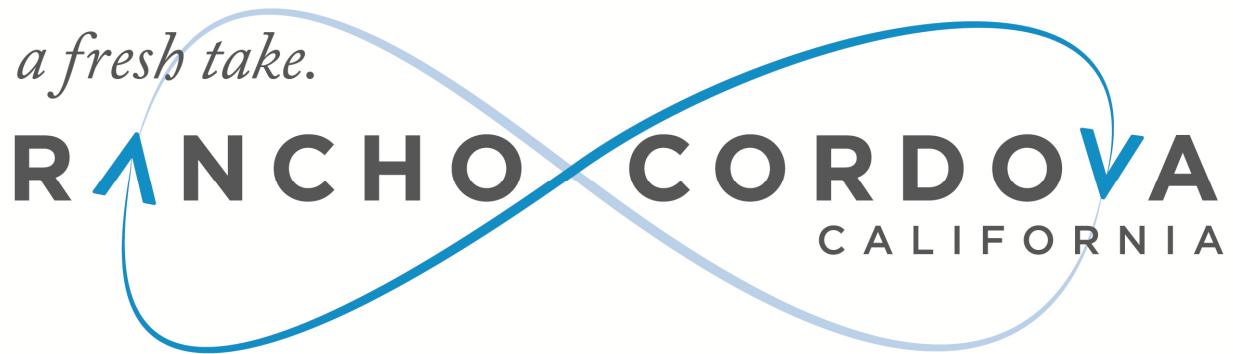


CITY OF RANCHO CORDOVA



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

Monday, December 05, 2016

4:00 PM – Special Meeting

5:30 PM – Regular Meeting

AGENDA

David Sander, Mayor

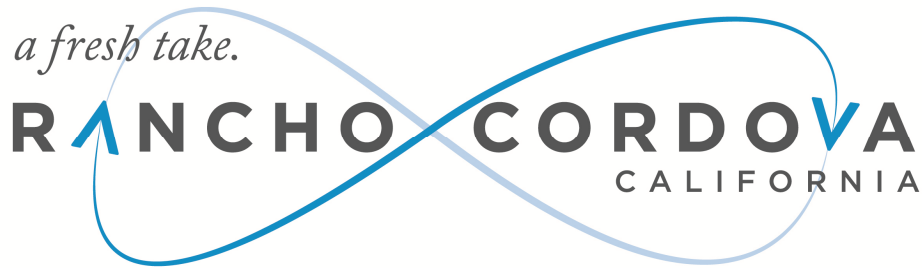
Donald Terry, Vice Mayor

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

Monday, December 05, 2016

3:00 PM – Special Meeting
American River Community Room North

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

AGENDA

1. SPECIAL MEETING - 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:** 2017 Strategic Communications Plan.

Recommendation: Provide direction and approval to staff on City's 2017 Strategic Communications Plan and project priorities.

Result of Recommended Action: Staff will proceed with recommended direction and approval to finalize the City's 2017 Strategic Communications Plan. This includes a final list of priority projects to be supported by the Communications Department in 2017.

Staff Report: Maria Kniestedt, Communications and Legislative Affairs Manager.

Advances Goals: 1, 2, 3, 6.

4. ADJOURNMENT OF SPECIAL MEETING

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

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

9. PRESENTATIONS

- 9.1 Presentation by Benjamin and Matthew Valerio Regarding Pearl Harbor and Remembrance Day.
- 9.2 Introduction of New City Employee Greg Abbott, Code Enforcement Officer Trainee, by Kerry Simpson, Neighborhood Services Manager.

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 November 21, 2016 Regular Meeting and November 29, 2016 Special Meeting.

Recommendation: Adopt minutes.

- 12.2 **Subject:** Resolution Adopting the Uniform Public Construction Cost Accounting Procedures; and Ordinance Adding Chapter 3.70, Informal Bidding Procedures, to the Rancho Cordova Municipal Code and Amending Municipal Code Section 3.60.110 Regarding Public Projects.

Recommendation: Adopt Resolution No. 140-2016; and introduce and waive the first reading of Ordinance No. 24-2016, which will allow the City to utilize alternative bidding procedures in the Uniform Public Construction Cost Accounting Act.

Result of Recommended Action: Adoption of this resolution and ordinance will allow the City to utilize alternative bidding procedures in the Uniform Public Construction Cost Accounting Act (UPCCAA).

Staff Report: Kim Juran-Karageorgiou, Chief Financial Officer and Megan Siren, Management Analyst II.

Advances Goal: 5.

- 12.3 **Subject:** Resolution Creating Special Tax Area Zone 19; and an Ordinance Establishing a Special Tax for Transit-Related Services for the 3287 Monier Circle Warehouse Project.

Recommendation: Adopt Resolution No. 119-2016 creating special tax area zone 19; and to introduce and waive first reading of Ordinance No. 23-2016, establishing a special tax for transit-related services for the 3287 Monier Circle Warehouse Project.

Result of Recommended Action: Adoption of this resolution and ordinance will assist the City in meeting the costs of providing transit-related services by creating a special tax area zone and establishing a special tax for transit-related services for the 3287 Monier Circle Warehouse Project.

Staff Report: Elizabeth Sparkman, Engineering Manager.

Advances Goal: 5.

- 12.4 **Subject:** Resolution Authorizing the City Manager to Execute Contract Amendment with Interwest Consulting Group to Continue to Provide Geographic Information System Consulting Services.

Recommendation: Adopt Resolution No. 142-2016.

Result of Recommended Action: Approval of this contract amendment will allow Interwest Consulting Group to continue to provide Geographic Information System (GIS) services. Continued work will include the following: 1) internal GIS services to staff and other community members; 2) a greater source of information to better service the community; and 3) information to the community through our web portal.

Staff Report: Kim Juran-Karageorgiou, Chief Financial Officer.

Advances Goals: 1, 4, 5.

- 12.5 **Subject:** Approval of the Annexation Boundary Map for the 3287 Monier Circle Project and Annexation to the City of Rancho Cordova Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance).

Recommendation: Adopt Resolution No. 118-2016.

Result of Recommended Action: Adoption of Resolution No. 118-2016 approves Annexation Boundary Map. No. 19 for the 3287 Monier Circle Project and Annexation to Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance) (hereinafter "CFD No. 2008-1"). There is no financial impact to existing residents.

Staff Report: Elizabeth Sparkman, Engineering Manager.

Advances Goal: 5.

- 12.6 **Subject:** Resolution Making Certain Findings and Determinations Related to, and Accepting, the Fiscal Year 2015-16 Development Impact Fee Report for the AB1600 Development Fees.
Recommendation: Adopt Resolution No. 134-2016.
Result of Recommended Action: Adoption of this resolution approves the annual Development Impact Fee Report prepared in accordance with California Government Code Section 66000, et seq. and ensures the City remains in compliance with AB1600 reporting requirements. Ongoing compliance means that the City can continue to collect fees from developers to ensure that new development is providing new infrastructure or funds to ensure that their impact upon the existing city is funded by the development, not by existing residents.
Staff Report: Michelle Mingay, Senior Finance Analyst.
Advances Goal: 5.
- 12.7 **Subject:** Interim Management Plan for White Rock/Rio Del Oro, CA Mine ID No. 91-34-0048, Operated by Granite Construction Company.
Recommendation: That Council:
Adopt Resolution No. 139-2016 Approving the Interim Management Plan for White Rock / Rio Del Oro, CA Mine ID No. 91-34-0048.
Result of Recommended Action: Notify the State Department of Conservation the approval of the Interim Management Plan.
Staff Report: June Cowles, Senior Planner.
Advances Goals: 5, 6.
- 12.8 **Subject:** 2017 City Council Meeting Calendar.
Recommendation: Adopt Resolution No. 143-2016.
Result of Recommended Action: Action on this item will confirm the 2017 Rancho Cordova City Council meeting schedule.
Staff Report: Mindy Cuppy, City Clerk.
Advances Goals: 1, 3, 5.

13. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 13.1 **Subject:** Granite Construction Company – Project No. RC06-224A Renewal of Surface Mining and Reclamation Plan Permit.
Recommendation: That Council:
a) Adopt Resolution No. 137-2016 Approving the Renewal of the Surface Mining and Reclamation Plan Permit for the Granite Construction Mining Operation, Project No. RC 06-224A.
b) Adopt Resolution No. 138-2016 Authorizing the City Manager to execute a Roadway Impact and Truck Management Program Agreement and a Payment Agreement with Granite Construction for the Granite Construction Mining Operation.

Result of Recommended Action: Adoption of the above-referenced resolution would permit the surface mining to continue for an extension of 5 years with optional 5 year renewal thereafter (subject to City review and approval).
Staff Report: June Cowles, Senior Planner.
Advances Goals: 5, 6.

14. PUBLIC HEARING ITEMS

- 14.1 **Subject:** Proposed Anatolia Retail Center Project: Conditional Use Permit, Design

Review, and Adjustment Permits; Project No. DD9600 – Located at the Southeast Corner of the Intersection of Sunrise Boulevard and Douglas Road.

Recommendation: Adopt Resolution No. 136-2016.

Result of Recommended Action: Approval of the project would allow the applicant to submit applications for building permits and improvement plans to construct 4 new commercial retail pads, parking, and landscaping on an undeveloped piece of land at the southeast corner of Douglas Road and Sunrise Boulevard. The adjustment permit would allow the applicant to submit a building permit to construct freestanding signs 3-feet (30%) above the maximum 10-feet height requirement. Subsequent design review permits would be required prior to construction of the service station, single tenant drive-through pad (P1), and the anchor tenant to the rear of the site.

Staff Report: Matthew Diaz, Associate Planner.

Advances Goals: 1, 2, 3, 6.

- 14.2 **Subject:** O'Reilly Tentative Parcel Map; Project No. DD9672 – Located at 2346 Sunrise Boulevard Along Zinfandel Drive.

Recommendation: Adopt Resolution No. 126-2016.

Result of Recommended Action: Adoption of Resolution No. 126-2016 would approve the applicant's request to subdivide an existing 1.78 acre parcel into two (2) separate parcels; Parcel 3A at 1.099 acres and Parcel 3B at 0.681 acres. This is an existing parking lot that will be split to allow for the sale, lease or finance of each property. No physical improvements are proposed with this request. This item was brought to Council on October 17, 2016 and was continued to a later date with the request for additional research and information. As a result this item has been placed on the December 5th Council agenda.

Staff Report: Nicholas Sosa, Assistant Planner.

Advances Goals: 1, 4, 6.

15. REGULAR CALENDAR ITEMS

- 15.1 **Subject:** 2017 Legislative Priorities.

Recommendation: Provide direction and approval to staff on the City's 2017 Legislative Priorities.

Result of Recommended Action: Staff will proceed with recommended direction and approval to finalize the City's 2017 legislative program. This includes producing the annual legislative pamphlet, which Council and staff use for meetings with legislators and key agencies.

Staff Report: Maria Kniestedt, Communications and Legislative Manager.

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

- 15.2 **Subject:** Overview of Proposition 64 and its Impacts on the City.

Recommendation: Receive information from City Attorney's Office on the passage of Proposition 64 regarding the legalization of recreational marijuana in California and its impacts on the City. City staff will be prepared to answer questions from the City Council.

Result of Recommended Action: If directed to do so by City Council, City staff will return with additional information or discussion items at a future Council meeting.

Staff Report: Adam Lindgren, City Attorney.

Advances Goal: 2.

- 15.3 **Subject:** Update to Council on Community Prosecutor.

Recommendation: Accept update on Community Prosecutor from City Attorney.

Result of Recommended Action: Council will receive update on Community Prosecutor and provide direction, if necessary, to Community Prosecutor on future projects or activities.

Staff Report: Adam Lindgren, City Attorney.

Advances Goals: 1, 2, 6.

- 15.4 **Subject:** Presentation Regarding Sacramento General Rate Case Water Rates from 2018 - 2020, by Evan Jacobs, and Audie Foster of California American Water Company.

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 Board 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(s):

CONFERENCE WITH LEGAL COUNSEL— ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) of Section 54956.9: (one potential case).

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.cityofranchocordova.org on Thursdays or Fridays prior to the Regular City Council Meeting.

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

UPCOMING MEETINGS	
Tuesday, December 13, 2016	City Council Special Meeting/Work Session (5:30 PM)
Monday, December 19, 2016	City Council Regular Meeting (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 Monday, December 05, 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, December 1, 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, December 1, 2016 at Rancho Cordova, California.


Mindy Cuppy, MMC, City Clerk

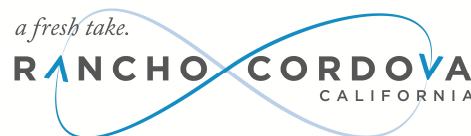
MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Maria Kniestedt, Communications and Legislative Affairs Manager

SUBJECT: 2017 STRATEGIC COMMUNICATIONS PLAN.



RECOMMENDATION

Provide direction and approval to staff regarding the City's 2017 Communications Priorities, as well as approval of the 2017 Strategic Communications Plan.

RESULT OF RECOMMENDED ACTION

Staff will proceed with recommended direction and approval to finalize the City's 2017 Strategic Communications Plan, as well as the list of priority projects to support in 2017. This will include producing a final Strategic Communications Plan and updating the Communications Planning Calendar for 2017.

BACKGROUND

The Communications Department has full marketing and communications capabilities to communicate to residents, businesses, community partners and other key stakeholders the details of important City projects and other newsworthy information.

This year, the Communications Department approached planning for 2017 by reaching out to City departments and key partners to determine their 2017 priority projects, as well as the estimated timing of those projects. Based on this information, research and insights, and Council's priorities, the Communications Department is recommending a strategic platform and approach, as well as tactics and projects for the coming year.

Attachment 1, the City's 2017 Strategic Communications Plan, details the planning process, research, insights, recommended approach and projects for Council's consideration and discussion. Attachment 2, the 2017 Strategic Communications Plan presentation, offers a high-level view of the plan to guide the work session's discussion.

ATTACHMENTS

1. Fiscal Year 2017 Strategic Communications Plan.
2. Fiscal Year 2017 Strategic Communications Plan Presentation.

DRAFT

City of Rancho Cordova

2017 STRATEGIC COMMUNICATIONS PLAN**INTRODUCTION**

The City of Rancho Cordova's Strategic Communications Plan is designed to serve as a road map for 2017's communications activities to ensure that all efforts strategically support the Citywide goals, as well as Council's priority issues.

The Plan includes:

- Background on Citywide goals and Council priorities
- Background on the Communications Department's goals, capabilities and tasks
- City's Communications Platform, key messages and key audiences
- Research Findings and Insights
- 2017 Recommended Approach
- 2017 Tactical Recommendations
- 2017 City Communications Planning Calendar

This draft of the 2017 Strategic Communications Plan is being presented to the City Council at a work session. The goal of this work session is to walk through the 2017 Strategic Communications Plan with the City Council to ensure there is ample opportunity for questions, discussion and agreement on the Communications Department's direction and priority projects for 2017. The desired outcomes of the session are to: (1) receive direction from Council regarding the 2017 Strategic Communications Plan, and ultimately, approval of it; and (2) arrive at a clear list of priority projects that the Communications Department will support in 2017.

CITY BACKGROUND**Citywide Goals:**

- Promote the positive image of Rancho Cordova
- Ensure a safe, inviting and livable community
- Empower responsible citizenship
- Establish logical City boundaries that provide regional leadership and address financial challenges
- Ensure the availability of the best public services in the region while practicing sound financial management
- Drive diverse economic opportunities

Priority Issues as Identified by Council

- Public Safety
- Education
- Community Involvement/Engagement
- Economic Development
- City Services Delivery

DEPARTMENT BACKGROUND

Communications Goals

- Ensure that all proactive communications support Citywide goals, as well as the City Council's priority issues
- Ensure that City communications are strategic, meaningful and keep in mind the needs of the Rancho Cordova community and its partners
- Ensure that communications are trackable and measurable, so that efforts can be analyzed for key learnings

Department Capabilities

The Communications Department has fully integrated marketing and communications capabilities, including:

- Communications campaign development and implementation
- Proactive media relations, including development of media materials and news stories
- Reactive media relations and partner agency inquiries
- News content development
- Social media, including content development, sweepstakes, paid promotion, and page management
- Website content and management
- Publications development, including brochures, e-newsletters and reports
- Graphic Design (with vendor managed by the Communications team)
- Photography and video (with vendor managed by the Communications team)
- Event planning and implementation
- Advertising campaigns (with vendor managed by the Communications team)
- Internal communications, including intranet content
- Crisis communications, including crisis response and training
- Media interview and message training
- Mobile app management

Public information inquiries are handled by the City Clerk's Office.

Departmental Tasks

- Communications Strategic Planning
 - Plan Development
 - Strategic Platform Development
 - Key Message Development
 - Measurement, Analysis and Reporting
- Tactical Campaign Development
- Proactive Media Relations
 - Development of media materials, including news releases, media advisories
 - Pitch media stories to editors and reporters
 - Train media spokespersons
 - Develop tactical-level key messages, talking points
 - Act as spokesperson
- Reactive Media Relations
 - Strategic media response
 - Act as spokesperson
- News Article development
- Digital Newsletter development
- Social Media program
 - Content, visuals development
 - Sweepstakes
 - Paid Promotion
 - Page Management
- Webmaster for City and Economic Development websites
 - Website management
 - Website content
 - Website analytics
- Collateral materials development
- Video development
- Advertising counsel and placement (through a vendor)
- Billboard and banner placement
- Graphic Design (through vendor)
- Internal Communications Planning
- Crisis Communications Planning
 - Sacramento-Alert.org subscription campaign
 - Everbridge training
- Event support
- Media monitoring and social media listening
- Fresh Connect app management
- Open Data/Open Budget
- City Hall digital displays

COMMUNICATIONS PLATFORM

Strategic Platform and Key Messages

The City's communications efforts are rooted in a strategic messaging platform that allows for consistency of message across all City communications efforts. Whether we are speaking to the media, a resident or partner agency, reading a City brochure, or following the City's social media channels, the content should reflect the City's key messages, have a consistent voice and tone, and strategically "ladder up" to the City's goals. The following key messages, which support the communication of citywide goals, are integrated into issues- and project-based communications, where appropriate. These key messages will be revised periodically based on analysis of measurable results and the resulting insights.

- The City of Rancho Cordova is a safe, inviting, and vibrant community that values diversity, opportunity, partnerships, and fun.
- Rancho Cordova is a community that is growing in a responsible and sustainable manner.
 - Examples include our first-rate infrastructure, walkable and connected neighborhoods, modern transit, innovative technology and an urban tree canopy.
- Rancho Cordova recently passed a ½ cent sales tax measure to provide Community Enhancement Funds to support local priorities.
 - Priorities include community pride, civic engagement, quality of life, public safety, arts and culture, sports, children and youth, education, and business/economic development.

- The City of Rancho Cordova is planning for the future, so its citizens have access to open space, sports, entertainment, thriving businesses, and strong neighborhoods.

KEY AUDIENCES

External

- City Residents
- City Businesses
- Community Partners
- Agency Partners
- News Media
- Elected Officials

Internal

- City Council
- City Employees

RESEARCH FINDINGS AND INSIGHTS: CITY'S 2016 COMMUNICATIONS EFFORTS

The Communications Department has, in part, based its strategic communications recommendations on analysis of three types of research:

- Current marketing research
- A City-fielded survey which included two questions related to “public information”
- Analytics and measurement of the City’s media relations and social media efforts over the past six months (May - October 2016)

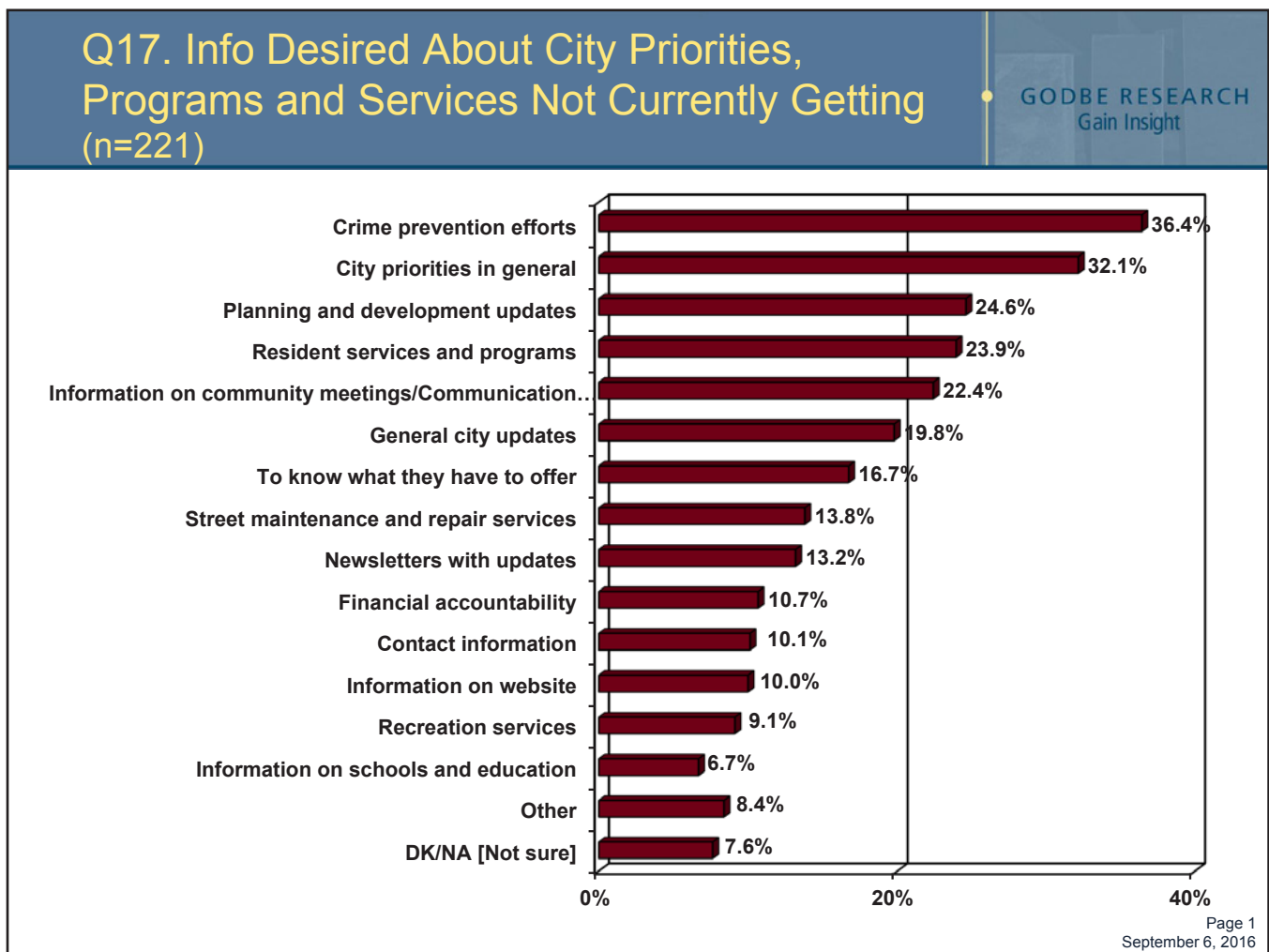
Research & Findings: Marketing Research Studies and White Papers

- Friends, family, colleagues and subject matter experts are increasingly becoming the most trusted sources of information for consumers when making buying decisions. (Cision)
- The most effective strategies incorporate...a balanced approach, bringing automated media monitoring and other predictive analytics tools to create compelling content that is shared with the right people, in the right place at the right time – amplifying program success. (Cision)
- The use of Twitter and Facebook as a news source is continuing to rise among current and new users across nearly all demographics. In fact, 63 percent of Twitter and Facebook users get their news on these respective sites. (Pew Research)
 - Twitter was used for breaking news nearly twice as much as Facebook (59% v. 31%).
 - Facebook users are more likely to post and respond to content, while Twitter users are more likely to follow news organizations.

RESEARCH FINDINGS & INSIGHTS

City Survey: “Public Information” Section

Fifty-five percent of the respondents gave positive ratings to the City’s efforts in providing information to the residents about priorities, programs and services (15.2% “excellent” and 39.9% “good”), a noticeable increase compared with 47 percent positive ratings in 2011.



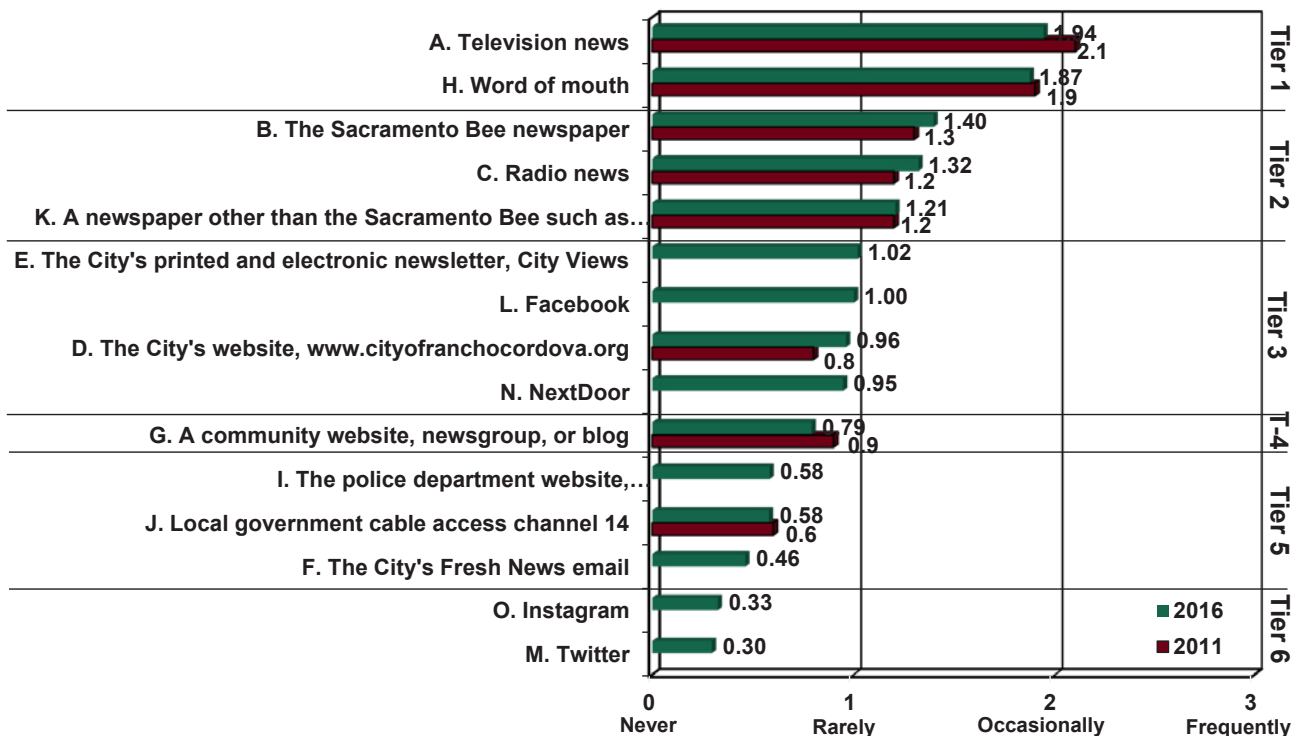
RESEARCH FINDINGS & INSIGHTS

The following were identified as the sources that the residents use to get information about local issues affecting their life:

- Television news (70.4% “frequently” or “occasionally”)
- Word of mouth (70.1% “frequently” or “occasionally”)
- The City’s newsletter, City Views and Fresh News (35.9% “frequently” or “occasionally”)
- *The Sacramento Bee* newspaper (48.8% “frequently” or “occasionally”)
- The City’s website (31.4% “frequently” or “occasionally”)

Q18. Frequency of Obtaining Information from Various Sources (n=528)

GODBE RESEARCH
Gain Insight



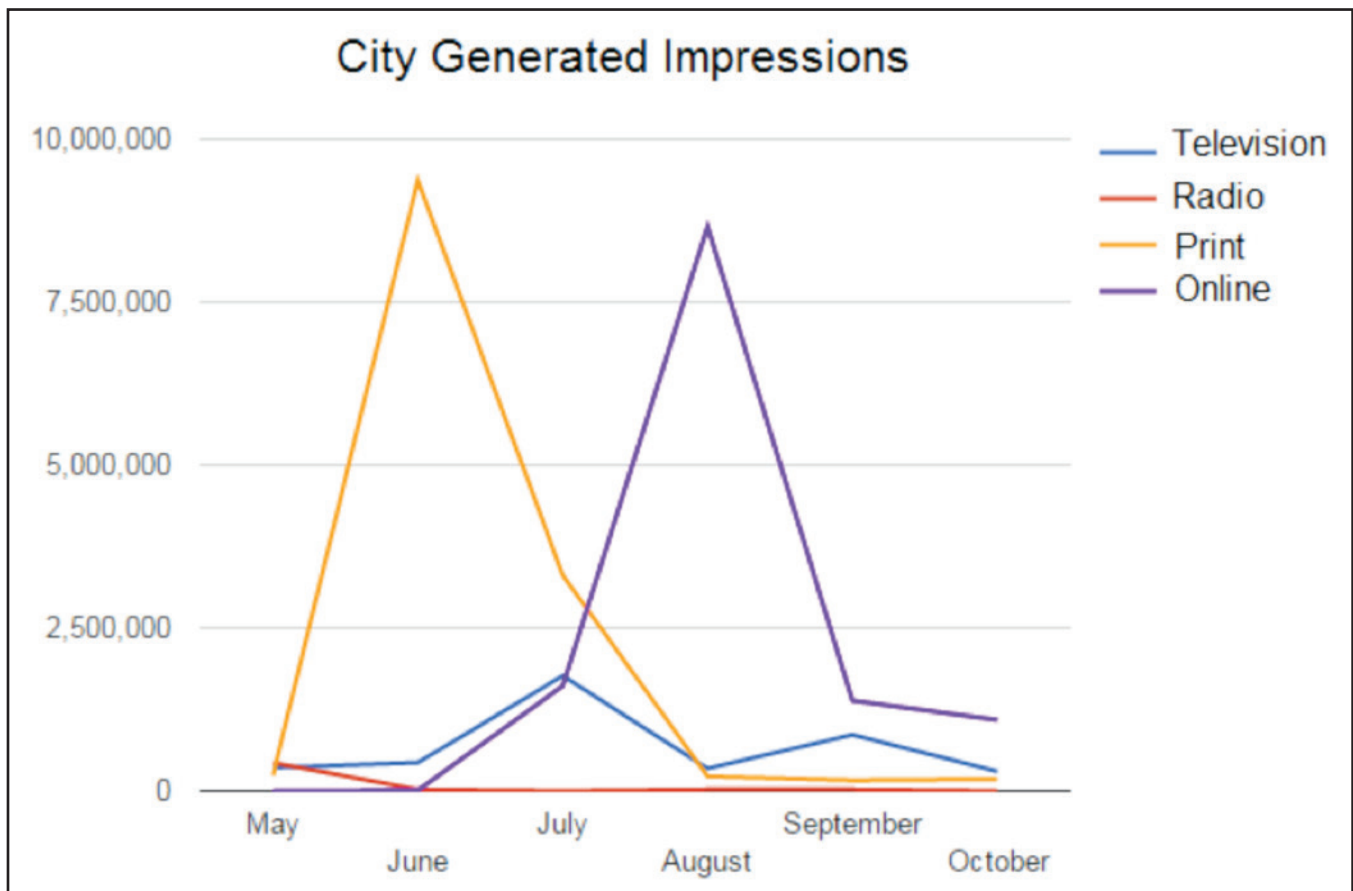
Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: “Frequently” = +3, “Occasionally” = +2, “Rarely” = +1, and “Never” = 0.

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September 6, 2016

RESEARCH FINDINGS & INSIGHTS

Internal Metrics Reporting

City-generated impressions for media coverage depicts reach achieved by City-initiated efforts, or efforts in which the City was involved.

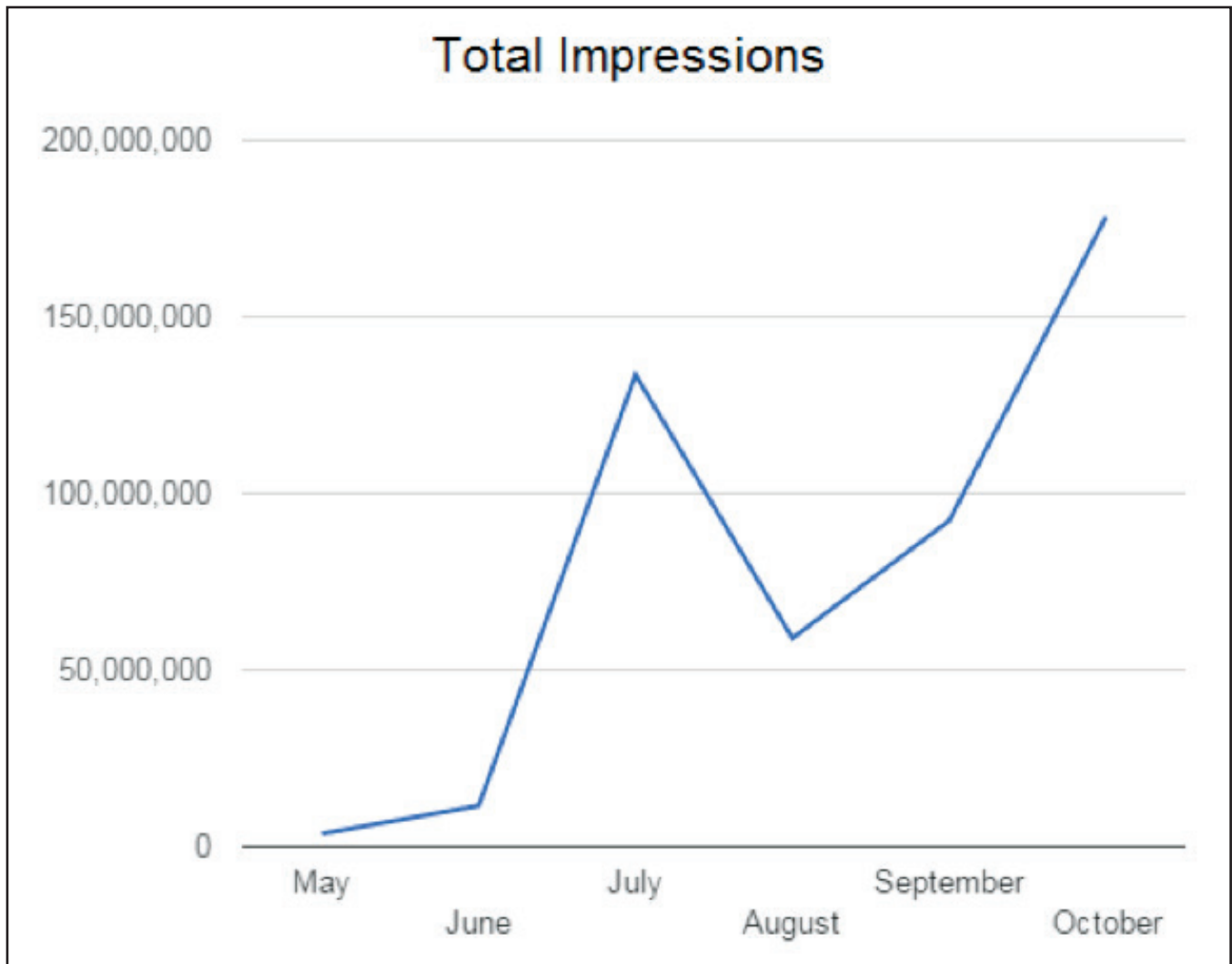


- Overall, online stories have seen the most meaningful growth in impressions (audience reached) from May to October, with coverage building in June and July, peaking in August due to Mather Veterans Village coverage, and leveling off in September and October.
- Print coverage saw peaks in May, June and July due to *The Sacramento Bee* coverage of Memorial Day, Rancho Cordova's Cooling Centers and 4th of July.
- Television saw two spikes in impressions in July (4th of July) and in September (Mather Veterans Village and Free Tickets to the Airshow).

RESEARCH FINDINGS & INSIGHTS

Media Coverage Mentioning Rancho Cordova

This graph represents total reach of all media coverage mentioning Rancho Cordova.



- Total impressions (May - October 2016): 478,400,000
- Total City-generated impressions (May - October 2016): 30,700,000

RESEARCH FINDINGS & INSIGHTS

Monthly Impressions

May 2016:

3.6 million total impressions, 80 total stories; 1 million impressions and 35 stories generated by the Communications Team

- TV/Radio stories: 30
- Print Stories: 20
- Online Stories: 30

Top performing City-generated content in May:

- Planting of 100 trees in the Lincoln Village neighborhood (covered by one print outlet, one radio station, and three television stations)
- City's Memorial Day event (covered by one print outlet, one radio station, and four television stations)

June 2016:

11.6 million total impressions, 75 total stories; 9.8 million impressions and 30 stories generated by the Communications Team

- TV/Radio stories: 21
- Print Stories: 17
- Online Stories: 37

Top performing City-generated content in June:

- The City's cooling centers (covered by one print outlet, one radio station, and two television stations)
- Free Form Factory coming to Rancho Cordova (covered by one print outlet and 3 television stations)
- Community Enhancement Fund grants awarded (covered by one print outlet)

July 2016:

133.5 million total impressions, 178 total stories; 6.7 million impressions and 59 stories generated by the Communications Team

- TV/Radio stories: 21
- Print Stories: 20
- Online Stories: 137

Top performing City-generated content in July:

- Fourth of July celebration (covered by two print outlets and four television stations)
- Ethan Dean becoming a garbage man for a day as a part of Make-a-Wish (covered by three local television stations)

August 2016:

59 million total impressions, 150 total stories; 9.2 million impressions and 36 stories generated by the Communications Team

- TV/Radio stories: 42
- Print Stories: 32
- Online Stories: 76

Top performing City-generated content in August:

- Grand opening of Mather Veterans Village (covered by two print outlets, one radio station, four television stations, and one online print outlet)
- New football helmet technology being used at Cordova High School, thanks to a Community Enhancement Fund grant (covered by one print outlet, one radio station, and five television stations)

RESEARCH FINDINGS & INSIGHTS

Monthly Impressions

September 2016:

92.3 million total impressions, 230 total stories; 2.4 million impressions and 47 stories generated by the Communications Team

- TV/Radio stories: 77
- Print Stories: 16
- Online Stories: 137

Top Performing City-generated content in September:

- Grand opening of Mather Veterans Village (covered by one print outlet and four television stations)
 - Surprise Airshow ticket delivery to Rancho Cordova schools (covered by one print outlet, one radio station, and five television stations)
 - Opening of the bike trail between the Anatolia and Kavala Ranch neighborhoods (covered by one television station)
-

October 2016:

178.4 million total impressions, 218 total stories; 1.6 million impressions and 30 stories generated by the Communications Team

- TV/Radio stories: 54
- Print Stories: 21
- Online Stories: 143

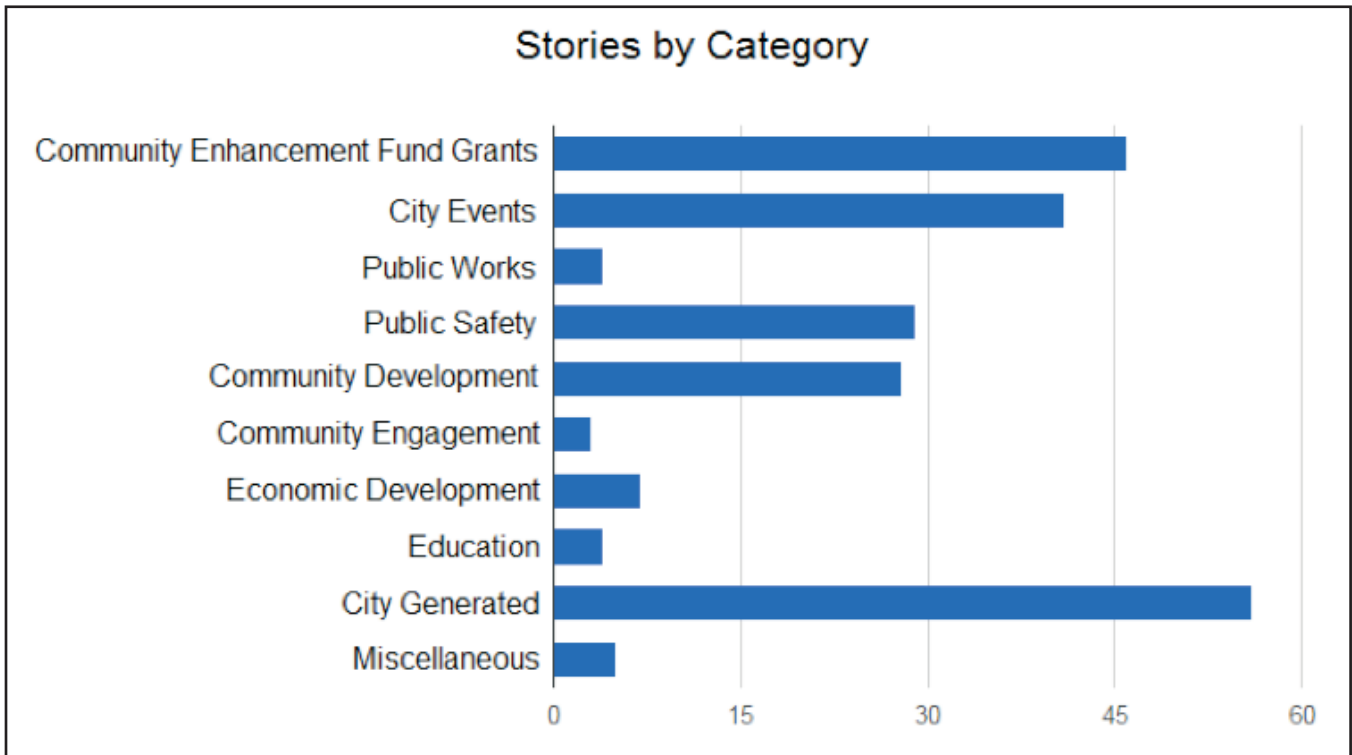
Top performing City-generated content in October:

- Donation of teddy bears to Rancho Cordova Police Department (covered by one television station)
 - The Great American Road Trip event (covered by one print outlet and one television station)
-

RESEARCH FINDINGS & INSIGHTS

City-generated Stories by Category

In order to determine what stories were of most interest to media, news stories were broken down by category.

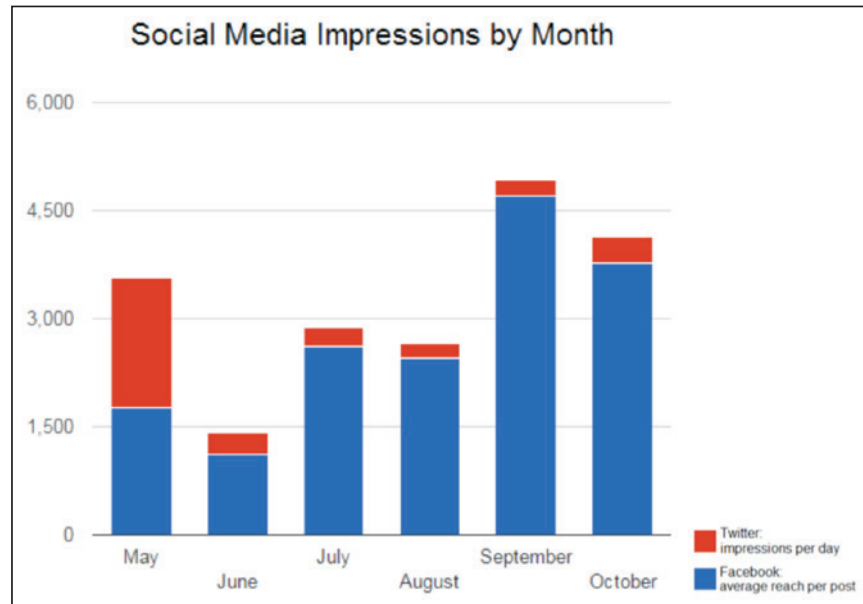


Note: City-generated stories include news such as Cooling Center announcements, City Council awards/recognition, Council Member McGarvey's Grapevine columns, and opportunistic stories such as resident Ethan's wish to become a garbage man.

RESEARCH FINDINGS & INSIGHTS

Social Media Impressions by Month

Active Social Media programs allow the City to amplify its message, as well as tell its story, both visually and in writing. With half of the City's population under the age of 35, Social Media engagement is an important communications tool.



FACEBOOK:

- The number of Facebook Fans increased by 1,200 from May to October 2016, which is reflected in the steady growth of impressions on the City's Facebook page.
- Video content, by far, drove the most engagement by fans, followed by new business openings and new construction projects.

Top Posts:

- California Capital Airshow (event)
- Mather Veterans Village (event)
- Ethan and Make-A-Wish (hometown heroes)
- Popeye's grand opening (economic development)
- Orlando victims (empathetic, news related)
- Public safety (community assistance)
- Rasoi Indian Restaurant opening (economic development)
- Sunridge Plaza (community development)
- Grass fire (natural disaster, timely news)

TWITTER:

- The City's Twitter Page has grown to more than 1,000 followers, an increase of over 25% within six months.
- Content that resonates with Twitter users is more focused on business- and community-related news and of-the-moment happenings.

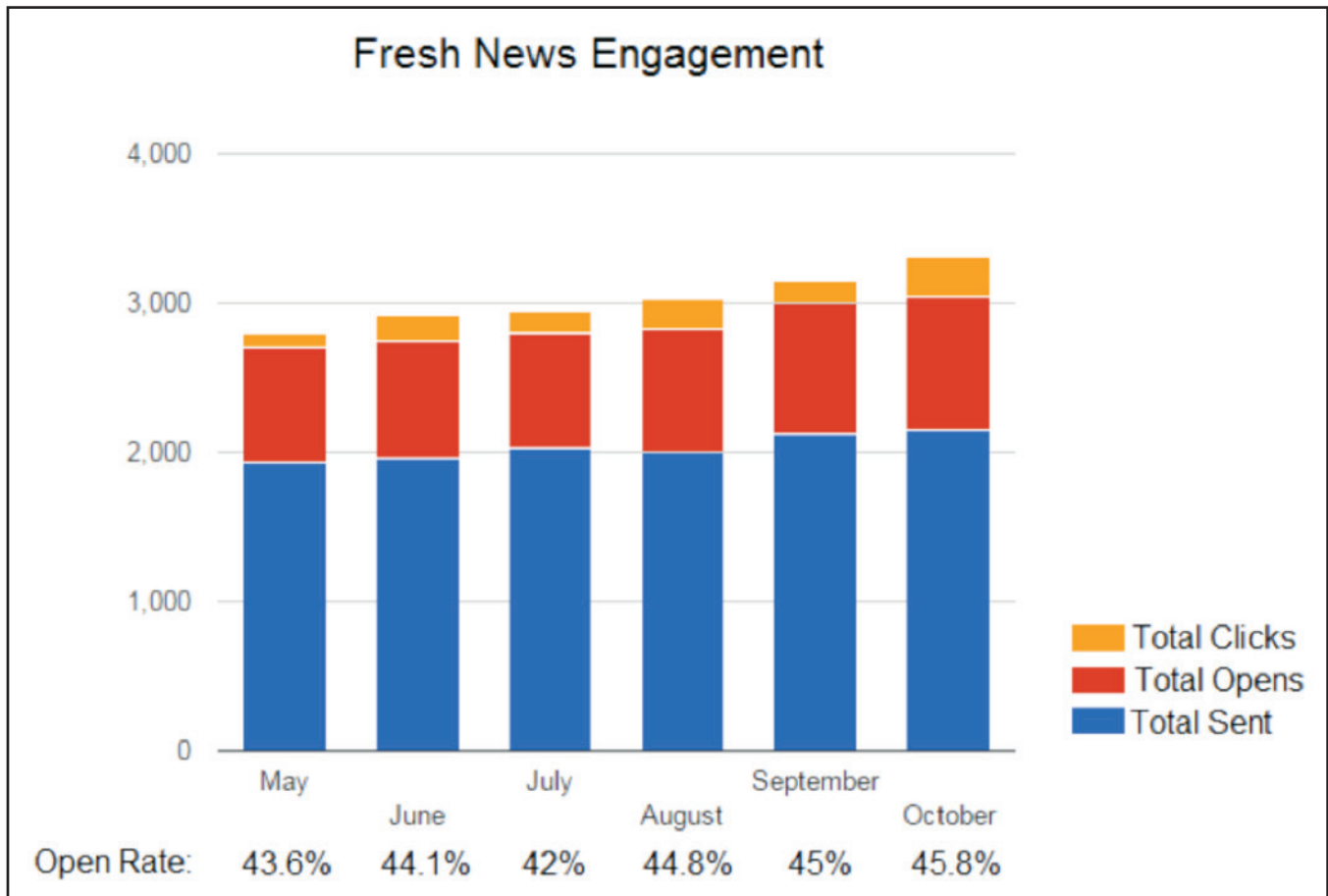
Top Posts:

- Event promotion (4th of July, Cooling Centers, Food Trucks)
- New businesses/development (Free Form Factory, Viva Supermarket, Sunridge Plaza, Mather Veterans Village)
- Hashtag phenomenons (#EthanCleansUp)
- Community Enhancement Fund (CHS football helmets, Art Ark)
- Content sharing (Fresh News, celebrity news, consumer tips)
- Traffic/public safety alerts
- Job openings

RESEARCH FINDINGS & INSIGHTS

Fresh News Engagement

Fresh News is a monthly digital newsletter that highlights important City and City-related news.

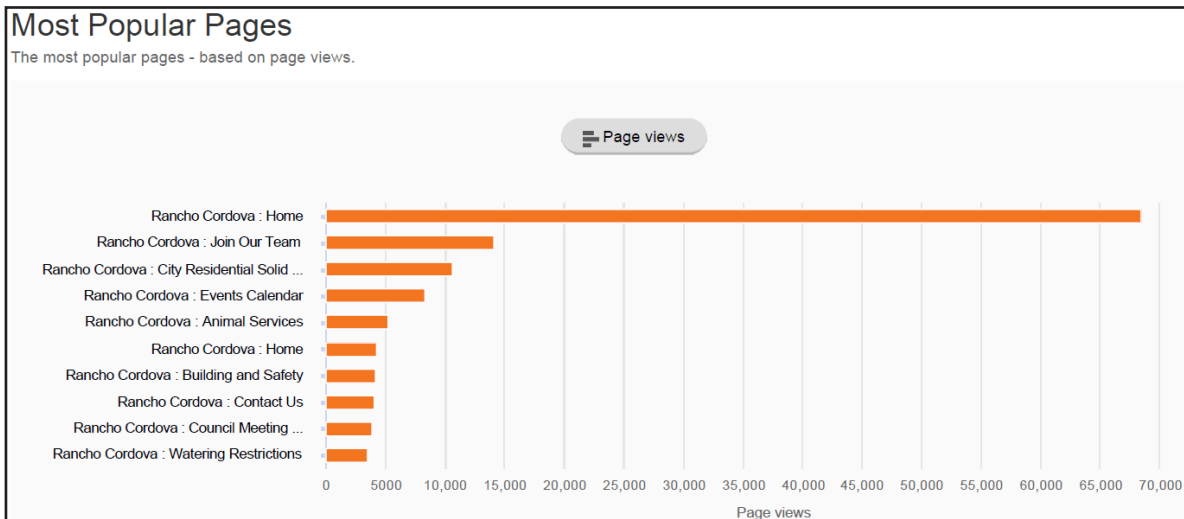
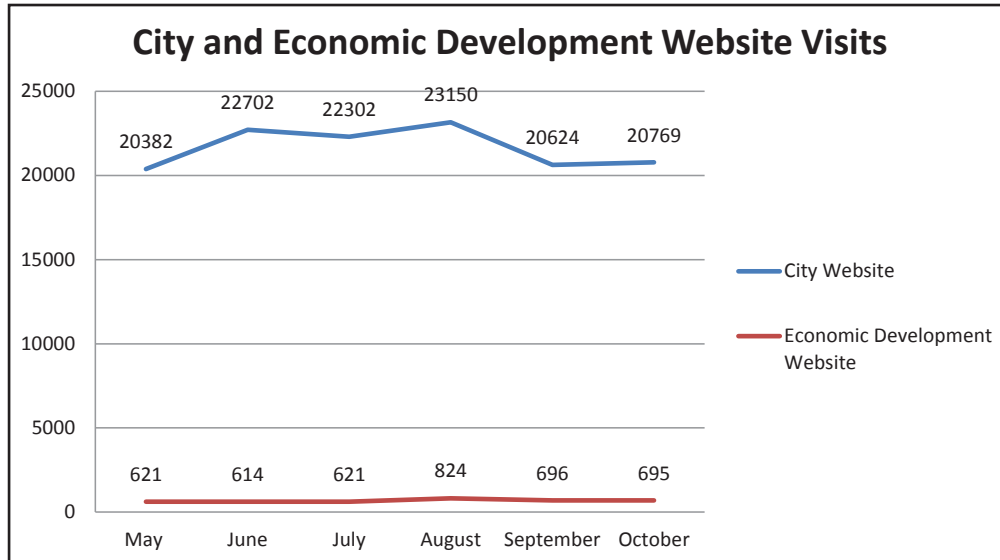


- Total subscribers, total opens, and total clicks steadily increased from May to October.
- Each month, the Communications Team made adjustments to the newsletter to grow subscribers and engagement.
- Top stories included: Sacramento Alert, Rio Del Oro, Community Enhancement Fund, California Capital Airshow Tickets, and The Good Neighbor Guide.

RESEARCH FINDINGS & INSIGHTS

City Website Analytics

The City's website is a main source of information for residents, partners and key audiences as evidenced by results from the City-fielded survey, as well as the City's website analytics. The Communications Department is the webmaster for both the City website (as well as the Economic Development Department's website) and as such, manages content for the City site, as well as the analytics.



- The City's website saw over 148,000 visits in the six-month period between May – October 2016, with peak months being June, July and August.
- Interestingly, most accessed the website from their desktop computers (69%), followed by mobile (27%), and tablet (4%).
- By far, the City's homepage was the most accessed page (21%), followed by Join Our Team (4%), Solid Waste (3%), Events (2.6%), and Animal Services (1.6%).

RESEARCH FINDINGS & INSIGHTS

Insights Gleaned from Research

- More and more consumers, and by extension the City's residents, are influenced most by people they know (word of mouth) or people they see as experts.
- To increase strategic communications program success, program elements must be measured and analyzed.
- According to the survey, residents are primarily interested in information about public safety, planning and development, City services and community meetings.
- According to the survey, residents get most of their information from TV news and word of mouth. The next most popular sources of information are *The Sacramento Bee*, other newspapers, radio, the City's newsletters and the City's website.
- Media are most interested in covering Community Enhancement Fund stories, City events, City-generated stories, Public Safety and Community Development.
- Our most successful proactive communications efforts on both a traditional media front and social media front – Mather Veterans Village (housing, development, veterans) and Free Tickets to the Airshow (events, fun, education) – were based on well-planned campaigns that were rooted in highly visual announcements with solid news hooks.
- Our digital City newsletter is growing steadily, is our most direct way to reach residents, and has benefited from monthly adjustments.
- Our most successful social media efforts include sweepstake campaigns (4th of July), video content (Airshow, Mather Veterans Village) and announcements of new businesses (Popeye's, Raley's).

RECOMMENDED APPROACH

Success depends on shifting away from disconnected efforts and transitioning primarily to a coordinated, multi-tool campaign approach focused on high-interest and high-priority issues and topics. This coordinated approach will create the most effective and efficient effort.

Concerted communications campaigns can be focused on issues as the common denominator (e.g., public safety) or focused on programs (e.g., Community Enhancement Fund grants).

- Expand communications campaign model to include integrated marketing and ladder-up approach, where appropriate.
- Focus on telling the story of Rancho Cordova, especially underscoring high interest and high priority areas where Word-of-Mouth amplification can be achieved.
- Prioritize efforts based on Citywide goals and City Council's priority issues.
- Continue with Strategic Messaging and Platform, building understanding of approach and training all City Council Members and City staff.
- Expand communications efforts to include both External Communications and Internal Communications, so communications messaging is consistent from within.
- Continue to measure and analyze program success to make strategic adjustments to better meet the Citywide goals and residents' needs.

TEN TACTICAL RECOMMENDATIONS

EXTERNAL COMMUNICATIONS

1. FOCUS ON Council's Key Priority Projects

As these efforts come to fruition, plan coordinated communications campaign approaches to include the full scope of the City's integrated marketing and communications tools, including development of collateral material, media relations, social media support with potential paid promotion, billboard and banner support, and digital communications (digital newsletter, website).

- Military Museum
 - Little League/Softball Field
 - Downtown
 - Mayor's and Council's 2017 special announcements and projects
-

2. FOCUS ON Campaign Approach for High Yield Efforts

Develop robust communications efforts to support high profile/high interest City efforts.

- RCPD Adopt-A-School Program media relations
 - Barrel District announcement
 - Promise Program kick-off and implementation support
 - California Capital Airshow media relations
 - Mather Veterans Village Phases II and III Groundbreaking
 - Rio Del Oro Groundbreaking
-

3. FOCUS ON Fun in our Community

Create turn-key materials that can be used to promote the City's and Cordova Community Council's key events, including media advisory/pitch template, social media support, Fresh News, and billboard support.

Cordova Community Council

- Rancho Cordova Fourth of July: Color Run, Band Competition, Parade, Fireworks, Festival
- Christmas Tree Lighting
- Kids Day in the Park
- iFest International Festival
- Sports Hall of Fame
- State of the City

City Events

- Memorial Day
- Veterans Day

4. FOCUS on Maintaining Regular and Meaningful Communication with our Residents and Key Stakeholders

Residents and other key audiences want and expect a “steady drumbeat” of news from the City.

- Fresh News and Fresh Alerts
 - One each per month
 - Fresh News contains on average 20 articles
- Daily Social Media content development, interaction and increased fan base
 - Facebook: approximately 20 pieces of monthly content, including video and photo galleries
 - Twitter: approximately 20 pieces of monthly content, including video and photos, including “of the moment” content based on public safety and public works issues
 - Instagram: approximately 20 pieces of monthly content, including video and photos, grow following
- Pinterest: populate existing boards, create new boards to support City efforts (where applicable), grow following
- YouTube
- NextDoor participation, where applicable
- Website news content
- Mobile App news updates
- Grapevine articles and advertising
 - Approximately 3 pieces of content per week
 - Approximately 6 ads per year
- City Hall Digital Display content

5. FOCUS ON Creating a Consistent City “Look & Feel”

Any materials coming from the City of Rancho Cordova should be easily recognizable, be written in a consistent tone and voice, and contain consistent messaging. We began this year by creating the *Good Neighbor Guide*, a City flier template, lawn sign template, as well as Community Enhancement Fund badge/marketing materials and Citizen Report. We would like to continue this effort in 2017, focusing on the following:

- *City of Rancho Cordova – Guide for Residents & Businesses*
- Rental Housing Fact Sheet
- Beautification Program materials (CEF)
 - Tree effort
 - Chain Link Fence Removal
 - Drought Tolerant Landscape project
- Commercial Property Fact Sheet
- Building Fact Sheet
- Recycling Brochure
- Cemetery Brochure
- Council Meeting Handbook
- Website content
 - Departmental content update, including new photography of Council and City staff
 - Education page creation
 - Crisis microsite creation (to be activated only in a crisis)

6. FOCUS ON Community Enhancement Fund Opportunities

Create campaign template approach to ensure efficiencies and maximum ROI.

- Sunriver Parcourse – January 28 ribbon cutting
- Mills Station “Home for the Arts” – Spring ribbon cutting
- Sacramento Children’s Museum Expanding Outreach – timing TBD
- Soil Born Farms Urban Agriculture Project – timing TBD
- Promise Program – May + August
- Riverview STEM Academy - Afterschool and extended summer robotics and coding – June
- BARC/SABA/50 Corridor TMA – social bike rides and bike repair clinics – timing TBD
- Civic Light Orchestra – CEF grant/performance
- Crocker Art Museum’s Artist-to-Go program at FCUSD, SCUSD and EGUSD
- RCPD PAL and Youth Leadership Program and possibly CSU
- Micro Grant opportunities
- Citizen Report to Residents
- Other CEF projects TBD

7. FOCUS on Test & Learns + Planning for 2018

Test & Learns

- *Comstocks* Advertising Supplement – March/April
 - Primarily supports Economic Development but also features Public Works, Community Development, Education and Public Safety
- *News & Review* insert – Q3
 - Theme/Content TBD

2018 Planning

- City’s 15th Birthday
- Strategic Communications Plan for 2018

INTERNAL COMMUNICATIONS:

8. FOCUS ON Preparing for an Emergency

Assist consultant in preparing communications portion of Crisis Plan.

- Continuation of Everbridge sign-up campaign
- Continuation of Everbridge training
- County JICS/JIS training
- Crisis communications plan development
- Participate in tabletop exercise

9. FOCUS ON Preparing our City Family

Media train all spokespeople and message train all staff.

- Media message training
- Media training
- Community message training

10. FOCUS ON Communicating to our City Family

Strengthen knowledge of staff understanding of Citywide goals, values, and culture in an engaging, consistent and meaningful way.

- City's Culture and Values Strategy and Effort

A WORD ABOUT BRANDING

It's interesting to note that brand experts define brand strategy in this way: "By definition, brand strategy is a long-term plan for the development of a successful brand in order to achieve specific goals. First, let's clear up the biggest misconception about brand strategy: Your brand is not your product, your logo, your website or your name. In fact, your brand is much more than that -- it's the stuff that feels intangible. ...it's that hard-to-pin-down feeling that separates powerhouse and mediocre brands from each other." (Carly Stec, HubSpot) In fact, Jeff Bezos, founder and CEO of Amazon.com notes, "A brand for a company is like a reputation for a person. You earn reputation by trying to do hard things well." And Howard Schultz, Starbucks CEO, emphasizes, "Authentic brands don't emerge from marketing cubicles or advertising agencies. They emanate from everything the company does...."

Given the numerous positive communications opportunities that exist for the City to tell its story, to show our residents and community partners that we "do hard things well," we recommend focusing resources on the tactical recommendations in the Strategic Communications Plan and revisiting the branding discussion in FY 2018/2019. Our communications strategy will naturally build brand affinity by telling the authentic stories of City projects that further Citywide goals. Telling these stories will only strengthen a future brand effort. With your approval, we would recommend continuing to focus on building and strengthening the current strategic communications approach in order to lay a strong foundation for a future rebranding effort.

COMMUNICATIONS PLANNING CALENDAR

In order to facilitate a discussion of 2017 communications recommendations and arrive at a final list of priority projects that the Communications Department will support in 2017, the following monthly planning calendars were developed. Each month's calendar contains three sections: 2017 Recommendations, Monthly Recurring Projects, and Council Priority Projects. The breakout is to help "see" what is proposed for each month in 2017, so that Council, in conjunction with staff, can set priorities and plan accordingly.

- **2017 Recommendations:** Each City department, as well as City partners whose efforts the City's has supported in the past, provided a list of their priority projects along with estimated project timing. Each project was vetted against Council's priorities, Citywide goals, research insights, the recommended strategic approach and current staffing. The projects listed in this category are the ones recommended as priority projects for 2017.
- **Monthly Recurring Projects:** Each month, the Communications Department creates a broad range of written and visual content that keeps residents, partners and other key audiences "in the know" about the City of Rancho Cordova. These projects are ones that the Communications team implements on an ongoing basis, providing the backbone for the City's media relations, social media, and digital content.
- **Council Priority Projects:** During the 2016 visioning sessions, Council identified near-term priorities for City staff. While the timing of these projects is still to be determined, these projects are highlighted as ones that will be supported when the projects and timing are more firm. In addition, this category is a placeholder for any 2017 special projects identified by the new Mayor, as well as Council, which are yet to be determined.

In addition to the monthly planning calendars, also included is a list of "Additional Projects." This list reflects projects identified by City departments and partners that were deemed a lower priority based on Council priorities, Citywide goals, research insights, strategic approach and current staffing.

COMMUNICATIONS PLANNING CALENDAR

JANUARY

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD/Sunriver Parcourse)
- Draft *City of Rancho Cordova: Guide for Residents & Businesses*
- Update City website content, including photos and creation of Education Page
- Rancho Cordova Elementary School sidewalk outreach and planning
- Council key message/media training and City staff messaging training planning
- ED Greater Sac. video planning
- ED Business Journal advertising planning
- City Culture & Values project planning
- RCPD Adopt-A-School Program campaign planning
- Memorial Day planning
- ED District Announcement planning
- Comstock's Advertising Supplement planning
- Emergency Preparedness planning assistance
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

ATTACHMENT 1
COMMUNICATIONS PLANNING CALENDAR

FEBRUARY

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD/Mills Station)
- RCPD Adopt-A-School Program campaign
- Douglas Road and Grant Line Traffic Signal Project announcement
- Rancho Cordova Elementary School sidewalk outreach and planning
- ED District Announcement
- Draft *City of Rancho Cordova: Guide for Residents & Businesses*
- ED Greater Sac. video planning
- ED Business Journal advertising planning
- Update City website content, including photos and creation of Education Page
- City Culture & Values project planning
- Comstock's Advertising Supplement planning
- Emergency Preparedness planning assistance
- City staff messaging training planning
- Memorial Day planning
- Read Across America planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

MARCH

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (Bike Smart program)
- RCPD Adopt-A-School Program campaign
- Promise Program Kick-off Planning
- Revolving Loan Fund Planning and announcement
- Read Across America media relations
- Update City website content, including photos and creation of Education Page
- Finalize *City of Rancho Cordova: Guide for Residents & Businesses*
- Draft Beautification Program materials
- City Culture & Values project planning
- Comstock's Advertising Supplement finalized and published
- Emergency Preparedness planning assistance
- City staff messaging training planning
- Memorial Day planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

APRIL

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD/Orchestra)
- RCPD Adopt-A-School Program campaign
- Promise Program Kick-off media relations
- 2017 Street Rehab Project announcement
- Folsom Blvd. Streetscape Phase IV Project announcement
- Kids Day in the Park media relations
- Rebuild Day media relations
- Print/Mail *City of Rancho Cordova: Guide for Residents & Businesses*
- Draft Beautification Program materials
- City Culture & Values implementation (estimated timing)
- Emergency Preparedness planning assistance
- Memorial Day planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

MAY

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD)
- RCPD Adopt-A-School Program campaign
- iFest International Festival media relations
- Memorial Day Event planning/implementation/media relations
- Draft Building Fact Sheet
- ED Special event support planning
- City 4th of July media relations planning
- City 14th Birthday event planning
- City 4th of July float planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

JUNE

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (Riverview STEM Academy)
- Draft Building Fact Sheet
- ED Special event support
- Veterans Day event planning
- California Capital Airshow planning
- City 4th of July media relations planning
- City 14th Birthday event planning
- City 4th of July float planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

JULY

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (4th of July)
- Community Enhancement Fund Progress Report development
- City 14th Birthday event
- City 4th of July media relations (Color Run, Band Competition, Parade, Festival)
- City 4th of July float event
- Promise Program media relations planning
- Veterans Day event planning
- California Capital Airshow planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

AUGUST

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD)
- Community Enhancement Fund Progress Report development
- Promise Program media relations
- Content review/revise: recycling brochure, Council Meeting Guide, Cemetery Brochure, Neighborhood Services forms/letters
- News & Review insert planning
- California Capital Airshow planning
- Veterans Day event planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

2017
SEPTEMBER**2017 RECOMMENDATIONS:**

- Community Enhancement Fund media relations (projects TBD)
- Community Enhancement Fund Progress Report development
- Traffic Management Center announcement
- California Capital Airshow media event
- Content review/revise: recycling brochure, Council Meeting Guide, Cemetery Brochure, Neighborhood Services forms/letters
- Sports Hall of Fame media relations planning
- News & Review insert planning
- State of the City planning
- Veterans Day event planning
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

2017
OCTOBER**2017 RECOMMENDATIONS:**

- Community Enhancement Fund media relations (projects TBD)
- Content review/revise: recycling brochure, Council Meeting Guide, Cemetery Brochure, Neighborhood Services forms/letters
- Cordova Elementary School Sidewalk Project announcement
- ED restaurant announcement
- News & Review insert finalized and mailed
- Sports Hall of Fame media relations
- State of the City planning
- Veterans Day planning
- Holiday Card planning
- Planning for City's 15th birthday
- 2018 Strategic Communications Plan development

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

NOVEMBER

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD)
- Content review/revise: recycling brochure, Council Meeting Guide, Cemetery Brochure, Neighborhood Services forms/letters
- Veterans Day planning/implementation/media relations
- State of the City event
- Mather Veterans Village Phases II and III planning
- Horizons media relations planning
- Christmas Tree Lighting planning and media relations
- Holiday card finalized
- Planning for City's 15th birthday
- 2018 Strategic Communications Plan development

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

DECEMBER

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD)
- Mather Veterans Village Phases II and III planning/groundbreaking/media relations
- Horizons groundbreaking/media relations
- Rio Del Oro planning/groundbreaking
- Anatolia Marketplace announcement
- Holiday card mailed
- Planning for City's 15th birthday
- 2018 Strategic Communications Plan finalized

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

COMMUNICATIONS PLANNING CALENDAR

2017

ADDITIONAL PROJECTS

- Mather Rails to Trails
- City Award submissions
- Recruitment video
- Open Data (funding approved through June 30, 2017)
- Open Budget (funding approved through June 30, 2017)
- Sign and Façade program
- Commercial Property brochure
- Youth Center (Fong Property)
- Neighborhood engagement support
- Sierra Service Project
- Homelessness issue support
- Homeownership assistance
- RCPD publications
- Planning for Mather Field's 100th birthday
- Internal communications strategy development
- Internal communications strategy implementation
- Intranet content development
- Volunteer Awards
- Summer Concert Series
- Moonlight Movies
- Brushes and Brews
- Cordova Community Classic Golf Tournament



THE RANCHO CORDOVA CHRONICLE

Vol I, No. 1

Monday, December 5, 2016

FREE

City Announces 2017 Strategic Communications Plan



2017 Communications Road Map

- Supports Citywide Goals
- Council Priorities



Exciting Communications Plan Announced!

Today's Work Session

- Goals and Outcomes of Work Session
- Citywide Goals and Council Priorities
- About the Communications Department
- City's Communications Platform, Key Messages and Key Audiences
- Research Findings and Insights
- 2017 Recommended Approach
- 2017 Tactical Recommendations
- 2017 City Communications Planning Calendar
- Discussion and Consensus on 2017 Priorities and Approval of Plan

Goals and Outcome of Work Session

Goals:

- Presentation of Background, Research and Recommendations
- Discussion of 2017 Communications Priorities

Outcome:

- Consensus on 2017 Priorities and Approval of Plan



About the Communications Department



Communications Goals

- Ensure that all proactive communications support Citywide goals, as well as the City Council's priority issues
- Ensure that City communications are strategic, meaningful and keep in mind the needs of the Rancho Cordova community and its partners
- Ensure that communications are trackable and measurable, so that efforts can be analyzed for key learnings



Department Capabilities

The City of Rancho Cordova's Communications Department has fully integrated marketing and communications capabilities.



Departmental Tasks

- Communications campaign development and implementation
- Proactive media relations, including development of media materials and news stories
- Reactive media relations and partner agency inquiries
- News content development
- Social media, and so much more!



Communications Platform

Strategic Platform and Key Messages



Key Audiences

- External**
 - City Residents
 - City Businesses
 - Community Partners
 - Agency Partners
 - News Media
 - Elected Officials
- Internal**
 - City Council
 - City Employees



2016 Research Reveals Key Insights



Ten Tactical Recommendations



FOCUS ON Council's Key Priority Projects



FOCUS ON Campaign Approach for High Yield Efforts



FOCUS ON Fun in our Community



FOCUS ON Maintaining Regular and Meaningful Communications with our Residents and Key Stakeholders



FOCUS ON Creating a Consistent City "Look and Feel"



FOCUS ON Community Enhancement Fund Opportunities



FOCUS ON Test & Learn, as well as Planning



FOCUS ON Preparing for an Emergency



FOCUS ON Preparing our City Family

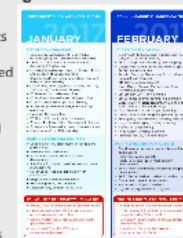


FOCUS ON Communicating to our City Family

Communications Planning Calendar

Let's Determine
2017's Priority Projects

- 2017 Recommended Projects
- Monthly Recurring Projects
- Council Priority Projects
- Additional Projects



City's Communications Team Offers Its Thanks



Looking Forward to a Successful 2017!



THE RANCHO CORDOVA CHRONICLE

Vol I, No. 1

Monday, December 5, 2016

FREE

City Announces 2017 Strategic Communications Plan



2017 Communications Road Map

- Supports Citywide Goals
- Council Priorities



Exciting Communications Plan Announced!

Today's Work Session

- Goals and Outcomes of Work Session
- Citywide Goals and Council Priorities
- About the Communications Department
- City's Communications Platform, Key Messages and Key Audiences
- Research Findings and Insights
- 2017 Recommended Approach
- 2017 Tactical Recommendations
- 2017 City Communications Planning Calendar
- Discussion and Consensus on 2017 Priorities and Approval of Plan

Goals and Outcome of Work Session

Goals:

- Presentation of Background, Research and Recommendations
- Discussion of 2017 Communications Priorities



Outcome:

- Consensus on 2017 Priorities and Approval of Plan

About the Communications Department



Communications Goals

- Ensure that all proactive communications support Citywide goals, as well as the City Council's priority issues
- Ensure that City communications are strategic, meaningful and keep in mind the needs of the Rancho Cordova community and its partners
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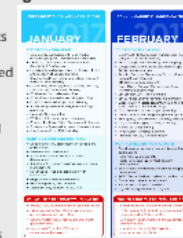


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AGENDA ITEM 3.1

Prezi



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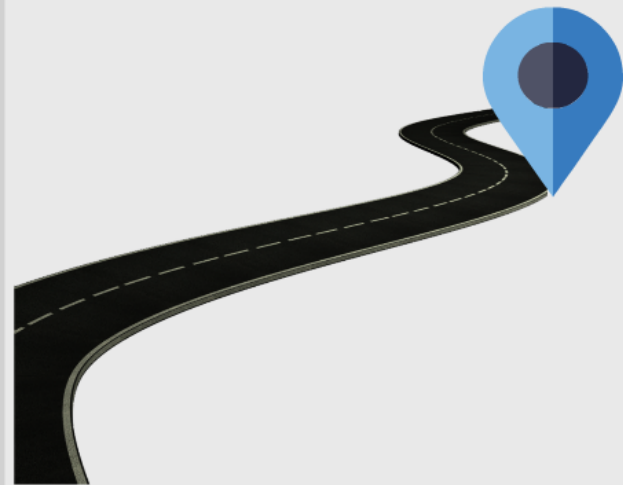
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2017 Communications Road Map

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City Announces 2017 Strategic Communications Plan



2017 Communications Road Map

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About the Communications Department

AGENDA ITEM 3.1



“ Strategic Platform
and Key Messages ”

modern transit
civic engagement
community enhancement fund
opportunities

Communications Platform

Key Audiences

External

- City Residents
- City Businesses
- Community Partners





Exciting Communications Plan Announced!

Today's Work Session

Goals and Outcomes of Work Session

Citywide Goals and Council Priorities

Plan Announced!

ATTACHMENT 2

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Citywide Goals and Council Priorities

Citywide Goals:

- Promote the positive image of Rancho Cordova
- Ensure a safe, inviting and livable community
- Empower responsible citizenship
- Establish logical City boundaries that provide regional leadership and address financial

Council Priorities:

- Public Safety
- Education
- Community Involvement/
Engagement
- Economic

Citywide Goals:

- Promote the positive image of Rancho Cordova
- Ensure a safe, inviting and livable community
- Empower responsible citizenship
- Establish logical City boundaries that provide regional leadership and address financial challenges
- Ensure the availability of the best public services in the region while practicing sound financial management
- Drive diverse economic opportunities

Council Priorities:

- Public Safety
- Education
- Community Involvement/
Engagement
- Economic
Development
- City Services
Delivery



About the Communications Department



Communications Goals

- Ensure that all proactive communications support

Department

a fresh take.

RANCHO

ATTACHMENT 2

CORDOVA
COMMUNICATIONS



Communications Goals

- Ensure that all proactive communications support Citywide goals, as well as the City Council's priority issues
- Ensure that City communications are strategic, meaningful and keep in mind the needs of the Rancho Cordova community and its partners
- Ensure that communications are trackable and measurable, so that efforts can be analyzed for key learnings

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Department Capabilities

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Departmental Tasks

- Communications campaign development and implementation

Proactive media relations, including development of media materials and news stories





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Departmental Tasks

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Priorities



Communications Platform

“ Strategic Platform and Key Messages ”

AGENDA ITEM 3.1



Key Audiences

External

- City Residents
- City Businesses
- Community Partners



Key Aud

External

- City R
- City E
- Comm
- Agen
- News
- Elect

Internal

- City C
- City E

“ Strategic Platform and Key Messages ”



Key Audiences

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- Elected Officials



Internal

- City Council
- City Employees



2016 Research Reveals Key Insights





Marketing Research Studies and White Papers

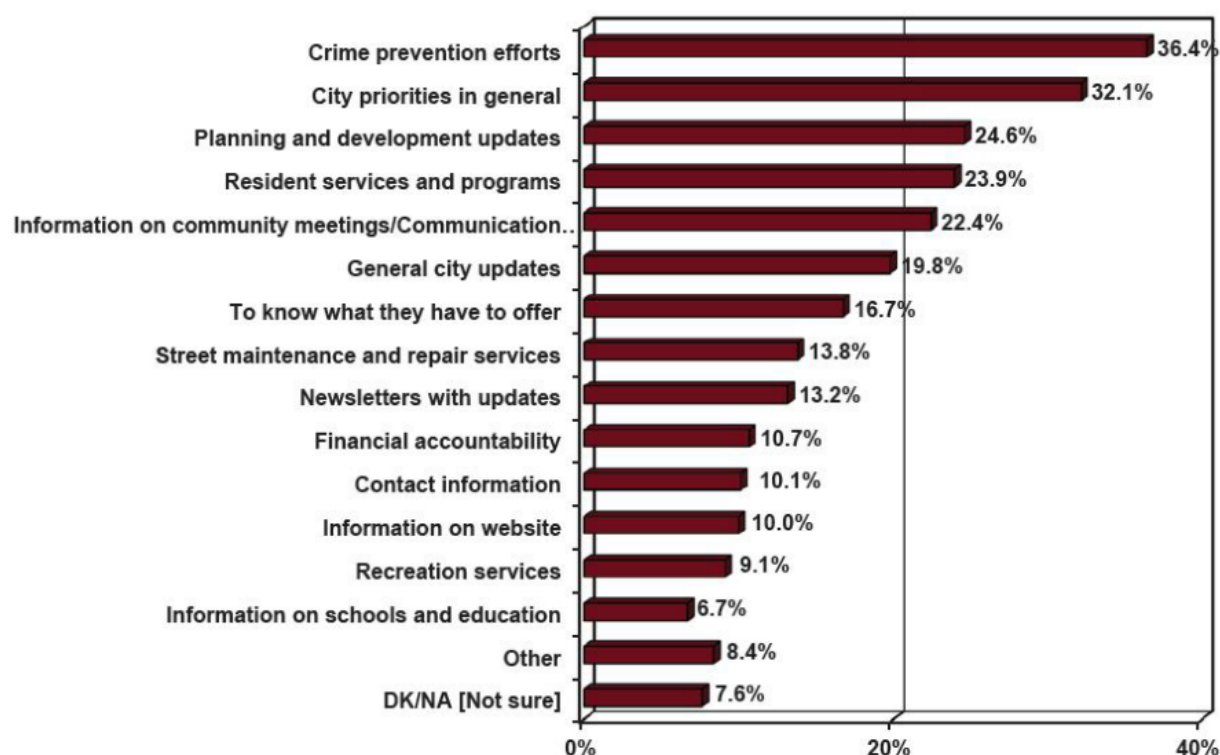
- Friends, family, colleagues and subject matter experts are increasingly becoming the most trusted sources of information for consumers when making buying decisions. (Cision)
- The most effective strategies incorporate...a balanced approach, bringing automated media monitoring and other predictive analytics tools to create compelling content that is shared with the right people, in the right place at the right time – amplifying program success. (Cision)
- The use of Twitter and Facebook as a news source is continuing to rise among current and new users across nearly all demographics. In fact, 63 percent of Twitter and Facebook users get their news on these respective sites. (Pew Research)
 - Twitter was used for breaking news nearly twice as much as Facebook (59% v. 31%).
 - Facebook users are more likely to post and respond to content, while Twitter users are more likely to follow news organizations.

City Survey: Public Information Section

Fifty-five percent of the respondents gave positive ratings to the City's efforts in providing information to the residents about priorities, programs and services (15.2% "excellent" and 39.9% "good"), a noticeable increase compared with 47 percent positive ratings in 2011.

Q17. Info Desired About City Priorities, Programs and Services Not Currently Getting (n=221)

GODBE RESEARCH
Gain Insight



Page 1
September 6, 2016

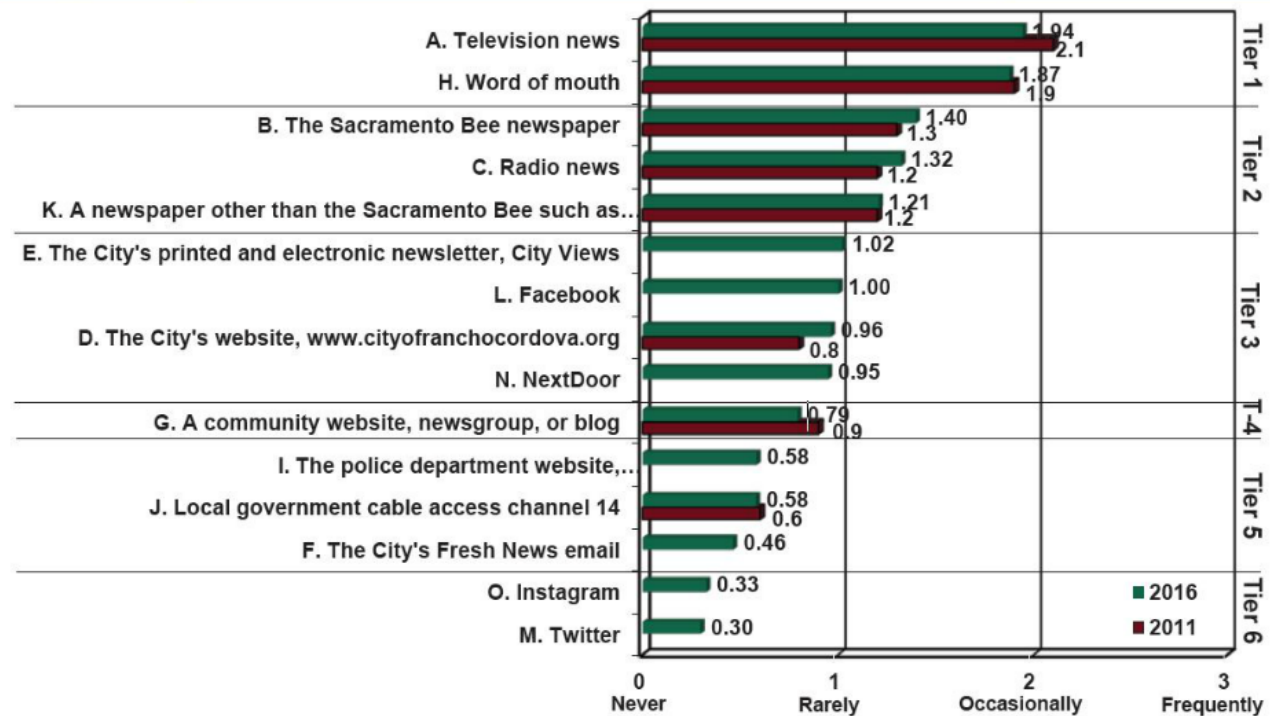
City Survey: Public Information Section

The following were identified as the sources that the residents use to get information about local issues affecting their life:

- Television news (70.4% “frequently” or “occasionally”)
- Word of mouth (70.1% “frequently” or “occasionally”)
- The City’s newsletter, City Views and Fresh News (35.9% “frequently” or “occasionally”)
- *The Sacramento Bee* newspaper (48.8% “frequently” or “occasionally”)
- The City’s website (31.4% “frequently” or “occasionally”)

Q18. Frequency of Obtaining Information from Various Sources (n=528)

GODBE RESEARCH
Gain Insight

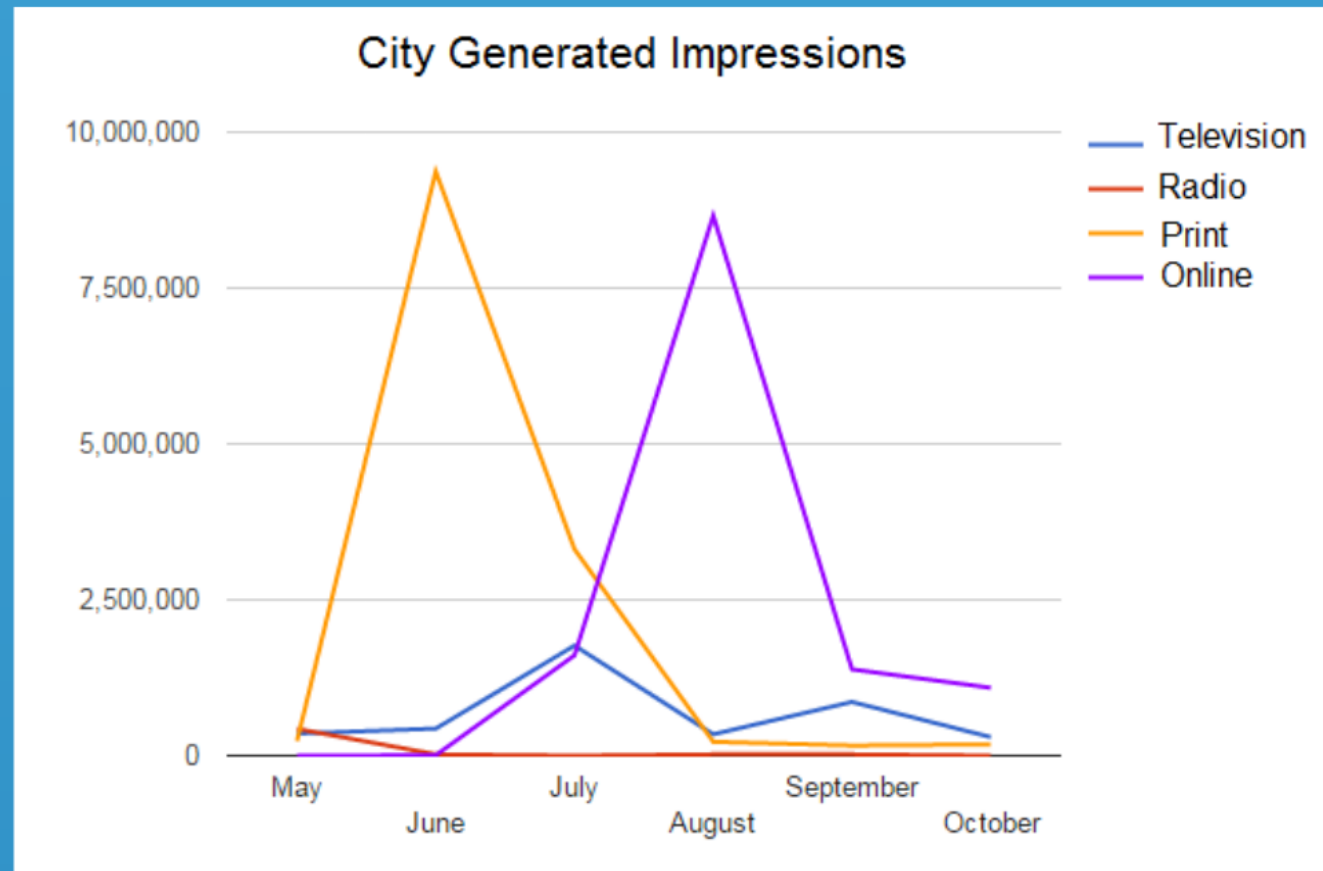


Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Frequently" = +3, "Occasionally" = +2, "Rarely" = +1, and "Never" = 0.

Page 2
September 6, 2016

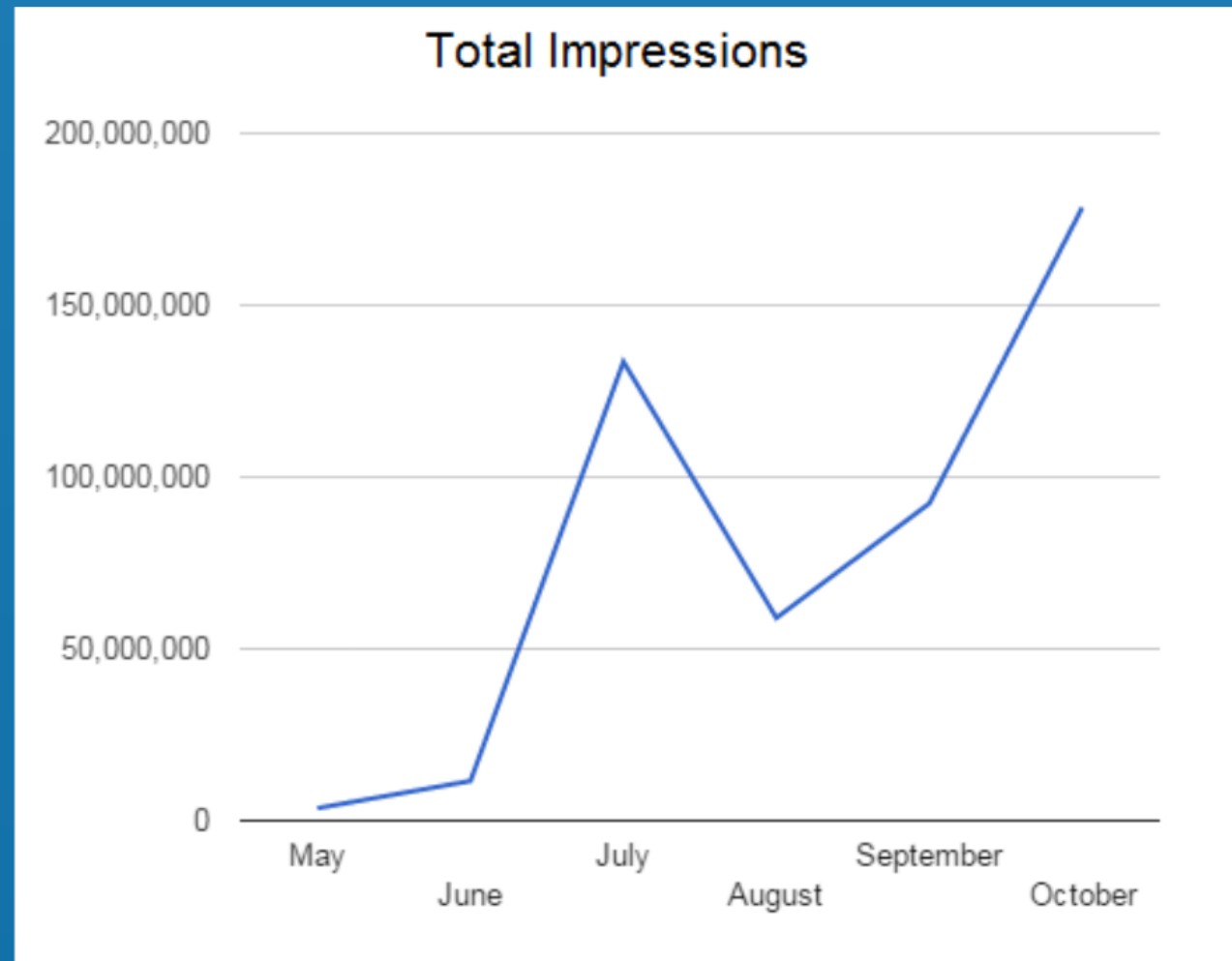
Internal Metrics Reporting

- Overall, online stories have seen the most meaningful growth in impressions (audience reached) from May to October, with coverage building in June and July, peaking in August due to Mather Veterans Village coverage, and leveling off in September and October.
- Print coverage saw peaks in May, June and July due to *The Sacramento Bee* coverage of Memorial Day, Rancho Cordova's Cooling Centers and 4th of July.
- Television saw two spikes in impressions in July (4th of July) and in September (Mather Veterans Village and Free Tickets to the Airshow).



Media Coverage Mentioning Rancho Cordova

- Total impressions (May - October 2016): 478,400,000
- Total City-generated impressions (May - October 2016): 30,700,000

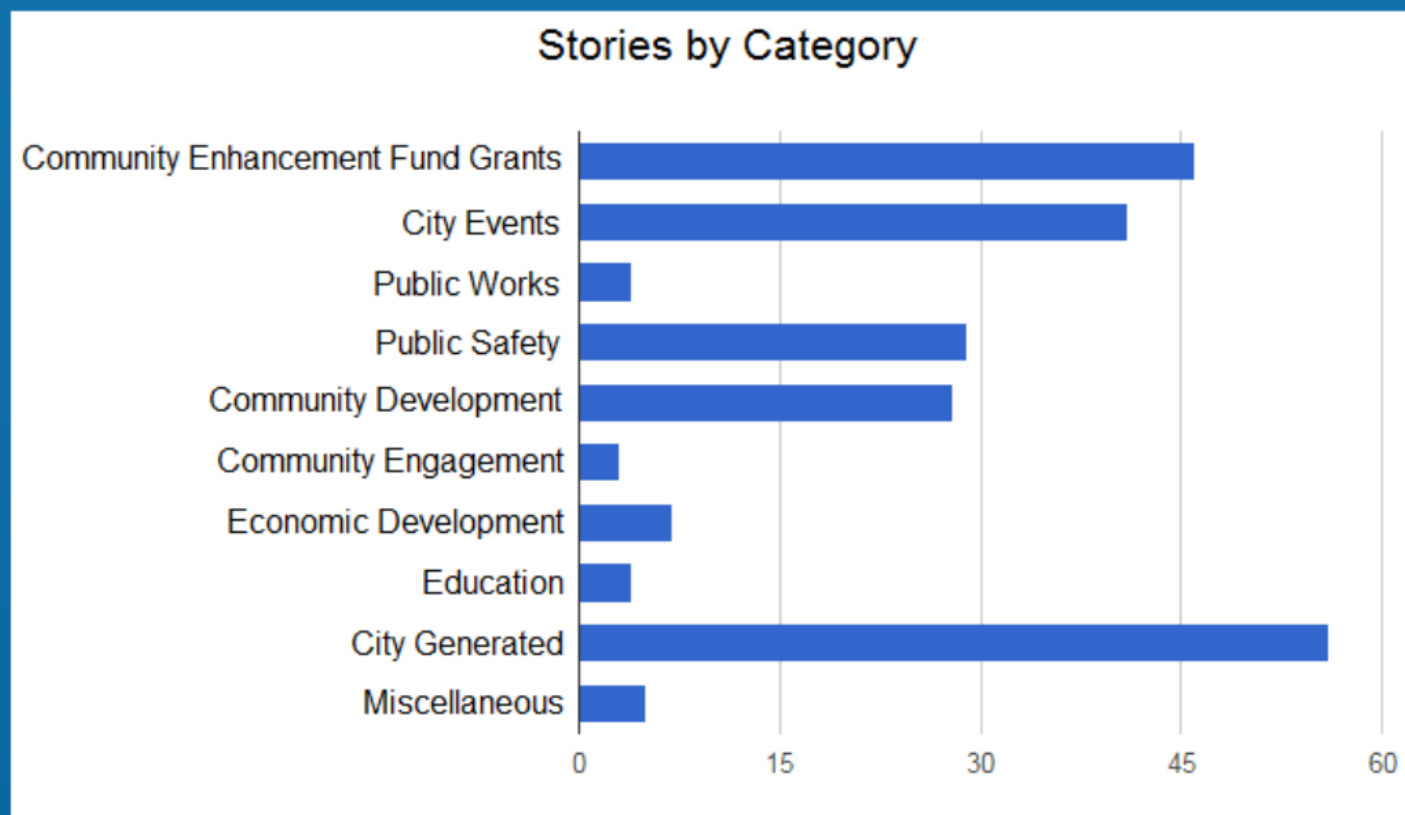


Top News Stories

- *May:* Lincoln Village, Memorial Day Event
- *June:* Cooling Centers, Free Form Factory, Community Enhancement Fund Grants
- *July:* 4th of July Events, Ethan and Make-A-Wish
- *August:* Mather Veterans Village, High-tech Football Helmets
- *September:* Mather Veterans Village, Surprise Delivery of Airshow Tickets, New Bike Trail
- *October:* RCPD Teddy Bears Donation, Lincoln Highway



City-Generated Stories by Category

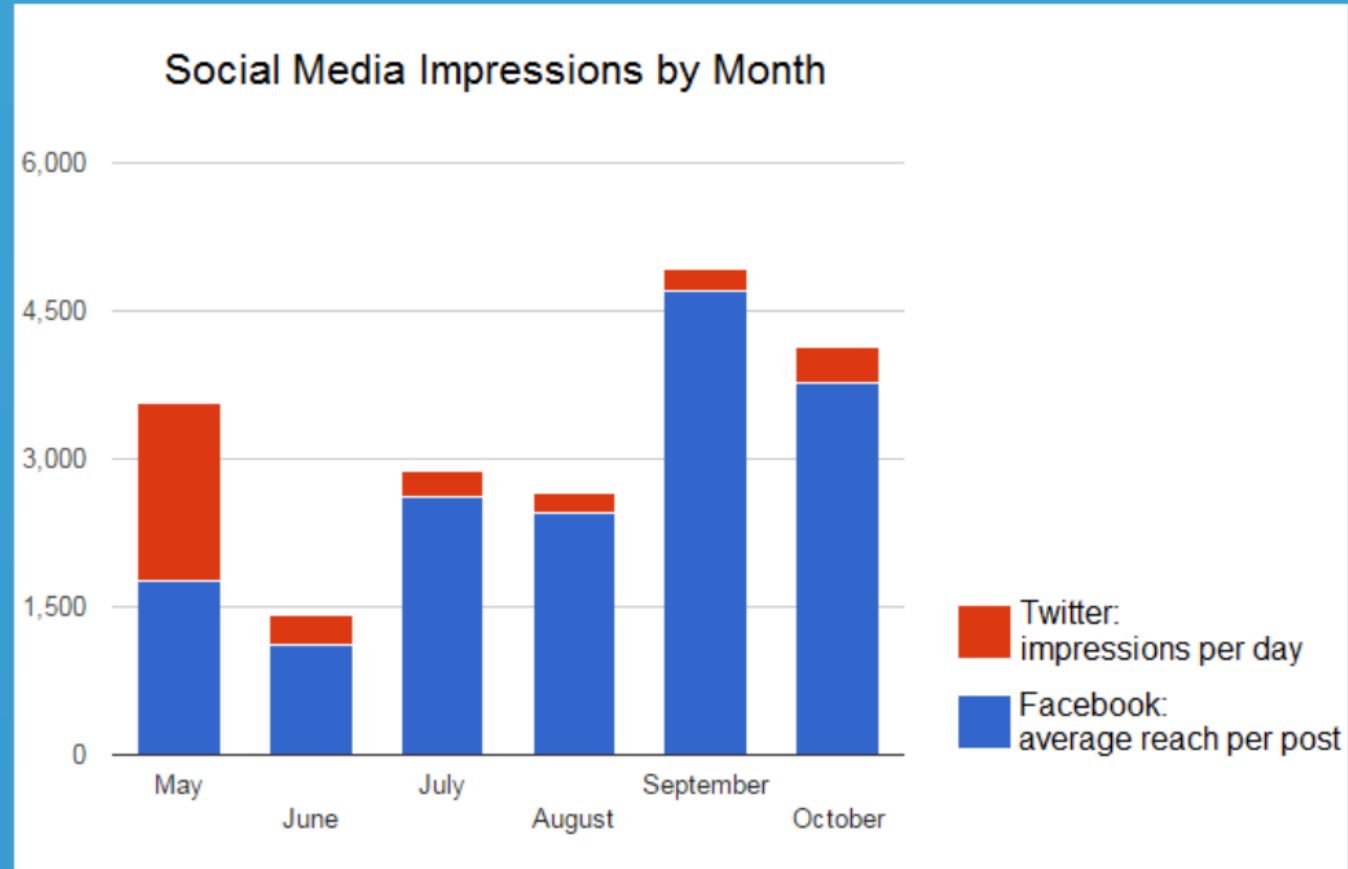


Social Media Impressions by Month - Facebook

The number of Facebook Fans increased by 1,200 from May to October 2016, which is reflected in the steady growth of impressions on the City's Facebook page.

Top Posts:

- California Capital Airshow (event)
- Mather Veterans Village (event)
- Ethan and Make-A-Wish (hometown heroes)
- Popeye's grand opening (economic development)
- Orlando victims (empathetic, news related)
- Public safety (community assistance)
- Rasoi Indian Restaurant opening (economic development)
- Sunridge Plaza (community development)
- Grass fire (natural disaster, timely news)

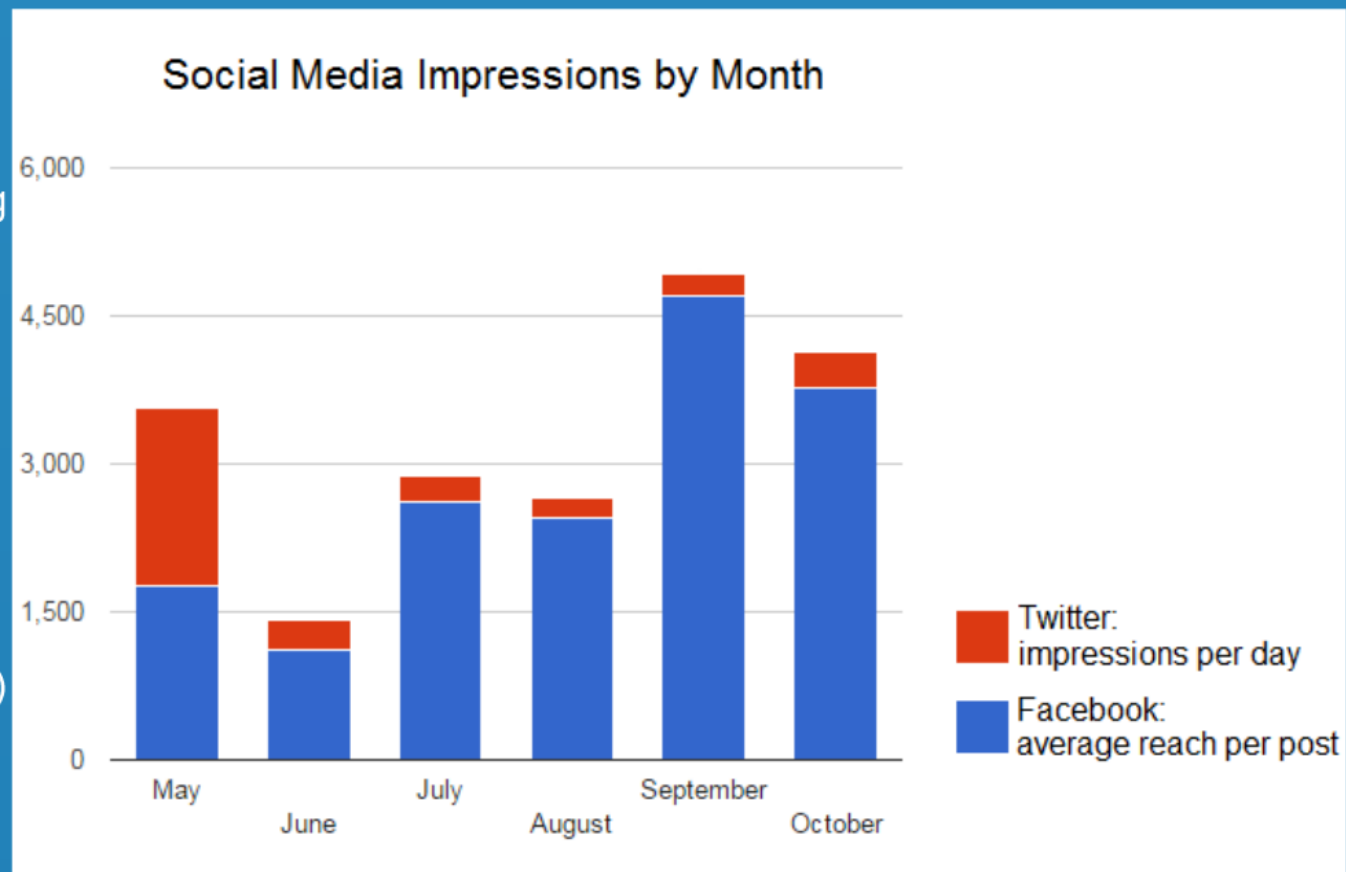


Social Media Impressions by Month - Twitter

The City's Twitter Page has grown to more than 1,000 followers, an increase of over 25% within six months.

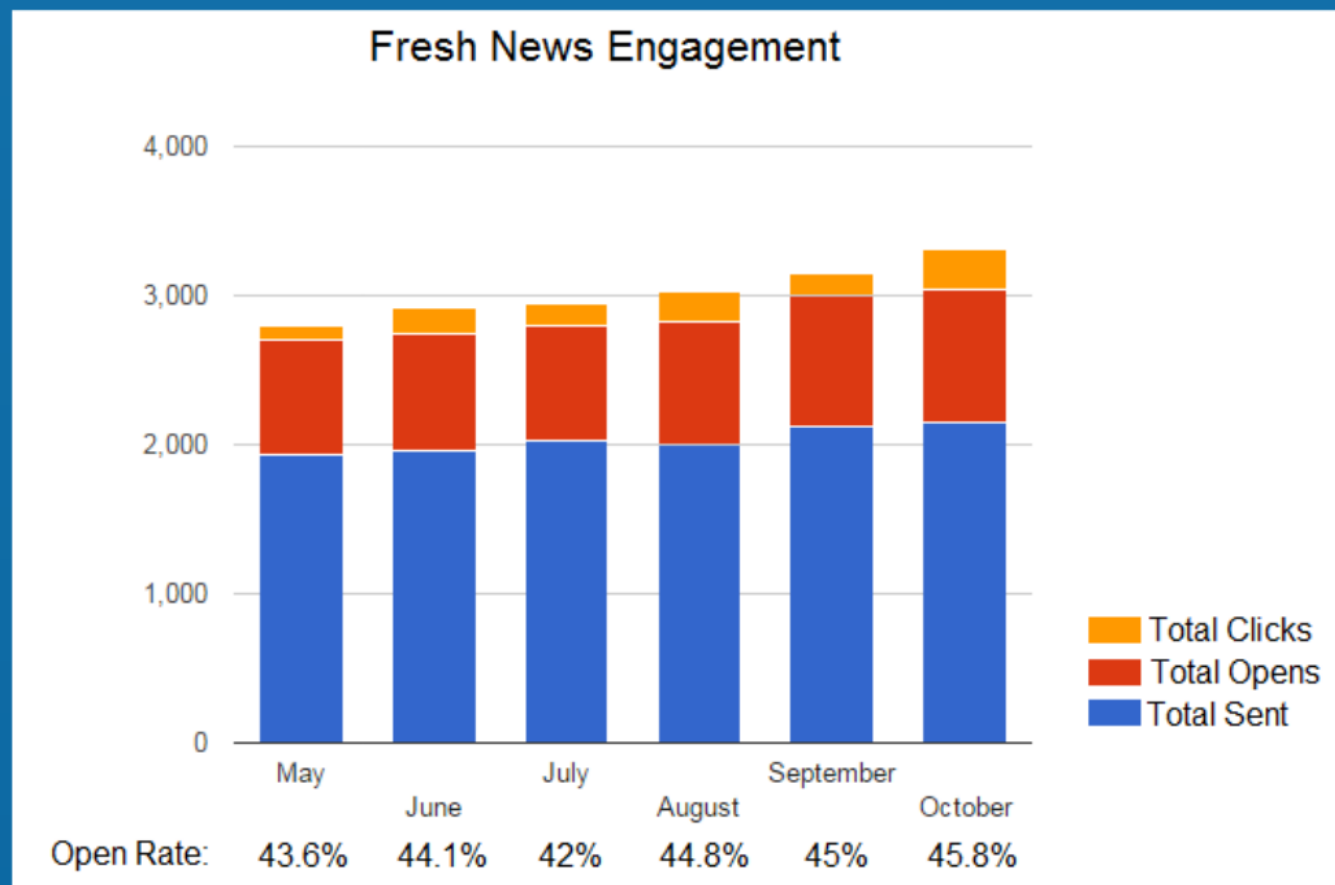
Top Posts:

- Event promotion (4th of July, Cooling Centers, Food Trucks)
- New businesses/development (Free Form Factory, Viva Supermarket, Sunridge Plaza, Mather Veterans Village)
- Hashtag phenomenons (#EthanCleansUp)
- Community Enhancement Fund (High-tech Football Helmets, Art Ark)
- Content sharing (Fresh News, celebrity news, consumer tips)
- Traffic/public safety alerts
- Job openings



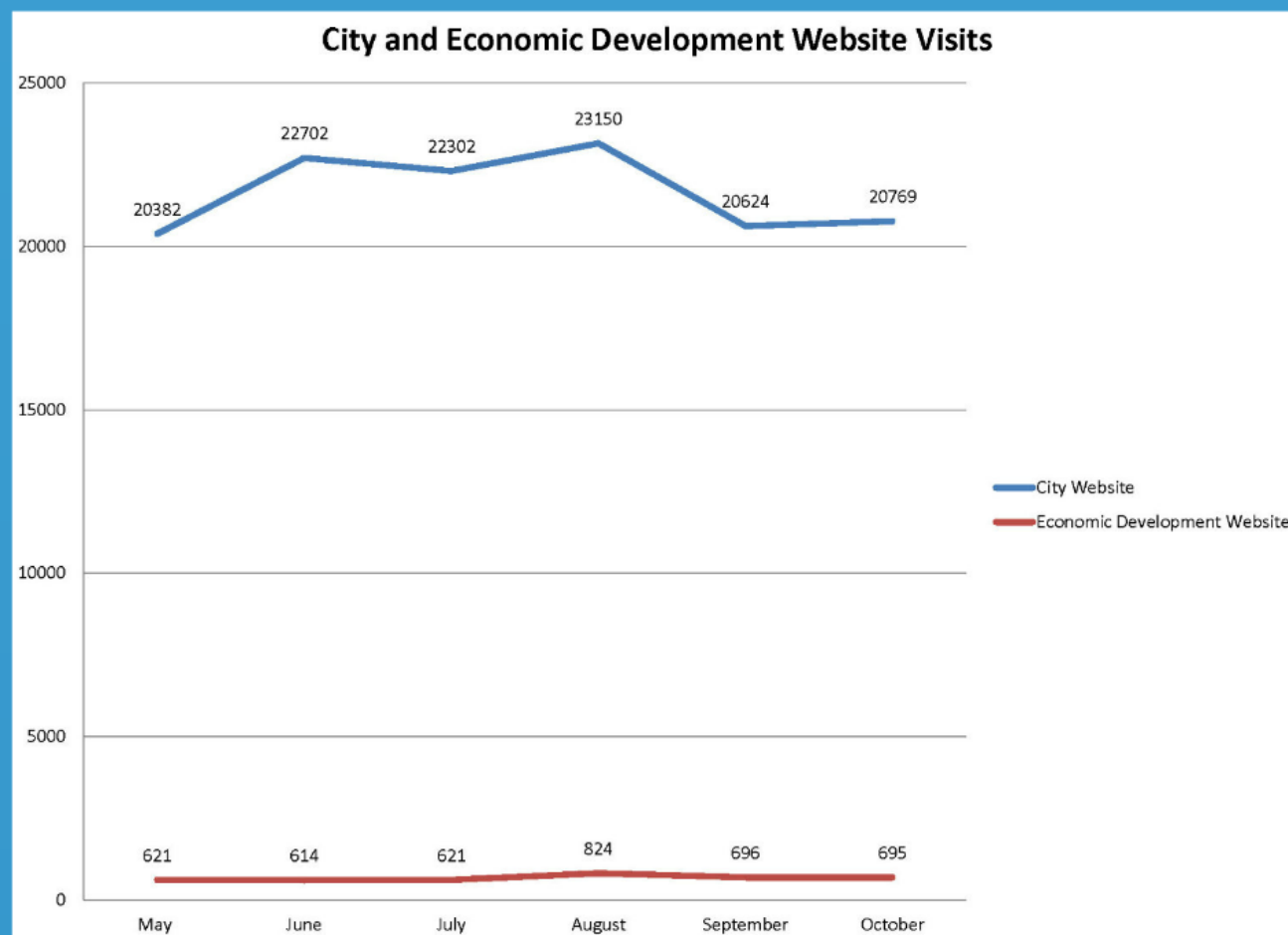
Fresh News Engagement

- Total subscribers, total opens, and total clicks steadily increased from May to October.
- Each month, the Communications Team made adjustments to the newsletter to grow subscribers and engagement.
- Top stories included: Sacramento Alert, Rio Del Oro, Community Enhancement Fund, California Capital Airshow Tickets, and The Good Neighbor Guide.



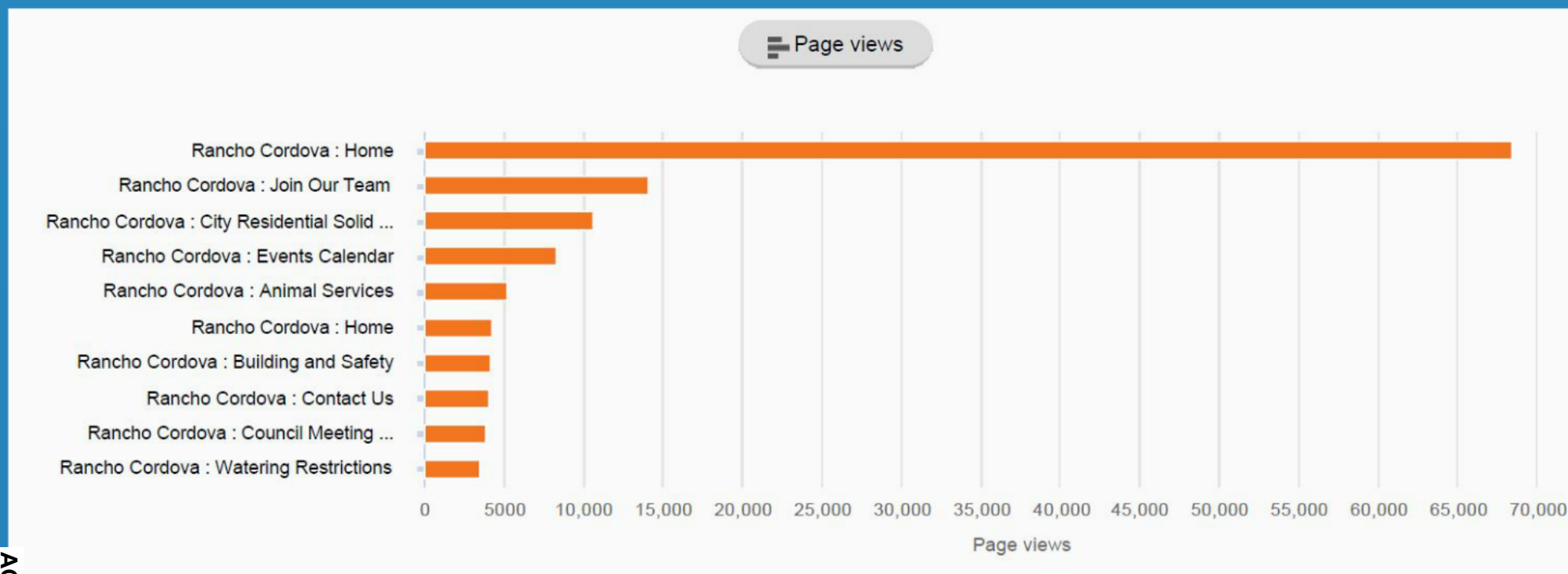
City Website Analytics

- The City's website saw over 148,000 visits in the six-month period between May – October 2016, with peak months being June, July and August.
- Interestingly, most accessed the website from their desktop computers (69%), followed by mobile (27%), and tablet (4%).



City Website Analytics

- By far, the City's homepage was the most accessed page (21%), followed by Join Our Team (4%), Solid Waste (3%), Events (2.6%), and Animal Services (1.6%).



Research Insights Help Inform Recommendations

- Experts are influential, Word-of-Mouth is powerful
- Measurement and Analysis as a guide is key
- High interest issues/stories glean better results
- Communicate to key audiences where they go for news
- Continue to grow owned channels to better control message





Departmental Tasks

- Communications campaign development and implementation
- Proactive media relations, including development of media materials and news stories
- Reactive media relations and partner agency inquiries
- News content development
- Social media, and so much more!



ATTACHMENT 2

Ten Tactical Recommendations

1

FOCUS ON Council's Key Priority Projects

4

FOCUS ON Maintaining Regular and Meaningful Communications with our Residents and Key Stakeholders

7

FOCUS ON Test & Learns, as well as Planning

2

FOCUS ON Campaign Approach for High Yield Efforts

8

FOCUS ON Preparing for an Emergency

5

FOCUS ON Creating a Consistent City "Look and Feel"

9

FOCUS ON Preparing our City Family

3

FOCUS ON Fun in our Community

6

FOCUS ON Community Enhancement Fund Opportunities

10

FOCUS ON Communicating to our City Family

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FOCUS ON Council's Key Priority Projects

FOCUS ON Campaign



FOCUS ON Campaign Approach for High Yield Efforts



3

FOCUS ON Fun in our Community

Recommendations



FOCUS ON Maintaining Regular and Meaningful Communications with our Residents and Key Stakeholders



FOCUS ON Creating a Consistent City Week

With Our Residents and Key Stakeholders

ATTACHMENT 2

5

**FOCUS ON Creating a
Consistent City "Look
and Feel"**

FOCUS ON Community



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ATTACHMENT 2

**FOCUS ON Community
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FOCUS ON Preparing for



as well as Planning ATTACHMENT 2



**FOCUS ON Preparing for
an Emergency**



FOCUS ON Preparing our

8 FOCUS ON Preparing for an Emergency

9 FOCUS ON Preparing our City Family

10 FOCUS ON Communi



FOCUS ON Preparing our ATTACHMENT 2 **City Family**



FOCUS ON Communicating to our City Family

A Word About Branding

**A BRAND FOR A
COMPANY IS LIKE A
REPUTATION FOR A
PERSON.**

You earn reputation by trying
to do hard things well.

Jeff Bezos



Communications Planning Calendar

Let's Determine
2017's Priority Projects

- 2017 Recommended Projects
- Monthly Recurring Projects
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- Additional Projects

COMMUNICATIONS PLANNING CALENDAR

2017 JANUARY

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD/Sunriver Parcourse)
- Draft *City of Rancho Cordova: Guide for Residents & Businesses*
- Update City website content, including photos and creation of Education Page
- Rancho Cordova Elementary School sidewalk outreach and planning
- Council key message/media training and City staff messaging training planning
- ED Greater Sac. video planning
- ED Business Journal advertising planning
- City Culture & Values project planning
- RCPD Adopt-A-School Program campaign planning
- Memorial Day planning
- ED District Announcement planning
- Comstock's Advertising Supplement planning
- Emergency Preparedness planning assistance
- Planning for City's 15th birthday

MONTHLY RECURRING PROJECTS:

- Good news story placements in key regional publications
- Field reactive media calls
- Fresh News and Fresh Alert content development
- Social Media content development and page management
- RCPD Social Media coordination with consultant
- Grapevine content development
- Metrics reporting and analysis
- Digital Display content in City Hall

COUNCIL PRIORITY PROJECTS - TIMING TBD:

- Military Museum announcement/groundbreaking
- Little League/Softball Field announcement/groundbreaking/ribbon cutting
- Downtown Rancho Cordova announcement/groundbreaking
- Mayor's and Council's 2017 special announcements/projects

COMMUNICATIONS PLANNING CALENDAR

2017 FEBRUARY

2017 RECOMMENDATIONS:

- Community Enhancement Fund media relations (projects TBD/Mills Station)
- RCPD Adopt-A-School Program campaign
- Douglas Road and Grant Line Traffic Signal Project announcement
- Rancho Cordova Elementary School sidewalk outreach and planning
- ED District Announcement
- Draft *City of Rancho Cordova: Guide for Residents & Businesses*
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Strategic Platform and Key Messages



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2016 Research Reveals Key Insights



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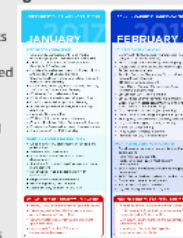
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FOCUS ON Communicating to our City Family

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City's Communications Team Offers Its Thanks



Looking Forward to a Successful 2017!



**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, November 21, 2016

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

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Vice Mayor Terry called the regular meeting to order in the David B. Roberts Council Chambers at 5:38 PM.

Council Members Present: McGarvey, Sander (arrived at 5:42 PM), Terry, Budge

Council Members Absent: Skoglund

Staff Members Present: Lindgren, Cuppy, Abhar, Peek, Stricker, Haven, Harriman, Goold, Ibrahim, Delaney, Humphrey, Busch, Boyer, Bosch, Kniestedt

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

3. PLEDGE OF ALLEGIANCE

Darcy Brewer led the pledge.

4. INVOCATION

Vice Mayor Terry recognized a moment of silence.

5. PRESENTATIONS

- 5.1 Stacy Delaney Presented Checks to Community Enhancement Grant Fund recipients.

- 5.2 Recognition on a Safe and Successful 2016 California Capital Airshow by Terrence McNamara, California Capital Airshow Board Member.
- 5.3 Introduction and Demonstration of the Digital Grapevine, by Shelly Blanchard, Paul Scholl, and Anahit Khatchatourian.
- 5.4 Introduction of New City Employee Zach Bosch, Associate Civil Engineer, by Albert Stricker, Public Works Director.
- 5.5 Recognition of Mayor Sander's Birthday – November 25th.

6. PUBLIC COMMENT

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

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Item 8.5 was pulled due to further discussions with the City's Finance Department.

ACTION: Motion to approve items 8.1 through 8.4 and item 8.6 by Budge second by McGarvey; carried by a 4:0 roll call vote. (Skoglund absent).

- 8.1 **Subject:** Meeting Minutes of November 7, 2016 Special and Regular Meeting.
Recommendation: Adopt minutes.
- 8.2 **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: Kim Juran-Karageorgiou, Chief Financial Officer.
Advances Goal: 4.
- 8.3 **Subject:** Appointment of Real Property Negotiators.
Recommendation: Appoint Cyrus Abhar, Albert Stricker, Adam Lindgren, Kim Juran-Karageorgiou and Steve Harriman as Real Property Negotiators.
Result of Recommended Action: This action will allow negotiation of purchase amount and terms for real property identified as 3303 Luyung Drive, Rancho Cordova, CA 95742, APN: 072-0500-004.
Staff Report: Albert Stricker, Public Works Director.
Advances Goals: 2, 5.

- 8.4 **Subject:** Resolution Authorizing the City Manager to Execute Contract No. 89-2014-1 with Willdan Engineering for On-Call Construction and Plan Review Services to Increase the Maximum Compensation from \$600,000 to \$1,000,000 and Extend the Term of the Service to July 1, 2018 and Update the Compensation Schedule.
Recommendation: Adopt Resolution No. 130-2016.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute the first contract amendment with Willdan Engineering for on-call construction and plan review services to increase the maximum compensation from \$600,000 to \$1,000,000; extend the term of the service to July 1, 2018 and update the compensation schedule.
Staff Report: Albert Stricker, Public Works Director.
Advances Goals: 1, 2, 5.
- 8.5 **Subject:** Resolution Authorizing the City Manager to Execute Contract Amendment 18-2014-2 for Building Plan Reviews, Inspections, and Permit Services with 4leaf, Incorporated.
Recommendation: Adopt Resolution No. 135-2016.
Result of Recommended Action: Adoption of resolution will authorize the City Manager to execute a second amendment (18-2014-2) for plan review, inspection, and permit services 4Leaf, Inc. Which will modify the contract amount from not to exceed \$200,000 per year to a total compensation of \$300,000 with the same three year expiration.
Staff Report: Joseph Cuffe, Interim Chief Building Official.
Advances Goal: 5.
- 8.6 **Subject:** Folsom Boulevard Fence Restoration Project.
Recommendation: Adopt Resolution No. 120-2016.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute contract no. 168-2016 in the amount of \$176,025 to B & M Builders, Inc. to construct the Folsom Boulevard Fence Replacement Project.
Staff Report: Albert Stricker, Public Works Director.
Advances Goals: 1, 2, 5.

9. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

NONE.

10. PUBLIC HEARING ITEMS

NONE.

11. REGULAR CALENDAR ITEMS

- 11.1 **Subject:** Presentation, Project Update, and Resolution to Award Construction Contract No. 146-2016 in the Amount of \$499,000.00 to Saboo Inc. for the Mather Mills Building First Floor Tenant Improvement Project.
Recommendation: Adopt Resolution No. 133-2016.
Result of Recommended Action: Adoption of this resolution will award construction contract no. 146-2016 to Saboo Inc. in the amount of \$499,000.00 to renovate the historic Mather Mills Building.
Staff Report: Albert Stricker, Director, Public Works.

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

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

11.2 **Subject:** Boys & Girls Club Progress Report.

Recommendation: Boys & Girls Club staff to provide update on after-school and summer programming. Staff recommends that the City Council receive a presentation on progress to date.

Result of Recommended Action: No formal action is requested of Council at this time. Council insight and/or direction to staff may assist with long-term facilities needs and programming for the Boys & Girls Club.

Staff Report: Peter Ibrahim, Housing and Neighborhood Development Analyst.

Advances Goals: 1, 2, 3.

ACTION: Discussion item only, no action taken.

11.3 **Subject:** Zinfandel Complex Project Update and Recommended Future Phase 2.

Recommendation: Direct staff to pursue grant funding for the future Zinfandel Complex Phase 2 Project.

Result of Recommended Action: Direction from Council will authorize City Staff to pursue grant funding for the future Zinfandel Complex Phase 2 Project. The project will include a separated bicycle/pedestrian path adjacent to the Zinfandel Drive and Highway 50 overcrossing.

Staff Report: Albert Stricker, Public Works Director and Chris Boyer, Associate Civil Engineer.

Advances Goals: 1, 2, 5.

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

- Jim Brown

Mayor Sander closed the public comment period.

ACTION: Discussion item only, no action taken.

11.4 **Subject:** Discussion of 2017 City Council Meeting Schedule.

Recommendation: Discuss and give direction to staff regarding the 2017 City Council Meeting schedule.

Result of Recommended Action: To ensure maximum attendance of council members and the community in our legislative process we set our meeting schedule well in advance. We also constantly monitor local, state, and national events and conferences that the council and the community may be participating in so that we avoid conflicts.

Staff Report: Mindy Cuppy, City Clerk.

Advances Goals: 1, 3, 5.

ACTION: Discussion item only, no action taken.

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Council had no requests for future agenda items.

13. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

14. ADJOURNMENT

Mayor Sander adjourned the meeting at 8:22 PM in memory of Kevin Lee Clifton to closed session in the Community Board Room.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Sander called the closed session to order in the Community Board Room at 8:37 PM.

Council Members Present: McGarvey, Sander, Terry, Budge

Council Members Absent: Skoglund

Staff Members Present: Abhar, Lindgren, Juran-Karageorgiou, Stricker, Harriman

16. CLOSED SESSION

CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Property: 3303 Luyung Drive, Rancho Cordova, CA 95742, APN: 072-0500-004.

Agency Negotiators: Cyrus Abhar, Albert Stricker, Adam Lindgren, Kim Juran-Karageorgiou and Steve Harriman.

Negotiating Parties: William Heinselman.

Under Negotiation: Price and terms of payment.

ACTION: Council gave staff direction.

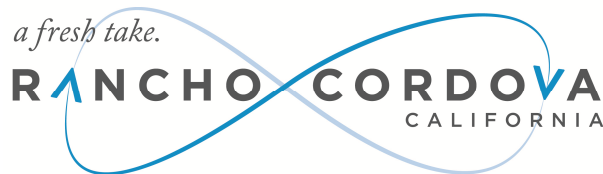
17. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren that there were no reportable actions taken in closed session.

18. ADJOURNMENT

Mayor Sander adjourned the meeting at 8:58 PM.

Mindy Cuppy, MMC, City Clerk



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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Tuesday, November 29, 2016

5:30 PM – Special Meeting
American River Community Room North

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Council Member Budge called the special meeting to order in the American River Community Room North at 5:38 PM.

Council Members Present:	Budge (Until 7:52 PM), McGarvey, Sander (Arrived at 6:19 PM), Skoglund
Council Members Absent:	Terry
Staff Members Present:	Lindgren, Cook, Peek, Cowles, Johns, Kniestedt, Flory, Diaz, Busch, Norton, Haven, Simpson, Stricker

2. PUBLIC COMMENT

The public were encouraged to comment throughout the meeting.

3. SPECIAL MEETING ITEM

3.1 **Subject:** City of Rancho Cordova Draft Zoning Code Amendments.

Recommendation: Provide preliminary direction to staff on proposed amendments to Rancho Cordova Municipal Code (RCMC) Title 23 Zoning Code and corresponding beekeeping regulations for Title 8 Animals.

Result of Recommended Action: No formal action is requested of Council at this time. Council direction will allow staff to prepare any necessary or desired changes to the Draft Zoning Code Amendments prior to public hearing.

Staff Report: Aaron Busch, Community Development Director and Pam Johns, Special Project Planner.

Advances Goals: 1, 2, 6.

AT THIS POINT: Council took a recess at 7:52 PM. Council resumed at 8:02 PM.

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT

Mayor Sander adjourned the meeting at 9:09 PM.

Heather Peek, Deputy City Clerk

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Kim Juran-Karageorgiou, Chief Financial Officer and Megan Siren, Management Analyst II

SUBJECT: **RESOLUTION ADOPTING THE UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING PROCEDURES AND ORDINANCE ADDING CHAPTER 3.70, INFORMAL BIDDING PROCEDURES, TO THE RANCHO CORDOVA MUNICIPAL CODE AND AMENDING MUNICIPAL CODE SECTION 3.60.110 REGARDING PUBLIC PROJECTS.**



RECOMMENDATION

Adopt Resolution No. 140-2016, and introduce and waive the first reading of Ordinance No. 24-2016, which will allow the City to utilize alternative bidding procedures in the Uniform Public Construction Cost Accounting Act.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution and ordinance will allow the City to utilize alternative bidding procedures in the Uniform Public Construction Cost Accounting Act (UPCCAA).

BACKGROUND

Under the California Public Contracting Code, Section 20163, all public works projects valued over \$5,000 must be competitively bid and the contract must be awarded to the lowest responsive bidder. The amount of staff time spent to develop biddable plans and specifications, along with the time involved in advertising and awarding the project, can be both costly and result in time delays in completing projects, especially on smaller projects.

The Uniform Public Construction Cost Accounting Act (UPCCAA) was created in 1983 as an alternative bidding procedure designed to reduce costs, expedite the awards process, reduce inefficiencies and simplify administration of smaller projects. UPCCAA is contained in Public Contracts Code Section 22000 through 220145. UPCCAA provides for the following alternative bidding procedures when an agency performs public project work by contract.

- a) Public projects of \$45,000 or less may be performed by negotiated contract or by purchase order;
- b) Public projects of \$175,000 or less may be let to contract by the informal bidding procedures set forth in the Act;
- c) Public projects of more than \$175,000 must be let to contract by traditional formal bidding procedures.

The UPCCAA requires the City to comply with the accounting procedures listed in the Cost Accounting and Procedure Manual issued by the California Uniform Construction Cost Accounting Commission ("Commission").

Of the approximately 482 incorporated cities in California, 214 have adopted the UPCCAA guidelines; 40 of the 58 counties in the state have also adopted UPCCAA. In total, about 928 public agencies have adopted UPCCAA.

The City must adopt (1) a resolution declaring that the City chooses to become subject to the UPCCAA procedures and informing the State Controller of that decision, and (2) an ordinance establishing an informal bidding procedure. Both of those documents are attached to this report. The City can choose to withdraw from this program at any time by filing a resolution of election to withdraw with the State Controller's Office.

The City's participation in UPCCAA does not affect the City's obligation to complete projects at the lowest possible cost, nor does it relieve the City from its obligations to require the payment of prevailing wages for any public project of \$1,000 or more.

FISCAL IMPACT

There is no direct cost to adopt UPCCAA, however there are staff resources that will be utilized to implement. Once UPCCAA is adopted, the use of alternative bidding procedures has the opportunity to reduce project costs.

ATTACHMENTS

1. Resolution No. 140-2016.
2. Ordinance No. 24-2016.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 140-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
ELECTING TO BECOME SUBJECT TO THE UNIFORM PUBLIC CONSTRUCTION
COST ACCOUNTING PROCEDURES**

WHEREAS, the City of Rancho Cordova is subject to the provisions of the California Public Contract Code governing how and when contracts for public projects are to be advertised, bid and awarded; and

WHEREAS, the Public Contract Code generally requires that public projects with a value of \$5,000 or more must be publically bid; and

WHEREAS, the public bidding process requires the City to comply with complex procedures and process; and

WHEREAS, the public bidding process is time consuming and for small projects can impose requirements that are out of proportion to the value of the work being contracted; and

WHEREAS, the Uniform Public Construction Cost Accounting Act, Public Contract Code section 22000 *et seq.* (the "Act"), authorizes the Uniform Construction Cost Accounting Commission (the "Commission") which has developed uniform public construction cost accounting procedures for implementation by local public agencies in the performance of, or in the contracting for, construction of public projects; and

WHEREAS, the Act allows public agencies that elect to follow these uniform public construction cost accounting procedures to use alternative methods for the bidding of public projects; and

WHEREAS, these alternative procedures, among other things, would allow the City to use informal procedures to contract for certain public projects with a value greater than \$5,000; and

WHEREAS, any public agency must adopt a resolution electing to become subject to the uniform public construction cost accounting procedures and must notify the State Controller of such election; and

WHEREAS, the City Council desires to elect to become subject to the Uniform Public Construction Cost Accounting Act.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA elects under Public Contract Code section 22030 to become subject to the uniform public construction cost accounting procedures set forth in the Act, and to the Commission's policies and procedures manual and cost accounting review procedures, as each may be amended from time to time.

BE IT FURTHER RESOLVED that the City Council hereby authorizes and directs the City Clerk to notify the State Controller of this election, and for the City Manager, or his designee, to do any and all things necessary or advisable to carry out the intent of this Resolution.

ATTACHMENT 1

BE IT FURTHER RESOLVED that this Resolution shall take effect at the same time as Ordinance No. 24-2016, establishing informal bidding procedures, takes effect.

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

ATTACHMENT 2

CITY OF RANCHO CORDOVA

ORDINANCE NO. 24-2016

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
ADDING CHAPTER 3.70, INFORMAL BIDDING PROCEDURES, TO THE
RANCHO CORDOVA MUNICIPAL CODE AND AMENDING MUNICIPAL CODE SECTION
3.60.110 REGARDING PUBLIC PROJECTS**

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

Section 1. Recitals.

WHEREAS, the City of Rancho Cordova is subject to the provisions of the California Public Contract Code governing how and when contracts for public projects are to be advertised, bid and awarded; and

WHEREAS, the Public Contract Code generally requires that public projects with a value of \$5,000 or more must be publically bid; and

WHEREAS, the public bidding process requires the City to comply with complex procedures and process; and

WHEREAS, the public bidding process is time consuming and for small projects can impose requirements that are out of proportion to the value of the work being contracted; and

WHEREAS, the Uniform Public Construction Cost Accounting Act, Public Contract Code section 22000 *et seq.* (the "Act"), authorizes the Uniform Construction Cost Accounting Commission (the "Commission") which has developed uniform public construction cost accounting procedures for implementation by local public agencies in the performance of, or in the contracting for, construction of public projects; and

WHEREAS, the Act allows public agencies that elect to follow these uniform public construction cost accounting procedures to use alternative methods for the bidding of public projects; and

WHEREAS, these alternative procedures, among other things, would allow the City to use informal procedures to contract for certain public projects with a value greater than \$5,000; and

WHEREAS, the City Council desires to elect to become subject to the Uniform Public Construction Cost Accounting Act.

Section 2. Amendment to the Municipal Code.

Section **3.60.110(A)** of the Municipal Code is hereby amended to add section (A)(1), as follows:

A. The provisions contained in Section 20161 *et seq.* of the Public Contract Code establish contract procedures that the city is required to follow for public projects, where the expenditure required for the public project exceeds the limit set by Section 20162 of the Public Contract Code. The term "public project" is defined by Section 20161 of the Public Contract Code as the following: (1) a project for the erection, improvement, painting, or repair of public buildings and works; (2) work

ATTACHMENT 2

in or about streams, bays, waterfronts, embankments, or other work for protection against overflow; (3) street or sewer work except maintenance or repair; and (4) furnishing supplies or materials for any such project, including maintenance or repair of streets or sewers. The definition of public project contained in Section 20161 of the Public Contract Code provided above may be amended from time to time by the state Legislature and such amendments shall be incorporated herein.

1. Section 3.60.110(A) above shall not apply in instances where the City elects to follow the alternative procedures established in Chapter 3.70 of this Municipal Code under the Uniform Public Construction Cost Accounting Act.

Section 3. Amendment to the Municipal Code.

Chapter 3.70, Informal Bidding Procedures, is hereby added to the Rancho Cordova Municipal Code to read as follows:

Chapter 3.70 Informal Bidding Procedures

3.70.010 Uniform Public Construction Cost Accounting Act

The City Council elects to become subject to the Uniform Public Construction Cost Accounting Act, Public Contract Code sections 22000 *et seq.*, and to establish informal bidding procedures for public projects.

3.70.020 Definitions

A. "Commission" means the California Uniform Construction Cost Accounting Commission under Public Contract Code Section 22010, *et seq.*

B. "Public project" means a project defined in Section 22002 of the Public Contract Code, as that section may be amended or renumbered from time to time. Pursuant to Section 22002, "public project" means any of the following:

1. Construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility.

2. Painting or repainting of any publicly owned, leased, or operated facility.

3. In the case of a publicly owned utility system, "public project" shall include only the construction, erection, improvement, or repair of dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher.

4. "Public project" does not include maintenance work. For purposes of this section, "maintenance work" includes all of the following:

a. Routine, recurring, and usual work for the preservation or protection of any publicly owned or publicly operated facility for its intended purposes.

b. Minor repainting.

c. Resurfacing of streets and highways at less than one inch.

ATTACHMENT 2

d. Landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems.

e. Work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, power plants, and electrical transmission lines of 230,000 volts and higher.

3.70.030 Methods for Bidding – Size of Project

A. A public project of \$45,000 or less may be performed by City force account, by negotiated contract, or by purchase order, or the City may elect to follow the informal bidding procedures prescribed in Section 3.70.40.

B. A public project greater than \$45,000 and less than or equal to One Hundred Seventy-five Thousand Dollars (\$175,000) may be let to contract by informal bid procedures, as established in Section 3.70.40.

C. A public project of more than \$175,000 shall, except as otherwise provided in this Chapter, be let to contract by formal bidding procedure in accordance with all applicable provisions of the California Public Contract Code, and particularly Section 22034.

D. Emergencies. In compliance with Public Contract Code sections 22035 and 22050, in cases of emergency when repair or replacements are necessary, the city council may proceed at once to replace or repair any public facility without adopting plans, specifications, strain sheets, or working details, or by giving notice for bids.

3.70.040 Informal Bidding Procedures

A. Mailing of Notice. Where a public project of \$175,000 or less is to be performed, the city manager or his/her designee shall mail a written notice inviting informal bids to (1) all contractors for the category of work to be bid as shown on the contractors list developed in accordance with subsection (D) of this Section and/or (2) all construction trade journals designated by the Commission under Public Contract Code section 22036. Additional contractors and construction trade journals may be notified at the discretion of the city manager or designee.

B. Timing of Notice. All notices shall be mailed not less than ten (10) calendar days before bids are due.

C. Contents of Notice. The notice inviting bids shall describe the project in general terms, set forth how to obtain more detailed information about the project, state the time and place for submission of bid, and whether any bonds will be required.

D. Contractors List. The city manager or designee(s) shall develop and maintain a list of qualified contractors identified according to categories which comply with Section 22034 of the Public Contract Code and criteria adopted by the Commission.

E. No Qualified Contractors. If there is no list of qualified contractors for the particular category of work to be performed, the notice inviting bids shall be sent only to the construction trade journals specified by the Commission.

ATTACHMENT 2

F. If the product or service is proprietary in nature such that it can be obtained only from a certain contractor or contractors, the notice inviting bids may be sent exclusively to such contractor or contractors.

G. It shall be unlawful to split or separate into smaller work orders or projects any project for the purpose of evading the provisions of this article requiring work to be done by contract after competitive bidding.

3.70.050 Award of Contract

A. The city manager shall have the authority to award contracts for public projects in the amount of \$100,000 or less. Contracts for public projects in excess of \$100,000 shall be awarded by the city council.

B. If all bids received on a public project under this procedure set forth in this section are in excess of \$175,000, the city council may award the contract at \$187,500 or less to the lowest responsible bidder if the council determines by adopting a resolution by at least four-fifths vote that the city's original cost estimate was reasonable.

Section 4. Severability.

If any provision of this Ordinance or the application thereof to any person or circumstance, is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

Section 5. Effective Date

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

ATTACHMENT 2

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

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk
2725588.1

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Elizabeth Sparkman, Engineering Manager

SUBJECT: **RESOLUTION CREATING SPECIAL TAX AREA ZONE 19 AND AN ORDINANCE ESTABLISHING A SPECIAL TAX FOR TRANSIT-RELATED SERVICES FOR THE 3287 MONIER CIRCLE WAREHOUSE PROJECT.**



RECOMMENDATION

Adopt Resolution No. 119-2016 creating special tax area zone 19; and introduce and waive first reading of Ordinance No. 23-2016, establishing a special tax for transit-related services for the 3287 Monier Circle Warehouse Project.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution and ordinance will assist the City in meeting the costs of providing transit-related services by creating a special tax area zone and establishing a special tax for transit-related services for the 3287 Monier Circle Warehouse Project.

BACKGROUND

The City has determined that the cost of providing City transit-related services will exceed existing municipal revenues. The City Council adopted Resolution No. 141-2005 on November 7, 2005, providing for a special tax for transit-related services to be imposed upon new development within the City. Pursuant to that resolution, a property owner approves a special tax on the parcels within a subdivision or project. The City Council then adopts a resolution creating a zone that encompasses the subdivision or project and an ordinance establishing the special tax.

The City Council, on August 1, 2016, adopted Resolution No. 101-2016 approving the Design Review construction of a 9,400 square foot industrial building, known as the 3287 Monier Circle Warehouse Project. The Charles A. Urata Revocable Trust is the current property owner of the approximately 1.99 acre site. The provision of funding to provide transit-related services by approving a special tax was made a condition of approval for the design review.

This item will establish Tax Area Zone 19, the boundaries of which will be contiguous to the boundaries of the 3287 Monier Circle Warehouse Project. In addition to creating the special tax, the Ordinance will also set the date for the transit-related services tax election, which will be held on February 6, 2017, at which time the ballot(s) will be tabulated by the City, and the results declared at the City Council meeting.

FISCAL IMPACT

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

ATTACHMENTS

1. Resolution No. 119-2016 Creating Special Tax Area Zone 19, with Exhibit A – Description of Property and Exhibit B – Boundary Map.
2. Ordinance No. 23-2016 Establishing a Special Tax for Transit-Related Services Subject to Voter Approval within the APG Warehouse Project with Exhibit A – Description of Property, Exhibit B – Boundary Map and Exhibit C – Property Land Use Category.

ATTACHMENT 1**CITY OF RANCHO CORDOVA****RESOLUTION NO. 119-2016****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA CREATING SPECIAL TAX AREA ZONE 19 FOR THE 3287 MONIER CIRCLE WAREHOUSE PROJECT**

WHEREAS, it is the intention of the City Council to create Zone 19 within the City of Rancho Cordova Transit-Related Services Special Tax Area and authorize an election; and

WHEREAS, it is the intention of the City Council to adopt an ordinance establishing a special tax for transit-related services within Zone 19; and

WHEREAS, the City recognizes the need for increased transit-related services in Zone 19 and the difficulty of funding the current or increased level of services with revenues now available; and

WHEREAS, it is the intention of the City Council to direct the City Clerk to conduct an election by mail ballot pursuant to Elections Code Section 4000 and to be held on the earliest date permitted by law; and

WHEREAS, the City Council approved the Major Design Review for construction of a 9,400 square foot industrial building known as the 3287 Monier Circle Warehouse Project. The provision of funding to provide transit-related services was made a condition of approval for the project. Condition No. 19 of the Major Design Approval requires the property owner/applicant to participate in the provision of funding to provide transit-related services by voting to approve a special tax. This will be accomplished by the property owner(s) voting to approve a special tax for the new building to be constructed by the approval; and

WHEREAS, the transit-related services tax as inflated to Fiscal Year 2016/2017 is \$66.61 per low density residential dwelling unit or low density residential dwelling unit equivalent, \$53.28 per medium density residential dwelling unit or medium density residential dwelling unit equivalent, \$39.96 per high density residential dwelling unit or high density residential dwelling unit equivalent, \$1,707.78 per retail and service commercial acre, \$1,468.00 per commercial mixed use or office acre, and \$612.78 per light industrial acre, subject to an annual inflator formula based on the Consumer Price Index for the San Francisco-Oakland-San Jose Area, or six percent, whichever is less. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the transportation tax); and

WHEREAS, for the purposes of this Resolution, a "voter" entitled to vote on the creation of Zone 19 is a person who owns real property within Zone 19, as shown on the last equalized assessment role prepared by the Sacramento County Assessor's Office, at the time that the City Council submits an ordinance authorizing the imposition of a transit-related services tax to the voters of Zone 19. At the time that the Council adopted this Resolution, there were zero (0) registered voters residing within Zone 19 and one property owner. Because the Transit-Related Services Special Tax will be imposed on property in Zone 19 and paid by the owner of the property, the Council finds that restricting the vote on the Transit-Related Services Special Tax to property owner in Zone 19 is appropriate and consistent with the principles and requirements of California Constitution article XIIC (Proposition 218).

ATTACHMENT 1

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES AUTHORIZE as follows:

1. That portion of the City of Rancho Cordova as described in **Exhibit A** and shown on the Map, **Exhibit B** hereto, is established as Zone 19 of the Rancho Cordova Transit-Related Services Special Tax Area.

2. That Ordinance No. 23-2016, reviewed and approved by the City Council on the same date as this resolution, is to be presented for approval of the voter of Zone 19 by a mail ballot election, to be held on February 6, 2017. The ballot proposition shall read as follows:

“Shall Ordinance No. 23-2016 of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 19 of the Rancho Cordova Transit-Related Services Special Tax Area to maintain the present level of transit-related services and provide additional funding for increased transit-related services?”

3. The City Clerk is directed to take all steps necessary to conduct the election required by this order. Said election shall be conducted by mailed ballot pursuant to Elections Code Section 4000 and shall be held February 6, 2017.

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**LEGAL DESCRIPTION**

PARCEL 7, AS SHOWN ON THE PARCEL MAP ENTITLED "A PORTION OF BLOCKS 9, 11 AND 12, AS SHOWN ON THE MAP OF NATOMAS CONSOLIDATED OF CALIFORNIA SUBDIVISION NO..2, RECORDED IN BOOK 14 OF MAPS, MAP NO. 20, AND THAT PORTION OF THE SUBDIVISION D.C. KILGORE 327.14A OF RANCHO RIO DEL LOS AMERICANOS, RECORDED IN BOOK 1 OF MAPS, MAP NO.2", RECORDED ON SEPTEMBER 12, 1978, IN BOOK 42 OF PARCEL MAPS, AT PAGE 11, RECORDS OF SAID COUNTY.

APN: 072-0410-007

CITY OF RANCHO CORDOVA
TRANSIT RELATED SERVICES SPECIAL TAX AREA
ANNEXATION 19
(MONIER CIRCLE)



Legend

-  Annexation Boundary
-  Parcel Boundary

ATTACHMENT 2**CITY OF RANCHO CORDOVA****ORDINANCE NO. 23-2016****AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
ESTABLISHING A SPECIAL TAX FOR TRANSIT-RELATED SERVICES FOR THE
3287 MONIER CIRCLE WAREHOUSE PROJECT SUBJECT TO VOTER APPROVAL**

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

Section 1. Purpose, Intent and Authority.

It is of critical importance to the City Council of the City of Rancho Cordova that residents of and employees working in the City receive high quality transit-related services. In carefully reviewing the City's budget and revenue projections, it is clear to City staff that the City budget does not contain adequate funding to ensure the continued delivery of adequate high quality transit-related services unless additional revenues are obtained.

It is the purpose and intent of this Ordinance to generate additional funds to pay for transit-related services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 19 of the Rancho Cordova Transit-Related Services Special Tax Area (the "Zone").

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

The revenues raised by this tax are to be used solely for the purpose of providing transit-related services as are deemed necessary by the City Council for the benefit of the residents and/or employees of Zone 19.

At the time that the Council adopted this Ordinance, there were zero (0) registered voters residing in Zone 19 and one (1) property owner. Because the Transit-Related Services Special Tax will be imposed on property in Zone 19 and paid by the owners of the property, the Council finds that restricting the vote on the Transit-Related Services Special Tax to property owners in Zone 19 is appropriate and consistent with the principles and requirements of California Constitution article XIIC (Proposition 218).

ATTACHMENT 2Section 2. Definitions.

The following definitions shall apply throughout this Ordinance.

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

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

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

D. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside the boundaries of Zone 19 nor any land or improvements owned by any governmental entity.

E. "Rancho Cordova Transit-Related Services Special Tax Area" means all the properties within the jurisdictional limits of the City of Rancho Cordova.

F. "Rancho Cordova Transit-Related Services Special Tax Area Zone 19 (the "Zone")" means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries described in **Exhibit A** hereto and as shown on the map **Exhibit B** hereto.

G. "Transit-Related Services" means providing, operating, maintaining and subsidizing transit services and all supporting facilities, infrastructure, programs and incentives that benefit the residents of the Rancho Cordova Transit-Related Services Special Tax Area, and shall be calculated and set according to the methodology described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 2 County of Sacramento, September 7, 2004, which established the methodology for the original service charge for Benefit Zone No. 2.

H. "Voter" means a person who owns real property within Zone 19, as shown on the last equalized assessment role prepared by the Sacramento County Assessor's Office, at the time that the City Council adopts an ordinance authorizing the imposition of a transit-related services tax to the voters of Zone 19.

ATTACHMENT 2Section 3. Amount and Level of Taxes.

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

A. For First Fiscal Year:

The tax per year for the first fiscal year (July 1, 2017 through June 30, 2018) shall be the amount of Tax per Parcel for a Land Use Code Category as set forth on **Exhibit C** hereto. The use code assigned to each parcel shall be reviewed and updated periodically. Rates in **Exhibit C** shall be calculated and set according to the methodology described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 2 County of Sacramento, September 7, 2004, which established the methodology for the original service charge for Benefit Zone No. 2.

B. For Subsequent Fiscal Years:

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

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 19 for the then current fiscal year, as set forth below.

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

Tax Per Parcel For then Current Fiscal Year	=	Tax Per Parcel For Immediately Preceding X Fiscal Year	Consumer Price Index from April of immediately Preceding Fiscal Year to April of then Current Fiscal Year OR 6 percent, whichever is less
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Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

C. Nature of Tax Levy.

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

Section 4. Collection and Administration.A. Taxes as Liens Against the Property.

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

ATTACHMENT 2**B. Collection.**

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

1. The secured roll tax bills shall be the only notices required for this tax, and
2. The homeowners and veterans exemptions shall not be applicable because such exemptions are determined by dollar amount of value.

C. Costs of Administration by County.

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

D. Use of Tax Revenue.

The revenue collected from the tax imposed by this ordinance shall be placed into a separate account and may be used only to fund transit-related services, including the costs of administering and collecting the tax and enforcing the provisions of this ordinance. Revenue from the tax may be used for transit-related services citywide.

E. Refunds.

1. Whenever the amount of any tax, interest or penalty has been overpaid or paid more than once, or has been erroneously or illegally collected or received by the City pursuant to this ordinance, it may be refunded as provided in this Section.
2. No refund may be made except upon a written claim verified by the person who paid the tax or by his or her guardian or conservator or the executor or administrator of his or her will or estate and stating the grounds upon which the claim is made. All claims filed pursuant to this subsection must be presented within one year after payment of the amount for which the claimant is seeking a refund.
3. No order of a refund may be made until a written claim therefor has been presented in accordance with this subsection. No suit for money, damages or a refund may be brought against the City until a written claim therefor has been presented to the City and has been acted upon or has been deemed rejected by the City, in accordance with this subsection. Only the person who filed the claim may bring such a suit, and if another person should do so, judgment shall not be rendered for the plaintiff.

ATTACHMENT 2**F. Initiatives to Affect Tax.**

Consistent with the California Constitution (art. XIII, § 3) the tax imposed by this ordinance may be affected by initiative. The procedures for qualification of such an initiative and the election on a qualified initiative shall be consistent with the California Constitution (art. 2, sec. 8), the California Elections Code (Chapter 3 of Division 9), and the Municipal Code. The minimum number of signatures necessary to qualify an initiative to affect the tax approved by this ordinance shall be equal to 5 percent of the votes in the City for all candidates for Governor at the last gubernatorial election. The election on a qualified initiative to affect the tax shall be a regular citywide election. An initiative affecting the tax shall be approved only if at least two-thirds of the votes cast on the measure are in favor of its approval.

Section 5. Severability Clause.

If any article, section, subsection, sentence, phrase or clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 19 hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentenced phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

Section 6. Effective Date and Posting.

This Ordinance shall take effect immediately upon its approval by two-thirds of the voters voting within the Zone in an election to be held on February 6, 2017 so that taxes shall first be collected hereunder for the tax year beginning July 1, 2017.

ADOPTED, THIS ____ day of _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

EXHIBIT A**LEGAL DESCRIPTION**

PARCEL 7, AS SHOWN ON THE PARCEL MAP ENTITLED "A PORTION OF BLOCKS 9, 11 AND 12, AS SHOWN ON THE MAP OF NATOMAS CONSOLIDATED OF CALIFORNIA SUBDIVISION NO..2, RECORDED IN BOOK 14 OF MAPS, MAP NO. 20, AND THAT PORTION OF THE SUBDIVISION D.C. KILGORE 327.14A OF RANCHO RIO DEL LOS AMERICANOS, RECORDED IN BOOK 1 OF MAPS, MAP NO.2", RECORDED ON SEPTEMBER 12, 1978, IN BOOK 42 OF PARCEL MAPS, AT PAGE 11, RECORDS OF SAID COUNTY.

APN: 072-0410-007

CITY OF RANCHO CORDOVA
TRANSIT RELATED SERVICES SPECIAL TAX AREA
ANNEXATION 19
(MONIER CIRCLE)



Legend

-  Annexation Boundary
-  Parcel Boundary

EXHIBIT C**Amount of Tax per Parcel by Land Use Category****A. Residential Dwelling Units**

As adjusted for inflation from the original base year, the amount of Tax per Parcel for fiscal year 2016/2017 for Residential Land Use Categories shall be \$66.61 per low density residential dwelling unit or low density residential dwelling unit equivalent, \$53.28 per medium density residential dwelling unit or medium density residential dwelling unit equivalent, or \$39.96 per high density residential dwelling unit or high density residential dwelling unit equivalent. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the Transit-Related Services Special Tax).

B. Non-Residential

As adjusted for inflation from the original base year, the amount of Tax per Parcel for fiscal year 2016/2017 for Non-Residential Land Use Categories (except Recreational and Agricultural) shall be \$1,707.78 per retail and service commercial acre, \$1,468.00 per commercial mixed use or office commercial acre, and \$612.78 per light industrial acre.

C. Inflator Formula

The tax is subject to an annual inflator formula based on the Consumer Price Index for all Urban Consumers (CPI-U) for the San Francisco-Oakland-San Jose Area, or six percent, whichever is less.

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Kim Juran-Karageorgiou, Chief Financial Officer

SUBJECT: **RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT WITH INTERWEST CONSULTING GROUP TO CONTINUE TO PROVIDE GIS CONSULTING SERVICES.**



RECOMMENDATION

Adopt Resolution No. 142-2016.

RESULT OF RECOMMENDED ACTION

Approval of this contract amendment will authorize the City Manager to amend Contract No. 134-2013 with Interwest Consulting Group for GIS services in order to increase the contract by \$450,000 and extend the term to December 31, 2019.

Continued work will provide the following: 1) internal GIS services to staff and other community members; 2) a greater source of information to better service the community; and 3) information to the community through our web portal.

BACKGROUND

Mark Dumford, Interwest Consulting, has assisted the IT Department with GIS services since 2007. Since that time, Interwest and the IT Department have implemented and continued to provide necessary GIS services. Mark Dumford will continue to work in the capacity of a GIS Manager/Sr. Analyst developing GIS services by providing maps and analysis data that will be utilized by staff. The City of Rancho Cordova also continues to participate in the Sacramento Regional GIS Cooperative with Mark attending these meetings.

FISCAL IMPACT

Budget for the Consultant contract is established at a "not to exceed" \$450,000 and funding will come from the City's General Fund.

