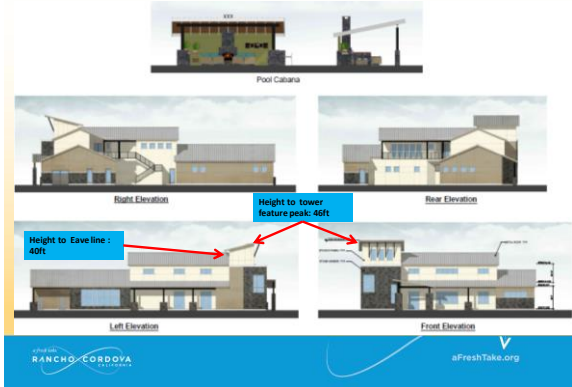


Revised Elevations



ATTACHMENT 12

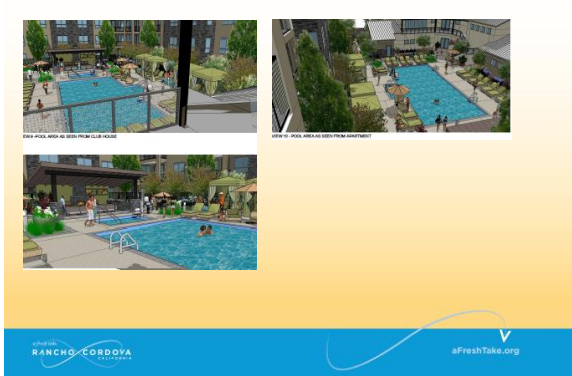
Club House and Pool Cabana



Visualizations- Main Buildings



Visualizations- Pool and Cabana Area

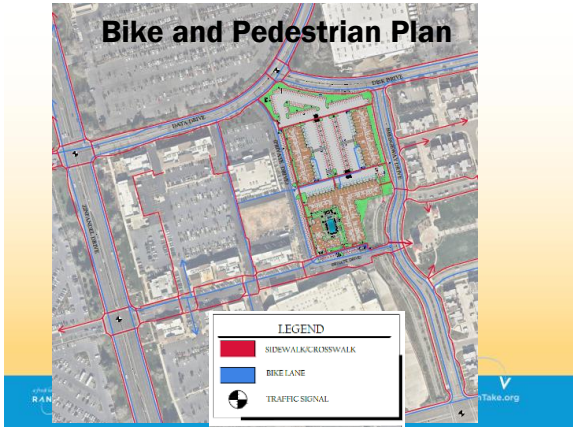


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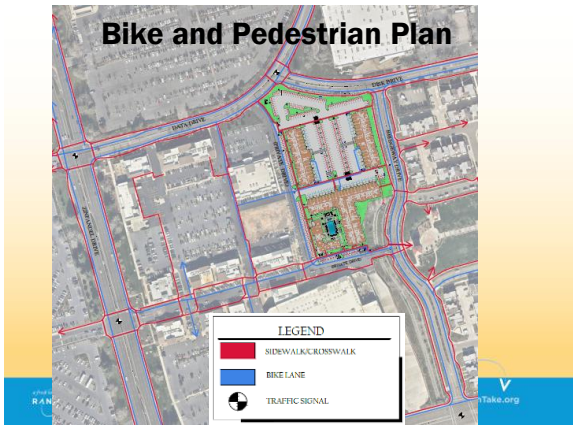
Visualizations



Bike and Pedestrian Plan



Bike and Pedestrian Plan



ATTACHMENT 12



Proposed Amenities

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

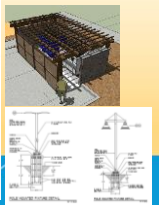
- Ceiling Fans in Bedrooms and Living Rooms
- Full Size Washer and Dryer
- Stainless Steel Kitchen Appliances
- Glass Doors to Large Balconies
- Central Heating and Air Conditioning
- Modern LED Lighting
- Fiber Optic Service
- Simulated Wood Flooring
- Crown Molding
- Wire Shelving



Community Amenities:

- 24-Hour State of the Art Fitness Center and Yoga Room
- Large Salt Water Racoon-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 Cafe, Gourmet Kitchens & 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



Cross section of Site



ATTACHMENT 12

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.

Design

- 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.

Potential Impacts

- 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@cityofranhocordova.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**

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.

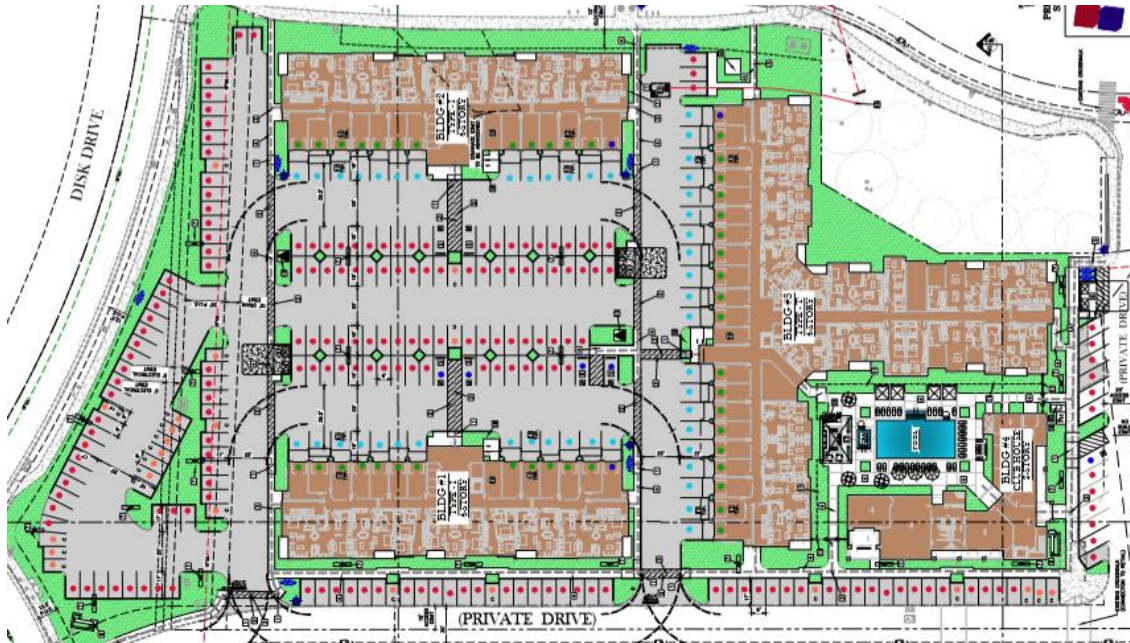
FIGURE 3: Current Site Plan**FIGURE 4: Renderings**

FIGURE 5: Main Building Elevations**TABLE 1: Development Standards**

Subject	Permitted/Required	Proposed	Surrounding
<i>Uses</i>	Commercial Mixed Use with ground floor retail and high density housing	High density housing with no ground floor retail	Commercial and Medium Density Residential
<i>Density</i>	40 units/acre	38 units/acre	15-16 units/acre
<i>Potential Units</i>	204 units	194 units	N/A
<i>Height</i>	150ft Max	56ft (tower), 45ft (roofline)	37ft max (townhomes), 60ft max (commercial)
<i>Parking</i>	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

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RESIDENTS

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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.

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RESIDENTS

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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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Existing Conditions



Proposed Project

- Approximately 194 market rate units
- 4-stories with no retail
- Ground floor garages
- Club House for residents

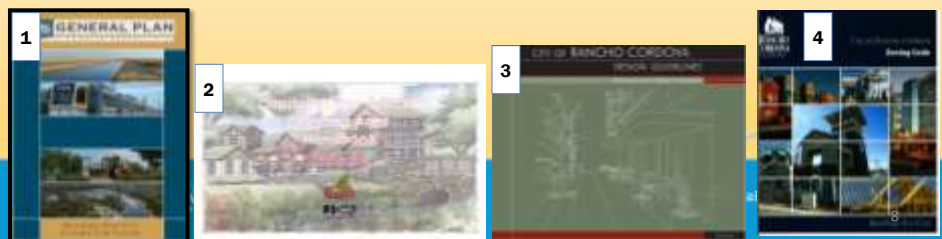
Entitlements Required

- 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?

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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).

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13

Conceptual Architecture



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14

Conceptual Architecture



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



Visualizations



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.

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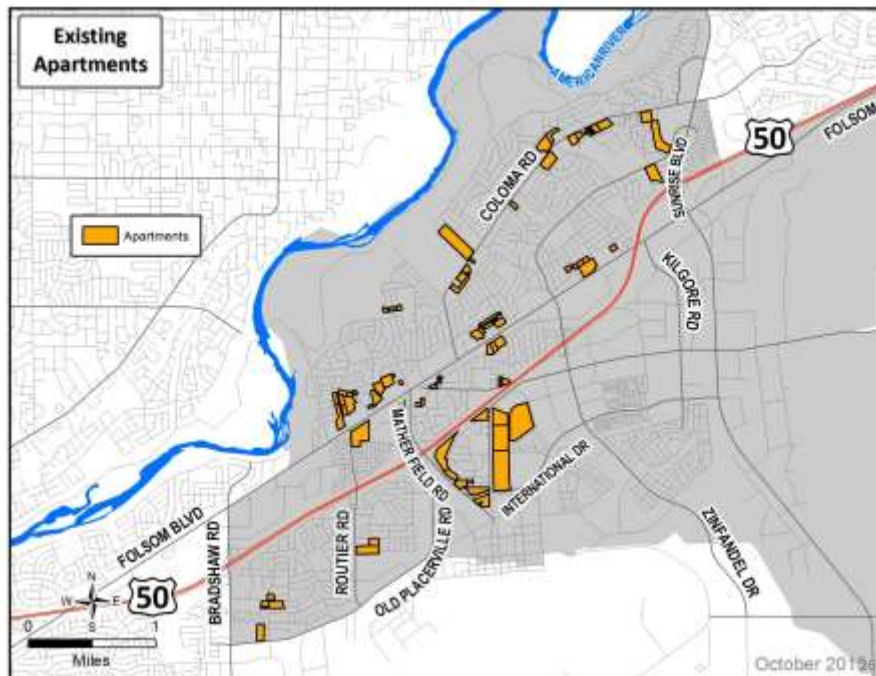
Other Impacts Discussed-Parks

- 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.

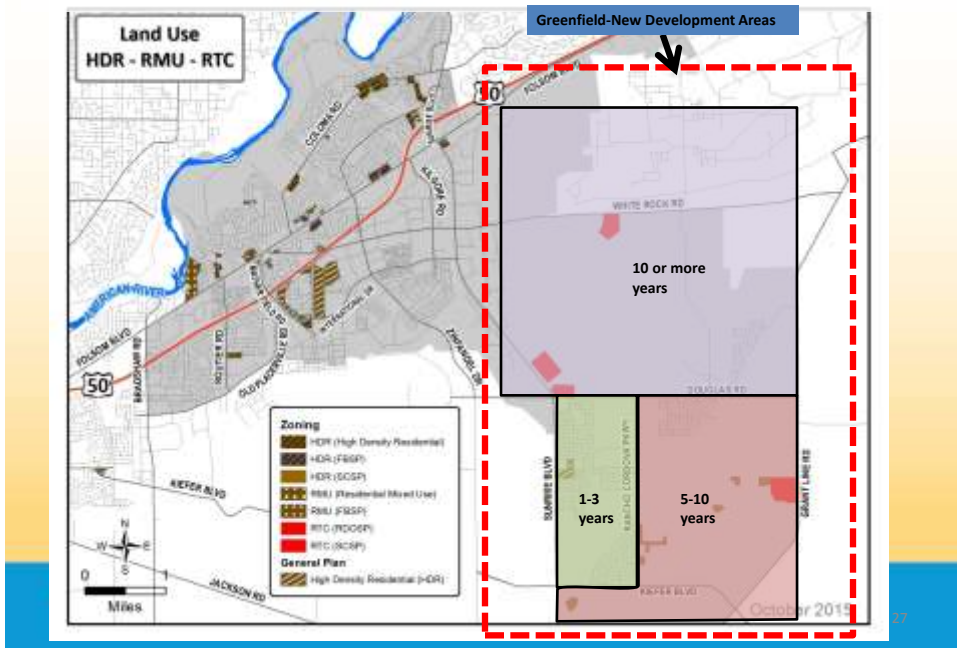
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Are there other locations in the City?



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.

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21

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.

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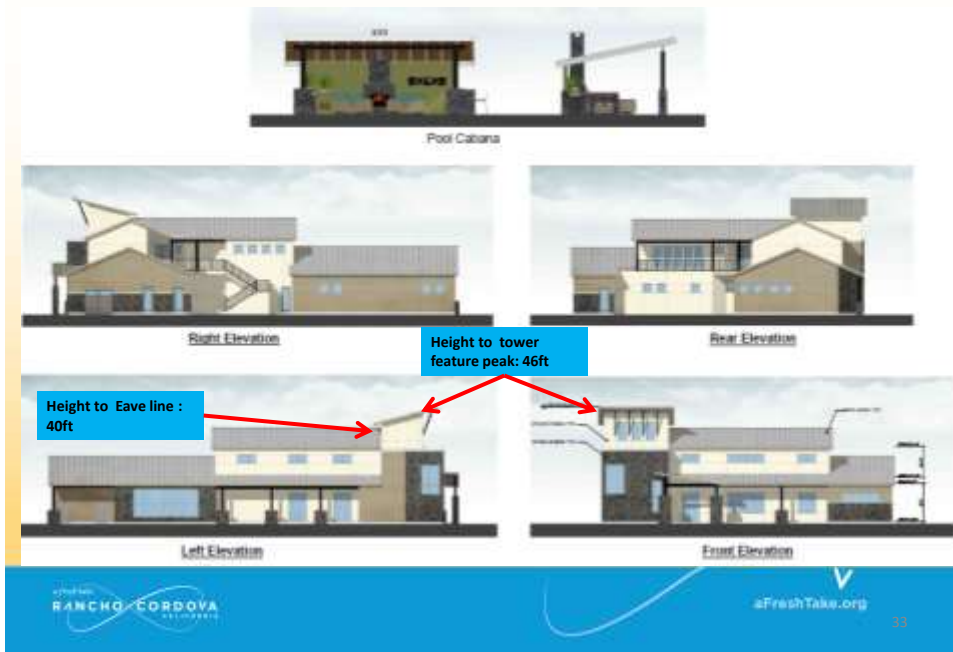
Revised Elevations



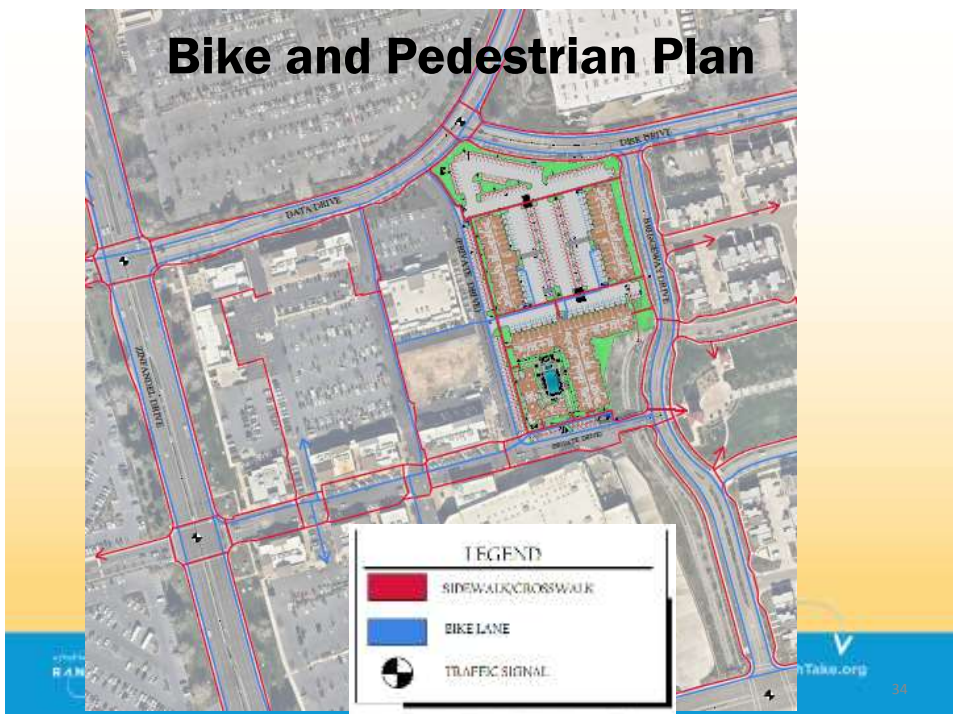
Revised Elevations



Club House and Pool Cabana



Bike and Pedestrian Plan



Cross section of Site



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.

Applicant's Presentation



ATTACHMENT 13



EL DORADO HILLS APARTMENTS







AGS
A. G. Spanos Companies

AGS
A. G. Spanos Companies

A family-Owned Business with a Commitment
to Excellence in Every Community We Serve

AGS
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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



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.



Residents Will Be Able to Walk to
Work, to Dine & Shop.



Walking & Biking Everywhere Means Fewer Cars on the Road



AGS
A. S. SPENCER COMPANY

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

ATTACHMENT 13



Bridgeway Square has the Support of the Rancho Cordova Chamber of Commerce





Typical Building Entrance



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



A 7,500 Foot Community Club House
Upscale Amenities not Currently Offered in Rancho Cordova

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Exterior – Leasing Office and Clubhouse



Outdoor Amenities

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Unit Amenities



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Unit Amenities

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Community Amenities
Clubhouse



AGS
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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

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Proposed Structures



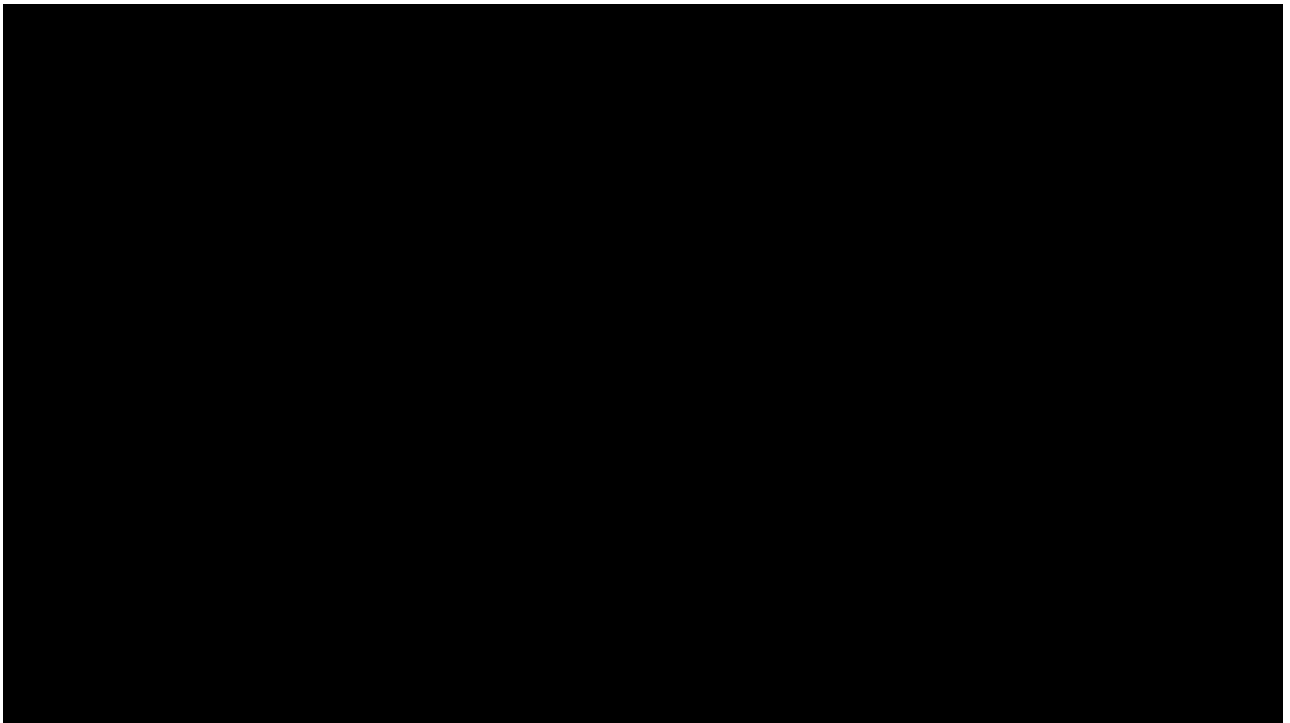
Auto Court with Resident & Guest Parking

ATTACHMENT 13



AGS
A. S. Services Corporation

Bridgeway Square Clubhouse



ATTACHMENT 13



AGS
A. S. Services Corporation

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%

RANCHO CORDOVA

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.

U.S. Multifamily, Q2 2015

Vacancy nears 15-year low as new supply is swiftly absorbed

▼ Vacancy Rate
4.3%

▲ Net Absorption*
203,300 Units

▲ Rentable Completions*
174,800 Units

▲ Y-o-Y Rent Change
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

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

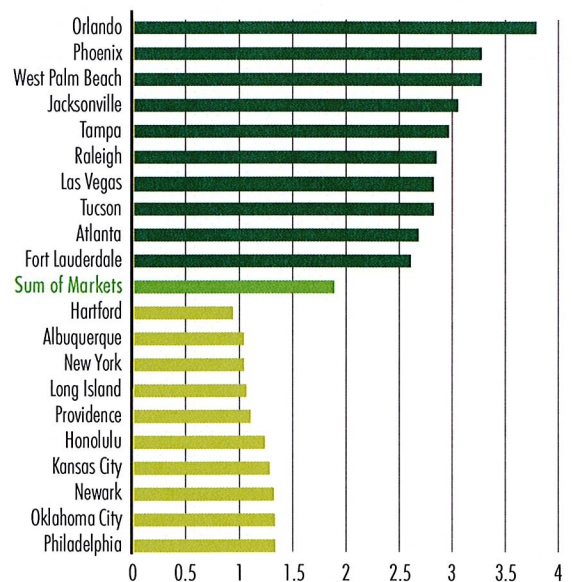
Continued employment growth supported another quarter of strengthening in the multifamily sector, in addition to increased economic activity. The 62 markets tracked by CBRE EA have added nearly 2.0 million jobs over the past four quarters, achieving a Q2 2015 year-over-year employment increase of 2.3%. 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 heightened 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.

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.

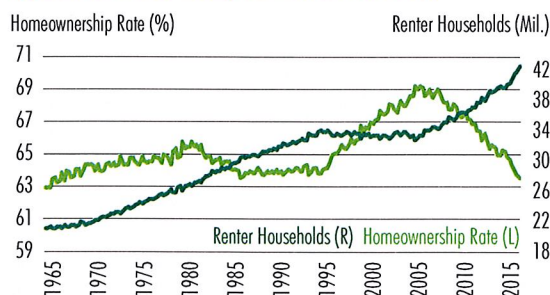
Metropolitan areas are demonstrating a general preference toward rentership, but at varying rates. The 15 metros reporting the sharpest declines in homeownership over the past five years are geographically dispersed, confirming the presumption of a broad cultural shift toward rentership. Columbia, S.C. 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

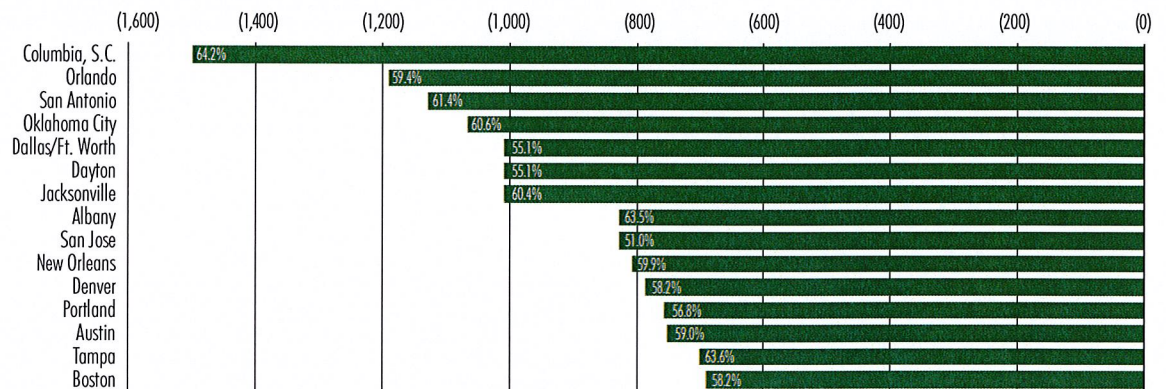
Almost 70,000 apartment units were completed within CBRE EA's 62 tracked markets during H1 2015. If deliveries continue as forecasted, the total for 2015 should reach nearly 173,000 units, which

Figure 2: U.S. Homeownership Continues Downward Slide



Source: U.S. Bureau of the Census, Q2 2015.

Figure 3: Top 15 Metros for Declining Homeownership Rate from Q2 2010 to Q2 2015 (bps)



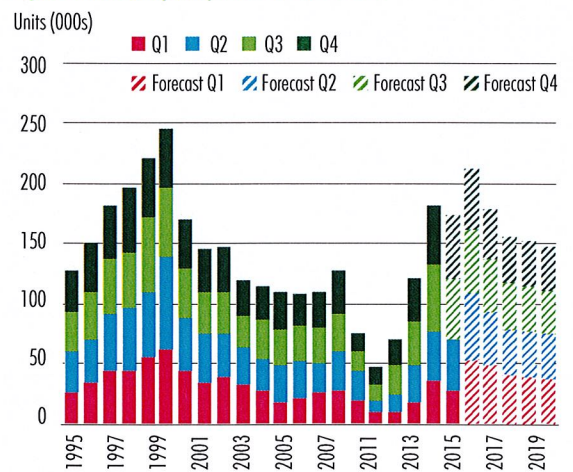
Note: Reported metro homeownership rate is Q2 2015.
Source: U.S. Census Bureau, Q2 2015.

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.

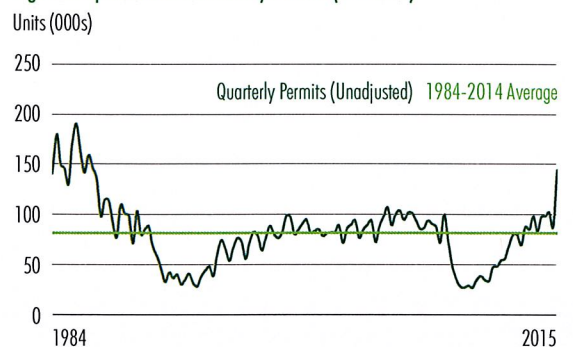
Nationwide, the spike in permitting activity is consistent with the forecast for completions to peak in Q2 2016. According to Census data, most

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.

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

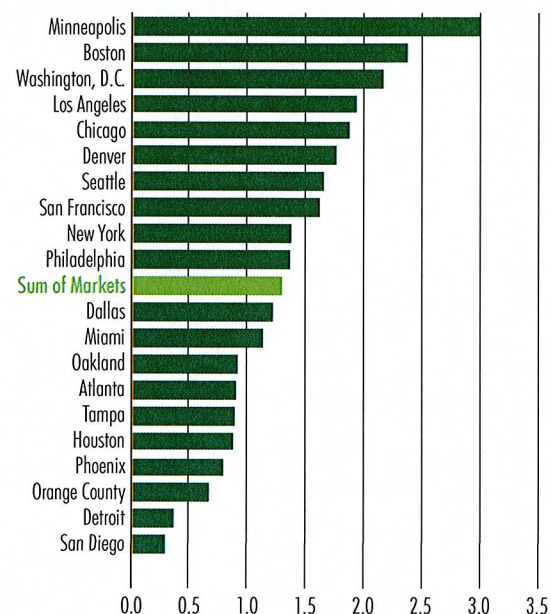
Demand for apartments remains robust, and though construction activity continues at a fever pitch, supply has not kept pace. As a result, the average apartment rent in major U.S. markets is increasing at a pace far above the inflation rate, while the vacancy rate is at its lowest point in nearly 15 years.

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

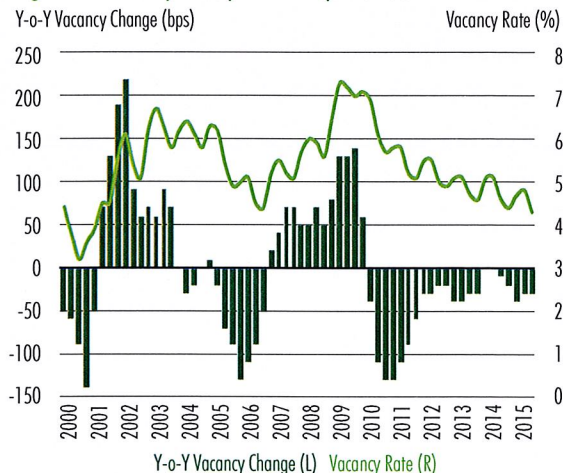
Figure 6: Near-Term Supply Pressure Varies Across Markets

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.

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

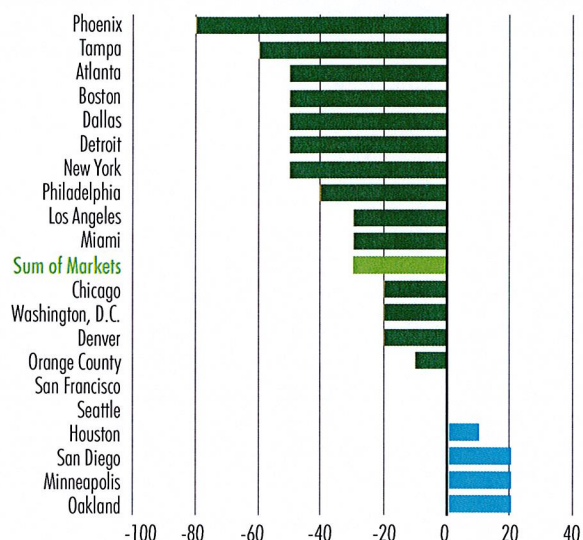
Investment in multifamily product continues its extraordinary run, reflecting solid confidence in multifamily's future market and asset performance. In Q2 2015, equity and debt investment volumes continued to rise along with transaction sales prices. Cap rates maintained their downward trend, though 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

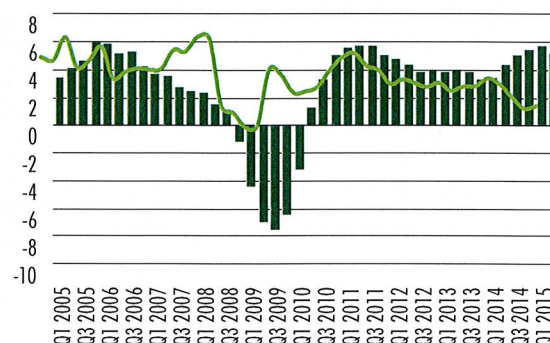
Y-o-Y Change (bps)



Source: CBRE Econometric Advisors, Q2 2015.

Figure 9: National Rent Growth Remains Strong

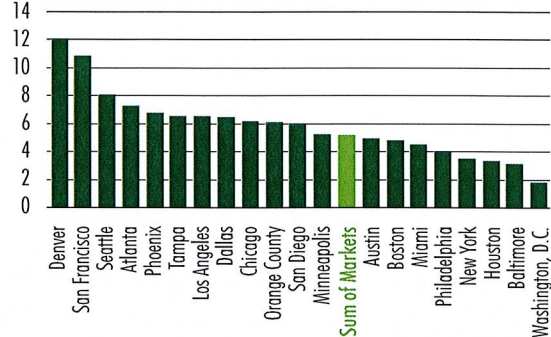
Y-o-Y Change (%)



Source: CBRE Econometric Advisors, Q1 2015.

Figure 10: West and South Markets Lead in Rent Growth

Y-o-Y Change (%)



Source: CBRE Econometric Advisors, Q2 2015.

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.

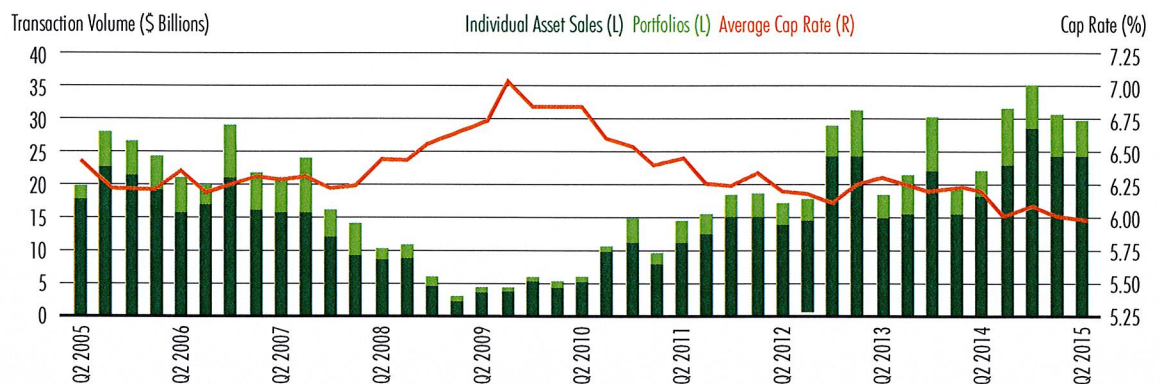
Initial cap rates reflect the competitive investment arena as well as the strong attraction of mid- and high-rise investment opportunities. Among the 14 submarkets surveyed, the average was 4.23%, unchanged from Q1 2015. The spread between the going-in and exit cap rates was 72 bps.

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.

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	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%).

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.

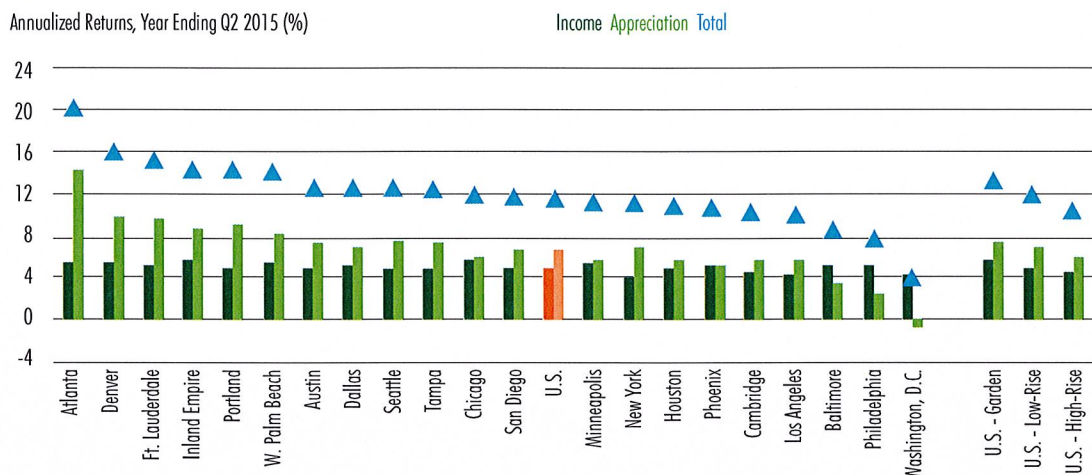
The *CBRE North America Cap Rate Survey: H1 2015* also found very small declines in cap rates compared to the prior survey, except for suburban Class C product. For both infill and suburban Class A assets, the California markets of San Francisco, Orange County, San Diego and San Jose had the lowest cap 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

Annualized Returns, Year Ending Q2 2015 (%)



Source: CBRE Research, NCREIF, Q2 2015. All returns are reported on an unlevered basis.

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%).

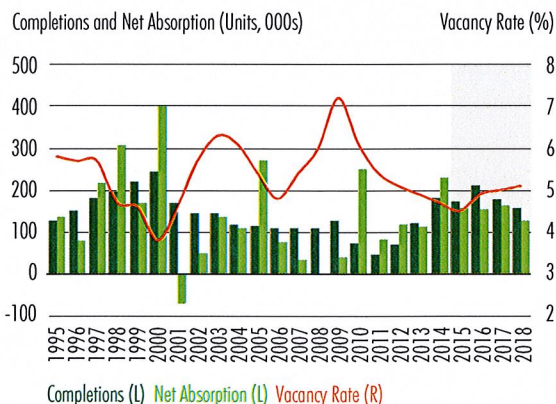
IN THE MORTGAGE WORLD, LENDING CONTINUES RAPID CLIMB

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

Figure 16: U.S. Multifamily Supply and Demand Outlook



Source: CBRE Econometric Advisors, Q2 2015.

property types—down from June 2014's 2.66%, based on data from Morningstar Credit Ratings.

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 surprise. 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

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

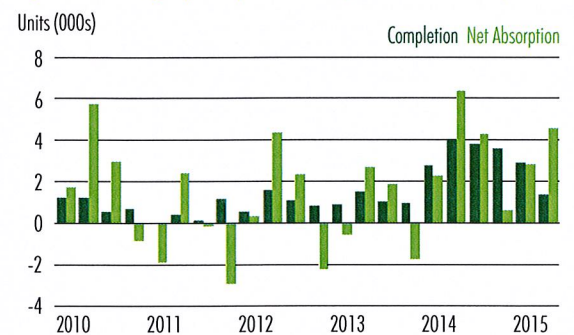
WASHINGTON, D.C.: FINALLY TURNING THE CORNER

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.

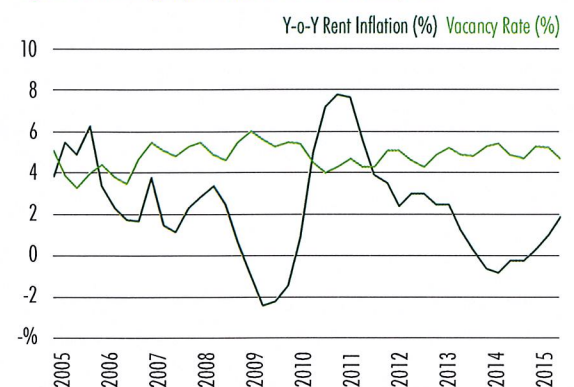
Meanwhile, apartment demand remains elevated. Net absorption of 4,544 apartment units in Q2 2015

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.

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.

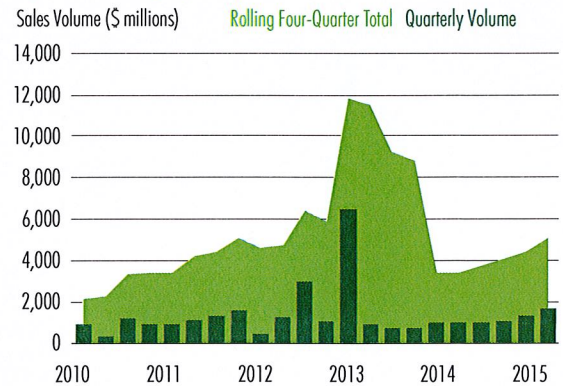
Washington, D.C.'s improving multifamily market fundamentals are garnering interest from diverse capital sources. Multifamily sales volume has increased in each of the past four quarters, with the rolling four-quarter sales volume up 48.4% from the same period a year earlier. The Q2 2015 sales volume 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



MARKETVIEW U.S. MULTIFAMILY

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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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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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.

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 ▶

"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

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."

Business Week July 25, 15

Markets/Finance

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.



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.

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)

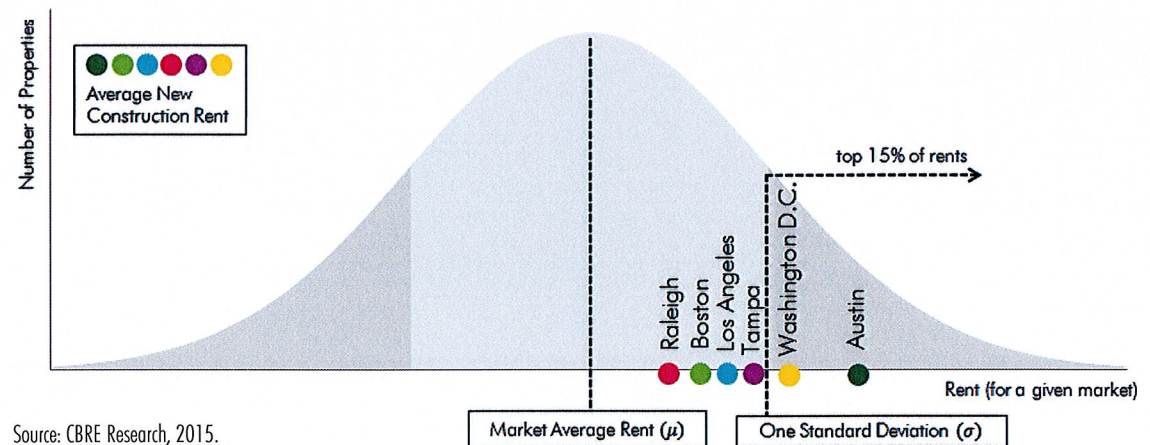
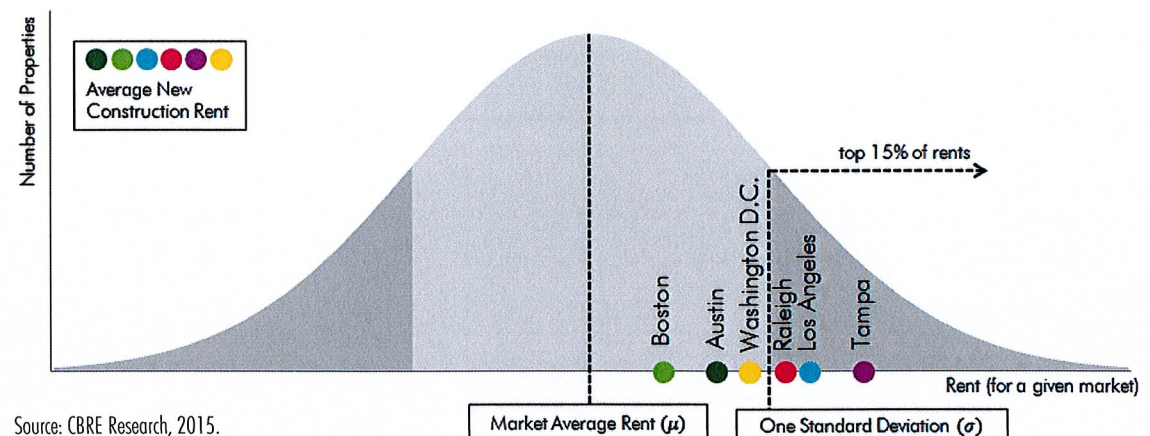


Figure 2. Rents: New Construction vs. Existing Stock (2015)



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.

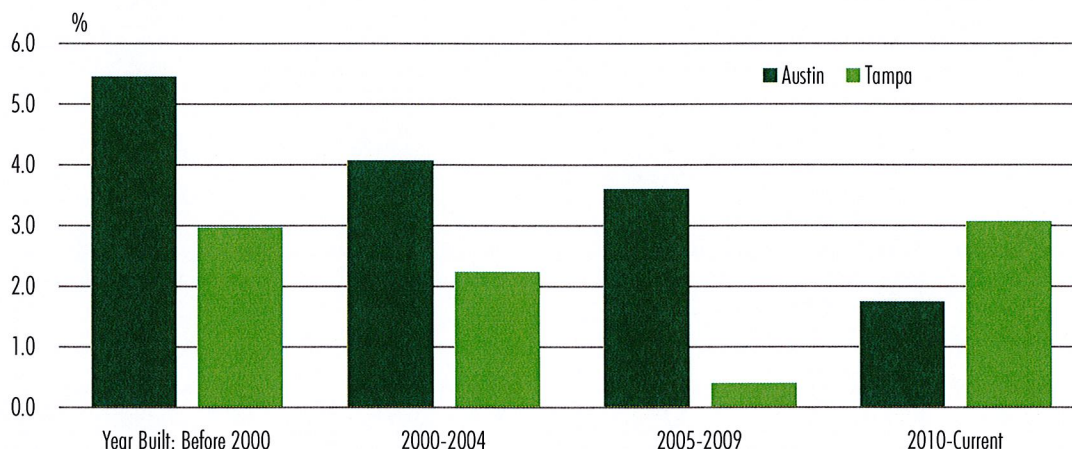
With all rents having increased over the period, any change in a given market's new construction premium (i.e., a shift in its position in the curve) indicates a difference between the increase in new construction rents and the increase in the existing stock rents.

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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Study sees only blue skies ahead for multifamily property owners - Sacramento Business Journal

Page 1 of 1

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*

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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 14

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

Metro: Sacramento
Submarket: Rancho Cordova





Contents

Submarket Trend Futures	3
Current Submarket Rent Details	5
Rent Growth Comparisons	5
Current Submarket Vacancy Details	5
Vacancy Rate Comparisons	6
Submarket Unit Mix Rent Details	6
Submarket Unit Mix Inventory Details	7
Submarket Inventory Details	7
Inventory Growth Comparisons	8
Construction/Absorption Change	8
Submarket Area Map	9
Submarket Data	11
Submarket Class Cut	12
Market Data by Building Class - Class A Properties	13
Market Data by Building Class - Class B/C Properties	14
Reis Observer	15
Metro Trend Futures	27
Current Metro Rent Details	28
Rent Growth Comparisons	28
Current Metro Vacancy Details	28
Vacancy Rate Comparisons	29
Metro Unit Mix Rent Details	29
Metro Unit Mix Inventory Details	30
Metro Inventory Details	30
Inventory Growth Comparisons	31
Construction/Absorption Change	31
Economic and Demographic Trends	32
Metro Area Map	33
Metro Data	35
Metro Class Cut	36
Market Data by Building Class - Class A Properties	37
Market Data by Building Class - Class B/C Properties	38
Submarket Overview	39
New Construction Listing	41
Construction Deliveries	42
Metro Construction Breakdown	42
Submarket New Construction Project Tally	42
Metro Inventory Details	42
Inventory Growth Rankings Forecast	43
Construction/Absorption Change	43
Occupancy at Completion	43



Contents (Continued)

Stabilization Data	44
Metro Area Map	44
New Construction Listing	46
Sales Trend	52
Activity	53
Map	53
Most Recent Transactions	54
Comparable Group Details	55

APARTMENT



Submarket Trend Futures



Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015

Metro: Sacramento

Submarket: Rancho Cordova

Section 1 - Current Submarket Rent Details

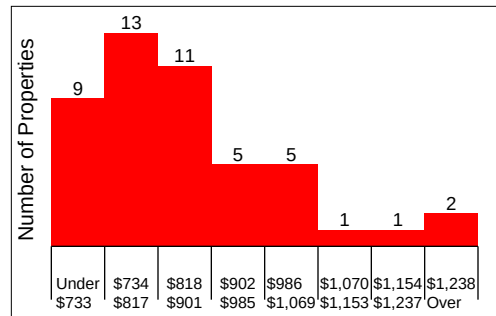
Asking Rent by Age

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

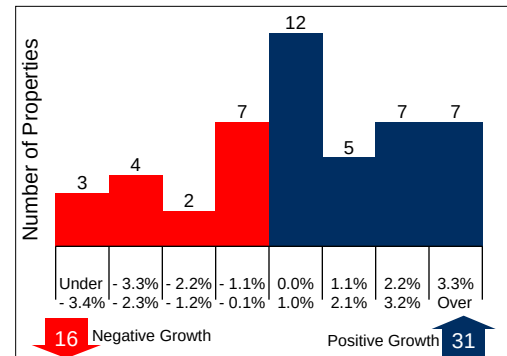
Low	25%	Mean	Median	75%	High
\$649	\$783	\$918	\$923	\$1,042	\$1,323



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%



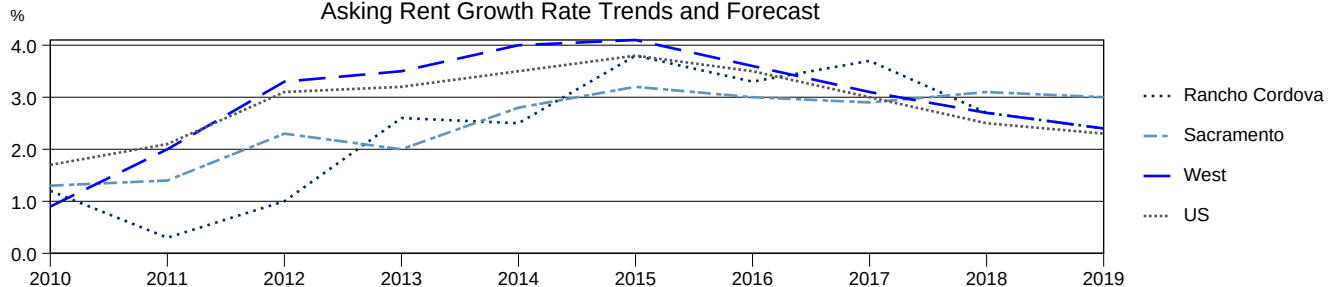
Qtr Ending 06/30/15

Section 2 - Rent Growth Comparisons

	Asking Rent Growth						
	Quarterly			Annualized			
	2Q15	1Q15	YTD Avg	1 Year	3 Year	5 Year	5 Yr Forecast
	06/30/15	03/31/15	06/30/15	12/31/14	12/31/14	12/31/14	12/31/19
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

Asking Rent Growth Rate Trends and Forecast



Period ending 12/31/19

Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015

Metro: Sacramento

Submarket: Rancho Cordova

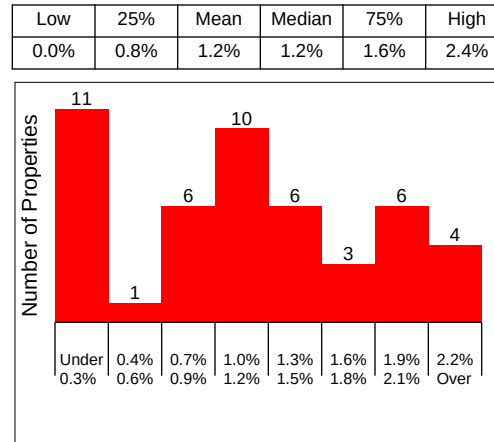
Section 3 - Current Submarket Vacancy Details

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

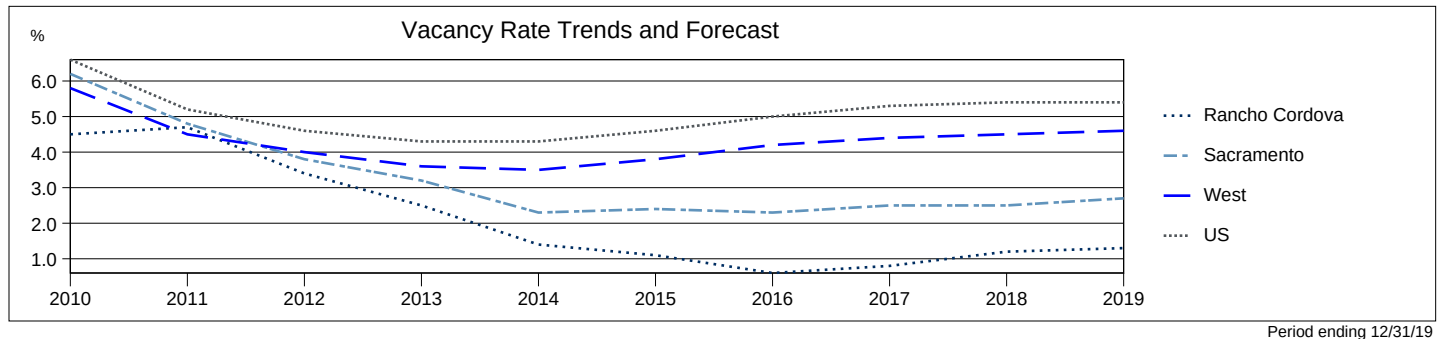


As of 06/30/15

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



Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015

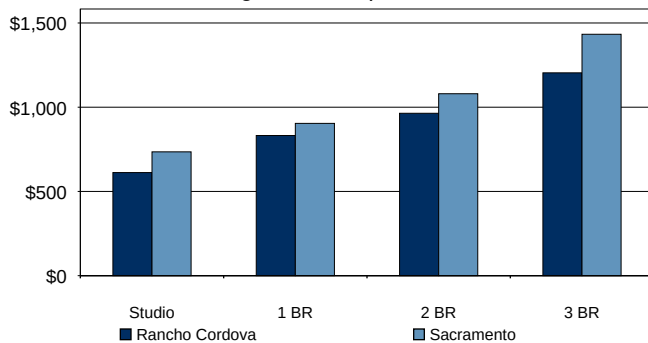
Metro: Sacramento

Submarket: Rancho Cordova

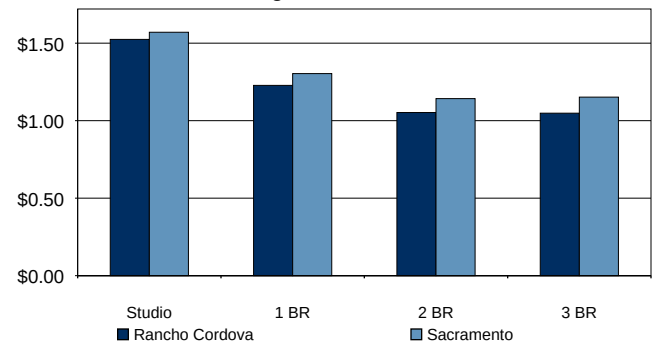
Section 5 - Submarket Unit Mix Rent Details

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

Asking Rent Comparisons



Asking Rent Per SF



	Studio	1 BR	2 BR	3 BR
Rancho Cordova	\$612	\$832	\$964	\$1,204
Sacramento	\$735	\$904	\$1,080	\$1,433

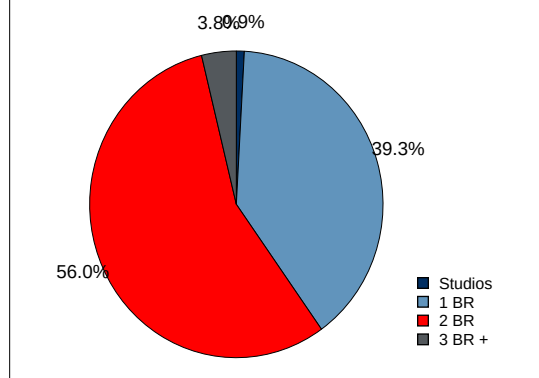
As of 06/30/15

	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

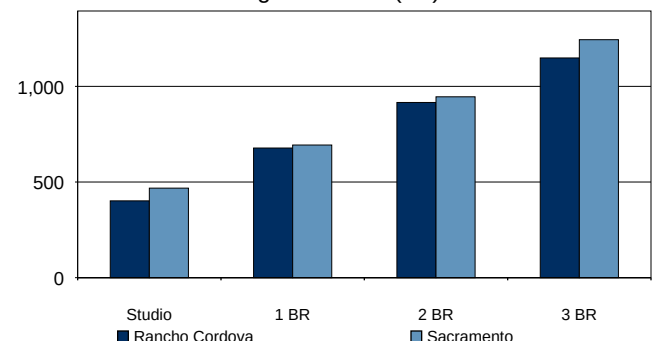
Section 6 - Submarket Unit Mix Inventory Details

Submarket Unit Mix



As of 06/30/15

Average Unit Size (SF)



As of 06/30/15

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

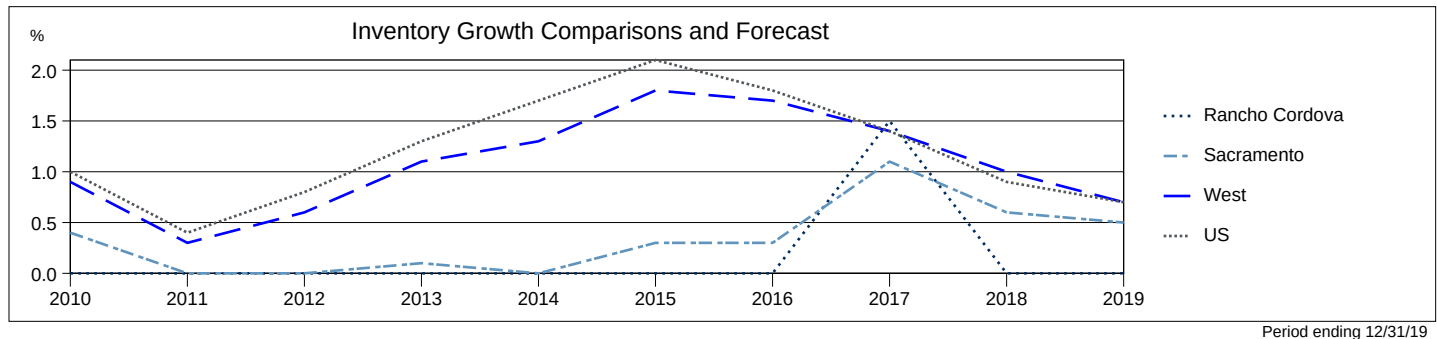
Free Rent (mos)	Expenses % (Apartment)
0.27	40.2%

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



Submarket Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015

Metro: Sacramento

Submarket: Rancho Cordova

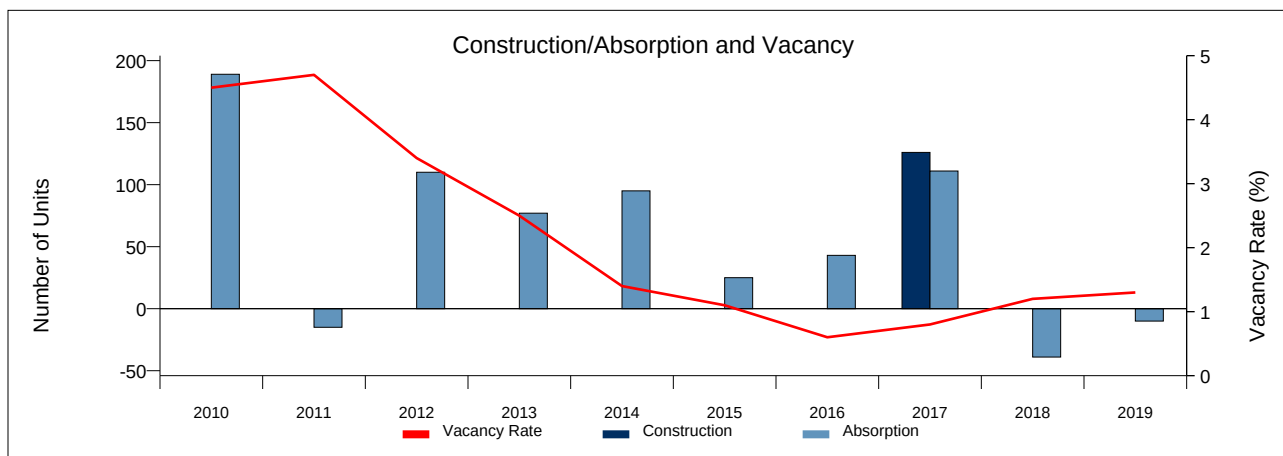
Section 9 - Construction/Absorption Change

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
	0	4	0.0	0	17	0.0	0	11	0.0
Rancho Cordova	50	33	1.5	96	175	0.5	73	104	0.7
Sacramento									
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
	0	95	0.0	0	94	0.0	0	91	0.0
Rancho Cordova	36	864	0.0	40	874	0.0	111	1,113	0.1
Sacramento									
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
	25	26	1.0
Rancho Cordova	586	504	1.2
Sacramento			
Average over period ending:	12/31/19	12/31/19	12/31/19



Period ending 12/31/19

Submarket Trend Futures

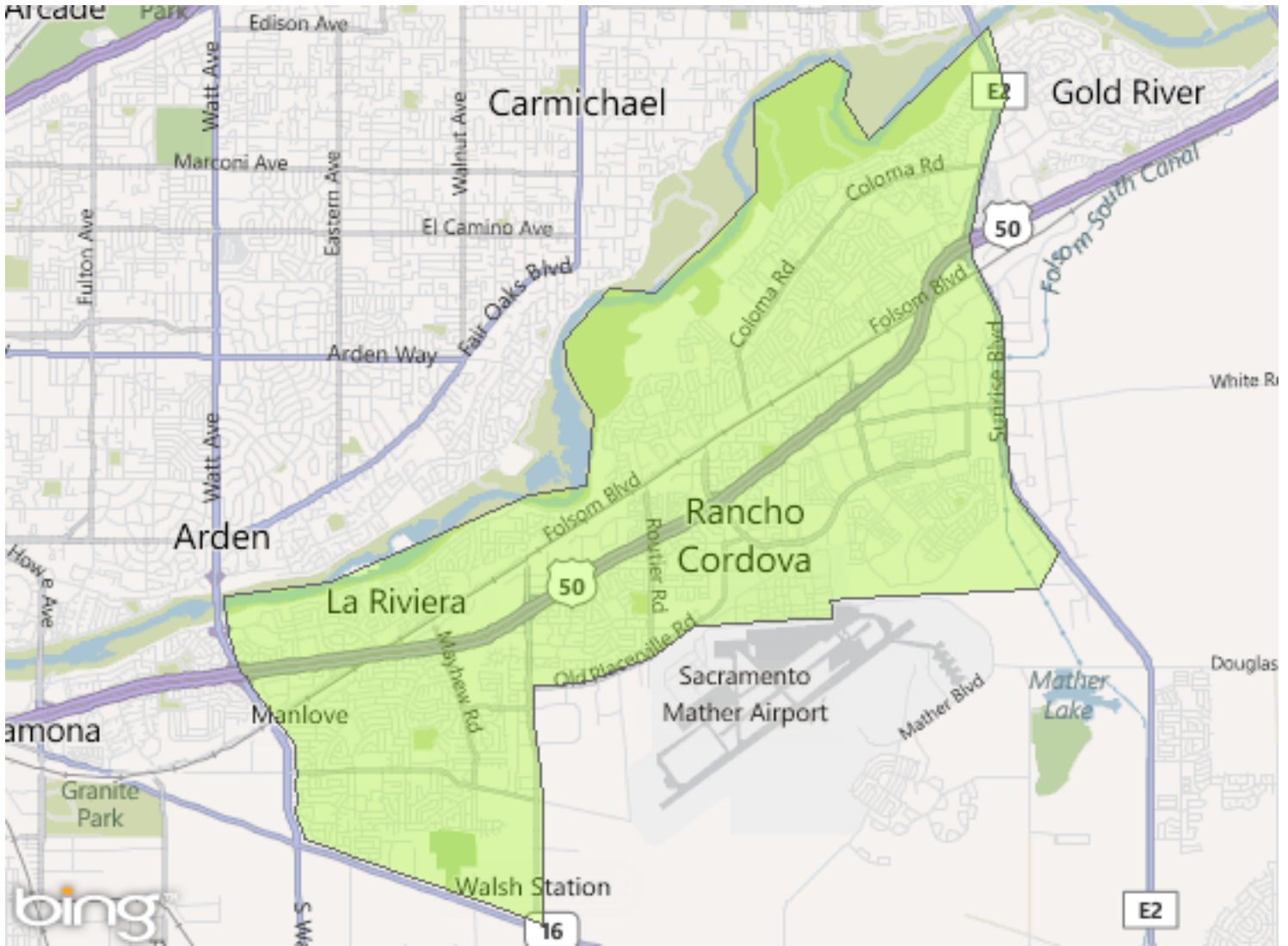
Prepared By Reis, Inc.