ATTACHMENT

Resolution No. 142-2016, including Exhibit A, and Exhibit B: Contract No. 134-2013-1.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 142-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO SIGN A CONTRACT AMENDMENT WITH
INTERWEST CONSULTING GROUP FOR GIS CONSULTING SERVICES**

WHEREAS, the City of Rancho Cordova wishes to contract with Interwest Consulting Group for GIS consulting services;

WHEREAS, those services will exceed the maximum amount the City Manager has authorization to approve; and

WHEREAS, there are sufficient funds budgeted to cover the costs of the contract.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute a contract amendment with Interwest Consulting Group, Consultant, attached as **Exhibit A and Exhibit B**.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

EXHIBIT A

GIS SCOPE OF WORK
INFORMATION TECHNOLOGY/ INTERWEST GIS SUPPORT

	GISTASK DESCRIPTIONS	PERCENTAGE OF TIME
1	Continued GIS service in support of general requests that come from working units such as Economic Development, Finance, City Manager Office, Council Office, Planning, Building, and Code Enforcement. Work includes creating new data layers, making maps, analysis, reports, etc ...	20%
2	This task will focus on replacing the current internal and external Flex Rancho Cordova Parcel Viewers. Flex technology is not supported going forward by Esri and also is not compatible with iOS devices. The new WebGIS products will be remodeled into more focused viewers for specific data or functionality. For example, a Mailing Label Tool is a good candidate WebGIS app that can be configured to work with Rancho Cordova data.	15%
3	This task will focus on GIS mapping and data integration efforts with Infor system. This includes; meeting with Infor technical team to explore additional map/data integration with GIS, functional integration between the two systems, and assisting Public Works when necessary.	10%
4	Sacramento County has been performing spatial upgrades to the parcel basemap over the last several years. The clock is now started for agencies using the County basemap to migrate their GIS layers to match the improved basemap. A date approximately in Summer of 2018 has been established to the switch to the new basemap. This task will focus on methodically reviewing and modifying all GIS layers to spatially coincide with the new basemap.	10%

EXHIBIT A

5	Task will focus on completing and maintaining the Master Address Database (MAD). MAD is a point based GIS map layer that depicts the precise location of all addresses within the City. This includes multi-family addresses and commercial properties with many addresses within. Data resources are available to assist in additional work on multi-family residential properties, duplex and tri-plex properties, and commercial properties. When necessary, some staffing resources will be needed for field work. A variety of systems will benefit from a comprehensive MAD, including CAD/911 (Fire and Police), Infor (permitting, business licenses, code), mailing label creation, geocoding, etc....	10%
6	Continue to promote and implement innovative GIS solutions. Solutions should provide a clear cost benefit to Rancho Cordova through creating more efficient business processes. This includes using ArcGIS Online to embed dynamic Web Maps throughout the City's public web site.	10%
7	Create or maintain GIS data layers such as parcels, streets, schools, parks, aerial photography, zoning, etc...	5%
8	Training / Marketing to staff on use of GIS tools and technology.	5%
9	Create a GIS intranet page for internal staff. The design will allow for staff to quickly look for and understand the types of products and solutions offered by GIS to help staff become more informed and efficient.	5%
10	Develop an Open Data portal that allows local agencies to share GIS data with the public and businesses. The data can be shared via downloads and web services that could integrate with other web products.	5%
11	Continue to attend Regional GIS Meeting as a representative of Rancho Cordova interests.	5%

COMPENSATION SCHEDULE
INFORMATION TECHNOLOGY/ INTERWEST GIS SUPPORT

Estimated Costs and Schedule

Interwest will provide GIS consulting services on both a scheduled and on-call basis.

- An Interwest GIS Manager working with IT will be on-site for a scheduled minimum of 16 hours.
- An Interwest GIS Analyst working with IT will be on-site for a schedule minimum of 12 hours.
- Other Interwest GIS staff may be requested to work on select GIS work tasks. This type of work will be an on on-call basis.

Resource	Location	Resource Hours *	Hourly Rate	Resource Costs
GIS Manager	Information Technology	2,250	\$120.00	\$270,000
Sr. GIS Analyst	Information Technology	80	\$110.00	\$8,800
GIS Analyst	Information Technology	1,600	\$95	\$152,000
GIS Technician	Information Technology	320	\$60	\$19,200
TOTALS				\$450,000

*The time frame used for the above cost estimates is from January 1, 2017 through December 31, 2019

EXHIBIT B
CONTRACT NO. 134-2013-1

**FIRST AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND INTERWEST CONSULTING GROUP**

This First Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and Interwest Consulting Group ("Professional") as of December 5, 2016. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated January 1, 2014 for the purpose of providing GIS Support; and

WHEREAS, this Amendment will extend the term of the agreement until December 31, 2019, increase the not to exceed amount by \$450,000 bringing the total not to exceed to \$810,000, and update Exhibit A: Scope of Services and Exhibit B: Compensation Schedule; and

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

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. The Parties agree to modify the end date of the PSA from December 31, 2016, to December 31, 2019. The first sentence of Section 1.1 of the PSA, "Term of Service," is amended to read as follows:

"The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2019, and Professional shall complete the work described in Exhibit A prior to that date; unless the term of the Agreement is otherwise terminated or extended, as provided in Section 8."

2. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed \$360,000.00. The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount 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 \$810,000.00 Dollars, notwithstanding any contrary indication that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement."

3. The document entitled "Scope of Work," attached hereto as Exhibit A, shall replace and supersede the PSA's Exhibit A.
4. The document entitled "Compensation Schedule," attached hereto as Exhibit B, shall replace and supersede the PSA's Exhibit B.

EXHIBIT B
CONTRACT NO. 134-2013-1

5. 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.
6. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
7. **Contract Administration.** This Agreement shall be administered by Kim Juran-Karageorgiou ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

Notices. Any written notice to Professional shall be sent to:

Mike Kashiwagi
Interwest Consulting Group
9300 West Stockton Boulevard
Elk Grove, CA 95758
mkashiwagi@interwestgrp.com

Any written notice to City shall be sent to:
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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

Date: _____

Attest:

Mindy Cuppy, MMC, City Clerk

Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney

Date: _____

Mike Kashiwagi, Principal

Date: _____

MEMORANDUM

DATE: December 5, 2016
TO: Honorable Mayor and Council Members
FROM: Elizabeth Sparkman, Engineering Manager



SUBJECT: APPROVAL OF THE ANNEXATION BOUNDARY MAP FOR THE 3287 MONIER CIRCLE PROJECT AND ANNEXATION TO THE CITY OF RANCHO CORDOVA COMMUNITY FACILITIES DISTRICT NO. 2008-1 (STREET LIGHTING AND ROAD MAINTENANCE).

RECOMMENDATION

Adopt Resolution No. 118-2016.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 118-2016 approves Annexation Boundary Map. No. 19 for the 3287 Monier Circle Project and Annexation to Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance) (hereinafter "CFD No. 2008-1"). There is no financial impact to existing residents.

BACKGROUND

On October 6, 2008, the City adopted a resolution of intention to establish a Community Facilities District (CFD) and Future Annexation Area for Citywide street lighting and road maintenance services. On November 17, 2008, the City adopted the resolution forming CFD No. 2008-1 pursuant to the Mello-Roos Community Facilities Act of 1982 (State of California Government Code Section 5311 et seq.) (the "Act"). The resolution of intention provided that parcels in the Future Annexation Area for the District shall be annexed into the District without the need for additional noticing and public hearings as long as the owners of the annexed parcels unanimously approved the annexation. Thus, the annexation process for projects within the Future Annexation Area consists of receiving a petition and waiver from the property owner(s), the City Council approving the Annexation Boundary Map by resolution, followed by the recording of the Boundary Map and Notice of Special Tax Lien by the City Clerk.

DISCUSSION

The 3287 Monier Circle Warehouse Project was conditioned to annex to CFD No. 2008-1 to provide funding for maintenance services including the maintenance, repair, replacement and lighting of public streets and roads and appurtenant facilities in the public right of way. On November 4, 2016 the property owner signed a Petition with Waivers of the annexation to CFD No. 2008-1. Adoption of the attached resolution approves Annexation Boundary Map No.19 for the project and directs the Clerk to execute and record the Map and Notice of Special Tax Lien for the Project.

FISCAL IMPACT

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

ATTACHMENT

Resolution No. 118-2016, including Exhibit A and B.

RESOLUTION NO. 118-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE ANNEXATION BOUNDARY MAP FOR THE 3287 MONIER CIRCLE WAREHOUSE PROJECT AND ANNEXATION TO THE CITY OF RANCHO CORDOVA COMMUNITY FACILITIES DISTRICT NO. 2008-1 (STREET LIGHTING AND ROAD MAINTENANCE)

WHEREAS, on October 6, 2008, the City adopted Resolution No. 108-2008 declaring its intention to establish Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance) (the "District") and Future Annexation Area for maintenance of street lighting and road maintenance services. On November 17, 2008, the City adopted Resolution No. 129-2008 forming CFD No. 2008-1 pursuant to the Mello-Roos Community Facilities Act of 1982 (State of California Government Code Section 5311 et seq.) (the "Act"); and

WHEREAS, the resolution of intention to form the District provided for a more efficient process for the annexation of property into the District when the property owners have provided for their unanimous consent of said annexation process by submitting a petition, consent and waiver from the property owner(s); and

WHEREAS, on November 4, 2016, the property owner signed a Petition with Waivers form which irrevocably consents to and votes in favor of the annexation of the property to the District and the levy of the special tax on the property to finance the services of the CFD in accordance with the Rate and Method of the District; and

WHEREAS, in the case of annexation proceedings, pursuant to Streets and Highways Code Section 3110.5 a separate map of the area proposed to be annexed is required to be prepared and adopted; and

WHEREAS, City staff has caused to be prepared Annexation Boundary Map No. 19 for the property known as 3287 Monier Circle Warehouse Project, **EXHIBIT A** attached hereto, for the annexation of the property CFD No. 2008-1 (Street Lighting and Road Maintenance).

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

1. The above recitals are true and correct, and the Council so finds and determines.
2. Council approves Annexation Boundary Map No. 19 and finds and determines that the territory shown in the Boundary Map is hereby added to and made a part of the District with full legal effect;
3. The City Clerk is directed to execute and record Annexation Boundary Map No. 19 in the office of the County Recorder of Sacramento County not later than 15 days after the adoption of this resolution;
4. The City Council finds and determines that a special tax shall be levied within the Territory to be annexed and which special tax shall be the same as the tax to be levied within the District. Collection of said tax shall commence in Fiscal Year 2017-18, and the rate and method of apportionment of said tax shall be as set forth in the Resolution of Formation of the District.

5. The City Clerk is directed to execute and record a Notice of Special Tax Lien in substantially the same form as shown in **EXHIBIT B**, attached hereto, in the office of the County Recorder of Sacramento County not later than 15 days after recordation of the Annexation Map No. 19.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

ANNEXATION MAP NO. 19
MONIER CIRCLE
COMMUNITY FACILITIES DISTRICT NO. 2008-1
(STREET LIGHTING AND ROAD MAINTENANCE)
CITY OF RANCHO CORDOVA
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA



VICINITY MAP



CLERK'S MAP STATEMENT

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF RANCHO CORDOVA THIS ____ DAY OF ____ 2016.

CITY CLERK OF THE CITY OF RANCHO CORDOVA

CLERK'S MAP STATEMENT

I HEREBY CERTIFY THAT THE AREA SHOWN ON THIS MAP OF THE PROPOSED ANNEXATION 19 TO COMMUNITY FACILITIES DISTRICT NO. 2008-1, (STREET LIGHTING AND ROAD MAINTENANCE), CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AT A REGULARLY SCHEDULED MEETING THEREOF, HELD ON THE ____ DAY OF ____ 2016. BY ITS RESOLUTION NO. ____.

CITY CLERK OF THE CITY OF RANCHO CORDOVA

COUNTY RECORDER'S FILING STATEMENT

FILED THIS ____ DAY OF ____ 2016. AT THE HOUR OF ____ O'CLOCK ____ M. IN BOOK ____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS PAGE NO. ____ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA.

DONNA ALLRED
COUNTY RECORDER OF THE COUNTY OF SACRAMENTO, CALIFORNIA

BY: _____
DEPUTY

FILE: _____

REFERENCE IS MADE TO THE ORIGINAL BOUNDARY MAP OF THE DISTRICT, ENTITLED AND RECORDED AS FOLLOWS:

"PROPOSED BOUNDARIES OF THE COUNTY OF SACRAMENTO COMMUNITY FACILITIES DISTRICT NO. 2008-1 (STREET LIGHTING AND ROAD MAINTENANCE) AND FUTURE ANNEXATION AREA, RECORDED ON OCTOBER 14, 2008 IN BOOK 110 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 12, IN THE OFFICE OF THE COUNTY RECORDER OF SACRAMENTO COUNTY, CALIFORNIA."

REFERENCE IS MADE TO THE FUTURE ANNEXATION AREA MAP OF THE DISTRICT, ENTITLED AND RECORDED AS FOLLOWS:

"PROPOSED FUTURE ANNEXATION AREA OF THE COUNTY OF SACRAMENTO COMMUNITY FACILITIES DISTRICT NO. 2008-1 (STREET LIGHTING AND ROAD MAINTENANCE) AND FUTURE ANNEXATION AREA, RECORDED ON OCTOBER 14, 2008 IN BOOK 110 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 12, IN THE OFFICE OF THE COUNTY RECORDER OF SACRAMENTO COUNTY, CALIFORNIA."



Legend

Annexation Boundary



HARRIS & ASSOCIATES
22 EXECUTIVE PARK SUITE 200
IRVINE, CALIFORNIA 92614
800-827-4901

ANNEXATION MAP

City of Rancho Cordova
Community Facilities District No. 2008-1
ANNEXATION 19 (Monier Circle)
County of Sacramento, California

Sheet 1 of 1

EXHIBIT B

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, California 95670
Attention: City Clerk

AMENDED NOTICE OF SPECIAL TAX LIEN

Pursuant to the requirements of Section 3114.5 of the Streets and Highways Code and Section 53311 of the Government Code, the undersigned clerk of the legislative body of the City of Rancho Cordova (the "City"), State of California, hereby gives notice that a lien to secure payment of special taxes is hereby imposed by the City Council of the City. The special taxes secured by this lien are authorized to be levied for the purpose of providing operation and maintenance of law enforcement, fire and paramedic services.

The special taxes are authorized to be levied within Annexation Map No. 19 (the "Annexed Area") of the City of Rancho Cordova Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance) (the "CFD"), which has now been officially annexed to the District, and the lien of the special taxes are a continuing lien which shall secure each annual levy of the special taxes and which shall continue in force and effect until the special taxes cease to be levied and a notice of cessation of special taxes is recorded in accordance with Section 53330.5 of the Government Code.

The rate, method of apportionment, and manner of collection of authorized special tax is as set forth in **Exhibit "B"** attached hereto and hereby made a part hereof. The obligation to pay the special tax may not be prepaid and permanently satisfied and the lien of the special taxes canceled.

Notice is further given that upon the recording of this notice in the office of the county recorder, the obligation to pay the special tax levies shall become a lien upon all nonexempt real property within the District in accordance with Section 3115.5 of the Streets and Highways Code.

The name of the owner and the assessor's tax parcel number(s) of the real property included within the District and not exempt from the special tax are as set forth in **Exhibit "C"** attached hereto.

Reference is hereby made to the Notice of Special Tax Lien with respect to the District recorded on December 2, 2008, as Document No. 20081202, in the office of the County Clerk & Recorder of the County of Sacramento, California, which contains a list

EXHIBIT B

of the then existing owners and assessor tax parcel numbers of the original boundaries of the District.

Reference is made to the boundary map of the District recorded at Book 110, Pages 10, Document No. 20081014-0822 of Maps and Assessment and Community Facilities Districts in the Office of the County Recorder for the County of Sacramento, State of California (the " Original Boundary Map"), and the map of the Annexed Territory recorded at Book 121, Page 0010, Document No. 201608040585 in the Office of the County Recorder for the County of Sacramento, State of California, which map together with the Original Boundary Map and the boundary maps of record for all prior annexations, are now the final boundary maps of the Community Facilities District including the Annexed Territory.

For further information concerning the current and estimated future tax liability of owners or purchasers of real property subject to this special tax lien, interested persons should contact the Department of Public Works of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California 95670, (916) 851-8710.

Dated:

Mindy Cuppy, MMC, City Clerk
City of Rancho Cordova

EXHIBIT B**CITY OF RANCHO CORDOVA COMMUNITY
FACILITIES DISTRICT NO. 2008-1 (STREET
LIGHTING AND ROAD MAINTENANCE)****DESCRIPTION OF DISTRICT SERVICES**

Description of services:

Maintenance and lighting of public streets and roads

- Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the street improvements, the street-lighting network, dedicated easements, and appurtenant facilities, and administration and overhead of all aspects of the District.

Reserve Fund

- The Special Taxes may be collected and set-aside in designated funds, collected over several years, that may be used by the District to fund future repairs to street lighting and roadway improvements and other services as determined by the District.

EXHIBIT B**EXHIBIT B**

CITY OF RANCHO CORDOVA COMMUNITY
FACILITIES DISTRICT No. 2008-1 (STREET
LIGHTING AND ROAD MAINTENANCE)

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

A Special Tax applicable to each Assessor's Parcel in Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance) shall be levied and collected according to the tax liability determined by the City Council, acting in its capacity as the legislative body of CFD No. 2008-1, through the application of the appropriate Special Tax rate, as described below. All of the property in CFD No. 2008-1, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 2008-1 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acreage" or "Acre" means the land area making up an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final subdivision map or other parcel map recorded at the County Recorder's Office.

"Additional Load and Decorative Lighting Parcel" means any Parcel that is determined by the City to be both an Additional Load Parcel and a Decorative Lighting Parcel.

"Additional Load Parcel" means any Parcel of Commercial Property or Industrial Property that is determined by the City to create excessive wear and tear on the roadways and/or a high volume of vehicular traffic.

"Administrative Expenses" means the costs incurred by the City to determine, levy and collect the Special Tax, including salaries of City employees and fees of consultants and the costs of collecting installments of the Special Taxes upon the general tax rolls, preparation of required reports, and any other costs required to administer the CFD.

"Administrator" means the person or firm designated by the City to administer the Special Taxes according to this Rate and Method of Apportionment of Special Tax.

"Assessor's Parcel" or "Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

EXHIBITB

CITY OF RANCHO CORDOVA COMMUNITY
FACILITIES DISTRICT No. 2008-1 (STREET
LIGHTING AND ROAD MAINTENANCE)

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

A Special Tax applicable to each Assessor's Parcel in Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance) shall be levied and collected according to the tax liability determined by the City Council, acting in its capacity as the legislative body of CFD No. 2008-1, through the application of the appropriate Special Tax rate, as described below. All of the property in CFD No. 2008-1, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 2008-1 unless a separate Rate and Method of Apportionment of Special Tax is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acreage" or "Acre" means the land area making up an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final subdivision map or other parcel map recorded at the County Recorder's Office.

"Additional Load and Decorative Lighting Parcel" means any Parcel that is determined by the City to be both an Additional Load Parcel and a Decorative Lighting Parcel.

"Additional Load Parcel" means any Parcel of Commercial Property or Industrial Property that is determined by the City to create excessive wear and tear on the roadways and/or a high volume of vehicular traffic.

"Administrative Expenses" means the costs incurred by the City to determine, levy and collect the Special Tax, including salaries of City employees and fees of consultants and the costs of collecting installments of the Special Taxes upon the general tax rolls, preparation of required reports, and any other costs required to administer the CFD.

"Administrator" means the person or firm designated by the City to administer the Special Taxes according to this Rate and Method of Apportionment of Special Tax.

"Assessor's Parcel" or "Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor designating parcels by Assessor's Parcel number.

"Authorized Services" means the public services authorized to be funded by CFD No. 2008-1 as set forth in the documents adopted by the City Council when the CFD was formed.

"CFD" or "CFD No. 2008-1" means the City of Rancho Cordova Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance).

"City" means the City of Rancho Cordova.

"City Council" means the City Council of the City of Rancho Cordova, acting as the legislative body of CFD No. 2008-1.

"Commercial Property" means, in any Fiscal Year, all Developed Property for which a building permit or use permit has been issued for a commercial establishment which includes, but is not limited to, retail stores, clothing stores, book stores, video rental stores, drug stores, professional services (i.e., barber shops, dry cleaners), restaurants, supermarkets, hospitals, movie theaters, appliance and electronic stores, home supply stores, auto parts stores, and other businesses providing auto-related products and services. The City shall make the determination if a Parcel is Commercial Property.

"County" means the County of Sacramento.

"Decorative Lighting Parcel" means any Parcel of Developed Property that is determined by the City to have or benefit from decorative lighting features.

"Developed Property" means, in any Fiscal Year, all Parcels of Taxable Property for which a use permit or building permit for new construction of a residential or non-residential structure (which shall not include a permit issued solely for construction of the foundation if another permit remains to be issued for vertical construction of the building) was issued prior to June 30 of the preceding Fiscal Year.

"Fiscal Year" means the period starting on July 1 and ending on the following June 30.

"Hotel Property" means, in any Fiscal Year, all Developed Property for which a building permit or use permit has been issued for a structure that constitutes a place of lodging providing sleeping accommodations and related facilities for travelers.

"Industrial Property" means, in any Fiscal Year, all Developed Property for which a building permit or use permit has been issued for construction of an industrial, manufacturing, or warehousing structure. The City shall make the determination if a Parcel is Industrial Property.

"Maximum Special Tax" means the greatest amount of Special Tax that can be levied on an Assessor's Parcel in any Fiscal Year determined in accordance with Section C below.

"Multi-Family Property" means, in any Fiscal Year, all Parcels of Developed Property for which a building permit or use permit has been issued for construction of a residential structure with five or more Units that share a single Assessor's Parcel number, all of which are offered for rent to the general public and cannot be purchased by individual homebuyers.

"Non-Residential Property" means, collectively, Commercial Property, Hotel Property, Industrial Property, and Office Property.

"Office Property" means, in any Fiscal Year, all Parcels of Developed Property for which a building permit or use permit has been issued for a building in which professional, banking, insurance, real estate, administrative or in-office medical or dental activities are conducted. The City shall make the determination if a Parcel is Office Property.

"Ordinary Use Parcel" means any Parcel of Taxable Property that is not an Additional Load Parcel, Decorative Lighting Parcel, Residential Alley Parcel, Additional Load and Decorative Lighting Parcel, or Residential Alley and Decorative Lighting Parcel.

"Proportionately" means that the ratio of the actual Special Tax levy to the Maximum Special Tax is equal for all Parcels of Developed Property.

"Public Property" means any property within the boundaries of CFD No. 2008-1 that is owned by the federal government, State of California, County, City, or other public agency.

"Residential Alley and Decorative Lighting Parcel" means any Parcel that is determined by the City to be both a Residential Alley Parcel and a Decorative Lighting Parcel.

"Residential Alley Parcel" means any Parcel of Residential Property that is determined by the City to have residential alleys that are part of the public roadways.

"Residential Property" means, collectively, Single Family Attached Property, Single Family Detached Property, and Multi-Family Property.

"Single Family Attached Property" means, in any Fiscal Year, all Parcels of Developed Property for which a building permit was issued for construction of a residential structure consisting of two or more Units that share common walls, have separate Assessor's Parcel numbers assigned to them (except for a duplex unit, which may share an Assessor's Parcel with another duplex unit), and are offered as for-sale Units (which shall still be the case even if the Units are purchased and subsequently offered for rent by the owner of the Unit(s)), including such residential structures that meet the statutory definition of a condominium contained in Civil Code Section 1351.

"Single Family Detached Property" means, in any Fiscal Year, all Parcels of Developed Property for which a building permit was issued for construction of a Unit that does not share a common wall with another Unit.

"Special Tax Requirement" means the amount of revenue needed in any Fiscal Year to pay for the following: (i) Authorized Services, (ii) Administrative Expenses, and (iii) amounts needed to cure any delinquencies in the payment of Special Taxes which have occurred or (based on delinquency rates in prior years) may be expected to occur in the Fiscal Year in which the tax will be collected.

"Special Tax" means a special tax levied in any Fiscal Year on property within CFD No. 2008-1 to pay the Special Tax Requirement.

"Square Foot," "Square Footage," or "Square Feet" means the building square footage reflected on the original building permit issued for construction of a building.

"Taxable Property" means all Assessor's Parcels within the boundaries of CFD No. 2008-1 which are not exempt from the Special Tax pursuant to law or Section E below.

"Taxable Public Property" means, in any Fiscal Year, all Assessor's Parcels in CFD No. 2008-1 that had, in prior Fiscal Years, been taxed as Developed Property and subsequently came under the ownership of a public agency.

"Tax Zone" means one of the three mutually exclusive tax zones identified in Attachment 1 of this Rate and Method of Apportionment of Special Tax, as may be updated to include new Parcels or new tax zones added to the CFD as a result of future annexations.

"Tax Zone 1" means the geographic area that is identified by Assessor's Parcel number in Attachment 1 of this Rate and Method of Apportionment of Special Tax as Tax Zone 1 and any property annexed into Tax Zone 1 after formation of the CFD.

"Tax Zone 2" means the geographic area that is identified by Assessor's Parcel number in Attachment 1 of this Rate and Method of Apportionment of Special Tax as Tax Zone 2 and any property annexed into Tax Zone 2 after formation of the CFD.

"Tax Zone 3" means the geographic areas that are identified by Assessor's Parcel number in Attachment 1 of this Rate and Method of Apportionment of Special Tax as Tax Zone 3 and any property annexed into Tax Zone 3 after formation of the CFD.

"Unit" means an individual single-family detached unit or an individual residential unit within a duplex, triplex, fourplex, townhome, condominium, or apartment structure. Unit shall also mean a single room or unit on a Parcel of Hotel Property.

B. DATA COLLECTION FOR ANNUAL TAX LEVY

Each Fiscal Year, the Administrator shall identify the current Assessor's Parcel number for all Parcels of Taxable Property within CFD No. 2008-1 and shall determine within which Tax Zone each Assessor's Parcel is located. Upon each annexation of property into CFD No. 2008-1, the Administrator shall update Attachment 1 to include the new Assessor's Parcel number(s). In addition, for all Parcels of Developed Property, if applicable to the Tax Zone in which the

Parcels are located, the Administrator shall determine if each Parcel is an Ordinary Use Parcel, an Additional Load Parcel, a Residential Alley Parcel, a Decorative Lighting Parcel, an Additional Load and Decorative Lighting Parcel, or a Residential Alley and Decorative Lighting Parcel.

Based on review of building permit records for property within the CFD, the Administrator shall determine which Parcels in the CFD are Developed Property for purposes of levying the Special Tax pursuant to Section D below. For Single Family Attached Property, Multi-Family Property, and Hotel Property, the number of Units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan for the property. For Residential Property, the Administrator shall determine the Square Footage of each Unit. For Non-Residential Property, the Administrator shall determine the Acreage of, and Square Footage on, each Parcel.

If a Parcel in the CFD is rezoned prior to such Parcel becoming Developed Property, the City may in its sole discretion, move the Parcel to a different Tax Zone based on the rezone. If a Parcel rezones after the Parcel has been taxed as Developed Property in prior Fiscal Years, the City can either continue to apply the Maximum Special Tax to the Parcel that had applied prior to the rezone or, in the City's sole discretion, allow for the Parcel to be moved to a different Tax Zone based on the rezone.

In any Fiscal Year, if it is determined that (i) a parcel map for a portion of property in CFD No. 2008-1 was recorded after January 1 of the prior Fiscal Year (or any other date after which the Assessor will not incorporate the newly-created Parcels into the then current tax roll), (ii) because of the date the parcel map was recorded, the Assessor does not yet recognize the new Parcels created by the parcel map, and (iii) one or more of the newly-created Parcels meets the definition of Developed Property, the Administrator shall calculate the Special Tax for the property affected by recordation of the parcel map by determining the Special Tax that applies separately to each newly-created Parcel, then applying the sum of the individual Special Taxes to the Parcel that was subdivided by recordation of the parcel map.

C. MAXIMUM SPECIAL TAX

1. Tax Zone 1

The Maximum Special Tax for a Parcel of Developed Property in Tax Zone 1 for Fiscal Year 2008-09 shall be \$0.0771 per Square Foot. On each January 1, commencing January 1, 2009, this Maximum Special Tax shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

2. Tax Zone 2

The Maximum Special Tax for a Parcel of Developed Property in Tax Zone 2 for Fiscal Year 2008-09 shall be \$0.0211 per Square Foot. On each January 1, commencing January 1, 2009, this Maximum Special Tax shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

3. Tax Zone 3

The following Maximum Special Taxes apply to all Parcels of Developed Property within Tax Zone 3 of CFD No. 2008-1:

a. Ordinary Use Parcels

MAXIMUM SPECIAL TAXES
ORDINARY USE PARCELS
(FISCAL YEAR 2008-09)

Land Use Class	Square Footage	Maximum Special Tax
Single Family Detached Property	Units greater than 1,200 Square Feet	\$335.81 per Unit
Single Family Detached Property	Units less than or equal to 1 200 Square Feet	\$295.51 per Unit
Single Family Attached Property	Units greater than 1,200 Square Feet	\$295.51 per Unit
Single Family Attached Property	Units less than or equal to 1,200 Square Feet	\$235.06 per Unit
Multi-Family Property	N/A	\$235.06 per Unit
Commercial Property	N/A	The greater of \$973.30 per Acre or \$0.0944 per Square Foot
Hotel Property	N/A	The greater of \$2,688.49 per Acre or \$56.98 per Unit
Industrial Property	N/A	The greater of \$222.20 per Acre or \$0.0351 per Square Foot
Office Property	N/A	The greater of \$851.74 per Acre or \$0.0827 per Square Foot

On each January 1, commencing January 1, 2009, the Maximum Special Taxes shown above shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

h. Residential Alley Parcels

MAXIMUM SPECIAL TAXES
RESIDENTIAL ALLEY PARCELS
(FISCAL YEAR 2008-09)

Land Use Class	Square Footage	Maximum Special Tax
Single Family Detached Property	Units greater than 1,200 Square Feet	\$463.41 per Unit
Single Family Detached Property	Units less than or equal to 1,200 Square Feet	\$407.80 per Unit
Single Family Attached Property	Units greater than 1,200 Square Feet	\$407.80 per Unit
Single Family Attached Property	Units less than or equal to 1,200 Square Feet	\$324.39 per Unit
Multi-Family Property	N/A	\$324.39 per Unit
Commercial Property	N/A	N/A
Hotel Property	N/A	N/A
Industrial Property	N/A	N/A
Office Property	N/A	N/A

On each January 1, commencing January 1, 2009, the Maximum Special Taxes shown above shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

c. *Decorative Lighting Parcels*

MAXIMUM SPECIAL TAXES
DECORATIVE LIGHTING PARCELS
(FISCAL YEAR 2008-09)

Land Use Class	Square Footage	Maximum Special Tax
Single Family Detached Property	Units greater than 1,200 Square Feet	\$360.99 per Unit
Single Family Detached Property	Units less than or equal to 1,200 Square Feet	\$317.67 per Unit
Single Family Attached Property	Units greater than 1,200 Square Feet	\$317.67 per Unit
Single Family Attached Property	Units less than or equal to 1,200 Square Feet	\$252.69 per Unit
Multi-Family Property	N/A	\$252.69 per Unit
Commercial Property	N/A	The greater of \$1,046.30 per Acre or \$0.1015 per Square Foot
Hotel Property	N/A	The greater of \$2,890.13 per Acre or \$61.25 per Unit
Industrial Property	N/A	The greater of \$238.87 per Acre or \$0.0377 per Square Foot
Office Property	N/A	The greater of \$915.62 per Acre or \$0.0889 per Square Foot

On each January 1, commencing January 1, 2009, the Maximum Special Taxes shown above shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

d. *Additional Load Parcels*

MAXIMUM SPECIAL TAXES
ADDITIONAL LOAD PARCELS
(FISCAL YEAR 2008-09)

Land Use Class	Square Footage	Maximum Special Tax
Single Family Detached Property	Units greater than 1,200 Square Feet	N/A
Single Family Detached Property	Units less than or equal to 1,200 Square Feet	N/A
Single Family Attached Property	Units greater than 1,200 Square Feet	N/A
Single Family Attached Property	Units less than or equal to 1,200 Square Feet	N/A
Multi-Family Property	N/A	N/A
Commercial Property	N/A	The greater of \$1,216.63 per Acre or \$0.1180 per Square Foot
Hotel Property	N/A	N/A
Industrial Property	N/A	The greater of \$277.75 per Acre or \$0.0439 per Square Foot
Office Property	N/A	N/A

On each January 1, commencing January 1, 2009, the Maximum Special Taxes shown above shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

e. *Additional Load and Decorative Lighting Parcels*

MAXIMUM SPECIAL TAXES
ADDITIONAL LOAD AND DECORATIVE LIGHTING PARCELS
(FISCAL YEAR 2008-09)

Land Use Class	Square Footage	Maximum Special Tax
Single Family Detached Property	Units greater than 1,200 Square Feet	N/A
Single Family Detached Property	Units less than or equal to 1,200 Square Feet	N/A
Single Family Attached Property	Units greater than 1,200 Square Feet	N/A
Single Family Attached Property	Units less than or equal to 1,200 Square Feet	N/A
Multi-Family Property	N/A	N/A
Commercial Property	N/A	The greater of \$1,289.63 per Acre or \$0.1251 per Square Foot
Hotel Property	N/A	N/A
Industrial Property	N/A	The greater of \$294.42 per Acre or \$0.0465 per Square Foot
Office Property	N/A	N/A

On each January 1, commencing January 1, 2009, the Maximum Special Taxes shown above shall be increased by an amount equal to the percentage increase, if any, in the construction cost index for the San Francisco region for the prior 12-month period (December to December) as published in the Engineering News Record or other comparable source.

EXHIBIT C

CITY OF RANCHO CORDOVA COMMUNITY
FACILITIES DISTRICT NO. 2008-1 (STREET
LIGHTING AND ROAD MAINTENANCE)

ASSESSOR'S PARCEL NUMBERS AND OWNERS OF LAND WITHIN COMMUNITY
FACILITIES DISTRICT

Assessor's
Parcel Nos.

Names of Property Owners

072-0410-007

The Charles A. Urata
Revocable Trust

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Michelle Mingay, Senior Finance Analyst



SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATED TO, AND ACCEPTING, THE FY 2015-16 DEVELOPMENT IMPACT FEE REPORT FOR THE AB1600 DEVELOPMENT FEES.

RECOMMENDATION

Adopt Resolution No. 134-2016.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution approves the annual Development Impact Fee Report prepared in accordance with California Government Code Section 66000, et seq. and ensures the City remains in compliance with AB1600 reporting requirements. Ongoing compliance means that the City can continue to collect fees from developers to ensure that new development is providing new infrastructure or funds to ensure that their impact upon the existing city is funded by the development, not by existing residents.

BACKGROUND

State law (California Government Code Section 66006) requires each local agency that imposes AB1600 development impact fees to prepare an annual report providing specific information about those fees. The AB1600 legal requirements stipulate that the fees imposed on new development have the proper nexus to any project on which they are imposed. In addition, AB1600 imposes certain accounting and reporting requirements with respect to the fees collected. The fees, for accounting purposes, must be segregated from the general fund or the City and from other funds or accounts containing fees collected for other improvements. Interest on each development fee fund or account must be credited to that fund or account and used only for the purposes for which the fees were collected.

California Government Code Section 66006(b) requires that for each separate account or fund, the local agency shall, within 180 days after the last day of the fiscal year, make available to the public the following information for the fiscal year:

- A brief description of the type of fee in the account or fund
- The amount of the fee
- The beginning and ending balance of the account or fund

- The amount of the fees collected and interest earned
- An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees
- An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement
- A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest that the account or fund will receive on the loan
- The amount of refunds made due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded

California Government Code Section 66001(d) requires the local agency make all of following findings every fifth year with respect to that portion of the account remaining unexpended, whether committed or uncommitted:

- Identify the purpose to which the fee is to be put
- Demonstrate a reasonable relationship between the fee and purpose for which it is charged
- Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements
- Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund
- In any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed

If the agency no longer needs the funds for the purposes collected, or if the agency fails to make required finding, or perform certain administrative tasks prescribed by AB1600, the agency may be required to refund, on a prorated basis to owners of the properties upon which the fees for the improvement were imposed, the monies collected for that project and any interest earned on those funds.

The FY 2015-16 Development Impact Fee Report (the "Report") has been prepared to meet the annual reporting requirements only since the required five year findings were made in 2014, with the adoption of Resolution 4-2014, and therefore will not be required to be made again until 2019. It should also be noted that the Report includes fees that were in place on June 30, 2016 and does not necessarily represent current fee levels since any fee adjustments after June 30th will be captured in the FY 2016-17 Development Impact Fee Report.

The report must be reviewed by the City Council at a regularly scheduled public meeting, not less than 15 days after the information is made available to the public. In addition, notice of the time and place of the meeting shall be mailed at least 15 days prior to the meeting to any interested party who files a written request with the local agency for such a mailed notice, of which the City has none. The report was posted to the City's website and available for public review on November 10, 2016.

ATTACHMENTS

1. Resolution No. 134-2016.
2. Development Impact Fee Report (Fiscal Year 2015-16).

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 134-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATED TO, AND
ACCEPTING, THE FY 2015-16 PUBLIC FACILITIES FEE REPORT FOR THE AB 1600
DEVELOPMENT FEES**

WHEREAS, the City of Rancho Cordova imposes fees to mitigate the impacts of development, pursuant to Government Code section 66000 *et seq.*; and

WHEREAS, in accordance with California Government Code section 66006(a), the City has established and maintained separate funds for each development impact fee in a manner to avoid any commingling of the fees with other revenues and funds of the City, except for temporary investments, and has expended those fees solely for the purpose for which the fees were collected; and

WHEREAS, California Government Code section 66006(b)(1) requires cities to prepare and make available to the public a report describing each development impact fee and providing details related to its use within one hundred eighty (180) days after the last day of each fiscal year; and

WHEREAS, the Development Impact Fee Report, for the Fiscal Year Ending June 30, 2016, (the "Report"), attached hereto as **Exhibit "A"**, provides a description of each fee, its amount, and various information required by Government Code section 66006(b)(1) to be reported on an annual basis; and

WHEREAS, the Report provides information required by Government Code sections 66001 and 66006 for the following approved development impact fees:

- § **Housing Trust Development Impact Fee:** On December 1, 2003, the City Council approved Ordinance No. 26-2003 continuing the Housing Trust Development Impact Fee in effect when the City incorporated, which is to be used to finance municipal public facilities to reduce the impacts caused by future developments in the Rancho Cordova area on the housing stock, including but not limited to very low income housing facilities; and
- § **Villages of Zinfandel Public Facilities Financing Plan Development Fees:** On December 15, 2003, the City Council approved Resolution No. 80-2003 establishing the Villages of Zinfandel Public Facilities Financing Plan Development Fees to finance development within the Villages of Zinfandel Special Plan Area; and
- § **Sunrise Douglas Community Plan Development Impact Fees:** On June 21, 2004, the City Council approved Resolution No. 79-2004 establishing the Sunrise Douglas Community Plan Development Impact Fee Program to finance the required roadways, transit shuttle, supplemental offsite water, interim sewer, park and library facilities necessary to service development in the Sunridge Specific Plan, as well as defray the cost of periodic updated to and routine administration of the Sunrise Douglas Community Plan Development Fee Program; and

ATTACHMENT 1

- § **Community Facilities Fee Program:** On April 1, 2013, the City Council approved Resolution No. 38-2013 updating the Community Facilities Fee Program, which was originally established in 2004 and updated in 2005, to fund a portion of the future municipal facilities required to serve an increased City population due to anticipated future development; and
- § **Transportation Development Impact Fee Program:** On December 19, 2005, the City Council approved Ordinance 33-2005 establishing a Transportation Development Impact Fee (TDIF) Program to finance transportation improvements necessary to offset the impacts to the City's transportation system of new development in the City, to ensure that adequate funding is provided for improvements required to meet the demands of such new development, and to fund administration of the Fee Program. An update to the TDIF was approved by the City Council on December 16, 2013 with the approval of Resolution 138-2013.

WHEREAS, California Government Code Section 66006(b)(2) requires that the governing body of the City review the information made available to the public at a regularly scheduled public meeting not less than 15 days after the information is made available to the public; and

WHEREAS, the Report was made available to the public on the City's website on November 10, 2016; and

WHEREAS, on December 5, 2016, the City Council reviewed the report and approved it pursuant to Government Code sections 66001 and 66006.

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

Section 1. The City Council does hereby find and determine that the foregoing recitals and determinations are true and correct.

Section 2. The City Council has reviewed the Report and finds that it complies with California Government Code section 66006(b), setting the requirements for fiscal year reporting for development impact fees. The City Council finds that the Report provides the following required information:

- A. A brief description of the type of fee in the account or fund (Report pg. 4-6);
- B. The amount of the fee (Report pg. 7-8);
- C. The beginning and ending balance of the account or fund (Report pg. 9-12);
- D. The amount of the fees collected and interest earned (Report pg. 13-25);
- E. An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees (Report pg. 30-32);
- F. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement (Report pg. 30-32);

ATTACHMENT 1

- G. A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest that the account or fund will receive on the loan (Report pg. 26-28); and
- H. The amount of refunds made due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded (Report pg. 28).

Section 3. The City Council hereby finds that all reportable fees, collections and expenditures have been received, deposited, invested and expended in compliance with the relevant sections of the California Government Code and all other applicable laws for the fiscal year 2015-16.

Section 4. The City Council hereby finds that no refunds and allocations of reportable fees, as required by California Government Code section 66001, are deemed payable at this time.

Section 5. The City Council hereby finds the City is in compliance with California Government Code section 66000, *et seq.*, relative to receipt, deposit, investment, expenditure or refund of reportable fees received and expended relative to the individual impact fee programs in place for new development in fiscal year 2015-16.

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

2203215.1



City of Rancho Cordova

Development Impact Fee Report

Fiscal Year Ending
June 30, 2016

Development Impact Fee Report

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Legal Requirements

A. REQUIREMENTS FOR DEVELOPMENT IMPACT FEES

State law (California Government Code Section 66006) requires each local agency that imposes AB 1600 development impact fees to prepare an annual report providing specific information about those fees. Within the AB1600 legal requirements, it stipulates that fees imposed on new development have the proper nexus to any project on which they are imposed. In addition, AB1600 imposes certain accounting and reporting requirements with respect to the fees collected. The fees, for accounting purposes, must be segregated from the general funds of the City and from other funds or accounts containing fees collected for other improvements. Interest on each development fee fund or account must be credited to that fund or account and used only for the purposes for which the fees were collected.

Current California Government Code Section 66006(b) requires that for each separate fund the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year:

- A brief description of the type of fee in the account or fund.
- The amount of the fee.
- The beginning and ending balance of the account or fund.
- The amount of the fees collected and interest earned.
- An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees.
- An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement.
- A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest that the account or fund will receive on the loan.
- The amount of refunds made due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded.

California Government Code Section 66001(d) requires the local agency make all of following findings every fifth year with respect to that portion of the account remaining unexpended, whether committed or uncommitted:

- Identify the purpose to which the fee is to be put.
- Demonstrate a reasonable relationship between the fee and purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.
- Designate the approximate

City of Rancho Cordova

Development Impact Fee Report

- dates on which the funding is expected to be deposited into the appropriate account or fund.
- In any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

B. ADDITIONAL NOTES

The State of California Government Code Section 66002 requires local agencies that have developed a fee program to adopt a Capital Improvement Plan (CIP) indicating the approximate location, size and timing of projects, plus an estimate for the cost of all facilities or improvements to be financed by fees. A formal CIP is recommended, at a minimum, as a five-year plan. The City annually produces a five-year CIP which provides program summary information for the City's various capital improvement funding programs, as well as project summary information (revenue, expenditures and project schedule) for the specific projects selected for implementation during the CIP period. The CIP describes the five-year plan for allocating funds from the Impact Fee Programs, Measure A Transportation Sales Tax, State and Federal Grants, Gas Tax, Roadway Funds, Supplemental Transportation Fees, Storm Water Utility Tax and Transit Related Service Area Tax. A copy of the City's most recent CIP can be found under the Public Works Department page on the City's website at www.cityofranhocordova.org.

The CIP relates the City's annual capital expenditures to a long-range plan for public improvements. By relating the plan for public improvements to the City's capacity for funding, and scheduling expenditures over a period of years, the CIP helps maximize the funds available. This type of fiscal management is important during periods where budgetary demands exceeding financial resources.

C. ESTABLISHING A REASONABLE RELATIONSHIP BETWEEN THE FEE AND THE PURPOSE FOR WHICH IT IS CHARGED

The Development Impact Fee Program has been in effect in Rancho Cordova since incorporation in fiscal year 2003/04. The Development Impact Fee Program consists of multiple components which were individually adopted by the City Council. The program sets forth the relationship between contemplated future development, facilities needed to serve future development and the estimated costs of those improvements based on the current General Plan for build-out.

The City's Capital Improvement Plan (CIP) projects are financed, in part, by the development impact fees outlined in the description of the development impact fees on the following pages. The City's CIP provide infrastructure to the residents and businesses in Rancho Cordova in order to keep pace with ongoing development in, and adjacent to, the community. Estimated project costs, and the summary of fee apportionment to each

City of Rancho Cordova

Development Impact Fee Report

development fee type, are detailed within the adopted Nexus Studies establishing the individual Development Impact Fee program(s) and are on file with the City Clerk's Office.

Information on projects in the Development Impact Fee Program(s) can be found on pages 30-32. The information in these tables include: Current Projects, Project Phase, Construction Estimated Start Date, Construction Estimated Completion Date, Estimated Project Cost and Development Fee information including Funding to Date, Budget to Date and % of Total Project Cost.

D. FUNDING OF INFRASTRUCTURE

The 2015/16 - 2019/20 Capital Improvement Plan (CIP) identifies all funding sources and amounts for individual projects through 2019/20. The CIP is updated annually to reflect the current infrastructure needs of the City. As a CIP project is identified, the project is evaluated to determine the portion of the project that will service existing residents and businesses versus new development.

Once the determination of use is made, the percentage of use attributable to new development is then funded by the appropriate development fee, based on the type of project. The percentage of use associated with existing residents or businesses are funded from other appropriate sources as identified on each individual project sheet in the CIP. All future planned infrastructure needs are outlined in the Development Impact Fee Program(s). The funding and commencement dates for projects are adjusted, as needed, to reflect the needs of the community.

E. CURRENT PROJECTS

Construction is currently underway on the following projects:

- CP06-2024 - Douglas Road (Rancho Cordova Parkway to Borderlands Drive)
- CP07-2055 - White Rock Road Improvement, Phase I
- CP10-2084 - Mather Field Road - Pedestrian, ADA and Safety Improvements
- CP14-2150 - Mather Veteran's Village
- CP14-2141 - International Drive and Femoyer Road Traffic Signal
- CP15-2164 - Anatolia Transit Signs
- CP16-2181 - Douglas Blvd Sewer Lift Station

City of Rancho Cordova

Development Impact Fee Report

Description of Development Impact Fee(s)

Community Facilities Fee (CFF) Program - This program was established by the City to cover the costs of municipal facilities required to serve an increased population as a result of new development. The city has identified these facilities to include a city hall, a police station, a community center, a city corporation yard, a city museum, a parking structure, library facilities and ongoing administration of the CFF program. The fee program was updated in April 2013 and combined fee components from the City's 2004 and 2005 Fee Studies into a single fee category while continuing to report the library fee separately since the City is holding these funds on behalf of the Sacramento Public Library Authority.

Community Facilities Impact Fee - To provide for new development's share of the cost of municipal facilities, furnishing and equipment required to service the City.

Library Impact Fee - To provide for new development's share of the cost of a library building, furnishings, equipment, books, financing and the purchase of land.

Sunrise Douglas (SD) Impact Fee Program - These specific plan development impact fees are imposed on development in the Sunridge Specific Plan (SRSP), which is part of the Sunrise Douglas Community Plan (SDCP) development area. It includes additional fees for fee program updates, interim sewer facilities, park development improvements, supplemental offsite water facilities, roadways improvements, transit shuttles, and administration of the fee program. These funds can only be spent on facilities in the SDCP Capital Improvement Plan (CIP) to mitigate impact as a result of development in the SDCP area.

SD Fee Program Update Impact Fee - To provide funding for program updates to the Sunrise Douglas Impact Fee Program.

SD Interim Sewer Impact Fee - To provide funding for the construction of interim sewer facilities to serve the SRSP area. Upon application by the property owner or his authorized agent, the City may authorize the construction of any interim sewer facilities, or portions thereof, as designated in the SDCP Impact Fee Program in lieu of all, or a portion of, the required interim sewer development fee.

SD Park Impact Fee - To provide funding for the construction of park and recreation facilities necessary for development within the SRSP area. Upon application by the property owner or his authorized agent, Cordova Recreation and Park District may authorize the construction of any park and recreation facilities, or portions thereof, as designated in the SDCP Impact Fee Program. The developer will then either be reimbursed for these cost from fees collected from other developers in the SDCP area, only to the extent the funds are available, or a credit for such in lieu construction will be provide to the property owner to be used within the SDCP area.

SD Supplemental Offsite Water Impact Fee - To provide funding for the construction of offsite water improvements to serve the SRSP area. Upon application by the property owner or his authorized agent, the City may authorize the construction of any offsite

City of Rancho Cordova

Development Impact Fee Report

water facilities, or portions thereof, as designated in the SDCP Impact Fee Program in lieu of all, or a portion of, the supplemental offsite water development fee.

SD Roadway Impact Fee - To provide funding to construct roads, intersections, and other roadway improvements in the SDCP CIP needed to mitigate the impacts of new development within the SRSP area. Upon application by the property owner or his authorized agent, the City may authorize the construction of any roadway facilities, or portions thereof, in order of priority as designated on the priority list in the SD Impact Fee Program. The developer will then either be reimbursed for these cost from fees collected from other developers in the SDCP area, only to the extent the funds are available, or a credit for such in lieu construction will be provide to the property owner to be used within the SDCP area.

SD Transit Shuttle Impact Fee - To provide funding for the development and operation of a transit shuttle within the Sunrise Douglas Community Plan area.

SD Administration Impact Fee - To provide funding for the administrative duties associated with the SD Impact Fee program.

Traffic Mitigation Impact Fee - This development impact fee is a citywide fee imposed on new development in the City to cover the fair share cost of traffic impacts resulting from new development, including program administration. The funds collected will be used for construction of the transportation improvements listed in the Transportation Capital Improvement Plan (CIP) Development Impact Fee Program.

Upon application by the property owner or his authorized agent, the City may authorize the construction of any transportation facilities, or portions thereof, in order of priority as designated on the priority list for the transportation impact fee program. The developer will then either be reimbursed for these cost from fees collected from other developers, only to the extent the funds are available, or a credit in lieu of all, or a portion of the required transportation impact fee.

Villages of Zinfandel (VOZ) Impact Fee Program - These specific plan fees are imposed on new development in the Villages of Zinfandel special planning area. It includes fees for offsite roadway improvement and the administration of the fee program. These funds can only be spent on facilities identified in the VOZ Development Impact Fee Program to mitigate impact as a result of development in the VOZ special planning area.

VOZ Roadway Impact Fee - To provide funding for the cost of constructing offsite roadway mitigation facilities required to serve residents within the Villages of Zinfandel Public Facilities Financing Plan area. Upon application by the property owner or his authorized agent, the City may authorize the construction of any offsite roadway mitigation facilities, or portions thereof, as designated in the Public Facilities Financing Plan - Offsite Roadway Mitigation Fee Program. The developer will than either be reimbursed for these cost from impact fees collected within the VOZ Public Facilities

City of Rancho Cordova

Development Impact Fee Report

Financing Plan area, only to the extent the funds are available, or a credit for such in lieu construction will be provide to the property owner to be used within the VOZ Public Facilities Financing Plan area.

VOZ Administration Impact Fee - To provide funding for the administrative duties associated with the VOZ Impact Fee program.

Housing Trust Development Impact Fee - A non-residential impact fee used to offset some of the increased burden of need for very low income housing, created by the construction of non-residential uses, which employ a significant number of low wage earners.

City of Rancho Cordova

Development Impact Fee Report

Current Fee Schedule

The Development Fee program is reviewed periodically to ensure the Development Impact Fee Program is accounting for all planned future development. The updated Development Impact Fee Program information is then used to determine the amount of fees available for the funding of the proposed capital improvement projects identified in the development of the five-year Capital Improvement Plan (CIP).

DEVELOPMENT IMPACT FEES					
at June 30, 2016					
Fee Category	Residential		Non-Residential		
	Single Family	Multi-Family	Office	Commercial	Industrial
	Per Unit	Per Unit	Per Sq. Ft	Per Sq. Ft	Per Sq. Ft
Community Facility Impact Fees:					
Community Facilities	3,048.59	2,382.05	0.76	0.46	0.19
Library	624.42	488.30	n/a	n/a	n/a
Total Fees	\$3,673.01	\$2,870.35	\$0.76	\$0.46	\$0.19

DEVELOPMENT IMPACT FEES				
at June 30, 2016				
Fee Category	Residential		Non-Residential	
	Single Family	Multi-Family	Office	Commercial
	Per Unit	Per Unit	Per Sq. Ft	Per Sq. Ft
Sunrise Douglas (SD) Impact Fees:				
Fee Program Update	79.63	23.28	0.02	0.03
Interim Sewer	928.53	696.40	0.19	0.09
Park*	9,082.38	7,154.03	n/a	n/a
Supp. Offsite Water	1,346.62	1,010.25	0.42	0.49
Traffic Mitigation	13,841.63	9,111.30	12.16	15.20
Transit Shuttle	75.97	189.90	0.25	0.42
Program Admin	610.21	413.67	0.48	0.61
Total Fees	\$25,964.97	\$18,598.83	\$13.52	\$16.84

* Park Development Fees vary by Development Agreement, amount included in fee schedule represents Fee set up Park Nexus Study

City of Rancho Cordova

Development Impact Fee Report

DEVELOPMENT IMPACT FEES

at June 30, 2016

Fee Category	Residential				Non-Residential		
	Detached > 1,200 SF	Detached ≤ 1,200 SF	Attached	Multi-Family	Commercial	Office	Industrial/ Manufacturing
	Per Unit	Per Unit	Per Unit	Per Unit	Per Sq. Ft.	Per Sq. Ft.	Per Sq. Ft.
Traffic Mitigation Impact Fees:							
Area 1 - Infill	\$9,488.71	\$6,334.86	\$6,334.86	\$6,177.02	\$8.91	\$8.64	\$4.50
Area 2 - New Development	\$15,676.18	\$13,794.53	\$13,794.53	\$10,973.12	\$11.49	\$8.83	\$4.50

DEVELOPMENT IMPACT FEES

at June 30, 2016

Fee Category	Residential			Non-Residential		
	Single Family Low Density	Cluster Low Density	Medium Density	Office	Commercial	Industrial
	Per Unit	Per Unit	Per Unit	Per Sq. Ft.	Per Sq. Ft.	Per Sq. Ft.
Villages of Zinfandel (VOZ) Impact Fees:						
Traffic Mitigation	288.88	256.77	224.68	0.36	0.43	0.37
Program Admin	8.66	7.70	6.74	0.01	0.01	0.01
Total Fees	\$297.54	\$264.47	\$231.42	\$0.37	\$0.44	\$0.38

DEVELOPMENT IMPACT FEES

at June 30, 2016

Fee Category	Residential	Non-Residential					
		Office	Hotel	Research & Development	Commercial	Manufacturing	Warehouse
		Per Sq. Ft.	Per Sq. Ft.	Per Sq. Ft.	Per Sq. Ft.	Per Sq. Ft.	Per Sq. Ft.
Very Low Income Housing Impact Fee							
Impact Fee	n/a	0.97	0.92	0.82	0.77	0.61	0.26
Program Admin	n/a	Between \$30 and \$100 as determined by Plan Review					

Financial Summary Report

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Year Ending June 30, 2016**

Description	Community Facilities Fee Program		Sunrise Douglas
	Community Facilities ⁽¹⁾	Library ⁽²⁾	Fee Program Update
REVENUES			
Fees	1,257,874	274,631	18,295
Interest	547	14,799	718
Other Revenues	-	-	-
Total Revenues	\$ 1,258,421	\$ 289,430	\$ 19,013
EXPENDITURES			
Expenditures	47,170	10,299	-
Transfer Out	979,776	-	-
Total Expenditures	\$ 1,026,946	\$ 10,299	\$ -
REVENUE OVER/(UNDER) EXPENDITURES	\$ 231,475	\$ 279,131	\$ 19,013
Fund Balance, Beginning of Year	(89,622)	3,073,952	\$ 147,566
Fund Balance, End of Year	\$ 141,852	\$ 3,353,083	\$ 166,579

Notes:

- (1) An Updated Nexus Study was adopted in April 2013 which combined facility fees which had been reported as separate line items in the prior nexus study into a single fee component called Community Facilities. For reporting purposes all activity reported in individual funds prior to the implementation of the combined fee have been consolidated for reporting purposes.
- (2) Council approved consolidation of the SD Library Fee, the Villages of Zinfandel Library Fee into the Community Facility Fee - Library Fee. For reporting purposes all activity reported in the individual library funds prior to the implementation of the consolidated library fee have all been reported in CFF - Library Fee

City of Rancho Cordova

Financial Summary Report

Statement of Revenues, Expenditures and Changes in Fund Balance For Year Ending June 30, 2016

Description	Sunrise Douglas Fee Program			
	Interim Sewer	Park	Suppl Offsite Water	Roadway
REVENUES				
Fees	231,292	2,108,928	503,807	2,480,252
Interest	2,007	31,754	71	76,895
Other Revenues	-	-	-	500,000
Total Revenues	<u>\$ 233,299</u>	<u>\$ 2,140,682</u>	<u>\$ 503,879</u>	<u>\$ 3,057,146</u>
EXPENDITURES				
Expenditures	308,511	908,280	504,325	240,588
Transfer Out	-	-	-	-
Total Expenditures	<u>\$ 308,511</u>	<u>\$ 908,280</u>	<u>\$ 504,325</u>	<u>\$ 240,588</u>
REVENUE OVER/(UNDER) EXPENDITURES	\$ (75,212)	\$ 1,232,402	\$ (447)	\$ 2,816,558
Fund Balance, Beginning of Year	\$ 461,099	\$ 5,913,873	46,157	\$ 14,975,740
Fund Balance, End of Year	\$ 385,887	\$ 7,146,275	\$ 45,710	\$ 17,792,298

Notes:

Financial Summary Report

Statement of Revenues, Expenditures and Changes in Fund Balance
For Year Ending June 30, 2016

Description	Sunrise Douglas Fee Program		Traffic Mitigation Impact Fee ⁽³⁾
	Transit	Program Admin	
REVENUES			
Fees	17,453	140,193	2,788,012
Interest	2,008	3,834	84,824
Other Revenues	-	-	7,700
Total Revenues	\$ 19,462	\$ 144,028	\$ 2,880,535
EXPENDITURES			
Expenditures	43,134	96,511	2,530,573
Transfer Out	-	-	-
Total Expenditures	\$ 43,134	\$ 96,511	\$ 2,530,573
REVENUE OVER/(UNDER) EXPENDITURES	\$ (23,673)	\$ 47,517	\$ 349,962
Fund Balance, Beginning of Year	\$ 468,280	\$ 819,516	18,223,497
Fund Balance, End of Year	\$ 444,608	\$ 867,033	\$ 18,573,459

Notes:

(3) An Updated Nexus Study was adopted in January 2013 which combined facility fees which had been reported as separate line items in the prior nexus study into a single fee component. For reporting purposes all activity reported in individual funds prior to the implementation of the combined fee have been consolidated for reporting purposes.

Financial Summary Report

Statement of Revenues, Expenditures and Changes in Fund Balance
For Year Ending June 30, 2016

Description	Village of Zinfandel Fee Program		
	Roadway	Program Admin	Very Low Income Housing
REVENUES			
Fees	8,462	-	12,585
Interest	1,621	34	8,551
Other Revenues	-	-	108,323
Total Revenues	<u>\$ 10,082</u>	<u>\$ 34</u>	<u>\$ 129,459</u>
EXPENDITURES			
Expenditures	-	-	244,059
Transfer Out	-	-	-
Total Expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 244,059</u>
REVENUE OVER/(UNDER) EXPENDITURES	\$ 10,082	\$ 34	\$ (114,600)
Fund Balance, Beginning of Year	\$ 355,286	\$ 7,571	\$ (1,570,683)
Fund Balance, End of Year	\$ 365,368	\$ 7,605	\$ (1,685,284)

Notes:

Capital Facility Fees (CFF) - Community Facilities

Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	-	257,416	724,056	669,537	1,257,874
Interest	-	226	8,365	(29)	547
Other Revenues	-	1,304,995	1,050	-	-
Total Revenues	<u>-</u>	<u>1,562,636</u>	<u>733,471</u>	<u>669,508</u>	<u>1,258,421</u>
EXPENDITURES					
Expenditures	-	8,587	1,027,081	24,869	47,170
Transfer Out	-	11,601	1,006,659	976,441	979,776
Total Expenditures	<u>-</u>	<u>20,188</u>	<u>2,033,740</u>	<u>1,001,310</u>	<u>1,026,946</u>
REVENUES OVER (UNDER) EXPENDITURES	-	1,542,448	(1,300,269)	(331,802)	231,475
Fund Balance, Beginning of Year	-	-	1,542,448	242,180	(89,622)
Fund Balance, End of Year	<u>\$ -</u>	<u>\$ 1,542,448</u>	<u>\$ 242,180</u>	<u>\$ (89,622)</u>	<u>\$ 141,852</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	-	1,542,448	242,180	-	141,852
Prior Year (2-yr Old Funds)	-	-	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	<u>\$ -</u>	<u>\$ 1,542,448</u>	<u>\$ 242,180</u>	<u>\$ -</u>	<u>\$ 141,852</u>

Result: Five Year Revenue Test met in accordance with Government Code 66001

Capital Facility Fees (CFF) - Library

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	9,844	51,403	143,529	125,215	274,631
Interest	4,791	3,733	19,228	9,903	14,799
Other Revenues	-	2,130,718	-	-	-
Total Revenues	14,635	2,185,853	162,757	135,118	289,430
EXPENDITURES					
Expenditures	-	848	519	4,696	10,299
Transfer Out	-	1,107	5,382	-	-
Total Expenditures	-	1,955	5,901	4,696	10,299
REVENUES OVER (UNDER) EXPENDITURES	14,635	2,183,898	156,855	130,422	279,131
Fund Balance, Beginning of Year	588,141	602,776	2,786,674	2,943,529	3,073,952
Fund Balance, End of Year	\$ 602,776	\$ 2,786,674	\$ 2,943,529	\$ 3,073,952	\$ 3,353,083

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	14,635	2,185,853	162,757	135,118	289,430
Prior Year (2-yr Old Funds)	12,998	14,635	2,185,853	162,757	135,118
Prior Year (3-yr Old Funds)	39,813	12,998	14,635	2,185,853	162,757
Prior Year (4-yr Old Funds)	111,010	39,813	12,998	14,635	2,185,853
Prior Year (5-yr Old Funds)	68,788 ⁽¹⁾	111,010 ⁽¹⁾	39,813 ⁽¹⁾	12,998 ⁽¹⁾	14,635 ⁽¹⁾
Greater than Five Prior Fiscal Years	355,532 ⁽¹⁾	422,365 ⁽¹⁾	527,473 ⁽¹⁾	562,591 ⁽¹⁾	565,290 ⁽¹⁾
Total Revenues	\$ 602,776	\$ 2,786,674	\$ 2,943,529	\$ 3,073,952	\$ 3,353,083

(1) The Community Facility Fees - Library Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for a future construction of Library Branch(es) and therefore must be retained until enough fees have been collected to start construction of the project.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Sunrise Douglas (SD) - Program Update(s)

Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	12,014	18,021	12,913	12,095	18,295
Interest	775	699	866	459	718
Other Revenues	-	-	-	-	-
Total Revenues	<u>12,789</u>	<u>18,720</u>	<u>13,779</u>	<u>12,554</u>	<u>19,013</u>
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
REVENUES OVER (UNDER) EXPENDITURES	12,789	18,720	13,779	12,554	19,013
Fund Balance, Beginning of Year	89,723	102,512	121,232	135,011	147,566
Fund Balance, End of Year	<u>\$ 102,512</u>	<u>\$ 121,232</u>	<u>\$ 135,011</u>	<u>\$ 147,566</u>	<u>\$ 166,579</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	12,789	18,720	13,779	12,554	19,013
Prior Year (2-yr Old Funds)	11,916	12,789	18,720	13,779	12,554
Prior Year (3-yr Old Funds)	13,603	11,916	12,789	18,720	13,779
Prior Year (4-yr Old Funds)	10,215	13,603	11,916	12,789	18,720
Prior Year (5-yr Old Funds)	13,504 ⁽¹⁾	10,215 ⁽¹⁾	13,603 ⁽¹⁾	11,916 ⁽¹⁾	12,789 ⁽¹⁾
Greater than Five Prior Fiscal Years	40,485 ⁽¹⁾	53,989 ⁽¹⁾	64,204 ⁽¹⁾	77,807 ⁽¹⁾	89,723 ⁽¹⁾
Total Revenues	<u>\$ 102,512</u>	<u>\$ 121,232</u>	<u>\$ 135,011</u>	<u>\$ 147,566</u>	<u>\$ 166,579</u>

(1) The Sunrise Douglas Program Update Fund reports funds being held beyond the five-years as described by AB1600.
These funds are being collected for future program reviews and updates and therefor must be retained for future costs.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Sunrise Douglas (SD) - Interm Sewer

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	136,627	109,746	154,901	118,144	231,292
Interest	1,437	96,860	2,525	1,425	2,007
Other Revenues	-	1,813	-	-	-
Total Revenues	<u>138,064</u>	<u>208,420</u>	<u>157,426</u>	<u>119,569</u>	<u>233,299</u>
EXPENDITURES					
Expenditures	20,754	96,860	111,562	51,883	308,511
Transfer Out	-	-	-	-	-
Total Expenditures	<u>20,754</u>	<u>96,860</u>	<u>111,562</u>	<u>51,883</u>	<u>308,511</u>
REVENUES OVER (UNDER) EXPENDITURES	117,310	111,560	45,864	67,686	(75,212)
Fund Balance, Beginning of Year	118,680	235,990	347,550	393,413	461,099
Fund Balance, End of Year	<u>\$ 235,990</u>	<u>\$ 347,550</u>	<u>\$ 393,413</u>	<u>\$ 461,099</u>	<u>\$ 385,887</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	138,064	208,420	157,426	119,569	233,299
Prior Year (2-yr Old Funds)	97,926	138,064	208,420	157,426	119,569
Prior Year (3-yr Old Funds)	-	1,066	27,568	184,105	33,019
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	<u>\$ 235,990</u>	<u>\$ 347,550</u>	<u>\$ 393,413</u>	<u>\$ 461,099</u>	<u>\$ 385,887</u>

Result: Five Year Revenue Test met in accordance with Government Code 66001

Sunrise Douglas (SD) - Park

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	933,483	1,184,660	1,065,035	330,007	2,108,928
Interest	54,724	49,011	51,542	22,282	31,754
Other Revenues	-	-	-	-	-
Total Revenues	988,207	1,233,671	1,116,577	352,289	2,140,682
EXPENDITURES					
Expenditures	131,171	92,082	1,970,981	1,940,397	908,280
Transfer Out	-	-	-	-	-
Total Expenditures	131,171	92,082	1,970,981	1,940,397	908,280
REVENUES OVER (UNDER) EXPENDITURES	857,036	1,141,589	(854,404)	(1,588,109)	1,232,402
Fund Balance, Beginning of Year	6,357,761	7,214,797	8,356,386	7,501,981	5,913,873
Fund Balance, End of Year	\$ 7,214,797	\$ 8,356,386	\$ 7,501,981	\$ 5,913,873	\$ 7,146,275

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	988,207	1,233,671	1,116,577	352,289	2,140,682
Prior Year (2-yr Old Funds)	850,253	988,207	1,233,671	1,116,577	352,289
Prior Year (3-yr Old Funds)	899,893	850,253	988,207	1,233,671	1,116,577
Prior Year (4-yr Old Funds)	430,900	899,893	850,253	988,207	1,233,671
Prior Year (5-yr Old Funds)	1,934,329 ⁽¹⁾	430,900 ⁽¹⁾	899,893 ⁽¹⁾	850,253 ⁽¹⁾	988,207 ⁽¹⁾
Greater than Five Prior Fiscal Years	2,111,215 ⁽¹⁾	3,953,462 ⁽¹⁾	2,413,381 ⁽¹⁾	1,372,877 ⁽¹⁾	1,314,849 ⁽¹⁾
Total Revenues	\$ 7,214,797	\$ 8,356,386	\$ 7,501,981	\$ 5,913,873	\$ 7,146,275

(1) The Sunrise Douglas Park Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for the future construction of park and recreation facilities necessary to serve the growing population within the Sunrise Douglas Community Plan Area and therefore must be retained until enough fees have been collected to start construction of the project(s).

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Sunrise Douglas (SD) - Water

Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	189,365	279,838	589,856	119,292	503,807
Interest	609	1,045	1,942	124	71
Other Revenues	-	-	-	-	-
Total Revenues	<u>189,974</u>	<u>280,883</u>	<u>591,798</u>	<u>119,416</u>	<u>503,879</u>
EXPENDITURES					
Expenditures	131,548	135,638	539,786	378,106	504,325
Transfer Out	-	-	-	-	-
Total Expenditures	<u>131,548</u>	<u>135,638</u>	<u>539,786</u>	<u>378,106</u>	<u>504,325</u>
REVENUES OVER (UNDER) EXPENDITURES	58,426	145,245	52,012	(258,690)	(447)
Fund Balance, Beginning of Year	49,163	107,589	252,834	304,846	46,157
Fund Balance, End of Year	<u>\$ 107,589</u>	<u>\$ 252,834</u>	<u>\$ 304,846</u>	<u>\$ 46,157</u>	<u>\$ 45,710</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	107,589	252,834	304,846	46,157	45,710
Prior Year (2-yr Old Funds)	-	-	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	<u>\$ 107,589</u>	<u>\$ 252,834</u>	<u>\$ 304,846</u>	<u>\$ 46,157</u>	<u>\$ 45,710</u>

Result: Five Year Revenue Test met in accordance with Government Code 66001

Sunrise Douglas (SD) - Roadways

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	2,004,310	3,116,386	2,514,167	1,732,406	2,480,252
Interest	90,206	92,598	96,441	49,246	76,895
Other Revenues	2,509,190	-	-	-	500,000
Total Revenues	4,603,706	3,208,984	2,610,609	1,781,651	3,057,146
EXPENDITURES					
Expenditures	6,626	10,000	1,984,196	1,351,341	240,588
Transfer Out	799,307	2,983,792	90,084	-	-
Total Expenditures	805,933	2,993,792	2,074,280	1,351,341	240,588
REVENUES OVER (UNDER) EXPENDITURES	3,797,773	215,192	536,329	430,311	2,816,558
Fund Balance, Beginning of Year	9,996,135	13,793,908	14,009,100	14,545,429	14,975,740
Fund Balance, End of Year	\$ 13,793,908	\$ 14,009,100	\$ 14,545,429	\$ 14,975,740	\$ 17,792,298

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	4,603,706	3,208,984	2,610,609	1,781,651	3,057,146
Prior Year (2-yr Old Funds)	2,124,368	2,124,368	4,603,706	2,610,609	1,781,651
Prior Year (3-yr Old Funds)	2,529,532	2,529,532	2,124,368	4,603,706	2,610,609
Prior Year (4-yr Old Funds)	4,199,835	4,199,835	2,529,532	2,124,368	4,603,706
Prior Year (5-yr Old Funds)	336,467 ⁽¹⁾	1,946,381 ⁽¹⁾	2,677,214 ⁽¹⁾	2,529,532 ⁽¹⁾	2,124,368 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	1,325,873	3,614,818 ⁽¹⁾
Total Revenues	\$ 13,793,908	\$ 14,009,100	\$ 14,545,429	\$ 14,975,740	\$ 17,792,298

(1) The Sunrise Douglas Park Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for the future roadway improvements necessary to serve the growing population within the Sunrise Douglas Community Plan Area and therefor must be retained until enough fees have been collected to start construction of the various roadway projects.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Sunrise Douglas (SD) - Transit Shuttle

Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	11,459	17,190	12,317	11,538	17,453
Interest	3,316	2,733	2,997	1,520	2,008
Other Revenues	-	-	-	-	-
Total Revenues	<u>14,775</u>	<u>19,923</u>	<u>15,315</u>	<u>13,058</u>	<u>19,462</u>
EXPENDITURES					
Expenditures	-	-	-	-	43,134
Transfer Out	-	-	-	-	-
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>43,134</u>
REVENUES OVER (UNDER) EXPENDITURES	14,775	19,923	15,315	13,058	(23,673)
Fund Balance, Beginning of Year	405,210	419,985	439,908	455,222	468,280
Fund Balance, End of Year	<u>\$ 419,985</u>	<u>\$ 439,908</u>	<u>\$ 455,222</u>	<u>\$ 468,280</u>	<u>\$ 444,608</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	14,775	19,923	15,315	13,058	19,462
Prior Year (2-yr Old Funds)	16,685	16,685	14,775	15,315	13,058
Prior Year (3-yr Old Funds)	17,307	17,307	16,685	14,775	15,315
Prior Year (4-yr Old Funds)	22,552	22,552	17,307	16,685	14,775
Prior Year (5-yr Old Funds)	26,570 ⁽¹⁾	26,570 ⁽¹⁾	22,552 ⁽¹⁾	17,307 ⁽¹⁾	16,685 ⁽¹⁾
Greater than Five Prior Fiscal Years	322,096 ⁽¹⁾	336,871 ⁽¹⁾	368,589 ⁽¹⁾	391,141 ⁽¹⁾	365,313 ⁽¹⁾
Total Revenues	<u>\$ 419,985</u>	<u>\$ 439,908</u>	<u>\$ 455,222</u>	<u>\$ 468,280</u>	<u>\$ 444,608</u>

(1) The Sunrise Douglas Park Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for the future development and operation of a transit shuttle to service the growing population within the Sunrise Douglas Community Plan Area and therefor must be retained until the population is large enough to support this service.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Sunrise Douglas (SD) - Program Administration

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	91,574	138,579	98,948	92,684	140,193
Interest	6,338	4,949	5,325	2,628	3,834
Other Revenues	-	-	-	-	-
Total Revenues	97,912	143,529	104,273	95,312	144,028
EXPENDITURES					
Expenditures	114,667	161,076	80,669	68,869	96,511
Transfer Out	-	-	-	-	-
Total Expenditures	114,667	161,076	80,669	68,869	96,511
REVENUES OVER (UNDER) EXPENDITURES	(16,755)	(17,548)	23,604	26,443	47,517
Fund Balance, Beginning of Year	803,772	787,017	769,469	793,073	819,516
Fund Balance, End of Year	\$ 787,017	\$ 769,469	\$ 793,073	\$ 819,516	\$ 867,033

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	97,912	143,529	104,273	95,312	144,028
Prior Year (2-yr Old Funds)	96,822	96,822	97,912	104,273	95,312
Prior Year (3-yr Old Funds)	109,831	109,831	96,822	97,912	104,273
Prior Year (4-yr Old Funds)	101,935	101,935	109,831	96,822	97,912
Prior Year (5-yr Old Funds)	133,464 ⁽¹⁾	133,464 ⁽¹⁾	101,935 ⁽¹⁾	109,831 ⁽¹⁾	96,822 ⁽¹⁾
Greater than Five Prior Fiscal Years	247,053 ⁽¹⁾	183,889 ⁽¹⁾	282,300 ⁽¹⁾	315,366 ⁽¹⁾	328,687 ⁽¹⁾
Total Revenues	\$ 787,017	\$ 769,469	\$ 793,073	\$ 819,516	\$ 867,033

(1) The Sunrise Douglas Program Admin Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for the ongoing administrative cost and therefor must be retained for future cost.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Traffic Mitigation

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	2,082,034	1,643,890	1,028,811	1,066,695	2,788,012
Interest	164,685	135,577	130,903	62,420	84,824
Other Revenues	1,151,109	-	15,000	15,000	7,700
Total Revenues	3,397,828	1,779,467	1,174,715	1,144,114	2,880,535
EXPENDITURES					
Expenditures	173,130	212,633	408,139	1,839,192	2,530,573
Transfer Out	1,765,730	3,055,968	1,086,341	12,500	-
Total Expenditures	1,938,860	3,268,601	1,494,480	1,851,692	2,530,573
REVENUES OVER (UNDER) EXPENDITURES	1,458,968	(1,489,133)	(319,765)	(707,578)	349,962
Fund Balance, Beginning of Year	19,281,005	20,739,973	19,250,840	18,931,074	18,223,497
Fund Balance, End of Year	\$ 20,739,973	\$ 19,250,840	\$ 18,931,074	\$ 18,223,497	\$ 18,573,459

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	3,397,828	1,779,467	1,174,715	1,144,114	2,880,535
Prior Year (2-yr Old Funds)	1,705,134	1,705,134	3,397,828	1,174,715	1,144,114
Prior Year (3-yr Old Funds)	1,843,019	1,843,019	1,705,134	3,397,828	1,174,715
Prior Year (4-yr Old Funds)	2,741,220	2,741,220	1,843,019	1,705,134	3,397,828
Prior Year (5-yr Old Funds)	5,785,133 ⁽¹⁾	5,785,133 ⁽¹⁾	2,741,220 ⁽¹⁾	1,843,019 ⁽¹⁾	1,705,134 ⁽¹⁾
Greater than Five Prior Fiscal Years	5,267,639 ⁽¹⁾	5,396,866 ⁽¹⁾	8,069,159 ⁽¹⁾	8,958,687 ⁽¹⁾	8,271,133 ⁽¹⁾
Total Revenues	\$ 20,739,973	\$ 19,250,840	\$ 18,931,074	\$ 18,223,497	\$ 18,573,459

(1) The Traffic Mitigation Fund reports funds being held beyond the five-years as described by AB1600. While projects are being completed on an annual basis, this fund is accumulation funds for the development and construction of a new interchange, a multi-million dollar project which is not expected to start construction in the next five year CIP funding cycle, therefore the funds must be retained until a funding level that allows construction to start has been reached.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Villages of Zinfandel (VOZ) - Roadway

Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	37,358	10,223	19,908	14,528	8,462
Interest	2,460	1,956	2,174	1,142	1,621
Other Revenues	-	-	3,085	-	-
Total Revenues	<u>39,818</u>	<u>12,179</u>	<u>25,168</u>	<u>15,670</u>	<u>10,082</u>
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	8,076	760	-	-	-
Total Expenditures	<u>8,076</u>	<u>760</u>	<u>-</u>	<u>-</u>	<u>-</u>
REVENUES OVER (UNDER) EXPENDITURES	31,742	11,419	25,168	15,670	10,082
Fund Balance, Beginning of Year	271,287	303,029	314,448	339,616	355,286
Fund Balance, End of Year	<u>\$ 303,029</u>	<u>\$ 314,448</u>	<u>\$ 339,616</u>	<u>\$ 355,286</u>	<u>\$ 365,368</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	39,818	12,179	25,168	15,670	10,082
Prior Year (2-yr Old Funds)	9,625	9,625	39,818	25,168	15,670
Prior Year (3-yr Old Funds)	7,815	7,815	9,625	39,818	25,168
Prior Year (4-yr Old Funds)	6,514	6,514	7,815	9,625	39,818
Prior Year (5-yr Old Funds)	29,186 ⁽¹⁾	29,186 ⁽¹⁾	6,514 ⁽¹⁾	7,815 ⁽¹⁾	9,625 ⁽¹⁾
Greater than Five Prior Fiscal Years	210,071 ⁽¹⁾	249,129 ⁽¹⁾	250,676 ⁽¹⁾	257,190 ⁽¹⁾	265,005 ⁽¹⁾
Total Revenues	<u>\$ 303,029</u>	<u>\$ 314,448</u>	<u>\$ 339,616</u>	<u>\$ 355,286</u>	<u>\$ 365,368</u>

(1) The Villages of Zinfandel Roadway Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for a future construction of offsite roadway mitigation facilities to service residents within the Villages of Zinfandel Public Facilities Financing Plan and therefore must be retained until enough fees have been collected to fund a construction project.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Villages of Zinfandel (VOZ) - Program Admin

Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	1,163	826	627	539	-
Interest	54	43	45	24	34
Other Revenues	-	-	-	-	-
Total Revenues	1,217	869	672	563	34
EXPENDITURES					
Expenditures	90	1,326	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	90	1,326	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	1,127	(457)	672	563	34
Fund Balance, Beginning of Year	5,666	6,793	6,336	7,008	7,571
Fund Balance, End of Year	<u>\$ 6,793</u>	<u>\$ 6,336</u>	<u>\$ 7,008</u>	<u>\$ 7,571</u>	<u>\$ 7,605</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	192	1,217	869	563	34
Prior Year (2-yr Old Funds)	646	192	192	869	563
Prior Year (3-yr Old Funds)	276	646	646	192	869
Prior Year (4-yr Old Funds)	1,279	276	276	646	192
Prior Year (5-yr Old Funds)	437 ⁽¹⁾	1,279 ⁽¹⁾	1,279 ⁽¹⁾	276 ⁽¹⁾	646 ⁽¹⁾
Greater than Five Prior Fiscal Years	2,836 ⁽¹⁾	3,183 ⁽¹⁾	3,074 ⁽¹⁾	5,025 ⁽¹⁾	5,301 ⁽¹⁾
Total Revenues	\$ 5,666	\$ 6,793	\$ 6,336	\$ 7,571	\$ 7,605

(1) The Villages of Zinfandel Admin Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for the ongoing administrative cost, including a complete review of the program, and therefore must be retained to cover future cost.

Result: Five Year Findings required in accordance with Government Code 66001 adopted in 2014 with Resolution 4-2014 ⁽¹⁾

Very Low Income Housing

**Statement of Revenues, Expenditures and Changes in Fund Balance
For Last Five Fiscal Years**

Description	2011-12	2012-13	Fiscal Year 2013-14	2014-15	2015-16
REVENUES					
Fees	104,688	24,694	42,156	27,972	12,585
Interest	1,413	207	-	100	8,551
Other Revenues	-	-	-	-	108,323
Total Revenues	<u>106,101</u>	<u>24,901</u>	<u>42,156</u>	<u>28,072</u>	<u>129,459</u>
EXPENDITURES					
Expenditures	35,308	219,428	581,332	962,183	244,059
Transfer Out	75,482	-	-	-	-
Total Expenditures	<u>110,790</u>	<u>219,428</u>	<u>581,332</u>	<u>962,183</u>	<u>244,059</u>
REVENUES OVER (UNDER) EXPENDITURES	(4,689)	(194,527)	(539,175)	(934,111)	(114,600)
Fund Balance, Beginning of Year	101,819	97,130	(97,397)	(636,572)	(1,570,683)
Fund Balance, End of Year	<u>\$ 97,130</u>	<u>\$ (97,397)</u>	<u>\$ (636,572)</u>	<u>\$ (1,570,683)</u>	<u>\$ (1,685,284)</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	2011-12	2012-13	2013-14	2014-15	2015-16
Current Year	97,130	-	-	-	-
Prior Year (2-yr Old Funds)	-	-	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	<u>\$ 97,130</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Result: Five Year Revenue Test met in accordance with Government Code 66001

City of Rancho Cordova

Development Impact Fee Report

Notes to the Annual Development Impact Fee Report

The Notes address two items required by California Government Code Section 66006(b). Notes 1-3 provides information on any interfund transfer or loans made from a development fee account or fund, including the public improvement on which the transferred or loaned fee will be expended. In the case of an interfund loan, the date on which the loan will be repaid and the rate of interest the account or fund will receive on the loan is also provided. Note 4 provides information on the amount of refunds made due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded.

NOTE #1 - 2005 SERIES A & B CERTIFICATES OF PARTICIPATION

On August 1, 2005, \$3,695,000 and \$3,010,000 in Certificated of Participate (COP's) were issued by the Rancho Cordova Finance Corporation (the "Corporation") to finance the acquisition and improvement of the new city operations facilities. Principal payments of \$75,000 to \$370,000 are due annually on September 1 through September 1, 2035. Interest rates range from 3.00% to 5.00%. Concurrently, the City entered into a facilities lease agreement with the Corporation for the use and occupancy of the facilities. The lease agreement requires the City to make rental payments to the Corporation equal to the Certificates of Participation's principal and interest payments.

The CFF - Community Facilities Fee is responsible for 62.5% of the principal and interest attributable to the 2005 COP - Series A. As of June 30, 2016, the CFF - Community Facilities Fee gross repayment obligation, including interest, totaled \$2,852,947. During FY 2015-16 the CFF - Community Facilities Fee made payments totaling \$145,237, including bank fees.

Future payments on these COP's are as follows:

Long Term Debt Obligation			
at June 30, 2016			
For the Year Ending June 30	2005 Series A		
	CFF - Community Facilities Obligation		
	Principal	Interest	Total
2017	62,500	82,030	144,530
2018	62,500	79,530	142,030
2019	65,625	76,927	142,552
2020	68,750	74,155	142,905
2021	71,875	71,210	143,085
2022-2026	409,375	305,335	714,710
2027-2031	512,500	202,500	715,000
2032-2036	634,375	73,758	708,133
Total Payments Due	1,887,500	965,447	2,852,947

City of Rancho Cordova

Development Impact Fee Report

NOTE #2 - 2007 SERIES A & B CERTIFICATES OF PARTICIPATION

On January 24, 2007, \$12,100,000 and \$8,300,000 in Certificated of Participate were issued by the Rancho Cordova Finance Corporation (the "Corporation") with interest rates ranging from 4.43% to 5.65%. The debt was issued to advance refund the 2005 Certificates of Participations, which were issued for City Hall Facility Acquisition, as tax-exempt and taxable Certificates to allow for leasing space to non-government users. Principal payments of \$65,000 to \$1,275,000 are due annually on August 1 through August 1, 2035. Concurrently, the City entered into a facilities lease agreement with the Corporation for the use and occupancy of the facilities. The lease agreement requires the City to make rental payments to the Corporation equal to the Certificates of Participation's principal and interest payments.

The CFF - Community Facilities Fee is responsible for 62.5% of the principal and interest attributable to these COP's. As of June 30, 2016, the CFF - Community Facilities Fee gross repayment obligation, including interest, totaled \$15,798,681. During FY 2015-16 the CFF - Community Facilities Fee made payments totaling \$834,539, including bank fees.

Future payments on these COP's are as follows:

Long Term Debt Obligation			
at June 30, 2016			
For the Year Ending June 30	2007 A & B CFF - Community Facilities Obligation		
	Principal	Interest	Total
2017	334,375	494,522	828,897
2018	356,250	475,630	831,880
2019	378,125	455,502	833,627
2020	396,875	434,138	831,013
2021	418,750	411,714	830,464
2022-2026	2,465,625	1,695,114	4,160,739
2027-2031	3,068,750	1,089,219	4,157,969
2032-2036	2,981,250	342,844	3,324,094
Total Payments Due	10,400,000	5,398,681	15,798,681

City of Rancho Cordova

Development Impact Fee Report

NOTE #3 - DEFERRED IMPACT FEES

In May 2008, the City enacted a Temporary Fee Deferral Program for certain development impact fees. This program allows residential and non-residential developers to defer eligible impact fees normally paid at the time of building permit issuance to the earlier of final inspection, issuance of temporary or final certificate of occupancy, or one-year from the date the fee deferral application was approved. Although originally set to expire after one year, through various Council actions, the program has been extended to June 30, 2019.

Developer impact fees deferred at June 30, 2016 are as follows:

DEVELOPMENT IMPACT FEE DEFERRALS			
at June 30, 2016			
Fee Program	Residential		Non-Residential
	Single Family	Multi-Family	All Types
Community Facility Fee - Library	-	-	-
Transportation Impact Fee	-	-	-
Villages of Zinfandel - Traffic Mitigation	-	-	-
Total Fees Deferred	\$ -	\$ -	\$ -

NOTE #4 - REFUNDS PAYABLE *As defined by California Government Code Section 66006 (b)*

When the City no longer needs the funds for the purposed collected, or if the City fails to make required findings or perform certain administrative tasks prescribed by AB1600, the City may be required to refund, on a prorated basis, to property owners of the properties upon which the fees for the improvement were imposed, the monies collected for that project and any interest earned on those funds.

At this time, all fees being collected pursuant to the Development Impact Fee Program(s) have been earmarked for current or future capital projects necessary to maintain the current levels of service within existing services area to serve new development.

Development Fee Project Identification - California Government Code Section

66006 and 66001 require the City to make certain findings and meet reporting requirements on the use of development fees.

The following table, on pages 30-32, illustrates several of the reporting requirements defined in the Legal Requirement section on pages 1-3.

- An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.
- An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement.
- Identify the purpose to which the fee is to be put.
- Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

Most of the current projects including all funding sources and approximate dates on funding can be found in the 2015/16 - 2019/20 Capital Improvement Program (CIP). Some projects identified as "Future" in the Project Phase column will not be identified in the CIP but will be found in the corresponding Development Fee Program instead.

Information regarding completed projects which received full or partial funding from development impact fees can be obtained by contacting the Finance Department.

City of Rancho Cordova

Development Fee Program Identification - Active & Future Projects

Project Number	Current Project(s)	Project Phase	Estimated Start Date	Completion Date	Estimated Project Cost	Budget to Date	Funding to Date	Attrib. to New Dev
Community Facility Fee - Community Facilities								
Administrative Duties associated with Community Facilities Fee Program (inc. updates)								
	Animal Control Vehicles	Admin	2004	Post 2019-20	n/a	753,765	753,765	100%
	City Hall Cost	Future	Post 2019-20	Post 2019-20	106,000	-	-	63%
	Community Center	Future	Post 2019-20	Post 2019-20	54,856,000	-	-	63%
	Corporation Yard	Future	Post 2019-20	Post 2019-20	46,834,000	-	-	63%
	Debt Service Payment(s) - COPS 2005 A	Future	Post 2019-20	Post 2019-20	26,291,000	-	1,026,842	63%
	Debt Service Payment(s) - COPS 2007 A&B	Debt Service	2005	2035	6,808,976	5,342,225	2,636,329	63%
	Hansen Computer System	Debt Service	2005	2035	37,259,947	25,803,240	10,005,961	63%
	Museum	Future	Post 2019-20	Post 2019-20	1,310,000	-	-	63%
	Parking Structure	Future	Post 2019-20	Post 2019-20	19,993,000	-	-	63%
	Police Facilities	Future	Post 2019-20	Post 2019-20	16,571,000	-	-	63%
	Police Vehicles & Equipment	Future	Post 2019-20	Post 2019-20	56,085,000	-	-	63%
		Future	Post 2019-20	Post 2019-20	4,172,000	-	-	63%
Total Community Facility Fee - Community Facilities						\$ 270,286,923	\$ 31,899,230	\$ 14,422,897
Community Facility Fee - Library								
	Administrative Duties	Admin	2004	Post 2019-20	n/a	22,851	22,851	100%
	Regional Library Facility	Future	Post 2019-20	Post 2019-20	43,858,000	-	-	79%
Total Community Facility Fee - Library						\$ 43,858,000	\$ 22,851	\$ 22,851
Sunrise Douglas - Fee Program Update								
	Sunrise Douglas Fee Program Updates	Admin	2004	Post 2019-20	n/a	118,166	118,166	100%
Sunrise Douglas - Interim Sewer								
	Chrysanthy Blvd Lift Station	Future	Post 2019-20	Post 2019-20	1,466,569	-	-	16%
	Chrysanthy Blvd Trunk Sewer	Future	Post 2019-20	Post 2019-20	1,506,556	-	-	28%
	Douglas Blvd Lift Station	Construction	2016	2017	1,188,000	115,000	575	100%
	Folsom South Canal Crossing: Sewer Costs	Future	Post 2019-20	Post 2019-20	1,545,991	-	-	19%
	Kiefer Lift Station	Reimb/Credit	2003	2006	1,431,280	1,431,280	1,428,040	100%
	Sewer Forcemain: Chrysanthy Blvd Lift Station to Mayhew Road Outfall	Future	Post 2019-20	Post 2019-20	5,802,192	-	-	17%
	Sewer Forcemain: Douglas Lift station to Chrysanthy Blvd	Reimb/Credit	2003	2007	660,607	660,607	-	100%
	Sewer Forcemain: Kiefer Blvd lift station to Chrysanthy Blvd	Reimb/Credit	2003	2006	1,766,886	1,766,886	1,216,468	100%
	Sewer Studies	Future	Post 2019-20	Post 2019-20	30,000	-	-	100%
Total Sunrise Douglas - Interim Sewer						\$ 15,398,081	\$ 3,973,773	\$ 2,645,083
Sunrise Douglas - Park								
	Administrative Duties associated with Sunrise Douglas Park Fee Program	Admin	2005	Post 2019-20	n/a	731,185	731,185	100%
	Anatolia Bike Trail	Reimb/Credit	2004	2007	1,300,542	930,146	555,222	100%
	Anatolia Park A - Community Park	Design	2015	2017	6,500,000	6,500,000	118,419	100%
	Developer Fee Credits	Reimb/Credit	2005	Post 2019-20	n/a	2,031,985	2,031,985	100%
	Sunridge Park	Preliminary	2004	2007	7,411,814	7,411,814	3,019,307	100%
Total Sunrise Douglas - Park						\$ 15,212,356	\$ 17,605,130	\$ 6,456,118
Sunrise Douglas - Suppl Offsite Water								
	Anatolia GTWP, Excelsior Raw Water Line, Vineyard Wells 1-3	Reimb/Credit	2003	2007	29,771,437	7,015,347	4,135,369	24%
	Folsom South Canal Crossing: Water Costs	Future	Post 2019-20	Post 2019-20	1,566,583	-	-	18%
	North Douglas Tank Site Land	Reimb/Credit	2003	2007	1,386,000	969,000	250,516	100%
	Vineyard Wells 4-7	Future	Post 2019-20	Post 2019-20	3,520,000	-	-	10%
Total Sunrise Douglas - Suppl Offsite Water						\$ 36,244,020	\$ 7,984,347	\$ 4,385,885

City of Rancho Cordova

Development Fee Program Identification - Active & Future Projects

Project Number	Current Project(s)	Project Phase	Estimated Start Date	Completion Date	Estimated Project Cost	Budget to Date	Funding to Date	Attrib. to New Dev
Sunrise Douglas - Roadway (Fund 2246)								
CP08-2063	Americanos Blvd, Douglas Rd to Chrysanthly Blvd	Preliminary	2008	Post 2019-20	2,969,000	2,969,000	317,765	100%
	Americanos Blvd Phase II, Chrysanthly Blvd to Kiefer Blvd	Future	Post 2019-20	Post 2019-20	3,276,000	-	-	100%
CP06-2022	Chrysanthly Blvd, Sunrise Blvd to Rancho Cordova Pkwy	Construction	2006	2017	3,690,000	3,334,000	1,485,321	90%
	Chrysanthly Blvd Phase II, Rancho Cordova Pkwy to Grant Line Rd	Future	Post 2019-20	Post 2019-20	10,091,000	-	-	100%
CP06-2024	Douglas Road Phase I, Rancho Cordova Pkwy to Borderlands Dr	Reimb/Credit	2006	2015	2,146,000	2,146,000	1,529,489	100%
CP13-2124	Douglas Road & Grantline Rd Traffic Signal	Preliminary	2013	2017	1,121,000	363,000	265,910	32%
CP07-2032	Douglas Road, Americans Blvd to Grant Line Rd	Preliminary	2007	Post 2019-20	6,488,000	4,596,000	2,562	71%
CP10-2083	Douglas Road, Rancho Cordova Pkwy to Americans Blvd	Preliminary	2010	2017	2,600,000	2,600,000	629	100%
CP09-2074	Kiefer Blvd Phase II, Sunrise Blvd to Grant Line Rd	Preliminary	2009	Post 2019-20	8,931,000	10,000	78	0%
CP07-2036	Kiefer Blvd, Sunrise Blvd to Jaeger Road	Reimb/Credit	2007	Post 2019-20	7,510,626	3,999,964	3,999,964	86%
PM14-7146	PW Project Impact Fee Tracking	Planning	2014	Post 2019-20	377,591	2,006	2,006	1%
CP07-2035	Rancho Cordova Parkway, Douglas Rd to Kiefer Blvd	Reimb/Credit	2007	Post 2019-20	7,380,000	6,809,000	945	92%
CP06-2048	Right of Way (ROW) Program/Contingency	Ongoing	2006	Post 2019-20	1,875,000	314,000	-	17%
CP11-2100	Sunrise Blvd Widening and Intersection Improvements, Keifer Blvd to State Rte. 16	Preliminary	2011	2017	12,000,000	1,231,000	47,007	10%
CP06-2028	Sunrise Blvd, Douglas Rd to Kiefer Blvd	Reimb/Credit	2006	Post 2019-20	16,334,786	15,887,765	15,887,765	92%
PM16-7199	FY 15-16 Project Development	Planning	2015	2016	166,000	40,000	6,304	24%
PM16-7202	FY 15-16 Transportation Master Plan Development	Planning	2015	2016	150,000	30,000	14,213	20%
PM16-7213	PW Project Impact Fee Tracking	Planning	2015	2016	1,472,802	200,000	1,272	14%
Total Sunrise Douglas - Roadway						\$ 83,821,003	\$ 41,292,735	\$ 23,561,231
Sunrise Douglas - Transit								
CP15-2164	Acquisition of 20 transit shuttles	Future	2004	Post 2019-20	1,100,000	1,100,000	-	100%
	Anatolia Transit Signs	Construction	2015	2016	50,000	50,000	43,134	100%
Total Sunrise Douglas - Transit						\$ 1,150,000	\$ 1,150,000	\$ 43,134
Sunrise Douglas - Admin								
	Administrative Duties associated with the Sunrise Douglas Fee Program	Admin	2004	Post 2019-20	n/a	1,225,049	1,225,049	100%
Traffic Mitigation - Impact Fee (Fund 2250)								
CP13-2122	Americanos Blvd Phase III, International Dr to Douglas Rd	Future	Post 2019-20	Post 2019-20	8,849,000	-	-	100%
	Aramon Dr/Studarus Dr & Coloma Rd Traffic Signal	Construction	2014	2015	572,000	40,000	39,182	7%
	Centennial Drive, International Drive to Grant Line Road	Future	Post 2019-20	Post 2019-20	9,904,000	-	-	100%
CP07-2032	Douglas Road, Americans Blvd to Grant Line Rd	Preliminary	2007	Post 2019-20	6,488,000	1,854,000	-	29%
CP13-2111	Douglas Road - Sunrise to West City Boundary	Preliminary	2013	Post 2019-20	13,012,000	62,000	75,614	0%
CP13-2124	Douglas Road and Grant Line Road Traffic Signal	Preliminary	2013	2017	1,121,000	55,000	69,160	5%
CP11-2093	Easton Valley Parkway (6th Ave), Sunrise Blvd to City Limits	Future	2015	Post 2019-20	9,758,000	9,758,000	-	100%
CP09-2069	International Drive, Sunrise Blvd to Rancho Cordova Pkwy Loop	Preliminary	2009	Post 2019-20	45,000,000	45,000,000	-	100%
CP14-2141	International Drive & Femoyer Rd Traffic Signal	Construction	2014	2015	650,000	232,000	181,423	36%
CP09-2074	Kiefer Blvd Phase II, Sunrise Blvd to Grant Line Rd	Preliminary	2009	Post 2019-20	8,931,000	8,921,000	-	100%
CP07-2036	Kiefer Blvd, Sunrise Blvd to Jaeger Road	Reimb/Credit	2007	Post 2019-20	7,510,626	2,490,760	2,490,760	86%
CP10-2084	Mather Field Rd - Pedestrian, ADA & Safety Improvements	Construction	2010	2016	2,796,000	109,000	86,139	4%
C 2161	Pedestrian Promenade Construction	Preliminary	2015	2020	8,500,000	850,000	12,974	10%
C -2035	Rancho Cordova Parkway, Douglas Rd to Kiefer Blvd	Reimb/Credit	2007	Post 2019-20	7,380,000	571,000	-	8%
C -2003	Rancho Cordova Parkway Interchange	Preliminary	2005	Post 2019-20	100,000,000	7,582,000	4,256,543	8%
C -2050	Rancho Cordova Parkway South, Kiefer Blvd to Grant Line Rd	Future	Post 2019-20	Post 2019-20	3,709,000	-	-	100%
C -2048	Rancho Cordova Parkway, Douglas Rd to White Rock Rd	Preliminary	2006	Post 2019-20	17,035,000	2,003,000	1,280	100%
C -2070	Right of Way (ROW) Program/Contingency	Ongoing	2006	Post 2019-20	1,875,000	963,000	-	51%
C 2123	Rio Del Oro Parkway, Sunrise Blvd to White Rock Rd	Future	Post 2019-20	Post 2019-20	11,462,000	-	-	100%
C 2160	Signal Interconnect on Coloma Road	Construction	2014	2015	981,000	45,000	38,892	5%
	Sunrise Blvd and Justinia Dr Signal Project	Preliminary	2015	2017	500,000	34,000	-	7%

City of Rancho Cordova

Development Fee Program Identification - Active & Future Projects

Project Number		Current Project(s)	Project Phase	Estimated Start Date	Completion Date	Estimated Project Cost	Development Impact Fees		
							Budget to Date	Funding to Date	Attrib. to New Dev
Traffic Mitigation - Impact Fee - Continued									
CP11-2100	Sunrise Blvd Widening and Intersection Improv, Keifer Blvd to State Rte. 16		Preliminary	2011	2017	12,000,000	47,000	42,175	1%
CP13-2116	Traffic Management Center		Preliminary	2014	2017	4,152,000	142,000	107,635	3%
	Villagio, Douglas Rd to White Rock Rd		Future	Post 2019-20	Post 2019-20	2,496,000	-	-	100%
CP15-2146	White Rock Road and Gold Valley Dr Signal and Intersection Improvements		Preliminary	2014	2016	375,000	375,000	41,848	100%
CP07-2055	White Rock Road Improvements Phase I, Sunrise to Rancho Cordova Pkwy		Construction	2007	2015	10,215,000	4,284,000	1,613,330	42%
CP14-2132	Zinfandel Complex Phase I Feasibility Study		Preliminary	2014	2018	5,481,000	221,000	125,053	4%
PM16-7196	PW General Engineering-Consultants		Planning	2015	2016	213,000	213,000	200,862	100%
PM16-7199	FY 15-16 Project Development		Planning	2015	2016	166,000	40,000	10,005	24%
PM16-7202	FY 15-16 Transportation Master Plan Development		Planning	2015	2016	150,000	80,000	75,993	53%
PM16-7213	PW Project Impact Fee Tracking		Planning	2015	2016	1,892,696	451,696	70,516	24%
PM16-7248	Short Range Transit Improvement Plan		Planning	2015	2016	75,000	19,698	3,338	26%
PM16-7249	Circulation Plan Update		Planning	2015	2016	98,100	78,000	42,915	80%
Total Traffic Mitigation - Impact Fee						\$ 300,752,626	\$ 85,638,760	\$ 9,585,637	
Traffic Mitigation - Admin									
Administrative Duties associated with Traffic Mitigation Fee Program (inc. updates)									
CP09-2067	Villages of Zinfandel Traffic Signals		Admin	2004	Post 2019-20	n/a	715,550	715,550	100%
PM14-7146	PW Project Imact Fee Tracking		Future	2009	2019	1,766,000	16,000	2,244	1%
PM16-7213	PW Project Impact Fee Tracking		Planning	2014	2016	377,591	146,223	2,163	39%
PM16-7248	Short Range Transit Improvement Plan		Planning	2015	2016	1,892,696	192,000	75,873	10%
Total Traffic Mitigation - Admin						\$ 1,766,000	\$ 731,550	\$ 808,716	44%
Villages of Zinfandel - Roadway									
CP06-2048	Right of Way (ROW) Program/Contingency		Ongoing	2006	Post 2019-20	1,875,000	170,000	-	9%
Total Villages of Zinfandel - Roadway						\$ 1,875,000	\$ 170,000	\$ -	
Villages of Zinfandel - Program Admin									
Admin. Duties associated with the (VOZ) Fee Program (including updates)									
			Admin	2005	Post 2019-20	n/a	7,197	7,197	100%
Housing Trust Development Impact Fee									
Administrative Duties associated with Housing Program									
AD10-3006	Mather Veteran's Village, Phase 1		Admin	2007	Post 2019-20	n/a	163,502	163,502	100%
CP14-2150	Mather Veteran's Village, Phase 2		Construction	2010	2016	22,033,675	1,270,863	1,265,588	6%
CP16-2177	Mather Veteran's Village, Phase 3		Construction	2014	2018	9,435,000	396,093	244,205	4%
CP10-2094	Senior's Horizons at New Rancho		Preliminary	2016	2018	19,499,659	55,000	34,420	0%
			Preliminary	2010	2018	16,617,365	2,146,180	1,168,513	13%
Total Housing Trust Development Impact Fee						\$ 67,585,699	\$ 4,031,638	\$ 2,876,229	

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: June Cowles, Senior Planner

SUBJECT: **INTERIM MANAGEMENT PLAN FOR WHITE ROCK / RIO DEL ORO, CA MINE ID NO. 91-34-0048, OPERATED BY GRANITE CONSTRUCTION COMPANY.**



PROPERTY OWNER: Aerojet General Corp. 620 Coolidge Drive, Suite 100 Folsom, CA 95630	APPLICANT/DEVELOPER: Granite Construction Company P.O. Box 15287 Sacramento, CA 95851
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PROJECT: FILE: LOCATION: APN: PLANNER:	Interim Management Plan for White Rock / Rio Del Oro, CA Mine ID No. 91-34-0048, operated by Granite Construction Company RC 06-224 North and South of White Rock Road, east of Sunrise Blvd. 072-0370-070 and 071, 072-0230-071, 072-0231-070 and 073 June Cowles, Senior Planner
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RECOMMENDATION:

- Adopt Resolution No. 139-2016, Approving the Interim Management Plan for White Rock / Rio Del Oro, CA Mine ID No. 91-34-0048.

RESULT OF RECOMMENDED ACTION:

Notify the State Department of Conservation of the approval of the Interim Management Plan.

BACKGROUND:

The status of the White Rock / Rio Del Oro mine operated by Granite Construction Company officially became “idle,” as defined by California’s Surface Mining and Reclamation Act (“SMARA”) (Public Resources Code section 2721.1) and Rancho Cordova Municipal Code (“City Code”) section 20.04.110, on June 1, 2016, owing primarily to a decrease in market demand for the materials produced at the site.

The City Code definition of “idle” parallels the definition in SMARA, and provides as follows:

“ ‘Idle’ means surface mining operations curtailed for a period of one year or more by more than 90 percent of the operation’s previous maximum annual mineral production, with the intent to resume those surface mining operations at a future date.”

Granite intends to resume active operations at the site as soon as market conditions will allow it. As such, Granite filed an Interim Management Plan with the City of Rancho Cordova on August 17, 2016, as required by SMARA and City Code.

ANALYSIS:

RCMC Section 20.04.020: Interim Management Plan Administrative Procedure

Administrative procedures for the processing of an interim management plan ("IMP") are outlined in the SMARA statutes at Public Resources Code section 2770(h) and in City Code 20.04.110. The operator is required to submit an IMP to the City for approval within 90 days of its surface mining operation becoming idle. By statute, review and approval of an IMP is considered an amendment to an approved reclamation plan, but not a project for purposes of environmental review or CEQA. The key purpose for an IMP is to provide measures that the operator will implement to maintain the site in a safe and stable condition pursuant to SMARA and its permit conditions. Another important tenant of an IMP is that the operator's financial assurances (i.e., mechanism posted to ensure implementation of reclamation in accordance with the approved plan) is maintained as though the operation were still active.

The City is required to submit the IMP to the State Department of Conservation for review at least 30 days prior to approval by the City, RCMC Section 20.04.110(C). City staff complied with this requirement on November 4, 2016, Please see **Attachment 2**. In addition, the City is required to approve or deny approval of an IMP consistent within 60 days of receipt, unless a longer period is mutually agreed by the lead agency and operator, RCMC Title 23.Cordova Municipal Code section 20.04.110(D). If, prior to taking action on the IMP, the City feels the plan does not meet the requirements of SMARA, then the City shall notify the operator in writing of any deficiencies in the plan and the operator shall generally have 30 days to submit a revised plan for review and approval. Once a plan is approved, there is no formal process necessary to return from idle to active status. The operator would simply notify the City and report the site as active in its subsequent mine operator annual report (filed with the State and City).

The City has reviewed the IMP submitted by Granite, has determined that it meets requirements of SMARA and City Code, and recommends approval by the City Council.

RECOMMENDED MOTION:

Staff recommends that the City Council adopt Resolution 139-2016 approving the Interim Management Plan for White Rock / Rio Del Oro, CA Mine ID No. 91-34-0048, operated by Granite Construction Company.

ATTACHMENTS

1. Resolution No. 139-2016, Approving the Interim Management Plan (**Exhibit A**).
2. Staff letter to Office of Mine Reclamation dated November 4, 2016.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 139-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING AN INTERIM MANAGEMENT PLAN FOR WHITE ROCK/RIO DEL ORO, CA
MINE ID NO. 91-34-0048, OPERATED BY GRANITE CONSTRUCTION COMPANY**

WHEREAS, Granite Construction (hereinafter referred to as Applicant) filed an Interim Management Plan (IMP) for review from the City of Rancho Cordova (hereinafter referred to as City) to approve, according to the attached exhibits, and

WHEREAS, as stated in Rancho Cordova Municipal Code (RCMC) Section 20.04.110 by statute, the review and approval of an IMP is considered an amendment to an approved reclamation plan, but not a project for purposes of environmental review or California Environmental Quality Act (CEQA) and;

WHEREAS, the submitted IMP does meet the Surface Mining and Reclamation Act (SMARA) requirements and;

WHEREAS, the City Council is the appropriate authority to take action on the Interim Management Plan; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
HEREBY RESOLVES AS FOLLOWS:**

1. Approve the Interim Management Plan accompanying diagrams (**Exhibit A**) as attached, and based on the following findings:

A. SMARA requirements

Finding: The IMP must meet the SMARA requirements;

Evidence: The IMP meets the SMARA requirements in that the project includes an approved Reclamation Plan and is annually inspected by the City and will continue to be inspected on an annual basis throughout the "idle" period. In addition, the operator's financial assurances will be maintained throughout the "idle" period.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTACHMENT 1**ATTEST:**

Mindy Cuppy, MMC, City Clerk

White Rock/ Rio Del Oro Interim Management Plan

The Surface Mining and Reclamation Act of 1975, Public Resources Code Section 2710 *et seq.* (SMARA) requires mining operations to submit an Interim Management Plan when an operation becomes idle. The following Interim Management Plan is prepared in accordance with Section 2770 (h) of the Public Resources Code. The mining status of the White Rock site became "idle" on June 1, 2016, as defined in PRC Section 2721.1, due to a decrease in demand for construction materials in the greater Sacramento area; however, surface mining activities are anticipated to occur in the future. Granite Construction Company is pursuing an extension of CUP RC-06-224 which expires in 2017. Upon an increase in demand for aggregates in the area and subsequent increase in production/sales at the White Rock site, Granite Construction Company will notify the City of Ranch Cordova of the change in mine status from idle to active.

The surface mining activities at the site that will continue while the mine site is "idle" include the mining of sand and gravel, production and sale of aggregate and construction materials, and stockpile management. The locations of the stockpiles, as well the location of other important site features (e.g., existing structures, main haul routes, etc.), are show on the attached site map.

Final reclamation will commence once mining at the site have ceased indefinitely.

Granite requests approval of this IMP through October 1, 2021, based on the anticipated approval of the IMP in October 2016. Per SB143, the Lead Agency may renew the IMP for two (2) additional five-year periods.

Site Information

Site Name: White Rock/Rio Del Oro

CA Mine ID Number: 91-34-0048

Lead Agency: City of Rancho Cordova

Site Location/Description: The White Rock site is located North and South of White Rock Road, east of Sunrise Blvd. Operations at White Rock include sand and gravel mining, stockpile management and reclamation on approximately 1,300 acres of land (see attached map).

Owner/Operator Information

Operator Name: Granite Construction Company

Operator Telephone Number: (916) 855-4400; **Operator Fax Number:** (916) 855-4590

Contact Person: Ted Nicholas

Mailing Address: 4001 Bradshaw Road, Sacramento, CA 95827

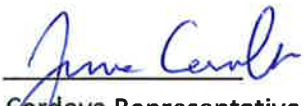
Interim Management Plan

1. Financial Assurances, currently in the amount of \$953,630, will remain in effect for the duration of the IMP. Financial Assurances will be increased or decreased as required based on the annual Financial Assurance Cost Estimate (FACE).
2. Revegetation via natural recruitment will be ongoing.
3. All perimeter fences, gates, and landscaping will be maintained and inspected regularly. All gates will remain locked when the site is unoccupied and a "No Trespassing" sign will be maintained at the entrance.
4. Protective BMP's and the general site area are inspected quarterly as required by the CUP (See attached Quarterly Routine BMP Inspection Form). Maintenance and repairs will be conducted on an as needed basis. Erosion and sediment control issues are not anticipated to occur while the site is idle. A Storm Water Pollution Prevention Plan has been developed for the site and will be implemented on an on-going basis.

Signature:


GCCO Representative

Signature:


City of Rancho Cordova Representative

Date:

8/17/16

Date:

10/21/2016

Quarterly Routine BMP Inspection Form

Areas Inspected	Applicable (Yes/No)	Notes
Aggregate Stockpiles		
Aggregate processing		
Returned Rubble		
Aggregate Mining		
Truck & Equip Wash		
Equipment Painting Areas		
Sand Blasting		
Vehicle/Equipment Maintenance Shop		
Air Compressors		
Battery Storage		
Used Brake Pads		
Lubricant Storage		
AST fuel and fueling		
Haz Material Storage		
Haz Waste Storage		
Garbage Dumpsters		
Paved Parking & Outside Storage		
Unpaved parking & outside storage		
Boneyard/surplus equipment storage		
Storm water Collection		
Offsite trackout		
Offsite cleanout of trucks		

To be filled out by person responsible for SWPPP implementation.

Have identified corrective actions been implemented to correct deficiencies noted during inspection?

Yes ☐ No ☐

Date corrective Action completed: _____

Signature: _____

Date: _____

Rio Del Oro

Mining & Reclamation

6/3/2016

GRANTE

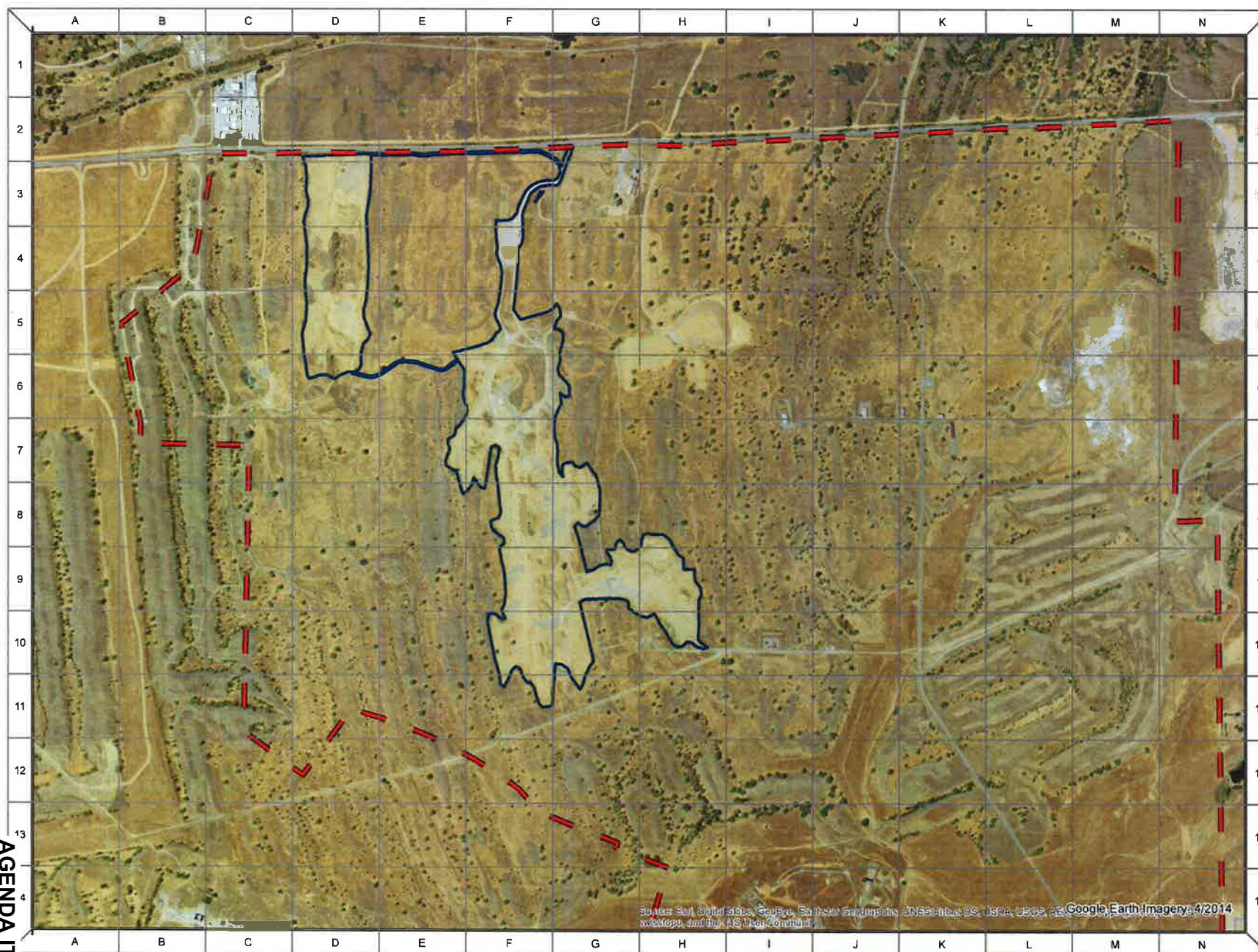
 Total Area Disturbed
 Property Boundary

Total Area Disturbed: 130 ac
Total Area Reclaimed: 0 ac
Total Area Subject to RP: 1,300 ac

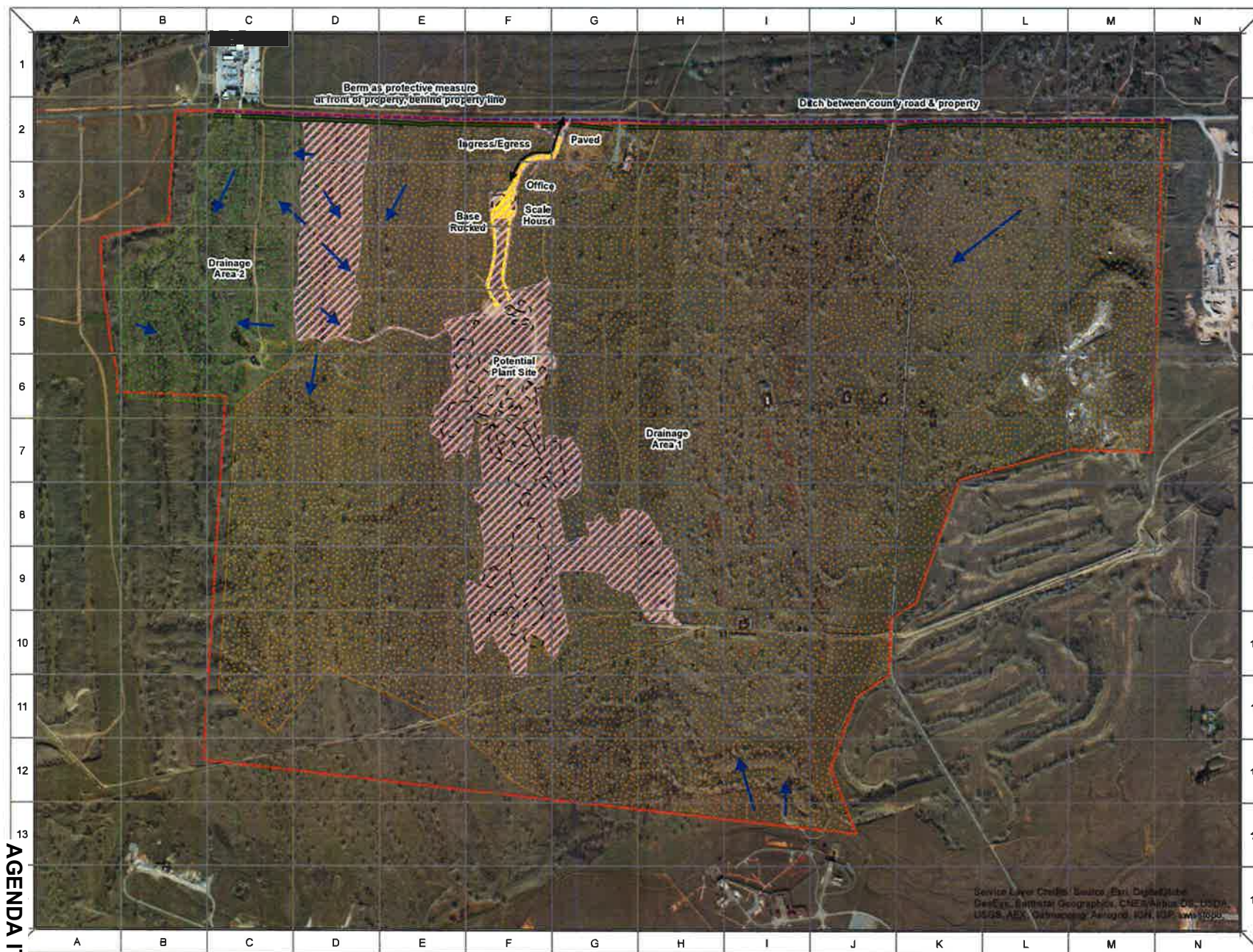


0 1,500 Feet

Danielle Owens - Sr. GIS Analyst
D:_Environmental\NoCal_Enviro_Mining_Recl\12.7.mxd

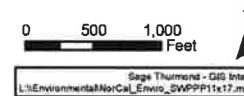


RDO
SWPPP
6/30/2015
GRANITE



- General Water Flow
- Ingress/Egress
- Protective Measures
- Berm
- Stockpile
- Areas of Soil Erosion
- Structure
- Mine Boundary
- Paved Area
- Base Rock
- Drainage Area 1
- Drainage Area 2

*This site is an active surface mine that uses portable mining equipment.
 *The equipment, stockpiles, dust control measures, garbage cans, fueling areas, etc. will be moved around the site as mining progresses and the plant equipment is moved.
 *The stockpile locations have the potential to generate dust or particulates.



November 4, 2016

Beth Hendrickson
Reclamation Unit Manager
Office of Mine Reclamation
801 K Street MS 09-06

**RE: GRANITE CONSTRUCTION COMPANY WHITE ROCK/RIO DEL ORO SITE, CA MINE ID #91-34-0048,
INTERIM MANAGEMENT PLAN**

Dear Ms. Hendrickson:

Granite Construction Company is requesting an approval of an Interim Management Plan (IMP) in accordance with Public Resources Code Section 2710 *et seq.* (SMARA) for the White Rock/Rio Del Oro site. The attached IMP is prepared in accordance with Section 2770(h) of the Public Resources Code. The mining status of the White Rock site became "idle" on June 1, 2016, as defined in PRC Section 2721.1 due to the decrease in demand for construction material. Granite Construction Company requests approval of this IMP through October 2021, based on anticipated approval of the IMP in October 2016.

The annual site inspection was recently completed for 2016. The IMP documents are included for OMR's reference and evaluation of the White Rock/Rio Del Oro mine.

The City of Rancho Cordova has reviewed the White Rock/Rio Del Oro IMP and find that the IMP is in compliance with the City Ordinance and has placed the IMP request on the consent agenda for December 5, 2016. The IMP documents were sent electronically to Ian MacLeod on October 21, 2016. However, I understand that I needed to send a formal cover letter.

Should you have any further questions, please do not hesitate to contact me at 916-851-8756 or e-mail at jcowles@cityofranchocordova.org Thank you.

Sincerely,



June Cowles AICP, Senior Planner
City of Rancho Cordova

Attachment: IMP documents

City of Rancho Cordova
2729 Prospect Park Drive, Rancho Cordova, CA 95670
(916) 851-8700



State of California • Natural Resources Agency
Department of Conservation
Office of Mine Reclamation
801 K Street • MS 09-06
Sacramento, CA 95814
(916) 323-9198 • FAX (916) 445-6066

ATTACHMENT 2

Edmund G. Brown Jr., Governor
Pat Perez, Assistant Director

November 29, 2016

VIA EMAIL: jcowles@cityofranhocordova.org
ORIGINAL SENT BY MAIL

June Cowles, Senior Planner
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Ms. Cowles:

WHITE ROCK/RIO DEL ORO MINE
INTERIM MANAGEMENT PLAN
CALIFORNIA MINE ID #91-34-0048

The Department of Conservation's Office of Mine Reclamation (OMR) has reviewed the Interim Management Plan (IMP) submittal, dated November 4, 2016, for the White Rock/Rio Del Oro mine. The mine is located within the city of Rancho Cordova, south of White Rock Road and east of Sunrise Boulevard. The operator, Granite Construction Company, indicated that the mine became idle on June 1, 2016.

OMR has determined that the IMP submittal meets the minimum requirements of the Surface Mining and Reclamation Act (SMARA). If you have any questions regarding the contents of this letter, please contact Beth Hendrickson at (916) 445-6175.

Sincerely,

Beth Hendrickson, Manager
Environmental Services Unit

Paul Fry, Manager
Engineering Geology Unit

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Mindy Cuppy, City Clerk

SUBJECT: 2017 CITY COUNCIL MEETING SCHEDULE.



RECOMMENDATION

Adopt Resolution No. 143-2016.

RESULT OF RECOMMENDED ACTION

Confirm the 2017 Rancho Cordova City Council meeting schedule.

BACKGROUND

To ensure maximum attendance of council members and the community in our legislative process we set our meeting schedule well in advance. We also constantly monitor local, state, and national events, including the League of California Cities, the National League of Cities, the Cordova Community Council, Rancho Cordova Chamber of Commerce, and various other events and conferences that the council and the community may be participating in so that we avoid conflicts.

In December, as part of its annual business planning for the upcoming year, the City Council reviews the next year's calendar and determines its meeting schedule for the following year. Attached to Resolution No. 143-2016 is the proposed City Council Meeting dates for 2017.

The attached calendar is created in Outlook and automatically is added to personal calendars of all City Council Member and staff who have requested it. The City Clerk's department constantly monitors the calendar for accuracy and makes instant updates to the master calendar which then updates City Council and Staff Outlook calendars.

This calendar is constantly updated and the current calendar can be found in Outlook:

- ▶ Folder List (Ctrl + 6)
 - ▶ Public Folders
 - ▶ All Public Folders
 - ▶ City Hall Events

ATTACHMENTS

1. Resolution No. 143-2016 including Exhibit A: Proposed 2017 City Council Meeting Schedule.
2. 2017 Outlook City Hall Events Calendar.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 143-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
CONFIRMING THE 2017 CITY COUNCIL MEETING SCHEDULE**

WHEREAS, Government Code Section 54954 provides that the legislative body of a local agency may establish the time and place for regular meetings by resolution; and

WHEREAS, Resolution No. 18-2010 set the time and place for Regular meetings as 5:30 PM on the first and third Monday of the month, provided that if a regular meeting date is an official holiday, the meeting will be held on the following day; and

WHEREAS, In order to ensure maximum attendance of council members and the community in our legislative process we set our meeting schedule in December for the following year.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA sets its 2017 City Council meeting schedule as outlined in the attached **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

Proposed 2017 Rancho Cordova City Council Meeting Schedule

JANUARY 2017	
Monday, January 2	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, January 10	5:30 PM Special Meeting/Work Session
Tuesday, January 17	5:30 PM Regular Meeting (Tuesday due to Holiday)
Tuesday, January 31	12-5:00 PM Special Meeting/Work Session (Budget)
FEBRUARY 2017	
Monday, February 6	3:00-5:00 PM Special Meeting/Ethics Training 5:30 PM Regular Meeting
Tuesday, February 21	5:30 PM Regular Meeting (Tuesday due to Holiday)
Tuesday, February 28	5:30 PM Special Meeting/Work Session (Budget)
MARCH 2017	
Monday, March 6	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, March 20	5:30 PM Regular Meeting
Tuesday, March 28	5:30 PM Special Meeting/Work Session
APRIL 2017	
Monday, April 3	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Wednesday, April 5	8:15 AM – 12:00 PM Special Meeting Development Bus Tour
Monday, April 17	5:30 PM Regular Meeting
Tuesday, April 25	5:30 PM Special Meeting/Work Session
MAY 2017	
Monday, May 1	CANCEL – CAP-TO-CAP CONFLICT
Tuesday, May 9	5:30 PM Special Meeting/Work Session
Monday, May 15	5:30 PM Regular Meeting
Tuesday, May 23	5:30 PM Special Meeting/Work Session (Budget)
JUNE 2017	
Monday, June 5	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, June 19	5:30 PM Regular Meeting David not available
Tuesday, June 27	5:30 PM Special Meeting/Work Session
JULY 2017	
Monday, July 3	CANCEL REGULAR MEETING
Monday, July 17	CANCEL REGULAR MEETING
Tuesday, July 25	5:30 PM Special Meeting/Work Session – ONLY IF NEEDED

EXHIBIT A

AUGUST 2017	
Monday, August 7	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, August 21	5:30 PM Regular Meeting
Tuesday, August 29	5:30 PM Special Meeting/Work Session
SEPTEMBER 2017	
Tuesday, September 5	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting (Tuesday due to Holiday)
Monday, September 18	5:30 PM Regular Meeting
Tuesday, September 26	5:30 PM Special Meeting/Work Session
OCTOBER 2017	
Monday, October 2	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, October 10	5:30 PM Special Meeting/Closed Session for City Manager Evaluation
Monday, October 16	5:30 PM Regular Meeting
NOVEMBER 2017	
Monday, November 6	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, November 20	5:30 PM Regular Meeting
Tuesday, November 28	5:30 PM Special Meeting/Work Session
DECEMBER 2017	
Monday, December 4	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, December 12	5:30 PM Special Meeting/Work Session
Monday, December 18	5:30 PM Regular Meeting

January 2017

January 2017							February 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7				1	2	3	4
8	9	10	11	12	13	14	5	6	7	8	9	10	11
15	16	17	18	19	20	21	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25
29	30	31					26	27	28				

Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Jan 1, 17		2		3		4		5		6		7	
New Year's Day		City Council Special Meeting (4:00) and Board Meeting (5:00)						6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Pay Day			
8		9		10		11		12		13		14	
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		City Council Work Session (5:30)		9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)		Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)			
15		16		17		18		19		20		21	
		Martin Luther King Jr. Day - Holiday (City Council Meeting)		US Conference of Mayors 85th Winter Meeting (Washington, DC) City Council Regular Meeting (5:30) 10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		LCC New Mayors & Council Members Academy (Sacramento) 6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)		Pay Day 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)			
22		23		24		25		26		27		28	
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)				9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (Co Library Authority Governing Board (TBD) 6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Timesheets Due 8:00am 10:00am Chamber of Commerce Economic Forecast (Tiem and Location TBD - Typically AM) 5:00pm 7:00pm Sac Metro Chamber 122nd Annual Dinner and Business Awards (Location and Time TBD)			
29		30		31		Feb 1		2		3		4	
				City Council Work Session (12-5:00) 12:00pm 5:00pm Budget Work Session									

- City Council Regular Meeting
- City Council Special Meeting (Study Session) and Regular Meeting
- City Council Special Meeting (Work Session)
- Holiday
- Information Item/Conference

February 2017

February 2017							March 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4				1	2	3	4
5	6	7	8	9	10	11	5	6	7	8	9	10	11
12	13	14	15	16	17	18	12	13	14	15	16	17	18
19	20	21	22	23	24	25	19	20	21	22	23	24	25
26	27	28					26	27	28	29	30	31	

Jan 29 - Feb 4	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Jan 29	30	31	Feb 1	2	3	4
					Groundhog Day 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day	MLK Celebration Today (Sacramento Sta
	5	6	7	8	9	10	11
Feb 5 - 11		City Council Special Meeting (4:00) and B	CA Society of Municipal Finance Officers (CSMFO) (Sacramento, CA)				
				9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	
	12	13	14	15	16	17	18
Feb 12 - 18	Lincoln's Birthday	5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	Valentine's Day	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting (1415 L Street, Suite 30 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
	19	20	21	22	23	24	25
Feb 19 - 25		President's Day Holiday (City Hall Closed	City Council Regular Meeting (5:30) 10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (Co 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambe 6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Timesheets Due	
	26	27	28	Mar 1	2	3	4
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Work Session (5:30) Mardi Gras 5:30pm 6:00pm TOPIC: BUDGET				

Jan 29 - Feb 4

Feb 5 - 11

Feb 12 - 18

Feb 19 - 25

AGENDA ITEM 12.8

March 2017

March 2017							April 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29
							30						

Feb 26 - Mar 4	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Feb 26	27	28	Mar 1	2	3	4
					2:30pm 3:30pm Sacramento Metropolitan Cable Television Commission (Sacramento County Board of Supervisors' Chambers, 700 H Street, Suite 1450, Sacramento) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day	
Mar 5 - 11	5	6	7	8	9	10	11
		City Council Special Meeting (4:00) and Board of Supervisors' Meeting (5:00)		9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers) 5:30pm 6:30pm Cordova Community Council Volunteer Awards (Time TBD)	NLC Congressional City Conference (Washington, DC)
Mar 12 - 18	12	13	14	15	16	17	18
	NLC Congressional City Conference (Washington, DC)				8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting 5:00pm 7:00pm RC Chamber of Commerce Installation Gala "Aloha Ra" 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day St Patrick's Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
Mar 19 - 25	19	20	21	22	23	24	25
	CALBO ABM Conference (Newport Beach)					Timesheets Due	
		City Council Regular Meeting (5:30)	10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Air Quality Management Board Meeting 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (Cordova) 6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)		
	26	27	28	29	30	31	Apr 1
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Work Session (5:30)			Pay Day	

Feb 26 - Mar 4

Mar 5 - 11

Mar 12 - 18

Mar 19 - 25

AGENDA ITEM 12.8

April 2017

April 2017							May 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1		1	2	3	4	5	6
2	3	4	5	6	7	8	7	8	9	10	11	12	13
9	10	11	12	13	14	15	14	15	16	17	18	19	20
16	17	18	19	20	21	22	21	22	23	24	25	26	27
23	24	25	26	27	28	29	28	29	30	31			
30													

Sunday							Monday							Tuesday							Wednesday							Thursday							Friday							Saturday						
Mar 26							27							28							29							30							31							Apr 1						
																																										April Fools Day						
2							3							4							5							6							7							8						
							City Council Special Meeting (4:00) and Board Meeting (5:30)														City Council Special Meeting 8:00am 12:00pm City Council Special Meeting - Development Bus Tour							6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Timesheets Due													
9							10							11							12							13							14							15						
							5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)														9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)							Good Friday Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)													
16							17							18							19							20							21							22						
Easter							City Council Regular Meeting (5:30)														Alliance for Innovation TLG Conference (Tulsa, OK) 10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)							8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive,							Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)							Earth Day						
23							24							25							26							27							28							29						
							5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							City Council Work Session (5:30)														CAI Municipal Treasurers Association (CMTA) (Newport Beach, CA) Administrative Professionals Day 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							Pay Day							Metro Chamber Cap-to-Cap (Washington, D.C.) Kids Day in the Park (Hagan Park)						
30							May 1							2							3							4							5							6						
Metro Chamber Cap-to-Cap (Washington, D.C.)																																																

Mar 26 - Apr 1

Apr 2 - 8

Apr 9 - 15

Apr 16 - 22

Apr 23 - 29

AGENDA ITEM 12.8

May 2017

May 2017							June 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6					1	2	3
7	8	9	10	11	12	13	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17
21	22	23	24	25	26	27	18	19	20	21	22	23	24
28	29	30	31				25	26	27	28	29	30	

Apr 30 - May 6	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Apr 30	May 1	2	3	4	5	6
		Metro Chamber Cap-to-Cap (Washington, DC)			6:00pm 8:00pm FCUSD - School District	Cinco de Mayo	Cordova Community Classic Golf Tournament
		CANCEL REGULAR MEETING		LCC City Attorney Spring Conference (San Francisco)		Timesheets Due	
7	8	9	10	11	12	13	
May 7 - 13		SVABO Minstitute (Citrus Heights, CA)					5:00pm 7:00pm iFest (Time and Location TBD)
	5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Work Session (5:30)	9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)		
14	15	16	17	18	19	20	
May 14 - 20	Mother's Day	City Council Regular Meeting (5:30)	10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting (1415 L Street, Suite 30) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
21	22	23	24	25	26	27	
	GFOA Conference (Denver, CO)			9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers)	Pay Day		
	International Council of Shopping Centers (ICSC) (Las Vegas, NV)						
	International Institute of Municipal Clerks Annual Conference (Montereal, Quebec)			3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)			
	5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Work Session (5:30)	9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)				
28	29	30	31	Jun 1	2	3	
	Memorial Day Holiday - City Hall Closed						

June 2017

June 2017							July 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3							1
4	5	6	7	8	9	10	2	3	4	5	6	7	8
11	12	13	14	15	16	17	9	10	11	12	13	14	15
18	19	20	21	22	23	24	16	17	18	19	20	21	22
25	26	27	28	29	30		23	24	25	26	27	28	29
							30	31					

Sunday							Monday							Tuesday							Wednesday							Thursday							Friday							Saturday						
May 28							29							30							31							Jun 1							2							3						
May 28 - Jun 3																												2:30pm 3:30pm Sacramento Metropolitan Cable Television Commission (Sacramento County Board of Supervisors' Chambers, 700 H Street, Suite 1450, Sacramento) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Timesheets Due 7:00pm 7:30pm Cordova Community Council Moonlight Movie Tonight													
							4							5							6							8							9							10						
														City Council Special Meeting (4:00) and Board Meeting (5:30)														1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers) 7:00pm 7:30pm Cordova Community Council Moonlight Movie Tonight							Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers) 7:00pm 7:30pm Cordova Community Council Moonlight Movie Tonight													
Jun 4 - 10							11							12							13							15							16							17						
														5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)														8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting (1415 L Street, Suite 30) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							National Civic League Meeting (Denver, CO) Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms) 7:00pm 7:30pm Cordova Community Council Moonlight Movie Tonight													
							18							19							20							22							23							24						
Jun 11 - 17							National Civic League Meeting (Denver, CO)							10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)							6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)							9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers) 6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)							US Conference of Mayors Annual Meeting (Miami, FL) Pay Day 7:00pm 7:30pm Cordova Community Council Moonlight Movie Tonight													
							Father's Day							City Council Regular Meeting (5:30)																																		
Jun 18 - 24							25							26							27							29							30							Jul 1						
							US Conference of Mayors Annual Meeting (Miami, FL)							5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							City Council Work Session (5:30)							LCC Mayors & Council Members Executive Forum (Monterey)							LCC Mayors & Council Members Advance Timesheets Due 7:00pm 7:30pm Cordova Community Council Moonlight Movie Tonight													

July 2017

July 2017							August 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1			1	2	3	4	5
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30	31		
30	31												

AGENDA ITEM 12	Jun 25 - Jul 1		Jul 2 - 8		Jul 9 - 15		Jul 16 - 22		Jul 23 - 29		Aug 5 - 11	
	Jun 25		26		27		28		29		30	
			Fourth of July (Hagan Park) CANCEL REGULAR MEETING		Independence Day Holiday - City Hall C				6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Pay Day	
	2		3		4		5		6		7	
	9		10		11		12		13		14	
			5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)				9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)		Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	
	16		17		18		19		20		21	
			CANCEL REGULAR MEETING		10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)		8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
	23		24		25		26		27		28	
			5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		IF NEEDED-City Council Work Session (5:30pm - 7:00pm)		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (Co 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (Co 6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Timesheets Due	
	30		31		Aug 1		2		3		4	

August 2017

August 2017							September 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5						1	2
6	7	8	9	10	11	12	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23
27	28	29	30	31			24	25	26	27	28	29	30

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Jul 30	31	Aug 1	2	3	4	5	
Jul 30 - Aug 5					6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day 5:00pm 5:30pm Cordova Community Council Summer Concert Series Tonight	
	6	7	8	9	10	11	12
Aug 6 - 12		City Council Special Meeting (4:00) and Board Meeting (5:30)		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)5:00pm 5:30pm Cordova Community Council Summer Concert Series Tonight	
	13	14	15	16	17	18	19
Aug 13 - 19		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	RC Chamber of Commerce Business Expo 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting (1415 L Street, Suite 30)6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)5:00pm 5:30pm Cordova Community Council Summer Concert Series Tonight	
	20	21	22	23	24	25	26
Aug 20 - 26		City Council Regular Meeting (5:30)		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (Co 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Timesheets Due 5:00pm 5:30pm Cordova Community Council Summer Concert Series Tonight	
	27	28	29	30	31	Sep 1	2
AGENDA ITEM 12	APWA Public Works Expo (Orlando, Florida)						
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Work Session (5:30)				

Jul 30 - Aug 5

Aug 6 - 12

Aug 13 - 19

Aug 20 - 26

AGENDA ITEM 12.8

September 2017

September 2017							October 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
					1	2	1	2	3	4	5	6	7
3	4	5	6	7	8	9	8	9	10	11	12	13	14
10	11	12	13	14	15	16	15	16	17	18	19	20	21
17	18	19	20	21	22	23	22	23	24	25	26	27	28
24	25	26	27	28	29	30	29	30	31				

AGENDA ITEM 12													
Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Aug 27		28		29		30		31		Sep 1		2	
Aug 27 - Sep 2										Pay Day 5:00pm 5:30pm Cordova Community Council Summer Concert Series Tonight			
3		4		5		6		7		8		9	
Sep 3 - 9		Labor Day Holiday - City Hall Closed		City Council Special Meeting (4:00) and Board Meeting (5:30)				2:30pm 3:30pm Sacramento Metropolitan Cable Television Commission (Sacramento County Board of Supervisors' Chambers, 700 H Street, Suite 1450, Sacramento) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)			
10		11		12		13		14		15		16	
Sep 10 - 16		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)				League of California Cities Annual Conference and Expo (Sacramento) 9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting (1415 L Street, Suite 300, Sacramento) 1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)		Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)			
17		18		19		20		21		22		23	
Sep 17 - 23		City Council Regular Meeting (5:30)		10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)		8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		RC Chamber of Commerce Golf Tournament Timesheets Due		5:00pm 6:00pm Cordova Community Council Brushes and Brews (Time and Location TBD)	
24		25		26		27		28		29		30	
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		City Council Work Session (5:30)		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers) 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers) 6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Pay Day			

October 2017

October 2017							November 2017						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7				1	2	3	4
8	9	10	11	12	13	14	5	6	7	8	9	10	11
15	16	17	18	19	20	21	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25
29	30	31					26	27	28	29	30		

Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		
Oct 1		2		3		4		5		6		7		
Oct 1 - 7		City Council Special Meeting (4:00) and Board Meeting (5:30pm) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		Sac Metro Chamber Study Mission (Date Tentative/Location TBD)										
								6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	California Capital Airshow					
										Timesheets Due				
8		9		10		11		12		13		14		
Oct 8 - 14	California Capital Airshow		Columbus Day		City Council Closed Session - City Manager's Office		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)		Pay Day		6:00pm 7:00pm RCAA Sports Hall of Fame (Time and Location TBD)	
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)								8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)				
15		16		17		18		19		20		21		
Oct 15 - 21		City Council Regular Meeting (5:30)		10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)		8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting		Timesheets Due				
		Bosses Day						9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting (1415 L Street, Suite 30)		11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)				
								6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)						
22		23		24		25		26		27		28		
Oct 22 - 28	ICMA Annual Conference (San Antonio/Bexar County, Texas)								9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers)		Pay Day			
		5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)				9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)						
								6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)						
29		30		31		Nov 1		2		3		4		
				Halloween										

AGENDA ITEM 12

Oct 29 - Nov 4

Nov 5 - 11

Nov 12 - 18

Nov 19 - 25

December 2017

December 2017							January 2018						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
					1	2		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28	29	30	31			
31													

Sunday							Monday							Tuesday							Wednesday							Thursday							Friday							Saturday						
Nov 26							27							28							29							30							Dec 1							2						
																																			Timesheets Due													
3							4							5							6							7							8							9						
							City Council Special Meeting (4:00) and Board Meeting (5:30)														3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)							Pearl Harbor Remembrance Day 2:30pm 3:30pm Sacramento Metropolitan Cable Television Commission (Sacramento County Board Meeting) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers) 11:30am 1:00pm Rancho Cordova Luncheon - Reindeer Games (American River North/South)													
10							11							12							13							14							15							16						
							5:30pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							City Council Work Session (5:30)							9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)							Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)													
17							18							19							20							21							22							23						
							City Council Regular Meeting (5:30)							10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)							6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)							8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Pay Day													
24							25							26							27							28							29							30						
							Christmas Day Holiday - City Hall Closed																					6:00pm 7:00pm FCUSD Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Timesheets Due													
31							Jan 1, 18							2							3							4							5							6						
New Year's Eve																																																

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: June Cowles, Senior Planner



SUBJECT: GRANITE CONSTRUCTION COMPANY RENEWAL OF SURFACE MINING AND RECLAMATION PLAN PERMIT; PROJECT NO. RC06-224A – LOCATED NORTH AND SOUTH OF WHITE ROCK ROAD AND EAST OF SUNRISE BOULEVARD.

PROPERTY OWNER: Aerojet General Corp. 620 Coolidge Drive, Suite 100 Folsom, CA 95630	APPLICANT: Granite Construction Company P.O. Box 15287 Sacramento, CA 95851
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PROJECT: FILE: LOCATION: APN: PLANNER:	Granite Construction Company Renewal of Surface Mining and Reclamation Plan Permit RC 06-224A North and South of White Rock Road, east of Sunrise Boulevard 072-0370-070 and 071, 072-0230-071, 072-0231-070 and 073 June Cowles, Senior Planner
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RECOMMENDATION:

- Adopt Resolution No. 137-2016, Approving the Renewal of the Surface Mining and Reclamation Plan Permit for the Granite Construction Mining Operation, Project No. RC 06-224A.
- Adopt Resolution No. 138-2016, Authorizing the City Manager to Execute a Roadway Impact and Truck Management Program Agreement and a Payment Agreement with Granite Construction for the Granite Construction Mining Operation

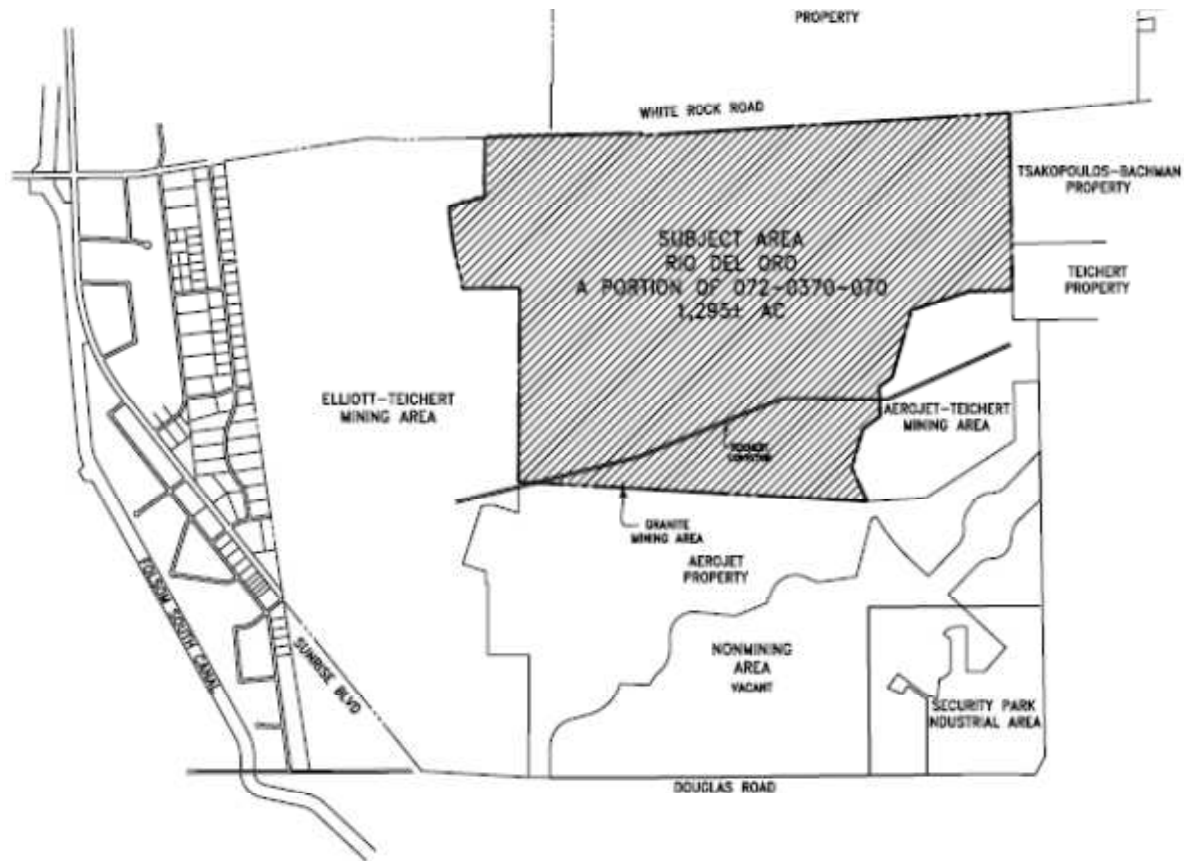
RESULT OF RECOMMENDED ACTION:

Adoption of the above-referenced resolution would permit the surface mining to continue for an extension of 5 years with optional 5 year renewal thereafter (subject to City review and approval).

BACKGROUND:

In 2007, the City of Rancho Cordova approved a Surface Mining and Reclamation Plan Permit for Granite Construction Company. The permit allowed mining for ten years and included a Mitigated Negative Declaration, conditions of approval and Mitigation Monitoring Report Plan (MMRP). The surface mining activity is to remove the aggregate resources that were deposited by the past gold mining activities that are found on much of the land, north and south of White Rock Road within the Rio Del Oro Specific Plan Area, Figure 1 (Site Location). The areas included within the project are owned by Aerojet.

Figure 1- Site Location of Granite Mining Permit



PROJECT DESCRIPTION:

The applicant, Granite Construction Company, is requesting the following;

- A 5 year renewal, with optional 5 year renewal thereafter (subject to City review and approval) of a Surface Mining and Reclamation Plan Permit Project No. RC 06-224A. As stated above, the initial permit was approved in 2007 and is set to expire in July 2017.
- The applicant does not request modifications to the approved mining and reclamation plan permit, or any conditions of approval, except additional conditions have been added to the permit renewal to reflect a requirement to enter into financial agreements prior to operations under the permit renewal.

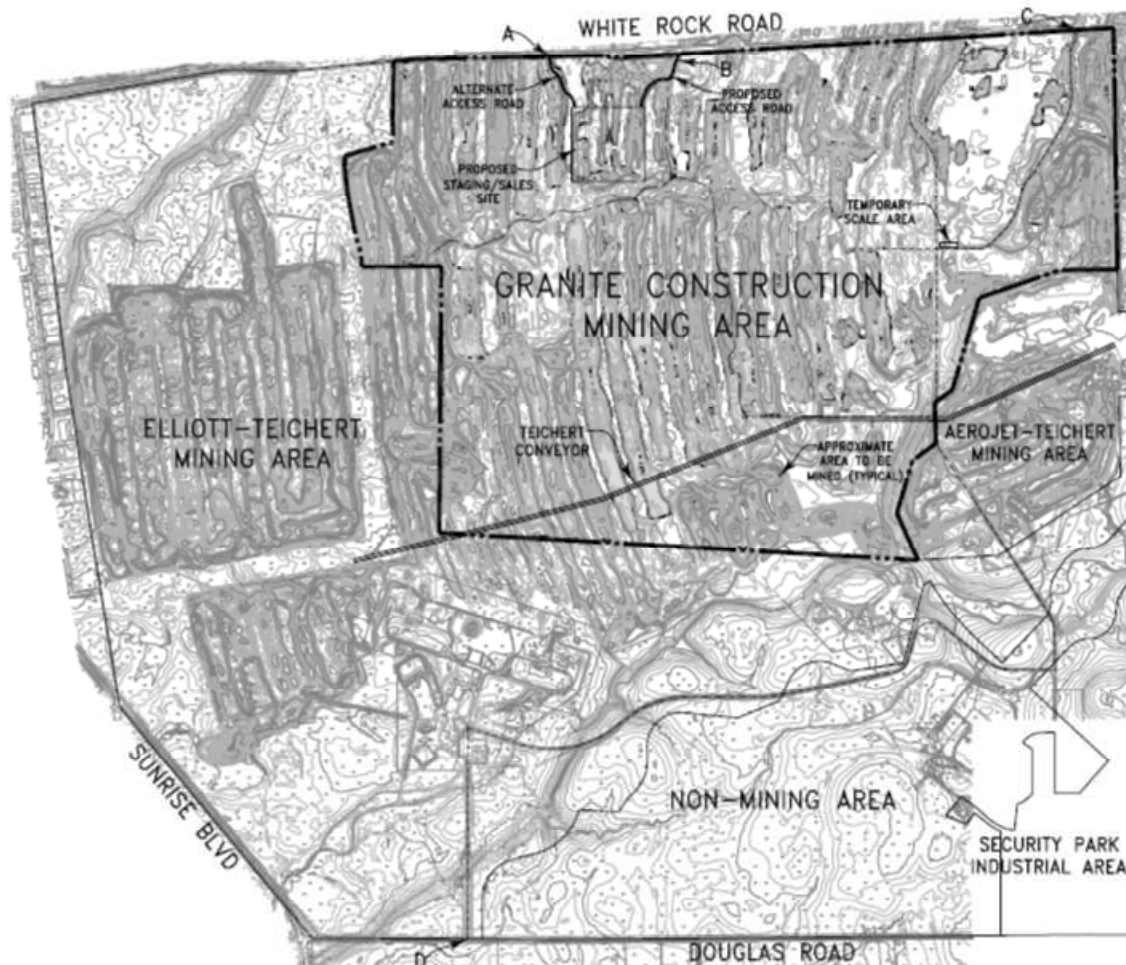
The original mining permit stated that between 5 to 11 million cubic yards were expected to be mined over the duration of the project on approximately 600 acres. Due to the economic downturn the mining of the site was at a minimal level. The history of the Granite Construction mining operation is as follows;

July 2007 to Present Activity:

The White Rock / Rio Del Oro Mine has been intermittently mined since Granite first obtained its mining and reclamation plan entitlements from the City of Rancho Cordova in 2007. Shortly after permit issuance, between 2007 and 2008, Granite conducted initial site development activities, including construction of site entry improvements, fencing, scale-house, and portable office trailer. Granite also mobilized portable processing equipment after obtaining permits to operate from the Sacramento Metropolitan Air Quality Management District.

Mining (extraction and processing reserves) officially commenced in March 2008, and the site has been mined on an annual basis since that time. In total, for the period 2008 through 2015, approximately 600,000 tons of sand and gravel have been produced and sold, with production peaking at 508,986 tons in 2013. On average, Granite has produced approximately 75,000 tons per year over a period of eight years. Only a small fraction of the overall developable sand and gravel reserves have been produced to date, and an extension of time on the mining permit is required to accomplish the original objectives of the approved mining and reclamation plan permit.

Figure 2- Granite Mining Area



The status of the mine officially became “idle,” as defined by California’s Surface Mining and Reclamation Act (“SMARA”) (Public Resources Code section 2721.1) and Rancho Cordova Municipal Code (“City Code”) section 20.04.110 , on June 1, 2016, owing primarily to a decrease in market demand for the materials produced at the site.

The City Code definition of “idle” parallels the definition in SMARA, and provides as follows:

“ ‘Idle’ means surface mining operations curtailed for a period of one year or more by more than 90 percent of the operation’s previous maximum annual mineral production, with the intent to resume those surface mining operations at a future date.”

Rancho Cordova Municipal Code section 20.04.020.

As required by SMARA and City Code, Granite Construction has filed an Interim Management Plan for Council review and action as a separate item on the Council’s agenda. Granite intends to resume active operations at the site as soon as market conditions will allow it.

ANALYSIS:

Mining Permit Renewal:

As explained in the preceding History section, Granite Construction has only extracted a small fraction of the overall developable sand and gravel reserves from the Rio Del Oro site. The original mining permit will expire on July 26, 2017, and Granite seeks to renew this permit for five (5) years, with an optional five (5) year renewal thereafter, subject to City approval.

Reclamation Plan:

The extension of the mining permit does not require an amendment to the approved Reclamation Plan. SMARA only requires approval by the Lead Agency (the City) if the Lead Agency determines that there is a “substantial deviation” from the approved plan. Public Resources Code section 2777; see also California Code of Regulations section 3502(d), (g).

The following factors apply to evaluate whether there is a “substantial deviation”:

- A substantial increase in surface area or maximum depth of mining
- A substantial extension of termination date as set out in the approved reclamation plan
- Change that would substantially affect the approved end use
- Consistency with previously adopted environmental determinations
- Other changes that the Lead Agency deems substantial

Based upon the following factors, staff concludes that there is no “substantial deviation” requiring an amendment to the Reclamation Plan:

- Granite proposes no increase in annual or total production levels, methods of mining, hours of operation, area subject to mining, truck traffic, transportation patterns, or mining depths.

- Granite's proposed extension of time is only for five years with an optional five year renewal thereafter, subject to City approval, and in light of the fact that there is no change in operations, this time extension is not considered to be "substantial" because there is no change or expansion to a surface mining operation that substantially affects the end use or scope of reclamation.
- In this case, Granite's proposed extension of time will not affect the end use (undeveloped open space) or scope of reclamation.

The City Code requirements related to reclamation plans are consistent with this approach. Section 20.04.030 of the City Code incorporates by reference SMARA and its implementing regulations, cited above. Section 20.04.060(F)(1) of the Rancho Cordova Municipal Code only requires a reclamation plan to contain an "...estimated time schedule for the beginning and completion of reclamation activities." (Emphasis added.) It is common that mining operations extend well-beyond the original estimated time schedule presented in a reclamation plan.

At the completion of the mining operation, the reclamation plan has a re-vegetation management component to plant the mined area to control erosion and replant removed trees to mitigate the aesthetic impacts of the mining operation. The plan requires hydro seeding the slopes and depressions with various annual grasses and forage species characteristic of the area. Noxious weeds will be managed annually throughout the reclamation areas. All the re-vegetation activities will be monitored by the City through the Conditions of Approval and Mitigation Monitoring and Reporting Program (MMRP).

Financial Assurance:

As part of the mining permit package, a Financial Assurance is required by the City's ordinance (20.04.100 D).

"The amount of the financial assurance shall be based upon the estimated costs of reclamation for the years or phases stipulated in the approved Reclamation Plan, including any maintenance of reclaimed areas as may be required, subject to adjustment for the actual amount required to reclaim lands disturbed by surface mining activities necessary to implement the approved Reclamation Plan, the unit costs for each of these activities, the number of units of each of these activities, and the actual administrative costs".

The Financial Assurance is a negotiable instrument (cash, irrevocable letter of credit, trust fund, security bond or other method acceptable by the City) that guarantees the applicant will perform under the provisions of the plan. Should the applicant not perform to the terms of the agreement, the City will have the monetary means to correct or restore the land to the intended reclamation plan. In addition, the estimated costs include a 15% Lead Agency Administrative cost of the total direct and indirect costs for processing the call for funds.