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



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%

APARTMENT



Submarket Class Cut





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

**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

APARTMENT



Reis Observer



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%).

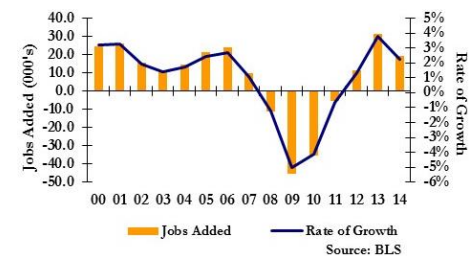
Strongest job growth over the latest August-to-August period is indicated for the Leisure and Hospitality sector—a robust 10.4% increase, representing the net addition of 9,800 jobs, highest metrowide in both growth rate and jobs added. Second in job creation was the Professional and Business Services 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%).

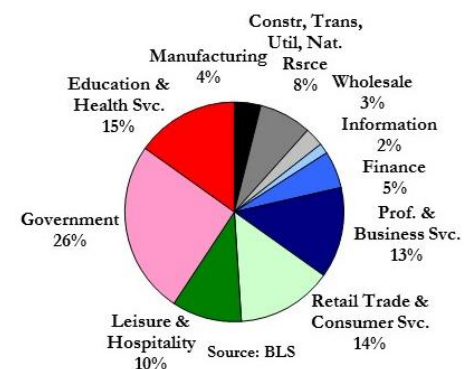
Employment:

- 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.

Reis Observer

October 1, 2015
Metro: Sacramento

THE REAL ESTATE MARKET

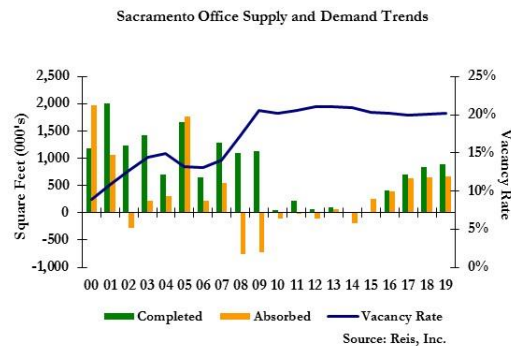
OFFICE

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.

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.”*

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.*

Reis Observer

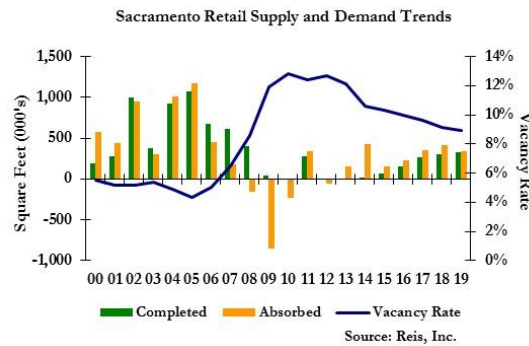
October 1, 2015
Metro: Sacramento

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.”

Reis Observer

Prepared By Reis, Inc.

October 1, 2015
Metro: Sacramento

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.*

Reis Observer

Prepared By Reis, Inc.

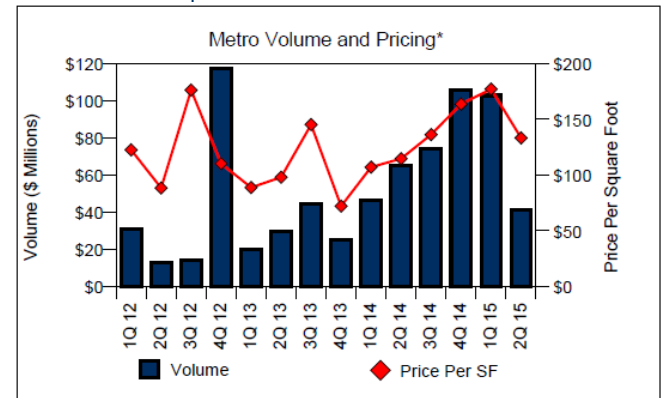
October 1, 2015
Metro: Sacramento

TRANSACTION ANALYTICS

Office

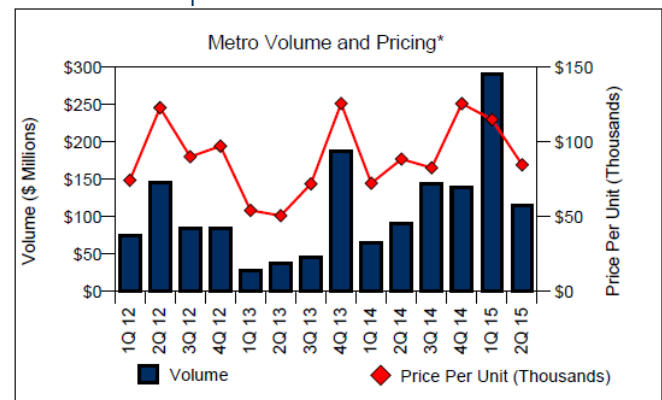
The sale of eight office properties during the second quarter for a combined total of \$40.9 million resulted in a total for the first half of the year of \$143.7 million for 20 transactions.* Average selling prices for the latest quarter and 2015 year-to-date were \$133 psf and \$162 psf. The average 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.



Reis Observer

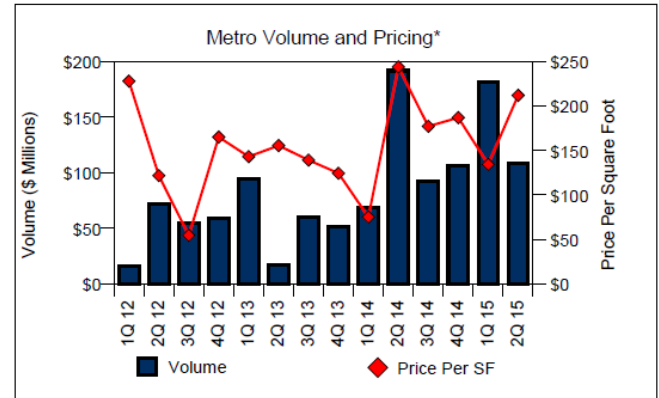
Prepared By Reis, Inc.

October 1, 2015
Metro: Sacramento

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.



Reis Observer

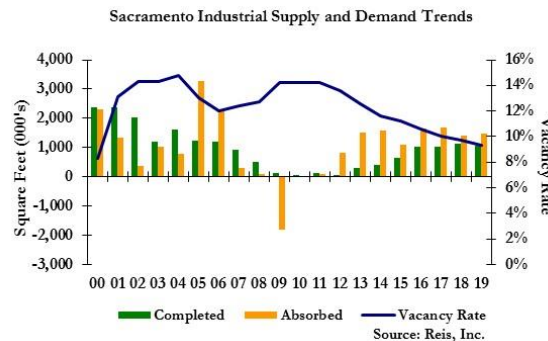
Prepared By Reis, Inc.

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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."

Reis Observer

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Metro: Sacramento

- *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.

APARTMENT



Metro Trend Futures



Metro Trend Futures

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 15 - Current Metro Rent Details

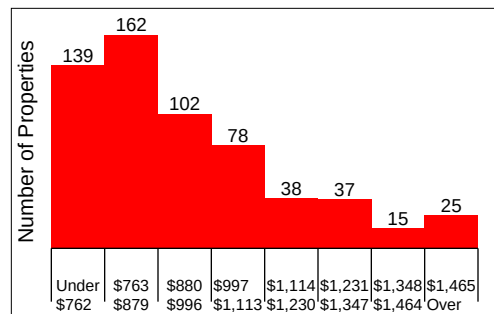
Asking Rent by Age

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

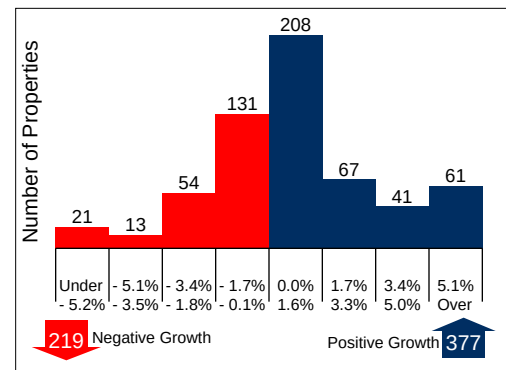
Low	25%	Mean	Median	75%	High
\$645	\$817	\$1,022	\$965	\$1,184	\$1,579



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%



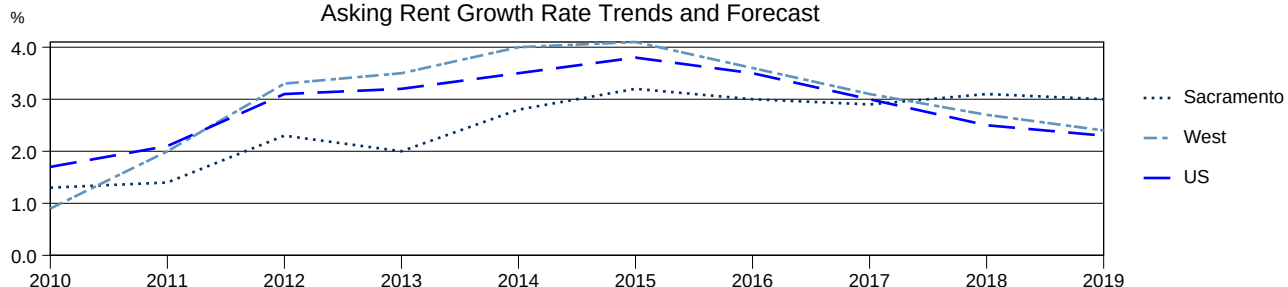
Qtr Ending 06/30/15

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

Asking Rent Growth Rate Trends and Forecast



Period ending 12/31/19

Metro Trend Futures

Apartment - 2nd Quarter 2015
Metro: Sacramento

Section 17 - Current Metro Vacancy Details

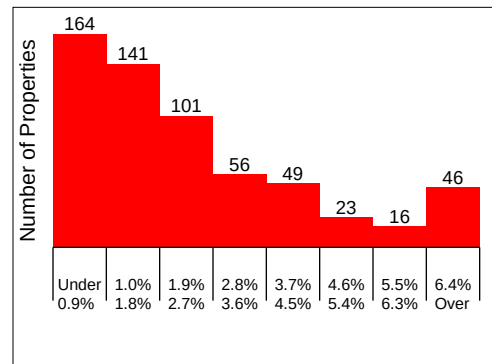
Vacancy Rate By Age

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%

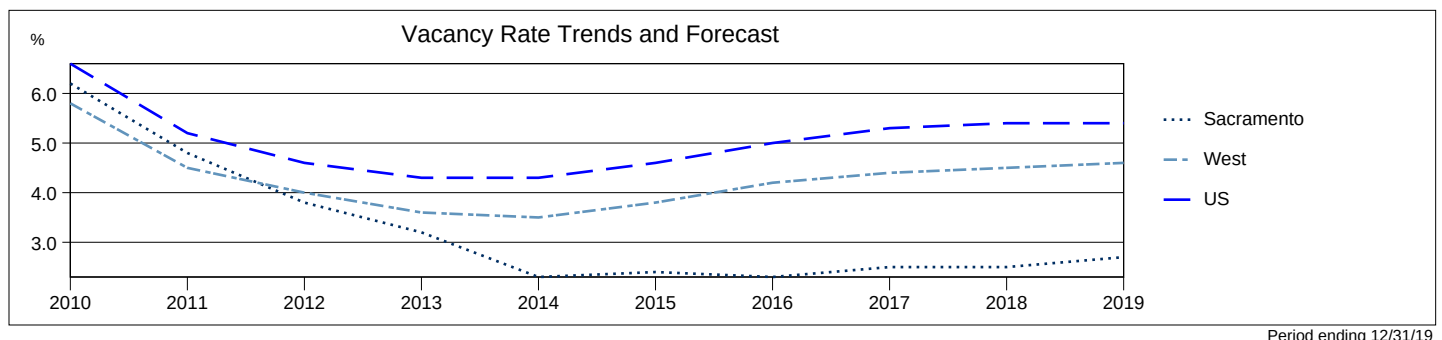


As of 06/30/15

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



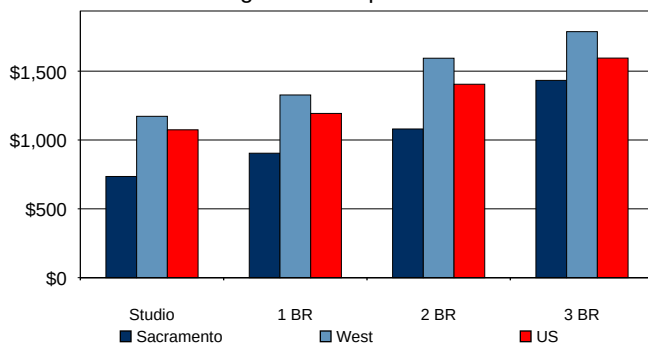
Metro Trend Futures

Apartment - 2nd Quarter 2015
Metro: Sacramento

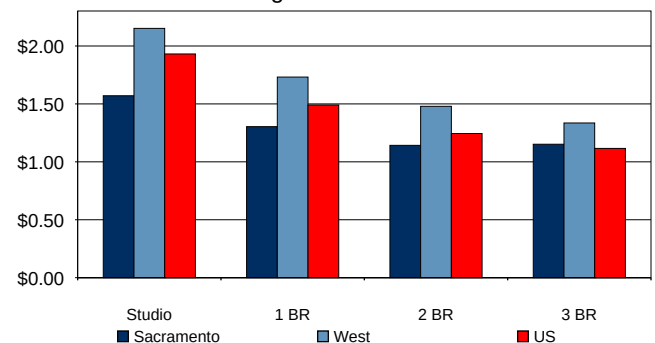
Section 19 - Metro Unit Mix Rent Details

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

Asking Rent Comparisons



Asking Rent Per SF



	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

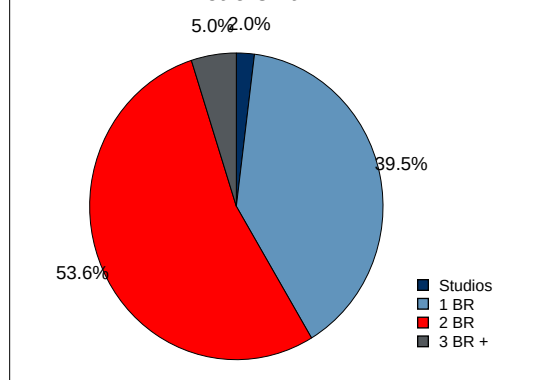
As of 06/30/15

	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

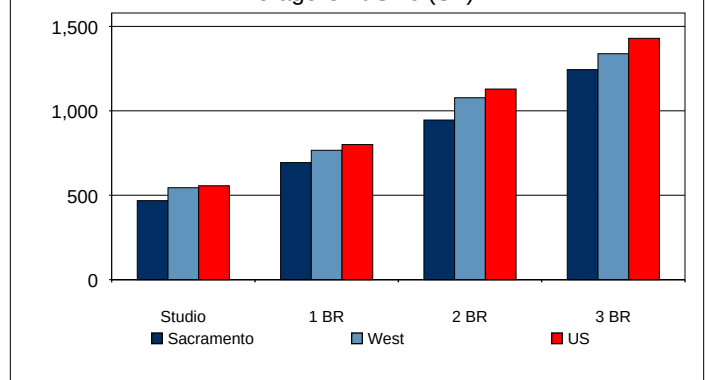
Section 20 - Metro Unit Mix Inventory Details

Metro Unit Mix



As of 06/30/15

Average Unit Size (SF)



As of 06/30/15

Metro Trend Futures

Prepared By Reis, Inc.

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

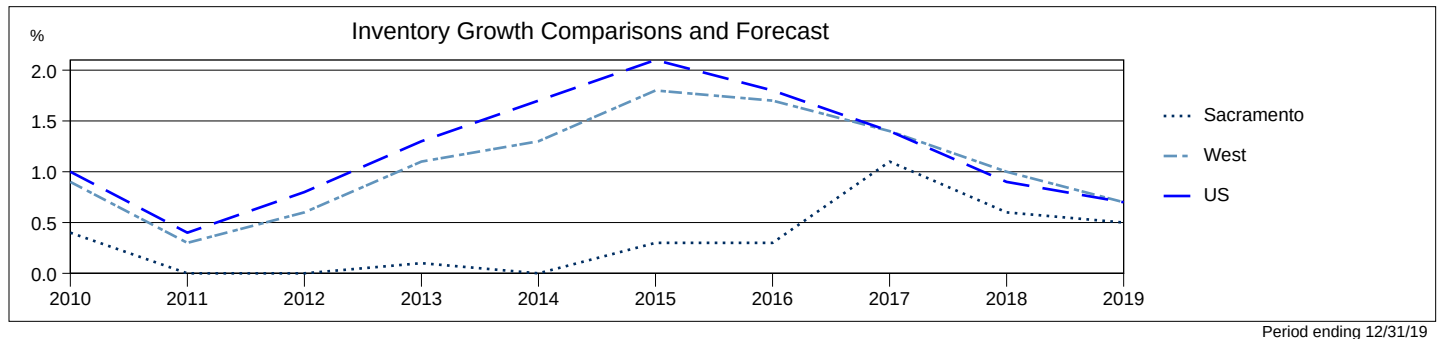
Free Rent (mos)	Expenses % (Apartment)
0.29	40.5%

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



Metro Trend Futures

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Apartment - 2nd Quarter 2015
Metro: Sacramento

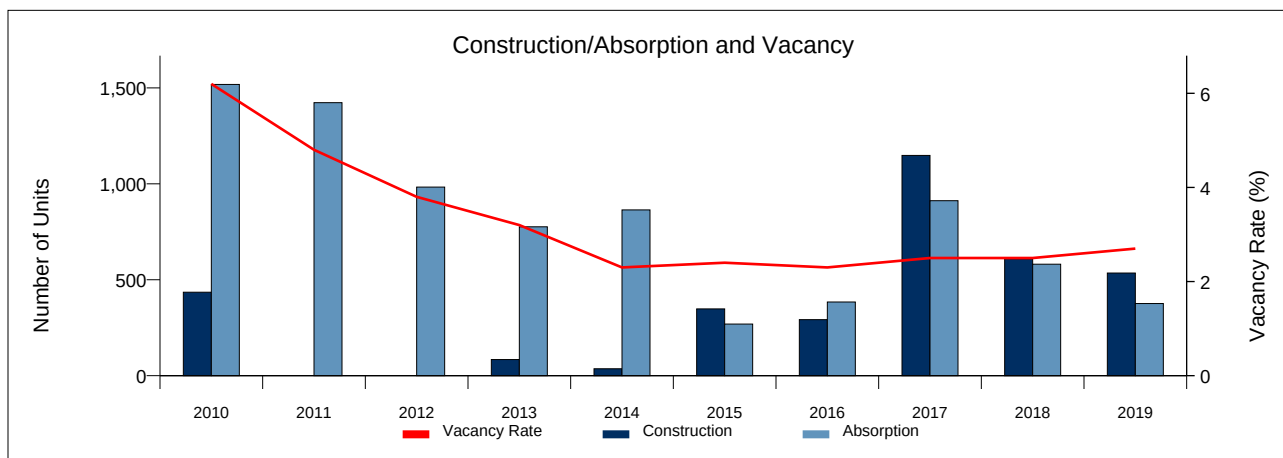
Section 23 - Construction/Absorption Change

Construction and Absorption

Sacramento West	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
	50	33	1.5	96	175	0.5	73	104	0.7
	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

Sacramento West	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
	36	864	0.0	40	874	0.0	111	1,113	0.1
	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

Sacramento West	Annualized		
	5 Year Forecast		
	Units Built	Units Absorbed	Con/Abs Ratio
	586	504	1.2
	41,161	32,518	1.3
Average over period ending:	12/31/19	12/31/19	12/31/19

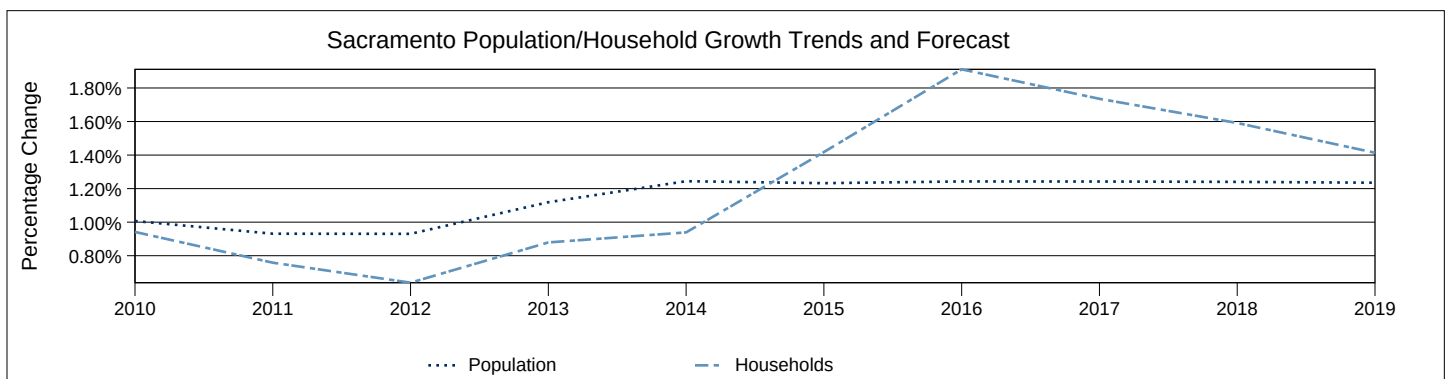
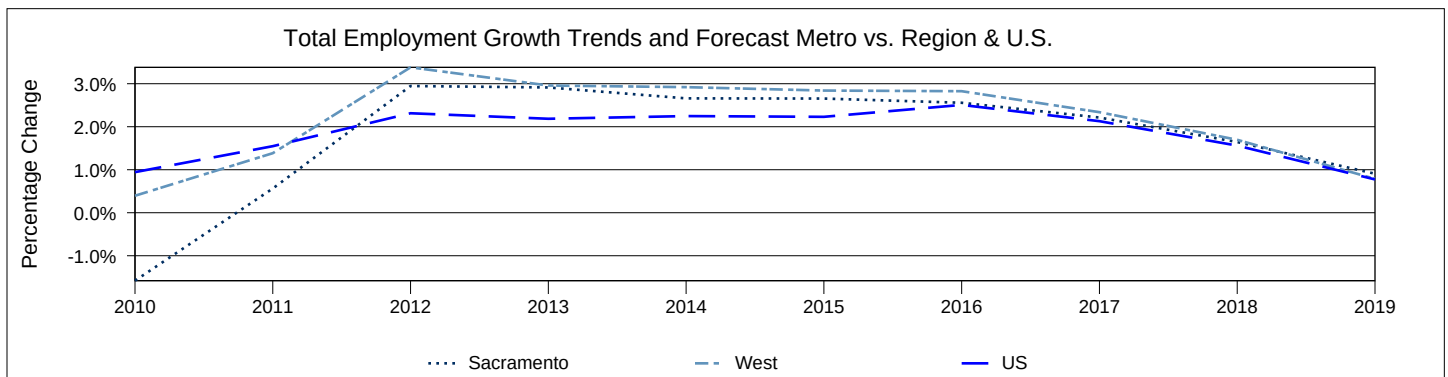
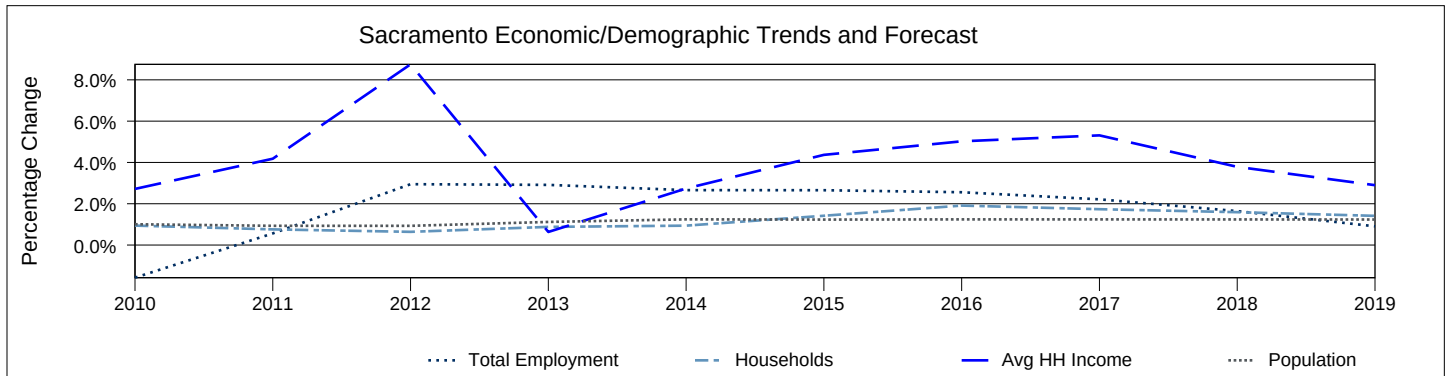


Period ending 12/31/19

Metro Trend Futures

Apartment - 2nd Quarter 2015
Metro: Sacramento

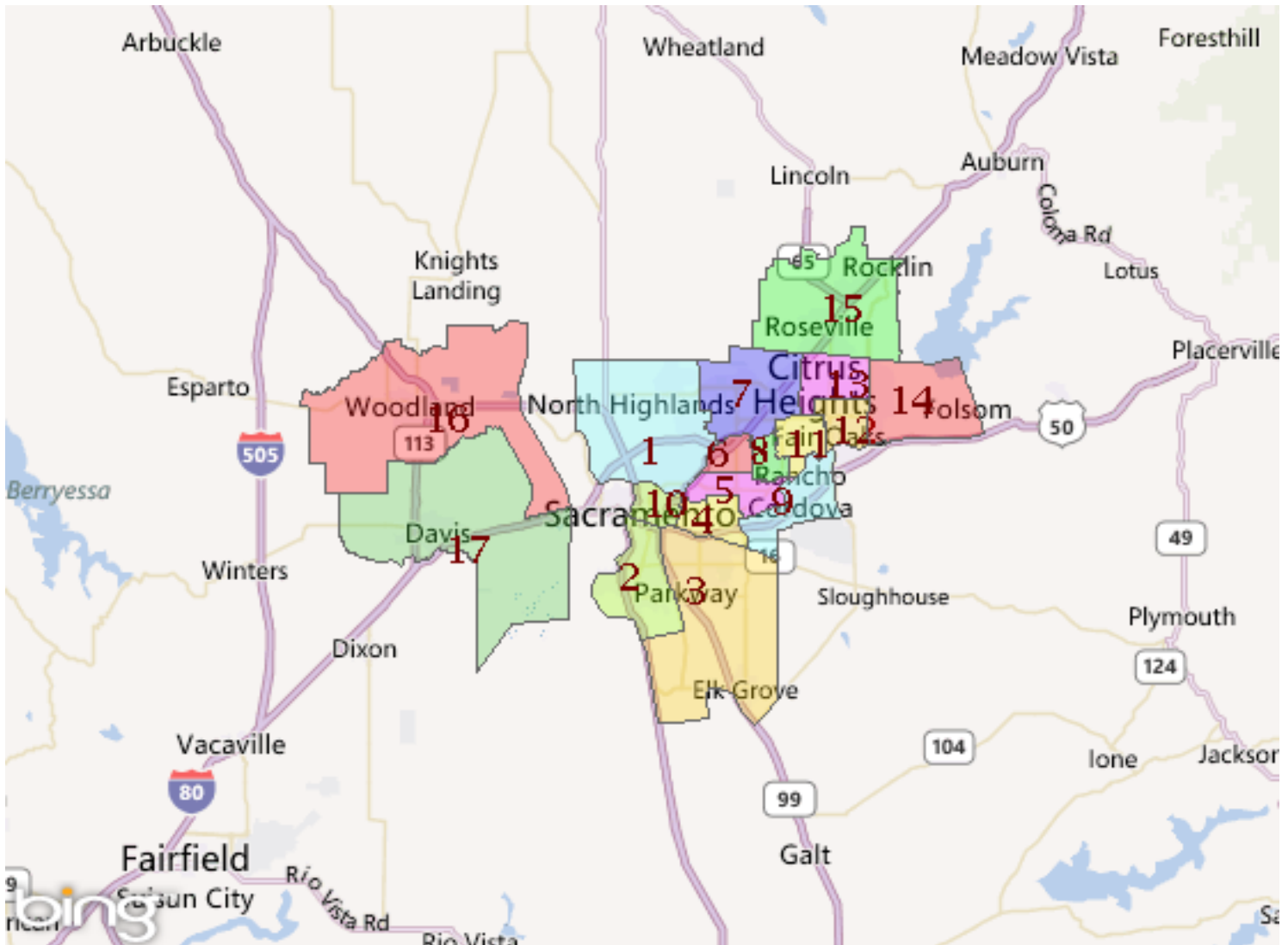
Section 24 - Economic and Demographic Trends



Metro Trend Futures

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		



Prepared By Reis, Inc.