Financial Agreements:

In December 2011, Sacramento County adopted the Sacramento County Quarry Truck Management Plan (the "TMP") to address quality of life impacts resulting from truck trips used to transport materials mined within a designated jurisdictional area. In January 2012, the City entered into a Quarry Truck Management Plan Operational Agreement (the "TMP Operational Agreement"). Both the TMP and the TMP Operational Agreement require the imposition of a TMP per ton fee equal to twelve cents (\$0.12) per gross ton of mined and removed materials from the site, effective upon the date on which the permit renews.

As required by conditions of approval #7 and #18 of the original permit, the Applicant was required to enter into agreements with the City to address damages and as required by conditions of approval #16 of the original permit, impacts to City roadways directly attributable to the project and to negotiate an agreement for the payment of 1% of the gross sales generated by the sales of mined materials removed from the City and sold offsite. City and applicant subsequently entered into a Roadway Impact Agreement dated March 28, 2008 and a Payment Agreement dated March 28, 2008.

To satisfy the terms of the original permit and to meet the requirements of the TMP and the TMP Operational Agreement, City and Applicant will execute new agreements. The first agreement is a Roadway Impact and Truck Management Program Agreement (**Exhibit 2A** to Resolution No. 138-2016) that incorporates certain provisions of the 2008 Roadway Impact Agreement and meets the requirements of the TMP and TMP Operational Agreement. This agreement requires the payment of three cents (\$0.03) per ton for roadway impacts from the project, incorporates certain provisions of the 2008 Roadway Impact Agreement that remain in full force and effect, acknowledges the completion of certain other obligations of the 2008 Roadway Impact Agreement, and requires compliance with the TMP and TMP Operational Agreement through the payment of a twelve cents (\$0.12) per ton fee and the monitoring and enforcement of truck trips.

The second agreement is a Payment Agreement (**Exhibit 2B** to Resolution No. 138-2016) that replaces the 2008 Payment Agreement. This new agreement requires the payment of one percent (1%) of gross sales of mined materials which are recovered from the project site and removed and sold from a point of sale outside of the City.

Rio Del Oro Project:

The owner of the project site, Aerojet, plans to eventually develop the project site for industrial, commercial, and residential land uses. This development will be undertaken by GenCorp, Realty Investments (GenCorp). Such development was assumed in the General Plan and the General Plan EIR (GP-EIR). Prior to this development, mine tailings found on much of the land are available for removal, processing, and use in various roadway and development projects in the region. Mine tailings consist largely of large cobbles and other aggregate material suitable for processing and use in paving and manufacture of construction materials.

Aerojet will continue to allow Granite Construction to remove the aggregate material and process it for use in local and regional construction projects. In addition to removing the aggregate material in preparation for development, Granite Construction plans to restore the topography of the site to roughly the same condition which existed prior to the dredge mining activity. The mining of aggregate resources and reclamation are independent actions from the future development of the land by GenCorp. The Rio Del Oro Specific Plan EIR acknowledges the surface mining operation, however the major environmental impacts to the environment will occur with the development of residential, commercial and other land uses. Mitigated measures of prohibiting mining activity within a distance of future development are included to address concerns of incompatible uses and activity.

ENVIRONMENTAL ANALYSIS:

A Final Mitigated Negative Declaration (FMND) was prepared and adopted for the 2007 Surface Mining and Reclamation Plan Permit. No new environmental analysis would be required pursuant to CEQA Guidelines Section 15162. The FMND mitigated measures are included within the Renewal Surface and Mining Permit RC06-224A Mitigation Monitoring Report Plan (**Exhibit 1A**).

CONCLUSION:

The Renew of the Surface Mining and Reclamation Plan Permit will control the mining operation activities to ensure the protection of the environment. In addition, mitigation measures have been formulated that include proper buffering for compatibility purposes which will allow the continuation of the mining operation even though future developments of a more sensitive nature will be in close proximity.

FINANCIAL IMPLICATIONS TO CITY:

If the renewal of the Surface Mining and Reclamation Plan Permit is approved, The City of Rancho Cordova will continue to receive a portion of the retail sales of aggregate materials as negotiated between the applicant and the City. The exact amount of revenues is not known, at this time and would be based upon the volume of materials sold during the term of operations.

GENERAL PLAN CONSISTENCY:

The General Plan anticipates the mining operation would produce lands capable of development and develop according to the Rio Del Oro Specific Plan. Low density residential and support commercial are anticipated for the area, along with parks, schools and wetland preserves. Therefore, the surface mining activity is consistent with the General Plan Goals and Policies for future development for the site.

RECOMMENDED MOTION:

Staff recommends that the City Council adopt Resolution 137-2016 approving the Renewal of the Surface Mining and Reclamation Plan Permit and Resolution 138-2016 Authorizing the City Manager to Execute a Roadway Impact and Truck Management Program Agreement and a Payment Agreement with Granite Construction for the Granite Construction Mining Operation, subject to the Conditions of Approval and Mitigation Monitoring Report Plan.

ATTACHMENTS

1. Resolution No. 137-2016, Renewal of the Surface Mining and Reclamation Plan Permit and accompanying diagrams (**Exhibit 1A**) and Conditions of Approval and Mitigation Monitoring Measures (**Exhibit 1B**).
2. Resolution No. 138-2016, Authorizing the City Manager to Execute a Roadway Impact and Truck Management Program Agreement (**Exhibit 2A**) and a Payment Agreement with Granite Construction for the Granite Construction Mining Operation (**Exhibit 2B**).
3. Applicant's Project Description and Justifications.
4. 500 foot radius map and property owner list.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 137-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING A RENEWAL OF THE SURFACE MINING AND RECLAMATION PLAN PERMIT
FOR THE GRANITE CONSTRUCTION MINING OPERATION, PROJECT NO. RC-06-224A**

WHEREAS, Granite Construction (hereinafter referred to as Applicant) operates a surface mining and reclamation operation in the City under an existing Surface Mining and Reclamation Plan Permit ("Existing Permit"); and

WHEREAS, The Existing Permit was for a term of 10 years; and

WHEREAS, the Applicant filed an application with the City of Rancho Cordova (hereinafter referred to as City) to approve a renewal of the Existing Permit (hereinafter, the "Permit Renewal" or the "Project") for a period of 5 years with optional 5 year renewal thereafter (subject to City review and approval) according to the attached exhibits, and

WHEREAS, under the Permit Renewal, (a) there would be no increase proposed in annual or total production levels, methods of mining, hours of operation, area subject to mining, truck traffic, transportation patterns or mining depths authorized under the Existing Permit; (b) the extension of time is for limited duration; and (c) the proposed extension of time will not affect the end use (undeveloped open space) or scope of reclamation under the Existing Permit; and

WHEREAS, the City Council is the appropriate authority to hear and take action on the Permit Renewal; and

WHEREAS, the City Council has considered the requirements of California Public Resources Code Section 2777, California Code of Regulations Section 2502(d), and Rancho Cordova Municipal Code, Title 20, Chapter 20.04; and

WHEREAS, the City Council considered the Applicant's request at a duly published public hearing on December 5, 2016 and received a staff report and public testimony at the public hearing.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
HEREBY RESOLVES AS FOLLOWS:**

1. Approve the Permit Renewal with accompanying diagrams (**Exhibit 1A**) with Conditions of Approval/MMRP (**Exhibit 1B**) for the Granite Construction RC-06-224A as attached, and based on the following findings:

A. California Environmental Quality Act

Finding: No new environmental analysis is required for the Permit Renewal pursuant to California Environmental Quality Act (CEQA), Public Resources section 21166 and CEQA Guidelines Section 15162.

Evidence: A Final Mitigated Negative Declaration (FMND) was prepared and adopted for the Existing Permit. The FMND mitigated measures are included within the

ATTACHMENT 1

Mitigation Monitoring Report Plan for the Permit Renewal (**Exhibit 1B**). There are no changes proposed to the application for renewal of the permit, and there are no changes proposed for annual or total production levels, methods of mining, hours of operation, area subject to mining, truck traffic, transportation patterns, or mining depths authorized under the Existing Permit. On the basis of this evidence, the Final Mitigated Negative Declaration, the Conditions of Approval and Mitigation Measures, comments received, and the whole record, there is no substantial evidence that the Project will have a new or substantially more severe significant adverse impact on the environment.

B. Surface Mining and Reclamation Act

Finding: The following findings shall be made to approve surface mining operation, per Section 20.04.090 of the Municipal Code.

- 1) The Reclamation Plan complies with Surface Mining and Reclamation Act ("SMARA"), Public Resources Code §2772 and §2773, and any other applicable provisions.

Evidence: The plan was approved in 2007 and therefore is consistent with the City's Mining Ordinance, as certified by the State Mines and Geology Board.

- 2) The Reclamation Plan complies with applicable requirements of State regulations (CCR§§3500-3505, and §§3700-3713).

Evidence: The Reclamation Plan was specifically composed to meet the City's Surface Mining Ordinance certified by the State Mines and Geology Board on July 23, 2004. The standards and performance measures have been adhered to, and Conditions of Approval/Mitigation Monitoring Reporting Program have been developed to ensure compliance with the Surface Mining Ordinance.

- 3) The Reclamation Plan will restore the mined lands to a usable condition that is readily adaptable for alternative land uses that are consistent with this Chapter and either (i) the City's General Plan and any applicable resource plan or element or (ii) probable future uses anticipated by the City to be adopted in future amendments to the City's General Plan, which uses are identified in findings made on approval of the Reclamation Plan.

Evidence: The Reclamation Plan would restore the mined land in accordance with the standards in Ordinance 22-2004 and implemented by the Re-vegetation Management Plan adopted as part of the Mining Permit. The Management Plan provides for reseeding and re-vegetation of annual grasses and tree replanting characteristic to the surrounding area. Maintenance will be provided according to the specifications in the Management Plan on an on-going basis, until the mining operation is closed.

The General Plan of the City of Rancho Cordova anticipates the mining operation would produce lands capable of development and develop according to the proposed Rio Del Oro Specific Plan. Low density residential and support commercial are anticipated for the area, along with parks, schools and wetland preserves.

ATTACHMENT 1

- 4) The approved Reclamation Plan was adopted pursuant SMARA based upon environmental review under CEQA and the City environmental review guidelines, and which concluded that any significant adverse impacts from reclamation of the surface mining operations would be mitigated to the extent feasible.

Evidence: A Final Mitigated Negative Declaration for the Existing Permit, including the Reclamation Plan, was approved according to the Guidelines of the California Environmental Quality Act.

- 5) The Reclamation Plan requires that land and/or resources to be reclaimed will be restored to a condition that is compatible with, and blends in with, the surrounding natural environment, topography, and other resources, or that suitable off-site development will compensate for related disturbance to resource values.

Evidence: The Reclamation Plan requires that reclaimed land will be left in a condition to support future urban development. The original condition of the site was severely impacted by gold dredging in the early part of this century. The dredged tailings will be flattened and left in a condition that would allow subsequent site grading to accommodate future development.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

~RIO DEL ORO MINING PROJECT~

MINING OPERATION & RECLAMATION PLAN

1.0 INTRODUCTION

Granite Construction Company ("Granite") is seeking entitlements for its *Rio Del Oro Mining Project* (the "Project"), which is situated within a parcel currently owned by Aerojet-General Corporation ("GenCorp"). This document, together with the referenced exhibits and appendices, constitutes the formal Reclamation Plan for the site. Approval of the Project is sought from the lead agency, the City of Rancho Cordova (the "City").

This Reclamation Plan was prepared in accordance with:

- The Surface Mining and Reclamation Act (SMARA) of 1975, as amended (Public Resources Code § 2772 et seq.);
- The State Mining and Geology Board regulations for surface mining and reclamation practice (California Code of Regulations (CCR) Title 14 Chapter 8, Article 14, Chapter 8, Article 1, § 3500 et seq.; and
- The City of Rancho Cordova City Code Chapter 20.04 (Surface Mining & Reclamation).

Reclamation, as defined by SMARA, is the combined process of land treatments that minimize adverse environmental effects on surface mining, so that mined lands are reclaimed to a beneficial end use that is readily adaptable to alternative end uses. This Reclamation Plan describes a process that will minimize environmental impacts during and resulting from mining, implementing reclamation activities as soon as possible, and return the mined lands to a condition suitable for grazing.

1.1 NAMES AND ADDRESSES OF OWNER, OPERATOR AND AGENT

Property Owner

Name: Aerojet - General Corp
Contact: Dave Hatch
Address: 620 Coolidge Drive, Ste. 100
City, Zip: Folsom, CA 95630-3181
Phone: 916-351-8584

Operator / Applicant

Name: Granite Construction Company
Contact: Grant J. Williams
Address: P.O. Box 15287
City, Zip: Sacramento, CA 95851
Phone: 916-855-4400

Operator's Agent

Name: Diepenbrock - Harrison
Contact: Mark Harrison
Address: 400 Capitol Mall, Ste. 1800
City, Zip: Sacramento, CA 95814
Phone: 916-492-5000

1.2 LOCATION

The 1,300 acre proposed Project site is situated within a 2,526 acre parcel owned by GenCorp. Approximately 600 acres of the mining area is planned to be disturbed as part of this application. The actual disturbed acreage may be more or less depending on market conditions and on-site aggregate availability. The site is fully located within the City of Rancho Cordova ("City") at 12300 White Rock Road, approximately 4,800 feet east of Sunrise Boulevard, and 5,100 feet north of Douglas Road. The Project site is bordered by Teichert's Grantline mining site to the west, vacant land owned by Aerojet to the south; Teichert Grantline's mining processing plant and Tsakopoulos-Bachman's industrial property to the east; and GenCorp's mining/industrial property to the north. The nearest designated residential area is located approximately 3,100 feet east of the proposed Project site. Exhibit A is a site location and vicinity map, depicting the location of the proposed mining operation.

1.2.1 Assessor's Parcel Number

The Project is located on a portion of Assessor's Parcel Number 072-0370-070-0000.

1.2.2 Township, Range, Section, Quadrangle

The Project site is located on the Buffalo Creek USGS 7.5 minute quadrangle map in Townships 8 North and 9 North, Range 7 East and Sections 3, 4, 5, 32, 33, and 34 MDBM. Please see Exhibit B, depicting the Project site and its vicinity.

1.2.3 Latitude, Longitude

The Project site is located at approximate Latitude 38.58 North and Longitude 121.22 West.

1.2.4 Claim Descriptions

The Project will get a California Mine ID number after approval of the Project by the City and State. An Aerojet SPA Implementation Permit will serve as the "Mining Permit" or "Site Approval."

2.0 DESCRIPTION OF ENVIRONMENTAL SETTING

Reclamation procedures must be designed within the constraints of the Project and the surrounding environment. The following sections describe the environmental elements that are pertinent to the design of an effective Reclamation Plan. Section 3.0 will describe the mining Project in relationship to the reclamation of the site.

2.1 SITE ACCESS

Access to the site is available most directly from White Rock Road. However, trucks may occasionally enter and leave the site onto Douglas Road.

2.2 TOPOGRAPHIC MAP

Exhibit B depicts the site's location on the 7.5-minute Buffalo Creek quadrangle map.

2.3 GEOLOGY, GENERAL

The site is located in the eastern portion of Sacramento County, an area covered with a significant number of cobble tailings as a result of early gold dredging activities conducted principally by the Natomas Company from about 1900 to 1960. Many of these tailings are visible above ground in large linear piles, although the dredgers had the capability to dig to depths of up to approximately 100 feet, and thus much of the tailings are underground as well.

2.3.1 Site-Specific Geology

Geology of the site consists of American River gravels that have been mined for gold and aggregate value during the late 1800's through the 1960's. Past dredging operations significantly disturbed the natural geologic state of the site, leaving linear mounds of cobble tailing throughout the property. These tailing

piles vary from 5 to 75 feet in height with typical base widths in the range of 100 to 300 feet and consist of approximately 60-70% rounded cobbles of varying geologic composition (metamorphic, volcanic) and 30-40% fine sediment and clay. Between the piles the geology consists of fine grained soils and clays known locally as "slickens."

The proposed mining operation will remove these mounds and the end result will be a site with ground configuration similar to the natural configuration of the site prior to gold dredging operations. A 1941 USGS topographic map shows that the natural terrain drained toward the southwest with elevations of approximately 200 feet along the eastern boundary of the site to elevations of approximately 150 feet within the southwestern area of the site. Thus, the natural terrain consisted of relatively flat grounds with slopes of approximately 1-2%.

2.3.2 Material Being Mined

The applicant proposes to mine dredge tailings, consisting of cobbles (up to approximately 12-inches in diameter) intermixed with sand and gravel. All material mined at the *Rio Del Oro* site will be screened and crushed into various products by a portable plant. Excess fine aggregate material may be used to reclaim the excavation areas to their proposed reclaimed elevations.

2.3.3 Geologic Cross-Section

Refer to Exhibit H for the Mining Plan which depicts a typical mining cross-section.

2.3.4 Slope Stability

Mining and reclamation slopes will be based on a slope evaluation performed by Wallace Kuhl and Associates, Inc. The slope evaluation has been included as part of the application package. The composition of the slope material will vary across the Project site. Slopes with an overall height of less than twenty (20) feet will be excavated to a maximum 1:1 (horizontal:vertical) inclination. To protect private property and existing improvement from possible damage caused by slope movement, slopes excavated to a 1:1 inclination will have a set back maintained equal to the height of the slope (from the top of the slope to the property line or improvement).

For worker and equipment safety, slopes greater than 20 feet in height will be excavated at no steeper than 1½:1 (horizontal: vertical) inclination to avoid potential rock falls.

Final reclamation slopes will be constructed at a maximum 2:1 inclination (horizontal:vertical). Any fills placed to achieve the reclaimed slopes will be compacted in accordance with prudent geotechnical engineering practice (i.e. 90% compaction relative to the ASTM D1557 maximum dry unit weight).

2.3.5 Seismicity

The site is not located within an area of active seismicity.

2.4 HYDROLOGY, GENERAL

2.4.1 Site Specific Hydrology

There are no major streams or creeks traversing the subject site. As mentioned above, past mining disturbed the natural state of the site and left linear mounds of cobble tailings throughout the property. Due to the creation of these mounds, the site's natural drainage patterns have been heavily modified. Because the site contains coarse dredge tailings, water infiltration is high, surface runoff is minimal and confined to the closed valleys between tailing mounds.

2.4.2 Groundwater Contamination

The subject site is located within the area known as the Inactive Rancho Cordova Test Site (IRCTS), which was historically used for aerospace and industrial activities by its previous owners, the Aerojet Corporation and the Douglas Aircraft Company (DAC), which became the McDonnell Douglas Corporation (MDC); and their tenants. Although the Department of Toxic Substances Control (DTSC) has issued an Imminent and Substantial Endangerment Determination and Consent Order for threat site in 1994, DTSC has expressly recognized that large portions of the proposed *Rio Del Oro* Project area were never used for aerospace or industrial activities due to quantity-distance requirements for energetic materials (rocket fuel). As such, the vast majority of the targeted aggregate was not impacted by these past activities and is not contaminated. This area is not included in the DTSC cleanup order.

Relevant agencies have agreed that aerospace and other industrial activities were not conducted on-site. However, some aerospace/ industrial activities did impact limited portions of the *Rio Del Oro* Project site, and these activities contaminated the soil, as discussed below. Also, DTSC and the Regional Water Quality Control Board (RWQCB) have detected contaminated groundwater beneath the IRC TS property and to the west near Mather Field and south of Douglas Road. The 1994 Order requires Aerojet and McDonnell Douglas to investigate the sources and extent of contaminated groundwater pollution

emanating from the eastern part of the IRCTS site, and to develop interim remedial measures to contain and prevent any groundwater contamination from migrating off-site.

It is important to note, however, that any contamination in the groundwater has no relationship to and will not impact the proposed mining operation activities or vice versa. During 2005, the average depth to groundwater was 114 feet below existing grade (beg), based on measurements from the uppermost well completion at 39 locations within the project site during April and October 2005. The depths to groundwater varied from 66 to 144 feet beg (median: 121 feet beg) across the site with shallowest groundwater in the northeastern corner and deepest groundwater along the western boundary. The seasonal depth fluctuations were less than 3.5 feet beg at 37 locations (average: 1.6 feet beg). The monitor well locations are being flagged appropriately and protected from damage by the mining operation. Aggregate around a well will be removed by a backhoe or by similarly small equipment. The protective casing around the well will be reset and the new top-of-casing (TOC) elevation determined by a licensed surveyor.

Mining and processing will only use water for dust suppression. Water will be supplied from one of two sources: 1) the County water line located north of White Rock Road; or 2) Boeing's EX-25 Facility (GET A water).

2.5 SOIL RESOURCES

2.5.1 Map and Units

Most of the surrounding area is mapped by the Natural Resources Conservation Service (NRCS) as Xerothents, dredge tailings, 2-50% slopes. The Xerothents unit contains three hydric inclusions: river wash and Xerofluents, associated with floodplain channels, and slickens associated with depressions.

Additionally, the mining operation will not be conducted on prime agricultural lands.

2.5.2 Soil Contamination

Soil contamination is not expected to be present in the coarse dredge tailings proposed for mining. Impacted (contaminated) areas will either be excluded from the mining operation, treated, or removed from the site. Eight environmental constraint areas have been identified, based on investigations by GenCorp and/or MDC, because of historical aerospace or industrial activities

that left residual chemicals of concern (COCs) in the soils. These impacted soils have not been found in this area.

Constraint Area A: GET F Sprayfield:

GET F Sprayfield is located in the northwestern corner of the project site and was operated by GenCorp from late 1984 through late 1990. The sprayfield was used as a discharge area for treated groundwater from the GET F South facility. Although the volatile organic chemicals (VOCs) were removed from the groundwater via air-stripping towers, perchlorate in the water was not affected by the treatment process. Previous sampling has detected perchlorate in the soil at concentrations below the residential remediation goal (7.8 milligrams per kilogram). GenCorp is currently investigating the extent of the perchlorate in the soil.

The RDO Mining Application does not currently contemplate mining of Constraint Area A. GenCorp will evaluate the feasibility of various remedial options after completion of the field investigation. Perchlorate is quite soluble in water and easily digested by indigenous bacteria under anoxic conditions.

Constraint Area B: Propellant Burn Area:

Propellant Burn Area (PBA) is located near the northwestern corner of the project site and was operated by GenCorp and DAC during the late 1950s and early 1960s to destroy waste rocket propellants and chemicals. The area is primarily defined by VOCs and perchlorate at depths beyond the proposed mining project. The central flat- or low-lying areas were impacted by perchlorate and/or dioxins/furans. GenCorp removed over 8,600 tons of dioxin-impacted soils during 2005 and is expected to complete the work during 2006. GenCorp is evaluating remedial options for perchlorate in soils, including bioremediation, flushing, capping and other options.

The Rio Del Oro Mining Application does not currently contemplate mining of Constraint Area B.

Constraint Area C: Sigma Hog-out:

Sigma Hog-out area is located near the center of the project site and was created by DAC during the early 1960s at the Sigma Complex, a solid rocket motor test facility. The "hog-out" operation used high pressure water jets to remove solid fuel from rocket motors; and the perchlorate-laden water was discharged to ponds within a nearby dredge valley. The water infiltrated into the ground and migrated northward along the valley. MDC is evaluating

remedial options for perchlorate in soils, including bioremediation, flushing, and other options.

The coarse tailings can be included in the mining operation because perchlorate and other COCs did not impact the aggregate materials proposed for mining. GenCorp will be contacted prior to any mining within the Sigma Hog-out area to confirm the tailings that can be mined.

Constraint Area D: White Rock Dump #1:

White Rock Dump #1 (WRD1) is located near the center of the project site and was created during the 1950s on behalf of Sacramento County. Municipal trash was burned at WRD1 and the residual material pushed aside into two piles. The residual material is comprised of ash, clinker, rusty cans, bottles, ceramics, and other noncombustible debris. Lead and dioxins/furans are present in the ashy material. Sacramento County and Aerojet are working with DTSC and RWQCB to cover the dump with native soil to prevent future contact with the material.

Aggregate mining shall not occur within WRD1.

Constraint Area E: DM14 Area:

The DM14 area is located near the east-central side of the project site and was used by DAC during the late 1950s to assemble the "Genie" missile (Douglas Missile 14). Freon is present in deep soils and is associated with a sump that was connected to a water-curtain spray paint booth. MDC has shown that the Freon concentrations do not impact human health or the groundwater; and remedial action is not necessary.

The RDO Mining Application does not currently contemplate mining of Constraint Area E.

Constraint Area F: Rice Hull Ash Area:

Rice Hull Ash (RHA) area is located along the eastern boundary of the project site and was created during the 1950s and early 1960s by the Beagle Products Company. Rice hulls were transported to a dredge pit (RHA area), deposited in large piles, burned to produce RHA, and then packaged as an oil and grease absorbent. The RHA operation was apparently idle during the late 1960s through 1983, when Greasweep Western leased the RHA area from MDC to produce the Greasweep-brand absorbent. GenCorp became the lessor in 1984 until 2005 when Greasweep Western ceased operations.

The coarse tailings around the perimeter of the RHA area can be included in the mining operation but additional dust control water will be necessary due to the fine-grained nature of the RHA.

Constraint Area G: Alpha Complex:

Alpha Complex is located along the southeastern boundary of the project site and was used by DAC to test liquid rocket engines during the late 1950s and 1960s. VOCs were used to clean the engines and these solvents were discharged to the ground. MDC is currently operating a soil vapor extraction (SVE) system to remove VOCs from the deep soils.

The RDO Mining Application does not currently contemplate mining of Constraint Area G.

Constraint Area H: By-Dry Feed Products:

By-Dry Feed Products area is located along White Rock Road near the center of the project site. The area was developed along an access road to WRD1 and construction began in 1953. The area includes several old buildings and foundations of former structures which were reportedly used to make composts, feeds, fertilizers, and bone meal.

Clark Cattle Company currently uses the area as a base of operation for livestock grazing on the IRCTS. The buildings are used for an office, a repair shop, for storage of equipment, hay/straw and supplies, for the care of young cows and horses, and/or for other agricultural uses.

GenCorp completed an investigation of the By-Dry area during 2005 and found a deposit of ashy material along the western side of the area. The material was found to contain lead and dioxins/furans above regulatory guidelines for residential uses. GenCorp is planning to remove the ashy material to a Class II landfill during 2006 after DTSC approves a Removal Action Workplan.

The RDO Mining Application does not currently contemplate mining of Constraint Area H.

2.6 VEGETATION

A wetland delineation of *Rio Del Oro*, including the Project area, was first conducted by Gibson and Skordal in 1999 and subsequently verified by the US Army Corps of Engineers ("Corps") in January 2000. Due to the pending expiration of the original verification, the Project area was re-delineated in June 2004 by ECorp Consulting, Inc.

("ECORP"). A rare plant survey was conducted on the Rio Del Oro Site in May 2003 (updated 2006). ECORP recently prepared a detailed Biological Assessment and Oak Tree Survey for the Project area, which is included in the application package.

2.6.1 Description of Affected Areas

The *Rio Del Oro* Project site consists of cottonwood riparian woodland, oak woodland, and annual grassland habitat. Linear rock tailing rows, some reaching 75 feet in height, are scattered over the majority of the site. Historically, the site was used for gold mining operations. The mining activities consisted of dredging ancient alluvial deposits. The areas that were mined are marked today by alternating piles of tailings and lower areas where the finer sediment settled out.

Cottonwood riparian habitat occurs within depressions between rows of man-made rock tailings. These characteristic dredge tailings areas are characterized by riparian and shrub-like vegetation, including Fremont cottonwood (*Populus fremontii*), willow (*Salix sp.*), elderberry (*Sambucus mexicana*), and coyote brush (*Baccharis sp.*).

Separate from the tailings, a very small amount of annual grassland exists on the *Rio Del Oro* Project site. Within the annual grassland are ephemeral features including vernal pools and seasonal wetlands. The annual grassland community is comprised predominantly of non-native naturalized Mediterranean grasses. These include ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), wild oats (*Avena fatua*), ryegrass (*Lolium multiflorum*), Mediterranean barley (*Hordeum marinum*), and medusahead grass (*Taeniatherum caput-medusae*), other non-native herbaceous species include hairy hawk-bit (*Leontodon taraxacoides*), filaree (*Erodium botrys*), pineapple weed (*Chamomilla suaveolens*), and yellow star thistle (*Centaurea solstitialis*).

A list of plant species observed on the site (May 2003) is included in the Biological Resources Assessment.

2.6.2 Special Status Plant Species

ECORP biologists conducted surveys in May 2003 during the optimum blooming period for each of the potentially occurring special-status species. No special-status plants were observed within the *Rio Del Oro* Project area; however, populations of Greene's legumere (*Legumere limosa*, federal species of concern and CNPS 1B) were documented in the vernal pool complex in the southern portion of Rio Del Oro.

An oak tree inventory survey performed on September 29, 2004 by Sierra Nevada Arborists revealed 47 oak trees on site, all of which occur in dredged hollow areas, as opposed to tailings. A copy of the survey is included in the application package. At our request, ECORP reviewed and summarized the tree inventory report prepared by Sierra Nevada Arborists (2003) for the Rio Del Oro property, specifically as it relates to the *Rio Del Oro Mining Project* (see attached letter from ECORP dated April 11, 2006). The *Rio Del Oro Mining Project* site represents a subset of the Rio Del Oro Property.

ECORP identified thirty-five (35) native oak trees measuring at least six (6) inches in diameter at breast height (DBH) on the Rio Del Oro Mining Project site. Interior live oak (*Quercus wislizenii*) was the only native oak species present on site. To minimize the impacts to these native oaks, Granite proposes to implement the following measures in accordance with the County Tree Ordinance and General Plan policies:

1. *Obtain an oak tree removal permit from the County prior to Project implementation; and*
2. *Replace native oak trees with a DBH of 6 inches or greater that cannot be avoided by the Project at a ratio satisfactory to the County, or pay an in lieu fee to the County's Tree Preservation Fund.*

Specific requirements for other native trees (excluding cottonwoods) will be determined through coordination with the County and City on an as-needed basis.

2.7 WILDLIFE

ECORP recently prepared a Biological Assessment of the *Rio Del Oro* Project site. This assessment has been included in the application package.

2.7.1 Description of Habitats

Vegetation communities occur primarily within the low-lying areas between the tailing piles. Vegetation communities identified within the Project site can generally be grouped into three categories: woodland, scrub, and grassland communities.

Additionally, approximately 0.224 acres of jurisdictional wetlands (0.008 acre seasonal wetland swale, 0.047 acre seasonal wetland and 0.169 acre ephemeral drainage) exists within the *Rio Del Oro* Project site. In addition, 8.8 acres of non-jurisdictional wetlands were identified in the Project site. All wetlands will be fenced prior to Project initiation, and no mining or other activities will occur

within 100 feet of any wetlands until the appropriate approvals and permits are in place, unless the wetland is already adjacent to an existing road, which will continue to be used throughout the life of the Project.

In order to ensure that any significant impacts to the wetlands will be properly mitigated, the Project has two (2) general mining phases. Phase 1 includes mining the portions of the site that do not have any wetlands. Phase 2 will involve mining of the material located below and around the wetlands. Phase 2 activities will not commence until GenCorp obtains the required approvals and permits from the Corps, the U.S. Fish and Wildlife Service ("Service"), the Central Valley Water Quality Control Board ("Board"), and the California Department of Fish and Game (DFG); collectively referred to hereafter as the "Resource Agencies." It is anticipated that, at a minimum, these permits will require GenCorp to ensure "no net loss" of identified wetlands in accordance with state and federal requirements.

2.7.2 Special Status Wildlife Species

The seasonal wetlands and vernal pools on the Project site represent habitat for the federally-threatened vernal pool fairy shrimp (*Branchinecta lynchi*) and the federally-endangered vernal pool tadpole shrimp (*Lepidurus packardii*). Gibson and Skordal conducted wet season surveys during 2001 on the *Rio Del Oro* Project site. Vernal pool fairy shrimp were documented in two seasonal wetlands located within the *Rio Del Oro* Mining Project site on the 2005 verified delineation. Vernal pool tadpole shrimp were documented in five features located adjacent to, but not within, the Project site on the 2005 verified delineation. California linderiella were observed during both survey years in a variety of seasonal wetlands, ponds, and riparian wetlands (Gibson and Skordal 2000a, 2001). Midvalley fairy shrimp were not observed on-site during these survey efforts. The Corps, in consultation with the Service, is ultimately responsible in making the determination of potentially suitable habitat.

Gibson and Skordal conducted elderberry surveys on the *Rio Del Oro* Project site during July and August 2000. The elderberry plant (*Sambucus mexicana*) is the exclusive host plant of the federally-threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). There are 266 elderberry plants located within the *Rio Del Oro* Project site. Evidence of Valley elderberry longhorn beetle occurrence (i.e., exit holes) was observed on 37 (14 percent) of these shrubs. A 100-foot buffer will be fenced around all elderberry bushes. All elderberry bush locations will be verified in the field prior to installation or moving of the portable plant so that no valley elderberry longhorn beetle habitat is affected during mining. All elderberry bushes will be fenced prior to Project initiation. No mining or other activities will occur within 100 feet of any elderberry bushes

until the appropriate approvals and permits are in place, unless the elderberry bush is already adjacent to an existing road, which will continue to be used throughout the life of the Project.

In order to ensure that any significant impacts to the elderberry bushes will be properly mitigated, the Project has two (2) general mining phases. Phase 1 includes mining the portions of the site that do not have any elderberry bushes. Phase 2 will involve mining of the material located below and around the elderberry bushes. Phase 2 activities will not commence until GenCorp obtains the required approvals and permits from the Resource Agencies listed above. It is anticipated that, at a minimum, these permits will require GenCorp to prevent the take of any species protected by the Endangered Species Act in accordance with state and federal requirements.

Plant communities on-site represent potentially suitable habitat for a number of regionally occurring special-status bird species. Potentially occurring special-status birds include nesting raptors (white-tailed kite, Cooper's hawk, Swainson's hawk, northern harrier, burrowing owl, and other common raptor species), nesting songbirds (loggerhead shrike, lark sparrow, and California thrasher), and wintering or migrant birds (sharp-shinned hawk, ferruginous hawk, golden eagle, merlin, and tricolored blackbird). The destruction of active migratory bird nests, including those of raptors, is a violation of the MBTA, and disruption or destruction of an active raptor nest is also a violation of California Fish and Game Code section 3503.5. Furthermore, the destruction of nests of special-status bird species would constitute a violation of the federal or California Endangered Species Acts, or other applicable laws, depending on the status of the species.

Prior to commencing mining activities, the Applicant will retain a qualified biologist to perform a pre-construction survey during nesting season, and not more than 12 months prior to the commencement of ground disturbing activities, to determine whether any special-status bird species potential nesting sites are present. The biologist shall survey the Project Site and within 100 feet of the project site boundaries. If active nests are not found during the pre-construction survey, further mitigation shall not be required at that time. If active nesting sites are discovered, the biologist shall submit the result to the Department of Fish and Game, and the Operator. Construction activities shall not take place within 500 feet of the raptor nests and 100 feet of other migratory birds until the young have fledged. Trees containing nests that must be removed as a result of Project activities shall be removed during the non-breeding season (September to January).

In the event that an occupied nest site of a protected bird species is discovered during Project tree removal operations, the Operator shall protect the nest tree, screening trees, and replacement trees, shall apply the provisions of 14 CCR 919.2(d), and shall immediately notify the Department of Fish and Game. Appropriate mitigations will be devised through consultation with the agencies and the Operator. The specific protection measures to be implemented will be based on the establishment of buffer zones, compliance with year round restrictions, and the established critical periods for each species.

2.8 AIR RESOURCES/CLIMATOLOGY

The *Rio Del Oro* mining Project plans to use a portable processing plant to minimize fugitive dust emissions associated with hauling aggregate material to the plant. A copy of the Air Pollution Control Plan prepared for the proposed operation, which will be submitted to the Sacramento Metropolitan Air Quality Management District, is included in the application package.

2.9 LAND USES AND AESTHETICS

2.9.1 Existing and Surrounding Land Uses

The proposed mining site is distant from any non-industrial uses. The Project site is surrounded by Teichert's Grantline mining site to the west, vacant land owned by Aerojet to the south, Teichert's Grantline mining processing plant and Tsakopoulos-Bachman's industrial property to the east; and Aerojet-General Corporation's mining/industrial property to the north. The nearest designated residential area is located approximately 3,100 feet southeast of the proposed site.

2.9.2 Visual Impact to These Areas

Because mining will occur in a relatively remote area, visual impacts of the operation will be minor. Additionally, natural re-vegetation will occur as mining is completed, thereby resulting in a low level of visual change to the landscape.

3.0 DESCRIPTION OF PROPOSED MINING OPERATION

The type and extent of mining will affect reclamation planning. The following sections describe the mining operations and identify the aspects of the operation that are pertinent to the design of an effective Reclamation Plan.

3.1 DIMENSIONS, ACREAGE

The 1,300-acre Project site is owned by GenCorp. Approximately 600 acres of the proposed mining area, consisting of dredge tailings, will be disturbed. The actual disturbed acreage may be more or less depending on market conditions and on-site aggregate availability. The applicant proposes to mine these tailings to an elevation of 155 to 180 feet.

3.2 INITIATION AND TERMINATION

Mining will commence immediately following approval of the Project and will continue for up to 10 years from the approval date. Therefore, the dates of initiation and termination are estimated as July 12, 2007 and July 12, 2017 respectively.

3.3 PRODUCTION SCHEDULE

Production rates will vary as a function of market demand. However, the estimated production rate from the mining proposed in this application is approximately 1.5 to 4 million cubic yards per year, with a total of approximately 5 to 11 million cubic yards to be mined. A portion of the mined and processed material may be used on-site for reclamation.

3.4 MINING PLAN, PHASING

The Project has two (2) general mining phases. Phase 1 includes mining the portions of the site that do not have any elderberry bushes or wetlands. All elderberry bushes and wetlands will be avoided until GenCorp obtains the required approvals and permits from the Resource Agencies. No mining or other activities will occur within 100 feet of any elderberry bushes or wetlands until the appropriate approvals and permits are in place, unless the elderberry bush or wetland is already adjacent to an existing road, which will continue to be used throughout the life of the Project. Phase 2 occurs after all required permits and approvals are obtained by GenCorp from the Resource Agencies related to mitigation of the elderberry bushes and wetlands. The material located below and around the elderberry bushes and wetlands will be mined in Phase 2. Environmental constraint areas C and F, which may be mined at some time in the future, will honor the overall phasing of the project. Constraint areas which contain elderberry or wetland species would not be mined in Phase 1.

It is estimated that Phase 1 will take approximately 6 to 8 years to complete, Phase 2 is expected to take 2 to 4 years to complete; although it is difficult to estimate the term of mining for each individual phase due to market fluctuations. Please see Exhibit H, Mining Plan, which depicts the progression of mining during the two phases. The nature of dredge tailings is such that material quality may vary from one row of cobbles

to the next. Therefore, due to material quality and other potential site development constraints, the operator must maintain flexibility to discontinue mining of one cobble row in exchange for beginning another. As mining progresses, reclamation will immediately follow extraction and load-out activities. Because the operator will be concurrently reclaiming tailing rows as part of its mining plan, a row-by-row reclamation plan is not feasible. In most cases, reclamation of a row of cobbles would begin prior to the completion of the mining of that row. Nonetheless, the operator proposes to submit a semi-annual, RDO Mining and Reclamation Status Report ("Status Report") which will include the following:

- Description of the proposed mining and reclamation areas for the following six months;
- Prior mining areas, the reclamation status of those areas, and an updated exhibit; and
- Representative cross-sections for areas of proposed disturbance.

Representative cross-sections for areas of proposed disturbance shall be included as part of the Status Report. The updated Status Report and exhibits will be submitted to the Director as a supplement to this Reclamation Plan.

Additionally, because Phase 2 is contingent on GenCorp permitting, there is a chance that Phase 2 may not be mined. Under this scenario, the site topography at the end of Phase 1 would be the final site configuration. Site topography and typical cross-sections, excluding those areas that would fall under Phase 2, will be provided with each semi-annual letter report.

Mining and site reclamation operations include:

- Removal of aggregate material by means of front-end loader, bulldozer, excavator, and/or scraper;
- Processing of the excavated material with a portable crushing and screening plant; and
- As the mining progresses across a phase, the excavated areas will be reclaimed to final reclamation grades. Minor finished grading and slope contouring will be performed with motor graders, scrapers or bulldozers.

3.5 PROCESSING

All processing of mined material will occur at the *Rio Del Oro* Project site. A portable crushing and screening plant will be used to process the material. A portion of the mined material may be sold unprocessed.

3.6 WATER REQUIREMENTS

Water requirements for this site will be limited to that necessary for dust control of the material itself and the unpaved access/haul roads. The estimated use is 50,000 to 200,000 gallons per day (depending on the material's in place moisture as well as the hours of operation). Water will be supplied from one of two sources: 1) the County municipal water line located on the north side of White Rock Road; or 2) Boeing's groundwater extraction and treatment (GET) system along Douglas Road at extraction well EX-25. A water truck will transport water to the active portions of the mining site.

The EX-25 GET facility is located along Douglas Road near the intersection with the IRCTS Beta Complex entrance road. The GET facility discharges treated groundwater to Morrison Creek to the north under a NPDES permit. EX-25 currently operates at approximately 400 gallons per minute; and the discharge of treated groundwater would continue when Granite does not use the water.

3.6.1 Waste Water

No waste water will be produced or disposed of as a part of this mining operation at the mining site.

3.6.2 Drinking Water

Potable water will be brought to the site to provide safe drinking water for employees.

3.6.3 Sewage Disposal

One existing septic system is currently used on a limited basis by the Clark Cattle Company at the By-Dry area; and an inactive septic system is located at both the DM14 area and at the Sigma Complex. During operations, portable toilets will be brought to the site and maintained on a regular schedule.

3.7 ENERGY REQUIREMENTS

Energy requirements for the proposed mining operation are limited to that needed to extract, transport and process materials.

Petroleum fuels and lubricants are required for the vehicles used to mine the aggregate material, the portable crushing and screening plant, the equipment used to reclaim the mined areas, and the equipment used to load out the construction aggregate products. The scale loadout area will require electric power (which may be temporarily provided with a diesel generator). Petroleum fuels and lubricants may be stored onsite.

3.8 NOISE AND EMISSIONS

Mining Operations will include the use of bulldozer(s), front-end loader(s) or excavator(s), scraper(s), water truck(s), motor grader(s), and a portable crushing and screening processing plant. These mining operations may affect noise and emissions.

3.8.1 Noise

Noise is generally defined as "unwanted sound." Mineral resource extraction, hauling, screening loading and other site activities will create noise. Brown and Buntin Associates (BBA), acoustical and noise consultants, have been retained by the applicant to conduct noise studies and prepare a technical noise report for the proposed Project. The Noise Analysis has been included as part of the application.

As mentioned previously, the nearest proposed off-site residences are located approximately 3,100 feet east of the Project site. The nearest off-site active non-residential structures are industrial facilities, located within approximately 200 feet of the Project boundary. This area is zoned SPA. Additionally, substantial sources of ambient noise exist in the vicinity of the Project site, including traffic noise from White Rock Road and frequent jet landings at Mather Field.

3.8.2 Dust, Odors, Vehicular Emissions

Minimal soil disturbance is expected to occur as a result of mining operations because no topsoil removal is required to access the dredge tailings. However, water trucks will be used to maintain a moist aggregate and haul road surface, thereby minimizing fugitive dust. The portable plant will limit the travel distance between the mining operations and processing operations, thus decreasing fugitive dust emissions. Additional dust controls on the processing plant itself will consist of enclosures, wet suppression (water sprayers), and bag houses. In addition, the revegetation which will occur as part of the reclamation activities will help to control dust. A copy of the Air Pollution Control Plan prepared for the proposed operation, which will be submitted to the Sacramento Metropolitan Air Quality Management District, has been included in the application submittal.

3.9 HOURS OF OPERATION/NUMBER OF EMPLOYEES

The City Zoning Code limits the hours for all mining operations unless modified by the conditions of approval or a subsequent entitlement granted by the Zoning Administrator. The hours allowed by Code are 6:00 a.m. to 10:00 p.m., Monday through Friday, and 6:00 a.m. until 3:00 p.m. on Saturdays. The applicant requests permission to

operate on a 24 hours per day, 7 days per week basis, if required. The Applicant believes this request is reasonable given the remoteness of the site and the fact that the proposed mining operation is distant from any residential use.

The number of employees working on-site at any one time is anticipated to be twelve (12).

3.10 TRANSPORTATION

This Project is expected to generate an average of 500 truck trips per day. The actual number of truck trips depends on overall market conditions. Transportation during concurrent reclamation activities will not add appreciably to the mining effects. Trucks will enter and leave the site from White Rock Road and occasionally from Douglas Road.

3.11 HAZARDOUS MATERIALS

The project will not involve the handling, storage, or transportation of hazardous materials. Any trash generated on site will be hauled off to a local landfill.

A Hazardous Materials Business Plan (HMBP) will be prepared for this site. All plant employees shall be trained according to the HMBP. The HMBP includes criteria for identification of potential hazardous sites and discusses the timing, course of action, and responsibilities of interested parties. The HMBP will also address contamination from both the aerospace and industrial activities and potential contamination above and beyond the expected occasional cans, empty drums, cables, and other items that were associated with the historic dredger mining operations.

In the unlikely event that potentially hazardous materials are encountered during the mining operations, Granite will contact GenCorp and the Department of Toxic Substances Control (DTSC) within 24 hours to determine whether the materials are, in fact, hazardous. No operations will occur within the potentially contaminated area until clearance is received from GenCorp and DTSC.

If the contamination from a known constraint area is found to be more extensive or different than indicated by the existing data, the constraint areas will be expanded to reflect the more extensive area. The constraint area restrictions as outlined in the Reclamation Plan shall apply to the more extensive constraint areas.

Additionally, no mining waste will be generated by this project. All processed materials will be sold or used on site for reclamation. No waste water will be generated on site since water will only be used for dust suppression. Portable toilets will be used on site and will be maintained on a regular schedule.

3.12 MAINTENANCE AND FUELS

Any petroleum fuels or lubricants stored on site will be kept in the staging/sales area. Fuel will be stored in above-ground containers with secondary containment as required by law. An approved Spill Prevention, Control, and Countermeasures (SPCC) Plan will guide reporting, control, and cleanup activities in the event of a spill on-site.

Equipment fueling will be accomplished using mobile fuel trucks which will come on-site to service equipment. All rubber-tired equipment will be fueled in a designated area which will have an impermeable base. Fueling and maintenance activities associated with track-mounted equipment shall be conducted with proper safeguards to prevent hazardous materials releases. Absorbent booms will be stored in the fueling/maintenance area to allow rapid response and containment of any spills during maintenance activities.

4.0 DESCRIPTION OF PROPOSED RECLAMATION

This Reclamation Plan outlines typical reclamation activities and site-specific techniques required before mining, during mining, and at final site reclamation. These measures were developed to:

- Comply with local and State laws, regulations, and mitigation measures;
- Minimize wind and water erosion;
- Blend the mined lands into the surrounding landscape; and
- Return the site to a beneficial end use.

Reclamation objectives include controlling drainage, stabilizing soils, lessening the time needed for the vegetation of the site to recover, and providing an environment conducive to natural reestablishment of vegetation. Appendix C is the Revegetation and Grazing Management Plan for the Reclamation Plan.

4.1 SUBSEQUENT USES

After the proposed mining is complete, the land will be undeveloped open space and will be used for seasonal grazing, similar to the grazing which currently occurs on the property and adjacent properties. Ultimately, the site may also be used for urban/industrial development in the future. The removal of cobbles from the site makes it more viable for ultimate urban development.

4.2 IMPACT ON FUTURE MINING

The proposed Project calls for returning the land to its existing use of grazing. The reclamation will not detrimentally affect the feasibility of future mining in the area. Only the tailings within the proposed area will be mined.

4.3 RECLAMATION SCHEDULE

Reclamation of the site will occur concurrently with mining operations. As mining progresses, reclamation will immediately follow extraction and load-out activities. Because the operator will be concurrently reclaiming tailing rows as part of its mining plan, a row-by-row reclamation plan is not feasible. In most cases, reclamation of a row of cobbles would begin prior to the completion of the mining of that row. Please refer to Exhibit I for a description of the Reclamation Plan. The dredging operation discarded wire rope, empty lubricant drums, and possibly other metallic debris into the tailings. This debris will be stockpiled and sent to a scrap yard and/or landfill when a load of material has accumulated.

4.4 POST-MINING TOPOGRAPHY

4.4.1 Slope Stability

The proposed mining plan will return the subject property to a condition more like its natural state, by removing most of the man-made dredge tailing mounds. The undisturbed boundaries of the dredged area indicate that the natural terrain once sloped from elevations of approximately 190 feet along the north and east edges of the site to elevations of approximately 155 feet along the south and west edges of the site. Thus, the natural terrain consisted of relatively flat ground with slopes of approximately 1-2%. All side slopes will be reclaimed at a maximum 2:1 (horizontal:vertical) inclination per geotechnical recommendation.

4.4.2 Drainage

As discussed above, the site's natural drainage patterns were heavily modified by previous gold dredging operations. No interim drainage swales or ponds are necessary because the site consists of coarse dredge tailings and water infiltration is high. While the final grade of the mined area will be lower than adjacent ground, it will not create a drainage issue for the following reasons: 1) the area being mined has high water infiltration because it consists of previously disturbed dredge tailings and fines; and, 2) there is no through drainage in the area of the site where mining is taking place. Furthermore, it should be noted

that the original mining and Reclamation Plan also provided for drainage through infiltration as well.

4.4.3 Deposition of Old Equipment

Mobile equipment will primarily be used for mining, processing, and reclamation. Only mobile equipment will be used in this mining and processing operation. All scale facilities and ancillary facilities will be removed from the site upon completion of mining.

4.5 RESOILING

No overburden exists in the tailing area to be mined. However, fine material will be placed over the cobble area for reclamation. Pursuant to the Revegetation and Grazing Management Plan attached as Appendix C, fine material will be placed to provide a minimum of 6-inches of soil as necessary.

4.6 REVEGETATION

A Revegetation and Grazing Management Plan is attached as Appendix A. This plan describes soil and site preparation, revegetation, erosion control and management, noxious weed management, test plots and reclamation monitoring and performance standards.

4.7 EROSION AND SEDIMENT CONTROL

No overburden exists in the tailings areas to be mined. The cobble rows will be mined slightly below the grade of the surrounding ground. The excavated areas will be sloped to contain any sediment or runoff. Stockpile locations will typically be within the excavation areas. The reclaimed areas will be hydroseeded on a periodic basis, but not longer than six (6) months after operations within a cobble row are complete. The scale area will be graded to drain to a detention basin. Erosion control management is described in Appendix A, Revegetation and Grazing Management Plan. Revegetation efforts will comply with the standards set forth in the Revegetation and Grazing Management Plan.

A Storm Water Pollution Prevention Plan has been prepared for this site despite the fact that no storm water is expected to discharge offsite. Performance standards and BMPs for erosion and sediment control, drainage, and diversion structures are included in the SWPPP.

A basin design memo from Cunningham engineering is included as an appendix in the SWPPP. Per the memo, in the event of a 100-year annual rainfall distribution, at the end

of the water year, the pond will be 52% full. The storm water retention basin for the Staging/Sales Site shall be constructed to comply with the design memo. Inlet locations and specifications are included in the SWPPP. An emergency spillway was not included in the design because the top of the basin is surrounded by cobble.

4.8 PUBLIC SAFETY

The proposed mining site is relatively distant from non-industrial uses. As stated previously, the nearest planned residential development is located approximately 3,100 feet east of the proposed site. As such, public health and safety will not be impacted.

Reclamation of this site will involve the creation of open space/grazing area by leaving the previously mined site "as is." As such, no hazardous materials will be utilized in this process. Additionally, although TCE, a contaminant, has been found in groundwater beneath the proposed mining site, this contamination is far beneath the surface (over 100 feet). Since the mining depths are above the groundwater table, there will be no disturbance of the groundwater. Accordingly, any contamination in the groundwater has no relationship to proposed mining activities and vice versa.

4.9 PERFORMANCE STANDARDS

SMARA Section 2772 (a) requires that the Reclamation Plan establish "site-specific criteria for evaluating compliance with the approved Reclamation Plan, including topography, revegetation, and sediment and erosion control." The following discussion sets forth minimum site criteria, or performance standards, for the various aspects of site reclamation. Monitoring of reclamation performance standards will be conducted by a qualified individual or group, agreed upon by the applicant and the City. The attached Revegetation and Grazing Management Plan describes specific reclamation monitoring and performance standards for this plan. In addition, the City of Rancho Cordova, pursuant to City Code Section 20.040.070 (d) provides the following standards:

- (d) Unless otherwise Specified in the approved Reclamation Plan, the reclamation of mined lands shall be carried out in accordance with the following requirements:

1. Reclamation Timing

- a. The reclamation of mined lands shall occur as soon as practical following completion of mining operation at successive locations within the mining site as required by the schedule in the approved Reclamation Plan.

- b. The reclamation of lands shall occur as soon as practical following completion of mining operations, except where the permanent reclaimed condition of mined lands cannot be achieved within one year due to the regulatory approvals (e.g., compliance with the California Environmental Quality Act) required for the ultimate land use contemplated or proposed for the property (e.g. urban development). In such case only interim reclamation, pursuant to section 20.040.070(c), need be accomplished within one year, and final reclamation shall be completed as soon as it is possible to complete the reclamation in compliance with the above regulatory approvals, but in no case, shall reclamation take more than three years.

2. Disposal of Overburden and Mining Waste

- a. Permanent piles or dumps of overburden and waste rock placed on the land shall be made stable, shall not restrict natural drainage without provision for diversion, and shall have an overall smooth or even profile subject to the satisfaction of the of the City Engineer. Where practical, such permanent piles or dumps shall be located in the least visible location at the mining site.
- b. Old equipment and inert mining wastes shall be removed or buried subject to the approval of the hearing officer.
- c. Toxic materials shall be removed from the site or permanently protected to prevent leaching into the underlying groundwater, to the satisfaction of the Planning Department.

3. Re-vegetation

- a. All permanently exposed lands that have been denuded by mining operations shall be re-vegetated to provide ground cover sufficient to control erosion from such lands.
- b. All plantings shall be established and maintained in good horticultural condition. The re-vegetation shall be able to survive under natural conditions.
- c. Re-vegetation methods shall take into account the topography and existing growth patterns and mixes of flora present at and adjacent to the site of mining operations in order to create a more natural appearance. Plantings shall avoid rigid, geometric patterns and shall utilize natural scatterings.

- d. Where the ultimate intended or proposed use of mined lands would be a level of development inconsistent with extensive permanent vegetation, the amount of vegetation required for reclamation need not be more than sufficient to prevent erosion.

4. Re-soiling

- a. Re-soiling measures shall take into consideration the quality of soils which may be required to sustain plant life pursuant to any re-vegetation that the hearing officer may require in its approval of the applicant's Reclamation Plan.
- b. Coarse, hard material shall be graded and covered with a layer of finer material or weathered waste. A soil layer shall then be placed on this prepared surface. Where quantities of available soils are inadequate to provide cover, native materials shall be upgraded to the extent feasible for this purpose.

5. Final Slopes

- a. Final slopes shall be engineered and contoured so as to be geologically stable, to control the drainage there from, and to blend with the surrounding topography where practical. On the advice of the City Engineer, the Planning Department may require the establishment of terrace drains to control drainage and erosion.
- b. Final slopes shall not be steeper than two feet horizontal to one foot vertical (2:1) unless the applicant can demonstrate to the Planning Department's satisfaction that a steeper slope will not:
 - (1) Reduce the effectiveness of re-vegetation and erosion control measures where they are necessary;
 - (2) Be incompatible with the alternate future uses approved by the commission of the site; and
 - (3) Be hazardous to persons that may utilize the site under the alternate future uses approved for the site.

6. Drainage, Erosion, and Sediment Control

- a. Any temporary stream or watershed diversion shall be restored to its state prior to any surface mining activities unless the Planning

Department deems otherwise based on recommendations from the City Engineer.

- b. Stream bed channels and stream banks affected by surface mining shall be rehabilitated to a condition which would minimize erosion and sedimentation, except that such rehabilitation need not attempt to restore or mimic natural conditions where the contemplated or proposed ultimate use of the reclaimed property would be inconsistent with the maintenance of restored or rehabilitated stream bed channels and stream banks.
- c. Re-vegetation and re-grading techniques shall be designed and executed so as to minimize erosion and sedimentation. Drainage shall be provided to natural outlets or interior basins designed for water storage, with such basins subject to the approval of the City Engineer. In addition, final excavation shall eliminate potholes and similar catchments so as to prevent potential breeding areas for mosquitoes.
- d. The final grading and drainage of the site shall be designed in a manner to prevent discharge of sediment above natural levels existent prior to mining operations.
- e. Silt basins which will store water during periods of surface runoff shall be equipped with sediment control and removal facilities and protected spillways designed to minimize erosion when such basins have outlet to lower ground.
- f. No condition shall remain after reclamation which will or could lead to degradation of groundwater quality below applicable standards to the Regional Water Quality Control Board or any other agency with jurisdiction over water quality.

7. Backfilling and Grading

- a. Subject to the approval of the City Engineer, backfilled and graded areas shall be placed to avoid excessive settlement and to the degree necessary to accommodate anticipated future uses.
- b. Materials used in the refilling (if necessary) shall be of a quality suitable to prevent contamination and/or pollution of groundwater. If materials for backfilling and grading are obtained from an area other than the site of surface mining operations, such materials shall be

included and the approximate quantities identified in the applicant's Reclamation Plan.

8. **Reservoirs, ponds, lakes or any body of water created as a feature of the Reclamation Plan shall be approved by the City Engineer and the Planning Department.**

4.10 MAINTENANCE, MONITORING, AND REMEDIAL MEASURES

Pursuant to CCR Section 2773(a), the success of reclamation will be monitored for three years, or until performance standards are met, provided that, during the last two years, there has been no human intervention, including for example, irrigation, fertilization, or weeding. Remedial measures will be implemented as necessary to achieve the performance standards.

4.11 REPORTING

Once the reclamation activities for a phase have been completed, monitoring activities will commence and will continue until the City is satisfied that performance standards have been met. Reporting of the progress of reclamation will be relayed to the City on an annual basis.

Pursuant to SMARA Section 2774(b), the City shall conduct an annual inspection of the mining operation to determine compliance with SMARA. The City shall notify the Director within 30 days of the date of completion of the inspection that the inspection has been conducted.

5.0 COST OF RECLAMATION

A reclamation cost estimate is provided in Appendix B.

6.0 APPLICANT STATEMENT OF RESPONSIBILITY

The Applicant's Statements of Responsibility and Lead Agency Certification are provided as Appendix C.

LEAD AGENCY CERTIFICATION

I, the undersigned, hereby certify that this reclamation plan complies with the applicable requirements of Articles 1 and 9 (commencing with Sections 3500 et seq. and 3700 et seq., respectively) of Chapter 8 of Division 2 of Title 14 of the California Code of Regulations, and with the requirements of the Surface Mining and Reclamation Act, Sections 2710 et seq.

Signed this _____ day of _____, 20____.

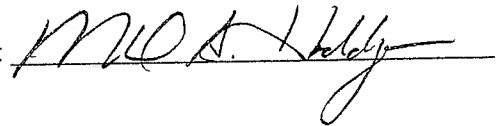
Planning Director _____

STATEMENT OF RESPONSIBILITIES

I, the undersigned, hereby agree to accept full responsibility for reclamation of all mined lands as described and submitted herein and in conformance with the applicable requirements of Articles 1 and 9 (commencing with Sections 3500 et seq. and 3700 et seq., respectively) of Chapter 8 of Division 2 of Title 14 of the California Code of Regulations, the Surface Mining and Reclamation Act commencing with Section 2710 et seq., and with any modifications requested by the administering agency as conditions of approval.

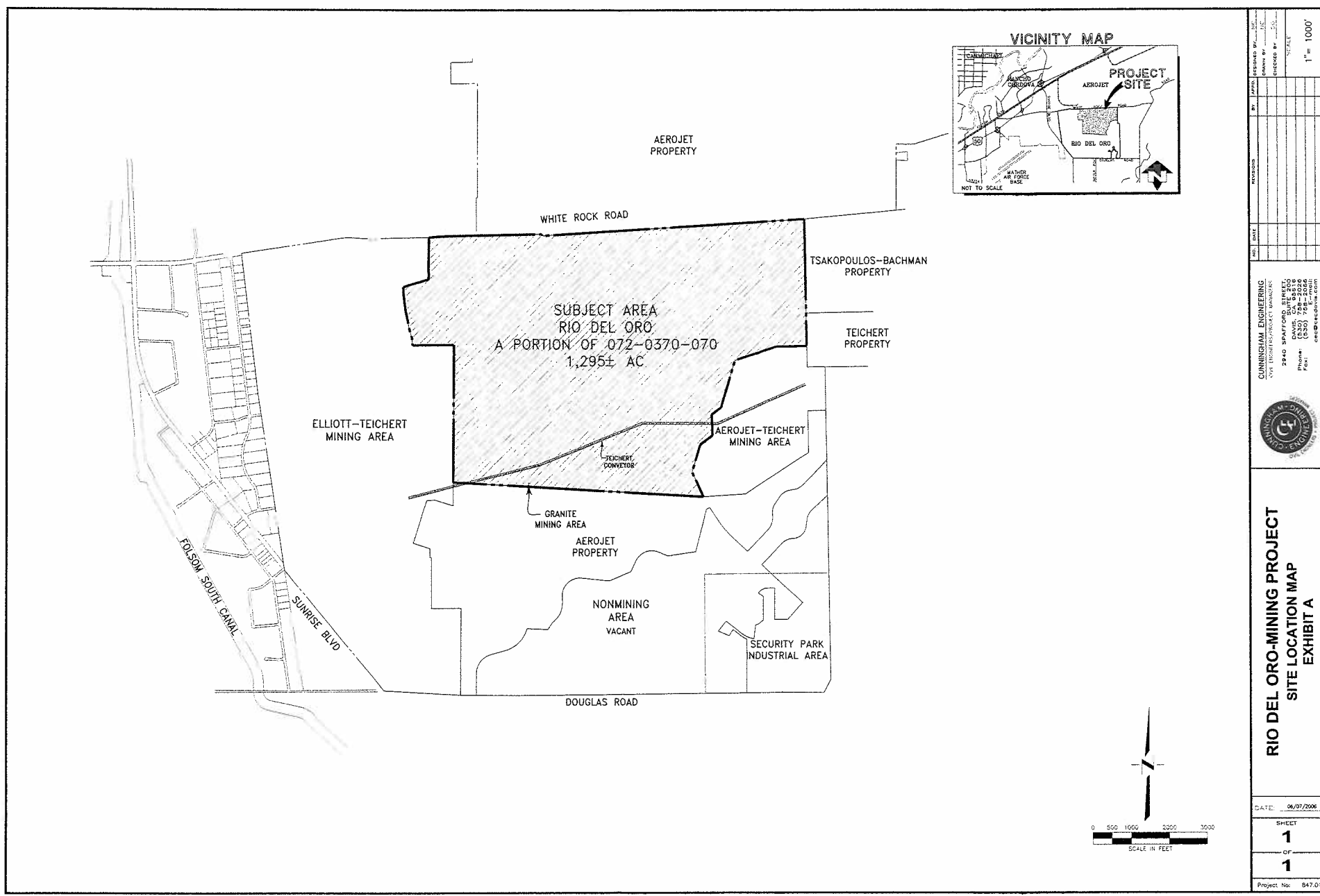
Signed this 3 day of July, 2007.

Mine Operator or Operator's Agent

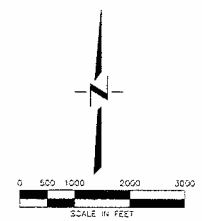
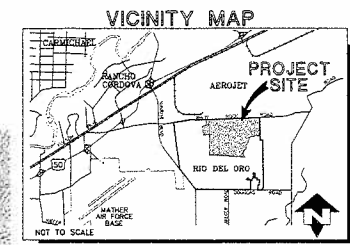
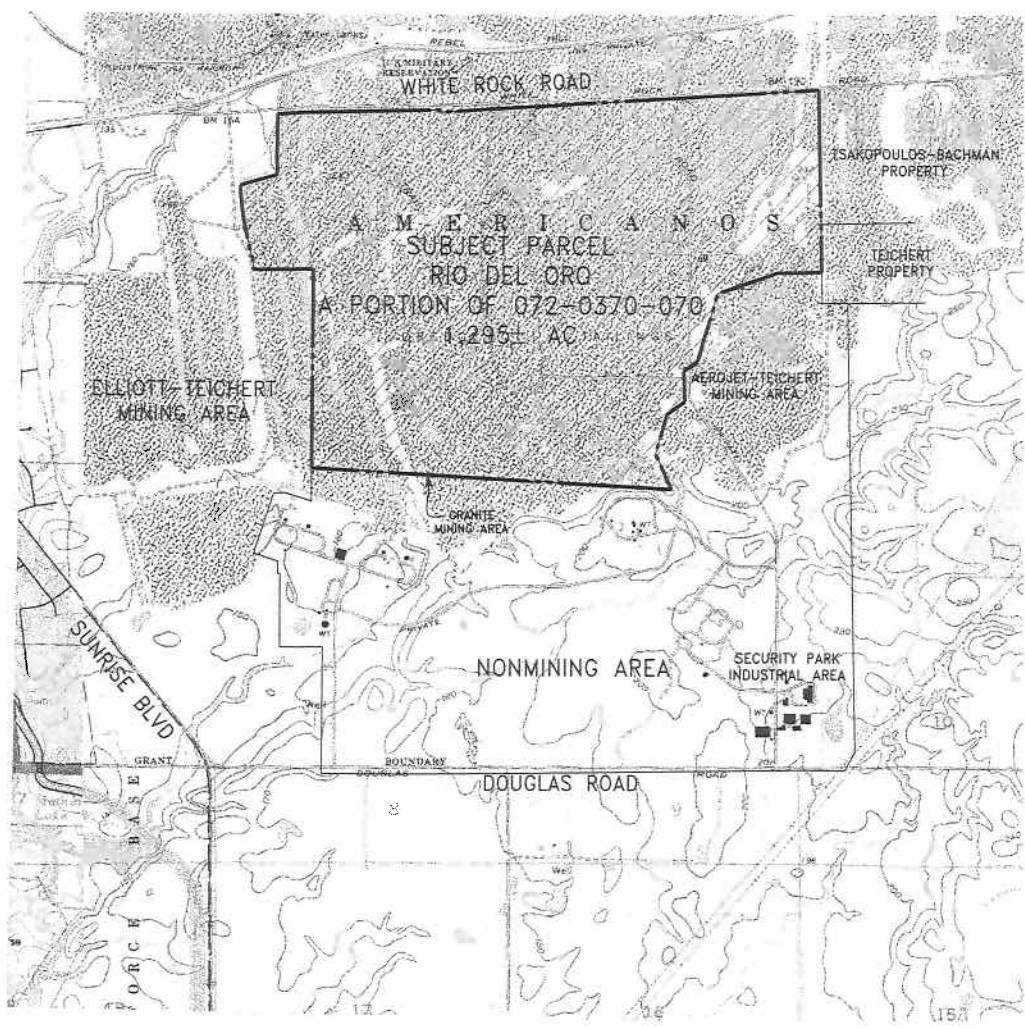


Rio Del Oro Mining Project-Plan Table of Contents:

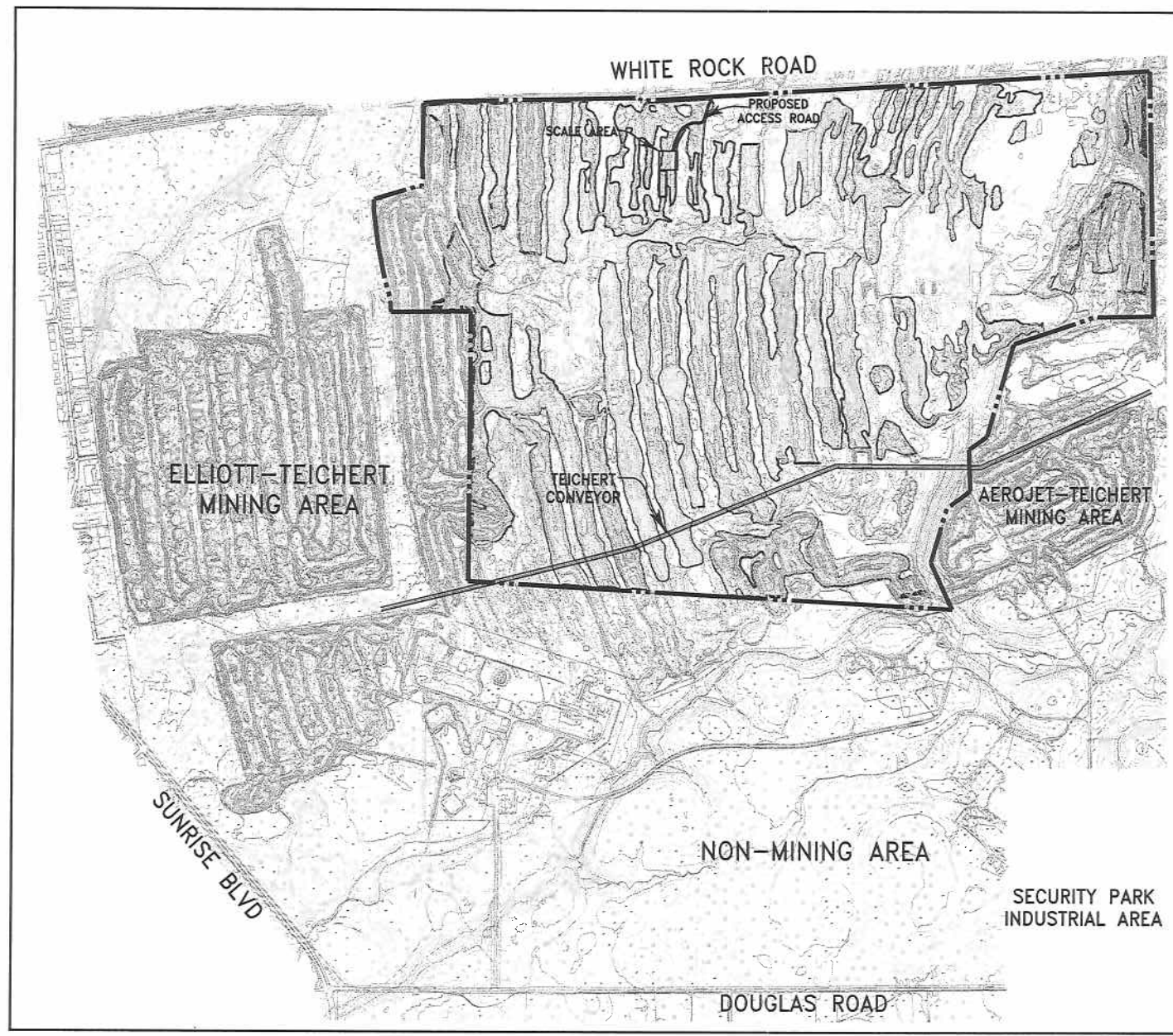
1. Project Site Location Map-Exhibit A
2. USGS Location Map-Exhibit B
3. Overview
4. 6 Month Forecast
5. Typical Mining Cross Section
6. Well and Water Supply Map-Exhibit D
7. Existing Site Conditions-Exhibit E
8. Staging/Sales Site-Exhibit G
9. Mining Plan-Exhibit H (Sheets M1 through M4)
10. Mining Plan Scale Area and Access Road Detail
11. Reclamation Plan-Exhibit I (Sheets R1 through R4)
12. 500' Radius Ownership Map-Exhibit C



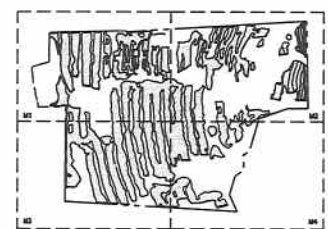
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DATE	06/07/2006
SHEET	1
OF	1
PROJECT NAME	RIO DEL ORO-MINING PROJECT
SITE LOCATION MAP	EXHIBIT A
ENGINEER	CUNNINGHAM ENGINEERING
REGISTERED PROFESSIONAL ENGINEER	STATE OF NEW MEXICO
NO. 10000	10000
PHONE	505-222-0000
FAX	505-222-0000
ADDRESS	10000
CITY	ALBUQUERQUE
STATE	NM
ZIP	87102
DATE	06/07/2006
BY	
REVISION	
DATE	
NO.	



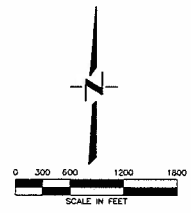
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DATE	06/07/2006
SHEET	1
OF	1
Project No.	847.01
RIO DEL ORO-MINING PROJECT USGS LOCATION MAP EXHIBIT B	
	
CUNNINGHAM ENGINEERING 1000 S. MOUNTAIN VIEW SUITE 100 PHOENIX, AZ 85026 Phone: (602) 798-2026 Fax: (602) 798-2027 cec@cumeng.com	



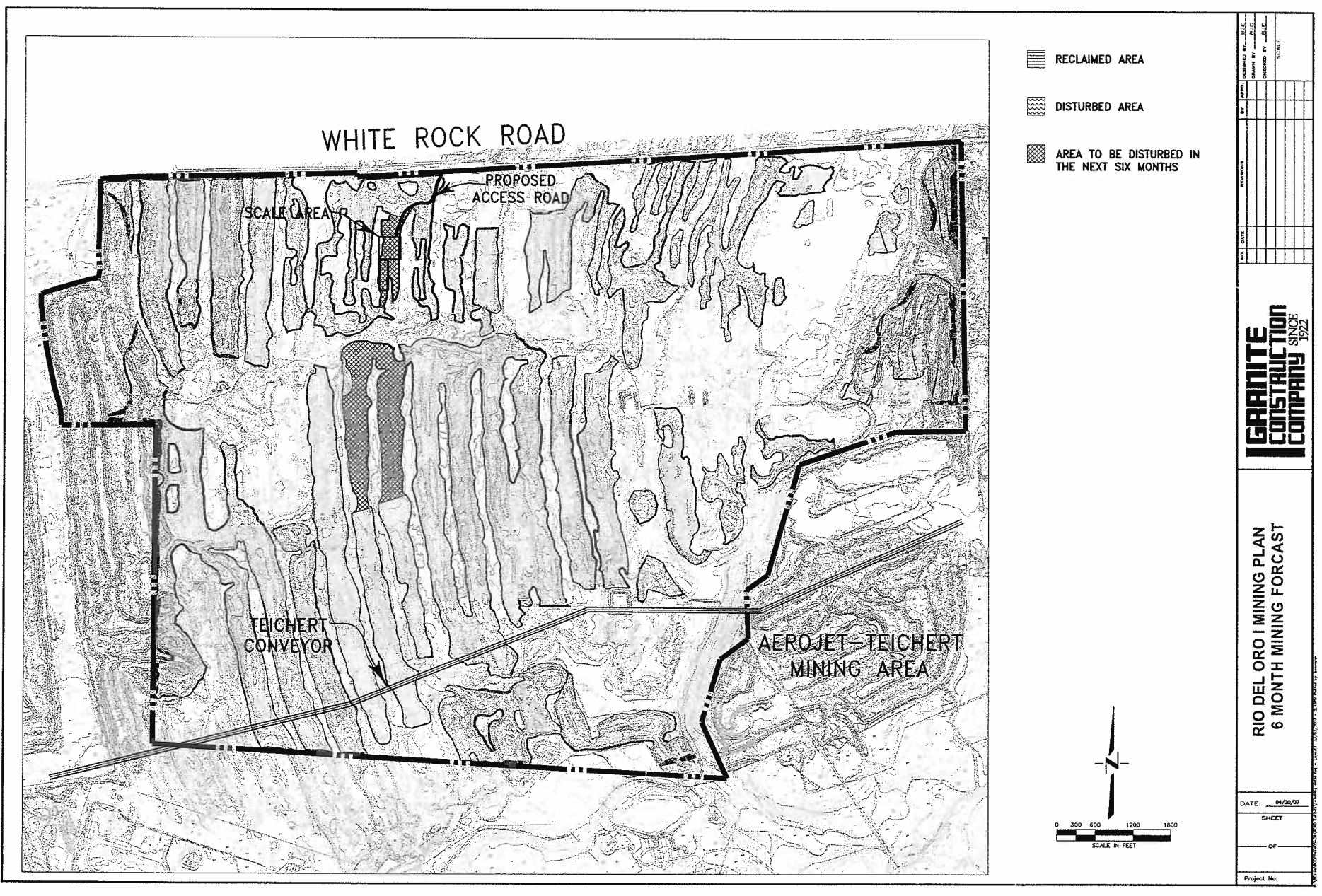
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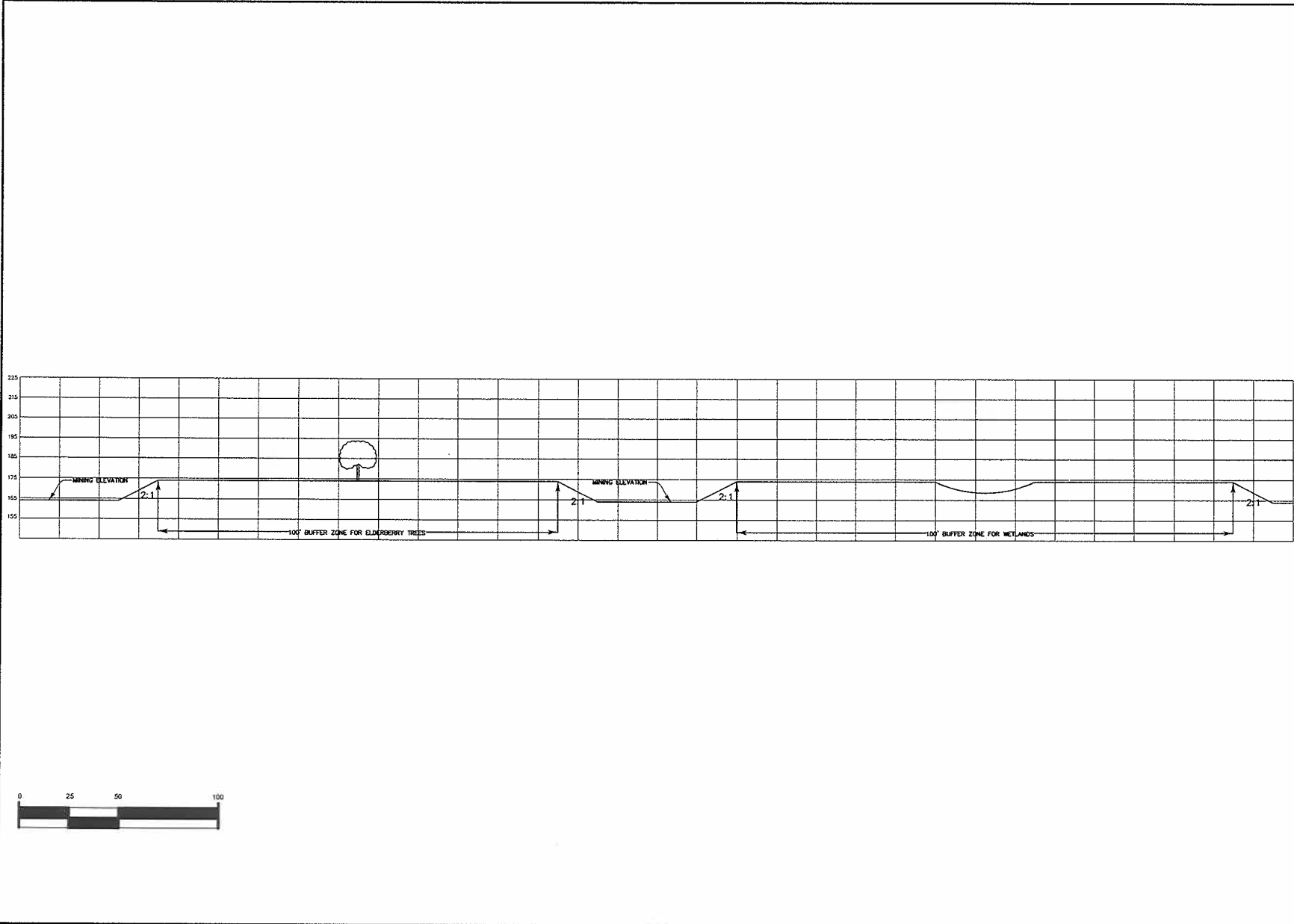


KEY MAP



DATE: 04/25/97	SHEET	OF	Project No:
RIO DEL ORO I MINING PLAN OVERVIEW GRANITE CONSTRUCTION COMPANY SINCE 1922			

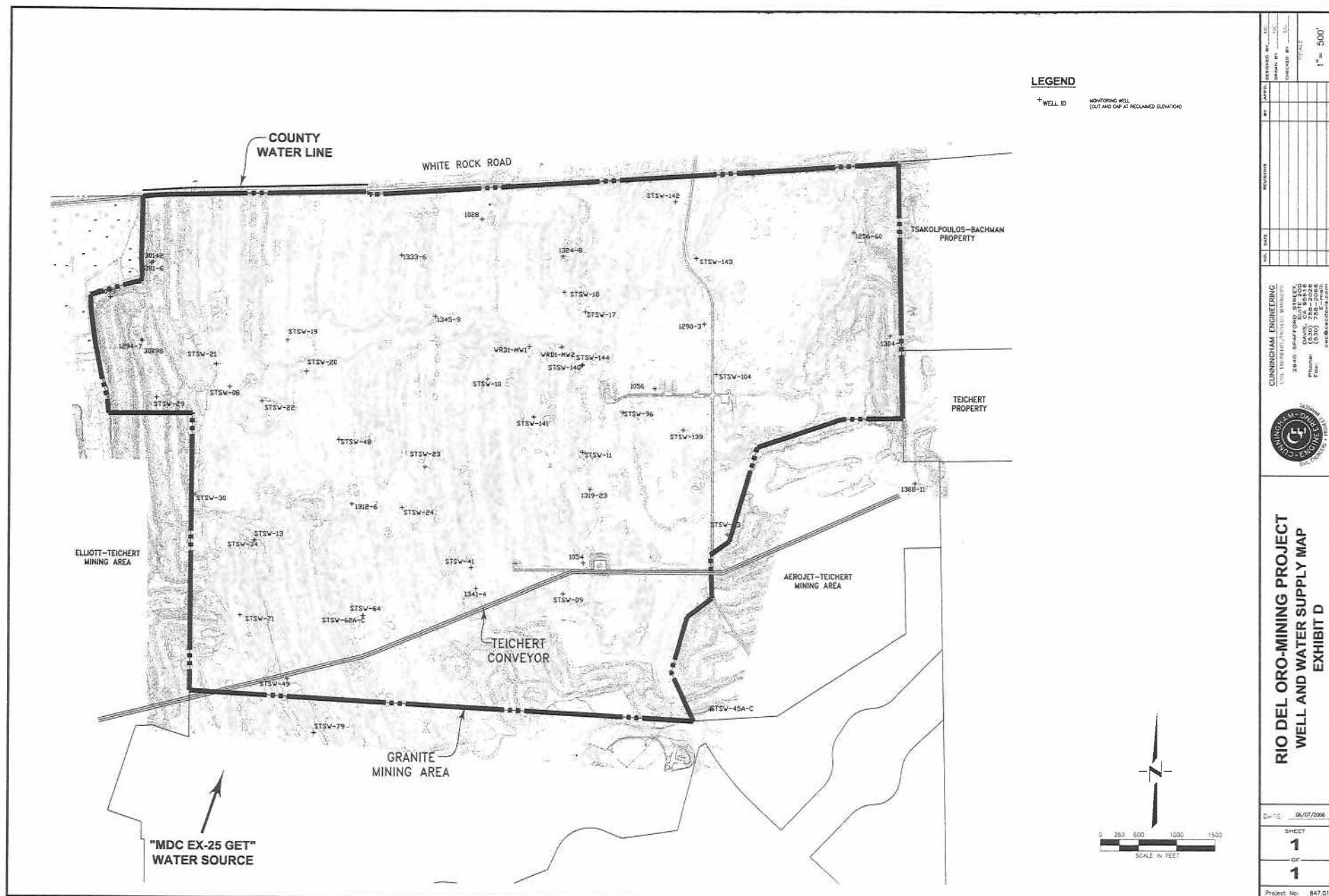




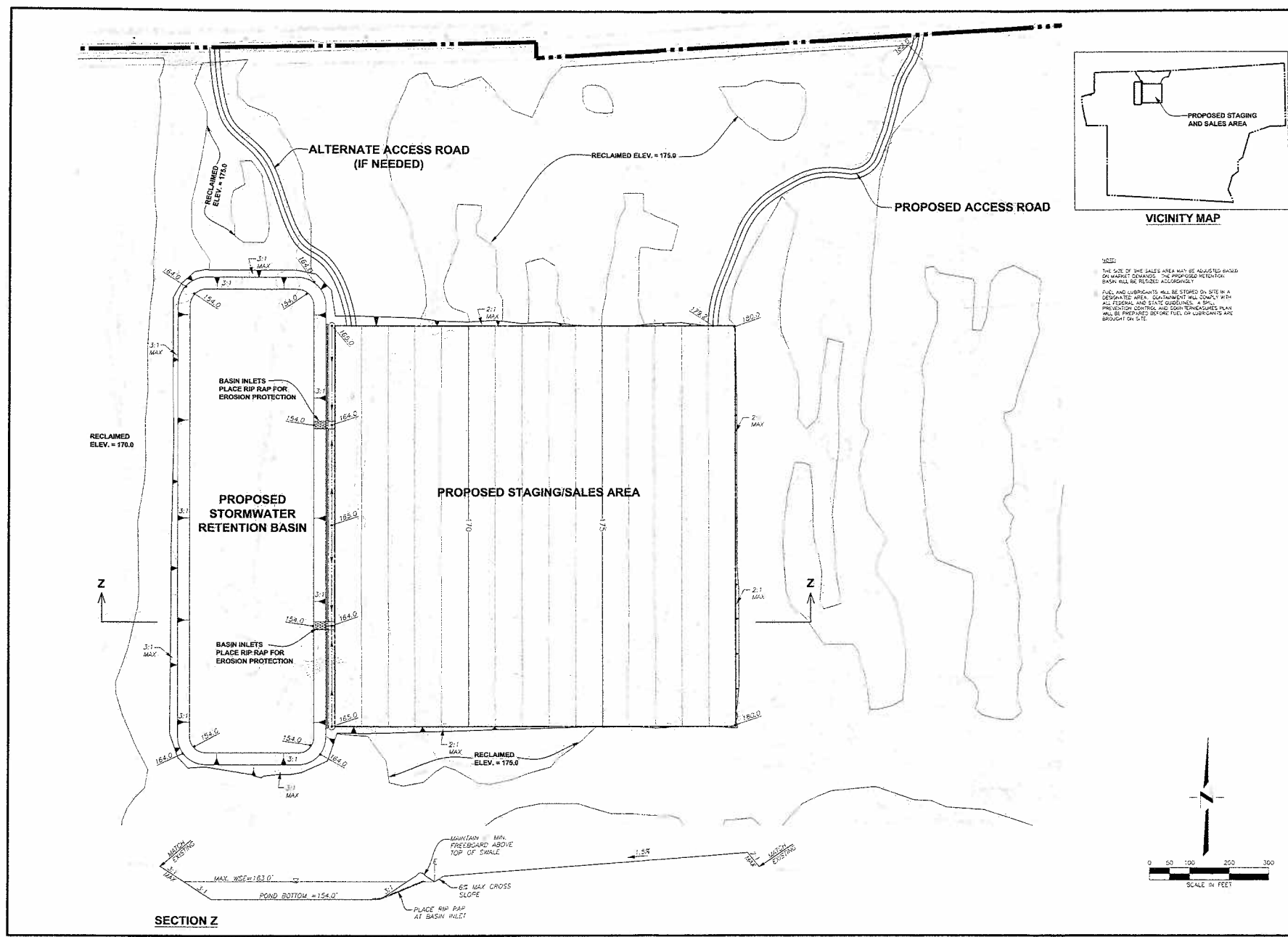
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SHEET	
OF	
Project No:	

GRANITE CONSTRUCTION COMPANY
SINCE 1922

DESIGNED BY	DATE	NO.	REV.
CHECKED BY			
APPROVED BY			







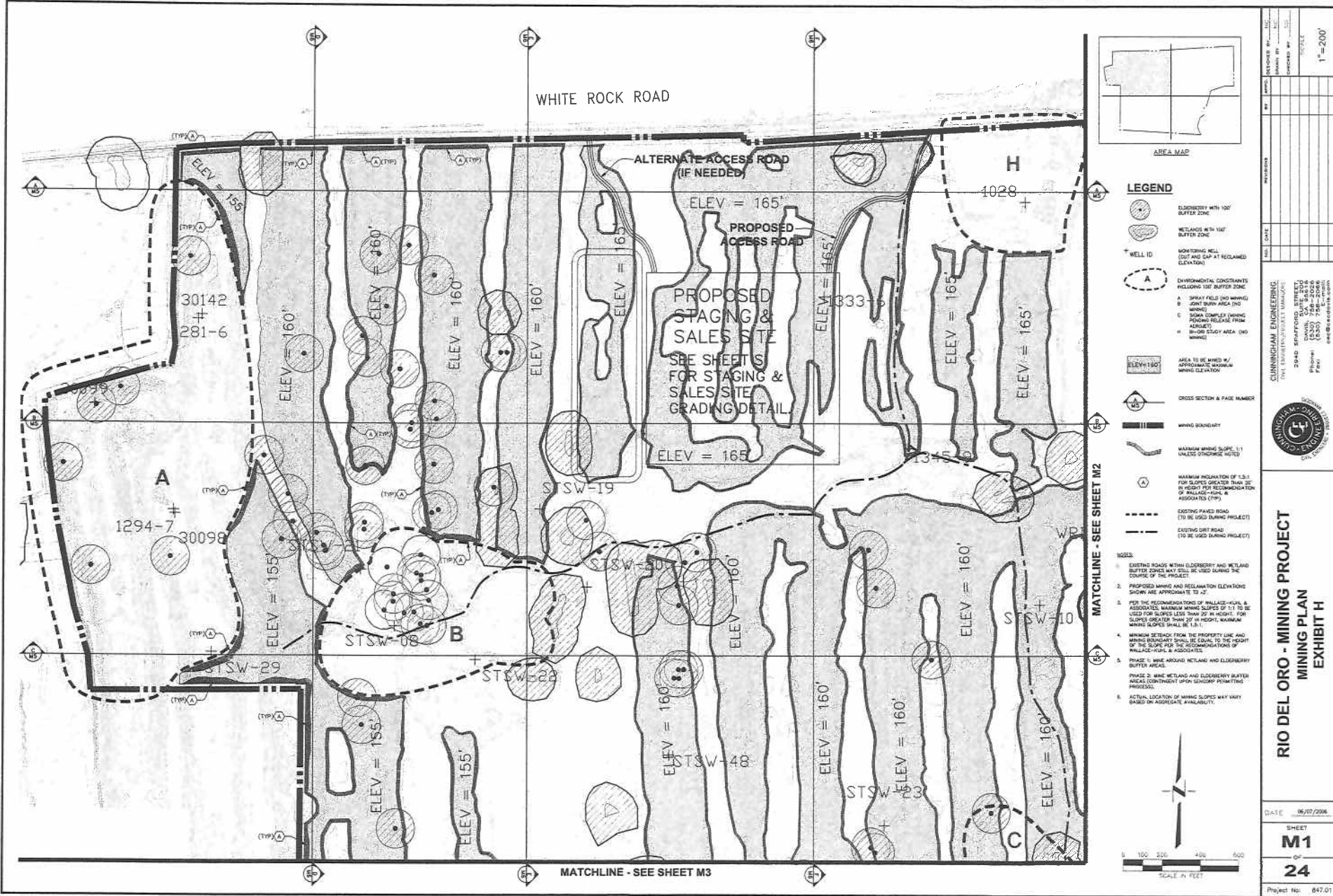
PROJECT NO.	DATE	BY	CHECKED BY
PROJECT NAME	SCALE		
PROJECT LOCATION	H: 1" = 200'		
	V: 1" = 20'		

CUNNINGHAM ENGINEERING
 1000 SPARFORD STREET
 SUITE 100
 DALLAS, TEXAS 75208
 PHONE: (214) 758-2000
 FAX: (214) 758-2000
 cec@cedonline.com



RIO DEL ORO - MINING PROJECT
STAGING/SALES SITE
EXHIBIT G

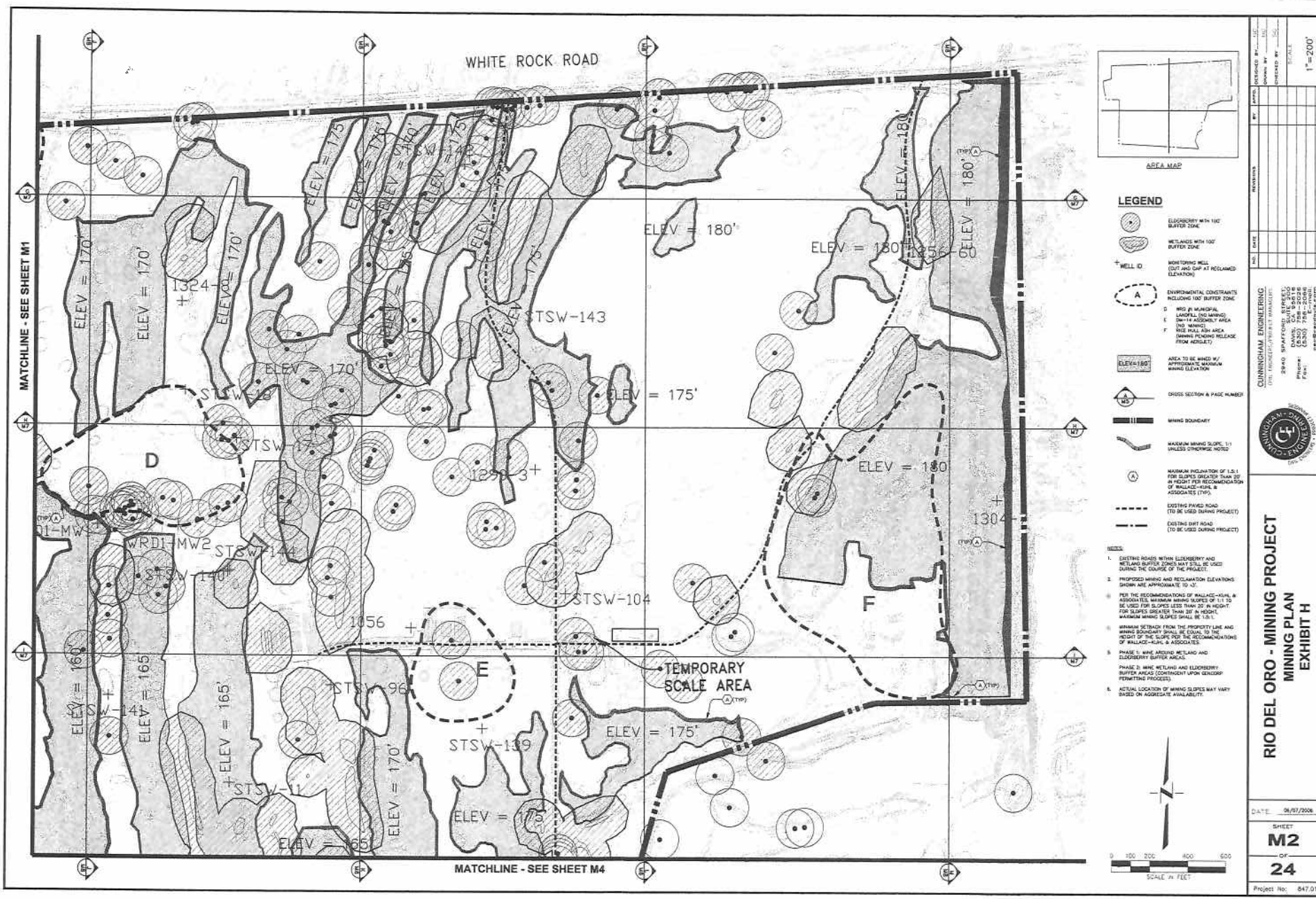
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SHEET	S1
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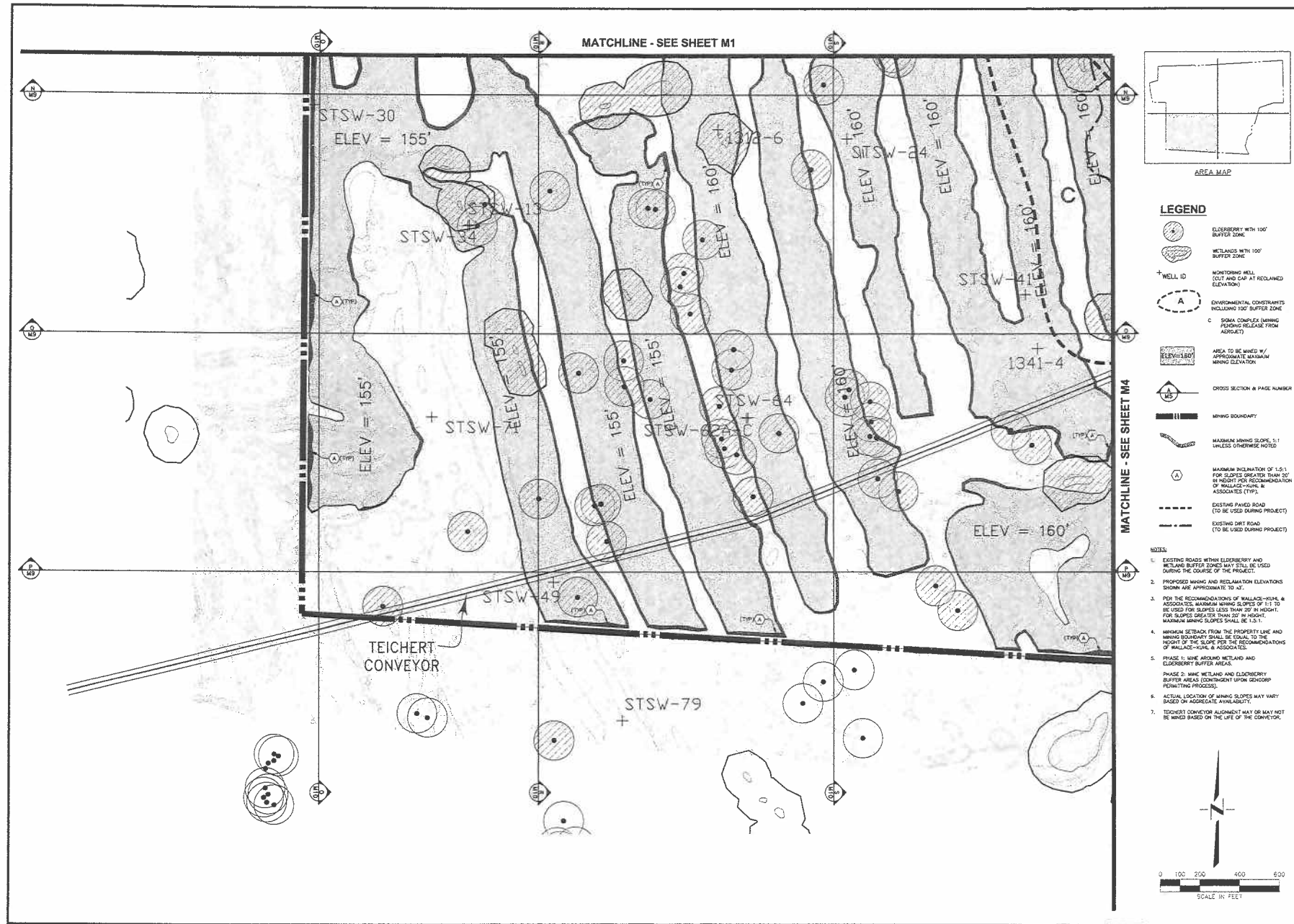


CUNNINGHAM ENGINEERING
THE ENGINEERING PROFESSIONAL CORPORATION
SPARTANBURG, SOUTH CAROLINA
OFFICE: 803-535-2000
FAX: 803-535-2006
cnc@cunninghameng.com

RIO DEL ORO - MINING PROJECT
MINING PLAN
EXHIBIT H

DATE: 06/07/2006
SHEET: **M1** OF **24**
Project No: 847.01



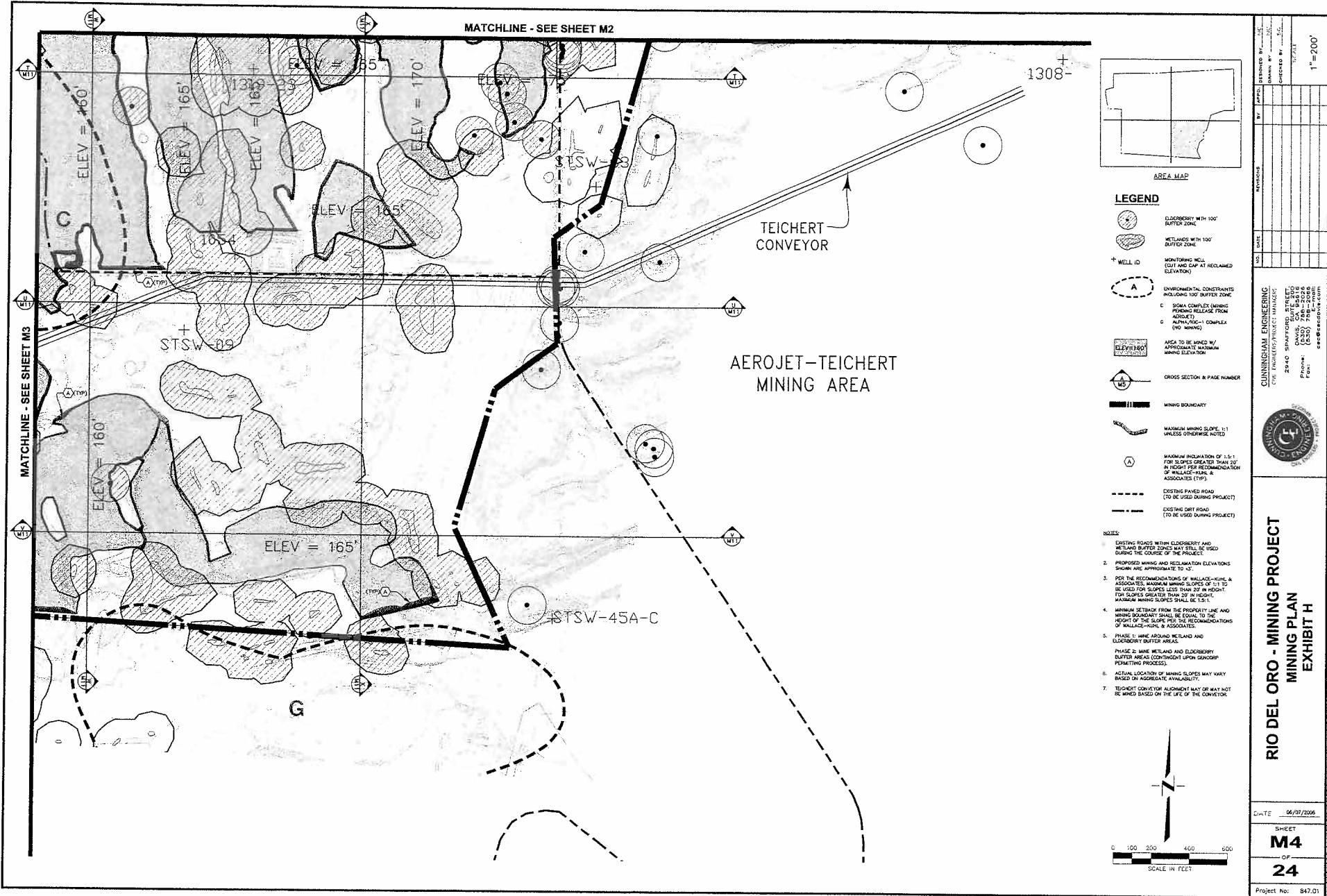


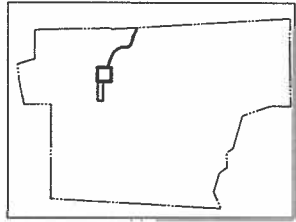
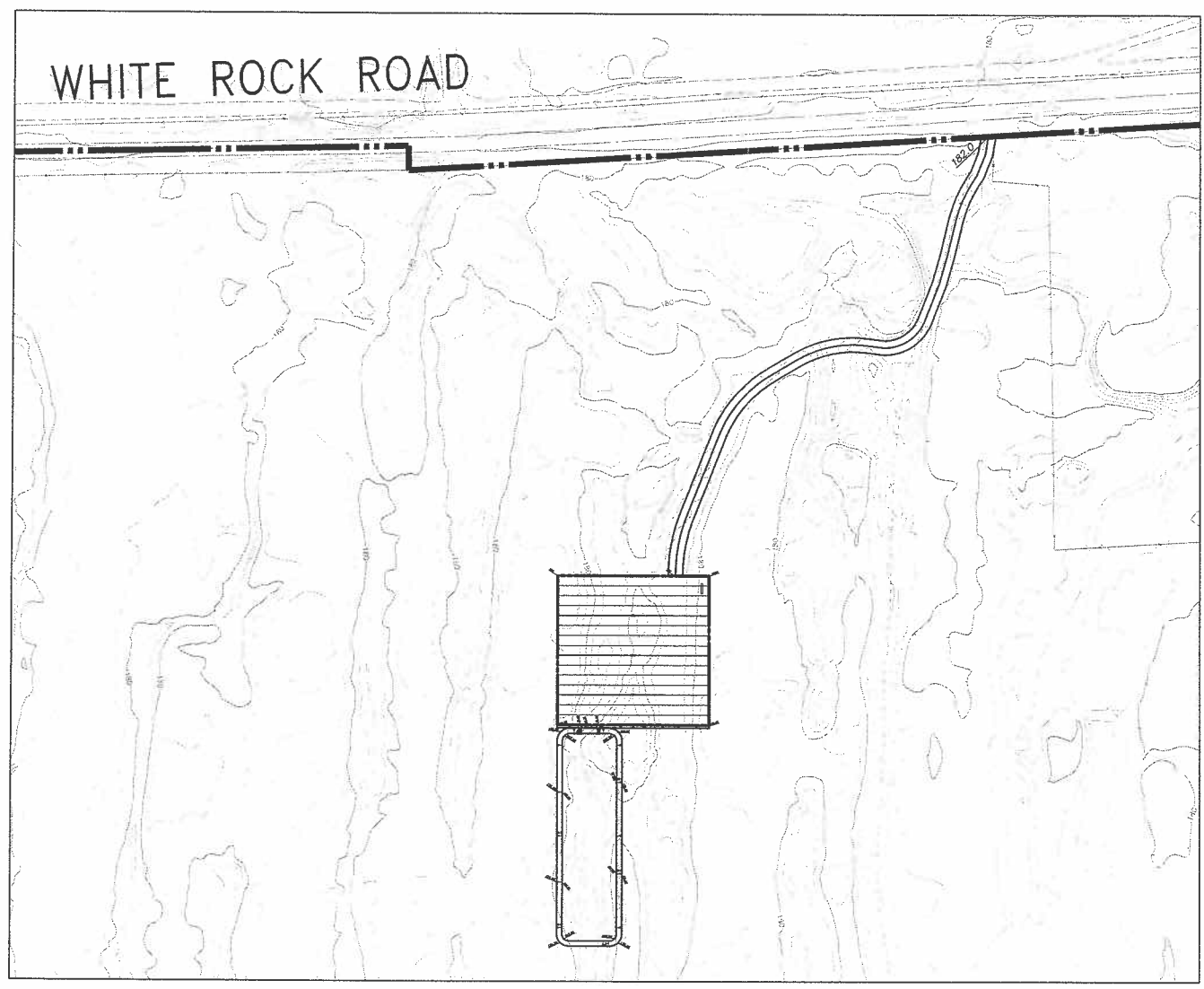
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 OAKLAND, CA 94612
 Phone: (510) 758-1000
 Fax: (510) 758-1001
 cee@cunningham.com

WALLACE-KUHL & ASSOCIATES
 1000 S. GARDEN STREET, SUITE 100
 OAKLAND, CA 94612
 Phone: (510) 758-1000
 Fax: (510) 758-1001
 wka@wallacekuhl.com

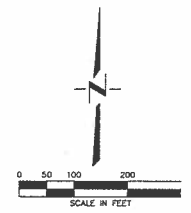
RIO DEL ORO - MINING PROJECT
MINING PLAN
EXHIBIT H

DATE: 06/07/2006
 SHEET: **M3**
 OF: **24**
 Project No: 847.01





NOTE:
THE SIZE OF THE SCALE AREA MAY BE ADJUSTED BASED ON MARKET DEMAND. THE PROPOSED RETENTION BASIN WILL BE DESIGNED ACCORDINGLY.
FUEL AND LUBRICANTS WILL BE STORED ON SITE IN A DESIGNATED AREA. CONTAINMENT WILL COMPLY WITH ALL FEDERAL AND STATE GUIDELINES. A SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN WILL BE PREPARED BEFORE FUEL OR LUBRICANTS ARE BROUGHT ON SITE.

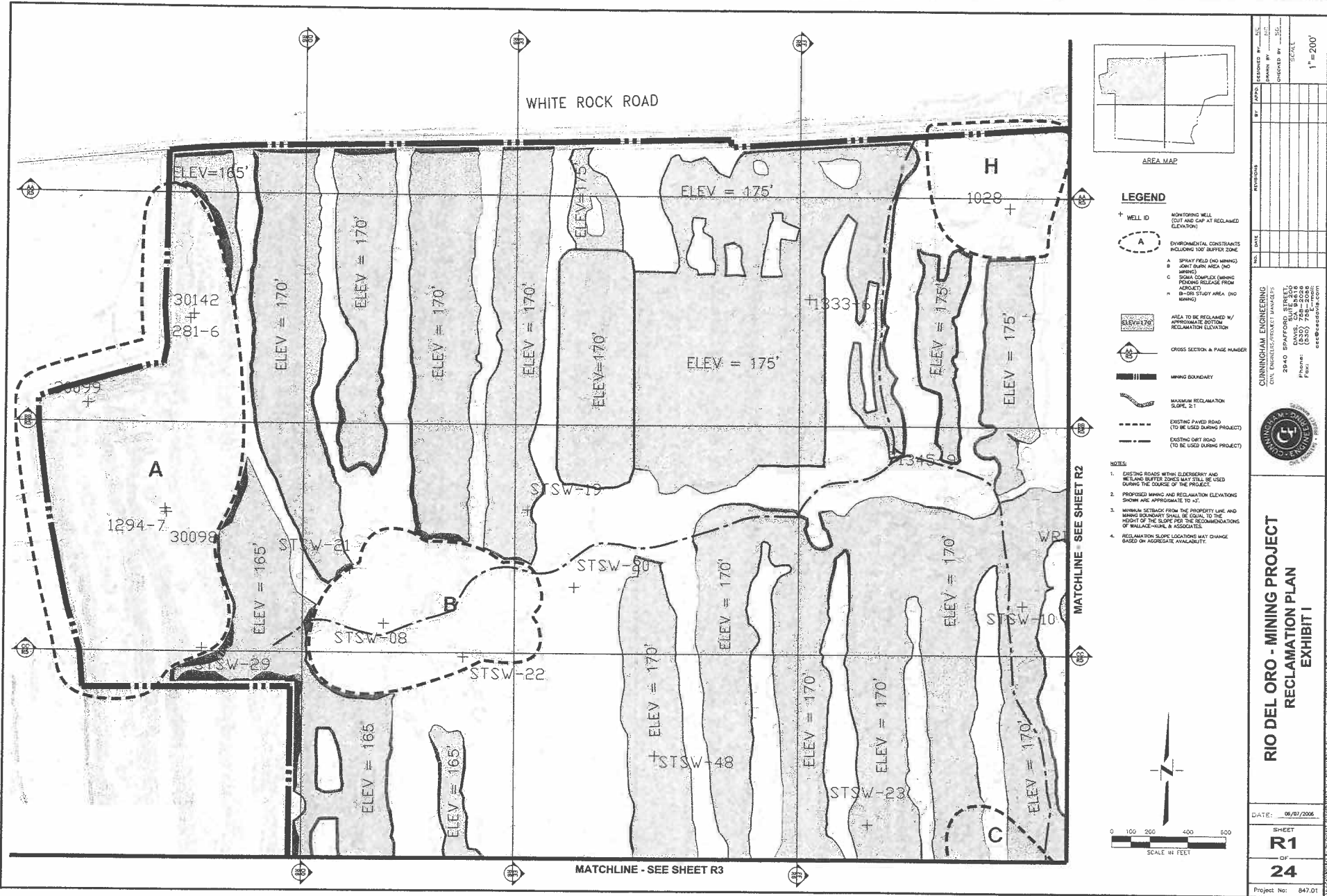


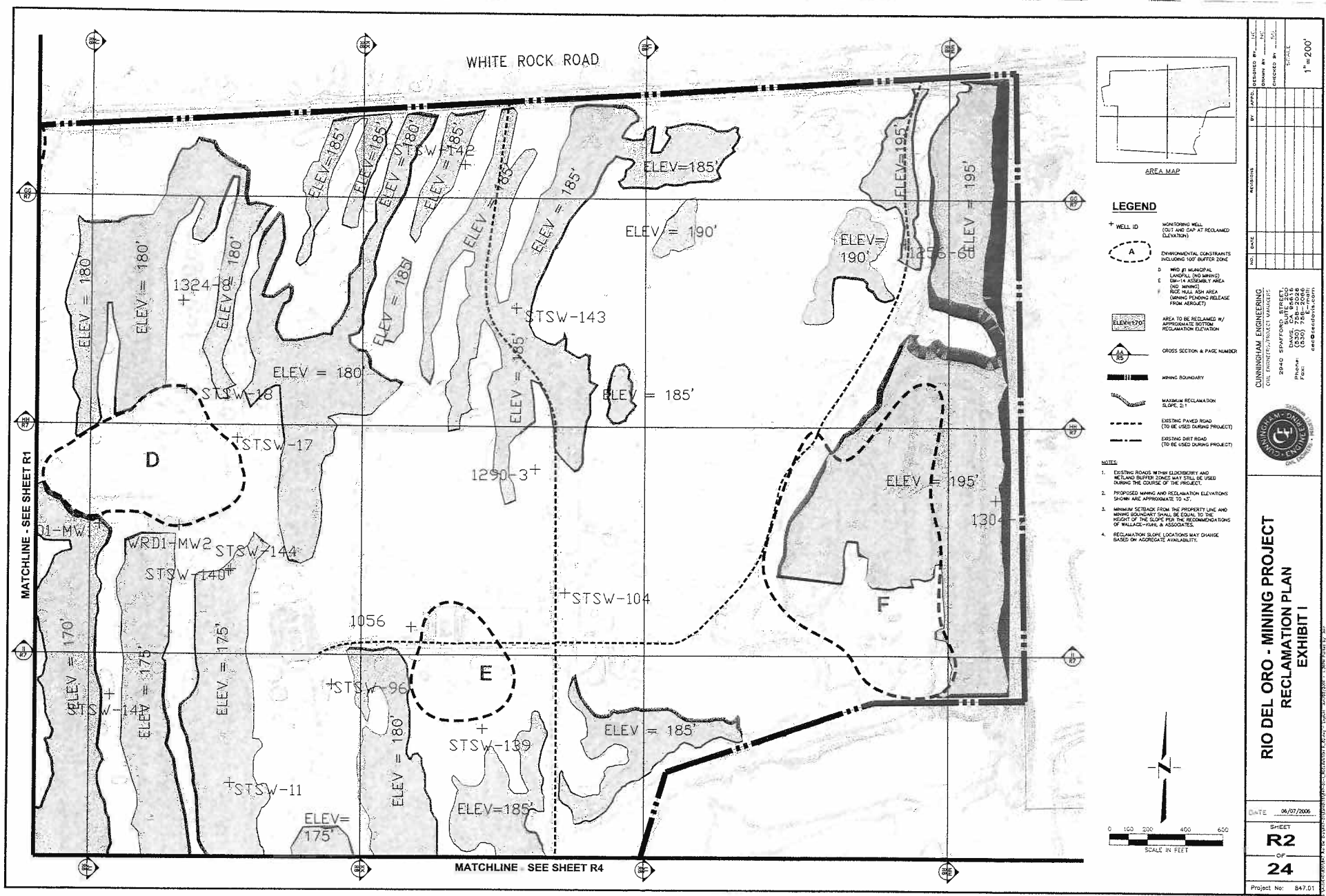
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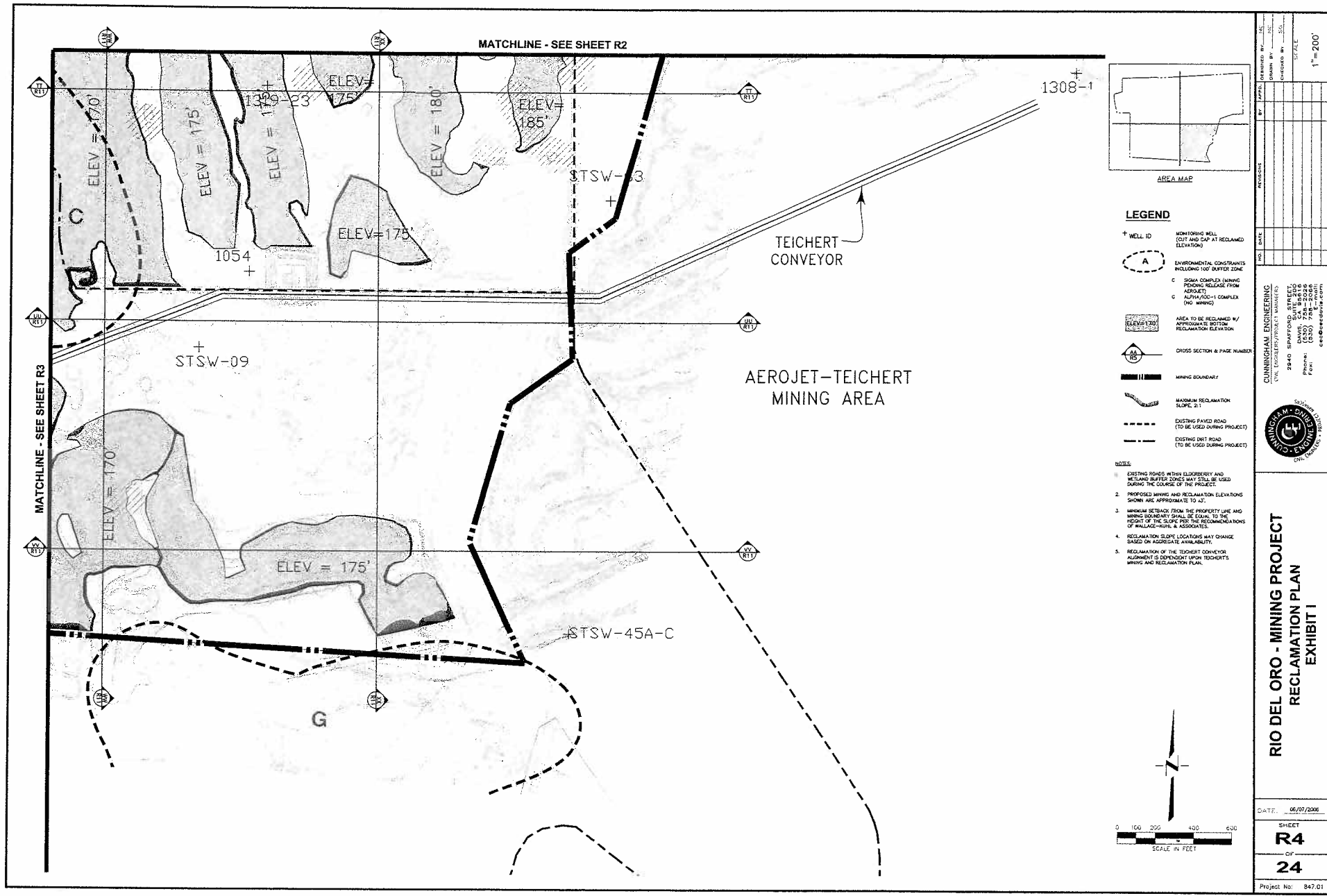
GRANITE
CONSTRUCTION
SINCE 1922
COMPANY

RIO DEL ORO I MINING PLAN
SCALE AREA AND
ACCESS ROAD DETAIL









CUNNINGHAM ENGINEERING CIVIL, GEOTECHNICAL, PROJECT MANAGEMENT 2540 S. 10TH AVE., SUITE 200 DENVER, CO 80202 PHONE: 303.733.8888 FAX: 303.733.8889 WWW.CUNNINGHAM-ENGINEERING.COM	
RIO DEL ORO - MINING PROJECT RECLAMATION PLAN EXHIBIT 1	
DATE: 06/07/2006	SHEET: R4
	OF: 24
Project No: 847.01	



Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
1.	The applicant will meet in good faith to discuss the possible creation of a "Reclamation Authority" as authorized by the State of California.	Within 90 days of the approval date of the Mining Permit	Planning	
2.	The Granite Construction Mining and Reclamation Plan is approved by the Planning Commission as of July 26, 2007, subject to the Conditions of Approval/MMRP, Reclamation Plan and the Financial Assurance Cost Estimate. The Mining Permit is valid for ten, 10 years from the date of approval.	Expires 10 years from July 26, 2007	Planning	
3.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	During all phases of the project	Planning	
4.	Granite Construction is authorized to operate on a 24 hours per day, 7 days per week basis. If during the mining, the City receives complaints regarding nighttime mining operations, the Planning Director shall evaluate the technical merits of the complaints and at his discretion shall work with the applicant to modify mining operations to ensure compliance with General Plan and Zoning Code standards. As necessary to resolve the conflict, the hours for the mining operations could be changed to operate at the normal time periods of 6:00 a.m. to 10:00 p.m., Monday through Friday, and 6:00 a.m. until 3:00 p.m. on Saturdays, only.	During all phases of the project	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
5.	The applicant shall mitigate the potential for track-out on-site. If track-out still occurs, the project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the reclamation plan submittal.	During all phases of the project	Public Works	
6.	Maintain security fencing around the perimeter of the site, and provide warning/trespass signs to comply with the Zoning Code. All perimeter fencing shall be retained until post-reclamation development of the project site occurs.	During all phases of the project	Planning	
7.	Should the City Engineer determine that an unexpected and significant, project related traffic problem has occurred during the course of the mining operation and transfer of materials off-site, he/she will work with the applicant to implement appropriate mitigation measures. On-site mitigation shall be initially encouraged by the City such as truck metering or queuing. The operator shall agree to cooperate and pay its fair share as determined by the Public Works Director for the construction of off-site improvements, if needed.	During all phases of the project	Public Works	
8.	The proponent shall ensure the moisture content of the material being conveyed; if used in the future, to the processing plant is sufficient to avoid visible dust emissions from the loading and unloading points.	During all phases of the project	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date and Signature)
9.	In the unlikely event the mining operation encounters any former waste disposal area, mining activities shall immediately cease and the following agencies shall be contacted to determine the appropriate course of action: • Sacramento County Environmental Management Department, Environmental Health Division: (916) 875-8416. • State Department of Toxic Substances Control (916) 255-3601. • Central Valley Regional Water Quality Control Board (916) 255-3000.	During all phases of the project	Planning	
10.	Mining equipment and any toxic substance associated with mining or reclamation operations shall be protected from flooding and from contact with surface water.	During all phases of the project	Planning	
11.	The discharge of wastewater (including aggregate process water) to surface waters or surface water drainage courses is prohibited.	During all phases of the project	Planning	
12.	No polluting substance or toxic compound shall be applied to the mining surface area. Any form of pollutant used on the site shall be contained and not disposed of onsite.	During all phases of the project	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date and Signature)
	<i>Prior to Issuance of the Work Authorization Permit</i>			
13.	Applicant shall pay the City any outstanding balance incurred by the City for the processing of the mining permit.	Prior to the issuance of the work authorization permit	Planning	
14.	The applicant shall comply with all the mitigation measures included in the Mitigated Negative Declaration adopted July 26, 2007 and pay the costs of any technical consultant services incurred during implementation of the MMRP. The initial estimate of these costs is \$10,000. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount.	Prior to the issuance of the work authorization permit	Planning	
15.	Provide the City of Rancho Cordova with a performance bond in the amount of \$644,928 made payable to the City of Rancho Cordova and the Department of Conservation of the State of California to financially guarantee reclamation of the property. The amount of the bond shall be subject to annual review and adjustment, pursuant to the requirements of the City's Mining Ordinance.	Prior to the issuance of the work authorization permit	Planning	
16.	The applicant and the City shall negotiate an agreement establishing the terms, conditions and method of determining the payment of a percentage of the retail sales (not to exceed 1% of the gross sales) generated by the sales of mined materials removed from the City and sold off-site.	Prior to the issuance of the work authorization permit	Finance	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
17.	The applicant shall be required to install signs, to the satisfaction of the Public Works Department, alerting the traveling public to trucks entering/exiting the property.	Prior to the issuance of the work authorization permit	Public Works	
18.	The applicant shall enter into an agreement with the City to address damages and impacts to City roadways directly attributable to the project. Impacts include, but are not limited to; public improvements necessitated by the project and accelerated wear on public infrastructure. The form of the agreement may include a fee per unit of material hauled away from the site and/or a capital fee to the satisfaction of the Public Works Department. The applicant shall prepare a roadway condition assessment for the City's review prior to hauling material off-site which describes the current condition of the impacted City roadways.	Prior to the issuance of the work authorization permit	Public Works	
19.	All haul route exit drives shall be paved minimum 100-feet prior to the point of exit to public right-of-way and swept on a regular basis to the satisfaction of Public Works.	Prior to the issuance of the work authorization permit	Public Works	
20.	Obtain appropriate permits from Public Works and provide adequate drain facilities into the established flood control system, in accordance with the Sacramento County Improvement Standards. The drainage plan shall mitigate the increase in surface runoff into Morrison Creek and shall show Best Management Practices (BMPs) to prevent erosion and sedimentation in those swale areas.	Prior to the issuance of the work authorization permit	Water Resources- Drainage	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date and Signature)
	<i>Prior to Certification of the Completion of the Reclamation Plan</i>			
21.	The project proponent shall prepare for approval by the Planning Director a Tree Replanting Plan representing the size, species, and location of trees to be planted in compliance with mitigation measure MM 4.2 of the Final Mitigated Negative Declaration. The plan shall seek to place trees within the vicinity of the project and consistent with whatever use is planned for or located on the property.	Prior to Final Certification of the Reclamation Plan	Planning	

Mitigation Measures

Section 2		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
MM 1.1	The project proponent shall ensure that night time lighting levels be maintained at the minimum level necessary to provide for security and safety at the project site. All night time lighting shall be shielded and aimed appropriately to prevent any direct upward illumination or light directed at adjacent properties. If the City receives complaints from any residents of adjacent areas of nuisance lights, the project proponent shall take immediate action to prevent lights from producing significant light or glare at adjacent properties. All on-site stationary lighting shall comply with this requirement throughout the entirety of operation of the project. Vehicle and all other mobile equipment lights (except for any lights mounted on the mobile processing plant) are exempt from this requirement for safety reasons. However, the use of high beams shall be limited within 1,500 feet of the western boundary of the project site to those times when they are required for safety reasons. Signs visible to truck drivers shall be posted along any haul roads within 1,500 feet of the western boundary of the project site that state that high beams are to be used only as required for safety. All drivers shall be notified of this requirement prior to operating on-site.	Throughout project operation once homes are occupied within the Rio Del Oro project or within 1,500 feet of any portion of the project site.	City of Rancho Cordova Planning Department and Code Enforcement Department.	
MM 3.1a	The project proponent shall require that the operators water all haul roads and all exposed soils at least twice daily during construction, mining and reclamation activities.	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	

Mitigation Measures

MM 3.1b	The project proponent shall require that the operators limit vehicle speed for on-site construction vehicles to 15 miles per hour on any unpaved roadways at all times. Signs stating the speed limit and that dust control measures are in effect shall be placed at each entrance/exit of the site and along all haul roads. Truck and equipment operators shall be notified that dust abatement is a concern and of the 15 mph speed limit.	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	
MM 3.1c	The project proponent shall require that, when transporting materials by truck during mining and reclamation activities, loads shall be covered or two feet of freeboard shall be maintained by the operator. Compliance with this measure shall be enforced by both the City and the project foreman.	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	
MM 3.1d	The project proponent shall ensure that all exposed soil existing after mining of the project site is seeded with non-invasive species and mulched with certified weed-free straw mulch immediately after mining. The amount of exposed soil at any one time shall be minimized as much as possible. Seeding and straw mulching shall be conducted as the project progresses, immediately following regrading of the soil. All seeding shall be conducted according to California Stormwater Quality Association (CASQA) guidelines, as shown in their California Stormwater BMP Handbook (EC-4). All straw mulch application shall be conducted according to CASQA guidelines, as shown in their California Stormwater BMP Handbook (EC-6). All seeded and mulched areas shall be inspected daily to ensure dust is controlled during the establishment period. Water shall be applied to any areas known or suspected to generate dust during any high wind events (winds greater than 15 miles per hour).	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	

Mitigation Measures

MM 3.1e	The project proponent shall provide a plan for approval by the City and the Sacramento Metropolitan Air Quality Management District (SMAQMD) demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction and operation of the proposed project will achieve a fleet-averaged 20 percent NOx reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The project proponent shall submit to the City and SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no activity occurs; and, The project proponent shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites does not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be performed at least weekly by a qualified third-party professional, and a monthly summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site	Equipment Inventory shall be submitted prior to site disturbance. Remainder of measure shall be complied with throughout construction and operation of the project.	City of Rancho Cordova Planning Department and SMAQMD.	
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Mitigation Measures

	inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation. In the event construction equipment meeting the requirements set forth above is determined not to be available, the project proponent shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.			
MM 3.1f	The project proponent shall offset excess emissions (to below the 65 lbs/day threshold of significance) by paying an off-site operational mitigation fee to the Sacramento Metropolitan Air Quality Management District (SMAQMD) Operational Mitigation Fee Program. The final amount of the fee is to be determined by SMAQMD in consultation with the project proponent during the stationary air quality permit process. The project proponent shall provide documentation of the payment of the fee to the City prior to site disturbance.	Prior to site disturbance.	SMAQMD in consultation with the City of Rancho Cordova Planning Department.	
MM 3.2	Mining conducted by the project proponent shall be phased such that aggregate located generally in the western portion of the project site is mined early in the process. Mining shall be phased so that mining generally progresses from west to east as much as possible during the project life. The project proponent shall coordinate with Elliott Homes and GenCorp Realty Investments to ensure that mining is phased to reduce impacts to new development.	Throughout all phases of the project.	City of Rancho Cordova Planning Department.	
MM 4.1a	Prior to each phase of construction or mining or any other site disturbance between the dates of March 1 and August 31, a determinate survey shall be conducted to determine if	All necessary surveys shall be provided to the	City of Rancho Cordova Planning	

Mitigation Measures

	active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) or other special-status bird species is taking place. Surveys shall be conducted according to the following requirements: • The survey(s) shall be conducted by a qualified biologist or other equivalent professional. • The survey(s) shall be conducted no more than 30 days and no less than 14 days prior to site disturbance to occur between March 1 and August 31 for each year the proposed project would operate. • The survey(s) shall include all areas within 250 feet of the project site. • A copy of the survey(s) shall be provided to the City of Rancho Cordova no less than 7 business days prior to site disturbance. If any special-status bird species are found to be nesting within the survey area, the project proponent shall immediately contact the City of Rancho Cordova Planning Department in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity of any kind may occur within 250 feet of any nesting activity or as otherwise required following consultation with the City Planning Department and the California Department of Fish and Game until such time as the young have fledged. If all activities are to be completed outside the nesting season (identified above), determinate surveys shall not be required.	City of Rancho Cordova Planning Department no less than 7 days prior to site disturbance between March 1 and August 31. Surveys shall be repeated for each year the project plans to operate.	Department in consultation with the California Department of Fish and Game.	
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Mitigation Measures

MM 4.1b	The project proponent shall update determinate surveys for potentially occurring special-status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species, or assume species presence within the area of project activity. - If any special-status species or their habitat are indicated or assumed, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special-status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent possible. The Special-Status Species Avoidance/Mitigation Plan shall be submitted to the City Planning Department for approval. - Where project impacts include take of a State listed animal species, a "2081-incidental take" permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act. Proof of such a permit shall be provided to the City of Rancho Cordova Planning Department prior to site disturbance. Determinate surveys for potentially occurring special-status species shall be conducted no more than three months prior to site disturbance. A copy of all determinate surveys shall be provided to the City Planning Department no less than seven days prior to site disturbance.	Determinate surveys shall be performed no more than three months prior to site disturbance. Any required avoidance/mitigation plans or permits listed above shall be provided to the City Planning Department prior to approval of improvement/grading plans or prior to site disturbance, whichever comes first.	City of Rancho Cordova Planning Department in consultation with the California Department of Fish and Game.	
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Mitigation Measures

MM 4.1c	No disturbance, during any phase of the proposed project, within 100 feet of any wetlands or ephemeral drainages identified in the wetland delineation for the Rio Del Oro Specific Plan shall take place until such time as the approved mitigation is in place properly addressing the impacts to vernal pools and other seasonal habitats that support vernal pool fairy shrimp and vernal pool tadpole shrimp in such a manner that there will be no net loss of habitat (acreage and function) for these species in the Laguna Formation (pursuant to City Policy NR.2.1). The project proponent shall prepare and submit an annual Habitat Monitoring Report (HMR) to the City, which documents efforts to avoid sensitive habitat areas and the associated monitoring efforts. Included in the HMR will be the appropriate documentation of GenCorp's (or others) permitting and mitigation efforts. The project proponent will provide all required permits and approvals to the City before impacting sensitive habitat areas. The HMR shall also include a schedule of planned activities including the following: • The location of the proposed vernal pool and seasonal wetland habitat site(s) and a detailed map of showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values and functions. The compensation wetlands shall be designed to, at a minimum: meet or exceed the hydrophytic conditions and operating functions of the existing wetlands proposed for impact.	Prior to approval of grading and improvement plans and construction plans prior to any ground-disturbing activity.	City of Rancho Cordova Planning Department.	
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Mitigation Measures

	• A monitoring plan to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. • A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity. • A requirement that fencing be installed around all existing vernal pools that are within fifty feet of any haul route, spoil zone, stockpile zone, creation zone, or other construction area. The fencing shall be of high visibility material and limit access to the project site. Fencing shall be placed no closer than 10-feet to the delineated, verified perimeter of existing vernal pools. • A requirement that a qualified biological resources monitor, approved by the City be on the site(s) to ensure compliance with identified mitigation for the duration of all the proposed activities. The construction manager shall submit bi-annual compliance reports to City monitor for review for a period of five years. • The vernal pool and seasonal wetland habitat site shall be surveyed by a qualified biologist no more than 30 days prior to the onset of construction for the presence of raptor and federal and state listed bird nesting sites,			
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Mitigation Measures

	unless it is determined that construction will occur outside of the breeding season for all species likely to occur on site or observed present. If active nesting sites are observed present all state and federal guidelines pertaining to active nesting sites shall be strictly adhered to in consultation with a qualified biologist. • The project proponent shall grant full access to the vernal pool and seasonal wetland habitat site to the City for the monitoring of construction activities and mitigation compliance. Access shall be granted during all construction activities and the City monitor may issue stop work orders if mitigation non-compliance is identified. • The project proponent shall specify that measures for reuse or disposal of excavated material are suitable for use at project site. The plan should minimize the elapsed time between excavation and reuse and provide adequate stockpile coverage and protection from wind and water erosion during the entire storage period. If excavated material is unsuitable for reuse at the project site, the plan shall include specific information regarding the eventual reuse or disposal site, transportation method(s), disposal reuse management, and schedule. • A spill prevention and response plan to the satisfaction of the City. • A requirement that all disturbed areas be revegetated by the following methods: hydro seeding, drill seeding, or spreading of upland seed bearing soil. The method of revegetation shall be approved by a qualified wetland			
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Mitigation Measures

	specialist and to the satisfaction of the City. Incorporation of the use of non-toxic soil stabilizers according to manufacture's specifications to all inactive construction areas. Use non-toxic binders to exposed areas after cut and fill operations and hydro seeded areas. The vernal pool and seasonal wetland habitat site shall be watered as directed by the City of Rancho Cordova Department Public Works and the SMAQMD and the frequency shall be based on the type of operation, soil and wind exposure. The project proponent shall submit the proposed Habitat Monitoring Plan (HMP) to the City for endorsement prior to grading permit approval or any groundbreaking activity and initiation of mitigation activities (including mitigation land acquisition). Execution of mitigation measure 3.10-1a of the Rio Del Oro Specific Plan EIR/EIS would constitute compliance with this measure and no additional action will be required, provided that the actions conducted pursuant to mitigation measure 3.10-1a included mitigation for loss of wetlands within the project site (to the standard set by City Policy NR.2.1).			
MM 4.1d	The project proponent may conduct construction or operation of the proposed project in those areas that lie more than 100 feet from any trees, elderberry shrubs, wetlands, or ephemeral drainages prior to the satisfaction of mitigation measure MM 4.1c providing that the standard set of best management practices are employed when working in areas within 250 feet of these features including:	All BMPs shall be shown on all plans for the proposed project prior to approval. Measure shall be complied with continuously until	City of Rancho Cordova Planning Department in consultation with the Public Works Department,	

Mitigation Measures

	• Implementation of erosion control measures during all construction and operation including installation of long-term erosion control devices such as straw wattles, hay bale check dams, and silt fencing as required; • Removal of cover vegetation as close as practicable to the time of construction or mining; • Confinement of construction equipment and associated activities to the areas to be mined (as shown in Figure 2 and excluding those areas identified as “constraints areas” shown in Figure 5); • Reestablishment of stream bank contours following construction and installation of permanent erosion control as needed; • Prohibiting refueling of construction related equipment within 250-feet of the aquatic environment; • Maintenance of hazardous materials spill kits in proximity to all aquatic crossings; • Compliance with state and federal permits; • Performance of proper sediment control; • Formulation and adherence to a spill prevention and response plan; • Monitoring of construction and mining activities near specified features;	the end of the project or compliance with mitigation measure 4.1c.	Sacramento County Department of Water Resources, and the California Regional Water Quality Control Board.	
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Mitigation Measures

	• Removal of all construction and operational spoils, remaining materials and miscellaneous litter for proper off-site disposal; and • Post-construction monitoring and supplemental revegetation of all disturbed areas. These requirements shall be conducted according to City standards and to California Stormwater Quality Association standards. These measures can be included in the Stormwater Pollution Prevention Plan (SWPPP) required by the Public Works Department, the County Department of Water Resources, and/or the California Regional Water Quality Control Board. While these measures may be combined with a SWPPP, the project proponent shall ensure that all BMPs required in this measure are complied with throughout the life of the project, regardless of the requirement or contents of a SWPPP. A qualified biological or stormwater monitor shall be contracted for monitoring of the condition and quality of these measures throughout the life of the project. Quarterly reports shall be submitted to the City Planning Department throughout the life of the project, indicating the presence, use, condition, and replacement (as needed) of all protective BMPs. If the conditions of mitigation measure 4.1d are met, either through the actions of the project proponent or compliance with mitigation measure 3.10-1a of the Rio Del Oro Specific Plan EIR/EIS by the project proponent for that project, the requirements of this measure will be considered met and the conditions of any actions conducted pursuant to measure			
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Mitigation Measures

	4.1d or 3.10-1a shall be followed instead.			
MM 4.1e	No project activity shall proceed within 100 feet of areas containing VELB habitat (i.e., elderberry shrubs) until a BO has been issued by USFWS, and the project proponent has abided by all pertinent conditions in the BO relating to the proposed project, including conservation and minimization measures, intended to be completed before on-site action. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in the preserve. Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented on a no-net-loss basis. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would also likely be required in the BO. Ratios for mitigation of VELB habitat will ultimately be determined through the ESA Section 7 consultation process with USFWS, but shall be a minimum of "no net loss." A VELB mitigation plan is currently being developed through ESA Section 7 consultation with USFWS. The mitigation plan will also address the proposed delisting of VELB and any mitigation to be implemented if the delisting occurs prior to project implementation due to requirements under CEQA. Implementation of this plan would satisfy mitigation requirements for the removal of elderberry savanna, a sensitive habitat as identified by DFG, as well as single elderberry shrubs. A copy of the USFWS-approved mitigation plan shall be submitted to the City before the approval of any grading or improvement plans or any ground-disturbing activities within 100 feet of VELB habitat.	Prior to the approval of grading permits or any ground-disturbing activity within 100 feet of VELF habitat.	City of Rancho Cordova Planning Department in consultation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service.	

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	Should delisting of VELB occur, a mitigation plan that would compensate for the removal of elderberry savanna, a sensitive habitat as identified by DFG, would still be required. The mitigation plan shall be submitted to and approved by DFG and the City before the approval of any grading or improvement plans or any ground-disturbing activities that would affect elderberry savanna for all project phases. Execution of mitigation measure 3.10-4b of the Rio Del Oro Specific Plan EIR/EIS would constitute compliance with this measure and no additional action will be required, provided that the actions conducted pursuant to mitigation measure 3.10-1a included mitigation for loss of elderberry shrubs within the project site.			
MM 4.1f	The project proponent shall ensure that constraints Area B shown in Figure 5 is expanded to include the whole of the area to be dedicated as elderberry preserve according to the Rio Del Oro Specific Plan EIR/EIS, as shown on Exhibit 3.10-3 of that document. Updated plans showing this expanded constraints area shall be submitted to the City Planning Department for review and approval prior to initiation of any site disturbance within 250 feet of existing Elderberry shrubs on the project site.	Prior to site disturbance within 250 feet of any Elderberry shrub on the project site.	City of Rancho Cordova Planning Department.	
MM 4.2	Prior to any site disturbance, a certified arborist or similarly qualified professional, approved by the City, shall conduct a full tree survey for the project site. The tree survey shall indicate the size, species, and general health of all trees located on the project site that exceed 6 inches diameter at breast height (dbh). If any native oaks or other native trees of 6 inches or greater dbh, multi-trunk native oaks or native	Prior to approval of grading permits and prior to any site disturbance.	City of Rancho Cordova Planning Department.	

Mitigation Measures

	trees of 10 inches or greater dbh, or non-native trees of 18 inches or greater dbh that have been determined by a qualified professional to be in good health are found to exist in the project site, such trees shall be avoided if feasible. If such trees cannot feasibly be avoided, the project proponent shall do one of the following prior to site disturbance within 100 feet of any on-site trees: • All such trees that will be removed or otherwise damaged by project implementation shall be replaced at an inch-for-inch ratio. A replacement tree planting plan shall be prepared by a qualified professional or licensed landscape architect and shall be submitted to the City for approval before removal of trees; or • The project proponent shall submit a mitigation plan that provides for complete mitigation of the removal of such trees in coordination with the City by a method comparable to an inch-by-inch replacement. The mitigation plan shall be subject to City approval. If the City adopts a tree preservation ordinance at any time in the future, any future project activities shall be subject to that ordinance instead. If mitigation measure 3.10-3 of the Rio Del Oro Specific Plan EIR/EIS is satisfied, and the actions conducted pursuant to that measure include the proposed project site and the trees within, this measure shall be considered met and no further action is required.			
MM 5.1a	The project proponent shall ensure that throughout all phases of the proposed project no mining activities or other ground disturbance occur within 150 feet of any structures or equipment located on-site as a result of historic rocket testing, including concrete pads associated with those	Coordination with Planning Department staff shall occur prior to any ground	City of Rancho Cordova Planning Department.	

Mitigation Measures

	activities. These structures are located in the general area of “Environmental Constraints Area C”, as identified by the project proponent. The project proponent shall coordinate with Planning Department staff to ensure that activities are excluded from the proper portions of the project site prior to site disturbance in order to ensure that no activities take place in these locations. All on-site employees and truck drivers shall be notified of those areas to be avoided prior to working on the site.	disturbance on-site. Measure shall be in force throughout all phases of the proposed project.		
MM 5.1b	The City Planning Department shall be notified immediately if any cultural resources (e.g. prehistoric or historic artifacts, structural features, unusual amounts of bone or shell, fossils, or architectural remains) are uncovered during construction. All construction must stop immediately in the vicinity of the find and an archaeologist that meets the Secretary of the Interiors Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained by the project proponent to evaluate the finds and recommend appropriate action. The recommendations of the archaeologist and/or the paleontologist shall be implemented prior to continuing construction.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department.	
MM 5.2	The City Planning Department shall be notified immediately if any human remains are uncovered during construction. All construction must stop immediately in the vicinity of the remains. The Planning Department shall notify the County Coroner according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in State CEQA Guidelines 15064.5(d-e) shall be followed.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department.	

Mitigation Measures

MM 6.1	As mining occurs on the project site, all tailing piles over 20 feet in height shall be cut at a slope of 1.5 horizontal to 1 vertical or shallower. At no time shall mining activity on such piles allow the slope to exceed that amount. If slopes cut at 1.5 to 1 appear to exhibit signs of potential failure (small localized slides, other signs of slope erosion, etc.) then mining shall continue at a grade of 2 feet horizontal to 1 foot vertical, or shallower, thereafter.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department.	
MM 7.1a	As construction and operation of the proposed project occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility and in a timely manner. No storage of any these materials shall occur on those portions of the site designated as environmentally sensitive areas/receptors (e.g. wetlands).	Measure shall be implemented throughout all phases of construction and operation. All such materials shall be completely removed prior to release of any portion of the site for other uses.	City of Rancho Cordova Planning Department.	
MM 7.1b	If any underground storage tanks (UST) are discovered during construction activities, the City Planning Department must be contacted and all construction activities within 500 feet of the UST shall cease immediately. The UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.	Measure shall be implemented throughout all phases of construction and operation.	City of Rancho Cordova Planning Department.	

Mitigation Measures

MM 7.2a	No site disturbance shall occur within areas D or G of the Environmental Constraints Areas, as shown in Figure 5 for the project at any time. No improvements of roads or other infrastructure existing in those areas shall be conducted unless clearance for such activity is provided by the City, the Department of Toxic Substances Control (DTSC), and the California Regional Water Quality Control Board (CRWQCB) after adequate review of the proposed action and its environmental impacts are assessed by all parties. New truck travel roads, either permanent or temporary, shall not be constructed within these areas at any time. Nor shall any existing roads within these areas be used during mining operations unless those roads are cleared for such use by the DTSC and CRWQCB.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department, in consultation with the California Department of Toxic Substances Control and the California Regional Water Quality Control Board.	
MM 7.2b	No site disturbance shall occur within areas A, B, C, E, F, or H of the Environmental Constraints Area, as shown in Figure 5 , until such time as the Department of Toxic Substances Control (DTSC) and the California Regional Water Quality Control Board (CRWQCB) has released those areas for mining. Documentation stating that those areas are safe for mining and that clearance has been given by both the DTSC and GenCorp must be provided to the City at least 10 days prior to initiation of mining activities or other site disturbance in those areas.	Throughout all phases of the proposed project.	California Department of Toxic Substances Control and the California Regional Water Quality Control Board, in consultation with the City of Rancho Cordova.	
MM 7.3	No activities that include the use of open flame or sparks, such as welding or burning of waste materials, shall be conducted except in areas previously cleared by mining and devoid of vegetation or within the “sales and staging” area of	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department and	

Mitigation Measures

	the project site (as shown in Figure 4). Operations that could ignite fires shall be surrounded by a fire buffer of at least 15 feet on all sides. This buffer shall provide protection to any flammable materials including existing vegetation. Operations that could ignite fires shall not be conducted during any high wind events (winds generally in excess of 15 miles per hour). The project proponent shall ensure that spark arrestors are installed and operating normally within the exhaust system of all engines in mining and processing vehicles and equipment at all times. All vehicles used on the project site shall be equipped with fire extinguishers and all on-site personnel shall receive training in their use and application. An Emergency Communication Plan shall be developed for the proposed project that describes clear procedures to follow in the event of a fire on the project site. A copy of this plan shall be provided to the City of Rancho Cordova Planning Department for reference purposes prior to the initiation of mining activities.		the Sacramento Metropolitan Fire District.	
MM 8.1	The project proponent shall have a licensed professional engineer evaluate the structural integrity of the crossings of Morrison Creek on the private road north of Douglas Road in order to determine whether the crossings will handle the increased loads associated with the proposed project. Final design and specifications of any improvement of the crossings required is to be approved by the licensed engineer and submitted to the City for review and approval. All required permits shall be obtained for any improvement, including but not limited to a Streambed Alteration Agreement from the California Regional Water Quality Control Board.	Prior to use of the southern access road to Douglas Road.	City of Rancho Cordova Public Works Department.	

Mitigation Measures

	Improvements to the crossings are the full financial responsibility of the project proponent. Improvements must be constructed prior to use of the access road to Douglas Road. If this access road is not to be used by the project, no improvement of the crossings is required.			
MM 8.2	The project proponent shall include the specific BMPs in the Stormwater Pollution Prevention Plan (SWPPP) for the proposed project. Additionally, these BMPs shall be implemented throughout the operation of the proposed project. All BMPs shall be executed to the level of standard published by the California Stormwater Quality Association's Construction Stormwater BMP Handbook. BMPs to be utilized shall include, but are not limited to: • NS-8 Vehicle and Equipment Cleaning; • NS-8 Vehicle and Equipment Fueling; • NS-10 Vehicle and Equipment Maintenance; • WM-1 Material Delivery and Storage; • WM-2 Material Use; • WM-3 Stockpile Management; • WM-4 Spill Prevention and Control; • WM-5 Solid Waste Management; and, • WM-6 Hazardous Waste Management.	Measures shall be included in the SWPPP for the project and on all improvement, grading, or mining plans. All measures shall be implemented throughout all phases of the proposed project.	City of Rancho Cordova Public Works Department in coordination with the County of Sacramento Department of Water Resources.	
MM 11.1	Upon occupation of one or more residences in the Rio Del Oro Specific Plan area to the west of the project site, the project proponent shall ensure that no mining or aggregate processing is conducted within the following minimum distances from the nearest occupied residences: • No mining may occur within 840 feet of the nearest occupied residence in the daytime. No mining may occur within 1,560 feet of the nearest occupied residence in the	Throughout operation of the proposed project upon occupation of one or more homes to be constructed in the Rio Del Oro	City of Rancho Cordova Planning Department.	

Mitigation Measures

	nighttime. - No aggregate processing may occur within 1,270 feet of the nearest occupied residence in the daytime. No aggregate processing may occur within 2,155 feet of the nearest occupied residence in the nighttime. These minimum distances may be revised by the City of Rancho Cordova in the event that the project proponent provides additional data, prepared by a qualified noise professional, which shows that noise levels at or below current City Noise Standards would be, or actually are, experienced at the nearest occupied residence from mining and/or processing operations. Mining operations and aggregate processing may be conducted within these minimum distances only under the following conditions: - The project proponent shall incorporate temporary noise barriers such as berms or product stockpiles of a sufficient height to block sight lines between occupied homes and processing/mining operations. All temporary noise barriers shall be shown on project plans and submitted to the City Planning Department for review and approval prior to construction. - The project proponent shall provide an acoustical analysis prepared by a qualified noise professional showing that the temporary noise barriers are sufficient to reduce noise at the project boundary below current City noise standards of 55 dB L_{eq} daytime/45 dB L_{eq} nighttime.	Specific Plan area.		
MM 11.2a	The project proponent shall ensure that the Douglas Road access point is utilized only between the hours of 7:00 AM and 6:00 PM on weekdays and 8:00 AM and 6:00 PM on	Throughout all phases of the proposed project.	City of Rancho Cordova Planning	

Mitigation Measures

	weekends. The gate at that access point shall remain locked outside of those hours to discourage unauthorized use.		Department in consultation with the Sacramento Metropolitan Fire District.	
MM 11.2b	Prior to the occupation of homes in any portion of the Rio Del Oro or Westborough developments, the project proponent shall post signage visible to residents providing a name, address, and 24-hour phone number for information and/or complaints regarding the mining activities of the proposed project. Placement of the signage immediately adjacent to White Rock Road is considered sufficiently visible. Signage shall also include the address and main phone number for the City Planning Department. Signage meeting the above requirements shall also be installed prior to site disturbance at the entrance at Douglas Road in a location plainly visible from Douglas Road.	Signage shall be posted prior to occupation of homes within the Rio Del Oro or Westborough projects.	City of Rancho Cordova Planning Department.	
MM 15.1	The project proponent shall ensure that no trucks traveling to or from the proposed project via the Douglas Road access point utilize the intersection of Sunrise Boulevard and Douglas Intersection between the hours of 7:00 AM and 9:00 AM and between the hours of 4:00 PM and 6:00 PM, except when required by local projects served by the proposed project. All drivers shall be notified of this requirement in writing prior to operation to and from the project site. The project proponent shall post signage at the Douglas Road access point that clearly notifies drivers both entering and leaving the site of the time restriction.	Throughout operation of the proposed project.	City of Rancho Cordova Planning Department and Public Works Department.	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
1.	The applicant, Granite Construction Company shall meet with City staff prior to the issuance of the Project RC06-224A work authorization permit, July 26, 2017 to review the conditions of approvals and Mitigation Monitoring Plan.	Prior to July 26, 2017	Planning/ Public Works	
2.	The Granite Construction Mining and Reclamation Plan is approved by the City Council as of July 26, 2007, subject to the Conditions of Approval/MMRP, Reclamation Plan and the Financial Assurance Cost Estimate. The Mining Permit is valid for 5 years from the date of July 26, 2017 (original mining permit end date) with an optional 5 year renewal thereafter.	Expires 5 years from July 26, 2017 with an optional 5 year renewal thereafter	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.	During all phases of the project	Planning	
4.	Granite Construction is authorized to operate on a 24 hours per day, 7 days per week basis. If during the mining, the City receives complaints regarding nighttime mining operations, the Planning Director shall evaluate the technical merits of the complaints and at his discretion shall work with the applicant to modify mining operations to ensure compliance with General Plan and Zoning Code standards. As necessary to resolve the conflict, the hours for the mining operations could be changed to operate at the normal time periods of 6:00 a.m. to 10:00 p.m., Monday through Friday, and 6:00 a.m. until 3:00 p.m. on Saturdays, only.	During all phases of the project	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
5.	The applicant shall mitigate the potential for track-out on-site. If track-out still occurs, the project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in the reclamation plan submittal.	During all phases of the project	Public Works	
6.	Maintain security fencing around the perimeter of the site, and provide warning/trespass signs to comply with the Zoning Code. All perimeter fencing shall be retained until post-reclamation development of the project site occurs.	During all phases of the project	Planning	
7.	Should the City Engineer determine that an unexpected and significant, project related traffic problem has occurred during the course of the mining operation and transfer of materials off-site, he/she will work with the applicant to implement appropriate mitigation measures. On-site mitigation shall be initially encouraged by the City such as truck metering or queuing. The operator shall agree to cooperate and pay its fair share as determined by the Public Works Director for the construction of off-site improvements, if needed.	During all phases of the project	Public Works	
8.	The proponent shall ensure the moisture content of the material being conveyed; if used in the future, to the processing plant is sufficient to avoid visible dust emissions from the loading and unloading points.	During all phases of the project	Planning	
9.	In the unlikely event the mining operation encounters any former waste disposal area, mining activities shall immediately cease and the following agencies shall be contacted to determine the appropriate course of action: • Sacramento County Environmental Management Department,	During all phases of the project	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date and Signature)
	Environmental Health Division: (916) 875-8416. - State Department of Toxic Substances Control: (916) 255-3601. - Central Valley Regional Water Quality Control Board: (916) 255-3000.			
10.	Mining equipment and any toxic substance associated with mining or reclamation operations shall be protected from flooding and from contact with surface water.	During all phases of the project	Planning	
11.	The discharge of wastewater (including aggregate process water) to surface waters or surface water drainage courses is prohibited.	During all phases of the project	Planning	
12.	No polluting substance or toxic compound shall be applied to the mining surface area. Any form of pollutant used on the site shall be contained and not disposed of onsite.	During all phases of the project	Planning	
	<i>Prior to Issuance of the Work Authorization Permit</i>			
13.	Applicant shall pay the City any outstanding balance incurred by the City for the processing of the mining permit.	Prior to the issuance of the Project RC06-224A work authorization permit	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date and Signature)
14.	The applicant shall comply with all the mitigation measures included in the Mitigated Negative Declaration adopted July 26, 2007 and pay the costs of any technical consultant services incurred during implementation of the MMRP. The initial estimate of these costs is \$10,000. If the initial estimate exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible to pay the additional amount.	Prior to the issuance of the Project RC06-224A work authorization permit	Planning	
15.	A performance bond made payable to the City of Rancho Cordova and the Department of Conservation of the State of California to financially guarantee reclamation of the property. The amount of the bond shall be subject to annual review and adjustment, pursuant to the requirements of the City's Mining Ordinance.	Prior to the issuance of the Project RC06-224A work authorization permit	Planning	
16.	The applicant and the City shall negotiate an agreement establishing the terms, conditions and method of determining the payment of a percentage of the retail sales (not to exceed 1% of the gross sales) generated by the sales of mined materials removed from the City and sold off-site.	Prior to the issuance of the Project RC06-224A work authorization permit	Finance	
17.	The applicant shall be required to install signs, to the satisfaction of the Public Works Department, alerting the traveling public to trucks entering/exiting the property.	Prior to the issuance of the Project RC06-224A work authorization permit	Public Works	
18.	The applicant shall enter into an agreement with the City to address damages and impacts to City roadways directly attributable to the project.	Prior to the issuance of the	Public Works	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	Impacts include, but are not limited to; public improvements necessitated by the project and accelerated wear on public infrastructure. The form of the agreement may include a fee per unit of material hauled away from the site and/or a capital fee to the satisfaction of the Public Works Department. The applicant shall prepare a roadway condition assessment for the City's review prior to hauling material off-site which describes the current condition of the impacted City roadways.	Project RC06-224A work authorization permit		
19.	All haul route exit drives shall be paved minimum 100-feet prior to the point of exit to public right-of-way and swept on a regular basis to the satisfaction of Public Works.	Prior to the issuance of the Project RC06-224A work authorization permit	Public Works	
20.	Obtain appropriate permits from Public Works and provide adequate drain facilities into the established flood control system, in accordance with the Sacramento County Improvement Standards. The drainage plan shall mitigate the increase in surface runoff into Morrison Creek and shall show Best Management Practices (BMPs) to prevent erosion and sedimentation in those swale areas.	Prior to the issuance of the Project RC06-224A work authorization permit	Water Resources-Drainage	
	<i>Prior to Certification of the Completion of the Reclamation Plan</i>			
21.	The project proponent shall prepare for approval by the Planning Director a Tree Replanting Plan representing the size, species, and location of trees to be planted in compliance with mitigation measure MM 4.2 of the Final Mitigated Negative Declaration. The plan shall seek to place trees within the vicinity of the project and consistent with whatever use is planned for or located on the property.	Prior to Final Certification of the Completion of the Reclamation Plan	Planning	

Conditions of Approval

Section 1		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date and Signature)
	<i>Supplemental Conditions to the Permit Renewal RC-06-224A</i>			
22.	Prior to operations under the permit renewal, the applicant shall execute a Roadway Impact and Truck Management Program Agreement that will satisfy Condition No. 7 and Condition No. 18 of the original permit and the terms of a Truck Management Plan Operational Agreement executed between the City and County of Sacramento.	Prior to the issuance of the Project RC06-224A work authorization permit	Public Works	
23.	Truck access to Highway 50 shall be from Sunrise Boulevard and not from Zinfandel Drive. With the exception of local deliveries, no through trips shall be allowed on White Rock Road west of Sunrise Boulevard	During all phases of the project	Public Works	
24.	Prior to operations under the permit renewal, the applicant shall execute a Payment Agreement that will satisfy Condition No. 16 of the original permit.	Prior to the issuance of the Project RC06-224A work authorization permit	Public Works	

Mitigation Measures

Section 2		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
MM 1.1	The project proponent shall ensure that night time lighting levels be maintained at the minimum level necessary to provide for security and safety at the project site. All night time lighting shall be shielded and aimed appropriately to prevent any direct upward illumination or light directed at adjacent properties. If the City receives complaints from any residents of adjacent areas of nuisance lights, the project proponent shall take immediate action to prevent lights from producing significant light or glare at adjacent properties. All on-site stationary lighting shall comply with this requirement throughout the entirety of operation of the project. Vehicle and all other mobile equipment lights (except for any lights mounted on the mobile processing plant) are exempt from this requirement for safety reasons. However, the use of high beams shall be limited within 1,500 feet of the western boundary of the project site to those times when they are required for safety reasons. Signs visible to truck drivers shall be posted along any haul roads within 1,500 feet of the western boundary of the project site that state that high beams are to be used only as required for safety. All drivers shall be notified of this requirement prior to operating on-site.	Throughout project operation once homes are occupied within the Rio Del Oro project or within 1,500 feet of any portion of the project site.	City of Rancho Cordova Planning Department and Code Enforcement Department.	
MM 3.1a	The project proponent shall require that the operators water all haul roads and all exposed soils at least twice daily during construction, mining and reclamation activities.	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	

Mitigation Measures

MM 3.1b	The project proponent shall require that the operators limit vehicle speed for on-site construction vehicles to 15 miles per hour on any unpaved roadways at all times. Signs stating the speed limit and that dust control measures are in effect shall be placed at each entrance/exit of the site and along all haul roads. Truck and equipment operators shall be notified that dust abatement is a concern and of the 15 mph speed limit.	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	
MM 3.1c	The project proponent shall require that, when transporting materials by truck during mining and reclamation activities, loads shall be covered or two feet of freeboard shall be maintained by the operator. Compliance with this measure shall be enforced by both the City and the project foreman.	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	
MM 3.1d	The project proponent shall ensure that all exposed soil existing after mining of the project site is seeded with non-invasive species and mulched with certified weed-free straw mulch immediately after mining. The amount of exposed soil at any one time shall be minimized as much as possible. Seeding and straw mulching shall be conducted as the project progresses, immediately following regrading of the soil. All seeding shall be conducted according to California Stormwater Quality Association (CASQA) guidelines, as shown in their California Stormwater BMP Handbook (EC-4). All straw mulch application shall be conducted according to CASQA guidelines, as shown in their California Stormwater BMP Handbook (EC-6). All seeded and mulched areas shall be inspected daily to ensure dust is controlled during the establishment period. Water shall be applied to any areas known or suspected to generate dust during any high wind events (winds greater than 15 miles per hour).	During all phases of the project.	City of Rancho Cordova Planning Department and SMAQMD.	