Metro Trend Futures

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%

APARTMENT



Metro Class Cut





Prepared By Reis, Inc.

Metro Class Cut

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

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

APARTMENT



Submarket Overview





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%

APARTMENT



New Construction Listing



New Construction Listing

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Apartment - 2nd Quarter 2015

Metro: Sacramento

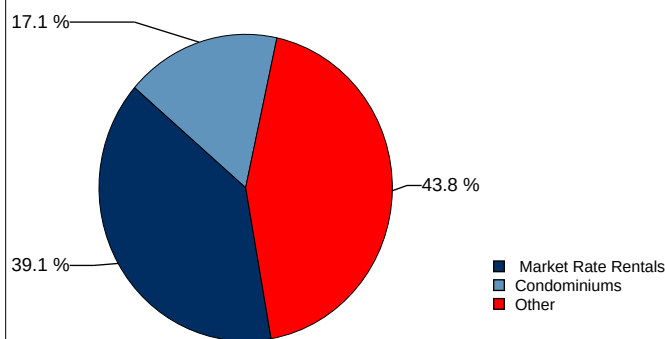
As of 20-Oct-2015

Section 30 - Construction Deliveries

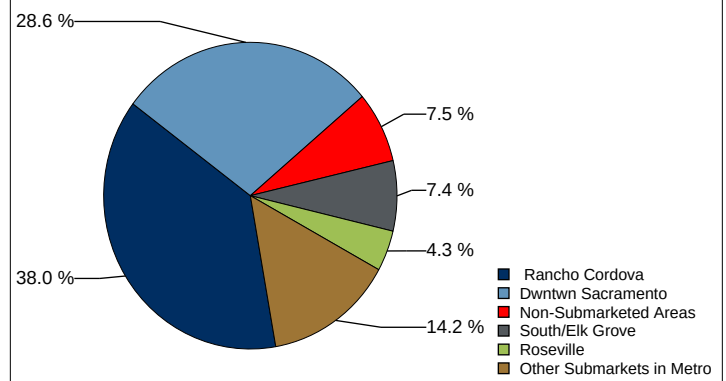
	Completed Units		Units Under Construction		Totals	Planned	Proposed	Totals
	2014	YTD 2015	2015	2016 and Later	2014 and Later			
Market Rate Rentals	36	640	0	291	967	4,185	999	5,184
Condominiums	0	0	0	0	0	1,874	818	2,692
Other	226	279	0	350	855	5,440	598	6,038
Totals	262	919	0	641	1,822	11,499	2,415	13,914

Section 31 - Metro Construction Breakdown

Metro Construction by Project Type 2014 and Later



Metro Construction by Top Five Submarket Share 2014 and Later



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

Submarket	1. Completed			2. Under Construction			3. Planned/Proposed			Grand Total
	Apartment	Condo	Other	Apartment	Condo	Other	Apartment	Condo	Other	
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
Dwtwn 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

New Construction Listing

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Apartment - 2nd Quarter 2015

Metro: Sacramento

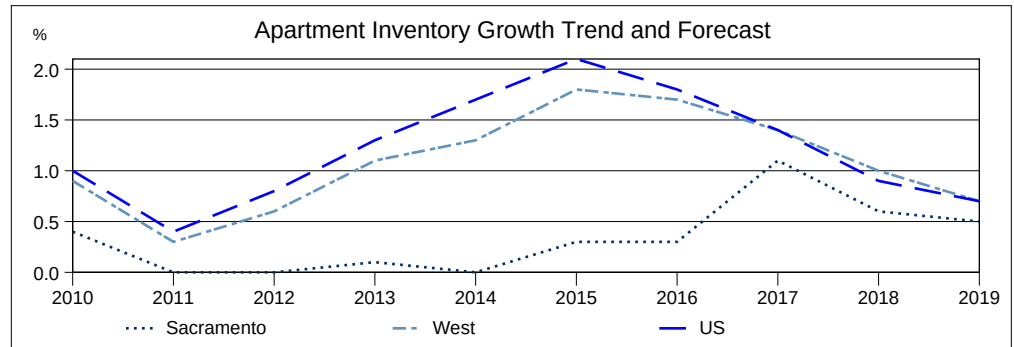
As of 20-Oct-2015

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

New Construction Listing

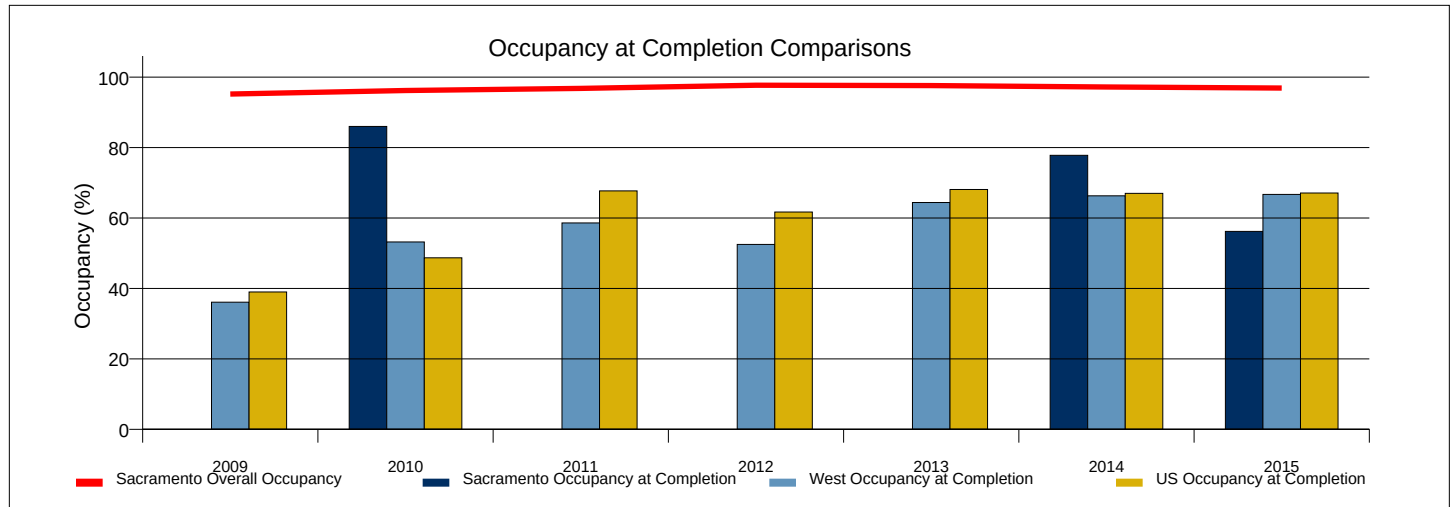
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Apartment - 2nd Quarter 2015

Metro: Sacramento

As of 20-Oct-2015

Section 36 - Occupancy at Completion



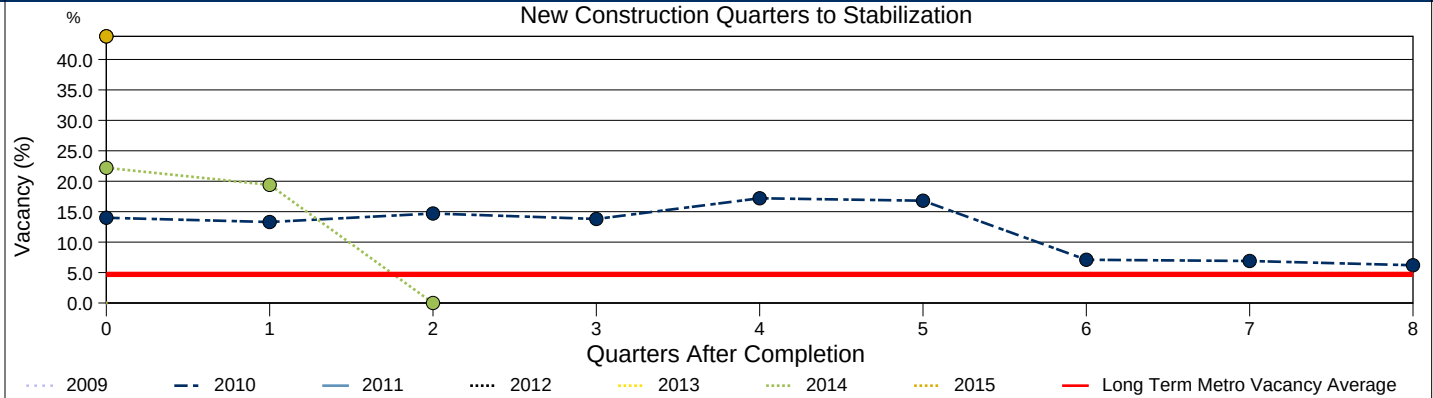
Occupancy at Completion Comparisons

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%

*Occupancy at completion is calculated for all properties completed during each individual calendar year

Section 37 - Stabilization Data

New Construction Quarters to Stabilization



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.

New Construction Listing

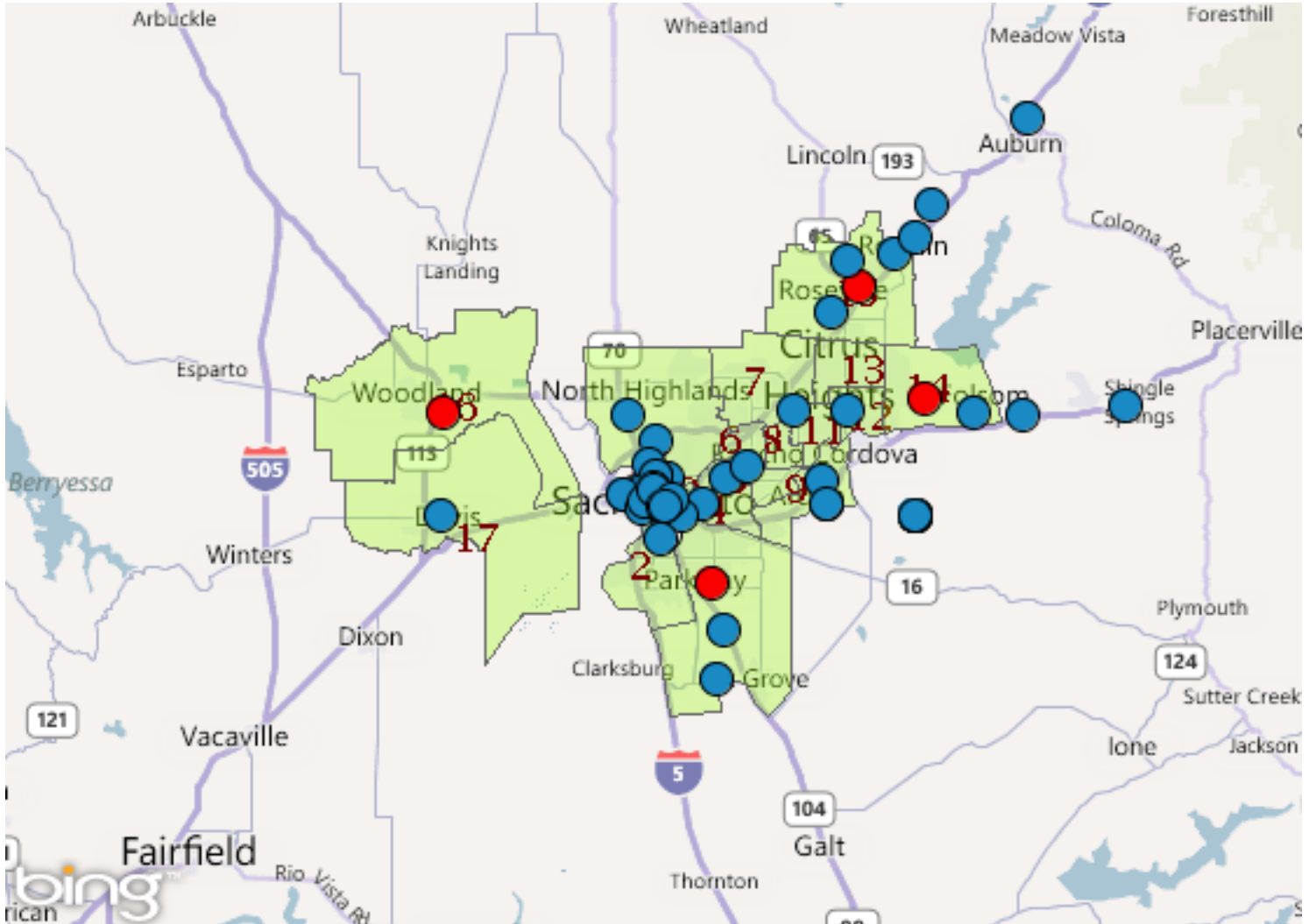
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Apartment - 2nd Quarter 2015

Metro: Sacramento

As of 20-Oct-2015

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 | |



New Construction Listing

Prepared By Reis, Inc.

Apartment - 2nd Quarter 2015
Metro: Sacramento
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: Dwtwn 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	700 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



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
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



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
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
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Submarket: Fair Oaks

36	RIDGEVINE PLACE 7921 CODMAN LN @ RIDGEWAY WAY FAIR OAKS, CA 95628	01-10-2014	Apartment	SACRAMENTO	22	22					Planned
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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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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



Prepared By Reis, Inc.

New Construction Listing

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
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
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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
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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

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
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

APARTMENT



Sales Trend

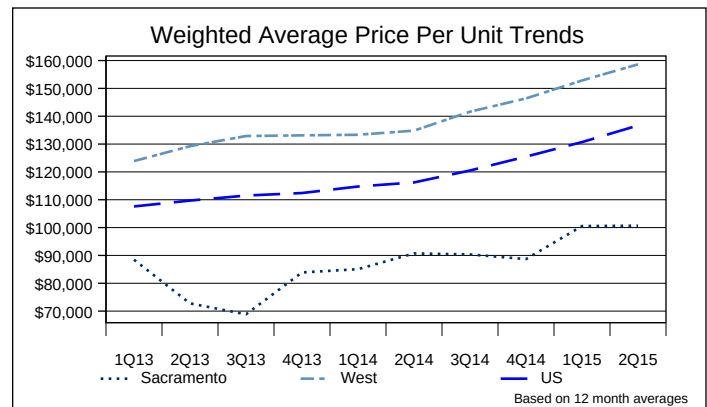
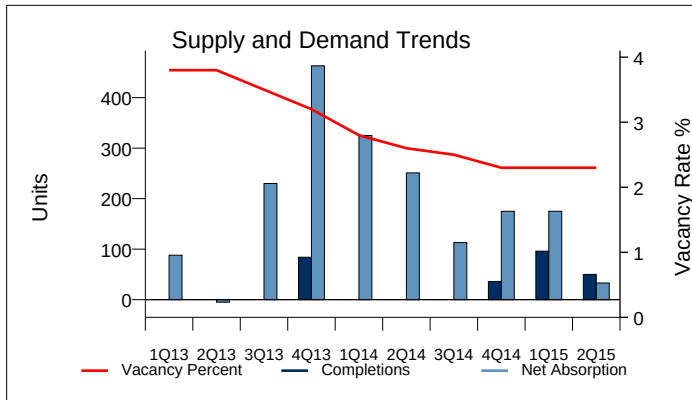
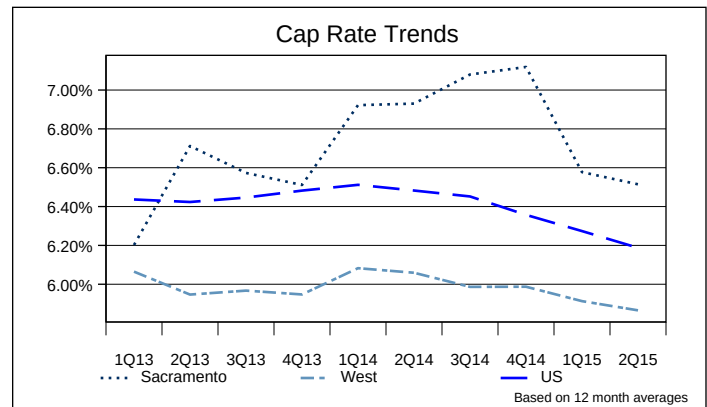
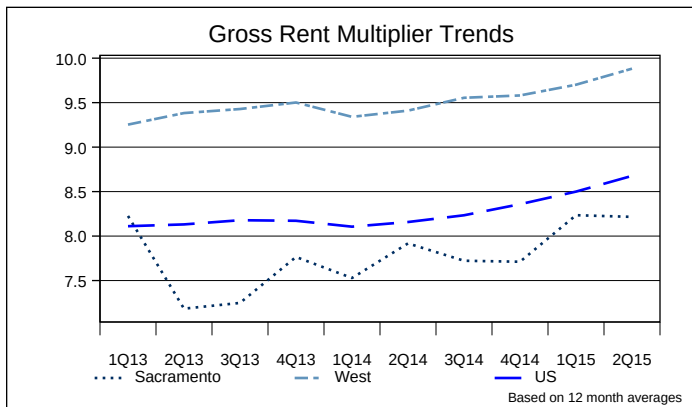
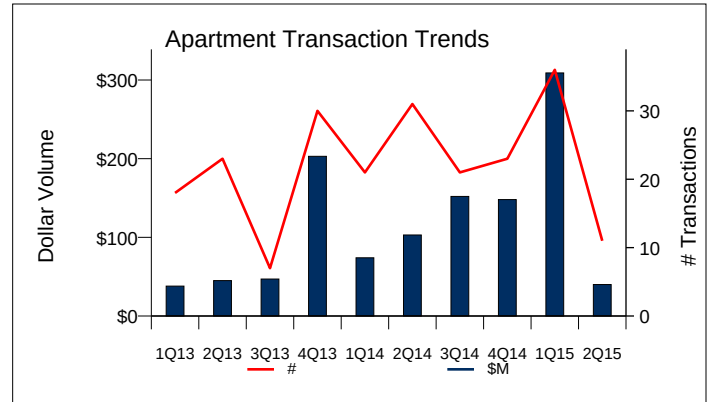


Prepared By Reis, Inc.

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



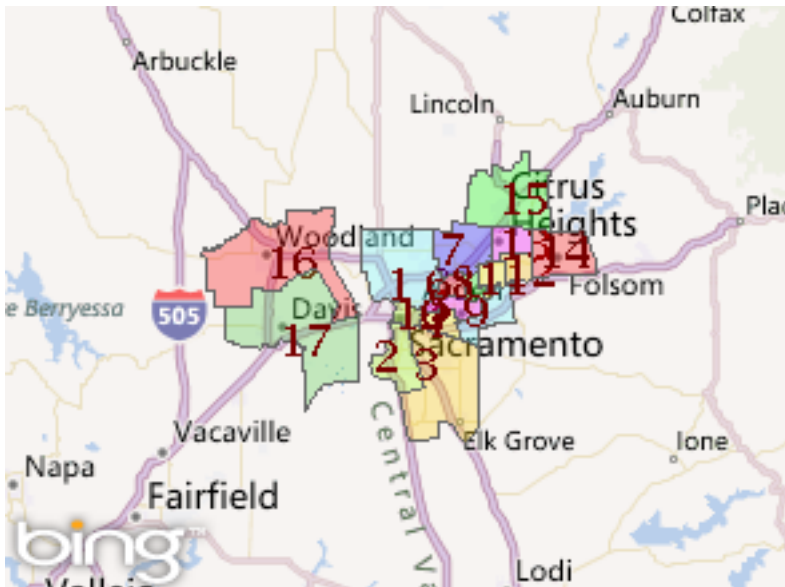
Key Submarket and Pricing Activity				
	# Transactions	# Units	Dollar Volume (M)	Price Per Units
North Sacramento	11	1,305	\$123	\$94,501
Dwntwn Sacramento	11	351	\$73	\$208,379
Orangevale/Folsom	1	280	\$58	\$207,857
North Highlands	5	878	\$55	\$62,392
West University	3	644	\$54	\$83,991
Roseville	6	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

Prepared By Reis, Inc.

Apartment - 2Q 2015
Metro: 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

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

Prepared By Reis, Inc.

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	Reis Cap Rate Analysis Proforma	
Sale Price	\$13,200,000 (Verified: Pub Rcrd)	<i>All per unit figures are monthly</i>	
Sale Price/Unit	\$44,595	Total Units	--
Sale Price PSF	\$50 ^{GBA} / \$51 ^{NRA}	Potential Rent Revenue	--
Vacancy at Sale	--	Vacancy Loss/Rate	--
Seller	1. Sienna Vista LP 2. Fairfield Residential / (858) 457-2123 / 5510 Morehouse Dr, Ste 200, San Diego, CA 92121	Effective Rent Revenue	--
Buyer	1. Colrich Multifamily / (858) 490-2321 / 444 W Beech St, Ste 300, San Diego, CA 92101 2. CR Sienna Vista Communities LP	Free Rent Concessions	--
Comments		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	Efficiencies	
		1 Bedrooms	50
		2 Bedrooms	186
		3 Bedrooms	60
		4 Bedrooms	--
Deed Reference	20150521-01151	Total	296
Time on Market			\$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.

Prepared By Reis, Inc.

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	Reis Cap Rate Analysis Proforma	
Sale Price	\$5,830,000 (Verified: Pub Rcd)	<i>All per unit figures are monthly</i>	
Sale Price/Unit	\$72,875	Total Units	80
Sale Price PSF	\$148 ^{GBA} / \$148 ^{NRA}	Potential Rent Revenue	\$791,748
Vacancy at Sale	--	Vacancy Loss/Rate	(\$15,369) [1.9%]
		<i>\$825 Market Rent x 12 Months</i>	
		<i>x 80 Units x 1.9%</i>	
Seller	1. Gold Crossing LP / 11 Haverhill Ct, Novato, CA 94947	Effective Rent Revenue	\$776,379
		<i>\$825 In Place Rent x 12 Months</i>	
		<i>x 80 Units x 98.1%</i>	
Buyer	1. Spant Properties LLC / PO Box 7054, Santa Cruz, CA 95061	Free Rent Concessions	(\$6,599) [\$82 Per Unit]
		Credit Loss	(\$7,917) [1.0%]
		Additional Income	\$0 [\$0 Per Unit]
Comments		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	7.1%
		<i>Based on Sale Price of \$5,830,000</i>	
		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	Number	Monthly Rent
		Efficiencies	--
		1 Bedrooms	--
		2 Bedrooms	--
		3 Bedrooms	--
Deed Reference	20150526-01371	4 Bedrooms	--
Time on Market		Total	80
Financing Details			

Other:

Laundry Facility. Pool. Cable TV. High speed Internet access. Courtyard. Gated. On-site parking is available.

Prepared By Reis, Inc.

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	Reis Cap Rate Analysis Proforma <i>All per unit figures are monthly</i>	
Sale Price	\$6,000,000 (Verified: Pub Rcrd)	Total Units	92
Sale Price/Unit	\$65,217	Potential Rent Revenue	\$855,552
Sale Price PSF	\$83 ^{GBA} / \$83 ^{NRA}	Vacancy Loss/Rate	(\$9,299) [1.1%]
Vacancy at Sale	--	<i>\$775 Market Rent x 12 Months x 92 Units x 1.1%</i>	
Seller	1. Victoria M Gewalt Trust / (985) 748-7872 / 18348 Providence Estates Rd, Amite City, LA 70422 2. Gewalt Revocable Trust	Effective Rent Revenue	\$846,253
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	<i>\$775 In Place Rent x 12 Months x 92 Units x 98.9%</i>	
Comments		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	7.6%
		<i>Based on Sale Price of \$6,000,000</i>	
		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	Number	Monthly Rent
		8	--
		36	--
		48	--
		--	--
		--	--
Deed Reference	20150421-01056	Total	92 \$0
Time on Market			
Financing Details			

Other:

Laundry Facility. Pool. Tennis. Exercise Room. Cable TV. High speed Internet access. On-site parking is available.

About Reis

Reis provides commercial real estate market information and analytical tools to real estate professionals through its Reis Services subsidiary. Reis Services, including its predecessors, was founded in 1980. Reis maintains a proprietary database containing detailed information on commercial properties in metropolitan markets and neighborhoods throughout the U.S. The database contains information on apartment, office, retail, warehouse/distribution, flex/research & development, self storage and seniors housing properties, and is used by real estate investors, lenders and other professionals to make informed buying, selling and financing decisions. In addition, Reis data is used by debt and equity investors to assess, quantify and manage the risks of default and loss associated with individual mortgages, properties, portfolios and real estate backed securities. Reis currently provides its information services to many of the nation's leading lending institutions, equity investors, brokers and appraisers.



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;

	<i>Bridgeway Square</i>	<i>Element 47</i>
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%

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 Kripps	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 be 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 than 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 Murrery 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 a 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 from 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.

Public Comment- Bridgeway Square Apartments

			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

Public Comment- Bridgeway Square Apartments

			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

Public Comment- Bridgeway Square Apartments

			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

Public Comment- Bridgeway Square Apartments

			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

Public Comment- Bridgeway Square Apartments

			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.
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COMMERCIAL REAL ESTATE SERVICES

Bill Ayres
First Vice President

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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 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



Jane S. Daly
 Vice President and Manager

560

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 Rancho Cordova, CA 95742

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 Office: (916) 635-4553
 Customer Service: 1-800-760-2265
 Fax: (916) 635-5219
 Jane.daly@fbol.com

1-800-760-BANK
 firstbanks.com

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
 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

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

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.

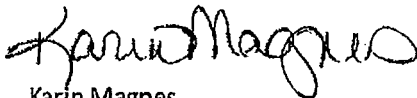
I would like to share with you why I support this proposed new luxury rental complex.

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

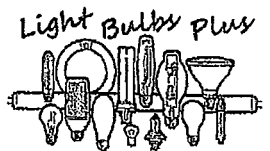
President

Light Bulbs Plus

Karin Magnes

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Fax (916) 332-3596



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.

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,



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

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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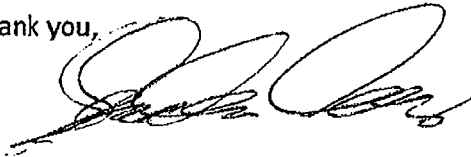
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Please take my support into consideration when you vote on this important project.

Thank you,





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

Oyler Insurance Team
 2933 Gold Pan Ct., Suite E
 Rancho Cordova, CA 95670
 Bus: 916.635.0444
 Fax: 916.635.0346
 License# 0777239

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



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



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.

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,



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.

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.

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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,

DAN BEBERMEYER 17

(916) 296-1721

dbebermeyer@gmail.com

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
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Please take my support into consideration when you vote on this important project.

Thank you,

Dittman Construction



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

I SUPPORT THE BRIDGEWAY SQUARE LUXURY APARTMENTS PROJECT

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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



(916) 971-6426
(800) 733-7233, ext. X6426
mobile (916) 292-0698
fax (916) 971-6497

kurt.munch@safecu.org
NMLS # 231377

Kurt Munch
Sr. Mortgage Officer

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,

A handwritten signature in black ink, appearing to be "Kurt Munch", written in a cursive style.