Mitigation Measures

MM 3.1e	The project proponent shall provide a plan for approval by the City and the Sacramento Metropolitan Air Quality Management District (SMAQMD) demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction and operation of the proposed project will achieve a fleet-averaged 20 percent NOx reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The project proponent shall submit to the City and SMAQMD a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no activity occurs; and, The project proponent shall ensure that emissions from all off-road diesel powered equipment used on the proposed project sites does not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be performed at least weekly by a qualified third-party professional, and a monthly summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site	Equipment Inventory shall be submitted prior to site disturbance. Remainder of measure shall be complied with throughout construction and operation of the project.	City of Rancho Cordova Planning Department and SMAQMD.	
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Mitigation Measures

	inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation. In the event construction equipment meeting the requirements set forth above is determined not to be available, the project proponent shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.			
MM 3.1f	The project proponent shall offset excess emissions (to below the 65 lbs/day threshold of significance) by paying an off-site operational mitigation fee to the Sacramento Metropolitan Air Quality Management District (SMAQMD) Operational Mitigation Fee Program. The final amount of the fee is to be determined by SMAQMD in consultation with the project proponent during the stationary air quality permit process. The project proponent shall provide documentation of the payment of the fee to the City prior to site disturbance.	Prior to site disturbance.	SMAQMD in consultation with the City of Rancho Cordova Planning Department.	
MM 3.2	Mining conducted by the project proponent shall be phased such that aggregate located generally in the western portion of the project site is mined early in the process. Mining shall be phased so that mining generally progresses from west to east as much as possible during the project life. The project proponent shall coordinate with Elliott Homes and GenCorp Realty Investments to ensure that mining is phased to reduce impacts to new development.	Throughout all phases of the project.	City of Rancho Cordova Planning Department.	
MM 4.1a	Prior to each phase of construction or mining or any other site disturbance between the dates of March 1 and August 31, a determinate survey shall be conducted to determine if	All necessary surveys shall be provided to the	City of Rancho Cordova Planning	

Mitigation Measures

	active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) or other special-status bird species is taking place. Surveys shall be conducted according to the following requirements: • The survey(s) shall be conducted by a qualified biologist or other equivalent professional. • The survey(s) shall be conducted no more than 30 days and no less than 14 days prior to site disturbance to occur between March 1 and August 31 for each year the proposed project would operate. • The survey(s) shall include all areas within 250 feet of the project site. • A copy of the survey(s) shall be provided to the City of Rancho Cordova no less than 7 business days prior to site disturbance. If any special-status bird species are found to be nesting within the survey area, the project proponent shall immediately contact the City of Rancho Cordova Planning Department in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity of any kind may occur within 250 feet of any nesting activity or as otherwise required following consultation with the City Planning Department and the California Department of Fish and Game until such time as the young have fledged. If all activities are to be completed outside the nesting season (identified above), determinate surveys shall not be required.	City of Rancho Cordova Planning Department no less than 7 days prior to site disturbance between March 1 and August 31. Surveys shall be repeated for each year the project plans to operate.	Department in consultation with the California Department of Fish and Game.	
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Mitigation Measures

MM 4.1b	The project proponent shall update determinate surveys for potentially occurring special-status species or their habitat using protocol acceptable to the regulatory agencies with authority over these species, or assume species presence within the area of project activity. - If any special-status species or their habitat are indicated or assumed, a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon special-status species to a less than significant level will be required. This detailed Special Status Species Avoidance/Mitigation Plan shall be prepared in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent possible. The Special-Status Species Avoidance/Mitigation Plan shall be submitted to the City Planning Department for approval. - Where project impacts include take of a State listed animal species, a "2081-incidental take" permit shall be obtained from the CDFG and permit conditions implemented, pursuant to the California Endangered Species Act. Proof of such a permit shall be provided to the City of Rancho Cordova Planning Department prior to site disturbance. Determinate surveys for potentially occurring special-status species shall be conducted no more than three months prior to site disturbance. A copy of all determinate surveys shall be provided to the City Planning Department no less than seven days prior to site disturbance.	Determinate surveys shall be performed no more than three months prior to site disturbance. Any required avoidance/mitigation plans or permits listed above shall be provided to the City Planning Department prior to approval of improvement/grading plans or prior to site disturbance, whichever comes first.	City of Rancho Cordova Planning Department in consultation with the California Department of Fish and Game.	
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Mitigation Measures

MM 4.1c	No disturbance, during any phase of the proposed project, within 100 feet of any wetlands or ephemeral drainages identified in the wetland delineation for the Rio Del Oro Specific Plan shall take place until such time as the approved mitigation is in place properly addressing the impacts to vernal pools and other seasonal habitats that support vernal pool fairy shrimp and vernal pool tadpole shrimp in such a manner that there will be no net loss of habitat (acreage and function) for these species in the Laguna Formation (pursuant to City Policy NR.2.1). The project proponent shall prepare and submit an annual Habitat Monitoring Report (HMR) to the City, which documents efforts to avoid sensitive habitat areas and the associated monitoring efforts. Included in the HMR will be the appropriate documentation of GenCorp's (or others) permitting and mitigation efforts. The project proponent will provide all required permits and approvals to the City before impacting sensitive habitat areas. The HMR shall also include a schedule of planned activities including the following: • The location of the proposed vernal pool and seasonal wetland habitat site(s) and a detailed map of showing the acreage, distribution, and type of wetlands to be created to ensure no net loss in wetland habitat acreage, values and functions. The compensation wetlands shall be designed to, at a minimum: meet or exceed the hydrophytic conditions and operating functions of the existing wetlands proposed for impact.	Prior to approval of grading and improvement plans and construction plans prior to any ground-disturbing activity.	City of Rancho Cordova Planning Department.	
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Mitigation Measures

	• A monitoring plan to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/modifications to be implemented in the event that monitoring indicates that the performance standards are not being met. • A maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity. • A requirement that fencing be installed around all existing vernal pools that are within fifty feet of any haul route, spoil zone, stockpile zone, creation zone, or other construction area. The fencing shall be of high visibility material and limit access to the project site. Fencing shall be placed no closer than 10-feet to the delineated, verified perimeter of existing vernal pools. • A requirement that a qualified biological resources monitor, approved by the City be on the site(s) to ensure compliance with identified mitigation for the duration of all the proposed activities. The construction manager shall submit bi-annual compliance reports to City monitor for review for a period of five years. • The vernal pool and seasonal wetland habitat site shall be surveyed by a qualified biologist no more than 30 days prior to the onset of construction for the presence of raptor and federal and state listed bird nesting sites,			
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Mitigation Measures

	unless it is determined that construction will occur outside of the breeding season for all species likely to occur on site or observed present. If active nesting sites are observed present all state and federal guidelines pertaining to active nesting sites shall be strictly adhered to in consultation with a qualified biologist. • The project proponent shall grant full access to the vernal pool and seasonal wetland habitat site to the City for the monitoring of construction activities and mitigation compliance. Access shall be granted during all construction activities and the City monitor may issue stop work orders if mitigation non-compliance is identified. • The project proponent shall specify that measures for reuse or disposal of excavated material are suitable for use at project site. The plan should minimize the elapsed time between excavation and reuse and provide adequate stockpile coverage and protection from wind and water erosion during the entire storage period. If excavated material is unsuitable for reuse at the project site, the plan shall include specific information regarding the eventual reuse or disposal site, transportation method(s), disposal reuse management, and schedule. • A spill prevention and response plan to the satisfaction of the City. • A requirement that all disturbed areas be revegetated by the following methods: hydro seeding, drill seeding, or spreading of upland seed bearing soil. The method of revegetation shall be approved by a qualified wetland			
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Mitigation Measures

	specialist and to the satisfaction of the City. Incorporation of the use of non-toxic soil stabilizers according to manufacture's specifications to all inactive construction areas. Use non-toxic binders to exposed areas after cut and fill operations and hydro seeded areas. The vernal pool and seasonal wetland habitat site shall be watered as directed by the City of Rancho Cordova Department Public Works and the SMAQMD and the frequency shall be based on the type of operation, soil and wind exposure. The project proponent shall submit the proposed Habitat Monitoring Plan (HMP) to the City for endorsement prior to grading permit approval or any groundbreaking activity and initiation of mitigation activities (including mitigation land acquisition). Execution of mitigation measure 3.10-1a of the Rio Del Oro Specific Plan EIR/EIS would constitute compliance with this measure and no additional action will be required, provided that the actions conducted pursuant to mitigation measure 3.10-1a included mitigation for loss of wetlands within the project site (to the standard set by City Policy NR.2.1).			
MM 4.1d	The project proponent may conduct construction or operation of the proposed project in those areas that lie more than 100 feet from any trees, elderberry shrubs, wetlands, or ephemeral drainages prior to the satisfaction of mitigation measure MM 4.1c providing that the standard set of best management practices are employed when working in areas within 250 feet of these features including:	All BMPs shall be shown on all plans for the proposed project prior to approval. Measure shall be complied with continuously until	City of Rancho Cordova Planning Department in consultation with the Public Works Department,	

Mitigation Measures

	• Implementation of erosion control measures during all construction and operation including installation of long-term erosion control devices such as straw wattles, hay bale check dams, and silt fencing as required; • Removal of cover vegetation as close as practicable to the time of construction or mining; • Confinement of construction equipment and associated activities to the areas to be mined (as shown in Figure 2 and excluding those areas identified as “constraints areas” shown in Figure 5); • Reestablishment of stream bank contours following construction and installation of permanent erosion control as needed; • Prohibiting refueling of construction related equipment within 250-feet of the aquatic environment; • Maintenance of hazardous materials spill kits in proximity to all aquatic crossings; • Compliance with state and federal permits; • Performance of proper sediment control; • Formulation and adherence to a spill prevention and response plan; • Monitoring of construction and mining activities near specified features;	the end of the project or compliance with mitigation measure 4.1c.	Sacramento County Department of Water Resources, and the California Regional Water Quality Control Board.	
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Mitigation Measures

	• Removal of all construction and operational spoils, remaining materials and miscellaneous litter for proper off-site disposal; and • Post-construction monitoring and supplemental revegetation of all disturbed areas. These requirements shall be conducted according to City standards and to California Stormwater Quality Association standards. These measures can be included in the Stormwater Pollution Prevention Plan (SWPPP) required by the Public Works Department, the County Department of Water Resources, and/or the California Regional Water Quality Control Board. While these measures may be combined with a SWPPP, the project proponent shall ensure that all BMPs required in this measure are complied with throughout the life of the project, regardless of the requirement or contents of a SWPPP. A qualified biological or stormwater monitor shall be contracted for monitoring of the condition and quality of these measures throughout the life of the project. Quarterly reports shall be submitted to the City Planning Department throughout the life of the project, indicating the presence, use, condition, and replacement (as needed) of all protective BMPs. If the conditions of mitigation measure 4.1d are met, either through the actions of the project proponent or compliance with mitigation measure 3.10-1a of the Rio Del Oro Specific Plan EIR/EIS by the project proponent for that project, the requirements of this measure will be considered met and the conditions of any actions conducted pursuant to measure			
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Mitigation Measures

	4.1d or 3.10-1a shall be followed instead.			
MM 4.1e	No project activity shall proceed within 100 feet of areas containing VELB habitat (i.e., elderberry shrubs) until a BO has been issued by USFWS, and the project proponent has abided by all pertinent conditions in the BO relating to the proposed project, including conservation and minimization measures, intended to be completed before on-site action. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in the preserve. Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented on a no-net-loss basis. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would also likely be required in the BO. Ratios for mitigation of VELB habitat will ultimately be determined through the ESA Section 7 consultation process with USFWS, but shall be a minimum of “no net loss.” A VELB mitigation plan is currently being developed through ESA Section 7 consultation with USFWS. The mitigation plan will also address the proposed delisting of VELB and any mitigation to be implemented if the delisting occurs prior to project implementation due to requirements under CEQA. Implementation of this plan would satisfy mitigation requirements for the removal of elderberry savanna, a sensitive habitat as identified by DFG, as well as single elderberry shrubs. A copy of the USFWS-approved mitigation plan shall be submitted to the City before the approval of any grading or improvement plans or any ground-disturbing activities within 100 feet of VELB habitat.	Prior to the approval of grading permits or any ground-disturbing activity within 100 feet of VELF habitat.	City of Rancho Cordova Planning Department in consultation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service.	

Mitigation Measures

	Should delisting of VELB occur, a mitigation plan that would compensate for the removal of elderberry savanna, a sensitive habitat as identified by DFG, would still be required. The mitigation plan shall be submitted to and approved by DFG and the City before the approval of any grading or improvement plans or any ground-disturbing activities that would affect elderberry savanna for all project phases. Execution of mitigation measure 3.10-4b of the Rio Del Oro Specific Plan EIR/EIS would constitute compliance with this measure and no additional action will be required, provided that the actions conducted pursuant to mitigation measure 3.10-1a included mitigation for loss of elderberry shrubs within the project site.			
MM 4.1f	The project proponent shall ensure that constraints Area B shown in Figure 5 is expanded to include the whole of the area to be dedicated as elderberry preserve according to the Rio Del Oro Specific Plan EIR/EIS, as shown on Exhibit 3.10-3 of that document. Updated plans showing this expanded constraints area shall be submitted to the City Planning Department for review and approval prior to initiation of any site disturbance within 250 feet of existing Elderberry shrubs on the project site.	Prior to site disturbance within 250 feet of any Elderberry shrub on the project site.	City of Rancho Cordova Planning Department.	
MM 4.2	Prior to any site disturbance, a certified arborist or similarly qualified professional, approved by the City, shall conduct a full tree survey for the project site. The tree survey shall indicate the size, species, and general health of all trees located on the project site that exceed 6 inches diameter at breast height (dbh). If any native oaks or other native trees of 6 inches or greater dbh, multi-trunk native oaks or native	Prior to approval of grading permits and prior to any site disturbance.	City of Rancho Cordova Planning Department.	

Mitigation Measures

	trees of 10 inches or greater dbh, or non-native trees of 18 inches or greater dbh that have been determined by a qualified professional to be in good health are found to exist in the project site, such trees shall be avoided if feasible. If such trees cannot feasibly be avoided, the project proponent shall do one of the following prior to site disturbance within 100 feet of any on-site trees: • All such trees that will be removed or otherwise damaged by project implementation shall be replaced at an inch-for-inch ratio. A replacement tree planting plan shall be prepared by a qualified professional or licensed landscape architect and shall be submitted to the City for approval before removal of trees; or • The project proponent shall submit a mitigation plan that provides for complete mitigation of the removal of such trees in coordination with the City by a method comparable to an inch-by-inch replacement. The mitigation plan shall be subject to City approval. If the City adopts a tree preservation ordinance at any time in the future, any future project activities shall be subject to that ordinance instead. If mitigation measure 3.10-3 of the Rio Del Oro Specific Plan EIR/EIS is satisfied, and the actions conducted pursuant to that measure include the proposed project site and the trees within, this measure shall be considered met and no further action is required.			
MM 5.1a	The project proponent shall ensure that throughout all phases of the proposed project no mining activities or other ground disturbance occur within 150 feet of any structures or equipment located on-site as a result of historic rocket testing, including concrete pads associated with those	Coordination with Planning Department staff shall occur prior to any ground	City of Rancho Cordova Planning Department.	

Mitigation Measures

	activities. These structures are located in the general area of “Environmental Constraints Area C”, as identified by the project proponent. The project proponent shall coordinate with Planning Department staff to ensure that activities are excluded from the proper portions of the project site prior to site disturbance in order to ensure that no activities take place in these locations. All on-site employees and truck drivers shall be notified of those areas to be avoided prior to working on the site.	disturbance on-site. Measure shall be in force throughout all phases of the proposed project.		
MM 5.1b	The City Planning Department shall be notified immediately if any cultural resources (e.g. prehistoric or historic artifacts, structural features, unusual amounts of bone or shell, fossils, or architectural remains) are uncovered during construction. All construction must stop immediately in the vicinity of the find and an archaeologist that meets the Secretary of the Interiors Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained by the project proponent to evaluate the finds and recommend appropriate action. The recommendations of the archaeologist and/or the paleontologist shall be implemented prior to continuing construction.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department.	
MM 5.2	The City Planning Department shall be notified immediately if any human remains are uncovered during construction. All construction must stop immediately in the vicinity of the remains. The Planning Department shall notify the County Coroner according to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in State CEQA Guidelines 15064.5(d-e) shall be followed.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department.	

Mitigation Measures

MM 6.1	As mining occurs on the project site, all tailing piles over 20 feet in height shall be cut at a slope of 1.5 horizontal to 1 vertical or shallower. At no time shall mining activity on such piles allow the slope to exceed that amount. If slopes cut at 1.5 to 1 appear to exhibit signs of potential failure (small localized slides, other signs of slope erosion, etc.) then mining shall continue at a grade of 2 feet horizontal to 1 foot vertical, or shallower, thereafter.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department.	
MM 7.1a	As construction and operation of the proposed project occurs, all debris, trash, refuse, and abandoned, discarded, and/or out-of-service items shall be removed from the proposed project sites and deposited off-site in an appropriate disposal facility and in a timely manner. No storage of any these materials shall occur on those portions of the site designated as environmentally sensitive areas/receptors (e.g. wetlands).	Measure shall be implemented throughout all phases of construction and operation. All such materials shall be completely removed prior to release of any portion of the site for other uses.	City of Rancho Cordova Planning Department.	
MM 7.1b	If any underground storage tanks (UST) are discovered during construction activities, the City Planning Department must be contacted and all construction activities within 500 feet of the UST shall cease immediately. The UST shall be removed as required by the County Environmental Management Department (EMD), Hazardous Materials Division. In addition, groundwater and soil investigation for contamination and remediation in the tank vicinity shall be conducted if required by the EMD.	Measure shall be implemented throughout all phases of construction and operation.	City of Rancho Cordova Planning Department.	

Mitigation Measures

MM 7.2a	No site disturbance shall occur within areas D or G of the Environmental Constraints Areas, as shown in Figure 5 for the project at any time. No improvements of roads or other infrastructure existing in those areas shall be conducted unless clearance for such activity is provided by the City, the Department of Toxic Substances Control (DTSC), and the California Regional Water Quality Control Board (CRWQCB) after adequate review of the proposed action and its environmental impacts are assessed by all parties. New truck travel roads, either permanent or temporary, shall not be constructed within these areas at any time. Nor shall any existing roads within these areas be used during mining operations unless those roads are cleared for such use by the DTSC and CRWQCB.	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department, in consultation with the California Department of Toxic Substances Control and the California Regional Water Quality Control Board.	
MM 7.2b	No site disturbance shall occur within areas A, B, C, E, F, or H of the Environmental Constraints Area, as shown in Figure 5 , until such time as the Department of Toxic Substances Control (DTSC) and the California Regional Water Quality Control Board (CRWQCB) has released those areas for mining. Documentation stating that those areas are safe for mining and that clearance has been given by both the DTSC and GenCorp must be provided to the City at least 10 days prior to initiation of mining activities or other site disturbance in those areas.	Throughout all phases of the proposed project.	California Department of Toxic Substances Control and the California Regional Water Quality Control Board, in consultation with the City of Rancho Cordova.	
MM 7.3	No activities that include the use of open flame or sparks, such as welding or burning of waste materials, shall be conducted except in areas previously cleared by mining and devoid of vegetation or within the “sales and staging” area of	Throughout all phases of the proposed project.	City of Rancho Cordova Planning Department and	

Mitigation Measures

	the project site (as shown in Figure 4). Operations that could ignite fires shall be surrounded by a fire buffer of at least 15 feet on all sides. This buffer shall provide protection to any flammable materials including existing vegetation. Operations that could ignite fires shall not be conducted during any high wind events (winds generally in excess of 15 miles per hour). The project proponent shall ensure that spark arrestors are installed and operating normally within the exhaust system of all engines in mining and processing vehicles and equipment at all times. All vehicles used on the project site shall be equipped with fire extinguishers and all on-site personnel shall receive training in their use and application. An Emergency Communication Plan shall be developed for the proposed project that describes clear procedures to follow in the event of a fire on the project site. A copy of this plan shall be provided to the City of Rancho Cordova Planning Department for reference purposes prior to the initiation of mining activities.		the Sacramento Metropolitan Fire District.	
MM 8.1	The project proponent shall have a licensed professional engineer evaluate the structural integrity of the crossings of Morrison Creek on the private road north of Douglas Road in order to determine whether the crossings will handle the increased loads associated with the proposed project. Final design and specifications of any improvement of the crossings required is to be approved by the licensed engineer and submitted to the City for review and approval. All required permits shall be obtained for any improvement, including but not limited to a Streambed Alteration Agreement from the California Regional Water Quality Control Board.	Prior to use of the southern access road to Douglas Road.	City of Rancho Cordova Public Works Department.	

Mitigation Measures

	Improvements to the crossings are the full financial responsibility of the project proponent. Improvements must be constructed prior to use of the access road to Douglas Road. If this access road is not to be used by the project, no improvement of the crossings is required.			
MM 8.2	The project proponent shall include the specific BMPs in the Stormwater Pollution Prevention Plan (SWPPP) for the proposed project. Additionally, these BMPs shall be implemented throughout the operation of the proposed project. All BMPs shall be executed to the level of standard published by the California Stormwater Quality Association's Construction Stormwater BMP Handbook. BMPs to be utilized shall include, but are not limited to: • NS-8 Vehicle and Equipment Cleaning; • NS-8 Vehicle and Equipment Fueling; • NS-10 Vehicle and Equipment Maintenance; • WM-1 Material Delivery and Storage; • WM-2 Material Use; • WM-3 Stockpile Management; • WM-4 Spill Prevention and Control; • WM-5 Solid Waste Management; and, • WM-6 Hazardous Waste Management.	Measures shall be included in the SWPPP for the project and on all improvement, grading, or mining plans. All measures shall be implemented throughout all phases of the proposed project.	City of Rancho Cordova Public Works Department in coordination with the County of Sacramento Department of Water Resources.	
MM 11.1	Upon occupation of one or more residences in the Rio Del Oro Specific Plan area to the west of the project site, the project proponent shall ensure that no mining or aggregate processing is conducted within the following minimum distances from the nearest occupied residences: • No mining may occur within 840 feet of the nearest occupied residence in the daytime. No mining may occur within 1,560 feet of the nearest occupied residence in the	Throughout operation of the proposed project upon occupation of one or more homes to be constructed in the Rio Del Oro	City of Rancho Cordova Planning Department.	

Mitigation Measures

	nighttime. - No aggregate processing may occur within 1,270 feet of the nearest occupied residence in the daytime. No aggregate processing may occur within 2,155 feet of the nearest occupied residence in the nighttime. These minimum distances may be revised by the City of Rancho Cordova in the event that the project proponent provides additional data, prepared by a qualified noise professional, which shows that noise levels at or below current City Noise Standards would be, or actually are, experienced at the nearest occupied residence from mining and/or processing operations. Mining operations and aggregate processing may be conducted within these minimum distances only under the following conditions: - The project proponent shall incorporate temporary noise barriers such as berms or product stockpiles of a sufficient height to block sight lines between occupied homes and processing/mining operations. All temporary noise barriers shall be shown on project plans and submitted to the City Planning Department for review and approval prior to construction. - The project proponent shall provide an acoustical analysis prepared by a qualified noise professional showing that the temporary noise barriers are sufficient to reduce noise at the project boundary below current City noise standards of 55 dB L_{eq} daytime/45 dB L_{eq} nighttime.	Specific Plan area.		
MM 11.2a	The project proponent shall ensure that the Douglas Road access point is utilized only between the hours of 7:00 AM and 6:00 PM on weekdays and 8:00 AM and 6:00 PM on	Throughout all phases of the proposed project.	City of Rancho Cordova Planning	

Mitigation Measures

	weekends. The gate at that access point shall remain locked outside of those hours to discourage unauthorized use.		Department in consultation with the Sacramento Metropolitan Fire District.	
MM 11.2b	Prior to the occupation of homes in any portion of the Rio Del Oro or Westborough developments, the project proponent shall post signage visible to residents providing a name, address, and 24-hour phone number for information and/or complaints regarding the mining activities of the proposed project. Placement of the signage immediately adjacent to White Rock Road is considered sufficiently visible. Signage shall also include the address and main phone number for the City Planning Department. Signage meeting the above requirements shall also be installed prior to site disturbance at the entrance at Douglas Road in a location plainly visible from Douglas Road.	Signage shall be posted prior to occupation of homes within the Rio Del Oro or Westborough projects.	City of Rancho Cordova Planning Department.	
MM 15.1	The project proponent shall ensure that no trucks traveling to or from the proposed project via the Douglas Road access point utilize the intersection of Sunrise Boulevard and Douglas Intersection between the hours of 7:00 AM and 9:00 AM and between the hours of 4:00 PM and 6:00 PM, except when required by local projects served by the proposed project. All drivers shall be notified of this requirement in writing prior to operation to and from the project site. The project proponent shall post signage at the Douglas Road access point that clearly notifies drivers both entering and leaving the site of the time restriction.	Throughout operation of the proposed project.	City of Rancho Cordova Planning Department and Public Works Department.	

ATTACHMENT 2

CITY OF RANCHO CORDOVA

RESOLUTION NO. 138-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO EXECUTE A ROADWAY IMPACT AND TRUCK
MANAGEMENT PROGRAM AGREEMENT AND A PAYMENT AGREEMENT WITH GRANITE
CONSTRUCTION FOR THE GRANITE CONSTRUCTION MINING OPERATION**

WHEREAS, on July 26, 2007, Granite Construction (hereinafter referred to as Applicant) was approved by the City of Rancho Cordova (hereafter referred to as City) by Resolution No. 101-2007 to conduct mining operations for a period of 10 years which expires on July 26, 2017; and

WHEREAS, the Applicant filed an application with the City to continue mining operations for an extension of 5 years with an optional 5 year renewal subject to City review and approval; and

WHEREAS, as a new condition of approval on the mining permit renewal, and to satisfy Conditions 7 and 18 under the original conditions of approval, the Applicant is required to execute a Roadway Impact and Truck Management Agreement prior to operation under the permit renewal; and

WHEREAS, pursuant to the terms of the Roadway Impact and Truck Management Agreement for mined and removed materials from the project site, the City shall receive a fee of three cents (\$0.03) per gross ton for wear and tear on City roadways and City's portion of twelve cents (\$0.12) per ton for quality of life improvements; and

WHEREAS, as a new condition of approval on the mining permit renewal and to satisfy Condition 16 under the original conditions of approval, the Applicant is required to execute a Payment Agreement prior to operation under the permit renewal; and

WHEREAS, pursuant to the terms of the Payment Agreement, the City shall receive one percent (1%) of the gross sales generated by the sales of mined materials which are recovered from the project site and removed and sold from a site that is outside the City; and

WHEREAS, the City Council considered the Applicant's request at a duly published public hearing on December 5, 2016 and received a staff report and public testimony at the public hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute a Roadway Impact and Truck Management Program Agreement (**Exhibit 2A**) and a Payment Agreement (**Exhibit 2B**) in a form approved by the City Attorney.

ATTACHMENT 2

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

AYES:

NOES:

ABSENT:

ABSTAIN:

David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk

**ROADWAY IMPACT AND TRUCK
MANAGEMENT PROGRAM AGREEMENT
FOR THE GRANITE CONSTRUCTION MINING OPERATION
(PERMIT RENEWAL)
BETWEEN THE CITY OF RANCHO CORDOVA AND
GRANITE CONSTRUCTION COMPANY, INC.**

This ROADWAY IMPACT AND TRUCK MANAGEMENT PROGRAM AGREEMENT (hereafter the “**Agreement**”) is dated for reference purposes as of _____, by and between the CITY OF RANCHO CORDOVA, a municipal corporation of the State of California (hereafter the “**City**”), and GRANITE CONSTRUCTION COMPANY, a California corporation (hereafter the “**Operator**”) (the City and Operator being collectively referred to herein as the “**Parties**”). This Agreement is made and entered into in accordance with Conditions ____ to the Renewal of the Permit for the Granite Construction Mining Operation (hereafter referred to as “**Project**” or “**Permit Renewal**”) approved by the City Council on the ____ day of _____, 2016. Terms with initial capitalization used but not defined in this Agreement shall have the meanings given to them in the Project Approvals, as defined below.

RECITALS

A. The Planning Commission for City approved the Surface Mining and Reclamation Permit for the Granite Construction Mining Operation, Project No. RC-06-224, by Resolution No. 101-2007, on July 26, 2007 (hereafter the “**Original Permit**”). The Original Permit, which expires on July 26, 2017, provides for renewal for five (5) years, with optional five (5) year renewals thereafter, subject to City Council approval.

B. Operator intends to continue to remove aggregate resources from portions of the Project, which is located within the City limits, as identified on Exhibit A to this Agreement (hereafter the “**Project Site**”), which is incorporated herein by reference. On the ____ day of _____, 2016 (the “**Project Approval Date**”), the City Council approved the renewal of the permit for the Project, which shall become effective on July 26, 2017 (hereafter the “**Permit Renewal**” and the “**Permit Renewal Date**”). There are no modifications to the Mining and Reclamation Plan, and the renewal of the permit for the Project does not require further environmental review under the California Environmental Quality Act, CEQA Guidelines Section 15162.

C. The Project Site is an important source of aggregate for the City and the Sacramento metropolitan area. Aggregate material that is extracted from the Project Site will be used in local and regional projects and sales within the City are expected to generate certain tax revenues. Materials hauled from the Project Site by truck will impact roadways within the City and, in order to address impacts to roads anticipated by such activities, the City imposed Condition No. 18 on the Original Permit, which requires as follows:

The applicant shall enter into an agreement with the City to address damages and impacts to City roadways directly attributable to the project. Impacts include, but are not limited to: public improvements necessitated by the project and accelerated wear on public

infrastructure. The form of the agreement may include a fee per unit of material hauled away from the site and/or a capital fee to the satisfaction of the Public Works Department. The applicant shall prepare a roadway condition assessment for the City's review prior to hauling material off-site which describes the current condition of the impacted City roadways.

To satisfy Condition No. 18 of the Original Permit, the City and Operator entered into an agreement, titled the "Roadway Impact Agreement for the Rio del Oro Mining Project Between the City of Rancho Cordova and Granite Construction Company" (hereafter the **"2008 Roadway Impact Agreement"**), which is attached hereto as Exhibit G.

D. On December 15, 2011, Sacramento County adopted the Sacramento County Quarry Truck Management Plan (the **"TMP"**), attached hereto and incorporated herein as Exhibit B. in order to address quality of life impacts resulting from truck trips used to transport materials mined within a designated jurisdictional area. On January 24, 2012, the City entered into the Quarry Truck Management Plan Operational Agreement with the County of Sacramento (the **"TMP Operational Agreement"**), attached hereto and incorporated herein as Exhibit C. Both the TMP and the TMP Operational Agreement require the imposition of a per ton fee, referred to herein as the **"TMP Per Ton Fee"** on specified new projects and permit renewals.

E. Pursuant to the TMP and the TMP Operational Agreement, and to extend and satisfy the Conditions 7 and 18 of the Original Permit, the City imposed Condition No. 22 on the Permit Renewal, as follows:

Prior to operations under the Permit Renewal, the Applicant shall execute a Roadway Impact and Truck Management Program Agreement that will satisfy Condition No. 7 and Condition No. 18 of the Original Permit and the terms of a Truck Management Plan Operational Agreement executed between the City and the County of Sacramento.

These per ton fees required by Condition No. 22 on the Permit Renewal are referred to herein as the **"Roadway Per Ton Fee and the TMP Per Ton Fee, respectively."**

F. The distribution map for the Project, required by Paragraph 10 of Exhibit B to the TMP (the **"TMP Granite Construction Mining Operation – Rancho Cordova - Distribution Figure"**) is attached hereto and incorporated herein as Exhibit D. The TMP Granite Construction Mining Operation – Rancho Cordova – Distribution Figure may be modified from time to time as set forth in Section 2.4.2 of this Agreement and Paragraph 11 of the TMP, and subject to the requirements in Sections 2.9 and 2.10 of the TMP Operational Agreement, which requires continuous access along Grant Line Road and Jackson Highway within the City, and continuous and direct access along White Rock Road, subject to the limitations set forth therein. Consistent with the requirements of the TMP Operational Agreement, The City has imposed certain limitations on truck routes in Condition No. 23 of the Permit Renewal, as follows:

Truck access to Highway 50 shall be from Sunrise Blvd., and not from Zinfandel Drive. With the exception of local deliveries, no through trips shall be allowed on White Rock Road west of Sunrise Blvd.

The distribution route used by trucks transporting materials from the Project Site is referred to herein as the **“Truck Route”**, for purposes of calculation of the TMP Per Ton Fee (Section 2.2 of this Agreement) and monitoring of compliance with the Truck Route Enforcement Plan (attached hereto and incorporated herein as Exhibit E).

G. Conditions 7 and 18 of the Original Permit and 22 of the Permit Renewal are sometimes referred to herein collectively as the **“Conditions.”** As set forth in Section 1.1 of this Agreement, the City and Operator desire to enter into this Agreement in response to and in satisfaction of the Conditions.

AGREEMENT

NOW THEREFORE, the City and Operator do hereby agree as follows:

1. PURPOSE OF AGREEMENT; INCORPORATION OF RECITALS; DEFINED TERMS.

1.1 Purpose of Agreement. Execution of this Agreement by the Parties and performance by Operator hereunder shall constitute full satisfaction of Conditions 7 and 18 of the Original Permit and Condition 22 of the Permit Renewal.

1.2 Incorporation of Recitals; Defined Terms. The Parties acknowledge and agree upon the accuracy of the Recitals hereto and incorporate them herein by this reference. The **“Project Approvals”** consist of (1) the Original Permit and related conditions of approval; (2) the Mining and Reclamation Plan approved with the Original Permit, (3) the Permit Renewal and related conditions of approval. Terms with initial capitalization used but not defined in this Agreement shall have the meanings given to them in the Project Approvals or the 2008 Roadway Impact Agreement.

1.3 Incorporation of Terms of 2008 Roadway Impact Agreement. The City and Operator entered into the 2008 Roadway Impact Agreement to identify certain project related impacts and infrastructure improvements that would be constructed by Operator to mitigate identified impacts and to provide for the payment of a per ton fee for ongoing road maintenance. A true and correct copy of the fully executed 2008 Roadway Impact Agreement is attached hereto as Exhibit G for reference. The Parties intend, by this Section, to incorporate certain provisions of the 2008 Roadway Impact Agreement to remain in full force and effect, and to acknowledge the completion of certain other obligations of the Operator as stated in the 2008 Roadway Impact Agreement by specifying those sections that no longer remain in force and which shall have no further effect as between the Parties.

1.3.1 Left Turn Lane and White Rock Road Improvements. Operator has completed, to City’s satisfaction, the construction of infrastructure improvements identified in the 2008 Roadway Impact Agreement, Section 2.1 (Left Turn Lane) and Section 2.3 (White Rock Road Rehabilitation Work, and the Parties agree that except for any definitions that remain applicable, the provisions of Sections 2.1, 2.1.1, 2.1.2, 2.1.3, 2.3, 2.3.1, 2.3.2, 2.3.3, 2.3.4 and

2.3.5, inclusive, of the 2008 Roadway Impact Agreement have no further force or effect. The provisions of Section 2.3.6, including subsections (a) – (d), inclusive, each of which pertains to future maintenance to an identified road, shall remain in full force and effect, and are not superseded by this Agreement.

1.3.2 Traffic Signalization. Section 2.2 (and Sections 2.2.1 – 2.2.2(a)-(d), inclusive) of the 2008 Roadway Impact Agreement pertain to the potential future installation of traffic signalization at the intersection of White Rock Road and Grantline Road, and provide the City with the right to re-evaluate, on terms specified therein, the potential installation of a traffic signal in the future. The provisions of Sections 2.2, 2.2.1, 2.2.2 and 2.2.2(a)-(d), inclusive, are incorporated herein by this reference and shall remain in full force and effect, and are not superseded by this Agreement.

1.3.3 Payments and Fees. The provisions of Section 3 (and Sections 3.1-3.6, inclusive and all subsections contained therein) are superseded by Section 2 of this Agreement and shall have no further force and effect.

1.3.4 Costs of Traffic, Road Impact or Other Studies. The provisions of Section 4 of the 2008 Roadway Impact Agreement regarding payment for any Future Impact Studies (as that phrase is defined therein) is incorporated by reference, shall apply as though fully set forth herein, and shall remain in full force and effect, and are not superseded by this Agreement.

1.3.5 Other Terms of the 2008 Roadway Impact Agreement. The Parties have set forth remaining terms of the 2008 Roadway Impact Agreement in this Agreement, with modifications as negotiated by the Parties, and the terms of this Agreement are intended to supersede the terms of the 2008 Roadway Impact Agreement and having no further force or effect, except for those provisions stated in Sections 1.3.1, 1.3.2 and 1.3.4. In the event of any inconsistency in the terms of this Agreement and the 2008 Roadway Impact Agreement, the terms of this Agreement shall prevail.

2. FEES AND PAYMENTS.

2.1 Roadway Per Ton Fee; Amount. Operator agrees to pay the City a fee equal to three cents (\$0.03) per gross ton of Mined and Removed Materials from the Project Site (the “**Roadway Per Ton Fee**”) that is trucked or hauled from the Project Site. For purposes of this Agreement, the term “**Mined and Removed Materials**” is defined in Section 2.3.1 of this Agreement. The City may not increase the amount of the Roadway Per Ton Fee during the term of the Project Approvals, and such fee shall not apply to materials mined and removed by conveyor.

2.1.1 Timing For Payment of Roadway Per Ton Fee. Operator shall make and deposit payments of the Roadway Per Ton Fee due under this Agreement on an annual basis coinciding with the City’s fiscal year, which runs from July 1 to June 30, with each payment of Roadway Per Ton Fee for the subject fiscal year due to the City within forty-five

(45) calendar days after the end of the City's fiscal year. Operator shall deposit these payments with the City Finance Department. Operator shall pay a late fee of two and one-half percent (2.5%) per month on a prorated basis for any payment not made within ten (10) days after the date due.

2.1.2 Statements. Each payment of Roadway Per Ton Fee made by Operator under this Agreement shall be accompanied by the following: (a) a Statement of Quantities; (b) a calculation of the payment due based upon the Statement of Quantities; and (c) a record of truck tickets regarding Mined and Removed Materials for the applicable fiscal year certified by a California Weighmaster. Subject to approval by City, which shall not be unreasonably withheld, Operator may substitute an alternative computerized tracking method that substantiates the amount of Mined and Removed Materials. For purposes hereof, the term "**Statement of Quantities**" shall mean an annual statement indicating the total tonnage of Mined and Removed Materials during a subject fiscal year.

2.1.3 Purpose of Roadway Per Ton Fee. The purpose of the Roadway Per Ton Fee is to fully compensate the City during the entire Term of this Agreement for wear and tear on City roadways, for unspecified future damage that may occur to any and all portions of White Rock Road or to any other City roadways which may be needed as a result of Granite's operations on and removal of materials from the Project Site. The Parties acknowledge and agree that Granite's obligation to pay the Roadway Per Ton Fee shall fully satisfy any other obligation that Granite may have at any time during the Term of this Agreement (as defined in Section 3 of this Agreement) towards any repairs or improvements to City roadways.

2.2 TMP Per Ton Fee.

2.2.1 TMP Per Ton Fee; Amount. Beginning on July 26, 2017 (hereafter the "**Permit Renewal Effective Date**"), Operator agrees to pay the County of Sacramento a fee (hereinafter, the "**TMP Per Ton Fee**") equal to Twelve Cents (\$0.12) per gross ton of Mined and Removed Materials, as that term is defined in Section 2.3.1 of this Agreement, and that are removed from the Project Site pursuant to the terms of the TMP, attached as Exhibit B. The amount of the TMP Per Ton Fee shall be adjusted during the term of the Permit Renewal, but only as authorized by and consistent with the terms of Paragraph 6 of Exhibit B to the TMP. The distribution of funds shall be determined as more specifically set forth in Paragraph 9 of Exhibit B to the TMP. The TMP Distribution Figure Percentages identified in Exhibit D to this Agreement shall establish the distribution between the City and County and/or other jurisdictions, with such percentages subject to revision from time to time as set forth in the TMP.

2.2.2 Documentation of Truck Route; Changes to Method for Documenting Truck Route. In order to document actual Truck Routes as required by the TMP and the TMP Operational Agreement, Operator shall implement one of the following alternatives to identify the Truck Route:

(a) The Operator shall require each driver of a truck leaving the Project Site to identify (a) whether the delivery destination is within the City limits or outside

of the City limits and (b) for those deliveries outside of the City limits, the point of ultimate destination. For each aggregate truck leaving the Project Site, the Operator shall maintain a log identifying by date, (a) tonnage transported and (b) the Major Road (as identified on Exhibit D) that will be used for delivery of aggregate materials, and (c) whether the delivery destination is within City limits or outside City limits. Operator shall maintain this log and provide a copy, quarterly, to the County and the City; or

(b) For purposes of this Agreement, a **“Haul Tag”** is a written record that includes the identification of the truck, job, customer and weight of materials included that is maintained by the Operator in the regular course of business to establish point of sale. The Operator shall provide City and County with a report that estimates Truck Routes based on a comparison of Haul Tags and actual distribution routes, observed quarterly, when mining operations are occurring. Operator shall perform a random check at least quarterly to assure that trucks are following the prescribed Truck Route by observing which direction trucks are turning on White Rock Road, Sunrise Blvd and Grant Line Road, and shall maintain a copy of the report for review by the City or County upon demand. Such report shall include percentages of truck trips traveling in each direction on such roads observed in the spot check. Such report should also assess the Haul Tags in comparison to the Truck Routes; or

(c) The City and Operator may agree to develop a different means for documenting Truck Routes during the term of the mining permit. City shall notify County of any changes in the manner for documenting Truck Routes.

Based on such information derived from the reports provided pursuant to this Section, and as allowed by the terms of the TMP, City or County may submit a request for modifications to the TMP Distribution Figure Percentages identified on Exhibit D to this Agreement.

2.2.3 Alternative Method to Determine Truck Route Distribution for Annual Sales Less than 250,000 Tons. City acknowledges that the collective cost to Operator, City and County to implement the administrative requirements for accounting for the distribution of Truck Routes may exceed the value of the TMP Per Ton Fee in years in which annual sales generated from the Project Site are less than 250,000 Tons of Mined and Removed Materials (i.e., generating less than or equal to approximately \$30,000 in TMP Per Ton Fees). City agrees to negotiate in good faith with County and other entities anticipated to receive payments of the TMP Per Ton Fee a distribution method that relies upon reasonable estimates of Truck Routes as an alternative to the record-keeping described herein. In the event an alternative method to calculate Truck Route distribution is agreed to by the affected jurisdictions in the TMP Program, that alternative method shall be attached to this Agreement as an Exhibit F, without further necessity of amending the other terms stated herein. The provisions of this Section do not obligate either City or County to agree to any alternative method for calculating Truck Route distribution.

2.2.4 Satisfaction of TMP Requirements. Operator’s payment of the TMP Per Ton Fee and the provision of the quarterly report identified in Section 2.2.2(a), and observance of the applicable requirements and obligations set forth in the TMP and the TMP

Operational Agreement shall constitute full compliance by Operator with the TMP Per Ton Fee requirements.

2.3 Computation Method for Fees and Inspection Rights. The following computation method and inspection rights shall apply to the Roadway Per Ton Fee and the TMP Per Ton Fee.

2.3.1 Definition of Mined and Removed Materials. For purposes of this Agreement, the term “**Mined and Removed Materials**” shall mean and include sand, gravel, rock, and other aggregate and/or construction materials mined and permanently removed from the Project Site by truck during the Term of this Agreement. Mined and Removed Materials does not include any materials removed by conveyor.

2.3.2 Weighing of Materials. All Mined and Removed Materials shall be weighed prior to removal from the Project Site through certified scales to be installed and maintained and operated at all times by a Certified Weighmaster.

2.3.3 Records. Operator shall keep full, true and accurate books of account during the Term hereof containing: (a) all necessary data for computation of Roadway Per Ton Fees and TMP Per Ton Fees due hereunder; and (b) certified weight receipts of all Mined and Removed Materials.

2.3.4 Inspection Rights. Solely for the purpose of verifying the amounts of Mined and Removed Materials and Roadway Per Ton Fees and TMP Per Ton Fees due under this Agreement, the City and County shall have the following rights and privileges:

(a) At any reasonable time and from time to time during the Term of this Agreement upon not less than three (3) calendar days' prior written notice, and subject to Section 6 hereof, the right to have a duly authorized agent or representative of the City or County, when accompanied by a representative of Operator but at their own risk, to enter upon the Project Site for the purposes of making such examinations, inspections and verifications as such representative or agent may reasonably desire; and

(b) The right to examine any of the items delivered by Operator pursuant to Section 2.1.2 and 2.2.3 hereof; and

(c) Upon not less than ten (10) calendar days' prior written notice by City or County to Operator, and subject to Section 4 hereof, the right during regular business hours for Operator and Operator's authorized experts, accountants and auditors to review and inspect Operator's records and books of account relevant to payment of the Roadway Per Ton Fee and TMP Per Ton Fee and the Project Site, together with the right, at the expense of the City or County, as applicable, to make a copy or copies of the relevant portion of Operator's books and records. Operator will keep and maintain its book and records relevant to payment of

the Roadway Per Ton Fee and TMP Per Ton Fee and the Project Site for at least three (3) years from the date of payment to the City or County, as applicable.

2.4 Truck Routes and Enforcement.

2.4.1 White Rock Road Access. Pursuant to Section 15(a) of Exhibit B to the TMP and Sections 2.10 and 2.10.1-2.10-3, inclusive, of the TMP Operational Agreement, City shall provide guaranteed, reasonable and continuous access on White Rock Road in the City to Operator for up to three (3) million tons of aggregate production per year. As required by Section 2.10.3 of the TMP Operational Agreement, this tonnage per year limitation shall not be reduced by either local quarry truck trips, as that term is defined in paragraph 9 of Exhibit B to the TMP, using White Rock Road in the City, or by any temporary access allowed by the City to other participating quarry operators due to construction activities on Grant Line Road or Jackson Highway.

2.4.2 Truck Routes. With the exception of local deliveries, Operator agrees to implement the Truck Route Enforcement Plan, attached hereto and incorporated herein as Exhibit E, to ensure that trucks follow the truck route established in the Project Approvals as depicted in Exhibit D or as modified per Paragraph 11 of the TMP. Such Truck Route Enforcement Plan shall be reviewed after the second year of any truck operations from the Project Site and then four years thereafter to determine whether there are issues with the Truck Route or enforcement thereof. Should the City determine that Truck Routes are not being followed and/or adequately enforced, the parties shall meet and confer to determine whether additional enforcement measures are necessary and/or whether an alternative route should be established after an appropriate traffic analysis has been performed. Any proposed changes to the route shall be consistent with the restrictions in the TMP, as more specifically set forth in Paragraph 15(a)-(c), inclusive, of Exhibit B to the TMP.

2.4.3 City's Obligations Under TMP Operational Agreement. The provisions in this Section 2.4 are intended to comply with the City's obligations under the TMP Operational Agreement with the County and the City shall, consistent with the TMP Operational Agreement, provide continuous access along Grantline Road and Jackson Highway within the City limits. Continuous and direct access along White Rock Road, as required by the TMP Operational Agreement, shall be as specified in Section 2.4.1 of this Agreement.

3. TERM OF AGREEMENT. This Agreement shall be binding and in effect for a term (the "**Term**") beginning on the Permit Renewal Date and ending on the later to occur of the following: (a) the expiration or termination of the Project Approvals, as the same may be extended from time to time, or (b) completion and cessation of all mining, processing and related activities by Operator on the Project Site.

4. CONFIDENTIALITY AGREEMENT.

4.1 Nondisclosure of Confidential Materials. Except to the extent required by the California Public Records Act (California Government Code Section 6250 *et seq.*) ("**CPRA**") or other applicable laws, the City, in order to protect Operator's financial and

commercial interests, shall not cause or permit any Confidential Materials to be disclosed to, or made accessible to, any person, firm or entity other than those employees of the City, attorneys and accountants of the City, or consultants of the City who are immediately and directly involved in the administration of this Agreement and who are subject to the confidentiality provisions of this Section 4. For purposes hereof, “**Confidential Materials**” shall mean any Statement of Quantities, any other statement accompanying a payment of Per Ton Fees, any records of payments or payment amounts made under this Agreement, information obtained pursuant to or in connection with Section 2.4.3, or any other related documents, information, statements or materials.

4.2 Public Records Act Requests. If City receives a request for disclosure of any Confidential Materials (“**Document Request**”), then City shall immediately notify Operator of the Document Request as well as the identity of the individual or entity making the Document Request and shall also provide a written copy of the Document Request to Operator by the most expedient means (e.g., facsimile, e-mail, etc.). If City believes that it is obligated to disclose any or all of the documents identified in the Document Request pursuant to the CPRA or other applicable laws, then at least five (5) business days prior to making any disclosure under or pursuant to the Document Request, City shall provide written notice to Operator of City’s intention to make the disclosure, which notice shall include, without limitation, a written description of (a) each and all of the documents that City intends and believes it is obligated to disclose, and (b) the legal basis requiring such disclosure. Operator shall then have the option to request that the City decline such disclosure and to advise the City of any grounds for same; Operator shall provide City with such request no later than three (3) business days after receiving notice from the City. If Operator timely requests that the City decline such disclosure, and the City Attorney determines that Operator has provided legally sufficient ground to decline the request, then the City shall respond to the Document Request declining to make the disclosure and providing the appropriate grounds or exemption. Operator, at Operator’s sole cost, shall then defend and indemnify the City from any action related to such response. If the City Attorney disagrees with Operator’s position, then the City shall notify Operator within one (1) business day of that fact, providing Operator with the opportunity, at Operator’s sole cost, to file a declaratory relief action to determine whether the documents must be disclosed. Such declaratory relief action must be filed no later than five (5) business days after the City notifies Operator that the City Attorney disagrees with Operator’s position. The City shall also notify the party making the Document Request that Operator has requested the opportunity to file a declaratory relief action to determine if the documents are exempt from disclosure.

5. DISPUTES

5.1 Notice and Cure; Meet and Confer. Prior to filing suit for any claim under this Agreement for any alleged breach, the aggrieved Party shall first give the other Party an opportunity to cure the alleged breach by sending written notice to the breaching Party and giving the breaching Party a minimum of thirty (30) days from the receipt of notice to cure the alleged violation. Either Party may request that the Parties meet and confer to discuss the alleged breach within the thirty (30) day period after the notice to cure the alleged violation is received.

5.2 Arbitration For Certain Controversies. Any controversy between the Parties regarding the terms or conditions of this Agreement and/or any claim arising out of or relating to this Agreement or its breach (with the exception of Operator's non-payment of the Per Ton Fee), shall be submitted to binding arbitration upon the written request of one party after the service of that request on the other party. The arbitration shall be initiated by written notice of a demand to arbitrate sent by certified mail, return receipt requested, by one party to the other party. The Parties shall attempt to agree on a retired judge of the Superior Court of the State of California to be the Arbitrator. If the Parties cannot agree, then the Superior Court of the Sacramento County shall choose an impartial Arbitrator whose decision shall be final and conclusive on all parties, and it may be confirmed thereafter as a judgment by the Superior Court of the State of California, subject only to challenge on the grounds set forth in California Code of Civil Procedure Section 1286.2. The validity and enforceability of the Arbitrator's decision is to be determined exclusively by the California courts. The City and Operator shall each have the right of discovery in connection with any arbitration proceeding in accordance with Code of Civil Procedure Section 1283.05. The Parties shall equally share the costs and fees of the Arbitrator. Each Party shall pay its own engineers', attorneys' and other professionals' fees. The sole and exclusive venue for the arbitration and or any legal dispute shall be Sacramento County, California.

6. INDEMNIFICATION; INSURANCE.

6.1 Indemnity Requirements. To the fullest extent permitted by law, Operator shall indemnify, defend (with counsel acceptable to City) and hold harmless City (including its officers, agents, members, employees, affiliates, and representatives) from and against any and all claims, demands, actions, losses, liabilities, damages, expenses, liabilities and all costs incidental thereto, including cost of defense, settlement, arbitration and reasonable attorneys' fees ("**Claims**") arising out of, pertaining to, or resulting from (a) the negligent, reckless or willful acts of omissions of Operator, its offices, agents or employees, or the acts of omissions of anyone else directly or indirectly acting on behalf of Operator or for which Operator is legally liable under law, of (b) Operator's performance of its obligations under this Agreement. Without limitation, such obligations to defend, hold harmless and indemnify the City under this Section 6.1 shall not apply to the extent that such Claims are caused by the sole negligence, active negligence, or willful misconduct of the City, and shall exclude punitive and consequential damages of any kind.

6.3 Insurance Requirements. Operator shall procure, maintain, and keep in force at all times during the Term of this Agreement, at Operator's sole expense, all that insurance described in Exhibit E to the 2008 Roadway Impact Agreement.

7. General.

7.1 Notices. All notices required or permitted to be given hereunder shall be in writing and shall be delivered in person, sent by overnight delivery service (such as Federal Express) or sent by certified mail, return receipt requested, postage fully prepaid thereon, addressed as follows:

City: City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Manager and Public Works Director

Operator: Granite Construction Company
4001 Bradshaw Road
P.O. Box 15287
Sacramento, CA 95851

Attention: Materials Manager &
Materials Resource Manager

With a mandatory copy to:
Granite Construction Company
P.O. Box 50085
Watsonville, CA 95077-5085
Attention: General Counsel

And to:
Brewer Lofgren LLP
650 University Avenue, Suite 220
Sacramento, CA 95825
Attention: Martha Clark Lofgren

No party shall refuse or evade delivery of any notice.

7.2 Interpretation. It is agreed and acknowledged by the parties hereto that the provisions of this Agreement have been arrived at through negotiation, and that each party has had a full and fair opportunity to revise the provisions of this Agreement and to have such provisions reviewed by legal counsel. Therefore, the normal rule of construction that any ambiguities are to be resolved against the drafting party shall not apply in construing or interpreting this Agreement.

7.3 Counterparts. This Agreement may be signed in several counterparts and all so signed shall constitute one and the same agreement, binding on all of the parties hereto, notwithstanding that all of the parties are not signatory to the original or same counterparts,

7.4 Successors And Assigns. Each and every provision of this Agreement shall bind and inure to the successors in interest of the parties hereto, in the same manner as if such parties had been expressly named herein.

7.5 Governing Law. This Agreement and the rights and duties of the parties hereunder shall be governed by the laws of the State of California, without giving effect to such state's conflict of law principles. Any legal action filed by the parties with respect to this Agreement shall be filed in Sacramento County, California.

7.6 Attorneys' Fees. Each Party to this Agreement shall bear its own attorneys' fees in connection with the negotiation and drafting of this Agreement. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provisions of this Agreement, then the prevailing party in any such action shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose. For purposes hereof, the "prevailing party" shall be the party that recovers substantially the relief sought by said party, whether by judgment, settlement, dismissal or otherwise. Operator shall have no obligation to reimburse the City for any attorneys' fees incurred in connection with any future disputes over the construction of this Agreement, unless and until an determination is made by an arbitrator or by a court of competent jurisdiction which establishes that the City is the prevailing party, as defined in this section, in connection with any such dispute.

7.7 Effect Of Invalidity. If any term of provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term or provision of this Agreement shall continue to be valid and shall be enforced to the fullest extent permitted by law.

7.8 Effect Of Waiver. No waiver of any breach of any covenant or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof or of any other covenant or provision herein contained. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, except those of the waiving party, which shall be extended by a period of time equal to the period of delay.

7.9 No Agency, Partnership Or Joint Venture. Nothing in this Agreement shall be deemed or construed to create the relationship of principal and agent, a partnership, joint venture or any other association between the parties.

7.10 Entire Agreement. This Agreement (including any exhibits hereto) is the final expression of and contain the entire agreement between the Parties with respect to the subject matter hereof and, except as provided for in Section 1.3 of this Agreement, supersedes all prior understandings with respect thereto. This Agreement may not be modified, changed, supplemented, superseded, canceled or terminate, nor may any obligations hereunder be waived, except by a written instrument signed both Parties hereto or by a party's agent duly authorized in writing or as otherwise expressly permitted herein. The parties do not intend to confer any benefit hereunder on any other person, firm or corporation other than the parties hereto and their lawful successors and assigns.

IN WITNESS WHERE OF, the Parties have executed this Agreement as of the date first set forth above.

CITY OF RANCHO CORDOVA

A Municipal Corporation of the State of California

GRANITE CONSTRUCTION COMPANY

a California Corporation

By: _____

Date:_____

By: _____

Name:_____

Title:_____

Date:_____

ATTEST:

APPROVED AS TO FORM:

Date:_____

EXHIBIT LIST

Exhibit A	Area Designated for Mining
Exhibit B	Sacramento County Quarry Truck Management Plan
Exhibit C	Quarry Truck Management Plan Operational Agreement
Exhibit D	TMP Contribution Distribution Figure
Exhibit E	Truck Route Enforcement Plan
Exhibit F	Future Amendment to Distribution of TMP Fees (if applicable; See Section 2.2.3 of Agreement)
Exhibit G	2008 Roadway Impact Agreement

EXHIBIT A
MINING AREA

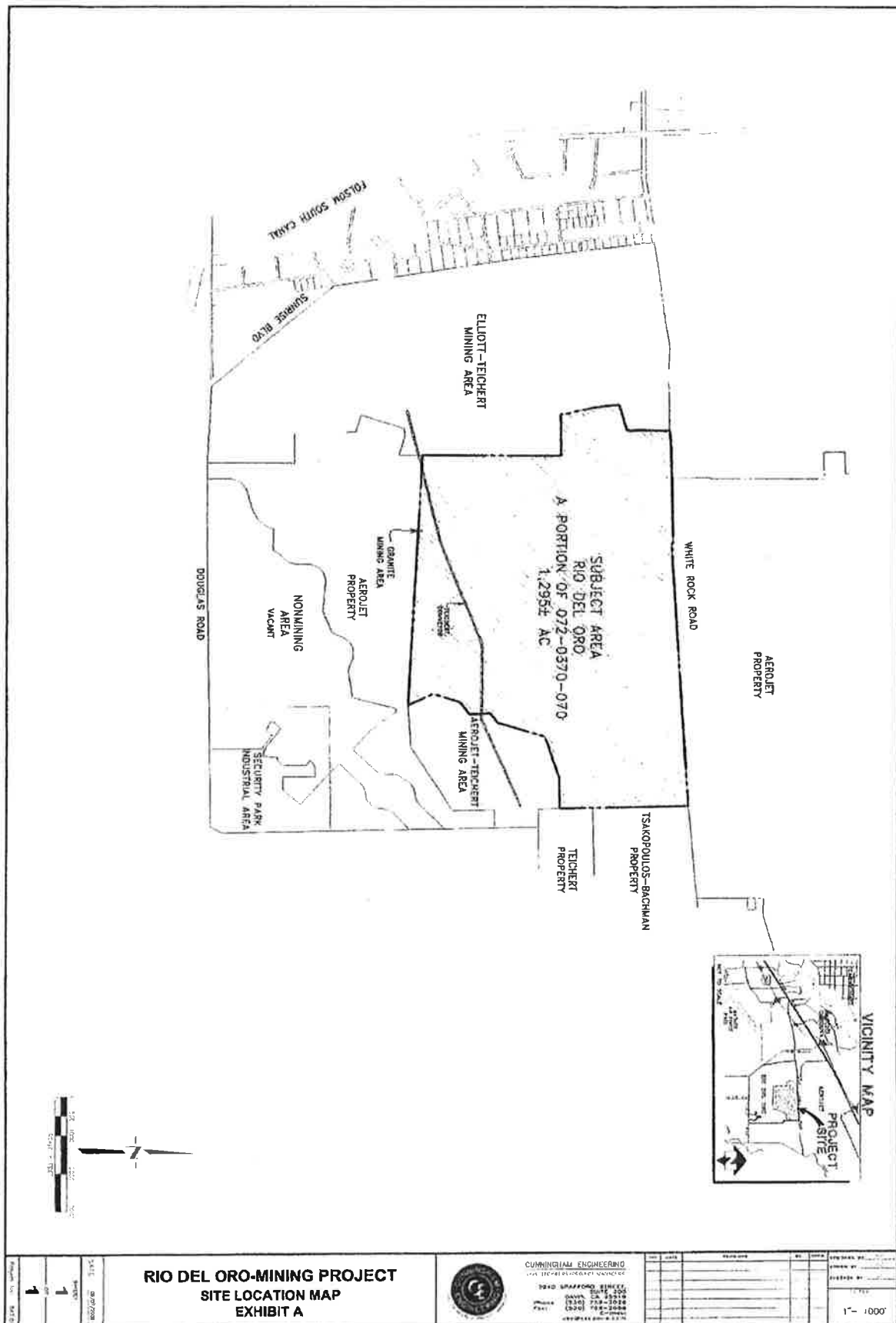


EXHIBIT B
SACRAMENTO COUNTY QUARRY TRUCK MANAGEMENT PLAN

Revised
December 15, 2011

RESOLUTION NO. 2011- 0938

**RESOLUTION OF THE BOARD OF SUPERVISORS, OF THE COUNTY OF
SACRAMENTO, STATE OF CALIFORNIA, ESTABLISHING A QUARRY TRUCK
MANAGEMENT PLAN FUNDING MECHANISM PROGRAM FOR QUALITY OF
LIFE IMPROVEMENTS FOR EASTERN SACRAMENTO COUNTY**

WHEREAS, since 2002, Sacramento County (County) has received three separate applications for aggregate quarries to be located in the eastern sector of the County;

WHEREAS, Teichert Quarry was approved by the Board of Supervisors (Board) on November 30, 2010, and Stoneridge Quarry was heard by the Board on December 7, 2011 and final Board action is tentatively scheduled in January of 2012;

WHEREAS, the third remaining application, Milgate Quarry, has yet to be heard by the Board;

WHEREAS, other quarrying proposals to be located in the eastern sector of the County may be advanced in the future;

WHEREAS, the Teichert and Stoneridge Quarries and these other various quarries will, if approved, generate considerable truck related traffic;

WHEREAS, each quarry when approved either has been or will be required to analyze and mitigate its California Environmental Quality Act ("CEQA") identified traffic capacity, air quality and noise impacts;

WHEREAS, in addition to such CEQA identified impacts, the Board recognizes that there may be various perceived "quality of life" concerns, stemming from said truck traffic, which are not subject to analysis and mitigation as required under CEQA;

WHEREAS, the Board desires to establish a voluntary non-CEQA based funding mechanism whereby aggregate quarry operations in eastern Sacramento County can commit to providing partial funding for the implementation of various roadway related improvements to help address perceived "quality of life" concerns stemming from said aggregate truck traffic;

WHEREAS, said aggregate truck related quality of life concerns will be to land uses located in an area of concern which includes the area south of the City of Folsom consisting of the City's south of U.S. Highway 50 sphere of influence area, a portion of the City of Rancho Cordova and a portion of unincorporated Sacramento County;

WHEREAS, said area of concern is depicted, jurisdiction by jurisdiction, in Exhibit A;
and

WHEREAS, the Board desires to enhance comity between the three affected jurisdictions and settle existing and avoid future litigation.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby establish the Quarry Truck Management Plan (TMP) Funding Mechanism Program, attached hereto as Exhibit B:

1. Section 2.4.5.B of the Development Agreement by and between the County of Sacramento and Teichert & Sons, Inc., dated 30 November, 2010, requiring the adoption of a TMP program, is hereby deemed satisfied by the adoption of this Resolution.
2. In order for the City of Rancho Cordova to receive funds from this Quarry TMP Funding Mechanism, the City must dismiss with prejudice its lawsuit against the County and Real Party in Interest Teichert regarding the Teichert Quarry (Sacramento Superior Court Case Number 34-2010-80000747) within 45 days of the adoption of this Resolution. If a final judgment has been entered by the Superior Court prior to the lapse of said 45 days, Rancho Cordova must enter into an agreement with the County before receipt of funds from the TMP Funding Mechanism which provides: (1) that Rancho Cordova will not appeal any decision rendered by the Superior Court

(2) that Rancho Cordova waives any claim for an award of attorneys' fees stemming from said case from either the County or Real Party in Interest Teichert and (3) pledges that Rancho Cordova will not, in the event it has prevailed before the Superior Court, file a subsequent action challenging the Teichert Quarry EIR. Said agreement must be executed within 60 days of the adoption of this Resolution.

3. Section 2.4.4 of the Development Agreement by and between the County of Sacramento and Angelo G. Tsakopoulos and Katherine Tsakopoulos, requiring the adoption of a TMP program, will be deemed satisfied by the adoption of this Resolution, upon approval of the Development Agreement by the Board of Supervisors.

BE IT FURTHER RESOLVED that Exhibits "A" through "B" are hereby incorporated into and made a part of this resolution establishing a Quarry Truck Management Plan Funding Mechanism Program.

On a motion by Supervisor MacGlashan Seconded by Supervisor Nottoli, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this 14th day of December, 2011, by the following vote, to wit:

AYES: Nottoli, Peters, Serna, Yee, MacGlashan

NOES: None

ABSENT: None

None



Cyndi Lee
Clerk, Board of Supervisors

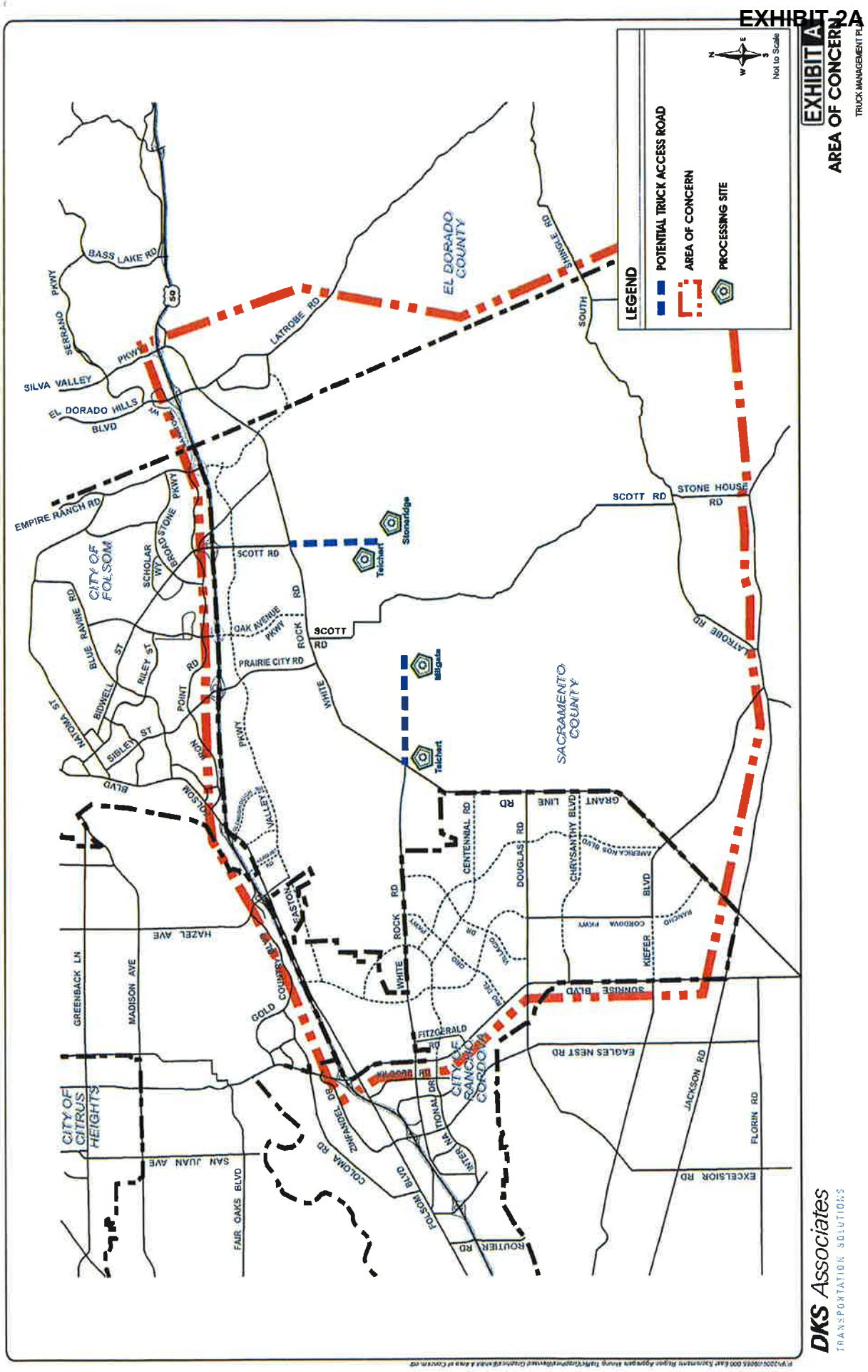
Roberta MacGlashan
Chair, Board of Supervisors
of Sacramento County, California

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chairman of the Board of Supervisors, County Of Sacramento on: 12/15/11

By V. Holmes
Deputy Clerk, Board of Supervisors

FILED
BOARD OF SUPERVISORS

DEC 15 2011
BY Cyndi Lee
CLERK OF THE BOARD



Revised
December 15, 2011

EXHIBIT B
Eastern Sacramento County
Quarry Truck Management Plan Funding Mechanism Program

1. All new quarry or other mining proposals and renewals of existing quarry or other mining permits (quarry or quarries), located within the Quarry TMP Participation Area (Participation Area), as depicted in Figure I, may elect to participate in the Quarry TMP Funding Mechanism Program.
2. Those jurisdictions located within the Participation Area may similarly elect to participate in the Quarry TMP Funding Mechanism Program.
3. The Quarry TMP Funding Mechanism Program shall consist of a twelve (12) cents per ton contribution on all aggregate material produced and sold from the participating quarries. Aggregate material shall include raw materials sold or transferred to affiliates or subsidiaries for the production of concrete, asphalt or other products. Asphalt oil, water, cement or other ingredients from outside sources shall not be included in the tonnage measured, although, the sale of recycled materials shall be included.
4. A quarry operator electing to participate in the Quarry TMP Funding Mechanism Program shall execute a development agreement, or other similar binding obligation, with the County which mandates payment of the twelve (12) cents per ton contribution specified in Paragraph 3. In the event a quarry is approved by a participating jurisdiction other than the County, a quarry electing to participate in this program shall execute a similar agreement with that jurisdiction.
5. The Quarry TMP Funding Mechanism Program contribution (contribution) shall be collected for the term of each quarry use permit and any extensions thereto granted up to a total of one hundred (100) years, subject to modification as provided in Paragraphs 6 and 7 below.
6. In recognition of the fact that the value of a ton of aggregate may fluctuate, the twelve (12) cents per ton contribution will be adjusted every eight (8) years for the first twenty four (24) years that the contribution is in place (year 8, year 16, and year 24) by applying an Adjustment Factor to the contribution, provided that, in no event will the adjustment be more than one half (1/2) cent per year (e.g. four (4) cents in any adjustment period), and in no event shall the adjustment reduce the cents per ton contribution to less than twelve (12) cents per ton during the same twenty four (24) year period. The Adjustment Factor shall be defined as the proportion of the value of a ton of aggregate material as of one year from the date of the first aggregate material sale from the first quarry.

participating in this program to the value of a ton of aggregate material as of the date eight (8) years after the first aggregate material sale from the first quarry participating in this program. The value of a ton of aggregate for purposes of the eight (8) year review shall be the annual gross revenue received for aggregate material (aggregate material as defined in paragraph 3) from all participating quarries divided by the annual total tons of aggregate material sold from all participating quarries. The participating quarries shall provide a report with this information to the County within ninety (90) days of the triggering dates outlined above. The County will maintain this information as confidential and calculate the Adjustment Factor to be applied to the cents per ton contribution by averaging the data provided by participating quarries. The adjusted contribution shall apply to all of the participating quarries located in the Participation Area.

Beginning on the twenty fourth (24th) year that the contribution is in place, there shall be an evaluation of the amount of the contribution every ten (10) years thereafter. The evaluation of the contribution shall be considered by the County Board of Supervisors and shall be based on the following factors:

- a. The total amount of the contribution collected to date;
- b. The total amount of contributions that have been expended to date;
- c. The quality of life improvements that have been constructed to date;
- d. The quality of life improvements that still need to be constructed;
- e. The maintenance costs associated with the quality of life improvements;
- f. The total amount of funding and adjustments to that funding collected and expended toward quality of life improvements by non-quarry contributors; and
- g. Whether the participating quarry operations will be competitive in the regional market given the contribution.

The Board's evaluation may result in a reduction to the per ton fee. In the event that the quality of life improvements have not been completed by the fiftieth (50th) year that the contribution is in place, the contribution will be reduced to an amount necessary to provide for ongoing maintenance of the quality of life improvements that were previously constructed and shall extend for the balance of the permitted life or extended permit life up to a total of one hundred (100) years of each quarry operation.

7. If a jurisdiction approves a new quarry or renews an existing quarry that is located within the Participation Area and that quarry elects to not participate in the Quarry TMP Funding Mechanism Program or provides a cents per ton contribution that is less than the amount established in Paragraphs 3 and 6 above, then the contribution amount applicable to all quarry operators shall be adjusted to reflect the lowest contribution amount and the jurisdiction that approved such quarry shall not be entitled to receive any of the benefits of the Quarry TMP Funding Mechanism Program including the cents per ton contribution. Additionally, a quarry approved or renewed by a jurisdiction other than Sacramento County will not require any subsequent approvals from Sacramento County prior to commencing operations.
8. The County shall be responsible for the collection of the Quarry TMP contributions, which shall occur as described in Figure II.
9. The County shall also be responsible for distributing the collected contributions to the participating jurisdictions. The distribution of contributions shall be based upon the relative distribution of through (not local delivery) quarry truck traffic established as part of the project approval for each quarry relative to each jurisdiction that elects to participate in the Quarry TMP Funding Mechanism Program. Local quarry trucks are defined as those quarry trucks with a delivery destination located within the Participation Area. Through quarry trucks are defined as those quarry trucks with a delivery destination located outside of the Participation Area. For quarry truck distribution routes that share a jurisdictional boundary, the affected jurisdictions shall share in the contributions for that route. Distribution of contributions for Teichert Quarry and for Stroneridge Quarry shall be as depicted in Figures III and IV, respectively.
10. As additional quarries are approved and elect to participate, distribution figures shall be added to this program for those quarries. Said distribution figures shall be based upon the anticipated distribution of quarry truck traffic as established at the time of the project approval.
11. The County shall review and revise the figures referenced in Paragraphs 9 and 10 to represent changes that may occur over time to the trip distribution patterns associated with each participating quarry or changes in jurisdiction boundaries. Said review and revision shall occur every four (4) years from the effective date of the Resolution creating this program or sooner should a significant changed condition occur. Participatory

- quarries shall be responsible for ensuring that their through quarry trucks utilize the through truck haul routes established on the distribution exhibits.
12. Participating jurisdictions shall share those contributions intended for quarry truck routes which straddle jurisdictional boundaries. However, the County will assign any contributions it receives for Prairie City Road or Scott Road (east) towards quality of life improvements on Prairie City Road. The County shall also assign any contributions it receives for White Rock Road toward quality of life improvements to White Rock Road.
 13. In order to participate in this Quarry TMP Funding Mechanism Program and receive contributions for quality of life improvements, jurisdictions must enter into an operational agreement with the County. All such operational agreements shall contain the following:
 - a. That distribution of contributions for quality of life improvements shall be made by the County on an annual basis consistent with Paragraphs 9 through 12.
 - b. That contributions shall only be used for the purpose of designing, approving, financing, constructing and maintaining quality of life roadway improvements related to quarry truck traffic from participating quarries. Such roadway related improvements may include, but are not limited to, any of the following: special quarry truck lanes (including grade separation) and associated improvements, rubberized asphalt, sound wall extensions, and landscaping enhancements as well as right of way acquisition for any such improvements.
 - c. That contributions shall not be used in lieu of nexus based traffic mitigation fees and/or CEQA based mitigations for road capacity improvements or for normal road maintenance, with the exception of maintenance of quality of life improvements identified in this TMP.
 - d. That, prior to commencement of construction of quality of life improvement projects pursuant to this program, appropriate CEQA review shall be conducted by the jurisdiction proposing such improvements. Where the quality of life improvements are located within more than one jurisdiction, the jurisdictions may review such improvements jointly.
 - e. That an annual report shall be provided to the County by any jurisdiction receiving contributions which accounts for the use of those contributions during the prior year.

- f. That contributions shall be held in a separate account, specifically identified for Quarry TMP quality of life improvements, and shall not be available to the general fund of the receiving jurisdiction.
 - g. That the County shall provide guaranteed, reasonable and continuous direct access for all aggregate trucks from quarries participating in this program and traveling along Prairie City Road, Scott Road (east), White Rock Road, Grant Line Road and Jackson Highway. Except as stated in paragraph 14 below, there shall be no limit set on the volume of such quarry truck trips that is permitted to travel along Prairie City Road, Scott Road (east), White Rock Road, Grant Line Road and Jackson Highway within the unincorporated County.
14. In order to participate in this Quarry TMP Funding Mechanism Program and receive contributions for quality of life improvements, the operational agreement with the City of Folsom shall be consistent with the provisions of the agreement between the County and the City of Folsom relating to transportation, adopted by both jurisdictions on December 6, 2011, which provisions are incorporated herein by reference as well as the provisions of this Quarry TMP Funding Mechanism Program and shall contain, in addition to the provisions of Paragraph 13, the following:
- a. That the City will set no limit, following annexation, on the volume of participating quarry truck traffic which is allowed to pass through the Folsom SOI area for quarry trucks that have agreed to pay a baseline cents per ton contribution of \$0.12 as provided in Sections 3 and 4
 - b. That the City, following annexation, shall provide guaranteed, reasonable and continuous direct access through the Folsom SOI area for participating quarry truck traffic traveling to and from U. S. Highway 50. The City may, however, assign such traffic to Scott Road (east), Prairie City Road and any future extension of Oak Avenue, or any combination thereof, provided that at all times participating quarry truck traffic is provided with said guaranteed, reasonable and continuous access. Said assignment of traffic shall include the ability to limit hours trucks may traverse a particular road so long as guaranteed 24 hour per day access is provided along one of the enumerated routes.

- c. That the City quality of life improvements shall generally be the improvements depicted in Figure V, as well as (1) improvements to the Prairie City Road/Highway 50 interchange as determined by or negotiated with the California Department of Transportation, (2) improvements to the Prairie City Road and White Rock Road intersection as determined by the County and the City in consultation with the Sacramento Southeast Connector Joint Powers Authority.
 - d. That contributions for the City will begin to accrue upon annexation of the Folsom SOI area.
15. In order to participate in this Quarry TMP Funding Mechanism Program and receive contributions for quality of life improvements, the operational agreement with the City of Rancho Cordova shall be consistent with the provisions of this Quarry TMP Funding Mechanism Program and shall contain, in addition to the provisions of Paragraph 13, the following:
- a. That the City shall provide guaranteed, reasonable and continuous direct access for aggregate trucks from quarries participating in this program which travel along Grant Line Road and Jackson Highway. There shall be no limit set on the volume of such quarry truck trips permitted to travel along Grant Line Road and Jackson Highway.
 - b. That the City shall provide guaranteed, reasonable and continuous direct access on White Rock Road in the City for Granite and Milgate aggregate trucks resulting from an annual aggregate production level equivalent to four (4) million tons. Unless otherwise revised through an amendment to this agreement and subject to the consensus by the City, Granite, and Milgate, the four (4) million tons per year aggregate production shall be apportioned as follows:
 - 1) Three (3) million tons of aggregate production shall be assigned to Granite Construction Company via an aggregate production site that would directly access White Rock Road.
 - 2) One (1) million tons of aggregate production shall be assigned to Milgate quarry.

- c. The four (4) million ton limitation stated above shall not be reduced by either local aggregate truck trips using White Rock Road in the City of Rancho Cordova or by any temporary access allowed by the City to other participating quarry operators due to construction activities on Grant Line Road or Jackson Highway.
16. In the event that a participating jurisdiction initiates a legal action based upon quarry truck traffic challenging an application for a new quarry, or the renewal of an existing quarry located within the Participation Area, then that jurisdiction shall automatically be terminated from participating in this program and no longer be eligible to receive any contributions pursuant to it. This provision shall, however, only be applicable where a quarry project has entered into a development agreement, or other similar binding obligation, wherein it becomes obligated to make the contribution payments established in Paragraph 3.
17. In order to participate in this program, Teichert must first amend its development agreement with the County so that the Construction Market Equalizer in Section 2.5 of the agreement shall only apply to Sections 2.4.1 through Section 2.4.4.3 and is rendered inapplicable to Sections 2.4.5.A, 2.4.5 B and 2.4.6. In addition, Teichert shall commit, in its amended development agreement, not to route Teichert Quarry and Teichert Grantline Plant trucks, moving to and from U.S. Highway 50, via White Rock Road and Sunrise Boulevard, White Rock Road and Zinfandel Drive and/or White Rock Road and a future Rancho Cordova Parkway.
18. No participating quarry trucks will utilize White Rock Road or any other roadways within the current jurisdictional boundaries of the City of Rancho Cordova except for quarry trips identified in Paragraph 15b above and quarry truck trips making local deliveries, or if temporarily necessary due to construction along either Grant Line Road or Jackson Highway. Any said temporary use of City of Rancho Cordova roadways shall be subject to review and approval by the City of Rancho Cordova prior to use of those roadways.
19. If the City of Rancho Cordova or the City of Folsom initiates any legal action against the Stoneridge Project, then the City(s) that brought forward that legal action shall not receive any Quarry TMP funding contribution from the Stoneridge quarry. If the Folsom SOI landowners initiate any legal action against the Stoneridge Project, then the City of Folsom shall not receive any Quarry TMP funding contribution from the Stoneridge quarry.

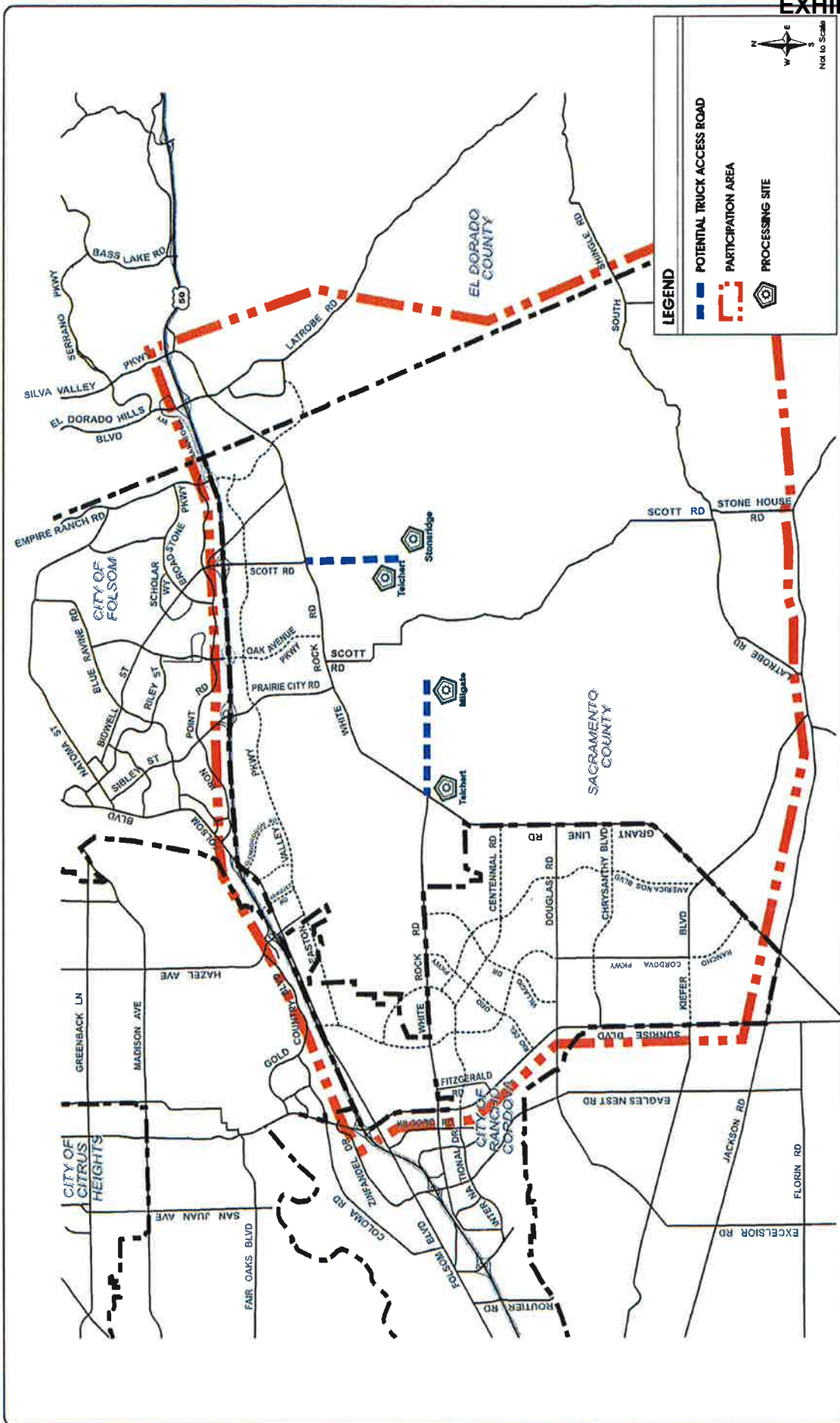


FIGURE 1
PARTICIPATION AREA 2A
TRUCK MANAGEMENT PLAN

DKS Associates
TRANSPORTATION SOLUTIONS

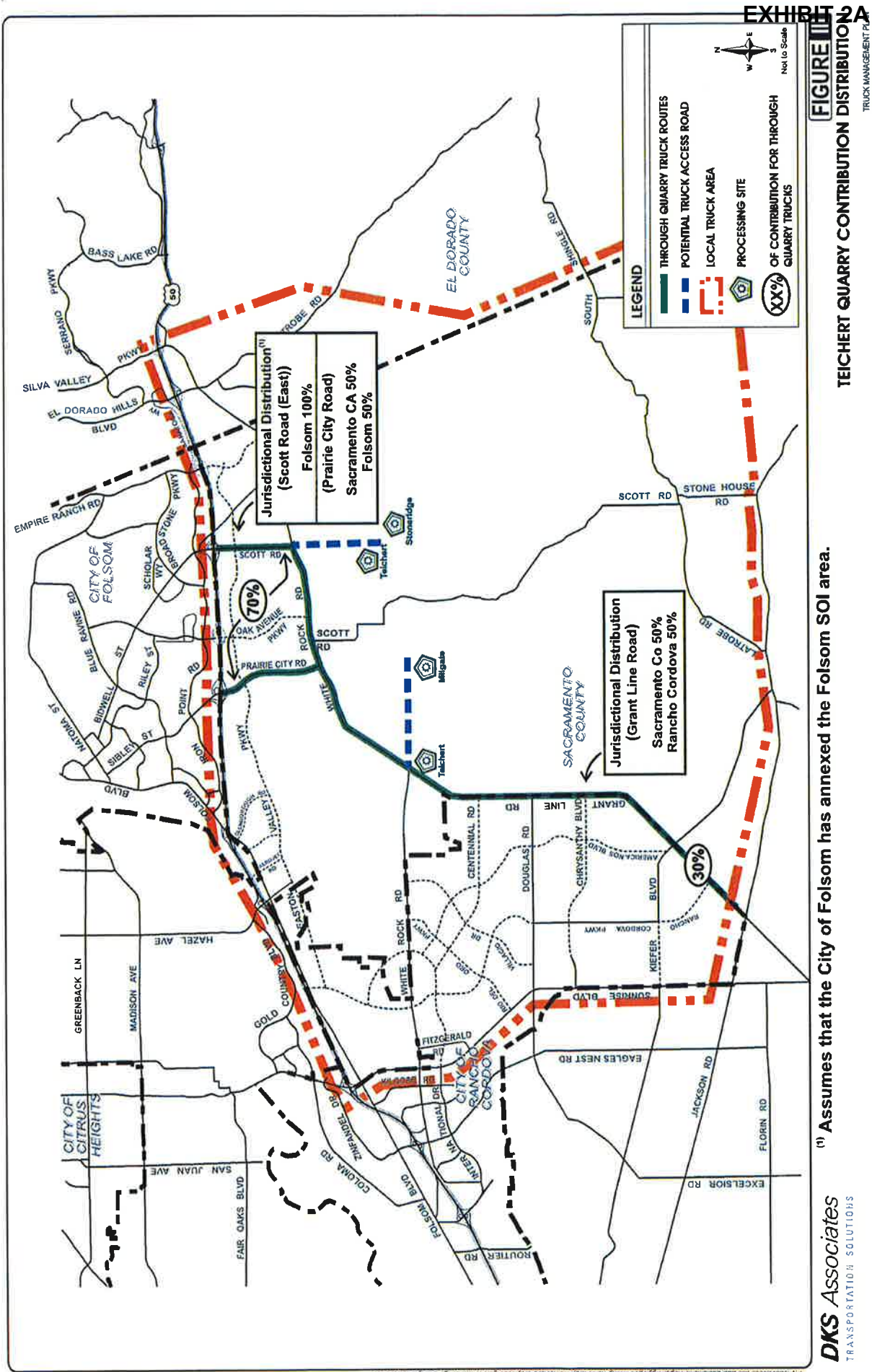
Figure II

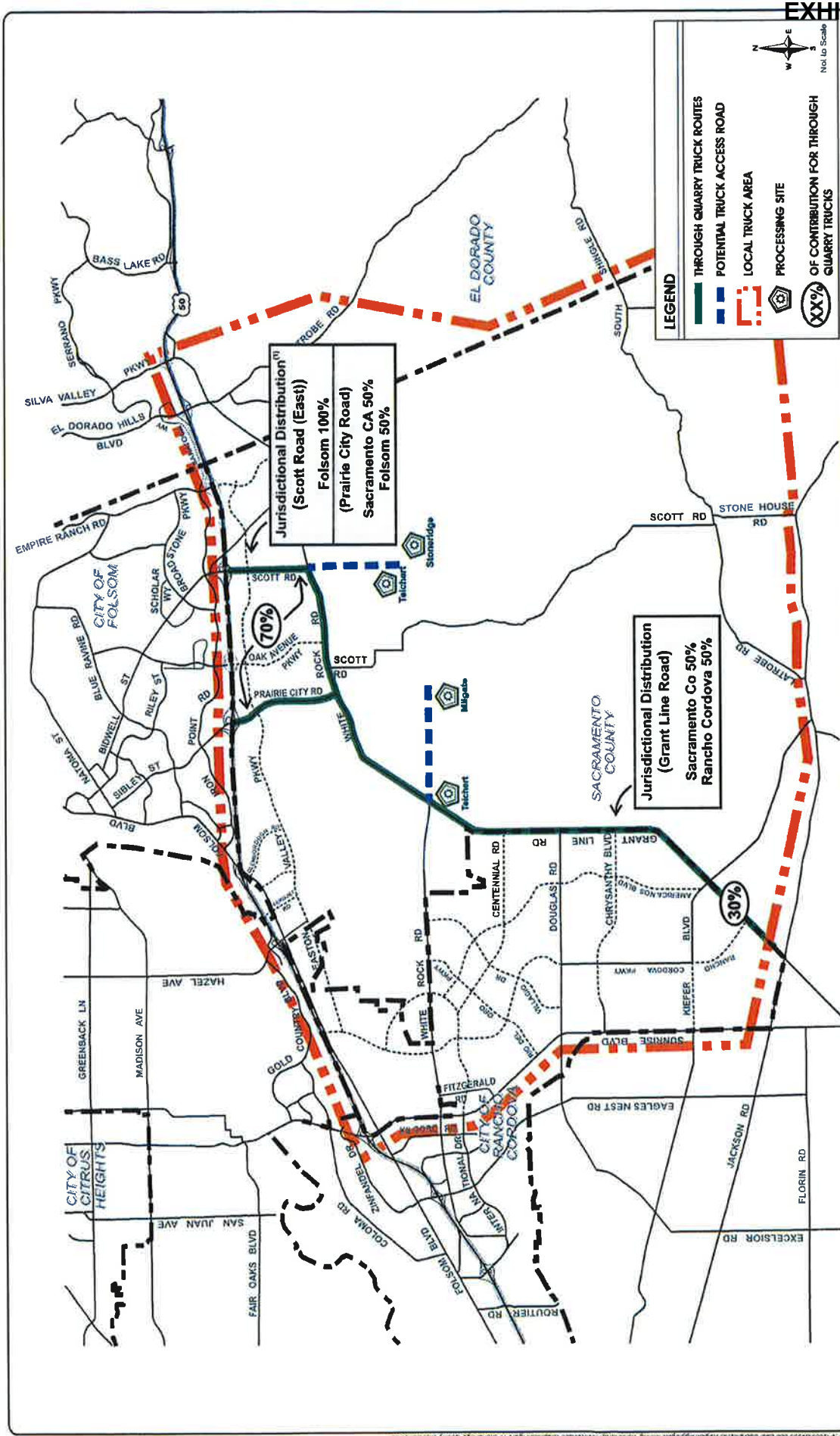
Calculation, Payment and Verification of Aggregate Funds Cents per Ton Contributions.

Payments required by the TMP Resolution shall be made within 30 days of the following quarterly dates each year: March 31, June 30, September 30, and December 31. The first quarterly contribution shall be due at the end of the first quarter during which quarry makes its first sale. Together with each payment, quarry shall provide County with a statement indicating the tons of Aggregate Material sold and the calculation of the contribution being made. Quarterly payments shall be based upon the tonnage produced and sold from the Project site and the rates provided pursuant to the TMP Resolution. Payments to County shall be made to County of Sacramento TMP Fund account and delivered to the County CEO Office, or such address as County may designate in writing. All transmittals of payments shall be copied to the Sacramento County Planning Division and the Sacramento County Department of Transportation.

The County may audit, as it determines necessary, the tonnage of Aggregate Material being produced and sold at the Project site and the contributions paid to County to verify that the amount of payment correctly reflects actual tonnage sold.

The County shall provide all participating jurisdictions with appropriate documentary support for the calculation and distribution of the cents per ton contributions. Any participating jurisdiction may request the County to perform an audit of material produced and funds distributed. Such audits shall not be requested more frequently than every other year.





⁽¹⁾ Assumes that the City of Folsom has annexed the Folsom SOI area.

DKS Associates
 TRANSPORTATION SOLUTIONS

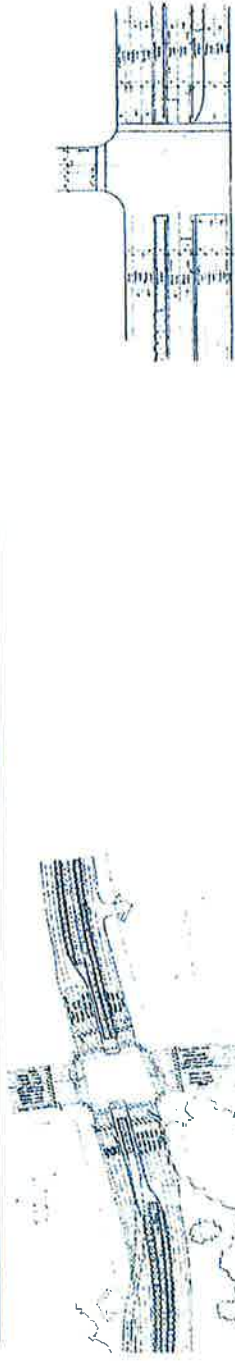
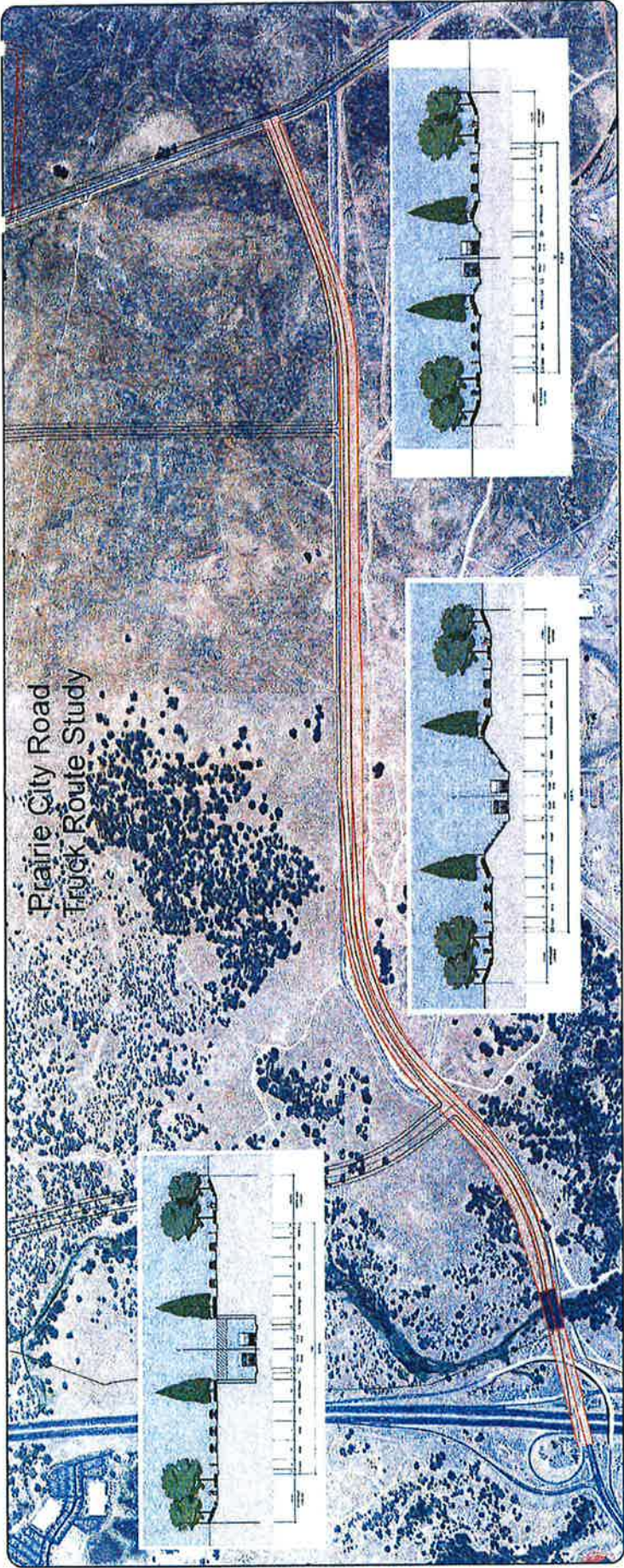


Figure V
Prairie City Road Special Design

Intersection 'A'
Prairie City Road - Easton Valley Parkway

EXHIBIT C
QUARRY TRUCK MANAGEMENT PLAN OPERATIONAL AGREEMENT

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**QUARRY TRUCK MANAGEMENT PLAN OPERATIONAL AGREEMENT BETWEEN
THE COUNTY OF SACRAMENTO
AND
THE CITY OF RANCHO CORDOVA**

This Quarry Truck Management Plan Operational Agreement (Agreement) is made and executed this ____ day of January 2012 by and between the County of Sacramento, a political subdivision of the State of California, (County) and the City of Rancho Cordova (City). Collectively, the County and City may be referred to as the Parties. Individually, the County and City may be referred to as a Party.

RECITALS

- A. Since 2002, County has received three separate applications for aggregate quarries to be located in the eastern sector of the County; and
- B. The Teichert Quarry was approved by the Board of Supervisors (Board) on November 30, 2010, and the Stoneridge Quarry was approved by the Board on January 10, 2012; and
- C. The third remaining application, the Milgate Quarry, has yet to be heard by the Board; and
- D. Other quarrying proposals to be located in the eastern sector of the County may be advanced in the future, including a quarry proposal by Granite Construction Company; and
- E. The Teichert, Stoneridge, and Milgate Quarries and these other various quarries will, if approved, generate considerable truck related traffic; and
- F. Each quarry when approved either has been or will be required to analyze and mitigate its California Environmental Quality Act (CEQA) identified impacts, including but not limited to traffic capacity, air quality and noise impacts; and
- G. In addition to such CEQA identified impacts, the Board recognizes that there may be various perceived "quality of life" concerns, stemming from the truck traffic, which are not subject to analysis and mitigation as required under CEQA; and
- H. On December 14, 2011, the Board adopted Resolution Number 2011-0938 which establishes the Quarry Truck Management Plan (TMP) Funding Mechanism Program (TMP Program), attached for reference as Attachment 1, a voluntary non-CEQA based funding mechanism whereby aggregate quarry operations in eastern Sacramento County can commit to providing partial funding for the implementation of various roadway related improvements to help address perceived quality of life concerns stemming from the quarry truck traffic; and

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- I. The perceived quality of life concerns related to the aggregate truck traffic from the quarry projects may impact the current and future residents and businesses located in an area of concern which includes a portion of the City as depicted in Exhibit A to the TMP Program; and
- J. By entering into this Agreement, the City agrees not to exercise its present rights to restrict truck traffic on City roadways under State law, including but not limited to Vehicle Code Section 35701, in consideration for the benefits and payments provided for in this Agreement; and
- K. The conditions of approval for the Teichert and Stoneridge Quarries also include provisions to install infrastructure to monitor quarry truck traffic at defined locations along the quarry truck haul routes; and
- L. The City desires to participate in the TMP Program and receive funding for quality of life improvements along designated through quarry truck routes within said area of concern.

NOW THEREFORE, in consideration of the above Recitals, which are an essential part of the Agreement and are therefore incorporated by reference, and for other good and valuable consideration, the receipt and adequacy of which is acknowledged, it is hereby agreed as follows:

AGREEMENT

1. **County Actions.** In addition to the applicable provisions of the most recently adopted TMP Program, which is hereby made a part of this agreement, County hereby agrees to be bound by and implement the following provisions:

1.1 The County shall be responsible for the collection of the TMP Program contributions as described in the TMP Program. The County shall exercise its best efforts and exhaust all reasonable remedies to collect the TMP Program contributions from participating quarries, but in no event shall the County be liable to the City in the event such efforts are unsuccessful.

1.2 On or before April 30 of each year, the County shall be responsible for distributing to the City the City allocated TMP Program contributions collected by the County during the prior calendar year pursuant to the provisions of, and in order to implement paragraphs 9 through 12 of Exhibit B to the TMP Program. The distribution of the TMP Program funds to the City shall include any interest that may have accrued on those funds being held by the County on behalf of the City. Distributions to the City shall be authorized by the Director of the Department of Transportation or his/her designated delegate. The County shall provide to the City, at the time TMP Program funds are distributed, an accounting of the total program contributions received from the participating quarries and the allocations paid out to the participating jurisdictions.

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1.3 The County shall be responsible for monitoring and evaluating the quarry truck trip distribution patterns associated with each participating quarry. The relative quarry truck distribution may change over time to reflect new aggregate market areas being served by participating quarries or other changes in aggregate distribution. These distribution changes may result in increases or decreases in quarry truck traffic on roadways within the City's jurisdiction, compared to the figures referenced in paragraphs 9 and 10 of the TMP Program. In order to ensure accurate and transparent monitoring of quarry truck trip distribution patterns, the County shall utilize the most appropriate tracking technology and generate annual reports showing quarry truck traffic distribution during the calendar year. If the annual report indicates a quarry truck trip distribution pattern that differs by more than ten percent (10%), compared to the most recently approved figures referenced in paragraphs 9 and 10 of the TMP Program, on any through quarry truck route, the County or the City, by submitting to the County a written request, may initiate an adjustment to the City's funding allocation pursuant to paragraph 11 of Exhibit B to the TMP Program. The County shall respond to City with a proposed recalculation of the City's allocation within 30-days of the date the City submits its request. City and County shall mutually agree on any revision to the TMP Program funding distribution to the City.

1.4 The County shall provide guaranteed, reasonable, continuous, and direct access for all aggregate trucks from quarries participating in this program and traveling along Prairie City Road, Scott Road (east), White Rock Road, Grant Line Road and Jackson Highway within the unincorporated County. Except as stated in paragraph 14 of Exhibit B to the TMP Program, there shall be no limit set on the volume of such quarry truck trips that is permitted to travel along Prairie City Road, Scott Road (east), White Rock Road, Grant Line Road and Jackson Highway within the unincorporated County.

1.5 The County Department of Transportation shall be responsible for managing and administering all aspects of the TMP Program. All costs associated with the County managing and administering the TMP Program (Administrative Costs) shall be paid from the TMP Program funds. The Administrative Costs shall be apportioned to and subtracted from the yearly TMP Program distribution to each participating jurisdiction based on the proportion of the gross distribution of the TMP Program funds to each jurisdiction to that of the total gross TMP Program funds collected on a yearly basis. The City shall be responsible for all costs associated with a request by the City for the County to perform an audit of material produced and funds distributed pursuant to Figure II of Exhibit B to the TMP Program. The Administrative Costs deducted from TMP Program funds by the County shall not exceed one and one-half percent (1.5%) of the total gross TMP Program funds collected on a yearly basis.

1.6 The County shall provide all quarries and jurisdictions participating in the TMP Program with reasonable notification prior to any proposed amendment to this Agreement.

1.7 County acknowledges and agrees that should the County initiate a legal action based upon quarry truck traffic challenging an application for a new quarry, or the renewal of an

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existing quarry located within the TMP Participation Area, as defined in Figure I of Exhibit B to the TMP Program, (Participation Area), then the County shall automatically be terminated from participating in the TMP Program and no longer be eligible to receive any contributions pursuant to it. This provision shall, however, only be applicable where a quarry project has entered into a development agreement, or other similar binding obligation, wherein it becomes obligated to make the contribution payments established in the TMP Program. If the County is excluded from the benefits of the TMP Program, the remaining participating jurisdictions shall meet and confer to determine which agency will assume administrative responsibilities and make other amendments to the TMP Program as necessary.

1.8 In the event the City violates any material provision of this Agreement, the County shall have the right to unilaterally withhold the distribution of the TMP Program funds allocation to the City. At least 60-days prior to withholding a distribution of TMP Program funds to the City, the County shall provide the City with a written notice of said violation(s) and request the City to cure the violation(s). Upon remedy of the City's violation(s), the County shall distribute the City's TMP Program funds allocation pursuant to this Agreement. The specific provisions of this section shall not apply to sections 2.1, 2.2, 2.11, and 2.12 of this Agreement. County's enforcement of the provisions of this section shall not be construed in part or in whole as a material violation of this Agreement.

1.9 The County shall make a good faith effort to enter into an Operational Agreement with the City of Folsom (Folsom Operational Agreement) that is substantially similar to this Agreement. The County shall notify the City's Public Works Director prior to approval of the Folsom Operational Agreement if the County is considering terms that are materially different than the terms of this Agreement. The Parties agree to work cooperatively to modify this agreement if deemed necessary by either Party.

2. City Actions. The City hereby agrees to be bound by and implement the applicable provisions of the adopted TMP Program. In addition, City hereby agrees to be bound by and implement the following provisions:

2.1 The City shall dismiss with prejudice its lawsuit against the County and real party in interest, Teichert regarding the Teichert Quarry (Sacramento Superior Court Case Number 34-2010-80000747) by January 27, 2012, in order for this Agreement to be effective and the City to receive funds from the TMP Program.

2.2 Pursuant to paragraph 7 of Exhibit B to the TMP Program, if the City approves a new quarry or renews an existing quarry within its jurisdiction that is located within the Participation Area, and that quarry does not participate in the TMP Program or provides a cents per ton contribution that is less than the amount established in the TMP Program, then the contribution amount applicable to all quarry operators subject to the TMP Program shall be adjusted to reflect the lowest contribution amount, and the City shall not be entitled to receive any of the benefits of the TMP Program including the cents per ton contribution. Additionally, a quarry approved or renewed by City will not require any subsequent

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approvals from the County prior to commencing operations. Nothing in this agreement shall prevent the City from taking unilateral action, so long as it is consistent with State law, to restrict truck traffic, including quarry truck traffic, on City roadways in the event the City is excluded from the benefits of the TMP Program.

2.3 Those contributions intended for quarry truck routes where the City and the County share jurisdictional boundaries shall be shared by the City and the County as indicated in the most recently adopted Figures III and IV of Exhibit B to the TMP Program, as well as indicated in any new distribution figures for additional quarries included in an adopted TMP Program pursuant to paragraph 11 of Exhibit B to the TMP Program.

2.4 TMP Program funds received by the City shall only be used for the purpose of designing, approving, financing, constructing and maintaining quality of life roadway improvements related to quarry truck traffic from participating quarries. Such roadway related improvements may include, but are not limited to, any of the following: special quarry truck lanes (including grade separation) and associated improvements, rubberized asphalt, sound wall extensions, and landscaping enhancements as well as right of way acquisition for any such improvements. The City is entitled to utilize up to one and one-half percent (1.5%) of the TMP Program funds it receives on administrative and enforcement costs related to the TMP Program and this Agreement.

2.5 TMP Program funds received by the City shall not be used in lieu of nexus based traffic mitigation fees and/or CEQA based mitigations for road capacity improvements or for normal road maintenance, with the exception of maintenance of quality of life improvements.

2.6 Prior to commencement of construction of quality of life improvement projects located within the City, or within the shared jurisdiction of the City and the County, and funded with TMP Program funds, appropriate CEQA review shall be conducted by the City. Where the quality of life improvements are located within the City and County, the City and County may review such improvements jointly.

2.7 Once the City has received funds from the County pursuant to the TMP Program, the City shall thereafter provide an annual report to the County which accounts for the City's use of those contributions during the prior year for the duration that the City receives funds from the TMP Program.

2.8 The City shall hold TMP Program funds in a separate account specifically identified for TMP Program quality of life improvements. The City's TMP Program funds shall not be available to, or loaned to the City's general fund.

2.9 The City shall provide guaranteed, reasonable, continuous, and direct access for quarry trucks from quarries participating in the TMP Program which travel along Grant Line Road and Jackson Highway in the City. There shall be no limit set on the volume of such quarry truck trips permitted to travel along Grant Line Road and Jackson Highway in the City.

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2.10 The City shall provide guaranteed, reasonable, continuous, and direct access on White Rock Road in the jurisdiction of the City for quarry truck trips with destinations within the City, and for In addition, the City shall provide guaranteed, reasonable, continuous, and direct access on White Rock Road in the City for Granite Construction Company and Milgate Quarry aggregate trucks passing through the City en route to a final destination outside the City resulting from an annual aggregate production level equivalent to four (4) million tons. Unless otherwise revised through an amendment to this Agreement and subject to the consensus by the City, Granite Construction Company, and Milgate Quarry, the four (4) million tons per year aggregate production shall be apportioned as follows:

2.10.1 Granite Construction Company shall be entitled to distribute three (3) million tons of aggregate production per year on White Rock Road from its aggregate production site that would directly access White Rock Road.

2.10.2 The Milgate Quarry shall be entitled to distribute one (1) million tons of aggregate production per year on White Rock Road.

2.10.3 The four (4) million ton per year limitation stated above shall not be reduced by either local quarry truck trips, as that term is defined in Paragraph 9 of Exhibit B to the TMP Program, using White Rock Road in the City, or by any temporary access allowed by the City to other participating quarry operators due to construction activities on Grant Line Road or Jackson Highway, except as otherwise provided in this agreement.

2.11 City acknowledges and agrees that should the City initiate a legal action, based upon quarry truck traffic challenging an application for a new quarry, or the renewal of an existing quarry located within the TMP Participation Area, then the City shall automatically be terminated from participating in the TMP Program and no longer be eligible to receive any contributions pursuant to it. This provision shall, however, only be applicable where a quarry project has entered into a development agreement, or other similar binding obligation, wherein it becomes obligated to make the contribution payments established in the TMP Program.

2.12 If the City initiates any legal action against the Stoneridge Project, then the City shall not receive any Quarry TMP funding contribution from the Stoneridge quarry.

2.13 In the event the City does not receive payment from the County of its allocation under the TMP Program within 90-days of the date the fees are due to be paid by the County, or if the County otherwise violates any material provision of this Agreement, including but not limited to sections 1.1 and 1.2 of this Agreement, or if the City is no longer entitled to receive the benefits of the TMP Program for any reason, the City shall have the right to unilaterally restrict truck traffic on City roadways consistent with State law. The City shall provide the County and affected quarries with a written request to cure the violations at least 60-days prior to enacting such a restriction. Upon remedy of the County's violation, the City shall cease to restrict truck traffic on City roadways.

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3. **Enforcement.** Participating jurisdictions should coordinate enforcement efforts using the most appropriate technology, which may include a GPS tracking system, to ensure participating quarries comply with the TMP Program truck route restrictions. The City, however, is not limited by the TMP Program or this Agreement from taking any enforcement action it sees fit, including but not limited the issuance of fines and citations to quarry trucks, either owned by a participating quarry or operating as an independent contractor for a participating quarry, that operate in violation of the TMP Program.
4. **No Modification.** No addition to or modification of any term or provision of the Agreement shall be effective unless set forth in writing and signed by the Parties.
5. **Entire Agreement.** The Parties agree that this Agreement sets forth the final entire agreement between them and relating to the subject matter and that this document merges and supersedes all prior discussions, agreements, understandings, representations, and all other communications between them relating to the subject matter of this Agreement.
6. **Warranty of Authority.** Each Party represents and warrants that it has the right, power and authority to execute this Agreement.
7. **Written Waiver.** A waiver of any Party's right to enforce any provision of this Agreement shall not be effective unless such a waiver is made expressly in writing. An express waiver of any one breach shall not be deemed a waiver of any other breach of the same or any other provision of this Agreement.
8. **Joint Preparation.** The language of all parts of this Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any party. No presumptions or rules of interpretation based upon the identity of the party preparing or drafting the Agreement, or any part thereof, shall be applicable or invoked.
9. **Equal Dignity.** This Agreement may be altered, amended, modified or otherwise changed with approval by the Parties' legislative bodies at a public meeting and in writing duly executed by an authorized representative of each of the Parties.
10. **Notice.** All notices and demands which either party is required or desires to give to the other shall be given in writing by certified mail, return receipt requested with appropriate postage paid, by personal delivery, or by private overnight courier service to the address set forth below for the respective party, provided that if any party gives notice of a change of name or address or number, notices to that party shall thereafter be given as demanded in that notice. All notices and demands so given shall be effective only upon receipt by the party to whom notice or demand is being given.

County: Director
 County of Sacramento Department of Transportation
 906 G Street, Suite 510
 Sacramento, CA 95814

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City Contract No. 10-2012

City: Director
City of Rancho Cordova Public Works Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

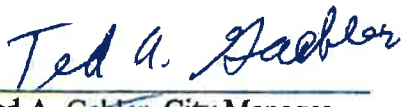
- 11. Binding on Assignees.** This Agreement shall be binding on and inure to the benefit of the heirs, successors and assigns of the Parties to the Agreement.
- 12. California Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of California. Should any part of this Agreement be found to be invalid, the validity of any remaining parts or provisions shall not be affected thereby.
- 13. Sacramento Superior Court.** The parties irrevocably submit to the exclusive jurisdiction of Sacramento County Superior Courts for the determination of disputes arising under this contract.
- 14. Counterparts.** This Agreement may be executed in counterparts, each of which will be deemed an original. This Agreement shall be binding upon the receipt of facsimile signatures.
- 15. Captions.** Captions are included herein for ease of reference only. The captions are not intended to affect the meaning of the contents or scope of this Agreement.
- 16. Attachment.** The TMP Program, attached to this Agreement as Attachment 1, is an essential part of the Agreement and is hereby incorporated by reference into this Agreement.

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County Contract No. 52361

City Contract No. 10-2012

IN WITNESS WHEREOF this Agreement is executed and agreed to by the following, as of the last date set forth below.

COUNTY OF SACRAMENTO, a political subdivision of the State of California	CITY OF RANCHO CORDOVA
By: <u></u> Michael J. Penrose, Director Department of Transportation Agreement approved by the Board of Supervisors with authority delegated to the Director to sign: Agenda Date: <u>01-24-12</u> Item Number: <u>23</u> Resolution Number: <u>2012-0045</u>	By: <u></u> Ted A. Gabler, City Manager GABLER Agreement approved by the City Council with Authority delegated to the City Manager to sign: Agenda Date: <u>2-6-12</u> Item Number: <u>11.1</u> Resolution Number: <u>10-2012</u>
Reviewed and Approved by County Counsel By: <u></u> Krista Whitman, Supervising Deputy County Counsel	Reviewed and Approved by City Attorney By: <u></u> Adam Lindgren, City Attorney

1782552.

RESOLUTION NO. 2012-0045

**APPROVE QUARRY TRUCK MANAGEMENT PLAN OPERATIONAL AGREEMENT
WITH THE CITY OF RANCHO CORDOVA AND
DELEGATE AUTHORITY TO THE DIRECTOR OF THE DEPARTMENT OF
TRANSPORTATION TO APPROVE AND SIGN A QUARRY TRUCK MANAGEMENT
PLAN OPERATIONAL AGREEMENT WITH THE CITY OF FOLSOM**

WHEREAS, on December 14, 2011, the Board of Supervisors of the County of Sacramento adopted Resolution No. 2011-0938 establishing a Quarry Truck Management Plan (TMP); and

WHEREAS, the Quarry TMP requires local jurisdictions to enter into Quarry TMP Operational Agreements with the County to allow the participation in and receipt of revenue from the Quarry TMP; and

WHEREAS, a draft Quarry TMP Operational Agreement with the City of Rancho Cordova has been presented to the Board in the form attached hereto; and

WHEREAS, Department of Transportation is in the process of preparing a similar Quarry TMP Operational Agreement with the City of Folsom; and

WHEREAS, the proposed Quarry TMP Operational Agreements will establish agreements in compliance with specifically delineated provisions of the adopted Quarry TMP.

BE IT RESOLVED AND ORDERED that the Quarry TMP Operational Agreement with the City of Rancho Cordova in substantially the form attached hereto is hereby approved, and the Director of the Department of Transportation is hereby authorized to execute said Agreement on behalf of the COUNTY OF SACRAMENTO, a political subdivision of the State of California, and to do and perform everything necessary to carry out the purpose of this Resolution; and

BE IT RESOLVED AND ORDERED FURTHER that the Director of the Department of Transportation is hereby authorized to approve and execute a similar Quarry TMP Operational Agreement with the City of Folsom in compliance with the Quarry TMP as adopted by Resolution No. 2011-0938, subject to approval of the Agreement by County Counsel.

Approve Quarry Truck Management Plan Operational Agreement With The City Of Rancho Cordova And Delegate Authority To The Director Of The Department Of Transportation To Approve And Sign A Quarry Truck Management Plan Operational Agreement With The City Of Folsom

Page 2

On a motion by Supervisor Peters, seconded by Supervisor Serna, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento this 24th day of January, 2012, by the following vote, to wit:

AYES:	Supervisors,	Peters, Serna, Yee, MacGlashan, Nottoli
NOES:	Supervisors,	None
ABSENT:	Supervisors,	None
ABSTAIN:	Supervisors,	None



Don Nottoli

Chair of the Board of Supervisors
of Sacramento County, California

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chairman of the Board of Supervisors, County Of Sacramento on: 1/24/12

By: V. Rodgers
Deputy Chair, Board of Supervisors

ATTEST:

Florence Evans
Asst. Clerk, Board of Supervisors

FILED
BOARD OF SUPERVISORS

JAN 24 2012
BY Cyndi Lee
CLERK OF THE BOARD

Agenda Date: January 24, 2012

Attachment I

Revised
December 15, 2011**RESOLUTION NO. 2011-0938****RESOLUTION OF THE BOARD OF SUPERVISORS, OF THE COUNTY OF
SACRAMENTO, STATE OF CALIFORNIA, ESTABLISHING A QUARRY TRUCK
MANAGEMENT PLAN FUNDING MECHANISM PROGRAM FOR QUALITY OF
LIFE IMPROVEMENTS FOR EASTERN SACRAMENTO COUNTY**

WHEREAS, since 2002, Sacramento County (County) has received three separate applications for aggregate quarries to be located in the eastern sector of the County;

WHEREAS, Teichert Quarry was approved by the Board of Supervisors (Board) on November 30, 2010, and Stoneridge Quarry was heard by the Board on December 7, 2011 and final Board action is tentatively scheduled in January of 2012;

WHEREAS, the third remaining application, Milgate Quarry, has yet to be heard by the Board;

WHEREAS, other quarrying proposals to be located in the eastern sector of the County may be advanced in the future;

WHEREAS, the Teichert and Stoneridge Quarries and these other various quarries will, if approved, generate considerable truck related traffic;

WHEREAS, each quarry when approved either has been or will be required to analyze and mitigate its California Environmental Quality Act ("CEQA") identified traffic capacity, air quality and noise impacts;

WHEREAS, in addition to such CEQA identified impacts, the Board recognizes that there may be various perceived "quality of life" concerns, stemming from said truck traffic, which are not subject to analysis and mitigation as required under CEQA;

WHEREAS, the Board desires to establish a voluntary non-CEQA based funding mechanism whereby aggregate quarry operations in eastern Sacramento County can commit to providing partial funding for the implementation of various roadway related improvements to help address perceived "quality of life" concerns stemming from said aggregate truck traffic;

WHEREAS, said aggregate truck related quality of life concerns will be to land uses located in an area of concern which includes the area south of the City of Folsom consisting of the City's south of U.S. Highway 50 sphere of influence area, a portion of the City of Rancho Cordova and a portion of unincorporated Sacramento County;

WHEREAS, said area of concern is depicted, jurisdiction by jurisdiction, in Exhibit A;
and

WHEREAS, the Board desires to enhance comity between the three affected jurisdictions and settle existing and avoid future litigation.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby establish the Quarry Truck Management Plan (TMP) Funding Mechanism Program, attached hereto as Exhibit B:

1. Section 2.4.5.B of the Development Agreement by and between the County of Sacramento and Teichert & Sons, Inc., dated 30 November, 2010, requiring the adoption of a TMP program, is hereby deemed satisfied by the adoption of this Resolution.
2. In order for the City of Rancho Cordova to receive funds from this Quarry TMP Funding Mechanism, the City must dismiss with prejudice its lawsuit against the County and Real Party in Interest Teichert regarding the Teichert Quarry (Sacramento Superior Court Case Number 34-2010-80000747) within 45 days of the adoption of this Resolution. If a final judgment has been entered by the Superior Court prior to the lapse of said 45 days, Rancho Cordova must enter into an agreement with the County before receipt of funds from the TMP Funding Mechanism which provides: (1) that Rancho Cordova will not appeal any decision rendered by the Superior Court

(2) that Rancho Cordova waives any claim for an award of attorneys' fees stemming from said case from either the County or Real Party in Interest Teichert and (3) pledges that Rancho Cordova will not, in the event it has prevailed before the Superior Court, file a subsequent action challenging the Teichert Quarry EIR. Said agreement must be executed within 60 days of the adoption of this Resolution.

3. Section 2.4.4 of the Development Agreement by and between the County of Sacramento and Angelo G. Tsakopoulos and Katherine Tsakopoulos, requiring the adoption of a TMP program, will be deemed satisfied by the adoption of this Resolution, upon approval of the Development Agreement by the Board of Supervisors.

BE IT FURTHER RESOLVED that Exhibits "A" through "B" are hereby incorporated into and made a part of this resolution establishing a Quarry Truck Management Plan Funding Mechanism Program.

On a motion by Supervisor MacGlashan Seconded by Supervisor Nottoli, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this 14th day of December, 2011, by the following vote, to wit:

AYES: Nottoli, Peters, Serna, Yee, MacGlashan

NOES: None

ABSENT: None

None



Cyndi Lee
Clerk, Board of Supervisors

Roberta Nottoli
Chair, Board of Supervisors
of Sacramento County, California

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chairman of the Board of Supervisors, County Of Sacramento on: 12/15/11

By: V. Choles
Deputy Clerk, Board of Supervisors

FILED
BOARD OF SUPERVISORS

DEC 15 2011

BY

Cyndi Lee
CLERK OF THE BOARD

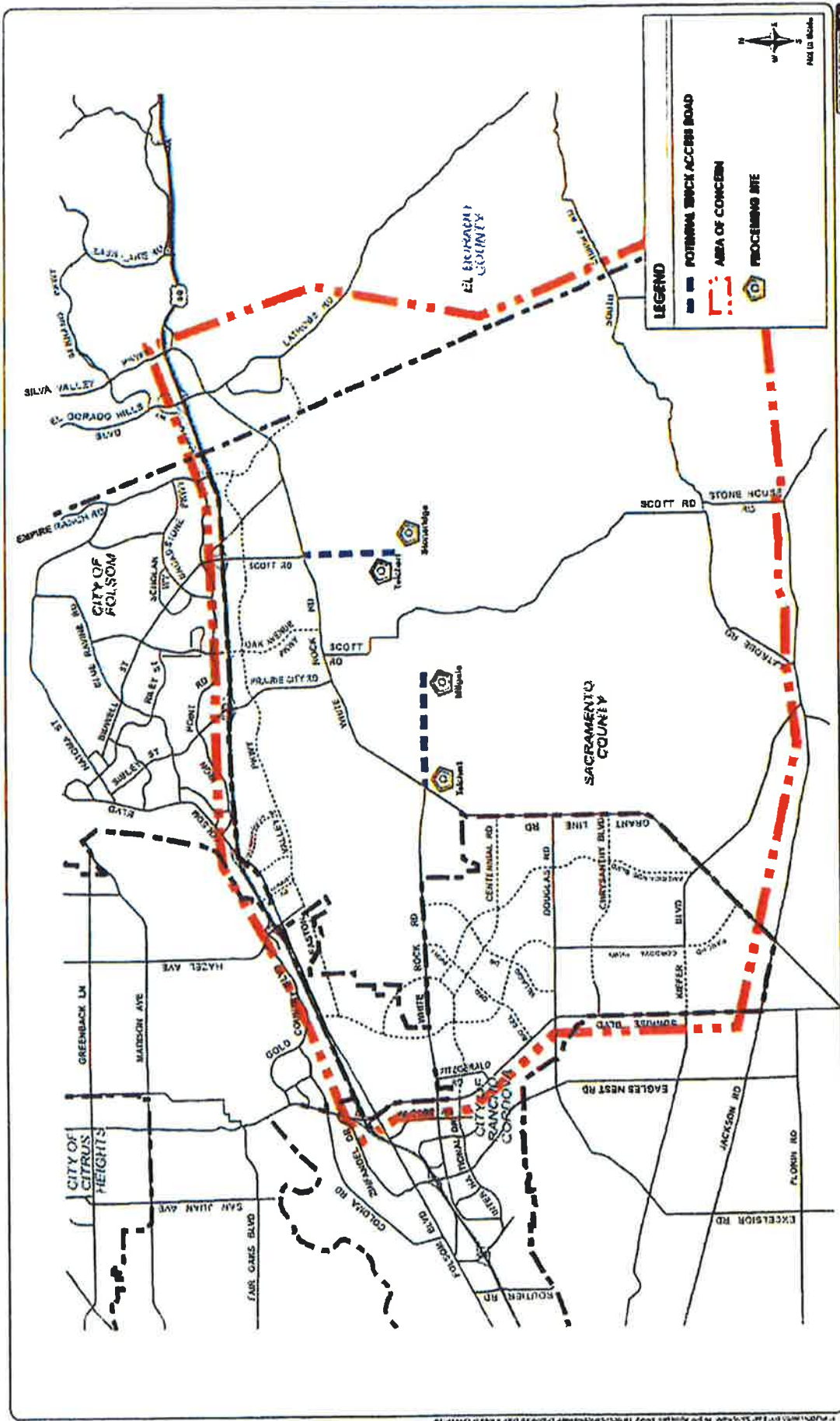


EXHIBIT A
AREA OF CONCERN
TRUCK MANAGEMENT PLAN

DKS Associates
TRANSPORTATION SOLUTIONS

Revised
December 15, 2011

EXHIBIT B
Eastern Sacramento County
Quarry Truck Management Plan Funding Mechanism Program

1. All new quarry or other mining proposals and renewals of existing quarry or other mining permits (quarry or quarries), located within the Quarry TMP Participation Area (Participation Area), as depicted in Figure I, may elect to participate in the Quarry TMP Funding Mechanism Program.
2. Those jurisdictions located within the Participation Area may similarly elect to participate in the Quarry TMP Funding Mechanism Program.
3. The Quarry TMP Funding Mechanism Program shall consist of a twelve (12) cents per ton contribution on all aggregate material produced and sold from the participating quarries. Aggregate material shall include raw materials sold or transferred to affiliates or subsidiaries for the production of concrete, asphalt or other products. Asphalt oil, water, cement or other ingredients from outside sources shall not be included in the tonnage measured, although, the sale of recycled materials shall be included.
4. A quarry operator electing to participate in the Quarry TMP Funding Mechanism Program shall execute a development agreement, or other similar binding obligation, with the County which mandates payment of the twelve (12) cents per ton contribution specified in Paragraph 3. In the event a quarry is approved by a participating jurisdiction other than the County, a quarry electing to participate in this program shall execute a similar agreement with that jurisdiction.
5. The Quarry TMP Funding Mechanism Program contribution (contribution) shall be collected for the term of each quarry use permit and any extensions thereto granted up to a total of one hundred (100) years, subject to modification as provided in Paragraphs 6 and 7 below.
6. In recognition of the fact that the value of a ton of aggregate may fluctuate, the twelve (12) cents per ton contribution will be adjusted every eight (8) years for the first twenty four (24) years that the contribution is in place (year 8, year 16, and year 24) by applying an Adjustment Factor to the contribution, provided that, in no event will the adjustment be more than one half (1/2) cent per year (e.g. four (4) cents in any adjustment period), and in no event shall the adjustment reduce the cents per ton contribution to less than twelve (12) cents per ton during the same twenty four (24) year period. The Adjustment Factor shall be defined as the proportion of the value of a ton of aggregate material as of one year from the date of the first aggregate material sale from the first quarry

participating in this program to the value of a ton of aggregate material as of the date eight (8) years after the first aggregate material sale from the first quarry participating in this program. The value of a ton of aggregate for purposes of the eight (8) year review shall be the annual gross revenue received for aggregate material (aggregate material as defined in paragraph 3) from all participating quarries divided by the annual total tons of aggregate material sold from all participating quarries. The participating quarries shall provide a report with this information to the County within ninety (90) days of the triggering dates outlined above. The County will maintain this information as confidential and calculate the Adjustment Factor to be applied to the cents per ton contribution by averaging the data provided by participating quarries. The adjusted contribution shall apply to all of the participating quarries located in the Participation Area.

Beginning on the twenty fourth (24th) year that the contribution is in place, there shall be an evaluation of the amount of the contribution every ten (10) years thereafter. The evaluation of the contribution shall be considered by the County Board of Supervisors and shall be based on the following factors:

- a. The total amount of the contribution collected to date;
- b. The total amount of contributions that have been expended to date;
- c. The quality of life improvements that have been constructed to date;
- d. The quality of life improvements that still need to be constructed;
- e. The maintenance costs associated with the quality of life improvements;
- f. The total amount of funding and adjustments to that funding collected and expended toward quality of life improvements by non-quarry contributors; and
- g. Whether the participating quarry operations will be competitive in the regional market given the contribution.

The Board's evaluation may result in a reduction to the per ton fee. In the event that the quality of life improvements have not been completed by the fiftieth (50th) year that the contribution is in place, the contribution will be reduced to an amount necessary to provide for ongoing maintenance of the quality of life improvements that were previously constructed and shall extend for the balance of the permitted life or extended permit life up to a total of one hundred (100) years of each quarry operation.

7. If a jurisdiction approves a new quarry or renews an existing quarry that is located within the Participation Area and that quarry elects to not participate in the Quarry TMP Funding Mechanism Program or provides a cents per ton contribution that is less than the amount established in Paragraphs 3 and 6 above, then the contribution amount applicable to all quarry operators shall be adjusted to reflect the lowest contribution amount and the jurisdiction that approved such quarry shall not be entitled to receive any of the benefits of the Quarry TMP Funding Mechanism Program including the cents per ton contribution. Additionally, a quarry approved or renewed by a jurisdiction other than Sacramento County will not require any subsequent approvals from Sacramento County prior to commencing operations.
8. The County shall be responsible for the collection of the Quarry TMP contributions, which shall occur as described in Figure II.
9. The County shall also be responsible for distributing the collected contributions to the participating jurisdictions. The distribution of contributions shall be based upon the relative distribution of through (not local delivery) quarry truck traffic established as part of the project approval for each quarry relative to each jurisdiction that elects to participate in the Quarry TMP Funding Mechanism Program. Local quarry trucks are defined as those quarry trucks with a delivery destination located within the Participation Area. Through quarry trucks are defined as those quarry trucks with a delivery destination located outside of the Participation Area. For quarry truck distribution routes that share a jurisdictional boundary, the affected jurisdictions shall share in the contributions for that route. Distribution of contributions for Teichert Quarry and for Stroneridge Quarry shall be as depicted in Figures III and IV, respectively.
10. As additional quarries are approved and elect to participate, distribution figures shall be added to this program for those quarries. Said distribution figures shall be based upon the anticipated distribution of quarry truck traffic as established at the time of the project approval.
11. The County shall review and revise the figures referenced in Paragraphs 9 and 10 to represent changes that may occur over time to the trip distribution patterns associated with each participating quarry or changes in jurisdiction boundaries. Said review and revision shall occur every four (4) years from the effective date of the Resolution creating this program or sooner should a significant changed condition occur. Participatory

quarries shall be responsible for ensuring that their through quarry trucks utilize the through truck haul routes established on the distribution exhibits.

12. Participating jurisdictions shall share those contributions intended for quarry truck routes which straddle jurisdictional boundaries. However, the County will assign any contributions it receives for Prairie City Road or Scott Road (east) towards quality of life improvements on Prairie City Road. The County shall also assign any contributions it receives for White Rock Road toward quality of life improvements to White Rock Road.
13. In order to participate in this Quarry TMP Funding Mechanism Program and receive contributions for quality of life improvements, jurisdictions must enter into an operational agreement with the County. All such operational agreements shall contain the following:
 - a. That distribution of contributions for quality of life improvements shall be made by the County on an annual basis consistent with Paragraphs 9 through 12.
 - b. That contributions shall only be used for the purpose of designing, approving, financing, constructing and maintaining quality of life roadway improvements related to quarry truck traffic from participating quarries. Such roadway related improvements may include, but are not limited to, any of the following: special quarry truck lanes (including grade separation) and associated improvements, rubberized asphalt, sound wall extensions, and landscaping enhancements as well as right of way acquisition for any such improvements.
 - c. That contributions shall not be used in lieu of nexus based traffic mitigation fees and/or CEQA based mitigations for road capacity improvements or for normal road maintenance, with the exception of maintenance of quality of life improvements identified in this TMP.
 - d. That, prior to commencement of construction of quality of life improvement projects pursuant to this program, appropriate CEQA review shall be conducted by the jurisdiction proposing such improvements. Where the quality of life improvements are located within more than one jurisdiction, the jurisdictions may review such improvements jointly.
 - e. That an annual report shall be provided to the County by any jurisdiction receiving contributions which accounts for the use of those contributions during the prior year.

- f. That contributions shall be held in a separate account, specifically identified for Quarry TMP quality of life improvements, and shall not be available to the general fund of the receiving jurisdiction.
 - g. That the County shall provide guaranteed, reasonable and continuous direct access for all aggregate trucks from quarries participating in this program and traveling along Prairie City Road, Scott Road (east), White Rock Road, Grant Line Road and Jackson Highway. Except as stated in paragraph 14 below, there shall be no limit set on the volume of such quarry truck trips that is permitted to travel along Prairie City Road, Scott Road (east), White Rock Road, Grant Line Road and Jackson Highway within the unincorporated County.
- 14. In order to participate in this Quarry TMP Funding Mechanism Program and receive contributions for quality of life improvements, the operational agreement with the City of Folsom shall be consistent with the provisions of the agreement between the County and the City of Folsom relating to transportation, adopted by both jurisdictions on December 6, 2011, which provisions are incorporated herein by reference as well as the provisions of this Quarry TMP Funding Mechanism Program and shall contain, in addition to the provisions of Paragraph 13, the following:
 - a. That the City will set no limit, following annexation, on the volume of participating quarry truck traffic which is allowed to pass through the Folsom SOI area for quarry trucks that have agreed to pay a baseline cents per ton contribution of \$0.12 as provided in Sections 3 and 4
 - b. That the City, following annexation, shall provide guaranteed, reasonable and continuous direct access through the Folsom SOI area for participating quarry truck traffic traveling to and from U. S. Highway 50. The City may, however, assign such traffic to Scott Road (east), Prairie City Road and any future extension of Oak Avenue, or any combination thereof, provided that at all times participating quarry truck traffic is provided with said guaranteed, reasonable and continuous access. Said assignment of traffic shall include the ability to limit hours trucks may traverse a particular road so long as guaranteed 24 hour per day access is provided along one of the enumerated routes.

- c. That the City quality of life improvements shall generally be the improvements depicted in Figure V, as well as (1) improvements to the Prairie City Road/Highway 50 interchange as determined by or negotiated with the California Department of Transportation, (2) improvements to the Prairie City Road and White Rock Road intersection as determined by the County and the City in consultation with the Sacramento Southeast Connector Joint Powers Authority.
 - d. That contributions for the City will begin to accrue upon annexation of the Folsom SOI area.
15. In order to participate in this Quarry TMP Funding Mechanism Program and receive contributions for quality of life improvements, the operational agreement with the City of Rancho Cordova shall be consistent with the provisions of this Quarry TMP Funding Mechanism Program and shall contain, in addition to the provisions of Paragraph 13, the following:
- a. That the City shall provide guaranteed, reasonable and continuous direct access for aggregate trucks from quarries participating in this program which travel along Grant Line Road and Jackson Highway. There shall be no limit set on the volume of such quarry truck trips permitted to travel along Grant Line Road and Jackson Highway.
 - b. That the City shall provide guaranteed, reasonable and continuous direct access on White Rock Road in the City for Granite and Milgate aggregate trucks resulting from an annual aggregate production level equivalent to four (4) million tons. Unless otherwise revised through an amendment to this agreement and subject to the consensus by the City, Granite, and Milgate, the four (4) million tons per year aggregate production shall be apportioned as follows:
 - 1) Three (3) million tons of aggregate production shall be assigned to Granite Construction Company via an aggregate production site that would directly access White Rock Road.
 - 2) One (1) million tons of aggregate production shall be assigned to Milgate quarry.

- c. The four (4) million ton limitation stated above shall not be reduced by either local aggregate truck trips using White Rock Road in the City of Rancho Cordova or by any temporary access allowed by the City to other participating quarry operators due to construction activities on Grant Line Road or Jackson Highway.
16. In the event that a participating jurisdiction initiates a legal action based upon quarry truck traffic challenging an application for a new quarry, or the renewal of an existing quarry located within the Participation Area, then that jurisdiction shall automatically be terminated from participating in this program and no longer be eligible to receive any contributions pursuant to it. This provision shall, however, only be applicable where a quarry project has entered into a development agreement, or other similar binding obligation, wherein it becomes obligated to make the contribution payments established in Paragraph 3.
17. In order to participate in this program, Teichert must first amend its development agreement with the County so that the Construction Market Equalizer in Section 2.5 of the agreement shall only apply to Sections 2.4.1 through Section 2.4.4.3 and is rendered inapplicable to Sections 2.4.5.A, 2.4.5 B and 2.4.6. In addition, Teichert shall commit, in its amended development agreement, not to route Teichert Quarry and Teichert Grantline Plant trucks, moving to and from U.S. Highway 50, via White Rock Road and Sunrise Boulevard, White Rock Road and Zinfandel Drive and/or White Rock Road and a future Rancho Cordova Parkway.
18. No participating quarry trucks will utilize White Rock Road or any other roadways within the current jurisdictional boundaries of the City of Rancho Cordova except for quarry trips identified in Paragraph 15b above and quarry truck trips making local deliveries, or if temporarily necessary due to construction along either Grant Line Road or Jackson Highway. Any said temporary use of City of Rancho Cordova roadways shall be subject to review and approval by the City of Rancho Cordova prior to use of those roadways.
19. If the City of Rancho Cordova or the City of Folsom initiates any legal action against the Stoneridge Project, then the City(s) that brought forward that legal action shall not receive any Quarry TMP funding contribution from the Stoneridge quarry. If the Folsom SOI landowners initiate any legal action against the Stoneridge Project, then the City of Folsom shall not receive any Quarry TMP funding contribution from the Stoneridge quarry.

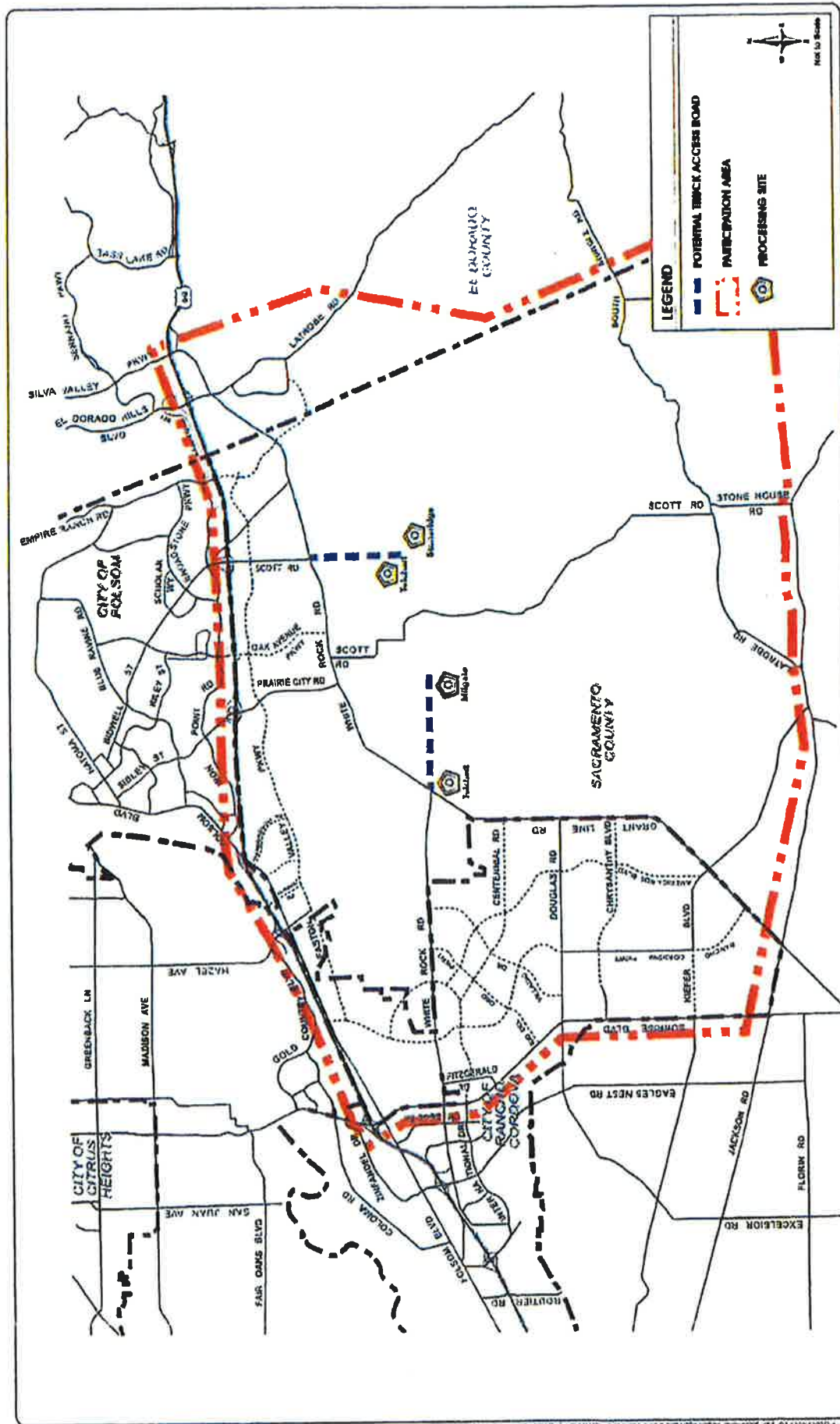


FIGURE 1
PARTICIPATION AREA
TRUCK MANAGEMENT PLAN

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TRANSPORTATION SOLUTIONS

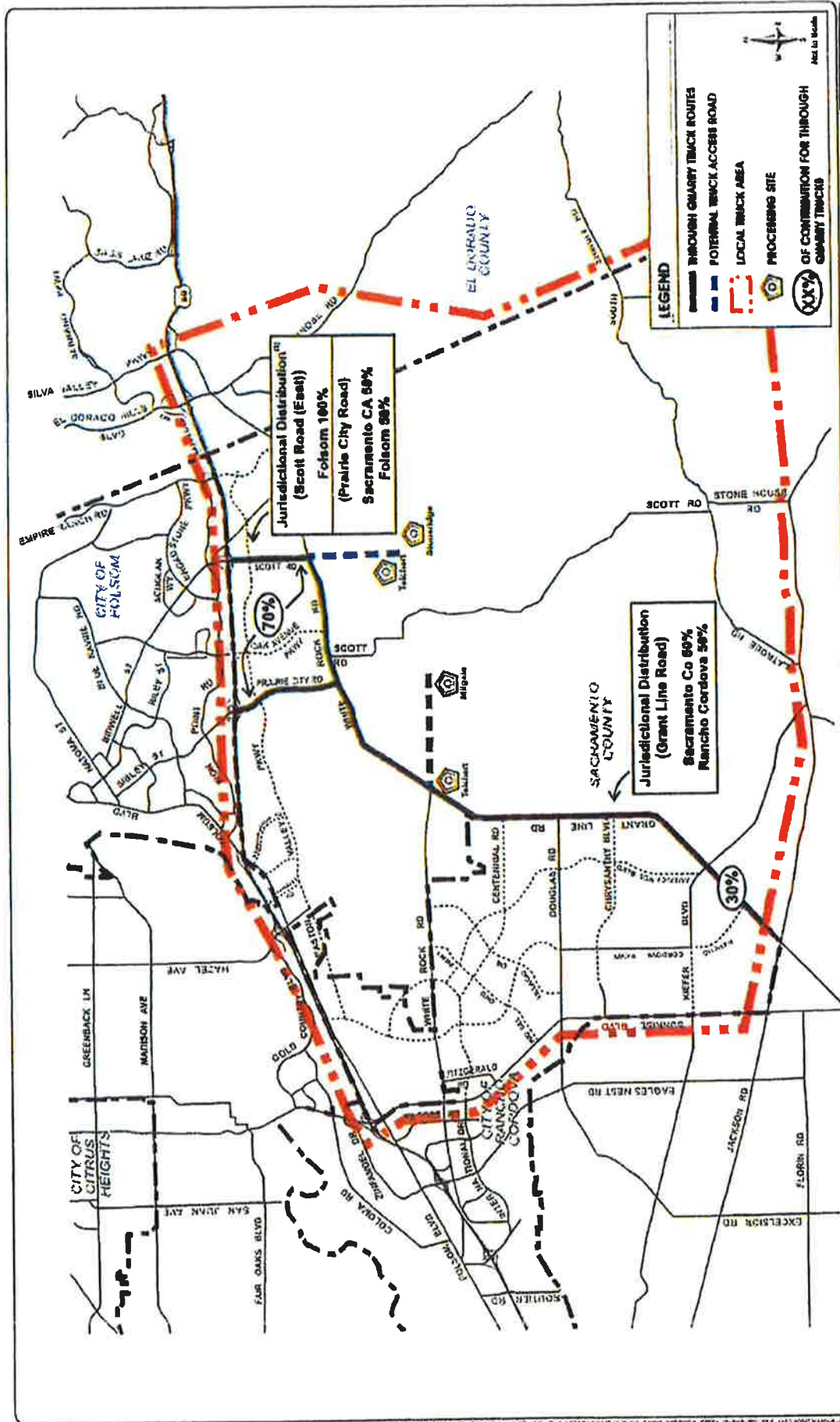
Figure II

Calculation, Payment and Verification of Aggregate Funds Cents per Ton Contributions.

Payments required by the TMP Resolution shall be made within 30 days of the following quarterly dates each year: March 31, June 30, September 30, and December 31. The first quarterly contribution shall be due at the end of the first quarter during which quarry makes its first sale. Together with each payment, quarry shall provide County with a statement indicating the tons of Aggregate Material sold and the calculation of the contribution being made. Quarterly payments shall be based upon the tonnage produced and sold from the Project site and the rates provided pursuant to the TMP Resolution. Payments to County shall be made to County of Sacramento TMP Fund account and delivered to the County CEO Office, or such address as County may designate in writing. All transmittals of payments shall be copied to the Sacramento County Planning Division and the Sacramento County Department of Transportation.

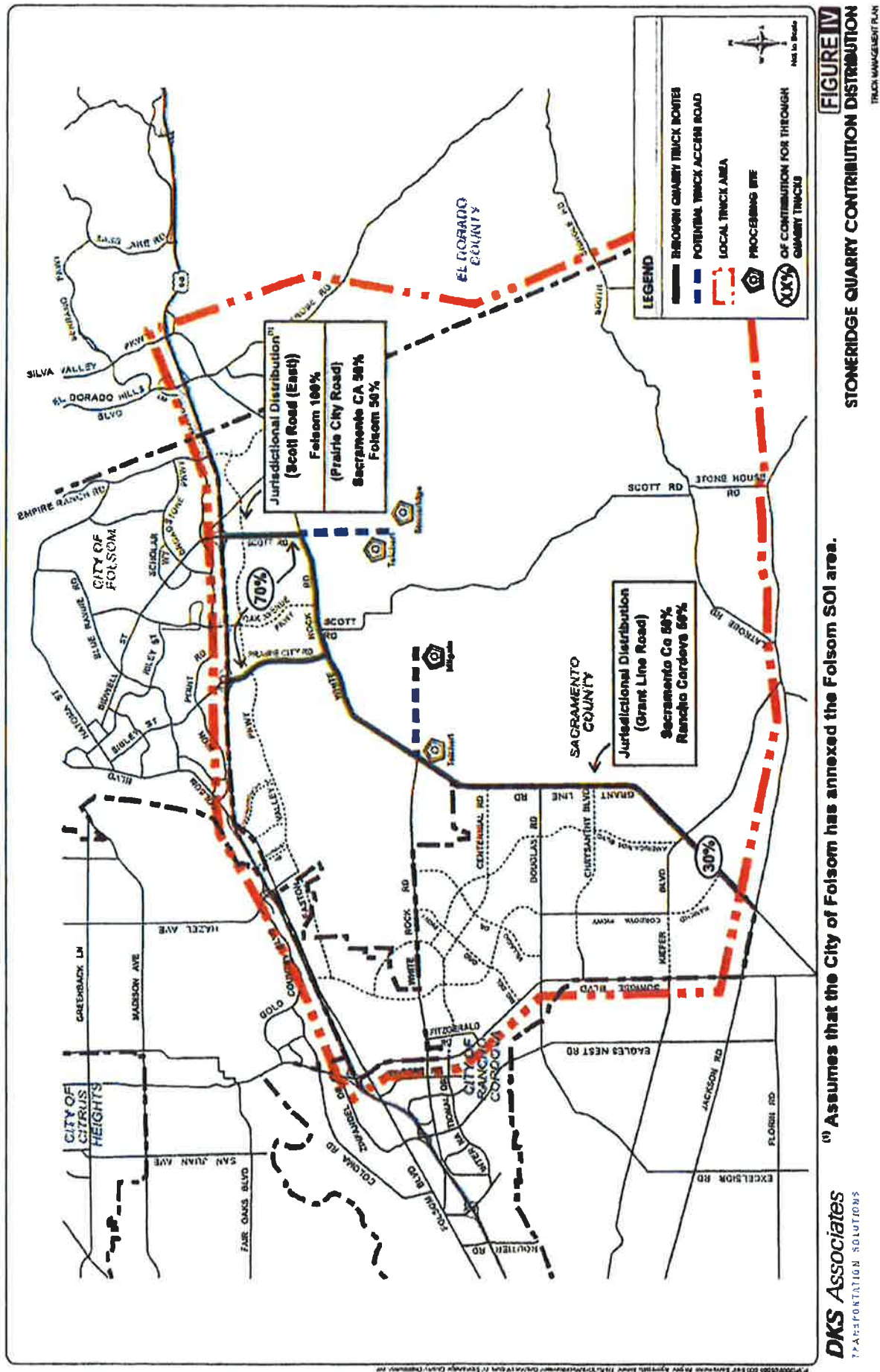
The County may audit, as it determines necessary, the tonnage of Aggregate Material being produced and sold at the Project site and the contributions paid to County to verify that the amount of payment correctly reflects actual tonnage sold.

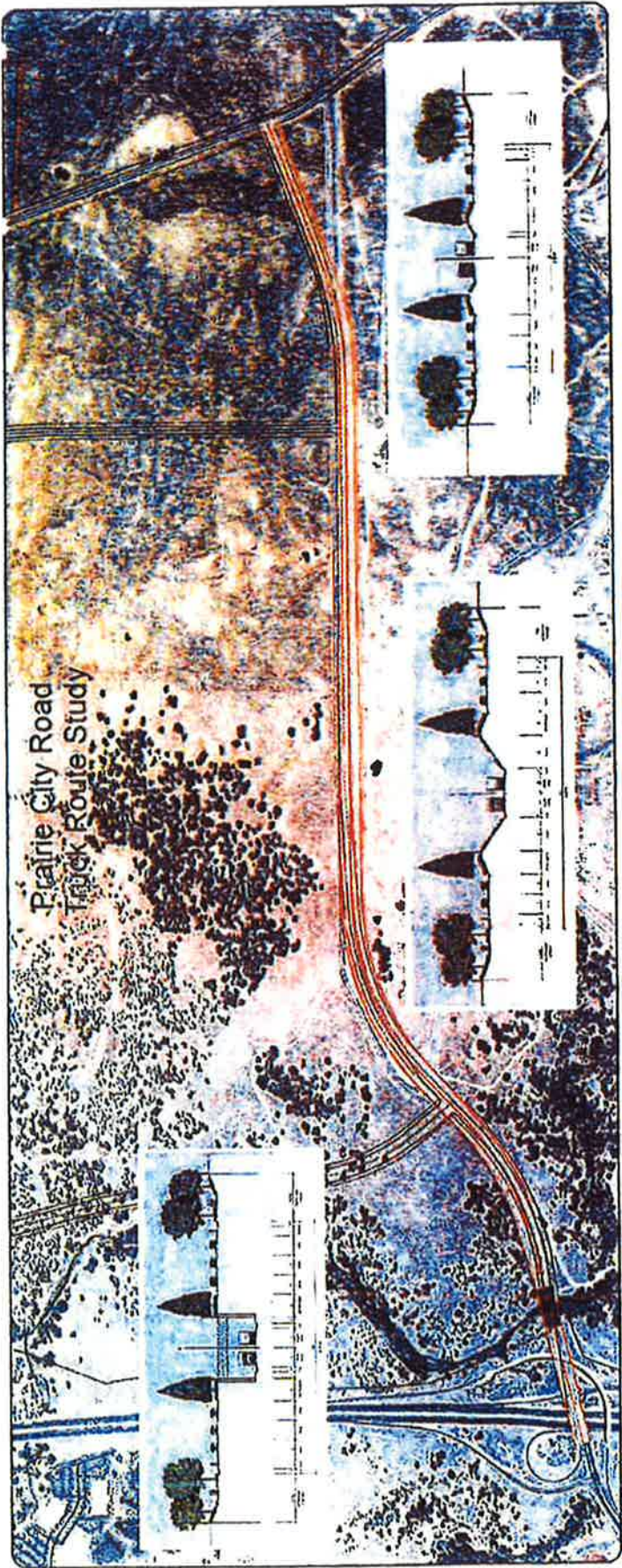
The County shall provide all participating jurisdictions with appropriate documentary support for the calculation and distribution of the cents per ton contributions. Any participating jurisdiction may request the County to perform an audit of material produced and funds distributed. Such audits shall not be requested more frequently than every other year.