Virginia Tylanda
Branch Manager

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

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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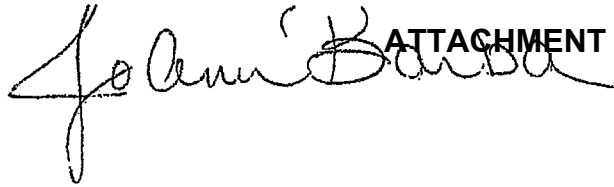
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Best Regards,



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
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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

Mayor McGarvey and Councilmembers,

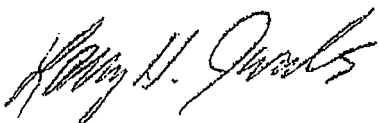
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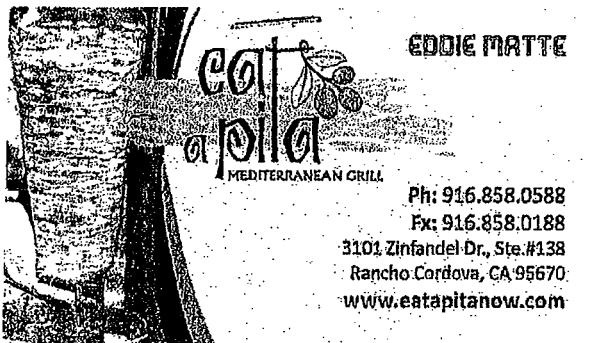
Larry H. Jacobs
President

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

Sign of the Crab, LLC
3756 Omec Circle • Rancho Cordova, CA 95742 • (916) 638-2722
Fax (916) 638-2725
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TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
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Council Member Donald Terry
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Thank you,



MONARKSM
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

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 95841
Office (916) 332-3551
Fax (916) 332-3596

AGENDA ITEM 14.1



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



Jane S. Daly
 Vice President & Manager

ATTACHMENT 17

2880 Sunrise Blvd., Suite 100
 Rancho Cordova, CA 95742

Direct: (916) 852-5601
 Office: (916) 635-4553
 Customer Service: 1-800-760-2265
 Fax: (916) 635-5219
 Jane.daly@fbol.com

1-800-760-BANK
 firstbanks.com

580

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Sincerely,

Jane S. Daly
 Vice President and Manager



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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August, 2015

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Mayor Robert J. McGarvey & City Council
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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

Rancho Cordova City Council
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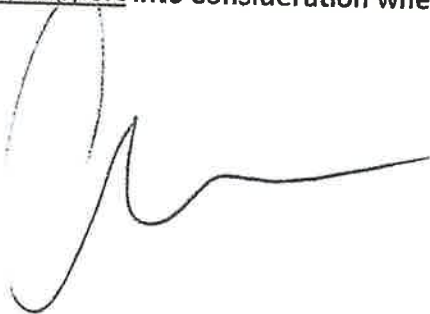
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clint hostetler
707 628 3067
hostetler@hosbak.com

HOSBAK.COM | HOSTETLER BAKKIE DESIGN



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-ncnm.org | www.voa-ncnm.org

Rancho Cordova City Council
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Rancho Cordova, CA 95670

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LANCE COWLEY 211 Lincoln Street, Roseville, CA 95678
Account Executive Tel: 916 846 7443
Commercial Sales
LANCE.COWLEY@consolidated.com
www.consolidated.com

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Rancho Cordova, CA 95670

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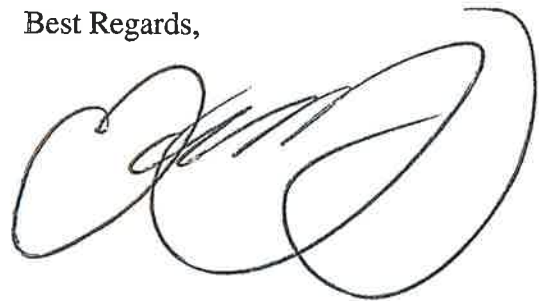
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Thank you in advance, for listening to my opinions. Please support this project – **IT WILL BE GOOD FOR RANCHO CORDOVA** and will benefit our local economy.

Best Regards,



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.

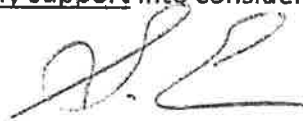
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Please take my support into consideration when you vote on this important project.

Thank you,



STEVE EASTER
Bridgeway Square

August, 2015

Rancho Cordova City Council
Mayor Robert J. McGarvey & City Council
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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
justin_leech@ajg.com

d 916.431.2504
c 916.390.0134
f 866.549.9298

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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Desert Capital Management Group, Inc.

Best Regards,




NATASHA DICKERSON
ADMINISTRATION 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

5

Steve Rexroat
916.288.0934
Steve_rexroat@libertyhor
equity.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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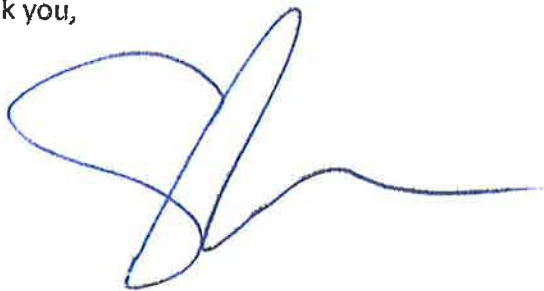
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Thank you,



Debi Hollis
Motion Control Engineering
11380 Whole Rock Rd
RC 95742

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

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Vice Mayor David Sander
Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
Rancho Cordova, California 95670

Capitol Administrator
2920 Prospect Park Drive
Rancho Cordova, CA
95683

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Rita

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

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

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

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Rancho Cordova City Council
City Hall
2729 Prospect Park Drive
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Best Regards,

Kathleen Maldonado



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
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Thank you,

Ritesh Singh

Edward Robert Abella
Representative

Primerica
1111 Howe Ave
Ste 200
Sacramento, CA 95825

916 567 1818 Phone
916 416 8110 Mobile
eabella@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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August, 2015

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Thank you,

Julie Reardon



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
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 **Cartridge World**

ACCOUNT EXECUTIVE
11170 Sun Center Drive #200
Rancho Cordova, CA 95670

Phone: 916.859.0961
Fax: 916.859.0963


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Peter Thao

Agent

CA Ins. Lic. # 0J02685

New York Life Insurance Company

3255 West March Lane Suite #300

Stockton, CA 95219

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pthao@ft.newyorklife.com

Rancho Cordova City Council
Mayor Robert McGarvey
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The Company You Keep®

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Sincerely,

A handwritten signature in black ink, appearing to be "P. Thao", written over a horizontal line.



MARGARET FLANIGAN
Member Services Manager
Margaretf@sparetimeinc.com

2201 GOLD RUSH DRIVE
GOLD RIVER, CA 95670

(916) 638-7001
Fax: (916) 853-1845
www.goldrivercc.com

August, 2015

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Mayor Robert J. McGarvey & City Council
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LORENA BEIGHTLER
Marketing Director
Lorenab@sparetimeinc.com

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Thank you,

A handwritten signature in cursive script, appearing to read "Lorena Beightler", written in dark ink.

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Mayor Robert McGonley
Vice Mayor David Sander
Councilmembers Linda Bluge
Dan Skagland & Donald Fern
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Rocky Keopradabsy
Agent
CA Ins. Lic. # 0J00681

New York Life Insurance Company
3255 West March Lane Suite #300
Stockton, CA 95219
Tel. 916 914 4755
rkeopradabsy@ft.newyorklife.com
www.newyorklife.com

Sincerely,

A handwritten signature in black ink, appearing to read "Rocky", written over a faint, larger signature.

**Marlow Simonetto**

REALTOR®

CalBRE # 01929330

2580 Fair Oaks Boulevard, Suite 20

Sacramento CA 95825

MSimonetto@GoLyon.com

916-996-1767 direct

916-484-3615 office

916-535-5795 fax



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Vice Mayor David Sander
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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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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,

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

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.

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.

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Best Regards,


Missy Farris

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

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Best Regards,



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

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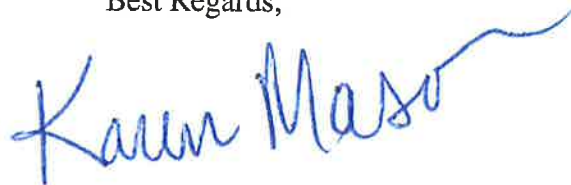
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D 916.403.6100 F 916.403.6107
C 916.317.1224 F 916.638.8267
karen.mason@accountingprincipals.com
www.accountingprincipals.com

Karen Mason
BUSINESS DEVELOPMENT MANAGER



Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
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Sincerely,

A handwritten signature in black ink, appearing to read "R. McGarvey", with a long, sweeping horizontal line extending to the right.

MONARK CALIFORNIA OFFICE

6085 STATE FARM DR #200
ROHNERT PARK, CA 94928

707 588 3200

MONARKHOME.COM



Virginia Tylanda
Branch Manager

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

3035 Prospect Park Drive, Ste 60
Rancho Cordova, CA 95670
Direct: 916-288-4110
Fax: 916-288-4299
Toll Free: 800-688-8061
virginia.tylanda@graybar.com

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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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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,



4432 Pittsfield Wy
Mather 95655

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Sincerely, *Cynthia Jones*
2133 Walt Ave
SMC, CA 95827

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916-635-5158

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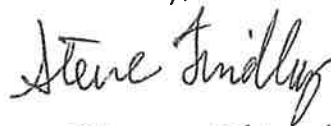
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Steve Findlay

12317 Little Dome Way
Rancho Cordova, CA 95742

Rancho Cordova City Council
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Vice Mayor David Sander
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Dan Skogland & Donald Terry
2729 Prospect Park Drive
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3423 Kleiner Way

Rc 95670

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Robert Balentine
11221 Russian River Ct
Rancho Cordova CA 95670

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Neha Garg
3300, Capital Center Dr.
198 Bishop Court. CA.
916 318 2624.

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Lakshmi Setlur
3441 Datta Dr
Apt 562
Rancho Cordova
CA - 95670
916 833-0943

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Noubiah Sebtach
2929 Roubier Rd.
Unit 179
SRL

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Margarita Jamias
4315 Monhegan Way
Rancho Cordova, CA 95655

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Angela Johnson

10453 Buckingham drive 95670
Rancho cordova

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Whitte Seals

10453, Rockingham Dr
Rancho, California
AGENDA ITEM 14.1

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Atmond Bradford
10730 Coloma Rd.
Unit 19
Rancho Cordova, CA 95670

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Please vote YES to approve Bridgeway Square Luxury living – your support will be greatly appreciated.

Sincerely,

Sharon
Burnett
PC-10752 Pedro
95670

Sharon
Burnett

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,

DAVE BURNETT
10752 PEDROWAY
RANCHO CORDOVA
95670

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
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Sincerely,

LeRoy
LeRoy Kuykendall
10691 Audubon way
RC 95670

Rancho Cordova City Council
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Vice Mayor David Sander
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Ken Kestel
2224 Gleneyre Ct
R.C. 95670
635-4731
Ken Kestel

Sincerely,

Rancho Cordova City Council
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Vice Mayor David Sander
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2729 Prospect Park Drive
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Sincerely,

Mildred Kaykenhall
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

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
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2729 Prospect Park Drive
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Sincerely,

Bonnie Ward
BONNIE WARD
455 ROYAL CREST CIR
RCHO CORDOVA 95670

Rancho Cordova City Council
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Councilmembers Linda Budge,
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Sincerely,


MARTI MCKENNA
454 Royal Crest Cir
Rancho Cordova 95670

Rancho Cordova City Council
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Councilmembers Linda Budge,
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Sincerely,



Hattie Reis

2401 moraine circle #1

Rancho cordova

Ca 95670

916-617-8331

Rancho Cordova City Council
Mayor Robert McGarvey
Vice Mayor David Sander
Councilmembers Linda Budge,
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2729 Prospect Park Drive
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Sincerely,

Carole Bender
2251 Windward Ln.
R.C. 95670

Rancho Cordova City Council
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Councilmembers Linda Budge,
Dan Skogland & Donald Terry
2729 Prospect Park Drive
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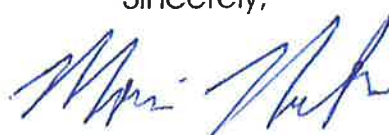
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 Monae Newton
2404 moraine circle Apt 1

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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Eugenia Chien
11070 Lakima River Ct
Rancho Cordova 95670

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Sincerely,

Kevin

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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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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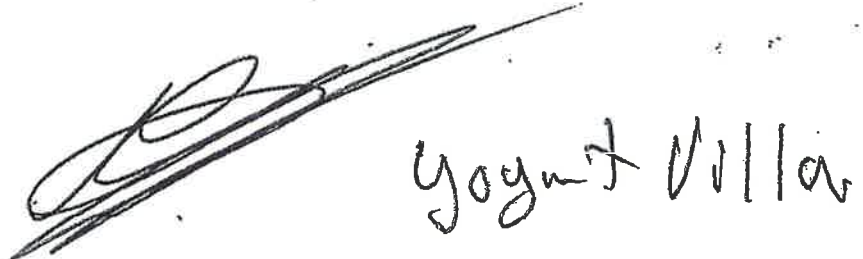
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Please take my support into consideration when you vote on this important project.

Thank you,

A handwritten signature in black ink, appearing to read "Yogen Villa", is written over a large, stylized, scribbled-out signature.

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
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Council Member Donald Terry
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Sincerely,

Farhad Atoi
Manager



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

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Best Regards,


RINA TARON
Donut King.

Sign of the Crab

ATTACHMENT 17

646

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

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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

Sign of the Crab, LLC
3756 Omec Circle • Rancho Cordova, CA 95742 • (916) 638-2722
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Mayor Robert J. McGarvey
Vice Mayor David Sander
Council Member Donald Terry
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Council Member Dan Skoglund
2729 Prospect Park Drive
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General Contractor
Lic# 976857

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Dittman Construction



TO: *Rancho Cordova City Council
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Council Member Donald Terry
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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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Council Member Donald Terry
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American Plumbing

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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I would like to register my support for the proposed Bridgeway Square Luxury Apartment Complex.

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



TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
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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.

Thank you,



PAMELA TIGUE Owner

9777 Business Park Dr. Suite A
Sacramento, CA 95827

Bus 916.245.3150
Fax 916.400.4998

pam@moderntilesupply.com

**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,

A handwritten signature in blue ink that reads "Pamela Tigue". The signature is fluid and cursive, with the first name "Pamela" and last name "Tigue" clearly distinguishable.

**ATTACHMENT 17**

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



The Best Choice for Your Wellness

TO: Rancho Cordova City Council
Mayor Robert J. McGarvey
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Thank you,

Aaron Robinet,
Owner: Robinet Fitness

Rancho Cordova City Council
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2729 Prospect Park Drive
Rancho Cordova, California 95670

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10524 Glenview Way
Rancho Cordova, CA 95670
AGENDA ITEM 14.1

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,

A handwritten signature in blue ink, enclosed within a hand-drawn oval. The signature appears to be "Payam Lotfi".

Payam Lotfi

Subway



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

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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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phone 916.485.6923
fax 916.485.4932

NORTHEAST SACRAMENTO
Express Employment Professionals

Kiersten Gonzales (F.O.C.)

Best Regards,

Kiersten Gonzales

1715 Professional Dr.
Sacramento, CA 95825

ExpressPros.com/NESacramentoCA



*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.ParamountEquity.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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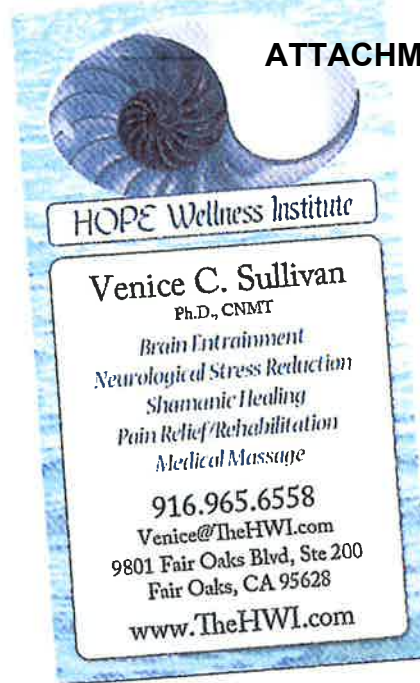
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Best Regards,

Amanda Halley
Amanda Halley



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

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August, 2015

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Thank you,

Katlyn M.
leadcliq





August, 2015

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Thank you,

Reagan Macalino




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City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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Best Regards,

Michelle Haskins
8/20/15



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
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Jenny Ta
Administrative Assistant
Office: (916) 366-3133
Fax: (916) 363-1487

3480 Routier Road
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jta@crpd.com • www.crpd.com

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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



Rancho Cordova City Council
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A handwritten signature in blue ink that reads "Elizabeth Fisher". The signature is fluid and cursive, with the first name "Elizabeth" written in a larger, more prominent script than the last name "Fisher".

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

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Thank you,

Malhar Joshi
 Red Roof Inn.



Rebecca Rodriguez
Front Desk Representative

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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-Rebecca Rodriguez

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Cheryl Gleason, MS
Assistant Training Director

2941 Sunrise Blvd. Ste #280
Rancho Cordova, CA 95742
cheryl.gleason@rctrainingcenter.com

www.rctrainingcenter.com

916.520.1060 office
916.246.2802 fax

Best Regards,

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.

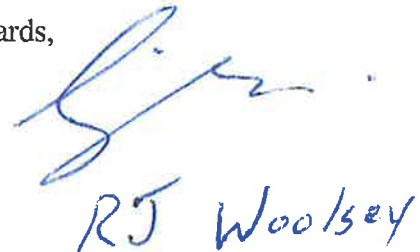
As an individual who works in this city, I know how vital it is to promote initiatives to improve our business climate and attract individuals to frequent Rancho Cordova businesses.

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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RJ Woolsey



10473 Folsom Blvd Suite 1
Rancho Cordova CA 95670
E-mail: rjw@gianellis.net

Phone: 916.366.1342
Fax: 916.389.8783
Cell: 916.730.7696

**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

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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,

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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Mayor Robert J. McGarvey & City Council
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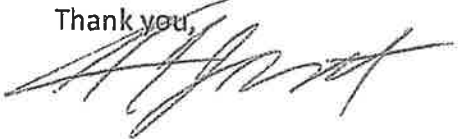
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City Hall
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Steven Campbell
Account Executive



771 Lincoln Street, Roseville, CA 95678
Tel: 916 946 7372

Steven.Campbell@consolidated.com
www.consolidated.com

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Best Regards,

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

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Proposed Bridgeway Square Apartments at Capital Village

City Council Meeting
December 7, 2015
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.

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Entitlements Required

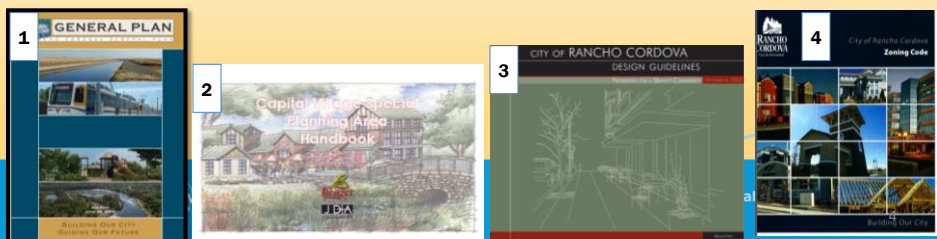
- Special Planning Area Amendment
 - To allow “high density residential housing” by-right instead of just Commercial Mixed Use with high density housing.
- Development Agreement (DA) Amendment
 - To allow “high density residential housing” by-right instead of just Commercial Mixed Use with high density housing.
- Design Review
- Adjustment Permit (Parking)

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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.





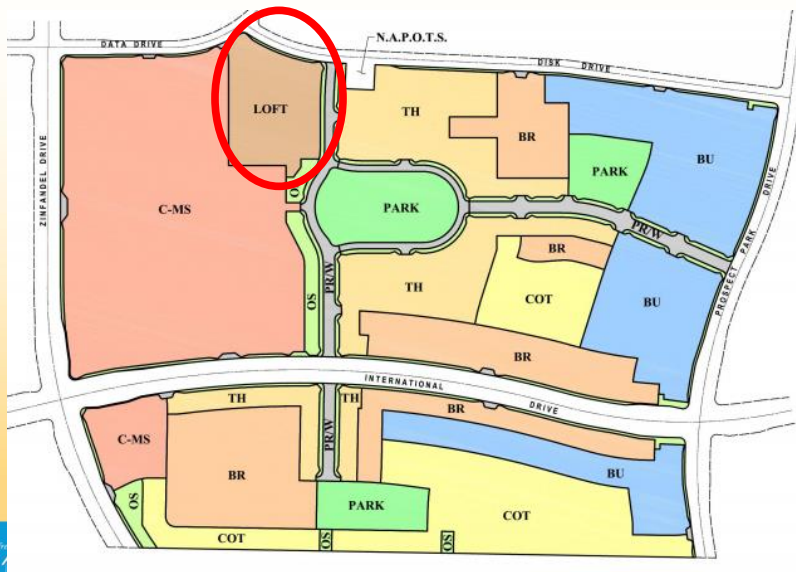
Existing Conditions



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), 5 th 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).

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Conceptual Architecture

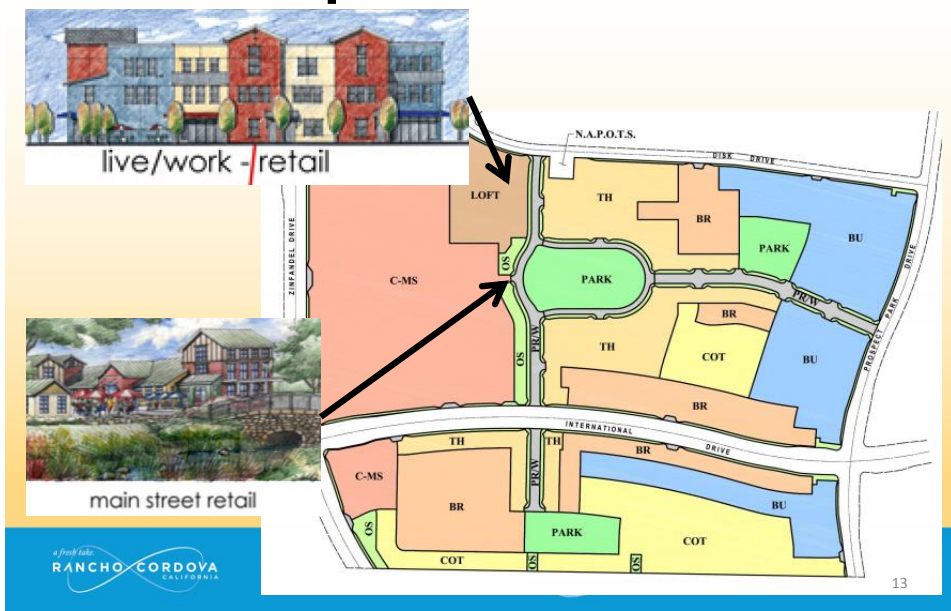


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Conceptual Architecture



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



Visualizations



Visualizations- Main Buildings



Visualizations- Pool and Cabana Area



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 an 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*

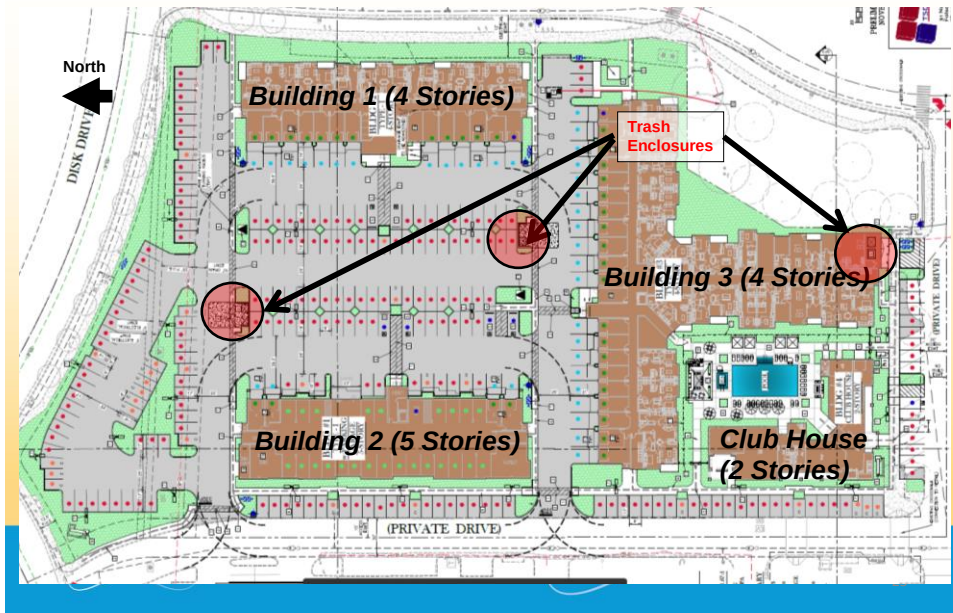
City Council direction from work session on 10/27/15

- **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.

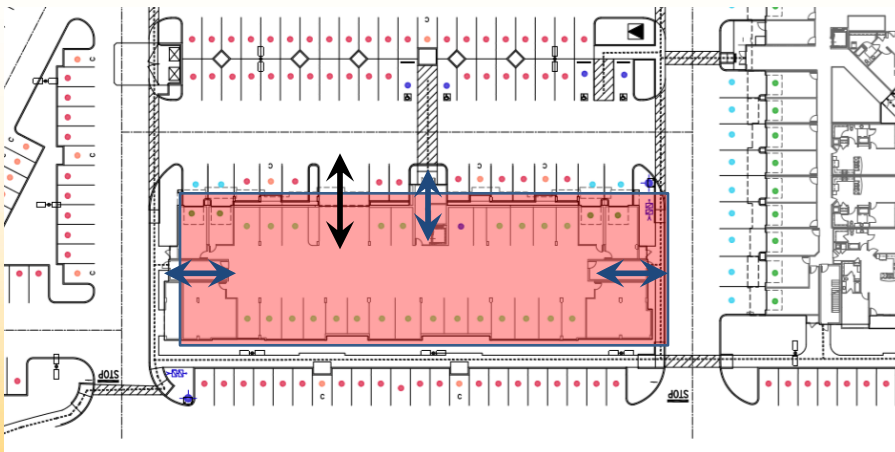
Revised Plans- Parking

- 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



Revised Plans- Design

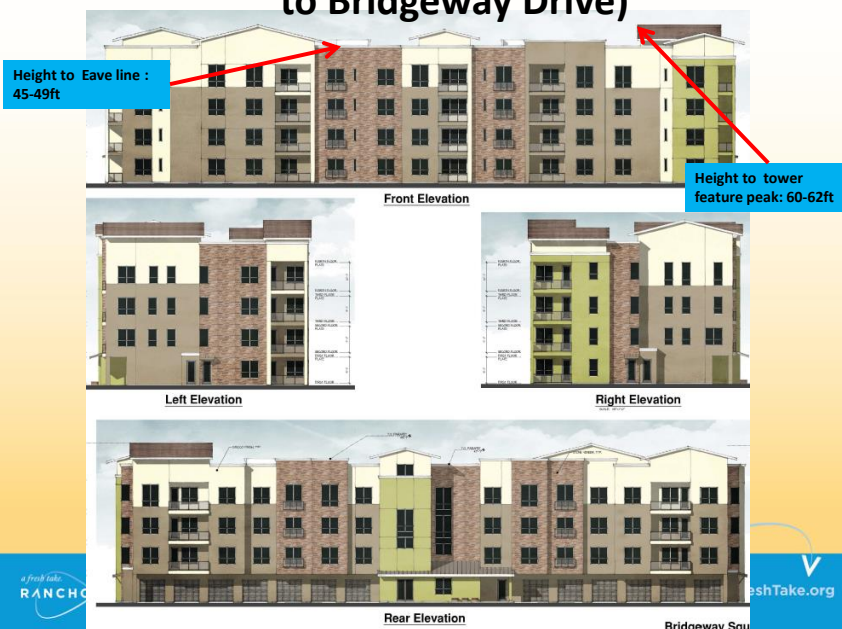
- Design amendments have been made to make the building elevations more compatible with existing Capital Village designs (residential and commercial). This includes:
 - stone that is similar to the commercial property; and
 - a more muted color tone to blend the gap in color between the vibrant townhomes 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.