⁽¹⁾ Assumes that the City of Folsom has annexed the Folsom SOI area.

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 TRANSPORTATION SOLUTIONS





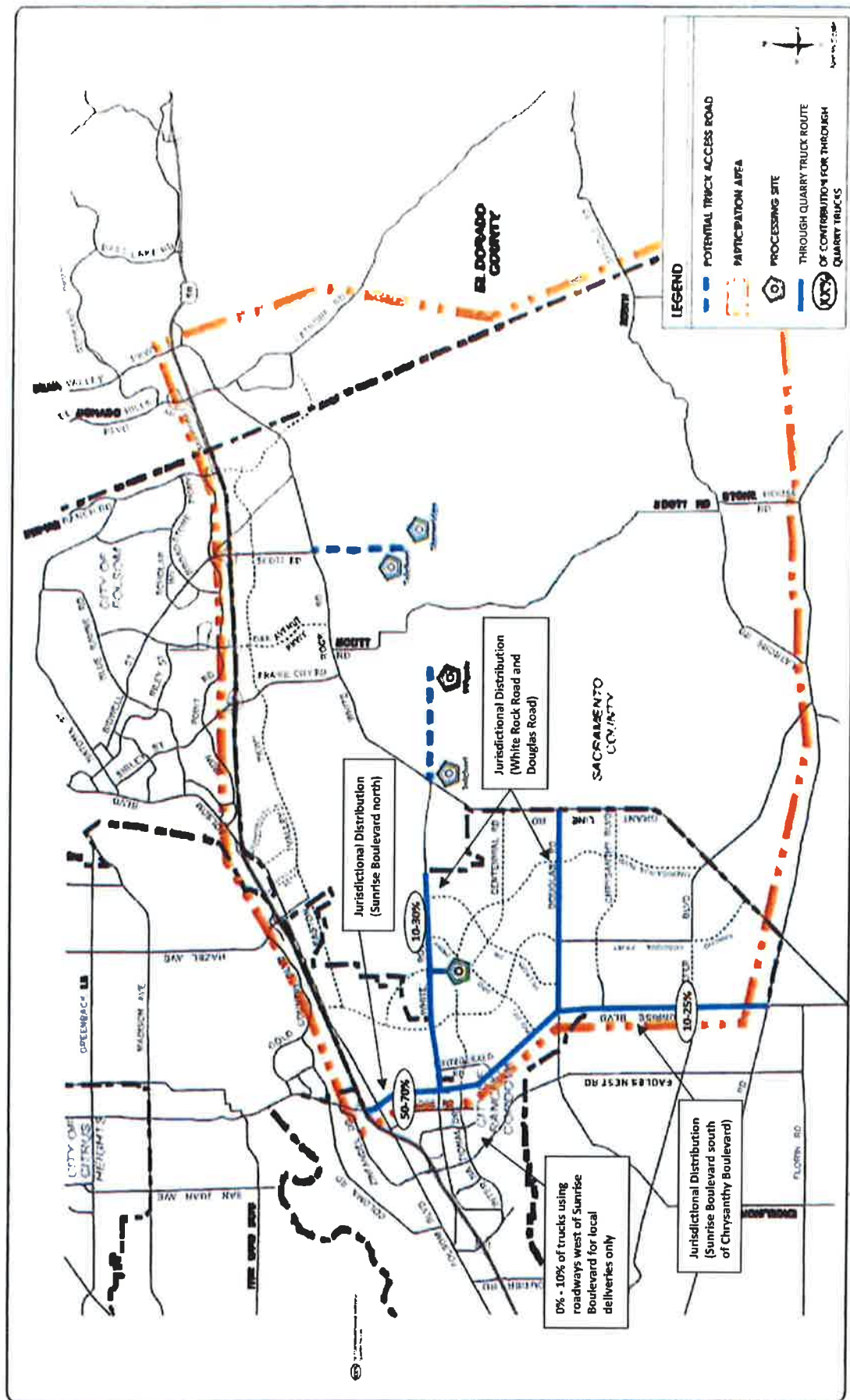
Intersection 'A'
Prairie City Road - Easton Valley Parkway



Intersection 'C'
Prairie City Road - Street A

Figure V
Prairie City Road Special Design

EXHIBIT D
TMP CONTRIBUTION FIGURE



Note: Trucks have the option to occasionally enter and leave via Douglas Road (Jurisdictional Distribution). However, this is unlikely to occur.

EXHIBIT E
TRUCK ROUTE ENFORCEMENT PLAN

With the exception of local deliveries, aggregate trucks going to or from the Project Site will use the Truck Routes depicted on Exhibit D. Except for local deliveries that require the use of Zinfandel Blvd., truck traffic to and from the site shall not use Zinfandel Blvd to access Highway 50, and will use either Sunrise Blvd. or Prairie City Road or other eastern access point to Highway 50. Truck traffic heading south of White Rock Road shall be directed to either Sunrise Blvd. or Grant Line Road. The Operator shall provide signage at the exit of the load out area regarding the Truck Routes. The Operator shall implement a program to provide drivers with notice of, and to ensure compliance with, designated Truck Routes. The program shall include the following provisions to bar drivers who are found to have violated these restrictions from being served at the site:

- First violation – driver is given a warning;
- Second violation – driver is barred from the facility for one month; and
- Third violation—driver is permanently barred from the facility.

The Operator shall submit to the Planning Department an annual summary of any violations and actions taken.

EXHIBIT F
FUTURE AMENDMENT TO DISTRIBUTION OF TMP FEES
(IF APPLICABLE, SEE SECTION 2.2.3 OF AGREEMENT)

EXHIBIT G
2008 ROADWAY IMPACT AGREEMENT

ROADWAY IMPACT AGREEMENT
FOR THE RIO DEL ORO MINING PROJECT
BETWEEN THE CITY OF RANCHO CORDOVA AND
GRANITE CONSTRUCTION COMPANY

This ROADWAY IMPACT AGREEMENT (hereinafter called "Agreement") is dated for reference purposes as of March 28, 2008, by and between the CITY OF RANCHO CORDOVA, a municipal corporation of the State of California (hereinafter referred to as the "City"), and GRANITE CONSTRUCTION COMPANY, a California corporation ("Granite") (the City and Granite being collectively referred to herein as "the Parties"), with reference to the following facts:

RECITALS

A. Granite desires to remove aggregate resources from portions of land which is located within the City limits and which is more specifically within areas designated as the Inactive Rancho Cordova Test Site (south of White Rock Road) and is also within The Aerojet Specific Planning Area as set forth in Exhibit A and Exhibit D of Sacramento County Ordinance No. SZC 95-0014. In March of 2006, the Planning Director for the City of Rancho Cordova Planning Department made a determination that Granite's request to surface mine within the Project Site (as defined below) is a permitted use according to the provisions of The Aerojet Specific Planning Area ("SPA Determination").

B. Following issuance of the SPA Determination, on or about July 26, 2007 (the "Project Approval Date"), pursuant to Resolution No. 101-2007, Granite received various project approvals from the City in connection with Granite's removal of aggregate resources from portions of the Project site, including without limitation the following (the "Project Approvals"): (1) a Mining and Reclamation Plan (the "Mining and Reclamation Plan") for the Rio Del Oro Mining Project aka the Granite Mining Project (hereinafter referred to as "Project"), and (2) a Mitigation Monitoring and Reporting Program and Conditions of Approval For the Granite Mining Project (the "MMRP/Conditions"), and (3) adoption and certification of a Final Mitigated Negative Declaration in accordance with the California Environmental Quality Act. Mining activities at the Project site are permitted by the Project Approvals to continue for up to ten (10) years from the Project Approval Date, subject to Granite's receipt of any appropriate extensions.

C. The Project site is an important source of aggregate for the City and the Sacramento metropolitan area. Aggregate material that is extracted from the Project site will be used in local and regional projects and sales of the material within the City of Rancho Cordova are expected to generate certain tax revenues.

D. The Planning Commission adopted several conditions of approval for the Mining and Reclamation Plan. Condition 18 to the Mining and Reclamation Plan as contained in the MMRP/Conditions ("Condition 18") states:

The applicant shall enter into an agreement with the City to address damages and impacts to City roadways directly attributable to the project. Impacts include, but are not limited to: public improvements necessitated by the project and accelerated wear on public infrastructure. The form of the agreement may include a fee per unit of material hauled away from the site and/or a capital fee to the satisfaction of the Public Works Department. The applicant shall prepare a roadway condition assessment for the City's review prior to hauling material off-site which describes the current condition of the impacted City roadways.

Condition 7 to the Mining and Reclamation Plan as contained in the MMRP/Conditions ("Condition 7") states:

Should the City Engineer determine that an unexpected and significant project related traffic problem has occurred during the course of the mining operation and transfer of materials off-site, he/she will work with the applicant to implement appropriate mitigation measures. On-site mitigation shall be initially encouraged by the City such as truck metering or queuing. The operator shall agree to cooperate and pay its fair share as determined by the Public Works Director for the construction of off-site improvements, if needed.

E. Condition 7 and Condition 18 are sometimes referred to herein collectively as the "Conditions". As set forth in Section 1.1 of this Agreement, the City and Granite desire to enter into this Agreement in response to and in satisfaction of the Conditions.

AGREEMENT

NOW THEREFORE, the City and Granite do hereby agree as follows:

1. PURPOSE OF AGREEMENT; INCORPORATION OF RECITALS; DEFINED TERMS.

1.1 Purpose of Agreement. Execution of this Agreement by the Parties and performance by Granite hereunder shall constitute full satisfaction of Condition 18. Without limiting any other provisions of this Agreement, the parties further understand and agree that the terms and conditions of this Agreement shall serve to satisfy Condition 7 with regard to any project related impacts resulting from Granite's mining operations on the Project Site so long as and to the extent that the Per Ton Fee provided for in Section 3 of this Agreement is sufficient in amount to cover and/or address said impacts. City shall make the determination of the adequacy of funds available from the Per Ton Fee to satisfy Condition 7, subject to the provisions set forth in Section 3 of this Agreement. If and to the extent that the City determines that the Per Ton Fee is not sufficient in amount to cover and/or address project related impacts which are the express subject of Condition 7, then Granite shall be obligated to pay its fair share of the costs of addressing such impacts, provided that Granite's fair share is determined in a reasonable manner with due consideration for all relevant factors, including without limitation the use and contribution to impacts by Granite, the use and contribution to impacts by other parties, the remaining term of the Project Approvals, and the estimated or expected time that Granite will continue its mining operations on the Project Site. Granite's fair share discussed in the previous sentence shall be determined by means of a traffic impact study which evaluates unexpected and significant project related impacts as well as the extent to which operations at the Project Site contribute to such impacts. The City shall fund the cost of any such traffic impact study from the Per Ton Fee collected as specified in Section 3 of this Agreement. If the traffic impact study determines that Granite shall pay a proportionate share of improvements as a direct result of Project related impacts, then Granite shall thereafter pay its fair share of the cost of any traffic impact study as set forth in Section 4 herein.

1.2 Incorporation of Recitals; Defined Terms. The Parties acknowledge and agree upon the accuracy of the Recitals hereto and incorporate them herein by this reference. Terms with initial capitalization used but not defined in this Agreement shall have the meanings given to them in the Mining and Reclamation Plan.

2. INFRASTRUCTURE IMPROVEMENTS.

2.1 Left Turn Lane.

2.1.1 Designs. The City acknowledges that at the request of the City and prior to the date of this Agreement, Granite, at the sole cost and expense of Granite, has heretofore caused to be prepared and delivered to the City certain designs for a left turn lane to access the Project site from White Rock Road (the "Left Turn Lane"), which designs were prepared by Cunningham Engineering under

Project No. 847.03 and dated on or about 11/26/07 and a copy of which are attached hereto as Exhibit A and incorporated herein by this reference (the "Left Turn Lane Design"). The City approved the Left Turn Lane Design in an email dated November 26, 2007, and the City hereby ratifies that approval.

2.1.2 Construction. Granite, at Granite's sole cost and expense, shall cause and complete construction of the Left Turn Lane improvements pursuant to and in accordance with the Left Turn Lane Design attached hereto as Exhibit A. Granite shall obtain any and all permits necessary to construct the Left Turn Lane improvements. Construction of the Left Turn Lane improvements shall be subject to periodic inspection by the City and subject to final approval by the City upon completion. The City shall not unreasonably withhold acceptance of the Left Turn Lane upon receiving a notice of completion from Granite. Granite shall pay all reasonable fees associated with the permits issued for and/or City inspection of the Left Turn Lane improvements. For purposes of this Agreement, "Substantial Completion" means that the subject improvement has been completed in a manner sufficient to allow it to be put to its intended use, subject only to completion of punch-list items and subject to the approval of the Public Works Department.

2.1.3 Use of Project Site. Notwithstanding anything herein to the contrary, Granite may prepare the Project site for the extraction of aggregate materials prior to the completion of the Left Turn Lane, but shall not transport aggregate materials from the Project site for sale or re-sale or other commercial use prior to Substantial Completion of the Left Turn Lane improvements.

2.2 Traffic Signalization.

2.2.1 Traffic Signal Studies. The City acknowledges that at the request of the City and prior to the date of this Agreement, Granite has heretofore delivered to the City various data and/or studies (the "Traffic Signal Studies") with regard to the need for a traffic signal at the intersection of White Rock Road and Grantline Road (the "Traffic Signal"). The Traffic Signal Studies include without limitation the data and/or studies prepared by Fehr and Peers provided to the City as Section 3.14 of the Rio Del Oro Specific Plan Draft EIR/Draft EIS dated on or about December 8, 2006. The Parties acknowledge and agree that based upon information contained in the Traffic Signal Studies and the conclusions stated therein, and subject to the provisions of Section 2.2.2 hereof, no Traffic Signal or other additional traffic signalization is needed to allow Granite to commence or continue mining activities as allowed for under the Project Approvals at the Project site, and that Granite shall have no obligation to construct any traffic signalization prior to the commencement of site preparations or prior to the transport of aggregate materials for sale or re-sale from the Project site.

2.2.2 Traffic Signalization Re-Evaluation. Notwithstanding the foregoing provisions of Section 2.2.1 hereof, the City's Public Works Department reserves the right from time to time during the Term of this Agreement to re-evaluate the need for the Traffic Signal ("Signalization Re-Evaluation") in connection with operations at the Project site. As more specifically described in this Section 2.2, the City and Granite intend that Granite shall thereafter contribute its fair share, based upon Project impacts, to any future installation of a Traffic Signal.

(a) **Scope of Signalization Re-Evaluation.** Any Signalization Re-Evaluation conducted by the City shall consist of a traffic signal study that will include an assessment of traffic impacts that have been generated by the Project, and that will evaluate whether those impacts constitute Significant Unsignalized Intersection Impacts and therefore warrant installation of a traffic signal. For purposes hereof, a "Significant Unsignalized Intersection Impact" shall mean that Project generated traffic has caused any of the following: (i) an unsignalized intersection operating at level of service (LOS) "D" or better to degrade to an unacceptable LOS "E" or LOS "F", and/or (ii) an increase of five (5) seconds or more of control delay at an unsignalized intersection in Rancho Cordova operating at an unacceptable level of either LOS "E" or LOS "F", and/or (iii) Crash Experience signal warrant conditions to occur as described in Section 4C.08 of the 2003 Manual on Uniform Traffic Control

Devices for Streets and Highways – 2003 Edition, a copy of which is reproduced at Exhibit D attached hereto and made a part hereof.

(b) Costs of Signalization Re-Evaluation. If the City determines to undertake a Signalization Re-Evaluation, then the City shall fund the cost of any Signalization Re-Evaluation from the Per Ton Fee collected as specified in Section 3 of this Agreement. If the Signalization Re-Evaluation determines that Granite shall pay a proportionate share of the cost of installation of a traffic signal as a direct result of Project related impacts, then Granite shall thereafter pay its fair share of the cost of the Signalization Re-Evaluation as set forth in Section 4 herein.

(c) Results of Signalization Re-Evaluation and Review by Granite. If and to the extent that during the Term of this Agreement the City undertakes a Signalization Re-Evaluation and as a result thereof determines that a Traffic Signal is necessary due to a Significant Unsignalized Intersection Impact attributable to the operations at the Project site, and if the City desires or intends for Granite to share in the cost of such Traffic Signal, then (1) the City shall promptly deliver to Granite notice and a copy of the Signalization Re-Evaluation and provide to Granite all documents, materials, assessments and reports supporting the determination that a Traffic Signal has become necessary; and (2) Granite shall have a period of not more than ninety (90) days to review and assess said Signalization Re-Evaluation and determination and all documents, materials, assessments and reports supporting the same and to provide the City with any contrary documents, materials, assessments and reports that might call into question the Signalization Re-Evaluation and determination; and (3) the City and Granite shall meet and confer to discuss items (1) and (2) above.

(d) Granite Contribution Towards Traffic Signal. If the City reasonably determines, based solely upon objective data and the standards set forth above and after following the protocols set forth above, that the Traffic Signal is still needed, then the City will reasonably determine the appropriate fair share percentage of the costs of installing the Traffic Signal that should be borne by Granite (herein, the "Granite Signal Share"), given all relevant factors (including without limitation use by Granite, use by other parties, time remaining in the Term of this Agreement, estimated time that Granite will continue its operations on the Project site, etc.) and shall notify Granite of said Granite Signal Share. Granite shall pay the Granite Signal Share within sixty (60) days following completion of construction and/or installation of the Traffic Signal by the City and Granite's receipt of an appropriate invoice from the City for same.

2.3 White Rock Road Rehabilitation Work.

2.3.1 Background; Construction Obligation. The parties acknowledge that (a) the Project site will require access to and travel along White Rock Road, (b) portions of White Rock Road have heretofore failed under technical standards due to heavy use over the years and as a result of deferred maintenance by the County of Sacramento, (c) Granite did not (either negligently, intentionally or solely) cause damages to any portions of White Rock Road, and (d) the City presently expects that improvements to White Rock Road will commence within approximately five (5) to ten (10) years after the date of this Agreement as part of other improvements planned for White Rock Road by the City, developers and/or other regional transportation improvement efforts (the "White Rock Road Reconstruction"). Recognizing the current conditions on White Rock Road, and in order to facilitate aggregate mining operations at the Project site, the Parties agree that Granite, at Granite's sole cost and expense, will undertake and perform the Rehabilitation Work (as defined in Section 2.3.2) on that portion of White Rock Road commencing at the eastern City limit and continuing to Fitzgerald Drive (the "Repair Segment").

2.3.2 Description of Work. For purposes of this Agreement, the "Rehabilitation Work" to be performed by Granite shall mean and consist solely of the following:

(a) Chip Seal Preparation. Subject to Section 2.3.2(d) hereof, repair all areas of high-severity rutting identified in the Roadway Condition Assessment as being located within the Repair Segment to create a surface suitable for performance of the Chip Seal Work.

(b) Chip Seal Work. Subject to Section 2.3.2(d) hereof, apply a terminal blend asphalt rubber chip seal on all portions of the Repair Segment in order to fill voids and cracks in the road surface and to rejuvenate the structural capabilities of the pavement structure and surface (the "Chip Seal Work"), which Chip Seal Work shall be performed in accordance and/or consistent with the specifications described in Exhibit B attached hereto.

(c) Slurry Seal Work. Apply a slurry seal over the completed Chip Seal Work in order to create a "cape seal" and to provide a smooth and hard wearing surface that locks in the Aggregate materials to minimize flying particles that are likely to damage windshields (the "Slurry Seal Work"), which Slurry Seal Work shall be performed in accordance and/or consistent with the specifications described Exhibit C attached hereto.

(d) Asphalt Removal and Replacement. If and to the extent that specific areas of the Repair Segment are unsuitable for successful repair by means of the Chip Seal Work and Slurry Seal Work as reasonably agreed upon by Granite and the City (herein, "Exception Areas"), then Granite shall remove and replace the asphalt sections of said Exception Areas using existing Sacramento County standard pavement sections. The replacement section shall consist of four (4) inches of asphaltic concrete over twelve (12) inches of aggregate base or a single lift of ten (10) inches of asphaltic concrete (at the contractor's option). Prior to placement or installation of asphalt and/or aggregate base materials, the sub-base shall be compacted to 95% per ASTM D-1557. If unsuitable sub-base materials are encountered during removal of existing asphalt and/or aggregate base, then the unsuitable sub-base materials shall be removed/excavated up to a depth of three feet (3.0'). A suitable fabric shall then be placed at the bottom of the removal/excavation area described in the previous sentence, aggregate base materials shall be placed over the fabric or compacted sub-base, and the aggregate base shall be compacted to 95% per ASTM D-1557.

2.3.3 Construction and Completion of Rehabilitation Work.

(a) Commencement. Granite shall commence the Rehabilitation Work as soon as reasonably practicable following the Effective Date of this Agreement, given applicable weather conditions. City certifies that it has reviewed and approved the on-ground paint markings of the areas that will be the subject of the Chip Seal Work and those Exception Areas that will be the subject of asphalt removal and replacement. Granite shall obtain any and all permits necessary to construct the Rehabilitation Work.

(b) Sign. Granite, at Granite's cost and expense, shall post at least one temporary sign along the Repair Segment indicating and advertising that the subject road improvements are made possible by the City of Rancho Cordova and Granite Construction Company.

(c) Debris. Promptly on or before completion of the Rehabilitation Work, Granite shall use reasonable efforts to remove debris generated in connection with the Rehabilitation Work. Granite shall indemnify, defend and hold harmless the City from any losses, costs expenses or claims made by third parties for windshield damages to vehicles caused by any such debris generated and not removed by Granite in connection with the Rehabilitation Work.

(d) Use of Project Site. The City agrees that Granite may immediately commence on-site activities to prepare for mining operations at the Project Site and that neither commencement nor completion of the Rehabilitation Work is a condition to same, provided, however, that Granite shall not remove any aggregate materials from the Project Site for either sale or re-sale until substantial completion of the Rehabilitation Work as set forth in this Agreement.

2.3.4 City Approvals. The City represents and warrants that it has had adequate opportunity to review Exhibit B and Exhibit C attached hereto, that it has approved the specifications stated therein, and that the City will approve in writing that the Rehabilitation Work meets the terms of this Agreement upon completion so long as the specifications identified in Exhibits B and C have been satisfied by Granite. In the event the City (either directly or through its inspecting agents) at any time determines or believes that Granite has failed to meet or satisfy any material portion of the specifications of Exhibit B and/or Exhibit C in connection with construction of the Rehabilitation Work, then the City will promptly notify Granite in writing of same, which notice shall specify the reasons or grounds for said failure.

2.3.5 Life Expectancy of Rehabilitation Work. Given the expectations of the parties for the occurrence of the White Rock Road Reconstruction as described in Section 2.3.1 hereof (but notwithstanding the actual date of or any delay in the commencement or completion of same), the Rehabilitation Work is required and expected to have a useful life expectancy of approximately five (5) years. Except as otherwise stated in Section 2.3.6 of this Agreement, Granite shall have no obligation or responsibility for the quality, condition or repair of the Rehabilitation Work beyond five (5) years after substantial completion of the Rehabilitation Work.

2.3.6 Future Maintenance to Repair Segment. As more fully and expressly set forth in this Section 2.3.6, the Parties intend that (a) Granite shall perform certain interim repairs to the Repair Segment during the Term of this Agreement as set forth in Section 2.3.6(a); and (b) if the White Rock Road Reconstruction Work has not commenced within five years after the date of this Agreement and if Granite's mining operations will continue on the Project Site in a substantial manner for a material period of time thereafter, then the parties may elect to perform an assessment to determine if additional improvements to the Repair Segment are necessary as and to the extent set forth in Section 2.3.6(b); and (c) the City shall have the right to conduct a biennial assessment of the condition of the Repair Segment in order to determine if additional repairs are necessary during the Term of this Agreement as set forth in Section 2.3.6(c), provided that repairs required pursuant to Section 2.3.6(c) will take into account use of the Repair Segment by other industrial users with heavy truck traffic and will be apportioned as set forth herein. The agreement of the parties with regard to the foregoing is as follows:

(a) **Material Interim Repairs.** For the Term of this Agreement, Granite, at Granite's sole cost and expense, shall make the following repairs to the Repair Segment if and to the extent the need for said repairs resulted directly from Granite's operations on the Project Site and related uses of the Repair Segment (herein, "**Material Interim Repairs**"): (1) repairs to pavement with high-severity potholes as described in ASTM D6433-03 standards; (2) repairs to pavement with high-severity edge distress as described in ASTM D6433-03 in which the effective roadway width is reduced by twelve inches (12") or more; and (3) high severity shoulder drop-offs resulting from high severity edge cracking as described in ASTM D6433-03. To the extent Material Interim Repairs are necessitated and are not solely caused by Granite's operations on the Project Site and related uses of the Repair Segment, Granite shall pay only its fair share of the cost of such Material Interim Repairs

(b) **Five-Year Assessment.** In the event that the White Rock Road Reconstruction has not commenced within five (5) years after the substantial completion of the Rehabilitation Work, and if Granite's mining operations on the Project Site are reasonably expected to continue in a substantial manner for a material period of time after said five (5) year period, then at the request of the City, Granite and the City shall meet in good faith to determine if additional improvements, repairs or rehabilitation work is needed on the Repair Segment as a result of objectively verifiable damages and/or wear and tear directly caused by mining operations by Granite on the Project Site (the "**Five-Year Assessment Work**"). At any time beginning five (5) years after substantial completion of the Rehabilitation Work and continuing for six (6) months thereafter, the City may elect to perform a traffic or roadway impact study to determine if any Five-Year Assessment Work is necessary. If the City determines to undertake such studies, the City shall fund the cost of any such studies from the Per Ton

Fee collected as specified in Section 3 of this Agreement. If any of these studies determine that Granite shall pay a proportionate share of improvements as a direct result of Project related impacts, Granite shall thereafter pay its fair share of the cost of any of these studies as set forth in Section 4 herein.

If the Parties reasonably determine that any such Five-Year Assessment Work is needed, then the City will reasonably determine the appropriate fair share percentage of the costs of the Five-Year Assessment Work that should be borne by Granite (herein, the "Granite Five-Year Share"), given all relevant factors (including without limitation use by Granite, use by other parties, time remaining in the Term of this Agreement, estimated time that Granite will continue its operations on the Project site, etc.) and shall notify Granite of said Granite Five-Year Share. Granite shall contribute and/or pay the Granite Five-Year Share within sixty (60) days following completion of construction and/or installation of the Five Year Assessment Work by the City and Granite's receipt of an appropriate invoice from the City for same, provided that the City demonstrates that the Per Ton Fee to be paid pursuant to Section 3 of this Agreement is inadequate to otherwise fund such Five-Year Assessment Work. While the City need not demonstrate that it is also charging other industrial users of the Repair Segment for the Five-Year Assessment Work as a condition to Granite paying the Granite Five-Year Share, the amount of the Granite Five-Year Share to be paid by Granite shall be limited to Granite's share of the Five-Year Assessment Work based on Granite's proportionate usage when taking into consideration usage of the Repair Segment by all other industrial users. Other costs of the Five-Year Assessment Work shall be paid by the City through whatever other sources the City may determine, which may or may not include contribution by other industrial users. In the event Granite elects to conclude mining operations at the Project Site at or before the end of the Five-Year Assessment, then Granite shall pay for the costs of Project related impacts that have occurred through the date that Granite concludes its mining operations and that must be repaired in order to return the Repair Segment to substantially the same condition as currently exists pursuant to the 2007 Roadway Condition Assessment referenced in 2.3.6(c)(1) of this Agreement.

(c) **Biennial Assessment.**

(1) **Roadway Condition Assessment.** Granite, at the sole cost and expense of Granite, has heretofore caused to be prepared and delivered to the City certain roadway condition assessments (individually and collectively, the "2007 Roadway Condition Assessment") with regard to the then current condition and state of repair of White Rock Road from the Eastern City limit to Luyung Drive, including without limitation the following: (A) the data and/or studies prepared by Nichols Consulting Engineers under Project No. 07.35.38 and dated on or about July 31, 2007; (B) the roadway visual condition assessment performed in accordance with ASTM 6433-03 and resulting pavement condition index (PCI) evaluation using Army Corps of Engineers PAVER software program completion in September of 2007; (C) the overlay pavement design based on traffic information as described in the Traffic Signal Studies, which overlay pavement design was performed in accordance with the California Department of Transportation Hot Mixed Asphalt (HMA) Rehabilitation Design Code Version 3.1, using pavement strength data provided by Nichols Consulting Engineers under project No. 07.35.35; and (D) the new roadway construction design for White Rock Road based on traffic information as described in the Traffic Signal Studies, which new roadway construction design was performed in accordance with the California Department of Transportation Flexible Design Code Version 1.0. The City has had an opportunity to review and verify the conditions described in the 2007 Roadway Condition Assessment, verifies that the 2007 Roadway Condition Assessment provides an accurate description of the road conditions described therein, and accepts the 2007 Roadway Condition Assessment as satisfying the last sentence of Condition 18.

(2) **Performance of Biennial Assessment.** Every two (2) years during the Term of this Agreement, the City may request an update to the 2007 Roadway Condition Assessment (a "Biennial Assessment") to determine whether during the course of the mining operation upon and transfer of materials from the Project site a material and detrimental change has occurred in the condition of the roadway(s) that was/were the subject of the 2007 Roadway Condition Assessment,

normal wear and tear excepted. The sole purpose of the Biennial Assessment shall be to identify any material and detrimental changes to the condition of the roadway(s) that was/were the subject of the 2007 Roadway Condition Assessment and the likely causes of such changes. For purposes of this Section 2.3.6(c), a material and detrimental change shall have occurred if there are damages that would qualify for Material Interim Repairs. If a Biennial Assessment is requested by the City, then the parties shall use good faith and reasonable efforts to cause the subject assessment to be conducted during the months of June-September, with the first such Biennial Assessment to occur not earlier than June of 2009. The costs of each Biennial Assessment shall be funded from the Per Ton Fee collected as specified in Section 3 of this Agreement. If the Biennial Assessment determines that improvements are required pursuant to the standards set forth in this paragraph, Granite shall thereafter pay its fair share of the cost of any of the Biennial Assessment as set forth in Section 4 herein.

(3) **Results of Biennial Assessment; Apportionment of Charges.** Following receipt of each Biennial Assessment, Granite and the City shall use good faith and due diligence to meet and confer to discuss the subject assessment and any proposals for necessary repairs or operational changes to correct or mitigate for material and detrimental changes to roadway identified in the Biennial Assessment and which occurred during the course of the mining operation upon and transfer of materials from the Project site, normal wear and tear being excepted. Any required mitigation by Granite, including but not limited to construction of infrastructure improvements and/or payment of additional fees to the City, shall be limited to a determination of Granite's fair share contribution towards the material and detrimental changes in light of the existence of other industrial users of White Rock Road and giving consideration to Granite's payment of the Per Ton Fee described herein.

(d) **Other Expenses for Maintenance of White Rock Road.** City acknowledges and agrees that Granite's fair share contribution to repairs to White Rock Road necessitated by normal wear and tear shall be paid for and covered by the Per Ton Fee as more specifically set forth in Section 3.6 of this Agreement.

3. **PAYMENTS AND FEES.**

3.1 **Per Ton Fee; Amount.** Granite agrees to pay to the City a fee equal to three cents (\$0.03) per gross ton of Mined and Removed Materials (the "Per Ton Fee"). For purposes of this Agreement, the term "Mined and Removed Materials" shall mean and include sand, gravel, rock, granite, and other aggregate and/or construction materials and/or precious metals and gemstones mined and permanently removed from the Project site during the Term of this Agreement. The City may not increase the amount of the Per Ton Fee during the term of any of the Project Approvals.

3.2 **Timing For Payment.** Granite shall make and deposit payments of the Per Ton Fee due under this Agreement on an annual basis coinciding with the City's fiscal year, which runs from July 1 to June 30, with each payment of Per Ton Fee for the subject fiscal year due to the City within forty-five (45) calendar days after the end of the City's fiscal year. Granite shall deposit these payments with the City Finance Department. Granite shall pay a late fee of two and one-half percent (2.5%) per month on a prorated basis for any payment not made within ten (10) days after the date due.

3.3 **Statements.** Each payment of Per Ton Fee made by Granite under this Agreement shall be accompanied by the following: (a) a Statement of Quantities; (b) a calculation of the payment due based upon the Statement of Quantities; and (c) a record of truck tickets regarding Mined Materials for the applicable fiscal year certified by a California Weighmaster. For purposes hereof, the term "Statement of Quantities" shall mean an annual statement indicating the total tonnage of Mined and Removed Material during a subject fiscal year.

3.4 **Computation Method And Inspection Rights.**

3.4.1 All Mined and Removed Materials shall be weighed prior to removal from the Project site through certified scales to be installed and maintained and operated at all times by a Certified Weighmaster.

3.4.2 Granite shall keep full, true and accurate books of account during the Term hereof containing: (a) all necessary data for computation of Per Ton Fees due hereunder; and (b) certified weight receipts of all Mined and Removed Materials.

3.4.3 Solely for the purposes of verifying the amounts of Mined and Removed Materials and Per Ton Fees due under this Agreement, the City shall have the following rights and privileges:

(a) At any reasonable time and from time to time during the Term of this Agreement upon not less than three (3) calendar days' prior written notice, and subject to Section 6 hereof, the right to have a duly authorized agent or representative of the City, when accompanied by a representative of Granite but at their own risk, to enter upon the Project site for the purposes of making such examinations, inspections and verifications as such representative or agent may reasonably desire; and

(b) The right to examine any of the items delivered by Granite pursuant to Section 3.3 hereof; and

(c) Upon not less than ten (10) calendar days' prior written notice by the City to Granite, and subject to Section 6 hereof, the right during regular business hours for Granite and Granite's authorized experts, accountants and auditors to review and inspect Granite's records and books of account relevant to payment of the Per Ton Fee and the Project site, together with the right, at the expense of the City, to make a copy or copies of the relevant portion of Granite's books and records. Granite will keep and maintain its books and records relevant to payment of the Per Ton Fee and the Project site for at least three (3) years from the date of payment to the City.

3.5 **No Contribution.** The City shall not be responsible to obtain contribution from any other parties, landowners or users of the Repair Segment to offset or reimburse Granite for the costs of the Rehabilitation Work. However, in the event the City contends that funds derived from the Per Ton Fee are inadequate to cover future maintenance of the Repair Segment as set forth in Section 2.3.4 of this Agreement, the City shall provide an itemization to Granite of all other funds received from other industrial users of the Repair Segment and shall establish that other industrial users are paying a fair share contribution towards ongoing maintenance and repair of the Repair Segment.

3.6 **Purpose of Per Ton Fee.** Payment of the Per Ton Fee shall be in addition to performance of Granite's express obligations under other sections of this Agreement, and shall be in addition to any obligations imposed on Granite pursuant to any agreement between Granite and the City related to Condition 16 of the Mining and Reclamation Plan. The purpose of the Per Ton Fee is to fully compensate the City during the entire Term of this Agreement for wear and tear on City roadways, for unspecified future damage that may occur to any and all portions of White Rock Road or to any other City roadways, and for the costs of any other road or traffic related improvements (including without limitation turn lanes, signalization, or general maintenance or repairs) which may be needed as a result of Granite's operations on and removal of materials from the Project site. Except as expressly set forth in other sections of this Agreement with regarding to Granite's obligations to undertake or pay for the Rehabilitation Work, the Material Interim Repairs, the Left Turn Lane Improvements, the Granite Signal Share, the Granite Five-Year Share (provided that the City determines that the Per Ton Fee is not otherwise sufficient per Section 2.3.6(b) hereof), or the repairs required following a Biennial Assessment pursuant to Section 2.3.6(c) hereof, the Parties acknowledge and agree that Granite's obligation to pay the Per Ton Fee shall fully satisfy any other obligation that Granite may have at any time during the Term towards any repairs or improvements to City roadways (including without limitation turn lanes,

signalization, or general or special maintenance or repairs) referenced in the second sentence of this paragraph or otherwise referenced in or required by Condition 18. Furthermore, payment of the Per Ton Fee (and performance of this Agreement) shall be deemed to satisfy Condition 7 as and to the extent described in Section 1.1 hereof.

4. COSTS OF TRAFFIC, ROAD IMPACT OR OTHER STUDIES REQUIRED BY THIS AGREEMENT.

To the extent the City determines to conduct additional traffic or impact studies (including but not limited to the studies and assessments referenced in Sections 1.1, 2.2.2(b), 2.3.6(b), and 2.3.6(c)(2) of this Agreement) ("Future Impact Studies") the City shall fund the initial cost of such Future Impact Studies from the Per Ton Fee. If, after the completion of a Future Impact Study, there is a determination that Granite's direct, Project related impacts have caused a requirement for additional traffic improvements or maintenance (as specifically defined and set forth in this Agreement), Granite shall thereafter contribute its fair share towards the cost of the Future Impact Study.

5. ISSUANCE OF WORK AUTHORIZATION PERMIT AND COMMENCEMENT OF MINING ACTIVITIES.

Upon execution of this Agreement, the City shall issue a Work Authorization Permit to allow for the commencement of mining activities on the Project site. The Work Authorization Permit shall allow for all activities permitted on the Project Site under the Project Approvals and/or applicable law, including without limitation site preparation; construction and/or installation of project improvements, utilities, scales, etc.; and excavation, mining and processing of aggregate resources; but excluding the right to transport aggregate materials from the Project site for sale or re-sale until substantial completion of the Left Turn Lane improvements and the Rehabilitation Work. The Work Authorization Permit shall also allow for construction and/or installation of all of the infrastructure improvements required by Section 2.1 and Section 2.3 of this Agreement, including without limitation the Rehabilitation Work and the Left Turn Lane improvements.

6. TERM OF AGREEMENT. This Agreement shall be binding and in effect for a term (the "Term") beginning on the Project Approval Date and ending on the later to occur of the following: (a) ten (10) years after the Project Approval Date, or (b) the expiration or termination of the Project Approvals, as the same may be extended from time to time, or (c) completion and cessation of all mining, processing and related activities by Granite on the Project site.

7. CONFIDENTIALITY AGREEMENT.

7.1 Nondisclosure of Confidential Materials. In order to protect Granite's financial and commercial interests, the City shall not, to the extent allowed by the California Public Records Act (California Government Code Section 6250 *et seq.*) ("CPRA") or other applicable laws, cause or permit any Confidential Materials to be disclosed to, or made accessible to, any person, firm or entity than those key employees of the City, attorneys and accountants of the City, or consultants of the City who are immediately and directly involved in the administration of this Agreement and who are subject to the confidentiality provisions of this Section 6. For purposes hereof, "Confidential Materials" shall mean any Statement of Quantities, any other statements accompanying a payment of Per Ton Fees, any records of payments or payment amounts made under this Agreement, information obtained pursuant to or in connection with Section 3.4.3, or any other related documents, information, statements or materials.

7.2 Public Records Act Requests. If City receives a request for disclosure of any Confidential Materials ("Document Request"), then City shall immediately notify Granite of the Document Request as well as the identity of the individual or entity making the Document Request and shall also provide a written copy of the Document Request to Granite by the most expedient means (e.g.,

facsimile, e-mail, etc.). If City believes that it is obligated to disclose any or all of the documents identified in the Document Request pursuant to the CPRA or other applicable laws, then at least five (5) business days prior to making any disclosure under or pursuant to the Document Request, City shall provide written notice to Granite of City's intention to make the disclosure, which notice shall include, without limitation, a written description of (a) each and all of the documents that City intends and believes it is obligated to disclose, and (b) the legal basis requiring such disclosure. Granite shall then have the option to request that the City decline such disclosure and to advise the City of any grounds for same; Granite shall provide City with such request at least three (3) business days after receiving notice from the City. If Granite timely requests that the City decline such disclosure, and the City Attorney determines that Granite has provided legally sufficient ground to decline the request, then the City shall respond to the Document Request declining to make the disclosure and providing the appropriate grounds or exemption. Granite, at Granite's sole cost, shall then defend and indemnify the City from any action related to such response. If the City Attorney disagrees with Granite's position, then the City shall notify Granite within one (1) business day of that fact, providing Granite with the opportunity, at Granite's sole cost, to file a declaratory relief action to determine whether the documents must be disclosed. Such declaratory relief action must be filed no later than five (5) business days after the City notifies Granite that the City Attorney disagrees with Granite's position. The City shall also notify the party making the Document Request that Granite has requested the opportunity to file a declaratory relief action to determine if the documents are exempt from disclosure.

8. DISPUTES.

8.1 Notice and Cure; Meet and Confer. Prior to filing suit for any claim under this Agreement for any alleged breach, the aggrieved Party shall first give the other Party an opportunity to cure the alleged breach by sending written notice to the breaching Party and giving the breaching Party a minimum of thirty (30) days from the receipt of notice to cure the alleged violation. Either Party may request that the Parties meet and confer to discuss the alleged breach within the thirty (30) day period after the notice to cure the alleged violation is received.

8.2 Arbitration For Certain Controversies. Any controversy between the Parties regarding the terms or conditions of this Agreement and/or any claim arising out of or relating to this Agreement or its breach (with the exception of Granite's non-payment of the Per Ton Fee), shall be submitted to binding arbitration upon the written request of one party after the service of that request on the other party. The arbitration shall be initiated by written notice of a demand to arbitrate sent by certified mail, return receipt requested, by one party to the other party. The Parties shall attempt to agree on a retired judge of the Superior Court of the State of California to be the Arbitrator. If the Parties cannot agree, then the Superior Court of Sacramento County shall choose an impartial Arbitrator whose decision shall be final and conclusive on all parties, and it may be confirmed thereafter as a judgment by the Superior Court of the State of California, subject only to challenge on the grounds set forth in California Code of Civil Procedure Section 1286.2. The validity and enforceability of the Arbitrator's decision is to be determined exclusively by the California courts. The City and Granite shall each have the right of discovery in connection with any arbitration proceeding in accordance with Code of Civil Procedure Section 1283.05. The Parties shall equally share the costs and fees of the Arbitrator. Each Party shall pay its own engineers', attorneys' and other professionals' fees. The sole and exclusive venue for the arbitration and or any legal dispute shall be Sacramento County, California.

9. INDEMNIFICATION; INSURANCE.

9.1 Indemnity Regarding Construction Related Items. To the fullest extent permitted by law, Granite shall indemnify, defend (with counsel acceptable to City) and hold harmless City (including its officers, agents, members, employees, affiliates, and representatives) from and against any and all claims, demands, actions, losses, liabilities, damages, expenses, liabilities and all costs incidental thereto, including cost of defense, settlement, arbitration and reasonable attorneys' fees ("Claims") arising out of, pertaining to, or resulting from the negligent, reckless or willful acts or

omissions of Granite, its officers, agents or employees, or the acts of omissions of anyone else directly or indirectly acting on behalf of Granite or for which Granite is legally liable under law, in each case with respect to the construction and/or performance by Granite of the Left Turn Lane improvements, the Rehabilitation Work, and/or Material Interim Repairs. Without limitation, such obligations to defend, hold harmless and indemnify the City under this Section 9.1 shall not apply to the extent that such Claims are caused by the sole negligence, active negligence, or willful misconduct of the City.

9.2 Indemnity Regarding Non-Construction Related Items. To the fullest extent permitted by law, Granite shall indemnify, defend (with counsel acceptable to City) and hold harmless City (including its officers, agents, members, employees, affiliates, and representatives) from and against any and all claims, demands, actions, losses, liabilities, damages, expenses, liabilities and all costs incidental thereto, including cost of defense, settlement, arbitration and reasonable attorneys' fees ("Claims") arising out of, pertaining to, or resulting from (a) the negligent, reckless or willful acts or omissions of Granite, its officers, agents or employees, or the acts of omissions of anyone else directly or indirectly acting on behalf of Granite or for which Granite is legally liable under law, with respect to any matters other than those described in Section 9.1 hereof, or (b) Granite's performance of its obligations under this Agreement with respect to any matters other than those described in Section 8.1 hereof. Without limitation, such obligations to defend, hold harmless and indemnify the City under this Section 8.2 shall not apply to the extent that such Claims are caused by the sole negligence, active negligence, or willful misconduct of the City, and shall exclude punitive and consequential damages of any kind.

9.3 Insurance Requirements. Granite shall procure, maintain, and keep in force at all times during the Term of this Agreement, at Granite's sole expense, all that insurance described in Exhibit E attached hereto.

10. GENERAL.

10.1 Notices. All notices required or permitted to be given hereunder shall be in writing and shall be delivered in person, sent by overnight delivery service (such as Federal Express) or sent by certified mail, return receipt requested, postage fully prepaid thereon, addressed as follows:

City: City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: City Manager and Public Works Director

Granite: Granite Construction Company
4001 Bradshaw Road
P.O. Box 15287
Sacramento, CA 95851
ATTN: Materials Manager &
Materials Resource Manager

With a mandatory
copy to: Granite Construction Company
P. O. Box 50085
Watsonville, CA 95077-5085
Attention: General Counsel

And to: Diepenbrock Harrison
400 Capitol Mall, Suit 1800
Sacramento, CA 95814
ATTN: Bradley Elkin and Mark Harrison

No party shall refuse or evade delivery of any notice.

10.2 Interpretation. It is agreed and acknowledged by the parties hereto that the provisions of this Agreement have been arrived at through negotiation, and that each party has had a full and fair opportunity to revise the provisions of this Agreement and to have such provisions reviewed by legal counsel. Therefore, the normal rule of construction that any ambiguities are to be resolved against the drafting party shall not apply in construing or interpreting this Agreement.

10.3 Counterparts. This Agreement may be signed in several counterparts and all so signed shall constitute one and the same agreement, binding on all of the parties hereto, notwithstanding that all of the parties are not signatory to the original or same counterparts,

10.4 Successors And Assigns. Each and every provision of this Agreement shall bind and inure to the successors in interest of the parties hereto, in the same manner as if such parties had been expressly named herein.

10.5 Governing Law. This Agreement and the rights and duties of the parties hereunder shall be governed by the laws of the State of California, without giving effect to such state's conflict of law principles. Any legal action filed by the parties with respect to this Agreement shall be filed in Sacramento County, California.

10.6 Attorneys' Fees. Each Party to this Agreement shall bear its own attorneys' fees in connection with the negotiation and drafting of this Agreement. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provisions of this Agreement, then the prevailing party in any such action shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose. For purposes hereof, the "prevailing party" shall be the party that recovers substantially the relief sought by said party, whether by judgment, settlement, dismissal or otherwise. Granite shall have no obligation to reimburse the City for any attorneys' fees incurred in connection with any future disputes over the construction of this Agreement, unless and until an award is made by an arbitrator or by a court of competent jurisdiction that the City is the prevailing party in connection with any such dispute.

10.7 Effect Of Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term or provision of this Agreement shall continue to be valid and shall be enforced to the fullest extent permitted by law.

10.8 Effect Of Waiver. No waiver of any breach of any covenant or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof or of any other covenant or provision herein contained. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, except those of the waiving party, which shall be extended by a period of time equal to the period of delay.

10.9 No Agency, Partnership Or Joint Venture. Nothing in this Agreement shall be deemed or construed to create the relationship of principal and agent, a partnership, joint venture or any other association between the parties.

10.10 Entire Agreement. This Agreement (including any exhibits hereto) is the final expression of and contains the entire agreement between the Parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto. This Agreement may not be modified, changed, supplemented, superseded, canceled or terminated, nor may any obligations hereunder

be waived, except by a written instrument signed both Parties hereto or by a party's agent duly authorized in writing or as otherwise expressly permitted herein. The parties do not intend to confer any benefit hereunder on any other person, firm or corporation other than the parties hereto and their lawful successors and assigns.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first set forth above.

CITY OF RANCHO CORDOVA,
A Municipal Corporation of the State of
California

By:

Ted G. Gaebler
Ted Gaebler, City Manager
Date: 3-28-08

ATTEST:

Stacy Leitner
Stacy Leitner, Interim City Clerk

APPROVED AS TO FORM:

Adam U. Lindgren
Adam U. Lindgren, City Attorney
Date: 3/26/08

GRANITE CONSTRUCTION COMPANY, a
California Corporation

By:

Randy J. Kremer
Name: Randy J. Kremer
Title: VICE PRESIDENT
Date: 3/23/08

By:

Michael A. Hohn
Name: Michael A. Hohn
Title: SACRAMENTO VALLEY REGIONAL MGR. OF CONST. MGMT.
Date: 3/24/08

[illegible]

EXHIBIT B
SPECIFICATIONS/STANDARDS FOR CHIP SEAL WORK

10-1. PERFORMANCE RELATED MODIFIED BINDER SEAL

Performance Related Modified Binder seal coat shall consist of an application of a modified asphalt binder and hot screenings precoated with paving asphalt. Performance Related Modified Binder shall conform to the provisions specified for Medium Type seal coat in Section 37-1, "Seal Coats," of the State of California Standard Specifications dated 2006 and these special provisions.

MODIFIED ASPHALT BINDER

Upon request the Contractor shall provide samples of all materials to be used in the modified asphalt binder. The binder formulations shall consist of the following information:

Modified asphalt binder shall be a homogeneous and storage stable material conforming to the following requirements:

Specification Designation	AASHTO Designation	Test Requirement
Tests on Original Binder	n	
Specific Gravity @ 15.5 °C	T 228	Report
Pounds per Gallon @ 15.5 °C		Report
Gallons per Ton @ 15.5 °C		Report
DSR, G*/sin delta @ 70° C, kPa	T 315	2.2 min.
Penetration, 39.2° F, 200g/60s, dmm	T 49	25 min.
Penetration, 77° F, 100g/5s, dmm	T 49	40 - 90
Softening Point, °C	T 53	82 min.
Flash Point, °C	T 48	232 min.
Rotational Viscosity @ 163° C, cps	T 316	250 - 1000
Elastic Recovery, 25 °C, %	T 301	70 min.
Chip adhesion,	ASTM D3625	Pass
Tests On Residue from RTFO (AASHTO Designation T 240)	T 240	
Softening Point, °F	T 53	Report
Mass Loss after RTFO, wt%	T 240	0.6 max.
Test on PAV Residue (100° C) (AASHTO Designation PP-1)	R 28	
BBR, creep stiffness @ -12° C MPa	T 313	300 max.
BBR, m-value @ -12° C	T 313	0.300 min.

Upon request, a Certificate of Compliance can be furnished to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The certificate shall certify that the material which the certificate represents conforms to the provisions specified in these special provisions.

When placing performance related modified asphalt seal coat at intersections, left turn lanes, gore points, and other irregular areas, modified asphalt application shall not be in excess of that which can be covered with screenings within 10 minutes.

When joining edges against areas with screenings, the joint shall be swept clean of excess screenings prior to the adjacent application of modified asphalt binder. Transverse joints of this type shall be constructed by placing roofing paper across and over the end of the previous performance related modified asphalt seal coat application. Once the spraying has progressed beyond the paper, the paper shall be removed immediately.

The longitudinal joint between adjacent applications of screenings shall coincide with the line between designated traffic lanes. Longitudinal joints shall be overlapped for complete coverage. The overlap shall not exceed 4" inches.

Joint edges shall be swept clean of overlapping cover material prior to application of adjacent asphalt binder. Reasonable precautions shall be taken to avoid skips and overlaps at joints.

At longitudinal joints with screenings, the edge shall be broomed back and blended to eliminate differences in elevation. The joints shall be free from ridges and depressions and shall have a uniform appearance consistent with the adjacent sealed surface.

SCREENINGS

Screenings shall consist of broken stone, crushed gravel or both. At least 90 percent by mass of the screenings shall consist of crushed particles as determined by California Test 205. California Test 205, Section D, definition of a crushed particle is revised as follows: "A particle having 2 or more fresh mechanically fractured faces shall be considered a crushed particle."

The percentage composition by mass of screenings shall conform to the following grading:

Screenings shall conform to one of the following grading requirements prior to precoating with paving asphalt.

Coarse 12.5-mm max. size

Sieve Sizes	Percentage Passing
19.0-mm	100
12.5-mm	85-100
9.5-mm	0-50
4.75-mm	0-5
2.36-mm	—
1.18-mm	—
600-µm	—
75-µm	0-2

Medium 9.5-mm max. size

Sieve Sizes	Percentage Passing
19.0-mm	—
12.5-mm	100
9.5-mm	85-100
4.75-mm	0-15
2.36-mm	0-5
1.18-mm	—
600-µm	—
75-µm	0-2

Screenings shall be preheated to a temperature between 140°C and 175°C and then precoated with 0.5 to 1.0 percent asphalt by mass of dry aggregate and the amount shall be determined by the contractor. The pre-coating of screenings shall be performed in an asphalt concrete plant. Stockpiling of screenings after preheating and precoating with asphalt will not be permitted.

Canvas or similar covers that completely cover each load of precoated screenings shall be used during hauling to minimize temperature drop of the precoated screenings. Screenings shall be spread when the temperature of the precoated screenings is not less than 220°F (105°C).

Screenings shall conform to the following quality requirements immediately prior to preheating:

SCREENINGS QUALITY REQUIREMENTS

Test Parameters	California Test	Requirements
Los Angeles Rattler Loss (100 Revolutions)	211	10 Max.
Los Angeles Rattler Loss (500 Revolutions)	211	40 Max.
Film Stripping	302	25 Max.
Cleaness Value	227	84 Min.
Durability	229	52 Min.

EQUIPMENT

The equipment used by the Contractor for hot-applied seal coat (modified asphalt binder) operations shall conform to the following:

Exhibit B
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- A. Self-propelled power brooms shall clean the existing pavement and remove loose screenings without dislodging screenings set in the polymer modified asphalt binder. Gutter brooms or steel-tined brooms shall not be used.
- B. A minimum of 3 operational pneumatic-tired rollers conforming to the provisions specified in Section 39-5.02, "Compacting Equipment," of the Standard Specifications, except that the rollers shall carry a minimum loading of 1360 kg on each wheel and an air pressure of 690 ± 35 kPa in each tire, shall compact the seal coat.
- C. A self-propelled screenings spreader, equipped with a screenings hopper in the rear, belt conveyors to carry the screenings to the front, and a spreading hopper shall spread the screenings.
- D. A self-propelled computerized rate controlled distributor truck shall be used for applying polymer modified asphalt binder. The distributor truck shall be equipped with a heating unit, a pump or pumps that spray the polymer modified asphalt binder within ± 0.15 L/m² of the specified rate and a fully circulating spray bar that applies the binder without a streaked or otherwise irregular pattern. The distributor truck shall be equipped with a tachometer, pressure gages, volume measuring devices, and thermometer and computerized rate control.
- E. Trucks for hauling screenings shall be equipped so that screenings can be discharged from the tailgate. Trucks shall be equipped with a device to lock onto the hitch at the rear of the screenings spreader. Haul trucks shall be compatible with the screenings spreader so that the dump bed will not push down on the spreader when fully raised. Haul truck dump beds shall be designed so that, while dumping into the receiving hopper, screenings shall be prevented from spilling on the roadway.

PREPARATION FOR SEAL COAT

Surfaces to receive hot-applied modified asphalt binder shall be prepared in conformance with the provisions specified for preparing surfaces to receive asphaltic emulsion as specified in Section 37-1.04, "Preparation for Seal Coat," of the Standard Specifications.

APPLYING MODIFIED ASPHALT BINDER

Polymer modified asphalt binder shall be applied in conformance with the provisions specified for applying asphaltic emulsion in Section 37-1.05, "Applying Asphaltic Emulsion," of the Standard Specifications, except the second, third, fourth, and fifth paragraphs shall not apply.

Modified asphalt binder for-performance related modified asphalt seal coat shall be applied where shown on the plans at a rate not to exceed 2.3 L/m² unless approved by the Engineer.

Modified asphalt binder shall not be applied when weather conditions are unsuitable or when the pavement is damp or wet. Excessive wind is considered an unsuitable weather condition. Asphalt binder shall be applied when the atmospheric temperature is approximately 18°C or above and the pavement surface temperature is 26°C or above. Polymer modified asphalt binder shall not be applied until sufficient screenings are available to immediately cover the binder being applied.

The Contractor shall determine the exact application rate of the modified asphalt binder. The Contractor document the exact spread rate used and shall be within 10% of the selected spread rate.

Exhibit B
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SPREADING SCREENINGS

Screenings for performance related modified binder seal shall be spread in conformance with the provisions specified for spreading screenings on asphaltic emulsion in Section 37-1.06. "Spreading Screenings," of the Standard Specifications, except the first, fifth, sixth, and seventh paragraphs shall not apply.

Screenings for performance related modified asphalt seal coat shall be applied where shown on the plans at a rate not to exceed 21 Kg/m² unless document field conditions require otherwise.

The Contractor shall determine the exact application rate of the screenings. The Contractor shall notify the exact spread rate used and shall be within 10% of the selected spread rate.

FINISHING

Modified asphalt binder seal coat shall be finished in conformance with the provisions for finishing screenings spread on asphaltic emulsion in Section 37-1.07. "Finishing," of the Standard Specifications, except the second and third paragraphs shall not apply. In addition, the following shall apply:

- A. Removal of excess screenings shall be completed before uncontrolled traffic is permitted on the modified asphalt binder seal coat.
- B. Initial rolling of the modified asphalt binder seal coat shall consist of a minimum of one complete coverage with three pneumatic-tired rollers and shall begin immediately behind the screenings spreader. The distance between the rollers and the screenings spreader shall not exceed 60 m at any time during the spreading of screenings operations.
- C. A minimum of 3 complete coverages, after the initial coverage, shall be made with pneumatic-tired rollers on the modified asphalt binder seal coat. Each coverage of the roller shall be as defined in Section 39-6.03, "Compacting," of the Standard Specifications.
- D. An initial brooming shall be performed after completion of the final rolling and prior to routing public traffic on the modified asphalt binder seal coat.
- E. A minimum of 3 complete coverages as defined in Section 39-6.03, "Compacting," of the Standard Specifications with pneumatic tired rollers, after the initial coverage, shall be made on the performance related asphalt-rubber seal coat. When determined by the Contractor, the final roller coverage may be made with one steel wheel roller weighing 7.25 tonnes minimum and 9 tonnes maximum. If a steel wheel roller is used, the roller shall be operated in the static mode only.
- F.

Sweeping shall be a multi-step operation following final rolling of the screenings. Loose screenings shall be removed from the roadway surface and abutting adjacent areas. Loose screenings shall be disposed of at least 46 m from the nearest waterway.

EXHIBIT C
SPECIFICATIONS/STANDARDS FOR SLURRY SEAL WORK

MICROSURFACING

Microsurfacing shall consist of cleaning newly placed rubberized chip seal; mixing a polymer modified, cationic microsurfacing emulsion (MSE), water and additives, mineral filler, and aggregate and spreading the mixture on a pavement surface. The Microsurfacing shall be constructed in accordance with applicable sections of State of California Standard Specifications dated 2006 and these special provisions.

MATERIAL

The materials for microsurfacing shall conform to the following requirements:

MICROSURFACING EMULSION (MSE)

Microsurfacing Emulsion (MSE) shall be homogenous. The polymer shall be milled or blended into the asphalt or blended into the emulsifier solution prior to the emulsification process. The MSE shall contain a minimum of three (3%) percent polymer solids based on mass of MSE residual asphalt. A Certificate of Compliance can be furnished upon request

The MSE shall conform to the following requirements:

Requirements for Polymer Modified, Cationic Microsurfacing Emulsion (MSE)

Tests on MSE:

Test	Test Method	Requirement
Viscosity @ 25°C, SSF	AASHTO T 59	15-90 sec
Sieve Test, max.	AASHTO T 59	0.30%
Settlement, 5 days, max.	ASTM D 244	5%
Storage Stability, 1 day, max.	AASHTO T 59	1%
Residue by Evaporation, min.	California Test 331	62%

Tests on Residue from Evaporation Test:

Test	Test Method	Requirement
G* @ 20°C, 10 rad/sec, MPa	AASHTO TP 5	Report Only
Penetration @ 25°C	AASHTO T 49	40-90
Phase Angle @ 50°C, 10 rad/sec, PA (max) - PA base	AASHTO TP 5	Report Only
Softening Point, min.	AASHTO T 53	57°C
Stiffness @ -12°C, MPa, and M-value	AASHTO TP 1	Report Only

WATER AND ADDITIVES

Water shall be of such quality that the asphalt will not separate from the MSE before the

microsurfacing is placed on the pavement. If necessary for workability, additives that will not adversely affect the microsurfacing product may be used.

MINERAL FILLER

Mineral filler shall be Portland cement or hydrated lime that is free of lumps. Portland cement shall be either Type I, Type II, Type III or a combination thereof. The type of mineral filler shall be determined by the Contractor based on laboratory mix designs. The mineral filler will be considered part of the aggregate gradation requirement.

AGGREGATE

The aggregate used for microsurfacing shall be Type II or Type III as indicated for the street. The material shall be free from vegetable matter and other deleterious substances. Aggregate shall be free of lumps and oversize particles. *One hundred (100%) percent of the parent aggregate shall be larger than the largest stone in the gradation to be used.*

Aggregate shall conform to the grading and quality requirements prior to the addition of the MSE. If aggregates are blended, each component aggregate shall conform to the Sand Equivalent and Durability Index requirements.

The percentage composition by mass of aggregate, including mineral filler, shall conform to the following grading requirements:

TYPE II

Sieve Sizes	Percentage Passing
9.5-mm	100
4.75-mm	94 - 100
2.36-mm	65 - 90
1.18-mm	40 - 70
600-µm	25 - 50
75-µm	5 - 15

TYPE III

Sieve Sizes	Percentage Passing
9.5-mm	100
4.75-mm	70 - 90
2.36-mm	45 - 70
1.18-mm	28 - 50
600-µm	19 - 34
75-µm	5 - 15

The aggregate, excluding mineral filler, shall conform to the following quality requirements:

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Test	California Test	Requirement
Sand Equivalent, min.	217	68
Durability Index, min.	229	55
Percentage of Crushed Particles, min. ¹	205	100%
Los Angeles Rattler Loss at 500 Rev., max. ²	211	35%

Notes:

1. California Test 205, Section D, is amended to read: "Any particle having 2 or more freshly, mechanically fractured faces shall be considered a crushed particle."
2. California Test 211, Los Angeles Rattler, shall be performed on the parent aggregate before crushing.

MIX DESIGN

The percentages of each individual material proposed in the mix design shall be shown in the laboratory report. Adjustments may be required during construction based on field conditions. Individual materials shall be within the following limits.

MSE Residual Asphalt	5.5% to 9.5% by dry mass of aggregate
Water and Additives	As needed
Mineral Filler	0% to 3% by dry mass of aggregate

The mix design and aggregate tests shall be performed by a laboratory capable of performing the applicable International Slurry Surfacing Association (ISSA) tests. The proposed microsurfacing mixture shall conform to the specified requirements when tested in conformance with the following tests:

Test	ISSA Test Method	Requirements
Wet Cohesion @ 30 Minute (Set), min. @ 60 Minute (Traffic), max.	TB* 139	12 kg-cm 20 kg-cm
Excess Asphalt, max.	TB* 109	540 g/m ²
Wet Striping, min.	TB* 114	90%
Wet Track Abrasion Loss 6-day Soak, max.	TB* 100	810 g/m ²
Displacement Lateral, max. Specific Gravity After 1000 Cycles of 57 kg, max.	TB* 147A	5% 2.10
Classification Compatibility, min.	TB* 144	(AAA, BAA) 11 grade points
Mix Time @ 25°C, min.	TB* 113	Controllable to 120 Seconds

TB* = Technical Bulletin

The laboratory that performed the tests and designed the mixture shall sign the laboratory report. The report shall show the results of the tests on individual materials and shall compare their values to those required by these Special Provisions. The report shall clearly show the proportions of aggregate, water (minimum and maximum), additive usage, mineral filler (minimum and maximum), and MSE residual asphalt content (minimum and maximum) based on the dry mass of aggregate. The laboratory shall report the quantitative effects of moisture content on the unit mass of the aggregate (bulking effect) in conformance with the requirements of ASTM Designation: C 29M. Previous laboratory reports covering the same materials may be accepted provided the material test reports were completed within the previous eighteen (18) months. The mix design shall further show the recommended changes in water, additive, and mineral filler proportions for high temperature weather conditions by reporting proportions of materials required for sixty (60) seconds of mix time with materials heated to 38°C. This 38°C mixing report will not be required for projects requiring nighttime application.

The component materials used in the mix design shall be representative of the microsurfacing materials proposed by the Contractor for use on the project.

At the expiration of the time allowed for closure of lanes, the microsurfacing mixture shall be sufficiently cured to support unrestricted traffic.

PROPORTIONING

Aggregate, water, additives (if used), mineral filler, and MSE shall be proportioned by volume utilizing the mix design approved by the Engineer. If more than one kind of aggregate is used, the correct amount of each kind of aggregate to produce the required grading shall be proportioned separately, prior to adding the other materials of the mixture, in a manner that will result in a uniform and homogeneous blend.

The aggregate shall be proportioned using a belt feeder operated with an adjustable cutoff

gate. The height of the gate opening shall be determinable. The MSE shall be proportioned by a positive displacement pump. Variable rate emulsion pumps, if used, shall be calibrated and used in the pump's calibrated condition in conformance with California Test 109 prior to usage.

The delivery rate of aggregate and MSE per revolution of the aggregate feeder shall be calibrated at the appropriate gate settings for each mixer-spreader truck used on the project in conformance with California Test 109.

The aggregate belt feeder shall deliver aggregate to the pugmill with such volumetric consistency that the deviation for any individual aggregate delivery rate check-run shall not exceed two (2%) percent of the mathematical average of three (3) runs of at least three (3) tonnes each. The emulsion pump shall deliver MSE to the pugmill with such volumetric consistency that the deviation for any individual delivery rate check-run shall be within two (2%) percent of the mathematical average of three (3) runs of at least 1135 L each. The water pump shall deliver water to the pugmill with such volumetric consistency that the deviation for any individual delivery rate check-run shall be within two (2%) percent of the mathematical average of three (3) runs of at least 1135 L each.

The MSE storage tank shall be located immediately before the emulsion pump and shall be equipped with a device which will automatically shut down the power to the emulsion pump and aggregate belt feeder when the MSE level is lowered to a point where the pump suction line is exposed.

A temperature-indicating device shall be installed in the emulsion storage tank at the pump suction level. The device shall indicate the temperature of the MSE and shall be accurate to within 5°C.

The belt delivering the aggregate to the pugmill shall be equipped with a device to monitor the depth of aggregate being delivered to the pugmill. The device for monitoring the depth of aggregate shall automatically shut down the power to the aggregate belt feeder whenever the depth of aggregate is less than the target depth of flow. A second device shall be located where the device will monitor the movement of the aggregate belt by detecting revolutions of the belt feeder. The devices for monitoring no flow or belt movement shall automatically shut down the power to the aggregate belt when the aggregate belt movement is interrupted. The device to detect revolutions of the belt feeder will not be required where the aggregate delivery belt is an integral part of the drive chain. To avoid erroneous shutdown by normal fluctuation, a delay of three (3) seconds will be permitted between sensing and shutdown of the operation.

MIXING AND SPREADING EQUIPMENT

The microsurfacing shall be mixed in continuous pugmill mixers of adequate size and power for the type of microsurfacing to be placed. All indicators shall be in working order

prior to commencing mixing and spreading operations.

Mixer-spreader trucks shall be equipped to proportion the aggregate, water, additives (if used), mineral filler, and MSE by volume. Rotating and reciprocating equipment on mixer-spreader trucks shall be covered with metal guards.

The mixer-spreader truck shall not be operated unless low-flow and no-flow devices and revolution counters are in good working condition and functioning and metal guards are in place. The required indicators shall be visible while walking alongside the mixer-spreader truck.

Aggregate feeders shall be connected directly to the drive on the emulsion pump. The drive shaft of the aggregate feeder shall be equipped with a revolution counter reading to the nearest one-tenth ($1/10$) of a revolution.

In addition to the provisions in the fourth paragraph of Section 5-1.10, "Equipment and Plants," of the Standard Specifications, the identifying number of mixer-spreader trucks shall be at least 75 mm in height, located on the front and rear of the vehicle.

The microsurfacing mixture shall be spread by means of a spreader box. However, when wheel path depressions have a cross section that is deformed 12.5 mm or more, the individual wheel paths shall first be filled utilizing a wheel path depression (rut) box.

SPREADER BOX

The spreader box shall be capable of placing the microsurfacing a minimum of 3.6 m wide and shall prevent the loss of microsurfacing from the box. Spreader boxes over 2.38 m in application width shall have baffles, reversible motor driven augers or other suitable means to insure uniform application on superelevated sections and shoulder slopes. Spreader box skids shall be maintained in such manner as to prevent chatter (wash boarding) in the finished mat. The spreader box shall be clean and free of microsurfacing and MSE at the start of each work shift.

The spreader box shall have a series of strike-off devices at the rear of the box. The leading strike-off device shall be fabricated of steel, stiff rubber or other suitable material. The number of strike-off devices shall be determined by the Contractor. The first strike-off device shall be designed to maintain close contact with the pavement during the spreading operations, shall obtain the thickness required, and shall be capable of being adjusted to the various pavement cross sections for application of a uniform microsurfacing finished surface. The final strike-off device shall be fabricated of flexible material suitable for the intended use and shall be designed and operated to ensure that a uniform texture is achieved in the finished surface of the microsurfacing. The final strike-off device shall be cleaned daily and changed if problems with longitudinal scouring occur.

Flexible fabric drags attached to the rear of the spreader box shall not be used.

WHEEL PATH DEPRESSION (RUT) BOX

The wheel path depression (rut) box shall be designed to have adjustable strike-off devices to regulate the depth and shall have a width of between 1.52 m and 1.81 m. Hydraulic augers, or similar devices, shall be installed and shall be capable of moving the mixed material from the rear to the front of the filling chamber. These devices shall also be capable of guiding the larger aggregate into the center, deeper section of the wheel path depression, and forcing the finer material toward the outer edges of the spreader box. In areas inaccessible to the wheel path depression (rut) box, the microsurfacing mixture may be spread by other methods.

PREPARATION FOR MICROSURFACING

Before placing the microsurfacing, the pavement surface shall be cleaned by sweeping, flushing or other means necessary to remove loose particles of paving, dirt, and other extraneous material. When required by local conditions, the roadway surface may be fogged with water ahead of the spreader box. The application of the fog spray may be adjusted to suit temperatures, surface texture, humidity, and dryness of pavement.

A paint binder (tack coat) of asphaltic emulsion shall be applied to all Portland cement concrete surfaces when there is a contract item for the work or when the work is required in these Special Provisions. The asphaltic emulsion for paint binder (tack coat) shall be grade SS1, SS1h, CSS1, CSS1h, CQS1, or CQS1H and shall conform to the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications. The asphaltic emulsion shall be mixed in the proportion of one part of emulsion (which contains up to forty-three (43%) percent water) to three (3) parts water. The mixture shall be applied at the approximate rate of 0.20 to 0.50 L/m². When asphaltic emulsion is used as a paint binder (tack coat), microsurfacing shall not be placed until the asphaltic emulsion has cured.

PLACING

The microsurfacing mixture shall be uniformly spread on the existing surfacing within the rate specified without spotting, rehandling, or otherwise shifting the mixture.

The microsurfacing mixture shall not be placed when directed by the Engineer, or when the ambient temperature is below 10°C, or during unsuitable weather. Microsurfacing shall not be placed if rain is imminent or if there is the possibility that there will be freezing temperatures within twenty-four 24 hours.

When wheel path depressions have a cross section that is deformed 12.5 mm or more, the individual wheel paths shall first be filled utilizing a wheel path depression (rut) box. The depth of the wheel path depression shall be determined after adjacent ridges have been removed. The maximum single application for wheel path depressions shall be 25 mm.

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Wheel path depressions of depths greater than 25 mm shall require multiple applications in each depression.

Wheel path depression repair shall be constructed with a slight crown to allow for initial compaction by traffic on the microsurfacing.

Freshly filled wheel path depressions shall be compacted by traffic for a minimum of twelve (12) hours before additional lifts of microsurfacing material are placed for rut filling purposes or as surface courses.

Microsurfacing shall be spread at a rate within the following ranges of pounds of dry aggregate per square yard.

Microsurfacing Type	Location	Spread Rate
Type II	Full Lane Width	12-18
Type III	Full Lane Width	20-25

Longitudinal joints shall correspond with the edges of the final traffic lanes. The Engineer may permit other patterns of longitudinal joints if the patterns will not adversely affect the quality of the finished product.

Through traffic lanes shall be spread in full lane widths only. Longitudinal joints common to two (2) traffic lanes shall be butt joints with overlaps not to exceed 76 mm. Building paper shall be placed at the transverse joints to avoid double placement of the microsurfacing. Other suitable methods to avoid double placement of the microsurfacing will be allowed. Hand tools shall be available to remove spillage.

The mixture shall be uniform and homogeneous after placing on the surfacing and shall not show separation of the MSE and aggregate after setting. The completed surface shall be of uniform texture and free from ruts, humps, depressions, or irregularities.

Adequate means shall be provided to protect the microsurfacing from damage by traffic until such time that the mixture has cured sufficiently so that the microsurfacing will not adhere to or be picked up by the tires of vehicles.

COMPACTION

Microsurfacing shall be rolled after microsurfacing coat has cured sufficiently to not pick up on the vehicle tires, but not more than 24 hours after placement. The roller shall be a ten-ton (10) self-propelled pneumatic with tire pressure of 50 psi and a water spray system. Microsurfacing coat shall be given two complete coverages with the roller.

TRAFFIC OVER TREATED AREAS

Placement of the microsurfacing shall cease a minimum of one (1) hour before the surface will be ready for unrestricted traffic.

The microsurfacing shall be swept approximately twenty-four (24) hours after placement to remove loosened or shed aggregate particles. Sweeping shall be performed in such a manner that the microsurfacing will not be damaged.

TEST STRIP

The Contractor shall construct a test strip for evaluation by the Engineer. The test strip shall be 100 m to 150 m long, shall replicate the full production placement of microsurfacing, and shall consist of the application courses specified. The test strip shall be constructed at the same time of day or night that the full production of microsurfacing will be placed and may be constructed in two (2) days or nights when multiple course applications are specified.

The Engineer will evaluate the completed test strip after traffic has been allowed on the completed test strip for twelve (12) hours to determine if the mix design and placement procedure are acceptable. If the mix design or the placement procedure is determined by the Engineer to be unacceptable, the test strip will be rejected, the Contractor shall make modifications, and a new test strip shall be constructed. The new test strip will be evaluated by the Engineer. The cost of materials and placement of the test strips, which have been rejected, shall be borne by the Contractor, and will not be considered as part of the contract work. If ordered by the Engineer, rejected test strips shall be removed at the Contractor's expense.

CALIBRATION AND MEASUREMENT

All microsurfacing trucks are to be calibrated before starting work on the project. Each truck is to be calibrated for the material source to be used. If the material source is changed, the trucks must be calibrated for the new source.

CLEAN-UP

The Contractor shall clean up the job site prior to acceptance of the work. All dirt, spoil, and debris of any nature shall be removed and the entire site shall present a clean, workmanlike appearance.

EXHIBIT D
SECTION 4C.08 OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
FOR STREETS AND HIGHWAYS – 2003 EDITION

Section 4C.08 Warrant 7, Crash Experience

Support:

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not

less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 70 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

EXHIBIT E INSURANCE REQUIREMENTS

Pursuant to Section 8.3 of the Agreement to which this Exhibit E is attached, Granite shall procure, maintain, and keep in force at all times during the Term of this Agreement, at Granite's sole expense, the following insurance:

3-9.01 General Liability.

General Liability Insurance including, but not limited to, protection for claims of bodily injury and property damage liability, personal and advertising injury liability, contractual and products and completed operations liability. Coverage shall be at least as broad as "Insurance Services Office Commercial General Liability Coverage Form CG 0001" (occurrence). The limits of liability shall be not less than:

Each Occurrence	One Million Dollars (\$1,000,000)
Personal & Advertising Injury	One Million Dollars (\$1,000,000)
Products and Completed Operations	Two Million Dollars (\$2,000,000)
Aggregate	
General Aggregate	Two Million Dollars (\$2,000,000)
Fire Damage	One Hundred Thousand Dollars (\$100,000)

The Products and Completed Operations coverage shall be maintained for at least two years after termination of the Agreement.

3-9.02 Automobile Liability.

Automobile Liability Insurance providing protection against claims of bodily injury and property damage arising out of ownership, operation, maintenance, or use of owned, hired, and non-owned automobiles. Coverage shall be at least as broad as "Insurance Services Office Business Auto Coverage Form CA 0001," symbol 1 (any auto). Use of any symbols other than symbol 1 for liability for corporate/business owned vehicles must be declared to and approved by the City. If there are no owned or leased vehicles, symbols 8 and 9 for non-owned and hired autos shall apply. Personal automobile insurance shall apply if vehicles are individually owned.

The limits of liability shall not be less than:

Corporate/business owned or commercially insured vehicles, including non-owned and hired, \$1,000,000 Combined Single Limit. Individually owned vehicles, \$500,000 Combined Single Limit or, if split limits are used, \$250,000 per person, \$500,000 each accident, \$100,000 property damage.

3-9.03 Workers' Compensation.

Workers' Compensation Insurance, with coverage as required by the State of California (unless Granite is a qualified self-insurer with the State of California), and Employers' Liability coverage. The limits of Employers' Liability shall not be less than:

Each Accident	One Million Dollars (\$1,000,000)
Disease Each Employee	One Million Dollars (\$1,000,000)
Disease Policy Limit	One Million Dollars (\$1,000,000)

The Workers' Compensation policy required hereunder shall be endorsed to state that the Workers' Compensation carrier waives its right of subrogation against the City, its officials, directors, agents, employees and volunteers.

In the event Granite is self-insured, Granite shall furnish a Certificate of Permission to Self-Insure by the Department of Industrial Relations Administration of Self-Insurance, Sacramento.

3-9.04 Granite's Equipment.

Granite, and each of its subcontractors, shall separately insure its own equipment for loss and damage. Such policies shall include, or be endorsed to include, a waiver of subrogation against the City, its City Council, officers, directors, agents, employees and volunteers which might arise by reason of damage to the Granite's property or equipment (owned, leased, hired or borrowed) in connection with work performed under this Agreement by Granite.

3-9.04.E Other Provisions.

1. Granite's General Liability policy shall contain the following provisions:

- a. The City, its City Council, officers, directors, agents, employees, and volunteers shall be covered as additional insureds as respects liability arising out of the acts or omissions by or on behalf of Granite, or premises owned, occupied, or used by Granite. The policy shall contain no special limitations on the scope of coverage afforded to the City, its City Council, officers, directors, agents, employees and volunteers.
- b. Granite's General Liability policy shall be specifically endorsed to name the City, its City Council, officers, directors, agents, employees and volunteers as additional insureds utilizing ISO form CG 20 10 11/85 or its equivalent to provide additional insured coverage, including completed operations. If the additional insured form does not include completed operations, the General Liability policy shall be endorsed to add completed operations using ISO form CG 20 37 07/04 or its equivalent - if commercially available and at a reasonable cost. If Granite's General Liability policy utilizes blanket or automatic additional insured coverage, the coverage shall include or be endorsed to include completed operations.
- c. Granite's General Liability policy shall be endorsed to include a waiver of subrogation in favor of the City as named on the "Additional Insured" endorsement. Such waiver of subrogation shall be on ISO Form CG 24 04 10/93 "Waiver of Transfer of Rights of Recovery Against Others to Us" or its equivalent.
- d. For any claims related to this Agreement, Granite's insurance coverage shall be primary insurance as respects the City, its City Council, officers, directors, agents, employees and volunteers. Any insurance or self-insurance maintained by the City, its City Council, officers, officials, employees, agents, or volunteers shall be excess of Granite's insurance and shall not contribute with it.
- e. Granite's General Liability insurance policies shall contain an endorsement stating that any aggregate limits shall apply separately to the construction obligations set forth in this Agreement.
- f. Granite's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

2. Granite's Automobile Liability policy shall name the City, its City Council, officers, directors, agents, employees and volunteers as additional insureds utilizing ISO form CA 20 48 02/99 Designated Insured, or its equivalent.

3. Each insurance policy shall state that coverage shall not be cancelled by Granite or the City, reduced in scope of coverage or in limits, non-renewed, or otherwise materially changed unless the insurer(s) provide thirty (30) days written notice to the City, prior to such change. Ten (10) days prior written notice shall be given to the City in the event of cancellation due to nonpayment of premium.

4. All of Granite's insurance coverage, except as noted below, shall be placed with insurance companies with a current A.M. Best rating of at least A-:VII.

Exceptions:

- a. Underwriters at Lloyd's of London, which are not rated by A.M. Best.
 - b. Workers' Compensation which is provided through a State Compensation Insurance Fund or a qualified self-insurer for Workers' Compensation under California law.
5. Granite shall sign and file with the City the following certification prior to commencing performance of any construction under the Agreement:

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

Said certification is hereby deemed included in this Agreement, and signature and return of this Agreement shall constitute signing and filing of the said certification.

6. The City, at its discretion, may require new types of insurance coverage or increase the limits of insurance coverage required hereunder at any time during the Term of the Agreement by giving thirty (30) days written notice to Granite. Granite shall immediately procure such insurance or increase the limits of coverage and provide certificates of insurance, including copies of all required endorsements, to the City within thirty (30) days of receipt of the City's request.
7. The required insurance coverage shall be subject to the approval of the City, but any acceptance of insurance certificates by the City shall in no way limit or relieve Granite of its duties and responsibilities in this Agreement.
8. If Granite fails to procure or maintain insurance as required by this Exhibit E, or fails to furnish the City with proof of such insurance, then the City, at its discretion, may procure any or all such insurance and at City's election premiums for such insurance shall be promptly reimbursed to the City by Granite and/or shall be deducted and retained from any sums due Granite under the Agreement. Failure of the City to obtain such insurance shall in no way relieve Granite from any of Granite's responsibilities under the Agreement. Any failure of Granite to maintain any item of the required insurance (if such failure is not cured in accordance with Section 7.1 of the Agreement) is sufficient cause for termination of the Agreement.
9. The City is authorized to execute amendments and waivers, with or without conditions, to the insurance requirements of this Agreement. The City will provide such amendments or waivers in writing to Granite.
10. Granite shall require all its subcontractors to maintain adequate insurance.

The failure of the City to enforce in a timely manner any of the provisions of this Exhibit E shall not act as a waiver to enforcement of any of these provisions at any time during the term of the Agreement.

3-9.04.F Deductibles and Self-Insured Retention

Any deductible or self-insured retention that applies to Commercial General Liability or Automobile Liability must be declared to and approved by the City.

**PAYMENT AGREEMENT
FOR THE RIO DEL ORO MINING PROJECT
BETWEEN THE CITY OF RANCHO CORDOVA AND
GRANITE CONSTRUCTION COMPANY**

This Payment Agreement (hereinafter called “**Agreement**”) is made and entered into this ____ day of _____, 2017, by and among the CITY OF RANCHO CORDOVA, a Municipal Corporation of the State of California (hereinafter referred to as the “**City**”) and GRANITE CONSTRUCTION COMPANY, a California corporation (hereinafter referred to as “**Operator**”) (the City and Operator being collectively referred to herein as “**the Parties**”). This Agreement is made and entered into in accordance with Condition 16 to the renewal of the mining permit for the Rio del Oro Mining Project (or “**Project**”), as that term is defined below, approved by the City Council on the ____ day of _____, 2016. Terms with initial capitalization used but not defined in this Agreement shall have the meanings given to them in the Project Approvals, as that term is defined below.

RECITALS

A. Operator intends to continue to remove aggregate resources from portions of the Rio Del Oro site, which is located within the City limits, pursuant to the approval by the City Council by Resolution No. XX-2016 (the “**Permit Renewal**”), which has an effective date of July 26, 2017 (the “**Permit Renewal Date**”). The area approved for mining operations in the Permit Renewal (the “**Mining Site**”) is located within areas designated as the Inactive Rancho Cordova Test Site (south of White Rock Road), as more precisely described in the Permit Renewal and as depicted on Exhibit A to this Agreement. As set forth in the Permit Renewal and the Mining and Reclamation Plan, Operator may remove aggregate material from the Mining Site for a period of up to five (5) years, with optional five (5) year renewals thereafter, subject to City Council approval.

B. The Mining Site is an important source of aggregate for the City and the Sacramento metropolitan area. Aggregate material that is extracted from Mining Site and which will be used in local and regional projects and sales within the City of Rancho Cordova is expected to generate certain tax revenues. In addition, the City desires to receive a portion of the retail sales of aggregate materials which are removed from the City of Rancho Cordova and for which the point of sale is outside the City of Rancho Cordova, as set forth in this Agreement.

C. On the Permit Renewal **Date**”), the City Council approved the Permit Renewal, including without limitation the extension of the Mining and Reclamation Plan. The Permit Renewal involved no modifications to the existing Mining and Reclamation Plan or other changes aside from renewal of the existing permit, and therefore the Permit Renewal does not require further environmental review under the California Environmental Quality Act, CEQA Guidelines Section 15162. The Permit Renewal, the Mining and Reclamation Plan and all conditions of approval related thereto constitute the “**Project Approvals**” for purposes of this Agreement.

D. **Condition 24** of the Permit Renewal states:

Prior to operations under the Permit Renewal, the applicant shall execute a Payment Agreement that will satisfy Condition No. 16 of the original permit.

NOW THEREFORE, in satisfaction of Condition 16 of the Original Permit and Condition 24 of the Permit Renewal, the City and Operator do hereby agree as follows:

DEFINITIONS

For purposes of this Agreement, the following terms shall be deemed to have the following definitions:

1. GROSS CONTRIBUTION

The Term “**Gross Contribution**” shall mean one percent (1%) of the Gross Sales, as that term is defined in this Agreement.

2. GROSS SALES

The term “**Gross Sales**” shall be defined to apply only to retail sales of Mined Materials, as that term is defined in this Agreement, and to other goods and materials that are recovered from the Mining Site and removed from and sold outside the City of Rancho Cordova and are subject to sales tax under California law (“California Sales Tax”).

3. MINED MATERIALS

The term “**Mined Materials**” shall mean and include sand, gravel, rock, granite, and other aggregate and/or construction materials and/or precious metals and gemstone mined, recovered and removed from the Mining Site.

4. OPERATOR FACILITY

The term “**Operator Facility**” shall mean and include any facility or plant owned or controlled by Operator that processes or sells Mined Materials removed from the Mining Site.

5. STATEMENT OF QUANTITIES

The term “**Statement of Quantities**” shall mean a quarterly statement indicating the total tonnage of Mined Materials permanently removed from the Mining Site during a subject fiscal quarter with the intent to process the materials outside the City of Rancho Cordova and/or to generate Gross Sales from the subject materials.

6. STATEMENT OF SALES

The term “**Statement of Sales**” shall mean a quarterly statement of Gross Sales subject to this Agreement, the purpose of which statement shall be to reconcile for any given fiscal quarter the Statement of Quantities for such quarter with the Gross Sales generated from the Mined Material removed from the Mining Site during such quarter. Without limitation, each Statement of Sales (a) shall include the total retail sales of Mined Materials by Operator or an Operator Facility, that are subject to California Sales Tax and which have been made by Operator or Operator Facility (“Operator Facility”) outside the City of Rancho Cordova that processes or sells Mined Materials, subject to and as defined in this Agreement, and (b) shall include an adjustment factor to account for the ratio of total Operator Facility sales attributable to the Mined Materials, as well as a waste adjustment factor, if any, for each Operator Facility to account for any waste generated while processing mined material from the site.

7. TRANSACTION RECORD

The term “**Transaction Record**” shall mean a written record of invoices and/or receipts for retail sales of Mined Materials during the Term of this Agreement to the extent that the point of sale of said Mined Materials is outside of the City of Rancho Cordova and said Mined Materials are removed from the City of Rancho Cordova.

AGREEMENT

1. TERMS

Operator hereby agrees to pay the Gross Contribution to the City on a quarterly basis pursuant to the terms and conditions set forth in this Agreement. Execution of this Agreement by Operator shall fully satisfy Condition 24 of the Permit Renewal.

2. DURATION

This Agreement and Operator’s obligation hereunder shall remain in effect for a period of five (5) years, beginning on the Project Renewal Date, and ending five (5) years thereafter (the “**Term**”), unless the Permit Renewal is otherwise extended by approval of the City Council for a period not to exceed five (5) years, in which case this Agreement and Operator’s obligation hereunder shall automatically and without further action by the Parties be extended by the same period by which the Permit Renewal is extended.

3. COMPUTATION METHOD AND INSPECTION RIGHTS

Operator shall keep and maintain an appropriate Transaction Record. Within 72 hours after receipt by Operator of written notice from the City to do so, Operator shall provide to the City a computation of the Gross Contribution to be paid by Operator from time to time hereunder, which shall be computed directly from said Transaction Record. Transaction Records shall be maintained by Operator and available for inspection for a period of at least three (3) years.

4. STATEMENT

Each payment of Gross Contribution made by Operator under this Agreement shall be accompanied by the following: (a) a Statement of Quantities; (b) a Statement of Sales; (c) a calculation of the payment due based upon the foregoing; and (d) a record of truck tickets for the weighmaster (example attached as **Exhibit 1**).

5. CONFIDENTIALITY AGREEMENT

Except to the extent required by the California Public Records Act (California Government Code Section 6250 *et seq.*) (“**CPRA**”) or other applicable laws, the City, in order to protect Operator’s financial and commercial interests, shall not cause or permit any Transaction Record, Statement of Quantities, Statement of Sales, records of payments, payment amounts made under this Agreement or other related documents, information, statements or materials to be disclosed to, or made accessible to, any person, firm or entity than those officers, directors and key employees of the parties hereto, attorneys and accountants of the parties hereto, or consultants or vendors who are immediately and directly involved in the process of performing, assisting or cooperating with Project activities, including permitting and entitlement activities, or mining and processing activities as the case may be. If City receives a request for disclosure of any of the documents identified above (“**Document Request**”), then City shall immediately notify Operator of the Document Request as well as the identity of the individual or entity making the Document Request and shall also provide a written copy of the Document Request to Operator by the most expedient means (e.g., facsimile, e-mail, etc.). If City believes that this is obligated to disclose any or all of the documents identified in the Document Request pursuant to the CPRA or other applicable laws, then at least five (5) business days prior to making any disclosure under or pursuant to the Document Request, City shall provide written notice to Operator of City’s intention to make the disclosure, which notice shall include, without limitation, a written description of (a) each and all of the documents that City intends and believes it is obligated to disclose, and (b) the legal basis requiring such disclosure. Operator shall then have the option to request that the City decline such disclosure and to advise the City of any after grounds or same; Operator shall provide City with such request no later than three (3) business days after receiving notice from the City. If Operator timely requests that the City decline such disclosure, and the City Attorney determines that Operator has provided legally sufficient ground to decline the request, then the City shall respond to the Document Request declining to make the disclosure and providing the appropriate grounds or exemption. Operator, at Operator’s sole cost, shall then defend and indemnify the City from any action related to such response. If the City Attorney disagrees with Operator’s position, then the City shall notify Operator within one (1) business day of the fact, providing Operator with the opportunity, as Operator’s sole cost, to file a declaratory relief action to determine whether the documents must be disclosed. Such declaratory relief action must be filed no later than five (5) business days after the City notifies Operator that the City Attorney disagrees with Operator’s position. The City shall also notify the party making the Document Request that Operator has requested the opportunity to file a declaratory relief action to determine if the documents are exempt from disclosure.

6. PAYMENT STRUCTURE

Operator shall make and deposit payments of Gross Contribution due under this Agreement on a quarterly basis coinciding with the City's fiscal year, which runs from July 1 to June 30, with each payment of Gross Contribution for the subject quarter due to the City within forty-five (45) calendar days after the end of the subject fiscal quarter. Operator shall deposit these statements with the City Finance Department. Operator shall pay a late fee of two and one-half percent (2.5%) per month on a prorated basis for any payment not made within ten (10) days after the date due.

7. DISPUTES

Prior to filing suit for any claim under this Agreement for any alleged breach, the aggrieved Party shall first give the other Party an opportunity to cure the alleged breach by sending written notice to the breaching Party and giving the breaching Party a minimum of thirty (30) days from the receipt of notice to cure the alleged violation. Either Party may request that the Parties meet and confer to discuss the alleged breach within the thirty (30) day period after the notice to cure the alleged violation is received.

8. INDEMNIFICATION AND INSURANCE

To the fullest extent permitted by law, Operator shall indemnify, defend (with counsel acceptable to City) and hold harmless City (including its officers, agents, members, employees, affiliates, and representatives) from and against any and all claims, demands, actions, losses, liabilities, damages, expenses, liabilities and all costs incidental thereto, including cost of defense, settlement, arbitration and reasonable attorneys' fees ("**Claims**") arising out of, pertaining to, or resulting from (a) the negligent, reckless or willful acts of omissions of Operator, its offices, agents or employees, or the acts of omissions of anyone else directly or indirectly acting on behalf of Operator or for which Operator is legally liable under law, of (b) Operator's performance of its obligations under this Agreement. Without limitation, such obligations to defend, hold harmless and indemnify the City under this Section 6.1 shall not apply to the extent that such Claims are caused by the sole negligence, active negligence, or willful misconduct of the City, and shall exclude punitive and consequential damages of any kind. .

9. NOTICES

All notices required or permitted to be given hereunder shall be in writing and shall be delivered in person, sent by overnight delivery service (such as Federal Express) or sent by certified mail, return receipt requested, postage fully prepaid thereon, addressed as follows:

City: City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Attn: Public Works Director

Operator: Granite Construction Company
4001 Bradshaw Drive
P.O. Box 15287
Sacramento, CA 95851
Attn: Materials Manager & Materials Resource Manager

With a mandatory copy to: Granite Construction Company
P. O. Box 50085
Watsonville, CA 95077-5085
Attention: General Counsel

And to: Brewer Lofgren LLP
650 University Avenue, Suite 220
Sacramento, CA 95825
Attn: Martha Clark Lofgren

No party shall refuse or evade delivery of any notice.

10. INTERPRETATION It is agreed and acknowledged by the Parties hereto that the provisions of this Agreement have been arrived at through negotiation, and that each Party has had a full and fair opportunity to revise the provisions of this Agreement and to have such provisions reviewed by legal counsel. Therefore, the normal rule of construction that any ambiguities are to be resolved against the drafting party shall not apply in construing or interpreting this Agreement.

11. COUNTERPARTS

This Agreement may be signed in several counterparts and all so signed shall constitute one and the same agreement, binding on all of the parties hereto, notwithstanding that all of the parties are not signatory to the original or same counterparts.

12. SUCCESSORS AND ASSIGNS

Each and every position of this Agreement shall bind and inure to the successors in interest of the parties hereto, in the same manner as if such parties had been expressly named herein.

13. GOVERNING LAW

This Agreement and the rights and duties of the parties hereunder shall be governed by the laws of the State of California, without giving effect to such state's conflict of law principles. Any legal action filed by the parties with respect to this Agreement shall be filed in Sacramento County, California.

14. ATTORNEY FEES

If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, then the prevailing party in any such action shall be entitled to reasonable attorney's fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for the purpose. For purposes hereof, the "prevailing party" shall be the party that recovers substantially the relief sought by said party, whether by judgment, settlement, dismissal or otherwise.

15. EFFECT OF INVALIDITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term or provision of this Agreement shall continue to be valid and shall be enforced to the fullest extent permitted by law.

16. EFFECT OF WAIVER

No waiver of any breach of any covenant or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof or of any other covenant or provision herein contained. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, except those of the waiving party, which shall be extended by a period of time equal to the period of delay.

17. NO AGENCY, PARTNERSHIP OR JOINT VENTURE

Nothing in this Agreement shall be deemed or construed to create the relationship of principal and agent, a partnership, joint venture or any other association between the parties.

18. ENTIRE AGREEMENT; EFFECT OF PRIOR AGREEMENT

This Agreement (including any exhibits hereto) is the final expression of and contains the entire agreement between the Parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto. In particular, this Agreement is intended to supersede and replace the provisions of the Payment Agreement for the Rio del Oro Mining Project between the City of Rancho Cordova and Granite Construction Company dated March 28, 2008. This Agreement may not be modified, changed, supplemented, superseded, canceled or terminated, nor may any obligations hereunder be waived, except by a written instrument signed both Parties hereto or by a party's agent duly authorized in writing or as otherwise expressly permitted herein. The parties do not intend to confer any benefit hereunder or any other person, firm or corporation other than the parties hereto and their lawful successors and assigns.

IN WITNESS WHEREOF, the Parties have executed this Agreement as the date first set forth above.

CITY OF RANCHO CORDOVA,
A Municipal Corporation of the State of
California

GRANITE CONSTRUCTION COMPANY
., a California Corporation

By: _____
Cyrus Abhar, City Manager

By: _____
Name: _____

Date: _____

Date: _____

ATTEST:

Mindy Cuppy, City Clerk

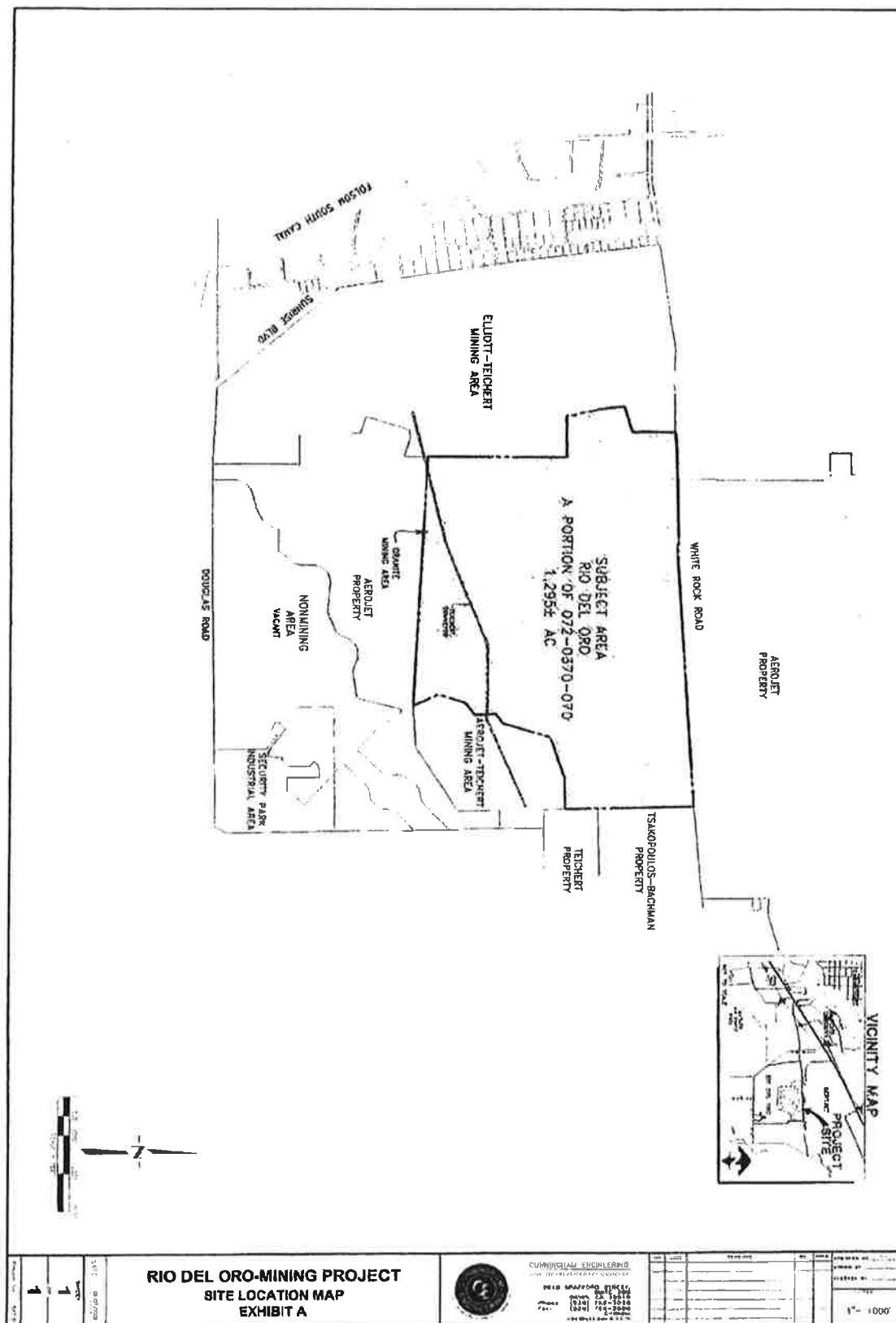
APPROVED AS TO FORM:

Adam U. Lindgren, City Attorney

Date: _____

2736218.1

EXHIBIT A
MINING AREA



Rancho Cordova Permit Renewal

Project Title: Renewal of Surface Mining and Reclamation Permit for the Granite Construction Mining Operation, Project No. RC-06-224, approved by Resolution No. 101-2007 of the Planning Commission of the City of Rancho Cordova on July 26, 2007.

Owner: Aerojet Rocketdyne

Applicant: Granite Construction Company ("Granite")

Project Description: Granite, as the operator, and Aerojet as the property owner, intend to renew the Surface Mining and Reclamation Permit for the Granite Construction Mining Operation, Project No. RC-06-224, approved by Resolution No. 101-2007 of the Planning Commission of the City of Rancho Cordova on July 26, 2007. The permit, which expires on July 26, 2017, shall renew for five (5) years, with optional five (5) year renewals thereafter (subject to City review and approval).

As noted in the original permit application, the areas included within Project RC-06-024 and the approved permit are within the lands owned by Aerojet as Special Planning Area ("SPA"); i.e., within areas designated as both Inactive Rancho Cordova Test Site (south of White Rock Road) and the Industrial Zone (north of White Rock Road). The Planning Director determined in March 2006 that the proposed mining use was a "permitted new use" within Exhibit B to the SPA. See attachment 1. This determination by the Planning Director was not appealed to the City Council and is therefore final.

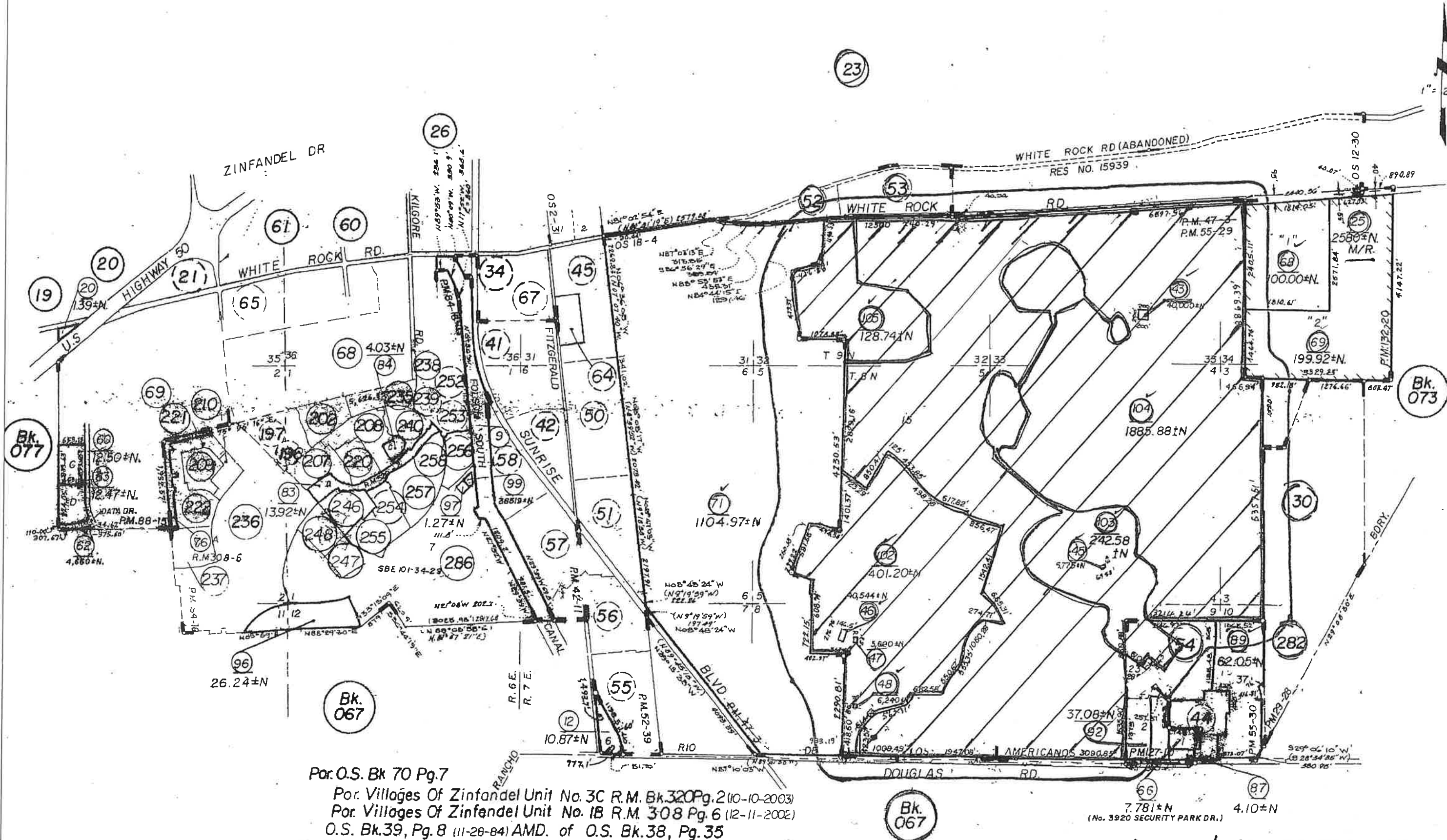
The applicant does not request modifications to the approved mining permit and reclamation plan, or any conditions of approval, except for any modifications to the Payment Agreement for the Rio del Oro Mining Project between the City of Rancho Cordova and Granite Construction Company as may be required by the Quarry Truck Management Plan Operational Agreement between the County of Sacramento and the City of Rancho Cordova, dated January 24, 2012.

Environmental Analysis: Granite submits that the exemption under CEQA Guidelines 15300 and 15301 (Existing Facilities) is applicable, as follows:

15300: "...The Secretary of Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement of preparation of environmental documents."

15301 Existing Facilities "Class 1 consists of the operation...permitting...of existing private structures, facilities, mechanical equipment, or topographical features involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.....The key consideration is whether the project involves negligible or no expansion of an existing use....."

Conditions of Approval MM.1-MM15.1, inclusive, are the mitigation measures derived from the Mitigated Negative Declaration approved by the Planning Commission in Resolution No. 101-2007 and shall remain applicable to the renewal of the permit.



Por. O.S. Bk 70 Pg.7
Por. Villages Of Zinfandel Unit No. 3C R.M. Bk.320 Pg.2 (10-10-2003)
Por. Villages Of Zinfandel Unit No. 1B R.M. 308 Pg. 6 (12-11-2002)
O.S. Bk.39, Pg. 8 (11-28-84) AMD. of O.S. Bk.38, Pg. 35
O.S. Bk.38, Pg. 35 (9-7-84)
Security Park Phase I & II Parcel Map Bk. 55 Pg. 30

Assessor's Map Bk.72 Pg.37
County of Sacramento, Calif.

ATTACHMENT 4

067 0030 067 0000
Montelena Douglas LLC
5241 Arnold Ave
McClellan, CA 95652

067 0040 016 0000
Cresleigh Homes Corporation
433 California St #7TH
San Francisco, CA 94104

067 0440 001 0000
Marlon Garbis Gameng
3931 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 002 0000
Naveen Muthennagari
3935 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 003 0000
Dominic LaForgia
157 Bayline Cir
Folsom, CA 95630

067 0440 004 0000
Maria & Danilo Arellano
3943 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 005 0000
Baugh
4000 Pineoakyo Ct
Rescue, CA 95672

067 0440 006 0000
Kristine Galstyan
3951 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 007 0000
2015 3 lh2 Borrower L
901 Main St #4700
Dallas, TX 75202

067 0440 008 0000
Gyan & Sarjeet Singh
3959 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 009 0000
Thuan Nguyen
3963 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 010 0000
Christina Lund
3967 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 011 0000
Earl Black Jr.
3971 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 012 0000
Guillermo Hernandez
3975 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 013 0000
Norman Jr Wilson
3979 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 036 0000
Thanh Duong
3112 Yellowstar St
Garden City, KS 67846

067 0440 037 0000
Kevin Tidwell
11839 Herodian Dr
Rancho Cordova, CA 95742

067 0440 038 0000
Suganto & Lucia Sutjipto
11843 Herodian Dr
Rancho Cordova, CA 95742

067 0440 039 0000
Marty Lewis
11847 Herodian Dr
Rancho Cordova, CA 95742

067 0440 040 0000
Brian & Janet Yun
11851 Herodian Dr
Rancho Cordova, CA 95742

067 0440 041 0000
Josefina Aquino
11855 Herodian Dr
Rancho Cordova, CA 95742

067 0440 042 0000
Nancy Lee
11859 Herodian Dr
Rancho Cordova, CA 95742

067 0440 043 0000
Meiyin Marisa Kuo
11863 Herodian Dr
Rancho Cordova, CA 95742

067 0440 044 0000
Vien Hong Nguyen
11867 Herodian Dr
Rancho Cordova, CA 95742

067 0440 045 0000
Evan & Stephanie Monick
11871 Herodian Dr
Rancho Cordova, CA 95742

067 0440 046 0000
Mack
6840 Arena Ln
Shingle Springs, CA 95682

067 0440 047 0000
Oscar Pastores
11879 Herodian Dr
Rancho Cordova, CA 95742

067 0440 048 0000
Rhonda Thomas
11883 Herodian Dr
Rancho Cordova, CA 95742

067 0440 049 0000
Michael & Joan Jones
105 Loring Ct
Folsom, CA 95630

067 0440 050 0000
Suresh & Lavanya Tammana
11888 White Rain Way
Rancho Cordova, CA 95742

ATTACHMENT 4

067 0440 051 0000
Malia Lavallee
11884 White Rain Way
Rancho Cordova, CA 95742

067 0440 052 0000
Jeff & Beatrix McCloud
11880 White Rain Way
Rancho Cordova, CA 95742

067 0440 053 0000
Roman Belomyttsev
11876 White Rain Way
Rancho Cordova, CA 95742

067 0440 054 0000
Sang Lee
11872 White Rain Way
Rancho Cordova, CA 95742

067 0440 055 0000
Srinivasa & Kanakeswari Teki
11868 White Rain Way
Rancho Cordova, CA 95742

067 0440 056 0000
William & Shin Hash
11864 White Rain Way
Rancho Cordova, CA 95742

067 0440 057 0000
Maribel Evangelista
11860 White Rain Way
Rancho Cordova, CA 95742

067 0440 058 0000
Miae Jeon
11856 White Rain Way
Rancho Cordova, CA 95742

067 0440 059 0000
Shashidar Subbarao
11852 White Rain Way
Rancho Cordova, CA 95742

067 0440 060 0000
Srinivasa Villuri
Po Box 1413
Rancho Cordova, CA 95741

067 0440 061 0000
Cathy & Jeff Pham
11844 White Rain Way
Rancho Cordova, CA 95742

067 0440 062 0000
Noralyn Felipe
11840 White Rain Way
Rancho Cordova, CA 95742

067 0440 063 0000
Richard & Yvonne Petrillo
11670 Shadow Mountain Way
Auburn, CA 95602

067 0440 064 0000
Alan & Laurie Poppe
3919 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 065 0000
Gloria King
11841 White Rain Way
Rancho Cordova, CA 95742

067 0440 066 0000
Jessica & Joanne Dean
11845 White Rain Way
Rancho Cordova, CA 95742

067 0440 067 0000
Angeles Almario Delos
11849 White Rain Way
Rancho Cordova, CA 95742

067 0440 068 0000
Kyle & Krisla Lenehan
11853 White Rain Way
Rancho Cordova, CA 95742

067 0440 069 0000
Donna & Delmar Castro Jr.
11857 White Rain Way
Rancho Cordova, CA 95742

067 0440 070 0000
Jonathan Guibord
11861 White Rain Way
Rancho Cordova, CA 95742

067 0440 071 0000
Javier & Victoria Soria
11865 White Rain Way
Rancho Cordova, CA 95742

067 0440 072 0000
Fadi & Julia Attouleh
11869 White Rain Way
Rancho Cordova, CA 95742

067 0440 073 0000
David Hauptman
11873 White Rain Way
Rancho Cordova, CA 95742

067 0440 074 0000
Yu
1780 Summer Cloud Ct
Folsom, CA 95630

067 0440 075 0000
Aleksan Akopyan
11881 White Rain Way
Rancho Cordova, CA 95742

067 0440 076 0000
Aryar & Yatra Rachogan
11885 White Rain Way
Rancho Cordova, CA 95742

067 0440 077 0000
Glenn Manalus
11889 White Rain Way
Rancho Cordova, CA 95742

067 0440 078 0000
Amy Mosca
3948 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 079 0000
Anatolia Investments LLC
11833 Spring Walk Way
Rancho Cordova, CA 95742

067 0440 080 0000
Zhu Li
14607 Aloha Ave
Saratoga, CA 95070

ATTACHMENT 4

067 0440 081 0000
Nina & Dimitry Kovalyov
3934 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 082 0000
Mi Lee
3930 Riley Anton Way
Rancho Cordova, CA 95742

067 0440 083 0000
2014 1 lh Borrower L
901 Main St #4700
Dallas, TX 75202

067 0440 084 0000
Priya Pitla
3919 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 085 0000
Rama Krishna Reddy Mukkara Silva
200 Ranodall Bl 3b18
Vestal, NY 13850

067 0440 086 0000
Sonal Singh
3927 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 087 0000
Edward Astorga
3931 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 088 0000
Kwang & Soon Kim

067 0440 089 0000
Victor & Delia Arcinada
3939 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 090 0000
Suresh Chintala
3943 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 091 0000
Markus & Brenda Ramire Jennings
3947 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 097 0000
Frederick Ross III
3978 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 098 0000
Selena & Michael Brusuelas
3974 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 099 0000
Mario & Carmela Platon
3970 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 100 0000
Baugh
4000 Pineoakyo Ct
Rescue, CA 95672

067 0440 101 0000
C Nguyen Mau
1607 Cape Cod Ct
Davis, CA 95616

067 0440 102 0000
Amber Morelli
3958 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 103 0000
Michael & Ariane Clark
3954 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 104 0000
Kelly & Eric Iverson
3950 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 105 0000
Flavia Bogdan
3946 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 106 0000
Phuong Le
3942 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 107 0000
Ryan & Heather Fichtner
3938 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 108 0000
Brittney & Christopher Wilson
3934 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 109 0000
Vivian Huynh
3930 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 110 0000
Alida & Jorge Pineda
3926 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 111 0000
Cesar & Sheryll Paredes
11760 Iron Gate Way
Rancho Cordova, CA 95742

067 0440 112 0000
Cordova Park & Recreation District
2729 Prospect Park Dr #230
Rancho Cordova, CA 95670

067 0440 113 0000
Cordova Park & Recreation District
2729 Prospect Park Dr #230
Rancho Cordova, CA 95670

067 0820 001 0000
Eddie Oltjenbruns
12241 Habitat Way
Rancho Cordova, CA 95742

067 0820 002 0000
Kimberly Douma
12245 Habitat Way
Rancho Cordova, CA 95742

ATTACHMENT 4

067 0820 003 0000
Donalyn & Leonardo Garcia
12249 Habitat Way
Rancho Cordova, CA 95742

067 0820 035 0000
Akm Ferdous
12308 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 036 0000
Lisa Sapra
12304 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 037 0000
Gayle Anthony Victor & Tryna Woods
12300 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 038 0000
Larry Jr & Kristina Hart
12305 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 039 0000
Ian Stewart
12309 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 040 0000
Alvin Cancino
12313 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 041 0000
Christopher & Elicia Bennett
12317 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 042 0000
Bernard & Dulce Grabowski
12321 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 043 0000
Jay & Mi Pak
12325 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 044 0000
Marquis & Lovell Bolden
12329 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 045 0000
Judy Casazza
12333 Edyth Lake Way
Rancho Cordova, CA 95742

067 0820 059 0000
Woodside Bella Brisas Incorporated
111 Woodmere Rd #190
Folsom, CA 95630

067 0820 060 0000
Sunridge Park Limited Partnership
10535 E Stockton Blvd
Elk Grove, CA 95624

067 0830 005 0000
Deborah Doerges
12311 El Portal Way
Rancho Cordova, CA 95742

067 0830 006 0000
Jeanne & Sean Makiney
12315 El Portal Way
Rancho Cordova, CA 95742

067 0830 007 0000
Shane Kirk
12319 El Portal Way
Rancho Cordova, CA 95742

067 0830 008 0000
Michael & Sharen Tang
12323 El Portal Way
Rancho Cordova, CA 95742

067 0830 009 0000
Travis Sorley

067 0830 010 0000
Mehmet & Hadjer Alpbas
12331 El Portal Way
Rancho Cordova, CA 95742

067 0830 011 0000
Justin Dinh
12335 El Portal Way
Rancho Cordova, CA 95742

067 0830 012 0000
Kilburn
12339 El Portal Way
Rancho Cordova, CA 95742

067 0830 013 0000
Colin & Heather Stackewicz
12343 El Portal Way
Rancho Cordova, CA 95742

067 0830 014 0000
Michael & Mary Smith
12347 El Portal Way
Rancho Cordova, CA 95742

067 0830 015 0000
Carlos & Helen Martinez
12351 El Portal Way
Rancho Cordova, CA 95742

067 0830 016 0000
Kathryn & John Fuste
12355 El Portal Way
Rancho Cordova, CA 95742

067 0830 017 0000
Dale Wagoner
12359 El Portal Way
Rancho Cordova, CA 95742

067 0830 018 0000
Young Choi
12363 El Portal Way
Rancho Cordova, CA 95742

067 0830 019 0000
Olaf Hanson
12367 El Portal Way
Rancho Cordova, CA 95742

067 0830 020 0000
Gutierrez Hernandez
12371 El Portal Way
Rancho Cordova, CA 95742

ATTACHMENT 4

067 0830 021 0000
Rebekah Dixon
12375 El Portal Way
Rancho Cordova, CA 95742

067 0830 022 0000
Donna Hipkins
12379 El Portal Way
Rancho Cordova, CA 95742

067 0830 028 0000
Kevin & Danielle Dickens
12374 El Portal Way
Rancho Cordova, CA 95742

067 0830 029 0000
Kopparapu
1059 Elsworth Way
Folsom, CA 95630

067 0830 030 0000
Sandra Dawson
12366 El Portal Way
Rancho Cordova, CA 95742

067 0830 031 0000
Marisol & Yarely Barajas
12362 El Portal Way
Rancho Cordova, CA 95742

067 0830 032 0000
Benjamin Loi
12358 El Portal Way
Rancho Cordova, CA 95742

067 0830 033 0000
Kyung Shim & Thomas Choe
Po Box 1445
Carmichael, CA 95609

067 0830 034 0000
Cory Huynh
295 Fetter Ct
Folsom, CA 95630

067 0830 035 0000
Trang Nguyen
12346 El Portal Way
Rancho Cordova, CA 95742

067 0830 036 0000
12342 El Portal Way LLC
11963 Mandolin Way
Rancho Cordova, CA 95742

067 0830 037 0000
Noel Narcisco Nunez

067 0830 038 0000
Mushfique Siddique
4056 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 039 0000
Kalaichelvi Dorairaj
4052 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 040 0000
Alejandro Jr & Emmileny Rojas
4048 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 041 0000
Jason & Diane Cantorna
4044 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 042 0000
John Amariail Laryea
4040 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 043 0000
Karen Scott
4036 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 044 0000
Fabiana & Nathaniel Emery
4032 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 045 0000
Patrick Aaron
4028 Cuyamaca Cir
Rancho Cordova, CA 95742

067 0830 083 0000
Sunridge Park LLC
7700 College Town Dr #109
Sacramento, CA 95826

067 0890 001 0000
Venus Sabaten
12297 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 002 0000
F Agana
12293 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 003 0000
Adam Vanweelden
12289 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 004 0000
Brandon & Kae Fisher
12285 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 005 0000
Nicholas & Hayley Carpenter
12281 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 006 0000
Christine & Gary Pasion
12277 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 007 0000
Shawn Barstow
12268 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 008 0000
Vikram Kyatham
12272 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 009 0000
Rochelle & Eddie Garcia
12276 Edyth Lake Way
Rancho Cordova, CA 95742

ATTACHMENT 4

067 0890 010 0000
Alexis Abigail Blaylock
12280 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 011 0000
Dilip Kumar Raju Sayapuraju
12284 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 012 0000
Earl & Lisa Odom III
12288 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 013 0000
Brian Porter
12292 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 014 0000
Alison Leyh
12296 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 015 0000
Collins Thompson
12309 Habitat Way
Rancho Cordova, CA 95742

067 0890 016 0000
B Schwartz Edgar
12305 Habitat Way
Rancho Cordova, CA 95742

067 0890 017 0000
Joe Ortega
12301 Habitat Way
Rancho Cordova, CA 95742

067 0890 018 0000
Cameron & Nicole Fisher
12297 Habitat Way
Rancho Cordova, CA 95742

067 0890 019 0000
Krystal Mills
12293 Habitat Way
Rancho Cordova, CA 95742

067 0890 020 0000
David Decou
12289 Habitat Way
Rancho Cordova, CA 95742

067 0890 021 0000
Christopher Evan Ackles
6619 Carolina St SE
Lacey, WA 98513

067 0890 022 0000
Eugene & Chae Ellenburg
12281 Habitat Way
Rancho Cordova, CA 95742

067 0890 023 0000
Md Manjurul Haque
12277 Habitat Way
Rancho Cordova, CA 95742

067 0890 024 0000
Chandra Shaker
12273 Habitat Way
Rancho Cordova, CA 95742

067 0890 025 0000
Kevin & Anafe Emerick
12269 Habitat Way
Rancho Cordova, CA 95742

067 0890 026 0000
Stanley & Zhrinna McDonald
12265 Habitat Way
Rancho Cordova, CA 95742

067 0890 027 0000
Dennis Mapalo
12261 Habitat Way
Rancho Cordova, CA 95742

067 0890 028 0000
Sadik & Haifa Khirbash

067 0890 043 0000
Sunridge Park LLC
7700 College Town Dr #109
Sacramento, CA 95826

067 0890 046 0000
Thanigainathan Anandan
12256 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 047 0000
Herleine Mirasol
12260 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 048 0000
Robert & Angela Lalum
12264 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 049 0000
Ramon Jr & Beatriz Moreno Sr.
12257 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 050 0000
Kathy Whiteford
12261 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 051 0000
Erwina & Jose Golamco
12265 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 052 0000
Gwendolyn & Andrew Jenkins
12269 Edyth Lake Way
Rancho Cordova, CA 95742

067 0890 053 0000
Charles Pharaoh
12273 Edyth Lake Way
Rancho Cordova, CA 95742

067 0920 008 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 009 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

ATTACHMENT 4

067 0920 010 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 011 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 012 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 013 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
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Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
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Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
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Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 101 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 103 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 104 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 105 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
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Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
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Joseph Sr & Shirley Mohamed
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Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

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Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

ATTACHMENT 4

067 0920 111 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 112 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 113 0000
Joseph Sr & Shirley Mohamed
4405 College Oak Dr
Sacramento, CA 95841

067 0920 121 0000
Cordova Recreation & Park District
2197 Chase Dr
Rancho Cordova, CA 95670

067 0930 001 0000
Gary & Terrisa Brinton
4000 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 002 0000
Pradhuman Jaduram
4004 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 003 0000
Chunhong Ball
4008 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 004 0000
Gianni Stephen Alsasua
4012 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 005 0000
Mark Patrick
4016 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 006 0000
Paulino & Demetria Ong Jr.
10329 Moura Ct
Elk Grove, CA 95757

067 0930 007 0000
Huu & Meghan Pham
4024 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 008 0000
Lukasz Kosakowski
4028 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 009 0000
Monib
4032 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 010 0000
Marilyn Metzger
3480 Tanincourt Iyim
Rancho Cordova, CA 95670

067 0930 011 0000
Jody & Brandy Hack
4040 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 012 0000
Quoc & Katie Nham
4044 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 013 0000
Anthony Wilson
4048 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 014 0000
Robert Cady
4052 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 015 0000
Janardhan Singaraju
4056 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 016 0000
Joshua & Anjeleeca Wood
4060 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 017 0000
Anirudha & Krishna Pandey
4064 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 018 0000
Elric Shamberger
4068 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 027 0000
Susan Sipe
12237 Habitat Way
Rancho Cordova, CA 95742

067 0930 028 0000
Richard & Jia Weissmann
12233 Habitat Way
Rancho Cordova, CA 95742

067 0930 029 0000
Derek Lohman
12229 Habitat Way
Rancho Cordova, CA 95742

067 0930 030 0000
Shawn Stevens
12225 Habitat Way
Rancho Cordova, CA 95742

067 0930 031 0000
Christopher & Janelle Bright
12221 Habitat Way
Rancho Cordova, CA 95742

067 0930 032 0000
Justo Vila Jr.
12217 Habitat Way
Rancho Cordova, CA 95742

067 0930 033 0000
Edward & Vanessa Balogh
12213 Habitat Way
Rancho Cordova, CA 95742

067 0930 034 0000
Bhupendra & Nirmala Khatri
4037 Branigan Lake Way
Rancho Cordova, CA 95742

ATTACHMENT 4

067 0930 035 0000
Brian & Kimberly Beller
4033 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 036 0000
Jacob & Bali Dines
4029 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 037 0000
Gungyu Choi
4025 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 038 0000
Susan Dewitt
4021 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 039 0000
Allan & Delcia Bosch
4017 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 040 0000
Joanne & Donne Javellana
4013 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 041 0000
Amol Randhawa
4009 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 042 0000
Shayna Lauzon
4005 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 043 0000
Khushboo Jadon
4001 Branigan Lake Way
Rancho Cordova, CA 95742

067 0930 044 0000
Valley Invs Lc Pleasant
39 E Eagle Ridge Dr #102
North Salt Lake, UT 84054

067 0930 045 0000
Valley Invs Lc Pleasant
39 E Eagle Ridge Dr #102
North Salt Lake, UT 84054

067 1020 003 0000
Douglas Cordova Comm LLC
5241 Arnold Ave
McClellan, CA 95652

067 1020 004 0000
Montelena Douglas LLC
5241 Arnold Ave
McClellan, CA 95652

072 0231 032 0000
Aerojet Rocketdyne Inc
White Rock Rd
Rancho Cordova, CA 95742

072 0231 109 0000
Gen Corp Aerojet
Po Box 13222
Sacramento, CA 95813

072 0231 110 0000
Gen Corp Aerojet
Po Box 13222
Sacramento, CA 95813

072 0231 111 0000
Gen Corp Aerojet
Po Box 13222
Sacramento, CA 95813

072 0231 112 0000
Gen Corp Aerojet
Po Box 13222
Sacramento, CA 95813

072 0231 113 0000
Gen Corp Aerojet
Po Box 13222
Sacramento, CA 95813

072 0231 141 0000
Aerojet Rocketdyne Inc
Po Box 13222
Sacramento, CA 95813

072 0300 005 0000
David Whitlow
12525 Douglas Rd
Rancho Cordova, CA 95742

072 0300 008 0000
Grantline Road LLC
3001 I St #300
Sacramento, CA 95816

072 0300 009 0000
Grant Line Road Properties LLC
3500 American River Dr
Sacramento, CA 95864

072 0370 043 0000
Sacramento Municipal Utility District
Po Box 15830
Sacramento, CA 95852

072 0370 045 0000
Aerojet Rocketdyne Inc
Po Box 13222
Sacramento, CA 95813

072 0370 046 0000
Stonecreek Indstl LLC
340 Palladio Pkwy #521
Folsom, CA 95630

072 0370 047 0000
Stonecreek Indstl LLC
340 Palladio Pkwy #521
Folsom, CA 95630

072 0370 048 0000
Stonecreek Indstl LLC
340 Palladio Pkwy #521
Folsom, CA 95630

072 0370 068 0000
John Tsakopoulos
641 Wilhaggin Dr
Sacramento, CA 95864

072 0370 069 0000
Grant Line Road Properties LLC
3500 American River Dr
Sacramento, CA 95864

ATTACHMENT 4

072 0370 071 0000
Elliott Whiterock LLC
340 Palladio Pkwy #521
Folsom, CA 95630

072 0370 089 0000
Aerojet General Corp
Po Box 13222
Sacramento, CA 95813

072 0370 092 0000
Aerojet-General Corporation
Po Box 13222
Sacramento, CA 95813

072 0370 102 0000
Stonecreek Industrial LLC
340 Palladio Pkwy #521
Folsom, CA 95630

072 0370 103 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0370 104 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0370 105 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0520 004 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0530 007 0000
General Environmental Management
Rancho
3191 W Temple Ave #250
Sacramento, CA 95813

072 0530 008 0000
Bfi Medical Waste Inc
Po Box 59365
Schaumburg, IL 60159

072 0540 002 0000
Louis & R Jones III
3005 Douglas Blvd #130
Roseville, CA 95661

072 0540 003 0000
Louis & R Jones III
3005 Douglas Blvd #130
Roseville, CA 95661

072 0540 004 0000
Aerojet General Corp
Po Box 13222
Sacramento, CA 95813

072 0540 005 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 006 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 007 0000
Alan & Margaret Brackett
Po Box 380
Coloma, CA 95613

072 0540 011 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 013 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 014 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 015 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 016 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 017 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 018 0000
Jan & Paul Monson
6600 Freeport Blvd
Sacramento, CA 95822

072 0540 019 0000
Cheryl & James McVey
11277 Trade Center Dr
Rancho Cordova, CA 95742

072 0540 020 0000
Timothy & Stacey Hodge
8651 Hodge Pl
Orangevale, CA 95662

072 0540 021 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 022 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 0540 023 0000
Aerojet General Corporation
Po Box 13222
Sacramento, CA 95813

072 2820 009 0000
Cordova Recreation & Park Dist
2729 Prospect Park Dr #230
Rancho Cordova, CA 95670

072 2890 001 0000
John Francis Leal Garay
12785 Thornberg Way
Rancho Cordova, CA 95742

ATTACHMENT 4

072 2890 002 0000
John Patrick Nolan
12781 Thornberg Way
Rancho Cordova, CA 95742

072 2890 003 0000
Kevin & Moriah Olson
12779 Thornberg Way
Rancho Cordova, CA 95742

072 2890 004 0000
Mark & Nichole Tollefson
12775 Thornberg Way
Rancho Cordova, CA 95742

072 2890 005 0000
Jee Hun Kim
12771 Thornberg Way
Rancho Cordova, CA 95742

072 2890 006 0000
Barbara Hotchkiss
12767 Thornberg Way
Rancho Cordova, CA 95742

072 2890 007 0000
Saul Jones
12763 Thornberg Way
Rancho Cordova, CA 95742

072 2890 026 0000
Anthony & Debra Garrow
12706 Solsberry Way
Rancho Cordova, CA 95742

072 2890 027 0000
Mark & Paula Fernandez
12710 Solsberry Way
Rancho Cordova, CA 95742

072 2890 028 0000
Dennis & Ludivina Wallin
12714 Solsberry Way
Rancho Cordova, CA 95742

072 2890 029 0000
Timothy Ingles
12718 Solsberry Way
Rancho Cordova, CA 95742

072 2890 030 0000
Nicholas & Caryl Villa
12722 Solsberry Way
Rancho Cordova, CA 95742

072 2890 031 0000
Lucien & Michelle Pedler
12726 Solsberry Way
Rancho Cordova, CA 95742

072 2890 032 0000
Stephen Belshe
12730 Solsberry Way
Rancho Cordova, CA 95742

072 2890 033 0000
Jose & Mirella Cardona
12731 Solsberry Way
Rancho Cordova, CA 95742

072 2890 034 0000
Felicia & William Winton
12727 Solsberry Way
Rancho Cordova, CA 95742

072 2890 035 0000
Thomas Gonsalves
12721 Solsberry Way
Rancho Cordova, CA 95742

072 2890 036 0000
L Kiran Chitturikr
12717 Solsberry Way
Rancho Cordova, CA 95742

072 2890 037 0000
Tammy & Robin Anderson
12713 Solsberry Way
Rancho Cordova, CA 95742

072 2890 038 0000
Rene & Christina Olague
12709 Solsberry Way
Rancho Cordova, CA 95742

072 2890 039 0000
James & Jeanne Foley
12705 Solsberry Way
Rancho Cordova, CA 95742

072 2890 050 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2890 051 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2890 052 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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1420 Rocky Ridge Dr #320
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1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2890 058 0000
Kenneth & Leslie Shelton
12824 Thornberg Way
Rancho Cordova, CA 95742

072 2890 059 0000
Phimai Quesada
12820 Thornberg Way
Rancho Cordova, CA 95742

ATTACHMENT 4

072 2890 060 0000
Shriram Deshpande
3501 Esplanade Cir
Folsom, CA 95630

072 2890 061 0000
Robert & Laura Schulz
12812 Thornberg Way
Rancho Cordova, CA 95742

072 2890 062 0000
Deanna & Michael Haire
12808 Thornberg Way
Rancho Cordova, CA 95742

072 2890 063 0000
Belinda & Shawn Rogers
12804 Thornberg Way
Rancho Cordova, CA 95742

072 2890 064 0000
Justin & Katelyn Niel
12800 Thornberg Way
Rancho Cordova, CA 95742

072 2890 065 0000
Machelle Martin
12796 Thornberg Way
Rancho Cordova, CA 95742

072 2890 066 0000
William & Stefanie Keen
12792 Thornberg Way
Rancho Cordova, CA 95742

072 2890 067 0000
J & Van Dusen
12788 Thornberg Way
Rancho Cordova, CA 95742

072 2890 068 0000
Aaron & Joylyn Twitchell
12784 Thornberg Way
Rancho Cordova, CA 95742

072 2890 069 0000
John & Carrol Lopez
12772 Thornberg Way
Rancho Cordova, CA 95742

072 2890 070 0000
Lennar Homes Ca Incorporated
1075 Creekside Ridge Dr #100
Roseville, CA 95678

072 2890 071 0000
John & Carrol Lopez
12772 Thornberg Way
Rancho Cordova, CA 95742

072 2890 072 0000
Ricardo Ascencio Jimenez
12768 Thornberg Way
Rancho Cordova, CA 95742

072 2890 073 0000
Denise Layne
12764 Thornberg Way
Rancho Cordova, CA 95742

072 2890 074 0000
Steven Adam Myers
12760 Thornberg Way
Rancho Cordova, CA 95742

072 2910 001 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2910 012 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2910 013 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2910 032 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 003 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 008 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 009 0000
Lennar Homes Ca Incorporated
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2920 010 0000
Lennar Homes Ca Incorporated
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2920 011 0000
Lennar Homes Ca Incorporated
1420 Rocky Ridge Dr #320
Roseville, CA 95661

ATTACHMENT 4

072 2920 012 0000
Lennar Homes Ca Incorporated
1075 Creekside Ridge Dr #100
Roseville, CA 95678

072 2920 013 0000
Lennar Homes Ca Incorporated
1075 Creekside Ridge Dr #100
Roseville, CA 95678

072 2920 014 0000
Lennar Homes Ca Incorporated
1075 Creekside Ridge Dr #100
Roseville, CA 95678

072 2920 015 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 016 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 017 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 055 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 056 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 057 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 060 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 061 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 062 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 063 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2920 064 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2940 001 0000
Khanh Tran
12551 Aviston Way
Rancho Cordova, CA 95742

072 2940 002 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2940 003 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2940 004 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2940 008 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2940 009 0000
Ramalinga Penmetsets
12578 Thornberg Way
Rancho Cordova, CA 95742

072 2940 010 0000
Arpit Agarwal
12574 Thornberg Way
Rancho Cordova, CA 95742

072 2940 011 0000
Michael & Susan McCormack
12570 Thornberg Way
Rancho Cordova, CA 95742

072 2940 012 0000
Satya & Pushpa Nand
12566 Thornberg Way
Rancho Cordova, CA 95742

072 2940 013 0000
John & Sylvia Larocca
12562 Thornberg Way
Rancho Cordova, CA 95742

072 2940 014 0000
Salvatore Jr & Heather Barnao
12558 Thornberg Way
Rancho Cordova, CA 95742

ATTACHMENT 4

072 2940 015 0000
Christine Pinnick
12554 Thornberg Way
Rancho Cordova, CA 95742

072 2940 016 0000
Lucila Castro
12550 Thornberg Way
Rancho Cordova, CA 95742

072 2940 017 0000
Abner & Joan Montecillo
12551 Thornberg Way
Rancho Cordova, CA 95742

072 2940 018 0000
Gilbert Herrera
12555 Thornberg Way
Rancho Cordova, CA 95742

072 2940 019 0000
Hector & Marta Henao
12559 Thornberg Way
Rancho Cordova, CA 95742

072 2940 020 0000
Jennifer Wheat
12563 Thornberg Way
Rancho Cordova, CA 95742

072 2940 021 0000
Christopher & Laura Ekasala
12567 Thornberg Way
Rancho Cordova, CA 95742

072 2940 022 0000
Robert & Erica Ward
12571 Thornberg Way
Rancho Cordova, CA 95742

072 2940 023 0000
Karla Gama
12575 Thornberg Way
Rancho Cordova, CA 95742

072 2940 024 0000
Daniel & Courtney Morales
12579 Thornberg Way
Rancho Cordova, CA 95742

072 2940 025 0000
Nathan & Amanda Carlson
12578 Solsberry Way
Rancho Cordova, CA 95742

072 2940 026 0000
Alan & Nancy Divers
12574 Solsberry Way
Rancho Cordova, CA 95742

072 2940 027 0000
Kellie Beth Narayan
12570 Solsberry Way
Rancho Cordova, CA 95742

072 2940 028 0000
Nicole Cheney
12566 Solsberry Way
Rancho Cordova, CA 95742

072 2940 029 0000
Susan Marie Cheely
12562 Solsberry Way
Rancho Cordova, CA 95742

072 2940 030 0000
Maxim Safonov
12558 Solsberry Way
Rancho Cordova, CA 95742

072 2940 031 0000
Perea
12554 Solsberry Way
Rancho Cordova, CA 95742

072 2940 032 0000
Min No
12550 Solsberry Way
Rancho Cordova, CA 95742

072 2940 033 0000
Stephanie Zappelli
12551 Solsberry Way
Rancho Cordova, CA 95742

072 2940 034 0000
Gregory & Courtney Henderson
12555 Solsberry Way
Rancho Cordova, CA 95742

072 2940 035 0000
Jose Delacruz
12559 Solsberry Way
Rancho Cordova, CA 95742

072 2940 036 0000
Diane Halverson
12563 Solsberry Way
Rancho Cordova, CA 95742

072 2940 037 0000
Dipna Kishore
12567 Solsberry Way
Rancho Cordova, CA 95742

072 2940 038 0000
Annie Michell Austin
12571 Solsberry Way
Rancho Cordova, CA 95742

072 2940 039 0000
Yale Yee
12575 Solsberry Way
Rancho Cordova, CA 95742

072 2940 040 0000
John Laury Freeburn
12579 Solsberry Way
Rancho Cordova, CA 95742

072 2940 041 0000
Richard & Haydee Westerman
Po Box 635
Rancho Cordova, CA 95741

072 2940 042 0000
Breanne & Colin Maynard
3609 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 043 0000
Nicholas Garry
3611 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 044 0000
Keely Marie Percy
3615 Rockdale Dr
Rancho Cordova, CA 95742

ATTACHMENT 4

072 2940 045 0000
Philip & Sonia Reynolds
3619 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 046 0000
Gregory & Kimberly Andersen
3623 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 047 0000
Ryan & Laura Fickle
3627 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 048 0000
Gail Alleyne Hicks
3631 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 049 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2940 050 0000
Leslie & Robert Oldridge
3646 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 051 0000
Hui Xu
3650 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 052 0000
Robert Neep
3654 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 053 0000
Ann Marie & Eugene Young
3658 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 054 0000
April Anderson
3662 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 055 0000
Wilson Ugah
3666 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 056 0000
Clement Flores
3670 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 057 0000
Timothy Kelly
3674 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 058 0000
Christopher Stewart
3678 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 059 0000
Jasmin Vora
3682 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 060 0000
Chris McGeragle
3686 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 061 0000
Amanda & Joshua Strahan
3690 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 062 0000
Kaile Brake
3694 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 063 0000
Veronika & Blake Rumsey
3698 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 064 0000
Matthew Lococo
3702 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 065 0000
Satpreet Khehra
3706 Rockdale Dr
Rancho Cordova, CA 95742

072 2940 066 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2950 001 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 002 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 003 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 004 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 005 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 006 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 007 0000
Lennar Homes Ca Incorporated
1075 Creekside Ridge Dr #100
Roseville, CA 95678

072 2950 008 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

ATTACHMENT 4

072 2950 009 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 010 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 011 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 012 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 013 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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700 NW 107th Ave
Miami, FL 33172

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700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 031 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 032 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Homes Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

ATTACHMENT 4

072 2950 039 0000
Lennar Homes Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Homes Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Homes Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

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Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2950 045 0000
Lennar Hms Of Ca Inc
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2950 046 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 047 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 048 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
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Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Miami, FL 33172

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700 NW 107th Ave
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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

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Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 063 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2950 064 0000
Cordova Recreation & Park District
1420 Rocky Ridge Dr #320
Roseville, CA 95661

072 2960 001 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

072 2960 062 0000
Ms Rialto North Douglas Ca LLC
700 NW 107th Ave
Miami, FL 33172

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner



SUBJECT: PROPOSED ANATOLIA RETAIL CENTER PROJECT: DESIGN REVIEW, CONDITIONAL USE PERMIT, AND ADJUSTMENT PERMITS; PROJECT NO. DD9600– LOCATED AT SOUTHEAST OF THE INTERSECTION OF SUNRISE BOULEVARD AND DOUGLAS ROAD.

PROPERTY OWNER: AKT Development Mr. Mark Enes 7700 College Town Drive, Suite 118 Sacramento, CA 95826	Applicant Stafford King Wiese Architects Mr. Mark Marvelli 622 20th Street Sacramento, CA 95811
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PROJECT: FILE: LOCATION: APN: PLANNER:	The applicant is requesting a Design Review Permit, Conditional Use Permit, and an Adjustment Permit to construct a new commercial shopping center with 5 new commercial pads, space for 2 future commercial pads, new parking areas, lighting, landscaping, and pedestrian gathering areas for an undeveloped site at the southeast corner of Douglas Road and Sunrise Boulevard. DD9600 Southeast of the intersection of Douglas Road and Sunrise Boulevard. 067-0430-001 Matthew Diaz, Associate Planner
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RECOMMENDATION

Staff recommends the City Council take one of the following actions:

1. Find the project consistent with all design requirements and adopt Resolution 136-2016 approving the Design Review Permit, Conditional Use Permit, and Adjustment Permit for the new retail center design; OR
2. The applicant has prepared conceptual design alternatives to address potential impacts mentioned at the September 19th City Council discussion. These designs include alternative drive-through and service station designs and locations. Should an alternative design be chosen that is more agreeable; the Council will direct staff and the applicant on how the City Council would like to improve the project for final decision. The project would then be continued and rescheduled to a future meeting; OR

3. If Council finds that the proposed project is not consistent with the vision for the area, continue the item and direct staff to make the findings for denial based on the negative impacts of the proposed design to the adjacent residential community and bring back to a future meeting.

RESULT OF RECOMMENDED ACTION

1. Approval of project would allow the applicant to submit applications for building permits and improvement plans to construct the five new commercial buildings, parking, and landscaping on an undeveloped 14.7 acres of land at the southeast corner of Douglas Road and Sunrise Boulevard. The adjustment permit would allow the 10-foot maximum freestanding sign height to be increased by an additional 3-foot (13-foot height from grade).
2. Granting of continuance would reschedule this item to a future City Council meeting and allow staff and the applicant to 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 vision and criteria for the community, a recommendation to deny the project would not allow the applicant to proceed.

BACKGROUND

The project site was originally included within the Sunridge Specific Plan Area (SPA) previously approved by the County of Sacramento and later adopted by the City upon incorporation in 2003. Due to litigation regarding the Environmental Impact Report (EIR), the Sunridge SPA and support documentation was rescinded by the Courts until amendments could be made to address noted environmental deficiencies in the EIR. After resolving those deficiencies, the City recertified the EIR for the Sunridge Specific Plan on November 7, 2011 (Resolution 106-2011). Since a majority of the projects within the SPA had vested rights under their approved Development Agreements (DAs) and the SPA was inconsistent with the City's recently adopted General Plan, the City determined it was not necessary to readopt the SPA per Resolution 106-2011. The Court and City allowed projects with DAs to develop consistent with the Specific Plan which utilized County standards, while projects without executed DAs would revert to current zoning standards. For projects within the Sunridge area that are not vested under County requirements, subsequent rezones were made which lead to the current project being zoned General Commercial (GC).

On February 16, 2006 an application was submitted for a Conditional Use Permit and Design Review for the construction of a new 125,529 square foot shopping center with a grocery store, gas station with carwash, restaurant with drive-through, and 5 commercial pads (Project number RC06-122). While the project was discussed by both the Planning Commission and City Council, a final decision was never rendered and the project was finally withdrawn due to inactivity.

In an effort to preserve the area's retail capacity within the Sunridge area, in 2014 the City established a Sunridge General Commercial Zoning Overlay (SGC) for specific GC zones in the Sunridge community. The SGC overlay district is intended to provide ample opportunity for a variety of community serving commercial endeavors while limiting those land uses that may detract from successful retail, grocery, and restaurant users. Multi-family or mixed use housing is not permit on properties within the SGC overlay until 180,000 square feet of predominantly retail commercial development is built on GC zoned properties. Once 180,000 square feet of

predominantly retail commercial development (including a grocery store) has been constructed upon one or more of the GC sites, residential development would be allowed by right on remaining SGC overlay sites, subject to the regulations of the GC zoning district. This will be discussed further in the analysis sections below.

On July 27, 2015 an application was submitted to construct a new shopping center on an undeveloped 14.7 acre site at the southeast corner of Sunrise Boulevard and Douglas Road. The original application for this center proposed 6 commercial shopping pads, 1 drive-through pad (7 pads total), and space for a future anchor tenant along with new landscaping, paving, and lighting for the center. After an initial review by staff, a comment letter was sent to the applicant addressing corrections that needed to be made in order to determine the application complete (**Attachment 10**).

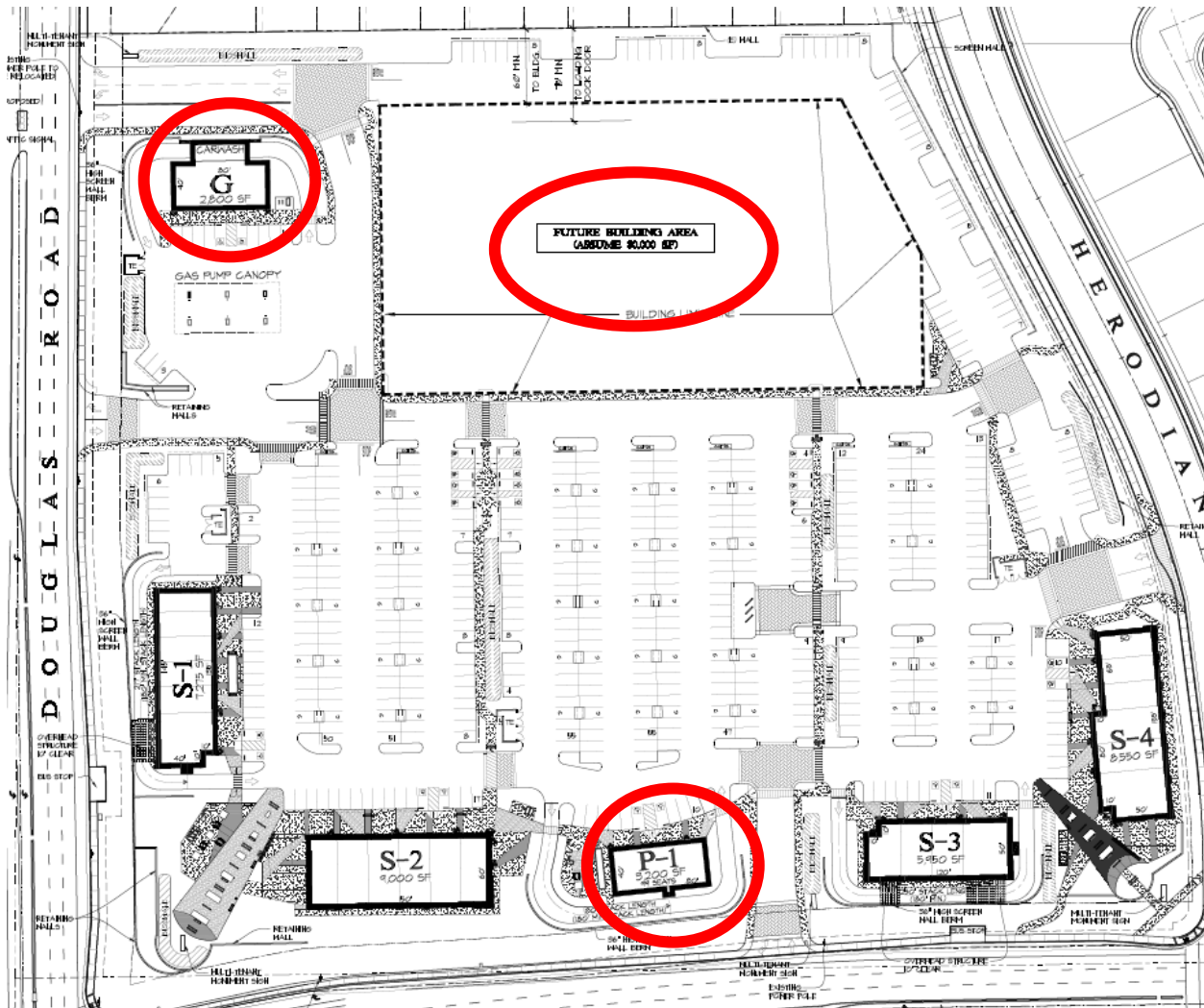
After receiving comments from City staff, the applicant resubmitted a revised site plan on July 5, 2016 with some noteworthy changes that is presented for Council's consideration. The revised plan includes similar architecture and space for a future retail tenant; however, the site plan now includes 2 commercial pads, 3 commercial pads with drive-throughs (5 pads total), a new service station with convenience store and car wash and revised pedestrian gathering areas along Sunrise Boulevard. The applicant indicated that these changes were necessary to attract new tenants as the retail market is changing to reflect customer convenience and the current leasing of the adjacent Sunridge Plaza center which is under construction as of 2016. While space for a future anchor tenant remains on the plans, they are not proposing a specific tenant or use at this time. Due to the significant change to the proposed site plan, this project was circulated again to various departments and other review agencies for comment and conditions.

Figure 1: Zoning and Existing Site



Given the high level of community interest in the future development within the surrounding Anatolia community and the zoning code requirements, a neighborhood meeting was held at City Hall on August 31, 2016. Staff reintroduced the project to the community as comments received ranged from design questions, questions about the current retail market, to potential tenants for the commercial pads. For a complete summary of events, please refer to the neighborhood summary items included as second reference to **Attachment 9** of this report.

Figure 2: Proposed Site Plan
(Circled Pads will require Subsequent Design Review Approval from Council)



The most recent event for this project was on September 19, 2016 when the proposal was presented for Council review and consideration. As part of that presentation, staff highlighted the changes that had been made to the project and requested Council comment on the amended site plan; specifically on the design and amount of drive-throughs, the service station adjacent to Anatolia Anthology residential development and use of the pedestrian gathering spaces. Drive-throughs are allowed by-right in the subject's zoning district; however, the applicant has proposed multiple drive-throughs to stay competitive in attracting new tenants as a result of the "fast casual" market trend described in their analysis in **Attachment 6** and the City's assessment in **Attachment 11**. While the Council was appreciative of the efforts made by the applicant to create an attractive design for the community, the Council did express some reservations about the final design of the site. These reservations included: the design of the drive-throughs; location of the service station, overall design; walkability and connectivity of the center; and the need for more evidence regarding the proposed expansive use of the drive-throughs.

Based on this, City staff and the applicant have prepared some alternative designs to accompany the current site plan contained within this report that address those items raised at the Council meeting. These alternatives reflect design criteria outlined in the 2014 City Council study session regarding drive-through and include alternative locations for both the drive-throughs and service station. As the final design of the service station and pad 2 anchor tenant are to be reviewed upon subsequent submittal, their final designs were not included in the alternative analysis contained in the following section.

ALTERNATIVE DESIGNS

At the September 19th meeting, the Council raised a variety of questions and comments about the project. Although many items were addressed during the meeting, there were still some items that on which Council was seeking additional clarification. To address these concerns, Staff and the applicant have outlined the topical comments below expressed by the Council that require additional follow-up. These comments include additional detail and design alternatives to illustrate how the applicant arrived at the current design that is being proposed for approval.

1. Concerns about the large number of drive-throughs

- Drive-throughs are allowed by-right in the subject's zoning district and do not require discretionary approval.
- While there are planning standards to regulate drive-through design, there are no specific requirements or policies concerning the number of drive-throughs at a given location.
- The applicant has indicated to staff that the reasoning for the added drive-throughs was due to changes in the retail market as potential tenants now are more interested in "fast casual" type of businesses that emphasize convenience, rather than the traditional sit down commercial storefront.
- The applicant has indicated that current changes in the retail market necessitate the need for the additional drive-throughs. This conclusion is based on the finding in the included *Market Analysis* description contained in **Attachment 6** of this report to support this design.

- The City's Economic Development Department has verified this new trend and has included retail trend report with supportive material of the new design which is contained in **Attachment 7**.
- A traffic analysis prepared for the project indicated there was no significant impact as a result of the additional drive throughs.

2. Concerns about the site plan layout and orientation of drive-throughs and service station

- A discussion was raised about whether an alternative drive-through orientation/design could minimize the visual impacts of the auto-oriented use while reducing potential pedestrian conflicts from the added drive aisles. This discussion included alternative sites for the service station in an effort to minimize the visibility and impact to the surrounding community, while still allowing the applicant to present a marketable product.
- While there are prescriptive standards for drive-through features, there are limited design standards. Therefore, staff had advised the applicant to use the design criteria outlined in the 2014 City Council study session on drive-throughs. A main goal from the study session was a desire to reduce the visibility of the drive-aisles by orienting the drive-throughs to be perpendicular to the public right-of-way.
- The following alternatives were designed to address the Council's questions on what an alternative site plan may look like and how it could function.
- As shown on Figure 3, each design alternatives provide a brief overview of each design and will highlight the positives and negatives of each proposal and why it was not selected by the applicant for the final design.

Alternative #1: Reorientation of Drive-Throughs to minimize Visibility

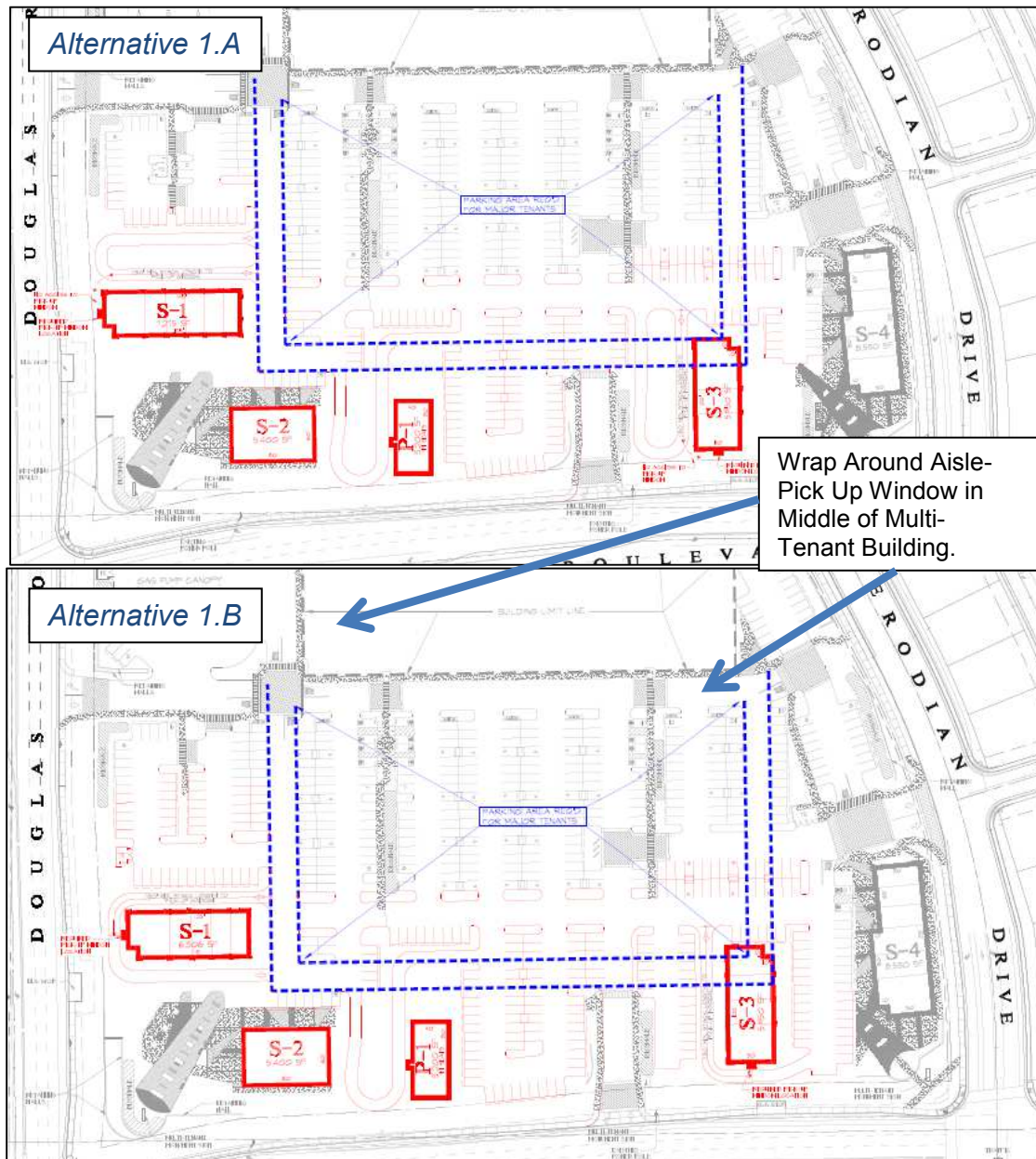
This alternative shows revised orientations for all drive-throughs onsite. Some of the major points include:

- Revised Alternative shows compliance with drive-through 2014 study session design criteria.
- The applicant's proposed design was to promote connectivity within the center and from the surrounding residential community and not to the Sunridge Plaza retail center across the street. While improvements have been made to connect to Sunrise Boulevard, the applicant proposes more onsite improvements in an effort to retain patron activity onsite and encourage pedestrian connectivity to the adjacent residential community.
- The pick-up window for an end-cap tenant in a multi-tenant building would be on the side of the building, not on the rear where the kitchen and storage is located.
- Parking for the anchor tenant would be significantly reduced and may impact the center's ability to lease a new use for buildout of the center.
- Other Pros and Cons are highlighted in Table 1.

Table 1: Pros and Cons of Alternative Design #1

“Pros” Of Alternative Design for this Site	“Cons” of Alternative Design for this Site
• This is generally a “build out” scenario showing what every drive-through would look like with the redesign. • Revised Alternative shows compliance with drive-through 2014 study session design criteria. • Pedestrians will not have to cross drive-aisle from Right of way.	• Reduces the amount of tenant required parking for the future anchor tenant. • Tight turn aisle for the drive-through lane. • Still results in pedestrians having to cross drive-through aisle. • Inefficient use of land as building entrance will be farther away from parking area and more space will be needed for the drive-aisle. • Tight turning radius for motorists in drive-aisle. • The pick-up window for an end-cap tenant in a multi-tenant building would be on the side of the building, not on the rear where the kitchen and storage is located. • Re-routing drive aisle requires the drive-through lane to occur between the building and the street which defeats the purpose of rotating the building. • Both exhibits show how the drive-through lane for pad P-1 (traditional Fast Food single tenant) would have to be designed to keep the queuing lane from being located between the building and street. In this instance the design would have to significantly reduce the size of building S-2 which would impact economic feasibility. • These two layouts also open up large view corridors to the parking lot and expose more parked cars.

Figure 3: Alternative #1 Reorientation of Drive-Throughs to minimize Visibility

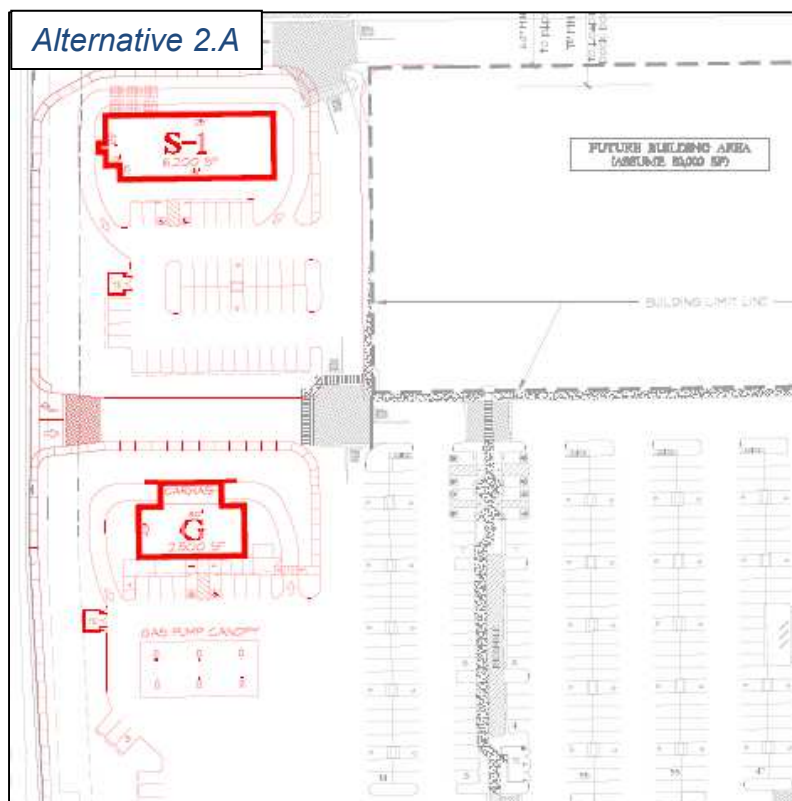


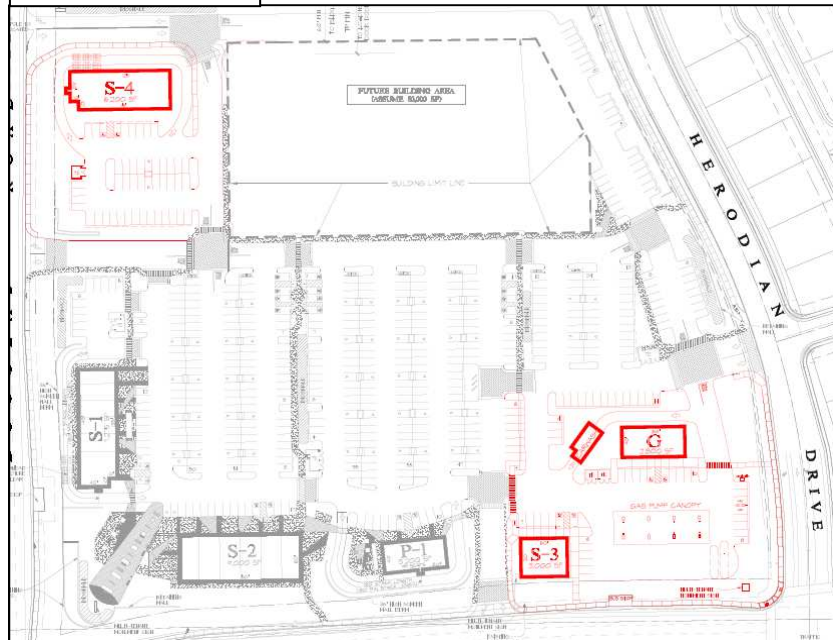
Alternative #2: Relocation of Drive-Throughs and Service Station

This alternative shows relocation of the drive-through aisle and service station. Some of the major points include:

- Revised Alternative shows compliance with drive-through 2014 study session design criteria.
- Service station would not be as visually prominent for motorists headed south on Sunrise Boulevard.
- Drive-Aisle Noise for nighttime hours (after 10pm) will be an issue for adjacent homes. This could restrict future tenants to daytime hours only.
- Parking for the anchor tenant would be significantly reduced and may impact the center's ability to lease a new use for buildout of the center.
- The applicant's proposed design was to promote connectivity within the center and from the surrounding residential community and not to the Sunridge Plaza retail center across the street. While improvements have been made to connect to Sunrise Boulevard, the applicant proposes more onsite improvements in an effort to retain patron activity onsite and encourage pedestrian connectivity to the adjacent residential community.
- Other Pros and Cons are highlighted in Table 2.

Figure 4: Alternative #2 Relocation of Drive-Throughs and Service Station



Alternative 2.B**Table 2: Pros and Cons of Alternative Design #2**

“Pros” Of Alternative Design	“Cons” of Alternative Design
- Revised Alternative shows compliance with drive-through 2014 study session design criteria. - Pedestains will not have to cross drive-aisle from Right of way. - Service station would not be as visually prominent for motorist headed south on Sunrise Boulevard.	- Drive-Aisle Noise for Nighttime hours (after 10pm) will be an issue for adjacent homes. This could restrict future tenants to daytime hours only. - Would require revised traffic analysis. - Tight turn aisle for the drive-through lane. - Still results in pedestains having to cross drive-though aisle. - Inefficient use of land as building entrance will be farther away from parking area and more space will be needed for the drive-aisle.

REQUIRED PERMITS AND REGULATORY BASIS

City approvals and actions associated with this project will include:

- Conditional Use Permit (CUP): for the proposed Service Station (Table 23.316-1 and RCMC 23.913.030).
- Major Design Review: required for building and site plan design compliance prior to construction of the five commercial pads per RCMC 23.140.
- Adjustment Permit (Sign Height): to allow a 30% increase in freestanding sign height from 10-feet to 13-feet from grade per RCMC 23.131.
- Improvement Plan review and approval for onsite/offsite improvements and grading.
- Building Permit Review for safety and occupancy.
- Standard License review and approval for new businesses.

- Subsequent Design Review Permits: While the project consists of a Conditional Use Permit for the service station and Design Review for construction of commercial pads (S1 through S4), subsequent design review approval from the City Council will be required for the service station (Pad G), the single tenant drive-through (Pad P1), and the Anchor tenants within the undeveloped pad to the rear of the site (Figure 2).

ANALYSIS

General Plan: The project site is designated CMU (Commercial Mixed Use) which encourages the integration of retail and service commercial uses with office and/or residential uses. In mixed-use projects, commercial use is the predominant use on the ground floor. Parking for mixed-use projects may be combined or separated, depending on the characteristics of the project.

Zoning Code: The project site is zoned GC (General Commercial) which allows for a wide variety of commercial uses. The purpose of this zone is to provide an area for general commercial and heavier types of commercial uses. The most appropriate location for this district is along major streets or in commercial areas where the permitted heavier uses would not adversely affect surrounding properties. This site is adjacent to Sunrise Boulevard and Douglas Road which will be a major intersection for the Rio Del Oro and Sunridge Communities. While the proposed commercial pads do not have a specific use or tenant at this time, it is believed the future uses will be typically restaurant, retail, personal service (salons, etc.), and possible offices.

Table 3: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
N/A	undeveloped	CMU (Commercial Mixed Use)	GC (General Commercial)
North	Undeveloped (Rio Del Oro)	Rio Del Oro Planning Area	RTC-RDOSP (Regional Town Center- Rio Del Oro SPA)
East	Single Family Homes (Anatolia Anthology- under construction)	MDR (Medium Density Residential)	RD10-SDSP (Single Family Residential)
South	Single Family Homes (Anatolia I - under construction)	LDR (Low Density Residential)	RD7-SDSP (Single Family Residential)
West	Future Commercial Center (Sunridge Plaza- Under construction)	CMU (Commercial Mixed Use)	GC (General Commercial)

Table 4: General Commercial (GC) Development Standards

Subject	Permitted/Required	Proposed	Surrounding
<i>Uses</i>	Various commercial, office, and personal service uses.	Tenants have not yet been assigned; however the site has been design to attract typical retail uses (i.e. restaurants, stores).	North/West: Commercial (Sunridge Plaza and Rio Del Oro site); and South/East: Single Family Residential (Anatolia Anthology, Anatolia I)
<i>Density</i>	18 units/acre; however restricted until commercial buildout is achieved	N/A	4-6 units/acre
<i>Height</i>	150ft Max	1-story (roofline 24-27ft)	15-25ft max (1-2 story homes), 30-40ft max(1-2 story commercial)
<i>Parking</i>	442 required (3.6/1,000sqft Retail for 11,375 total sqft)	565 total	(3.6 spaces per 1,000 sqft commercial space); (2 covered per home).

Sunridge General Commercial Overlay District:

The purpose of the Sunridge General Commercial (SGC) overlay is to ensure commercial development sites will be available to meet the retail and commercial demands of residents in the southern portion of the city. The SGC overlay district is intended to provide ample opportunity for a variety of community serving commercial endeavors while limiting those land uses that may detract from successful retail, grocery, and restaurant users. Where there is a conflict between this overlay district and the underlying base district, the overlay district regulations prevail. The project proposes to be 100% retail and will provide alternative shopping and dining option for the adjacent residents, consistent with the intent of the SGC.

Zoning Code section 23.325.090 also indicates that no residential development will be allowed on properties within the SGC overlay until 180,000 square feet of predominantly retail commercial development is built on GC zoned properties identified and must include a neighborhood grocery store. Once 180,000 square feet of predominantly retail commercial development (including a grocery store) has been constructed upon one or more of the GC sites, residential development would be allowed by right on remaining SGC overlay sites, subject to the regulations of the GC zoning district.

Table 5: SGC Retail Square Footage
(Minimum 180,000sqft for 3 sites- Figure 7)

Project	Projected Retail SqFt (Total)
Sunridge Plaza Center (includes Raley's Grocery Store)	102,425
Anatolia Retail Center (Proposed 5 Pads)	33,975
Remaining Balance (from 180,000)	43,600
Future Retail in SGC	
<i>Potential Service Station and Pad 2 Anchor Tenant for Anatolia Retail Center</i>	<i>82,800</i>

Figure 5: SGC Zoning Overlay



Design Review Permit Analysis:

As described in the *Background* section of this report, since the project does not have vested rights to the Sunridge Specific Plan Area standards, all new construction must adhere to the City's zoning code and design guidelines to ensure all improvements will be attractive and integrate into the surrounding environment.

Site Plan:

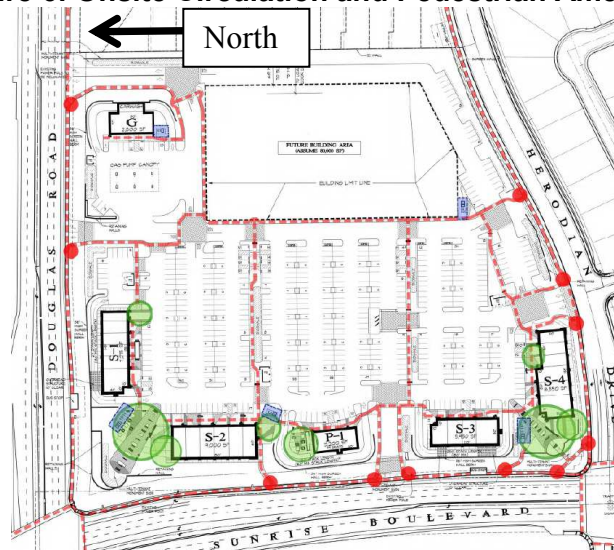
As touched on in the prior Alternative analysis, the applicant designed the center to balance the need for the "fast casual" businesses and pedestrian connectivity to best service the adjacent neighborhood. This overall design concept includes:

- Commercial pad buildings along arterials for the maximum exposure and to screen a large portion of the parking area from the main streets.
- Gas station away from intersections to allow greater access. While this proposal includes a brief review of the service station, subsequent design review and environmental analysis will be required prior to construction.

- Future grocery store located to the rear of the site to anchor the center and reduce parking lot impacts on the adjacent residential development and allow for greater connectivity between buildings.
- Internal parking areas to share parking, reducing inefficiency of used spaces.
- While the site incorporates 2 pedestrian access points from Douglas Road, there will be 4 access points adjacent from the existing Anatolia community.

A condition of approval has been added to ensure the trash receptacles are to be screened and locked when not in use. The new parking area will be fully landscaped and provide ample parking for all tenants.

Figure 6: Onsite Circulation and Pedestrian Amenities



Pedestrian Access and Gathering:

Fully landscaped gathering areas have been added to the Douglas/Sunrise intersection and the Herodian/Sunrise intersection to enhance the curb appeal for motorists entering the region from Sunrise Boulevard. The existing bike and pedestrian paths will not be impacted or changed because of this project as the site is currently surrounded by existing 5-foot sidewalks. Figure 7 indicates numerous pedestrian access points with integrated landscaping that will connect pedestrians from existing sidewalks to the commercial pads and gathering spaces along Sunrise Boulevard. Internal sidewalks adjacent to the commercial pads will be 10-15 feet wide as the parking area will include enhanced paving to clearly designate the pedestrian crosswalks onsite. To address the added auto oriented uses, the applicant has included two large pedestrian gathering spaces along Sunrise Boulevard. Table 6 and Figure 7 highlight some of the amenities that will be added to the center including how the site will integrate into the surrounding region.

Table 6: Circulation and Pedestrian Amenities

Onsite Amenities	Offsite Integration
• Outdoor seating is included. • Bicycle parking (long and short term) above the zoning minimum requirement is provided. • Will provide adequate power for temporary uses by providing outlets for the gathering space. • Wider sidewalks with planters • Outdoor dining areas have been integrated into the adjacent gathering space. • Consistent with zoning code, a final pedestrian plan with detail will be required prior to construction.	• Numerous pathways will connect the center to the existing sidewalks. • The site will have access to all bus routes and Cordova Van routes. • Should help improve the City's Walk-Score as it will shorten the distance between retail uses and residential communities, lessening the dependence on cars as well as trip distance and time. • Along with the Sunridge Plaza (under construction) and the future Rio Del Oro Regional Town Center to the north, the Sunrise-Douglas intersection will be a major retail node for the Sunridge/Anatolia and the future Arboretum and Suncreek communities.

Figure 7: Pedestrian Areas

To ensure the pedestrian connectivity of the anchor tenant from the adjacent park and residential community, Condition of Approval #11 has been added to require additional sidewalks and building orientation for the anchor tenant elevation facing Herodian Drive.

Preliminary Landscape Plan

The project landscaping includes a mix of 15-gallon and 24-inch box trees (Figure 8) and 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 included 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 (Condition #31 and #41). There will be landscaping added to the rear of the site adjacent to the anchor tenant to ensure proper screening of the building from the immediately adjacent residential properties. Subsequent design reviews will require independent preliminary landscape plans consistent with the center's plan. This plan was reviewed by the City's landscape architect consultant for consistency with Title 22 (water conservation), Zoning code 23.716 (landscaping), and the design guidelines for onsite use of landscaping.

Figure 8: Preliminary Landscaping Plan



Architecture and Building Elevations:

The building's 4-sided architecture will include a combination of materials (wood, glass, stone, and steel) and neutral earth tone colors to compliment the center's more modern architectural theme. As indicated on the City's Design Guideline Checklist in **Attachment 12**, the design will have defined edges, multi façade projections, and varying rooflines with heights around 24-feet to 27-feet for the single story buildings to break up the massing. Consistent with the design

guidelines, each of the buildings will include a large amount glass for the windows and doors which will make the center more pedestrian friendly and visible for patrons walking around the center. As mentioned in the Background section of this report, a subsequent design review will be required prior to construction of the Service Station (pad G), single drive-through tenant (pad P1), and the anchor tenant to the rear of the site.

Figure 9: Typical Front Elevation (Facing Parking Area)

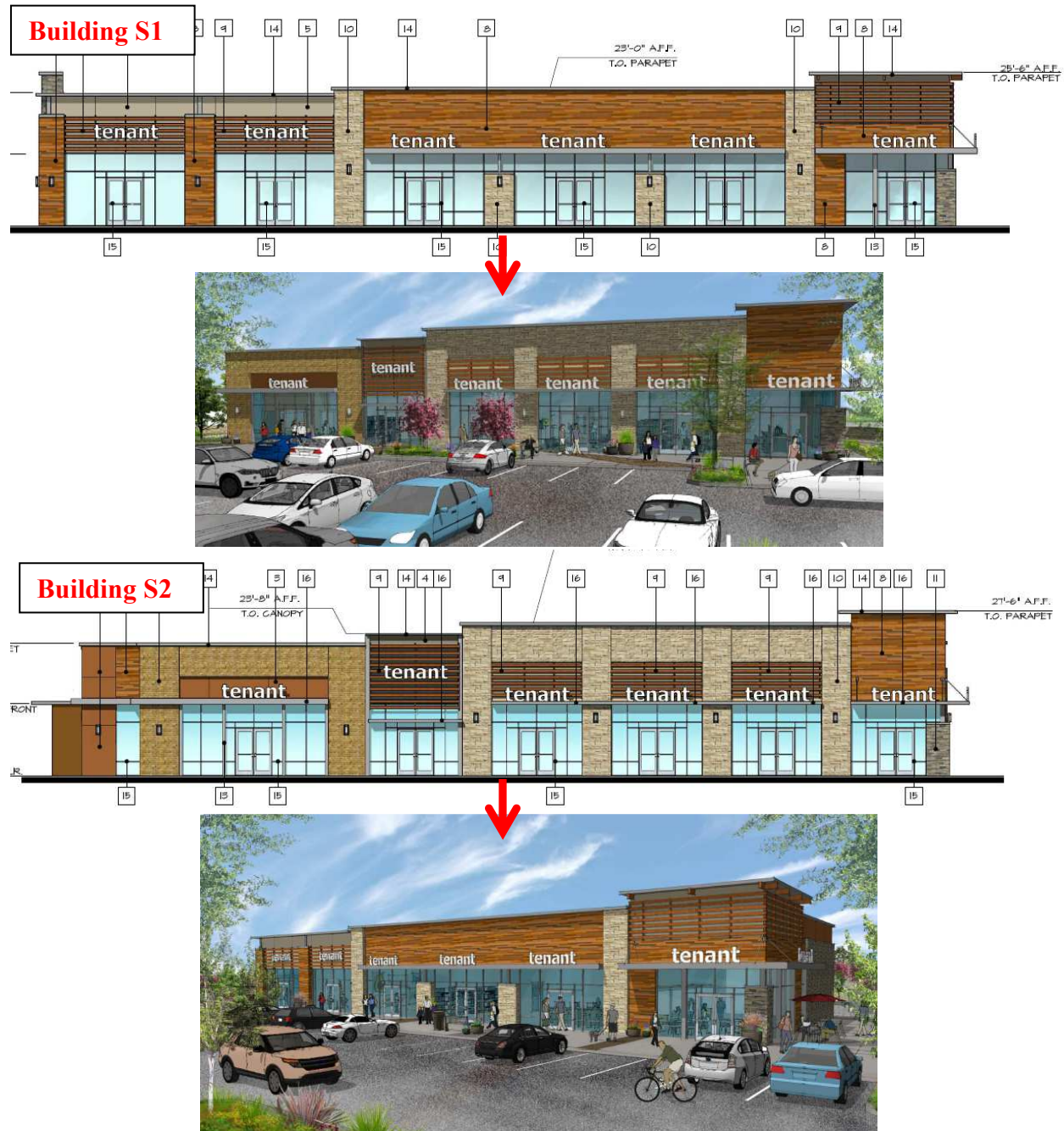




Figure 10: Typical Rear Elevation (Facing Sunrise Boulevard)

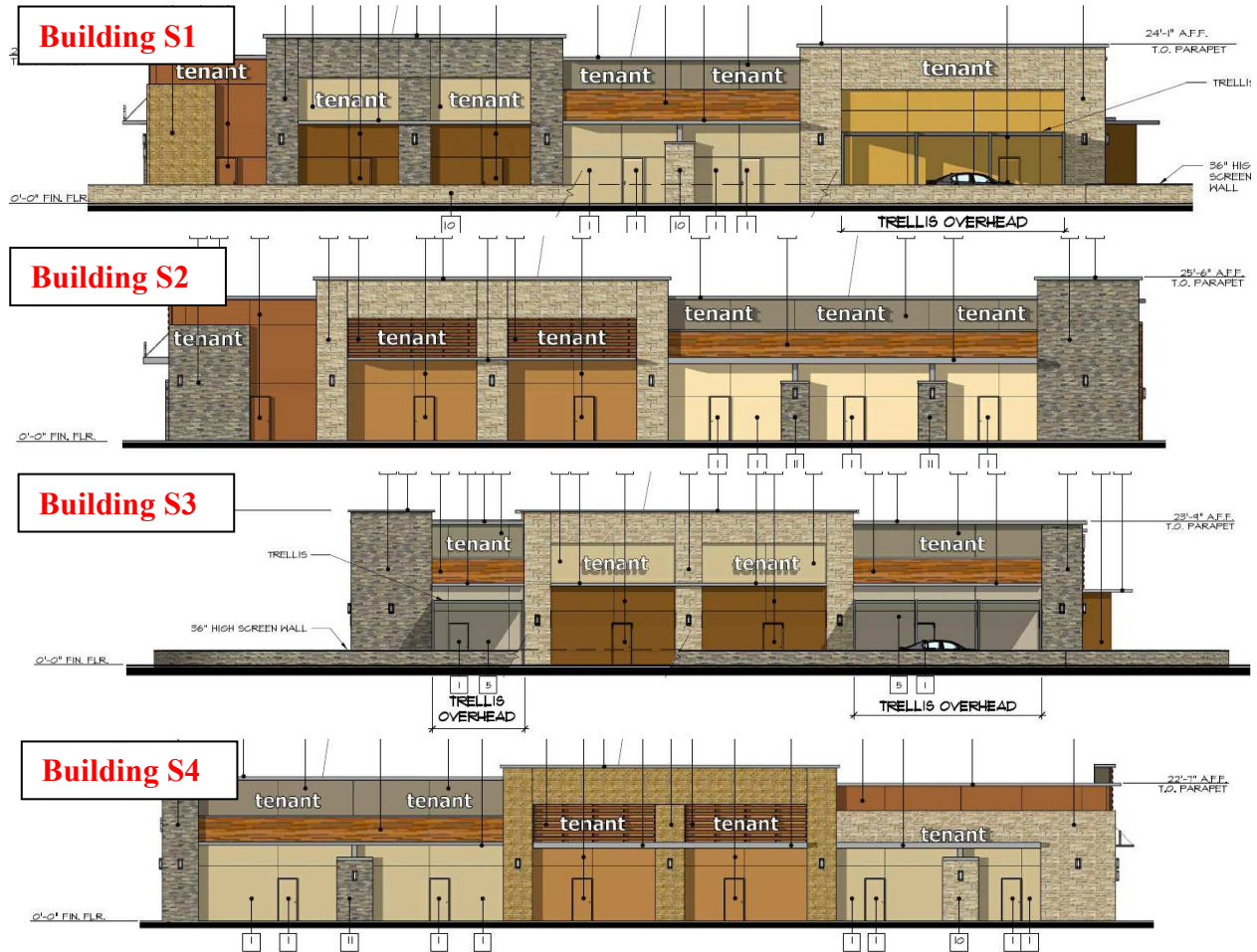


Figure 11: Renderings from Sunrise Boulevard





Major Design Review Findings of Approval:

Based on the above analysis, a Major Design Review Permit may be approved subject to the meeting all of the findings of approval 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 City's Design Guidelines, and the Municipal Code. The vision for the General Plan area consists of the project site containing dense commercial uses that would support the adjacent residential community. The project consists of a new retail shopping center that is consistent with the zoning district and all applicable standards, and guidelines. The project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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 which will integrate with the existing sidewalks and street system. 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 City's Design Guidelines. The project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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 scope is consistent with the existing businesses in the area which will consist of retail, restaurants, and existing single family homes. The design, color, and materials have been designed to foster a more human scale façade both onsite and from the adjacent right-of-ways. The project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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

Evidence: The proposed project will not substantially affect current traffic flows or existing modes of transportation circulation as the main entrance will be oriented towards the existing street system. The project has been conditioned to improve safety for pedestrians coming from Herodian Drive, Sunrise Boulevard, and Douglas Road. Also improvements will be made to the existing sidewalks and right-of-way along the project site in accordance with all local standards.

Conditional Use Permit Analysis

As mentioned above, a Conditional Use Permit is required for the proposed Service Station to be located within a General Commercial (GC) zone (Table 23.316-1 and RCMC 23.913.030). While the current design review permit and associated reports include a general discussion on the potential impacts of the service station, since the applicant is not proposing design analysis at this time a full analysis on the potential impacts has not been completed. Condition of Approval #11 indicates the service station will require its own design review analysis and approval by the Council prior to construction. The findings of approval below, demonstrate how the proposed layout will comply with standards and integrate into the current site plan. Additional findings will be needed to assess the impacts of the service stations final building design, scope of services, hours, and other items not included in this analysis.

Conditional Use Permit Findings of Approval:

Based on the above analysis for the future service station, a Conditional Use Permit may be approved subject to the meeting all of the findings of approval as defined by Zoning Code Section 23.134.030 and evidence as follows:

1. ***Finding: The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/ emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.***

Evidence: The proposed location is within a General Commercial (GC) zone and 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 project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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 Anatolia Retail Center. The project has been conditioned to require subsequent design review and analysis prior to construction of the service station. The service station architecture is conditioned to be consistent with the approved overall design of the center.

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. While the full scope of the facilities will not be known until the design review, the onsite capacity of the facilities will be met during the improvement plans and construction of the overall 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 conditioned to require subsequent design review and analysis prior to construction of the service station. The service station architecture is conditioned to be consistent with the approved overall design of the center as well as 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 require additional review prior to construction.

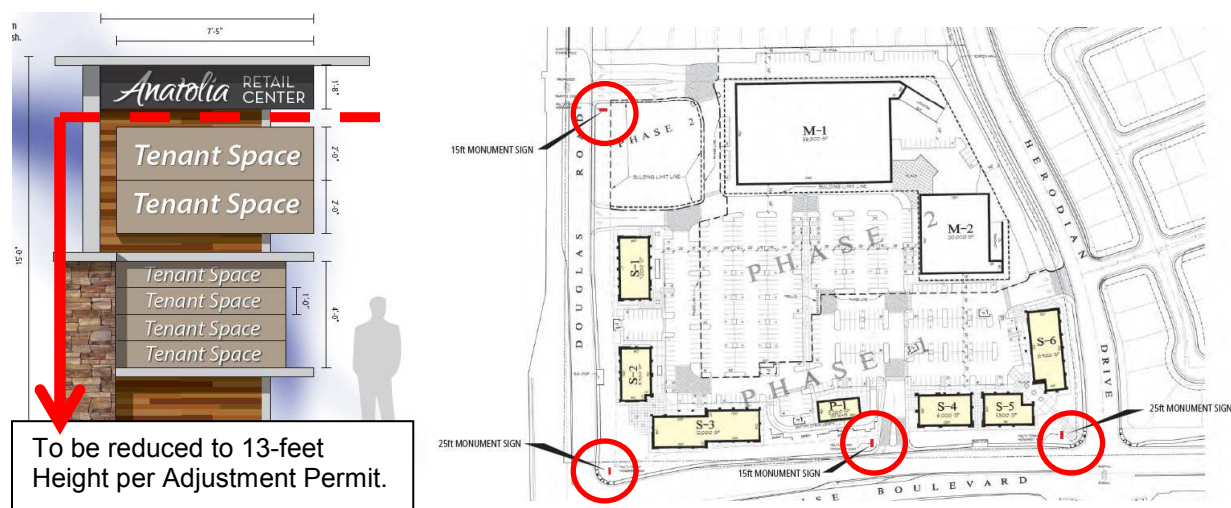
5. ***Finding: If structures and site plans are considered nonconforming, the elements of a project that are nonconforming have been brought into compliance with the zoning code, where feasible.***

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.

Adjustment Permit (Sign Height) and Sign Program Analysis:

The site is partially contained within the Special Sign Corridor of Sunrise Boulevard. The Sign Corridor intends to make provisions for signs that identify the name and type of business in an aesthetic manner that complements the architecture of the buildings and serves the needs of the traveling public. This corridor restricts the amount of signage; unless a unified sign program is submitted and approved. To comply with this zoning requirement, a sign program has been submitted for the project that includes standards for existing and future tenant signage included with the project plan in **Attachment 1, Exhibit A**. The sign program fulfills the basic requirements of a Unified Sign Program zoning requirements; however, the applicant has requested an Adjustment Permit for a 30% increase in the maximum height for the freestanding signs allowed per zoning code. This would result in additional 3-feet of height for the 10-foot freestanding signs (13-feet total height). The applicant has requested this height increase in an effort to compete with the adjacent Sunridge Plaza Center freestanding signs that were approved at 15-feet in height at the time of that project's 2005 approval. The zoning code allows one freestanding sign per project entrance. The project is proposing 4 freestanding signs as the center will have 4 entrances as indicated on Figure 12.

Figure 12: Freestanding Sign Design and Locations



Since the current plan includes proposed signs that are not compliant with zoning standards as well as the original site plan, a revised sign program will be required prior issuance of construction permits. This has been included as condition of approval #32 for the project and will be confirmed with the Council upon subsequent design review submittals for the Center.

Based on the above analysis for the additional sign height, an Adjustment permit subject to the Conditions of Approval herein, must meet all of the findings of approval 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 freestanding signs are consistent with the zoning code standards and have been designed to integrate into the proposed retail center. The additional 3-feet of freestanding sign height will not visually impact the center or surrounding areas.

2. **Finding:** *That the proposed development is compatible with existing and proposed land uses in the surrounding area.*

Evidence: The proposed sign heights will not impact the surrounding centers and most of the signs will be directed away from the residents and will be shorter in height than the adjacent Surnidge Plaza signs which were approved at 15-feet from grade.

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 allow the center's freestanding signs to exceed the zoning code maximum of 10-feet by an additional 3-feet (30% increase). This will not permit a greater sign area as it will allow the applicant to compensate for grade changes onsite and entrances that are not as visible from the main intersection.

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 an undeveloped commercial site, a new commercial center to the west that is currently under construction, and single family residential uses to the east and south. The proposed increase in sign height will allow the applicant to compensate for onsite grade changes and entrance visibility issues without prohibiting future businesses or creating any potential conflicts in design.

5. **Finding:** *The adjustment is consistent with the General Plan or any applicable Specific Plan or development agreement.*

Evidence: The adjustment permit for increase in sign height will not conflict with the General Plan and/or Zoning regulations as the design and locations are consistent with all standards. The proposed increase in sign height will allow the applicant to compensate for onsite grade changes and entrance visibility issues.

6. **Finding:** *The adjustment is the minimum required to achieve the desired result.*

Evidence: The 30% adjustment (3-feet) is permitted within the zoning code subject to the project meeting all of the findings of approval. The design and locations of the signs are consistent with all standards as they will integrate into the center's overall design theme.

FISCAL ANALYSIS OF PROJECT

Staff anticipates the project will have a positive fiscal impact due to the increase in short term and long term jobs for the construction and operation of the commercial businesses, as well as an increase in taxes from retail sales. As mentioned in the Alternative Design section of this report, the applicant has included a *Market Analysis* description contained in **Attachment 6** of this report, while the City's Economic Development Department has also included a retail trend report contained in **Attachment 7** to confirm the applicant's statement for the type and design of the shopping center proposed.

ENVIRONMENTAL

The California Environmental Quality Act (Section 21000, et. seq. of the California Public Resources Code, hereafter CEQA) requires analysis of agency approvals of discretionary "projects." A "project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." The proposed project is considered a project under CEQA; however, the proposed project is exempt from CEQA under to CEQA Guidelines Section 15183 (Consistency with a General Plan, Community Plan, or Zoning for Which an EIR was Prepared). This exemption applies to projects that are consistent with the General Plan. Section 15183 (i)(2) of the CEQA Guidelines defines "consistency" as "that density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan...or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning."

The subject property is designated Commercial Mixed Use in the City's General Plan and zoned Shopping Commercial in the Sunridge Specific Plan. EIRs were prepared for both of these projects – the General Plan EIR (SHC 2005022137) and Sunridge Specific Plan Revised EIR (2011; SCH 1997022055). Staff has reviewed the proposed action for consistency with the existing allowed development density, as described under the CEQA Guidelines.

The entitlements include construction of the five retail pads on the western portion of the site, three of which would include drive-throughs, and a use permit for the gas station on the northeast portion of the site. However, the gas station and Pad 2 will require design review and a subsequent approval by the City Council prior to any development on those portions of the site. Subsequent technical studies were prepared for the project to determine if there is potential for project-specific significant effects that are peculiar to the project or to the project site, as discussed below.

- **Noise:** The attached noise study determined that the proposed project would result in noise generated by drive-through speakers, loading dock activities, on-site truck movements, car wash equipment, and mechanical equipment (HVAC). Noise generated by the proposed drive-throughs, car wash, and HVAC units are predicted to comply with the Rancho Cordova noise standards. The loading dock is shown for Pad 2, which is not currently proposed for development and, as noted above, would be subject to design review when a specific use is proposed for that site. Consequently, there would be no new impacts or increase in previously identified impacts as a result of the project or project site. The noise study is contained in **Attachment 5**.

- **Traffic:** The Sunridge Specific Plan included a traffic analysis as part of the project's CEQA compliance. KD Anderson and Associates prepared an analysis to assess the feasibility of providing signalized access to the Anatolia Center on Douglas Road and a subsequent analysis verifying the trip generation assumed for the project site. The analysis concluded that the external trip forecast was representative for the mix of uses at this location. It was determined that the signal could increase queues in the westbound direction from the intersection of Sunrise Boulevard and Douglas Road and result in queues at the new intersection, but would not exceed storage. The analysis determined that the signal could reduce speed in the eastbound direction by 2.3 miles per hour; however, the new traffic signal would not result in appreciable changes to the long-term peak hour levels of service at intersections in the vicinity of the project site. The traffic study is contained in **Attachment 4**.

Based on the above summary and that the site is still subject to all of the mitigation measures for the Sunridge Specific Plan, the Anatolia Retail Center project would not result in any new potentially significant on- or off-site impacts and cumulative impacts which were not discussed in the prior EIRs and no aspects peculiar to the project or the parcel that would result in new effects; and no new information of substantial importance that would result in significant effects not discussed in the previous document or substantially increase the severity of effects previously disclosed. Therefore, pursuant to CEQA Guidelines Section 15183, no further analysis is required.

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 15183 and approve Resolution 136-2016 Approving the Conditional Use Permit, Major Design Review Permit and Adjustment Permit for the Anatolia Retail Center project DD9600, subject to the findings, Project Plans (**Exhibit A**) and Conditions of Approval (**Exhibit B**)."; 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 vision for the community and criteria for this site, it may recommend denial of the project based on its legislative authority.

ATTACHMENTS

1. Resolution No. 136-2016, Approving a Conditional Use Permit, Major Design Review Permit, and Adjustment Permit (**Exhibit A**) with Conditions of Approval (**Exhibit B**) for a new retail commercial center at the southeast corner of Sunrise Boulevard and Douglas Road.
2. 500' Radius Map with Mailing Labels.
3. Design Alternatives for Drive-through and Site Plan.
4. 2016 Traffic Analysis.
5. 2016 Noise Analysis.
6. Applicant's Market Analysis- Fast Causal and Service Station.
7. Rancho Cordova's Economic Development Department's retail trend report.
8. Items from the September 19th Council Policy Discussion.
9. Summary of neighborhood meeting held August 31, 2016 (power point handout and notes).
10. Completeness letter sent to applicant on August 25, 2015 and August 2, 2016.
11. Drive-through design criteria from 2014 Council work session.
12. Design Guideline Summary Checklist 2016.
13. Public Comments/Response.
14. PowerPoint Presentation.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 136-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING THE ANATOLIA RETAIL CENTER DESIGN REVIEW PERMIT, CONDITIONAL
USE PERMIT, AND ADJUSTMENT PERMIT - PROJECT NO. DD9600**

WHEREAS, the project site was originally included within the Sunridge Specific Plan Area (SPA) approved by the County of Sacramento and adopted by the City upon incorporation. Due to litigation regarding the Environmental Impact Report (EIR), the SPA and support documentation was rescinded by the Courts until amendments could be made to address some environmental deficiencies in the EIR. After resolving those deficiencies, the City recertified the EIR for the Sunridge Specific Plan on November 7, 2011 (Resolution 106-2011). Since a majority of the projects within the SPA had vested rights under their approved Development Agreements (DAs) and the SPA was inconsistent with the City's recently adopted General Plan, the City felt it was not necessary to readopt the SPA per Resolution 106-2011. The Court and City allowed projects with DAs to develop consistent with the Specific Plan which utilized County standards, while projects without executed DAs would revert to current zoning standards. For sites not vested under County requirements, subsequent rezones were made which lead to the current project being zoned General Commercial (GC); and

WHEREAS, on July 27, 2015 an application was submitted to construct a new shopping center on an undeveloped 14.7 acre site at the southeast corner of Sunrise Boulevard and Douglas Road. The application for this center proposed 6 commercial shopping pads, 1 drive-through pad (7 pads total), and space for a future anchor tenant along with new landscaping, paving, and lighting for the center. After an initial review by staff, a comment letter was sent to the applicant addressing corrections that needed to be made in order to determine the application complete; and

WHEREAS, after receiving comments from City staff, the applicant resubmitted a revised site plan on July 5, 2016 with some noteworthy changes that included 2 commercial pads, 3 commercial pads with drive-throughs (5 pads total), a new service station with convenience store and car wash and revised pedestrian gathering areas along Sunrise Boulevard. Although the plan includes a Conditional Use Permit for the service station and Design Review for construction of commercial pads (S1 through S4), subsequent design review approval from the City Council will be required for the service station (Pad G), the single tenant drive-through (Pad P1), and the Anchor tenants within the undeveloped pad to the rear of the site; and

WHEREAS, staff reintroduced the project at a neighborhood meeting held at City Hall on August 31, 2016 and again at a September 19, 2016 City Council work session. As part of that presentation, staff highlighted the changes that had been made to the project and invited Council comment on the amended site plan; 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 project was presented at a neighborhood meeting and a City Council work session for comment and direction; and

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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 that the Council approves the Anatolia Retail Center Conditional Use Permit, Major Design Review Permit and Adjustment Permit (**Exhibit A**), subject to the following findings and attached Conditions of Approval (**Exhibit B**):

A. Finding: The project complies with California Environmental Quality Act (CEQA).

Evidence: The California Environmental Quality Act (Section 21000, et. seq. of the California Public Resources Code, hereafter CEQA) requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” The proposed project is considered a project under CEQA; however, the proposed project is exempt from CEQA under to CEQA Guidelines Section 15183 (Consistency with a General Plan, Community Plan, or Zoning for Which an EIR was Prepared). This exemption applies to projects that are consistent with the General Plan. Section 15183 (i)(2) of the CEQA Guidelines defines “consistency” as “that density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan...or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning.”

- The subject property is designated Commercial Mixed Use in the City’s General Plan and zoned Shopping Commercial in the Sunridge Specific Plan. EIRs were prepared for both of these projects – the General Plan EIR (SHC 2005022137) and Sunridge Specific Plan Revised EIR (2011; SCH 1997022055). Staff has reviewed the proposed action for consistency with the existing allowed development density, as described under the CEQA Guidelines.
- The entitlements include construction of the five retail pads on the western portion of the site, three of which would include drive-throughs, and a use permit for the gas station on the northeast portion of the site. However, the gas station and Pad 2 will require design review and a subsequent approval by the City Council prior to any development on those portions of the site. Subsequent technical studies were prepared for the project to determine if there is potential for project-specific significant effects that are peculiar to the project or to the project site, as discussed below.
 - Noise: The noise study determined that the proposed project would result in noise generated by drive-through speakers, loading dock activities, on-site truck movements, car wash equipment, and mechanical equipment (HVAC). Noise generated by the proposed drive-throughs, car wash, and HVAC units are predicted to comply with the Rancho Cordova noise standards. The loading dock is shown for Pad 2, which is not currently proposed for development and, as noted above, would be subject to design review when a specific use is proposed for that site. Consequently, there would be no new impacts or increase in previously identified impacts as a result of the project or project site.

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- Traffic: The Sunridge Specific Plan included traffic analyses as part of the project's CEQA compliance to assess the expected impacts of the development on transportation infrastructure. KD Anderson and Associates prepared a project specific analysis that included evaluation of expected increased delays and queuing at nearby affected intersections. The report included analyses of the intersections of Sunrise with Douglas Road, Herodian Drive and Chrysanthy Blvd. The greatest increase in delay is estimated at 13 seconds at the intersection of Sunrise and Douglas during the PM peak hour. The studied intersections continue to operate at the City's level of service D threshold or better.

Based on the above summary and that the site is still subject to all of the mitigation measures for the Sunridge Specific Plan, the Anatolia Retail Center project would not result in any new potentially significant on- or off-site impacts and cumulative impacts which were not discussed in the prior EIRs and no aspects peculiar to the project or the parcel that would result in new effects; and no new information of substantial importance that would result in significant effects not discussed in the previous document or substantially increase the severity of effects previously disclosed. Therefore, pursuant to CEQA Guidelines Section 15183, no further analysis is required.

B. Approve the **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 City's Design Guidelines, and the Municipal Code. The vision for the General Plan area consists of the project site containing dense commercial uses that would support the adjacent residential community. The project consists of a new retail shopping center that is consistent with the zoning district and all applicable standards, and guidelines. The project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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 which will integrate with the existing sidewalks and street system. 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 City's Design Guidelines. The project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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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 scope is consistent with the existing businesses in the area which will consist of retail, restaurants, and existing single family homes. The design, color, and materials have been designed to foster a more human scale façade both onsite and from the adjacent right-of-ways. The project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

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

Evidence: The proposed project will not substantially affect current traffic flows or existing modes of transportation circulation as the main entrance will be oriented towards the existing street system. The project has been conditioned to improve safety for pedestrians coming from Herodian Drive, Sunrise Boulevard, and Douglas Road. 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 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:

5. *Finding: The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/ emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.*

Evidence: The proposed location is within a General Commercial (GC) zone and 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 project has been conditioned to require subsequent design review and analysis for the service station, single tenant drive-through, and anchor tenant prior to construction.

6. *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 Anatolia Retail Center. The project has been conditioned to require subsequent design review and analysis prior to construction of the service station. The service station

ATTACHMENT 1

architecture is conditioned to be consistent with the approved overall design of the center.

7. *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. While the full scope of the facilities will not be known until the design review, the onsite capacity of the facilities will be met during the improvement plans and construction of the overall shopping center.

8. *Finding: The project meets the requirements of the zoning code including development standards, design guidelines, and special use provisions.*

Evidence: The project has been conditioned to require subsequent design review and analysis prior to construction of the service station. The service station architecture is conditioned to be consistent with the approved overall design of the center as well as 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 require additional review prior to construction.

9. *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.

- D. 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 freestanding signs are consistent with the zoning code standards and have been designed to integrate into the proposed retail center. The additional 3-feet of freestanding sign height will not visually impact the center or surrounding areas.

2. *Finding: That the proposed development is compatible with existing and proposed land uses in the surrounding area.*

Evidence: The proposed sign heights will not impact the surrounding centers and most of the signs will be directed away from the residents and will be shorter in height than the adjacent Sunridge Plaza signs which were approved at 15-feet from grade.

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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 allow the center's freestanding signs to exceed the zoning code maximum of 10-feet by an additional 3-feet (30% increase). This will not permit a greater sign area as it will allow the applicant to compensate for grade changes onsite and entrances that are not as visible from the main intersection.

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 an undeveloped commercial site, a new commercial center to the west that is currently under construction, and single family residential uses to the east and south. The proposed increase in sign height will allow the applicant to compensate for onsite grade changes and entrance visibility issues without prohibiting future businesses or creating any potential conflicts in design.

5. *Finding: The adjustment is consistent with the General Plan or any applicable Specific Plan or development agreement.*

Evidence: The adjustment permit for increase in sign height will not conflict with the General Plan and/or Zoning regulations as the design and locations are consistent with all standards. The proposed increase in sign height will allow the applicant to compensate for onsite grade changes and entrance visibility issues.

6. *Finding: The adjustment is the minimum required to achieve the desired result*

Evidence: The 30% adjustment (3-feet) is permitted within the zoning code subject to the project meeting all of the findings of approval. The design and locations of the signs are consistent with all standards as they will integrate into the center's overall design theme.

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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



August 11, 2016

RESUBMITTAL
PROJECT DESCRIPTION – ANATOLIA RETAIL
SUNRISE BOULEVARD and DOUGLAS ROAD

ARCHITECTURE

PLANNING

INTERIORS

This project was initially submitted for Design Review and a Conditional Use Permit for a drive through associated with a quick service restaurant. The Entitlement application was submitted to the City of Rancho Cordova Planning Department on July 24, 2015. On August 25, 2015 the Planning Department issued a Completeness Letter for the application. Additional information was deemed necessary. Simultaneously, the project owner conducted additional review of the project and determined that several modifications were necessary to ensure the success of the project. This resubmittal will address the initial questions and offer requested clarifications stated in the August 25th Completeness Letter as well as modify the original site plan.

The project is a commercial retail center at the southeast corner of Sunrise Boulevard and Douglas Road. The site is approximately 14 acres and is zoned General Commercial. The project may be built in phases.

The initial phase will consist of rough grading the entire site, construction of the first phase of underground and surface improvements and stabilizing the balance of the site in accordance to Regional Water Quality Control Board (RWQCB) and the City of Rancho Cordova requirements. The conceptual phases shown on the phasing plan may occur as noted or the order may change. The frontage landscaping will be completed with each associated phase. Sufficient parking and circulation will be provided for each phase to ensure conformance with Zoning Code parking requirements. The timing for each of these phases is market driven and will occur based on tenant leasing.

Phases 1-4 will consist of four multi-tenant retail buildings (S-1 thru S-4), a pad for a future single tenant quick service restaurant (P-1), and pad for a future fuel station with a convenience store and car wash (G). Two of the four multi-tenant retail buildings are proposed to contain a drive through lane for a fast casual restaurant occupying a portion of the building. These two drive thru uses require a Conditional Use Permit. The single tenant pad for a future quick service restaurant will also contain a dedicated drive thru lane, which requires a Conditional Use Permit. Finally, the pad proposed for a future fuel station with a convenience store and car wash will require a Conditional Use Permit.

Phase Five will consist of one or more future tenant buildings. The intent is to encourage a Market/Grocery type tenant to locate here. Therefore, the pre-approval of the adjacent fuel station will facilitate those future negotiations as several grocers contain a fuel station component. A Building Limit Line is delineated on the site plan and based on proposed parking a building or buildings could occupy up to 80,000 sf in this area. The timing for this phase is market driven and will occur based on tenant leasing.

The specific building layout and building design of Phase Five will be a separate Design Review application at a future date. Additionally, the exterior building designs of the P-1 and G buildings will be separate Design Review applications at a future date once actual tenants are identified.

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 Revised Project Description
 August 11, 2016
 Page 2



Regardless of use or timing, the future building designs must be in general conformance of the building design of the Phase 1-4 buildings.

The architectural design theme of the project is of a contemporary nature. The design of the four multi-tenant buildings will serve as the design direction, including building massing, colors and materials of all future buildings on site.

Included in this resubmittal is a Unified Sign Program.

A Traffic Study, Air Quality Impact Analysis, and Environmental Noise Assessment were not a part of the initial application; however, they have been submitted to the City as part of the resubmittal process. Initially the site plan was designed for a full movement signalized intersection at the easterly driveway on Douglas Road. The site plan has been modified to eliminate the signal and the left-turn exit at this location. The existing left-turn in pocket will be retained for access into the site from the east.

The resubmitted project Site Plan has been revised to eliminate one building, reduce others in leasable area, and add parking. Additionally, two of the four buildings have been modified to propose a possible drive thru lane for a fast casual restaurant to occupy a portion of the building. During the internal review of the project by the owner/applicant, leasing specialists, and the architect, it became apparent that current leasing trends in shopping centers have recently shifted away from the reliance on traditional shopping center retailers. Lately, the trend has shifted to many more restaurants occurring in neighborhood shopping centers. Big Box retailers and the convenience of e-commerce shopping has significantly reduced the viability of standard retail tenants in smaller centers. It is presumed that there will be a continued focus on internet-resistant merchandising of neighborhood centers. That means adding more restaurants and entertainment into the shopping center model. Besides retail and restaurant uses it is anticipated that financial, medical, and personal service tenants could occupy the buildings

With the addition of more restaurants comes a need for more parking to meet current zoning codes and to provide customers with a readily available field of parking. While local pedestrian and bicycle connectivity is a strong component of the center, so too, is convenient parking.

To address the need and importance of the pedestrian shopper/diner at the project a significant amount of detail has been designed into the pedestrian amenities. Wide front walks between the storefronts and parking will be delineated with varied textures and patterns of concrete surfaces. Benches, trees, plant pots, and plazas will be incorporated in and around the buildings. Within the site the use of aesthetic iron 'gates' of architectural nature will provide a wayfinding focus as well as provide a visual rhythm at the plazas.

At both the northwest and southwest corners of the site there will be large community gathering spaces or plazas. These will occur adjacent to the signalized intersections along Sunrise Boulevard. These plazas will be tucked into a void between buildings for a sense of defined space. This location should also reduce the effect of wind at the plazas. In order to reduce the large expanse of mostly unoccupied hard surfaces, these gathering spaces are broken up with landscape planters, aesthetic iron 'gates', benches, pots, and enhanced paving. The design goal is to provide intimate areas rather than seldom used large open spaces. In addition to these community gathering plazas the site plan also has placeholders for as many as six patios for the exclusive use of restaurant tenants within the center. If restaurant tenants do not occupy the adjacent tenant spaces, these areas will provide additional open space in the center.

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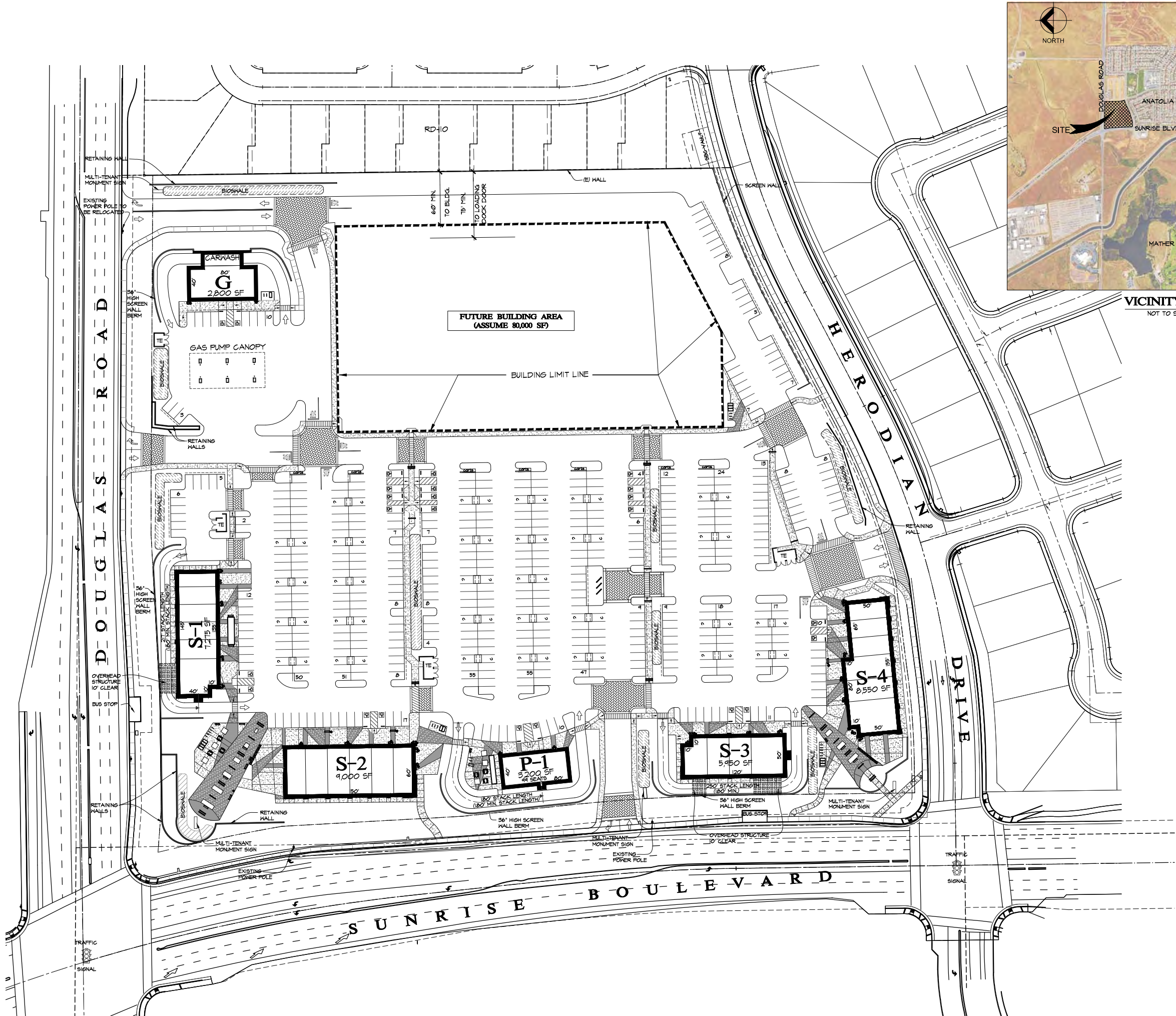
At the intersection of Sunrise Boulevard and Douglas Road a grand landscaped area has been designed to give appropriate scale at the gateway to the Anatolia neighborhood. Due to the substantial difference in grade (more than ten feet from sidewalk to project) the area will be designed with a variety of retained terraces in an aesthetic design. While direct pedestrian connection from this intersection is not practical, due to grade differential, pedestrian access will be provided elsewhere in the near vicinity.

Within the site there is enhanced paving at the main vehicular cross points. All pedestrian crossings of the vehicular way will also be delineated by the enhanced and colored paving design. Where the long pedestrian spines reach through the main parking lot the walkways are complimented by design-rich bio swales and the previously mentioned iron 'gates' to define pedestrian ways.

Short and long term bicycle parking is provided at five locations throughout the site, most notably at each community plaza area. The bike racks and lockers will be an aesthetic site amenity due to their contemporary design.

Along with the Site Plan this application also provides a Pedestrian Plan, and Connectivity Plan. These plans will serve to define pedestrian paths of travel, amenities, plazas, bicycle racks and lockers as well as connection points to the neighborhood. An enlarged focused partial Landscape Plan will show greater detail of the community gathering spaces.

To complete the resubmittal additional revised documents will include, Architectural Renderings, Colored Elevations, Color + Material Board, Grading Plan, Utility Plan, and Site Lighting Plan.



VICINITY MAP
NOT TO SCALE

EXHIBIT A
STAFFORD
KING
WIESE
ARCHITECTS



622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
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www.skwarearchitects.com

PROJECT STATISTICS

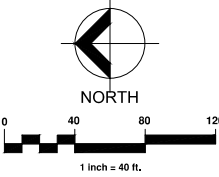
ZONING: GC-GENERAL COMMERCIAL
APN: 061-0460-001

FUTURE BUILDING(S) (ASSUMED BLDG. AREA)	80,000
S-1	12,125
S-2	9,000
S-3	5,950
S-4	8,550
G- GAS	2,800
TOTAL	113,575 SF
PARKING REQUIRED (BY CODE) @ 3.6 / 1,000 SF	409 STALLS
P-1 (RESTAURANT) 3,200 SF 99 SEATS	
PARKING REQUIRED @ 1 / 3 SEATS	33 STALLS
TOTAL PARKING REQUIRED (BY CODE):	442 STALLS
TOTAL PARKING PROPOSED:	542 STALLS (4,641,000 SF)

CLIENT AND PROJECT
ANATOLIA, LLC

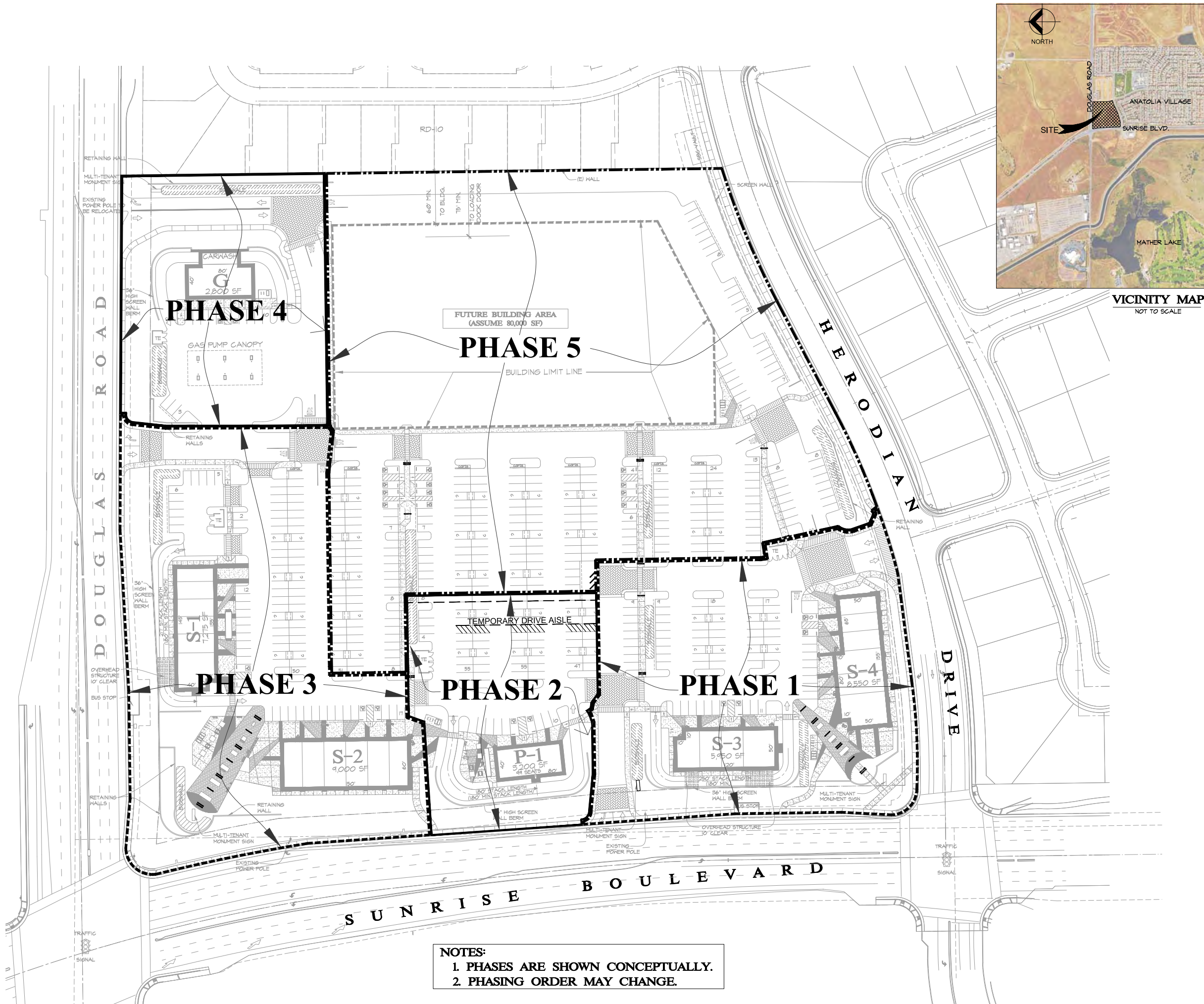
7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER
RANCHO CORDOVA, CALIFORNIA



CONCEPTUAL
SITE PLAN

PROJECT NO. 04732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
ISSUE DATE JULY 27, 2016	A1



VICINITY MAP
NOT TO SCALE

EXHIBIT A

**STAFFORD
KING
WIESE
ARCHITECTS**

622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarehitects.com

CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

**ANATOLIA
RETAIL CENTER**

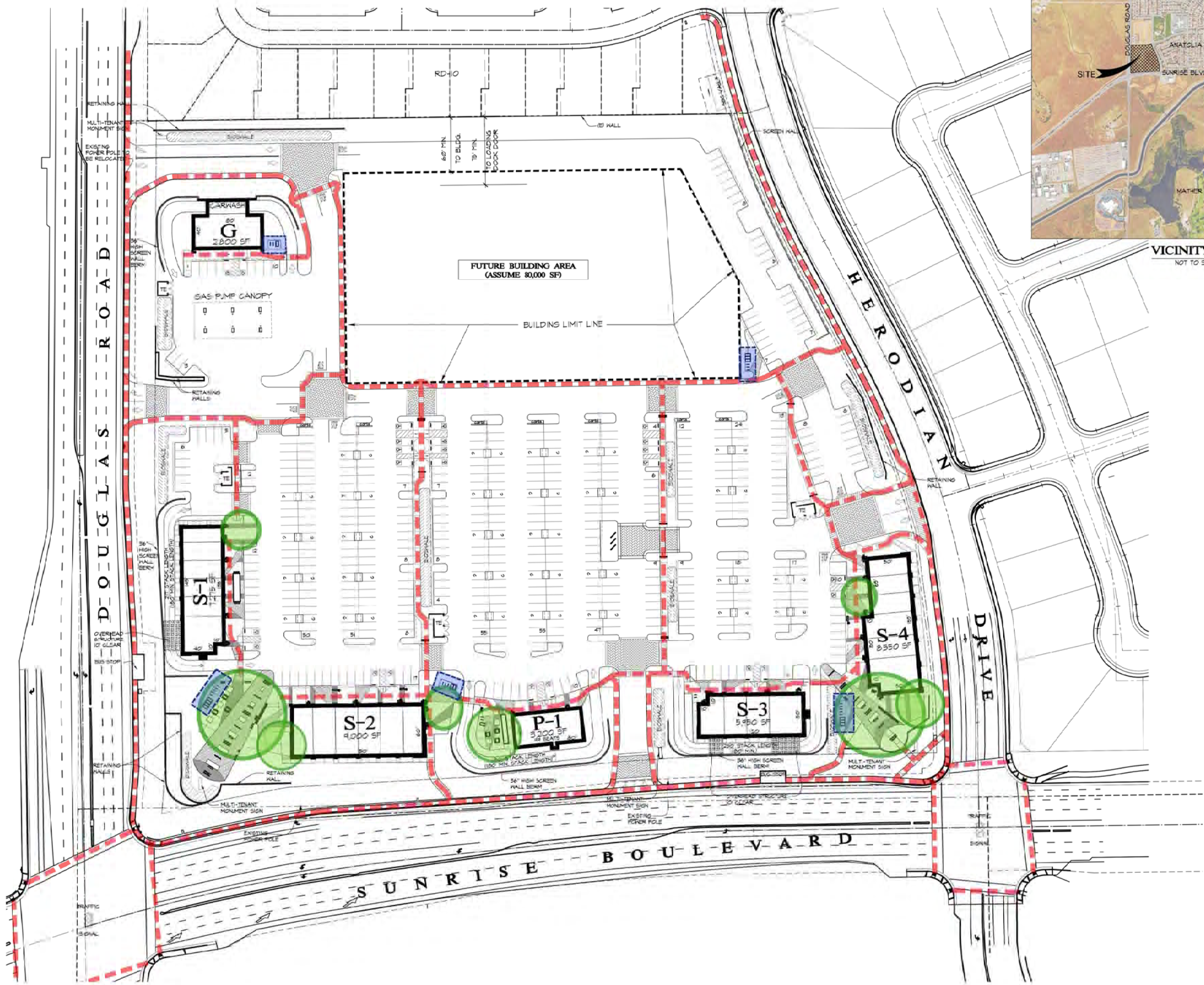
RANCHO CORDOVA, CALIFORNIA

SHEET TITLE

**PHASING
PLAN**

PROJECT NO. 04732.00		SHEET NO. A1a
DRAWN BY RC	CHECKED BY MM	
ISSUE DATE JULY 27, 2016		

- NOTES:
- 1. PHASES ARE SHOWN CONCEPTUALLY.
 - 2. PHASING ORDER MAY CHANGE.



VICINITY MAP
NOT TO SCALE

EXHIBIT A
STAFFORD
KING
WIESE
ARCHITECTS

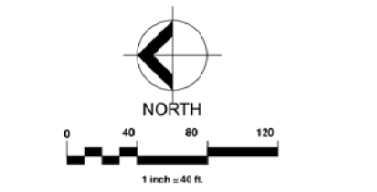
622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.sk architects.com

- LEGEND:**
- PEDESTRIAN CONNECTIVITY
 - COMMUNITY GATHERING AREA
 - RESTAURANT PATIO DINING
 - BIKE RACKS/ LOCKERS

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

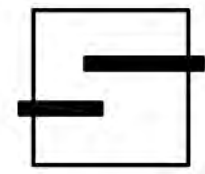
ANATOLIA
RETAIL CENTER
RANCHO CORDOVA, CALIFORNIA



CONNECTIVITY
SITE PLAN

PROJECT NO. 64732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
DATE DATE JUL 27, 2016	A2

STAFFORD
KING
WIESE
ARCHITECTS



622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarchitects.com

LEGEND:

- PEDESTRIAN CONNECTIVITY
- COMMUNITY GATHERING AREA
- RESTAURANT PATIO DINING
- BIKE RACKS/ LOCKERS
- SITE ACCESS POINT

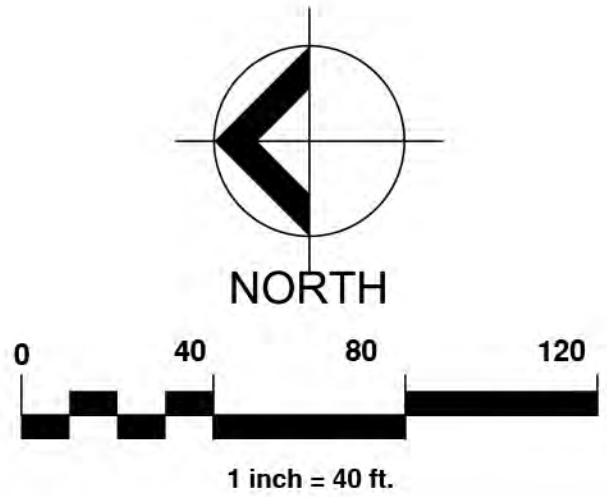
CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

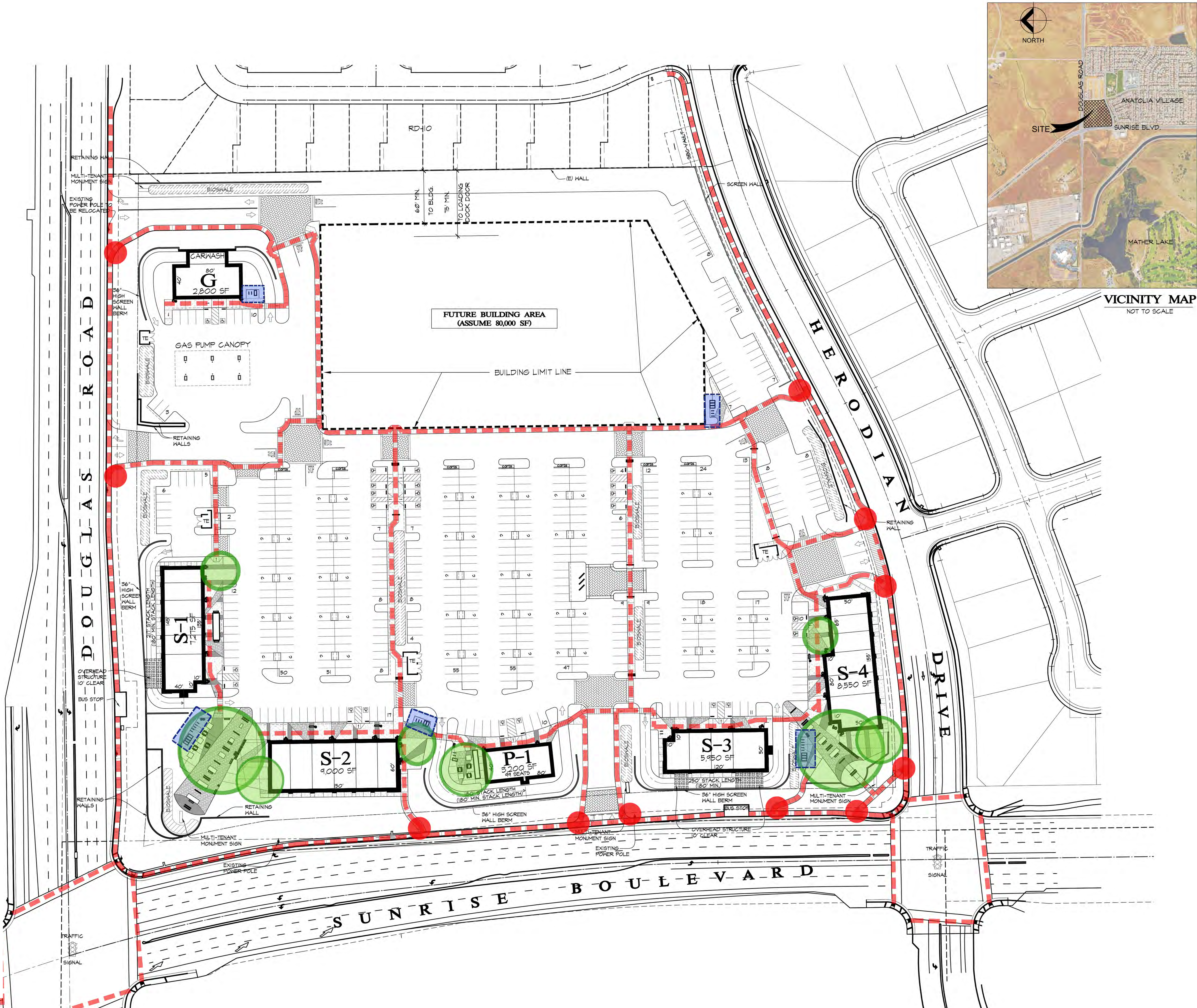


SHEET TITLE

CONNECTIVITY
SITE PLAN

PROJECT NO. 04732.00	CHECKED BY MM	SHEET NO. A2
DRAWN BY RC	ISSUE DATE NOVEMBER 7, 2016	491

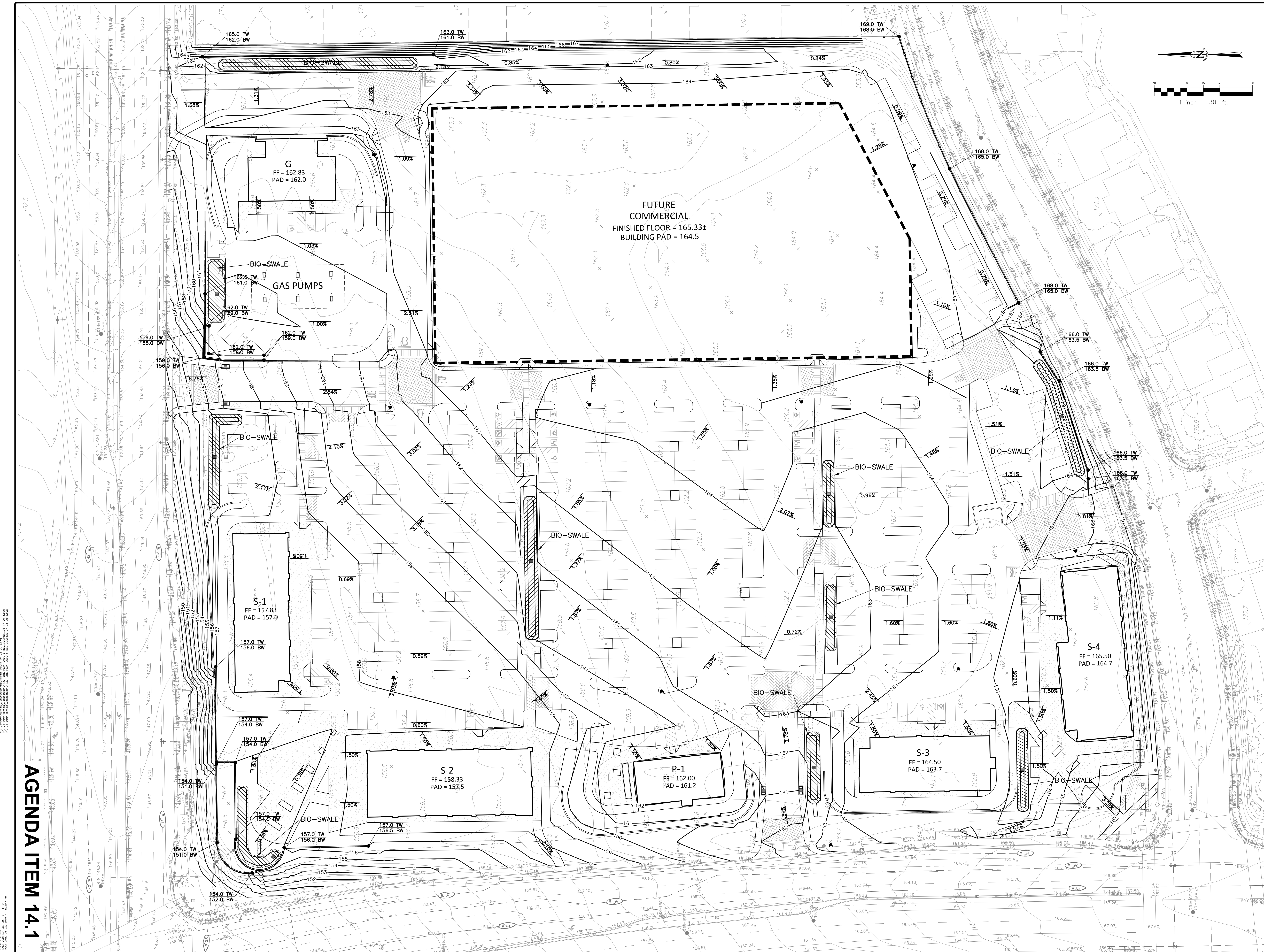
AGENDA ITEM 14.1



VICINITY MAP
NOT TO SCALE

AGENDA ITEM 14.1

DATE: MAY 17, 2016
PROJECT: ANATOLIA RETAIL CENTER
SHEET: 492 OF 492
DRAWN BY: RSC
CHECKED BY: RSC
DESIGNED BY: RSC



ANATOLIA, LLC
7700 COLLEGE TOWN DR., #101
SACRAMENTO, CA 95826

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REGISTERED PROFESSIONAL ENGINEER
No. 29033
Mar. 31, 2015
CIVIL
STATE OF CALIFORNIA

RSC ENGINEERING

2250 Douglas Blvd., Suite 150
Folsom, CA 95630
Ph: 916.798.2884 Fax: 916.798.4408

PROJECT NO. 104-010
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

ANATOLIA RETAIL CENTER
DOUGLAS ROAD AND SUNRISE BLVD
RANCHO CORDOVA, CA

SHEET TITLE
PRELIMINARY GRADING PLAN

SHEET
492
C

DATE: MAY 17, 2016



**FUHRMAN LEAMY
LAND GROUP**
landscape architecture · urban design
parks & recreation · site & master planning
2140 PROFESSIONAL DR., SUITE 115
ROSEVILLE, CALIFORNIA 95661
916/855-5265 WWW.FLLANDGROUP.COM

JOB NO. 150
CONSULTA

PROJECT
**ANATOLIA
RETAIL CENTER**

**RANCHO CORDO,
CALIFORNIA**
CLIENT
ANATOLIA,
7700 COLLEGE TOWN DR, STE 118
SACRAMENTO, CA 95826

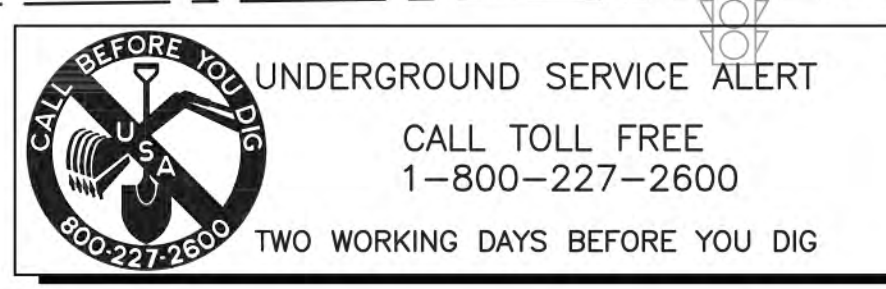
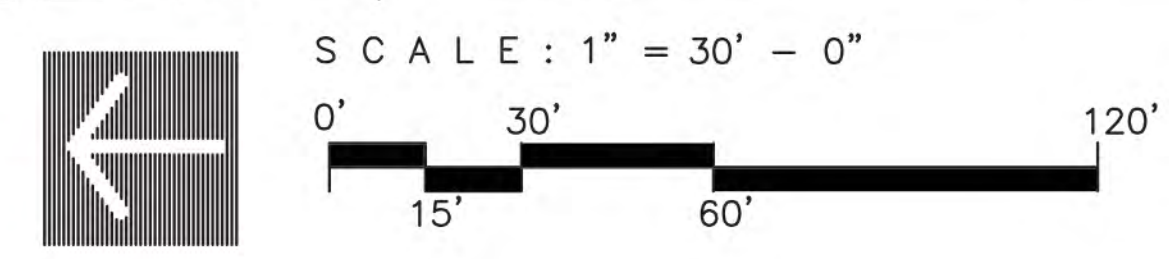
REVISION	DATE
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① 151 SUBMITTAL	
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DRAWN: JM
CHECKED: KLI
SCALE: 1" = 30'-0"

SHEET III
**PRELIMINARY
LANDSCAPE
PLAN**

SHEET
PL1
494



PLANT MATERIAL LIST AND LEGEND

TREES

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	REMARKS	WATER USE	QUANTITY
	ACER PLATANOIDES 'CRIMSON SENTRY' CRIMSON SENTRY MAPLE	36" BOX	25'H x 15'W	MED	9
	ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE	24" BOX	35'H x 30'W	MED	23
	CEDRUS DEODARA DEODAR CEDAR	24" BOX	50'H x 25'W	LOW	7
	CERCIS OCCIDENTALIS WESTERN REDBUD	15 G	15'H x 15'W	LOW	48
	CUPRESSOCYPARIS LEYLANDII LEYLAND CYPRESS	15 G	50'H x 12'W	MED	18
	ELAEAGARBUS DECIPENS JAPANESE BLUEBERRY TREE	15 G	40'H x 15'W	MED	9
	LAGERSTROEMIA INDICA x FAURIEI 'ACOMA' ACOMA (DWARF WHITE) CRAPE MYRTLE	15 G	7'H x 7'W MULTI-TRUNK	LOW	20
	LAGERSTROEMIA INDICA x FAURIEI 'TUSCARORA' RED-PINK CRAPE MYRTLE	15 G	25'H x 15'W MULTI-TRUNK	LOW	76
	LAURUS 'SARATOGA' SARATOGA SWEET BAY	15 G	25'H x 30'W	LOW	67
	OLEA EUROPAEA 'SWAN HILL' SWAN HILL (FRUITLESS) OLIVE	24" BOX	25'H x 25'W	LOW	12
	PINUS HALEPENSIS ALEPPO PINE	24" BOX	45'H x 30'W	LOW	10
	PISTACIA CHINENSIS 'KEITH DAVEY' CHINESE PISTACHE	24" BOX	30'H x 30'W	LOW	34
	PLATANUS ACERIFOLIA 'COLUMBIA' COLUMBIA LONDON PLANE TREE	15 G	40'H x 30'W STREET TREE	MED	13
	PYRUS KAWAKAMII EVERGREEN PEAR	15 G	22'H x 22'W	MED	5
	QUERCUS WISLIZENII INTERIOR LIVE OAK	24" BOX	30'H x 35'W	LOW	7

SHRUBS & GROUNDCOVERS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	REMARKS	WATER USE
	BACKGROUND OR FOUNDATION SHRUBS LARGE EVERGREEN SHRUBS USED FOR REDUCING BUILDING MASS OR SCREENING			
	ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	5 G	8'H x 8'W	LOW
	BERBERIS THUNBERGII 'ATROPURPUREA' RED-LEAF JAPANESE BARBERRY	5 G	6'H x 6'W	MED
	CALLISTEMON VIM. 'BOTTLE POP NEON PINK' BOTTLE POP NEON BOTTLEBRUSH	5 G	6'H x 6'W	LOW
	CEANOTHUS SPP. WILD LILAC	5 G	6'H x 6'W	LOW
	DODONAEA VISCOSA 'PURPUREA' PURPLE HOPSEED BUSH	5 G	12'H x 10'W	LOW
	FELICIA SELLOWIANA PINEAPPLE GUAVA	5 G	12'H x 12'W	LOW
	NERIUM SPP. OLEANDER	5 G	VARIABLES	LOW
	RHAMNUS CALIFORNICA 'EVE CASE' COFFEEBERRY	5 G	6'H x 6'W	LOW
	RHAPHIOLEPIS INDICA SPP. INDIAN HAWTHORN	5 G	5'H x 5'W	MED
	XYLOSMA CONGESTUM 'COMPACTA' COMPACT SHINY XYLOSMA	5 G	7'H x 7'W	LOW
	FACER SHRUBS EVERGREEN OR DECIDUOUS SHRUBS USED FOR LAYERING OF PLANT MATERIAL, SEASONAL COLOR AND SOFTENING OF BUILDING EDGE AND FOUNDATION SHRUBS.			
	CALLISTEMON VIMINALIS 'LITTLE JOHN' DWARF BOTTLEBRUSH	5 G	3'H x 3'W	LOW
	CISTUS SPP. ROCKROSE	5 G	3'H x 5'W	LOW
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	5 G	2'H x 2'W	LOW
	LOROPETULUM CHINENSIS 'MONRAZ' RAZZLEBERRI FRINGE FLOWER	5 G	5'H x 4'W	MED
	JUNIPERUS CHINENSIS 'SEA BREEZE' SEA GREEN JUNIPER	5 G	4.5'H x 4.5'W	LOW
	PEROVSKIA ATRIPLICIFOLIA 'BLUE SPIRES' RUSSIAN SAGE	5 G	3.5'H x 3.5'W	LOW
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' DWARF MOCK ORANGE	5 G	3'H x 4'W	MED
	RHAPHIOLEPIS UMBELLATA 'MINOR' DWARF YEDDO HAWTHORN	5 G	3'H x 3'W	LOW
	SPIRAEA JAPONICA 'GOLDFLAME' GOLDEN SPIRAEA	5 G	2.5'H x 2.5'W	MED
	WESTRINGIA ROSMARINIFORMIS 'MORNING LIGHT' VARIATED COAST ROSEMARY	5 G	3'H x 3'W	LOW
	ACCENT SHRUBS EVERGREEN OR PERENNIAL SHRUBS USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, COLOR, OR OVERALL CHARACTER.			
	ANIGOZANTHOS HYBRIDS KANGAROO PAW	5 G	3'H x 3'W	LOW
	BERBERIS THUNBERGII 'CRIMSON PYGMY' RED DWARF JAPANESE BARBERRY	5 G	1.5'H x 2.5'W	MED
	BOUTELOUA GRACILIS 'BLOND AMBITION' BLUE GRAMA GRASS	5 G	2'H x 2'W	LOW
	CALAMAGROSTIS x ACUTIFLORA 'KARL FOERSTER' FEATHER REED GRASS	5 G	2.5'H x 2.5'W	LOW
	GAURA LINDHEIMERI 'SISKIYOU' PINK GAURA	5 G	3'H x 2.5'W	MED
	HESPERALOE PARVIFLORA RED YUCCA	5 G	3.5'H x 3.5'W	LOW
	KNIPHOFIA UVARIA RED HOT POKER	5 G	3'H x 3'W	LOW
	LAVANDULA SPP. LAVENDER	5 G	VARIABLES	LOW
	MUEHLBERGIA CAPILLARIS 'REGAL MIST' PINK MUHLY	5 G	3'H x 6'W	LOW
	NANDINA DOMESTICA 'COMPACTA' COMPACT HEAVENLY BAMBOO	5 G	4'H x 3'W	LOW
	PHORMIUM TENAX SPP. NEW ZEALAND FLAX	5 G	VARIABLES	LOW
	SALVIA SPP. SAGE	5 G	VARIABLES	LOW

DOUGLAS RD.

PLAZA ENLARGEMENT #1: CORNER OF SUNRISE AND DOUGLAS

GROUNDCOVER MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH, USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

	ARCTOSTAPHYLOS SPP. MANZANITA	1 G	VARIABLES	LOW
	CEANOTHUS 'DIAMOND HEIGHTS' VARIATED CARMEL CREEPER	1 G	1'H x 6'W	LOW
	COPROSMA KIRKII KIRK'S COPROSMA	1 G	2'H x 5'W	LOW
	DIANELLA REVOLUTA 'LITTEL REV' LITTLE REV FLAX LILY	1 G	2.5'H x 1.5'W	LOW
	FESTUCA GLAUCA 'SISKIYOU BLUE' BLUE FESCUE	1 G	1'H x 1'W	MED
	HYPERICUM CALYCEINUM CREEPING ST. JOHNS WORT	1 G	1'H x 3'W	MED
	LIRIOPE MUSCARI 'SILVER SUNPROOF' VARIATED LILY TURF	1 G	1.5'H x 1.5'W	MED
	ROSA BANKSIAE 'LUTEA' YELLOW LADY BANKS ROSE	1 G	4'H x 8'W	LOW

	ROSA FLOWER CARPET FLOWER CARPET ROSE	1 G/5 G	2'H x 3'W	MED
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	1 G	2'H x 6'W	LOW
	SANTOLINA VIRENS 'LEMON FIZZ' LEMON FIZZ LAVENDER COTTON	1 G	1.5'H x 2'W	LOW
	TRACHELOSPERMUM JASMINOIDES STAR JASMINE	1 G	1.5'H x 8'W	MED
	ZAUSCHNERIA CALIFORNICA CALIFORNIA FUSCHIA	1 G	1.5'H x 2.5'W	LOW

BIOSWALE PLANTING
PLANT MATERIAL USED FOR PHYTOREMEDIATION IN THE MAIN FLOW AREAS OF THE BIOSWALE.

	BIOFILTRATION SOD (CALIFORNIA NATIVES) DELTA BLUEGRASS	SOD	--	MED
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SUNRISE BLVD.

SCALE: 1" = 10' - 0"



UNDERGROUND SERVICE ALERT
CALL TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

PROJECT:

ANATOLIA
RETAIL CENTERRANCHO CORDOVA
CALIFORNIA

CLIENT:
ANATOLIA, LLC
7700 COLLEGE TOWN DR, STE 118
SACRAMENTO, CA 95826

REVISIONS	DATE
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①	1ST SUBMITTAL 7.13.2015
②	2ND SUBMITTAL 5.31.2016
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DRAWN : JM
CHECKED : KCL
SCALE: 1" = 10' - 0"

SHEET TITLE:
PRELIMINARY
PLAZA
ENLARGEMENT #1

SHEET

PL2

495

2 OF 7 SHEETS

PLANT MATERIAL LIST AND LEGEND

TREES

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	REMARKS	WATER USE	QUANTITY
	ACER PLATANOIDES 'CRIMSON SENTRY' CRIMSON SENTRY MAPLE	36" BOX	25'H x 15'W	MED	9
	ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE	24" BOX	35'H x 30'W	MED	23
	CEDRUS DEODARA DEODAR CEDAR	24" BOX	50'H x 25'W	LOW	7
	CERCIS OCCIDENTALIS WESTERN REDBUD	15 G	15'H x 15'W	LOW	48
	CUPRESSOCYPARIS LEYLANDII LEYLAND CYPRESS	15 G	50'H x 12'W	MED	18
	ELAEOCARPUS DECIPENS JAPANESE BLUEBERRY TREE	15 G	40'H x 15'W	MED	9
	LAGERSTROEMIA INDICA x FAURIEI 'ACOMA' ACOMA (DWARF WHITE) CRAPE MYRTLE	15 G	7'H x 7'W MULTI-TRUNK	LOW	20
	LAGERSTROEMIA INDICA x FAURIEI 'TUSCARORA' RED-PINK CRAPE MYRTLE	15 G	25'H x 15'W MULTI-TRUNK	LOW	76
	LAURUS 'SARATOGA' SARATOGA SWEET BAY	15 G	25'H x 30'W	LOW	67
	OLEA EUROPAEA 'SWAN HILL' SWAN HILL (FRUITLESS) OLIVE	24" BOX	25'H x 25'W	LOW	12
	PINUS HALEPENSIS ALEPPO PINE	24" BOX	45'H x 30'W	LOW	10
	PISTACIA CHINENSIS 'KEITH DAVEY' CHINESE PISTACHE	24" BOX	30'H x 30'W	LOW	34
	PLATANUS ACERIFOLIA 'COLUMBIA' COLUMBIA LONDON PLANE TREE	15 G	40'H x 30'W STREET TREE	MED	13
	PYRUS KAWAKAMII EVERGREEN PEAR	15 G	22'H x 22'W	MED	5
	QUERCUS WISLIZENII INTERIOR LIVE OAK	24" BOX	30'H x 35'W	LOW	7

SHRUBS & GROUNDCOVERS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	REMARKS	WATER USE
--------	-------------------------------	------	---------	-----------

BACKGROUND OR FOUNDATION SHRUBS
LARGE EVERGREEN SHRUBS USED FOR REDUCING BUILDING MASS OR SCREENING

	ARBUTUS UNEDO 'COMPACTA' DWARF STRAWBERRY TREE	5 G	8'H x 8'W	LOW
	BERBERIS THUNBERGII 'ATROPURPUREA' RED-LEAF JAPANESE BARBERRY	5 G	6'H x 6'W	MED
	CALLISTEMON VIM. 'BOTTLE POP NEON PINK' BOTTLE POP NEON BOTTLEBRUSH	5 G	6'H x 6'W	LOW
	CEANOTHUS SPP. WILD LILAC	5 G	6'H x 6'W	LOW
	DODONAEA VISCOZA 'PURPUREA' PURPLE HOPSEED BUSH	5 G	12'H x 10'W	LOW
	FEUJA SELLOWIANA PINEAPPLE GUAVA	5 G	12'H x 12'W	LOW
	NERIUM SPP. OLEANDER	5 G	VARIABLES	LOW
	RHAMNUS CALIFORNICA 'EVE CASE' COFFEEBERRY	5 G	6'H x 6'W	LOW
	RHAPHIOLEPIS INDICA SPP. INDIAN HAWTHORN	5 G	5'H x 5'W	MED
	XYLOSMA CONGESTUM 'COMPACTA' COMPACT SHINY XYLOSMA	5 G	7'H x 7'W	LOW

FACER SHRUBS
EVERGREEN OR DECIDUOUS SHRUBS USED FOR LAYERING OF PLANT MATERIAL, SEASONAL COLOR AND SOFTENING OF BUILDING EDGE AND FOUNDATION SHRUBS.

	CALLISTEMON VIMINALIS 'LITTLE JOHN' DWARF BOTTLEBRUSH	5 G	3'H x 3'W	LOW
	CISTUS SPP. ROCKROSE	5 G	3'H x 5'W	LOW
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	5 G	2'H x 2'W	LOW
	LOROPETULUM CHINENSIS 'MONRAZ' RAZZLEBERRI FRINGE FLOWER	5 G	5'H x 4'W	MED
	JUNIPERUS CHINENSIS 'SEA BREEZE' SEA GREEN JUNIPER	5 G	4.5'H x 4.5'W	LOW
	PEROVSKIA ATRIPLICIFOLIA 'BLUE SPIRES' RUSSIAN SAGE	5 G	3.5'H x 3.5'W	LOW
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' DWARF MOCK ORANGE	5 G	3'H x 4'W	MED
	RHAPHIOLEPIS UMBELLATA 'MINOR' DWARF YEDDO HAWTHORN	5 G	3'H x 3'W	LOW
	SPIRAEA JAPONICA 'GOLDFLAME' GOLDEN SPIRAEA	5 G	2.5'H x 2.5'W	MED
	WESTRINGIA ROSMARINIFORMIS 'MORNING LIGHT' VARIEGATED COAST ROSEMARY	5 G	3'H x 3'W	LOW

ACCENT SHRUBS
EVERGREEN OR PERENNIAL SHRUBS USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, COLOR, OR OVERALL CHARACTER.

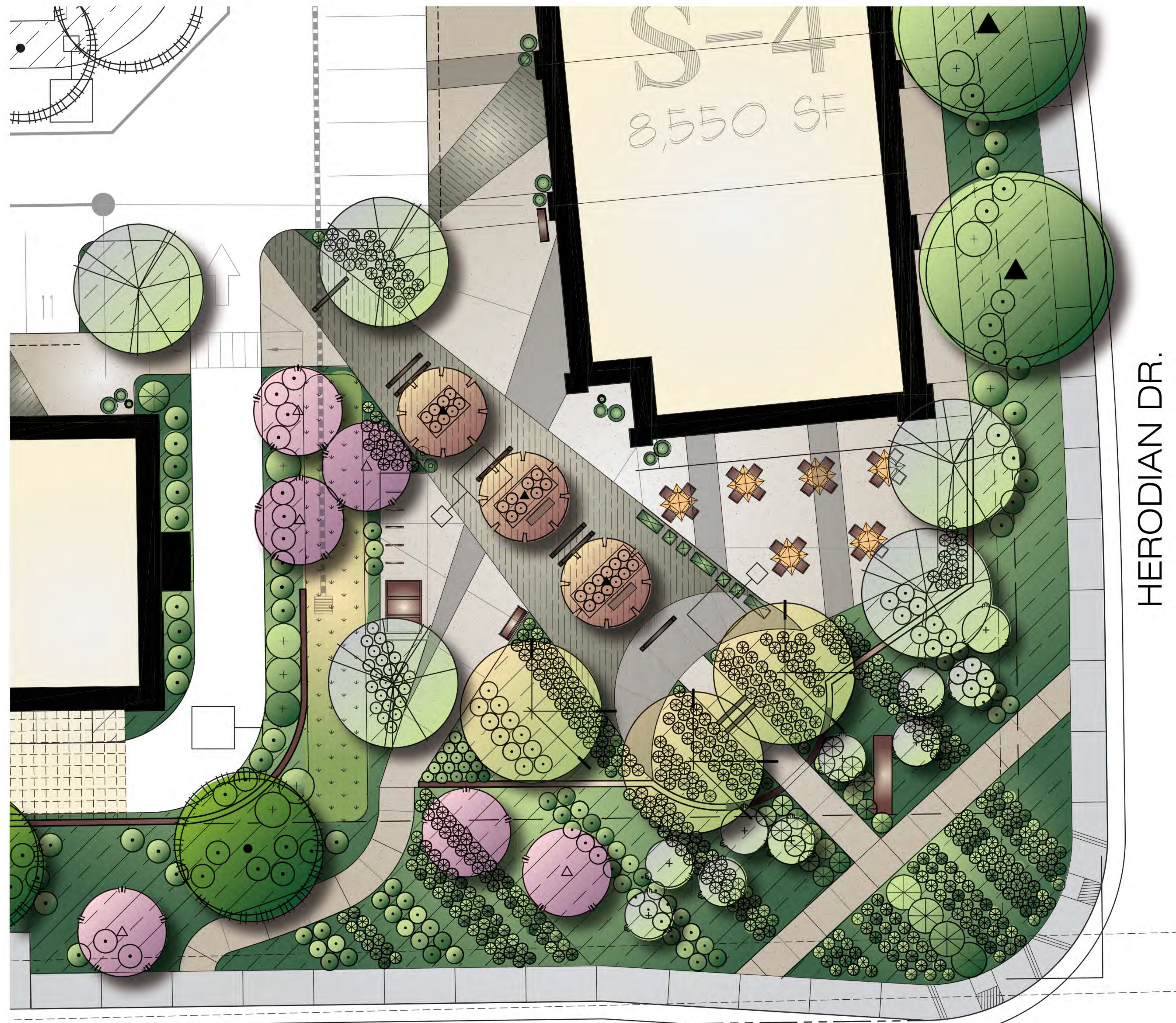
	ANIGOSANTHOS HYBRIDS KANGAROO PAW	5 G	3'H x 3'W	LOW
	BERBERIS THUNBERGII 'CRIMSON PYGMY' RED DWARF JAPANESE BARBERRY	5 G	1.5'H x 2.5'W	MED
	BOUTELOUA GRACILIS 'BLOND AMBITION' BLUE GRAMA GRASS	5 G	2'H x 2'W	LOW
	CALAMAGROSTIS x ACUTIFLORA 'KARL FOERSTER' FEATHER RED GRASS	5 G	2.5'H x 2.5'W	LOW
	GAURA LINDHEIMERI 'SISKIYOU' PINK GAURA	5 G	3'H x 2.5'W	MED
	HESPERALOE PARVIFLORA RED YUCCA	5 G	3.5'H x 3.5'W	LOW
	KNIPHOFIA UVARIA RED HOT POKER	5 G	3'H x 3'W	LOW
	LAVANDULA SPP. LAVENDER	5 G	VARIABLES	LOW
	MUHLENBERGIA CAPILLARIS 'REGAL MIST' PINK MUHLY	5 G	3'H x 6'W	LOW
	NANDINA DOMESTICA 'COMPACTA' COMPACT HEAVENLY BAMBOO	5 G	4'H x 3'W	LOW
	PHORMIUM TENAX SPP. NEW ZEALAND FLAX	5 G	VARIABLES	LOW
	SALVIA SPP. SAGE	5 G	VARIABLES	LOW

GROUNDCOVER MATERIAL
EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH, USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

	ARTOSTAPHYLOS SPP. MANZANITA	1 G	VARIABLES	LOW
	CEANOTHUS 'DIAMOND HEIGHTS' VARIEGATED CARMEL CREEPER	1 G	1'H x 6'W	LOW
	COPROSMA KIRKII KIRK'S COPROSMA	1 G	2'H x 5'W	LOW
	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	1 G	2.5'H x 1.5'W	LOW
	FESTUCA GLAUCA 'SISKIYOU BLUE' BLUE FESCUE	1 G	1'H x 1'W	MED
	HYPERICUM CALYCEINUM CREEPING ST. JOHNS WORT	1 G	1'H x 3'W	MED
	LIRIOPE MUSCARI 'SILVERLY SUNPROOF' VARIEGATED LILY TURF	1 G	1.5'H x 1.5'W	MED
	ROSA BANKSIAE 'LUTEA' YELLOW LADY BANKS ROSE	1 G	4'H x 8'W	LOW
	ROSA FLOWER CARPET FLOWER CARPET ROSE	1 G/5 G	2'H x 3'W	MED
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	1 G	2'H x 6'W	LOW
	SANTOLINA VIRENS 'LEMON FIZZ' LEMON FIZZ LAVENDER COTTON	1 G	1.5'H x 2'W	LOW
	TRACHELOSPERMUM JASMINOIDES STAR JASMINE	1 G	1.5'H x 8'W	MED
	ZAUSCHNERIA CALIFORNICA CALIFORNIA FUSCHIA	1 G	1.5'H x 2.5'W	LOW

BIOSWALE PLANTING
PLANT MATERIAL USED FOR PHYTOREMEDIATION IN THE MAIN FLOW AREAS OF THE BIOSWALE.

	BIOFILTRATION SOD (CALIFORNIA NATIVES) DELTA BLUEGRASS	SOD	--	MED
--	---	-----	----	-----



SUNRISE BLVD.

PLAZA ENLARGEMENT #2: CORNER OF SUNRISE AND HERODIAN

SITE TREES

TOTAL # TREES PROVIDED: 358
TREES AT MIN. SIZE OF 24" BOX:
REQUIRED: 25% = 90 TREES
PROVIDED: 28% = 102 TREES
EVERGREEN TREES FOR PROJECT:
REQUIRED: 30% = 108 TREES
PROVIDED: 38% = 135 TREES

SHADE CALCULATIONS

ANATOLIA RETAIL CENTER
TOTAL PAVED AREA = 150,984 S.F.
TOTAL SHADE REQUIRED (50%) = 75,492 S.F.
TOTAL SHADE PROVIDED (50%) = 75,811 S.F.

DIA.	QTY.	S.F.	TOTAL S.F.
30' - 35' TREES			
100%	38	962	36,556
75%	4	722	2,888
50%	55	481	26,455
25%	4	240	960

25' TREES			
100%	0	707	0
75%	0	531	0
50%	3	354	1,062
25%	2	177	354

20' TREES			
100%	0	314	0
75%	0	236	0
50%	48	157	7,536
25%	0	79	0

TOTAL SHADE PROVIDED: 75,811 S.F.

SCALE: 1" = 10' - 0"



UNDERGROUND SERVICE ALERT
CALL TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

HERODIAN DR.



**FUHRMAN LEAMY
LAND GROUP**
landscape architecture · urban design
parks & recreation · site & master planning
2140 PROFESSIONAL DR., SUITE 115
ROSEVILLE, CALIFORNIA 95661
916.783.5263 www.FLLANDGROUP.COM

JOB NO.: SKW: 15045
CONSULTANT

PROJECT:

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA
CALIFORNIA

CLIENT:
ANATOLIA, LLC
7700 COLLEGE TOWN DR, STE 118
SACRAMENTO, CA 95826

REVISIONS DATE

△	
△	
△	
△	
①	1ST SUBMITTAL 7.13.2015
②	2ND SUBMITTAL 5.31.2016
③	
④	
⑤	
⑥	



DRAWN : JM
CHECKED : KCL
SCALE: 1" = 10' - 0"

SHEET TITLE:
PRELIMINARY
PLAZA
ENLARGEMENT #2

SHEET

PL3 496

3 OF 7 SHEETS

D O U G L A S R O A D

S U N R I S E B O U L E V A R D

FUTURE BUILDING AREA
(ASSUME 80,000 SF)

EXHIBIT A



**FUHRMAN LEAMY
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landscape architecture urban design
parks & recreation site & master planning
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SACRAMENTO, CA 95826

REVISIONS	DATE
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ISSUE	DATE
① 1ST SUBMITTAL	7.13.2015
② 2ND SUBMITTAL	5.31.2016
③	
④	
⑤	
⑥	



DRAWN : JM
CHECKED : KCL
SCALE : 1" = 30'-0"

SHEET TITLE:
**PRELIMINARY
PEDESTRIAN
PLAN**

SHEET
PL4
4 OF 7 SHEETS

SCALE: 1" = 30' - 0"



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SITE AMENITY KEYNOTES

2 - SITE KEY NOTES

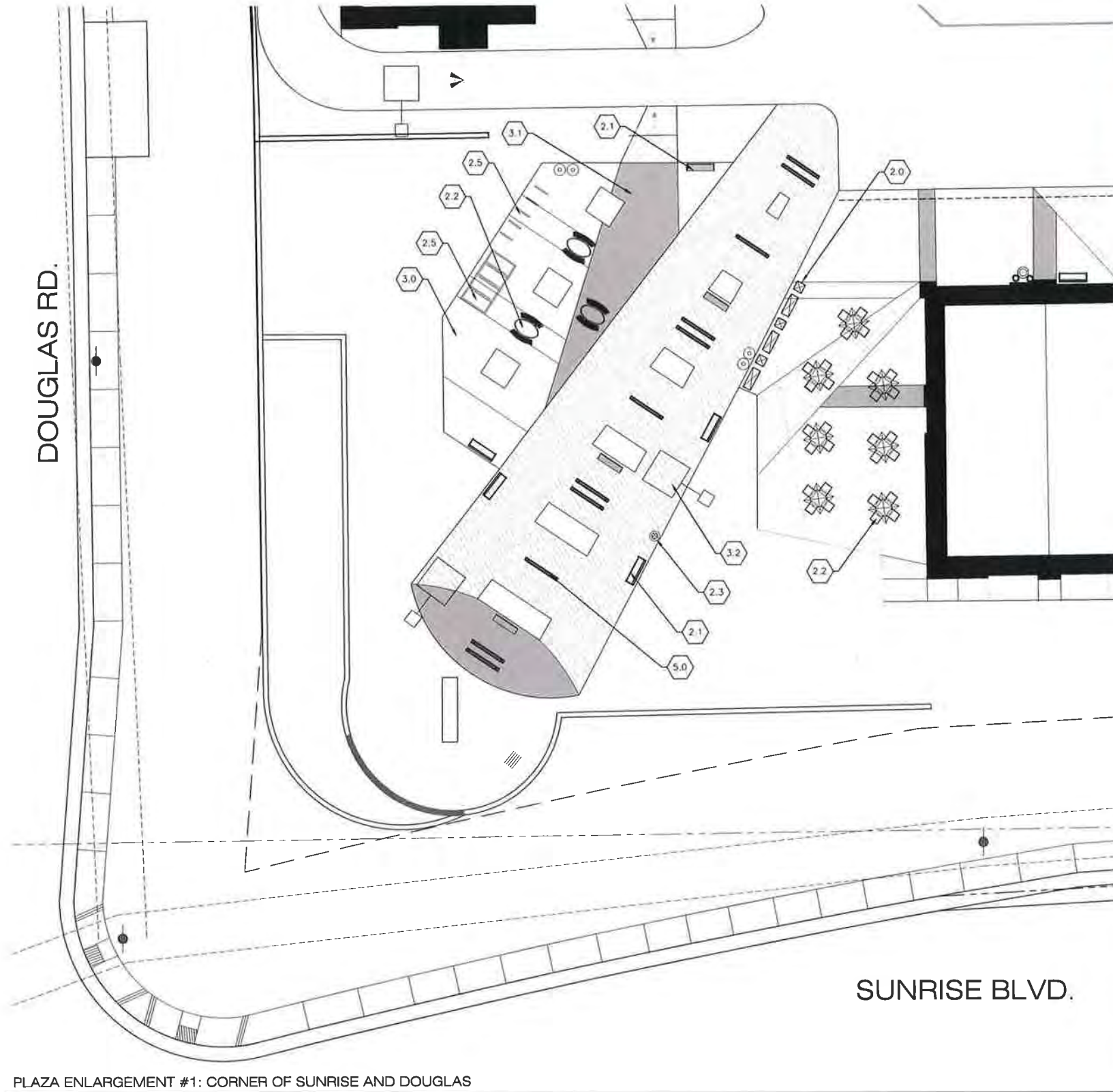
- 2.0 PLANTER POTS - ASSORTED SHAPES AND SIZES - SEE PL7.
- 2.1 BENCH - SEE PL7.
- 2.2 TABLE AND CHAIRS - SEE PL7.
- 2.3 LITTER RECEPTACLE - SEE PL7.
- 2.4 BIKE LOCKER - SEE PL7.
- 2.5 BIKE RACK - SEE PL7.

3 - CONCRETE KEY NOTES

- 3.0 PEDESTRIAN LOAD CONCRETE, GRAY - MEDIUM BROOM FINISH
- 3.1 PEDESTRIAN LOAD COLORED CONCRETE
- 3.2 PEDESTRIAN LOAD COLORED AND STAMPED CONCRETE - SEE PL7
- 3.3 VEHICULAR LOAD COLORED AND STAMPED CONCRETE

5 - METAL KEY NOTES

- 5.0 DECORATIVE METAL GATE - SEE PL7.



PLAZA ENLARGEMENT #1: CORNER OF SUNRISE AND DOUGLAS

EXHIBIT A



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LAND GROUP**
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ROSEVILLE, CALIFORNIA 95661
916.783.5263 www.FLLANDGROUP.COM

JOB NO.: SKW-15045
CONSULTANT

PROJECT:

**ANATOLIA
RETAIL CENTER**

**RANCHO CORDOVA
CALIFORNIA**
CLIENT:
ANATOLIA, LLC
7700 COLLEGE TOWN DR, STE 118
SACRAMENTO, CA 95826

REVISIONS	DATE
△	
△	
△	
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ISSUE	DATE
① 1ST SUBMITTAL	7.13.2015
② 2ND SUBMITTAL	5.31.2016
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DRAWN : JM
CHECKED : KCL
SCALE : 1" = 10'-0"

SHEET TITLE:
**PRELIMINARY
PLAZA
ENLARGEMENT #1**

SHEET
PL5
OF 7 SHEETS

SCALE : 1" = 10' - 0"

0' 5' 10' 20' 40'

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DESIGNER HAS CONDUCTED VISUAL ANALYSIS AND DETERMINED THAT THE PROPOSED DEVELOPMENT IS COMPATIBLE WITH THE SURROUNDING LAND USE AND CHARACTER OF THE AREA. THE DESIGNER HAS CONDUCTED VISUAL ANALYSIS AND DETERMINED THAT THE PROPOSED DEVELOPMENT IS COMPATIBLE WITH THE SURROUNDING LAND USE AND CHARACTER OF THE AREA. THE DESIGNER HAS CONDUCTED VISUAL ANALYSIS AND DETERMINED THAT THE PROPOSED DEVELOPMENT IS COMPATIBLE WITH THE SURROUNDING LAND USE AND CHARACTER OF THE AREA.

 SITE AMENITY KEYNOTES

2 - SITE KEY NOTES

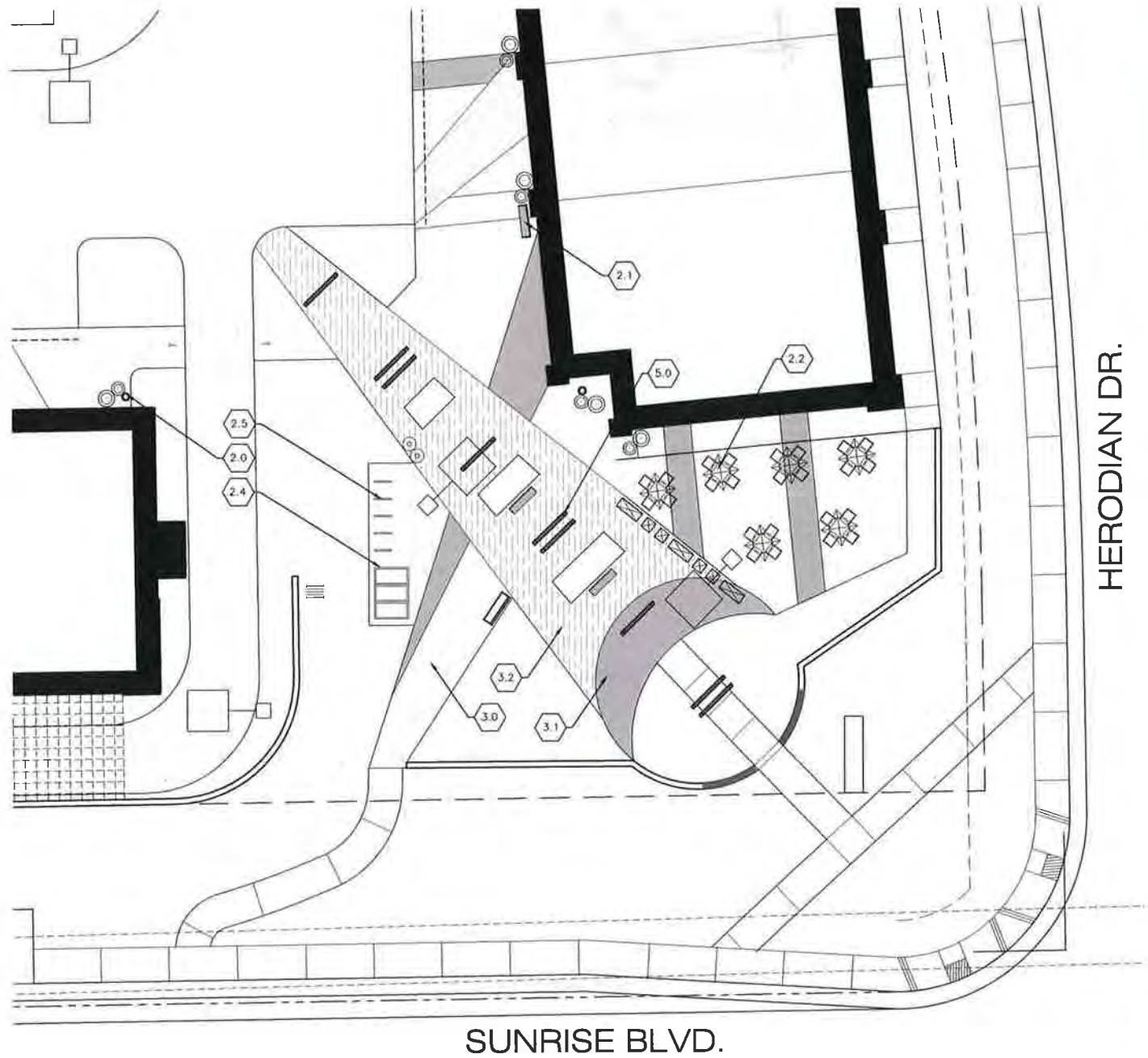
- 2.0 PLANTER POTS - ASSORTED SHAPES AND SIZES - SEE PL7.
- 2.1 BENCH - SEE PL7
- 2.2 TABLE AND CHAIRS - SEE PL7
- 2.3 LITTER RECEPTACLE - SEE PL7
- 2.4 BIKE LOCKER - SEE PL7.
- 2.5 BIKE RACK - SEE PL7

3 - CONCRETE KEY NOTES

- 3.0 PEDESTRIAN LOAD CONCRETE, GRAY - MEDIUM BROOM FINISH.
- 3.1 PEDESTRIAN LOAD COLORED CONCRETE.
- 3.2 PEDESTRIAN LOAD COLORED AND STAMPED CONCRETE - SEE PL7.
- 3.3 VEHICULAR LOAD COLORED AND STAMPED CONCRETE

5 - METAL KEY NOTES

- 5.0 DECORATIVE METAL GATE - SEE PL7.



PLAZA ENLARGEMENT #2: CORNER OF SUNRISE AND HERODIAN

EXHIBIT A



JOB NO : SKW.15045
CONSULTANT

PROJECT:

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA
CALIFORNIA
CLIENT:
ANATOLIA, LLC
7700 COLLEGE TOWN DR, STE 118
SACRAMENTO, CA 95826

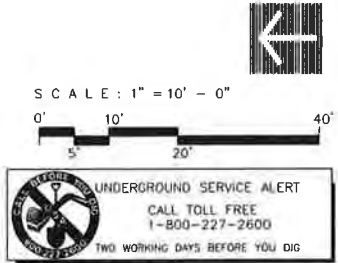
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ISSUE	DATE
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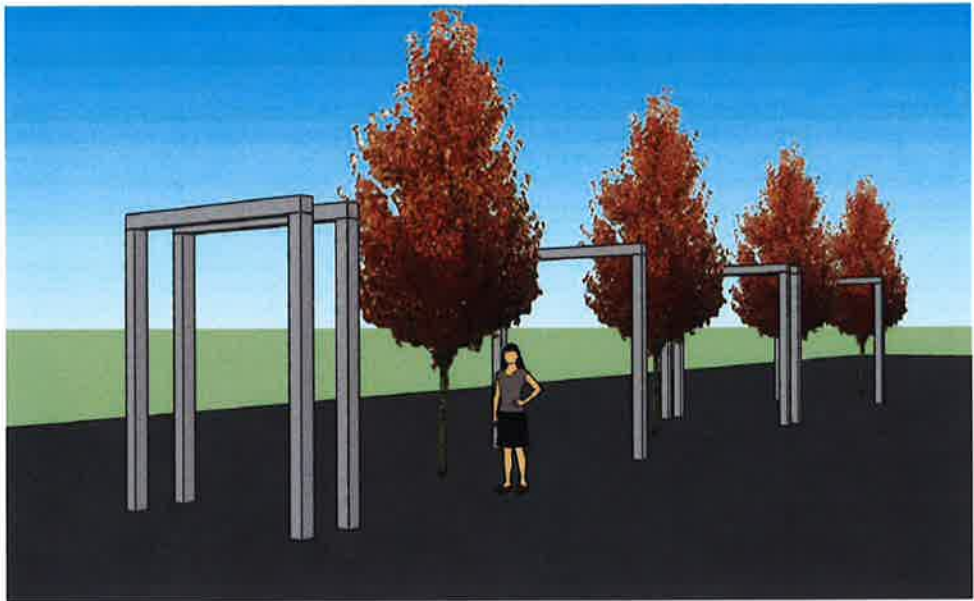


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CHECKED : KCL
SCALE : 1" = 10'-0"

SHEET TITLE:
PRELIMINARY
PLAZA
ENLARGEMENT #2

SHEET
PL6
OF 7 SHEETS





METAL GATES CONCEPT 1: WELDED TUBULAR STEEL



EXHIBIT A

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 landscape architecture - urban design
 parks & recreation - site & master planning
 2140 PROFESSIONAL DR., SUITE 115
 ROSEVILLE, CALIFORNIA 95661
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JOB NO. : SKW: 15045
 CONSULTANT

PROJECT:

**ANATOLIA
RETAIL CENTER**



Wood Stamped & Colored Concrete



Rectangular Pot
Delta 60 55" x 22" w x 24" h
Greenform

Square Pot
Delta Square 24" x 24" x 24"
Greenform



Round Pot
Kyoto 35" dia x 28" ht.
Greenform



Round Pot
Kyoto Low 28" dia x 18" ht.
Greenform



Round Pot
Geisha 17" dia x 26" ht.
Greenform

**RANCHO CORDOVA
CALIFORNIA**

CLIENT:
ANATOLIA, LLC
7700 COLLEGE TOWN DR, STE 118
SACRAMENTO, CA 95826



Seating Option 1: Plaza Spine
Molero Bench
Urban Accessories



Bike Locker
Single Bike Vault with Custom Perforated Design on Door
Huntco



Seating
Charlie Table
Landscape Forms



Bike Rack & Litter Receptacle
Emerson Bike Rack
Poe Receptacle
Landscape Forms



Seating Option 2
Stay Bench (backless)
Landscape Forms



Seating Option 3
Stay Bench (with back)
Landscape Forms

REVISIONS	DATE
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2	
3	
4	
5	
6	

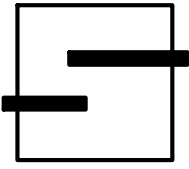


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**PRELIMINARY
SITE
FURNISHINGS**

SHEET
PL7
 7 OF 7 SHEETS

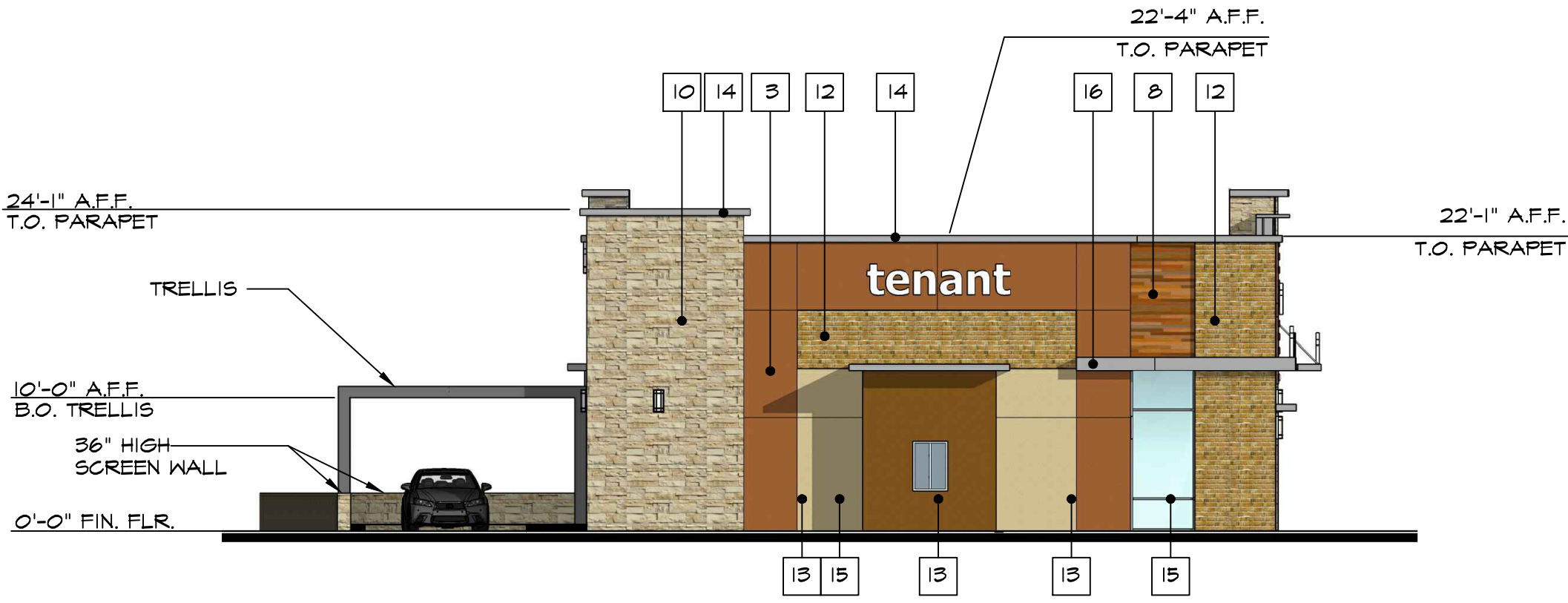
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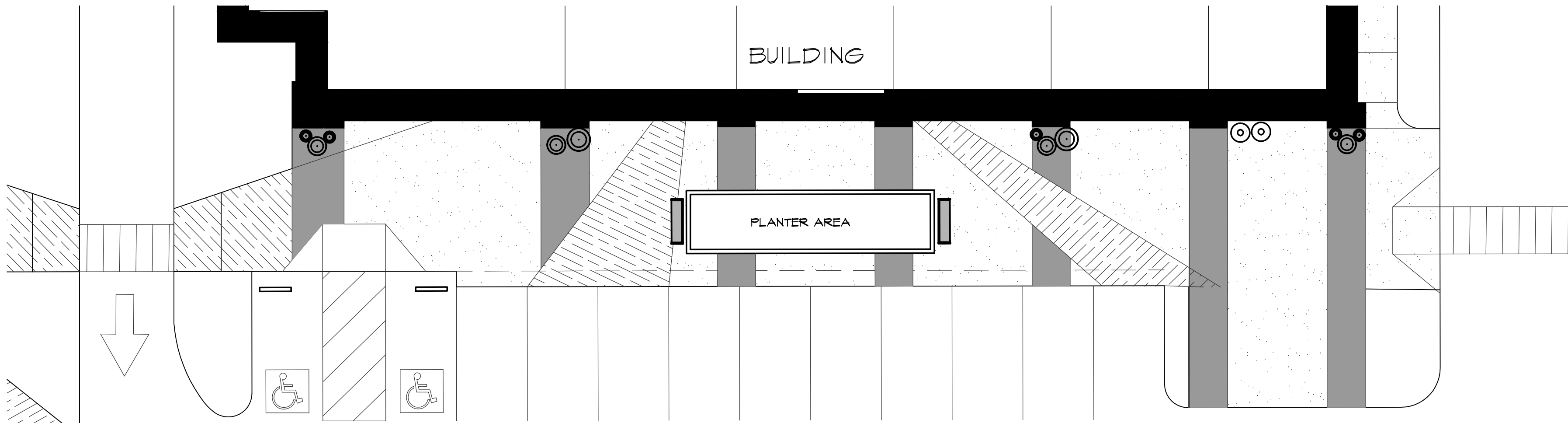
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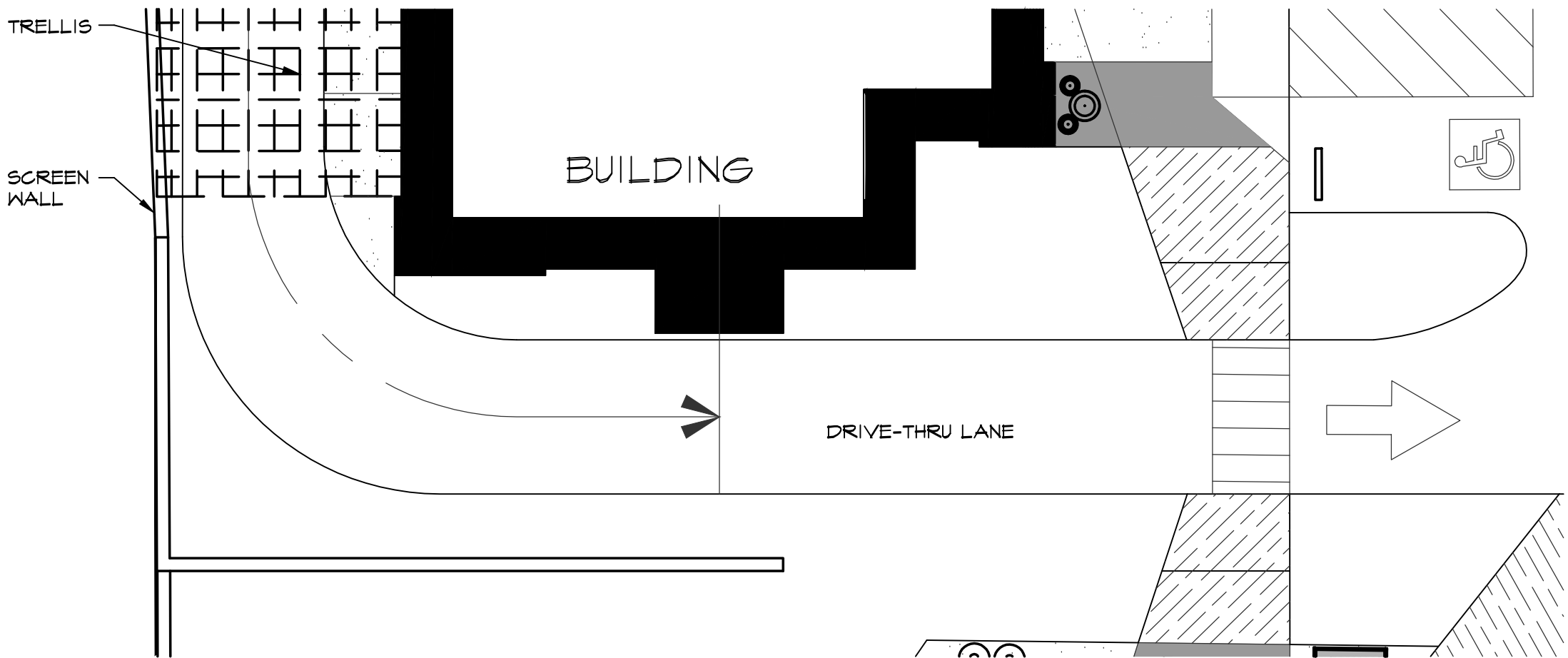
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LEFT ELEVATION



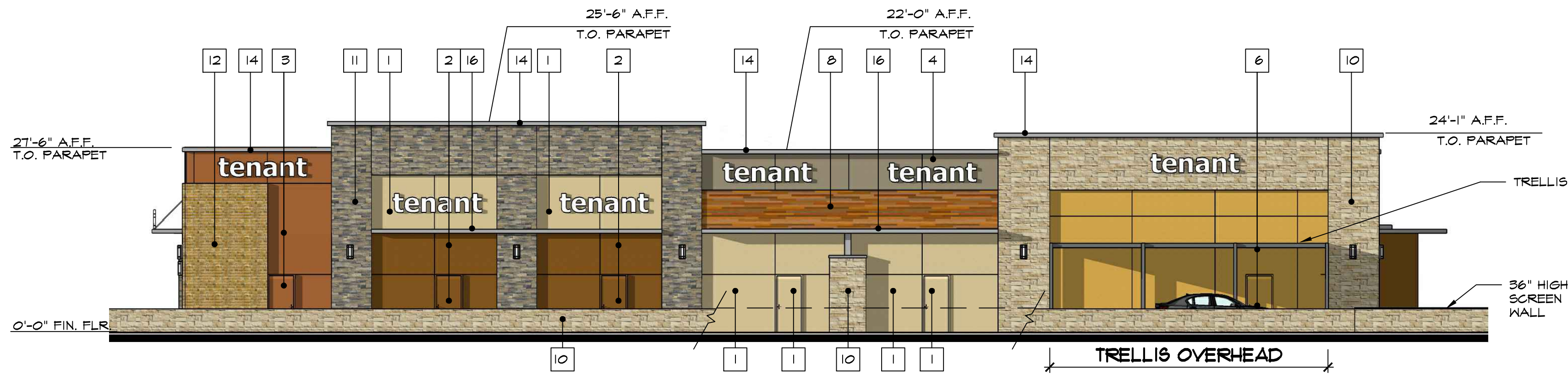
PARTIAL WALKWAY PLAN



PARTIAL WALKWAY PLAN

MATERIAL AND COLOR SCHEDULE		
MATERIAL	MANUFACTURER	COLOR/STYLE
1 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET665 GRAIN MILL
2 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET465 OUTLAKED ORANGE
3 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET450 PRAIRIE CLAY
4 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET640 TANNY OWL
5 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DE6149 FALE BEACH
6 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET481 SUNNY DISPOSITION
7 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET688 WILD BILL BROWN
8 NATURAL COMPOSITE SIDING	RESYSTA SUSTAINABLE PRODUCTS	BLEND OF 4 COLORS (FVG-C04, FVG-C24, FVG-C42, FVG-C51)
9 NATURAL COMPOSITE SLATS	RESYSTA SUSTAINABLE PRODUCTS	FVG-C51
10 STONE VENEER	EL DORADO STONE	LEDGECUT 33 "BIRCH"
11 STONE VENEER	EL DORADO STONE	CLIFFSTONE "LANTANA"
12 THIN BRICK VENEER	ENDICOTT	DESERT SAND
13 STEEL ACCENT	-	SEAL COAT ON EXPOSED STEEL
14 METAL COPING/CAPS	-	STEEL ANODIZED WRAP
15 ALUMINUM STOREFRONT	KAWNEER OR EQUAL	CLEAR ANODIZED ALUMINUM
16 METAL CANOPY	-	PRE-FINISHED GRAY

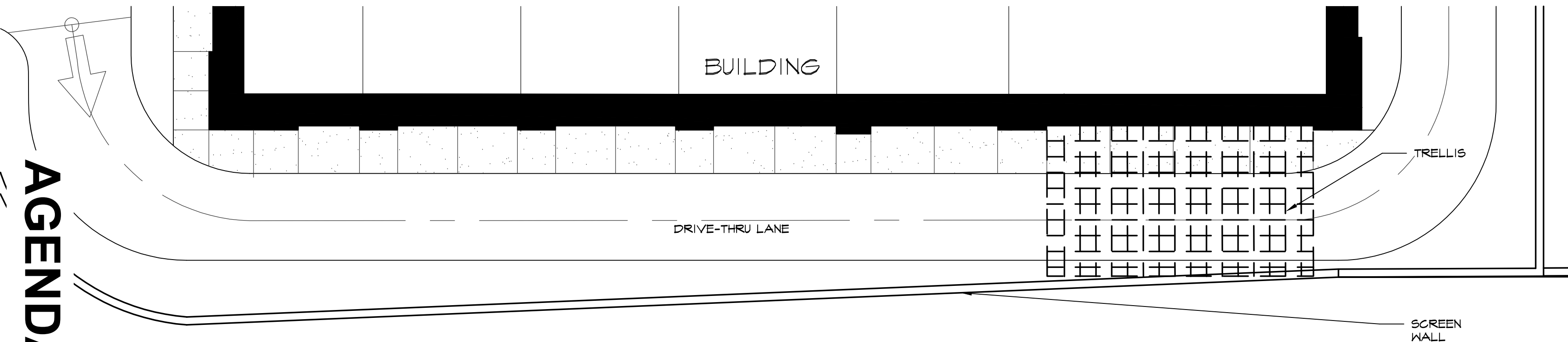
*NOTE: SIGNAGE NOT A PART OF THIS APPLICATION



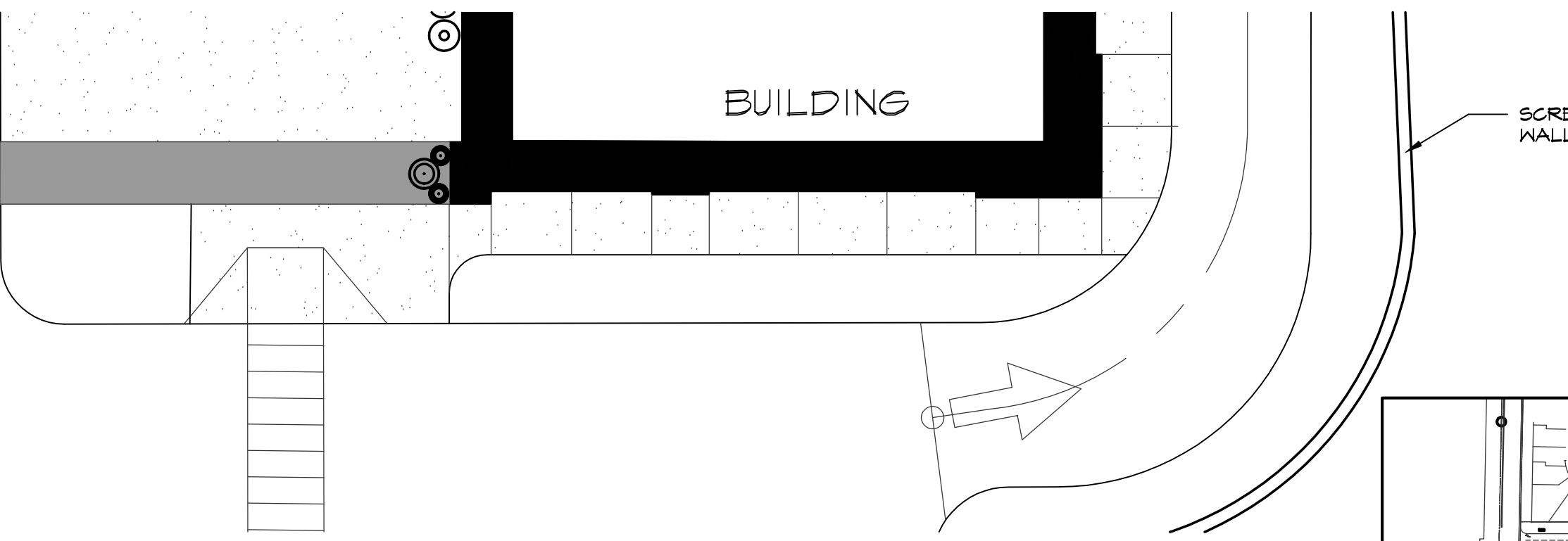
REAR ELEVATION



RIGHT ELEVATION



PARTIAL WALKWAY PLAN



PARTIAL WALKWAY PLAN



CLIENT AND PROJECT

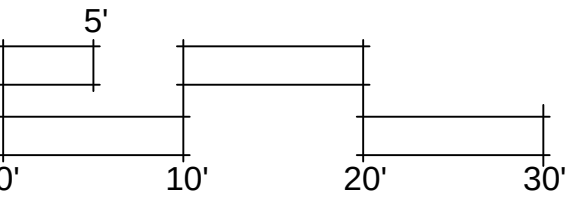
ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

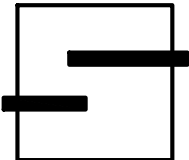
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S-1
BUILDING
ELEVATIONS

PROJECT NO. 04732.00	CHECKED BY MM	SHEET NO.
DRAWN BY RC		A3
ISSUE DATE MAY 4, 2016		501

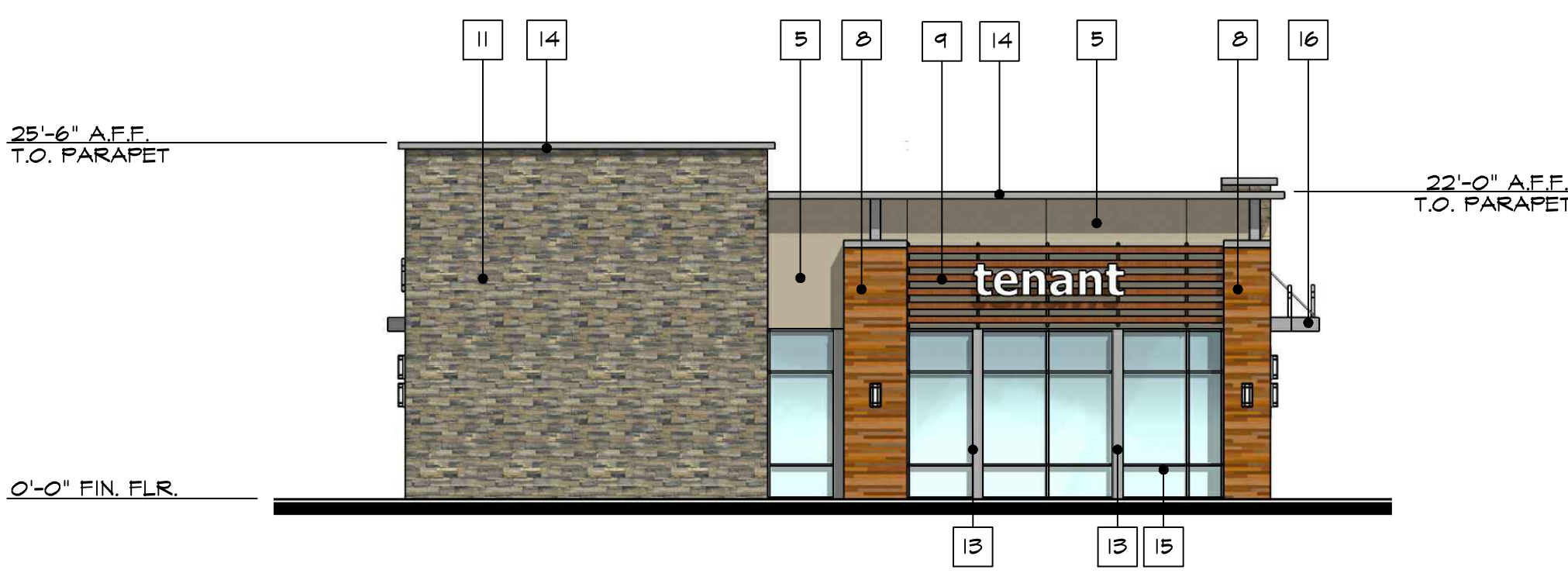
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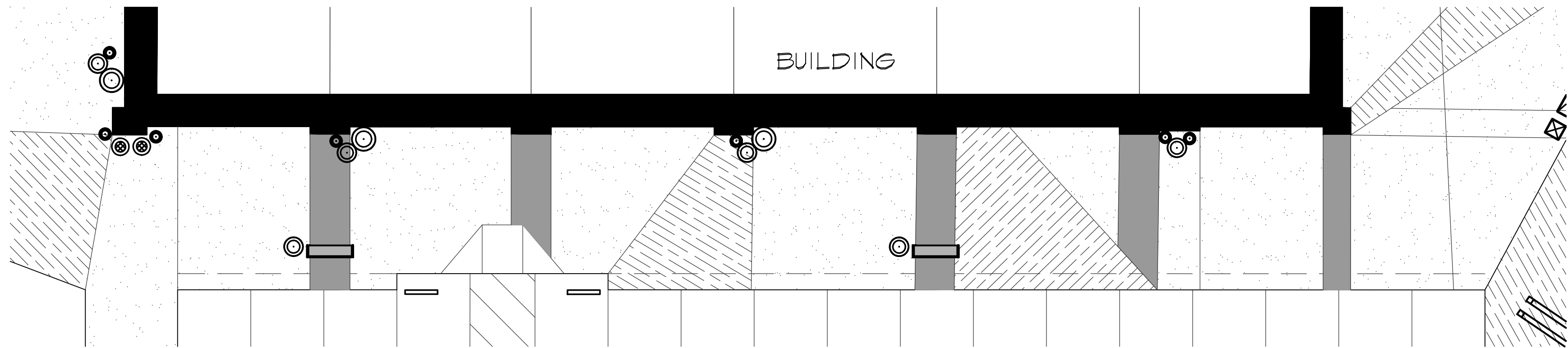
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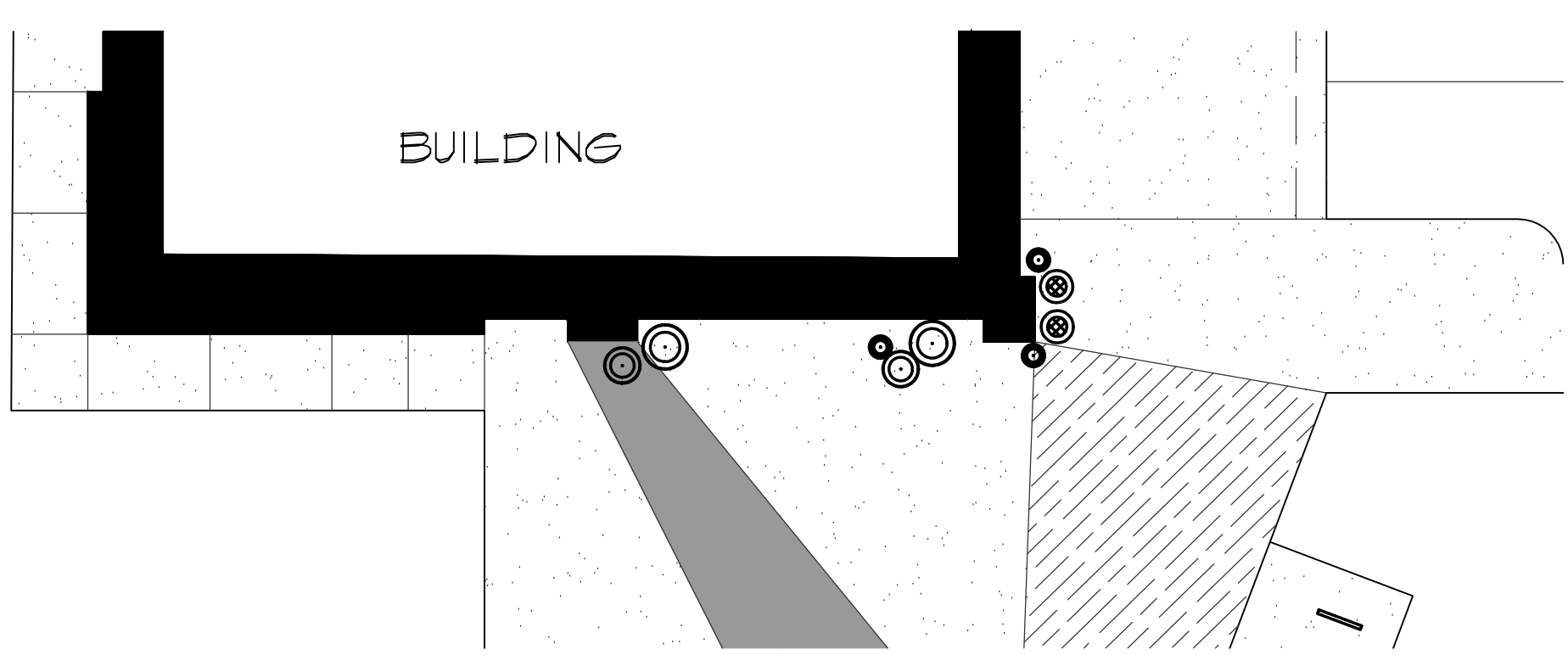
FRONT ELEVATION



LEFT ELEVATION



PARTIAL WALKWAY PLAN



PARTIAL WALKWAY PLAN

MATERIAL AND COLOR SCHEDULE		
MATERIAL	MANUFACTURER	COLOR/STYLE
1 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET665 GRAY MILL
2 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET465 OUTLAWED ORANGE
3 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET450 PRAIRIE CLAY
4 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET640 TANNY OX
5 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DE6141 PALE BEACH
6 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET401 SUNNY DISPOSITION
7 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET608 WILD BILL BROWN
8 NATURAL COMPOSITE SIDING	RESYSTA SUSTAINABLE PRODUCTS	BLEND OF 4 COLORS (FVG-C04, FVG-C23, FVG-C42, FVG-C51)
9 NATURAL COMPOSITE SLATS	RESYSTA SUSTAINABLE PRODUCTS	FVG-C51
10 STONE VENEER	EL DORADO STONE	LEDGECUT 33 "BIRCH"
11 STONE VENEER	EL DORADO STONE	CLIFFSTONE "LANTANA"
12 THIN BRICK VENEER	ENDICOTT	DESERT SAND
13 STEEL ACCENT	-	SEAL COAT ON EXPOSED STEEL
14 METAL COPING/CAPS	-	STEEL ANODIZED WRAP
15 ALUMINUM STOREFRONT	KAWNEER OR EQUAL	CLEAR ANODIZED ALUMINUM
16 METAL CANOPY	-	PRE-FINISHED GRAY

*NOTE: SIGNAGE NOT A PART OF THIS APPLICATION

CLIENT AND PROJECT

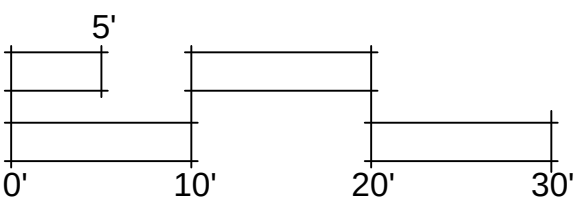
ANATOLIA, LLC

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Sacramento, CA 95826

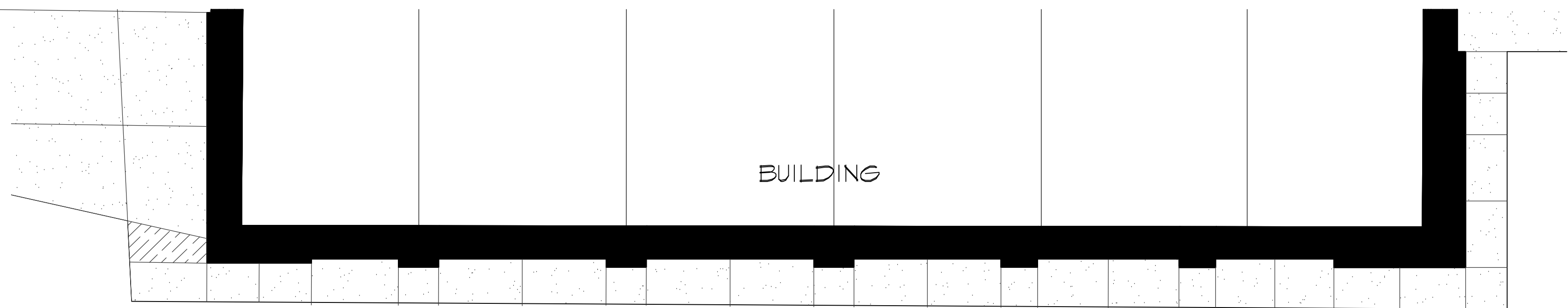
ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

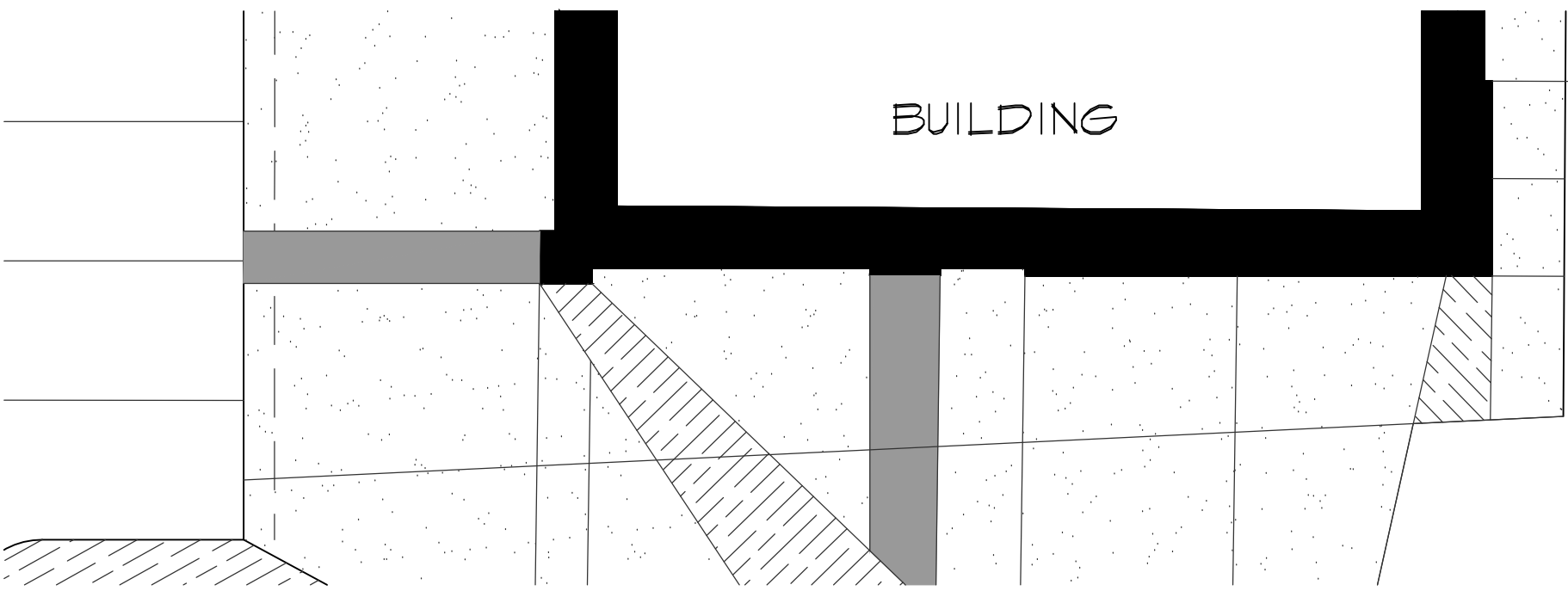
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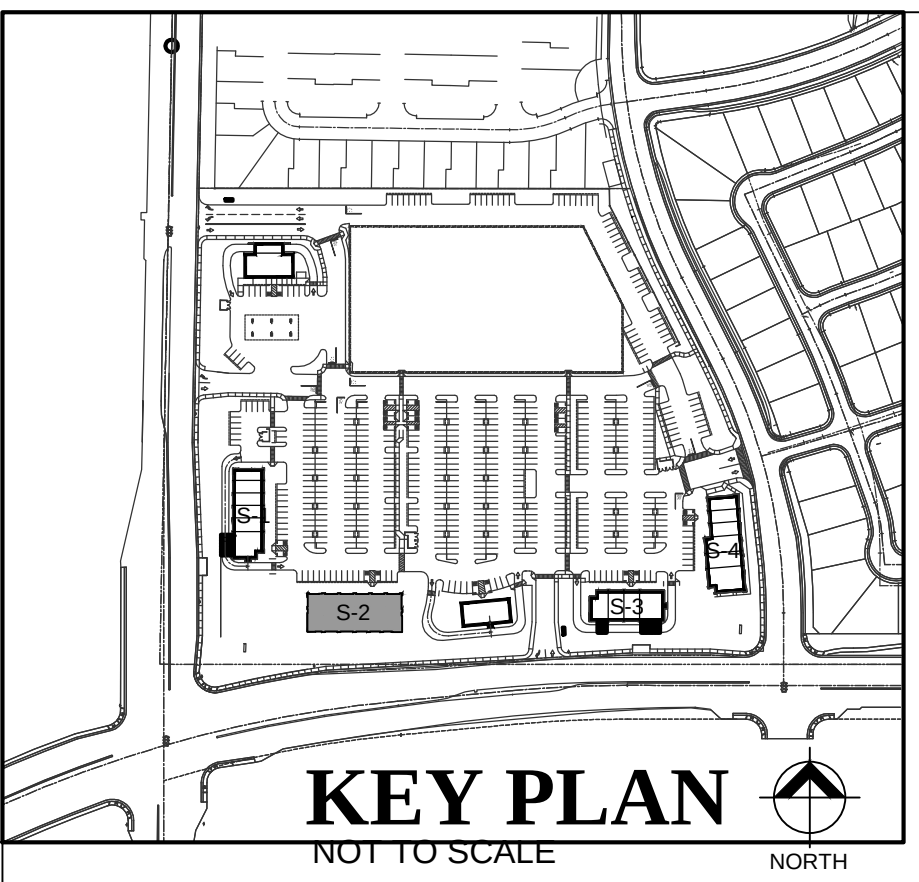
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PARTIAL WALKWAY PLAN



PARTIAL WALKWAY PLAN



SHEET TITLE

S-2
BUILDING
ELEVATIONS

PROJECT NO.

04732.00

DRAWN BY

RC

CHECKED BY

MM

ISSUE DATE

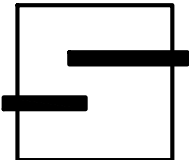
MAY 4, 2016

SHEET NO.