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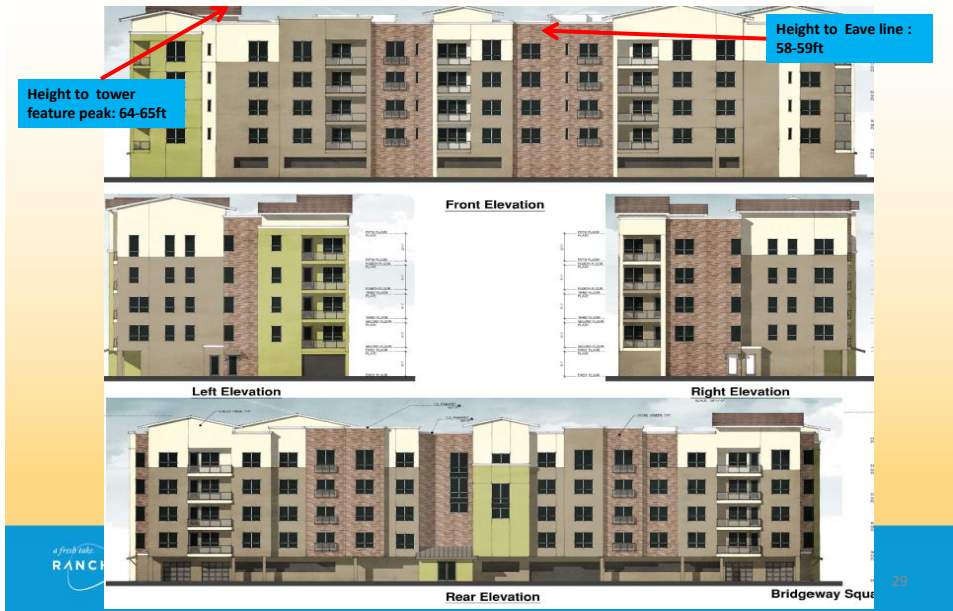
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Revised Elevations- Bld #1 (4 stories Adjacent to Bridgeway Drive)



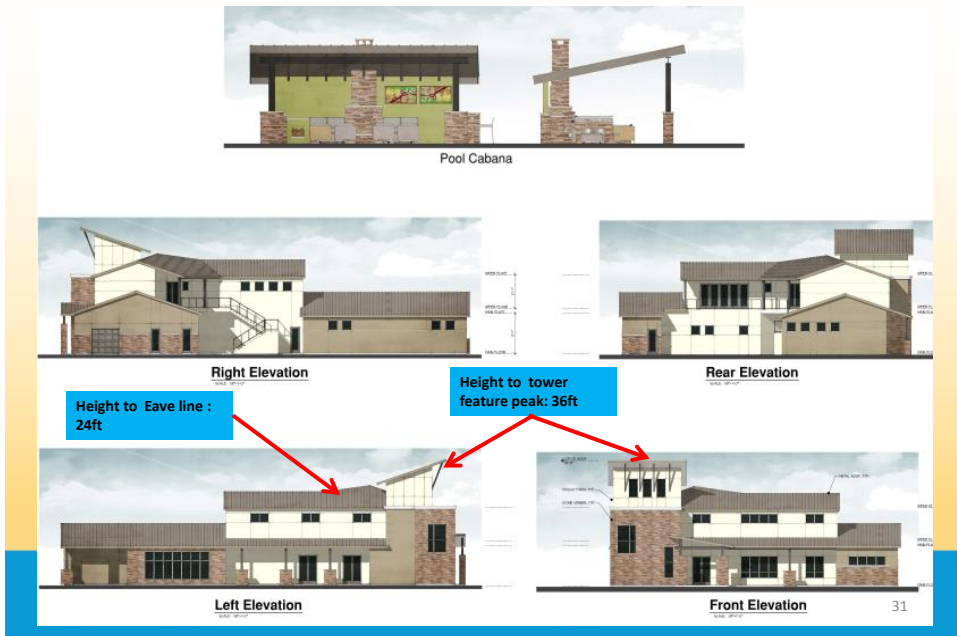
Revised Elevations- Bld # 2 (5 stories Adjacent to Commercial Sites)



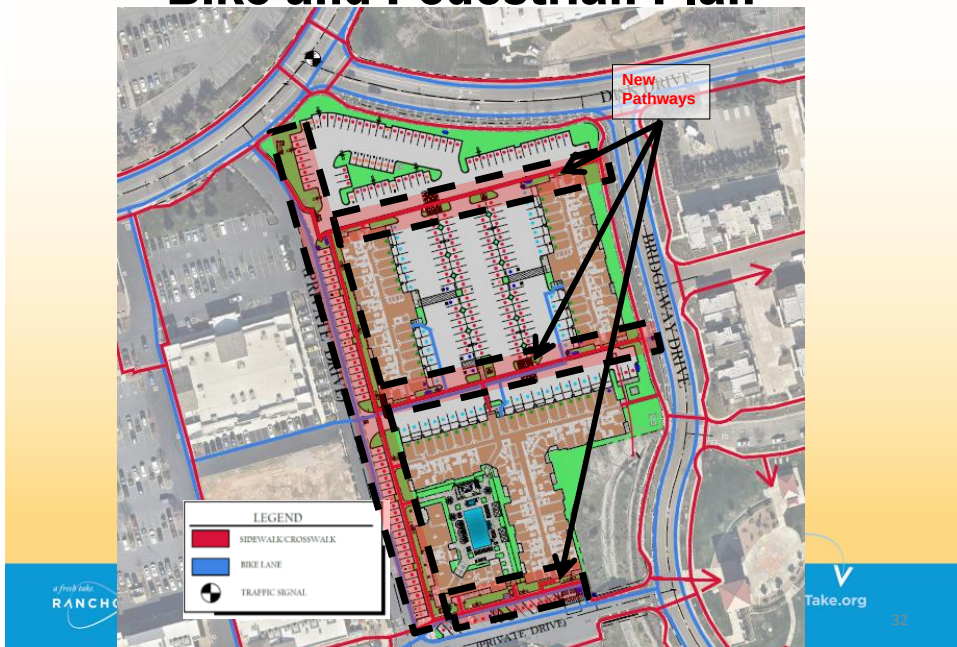
Revised Elevations- Bld # 3 (4 stories Adjacent to Club House)



Club House and Pool Cabana



Bike and Pedestrian Plan



Revised Plans- Lighting

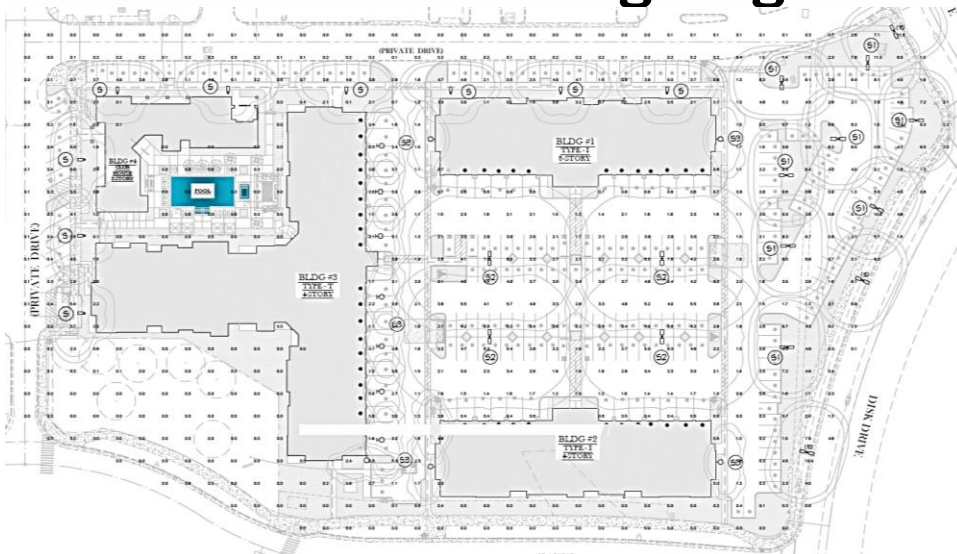
- The project include a photometric plan to indicate lighting measurements.
- The plan is consistent with all local standards and will require a building permit prior to construction.
- The staff report contains specifics about the lighting while the project has been conditioned to ensure the standards 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.

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Revised Plans- Lighting

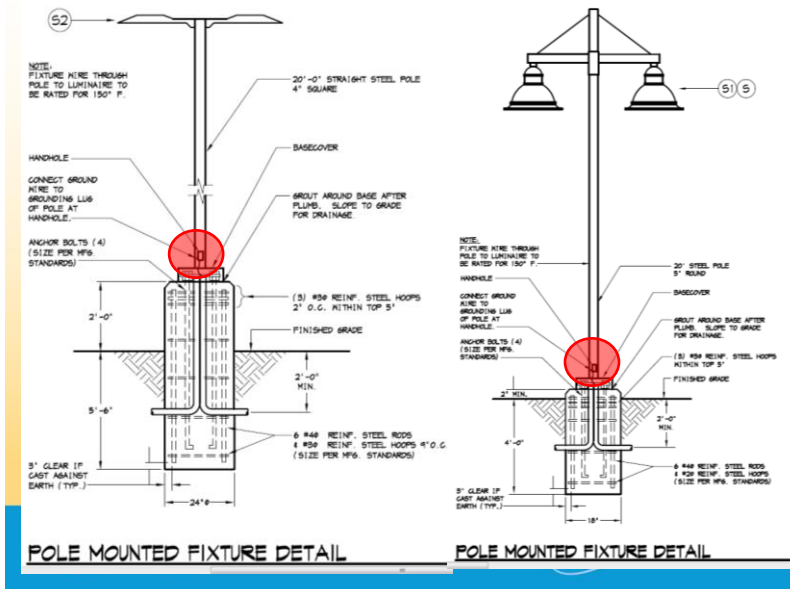


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Revised Plans- Lighting



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.

Estimated Economic Impact of Proposed Bridgeway Square Apartments

- Bridgeway Square would be an excellent project. It would support the adjacent office complex, would bring added City revenue, and would bring new residents to the city with \$8 Million or more in new payroll earnings (see Row 13 of Table 2).
- The project would provide an attractive alternative to living in Mid-town, Folsom, or elsewhere in the region, and would reduce commutes significantly.
- All existing rental stock in the City is old, just like the City's office buildings. This would be the first new construction since 2007. 97% of all multi-family units were built before 1999, and 36% before 1979.¹
- Tenants can be mid- or high-earning employees of the office core. Using the developer's requirement of an income 2.5x rent, an annual income of \$45,000 appears to qualify for a studio (see row 10 of Table 2). One person would need a \$75,000 income to rent a larger 2-bedroom unit, but two persons could qualify for a 2-bedroom with \$37,500 each. This income range is the top 60% of all wage earners in the US². The average Salary in Sacramento is 59,774.³
- It is reasonable to expect that 2/3 of the project's tenants would move in from outside the City, with perhaps 1/3 moving up from existing rental units within the City. The actual number should be tracked if the project is built (See Row 13 of Table 2).

Table 1
Estimated Annual Incomes, Tenant Spending, And Revenues to City From Project

		ALL PROJECT TENANTS	IF 67% ARE NEW TO CITY
TOTAL INCOMES	100%	\$ 12,104,175	\$ 8,061,381
SPENDING ON ALL TAXABLE GOODS	31.5%	\$ 3,812,815	\$ 2,539,335
NEW & USED VEHICLES	8.0%	\$ 968,334	\$ 644,910
TRANSPORTATION	17.6%	\$ 2,134,577	\$ 1,421,629
FOOD AT HOME	8.2%	\$ 996,552	\$ 663,704
FOOD AWAY FROM HOME	4.7%	\$ 565,618	\$ 376,702
HEALTHCARE	7.4%	\$ 898,798	\$ 598,599
PERCENTAGE OF TENANT SPENDING ASSUMED TO BE SPENT LOCALLY		75%	75%
TAXABLE PURCHASES @ 75%		\$ 2,859,611	\$ 1,904,501
SALES TAX GENERATED @ 8.5%		\$ 243,067	\$ 161,883
SALES TAX TO CITY @ 1.5%		\$ 42,894	\$ 28,568

¹ REIS Submarket report, included in Attachment 13 of the January 19, 2016 City Council packet for this project.

² BLS Reports -- Consumer expenditures in 2013

³ www.salaryexpert.com

Table 2
Assumptions and Calculations for New 199-Unit Apartment Complex @ Capitol Village:
TOTAL/AVG

1	All 1 & 2-bedroom units	Studio @ 477sf	1BR	1,200 sf 2BR	828 SF avg	Data from Developer
2	Units	63	63	74	199	Data from Developer
3	Monthly RENT per unit	\$ 1,500	\$ 2,000	\$ 2,500		Data from Developer
4	Annual rent per unit	\$ 18,000	\$ 24,000	\$ 30,000		
5	TOTAL monthly RENT received by project	\$ 94,028	\$ 125,370	\$ 184,075	\$ 403,473	
6	average monthly rent collected				\$ 2,028	
7	Persons assumed occupying each unit	1	1.5	2		
8	Total persons	63	94	147	304	
9	Monthly Incomes required to rent @ 2.5x – 1 person needs to qualify	\$ 3,750	\$ 5,000	\$ 6,250		
10	Annual incomes required to rent @2.5x – if 1 person occupies unit.	\$ 45,000	\$ 60,000	\$ 75,000	\$ 12,104,175	total income of all tenants
11	Required Income per person if 2 equal incomes are used to qualify	na	\$ 30,000	\$ 37,500		
12	Percent of new tenants from outside city, remainder are move-ups already living in city				67%	
13	New tenant payroll into city if 67% are new tenants				\$ 8,061,381	
14	New Tenant Spending on				67% of tenants	All tenant spending
15	Taxable goods	31.5%	31.5%	31.5%	\$ 2,539,335	\$ 3,812,815
16	Transportation	17.6%			\$ 1,421,629	\$ 2,134,577
17	Food at home	8.2%			\$ 663,704	\$ 996,552
18	Food away from home	4.7%			\$ 376,702	\$ 565,618
19	Healthcare	7.4%			\$ 598,599	\$ 898,798

Impact analysis for new tenants in a 199-unit Apartment Complex
All 1 & 2-bedroom units

	TOTAL/AVG			
	Studio @ 477sf	1BR	1,200 sf 2BR	828 SF avg
Rent	\$1,500/month	\$2,000/month	\$2,500/month	
Units	63	63	74	199
RENT	\$ 1,500	\$ 2,000	\$ 2,500	
Annual rent per unit	\$ 18,000	\$ 24,000	\$ 30,000	
TOTAL RENT received by project	\$ 94,028	\$ 125,370	\$ 184,075	\$ 403,473
average monthly rent collected				\$ 2,028
Persons occupying	1	1.5	2	
Total persons	63	94	147	304
Monthly Incomes required to rent @ 2.5x	\$ 3,750	\$ 5,000	\$ 6,250	
Annual incomes required to rent @2.5x	\$ 45,000	\$ 60,000	\$ 75,000	\$ 12,104,175
Required Income per person	\$ 45,000	\$ 40,000	\$ 37,500	
Percent of new renters from outside city, remainder are move-ups				67%
New money into city				\$ 8,061,381

Household Spending by tenants		All Project tenants		If 67% are new to City	
Total Incomes	100%	\$ 12,104,175	\$ 8,061,381		
All Taxable goods	31.5%	\$ 3,812,815	\$ 2,539,335		
New & used vehicles	8.0%	\$ 968,334	\$ 644,910		
Transportation	17.6%	\$ 2,134,577	\$ 1,421,629		
food, all	12.9%	\$ 1,562,171	\$ 1,040,406		
food in	8.2%	\$ 996,552	\$ 663,704		
Healthcare	7.4%	\$ 898,798	\$ 598,599		
Food out	4.7%	\$ 565,618	\$ 376,702		
Percentage of tenant spending assumed to be spent locally		75%	75%		
Taxable purchases		\$ 2,859,611.34	\$ 1,904,501		
Sales tax generated @ 8.5%		\$ 243,067	\$ 161,883		
Sales tax to City @ 1.5%		\$ 42,894	\$ 28,568		

Acres				5.12
Project value @ 6,8,10% cap rate	\$ 2,420,835	\$ 3,227,780	\$ 4,034,725	

Existing in City				
MHI			\$ 49,860	
Avg HI			\$ 62,611	
Avg rent 1 br			752	
Avg rent 2 BR			957	

Conclusions: this would be an excellent project that would support the office complex and would bring added revenue and a new mix of residents to the city
it would provide an attractive alternative to living in Mid-town, and would reduce commutes significantly.
all existing rental stock is old, just like office buildings
tenants need not be wealthy individuals, but the average single professional working in the city. Top 60% of wage earners

Table 2						
BLS report	\$\$	pct	\$\$	pct	\$\$	pct
Income	44576	100.0%	59101	100%	131945	100%
Food	5753	12.9%	6733	11%	9983	8%
food away	2083	4.7%	2690	5%	4454	3%
food at home	3670	8.2%	4043	7%	5528	4%
Housing	14827	33.3%	16972	29%	26745	20%
Apparel	1247	2.8%	1551	3%	2683	2%
Transportation	7861	17.6%	9666	16%	14794	11%
Healthcare	3310	7.4%	3994	7%	5243	4%
Entertainment	1856	4.2%	2414	4%	4388	3%

source: Bridgeway Square Jan 19, 2016 City Council agenda

Consumer spending sources: California BOE
Bureau of Labor Statistics Economic News release Consumer expenditures - 2014
BLS Reports -- Consumer expenditures in 2013

MEMORANDUM

DATE: February 16, 2016

TO: Honorable Mayor and Council Members

FROM: Nicholas Sosa, Assistant Planner



SUBJECT: SUNRIDGE PLAZA GASOLINE SERVICE STATION CONDITIONAL USE PERMIT AND DESIGN REVIEW; PROJECT NO. DD9614 – LOCATED ON SOUTHWEST CORNER OF DOUGLAS ROAD AND SUNRISE BOULEVARD.

PROPERTY OWNER: Donahue Schriber Realty Group, L.P. Mr. Dave Mossman 200 E. Baker Street, Suite 100 Costa Mesa, CA 92626	APPLICANT/DEVELOPER: RSC Engineering, Inc. Mrs. Tiffany Wilson 2250 Douglas Blvd. Suite 150 Roseville, CA 95661
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PROJECT: FILE: LOCATION: APN: PLANNER:	The applicant is applying for a Conditional Use Permit for the operation of a retail gasoline service station at the Sunridge Plaza Shopping Center. The proposed service station includes a canopy with 6 dispensers, a convenience store and car wash. The service station will operate 24 hours/7 days a week. DD9614 Southwest Corner of Sunrise Blvd. and Douglas Rd. 067-0030-038-0000 Nicholas Sosa, Assistant Planner
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RECOMMENDATION

Adopt Resolution 14-2016.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 14-2016 would permit the use of a service station within the Sunridge Plaza Shopping Center and allow the applicant to submit for necessary building permits to begin construction of the proposed service station, convenience store, and car wash.

BACKGROUND

On September 30, 2015, the applicant submitted a Conditional Use Permit (CUP) and Design Review application for a 4,400 square foot convenience store service station, carwash and a 6 pump canopy within a previously approved shopping center. The Sunridge Plaza Shopping Center which was originally approved on April 19, 2004 (RC 03-028), included a CUP for the service station use and a Design Review for the buildings on site (See **Attachment 6**).

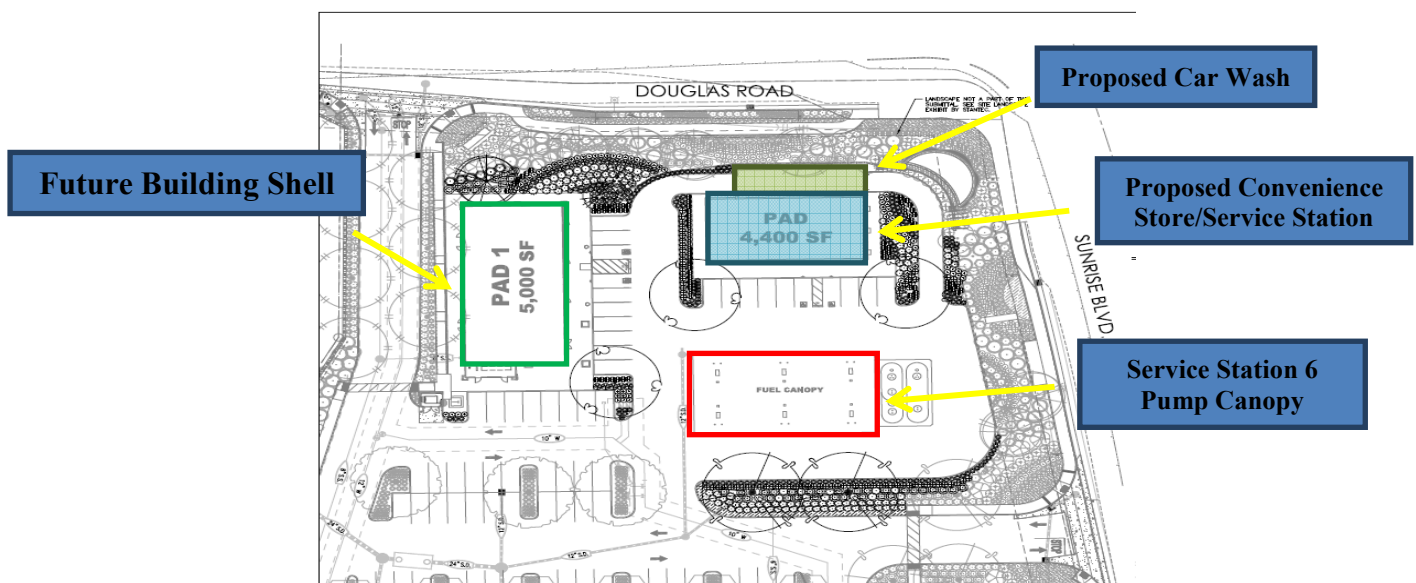
The 2004 approval included a 600 square foot kiosk with a 9 pump gasoline canopy capable of servicing up to 18 vehicles at any given time. However, the approval of the Conditional Use Permit for the gas station has expired and therefore, a new CUP is needed for the new design. At this time the developer of the Shopping Center project has not finalized an agreement with the future service station purveyor. According to the property owner, the service station could

be directly associated with the approved grocery store business or it could be an independent corporate entity.

Figure 1: Project Site (Existing Conditions)



Figure 2: Site Plan



REQUIRED PERMITS AND REGULATORY BASIS

A Conditional Use Permit is required for a service station within the General Commercial zone district per table 23.316-1 of the City zoning code. The Design Review is (Section 23.141) required to ensure compatibility with the surrounding shopping center and implementation of all applicable development standards. The applicant is required to obtain all necessary building permits for construction and a business license for all tenants. The service station operator must comply with all federal and state laws and regulations regarding service stations as well as obtain proper permits from ABC for the sale of beer and wine within the convenience store.

Permits Required after Approval:

- Building Permit
- Business License
- Applicable ABC License

ANALYSIS

General Plan:

The project site is located within the General Plan designation of Commercial Mixed Use (CMU) zone. The CMU designation encourages the integration of retail and service commercial uses with office and/or residential uses. The gas station will provide an all-inclusive shopping center to the area of Sunrise Boulevard and Douglas Road. Currently the south Sunrise area has minimal shopping opportunities. The service station and overall shopping center will be a significant expansion of the City's retail and commercial space.

Zoning Code:

The project site is located within the General Commercial (GC) zone district. The GC zone includes a wide variety of commercial uses and selective higher density residential uses. The GC zone is typically adjacent to major streets or in commercial areas where some permitted heavier uses would not adversely affect surrounding properties. A service station would be an appropriate use as the property is located on the corner of Sunrise Boulevard and Douglas Road which is intended for high traffic and high intensity circulation. The use of a service station is compatible with other uses permitted within a General Commercial zone.

Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
South-West corner of Sunrise Blvd. & Douglas Rd.	Vacant Lot	Commercial Mixed Use (CMU)	General Commercial (GC)
North	Cordova Shopping Center	Sunrise Boulevard Specific Planning Area (SBSPA)	Preserved Open Space (H)
East	Vacant Lot	Commercial Mixed Use (CMU)	General Commercial (GC)
South	Walgreens Pharmacy	Commercial Mixed Use (CMU)	General Commercial (GC)
West	Canal	Preserved Open Space (POS)	Preserved Open Space (POS)

Conditional Use Permit:

A Conditional Use Permit is required for service stations per zoning code Table 23.316-1 to ensure that the facility will be compatible with nearby uses. The proposed service station will be located within the Sunridge Plaza Shopping Center which is anticipated to contain numerous restaurants and services, as well as a full grocery store. A service station was approved in 2004 with the original Sunrise Douglas Shopping Center and was designed to accommodate the projected traffic that accompanies a 9 pump fuel station. Although the kiosk size has increased in square footage, the number of fuel pumps has been reduced to 6. An addendum to the previous environmental review indicates that there does not appear to be any significant impacts in traffic or circulation from these minor modifications.

The facility has been designed to integrate into the center to reduce traffic congestion and screen equipment from the public right-of-way. Vehicles will be allowed to access from both Sunrise Boulevard and Douglas Road via main driveway entrances while pedestrian access is provided from the adjacent public streets. All pedestrian connections will be required to have defined crosswalks with enhanced paving to connect the facility to the main entrance along Douglas Road and Sunrise Boulevard.

Design Review:

New construction and renovations must adhere to the City's Design Guidelines to ensure all improvements and new construction will be consistent and compatible with the surrounding environment. The project has been reviewed in accordance with the Design Guideline sections pertaining to commercial development.

Site Plan & Architecture:

The service station is located on the corner of Sunrise Boulevard and Douglas Road with the East elevation oriented adjacent to Douglas Road. The fuel canopy and pumps are located interior to the site to minimize visibility of the fuel station and shift focus to the architecture of the convenience store and car wash building.

The building architecture was reviewed for consistency with the 2004 approved Sunridge Plaza Shopping Center concept drawings. The proposed elevations are consistent with the overall design of the shopping center. The elevation contains trellis features to break up solid blank walls and a non-transparent faux window on the north elevation (Douglas Road) to add detail to the elevation without adding visibility to car wash equipment. The design also contains additional stone veneer and a 3 foot high stone screening wall that obstructs vehicle headlights within the drive-thru of the car wash. The final fuel canopy color will be determined when a tenant has been identified for the space and its corporate colors have been identified.

Figure 3: Exterior Elevations

**Parking:**

The approved Parcel Map included a reciprocal access and parking agreement to ensure adequate parking throughout the shopping center. The Rancho Cordova zoning code Table 23.719-1 parking requirement for a service station is 3 spaces minimum plus 2 per bay of the fuel canopy. The proposed project is consistent with the Table 23.719-1 parking requirement.

Subject	Permitted/Required	Proposed
<i>Parking</i>	3 spaces minimum + 2 per bay (15 spaces required)	10 spaces proposed plus adjacent reciprocal parking within the shopping center

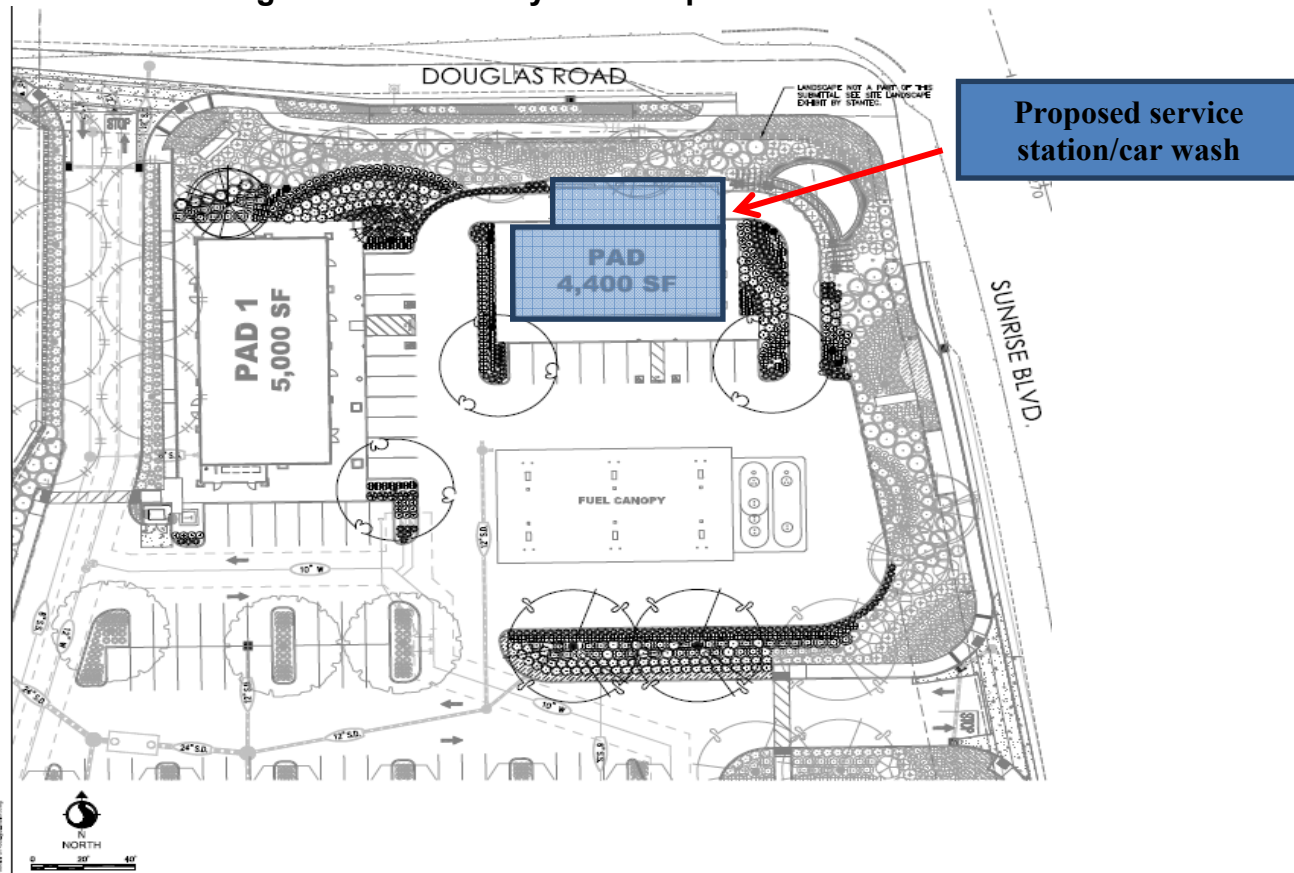
Lighting:

The project includes a photometric plan that is consistent with Zoning Code lighting standards Chapter 23.725. All outdoor lighting will be constructed with full shielding and oriented to minimize light trespass outside of the project site.

Landscaping:

The project includes a preliminary landscape plan that shows the landscape along Sunrise Boulevard and Douglas Road as well as surrounding the proposed building. The preliminary landscape plan is designed to show pedestrian walkways and a concept landscape layout. The plan is subject to future changes due to finalization of the overall shopping center.

Figure 4: Preliminary Landscape Plan

**FISCAL ANALYSIS OF PROJECT**

The City anticipates that the proposed project will provide additional revenue from an increase in sales taxes through the general sale of fuel and goods purchased onsite by customers in neighboring residential areas as well as travels through the area.

ENVIRONMENTAL

An Addendum to the previous environmental documents for the Sunrise Douglas Shopping Center Project was prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines to address the additional square footage to the building, the reduction in gas dispensers, and the addition of a car wash. Please see attachment (**Attachment 2**).

RECOMMENDED MOTIONS

Staff recommends that Council adopt Resolution No. 14-2016, the Conditional Use Permit and Design Review for the Sunridge Plaza Service Station DD9614, subject to the findings, Project Plans (**Exhibit A**) and Conditions of Approval (**Exhibit B**)." Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) per the provided addendum pursuant to CEQA Guidelines.

ATTACHMENTS

1. Resolution 14-2016, including Project Plans (**Exhibit A**), and subject to the Conditions of Approval (**Exhibit B**).
2. CEQA Addendum Sunrise Douglas Shopping Center.
3. 500' Radius Map with Mailing Labels.
4. Comment Letter issued November 3, 2015.
5. Comment Letter issued January 14, 2016.
6. Approved 2004 Sunrise Douglas Shopping Center CUP site plan (RC 03-028).

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 14-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING A REQUEST FOR A CONDITIONAL USE PERMIT AND DESIGN REVIEW FOR
A SERVICE STATION LOCATED IN THE FUTURE SUNRIDGE PLAZA SHOPPING CENTER**

WHEREAS, on September 30, 2015, RSC Engineering, Inc. (referred to as the applicant) filed a formal submittal to request a Conditional Use Permit for a 6 pump Service Station located within a General Commercial zone and a Design Review for the proposed 4,400 square foot convenience store and car wash within the future Sunridge Plaza Shopping Center to be located at the southwest corner of Sunrise Boulevard and Douglas Road; 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 THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize and adopt Resolution 14-2016 approving a Conditional Use Permit and Design Review for a Service Station (**Exhibit A**) at the future Sunridge Plaza Shopping Center, subject to the attached Conditions of Approval (**Exhibit B**), based on the following findings.