A4

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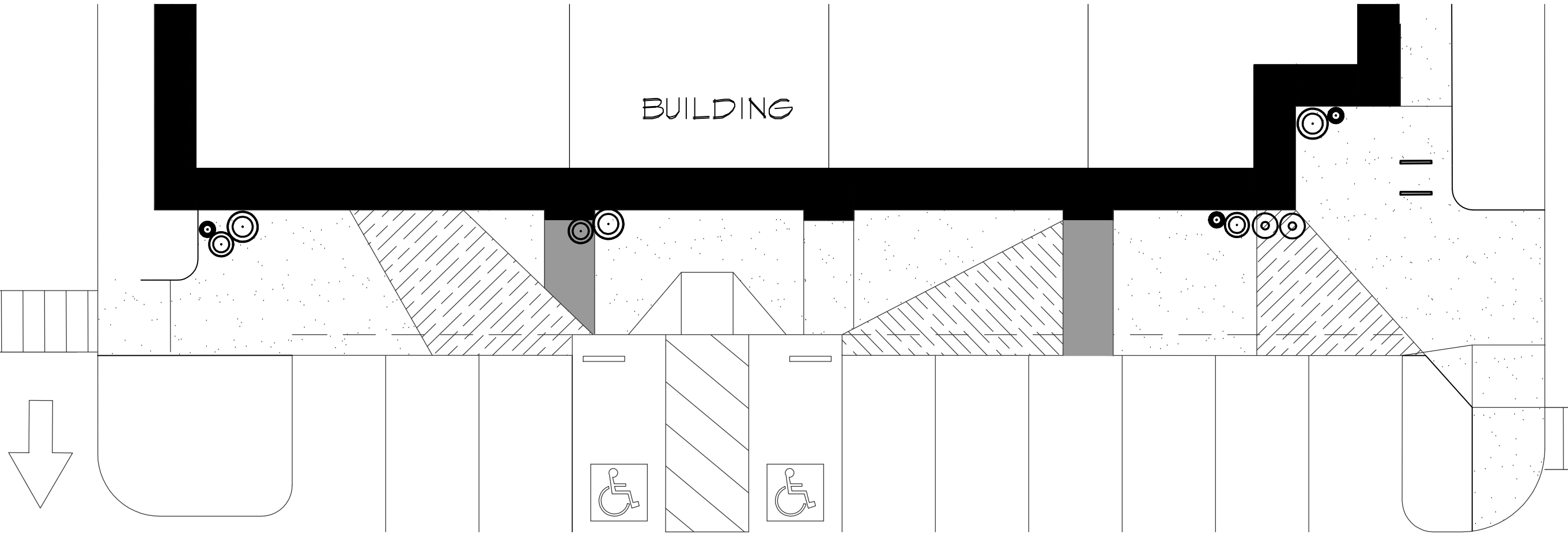
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ARCHITECTS



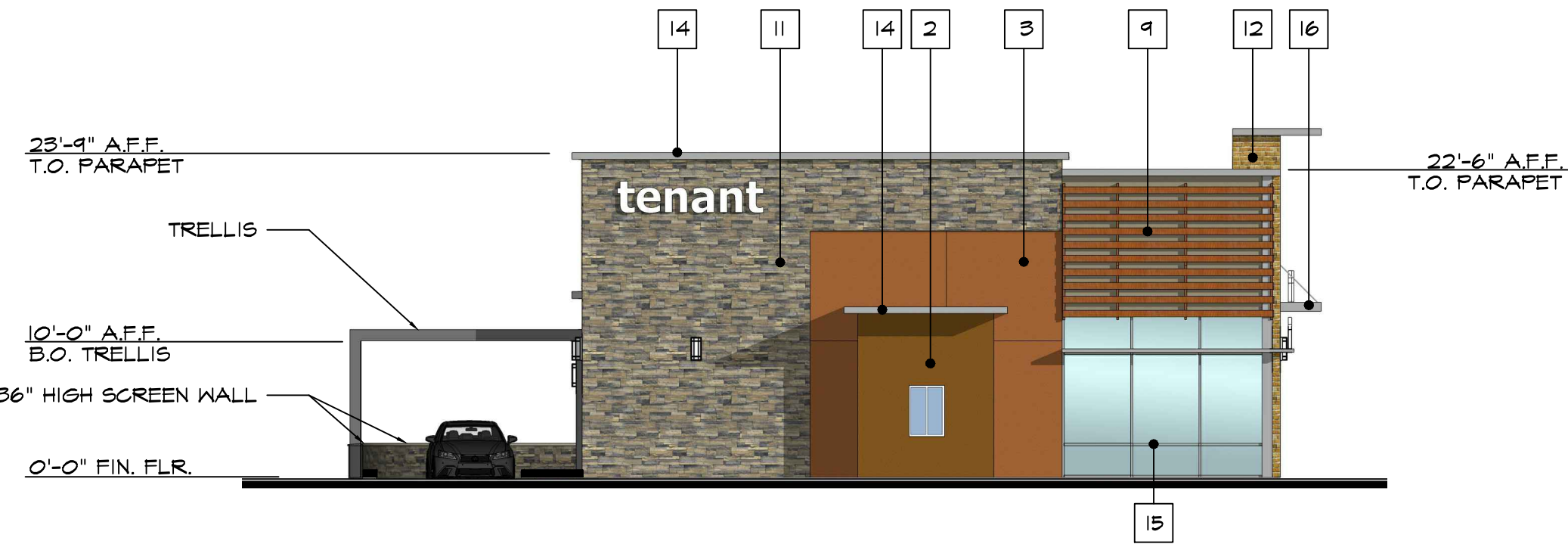
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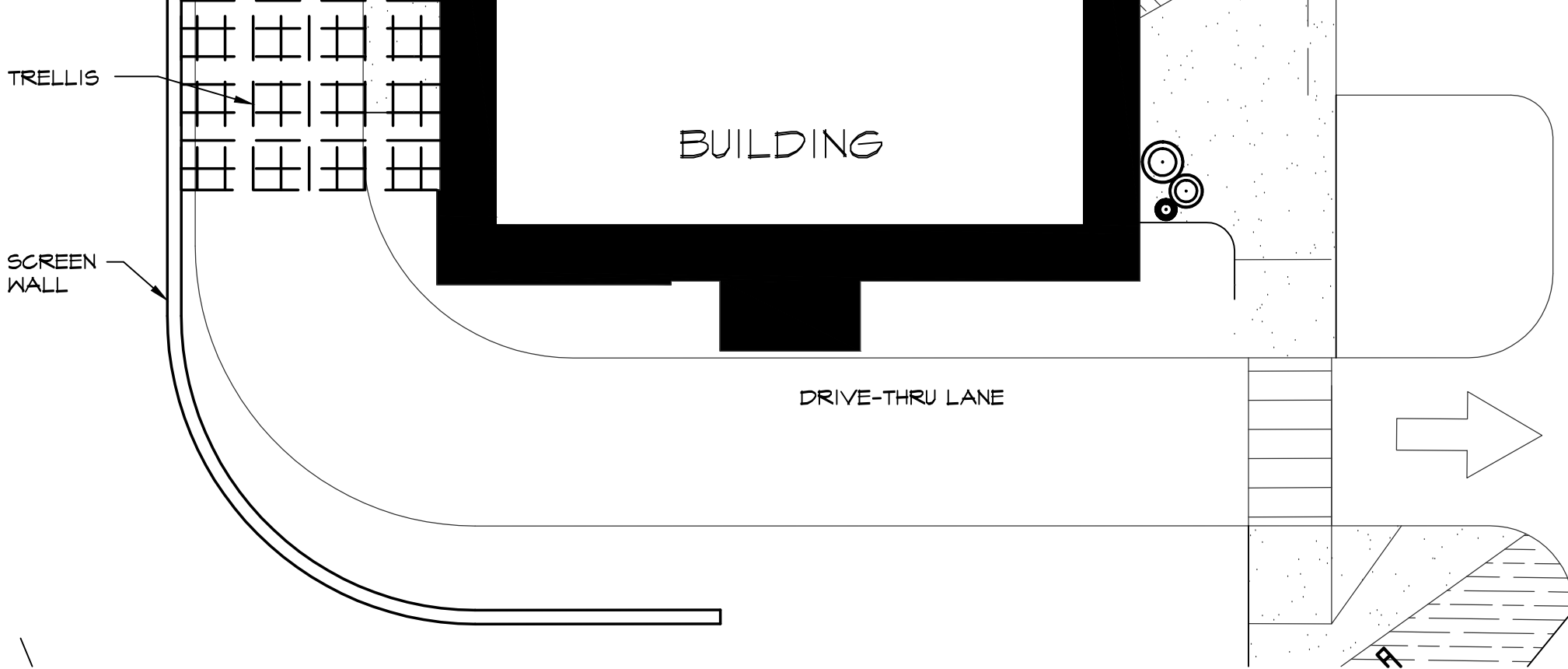
FRONT ELEVATION



PARTIAL WALKWAY PLAN



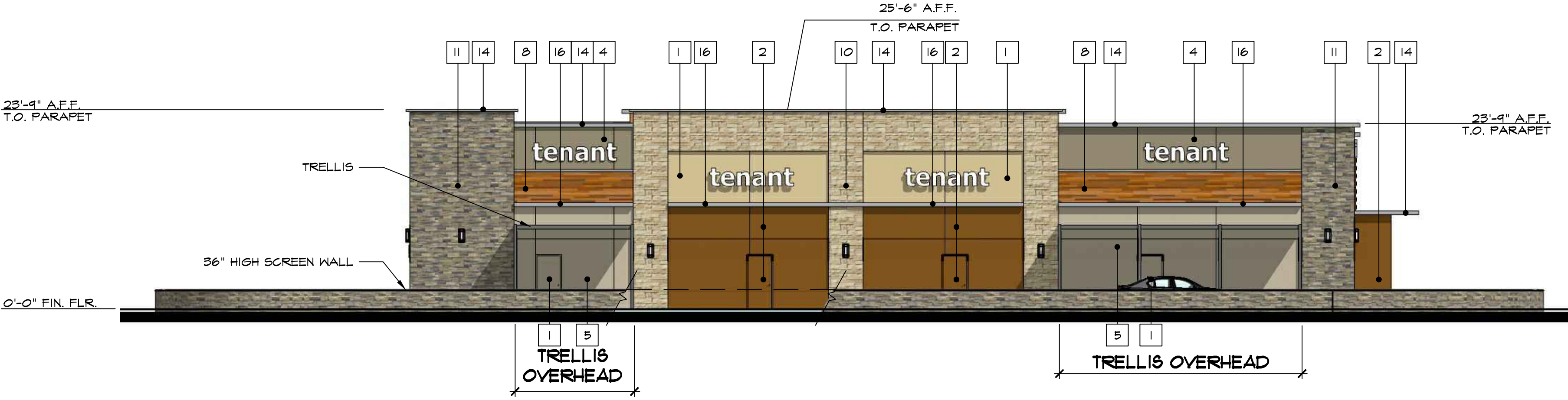
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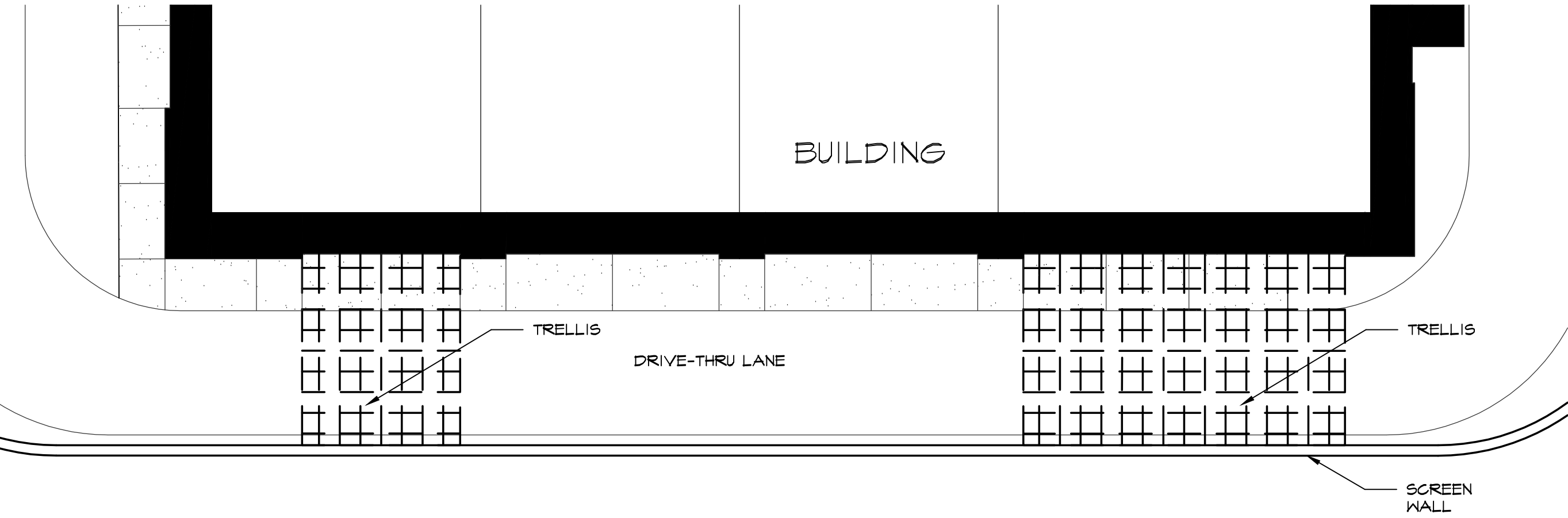
PARTIAL WALKWAY PLAN

MATERIAL AND COLOR SCHEDULE		
MATERIAL	MANUFACTURER	COLOR/STYLE
1 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET665 GRAIN MILL
2 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET465 OUTLAKED ORANGE
3 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET450 PRAIRIE CLAY
4 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET640 TANNY OWL
5 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DE6149 PALE BEACH
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12 THIN BRICK VENEER	ENDIGOTT	DESERT SAND
13 STEEL ACCENT	-	SEAL COAT ON EXPOSED STEEL
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15 ALUMINUM STOREFRONT	KAWNEER OR EQUAL	CLEAR ANODIZED ALUMINUM
16 METAL CANOPY	-	PRE-FINISHED GRAY

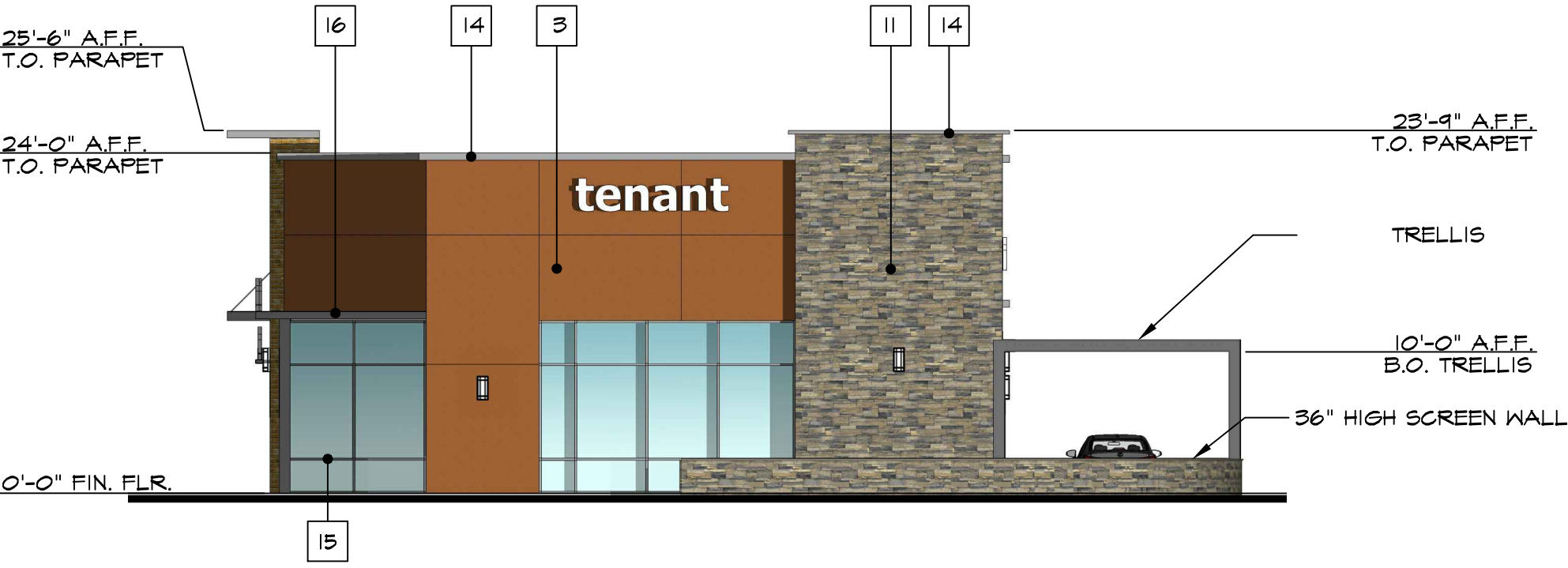
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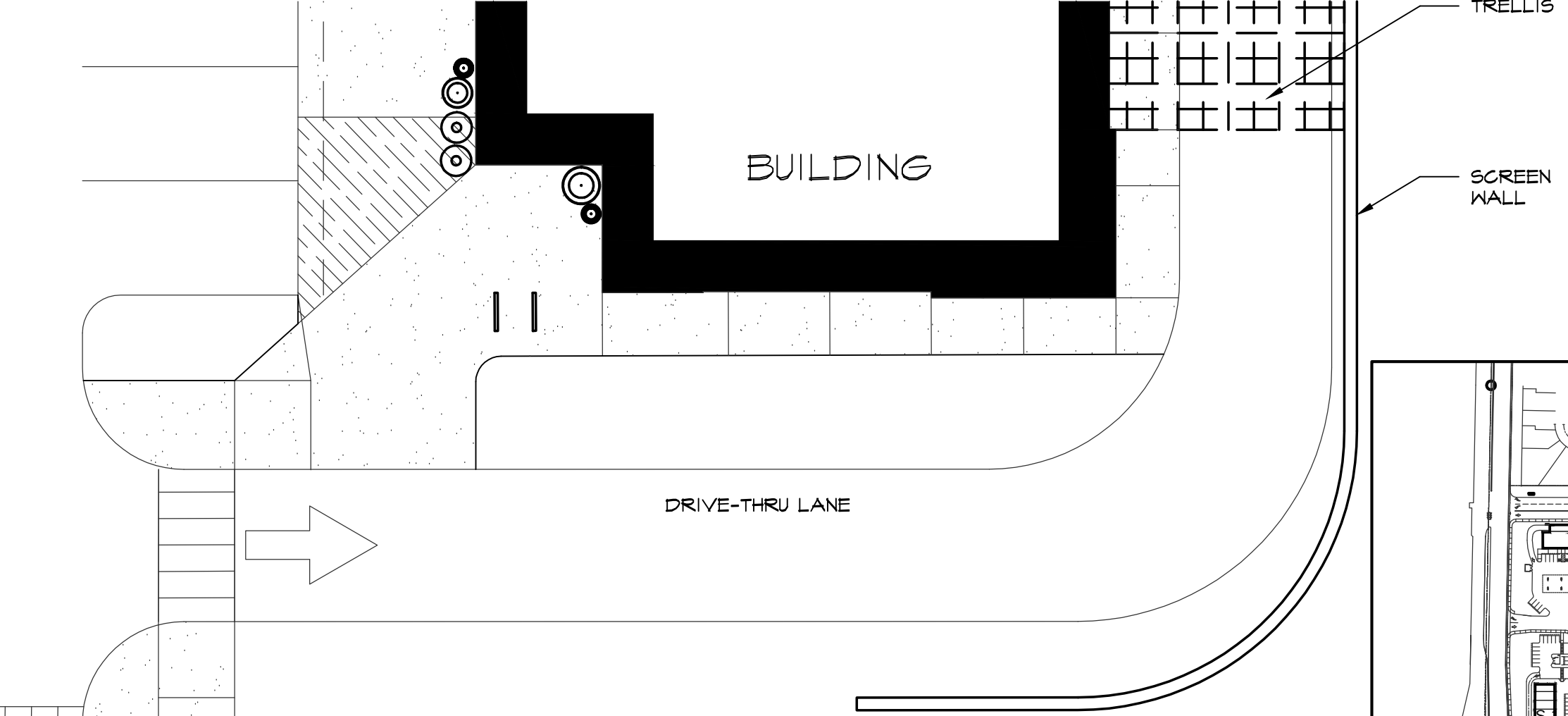
REAR ELEVATION



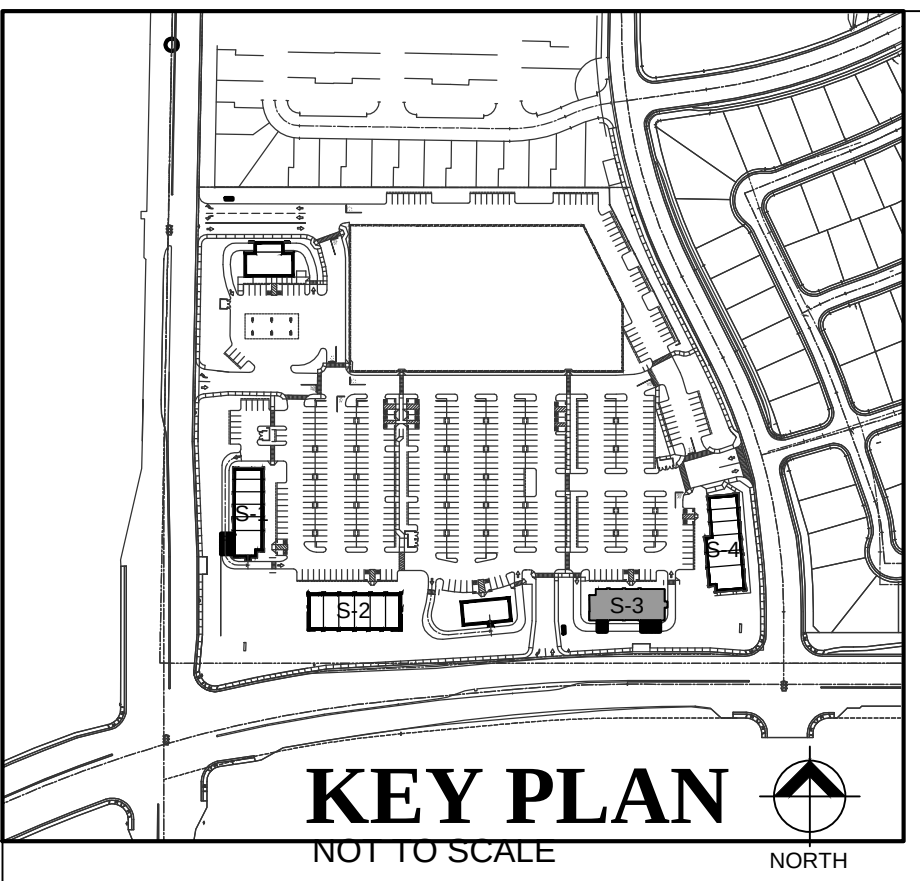
PARTIAL WALKWAY PLAN



RIGHT ELEVATION



PARTIAL WALKWAY PLAN



CLIENT AND PROJECT

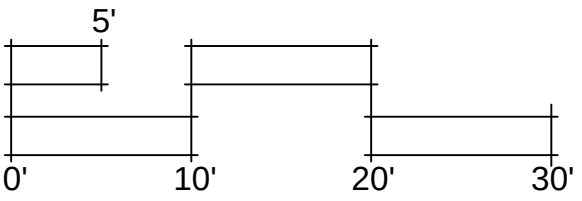
ANATOLIA, LLC

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ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

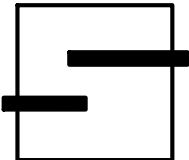
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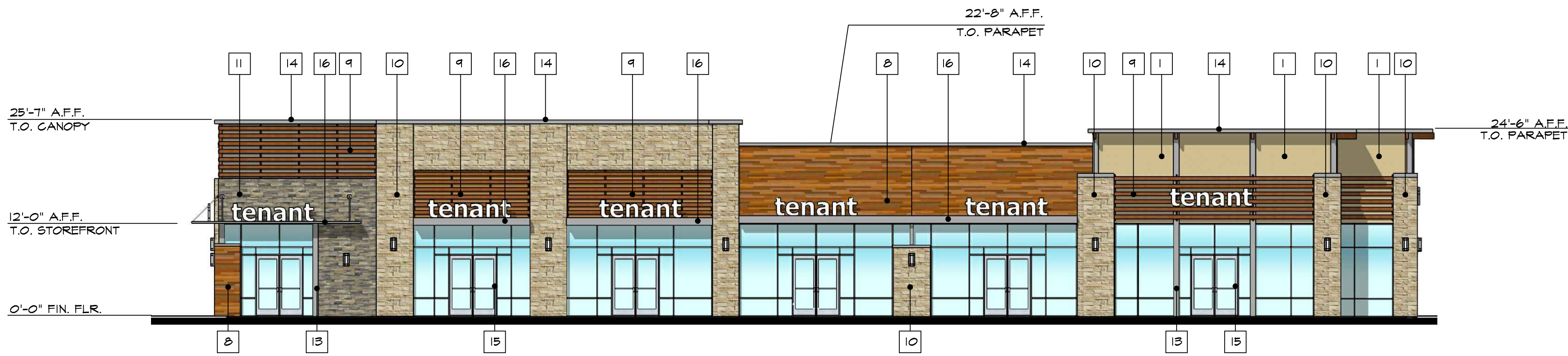
S-3
BUILDING
ELEVATIONS

PROJECT NO.
04732.00
DRAWN BY
RC
CHECKED BY
MM
ISSUE DATE
MAY 4, 2016
SHEET NO.
A5

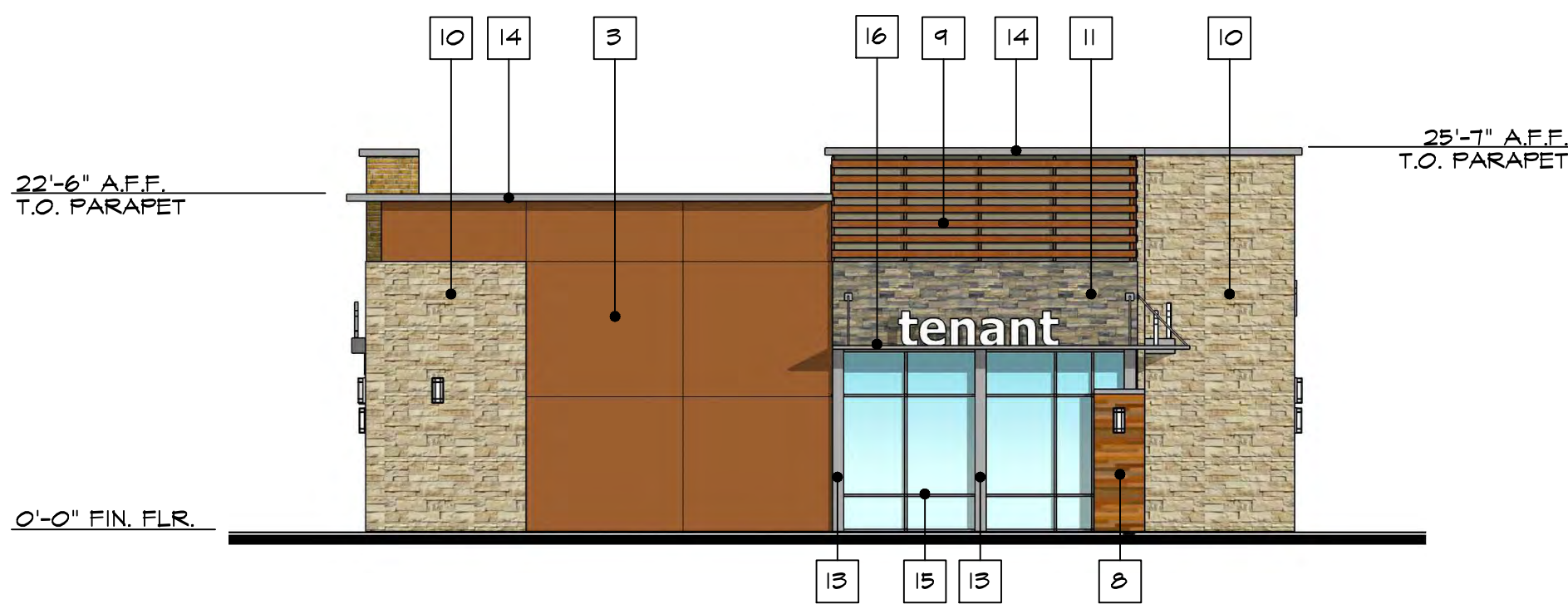
STAFFORD
KING
WIESE
ARCHITECTS



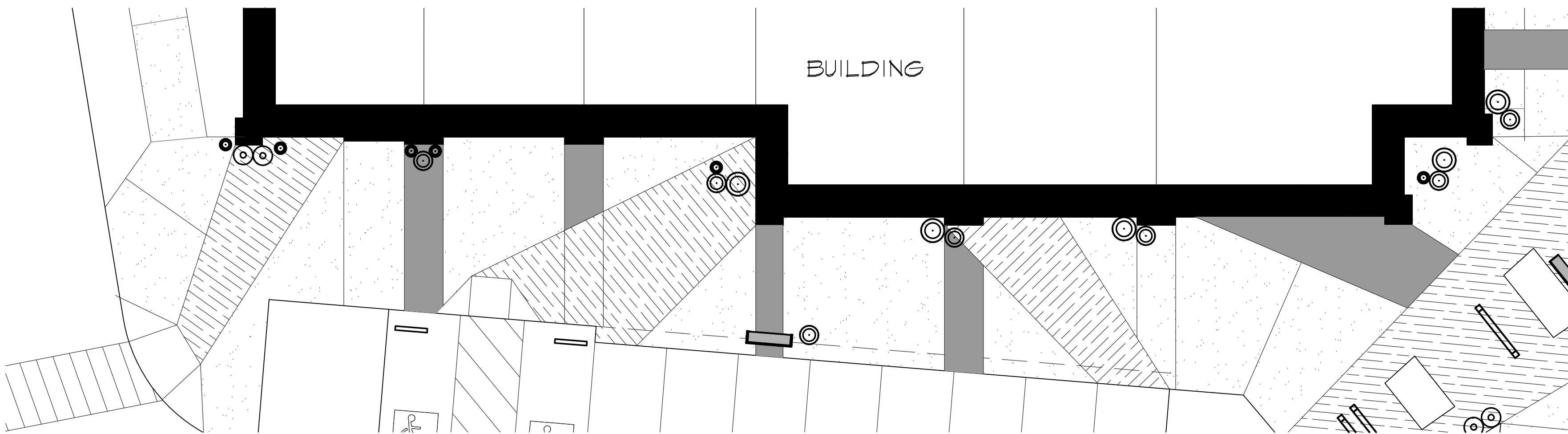
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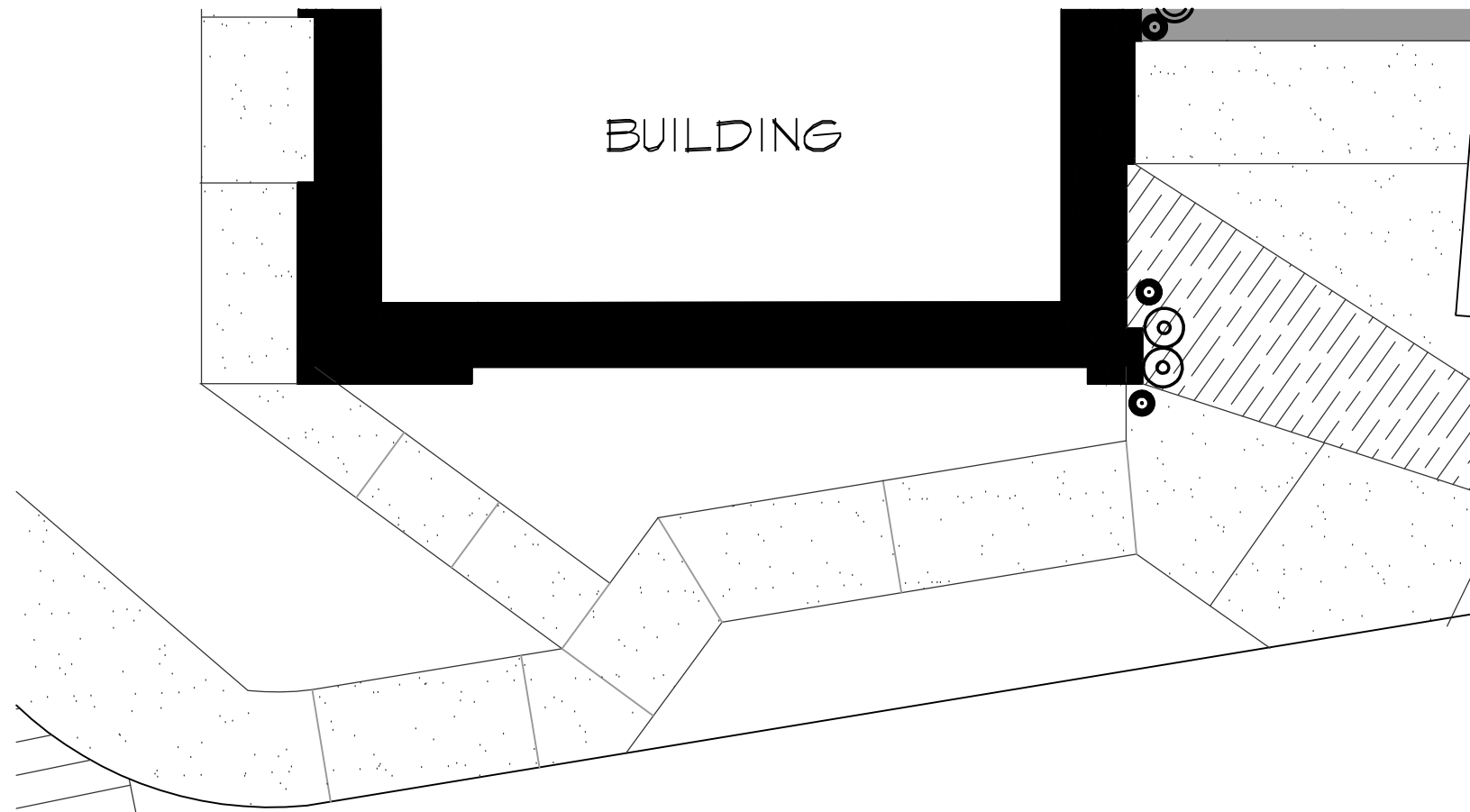
FRONT ELEVATION



LEFT ELEVATION



PARTIAL WALKWAY PLAN



PARTIAL WALKWAY PLAN

MATERIAL AND COLOR SCHEDULE		
MATERIAL	MANUFACTURER	COLOR/STYLE
1 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET665 GRAIN MILL
2 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET465 OUTLAVED ORANGE
3 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET450 PRAIRIE CLAY
4 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET640 TANNY OWL
5 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DE6199 PALE BEACH
6 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET481 SUNNY DISPOSITION
7 PAINT-CEMENT PLASTER	DUNN EDWARDS PAINTS	DET688 WILD BILL BROWN
8 NATURAL COMPOSITE SIDING	RESYSTA SUSTAINABLE PRODUCTS	BLEND OF 4 COLORS (FVS-C04, FVS-C24, FVS-C42, FVS-C51)
9 NATURAL COMPOSITE SLATS	RESYSTA SUSTAINABLE PRODUCTS	FVS-C51
10 STONE VENEER	EL DORADO STONE	LEDGECUT 33 "BIRCH"
11 STONE VENEER	EL DORADO STONE	CLIFFSTONE "LANTANA"
12 THIN BRICK VENEER	ENDIGOTT	DESERT SAND
13 STEEL ACCENT	-	SEAL COAT ON EXPOSED STEEL
14 METAL COPING/CAPS	-	STEEL ANODIZED WRAP
15 ALUMINUM STOREFRONT	KAWNEER OR EQUAL	CLEAR ANODIZED ALUMINUM
16 METAL CANOPY	-	PRE-FINISHED GRAY

*NOTE: SIGNAGE NOT A PART OF THIS APPLICATION

CLIENT AND PROJECT

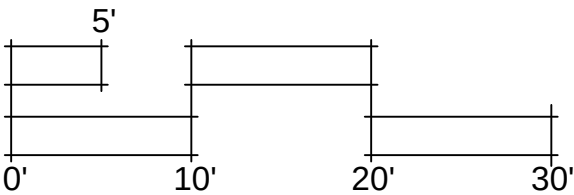
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ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

SCALE 3/32"= 1'-0"



SHEET TITLE

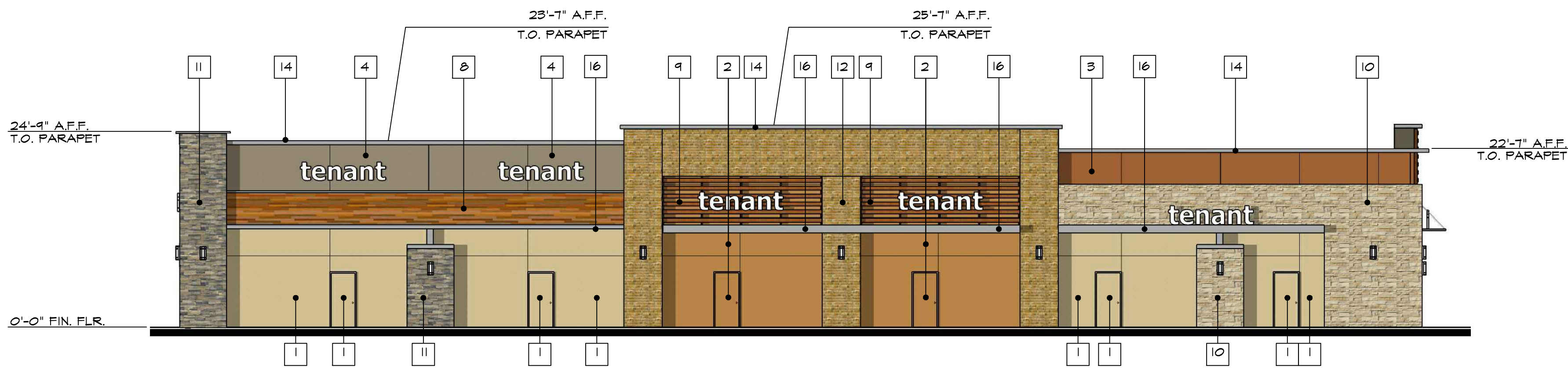
S-4
BUILDING
ELEVATIONS

PROJECT NO.
04732.00
DRAWN BY
RC
ISSUE DATE
MAY 4, 2016

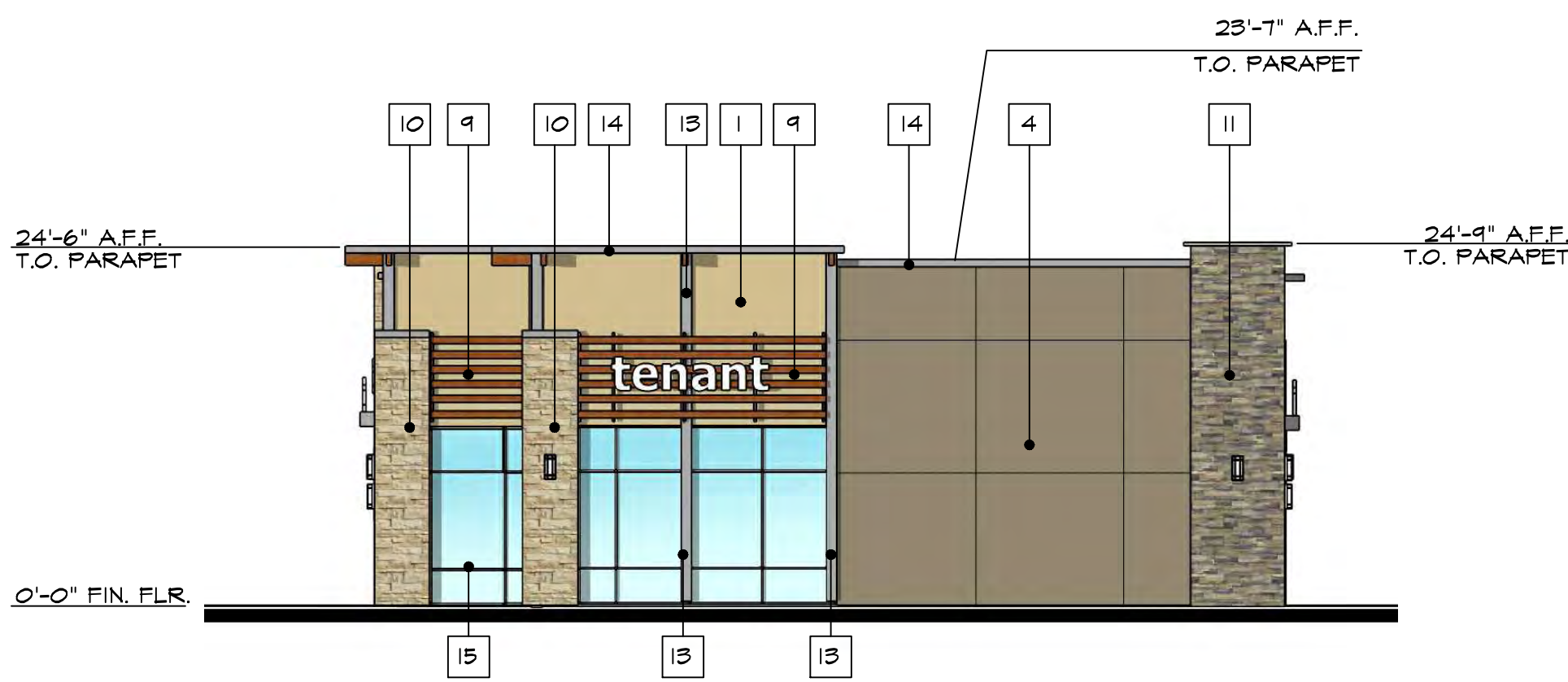
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A6

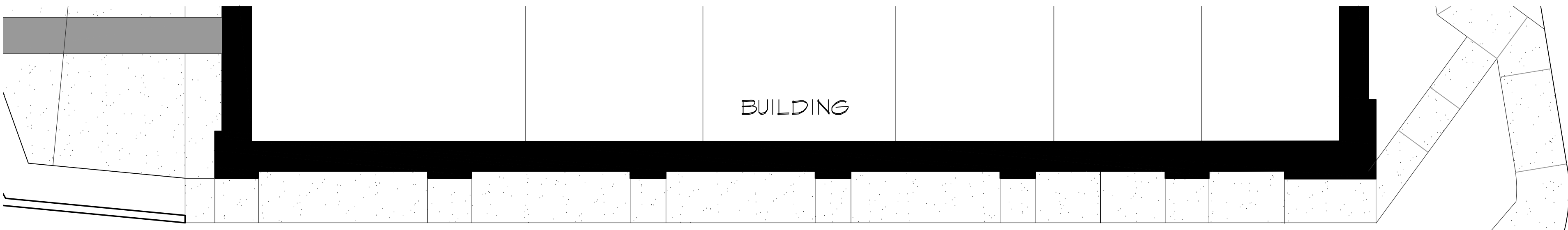
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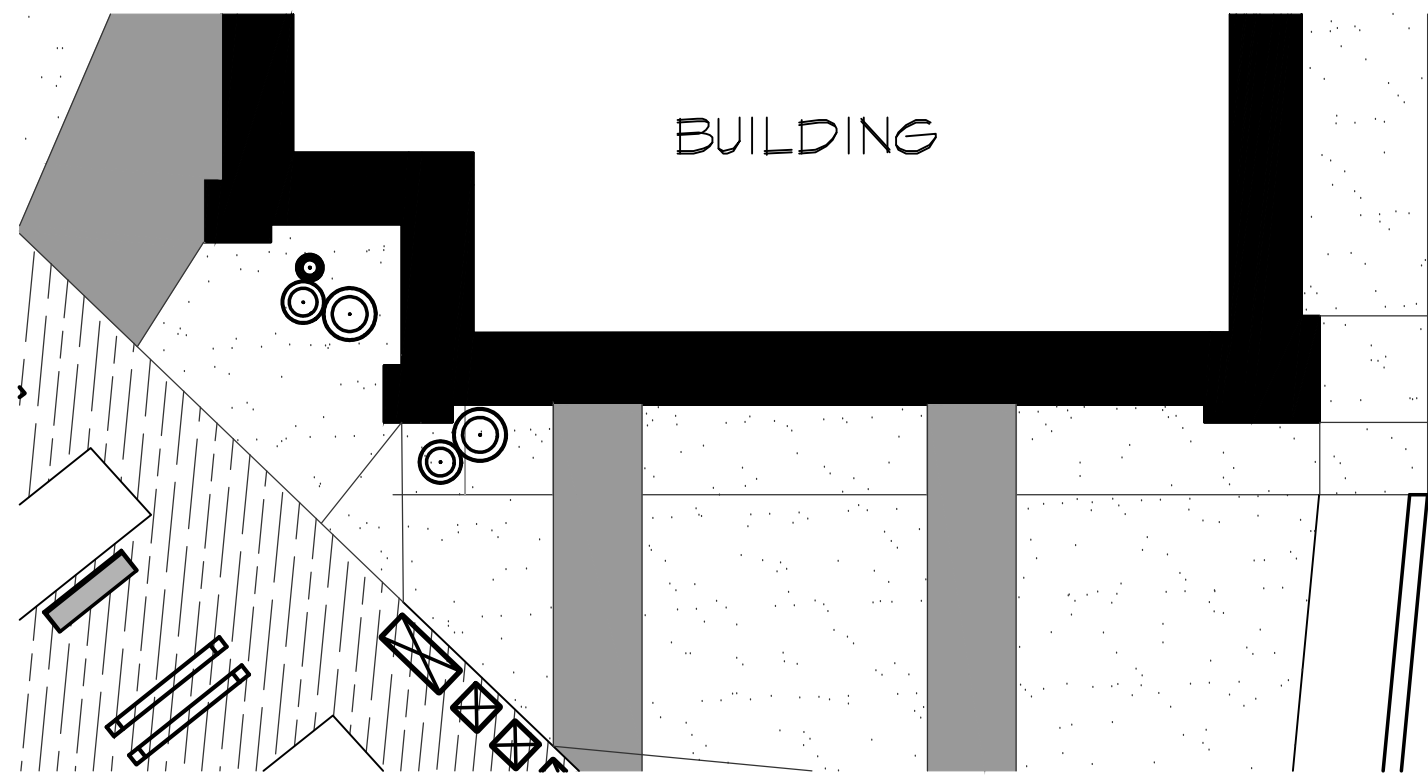
REAR ELEVATION



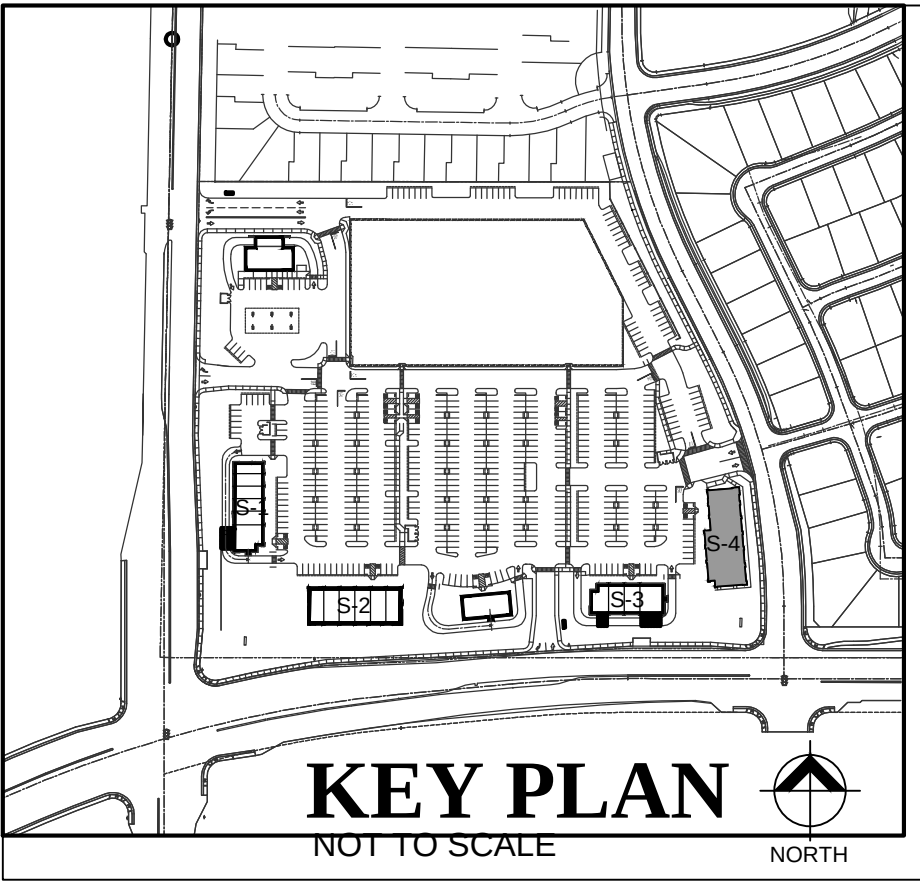
RIGHT ELEVATION



PARTIAL WALKWAY PLAN



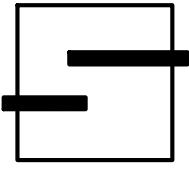
PARTIAL WALKWAY PLAN





BUILDING S-1

STAFFORD
KING
WIESE
ARCHITECTS



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BUILDING S-2

CLIENT AND PROJECT

ANATOLIA, LLC

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ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

STOREFRONT
FACADE
PERSPECTIVES

PROJECT NO. 04732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
ISSUE DATE MAY 4, 2016	

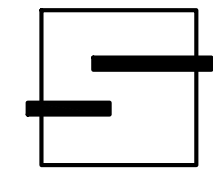
A7

505



BUILDING S-3

**STAFFORD
KING
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ARCHITECTS**



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BUILDING S-4

ANATOLIA, LLC

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**ANATOLIA
RETAIL CENTER**

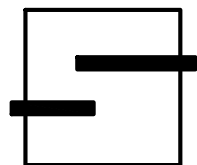
RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

**STOREFRONT
FACADE
PERSPECTIVES**

PROJECT NO. 04732.00		SHEET NO. A8	506
DRAWN BY RC	CHECKED BY MM		
ISSUE DATE MAY 4, 2016			

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RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

RENDERING
SUNRISE/DOUGLAS
FROM
INTERSECTION

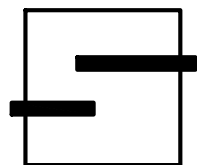
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DRAWN BY RC	ISSUE DATE MAY 4, 2016

SHEET NO.

A9

507

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ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

RENDERING
OF PLAZA
NEAR
SUNRISE/DOUGLAS

PROJECT NO.
04732.00
DRAWN BY
RC
ISSUE DATE
MAY 4, 2016

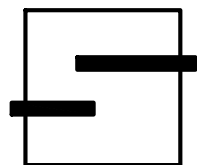
CHECKED BY
MM

SHEET NO.

A10

508

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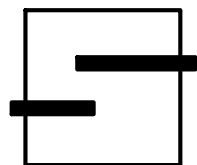
NOT TO SCALE

RENDERING
SUNRISE/HERODIAN
FROM
INTERSECTION

PROJECT NO. 04732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
ISSUE DATE MAY 4, 2016	

A11 509

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ANATOLIA
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RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

RENDERING
OF PLAZA
NEAR
SUNRISE/HERODIAN

PROJECT NO.
04732.00
DRAWN BY
RC
ISSUE DATE
MAY 4, 2016

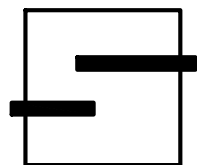
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SHEET NO.

A12

510

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BUILDING S-2 VIEW LOOKING NORTH

CLIENT AND PROJECT

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ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

RENDERING
VIEW

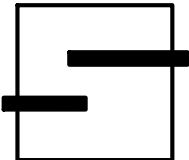
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DRAWN BY RC	ISSUE DATE NOVEMBER 7, 2016

SHEET NO.

A13

511

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BUILDING S-4 VIEW LOOKING WEST

CLIENT AND PROJECT

ANATOLIA, LLC

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RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

RENDERING
VIEW

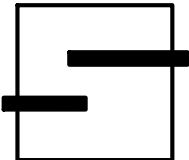
PROJECT NO. 04732.00	CHECKED BY MM
DRAWN BY RC	ISSUE DATE NOVEMBER 7, 2016

SHEET NO.

A14

512

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BUILDING S-3 VIEW LOOKING EAST INTO DRIVE-THRU

CLIENT AND PROJECT

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Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

NOT TO SCALE

SHEET TITLE

RENDERING
VIEW

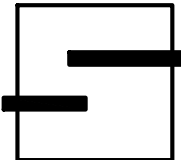
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DRAWN BY RC	CHECKED BY MM
ISSUE DATE NOVEMBER 7, 2016	

SHEET NO.

A15

513

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BUILDING S-3 VIEW LOOKING NORTHEAST INTO DRIVE-THRU

CLIENT AND PROJECT

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NOT TO SCALE

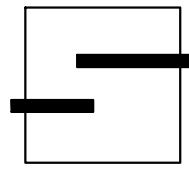
SHEET TITLE

RENDERING
VIEW

PROJECT NO. 04732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
ISSUE DATE NOVEMBER 7, 2016	

A16 514

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Pittman
ENGINEERING

1050 Opportunity Dr, Suite 120 916.789.7181
Roseville, CA 95678 F: 916.789.7191
#16178 info@pittmaneng.com

CLIENT AND PROJECT

ANATOLIA, LLC

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Sacramento, CA 95826

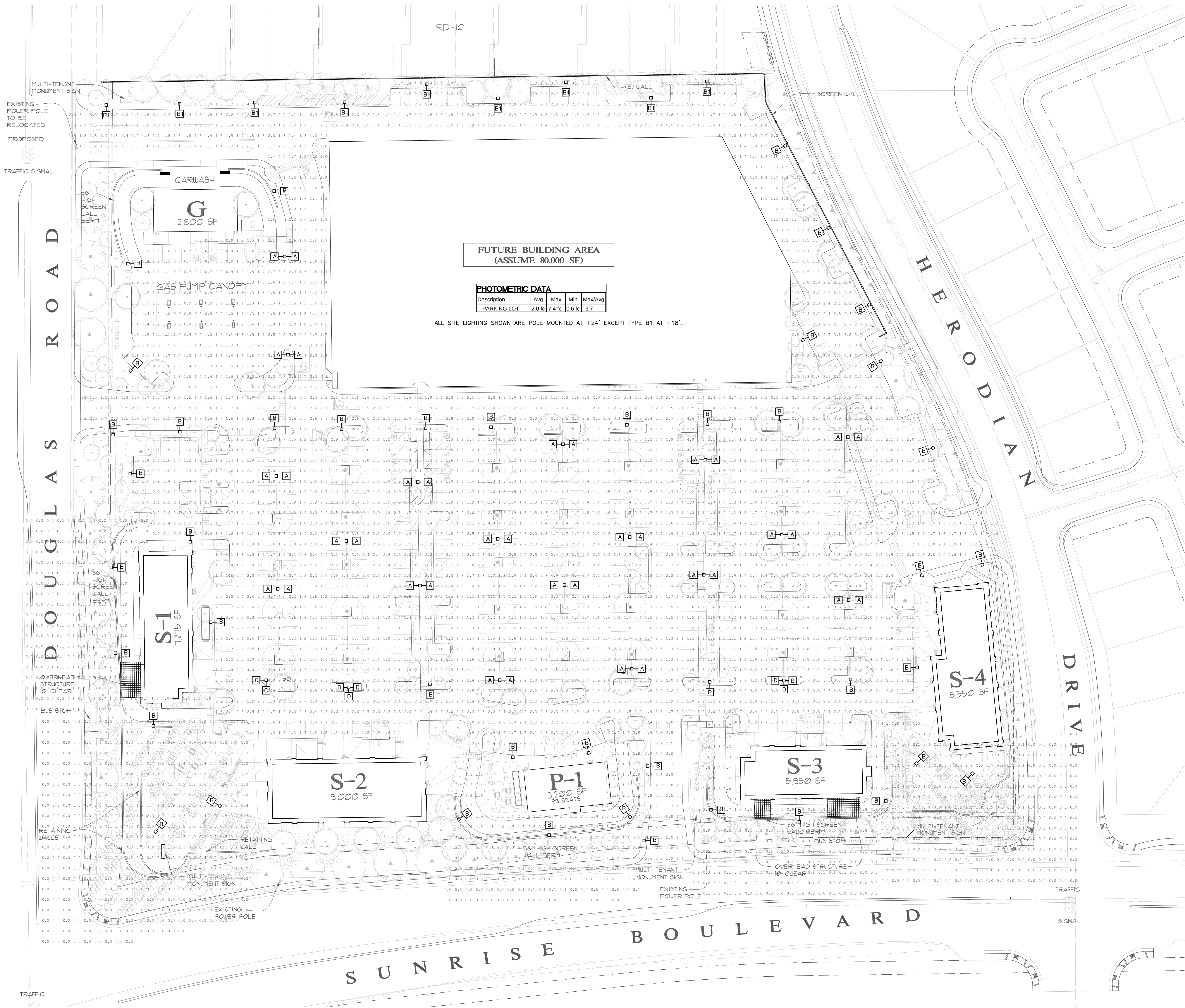
ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

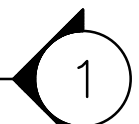
SITE LIGHTING
PHOTOMETRIC
PLAN AND DATA

PROJECT NO. 16178	SHEET NO. SL-1
DRAWN BY CM	CHECKED BY RP
ISSUE DATE 05-17-16	

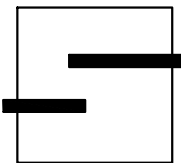
515



SITE LIGHTING PHOTOMETRIC PLAN
SCALE: 1"=40'-0"



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CLIENT AND PROJECT

ANATOLIA, LLC

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ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

SHEET TITLE

SITE LIGHTING
FIXTURE
SPECIFICATIONS

PROJECT NO. 16178	SHEET NO. SL-2	516
DRAWN BY CM	CHECKED BY RP	
ISSUE DATE 05-17-16		



TYPICAL LIGHT FIXTURE ARM AND HEAD
NTS

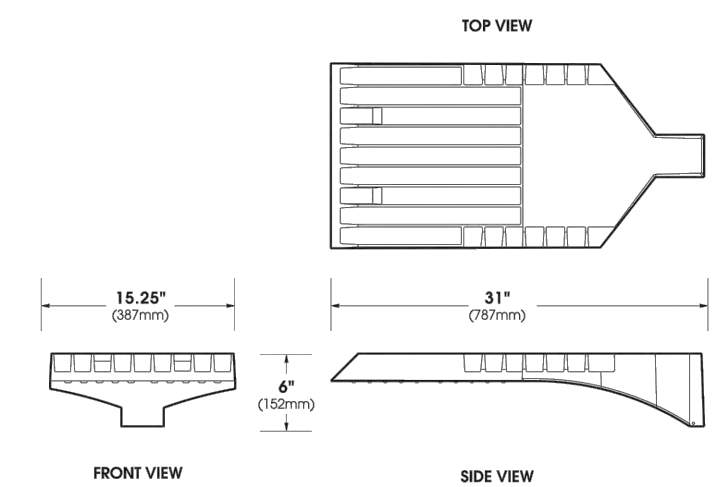
OVERALL LIGHT STANDARD HEIGHTS:
TYPES A, B, C & D: 24' AFF,
TYPE B1: 18' AFF.

MODELING CALCULATION SOURCE HEIGHT:
OVERALL HEIGHT LESS 6".

PROJECT NAME: ANATOLIA RETAIL CENTER
FIXTURE TYPE: FIVE TYPES: A, B, B1, C & D.



VLL PLED



U.S. Architectural Lighting

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www.usalighting.com

2016097

U.S. ARCHITECTURAL
LIGHTING

SOLID STATE AREA LIGHTING

VALULUME SERIES-PLED

SPECIFICATIONS

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance <± 0.03" over 12") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

ELECTRICAL HOUSING w/ INTEGRATED ARM
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

PLED® OPTICS
Emitters (LEDs) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)
Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50/60Hz.

LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA, 70CRI. Minimum LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

FINISH
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

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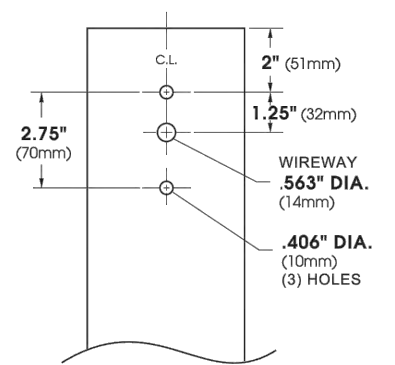
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U.S. ARCHITECTURAL
LIGHTING

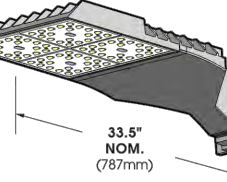
VALULUME SERIES - PLED

SPECIFICATIONS

POLE DRILLING TEMPLATE

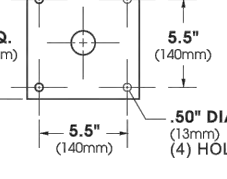


WALL MOUNT

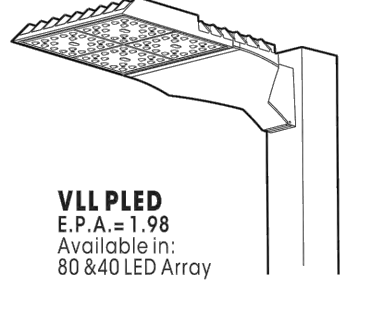


EXTRUDED ALUMINUM ARM AND CAST ALUMINUM WALL BRACKET ASSEMBLY PROVIDED WITH BUILT IN GASKETED WIRE ACCESS FOR FUTURE / SUPPLY WIRE CONNECTION.

WALL PLATE



PLED® MODULES



VLL PLED
E.P.A. = 1.08
AVAILABLE IN:
80 & 40 LED Array

No. of LEDs	Drive Current	System Watts	HID Equivalent
40	350mA	45	70 - 100
	525mA	66	100 - 150
	700mA	91	175
	1050mA	142	200 - 250
80	350mA	92	150 - 175
	525mA	136	200 - 250
	700mA	184	400
	1050mA	296	450

Spec/Order Example: VLL-LED/PLED-V-50/80LED-700mA/NW/277/1/RAL9005

SPEC		ORDERING		MOUNTING		FINISH		INFORMATION	
MODEL	OPTICAL	LED	DRIVE	ARMOUNT	FINISH	OPTION	OPTION	OPTION	OPTION
VLL-LED	PLED-IV-FT	40LED-1050mA-NW, V=TBID	NO. LED	SEE BELOW	TBID	B1-HS, ALL MS-F211			
	PLED-DISTRIBUTION								
	TYPE II PLED-B	40LED	1050mA	WHITE	B1				
	TYPE II FRONT ROW PLED-B-FR	40LED	700mA	WHITE	A				
	TYPE II MEDIUM ILLUMINATOR PLED-B-ME	40LED	525mA	WHITE	C				
	TYPE II MED. PLED-B-M	40LED	350mA	WHITE	D				
	TYPE II WIDE PLED-B-W	40LED	350mA	WHITE	D				
	TYPE IV PLED-IV-FT	40LED	350mA	WHITE	D				
	TYPE V NARROW PLED-V-SB-N	40LED	350mA	WHITE	D				
	TYPE V MED. PLED-V-SB-M	40LED	350mA	WHITE	D				
	TYPE V WIDE PLED-V-SB-W	40LED	350mA	WHITE	D				

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VALULUME SERIES-PLED

S P E C I F I C A T I O N S

OPTICAL HOUSING

Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance $<\pm .003"$ over 12") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188".

ELECTRICAL HOUSING w/ INTEGRATED ARM

Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

PLED™ OPTICS

Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)

Constant current electronic with a power factor of $>.90$ and a minimum operating temperature of -40°F . Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50,60Hz.

LED EMITTERS

High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

FINISH

Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F . Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.

PROJECT NAME:

ANATOLIA RETAIL CENTER

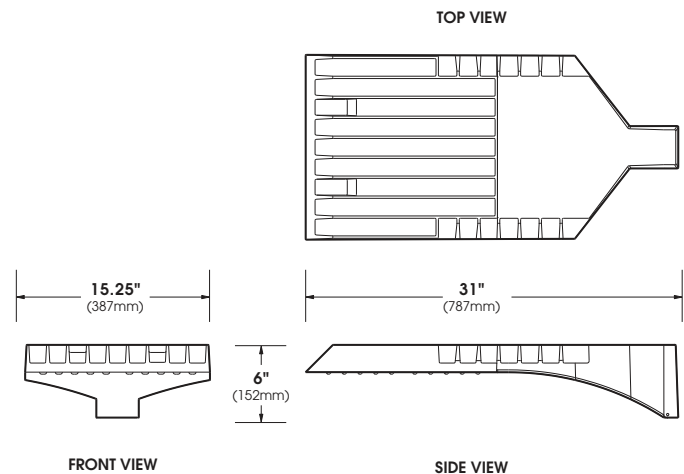
FIXTURE TYPE:

FIVE TYPES: A, B, B1, C & D



PATENT PENDING

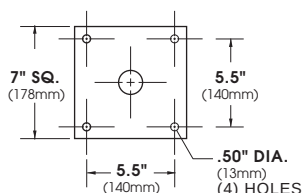
VLL PLED



2016097

SPECIFICATIONS

PLED™ MODULES



80 & 40 LED Array

Spec/Order Example: VLL-LED/PLED-V-SQ/80LED-700mA/NW/277/1/RAL9005

AGENDA ITEM 14.1

VALULUME SERIES - PLED

LAMP/ELECTRICAL GUIDE

LED COUNT	SOURCE TYPE	SOURCE	INITIAL LUMENS - 4000K	INITIAL LUMENS - 3000K	INITIAL LUMENS - 5000K	L70 GREATER THAN (HR)	STARTING TEMP.	SYSTEM WATTS	VOLTS	MAX INPUT AMPS
40	LED	40 PLED Optical Module - 350mA	5,077 - 5,464	4,445 - 4,784	5,199 - 5,595	60,000+	-20°F	45	120 277	0.38 0.17
40	LED	40 PLED* Optical Module - 525mA	6,977 - 7,507	6,108 - 6,573	7,144 - 7,687	60,000+	-20°F	66	120 277	0.58 0.25
40	LED	40 PLED* Optical Module - 700mA	8,425 - 9,067	7,376 - 7,938	8,627 - 9,285	60,000+	-20°F	91	120 277	0.76 0.33
40	LED	40 PLED* Optical Module - 1050mA	10,956 - 11,792	9,592 - 10,324	11,219 - 12,075	60,000+	-20°F	142	120 277	1.19 0.52
80	LED	80 PLED* Optical Module - 350mA	10,153 - 10,926	8,889 - 9,566	10,397 - 11,188	60,000+	-20°F	92	120 277	0.77 0.34
80	LED	80 PLED* Optical Module - 525mA	13,952 - 15,015	12,215 - 13,146	14,287 - 15,376	60,000+	-20°F	136	120 277	1.14 0.50
80	LED	80 PLED* Optical Module - 700mA	16,851 - 18,139	14,752 - 15,877	17,254 - 18,570	60,000+	-20°F	184	120 277	1.54 0.67
80	LED	80 PLED* Optical Module - 1050mA	23,188 - 25,864	20,301 - 22,644	23,745 - 26,448	60,000+	-20°F	266	120 277	2.22 0.96

NOTES:

1. Max Input Amps is the highest of starting, operating, or open circuit currents
2. Lumen values for LED Modules vary according to the distribution type
3. System Watts includes the source watts and all driver components.
4. Fuse value should be sufficient to protect all wiring components. For electronic driver and LED component protection, use 10KV - 20KV surge suppressors.
5. L70(9K) - TM-21 6x rule applied

WARNING: All fixtures must be installed in accordance with local codes or the National Electrical Code. Failure to do so may result in serious personal injury.

Anatolia Retail Center

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Master Sign Program

September 1, 2015

Sign Vendor / Designer

Pacific Neon Co.
2939 Academy Way
Sacramento, CA 95815
916.927.0527
Contact: Ralph Cundiff
www.pacificneon.com

Owner

Anatolia, LLC
7700 College Town Drive, Suite 118
Sacramento, California 95826

Standardized Tenant Sign Design Intent

Signage Objectives

- 1. To foster imaginative and creative sign content that is unique, compelling and attractive while complimenting the architecture and building color palette.
- 2. To generate signage that is an integral design element to the Delta Shores shopping experience while reflecting the community's design aesthetic and values.
- 3. To establish aesthetic and practical sign standards in order to facilitate the review process and approval from the landlord and the City.

Sign Allowances Per Building Designation

Maps are provided to determine Building Tenant Type which will designate specific allowances accordingly. Tenants and their employed designers / sign contractors will need to refer to their designated zoning in order to provide sign designs in compliance within those specified allowances.

Sign Enforcements for Non-Compliance

Landlord reserves the right to remove any signs installed without prior written approval from either the landlord or city. Signs that deviate from landlord or city approved drawing designs are subject to removal as well. Signs that are non-compliant will be removed at tenant's expense including but not limited to disposal, repair and repainting. Any damages to building as a result of non-compliant signage will be the financial responsibility of tenant. Signs must be manufactured and installed by a licensed and bonded sign fabricator. All electrical signs must comply with existing city and state building codes and must meet the standards as outlined by Underwriters Laboratory standard construction mandates. Failure of meeting these code standards may result in sign removal by landlord at tenant expense as well.

Tenant Sign Criteria Agreement

This tenant sign criteria is part of the Tenant's Lease Agreement and must comply with these standards as a requirement for leasing retail space.

Allowed Building Sign Types

This Master Sign Program encourages creative, dynamic Design and architecturally compatible sign solutions. We want our customers to feel our development adds value to the community and provides a family friendly environment to showcase retailers in the best possible

circumstances. Signs should show attention to details and construction with appropriate graphics and colors. Signs should have dimensional elements integral to the design which demonstrates a thoughtful presentation of the business. Primary signs should be lit either indirectly and internally

Building Signs

- 1. **Face Illuminated Pan Channel Letters / Logo**
Individual letters, fabricated aluminum, pan channel construction with acrylic faces. Faces may have colored acrylic or vinyl film overlays. Internal illumination to be provided by LEDs or neon. Letters may have shaped F.C.O. background if it is an integral part of logo or provides contextual background to sign. Letters may be flush or pegged off of fascia. Exposed conduit or electrical not allowed.
- 2. **Halo Illuminated Reverse Pan Channel Letters / Logo**
Individual letters, fabricated aluminum, reverse pan channel construction with clear Lexan backs for weather-proofing. Internal illumination to be provided by LEDs or neon. Halo effect may be White or colored at tenant's discretion. Letters may have shaped, F.C.O. offset outline background if it is an integral part of logo or provides contextual reference to the sign design. Letters/logo may also be edge mounted to canopy with raceway architecturally integrated into canopy structure. Exposed conduit or electrical not allowed.
- 2. **Halo / Face Illuminated Logo**
Fabricated aluminum, reverse pan channel construction with clear Lexan backs for weather-proofing. Face to be rout out aluminum with 1/2" Clear push thru or backed with acrylic application. Internal illumination to be provided by LEDs or neon. Halo effect may be White or colored at tenant's discretion. Letters may have shaped, F.C.O. offset outline background if it is an integral part of logo or provides contextual reference to the sign design. Letters/logo may also be edge mounted to canopy with raceway architecturally integrated into canopy structure. Exposed conduit or electrical not allowed.

Ancillary Signs

Ancillary signs are signing opportunities which are not considered as part of the allowable sign area calculations. These signs are considered subordinate to the main sign and are generally at retail entrance eye level.

- 1. **Illuminated OPEN Signs**
Illuminated OPEN signs are not necessary, but are allowed as an option for retail tenants. (1) illuminated OPEN sign is permitted as long as it does not to exceed 12" in height. Sign must be placed

near or above entrance. Neon or LED signs are allowed, but must not flash. Cords must terminate in ceiling and must not be visible from outside.

- 2. **Permanent Window Graphics**
Window graphics must be permanent and applied second surface to tenant windows. Graphics must be professionally designed and installed by licensed sign contractor. Permanent window designs must be submitted to landlord as a document drawing with all dimensions specified along with materials used for approval. Materials may be permanent sign paint, gold leaf and vinyl film. Window glass may also be decoratively etched.
- 3. **Professionally Printed Temporary Window Graphics**
Temporary window graphics are permitted only if they are professionally printed window graphics that do not obscure more than 20% of the total window area. Graphics must be printed, "cling" style vinyl film. Faded or inappropriate graphics are subject to removal by order of landlord.
- 4. **Door / Sidelight Operational Graphics**
All tenants must provided hours of operation either on the door or sidelight window adjacent to doors. Hours to be minimum 3/4" individual letters/numerals graphic vinyl film overlays on windows. Tenants may also display business name or logo on doors or sidelights which may be either vinyl film overlays or professionally applied gold leaf graphics. Tenant may also display as secondary copy on either door or sidelights credit card information or security systems employed.

Prohibited Signs

In order to provide consistency of image and provide the optimal shopping experience for our Delta Shores customers, we do not allow certain sign types or signing situations which would distract from our goal of maintaining a family friendly and pedestrian friendly retail environment. Tenants must follow these design guidelines for uniform compliance according to our visual and architectural standards.

Non-Compliant Sign Examples

- 1. **Flashing or Animated Letters**
Illuminated, flashing or motorized (moving) individual letters or sequenced flashing of lighting within letter forms is strictly forbidden and will not be considered for design review.
- 2. **Flashing or Animated Indirect Lighting Fixtures**
Flashing or motorized (animated) lighting fixtures which indirectly illuminate signs will not be allowed.

Anatolia Retail Center Master Sign Program

3. Cabinet-Style Signs

Box style cabinets are prohibited as primary sign identification. Its use will be allowed only under special circumstances where it is incorporated as an integral element in an established or registered tenant logo. Landlord reserves the right to final approval, which must be obtained in writing.

4. Roof Mounted Signs

Any sign that is roof mounted or extends past the roof line is strictly prohibited.

5. A-frame or Freestanding Sidewalk or Landscape Signs

Any temporary or movable freestanding signs are considered pedestrian hazards and are not permitted. Landscape "kicker" type temporary board signs are considered a blight to landscaping features and are not permitted.

6. LED Message Boards

Any LED message board on a tenant's building fascia or visible through a window is strictly prohibited. These are considered as animated signage or flashing signage and is not allowed.

7. Painted "Sales" or "Specials" Graphics on Windows

Hand-painted, temporary looking graphics on windows for sales, seasonal sales or special promotions are not permitted.

General Sign Design Guidelines

These guidelines are to help tenants determine appropriate sign solutions for their business as well as provide a general outline of how to get the landlord sign approval process started. The landlord reserves the right for final approval on designs, typography, colors, materials and sign content.

Visual Open Space Requirements

In order to preserve proper visual appearance of signage on tenant buildings, the overall sign height and width must not exceed 80% of the horizontal fascia open area nor 80% of the vertical fascia open area. Landlord reserves the right to adjust these percentages higher or lower depending on specific architectural considerations or irregular fascia areas.

Sign Design / Placement

1. Signs should be centered over entrance doors, but also may be centered on tenant frontage or where the building architecture creates a logical area for sign placement.
2. All sign concepts / logos are to be generated from "camera-ready" electronic, vector artwork by a professional designer or sign contractor with scaled architectural elevation drawings illustrating placements, size, materials, construction/section details and attachment details. Drawings to be submitted to the Landlord for written approval prior to submittal to the City. Signs should strive to incorporate creative design / construction and innovative sign solutions are encouraged.
3. All signs should fit in allotted fascia/wall area with plenty of visual open space between sign and edges or architectural breaks. A minimum of 6" space is required from sign edge and building fascia/wall edges, but more may be required if landlord deems that the sign looks visually cramped or out of scale with building architecture.
4. Dimensional letters and signs should have hidden attachment to building fascia unless attachment is part of the design element (in which case, will require special design approval from landlord).

Type styles

1. Type styles are at a tenant's discretion, but if tenant has an established logo design with custom fonts, they may use them accordingly. Fonts may be serif or sans serif or script style and may be a modified style as well. Upper and lower case characters with ascenders and descenders are allowed and may be arranged in multiple lines in tenant sign space and sign square footage allows.

Lighting

1. Only letters and logos shall transmit light. Backgrounds may be illuminated indirectly through reverse pan channel or halo illuminated letters.
2. All illuminated signs are to be controlled by a timer and must have a remote, disconnect switch.
3. All raceway or wire ways to be concealed behind letters and painted to match existing wall surfaces. No exposed conduit or electrical wiring to be exposed.

Colors

1. Colors of individual letters to contrast with background wall/fascia. Letters/logo should be legible both in daytime as well as night.
2. Creativity in color and design but unconventional color schemes or colors that might clash with fascia color should be cleared with landlord prior to sign design submittal.

Materials

It cannot be stressed more the importance of quality materials with refined finishing to foster a professional image for tenant signs. Here is a list of acceptable sign construction materials, but this list is for a starting reference only. Newer materials may become available or materials not commonly associated with sign construction may be acceptable, but would require further clarification for landlord approval:

1. Dimensional geometric shapes with either painted coatings or burnished finishes.
2. Automotive/industrial grade paints in either polished, satin or matte finishes.
3. Metal screens, grids or mesh backgrounds to add shadowing interest.
4. Etched or brushed metal finishes.
5. Cut, fabricated or abraded steel and aluminum with finished edges.
6. Acrylic and Lexan in white, colored, clear and transparent finishes with or without vinyl film decoration.
7. Acrylic and Lexan in white, colored, clear and transparent finishes with or without vinyl film decoration.
8. Vinyl film overlays. Vinyl film may be matte, gloss or satin finish in black, white, clear or colored finishes. Films may be digitally printed with U.V. laminate film overlay. Outdoor life rating of films must be at least 3 years and manufacturer must be specified in design approval drawings.
9. Wood with weather protective coating.

Sign Area Measurement

Anchor & Junior Anchor Sign Area Calculation
20,000 Square Feet or Above

Sign Area (3:1)

- 1. 3 Square feet of sign area per 1 linear tenant foot of frontage for up to 3 sides of their leased building.
- 2. 72" Maximum letter Height. 96" Maximum logo Height.
- 3. Overall length not to exceed 80% of the fascia to which the sign is designated.
- 4. Overall height not to exceed 80% of the fascia to which the sign is designated.

Shop & Pad Tenant Sign Area Calculation

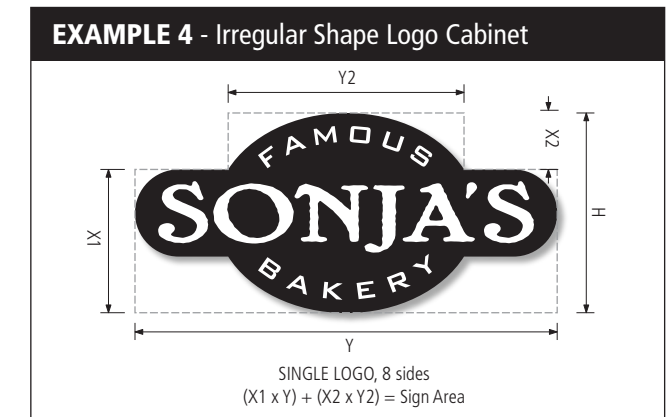
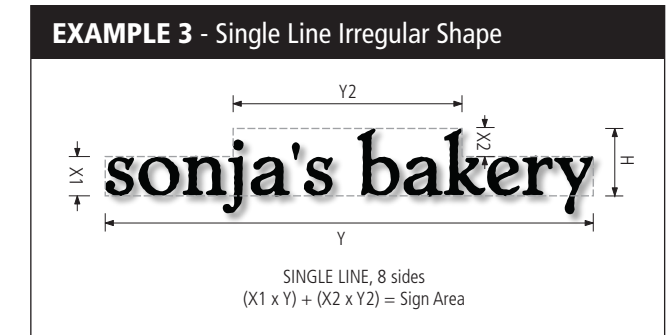
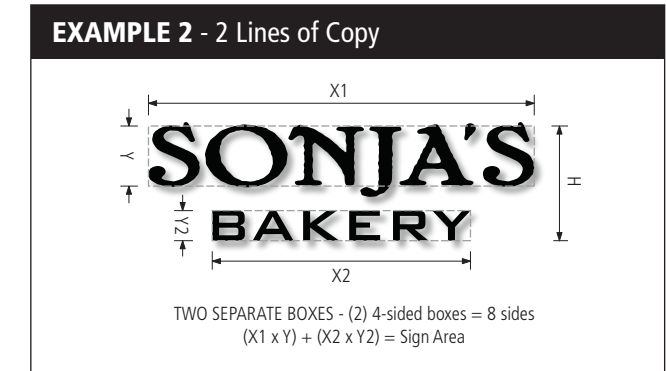
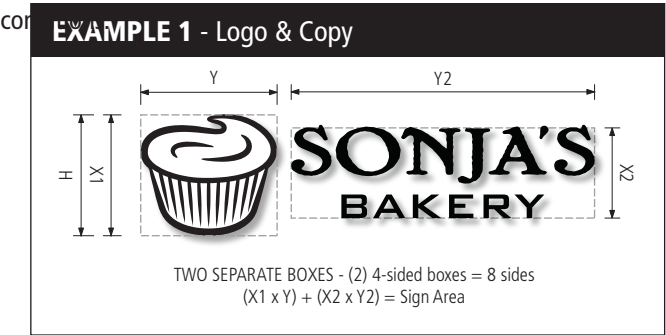
Sign Area (2:1)

- 1. 2 Square feet of sign area per 1 linear tenant foot on front and rear elevations. End cap tenants will be allowed and additional 2 Square feet of sign area per 1 linear tenant foot on the end cap frontage.
- 2. 24" Maximum letter Height.
- 3. 36" Maximum logo Height.
- 2. Overall length not to exceed 80% of the fascia to which the sign is designated.
- 3. Overall height not to exceed 80% of the fascia to which the sign is designated.

Sign Area Measurement

The following exhibits illustrate the methods of determining maximum square footages for letter form/logo area allowances.

Sign area is calculated by multiplying (x) times (y) or by outlining the sign with not more than (8) eight straight lines surrounding the outermost extents of the finished sign and calculating the area contained within (may be split into 2 boxes). More specific methods depending on individual circumstances are described below. Overall letter form/logo height is always represented by the designation of (h). Calculation of words with lower case copy, descenders (y, q, p, g, j) are not counted when creating area boxes. See examples for specific sign layout



Construction Requirements

These requirements are non-negotiable and are part of the lease agreement between Tenants and the Landlord. Violation of the requirements may rescind or revoke Tenant Lease by Landlord.

General

- 1. Accordance and acceptance of provisions set forth in these sign criteria as well as all other applicable local and state codes, ordinances and laws.
- 2. All signs must meet all minimum standards and design criteria as outlined by this Master Sign Program and must be approved in writing by the landlord prior to permit submittal. Failure to do so will result in non-compliant or non-approved signs to be removed at tenant's expense. Any repair to damage of building structure by sign removal will be the financial responsibility of the tenant.
- 3. It is the tenant or the agent working on behalf of the tenant's responsibility to secure all permits for construction and installation of all sign work. The landlord accepts no responsibility for the sign's compliance to local or state building codes or ordinances, nor accepts any responsibility for the safety and maintenance of the tenant's sign. Any fines or penalties incurred by tenant for non-compliance with local and state building codes or ordinance is the sole legal and financial responsibility of the tenant. The landlord has sole compliance control over the aesthetics and intent of tenant signage as outlined in this Master Sign Program.

Fabrication / Installation Requirements

- 1. Sign construction and fabrication will be held to highest industry standards in terms of finish and workmanship. All graphics including logo and typography shall be accurately reproduced as indicated in the landlord approved, scaled drawings. Landlord reserves the right to reject any sign work that is inferior in workmanship, finish or operation.
- 2. Sign design shall be executed by a professional graphics designer and reproduced in a vector file format for accurate manufacturing. Sign fabricator shall be a state licensed sign contractor. Installation shall be executed by either a state licensed sign contractor with a commercial electrical license or a building contractor with an electrical license. All work by contractors to be bonded. Proof of bonding will be required by landlord for approval.
- 3. Construction shall be made of durable materials with either corrosion resistant properties or paint / coating that are resistant to

Anatolia Retail Center Master Sign Program

oxidation and corrosion. Exact materials and colors shall be specified in construction drawings submitted to landlord for approval.

- 4. Metal letters with non-illuminated, reverse pan channel construction shall have full welds or soldered seams with all joints finished smooth with no visible gaps.
- 5. Ferrous to non-ferrous metal contacts to be separated with non-conductive gaskets to prevent electrolysis between contacting surfaces. Additionally, stainless steel fasteners are to be used to secure ferrous to non-ferrous metals.
- 6. All paints and finishes to be provided as physical samples to landlord for approval prior to manufacturing. Only automotive grade or commercial grade paint receptive to exterior metal surfaces shall be used. No painting on site will be accepted for sign work except for touch-up detailing. Paints are required to be formulated for exterior use. Powder coating is also an acceptable method, but also requires a physical tile sample for landlord approval.
- 7. Exposed fasteners shall be countersunk with flathead's to minimize visibility. All fastener heads to be painted to match adjacent surface.
- 8. Metal surfaces shall be uniform in appearance. Flat surfaces shall not exhibit oil-canning or show signs of warping. Paint surfaces with orange-peeling, dust, drips or runs will be rejected for repainting. All painted surfaces shall conform to the highest industry standards.
- 9. All lighting shall match the exact specifications as approved on construction drawings. Any deviation or changes must be made in arrangement and approval by landlord prior to installation.
- 10. Weep holes on bottom will be required for all illuminated sign work including cabinets and letters. Holes must not be too large to show significant light leakage or must be baffled.
- 11. Uniform illumination of letter forms and cabinets will be required. Sign faces to show uniform illumination and brightness for all copy and logos. Halo illumination should be uniform with no gapping as is problematic with LED lighting without diffusion.
- 12. All conduit, cross-overs, J-boxes, wiring, ballast boxes, transformers, disconnect switches and other related hardware required for electrical hook-up for signs shall be concealed. Fasteners and clips to have minimal exposed so as to not be visible from street or normal pedestrian level angles and must be painted to match existing surfaces. Carbon-bearing steel or signs with ferrous metals in construction, must have those surfaces weather-treated with appropriate paint or powder coating. Unpainted black iron material is not permitted.

- 13. Fabrication/construction of electrical signs and installation of electrical signs shall comply with UBC, NEC and local/state electrical codes. Signs shall be manufactured with U.L. approved and registered sign vendors. All electrical fixtures, including signs shall have registered U.L. compliance labels affixed to surface of sign.
- 14. All penetration into building walls for electrical or sign fasteners shall be made waterproof and warranted as such by sign contractor or building contractor executing the installation of sign.
- 15. Exact locations of signs are to be indicated on building elevation drawing which are to be submitted to landlord for approval. Where applicable, placement should show exact reference measurements of sign location in order to assess wall accessibility, structural obstructions or other special circumstances which might hinder or prevent sign installation.
- 16. Manufacturer's label shall be in an inconspicuous location, not easily visible from normal pedestrian level angle.

Tenant Signage Approval Process

Artwork- Logos & Typography

- 1. Sign artwork to be generated as electronic, vector file format by a professional graphic designer or sign company. Artwork to be converted into PDF format for approval by landlord before proceeding with sign conceptual for tenant space. Artwork shown for approval shall be the exact same artwork as used in sign production.

Sign Concept Drawing Submittal

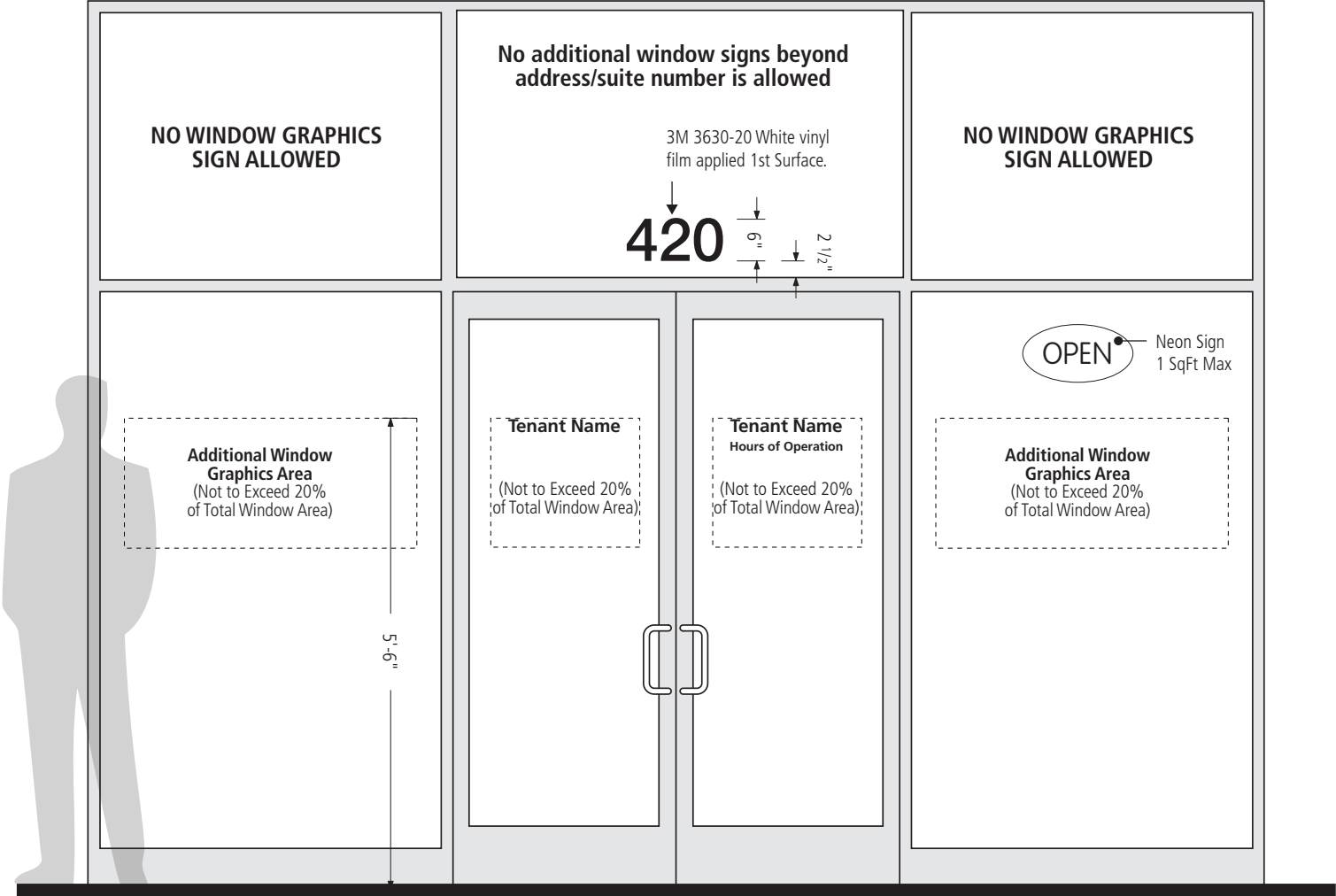
- 1. Upon approval of initial logo design by landlord, (4) sets of complete drawings are to be submitted to landlord for approval. Incomplete drawings will be rejected. All submitted drawing sign packages should contain:
 - A. Fully dimensioned drawings of sign along with side view. Materials (including specific manufacturers if proprietary), colors (including Manufacturer and exact color specifications or labeling), lighting specification with color specifications if necessary, attachment method details with exact specifications for fastener type and quantity, and dimensioned section details with additional information regarding metal thickness, points of attachment and electrical diagram with loads specified. Drawings should be in color on 11" x 17" minimum sheet size.

- B. Fully dimensioned drawings of tenant building elevation(s). Sign should be shown in scale with building elevation drawings indicating exact placement with dimensioned offsets from architectural features indicated for each sign.

- 2. Drawing submitted shall be reviewed by landlord for conformance to sign criteria as outlined. Landlord shall respond within (15) working days upon receipt of drawings with either a signed approval or rejection notice of submitted plans. Rejected plans will be red lined with indications of modifications or clarifications as needed to obtain approval by landlord. Landlord reserves right and discretion for approval or denial of submitted sign drawings. Tenant must resubmit drawings until landlord deems the design acceptable and the sign package detailing is deemed complete. Tenant must have written landlord approval before proceeding forward with permitting process.
- 3. Following landlord's approval of sign package drawings, tenant or his agent shall submit drawings signed by landlord to the City for sign construction and installation permits. Additional information may be required as part of the drawing package in order for the tenant to secure permits. Tenant shall comply with the City to modify drawings accordingly at tenant's own expense until permit(s) is issued. Once tenant or his agent has secured permits for sign work, copies must be delivered to landlord as proof of compliance prior to installation.
- 4. Signs shall be inspected upon installation by landlord or landlord's representation to assure compliance with sign criteria and for quality control. Any work out of compliance or deemed unacceptable for workmanship shall be repaired/replaced at tenant's expense. Landlord will furnish tenant with a punch-list of non-compliance issues which will require corrective action. Any corrections must be completed within (15) working days unless arrangements have been made in writing with landlord for any extensions of corrective work.

Tenant Door & Window Graphics

1. Window signs are limited to tenant name, logo, hours of operation or graphics related to business identity.
2. Window signage must not exceed 20% of the glazed area of the individual window panes.
3. All tenants are required to have address numerals applied in transom area, over entrance doors as shown. Address numerals shall be 6 inch copy, centered over entrance door(s). Font of address numerals shall be Helvetica Neue 65 Medium.
4. All tenants are required to have hours of operation as part of their window graphics package and should be located either on entrance door or adjacent sidelight window. Hours should be displayed at an appropriate height and visibility.
5. Graphics/copy on doors, address numerals and hours of operation shall be White vinyl film.
6. No limitation on design or color for secondary graphics located on sidelight window(s) provided that window graphics relate to tenant business or services.
7. Paper, hand painted holiday signs or temporary signs are strictly prohibited.
8. No graphics of any kind are allowed on the upper windows and door transom (except address numerals).
9. Graphics that are perceived as abusive, inflammatory or obscene by community standards are strictly prohibited and are subject to immediate removal at tenant expense.
10. No block-out film to obscure or hide occupying tenant space will be allowed.
11. All window graphics are subject to review and approval at Landlord's discretion. Violation of guidelines will require removal of window graphics at tenant's own expense.
12. Electric (neon) or L.E.D. "OPEN" signs are allowed but limited area of 1 Sqft. Sign area total.
13. Upon termination of lease, all window signs must be removed at tenant's expense. Glazing must be return to original condition. If glazing can not to returned to original condition, tenant is required to provide replacement at tenant's own expense.



Window Graphics

Scale 1/2"=1'-0"

Halo Lit Reverse Pan Channel Numerals (for Light Backgrounds)

Letters to be fabricated aluminum, reverse pan channel construction. Returns and faces to be aluminum painted Black, satin finish. White LED illumination. Numerals to be mounted with 1 1/2" spacers to building fascia background.

Face Lit Pan Channel Numerals (for Light Backgrounds)

Letters to be fabricated aluminum, pan channel construction. Returns and trimcap to be aluminum painted Black, satin finish. 020 White acrylic faces with applied 3M 3635-222 Black Day/Night vinyl film. White LED illumination. Numerals to be flush mounted to building fascia background.

Pan Channel Numerals (for Dark Backgrounds)

Letters to be fabricated aluminum, reverse pan channel construction. Returns and faces to be aluminum painted White, satin finish. White LED illumination. Numerals to be flush mounted to building fascia background.

Face Lit Pan Channel Numerals (for Light Backgrounds)

Letters to be fabricated aluminum, pan channel construction. Returns and trimcap to be aluminum painted Black, satin finish. 015 White acrylic faces. White LED illumination. Numerals to be flush mounted to building fascia background.

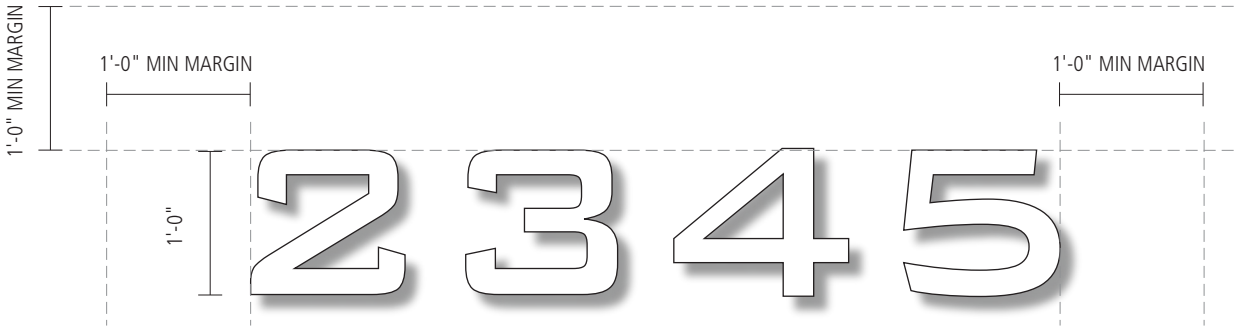


Numerals (for Light Backgrounds)

Scale 3/4" = 1'-0"

End View

Scale 1" = 1'-0"



Reverse Pan Channel Numerals (for Light Backgrounds)

Scale 3/4" = 1'-0"

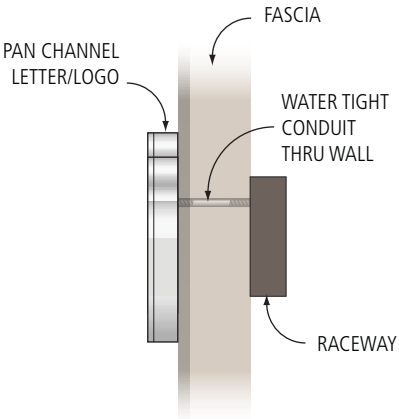
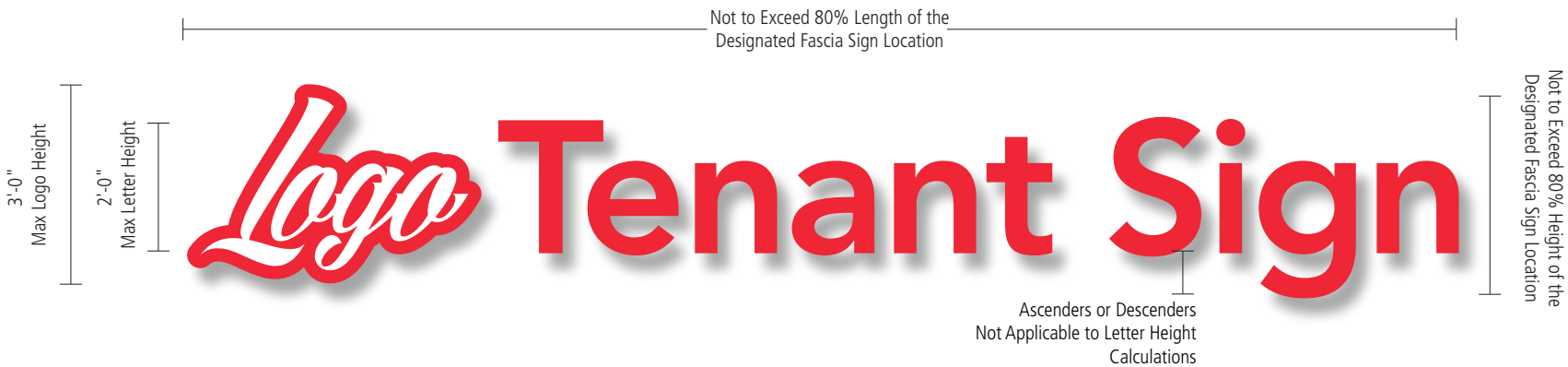
End View

Scale 1" = 1'-0"

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Face Illuminated Pan Channel Letters

- 1. Letters to be fabricated aluminum, pan channel construction. Faces to be acrylic with or without vinyl film overlays. Letters / logo to be internally illuminated with either LEDs or neon.
- 2. Power supplies / transformers to be located inside hidden raceway. Letter / logo construction methods to comply with U.L. Electrical and local/state building code standards.
- 3. Hidden (behind wall, attic, etc) raceway to house all electrical jumps and transformer / power supply units. Construction methods to comply with U.L. electrical standards.



End View
Not to Scale



Letter Face Illumination

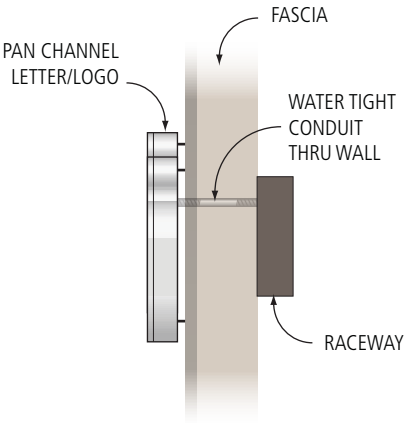
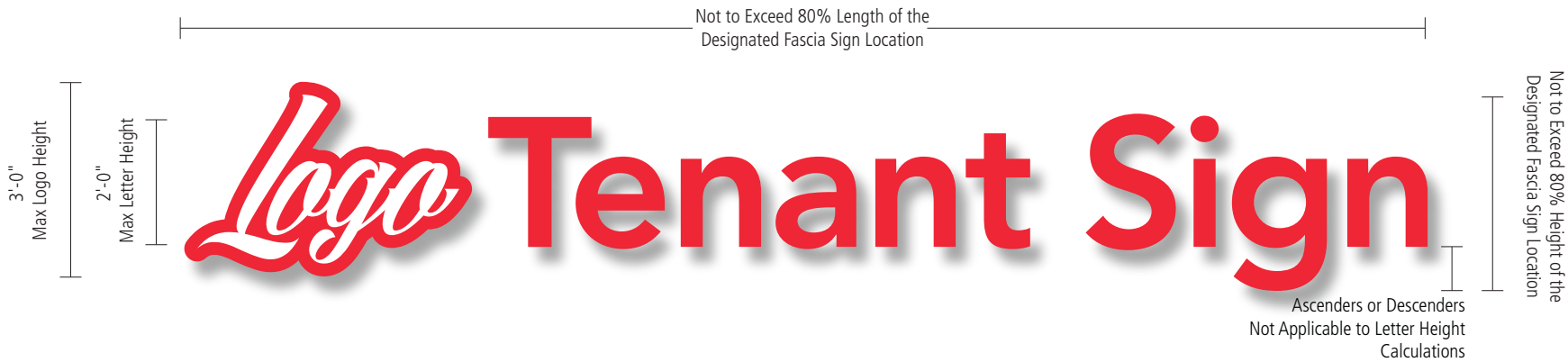


Logo Face Illumination

Anatolia Retail Center Master Sign Program

Halo Illuminated Letters / Face & Halo Illuminated Logo

- 1. Letters to be fabricated aluminum, reverse pan channel construction. Clear Lexan backs with LED Halo illumination.
- 2. Logo to be fabricated aluminum, reverse pan channel construction. Face to be rout out with push thru or backed with acrylic. Clear Lexan backs. LED Halo & Face illumination.
- 3. Power supplies / transformers to be located inside hidden raceway. Letter / logo construction methods to comply with U.L. Electrical and local/state building code standards.
- 4. Hidden (behind wall, attic, etc) raceway to house all electrical jumps and transformer / power supply units. Construction methods to comply with U.L. electrical standards.



End View
Not to Scale



Letter Halo Illumination

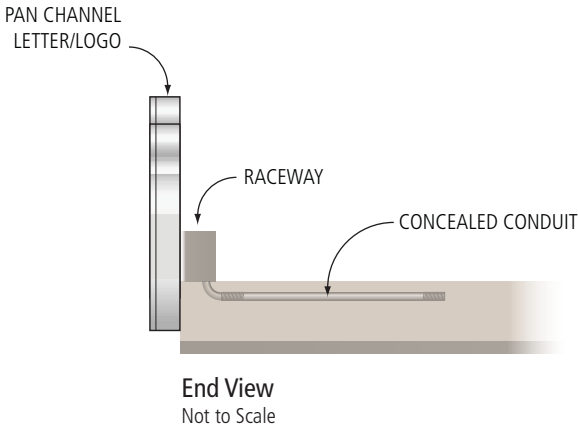
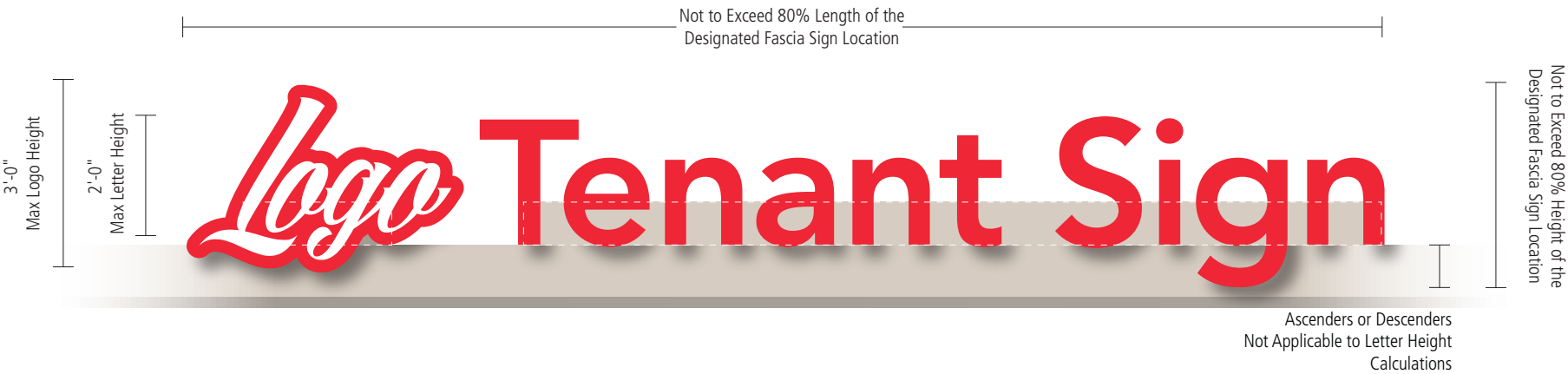


Logo Face / Halo Illumination

Anatolia Retail Center Master Sign Program

Face Illuminated Pan Channel Letters

- 1. Letters to be fabricated aluminum, pan channel construction. Faces to be acrylic with or without vinyl film overlays. Letters / logo to be internally illuminated with either LEDs or neon.
- 2. Power supplies / transformers to be located inside raceway. Letter / logo construction methods to comply with U.L. Electrical and local/state building code standards.
- 3. Raceway to house all electrical jump and transformer / power supply units. Construction methods to comply with U.L. electrical standards.



Letter Face Illumination



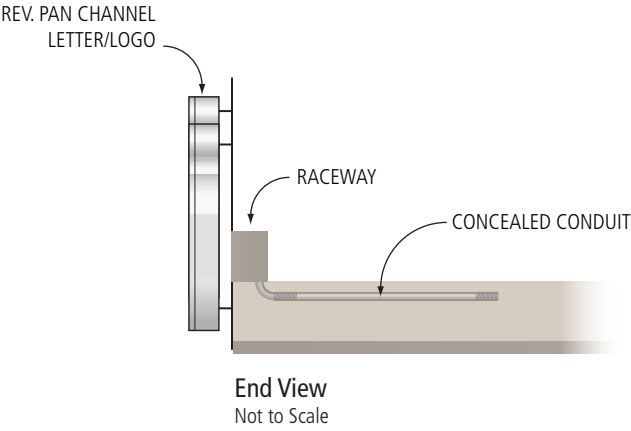
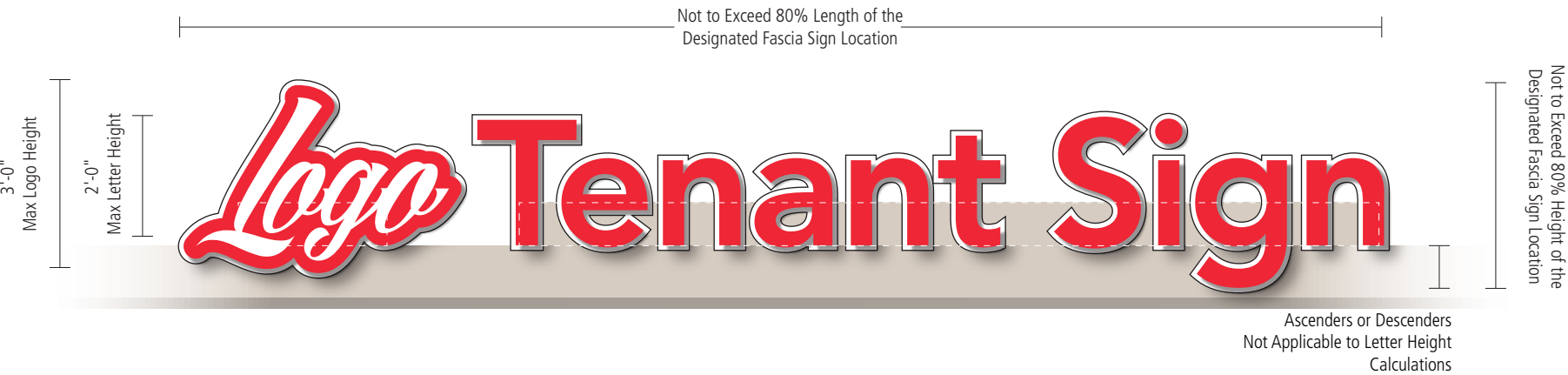
Logo Face Illumination



Anatolia Retail Center Master Sign Program

Halo Illuminated Letters / Face & Halo Illuminated Logo

- 1. Letters to be fabricated aluminum, reverse pan channel construction. Clear Lexan backs. White aluminum offset backer panel. LED Halo illumination.
- 2. Logo to be fabricated aluminum, reverse pan channel construction. Face to be rout out with push thru or backed with acrylic. White aluminum offset backer panel. LED Halo illumination.
- 3. Power supplies / transformers to be located inside raceway. Letter / logo construction methods to comply with U.L. Electrical and local/state building code standards.
- 4. Raceway to house all electrical jump and transformer / power supply units. Construction methods to comply with U.L. electrical standards.



Letter Halo Illumination



Logo Face / Halo Illumination

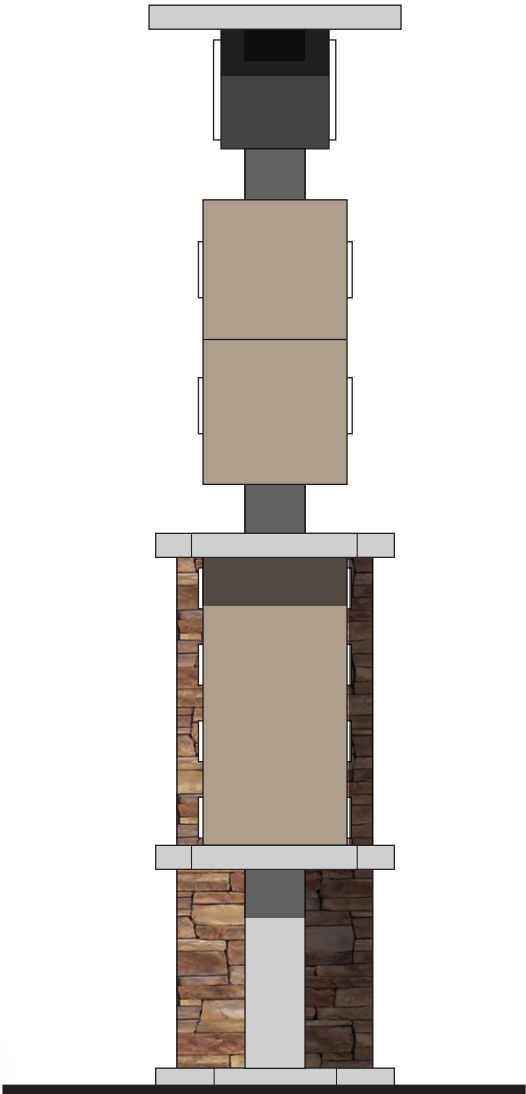


15'-0" Double Sided Illuminated Monument Sign

- 1. Internally illuminated monument sign the material to match project specifications.
- 2. Center Name "Anatolia Retail Center" edge lit fabricated letters. Background to be opaque paint finish.
- 3. All tenants to be 1/2" clear acrylic push thru with 3M film applied first surface. Background to be opaque paint finish.
- 4. Construction methods to comply with U.L. electrical standards.



Monument Elevation
Scale 3/8"=1'-0"



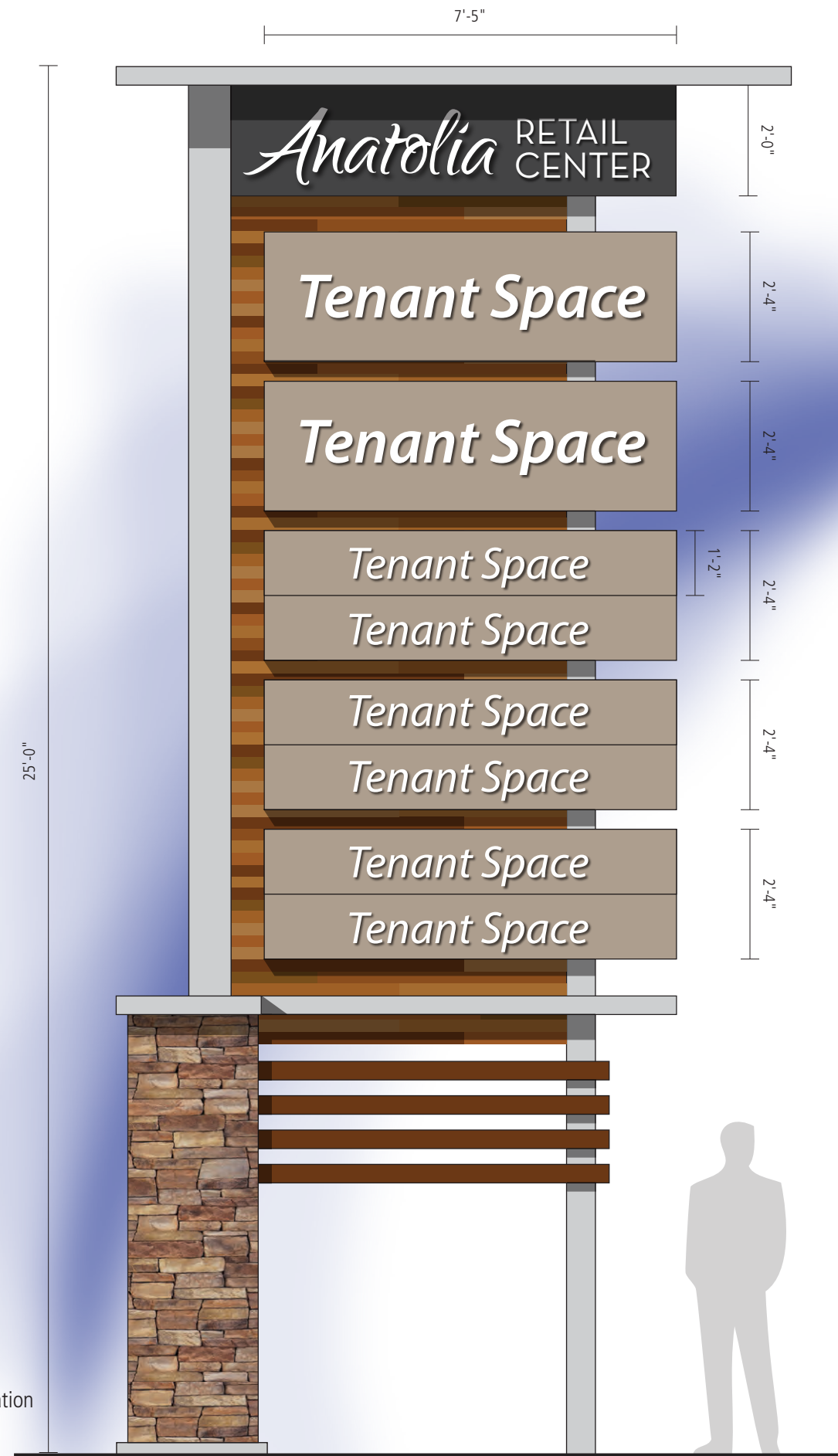
Monument Side Elevation
Scale 3/8"=1'-0"

Anatolia Retail Center Master Sign Program

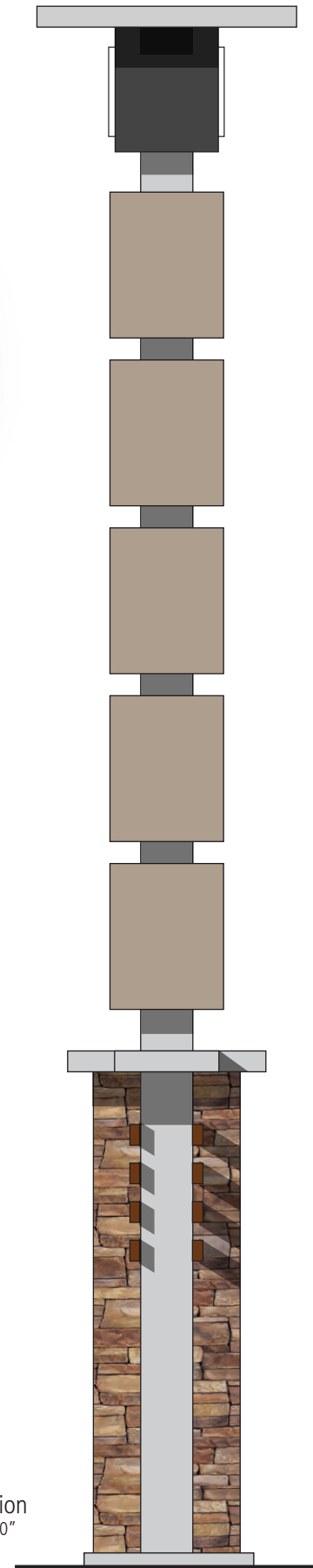
25'-0" Double Sided Illuminated Freestanding Sign

1. Internally illuminated monument sign the material to match project specifications.
2. Center Name "Anatolia Retail Center" edge lit fabricated letters. Background to be opaque paint finish.
3. All tenants to be 1/2" clear acrylic push thru with 3M film applied first surface. Background to be opaque paint finish.
4. Construction methods to comply with U.L. electrical standards.

Freestanding Elevation
Scale 3/8"=1'-0"



Side Elevation
Scale 3/8"=1'-0"





S1 Building | Front Elevation
Scale 1/16"=1'-0"



S1 Building | Left Elevation
Scale 1/16"=1'-0"



S1 Building | Right Elevation
Scale 1/16"=1'-0"



S1 Building | Rear Elevation
Scale 1/16"=1'-0"



S2 Building | Front Elevation
Scale 1/16"=1'-0"



S2 Building | Left Elevation
Scale 1/16"=1'-0"



S2 Building | Right Elevation
Scale 1/16"=1'-0"



S2 Building | Rear Elevation
Scale 1/16"=1'-0"



S3 Building | Front Elevation
Scale 1/16"=1'-0"



S3 Building | Left Elevation
Scale 1/16"=1'-0"



S3 Building | Right Elevation
Scale 1/16"=1'-0"



S3 Building | Rear Elevation
Scale 1/16"=1'-0"



S4 Building | Front Elevation
Scale 1/16"=1'-0"



S4 Building | Left Elevation
Scale 1/16"=1'-0"



S4 Building | Right Elevation
Scale 1/16"=1'-0"



S4 Building | Rear Elevation
Scale 1/16"=1'-0"



S5 Building | Front Elevation
Scale 1/16"=1'-0"



S5 Building | Left Elevation
Scale 1/16"=1'-0"



S5 Building | Right Elevation
Scale 1/16"=1'-0"



S5 Building | Rear Elevation
Scale 1/16"=1'-0"



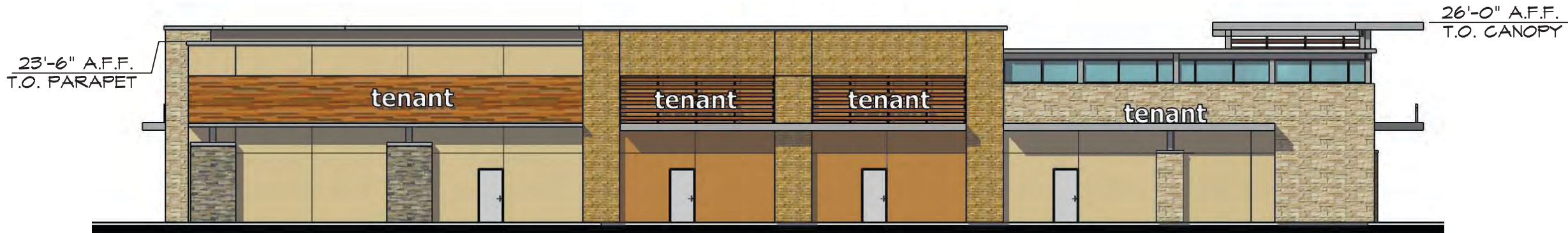
S6 Building | Front Elevation
Scale 1/16"=1'-0"



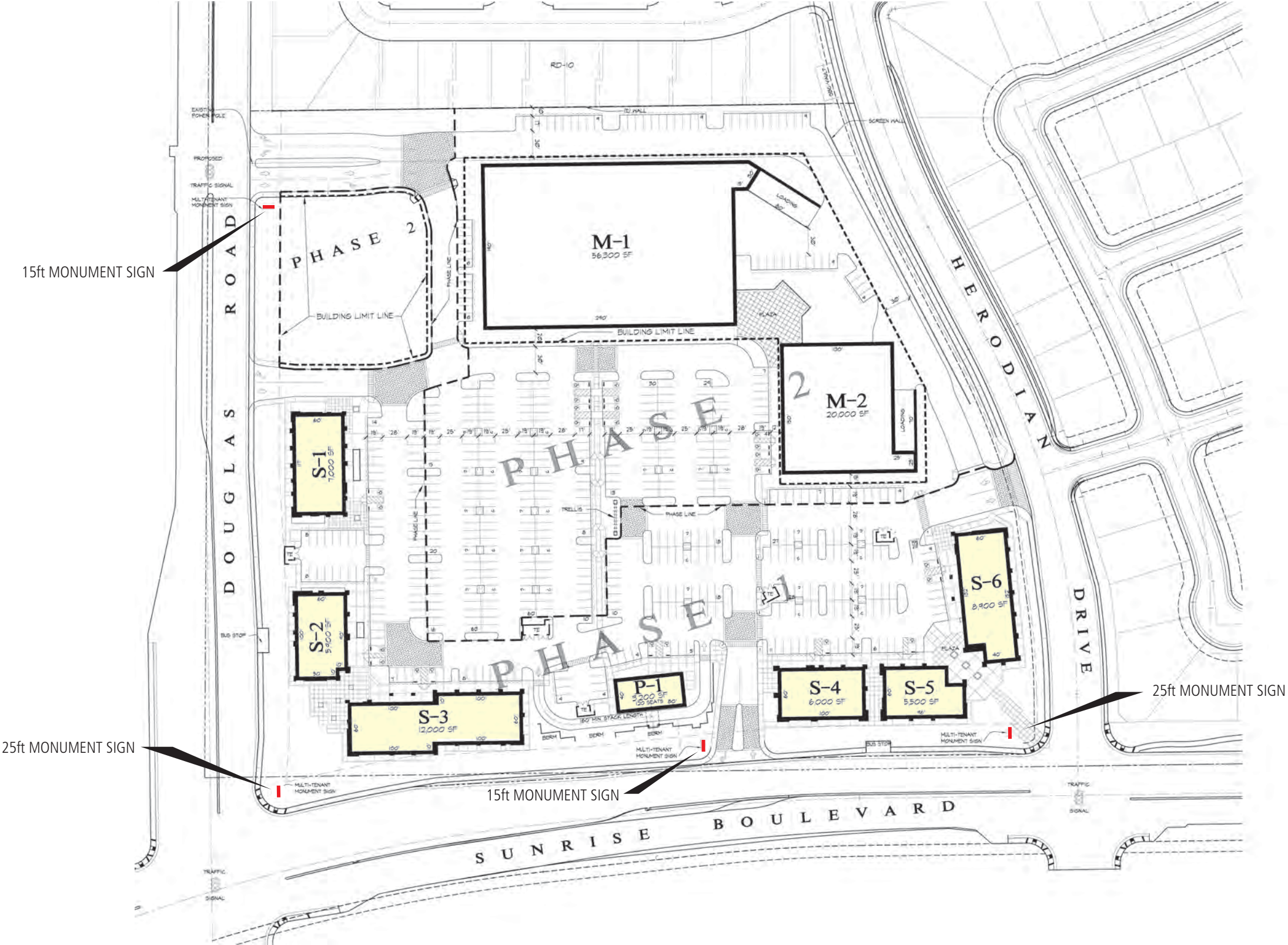
S6 Building | Left Elevation
Scale 1/16"=1'-0"



S6 Building | Right Elevation
Scale 1/16"=1'-0"



S6 Building | Rear Elevation
Scale 1/16"=1'-0"



		<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, Major Design Review Permit, and Adjustment permit to establish a new retail center (APN 067-0430-001), as described in the City Council staff report dated December 5, 2016 (Exhibit A) with the conditions herein, for project number DD9600.	Project Description	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General	On-Going	Planning	
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor 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	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
4.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityoffranchocordova.org for the status of your account with the City.	General	On-Going	Finance	
5.	The development approved by this action is subject to the appropriate measure contained in the Mitigation Monitoring and Reporting Program (MMRP) for the Sunridge Specific Plan. If actual City monitoring costs exceed the initial estimate, a revised estimate and/or supplemental bill(s) will be submitted to the Applicant. If actual City monitoring costs are less than the initial estimate, the difference will be promptly refunded to the Applicant. If the project is to be constructed in phases between multiple parties, additional deposit(s) shall be required to the satisfaction of the Community Development Director.	Environmental	On-Going	Planning	
6.	The sign program is approved with this permit; however a revised program must be include the current site plan and freestanding-monument signs proposed with this submittal. This approval includes an adjustment permit to allow three additional	Signage	On-Going	Planning	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	feet of freestanding sign height. All signage shall comply with the City of Rancho Cordova Zoning Code and receive building permit approval prior to installation.				
7.	For projects that abut residential uses, a screening wall shall be maintained in accordance with RCMC 23.731.	Construction	On-Going	Planning/ Building	
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	Prior to Issuance of Building Permits	Planning/ Building	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
10.	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.	Construction	On-Going	Planning/ Public Works	
11.	The final design service station (Pad G), the single-tenant drive-through (Pad P1), and the future anchor tenant must be reviewed and approved by the City Council prior to construction. The final designs shall be: • Consistent with the approved design theme using similar materials and color scheme. The future buildings will have a multi-sided architecture and have frontages facing all major right-of-ways. • Possible onsite improvements to enhance pedestrian connectivity to the future anchor tenant. • Will be designed to conform to all Federal, State, and local development standards. • All undeveloped parcels will use hard packed surfaces, hydro-seed, or other forms of dust mitigation while the site remains undeveloped.	Subsequent Design Review Permit	On-Going	Planning	
At Improvement Plans/Grading Permit Issuance					
12.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the project's stormwater drainage and flood protection system. This may be accomplished through	Stormwater	Prior to approval of improvement plans	Public Works	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	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.				
13.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the fair share of existing and all new public improvements associated with the project including, but not limited to, streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, street lights and safety lights, and public frontage and median landscape improvements, 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 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	Community Facility District	Prior to approval of improvement plans	Public Works	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	Property Owner/Applicant through payment of fair share costs of the CFD annexation not to exceed \$7,000 per annexation.				
14.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	Documentation	Prior to approval of improvement plans	Public Works	
15.	The applicant shall 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.	Frontage Agreement	Prior to approval of improvement plans	Public Works	
16.	The applicant shall accept maintenance responsibility for any proposed onsite stormwater detention or water quality treatment facilities through the execution of a Declaration of Covenant.	Maintenance	Prior to approval of improvement plans	Public Works	
17.	The project shall incorporate permanent storm water quality treatment measures into the site improvement plans in conformance with applicable County ordinances & standards, and state and federal law. Provide design calculations for proposed onsite storm water quality treatment facilities in conformance with the latest Sacramento County Stormwater Quality Design Manual.	Stormwater	Prior to approval of improvement plans	Public Works	
18.	The Stormwater Pollution Prevention Plan in place for the site shall include a contingency plan for the implementation of a process to remove fine clay sediments prior to discharge to The City of Rancho Cordova's storm drain system and/or Waters of the	Stormwater	Prior to approval of improvement plans	Public Works	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	State (e.g., creeks, rivers) to the satisfaction of the City of Rancho Cordova. A polymer treatment system or comparable process shall be designed in the erosion and sediment control plan of the improvement plans. This system shall be implemented by qualified professionals with training and proven experience in this field. Such treatment shall be accomplished in a manner that does not pose a toxic threat to fish and other aquatic organisms in receiving waters.				
19.	Applicant shall submit landscaping plans demonstrating conformance with the Water Use and Conservation provisions.	Landscaping	Prior to approval of improvement plans	Public Works	
20.	Any vegetation damaged or destroyed by construction activities shall be replaced with like or comparable plant materials, and if damage occurs off-site, the replacement plants shall be approved by the property owner and the Planning Department, prior to occupancy approval in accordance with RCMC 23.716.080.	Landscaping	At Improvement Plans/ grading permit issuance	Planning	
21.	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	Landscaping	Prior to Issuance of Improvement Plan/ Building Permits/ Installation of new landscape material.	Planning/ Public Works	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	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				
22.	• 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. • 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	Safety	At Improvement Plans/ grading permit issuance.	Sacramento Metro Fire	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	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 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. • Provide fire access agreement				

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	between all parcels connected to and served by fire access. Access agreement shall be recorded with the Public Records Office having jurisdiction.				
23.	To avoid accidents along the rear elevations for Buildings S-1 and S-3; Police recommends 42" clearance from the vehicle path to the doorways.	Safety	At Improvement Plans/ grading permit issuance.	Rancho Cordova Police Department	
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 sewer construction. • Sewer easements will be required. All sewer easements shall be	Utility- Sewer	At Improvement Plans/ grading permit issuance.	Sacramento Area Sewer District (SASD)	

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

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	maintenance/repair of its sewer line. If disturbed surfacing consists of decorative or stamped concrete, SASD will only replace with standard concrete. - 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. - Developing this property will require payment of sewer impact fees to both SASD and Regional San, in accordance with each District's Ordinances. Applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee information.				

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
25.	- Structural setback must be a minimum of 14 feet from the edge of Road R/W. Structural setbacks of less than 14 feet may create clearance issues with SMUD facilities and the facilities of other utilities. - Dedicate a 12.5-foot public utility easement for underground/overhead facilities and appurtenances adjacent to all public street rights of ways. - Dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication (and 10 feet adjacent thereto) as a public utility easement for overhead and underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. - The Sacramento Municipal Utility District has existing overhead 69kV line easement adjacent to the property. Any relocation of these facilities shall be billable to the customer. - The Sacramento Municipal Utility District has existing underground 12kV line easement adjacent to the property (Sunrise Blvd and Douglas Rd and Herodian Dr) . Any relocation of these facilities shall be billable to the customer.	Utility- SMUD	At Improvement Plans/ grading permit issuance.	Sacramento Municipal Utility District (SMUD)	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	- SMUD equipment shall be accessible to a 26,000-pound SMUD service vehicle in all weather, SMUD equipment shall be no further than 15-feet from a drivable surface. The drivable surface shall have a minimum width of 20-feet. - Future SMUD facilities located on the customer's property may require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the customer's property.				
Prior to Issuance of Building Permits					
26.	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. - Left out movement on Douglas Road is prohibited. - All driveways accessing public roads shall include Type-B driveways and plaza style ramps per Sacramento County Improvement Standards, detail 4-A-36 and 4-50. - Civil plan shall include an ADA access plan - Utility laterals - Public improvement plans shall clearly	Improvement Plans	Prior to issuance of Building Permits	Public Works	

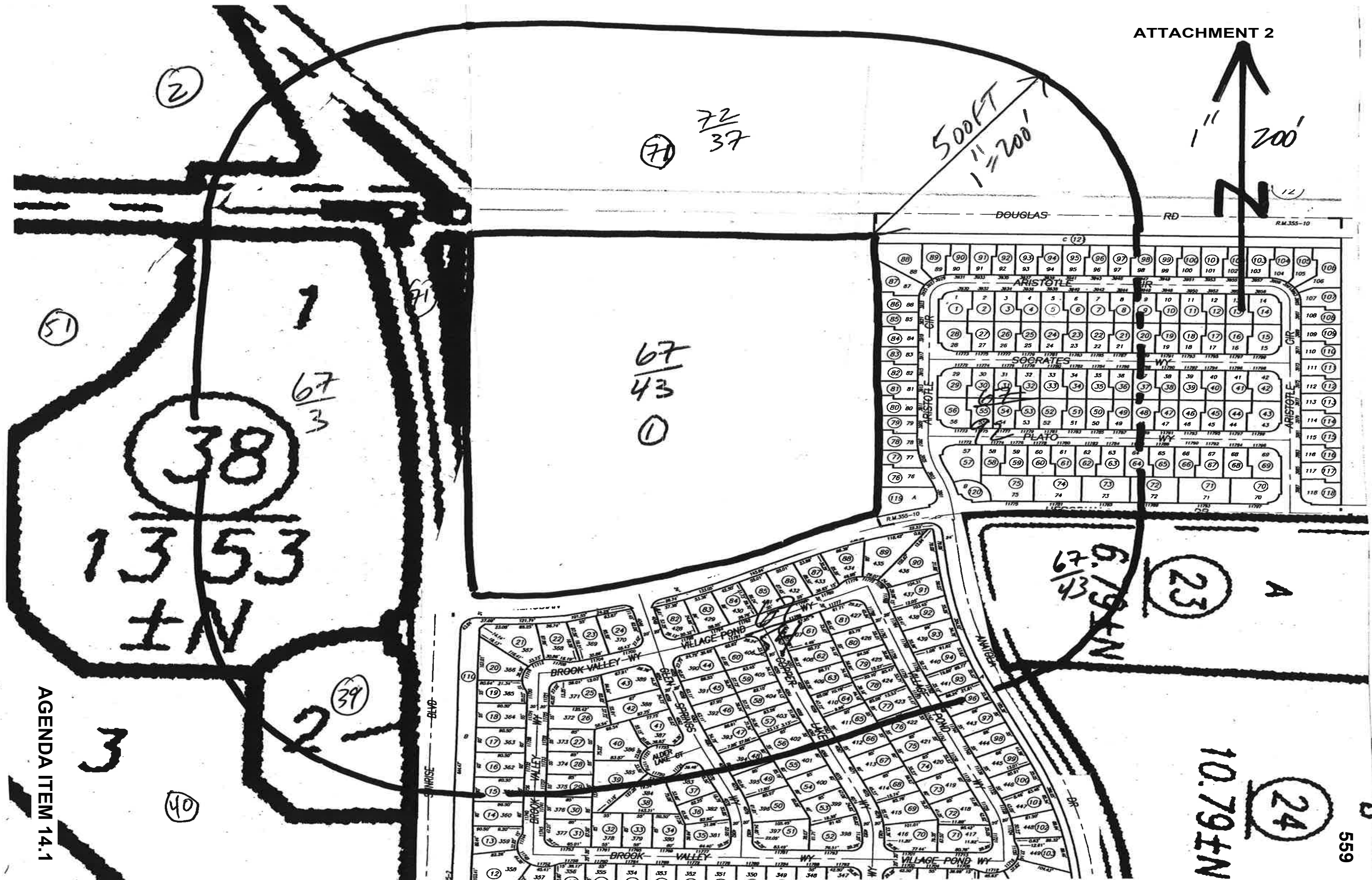
		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	delineate all transitions to existing improvements. - Relocate any sidewalk obstructions to back of walk - Where utility poles are present on sidewalk, provide four feet clear for pedestrians. - All landscape strips, medians, etc that contain trees shall be installed with continuous root barriers. All improvements to be designed and constructed to the satisfaction of the Public Works Department prior to final inspection of the first building permit.				
27.	Install improvements per the approved Public Works plans and to the satisfaction of the Public Works Department.	Compliance	Prior to final building inspection of the first unit.	Public Works	
28.	Designer shall certify that installed landscaping conforms to City water conservation landscape requirements.	Landscaping	Prior to final building inspection of the first unit.	Public Works/ Planning	
29.	The parking lot design shall include pedestrian crossway improvements (raised crosswalk, raised intersections, enhanced striping, signage, etc.) to improve circulation from the public right-of-ways to the main pedestrian gathering areas.	Landscaping	Prior to final building inspection of the first unit.	Public Works/ Planning	
30.	Bicycle Parking (short and long term) shall be installed in accordance with RCMC 23.719.115 and the approved plans. All parking shall be located near main	Bicycle Parking	Prior to Issuance of Building Permits	Planning	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	entrances and not impede onsite automobile and pedestrian access. The final design and location will be review and approved by the planning department.				
31.	A detailed pedestrian plan must be reviewed and approved by the Community Development Director prior to issuance of building permits. This plan shall show all pedestrian areas and include square footage of all areas, seating types and amounts, amenities (i.e. fountains, signs, art), pathway material and color, designated circulation space versus congregational space, and other features vital to the function of the pedestrian space. Specifically, this plan shall provide design details for gathering spaces adjacent to the commercial pads and will be consistent with the standards outlined in Zoning Code 23.722 for pedestrian-orientated spaces.	Pedestrian Spaces	Prior to Issuance of Building Permits	Planning	
32.	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	
33.	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,	Architectural	Prior to Issuance of Building Permits	Planning	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	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.				
34.	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	
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.	All trash enclosures and refuse areas shall comply with zoning code and all service provider standards regarding amount, design, and access based upon the project's estimated need and 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. All enclosures shall be locked	Architectural	Prior to Issuance of Building Permits	Planning/ Building	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	when not in use.				
37.	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.	Safety	Prior to Issuance of Building Permits	Sacramento Metro Fire	
38.	On the Rear Elevations for buildings S-1 through S-4; the Police department recommends installing a non-opening sturdy window or a security peep hole embedded into the door.	Safety	Prior to Issuance of Building Permits	Rancho Cordova Police Department	
Prior to Final inspection/Certificate of Occupancy					
39.	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.	Environmental	Prior to Final Inspection/ Certificate of Occupancy	Planning	
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	Mapping	Prior to issuance of Building Permits	Public Works	

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department				
41.	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 review will be complete.	Landscaping	Prior to Final Inspection/ Certificate of Occupancy	Planning/ Public Works	
42.	Applicant shall pay any outstanding staff costs associated with the preparation of the improvement plans and/or final map.	Funding	Prior to Final Inspection/ Certificate of Occupancy	Planning	



ATTACHMENT 2

067-0430-001
ANATOLIA LLC
7700 COLLEGE TOWN DR #101
SACRAMENTO CA 95826

067-0030-002
CORDOVA REC AND PARK DIST
2729 PRSPCT PARK DR #230
RANCHO CORDOVA CA 95670

067-0030-002
OCCUPANT
11551 DOUGLAS RD
RANCHO CORDOVA CA 95670

067-0030-038
DONAHUE SCHRIER RLTY GROUP L P
5694 MSSN CTR #800
SAN DIEGO CA 92108

067-0030-039
KOIDACKEL LLC
PO BOX 1159
DEERFIELD IL 60015

067-0030-039
OCCUPANT
4050 SUNRISE BLVD
MATHER CA 95655

067-0030-040
SUNDANCE SACRAMENTO RHNC
1990 3RD ST #400
SACRAMENTO CA 95811

067-0030-071/0920-119
CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DR
RANCHO CORDOVA CA 95670

067-0920-119
OCCUPANT
3901 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0430-023
CORDOVA RECREATION AND PARK
DISTRICT
2729 PRSPCT PARK DR #230
RANCHO CORDOVA CA 95670

067-0430-024
ELK GROVE UNIFIED SCH DIST
9510 ELK GROVE FLORIN RD
ELK GROVE CA 95624

067-0430-024
OCCUPANT
11821 COBBLE BROOK DR
RANCHO CORDOVA CA 95742

067-0540-014
ELIZABETH & JERMAINE M SHEPPARD
11740 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-015
PHIEM H TRAN
11736 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-016
MOTASIM EL HASSAN
PO BOX 1795
FOLSOM CA 95763

067-0540-016
OCCUPANT
11732 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-017
OSCAR & LYDIA UNTALASCO
10116 COUNTRYSIDE WAY
SACRAMENTO CA 95827

067-0540-017
OCCUPANT
11728 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-018
ADINA VARAREANU
11724 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-019
MECHELLE D JOHNSON
11720 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-020
RAJ KUMAR SUNDA & KUMAR PAWAN
11716 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-021
SORGEA FAMILY TRUST
11712 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-022
RICHARD A & KIM M MARTIN
11708 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-023
REBECCA A ASP
11704 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-024
RYAN & MOHINITA SINGH
11700 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-025
KUSUMO BAMBANG & DEBBIE FEBRIANY
11721 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-026
GENNADIY & EMMA TARVERDYAN
11725 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-027
ALBERTO & JULIE ANNE GARCIA
11729 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-028
JESUS M & MADELINE T SIDECO
11733 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-029
ERNESTO V & NATIVIDAD EVANGELISTA
11737 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 2

067-0540-030
SANDRA G APPLETON LIVING TRUST
11741 BROOK VALLEY WAY
RANCHO CORDOVA CA 95742

067-0540-037
JUSTINO RAMOS GARCIA & HELEODORA
RODRIGUEZ
11724 ALDER LAKE CT
RANCHO CORDOVA CA 95742

067-0540-038
MALINI VERMA
11720 ALDER LAKE CT
RANCHO CORDOVA CA 95742

067-0540-039
VASEY FAMILY TRUST
1290 LOS RIOS DR
CARMICHAEL CA 95608

067-0540-039
OCCUPANT
11716 ALDER LAKE CT
RANCHO CORDOVA CA 95742

067-0540-040
JACK S JOSE
1311 CHIGNAHUAPAN WAY
ROSEVILLE CA 95747

067-0540-040
OCCUPANT
11721 ALDER LAKE CT
RANCHO CORDOVA CA 95742

067-0540-041
CHANDAH MARIE
11725 ALDER LAKE CT
RANCHO CORDOVA CA 95742

067-0540-042
RAJIV & SANGITA ARYA
4058 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-043
STUART C NOLTING REVOCABLE LIVING
TRUST
7411 APRIL ST
ORANGEVALE CA 95662

067-0540-043
OCCUPANT
4054 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-044
CASEY O & JANELL M RYAN
4055 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-045
PHILLIP WONG
3748 MERRIDAN DR
CONCORD CA 94518

067-0540-045
OCCUPANT
4059 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-046
SAMATHA J MOSS
4063 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-047
MICHAEL BROWN & TERRI L ROBINSON
4067 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-048
RAJENDRA & REENA PRASAD
4071 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-049
MUKESH R GUNTAKA & SOWMYA
THIYAGURU
4075 GLEN SPRINGS WAY
RANCHO CORDOVA CA 95742

067-0540-055
STEVEN E & TAMARA N MILLER
4021 RAPHAEL DR
EL DORADO HILL CA 95762

067-0540-055
OCCUPANT
4066 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-056
PENNIE PHONTHONG & TONY THE
CHUNG
11878 PYXIS CIR
RANCHO CORDOVA CA 95742

067-0540-056
OCCUPANT
4062 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-057
ANTHONY V & APRIL MANANSALA
4058 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-058
ROBIN MAY
4054 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-059
JENNY CHENG
261 WOODBRIDGE CIR
SAN MATEO CA 94403

067-0540-059
OCCUPANT
4050 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-060
RUZANNA GEVORGYAN & VALERIK
HOVHANNESYAN
4046 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-061
LAURA M YOUKER
4047 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-062
JESSICA L MAYERS
4051 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-063
JOHN A & SARA M WILL
4055 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 2

067-0540-064
THUAN HUU PHAM & THUONGHUYEN T
DAO
4059 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-065
SUSAN E HAVERTY
4063 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-066
GARRETT S & CHERYLL B GATEWOOD
4067 COPPER LAKE WAY
RANCHO CORDOVA CA 95742

067-0540-076
PAUL ANGELO NANNINI TRUST
424 EL DORADO DR
DALY CITY CA 94015

067-0540-076
OCCUPANT
11747 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-077
MONICA R SAFFOLD
11751 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-078
JOHN E MCLEAN & NYKOLE K
WOODWARD
11755 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-079
SEAN L & NATALIE A MACK
11759 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-080
LIU FEI & JILLY HAO
12020 MANDOLIA WAY
RANCHO CORDOVA CA 95742

067-0540-080
OCCUPANT
11763 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-081
JOHN W & TRAN T MORRIS
11769 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-082
AMPANIA DUSTIN
8513 THORNBERRY DR
ANTELOPE CA 95843

067-0540-082
OCCUPANT
11798 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-083
CHARLES L & BECKY L AUSTIN
11794 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-084
DEBORAH A & EDWARD J BOLMAN
11792 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-085
CASEY & DANIELLE HATLER
11788 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-086
GARY & YINGHONG SHI
PO BOX 4824
EL DORADO HILL CA 95762

067-0540-086
OCCUPANT
11784 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-087
AARON COMBS
11780 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-088
COLYNN M HITCHCOCK
11776 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-089
EUGENE S SAUL
11772 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-090
JAVIER & ANA ELIZABETH F DE RAMOS
11770 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-091
JOHN H & RACHANA G FEIT
11768 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-092
MATTHEW J MEISEL & PAULA VACCARO
11764 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-093
JORGE A & LISA M RAMIREZ
4242 STROMFORD WAY
MATHER CA 95655

067-0540-093
OCCUPANT
11760 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-094
RONALD ELLIOTT
12801 FAIR OAKS BLVD #588
CITRUS HEIGHTS CA 95610

067-0540-094
OCCUPANT
11756 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-095
NITESHNI D CHANDRA & NARAYAN
SATISH
11752 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

067-0540-096
CHRISTOPHER J & ANDREA M FOURNIER
11748 VILLAGE POND WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 2

067-0540-109,110
CORDOVA PARK AND RECREATION
DISTRICT
2729 PRSPCT PARK DR #230
RANCHO CORDOVA CA 95670

067-0920-003
RAJKUMAR GANESH & KIRTANA
VASUDEVAN
3934 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-089
MICHELE KOEHLER
3929 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-092
DORINDA M MCMILLAN & THOMAS
TAMATO A
11430 WHITE ROCK RD
RANCHO CORDOVA CA 95742

067-0920-121
CORDOVA RECREATION AND PARK
DISTRICT
2197 CHASE DR
RANCHO CORDOVA CA 95670

067-0920-001
SHAHIN & DELARAM SABBAGHIAN
3930 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-004
CHAD & BRANDY JOHNSON
3936 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-090
TOHOTMOSS ATTIEH
3931 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-092
OCCUPANT
3935 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

072-0370-071
ELLIOTT WHITEROCK LLC
340 PALLADIO PKWY #521
FOLSOM CA 95630

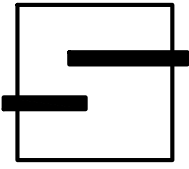
067-0920-002
SANIL KUMAR
3932 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-005-009,020-037,047-065,072-
088,093-098
JOSEPH & SHIRLEY M MOHAMED
4405 COLLEGE OAK DR
SACRAMENTO CA 95841

067-0920-091
TIMOTHY B & JENNIFER L SERVA
3933 ARISTOTLE CIR
RANCHO CORDOVA CA 95742

067-0920-120
EXCHANGE BANK
545 4TH ST
SANTA ROSA CA 95401

STAFFORD
KING
WIESE
ARCHITECTS



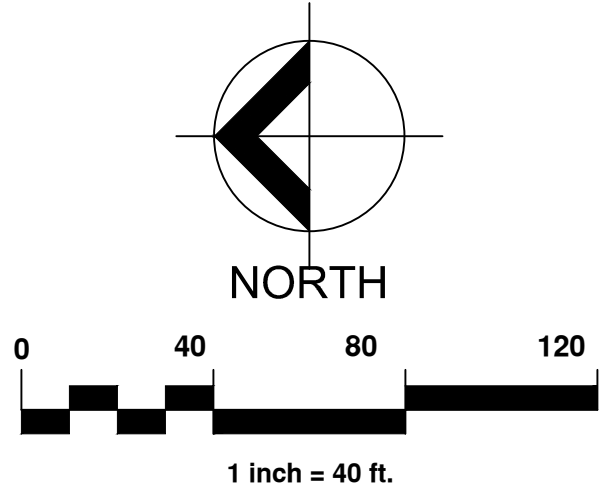
622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarehitects.com

CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER
RANCHO CORDOVA, CALIFORNIA

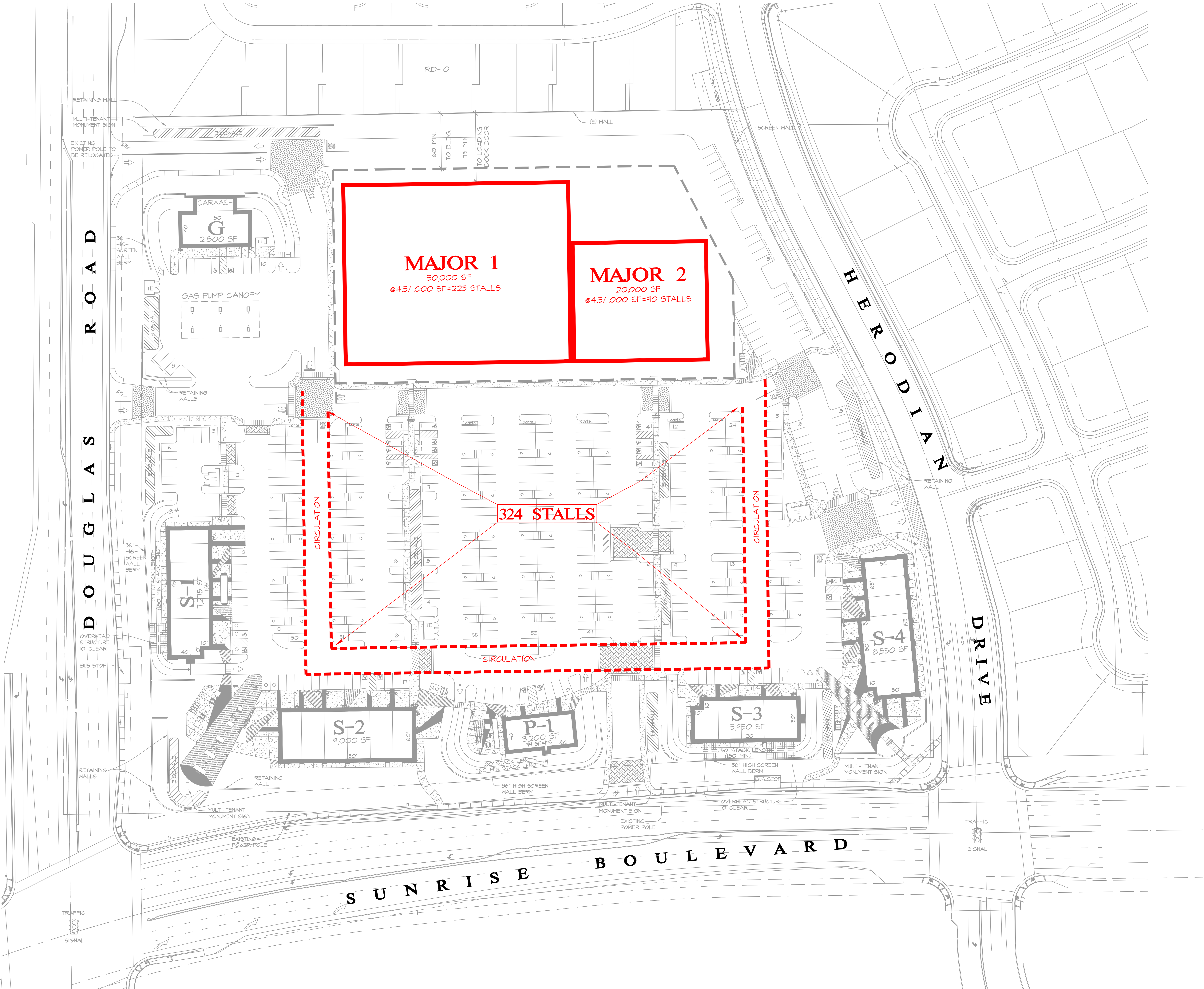


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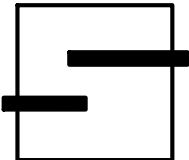
SITE PLAN
EXHIBIT 1

PROJECT NO. 04732.00	CHECKED BY MM
DRAWN BY RC	ISSUE DATE NOVEMBER 2, 2016

SHEET NO.



STAFFORD
KING
WIESE
ARCHITECTS



622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarchitects.com

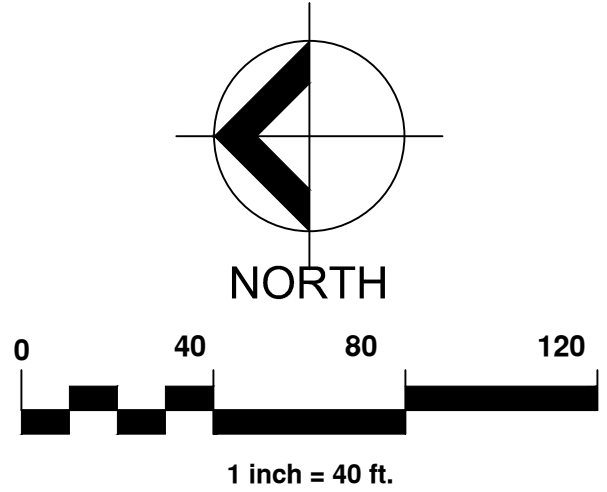
CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

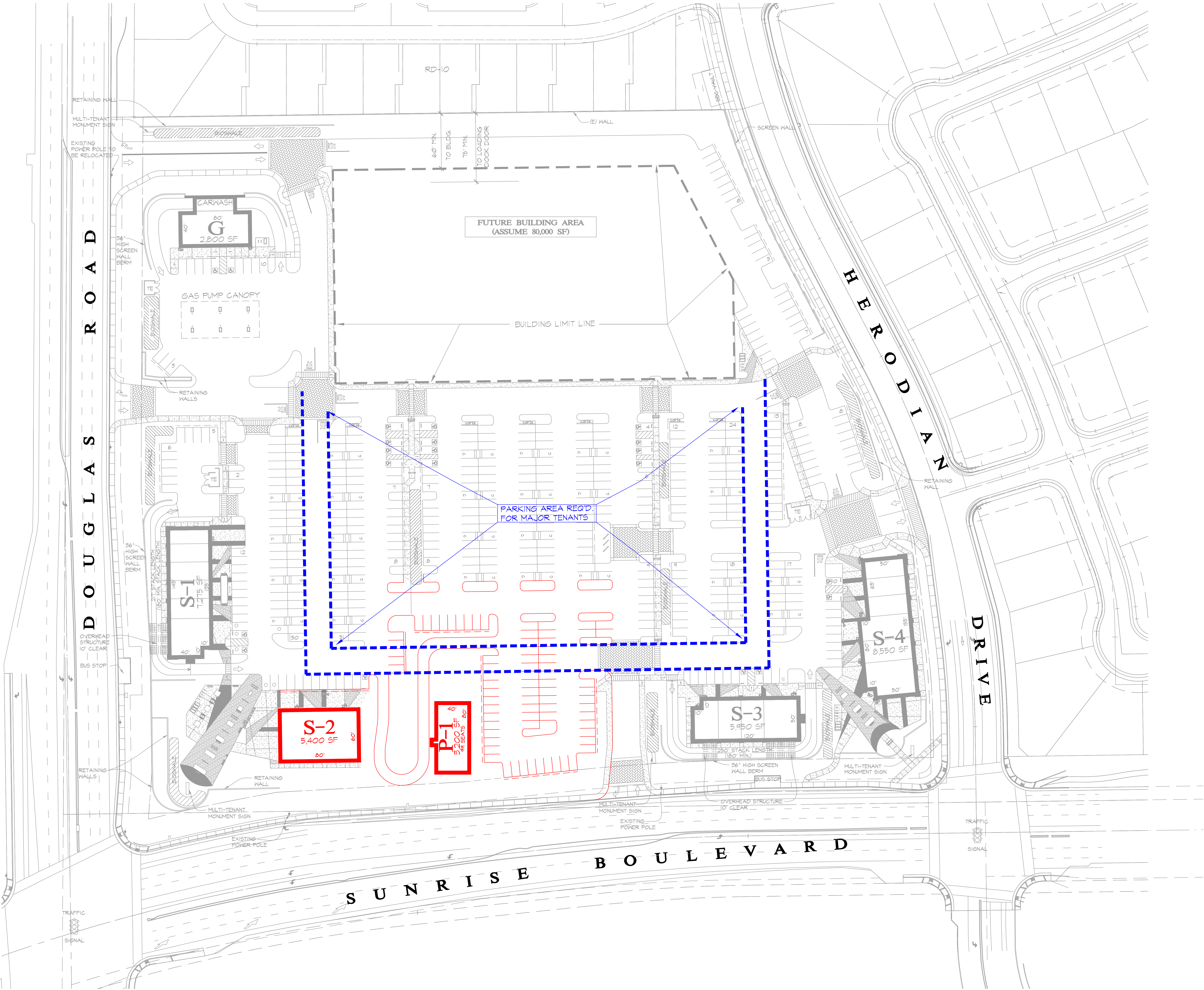
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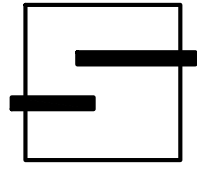
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SITE PLAN
EXHIBIT 2

PROJECT NO. 04732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
ISSUE DATE NOVEMBER 2, 2016	



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WIESE
ARCHITECTS

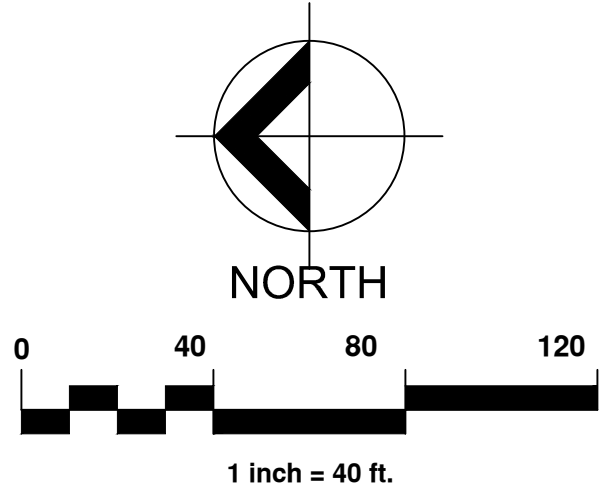


622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarehitects.com

ANATOLIA, LLC

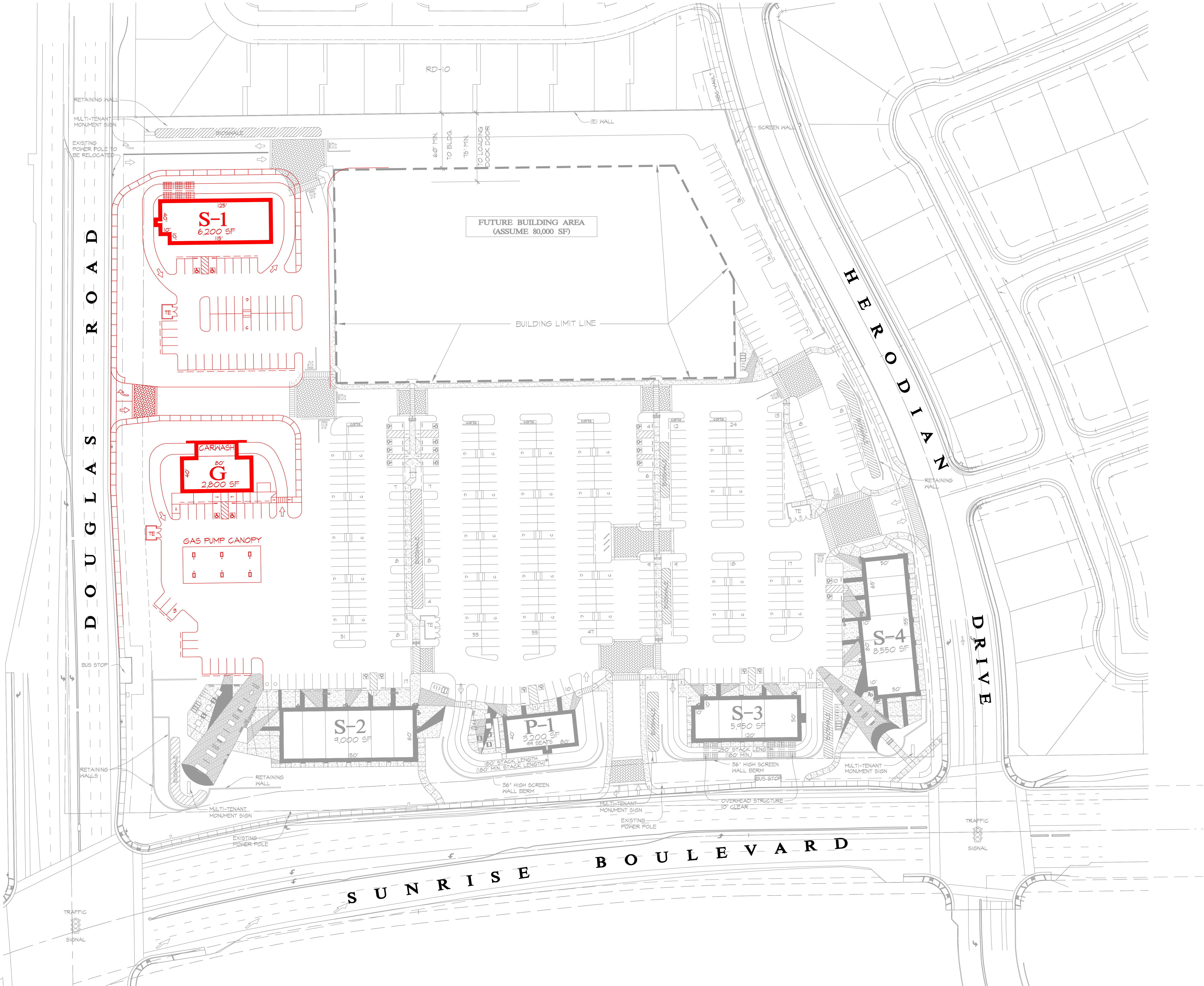
7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER
RANCHO CORDOVA, CALIFORNIA

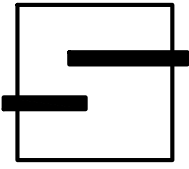


SITE PLAN
EXHIBIT 3

PROJECT NO. 04732.00		SHEET NO.	
DRAWN BY RC	CHECKED BY MM	ISSUE DATE NOVEMBER 2, 2016	



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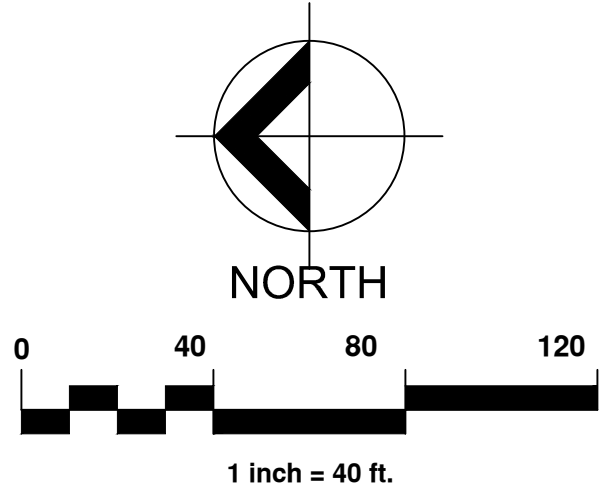
CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA



SHEET TITLE

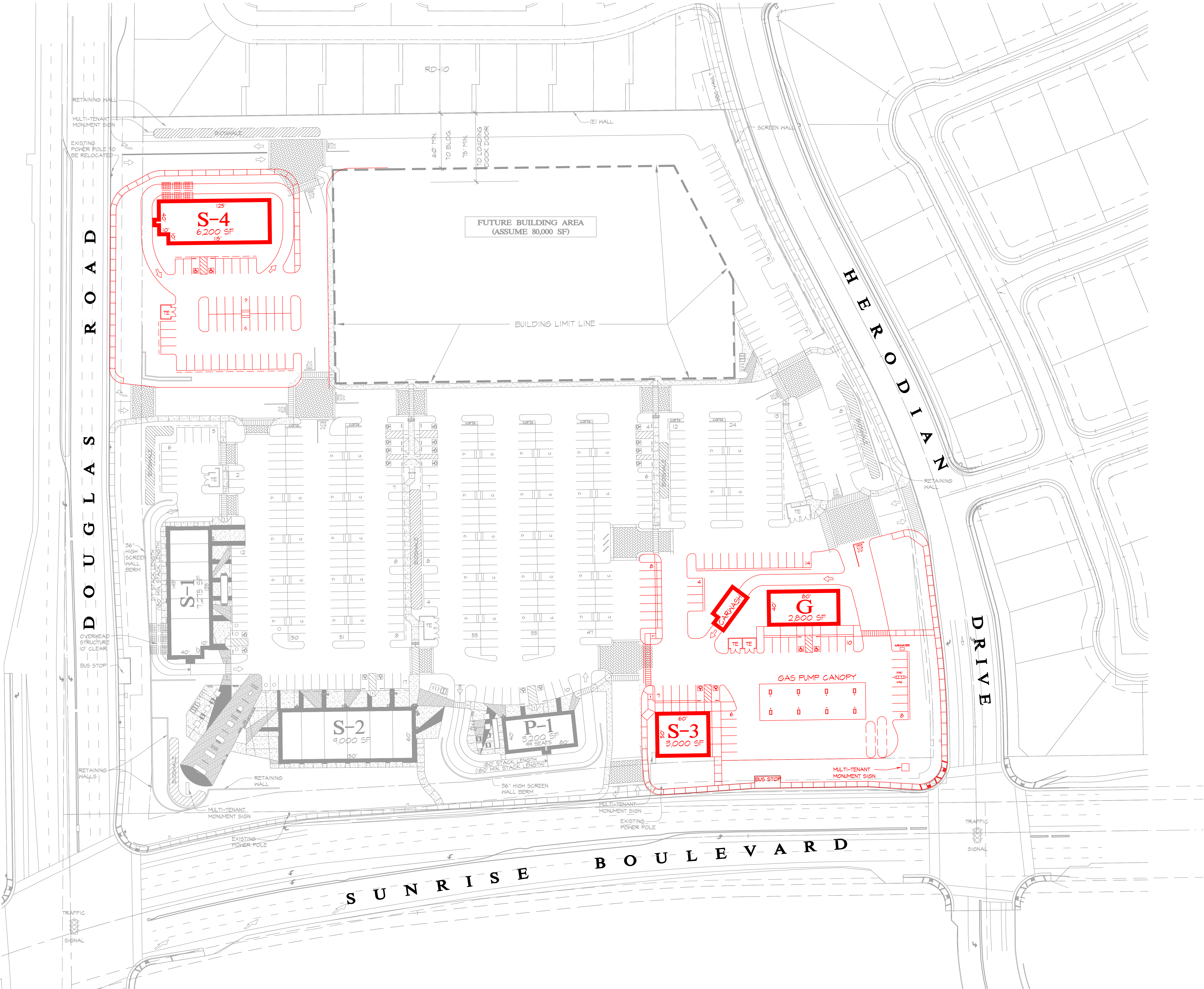
SITE PLAN
EXHIBIT 4

PROJECT NO.
04732.00
DRAWN BY
RC
ISSUE DATE
NOVEMBER 2, 2016

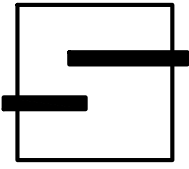
SHEET NO.