- A. *An addendum to previous environmental documents has been prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 for the approved Sunrise Douglas Shopping Center Project.*

Evidence: The City finds that no new or substantially more severe impacts would result from these modifications and that prior analysis contained in the originally certified EIR and adopted Negative Declaration adequately address all environmental impacts. Based on the criteria discussed above, an addendum is considered the appropriate level of documentation to satisfy the requirement of CEQA and no further analysis 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.*

ATTACHMENT 1

Evidence: The proposed location is within a General Commercial (GC) zone and meets has been designed to follow all standards and regulations of the Rancho Cordova Zoning Code. The site is designed to have access to both Sunrise Boulevard and Douglas Road and will contain all necessary utilities needed for operation. The proposed parking spaces in conjunction with a conditioned reciprocal parking and access agreement will ensure parking requirements are met. The project has been conditioned to minimize any impacts form 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 be compatible with other uses permitted within a General Commercial zone and businesses within the Sunridge Plaza Shopping Center. The service station architecture is consistent with the approved overall design of the center and will complement other structures within the plaza. The shopping center's original approved design contained a service station so there will be no use intensification of the site.

3. *Finding: All required public facilities have adequate capacity to serve the proposal.*

Evidence: The new service station will have all required public facilities (water, sewer, solid waste, electric, etc.) and all facilities are equipped to handle the needs of the proposed project. The capacity of the facilities will be met during the improvement plans and construction of the overall Sunridge Plaza Shopping Center.

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, 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: There are currently no existing nonconforming elements on the project site as the proposed location is currently undeveloped. All new development will meet all required development standards and zoning regulations.

- C. Approve the Design Review permit subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.140.050 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*

ATTACHMENT 1

special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.

Evidence: The proposed project design is consistent with the objectives of the Commercial Mixed Use zoning district of the General Plan and has been held to all standards and regulations of the Zoning Code and Sunridge Specific Plan. A service station use is permitted within the General Commercial zone with issuance of a CUP.

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 architecture of the building is consistent with the 2004 approved concept drawings of the Sunridge Plaza Shopping Center. The proposed project brings the addition of a convenience store and drive-thru car wash to the shopping center. The site design provides a 3 foot tall screening wall and additional landscaping that will minimize visibility of vehicles utilizing the drive-thru while also adding design features to the elevation facing Douglas Road.

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 of the building shows similar architectural features and elements consistent with anticipated buildings for the Sunridge Plaza Shopping Center. The sites design places the building close to Douglas Road to enhance visibility of architecture while also minimizing visibility of the gas canopy placed internal to the site.

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

Evidence: The service station use was previously approved at this location within the overall approval of the shopping center in 2004. The center was designed to accommodate the intensity of the station and not affect circulation of the surrounding plaza.

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:

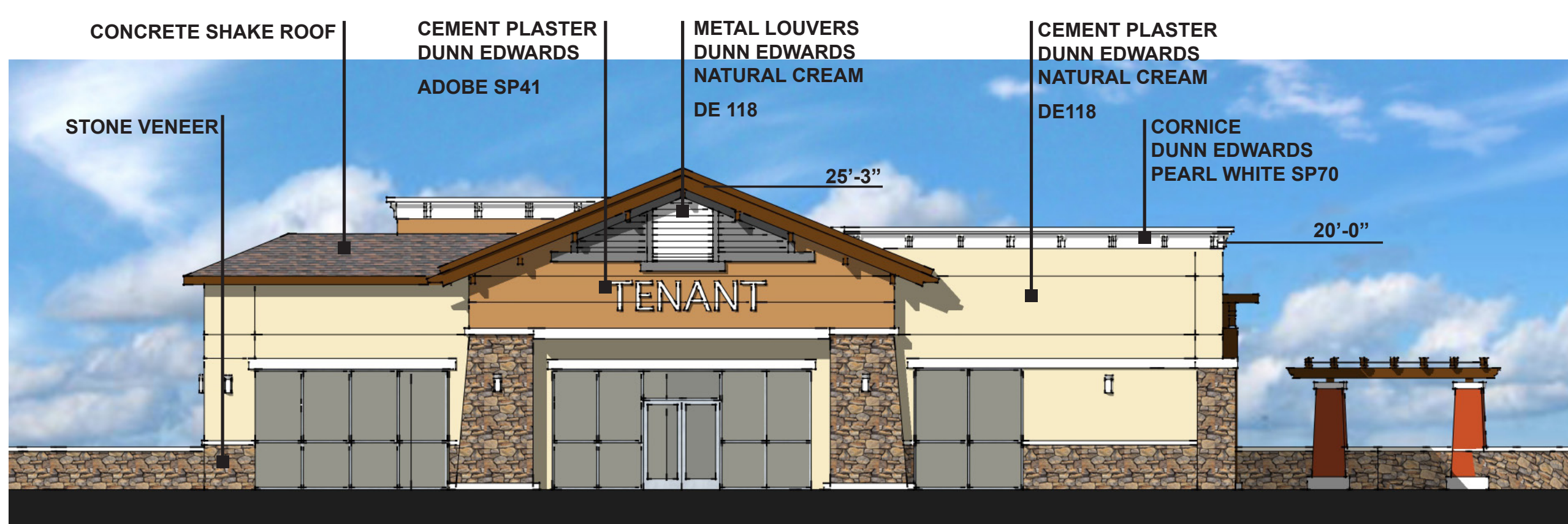
ABSENT:

ABSTAIN:

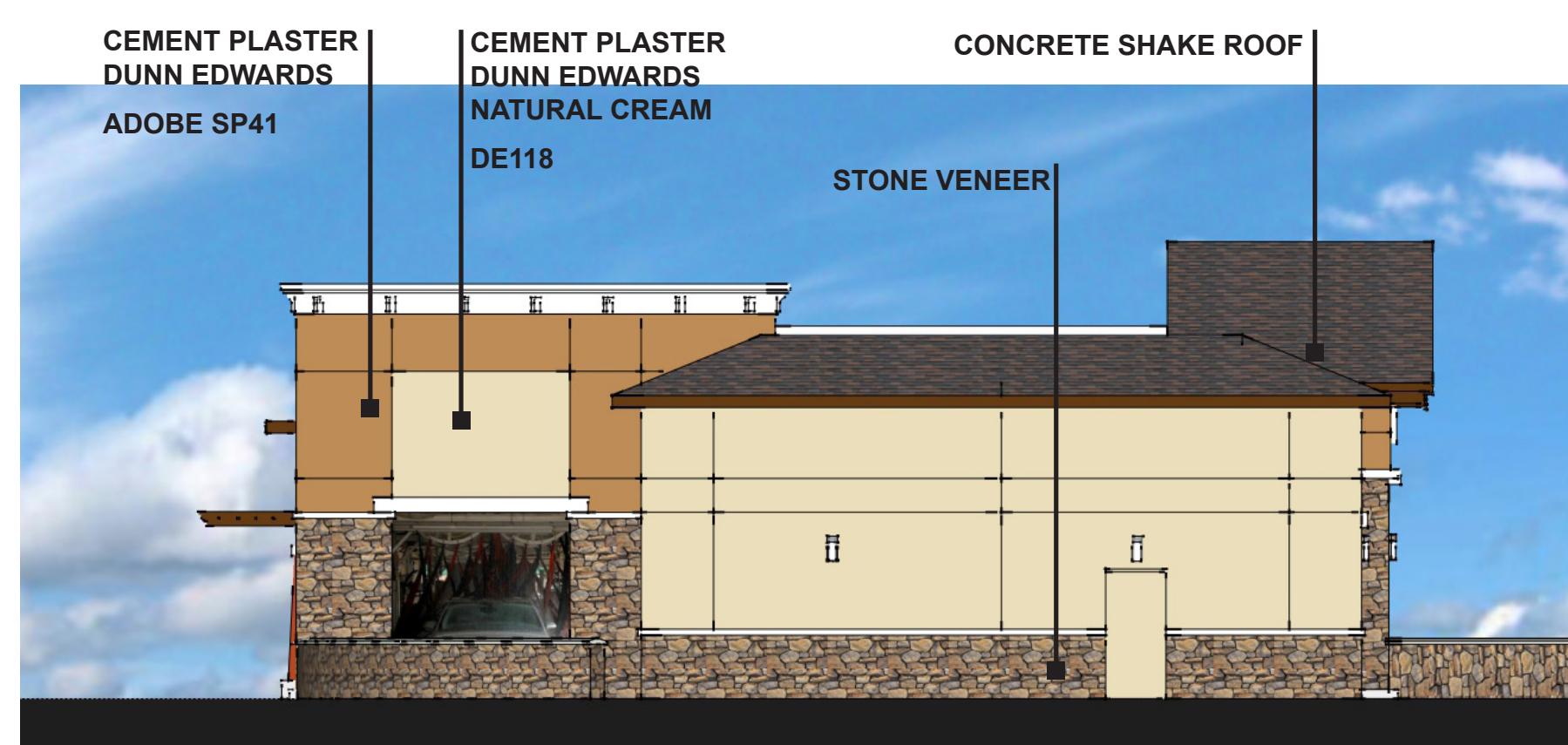
David M. Sander, Mayor

ATTEST:

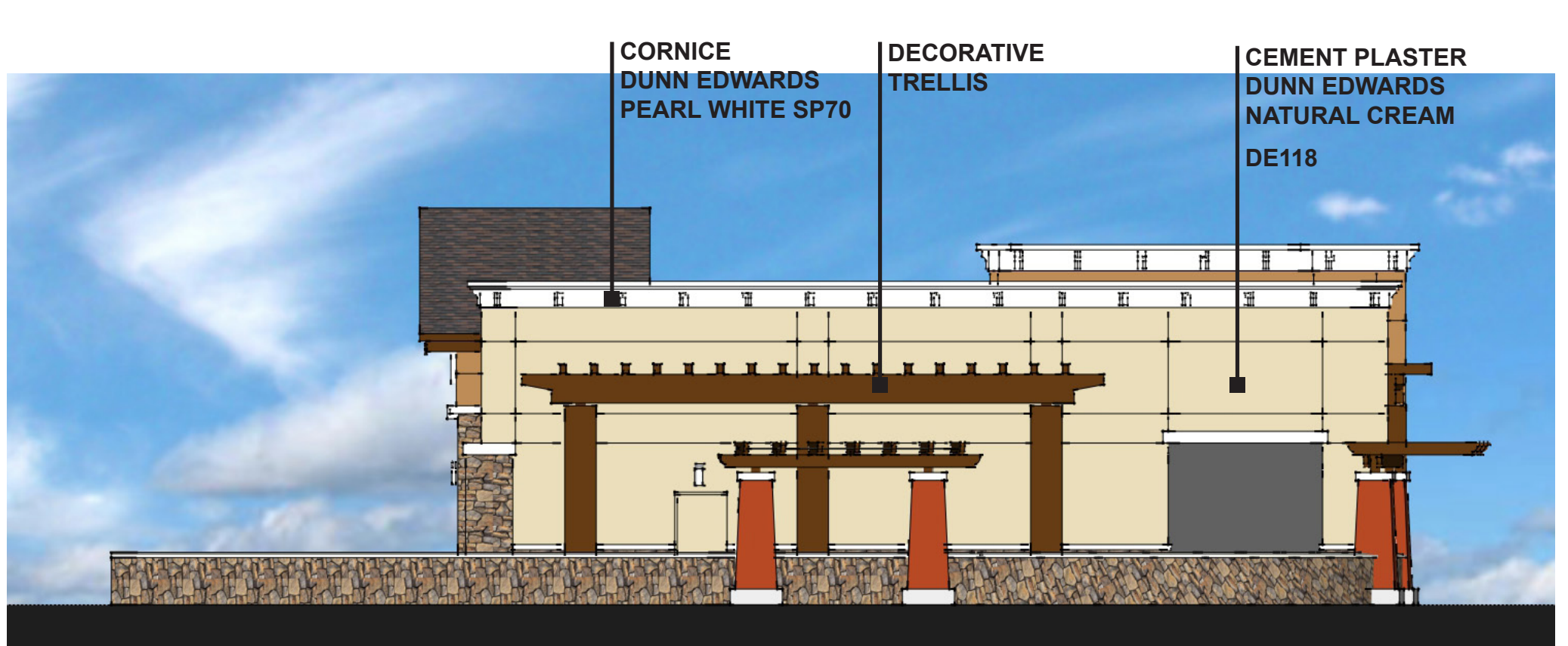
Mindy Cuppy, MMC, City Clerk



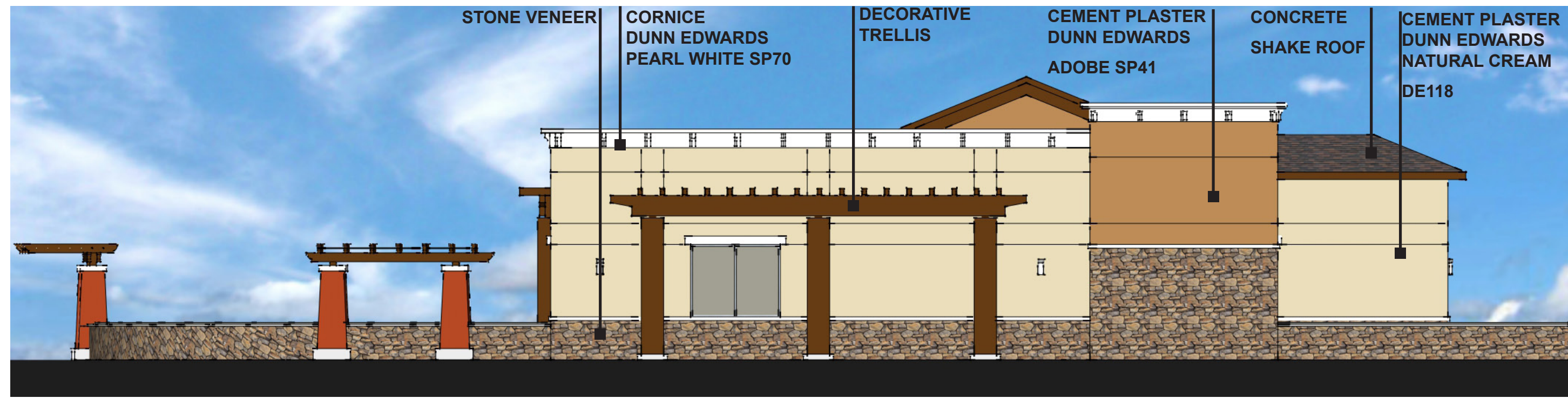
FRONT (SOUTH) ELEVATION



LEFT (WEST) ELEVATION



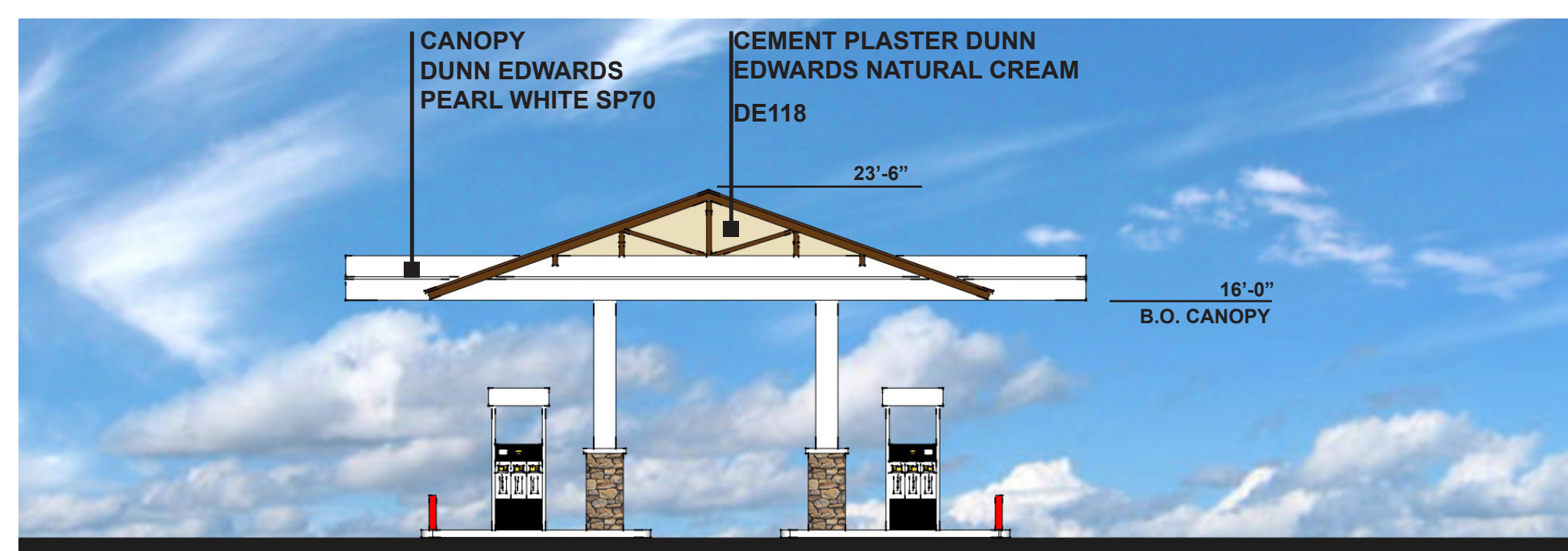
RIGHT (EAST) ELEVATION



REAR (NORTH) ELEVATION



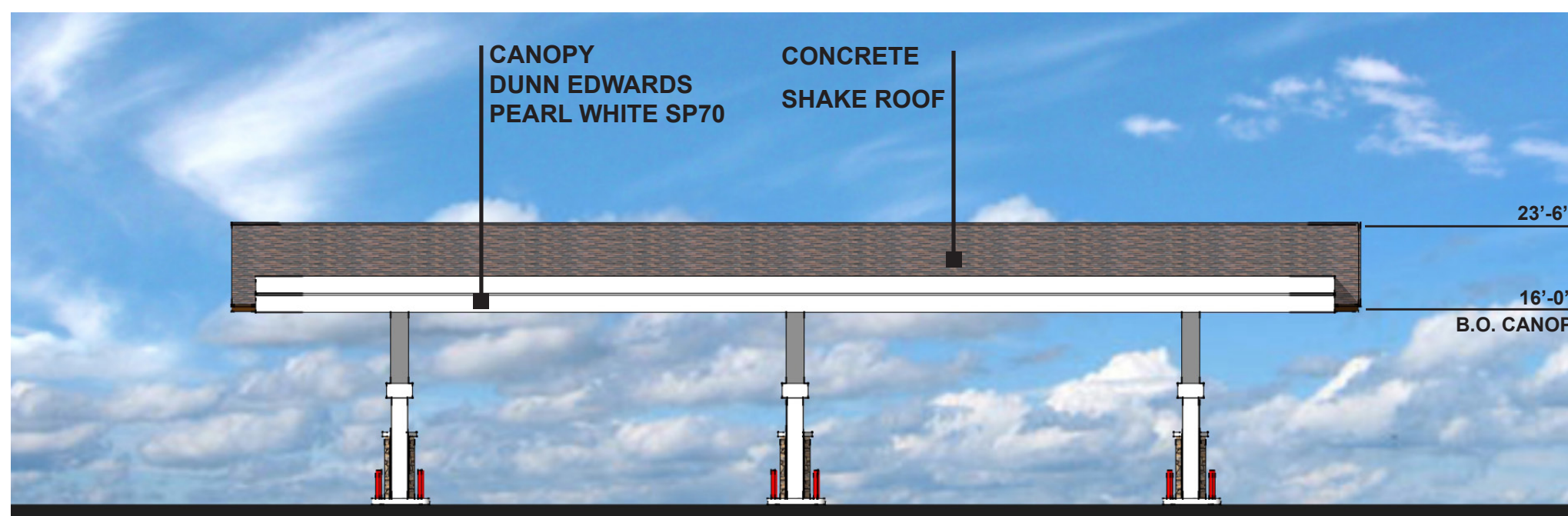
C-STORE PERSPECTIVE VIEW



GAS CANOPY-TYPICAL SIDE ELEVATION



C-STORE PERSPECTIVE VIEW AT SCREEN WALL



GAS CANOPY-TYPICAL SIDE ELEVATION



PERSPECTIVE VIEW

AGENDA ITEM 14.2

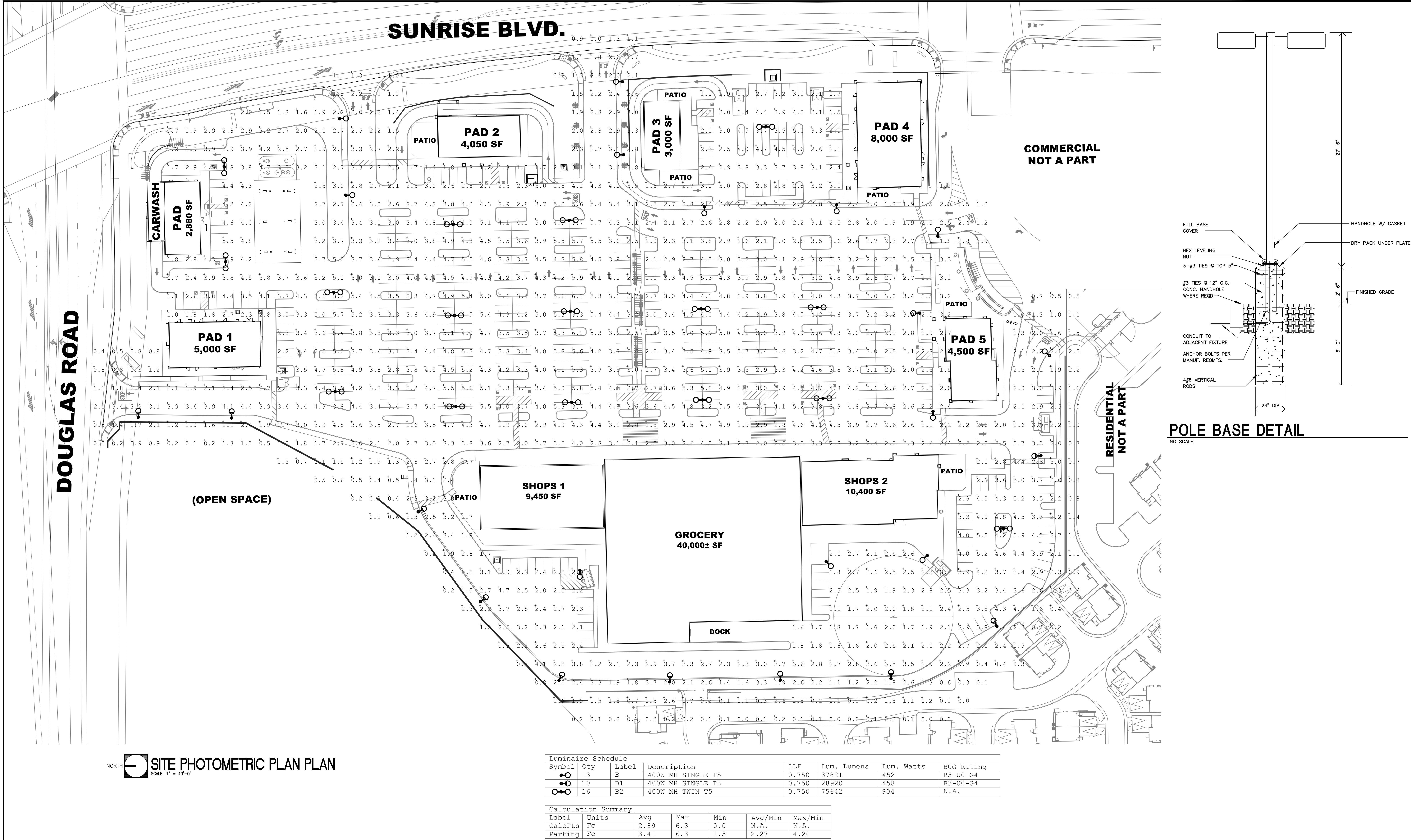


Sunridge Plaza

RANCHO CORDOVA, CALIFORNIA

February 4, 2016

STAFFORD KING WIESE ARCHITECTS
712



AGENDA ITEM 14.2

EXHIBIT A

NO.

REVISIONS

BY

DATE

HOWE Electric Construction, Inc.

15099 SHEET

DRAWN

B.T.

PLOT DATE

11-13-15

DATE

11-13-15

SCALE

1"=40'-0"

JOB NO.

15099

SHEET

714

OF x SHEETS

SUNRIDGE PLAZA

S.W.C. OF SUNRISE BLVD. AND DOUGLAS RD.

RANCHO CORDOVA, CA

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
General Conditions					
1.	The approved entitlement is for a Conditional Use Permit and Design Review to allow for a service station within a General Commercial (GC) zone in the Sunridge Specific Plan. The project will be located on the corner of Sunrise Boulevard and Douglas Road within the Sunridge Plaza Shopping Center. As described in the City Council staff report dated February 16, 2016 with the conditions herein, for project number DD9614.	Project Description	On-Going	Planning	
2.	The Applicant/Property Owner 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/Property Owner 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 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.	General	On-Going	Planning/ Building /Public Works	
4.	Applicant/Property Owner 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 Applicant/Property Owner'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@cityoffranchocordova.org for the status of your account with the City.	General	On-Going	Finance	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
5.	Applicant/Property Owner shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	General	On-Going	Public Works	
6.	Construction equipment shall not be serviced at the site at any time. During construction no deliveries shall be made to the site and also during construction no delivery vehicles (including gasoline tanker trucks) shall enter the site between 6:00 p.m. and 7:30 a.m. on weekdays, and between 5:00 p.m. and 8:00 a.m. on weekends and federal holidays. Construction delivery vehicles shall have their engines turned off during unloading.	Construction	On-Going	Planning/ Building	
Prior to Approval of Improvement Plans					
7.	Applicant/Property Owner 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	
8.	Applicant/Property Owner shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	Infrastructure	Prior to Improvement Plans	Public Works	
9.	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. Only complaints in regards to violations to the Conditional Use Permit shall trigger re-evaluation.	Security	Prior to Improvement Plans	Planning/ Police	
10.	Dedicate a 12.5 foot public utility easement for underground facilities and appurtenances adjacent to all public street rights of ways	General	Prior to Improvement Plans	SMUD	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
11.	Existing SMUD underground and overhead facilities are within this development plan. Any request to removed or relocated these facilities must be initiated through SMUD.	General	Prior to Improvement Plans	SMUD	
12.	Future proposed facilities on customer's property will require a dedication of easement to SMUD.	General	Prior to Improvement Plans	SMUD	
13.	Applicant/Property Owner shall work with SMUD on dedication of SMUD facilities pursuant to Rule 16 if required.	General	Prior to Improvement Plans	SMUD	
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.	General	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 improvement plans	Public Works	
16.	Incorporate permanent storm water quality treatment measures into the site improvement plans in conformance with applicable County ordinances & standards, and state and federal law.	Infrastructure	Prior to approval of improvement plans	Public Works	
17.	Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of the Department of Public Works not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet	Infrastructure	Prior to improvement plans.	Public Works	
18.	Connection to the SASD sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any on-site and off-site sewer construction.	Infrastructure	Prior to Improvement Plans	SASD	
19.	Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for	Infrastructure	Prior to Improvement Plans	SASD	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	split, then each building on that parcel shall have a separate connection to a private on-site sewer lien or the SASD public sewer line.				
20.	Sewer easements will 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.	Infrastructure	Prior to Improvement Plans	SASD	
Prior to Issuance of Building Permits					
21.	Applicant/Property Owner 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 Applicant/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 Applicant/Property Owner through payment of fair share costs of the SWU annexation not to exceed \$7,000 per annexation.	General	Prior to final map or issuance of building permit, whichever occurs first.	Public Works	
22.	Applicant/Property Owner 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, and trails. 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	General	Prior to final map or issuance of building permit, whichever occurs first.	Public Works	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	Applicant/Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's public improvements. Costs associated with the annexation shall be borne by the Applicant/Property Owner through payment of fair share costs of the CFD annexation not to exceed \$7,000 per annexation.				
23.	Applicant/Property Owner 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 pavement widening, type 2 curb and gutter and 7 foot separated sidewalk on Sunrise Boulevard and Douglas Road in accordance with City standards. The planter strip shall be a minimum 8 feet wide. • Along the Douglas Road property frontage install roadway frontage improvements in their ultimate location that provides for three through lanes, a dedicated bike lane with bike detection and a right turn lane. Perform signal modification as necessary to accommodate. • Along Sunrise Boulevard construct frontage improvement to provide 3 through lanes and a bike lane. • Where newly constructed asphalt results in a seam, grind and pave a minimum two inches deep to place the seam under the nearest lane line. • Utility laterals • Install Type B Driveways per standards. • Provide street lighting as required by the City of Rancho Cordova Code. Street Lighting shall conform to all City improvement standards, and necessary easements shall be granted to accommodate those standards. • Public improvement plans shall clearly delineate all transitions to existing improvements.	General	Prior to issuance of Building Permits	Public Works	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	All improvements to be designed and constructed to the satisfaction of the Public Works Department				
24.	Install public improvements per the approved Public Works plans and to the satisfaction of the Public Works Department.	General	Prior to Final Building Inspection	Public Works	
25.	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 Public Works Department shall be submitted and approved by the Public Works Department.	General	Prior to final building inspection	Public Works	
26.	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	
27.	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 Division, prior to the issuance of Building Permits and installed prior to occupancy approval.	Architectural	Prior to Issuance of Building Permits	Planning	
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	Architectural	Prior to Issuance of Building Permits	Planning/ Building	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
29.	Utility areas, electrical and gas meters shall be architecturally screened from view.	Architectural	Prior to Issuance of Building Permits	Planning/ Building/ Public Works	
30.	Trash Enclosures shall comply with the 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 should try to incorporate the same architectural treatments, materials and colors as the main building in order to properly screen them from view.	Architectural	Prior to Issuance of Building Permits	Planning/ Building	
31.	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. All landscape strips, medians, etc that contain trees shall be designed with continuous root barriers. 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/ Building Permits/ Installation of new landscape material.	Planning/ Public Works	
32.	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	Landscaping	Prior to Issuance of Building Permits	Planning/ Public Works	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	22.180.080.				
33.	A Reciprocal Parking and Access Agreement must be completed prior to construction of Service Station to ensure parking requirements are met on site.	On-Going	Prior to Issuance of Building Permits	Planning	
34.	All new buildings shall install sprinklers. The design will be review and approved by Sacramento County Metro Fire Department.	Safety	Prior to Issuance of Building Permits	Metro Fire	
35.	Provide access arrangements and install working fire hydrants which meet the required fire flow demands pursuant to the requirements of Metro Fire District, prior to any combustible construction or combustible materials storage on site for any phase or sub-phase.	Safety	Prior to Issuance of Building Permits	Metro Fire	
36.	All structures must maintain overhead and underground clearances from SMUD facilities	Construction	Prior to Issuance of Building Permits	SMUD	
37.	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.	General	Prior to issuance of Building Permit		
38.	The collector sewer system for the project will not be accepted for operation and maintenance until the downstream sewer system and pump station serving the project is also accepted for operation and maintenance. All sewer facilities shall be accepted for operation and maintenance prior to issuance of a building permit	General	Prior to issuance of Building Permit	SASD	
Prior to Certificate of Occupancy					

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
39.	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	
40.	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	Prior to Final Inspection/ Occupancy	Planning/ Building	
41.	In order to obtain sewer service for this project, construction of onsite and offsite sewer infrastructure inclusive of a pump station will be required. Sewer infrastructure shall be constructed as per the approved sewer study.	Infrastructure	Prior to Final Inspection/ Occupancy	SASD	



CEQA ADDENDUM

FOR THE

SUNRISE DOUGLAS SHOPPING CENTER PROJECT

INTRODUCTION

This document is an addendum to previous environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 for the approved Sunrise Douglas Shopping Center Project.

The Sunrise Douglas Shopping Center project is part of the Sunrise Douglas Community Plan ("SDCP") and Sunridge Specific Plan ("SRSP") approved by the County of Sacramento ("County") in July 2002. The County certified an environmental impact report ("EIR") for the SDCP and SRSP in July 2002 (State Clearinghouse Number 97022055) ("SDCP/SRSP EIR") prepared in accordance with the California Environmental Quality Act ("CEQA"). Subsequently, the City certified a Court-Ordered Partially Revised Draft Environmental Impact Report (Revised DEIR) to the SDCP/SRSP EIR addressing long-term water supply plan and other water supply related issues (State Clearinghouse Number 97022055).

On April 19, 2004 the City of Rancho Cordova City Council adopted the Sunrise Douglas Shopping Center RC-03-028 Negative Declaration, pursuant to the California Environmental Quality Act (CEQA), and approved the Project. This addendum hereby incorporates by reference both the previously certified EIR and adopted ND. Furthermore, the City adopted its General Plan and certified the General Plan EIR in June 2006 which included the SRSP and the Sunrise Douglas Shopping Center Project.

Currently, a Conditional Use Permit request has been made for a gasoline service station in the same location as the approved station with a slightly modified layout. The reason for the Conditional Use Permit request is that the previous Conditional Use Permit for the on-site gasoline service station expired. The remaining portion of the shopping center site will be developed in phases and no additional approvals are being requested at this time. However, the applicant did submit a site plan that includes minor modifications to the shopping center site, so this addendum will analyze the environmental impacts of the entire site as was done during the 2004 approval.

PROJECT MODIFICATIONS

Project modifications that affect the gasoline service station include the addition of a car wash and a larger Kiosk than previously approved. However, the proposed Project includes 6 gasoline pumps as compared to the previously approved 9 pumps. The proposed Project is located in the same portion of the Project site as previously approved and would not adversely affect site circulation. As a whole, the proposed gasoline service station is of the same size and magnitude as the previously approved Project.

Gasoline Service Station

	2004 Approval	Proposed Project
Pumps	9	6
Kiosk	Yes 600 S.F.	Yes 4,400 S.F.
Car Wash	No	Yes

Project modifications that affect the remaining portion of the shopping center include a substantially smaller grocery store with larger associated retail/restaurants. As a whole, the proposed shopping center is smaller in size and magnitude than the previously approved Project.

Shopping Center

	2004 Approval	Proposed Project
Major Retail A (Grocery Store)	54,827 S.F.	40,000 S.F.
Shops 1 and 2	15,500 S.F.	19,850 S.F.
Pads 1 through 5	26,000 S.F.	24,550 S.F.

EXPLANATION OF THE DECISION NOT TO PREPARE A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT OR MITIGATED NEGATIVE DECLARATION

CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining the appropriate environmental documents, if any, that must be completed when changes are proposed to a project for which an EIR/MND has already been certified/adopted. These guidelines allow a lead agency to prepare an addendum if all of the following conditions are met:

- Substantial changes to the project do not require major revisions to the previously adopted EIR/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified potentially significant effects.
- Substantial changes with respect to the circumstances under which the project is undertaken do not require major revisions of the previous EIR/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- No new mitigation measures or alternatives which are considered different from those analyzed in the EIR/MND or which were previously found not to be feasible are identified.

- No new information of substantial importance becomes available which shows new significant effects or significant effects substantially more severe than previously discussed.
- Only minor technical changes or additions are necessary to make the EIR/MND under consideration adequate under CEQA.

An addendum is considered the appropriate CEQA document for the proposed modifications, as described above, because:

- There are no new substantial changes to the project that would result in new significant environmental effects or a substantial increase in the severity of a previously identified potentially significant effect, and
- There is no new information of substantial importance that shows new significant effects or significant effects would be substantially more severe than previously discussed.

POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The proposed modifications include changes in building sizes on the Project site. Some buildings are proposed to be larger and some are proposed to be smaller than previously approved. Overall, the buildings are proposed to be in the same location and the square footages of uses on the site have been reduced over what was previously approved. Project specific impacts such as Aesthetics, Traffic, Air Quality, Noise, Recreation, Population and Housing, Public Services, Utilities and Service Systems would be less than previously disclosed.

Furthermore, the development footprint of the Project site has not changed in relationship to the previously approved Sunrise Douglas Shopping Center Project. The site has been completely disturbed by grading activities that occurred under the 2004 approval. Impacts relating to Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, and Mineral Resources would be equal or less than previously disclosed.

No substantial changes have occurred to the Project site and or the surrounding area that would change the prior analysis and or conclusions. The Project modifications would not create any new or additional significant impacts that were not already identified in the Master EIR or ND; nor would they cause any impacts peculiar to the project or parcels. Mitigation measures relating to these impact areas and included in the SDCP/SRSP EIR are still applicable and would reduce impacts to the furthest extent feasible.

Conclusion

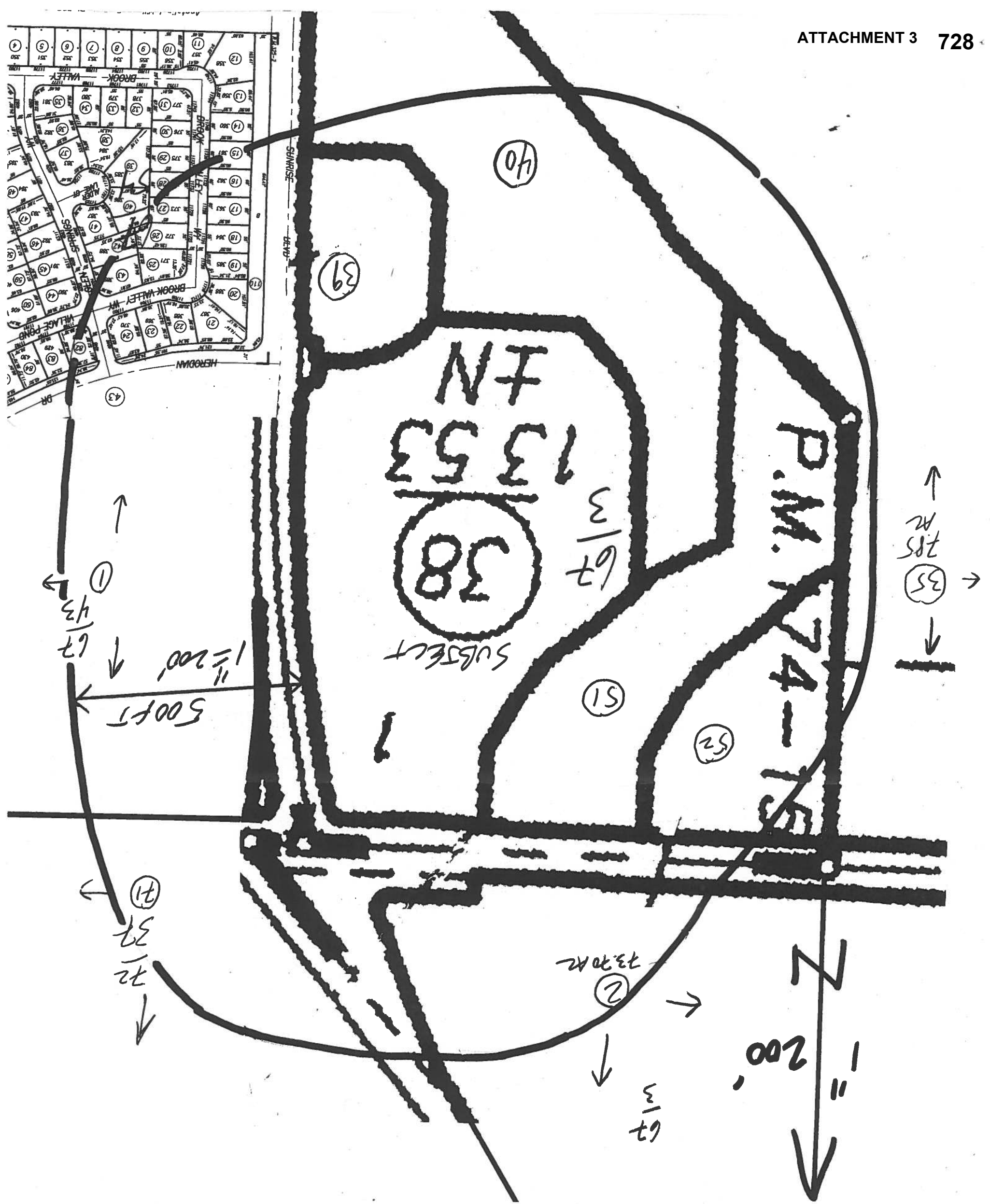
The City has reviewed the potential environmental impacts related to proposed modifications to the Sunrise Douglas Shopping Center Project. The City finds that no new or substantially more severe impacts would result from these modifications and that prior analysis contained in the originally certified EIR and adopted ND adequately address all environmental impacts. Based on the criteria discussed above, an addendum is considered the appropriate level of documentation to satisfy the requirements of CEQA, and no further analysis is required.

REFERENCES

City of Rancho Cordova General Plan: Final Adopted Version. November 2006.

Sunrise Douglas Community Plan/Sunridge Specific Plan EIR. July 2002. State Clearinghouse Number 97022055.

Sunrise Douglas Shopping Center Negative Declaration. April 2004.



067-0030-038
DONAHUE SCHRIBER RLTY GROUP L P
5694 MISSION CTR #800
SAN DIEGO CA 92108

067-0030-039
OCCUPANT
4050 SUNRISE BLVD
MATHER CA 95655

067-0030-071
CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DR
RANCHO CORDOVA CA 95670

067-0540-014
ELIZABETH & JERMAINE M SHEPPARD
11740 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-016
OCCUPANT
11732 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-019
MECHELLE D JOHNSON
11720 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-022
RICHARD A & KIM M MARTIN
11708 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-025
BAMBANG KUSUMO
11721 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-028
JESUS M & MADELINE T SIDECO
11733 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-040
OCCUPANT
11721 ALDER LAKE CT
RANCHO CORDOVA CA 95742

067-0030-002/0540-109,110
CORDOVA PARK AND RECREATION
DISTRICT
2729 PRSPCT PARK DR #230
RANCHO CORDOVA CA 95670

067-0030-040
SUNDANCE SACRAMENTO RHNC
1990 3RD ST #400
SACRAMENTO CA 95811

067-0430-001
ANATOLIA LLC
7700 COLLEGE TOWN DR #101
SACRAMENTO CA 95826

067-0540-015
PHIEM H TRAN
11736 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-017
OSCAR & LYDIA UNTALASCO
10116 COUNTRYSIDE WAY
SACRAMENTO CA 95827

067-0540-020
PAWAN KUMAR
11716 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-023
REBECCA A ASP
11704 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-026
GENNADIY & EMMA TARVERDYAN
11725 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-029
ERNESTO V & NATIVIDAD P EVANGELISTA
11737 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-042
RAJIV & SANGITA ARYA
4058 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0030-039
KOIDACKEL LLC
PO BOX 1159
DEERFIELD IL 60015

067-0030-051,052
CSS PROPERTIES LLC
950 GLENN DR #250
FOLSOM CA 95630

067-0540-013
ANTHONY & LINDSAY KING
11744 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-016
MOTASIM EL HASSAN
PO BOX 1795
FOLSOM CA 95763

067-0540-018
ADINA VARAREANU
11724 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-021
SORGEA FAMILY TRUST
11712 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-024
RYAN & MOHINITA SINGH
11700 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-027
ALBERTO GARCIA
11729 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-040
JACK S JOSE
1311 CHIGNAHUAPAN WAY
ROSEVILLE CA 95747

067-0540-043
OCCUPANT
4054 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-043
STUART C NOLTING REVOCABLE LIVING
TRUST
7411 APRIL ST
ORANGEVALE CA 95662

067-0540-082
CHRISTIAN AMPANIA
8513 THORNBERRY DR
ANTELOPE CA 95843

067-0540-082
OCCUPANT
11798 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

072-0370-071
ELLIOTT WHITEROCK LLC
340 PALLADIO PKWY #521
FOLSOM CA 95630

November 3, 2015

RSC Engineering, Inc.
Tiffany Wilson
2250 Douglas Road, Suite 150
Roseville, CA 95661

**Subject: Project No. DD9614 – Sunridge Plaza Gasoline Services Station –
Conditional Use Permit Review – Completeness Review**

Dear Ms. Tiffany Wilson:

The City of Rancho Cordova Planning Department has received your application for a Conditional Use Permit to permit the use of a gasoline station within a General Commercial zone which was previously approved on April 19, 2004 but has since then expired. After review of the application materials, it has been determined your application is **incomplete** for the reasons mentioned below.

Before your project can be considered for final review by Planning Staff all of the items must be addressed. Please revise your items and resubmit plans with a corresponding response for each of the comments below.

General Items:

1. Consistency with the Previous Plan

- a. Design of Proposed Service Station: Given that the layout of the newly proposed service station has changed from the original approve in 2004, we will need to see a draft of the styling of the building in order to make sure the building is consistent with the rest of the shopping center. Please provide elevations of a concept design of the gas station.
- b. Parking: As required by City Zoning Code a Service Station must contain at minimum 3 parking spaces + 2 spaces per bay. Given these requirements the site must accommodate for 13 spaces however, the plans are proposing 4 creating a 70% deficiency. Given this large deficiency, new spaces will need to be created or the site will need to propose a reciprocal parking agreement with the neighboring parcels within the shopping center.



- c. Signage: All signage will need to meet all requirements proposed by the Master Sign Program that was passed with the original approval with RC-03-028. Signage will be reviewed as a separate project and will only be used as reference within this submittal.

Completeness Items

2. Landscaping Plan: The submitted site plans for the Conditional Use Permit do not propose any detail on landscaping or materials that will be covering open land areas such as the area behind the proposed kiosk which is a main entry from Sunrise Boulevard for the shopping center. The original file from 2004 shows a concept for landscaping coverage for the area however, given the changed layout of the proposed kiosk we will need to see an updated landscape plan that reflects the new orientation.
 - a. There are two unknown elements adjacent to the water feature at the south-west corner of Douglas and Sunrise, please indicate what these features are.
 - b. Staff recently received an application for retaining walls along the service station drive-aisle; please indicate these on a detailed site plan.
3. Trash Enclosure Elevations: The submitted plans show a trash enclosure along Douglas Road. Please provide detailed information including elevations of what type of material will be used for this enclosure. Keep in mind that chain link is not an allowable material for fencing.
4. Photometric Plan: As part of the design of the site staff would like to see some type of lighting or photometric plan showing where parking lights will be located as well as lighting that is designed to enhance any landscaping features on the property.

Other Items/Conditions

1. Other Agency Comments: Since the September 30, 2015 submittal, the project was routed on October 2, 2015. While we are still waiting for comments from other agencies please see the attached responses from the following agencies that have submitted comments/conditions.
2. Draft Conditions of Approval: The Public Works Department has submitted draft conditions of approval for the project which are attached. These conditions are not finalized and do not include conditions from the Planning Department or any other agencies. As this project is part of the original CUP RC-03-28 approval from 2004, it will be subject to all applicable conditions of approval.

If you have any questions I can be contacted at nsosa@cityofranchocordova.org or at my direct phone line 916-851-9753.

Regards,

Nicholas Sosa
Assistant Planner

001-001

November 18, 2015

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

Attn: Nick Sosa

Subject: Sunridge Plaza Fuel Station CUP DD9614

Dear Nick,

This is in response to your incomplete application letters dated November 3, 2015. Please find attached revised drawings and a response to comment letter for the City's review. Our responses are as follows:

1. Consistency with the Previous Plan
 - a. Elevations for the building and canopy are included with this submittal. Please note that the layout of the fuel station has changed, however design is in substantial conformance to the approved elevations.
 - b. The layout of the fuel station has changed. There are 6 pumps proposed. The fuel station will require 15 stalls. 10 stalls are provided on the proposed parcel. CC&R's will be prepared for the project and will provide for cross access and shared parking which will make up the deficiency.
 - c. Comment noted.
2. Landscape plans have been prepared for the overall site. See attached.
3. A detail for the trash enclosure has been provided. See attached.
4. A photometric plan has been provided for the overall site. See attached.

Other Items/Conditions

1. Comments noted and accepted.
2. Comments noted and accepted.

The SMUD comments dated October 30, 2015 have been noted.

Sacramento Metropolitan Fire District comments dated November 3, 2015 have been noted.

The public works comments/conditions of approval have been reviewed. We are working with public works to address a few issues on the proposed conditions. The issues will be resolved prior to the public hearing.

We have included 2 full size landscape and photometric plans, one full size color elevation, one set of 11x17 reductions and a CD with pdfs.

Sincerely,



Tiffany Ann Wilson, AICP
Managing Planner

cc: Louie Aguilar, Donahue Schriber Realty Group



January 14, 2016

RSC Engineering, Inc.
Tiffany Wilson
2250 Douglas Road, Suite 150
Roseville, CA 95661

ATTACHMENT 5

PLANNING DEPARTMENT

2729 Prospect Park Drive | Rancho Cordova, CA 95670

Phone: (916) 851-8750 | Fax: (916) 851-8762

736

Subject: Project No. DD9614 – Sunridge Plaza Gasoline Services Station – Conditional Use Permit Review – Comment Letter

Dear Ms. Wilson:

The City of Rancho Cordova Planning Department has received your second submittal to address City Staff's comments on the initial design for a new gasoline station within the approved Sunridge Plaza Shopping Center. While the City appreciates your efforts there are some items that must 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.

General Items:

1. New Building Orientation: Due to the new orientation of the store and associated car wash, there are some concerns due to the designs proximity to the very visible right of way. Given that the layout of the gas station has changed and the North elevation is now exposed to a high traffic intersection, additional design features are encouraged to break up blank walls. Please revise the Plans to include the following:
 - a. Architectural Features: Additional features such as faux windows or additional stone work would be a preferred option for creating more physical interest in the North façade. These additional features in combination with increased landscaping can soften and screen blank walls and create visual interest on large facades of the building.
 - b. Drive Aisle Shielding: Additional screening will also be needed to prevent direct vision into the car wash while traveling down Douglas Road and Sunrise Boulevard. This can be achieved through an additional screen wall of materials consistent with those of the primary building. The example below shows an example of both additional architectural features and a screening wall for the car wash entrance.





Example: Gas station/Car Wash contains faux windows, stone work and a screening from the public right of way.

2. Substantial Compliance: Unfortunately the submitted elevations for the design of the gas station would not be considered within substantial compliance of the approved design in 2004. The original approval showed only renderings of the shopping center as whole and not detailed plans. In addition, since this project requires a Conditional Use Permit to be reviewed by the City Council, the zoning code requires the design review to be approved concurrently.
3. Canopy Color: Currently the elevations of the canopy show that the trim will be painted white which would be consistent with the trim of the primary building. Confirm if the color of these trims will change dependent upon the tenant occupying the facility.
4. South Elevation Architecture: The South Elevation shows four windows on the left side of the main entry door and only two on the right side. The right side contains stonework on the corner up to mid building while the stonework on the left side covers only a third of the corner. Revise Plans to bring the elevations consistent or provide an explanation as to why consistency is not possible.

Completeness Items:

1. Landscape Plan: While staff received landscape plans for the entire shopping center, the plans did not include specified landscape details for the proposed gas station. Please provide a preliminary landscape plan for the gas stations project site.

If you have any questions I can be contacted at nsosa@cityoffranchocordova.org or at my direct phone line 916-851-9753.

Regards,

Nicholas Sosa
Assistant Planner



January 22, 2016

Mr. Nick Sosa
Assistant Planner
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670

Re: DD9614 Gas Service Station CUP
Sunridge Plaza
Rancho Cordova, California

Dear Nick:

We are in receipt of your letter dated January 14, 2016 regarding comments to the Gas Station CUP. Our response is as follows:

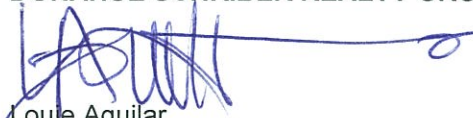
- 1.a. We have added additional architectural features on the North Elevation such as faux window and additional stonework.
- 1.b. Additional screening, similar to the other drive thru pads, has been added.
3. The color of the trim on the canopy is currently shown as white. The color of the trim may change depending on the actual user. We will review and submit for approval prior to changing.
4. The south elevation is not symmetrical. Because of that the design team feels that the need to add the stone work is not required. Additionally, the current operator we are in discussion with has only those windows shown on their prototypical plans. No changes were made to the south elevation at this time.

Landscape Plans:

Attached is the concept plans for the gas pad. Please note that if the end user changes, the plan may change some.

Should you have any questions or require further information, please feel free to contact me directly.

Sincerely,
DONAHUE SCHRIBER REALTY GROUP, LP



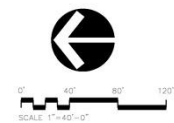
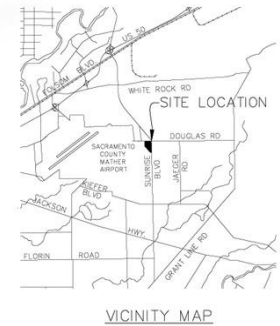
Louie Aguilar
Director of Development Services

cc: Aaron Busch/City of Rancho Cordova
Tiffany Wilson/RSC
Heather Beal/DSRG

ref:\raley\scup plan response 01-22-16

200 E. Baker Street
Suite 100
Costa Mesa, CA 92626
(714) 545-1400
FAX: (714) 545-4222
donahueschriber.com
Lic. 01875932

Approved 2004 Sunrise Douglas Shopping Center CUP & Design Review Site Plan (RC 03-028)

PRELIMINARY
PLANTING PLAN

17 MARCH 2004

**Carter Burgess**ARCHITECTURE • ENGINEERING • INTERIORS • PLANNING
275 B McCORMICK AVENUE (714) 327-1600
COSTA MESA, CA 92626 FAX (714) 327-1603

PROJECT NO. 441126

**DONAHUE
SCHRIBER**200 EAST BAKER STREET, SUITE 100
COSTA MESA, CA 92626(714) 545-1400
FAX (714) 545-4222**SUNRISE & DOUGLAS**

RANCHO CORDOVA, CALIFORNIA

Sunridge Plaza Gas Station DD-9614

**Rancho Cordova City Council
Nicholas Sosa, Project Planner
February 16, 2016**

Project Request

- The applicant is requesting a Conditional Use Permit for use of a Service Station in a General Commercial (GC) Zone located on the corner of Sunrise Boulevard and Douglas Road.
- The applicant is also requesting a design review for a 4,400 sq. ft. building consisting of a convenience store and car wash.

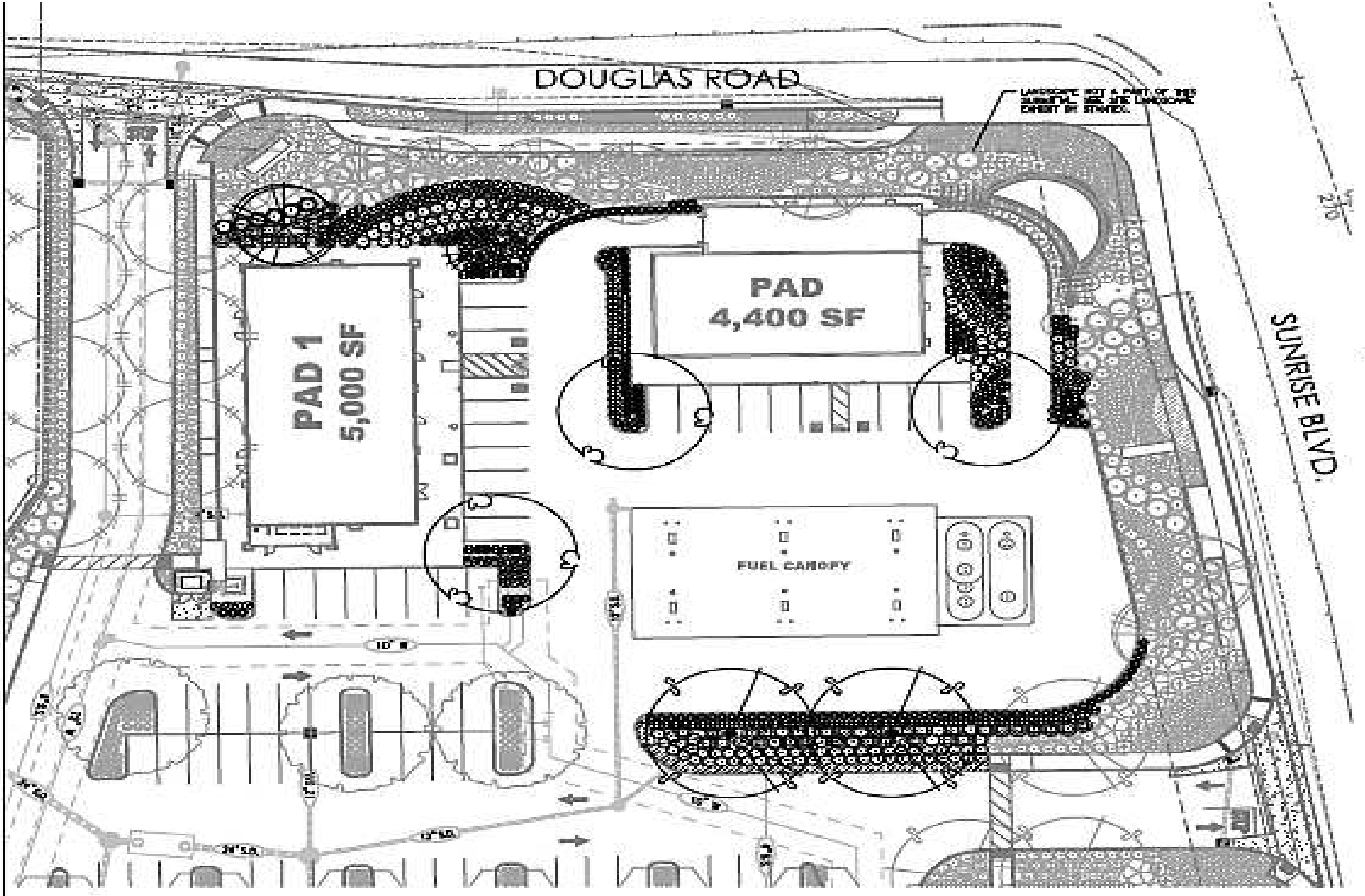
Site Location



Site Design

- Vehicle access to the site will be provided through main entrances from both Douglas Road and Sunrise Boulevard.
- Pedestrian access will be provided along both major roadways and will connect to other buildings through paths and walkways throughout the center.
- The design also places the fuel canopy containing 6 pump dispenser, interior to the site to minimize visibility.

Site Plan



2004 Approval Sunrise Douglas Shopping Center

- A Conditional Use Permit and Design review (RC 03-028) was approved on April 19, 2004 which included a 600 sq. ft. kiosk and 9 gas dispensers.
- The approval also contained craftsman style design renderings for the overall Plaza.

Previously approved Site Plan



Service Station

- The 2004 approved Shopping Center was designed to accommodate traffic and circulation for a 9 pump fuel station.
- This project proposes a 6 pump station and will not increase traffic or circulation in relation to the previous approval.
- The proposed Service Station will also be compatible with anticipated Grocery Store and additional retail and restaurant uses.

Design Review

- The proposed elevations for the service station are consistent with previously approved renderings for the overall plaza.
- The building contains a craftsman style design comprising of stone detailing, wood textures, low pitched roofs, and tresses for added detail.
- The design also contains a 3 foot high stone screening wall that obstructs vehicle headlights within the car wash drive -thru.

Exterior Elevations



FRONT (SOUTH) ELEVATION



LEFT (WEST) ELEVATION



RIGHT (EAST) ELEVATION



REAR (NORTH) ELEVATION



C-STORE PERSPECTIVE VIEW



GAS CANOPY-TYPICAL SIDE ELEVATION



C-STORE PERSPECTIVE VIEW AT SCREEN WALL



GAS CANOPY-TYPICAL SIDE ELEVATION



PERSPECTIVE VIEW

Environmental Review

- An addendum to the previous environmental documents for the 2004 approved Sunrise Douglas Shopping Center was prepared to address the additional square footage, reduction in gas dispensers, and addition of a car wash.
- Staff finds that no new or substantially more severe environmental impacts would result from these modifications and that an addendum satisfies the requirements of CEQA.

Recommended Motions

- Staff recommends the Council adopt Resolution No. 14-2016, the Conditional Use Permit and Design Review for the Sunridge Plaza Service Station DD9614, subject to the findings, Project Plans (Exhibit A) and Conditions of Approval (Exhibit B).”
- Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) per the provided addendum pursuant to CEQA Guidelines.”

Questions?



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