567

AGENDA ITEM 14.1



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SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarchitects.com

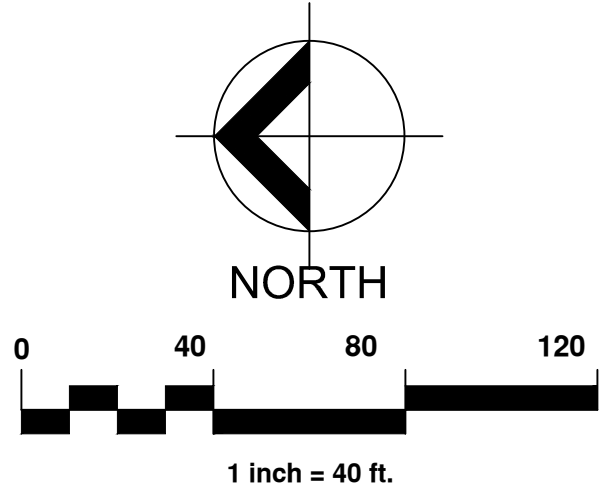
CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

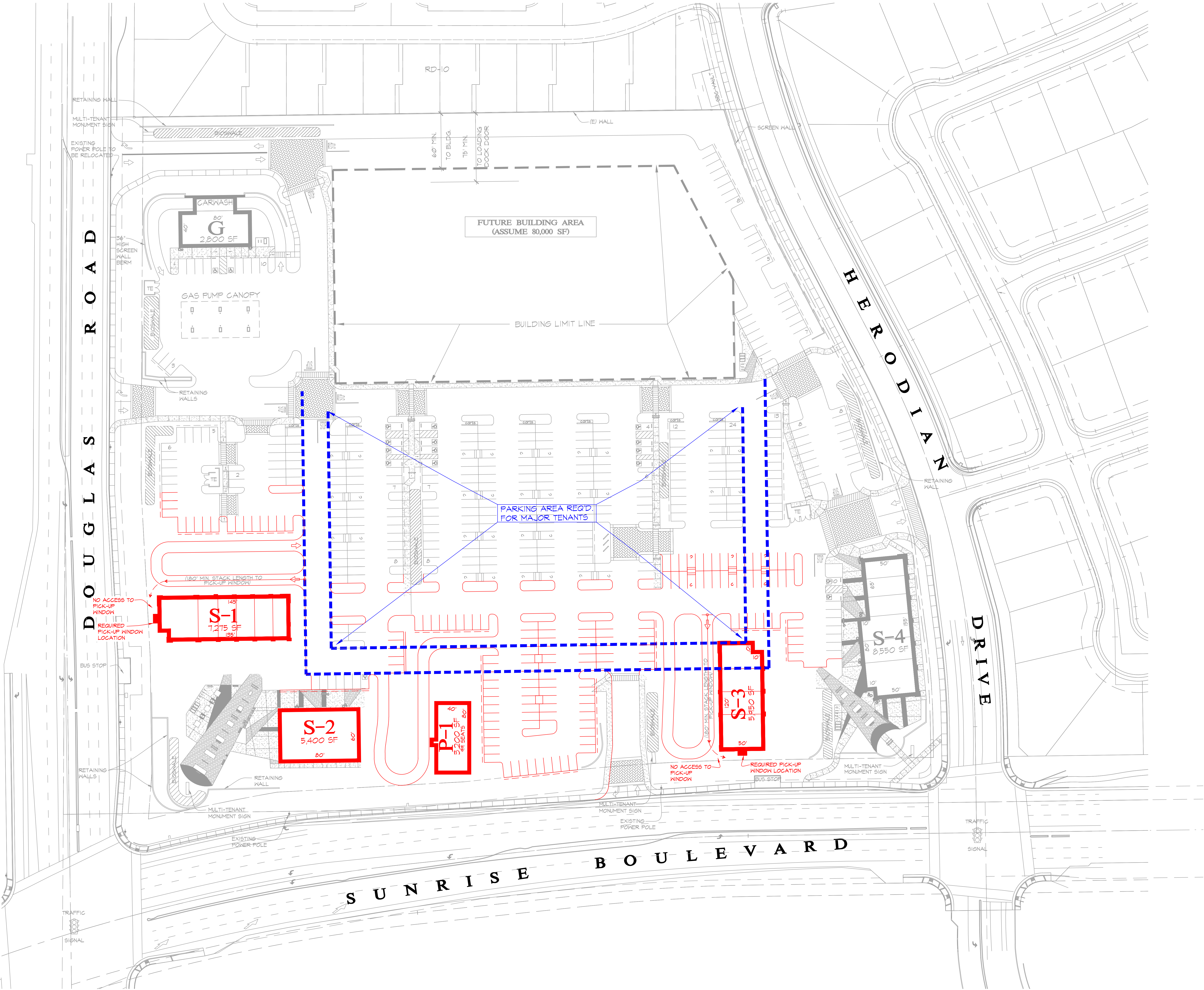
RANCHO CORDOVA, CALIFORNIA



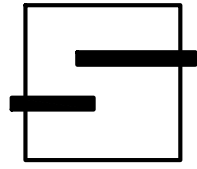
SHEET TITLE

SITE PLAN
EXHIBIT 5

PROJECT NO. 04732.00	SHEET NO.
DRAWN BY RC	CHECKED BY MM
ISSUE DATE NOVEMBER 18, 2016	



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WIESE
ARCHITECTS



622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
www.skwarchitects.com

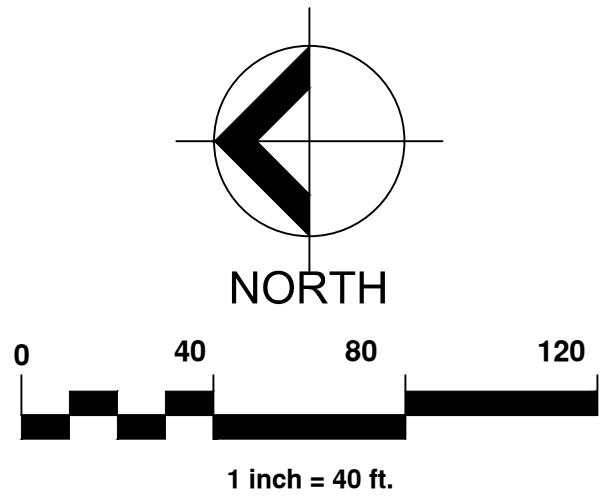
CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

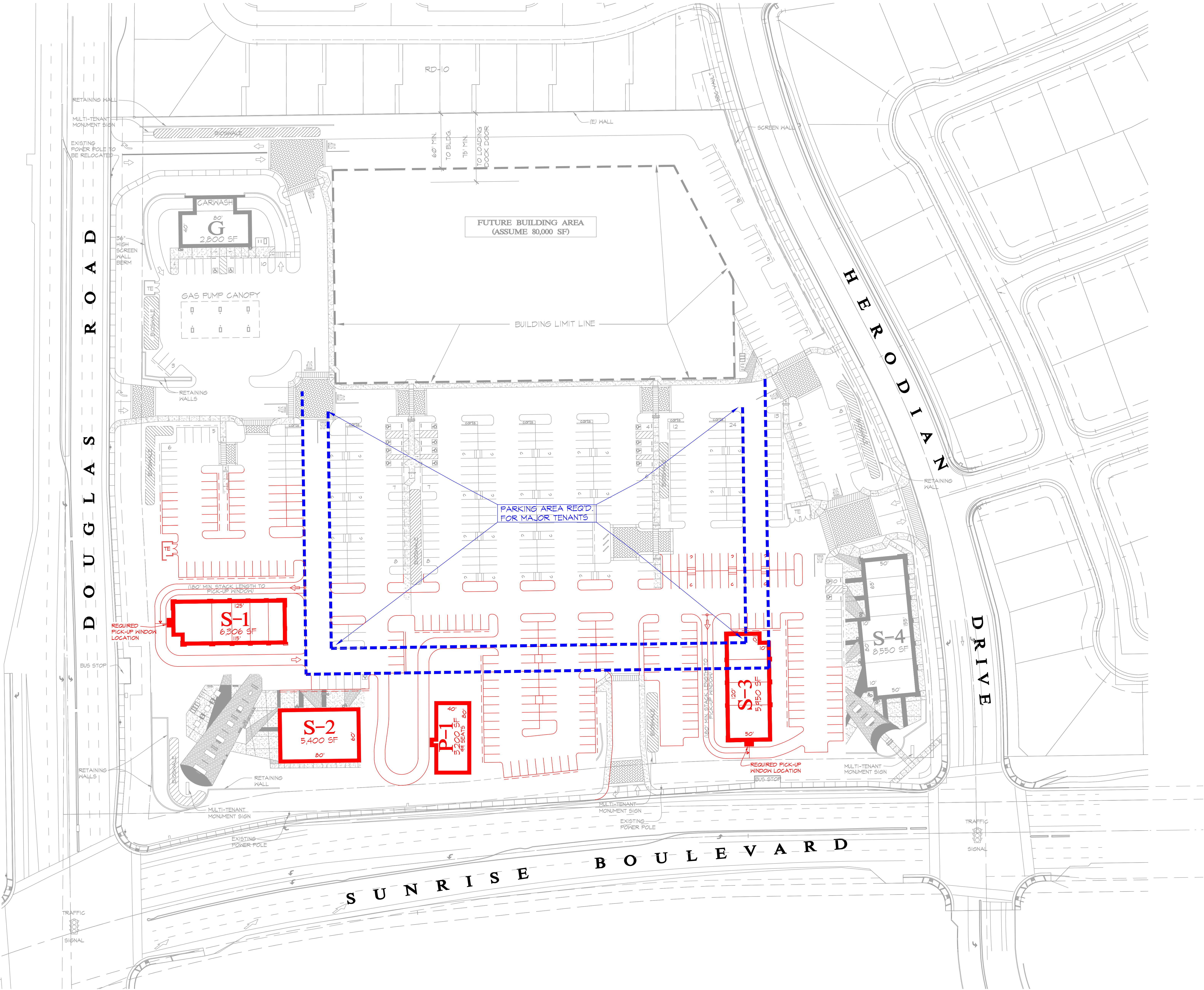
RANCHO CORDOVA, CALIFORNIA



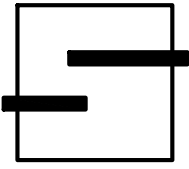
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SITE PLAN
EXHIBIT 6

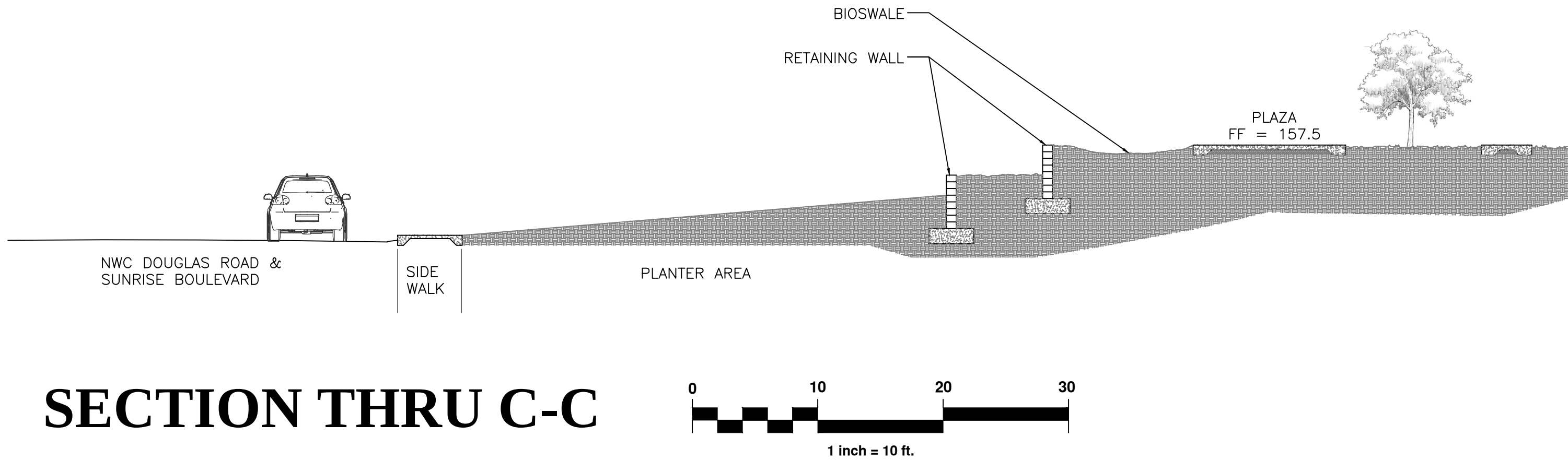
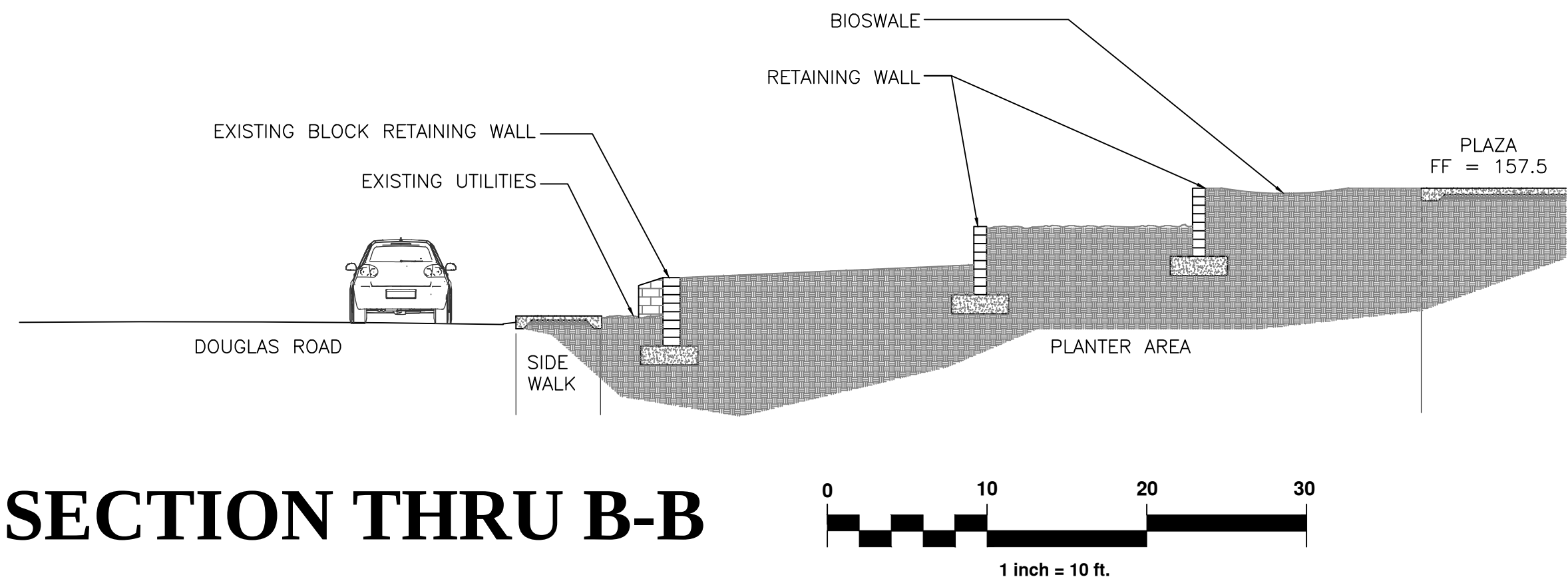
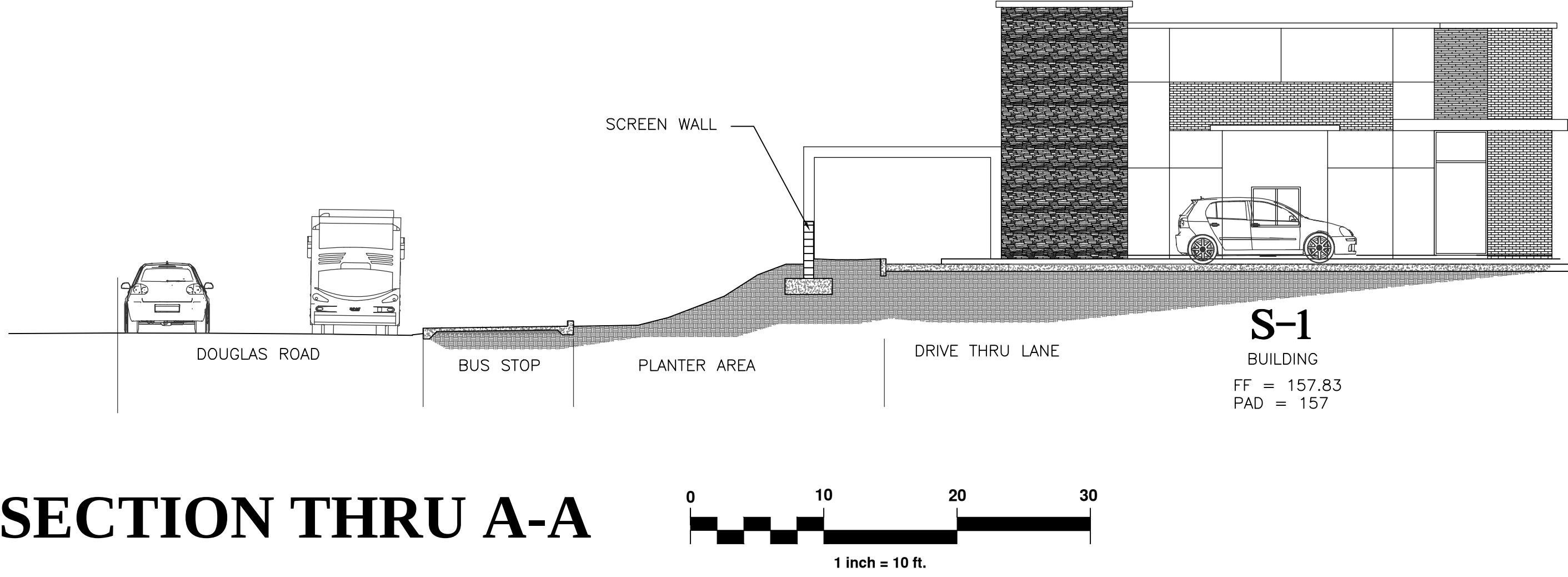
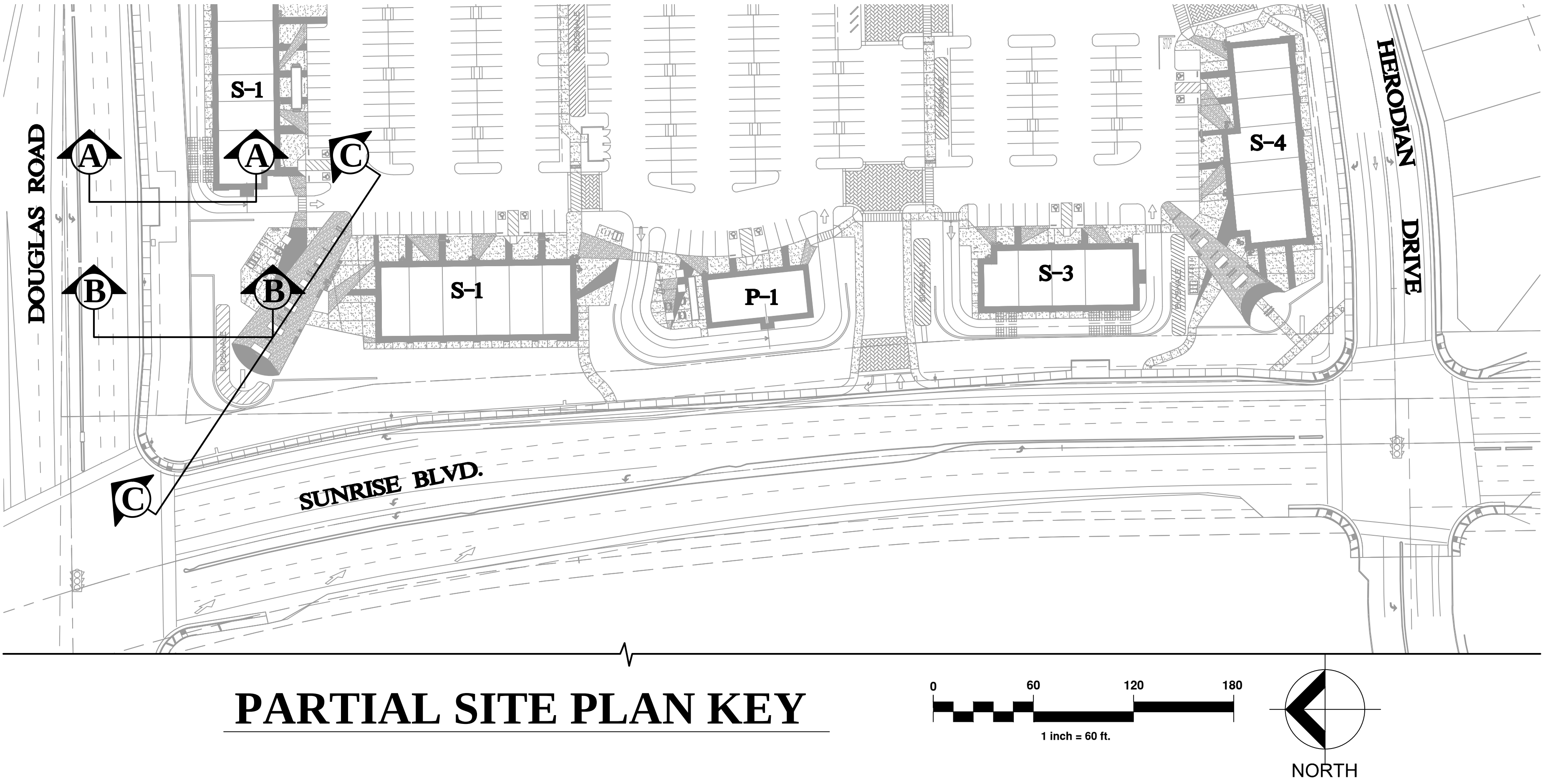
PROJECT NO. 04732.00		SHEET NO.	
DRAWN BY RC	CHECKED BY MM	ISSUE DATE NOVEMBER 18, 2016	



STAFFORD
KING
WIESE
ARCHITECTS



622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
916.930.5900
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CLIENT AND PROJECT

ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

ANATOLIA
RETAIL CENTER

RANCHO CORDOVA, CALIFORNIA

SCALE AS NOTED

SHEET TITLE

SITE
SECTION
EXHIBIT A

PROJECT NO. 04732.00		SHEET NO.
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MEMO

To: Rick Chavez, RSC Engineering

From: Ken Anderson, KD Anderson & Associates

Date: October 13, 2016

Re: Anatolia Center Traffic Analysis

KDAnderson & Associates has completed an evaluation for the proposed Anatolia Shopping Center 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 proposed project site with a similar forecast made for the site in the original Sunrise Douglas Specific Plan Transportation Analysis¹.
- 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 southeast corner of the Sunrise Blvd / Douglas Road intersection. The 16 acre site was previously analyzed as a “Commercial” (SC) use.

The proposed project calls for a mix of general retail and convenience commercial uses, as noted in Figure 2 (attached). A total of 114 ksf of retail space will be created, in addition to a 12 station gasoline sales with convenience store and car wash.

TRIP GENERATION

The trip generation estimate for the previously analyzed land uses was based on *Trip Generation* (5th Edition, Institute of Transportation Engineers, 1991). The proposed land use trip generation estimate was developed using *Trip Generation* (9th Edition, Institute of Transportation Engineers, 2012).

The *Trip Generation 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

¹ Sunrise Douglas Specific Plan and Community Plan, Transportation Analysis Final Report, Fehr & Peers Associates, December 1997

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.

Table 1 displays the previously analyzed project's weekday AM and PM peak hour trip generation. For the purpose of applying original peak hour trip generation rates, an equivalent site building area was estimated assuming the 0.25 *Floor Area Ratio* typical achieved with retail uses. The resulting 174 ksf of retail space would generate 289 gross trips during the AM peak hour and 1,180 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. The original analysis assumed 35% of retail trips would be pass-by, and after accounting for pass-by trips, the project site would generate 188 new external trips during the AM peak hour and 676 new external trips during the PM peak hour.

Table 1 also displays the proposed project's weekday AM and PM peak hour trip generation. This estimate accounts for the specific characteristics of identified uses within the proposed Anatolia Retail Center and applies ITE rates for general retail, gasolines sales and restaurants. The proposed project would generate 708 gross trips during the AM peak hour and 1,071 gross trips during the PM peak hour. The pass-by rates associated with these uses were identified from the ITE Trip Generation Handbook², and the rates applied herein were selected in consultation with City of Rancho Cordova staff. After accounting for pass-by internal trips, the project would generate 403 new external trips during the AM peak hour and 692 new external trips during the PM peak hour.

Therefore, the proposed project would result in an increase of 215 trips in the AM peak hour and a reduction of 75 trips in the PM peak hour when compared to the previously analyzed land use.

² Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, 2014

TABLE 1
ANATOLIA RETAIL CENTER TRIP GENERATION

Land Use	ITE Code	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Anatolia Retail Center								
Retail Space	820	Ksf	62%	38%	1.57	48%	52%	6.04
		97.55	95	59	154	283	306	589
	Pass-by	25%	24	15	39	71	76	147
	Net New		71	44	115	212	230	442
Gasoline sales w/ C-store	946	Position	51%	49%	11.84	51%	49%	13.86
		12 Positions	72	70	142	85	81	166
	Pass-by	50%	36	35	71	42	41	83
	Net New		36	35	71	43	40	83
HTO Sit Down Restaurant	932	Ksf	55%	45%	10.81	60%	40%	9.85
		9.57	57	46	103	57	37	94
	Pass-by	40%	23	18	41	23	15	38
	Net New		34	28	62	34	22	56
Fast Food	934	Ksf	51%	49%	45.42	52%	48%	32.65
		6.8	158	151	309	115	107	222
	Pass-by	50%	79	75	154	58	53	111
	Net New		79	76	155	57	54	111
Total			382	326	708	540	531	1,071
	Pass-by		162	143	305	194	185	379
	Net New		220	183	403	346	336	692
Specific Plan Assumptions	SC	Ksf			1.66			6.78
Anatolia Retail 16 acres @ 0.25 FAR		174 ksf			289			1,180
	Pass-by	35%			101			413
	Net New				188			767
Difference in Net New Trips					+215			-75

INTERSECTION ANALYSIS

To evaluate the effect of the proposed project on intersections near the project site, we performed an analysis that included the following steps:

Step 1 Identified study intersections based on the relative market area for a retail center in southern Rancho Cordova. The study intersections selected are listed below:

- Sunrise Blvd / Douglas Road
- Sunrise Blvd / Herodian Drive
- Sunrise Blvd / Chrysanthy Blvd

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 on January 20, 2016 when local schools were in session.

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 9). The level of service results are reported in Table 3 below. All three intersections are operating acceptably.

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 2 displays the average delay ranges associated with each LOS category for signalized and unsignalized intersections.

TABLE 2 LEVEL OF SERVICE DEFINITIONS			
Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. V/C < 0.60 or Average Delay ≤ 10 sec/veh	Little or no delay. Average Delay ≤ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. V/C > 0.60 and ≤ 0.70 or Average Delay < 10 and ≤ 25 sec/veh	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. V/C > 0.70 and ≤ 0.80 or Average Delay < 25 and ≤ 35 sec/veh	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. V/C > 0.80 and ≤ 0.90 or Average Delay < 35 and ≤ 55 sec/veh	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). V/C > 0.90 and ≤ 1.00 or Average Delay < 55 and ≤ 80 sec/veh	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. V/C > 1.00 or Average Delay > 80 sec/veh	Intersection often blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.
Sources: 2010 <u>Highway Capacity Manual</u> , and Transportation Research Board (TRB) Special Report 209.			

TABLE 3 INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS					
Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay ¹	LOS	Delay ²	LOS
1. Sunrise Blvd / Douglas Road	Signal	30	C	34	C
2. Sunrise Blvd / Herodian Drive	Signal	31	C	26	C
3. Sunrise Blvd / Chrysanthy Blvd /Zinfandel Drive	Signal	17	B	11	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.					

Step 4 Developed “new” trip distribution for the project based on the location of residences and other businesses within the project’s south Rancho Cordova trade area. 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 4.

TABLE 4 PROJECT NEW TRIP DISTRIBUTION	
Directionality	Percent of Total
To/From the north on Sunrise Blvd	15%
To/From the east on Douglas Blvd	35%
To/From the west on Douglas Blvd	5%
To/From the east on Herodian Dr	15%
To/From the east on Chrysanthy Blvd	15%
To/From the south on Sunrise Blvd	15%
Total	100.00%

Step 5 Developed “Pass-by” trip distribution for individual project areas based on the relative directional volume of traffic passing the site on Douglas Road and Sunrise Blvd during each period and the level of access available adjoining each use.

Step 6 Analyzed traffic operations at the study intersections with the project in place. The Level of Service results are reported in Table 5 below. The addition of project trips to the roadway network causes changes in delay at the following intersections:

- Sunrise Blvd / Douglas Road – The PM peak hour delay increases by 2 seconds, but the intersection continues to deliver a Level of Service that meets the City’s minimum LOS D standard.
- Sunrise Blvd / Herodian Drive – The AM peak hour delay increases by 5 seconds and PM peak hour delay increases by 13 seconds. However, the intersection Level of Service continues to satisfy the City of Rancho Cordova’s minimum standard.
- Sunrise Blvd / Chrysanthy Blvd – Delay increases by 3 seconds in the AM peak hour and 3 seconds in the PM peak hour. The Level of Service results are unchanged and the intersection operates acceptably in both time periods.

TABLE 5
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.Sunrise Blvd / Douglas Rd	Signal	30	C	34	C	29	C	36	D
2.Sunrise Blvd / Herodian Dr	Signal	31	C	26	C	36	D	39	D
3.Sunrise Blvd / Chrysanthy Blvd	Signal	17	B	11	B	20	B	14	B
Douglas Road / Central Access	SSSC					1 (10)	A (B)	2 (13)	A (B)
Douglas Road / East Access	SSSC					2 (10)	A (B)	2 (12)	A (B)
Sunrise Blvd / Access	SSSC					4 (72)	A (F)	1 (14)	A (B)
Herodian Dr / Access	SSSC					3 (18)	A (C)	5 (14)	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

SITE ACCESS EVALUATION

KDAnderson & Associates completed a qualitative review of the preliminary site plan (RSC Engineering, Inc., 7/27/2016) shown on Figure 2 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 on Douglas Road and a midblock right turn only access on Sunrise Blvd between Douglas Road and Herodian Drive.

The following describes our evaluation of elements of the project site.

Driveway Traffic Volumes

Table 6 presents the sum of inbound and outbound traffic at each driveway.

TABLE 6 PROJECT TRIPS AT PROJECT DRIVEWAYS				
Driveway	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Central Douglas Road	62	61	114	126
East Douglas Road	128	42	155	59
Sunrise Blvd	78	139	73	112
Herodian Drive	115	103	199	233
Total	383	345	541	530

Driveway Level of Service

All operating Level of Service was calculated for each driveway, and the results were presented in Table 5. As indicated with the exception of the driveway on Sunrise Blvd, the project's driveways operate with an overall LOS A and side street Levels of Service that are LOS C or better. During the a.m. peak hour much of the exiting site traffic will be oriented to the north on Sunrise Blvd, and due to access restrictions on Douglas Blvd, most of that traffic will use the Sunrise Blvd access. While the Level of Service on an individual private driveway approach is not significant, because the background traffic volume on northbound Sunrise Blvd in the a.m. peak hour is very high, the Level of Service for motorists making right turns from the site will be LOS F. In this case, some motorists may elect to use slightly longer routes to reach northbound Sunrise Blvd via the Herodian Drive driveway which is projected to operate at LOS C, and the Sunrise Blvd / Herodian Drive intersection, which is projected to operate at LOS D in the a.m. peak hour.

Driveway Throat Depth

Because the project's driveway exits on Sunrise Blvd and Douglas Road are limited to right turns only, the adequacy of these exits is predicated on the available throat depth and the Minimum Throat Depth needed to accommodate anticipated peak period queues. Table 7 identifies the length of queue that can be accommodated in the driveway at each location. As noted, these range from 100 to 200 feet.

The length of queue anticipated in the lane during peak periods is also noted based on the methodology presented in *Estimation of Maximum Queue Lengths at Unsignalized Intersections (ITE Journal, November 2001)*. As indicated, the anticipated queue at each location will fall within available throat depth, and as a result the access design is adequate from that standpoint.

As noted in the preceding review of Level of Service, it is possible that some exiting traffic could elect to move to the Herodian Drive access to reach northbound Sunrise Blvd in the a.m. peak hour. However, the effect of such a diversion would not appreciably affect the use of the Herodian Drive queue. For example, if 20% anticipated exiting vehicles were diverted (i.e., 28 moved to the Herodian Drive exit), the peak period queue still be would be between 75 and 100 feet long. This queue can be accommodated within the available throat depth.

TABLE 7 THROAT ASSESSMENT AT PROJECT DRIVEWAYS EXISTING PLUS PROJECT CONDITIONS							
Driveway	Available Throat Depth (feet)	AM Peak Hour			PM Peak Hour		
		Volume	95 th Percentile Queue (feet)	OK?	Volume	95 th Percentile Queue (feet)	OK?
Central Douglas Road	100	61	50	Yes	126	100	Yes
East Douglas Road	200	42	50	Yes	59	50	Yes
Sunrise Blvd	140	139	125	Yes	112	100	Yes
Herodian Drive	100	103	75	Yes	233	75	Yes

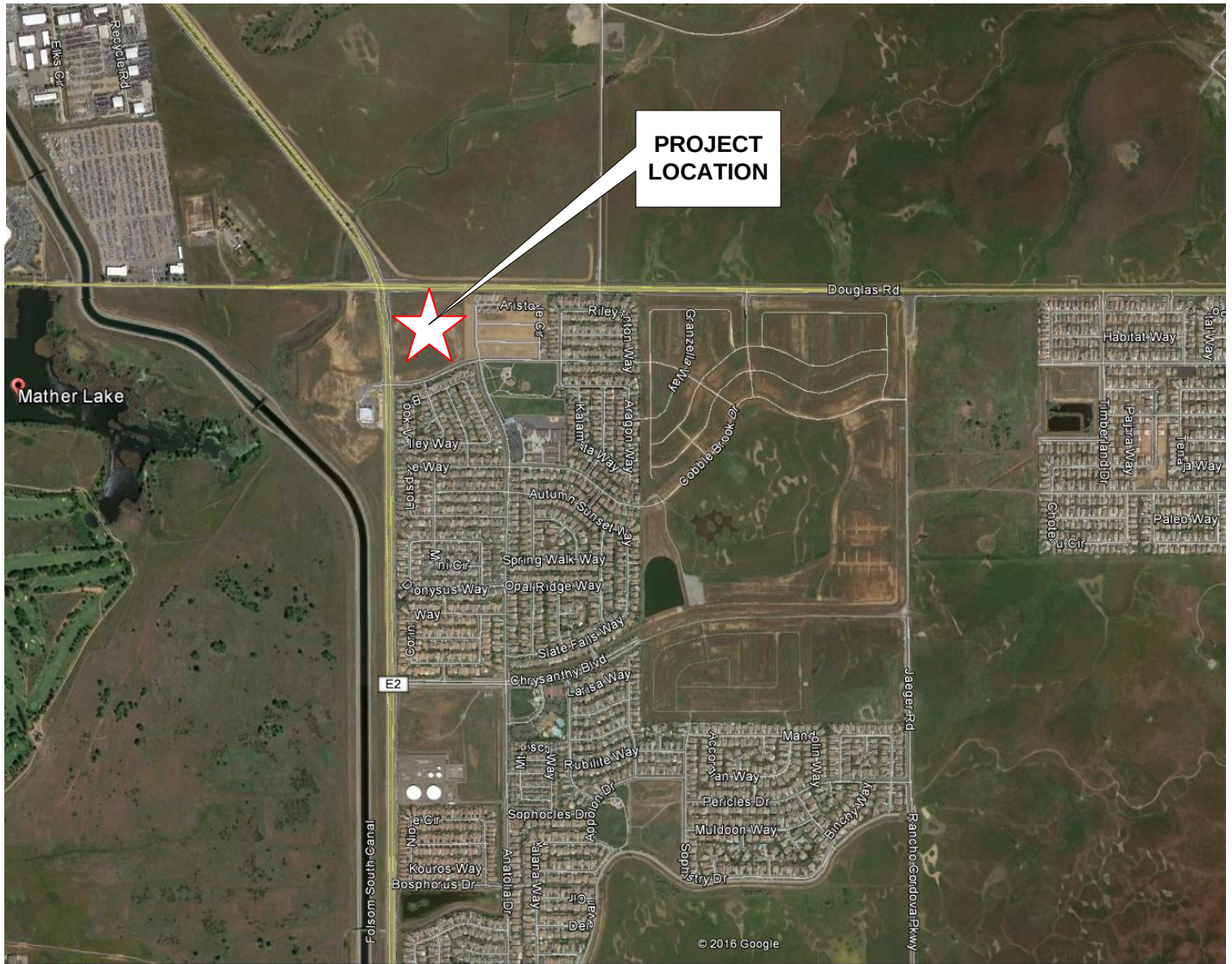
A similar analysis was conducted for long term cumulative conditions based on the background volumes created for our Traffic Signal Feasibility Study³. The results are noted in Table 8. Assuming that background traffic volumes on Sunrise Blvd and Douglas Road increase in the future as projected, then the peak period queues may become longer at some driveways. As

³ Anatolia Retail Center Douglas Road Traffic Signal Feasibility Assessment, KDA 4/27/2016

noted, the queue at the central driveway on Douglas Road may exceed the available throat. However because the eastern driveway is immediately adjoining this location, it is reasonable to conclude that some motorists will move to that lesser utilized location and that modification to the site plan is not required.

Conversely, the queues in the Herodian Drive driveway will increase to the point that the available throat may be exceeded at this location. Because the possibility exists that this location could see additional traffic diverted from the Sunrise Blvd driveway in the a.m. peak hour, widening the driveway to provide a separate right turn lane on the exit is recommended.

TABLE 8 THROAT ASSESSMENT AT PROJECT DRIVEWAYS CUMULATIVE PLUS PROJECT CONDITIONS							
Driveway	Available Throat Depth (feet)	AM Peak Hour			PM Peak Hour		
		Volume	95 th Percentile Queue (feet)	OK?	Volume	95 th Percentile Queue (feet)	OK?
Central Douglas Road	100	61	75	Yes	126	125	Yes
East Douglas Road	200	42	75	Yes	59	75	Yes
Sunrise Blvd	140	139	150	Yes	112	100	Yes
Herodian Drive	100	103	100	Yes	233	125	No
right turn lane	100	75	25	Yes	181	75	Yes
left+thru lane	100	27	25	Yes	52	25	Yes



VICINITY MAP

**STAFFORD
KING
WIESE
ARCHITECTS**


622 20TH STREET
SACRAMENTO, CALIFORNIA 95811
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www.skwarchitects.com

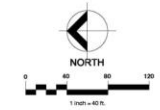
PROJECT STATISTICS
 ZONING: SG-GENERAL COMMERCIAL
 APN: 087-0460-001

FUTURE BUILDINGS	
(ASSUMED BLDG. AREA)	80,000
S-1	1,275
S-2	4,000
S-3	5,950
S-4	8,950
G- GAS	2,800
TOTAL	13,975 SF
PARKING REQUIRED (BY CODE)	404 STALLS
# 3.6 / 1,000 SF	
P-1 (RESTAURANT)	3,200 SF
#6 SEATS	
PARKING REQUIRED	33 STALLS
# 1 / 3 SEATS	
TOTAL PARKING REQUIRED (BY CODE)	442 STALLS
TOTAL PARKING PROPOSED:	542 STALLS (484 / 1,000 SF)

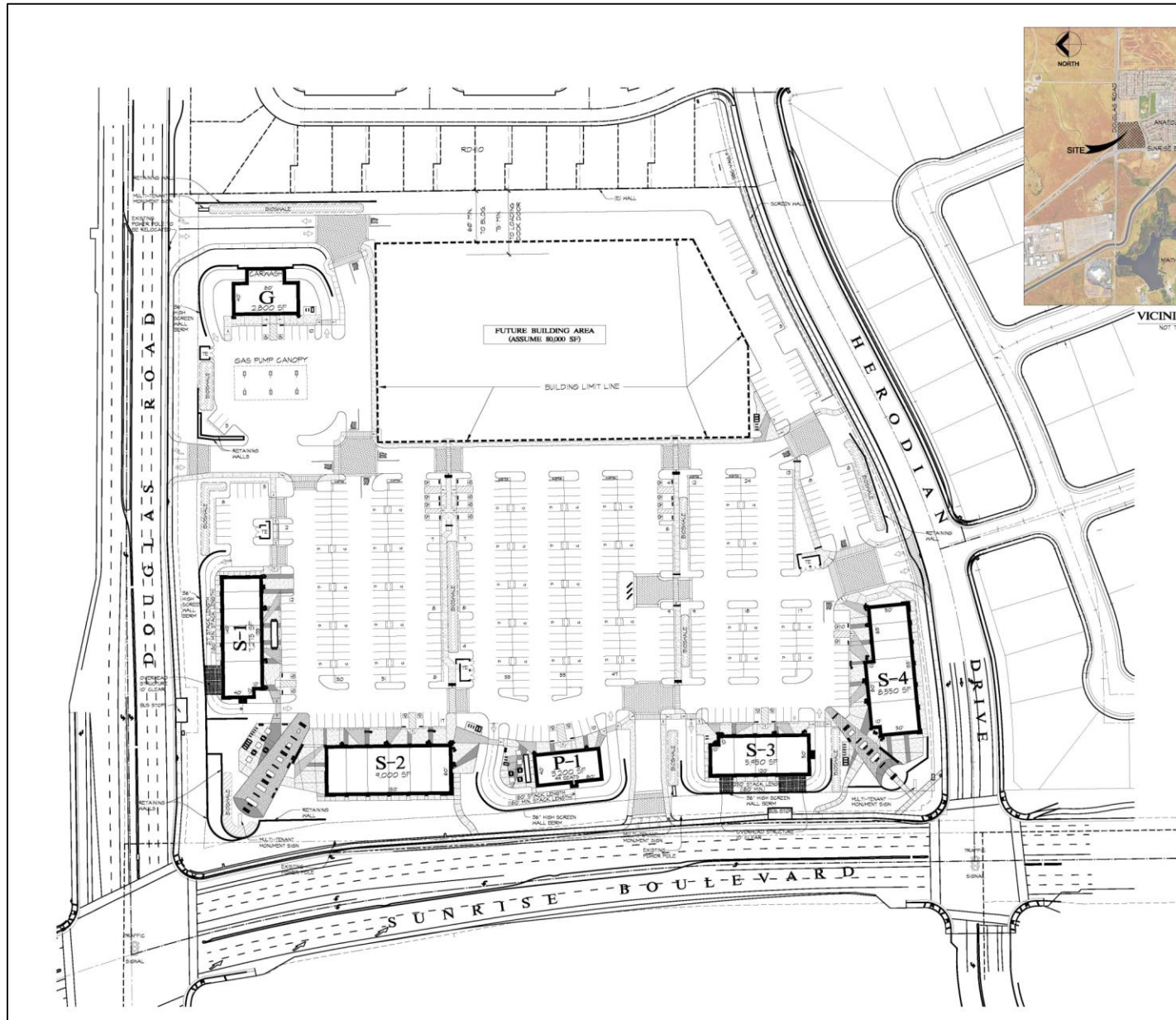
VICINITY MAP
NOT TO SCALE


ANATOLIA, LLC

7700 College Town Drive, Suite 118
Sacramento, CA 95826

**ANATOLIA
RETAIL CENTER**
 RANCHO CORDOVA, CALIFORNIA

**CONCEPTUAL
SITE PLAN**

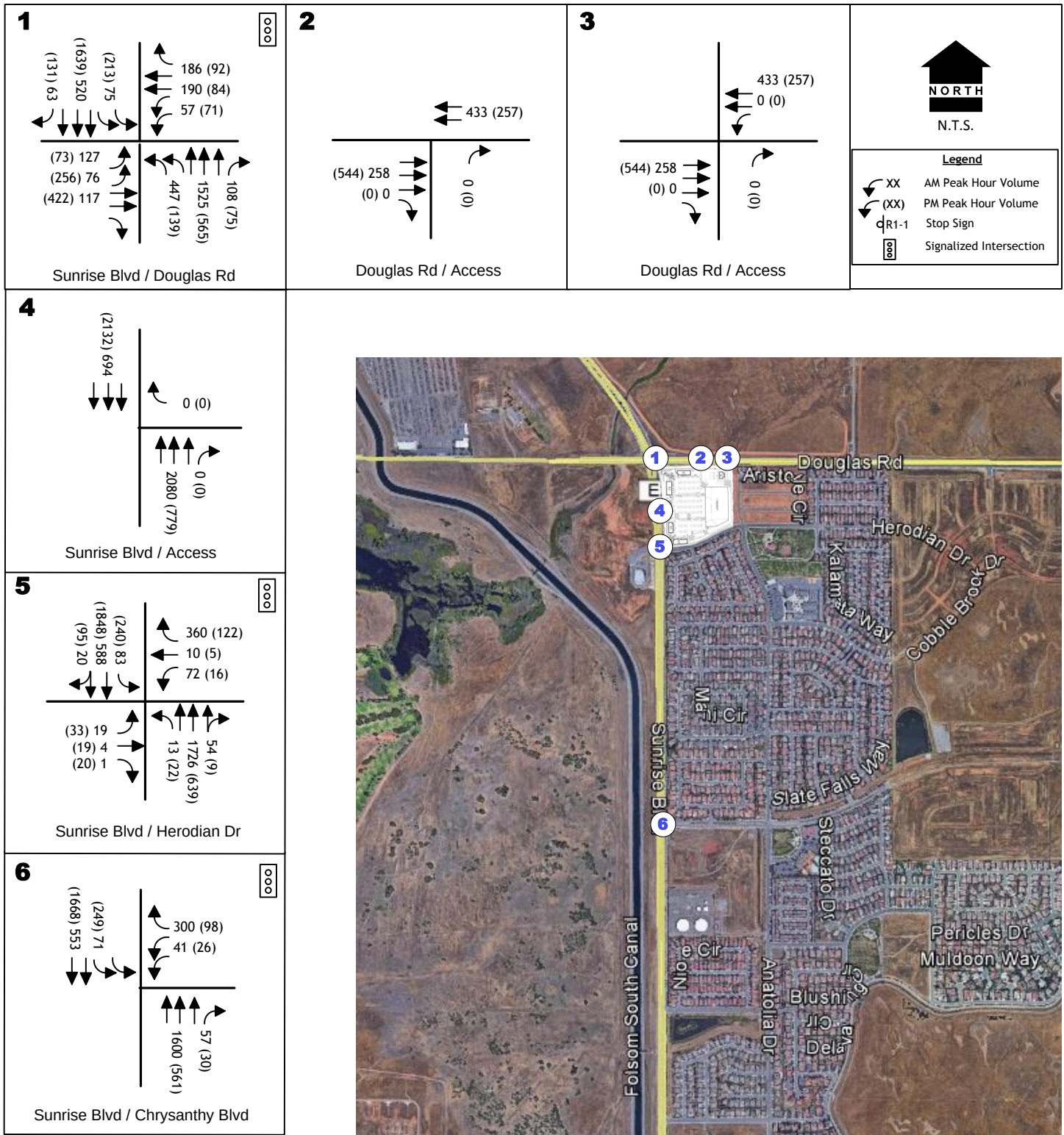
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DESIGNED BY	BC	CHECKED BY	MM
DRAWN BY	MM	DATE	MAY 27, 2014
		A1	

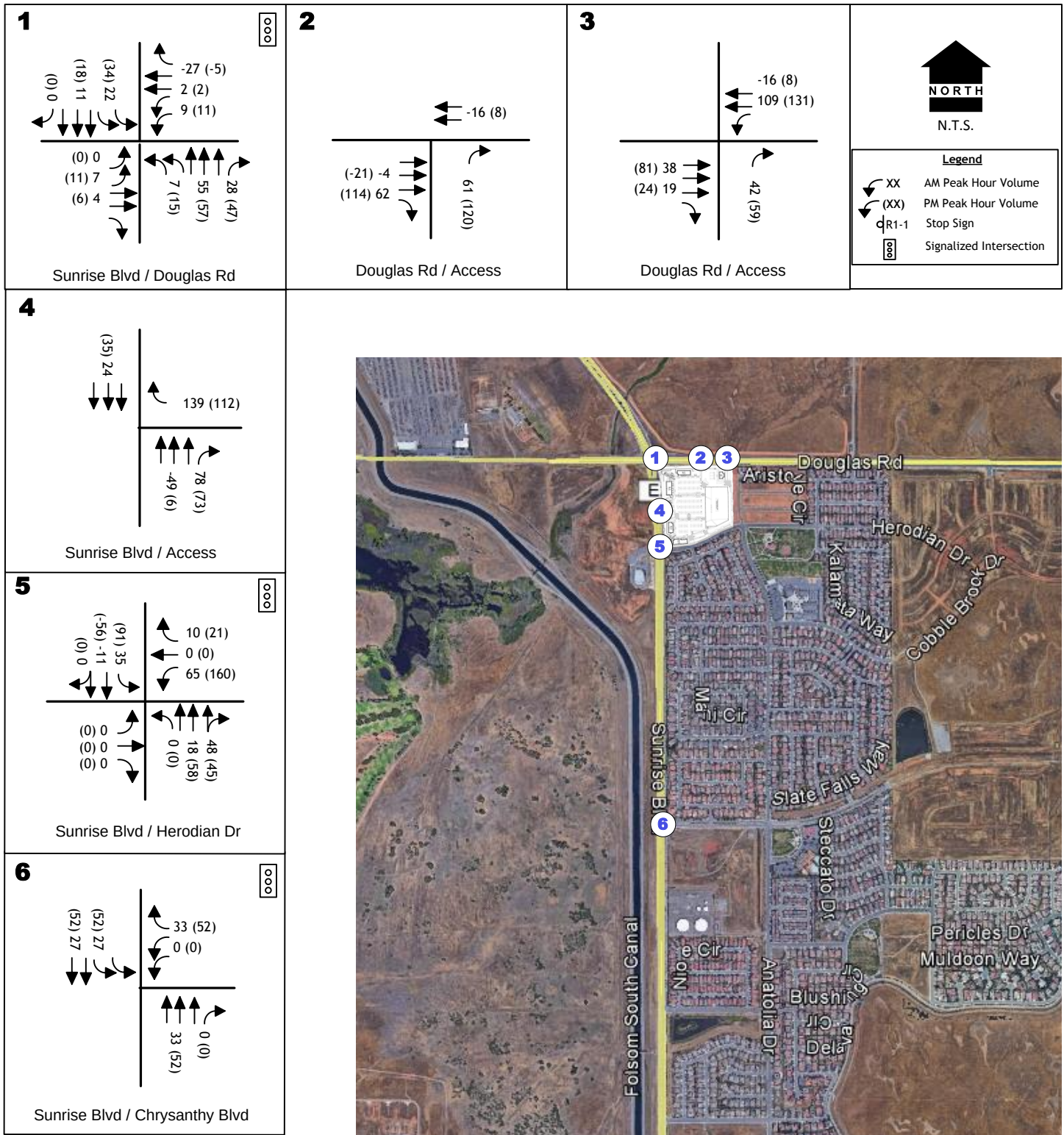

SITE PLAN

KD Anderson & Associates, Inc.
Transportation Engineers

6260-17 LT 10/12/2016

figure 2



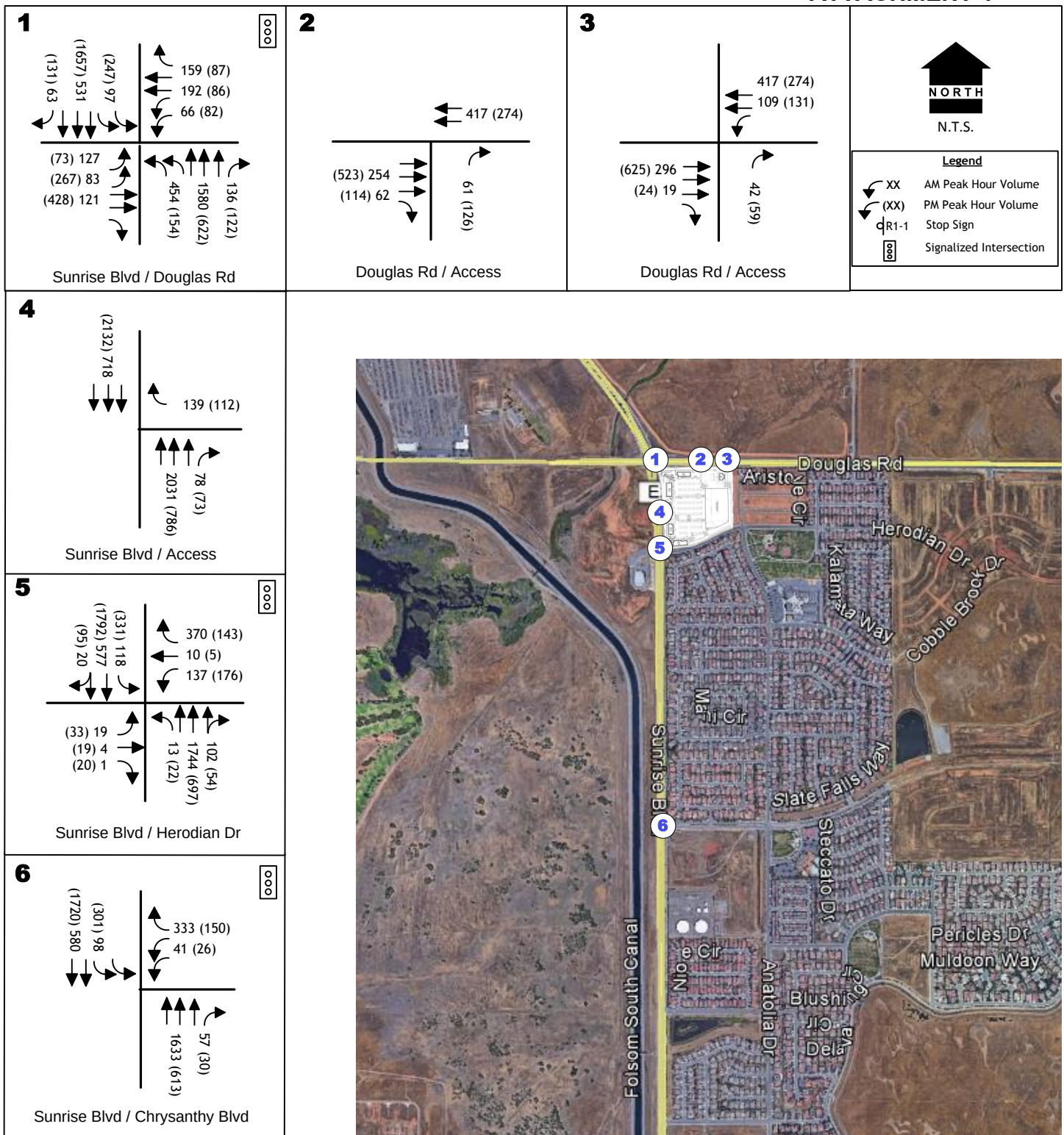


PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

6260-17 LT 10/12/2016

figure 4
AGENDA ITEM 14.1



EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

6260-17 LT 10/12/2016

figure 5
AGENDA ITEM 14.1

ATTACHMENT 4

Existing AM

8/31/2016

HCM 2010 Signalized Intersection Summary

1: Sunrise Blvd & Douglas Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	76	117	57	190	186	447	1525	108	75	520	63
Future Volume (veh/h)	127	76	117	57	190	186	447	1525	108	75	520	63
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	131	78	69	59	196	192	461	1572	111	77	536	65
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	665	297	141	575	257	568	3036	945	166	2442	760
Arrive On Green	0.07	0.19	0.19	0.04	0.16	0.16	0.16	0.60	0.60	0.05	0.48	0.48
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	131	78	69	59	196	192	461	1572	111	77	536	65
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	4.7	2.3	4.7	2.1	6.2	14.7	16.4	22.9	3.9	2.8	7.8	2.8
Cycle Q Clear(g_c), s	4.7	2.3	4.7	2.1	6.2	14.7	16.4	22.9	3.9	2.8	7.8	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	665	297	141	575	257	568	3036	945	166	2442	760
V/C Ratio(X)	0.57	0.12	0.23	0.42	0.34	0.75	0.81	0.52	0.12	0.46	0.22	0.09
Avail Cap(c_a), veh/h	569	1003	449	569	1003	449	704	3036	945	569	2442	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	42.8	43.8	59.4	47.2	50.7	51.1	14.9	11.1	58.9	19.2	17.9
Incr Delay (d2), s/veh	2.2	0.1	0.4	2.0	0.3	4.3	5.9	0.6	0.3	2.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.1	2.1	1.1	3.1	6.7	8.3	10.8	1.7	1.4	3.7	1.3
LnGrp Delay(d),s/veh	59.8	42.9	44.2	61.4	47.5	55.0	57.0	15.6	11.4	60.9	19.4	18.1
LnGrp LOS	E	D	D	E	D	E	E	B	B	E	B	B
Approach Vol, veh/h	278				447		2144				678	
Approach Delay, s/veh	51.2				52.6		24.3				24.0	
Approach LOS	D				D		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	65.0	12.5	24.6	10.1	79.8	9.2	27.9				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	24.5	59.0	19.5	34.0	19.5	64.0	19.5	34.0				
Max Q Clear Time (g_c+1), s	18.4	9.8	6.7	16.7	4.8	24.9	4.1	6.7				
Green Ext Time (p_c), s	1.1	16.3	0.3	1.9	0.2	15.3	0.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									

ATTACHMENT 4

Existing AM

8/31/2016

HCM 2010 Signalized Intersection Summary

5: Sunrise Blvd & Herodian Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	4	1	72	10	360	13	1726	54	83	588	20
Future Volume (veh/h)	19	4	1	72	10	360	13	1726	54	83	588	20
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	4	1	75	10	375	14	1798	56	86	612	21
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	416	354	117	487	414	29	2632	82	116	1986	68
Arrive On Green	0.03	0.22	0.22	0.07	0.26	0.26	0.02	0.52	0.50	0.07	0.57	0.55
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5067	158	1774	3492	120
Grp Volume(v), veh/h	20	4	1	75	10	375	14	1202	652	86	310	323
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1835	1774	1770	1842
Q Serve(g_s), s	1.4	0.2	0.1	5.2	0.5	29.1	1.0	33.6	33.7	6.0	11.6	11.7
Cycle Q Clear(g_c), s	1.4	0.2	0.1	5.2	0.5	29.1	1.0	33.6	33.7	6.0	11.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.07
Lane Grp Cap(c), veh/h	49	416	354	117	487	414	29	1761	953	116	1006	1047
V/C Ratio(X)	0.41	0.01	0.00	0.64	0.02	0.91	0.49	0.68	0.68	0.74	0.31	0.31
Avail Cap(c_a), veh/h	293	528	449	293	528	449	293	1761	953	293	1006	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.7	38.4	38.3	57.9	34.8	45.4	62.0	22.7	22.8	58.3	14.3	14.4
Incr Delay (d2), s/veh	5.3	0.0	0.0	5.8	0.0	20.8	12.2	2.2	4.0	8.9	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	2.8	0.3	15.1	0.6	16.2	18.1	3.2	5.9	6.2
LnGrp Delay(d),s/veh	66.0	38.4	38.3	63.7	34.9	66.3	74.2	24.9	26.8	67.2	15.1	15.1
LnGrp LOS	E	D	D	E	C	E	E	C	C	E	B	B
Approach Vol, veh/h	25				460				1868			
Approach Delay, s/veh	60.5				65.1				25.9			
Approach LOS	E				E				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	76.3	7.5	37.2	12.3	70.0	12.4	32.4				
Change Period (Y+Rc), s	4.5	6.0	5.5	5.5	4.5	6.0	5.5	5.5				
Max Green Setting (Gmax), s	20.5	64.0	19.5	34.5	20.5	64.0	19.5	34.5				
Max Q Clear Time (g_c+1), s	3.0	13.7	3.4	31.1	8.0	35.7	7.2	2.2				
Green Ext Time (p_c), s	0.0	17.0	0.0	0.6	0.2	13.9	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay	31.0											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary 6: Sunrise Blvd & Chrysanthy bLVD

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	 		  		 	 		
Traffic Volume (veh/h)	41	300	1600	57	71	553		
Future Volume (veh/h)	41	300	1600	57	71	553		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	42	309	1649	59	73	570		
Adj No. of Lanes	2	1	3	1	2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	793	365	3097	964	172	2463		
Arrive On Green	0.23	0.23	0.61	0.61	0.05	0.70		
Sat Flow, veh/h	3442	1583	5253	1583	3442	3632		
Grp Volume(v), veh/h	42	309	1649	59	73	570		
Grp Sat Flow(s),veh/h/ln	1721	1583	1695	1583	1721	1770		
Q Serve(g_s), s	1.0	20.2	20.3	1.6	2.2	6.3		
Cycle Q Clear(g_c), s	1.0	20.2	20.3	1.6	2.2	6.3		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	793	365	3097	964	172	2463		
V/C Ratio(X)	0.05	0.85	0.53	0.06	0.42	0.23		
Avail Cap(c_a), veh/h	1143	526	3097	964	667	2463		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	32.5	39.9	12.3	8.6	50.0	6.0		
Incr Delay (d2), s/veh	0.0	8.6	0.7	0.1	1.7	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	17.3	9.7	2.5	1.1	3.2		
LnGrp Delay(d),s/veh	32.5	48.5	12.9	8.7	51.6	6.2		
LnGrp LOS	C	D	B	A	D	A		
Approach Vol, veh/h	351		1708			643		
Approach Delay, s/veh	46.6		12.8			11.4		
Approach LOS	D		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		79.4		29.0	9.4	70.0		
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0		
Max Green Setting (Gmax), s		64.0		34.5	19.5	64.0		
Max Q Clear Time (g_c+1), s		8.3		22.2	4.2	22.3		
Green Ext Time (p_c), s		16.9		1.2	0.2	15.7		
Intersection Summary								
HCM 2010 Ctrl Delay			16.8					
HCM 2010 LOS			B					

ATTACHMENT 4

Existing PM

8/31/2016

HCM 2010 Signalized Intersection Summary

1: Sunrise Blvd & Douglas Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	256	422	71	84	92	139	565	75	213	1639	131
Future Volume (veh/h)	73	256	422	71	84	92	139	565	75	213	1639	131
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	269	339	75	88	97	146	595	79	224	1725	138
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	872	390	160	869	389	241	2512	782	321	2632	819
Arrive On Green	0.05	0.25	0.25	0.05	0.25	0.25	0.07	0.49	0.49	0.09	0.52	0.52
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	77	269	339	75	88	97	146	595	79	224	1725	138
Grp Sat Flow(s), veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.9	8.3	27.4	2.8	2.6	6.6	5.5	9.0	3.5	8.4	33.1	6.2
Cycle Q Clear(g_c), s	2.9	8.3	27.4	2.8	2.6	6.6	5.5	9.0	3.5	8.4	33.1	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	872	390	160	869	389	241	2512	782	321	2632	819
V/C Ratio(X)	0.47	0.31	0.87	0.47	0.10	0.25	0.61	0.24	0.10	0.70	0.66	0.17
Avail Cap(c_a), veh/h	541	954	427	541	954	427	541	2512	782	541	2632	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	41.1	48.3	62.1	39.0	40.5	60.3	19.4	18.0	58.7	23.5	17.0
Incr Delay (d2), s/veh	2.1	0.2	16.2	2.1	0.1	0.3	2.5	0.2	0.3	2.7	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.4	4.1	13.8	1.4	1.3	2.9	2.7	4.2	1.6	4.1	15.8	2.8
LnGrp Delay(d), s/veh	64.2	41.3	64.5	64.2	39.0	40.8	62.8	19.6	18.3	61.4	24.8	17.5
LnGrp LOS	E	D	E	E	D	D	E	B	B	E	C	B
Approach Vol, veh/h		685			260			820			2087	
Approach Delay, s/veh		55.3			47.0			27.2			28.3	
Approach LOS		E			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	73.1	10.3	36.8	16.5	70.0	10.2	36.9				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	19.5	64.0	19.5	34.0	19.5	64.0	19.5	34.0				
Max Q Clear Time (g_c+1), s	7.5	35.1	4.9	8.6	10.4	11.0	4.8	29.4				
Green Ext Time (p_c), s	0.4	15.7	0.2	3.3	0.5	20.1	0.2	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				34.1								
HCM 2010 LOS				C								

ATTACHMENT 4

Existing PM

8/31/2016

HCM 2010 Signalized Intersection Summary

5: Sunrise Blvd & Herodian Dr

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	19	20	16	5	122	22	639	9	240	1848	95
Future Volume (veh/h)	33	19	20	16	5	122	22	639	9	240	1848	95
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	20	21	17	5	130	23	680	10	255	1966	101
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	232	197	48	212	180	39	2850	42	289	2374	121
Arrive On Green	0.04	0.12	0.12	0.03	0.11	0.11	0.02	0.55	0.54	0.16	0.69	0.68
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5164	76	1774	3427	175
Grp Volume(v), veh/h	35	20	21	17	5	130	23	446	244	255	1007	1060
Grp Sat Flow(s), veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1849	1774	1770	1832
Q Serve(g_s), s	2.3	1.1	1.4	1.1	0.3	9.5	1.5	8.1	8.1	16.8	48.5	50.6
Cycle Q Clear(g_c), s	2.3	1.1	1.4	1.1	0.3	9.5	1.5	8.1	8.1	16.8	48.5	50.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	67	232	197	48	212	180	39	1871	1021	289	1226	1269
V/C Ratio(X)	0.52	0.09	0.11	0.36	0.02	0.72	0.59	0.24	0.24	0.88	0.82	0.84
Avail Cap(c_a), veh/h	312	561	477	312	561	477	312	1871	1021	312	1226	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	46.3	46.4	57.2	47.1	51.1	57.9	13.8	13.8	49.0	13.1	13.5
Incr Delay (d2), s/veh	6.2	0.2	0.2	4.4	0.0	5.3	13.2	0.3	0.6	23.4	6.3	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.6	0.6	0.1	4.4	0.9	3.9	4.3	10.1	25.6	27.7
LnGrp Delay(d),s/veh	62.7	46.5	46.7	61.6	47.1	56.5	71.2	14.1	14.4	72.3	19.4	20.1
LnGrp LOS	E	D	D	E	D	E	E	B	B	E	B	C
Approach Vol, veh/h		76			152			713			2322	
Approach Delay, s/veh		54.0			56.7			16.1			25.5	
Approach LOS		D			E			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	86.8	8.5	17.6	23.5	70.0	7.2	18.9				
Change Period (Y+Rc), s	4.5	6.0	5.5	5.5	4.5	6.0	5.5	5.5				
Max Green Setting (Gmax), s	20.5	64.0	19.5	34.5	20.5	64.0	19.5	34.5				
Max Q Clear Time (g_c+1), s	3.5	52.6	4.3	11.5	18.8	10.1	3.1	3.4				
Green Ext Time (p_c), s	0.0	9.0	0.1	0.7	0.2	24.0	0.0	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			25.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary 6: Sunrise Blvd & Chrysanthy Blvd

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	 		  		 	 		
Traffic Volume (veh/h)	26	98	561	30	249	1668		
Future Volume (veh/h)	26	98	561	30	249	1668		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	28	105	603	32	268	1794		
Adj No. of Lanes	2	1	3	1	2	2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	350	161	3362	1047	402	2896		
Arrive On Green	0.10	0.10	0.66	0.66	0.12	0.82		
Sat Flow, veh/h	3442	1583	5253	1583	3442	3632		
Grp Volume(v), veh/h	28	105	603	32	268	1794		
Grp Sat Flow(s),veh/h/ln	1721	1583	1695	1583	1721	1770		
Q Serve(g_s), s	0.7	6.4	4.6	0.7	7.4	18.7		
Cycle Q Clear(g_c), s	0.7	6.4	4.6	0.7	7.4	18.7		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	350	161	3362	1047	402	2896		
V/C Ratio(X)	0.08	0.65	0.18	0.03	0.67	0.62		
Avail Cap(c_a), veh/h	1241	571	3362	1047	724	2896		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	40.6	43.1	6.5	5.9	42.2	3.3		
Incr Delay (d2), s/veh	0.1	4.4	0.1	0.1	1.9	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	5.7	2.2	1.2	3.6	9.1		
LnGrp Delay(d),s/veh	40.7	47.5	6.6	5.9	44.1	4.4		
LnGrp LOS	D	D	A	A	D	A		
Approach Vol, veh/h	133		635			2062		
Approach Delay, s/veh	46.1		6.6			9.5		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		85.7		14.2	15.7	70.0		
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0		
Max Green Setting (Gmax), s		64.0		34.5	19.5	64.0		
Max Q Clear Time (g_c+1), s		20.7		8.4	9.4	6.6		
Green Ext Time (p_c), s		19.0		0.5	0.7	20.8		
Intersection Summary								
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			B					

ATTACHMENT 4

HCM 2010 Signalized Intersection Summary

1: Sunrise Blvd & Douglas Rd

Existing plus Project AM
10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	83	121	66	192	159	454	1580	136	97	531	63
Future Volume (veh/h)	127	83	121	66	192	159	454	1580	136	97	531	63
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	131	86	22	68	198	164	468	1629	140	100	547	65
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	591	265	155	513	230	578	3062	953	196	2497	778
Arrive On Green	0.07	0.17	0.17	0.05	0.15	0.15	0.17	0.60	0.60	0.06	0.49	0.49
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	131	86	22	68	198	164	468	1629	140	100	547	65
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	4.6	2.6	1.5	2.4	6.3	12.3	16.3	23.3	4.8	3.5	7.6	2.7
Cycle Q Clear(g_c), s	4.6	2.6	1.5	2.4	6.3	12.3	16.3	23.3	4.8	3.5	7.6	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	591	265	155	513	230	578	3062	953	196	2497	778
V/C Ratio(X)	0.57	0.15	0.08	0.44	0.39	0.71	0.81	0.53	0.15	0.51	0.22	0.08
Avail Cap(c_a), veh/h	582	1026	459	582	1026	459	720	3062	953	582	2497	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	44.2	43.7	57.8	48.1	50.6	49.8	14.5	10.8	56.9	18.0	16.8
Incr Delay (d2), s/veh	2.2	0.1	0.1	1.9	0.5	4.1	5.6	0.7	0.3	2.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.3	0.6	1.2	3.1	5.6	8.2	11.0	2.2	1.7	3.6	1.2
LnGrp Delay(d),s/veh	58.4	44.3	43.8	59.7	48.6	54.7	55.4	15.1	11.1	58.9	18.2	17.0
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	B	B
Approach Vol, veh/h	239				430				2237			
Approach Delay, s/veh	52.0				52.7				23.3			
Approach LOS	D				D				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.9	65.0	12.3	22.0	11.1	78.8	9.6	24.8				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	24.5	59.0	19.5	34.0	19.5	64.0	19.5	34.0				
Max Q Clear Time (g_c+1), s	18.3	9.6	6.6	14.3	5.5	25.3	4.4	4.6				
Green Ext Time (p_c), s	1.1	17.6	0.3	1.7	0.2	16.3	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay	28.8											
HCM 2010 LOS	C											

HCM 2010 TWSC
2: West Access & Douglas Rd

ATTACHMENT 4
Existing plus Project AM
10/12/2016

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑		↑
Traffic Vol, veh/h	254	62	0	417	0	61
Future Vol, veh/h	254	62	0	417	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	67	0	453	0	66
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	138
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	752
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	752
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	752	-	-	-		
HCM Lane V/C Ratio	0.088	-	-	-		
HCM Control Delay (s)	10.3	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.3	-	-	-		

HCM 2010 TWSC
3: East Access & Douglas Rd

ATTACHMENT 4
Existing plus Project AM
10/12/2016

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	296	19	109	417	0	42
Future Vol, veh/h	296	19	109	417	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	21	118	453	0	46

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	161
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	5.34	7.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.12	3.92
Pot Cap-1 Maneuver	-	820	728
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	820	728
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	-	-	820	-
HCM Lane V/C Ratio	0.063	-	-	0.144	-
HCM Control Delay (s)	10.3	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-

ATTACHMENT 4

Existing plus Project AM

10/12/2016

HCM 2010 TWSC

4: Sunrise Blvd & South Access

Intersection

Int Delay, s/veh 3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	139	2031	78	0	718
Future Vol, veh/h	0	139	2031	78	0	718
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	92	96	92	98	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	151	2116	85	0	748

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1058	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	7.14	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.92	- -
Pot Cap-1 Maneuver	0	190	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	190	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	72.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBT
Capacity (veh/h)	-	- 190	-
HCM Lane V/C Ratio	-	- 0.795	-
HCM Control Delay (s)	-	- 72.2	-
HCM Lane LOS	-	- F	-
HCM 95th %tile Q(veh)	-	- 5.5	-

ATTACHMENT 4

HCM 2010 Signalized Intersection Summary

5: Sunrise Blvd & Herodian Dr

Existing plus Project AM

10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	4	1	137	10	370	13	1744	102	118	577	20
Future Volume (veh/h)	19	4	1	137	10	370	13	1744	102	118	577	20
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	4	1	143	10	385	14	1817	106	123	601	21
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	346	294	188	493	419	28	2456	143	155	1993	70
Arrive On Green	0.03	0.19	0.19	0.11	0.26	0.26	0.02	0.50	0.48	0.09	0.57	0.56
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4916	286	1774	3489	122
Grp Volume(v), veh/h	20	4	1	143	10	385	14	1252	671	123	305	317
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1812	1774	1770	1841
Q Serve(g_s), s	1.5	0.2	0.1	10.4	0.5	31.2	1.0	38.7	39.0	9.0	11.8	11.8
Cycle Q Clear(g_c), s	1.5	0.2	0.1	10.4	0.5	31.2	1.0	38.7	39.0	9.0	11.8	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.07
Lane Grp Cap(c), veh/h	48	346	294	188	493	419	28	1693	905	155	1011	1052
V/C Ratio(X)	0.42	0.01	0.00	0.76	0.02	0.92	0.49	0.74	0.74	0.79	0.30	0.30
Avail Cap(c_a), veh/h	282	508	431	282	508	431	282	1693	905	282	1011	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.2	43.9	43.8	57.4	35.9	47.2	64.5	26.2	26.4	59.1	14.7	14.7
Incr Delay (d2), s/veh	5.6	0.0	0.0	6.5	0.0	24.3	12.7	2.9	5.4	8.7	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	5.4	0.3	16.4	0.6	18.8	20.8	4.8	6.0	6.2
LnGrp Delay(d),s/veh	68.9	43.9	43.9	63.9	35.9	71.4	77.2	29.2	31.9	67.8	15.4	15.5
LnGrp LOS	E	D	D	E	D	E	E	C	C	E	B	B
Approach Vol, veh/h	25				538				1937			
Approach Delay, s/veh	63.9				68.8				30.5			
Approach LOS	E				E				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	79.5	7.6	39.0	15.6	70.0	18.0	28.5				
Change Period (Y+Rc), s	4.5	6.0	5.5	5.5	4.5	6.0	5.5	5.5				
Max Green Setting (Gmax), s	20.5	64.0	19.5	34.5	20.5	64.0	19.5	34.5				
Max Q Clear Time (g_c+1), s	3.0	13.8	3.5	33.2	11.0	41.0	12.4	2.2				
Green Ext Time (p_c), s	0.0	17.9	0.0	0.3	0.2	13.0	0.2	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay	35.6											
HCM 2010 LOS	D											

ATTACHMENT 4

HCM 2010 Signalized Intersection Summary 6: Sunrise Blvd & Chrysanthy Blvd

Existing plus Project AM

10/12/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	41	333	1633	57	98	580		
Future Volume (veh/h)	41	333	1633	57	98	580		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	42	343	1684	59	101	598		
Adj No. of Lanes	2	1	3	1	2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	857	394	2974	926	205	2407		
Arrive On Green	0.25	0.25	0.58	0.58	0.06	0.68		
Sat Flow, veh/h	3442	1583	5253	1583	3442	3632		
Grp Volume(v), veh/h	42	343	1684	59	101	598		
Grp Sat Flow(s),veh/h/ln	1721	1583	1695	1583	1721	1770		
Q Serve(g_s), s	1.0	23.4	23.2	1.8	3.2	7.3		
Cycle Q Clear(g_c), s	1.0	23.4	23.2	1.8	3.2	7.3		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	857	394	2974	926	205	2407		
V/C Ratio(X)	0.05	0.87	0.57	0.06	0.49	0.25		
Avail Cap(c_a), veh/h	1098	505	2974	926	640	2407		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	32.2	40.6	14.5	10.1	51.4	7.0		
Incr Delay (d2), s/veh	0.0	12.5	0.8	0.1	1.8	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	20.1	11.0	2.6	1.6	3.7		
LnGrp Delay(d),s/veh	32.2	53.1	15.3	10.2	53.2	7.2		
LnGrp LOS	C	D	B	B	D	A		
Approach Vol, veh/h	385		1743			699		
Approach Delay, s/veh	50.8		15.1			13.9		
Approach LOS	D		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		80.7		32.1	10.7	70.0		
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0		
Max Green Setting (Gmax), s		64.0		34.5	19.5	64.0		
Max Q Clear Time (g_c+1), s		9.3		25.4	5.2	25.2		
Green Ext Time (p_c), s		17.7		1.2	0.3	16.0		
Intersection Summary								
HCM 2010 Ctrl Delay			19.7					
HCM 2010 LOS			B					

Baseline

 Synchro 9 Report
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ATTACHMENT 4

HCM 2010 Signalized Intersection Summary
1: Sunrise Blvd & Douglas Rd

Existing plus Project PM

10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	267	428	82	86	87	154	622	122	247	1657	131
Future Volume (veh/h)	73	267	428	82	86	87	154	622	122	247	1657	131
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	281	346	86	91	92	162	655	128	260	1744	138
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	878	393	172	889	398	255	2452	763	355	2599	809
Arrive On Green	0.05	0.25	0.25	0.05	0.25	0.25	0.07	0.48	0.48	0.10	0.51	0.51
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	77	281	346	86	91	92	162	655	128	260	1744	138
Grp Sat Flow(s), veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	3.0	8.9	28.8	3.3	2.7	6.3	6.3	10.5	6.2	10.0	34.9	6.4
Cycle Q Clear(g_c), s	3.0	8.9	28.8	3.3	2.7	6.3	6.3	10.5	6.2	10.0	34.9	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	878	393	172	889	398	255	2452	763	355	2599	809
V/C Ratio(X)	0.48	0.32	0.88	0.50	0.10	0.23	0.63	0.27	0.17	0.73	0.67	0.17
Avail Cap(c_a), veh/h	528	931	416	528	931	416	528	2452	763	528	2599	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	42.0	49.5	63.4	39.4	40.7	61.6	21.1	20.0	59.6	24.9	17.9
Incr Delay (d2), s/veh	2.2	0.2	18.6	2.3	0.0	0.3	2.6	0.3	0.5	2.9	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.4	14.6	1.6	1.3	2.8	3.1	5.0	2.8	4.9	16.6	2.9
LnGrp Delay(d),s/veh	65.8	42.3	68.1	65.6	39.4	41.0	64.2	21.3	20.4	62.5	26.3	18.4
LnGrp LOS	E	D	E	E	D	D	E	C	C	E	C	B
Approach Vol, veh/h		704			269			945			2142	
Approach Delay, s/veh		57.5			48.4			28.6			30.2	
Approach LOS		E			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	74.0	10.4	38.4	18.1	70.0	10.8	37.9				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	19.5	64.0	19.5	34.0	19.5	64.0	19.5	34.0				
Max Q Clear Time (g_c+H1), s	8.3	36.9	5.0	8.3	12.0	12.5	5.3	30.8				
Green Ext Time (p_c), s	0.4	16.0	0.2	3.4	0.6	21.6	0.2	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			35.7									
HCM 2010 LOS			D									

ATTACHMENT 4

HCM 2010 TWSC
2: West Access & Douglas Rd

Existing plus Project PM

10/12/2016

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑		↑
Traffic Vol, veh/h	523	114	0	274	0	126
Future Vol, veh/h	523	114	0	274	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	98	92	98	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	568	124	0	298	0	137
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	284
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	608
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	608
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	608	-	-	-		
HCM Lane V/C Ratio	0.225	-	-	-		
HCM Control Delay (s)	12.6	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.9	-	-	-		

ATTACHMENT 4

HCM 2010 TWSC
3: East Access & Douglas Rd

Existing plus Project PM
10/12/2016

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑		↑
Traffic Vol, veh/h	625	24	131	274	0	59
Future Vol, veh/h	625	24	131	274	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	98	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	679	26	142	298	0	64
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	679	0	-	340
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	558	-	0	560
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	558	-	-	560
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.4		12.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	560	-	-	558	-	
HCM Lane V/C Ratio	0.115	-	-	0.255	-	
HCM Control Delay (s)	12.3	-	-	13.6	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	1	-	

ATTACHMENT 4

 HCM 2010 TWSC
 4: Sunrise Blvd & South Access

 Existing plus Project PM
 10/12/2016

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	112	786	73	0	2132
Future Vol, veh/h	0	112	786	73	0	2132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	92	94	92	98	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	122	836	79	0	2268
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	418	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	499	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	499	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	14.5		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR\WBLn1	SBT			
Capacity (veh/h)	-	- 499	-			
HCM Lane V/C Ratio	-	- 0.244	-			
HCM Control Delay (s)	-	- 14.5	-			
HCM Lane LOS	-	- B	-			
HCM 95th %tile Q(veh)	-	- 0.9	-			

ATTACHMENT 4
HCM 2010 Signalized Intersection Summary
5: Sunrise Blvd & Herodian Dr

Existing plus Project PM

10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	19	20	176	5	143	22	697	54	331	1792	95
Future Volume (veh/h)	33	19	20	176	5	143	22	697	54	331	1792	95
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	20	21	187	5	152	23	741	57	352	1906	101
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	88	75	234	265	225	38	2534	194	297	2298	121
Arrive On Green	0.04	0.05	0.05	0.13	0.14	0.14	0.02	0.53	0.51	0.17	0.67	0.66
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4819	369	1774	3421	180
Grp Volume(v), veh/h	35	20	21	187	5	152	23	520	278	352	978	1029
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1798	1774	1770	1831
Q Serve(g_s), s	2.4	1.3	1.6	12.8	0.3	11.4	1.6	10.8	10.9	21.0	50.9	53.0
Cycle Q Clear(g_c), s	2.4	1.3	1.6	12.8	0.3	11.4	1.6	10.8	10.9	21.0	50.9	53.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.10
Lane Grp Cap(c), veh/h	66	88	75	234	265	225	38	1783	945	297	1189	1230
V/C Ratio(X)	0.53	0.23	0.28	0.80	0.02	0.68	0.60	0.29	0.29	1.19	0.82	0.84
Avail Cap(c_a), veh/h	297	534	454	297	534	454	297	1783	945	297	1189	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	57.6	57.7	52.8	46.3	51.1	60.9	16.7	16.8	52.2	15.1	15.5
Incr Delay (d2), s/veh	6.5	1.3	2.0	11.3	0.0	3.5	14.2	0.4	0.8	112.4	6.5	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	0.7	7.0	0.2	5.2	0.9	5.2	5.6	19.5	26.6	28.7
LnGrp Delay(d),s/veh	65.8	58.9	59.8	64.2	46.3	54.6	75.1	17.1	17.6	164.6	21.6	22.4
LnGrp LOS	E	E	E	E	D	D	E	B	B	F	C	C
Approach Vol, veh/h	76				344				821			
Approach Delay, s/veh	62.3				59.7				18.9			
Approach LOS	E				E				B			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	88.3	8.7	21.8	25.0	70.0	20.6	9.9				
Change Period (Y+Rc), s	4.5	6.0	5.5	5.5	4.5	6.0	5.5	5.5				
Max Green Setting (Gmax), s	20.5	64.0	19.5	34.5	20.5	64.0	19.5	34.5				
Max Q Clear Time (g_c+1), s	3.6	55.0	4.4	13.4	23.0	12.9	14.8	3.6				
Green Ext Time (p_c), s	0.0	7.4	0.1	0.7	0.0	23.6	0.3	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay	39.7											
HCM 2010 LOS	D											

ATTACHMENT 4

HCM 2010 Signalized Intersection Summary 6: Sunrise Blvd & Chrysanthy Blvd

Existing plus Project PM

10/12/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	26	150	613	30	301	1720		
Future Volume (veh/h)	26	150	613	30	301	1720		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	28	161	659	32	324	1849		
Adj No. of Lanes	2	1	3	1	2	2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	471	217	3151	981	450	2789		
Arrive On Green	0.14	0.14	0.62	0.62	0.13	0.79		
Sat Flow, veh/h	3442	1583	5253	1583	3442	3632		
Grp Volume(v), veh/h	28	161	659	32	324	1849		
Grp Sat Flow(s),veh/h/ln	1721	1583	1695	1583	1721	1770		
Q Serve(g_s), s	0.8	10.4	6.0	0.8	9.6	24.7		
Cycle Q Clear(g_c), s	0.8	10.4	6.0	0.8	9.6	24.7		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	471	217	3151	981	450	2789		
V/C Ratio(X)	0.06	0.74	0.21	0.03	0.72	0.66		
Avail Cap(c_a), veh/h	1163	535	3151	981	679	2789		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	40.0	44.2	8.9	7.9	44.4	5.0		
Incr Delay (d2), s/veh	0.1	5.0	0.2	0.1	2.2	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	9.2	2.9	1.3	4.7	12.3		
LnGrp Delay(d),s/veh	40.0	49.1	9.0	7.9	46.6	6.3		
LnGrp LOS	D	D	A	A	D	A		
Approach Vol, veh/h	189		691			2173		
Approach Delay, s/veh	47.8		9.0			12.3		
Approach LOS	D		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		87.9		18.6	17.9	70.0		
Change Period (Y+Rc), s		6.0		5.5	5.5	6.0		
Max Green Setting (Gmax), s		64.0		34.5	19.5	64.0		
Max Q Clear Time (g_c+1), s		26.7		12.4	11.6	8.0		
Green Ext Time (p_c), s		19.1		0.7	0.8	22.5		
Intersection Summary								
HCM 2010 Ctrl Delay			13.7					
HCM 2010 LOS			B					

Baseline

 Synchro 9 Report
 Page 6

Environmental Noise Assessment

Anatolia Marketplace Retail Center

Rancho Cordova, California

BAC Job # 2016-125

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Paul Bollard, President

August 4, 2016



Introduction

The proposed Anatolia Marketplace Retail Center project is located on the northeast corner of Sunrise Boulevard and Herodian Drive in the City of Rancho Cordova, California. The project includes several retail shops, an 80,000 square foot building area for major stores, gas station with car wash, and fast-food restaurants. Existing and future single-family residential uses are located along the eastern property line of the site and to the south opposite Herodian Drive. The project area and site plan are shown in Figures 1 and 2, respectively.

The purposes of this study are to evaluate noise impacts from the future commercial uses and associated gas station car wash on the existing and future residential developments to the east and south of the project site. This analysis focuses on noise generated by drive-through lanes, on-site truck movements, loading dock activities, roof-top mechanical equipment (HVAC), and the car wash at the proposed gas station. Where project-related noise levels are predicted to exceed the City of Rancho Cordova Noise Element standards, noise mitigation measures are evaluated.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

Figure 1
Project Area and Noise Measurement Locations
Anatolia Marketplace Retail Center - Rancho Cordova, CA



Figure 2
Proposed Project Site Plan
Anatolia Marketplace Retail Center - Rancho Cordova, CA

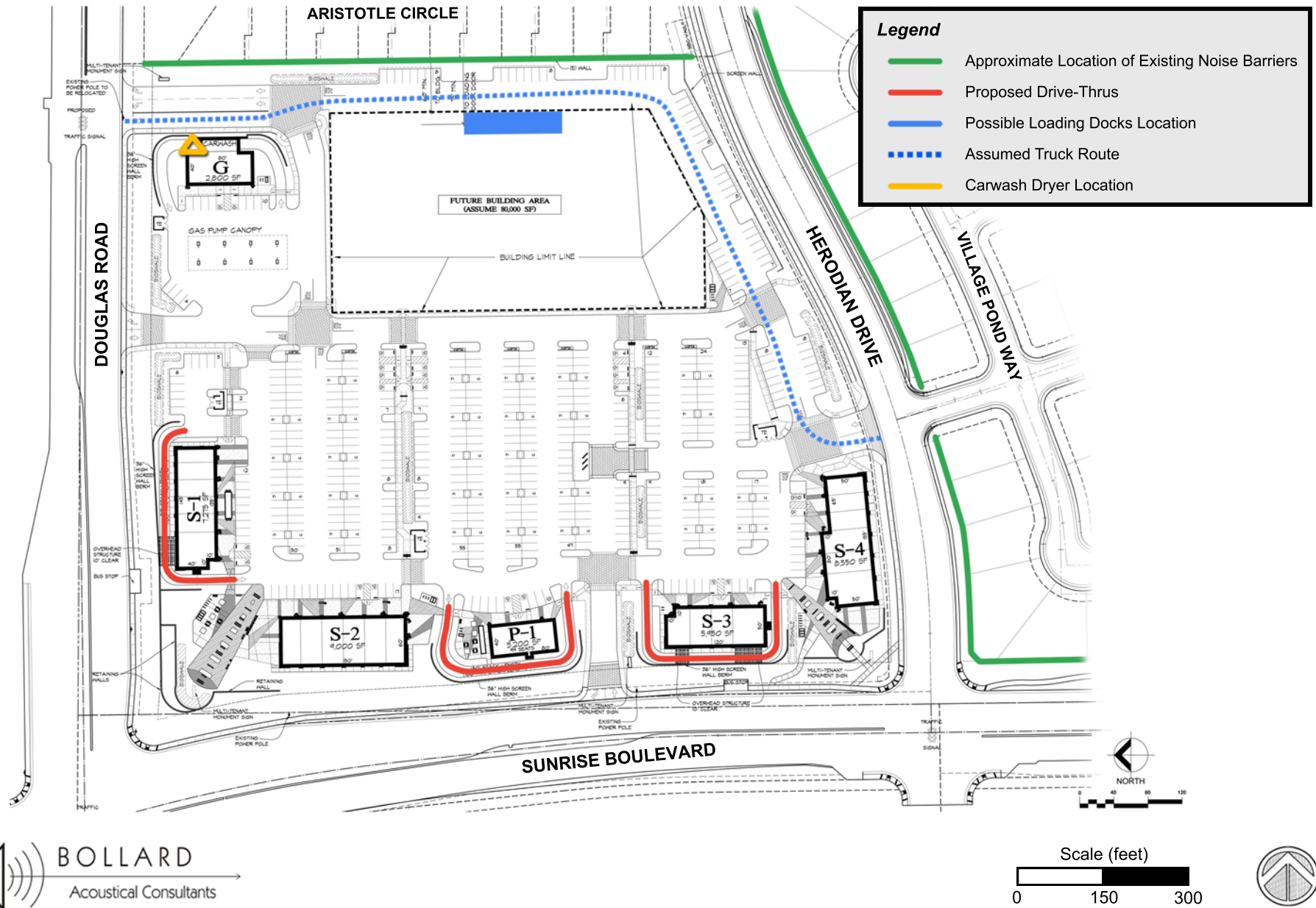
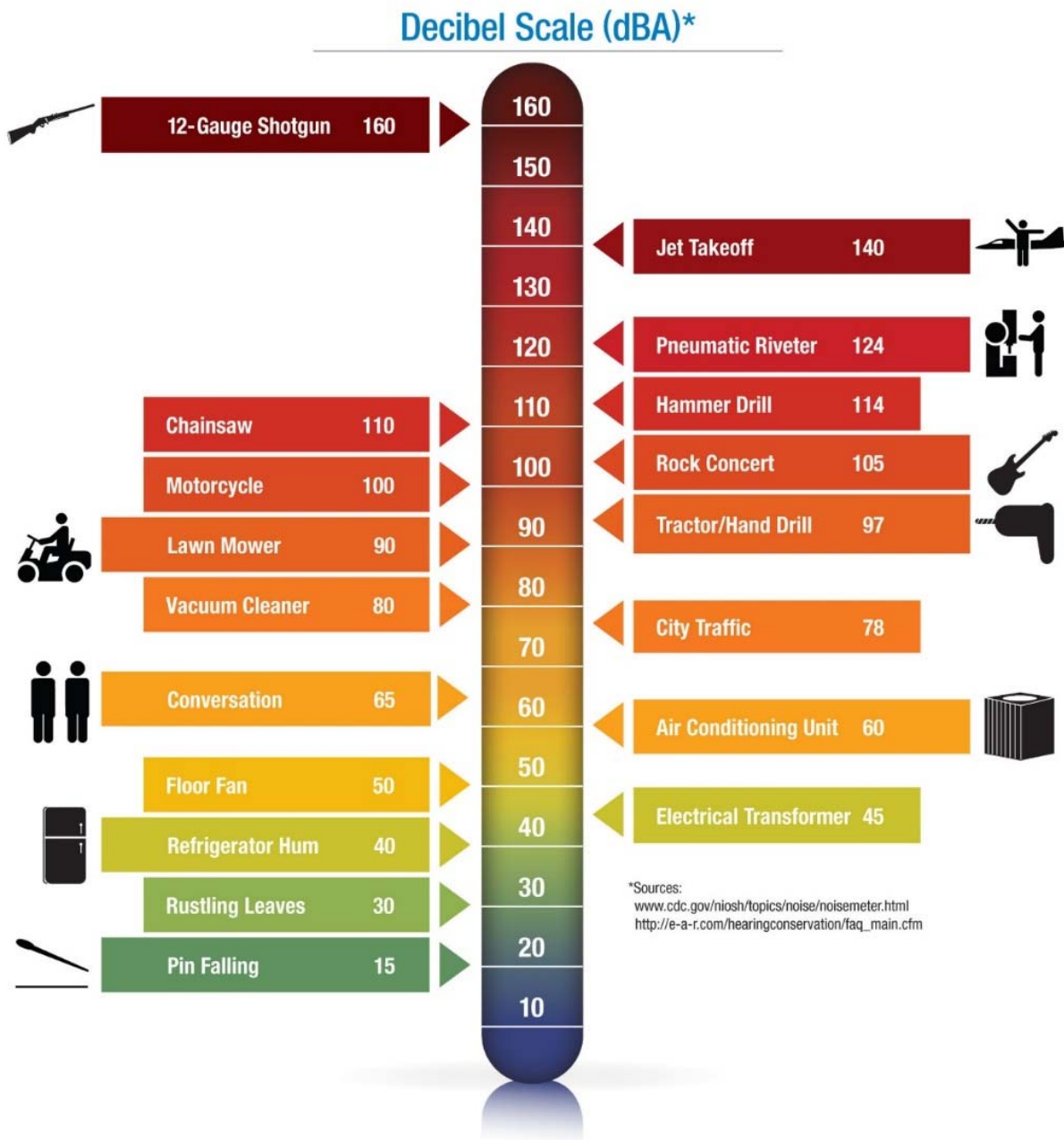


Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



Criteria for Acceptable Noise Exposure

City of Rancho Cordova General Plan

Policies N.1.3 and N.1.4 of the Rancho Cordova Noise Element specifically pertain to noise generated by non-transportation noise sources such as the Anatolia Marketplace Retail Center. Those policies, and the corresponding actions which are applied to those policies, are provided below:

Policy N.1.3 Ensure that proposed non-residential land uses likely to exceed the City's standards do not create noise disturbances in existing noise-sensitive areas.

Action N.1.3.1 - Require an acoustical analysis as part of the environmental review process when proposed non-residential land uses are likely to produce noise levels that exceed the City's noise standards. The acoustical analysis must be prepared by a qualified person experienced in environmental noise assessment and architectural acoustics, and must estimate existing and projected cumulative noise levels and compare those levels to the policies within this Element.

Action N.1.3.2 - Require any noise impacts identified in the acoustical analysis to be mitigated in conjunction with the project design.

Policy N.1.4 Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible.

The City's standards referenced in these policies are provided in Table N-1 of the Noise Element. That table is reproduced below as Table 1.

Table 1 Noise Level Performance Standards For New Projects Affected by or Including Non-Transportation Noise Sources			
Stationary Noise Source	Noise Metric	Daytime Level 7 am – 10 pm	Nighttime Level 10 pm – 7 am
Typical	Hourly Leq, dB	55	45
Tonal, Impulsive, Repetitive, or Consist Primarily of Speech or Music	Hourly Leq, dB	50	40
Notes: ¹ The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels. Source: Rancho Cordova Noise Element, Table N-1.			

The Table 1 criteria would apply to the closest existing and future residential outdoor activity areas (i.e., backyards).

Existing Ambient Noise Environment

The existing noise environment in the project vicinity is defined primarily by existing traffic on Sunrise Boulevard, Douglas Road, and Herodian Drive. The nearest noise-sensitive receptors to the future large commercial use truck delivery areas are future residences that will be located approximately 75 feet east of the proposed truck unloading area indicated on Figure 2, and approximately 110 feet east of the proposed car wash. Noise-sensitive residences are also located across Herodian Drive and approximately 230 feet from the nearest proposed drive-through lanes. All residences adjacent to the east and south of the project are shielded by existing noise barriers.

To generally quantify noise levels in the project vicinity, BAC conducted long-term (continuous) ambient noise level measurements from July 12-14, 2016 at the location shown in Figure 1. A summary of the noise level measurement survey results are provided in Table 2. The continuous noise level measurement results are provided in tabular format in Appendix B and graphically in Appendix C. Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the ambient noise level measurements. The meters were calibrated before use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Table 2 Ambient Noise Measurement Results ¹ Anatolia Marketplace Retail Center – Rancho Cordova, CA				
Site ²	Description	24-Hour Period	Daytime ³ (dB Leq)	Nighttime ³ (dB Leq)
1	Nearest backyards to the south	7/13 – 7/14	57 (61-53)	49 (57-43)
		7/14 – 7/15	57 (62-55)	52 (58-48)
2	Nearest backyards to the east	7/13 – 7/14	51 (59-44)	45 (52-40)
		7/14 – 7/15	51 (58-47)	45 (52-39)
Notes: ¹ Detailed noise measurement results are provided in Appendices B and C. Table 2 shows the average hourly Leq including the highest and lowest measured hourly Leq (High-Low). ² Figure 1 shows the measurement locations. ³ Daytime is 7am – 10pm; Nighttime is 10pm – 7am. Source: Bollard Acoustical Consultants, Inc. 2016.				

Table 2 shows that the average measured hourly daytime and nighttime Leq values for Site 1 were 57 dB and 49-52 dB, respectively. Measured ambient noise levels at Site 1 were above the City's noise exposure limits. Table 2 also indicates that the measured hourly daytime and nighttime Leq of 51 dB and 45 dB were generally at the City's noise standards. Therefore, compliance with the Noise Element standards would generally ensure that the project does not result in a substantial increase in ambient noise exposure. As a result, this analysis focuses on

achieving compliance with the noise level performance standards of the City of Rancho Cordova Noise Element as shown in the Table 1.

Evaluation of Project Noise Generation

Noise impacts due to the proposed retail center project were evaluated relative to the applicable City of Rancho Cordova noise exposure limits. Noise generated by project-related activities were quantified through a combination of reference noise level measurements and application of accepted noise modeling techniques. Noise sources associated with the proposed project include drive-through lanes, truck unloading operations, car wash dryer noise, and roof-top mechanical equipment (HVAC). Predicted noise levels resulting from these sources are evaluated in the following sections.

Drive-Through Noise Levels

The project proposes drive-through lanes at three (3) pads on the western side of the site, as shown on Figure 2. The distance from the nearest drive-through lanes to the nearest residences to the south is approximately 230 feet. To quantify noise levels resulting from use of the drive-through lanes, BAC utilized measurement results from various drive-through facilities collected for previous projects in recent years. BAC file data indicate a typical drive-through noise level of 50 dB L_{eq} at a distance of 50 feet. Adjusted to the distance of the nearest residences to the north, the resulting noise level would be 37 dB L_{eq} , in compliance with the City of Rancho Cordova exterior standards. The intervening noise barrier would provide additional noise attenuation of about -5 dB, thereby reducing overall drive-through levels to less than 32 dB L_{eq} at the nearest residences. As a result, no further mitigation is necessary for the drive-throughs.

Truck Delivery / Loading Dock Noise Levels

To predict noise levels generated by truck deliveries and loading dock activity at the project site, BAC utilized file data for comparable commercial centers. BAC file data indicate that the average measured loading dock noise level for comparably sized retail uses was 50 dB L_{eq} at a distance of 100 feet.

Projecting the reference noise level to the nearest residences 75 feet east of the proposed loading docks, the truck delivery noise levels are predicted to be 52 dB L_{eq} . The intervening sound wall would further reduce predicted noise levels by approximately 5 dB to 47 dB L_{eq} . As a result, the predicted noise level for the truck loading docks would comply with the City's daytime standards shown in Table 1 but will fail to meet the City's nighttime standards. Therefore, truck deliveries should either be limited to daytime hours (7am – 10pm) or the loading docks should be setback an additional 15 feet from the eastern property line in order to meet the 45 dB L_{eq} nighttime standard.

On-Site Truck Movement Noise Levels

Based on the orientation of the loading dock, delivery trucks would likely enter the project site at the northeast entrance from Douglas Road, then travel along the eastern and southern sides of the project site, and exit to the south on Herodian Drive. Please see the assumed on-site truck route shown on Figure 2. Future truck passbys would likely be approximately 60 feet and 140 feet from the nearest residential backyards to the east and south, respectively.

Based on our experience with similar major stores, it is expected that during a typical busy hour 4 semi-tractor trailer truck deliveries and 4 medium truck deliveries could occur along the assumed truck route. Using the Federal Highway Administration Traffic Noise Prediction Model (FHWA RD-77-108), hourly average noise exposure from truck movements during a busy hour of deliveries was calculated to be approximately 52 dB and 46 dB L_{eq} at the closest residential property to the east and south, respectively. The intervening sound wall would further reduce predicted truck noise levels by approximately 5 dB resulting in predicted noise levels of approximately 47 dB and 41 dB L_{eq} at the nearest backyards to the east and south, respectively. In order for the noise generated by on-site truck movement at the residences to the east, truck activity should be limited to daytime hours. No additional on-site truck movement noise mitigation would be required to achieve compliance with the City's noise standards.

Car Wash Noise Levels

Based on the experience of Bollard Acoustical Consultants, Inc., noise levels generated by car washes are primarily due to the drying portion of car wash operations. It is our understanding that the average car wash cycle for a similar car wash would be 5 minutes in duration and that the dryers would operate during the last 1 minute of the cycle. Therefore, during a worst-case hour, the car wash would go through 12 full cycles and the dryer would operate for approximately 12 minutes during a busy hour.

Similar car washes utilize a Ryko 3 Fan Slimline Dryer. The manufacturer's specifications, provided as Appendix D, indicate that the reference sound level varies relative to the position of the tunnel entrance or exit. Figure 2 illustrates the location of the proposed car wash tunnel and the direction vehicles will move through the tunnel—south to north. Assuming standard spherical spreading loss (-6 dB per doubling of distance), car wash dryer noise exposure at the closest noise-sensitive receivers 110 feet to the east was calculated to be approximately 51 dB L_{eq} . In addition, the intervening sound wall to east would reduce car wash dryer noise levels to 46 dB L_{eq} at the worst-case hour. As a result, the proposed car wash would satisfy the Rancho Cordova daytime noise level standard of 55 dB L_{eq} but would fail to meet the nighttime standard of 45 dB L_{eq} .

However, if there were 11 full car wash cycles per hour instead of the worst-case of 12, the noise level generated by the car wash would result to an hourly noise level of 45 dB L_{eq} . It is reasonable to conclude that the car wash will not be at full occupancy during nighttime hours. Therefore, the car wash generated noise will likely comply with both the City's daytime and nighttime standards.

Rooftop HVAC Noise Levels

The heating, ventilating, and air conditioning (HVAC) requirements for this project will be met using packaged roof-top systems. These units would be shielded from view of neighboring residential uses by rooftop parapets. BAC reference noise level data indicates that a typical 10-ton packaged unit can be expected to generate a sound power level of 90 dB. In a worst-case scenario, the HVAC equipment would be installed as close as possible to nearby residences. Assuming standard spherical spreading loss (-6 dB per doubling of distance), calculated rooftop HVAC equipment noise exposure at the closest backyards to the east and south was calculated to be approximately 52 dB L_{eq} and 47 dB L_{eq} , respectively. An additional 10 dB reduction was assumed for the parapet shielding reducing noise levels to 42 dB and 37 dB L_{eq} , respectively, for the nearest backyards to the east and south. These levels comply with the City's daytime and nighttime noise standards of 55 and 45 dB L_{eq} . As a result, no noise impacts are identified for this aspect of the project, and no additional consideration of additional HVAC noise mitigation measures would be warranted.

Conclusions

The proposed Anatolia Marketplace Retail Center project will include noise generated by drive-through speakers, loading dock activities, on-site truck movements, car wash equipment, and mechanical equipment (HVAC). Noise generated by the proposed drive-throughs, car wash, and HVAC units are predicted to comply with the Rancho Cordova noise standards. However, noise generated by the truck activity and at the loading docks must be restricted to daytime hours in order to satisfy the City's noise standards. As a result, no further noise mitigation is necessary for this project. This conclusion is based on the site plan shown on Figure 2 and on the assumptions shown within this report, deviations from which could cause actual noise levels to vary.

This concludes BAC's noise assessment for the proposed Anatolia Marketplace Retail Center in Rancho Cordova, California. Please contact BAC at (916) 663-0500 or paulb@bacnoise.com with any questions regarding this assessment.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.



Appendix B-1
Ambient Noise Monitoring Results - Site 1
Anatolia Marketplace Retail Center
Wednesday, July 13 - Thursday, July 14, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
1:00 PM	56	69	45	62	59	56	54	50
2:00 PM	59	82	42	63	60	57	54	50
3:00 PM	61	83	45	71	63	59	57	52
4:00 PM	61	87	47	68	62	60	58	54
5:00 PM	58	73	47	63	61	59	58	54
6:00 PM	59	76	47	63	61	59	57	54
7:00 PM	56	71	43	62	60	57	55	50
8:00 PM	56	71	45	61	59	56	54	49
9:00 PM	55	74	44	62	58	55	53	48
10:00 PM	53	73	39	59	56	54	52	46
11:00 PM	51	72	35	57	54	52	46	38
12:00 AM	47	62	33	54	52	49	42	36
1:00 AM	47	60	32	54	51	48	41	34
2:00 AM	43	60	31	52	46	42	37	33
3:00 AM	46	67	31	56	49	45	40	34
4:00 AM	47	62	32	55	51	47	43	36
5:00 AM	53	70	39	60	57	54	51	45
6:00 AM	57	69	45	61	60	58	56	51
7:00 AM	57	84	42	62	59	57	54	48
8:00 AM	56	73	40	63	60	57	54	48
9:00 AM	53	71	39	59	57	54	51	44
10:00 AM	57	76	41	66	59	55	52	46
11:00 AM	55	74	39	62	59	56	53	47
12:00 PM	57	83	41	61	59	56	53	47

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	77	43	63	60	57	54	49
High	61	87	47	71	63	60	58	54
Low	53	69	31	59	57	54	51	44

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	49	66	35	56	53	50	45	39
High	57	73	45	61	60	58	56	51
Low	43	60	31	52	46	42	37	33

Ldn:	59
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% Daytime Energy:	88%	% Nighttime Energy:	12%
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Appendix B-2
Ambient Noise Monitoring Results - Site 1
Anatolia Marketplace Retail Center
Thursday, July 14 - Friday, July 15, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
1:00 PM	59	76	42	66	61	58	56	49
2:00 PM	62	81	43	72	63	59	57	51
3:00 PM	58	72	42	63	62	58	56	49
4:00 PM	58	73	41	64	60	58	56	50
5:00 PM	56	72	42	62	60	57	54	49
6:00 PM	58	78	45	63	60	58	57	54
7:00 PM	57	77	43	61	59	57	55	50
8:00 PM	55	69	43	61	59	56	54	49
9:00 PM	55	67	51	60	58	55	54	52
10:00 PM	54	67	51	59	56	54	53	51
11:00 PM	52	72	34	58	54	52	51	40
12:00 AM	51	66	32	59	54	52	47	38
1:00 AM	54	69	33	60	59	56	48	36
2:00 AM	48	61	31	54	53	51	39	33
3:00 AM	48	64	31	56	53	51	41	35
4:00 AM	54	66	32	61	60	56	47	38
5:00 AM	54	67	34	61	58	56	52	43
6:00 AM	58	76	45	64	60	58	55	51
7:00 AM	59	88	44	62	59	57	55	50
8:00 AM	57	74	44	63	60	58	55	50
9:00 AM	58	75	43	67	61	57	54	48
10:00 AM	56	75	40	64	58	55	52	46
11:00 AM	55	73	39	62	59	56	53	47
12:00 PM	55	78	42	61	58	56	52	48

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	57	75	43	63	60	57	55	49
High	62	88	51	72	63	59	57	54
Low	55	67	31	60	58	55	52	46

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	52	67	36	59	56	54	48	41
High	58	76	51	64	60	58	55	51
Low	48	61	31	54	53	51	39	33

Ldn:	61
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% Daytime Energy:	82%	% Nighttime Energy:	18%
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Appendix B-3
Ambient Noise Monitoring Results - Site 2
Anatolia Marketplace Retail Center
Wednesday, July 13 - Thursday, July 14, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
1:00 PM	49	72	38	54	50	48	46	43
2:00 PM	54	81	39	57	53	49	47	44
3:00 PM	59	80	40	70	59	52	49	45
4:00 PM	53	75	37	61	55	51	48	45
5:00 PM	50	68	42	57	53	51	49	46
6:00 PM	53	76	40	59	54	51	48	44
7:00 PM	50	70	40	56	54	50	48	45
8:00 PM	50	68	42	54	52	50	49	46
9:00 PM	50	70	42	57	51	49	48	46
10:00 PM	47	64	38	51	49	47	46	43
11:00 PM	45	62	36	51	48	45	43	40
12:00 AM	42	54	35	48	45	42	40	37
1:00 AM	42	57	32	49	45	42	39	35
2:00 AM	40	56	32	48	44	40	38	34
3:00 AM	42	67	31	49	45	41	38	34
4:00 AM	42	56	32	49	46	43	40	36
5:00 AM	49	60	39	54	52	50	48	44
6:00 AM	52	59	44	56	54	53	52	49
7:00 AM	48	61	41	54	51	49	47	44
8:00 AM	48	66	39	56	50	46	44	42
9:00 AM	44	60	37	51	47	44	42	39
10:00 AM	55	76	37	64	55	48	44	41
11:00 AM	46	61	37	53	49	46	44	41
12:00 PM	58	87	39	54	50	47	45	42

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	51	72	39	57	52	49	47	44
High	59	87	44	70	59	52	49	46
Low	44	60	31	51	47	44	42	39

Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	45	59	36	50	48	45	43	39
High	52	67	44	56	54	53	52	49
Low	40	54	31	48	44	40	38	34

Ldn:	55
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% Daytime Energy:	89%	% Nighttime Energy:	11%
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Appendix B-4
Ambient Noise Monitoring Results - Site 2
Anatolia Marketplace Retail Center
Thursday, July 14 - Friday, July 15, 2016

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
1:00 PM	56	77	41	64	57	50	47	44
2:00 PM	49	72	39	54	51	48	46	43
3:00 PM	47	60	38	53	50	47	45	42
4:00 PM	54	77	38	60	52	48	46	43
5:00 PM	47	60	40	53	50	48	46	44
6:00 PM	48	64	40	54	51	48	47	44
7:00 PM	49	63	41	54	51	49	48	45
8:00 PM	50	61	44	54	52	50	49	46
9:00 PM	50	70	43	55	52	50	48	46
10:00 PM	44	58	37	49	47	45	44	40
11:00 PM	44	65	36	50	46	44	41	39
12:00 AM	45	63	34	52	47	44	42	38
1:00 AM	41	56	32	47	44	41	39	35
2:00 AM	39	52	32	46	43	40	37	34
3:00 AM	42	54	33	49	46	43	40	35
4:00 AM	43	60	33	48	46	44	42	38
5:00 AM	50	61	39	56	54	51	49	43
6:00 AM	52	69	44	56	54	52	51	48
7:00 AM	49	62	43	54	52	50	49	46
8:00 AM	54	77	43	59	52	50	48	46
9:00 AM	54	73	40	64	55	49	46	44
10:00 AM	54	78	40	63	53	49	47	44
11:00 AM	58	78	39	63	61	58	55	48
12:00 PM	50	72	39	55	52	49	47	44

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	51	69	41	57	53	50	48	44
High	58	78	44	64	61	58	55	48
Low	47	60	32	53	50	47	45	42

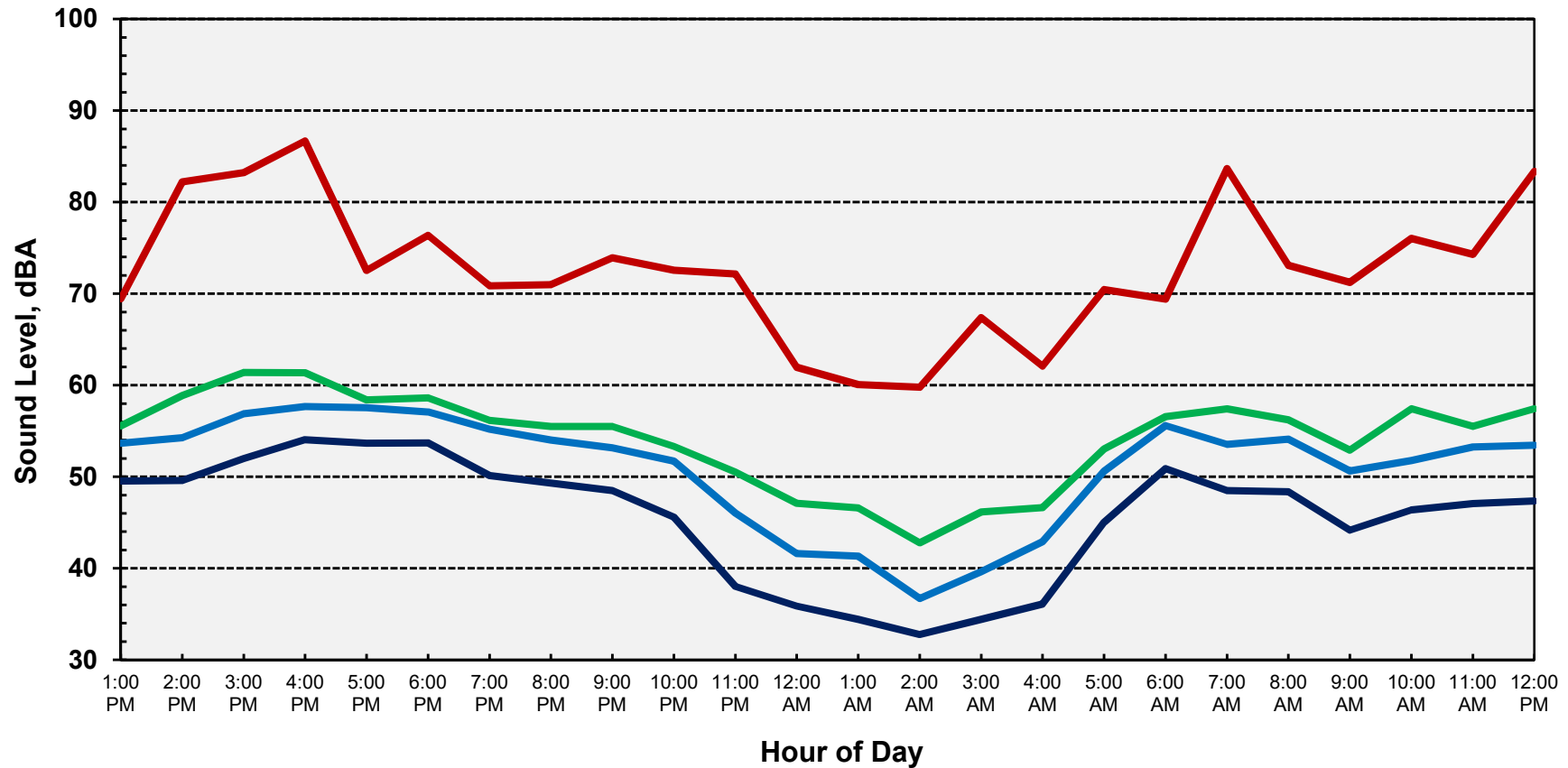
Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	45	60	36	50	47	45	43	39
High	52	69	44	56	54	52	51	48
Low	39	52	32	46	43	40	37	34

Ldn:	54
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% Daytime Energy:	87%	% Nighttime Energy:	13%
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Appendix C-1
Ambient Noise Monitoring Results - Site 1
Anatolia Marketplace Retail Center
Wednesday, July 13 - Thursday, July 14, 2016



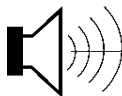
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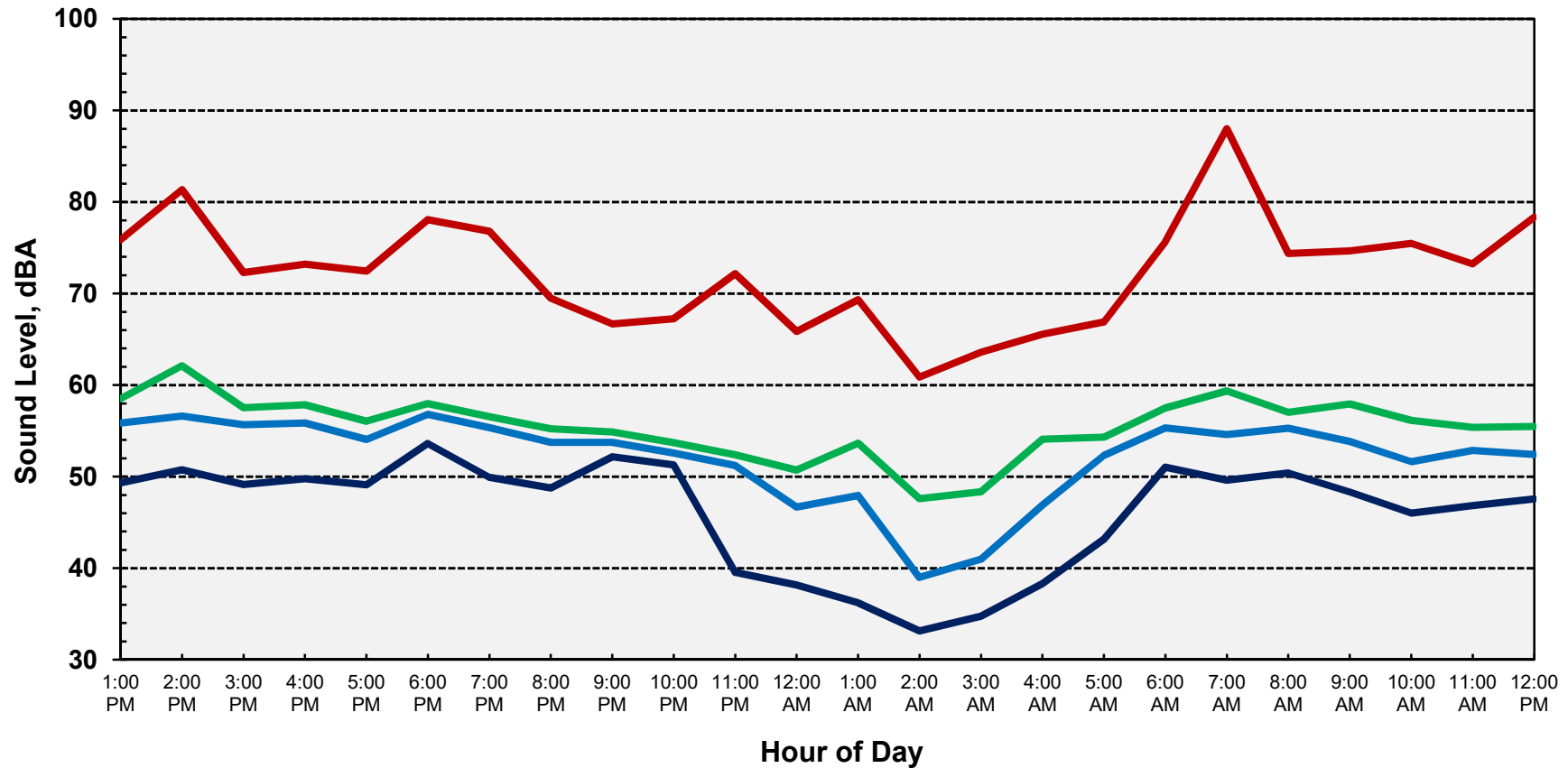
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Appendix C-2
Ambient Noise Monitoring Results - Site 1
Anatolia Marketplace Retail Center
Thursday, July 14 - Friday, July 15, 2016



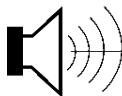
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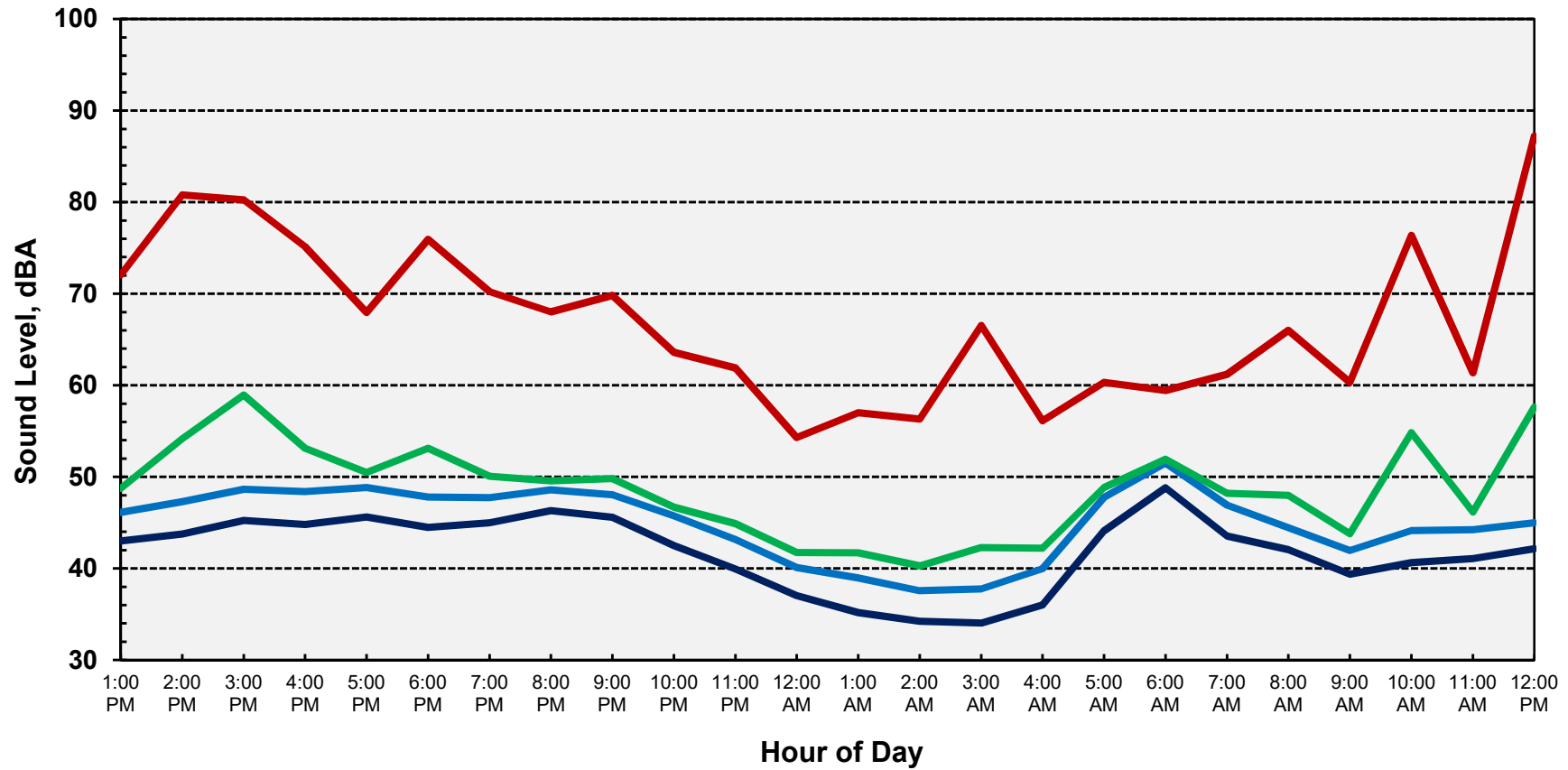
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Acoustical Consultants

Appendix C-3
Ambient Noise Monitoring Results - Site 2
Anatolia Marketplace Retail Center
Wednesday, July 13 - Thursday, July 14, 2016



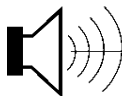
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Leq

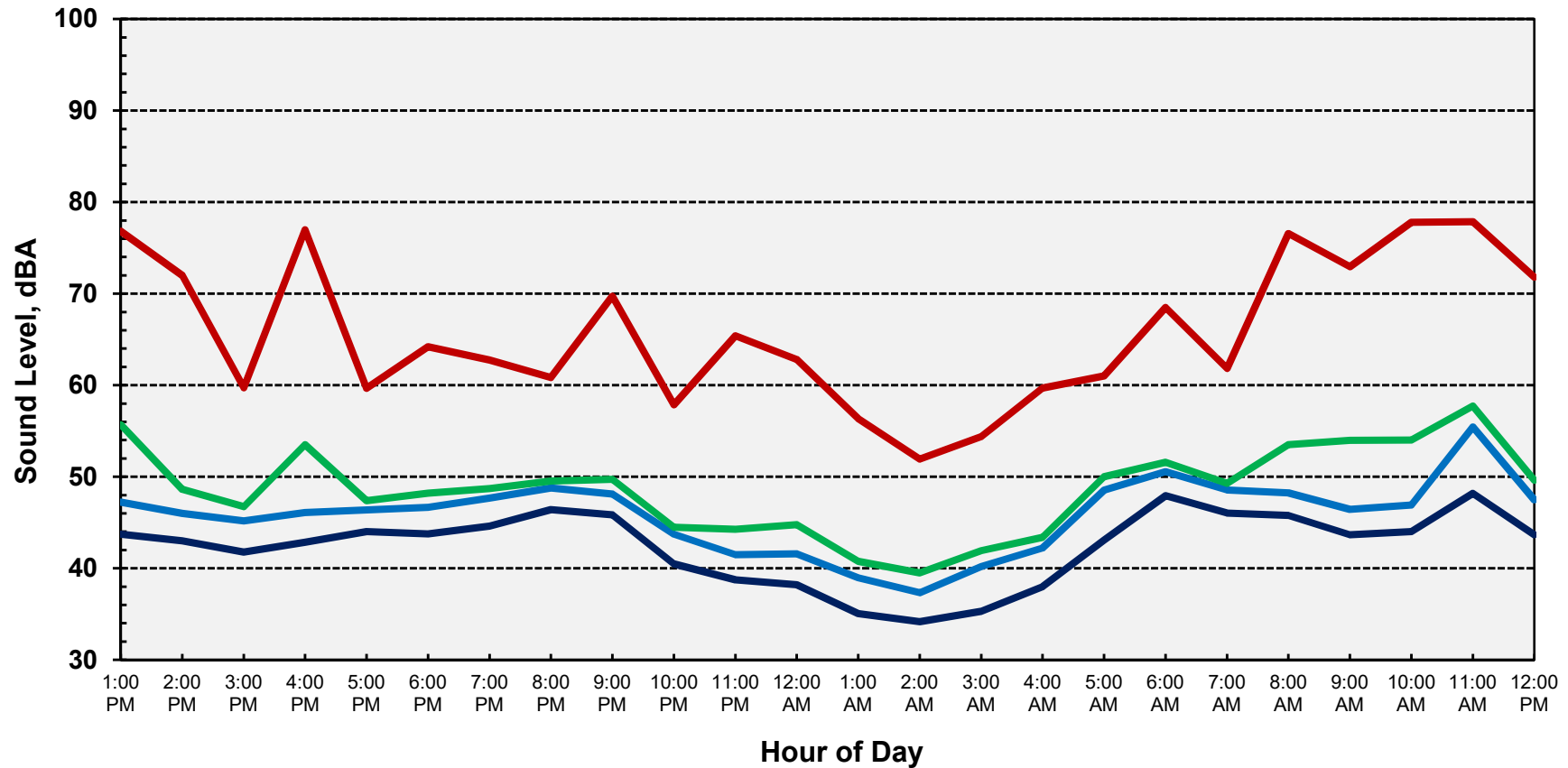
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Appendix C-4
Ambient Noise Monitoring Results - Site 2
Anatolia Marketplace Retail Center
Thursday, July 14 - Friday, July 15, 2016



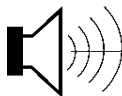
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Lmax

L50

Leq

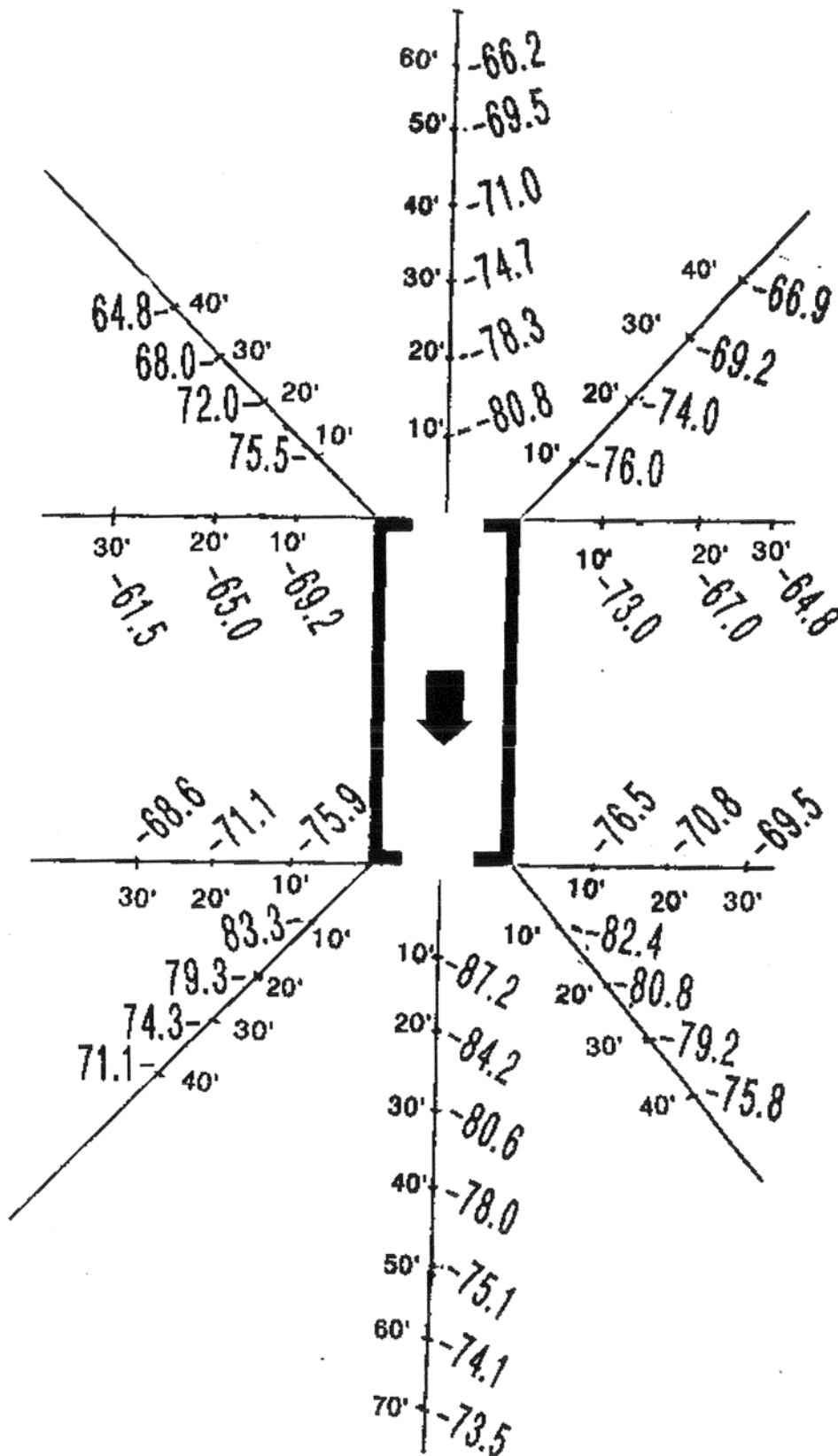
L90



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Appendix D



RYKO Mfg. 3-Fan Slimline Dryer
Soft Gloss XS Car Wash

BROKERAGE SERVICES
Retail Properties



500 Capitol Mall
Suite 2400
Sacramento, CA 95814-4599

Phone: (916) 446 8261
Fax: (916) 446 8750
jon.schultz@cbre.com

JON SCHULTZ
Senior Vice President

November 22, 2016

Matt Diaz
Rancho Cordova Planning Department
Via Email: mdiaz@cityofranchocordova.org

RE: Anatolia Retail Center Summary

Dear Matt:

The following is a response to two of the questions which were put forward relative to the design of the proposed shopping center:

Market Analysis/Reasoning:

The site plan has the Anchor tenant in its current configuration for the following reasons:

- This is the preferred configuration required by most grocery anchors not located in the most dense urban shopping environments.
- The plan provides the parking field configuration required by most grocery anchors not located in the most dense urban shopping environments.
- This plan allows the center to be developed in two or more stages. A Major/Anchor forward plan would require that the entire center be developed all at one time and the trade area will not be ready for a second grocer for quite a few years. This would delay the development of the center.
- The center's design is in keeping with the current state of the art for shopping center design which maximizes the visibility, signage, patio and gathering areas for the small shops and restaurants which desperately need the high identity to compete, placing them as close to the street as possible.
- Grocery anchors with their huge massing and large high exterior walls with very large store fronts and signage located against the street frontages would block visibility into the center creating more of a fortress feel to the project.
- The current design allows smaller building massing along the street and provides many windows of visibility into the balance of the project.
- This design contemplates developing pad shops that set the tone for the center and the community with very high quality design and materials, high end and expansive landscaping, public gathering and dining areas. These buildings are each designed to be four sided "Jewel Boxes" which are beautiful to look at from all four sides.
- Any design which departs from the proposed design would not be economically feasible as a vast majority of the value is in the Sunrise frontage. Shops placed elsewhere on the site would not bring high quality restaurants and retailers and the rents obtainable would not justify the cost of constructing them.

- Anchors do not require or need extreme street presence due to the mass and height of their building and signage.

The need for restaurants with a drive through component is explained as follows:

- This is in keeping with the current state of the art in shopping center design which has moved toward incorporating many more restaurants with a drive-through component to accommodate the requirements of the many top new and existing restaurant concepts which are now demanding drive-throughs to satisfy changing customer habits and lifestyles. These societal changes in lifestyle are changing shopping patterns and the way the consumer obtains food service. Tenants and restaurants are being forced to deliver convenience in order to be competitive. As a result, many restaurants are changing their operation to provide drive-through service or at minimum curb side delivery. A significant customer preference today is to order on line and pick up the food by drive-through or curb side service.
- Some of the most recent restaurants to make this operational change include The Habit Burger, Pete's Coffee & Costa Vida. Many other restaurants already demand drive-throughs including Panera, Cracker Barrel, Bob's Big Boy, Famer Boys Burgers, Subway, Boston Market, Corner Bakery, Culvers, Zaxby's, Tim Horton's, Portillo's Gourmet Hot Dogs, Pancheros Mexican Grill, Jason's Deli, PDQ, Starbucks, Steak & Shake, Dunkin Donuts, Krispy Kreme, Panda Express, Schlotzky's Deli, Pot Belly Deli, Subway, Etc.. The trend will continue as more and more restaurants add drive-throughs to satisfy consumer demand to stay competitive.

Matt, please feel free to call me to discuss these important aspects of current shopping center trends in design and tenant make-up.

Very truly yours,
CBRE, Inc.
Retail Services Team

Jon Schultz
SR. Vice President

FOR THE EXCLUSIVE USE OF RICK.MARTINEZ@CBRE.COM

From the Sacramento Business Journal:

<http://www.bizjournals.com/sacramento/print-edition/2016/01/29/restaurant-growth-redefines-shopping-centers.html>

Restaurant growth redefines shopping centers

As many retailers close stores, eateries are booming. Centers are changing to adapt.

🔑 SUBSCRIBER CONTENT:

Jan 29, 2016, 3:00am PST

Changes in retail have turned many shopping centers into dining destinations with a buffet of restaurant options. But how many eateries can those centers support?

Plenty, it appears. The local appetite for new restaurants is so strong that multiple food businesses can thrive in one center.



NOEL NEUBURGER | SACRAMENTO BUSINESS JOURNAL

As traditional retailers close brick-and-mortar stores and focus on the Internet, shopping centers are turning to service providers — including restaurants — to fill the gaps and drive traffic. Why? Because consumers are flocking to experience-based businesses such as restaurants.

“From coast to coast ... landlords are hungry to find ways to differentiate their centers,” reported the trade publication National Real Estate Investor in November. “And they’ve identified restaurants as a way to do so.”

Ryan McCullough, senior real estate economist for CoStar Group, said he’s

AGENDA ITEM 14.1

seen more space devoted to restaurants in recent years. “We have even noted a positive correlation between shopping center performance and percentage of space devoted to restaurants,” he said.

U.S. Census figures also show that over recent decades restaurants have outpaced other retail businesses in revenue growth. The trend has accelerated in the last three years.

The trend changes the way some restaurant owners approach their business. Some say having competition nearby means a constant scramble to keep up. But it also can work to an operator’s advantage, as neighboring eateries drive business to one another.

“There’s sort of this owner-operator fraternity here,” said Nick Dedier, a managing partner of two restaurants in the El Dorado Hills Town Center: Milestone Restaurant and Aji Japanese Bistro.

A shift to dining

With options ranging from Milestone Restaurant to an upcoming Rubio’s Coastal Grill location, the El Dorado Hills Town Center is one of the local centers that has heightened its focus on dining. The move began about three years ago, after the center evaluated its progress.

“You have to go back and revisit what your strategy is,” said Kevin Nagle, a general partner in the center. “What that meant was emphasizing a little more in the area of food.” Service businesses such as banking and real estate also were identified as priorities, Nagle said.

Restaurants have a proven record of success at the center, according to officials. At the 15 buildings owned by Town Center Management Group Inc., food sales have grown annually by at least 10 percent over the past five years. Food sales in those buildings now amount to nearly \$20 million, officials say.

Since 2013, the center’s restaurant spots have stayed full, with vacancies

generally filling quickly. Over the same time, the number of merchandise retailers has declined slightly.

Finding the right mix

That trend is seen in many centers, where service businesses such as restaurants increasingly dominate.

Eateries make up about 27 percent of the businesses at Folsom's Broadstone Marketplace. And they account for about 40 percent of the collective makeup of Rocklin Commons and Rocklin Crossings, the two centers at Interstate 80 and Sierra College Boulevard.

One center under development in Carmichael, called Milagro Centre, will be almost all restaurants.

This raises an age-old question: what's the ideal mix?

Traditionally, "Retail is often a traffic generator for a restaurant. If those retailers disappear, then there goes a traffic generator," said broker Tom Edler, president of Pacific Coast Advisors Inc. in El Dorado Hills.

Restaurateur Dedier agreed. He said retail is key, especially in a place such as the El Dorado Town Center where many restaurants lack freeway visibility. Strong retailers can affect the quality of restaurants and help attract new customers.

"People aren't just looking for food to spend their money on," Dedier said.

Restaurants can help retail

Some think that formula may be changing, however. Restaurants can help retailers as well — especially those willing to stay open late, said independent broker Scott Reynolds. He works with Folsom's Palladio at Broadstone, where he expects to see more dining options.

"The successful restaurants have waits. People wander the center," Reynolds

said. "When people eat, more than likely they want to take a little walk after dinner."

Jack Mansour, chief operating officer of Town Center Management Group Inc., has a similar perspective.

"Our focus remains to have a mix of retail and restaurant space" he said. From a marketing perspective, the center expects to continue working with retailers to help them capture customers drawn by restaurants.

In addition to many beauty services and real estate offices, Town Center has many strong independent retailers, ranging from a running store to a bookstore. The center's partners say they're still considering leases with some potential new retailers.

Still, they say there's also room for more dining options. The center is even open to converting a retail space into a restaurant.

Restaurants can help each other

But there are already nearly 30 places to eat in the Town Center — ranging from sit-down restaurants to Starbucks and Target. That's why one restaurant operator in the center thinks new dining additions should be approached cautiously.

Charles Knight opened Ruffhaus Hot Dog Co. in the center in 2010. The business began as a hot dog shop with a limited menu. Knight has expanded that menu as new eateries have entered the center.

"It keeps you on your toes," he said. "For a while it was just kind of broad and you could do whatever you wanted. It's definitely forced us to really diversify what we're doing."

The concepts that failed didn't pick up on that message, he said. Chili's Grill & Bar, La Bou Bakery & Cafe and Mama Ann's Deli & Bakery are among the center's recent restaurant closures.

“The businesses that failed are businesses that didn’t constantly see the need to improve,” Knight said. “Are we fresh? Are we doing things differently?”

In at least one example, competition has led Knight to limit his services. Before Early Toast Mimosa House entered the center, Ruffhaus served breakfast. But Knight abandoned his early-morning menu with the breakfast-centered restaurant’s arrival. “I didn’t want to even compete with that,” he said.

Still, Knight calls the tenant mix an atmosphere of “friendly competition” and says it can even be beneficial at times. If the wait is too long at a neighboring restaurant, diners might end up at Knight’s eatery. They also have potential to see his restaurant on their way to a dinner reservation elsewhere, and vow to return.

Nagle said business partners in the center “want to be mindful of our tenants” when choosing new restaurants. And retail analysts say centers have some practical reasons to limit the number of eateries.

“Restaurants are required to have more parking than traditional retail,” said broker Reynolds. Also, operators often avoid offering similar cuisines in one center.

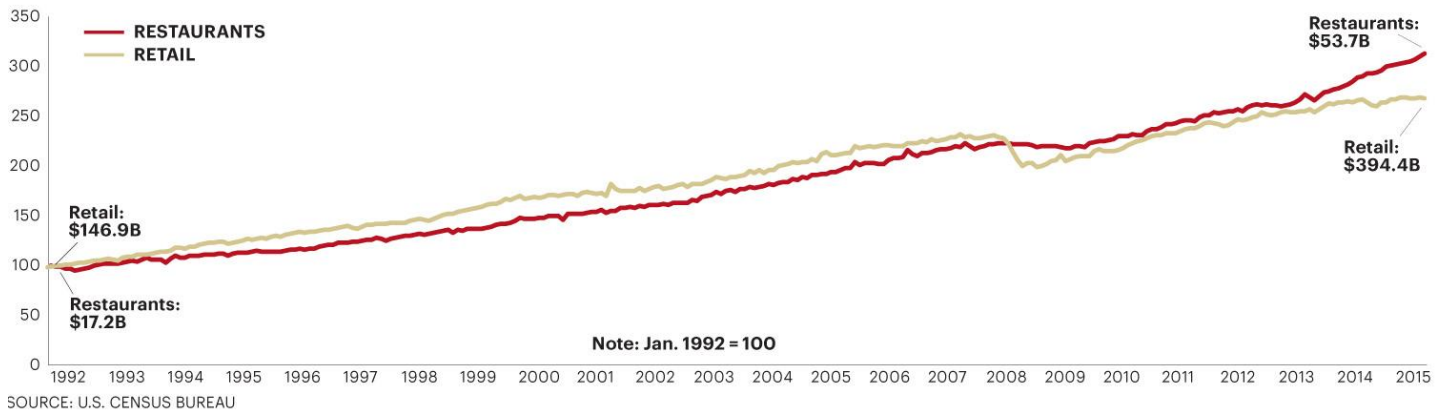
Is the notoriously high failure rate of restaurants a concern for the operators who market their centers as dining hubs?

Not as much as you might expect, according to Reynolds. Many centers are focusing on chains that have built a following, he said.

PINSTRIPE-line charts

RESTAURANTS OUTPACE RETAIL

Over the last quarter century, restaurants have outpaced retail stores in sales growth nationally. Restaurants suffered less during the Great Recession, and their growth has accelerated in recent years.



Sonya Sorich

Staff Writer and Social Engagement
Manager

Sacramento Business Journal



DRIVE-THROUGH AND FAST CASUAL DINING IN ANATOLIA RETAIL CENTER

The research and analysis below generally supports the applicant's contention that massing smaller buildings along the street/intersection is the industry standard today, which optimizes visibility and is needed to attract major brand restaurants and retailers.

The analysis also supports the applicant's contention that the proposed design responds to the current trend toward demanding more restaurant space and more convenience. With three drive-through restaurant pads and two walk-in buildings, this center reflects current trends in both shopping center design and consumer demands. This center should attract both Quick Serve Restaurant (QSR) brands, and "Fast Casual" brands.

Research and Analysis:

1. The new Anatolia Retail center is located away from the City's employment concentration, its clientele will be dominated by local residents and commuters on Sunrise, as opposed to breakfast and lunchtime trade from nearby employees. This new center and its stores will thus need to be like those located in residential areas throughout the region and contain drive-throughs;
2. Restaurant growth has outpaced general retail, especially since 2008, arguing for more restaurants in new shopping centers;¹
3. Customers want ever more convenient and quick dining choices, with chain QSR visits dominating the 2016 restaurant market in both sales and growth;² This demand for convenience includes more drive-throughs³. Ideal drive-through conditions are where both spouses work outside of the home (modern nuclear family)⁴;
4. The drive-through is becoming critically important to small restaurants. Between 50-70% of all QSR sales come from the drive-through lane. In 2012, customers utilized drive-throughs at different rates, with about 57% utilizing a drive-through at a hamburger restaurant, 40% at Mexican restaurants, and 38% of customers utilizing drive-throughs at chicken fast food restaurants. In that same year, in each restaurant category, the percentage of customers who utilized the drive-through was higher than the percentage of those who ate in, and those that carried out;⁵

¹ <http://www.bizjournals.com/sacramento/printedition/2016/01/29/restaurant-growth-redefines-shopping-centers.html>

² <https://www.qsrmagazine.com/news/independent-restaurant-growth-decline> "The overall decline in restaurant counts is a reflection of the stalled traffic growth experienced by the foodservice industry over the past several years. Total U.S. foodservice traffic was flat in the year ending June 2016 compared to year ago. Visits to independent restaurants, a restaurant system type that is particularly challenged in a soft environment, were down 3 percent. Major chains posted a 1 percent gain in traffic while small chain visits were flat, according to NPD's ongoing foodservice market research, CREST. Quick service restaurant visits, which represent 80 percent of total industry traffic, were up 1 percent, family dining and casual dining restaurant traffic declined by 4 and 3 percent, respectively."

³ <http://smallbusiness.chron.com/key-elements-success-fast-food-industry-24913.html> Fast food is about convenience, so to be successful a fast food outlet should be located in a high-traffic area, according to the website Bplans. Fast food isn't considered a destination; customers won't travel into the countryside for a bag of fries in the same way that they would for a special restaurant experience. By locating outlets in shopping malls and on busy commercial strips, fast food companies gain business and impulse purchases from customers who had no preplanned patronage of the restaurant.

⁴ <http://blog.euromonitor.com/2013/09/key-indicators-what-makes-a-market-drive-through-ready.html>

⁵ <http://smallbusiness.chron.com/percentage-sales-drive-through-windows-fast-food-restaurants-75713.html>

5. Restaurants typically with drive-throughs are in the “Quick Service” restaurant industry (QSR), which is a subset of “Fast Casual.” Included are McDonald’s, Burger King, Wendy’s, Taco Bell, Dunkin’ Donuts, Pizza Hut, and KFC⁶. Minimizing drive through wait times are a critical competitive factor, with average waits of about 181 seconds in 2015;⁷
6. “Fast Casual” dining means that customers order at the counter and seat themselves. Examples include Boston Market, Panera Bread, Subway, the Habit Burger, Chipotle, Five Guys, Baja Fresh, and Noah’s Bagels. Responding to market trends, many of these brands are now adding drive-throughs at their new stores whenever possible. For example, 40% of all existing Starbucks stores have drive-throughs, and the company intends to install drive-throughs at 60% of its future stores⁸. Panera is also moving forward with more drive-throughs, as are Habit and Subway. Chipotle rejects drive-throughs in the belief that it would interfere with the unique customer experience Chipotle provides.
7. Quick-service restaurants are losing their share of the food market to both fast-casual options, as well as, full-service restaurants.⁹ Consumers are willing to pay slightly higher prices for higher quality food.
8. Siting of new National Brand restaurants depends on visibility. For instance, McDonalds location and facility considerations include:

“The location of each unit is a major element of its potential success. For that reason, the company keeps a close watch on where its stores can be located. The ideal site for a stand-alone restaurant will be 50,000 square feet, although units have been developed on both smaller and larger sites. A corner location with the option to put up signs visible from two major streets is considered optimal, as is a site near a major intersection with traffic signals. Ample parking space is required and must meet all applicable local parking codes. Size and space requirements are adapted for mall, airport and some downtown locations.”¹⁰
9. The average drive-through restaurant is between 1,200 and 4,000 square feet¹¹. Since only Building P-1 is that small in the proposed Anatolia Center, the other two buildings with drive throughs will likely house larger fast casual stores with drive-throughs plus other tenants. The drive-throughs are thus not likely to limit access to buildings¹² or to distract or disturb patrons. Deliveries to the smaller stores will have to be through the front;

⁶ https://en.wikipedia.org/wiki/List_of_restaurant_chains_in_the_United_States#Fast-casual

⁷ <http://time.com/money/3478752/drive-thru-fast-food-fast-casual/>

⁸ <http://time.com/money/3478752/drive-thru-fast-food-fast-casual/>

⁹ <http://www.fool.com/investing/general/2016/05/17/fast-casual-isnt-the-only-thing-killing-fast-food.aspx>

¹⁰ <http://smallbusiness.chron.com/mcdonalds-franchise-location-requirements-40457.html>

¹¹ <http://www.dimensionsinfo.com/average-size-for-a-fast-food-restaurant/>

¹² <http://www.costar.com/News/Article/Restaurants-Find-Less-Is-More-Profitable-When-it-Comes-to-Square-Footage/149379> "The fast food companies have realized that the drive thru window is their main revenue source so they have less seating and parking and can fit on much smaller parcels. 10 years ago fast food users typically needed an acre to build their 3,300-square-foot building on. Now we are seeing them fit on 0.6 acres with a 2,300-square-foot prototype," Ryals said.

10. New shopping centers include as many stand-alone street side pads as access, space and terrain allow. Chains dominate these pads. Examples of recent shopping centers include:

- a. McDonalds at the entrance to El Dorado Town Center;
- b. Broadstone Plaza, Folsom (McDonalds, Del Taco, Chick-fil-A) – the street side pads are evenly mixed between QSR's and restaurants (Mimi's, Buffalo Wild Wings, Romano's Macaroni Grill)
- c. Sunridge Plaza, with Jimboy's Tacos and other yet unnamed brands.

11. The brands in the new center are likely to be among the top 50¹³. Sales of QSR chains per store in the United States in 2015 (\$ Millions per year):¹⁴ Depending on brand, each Drive-through restaurant would therefore be expected to have about \$1.2 Million in sales. This would generate over \$500,000 in sales tax, with about \$90,000 of that to the City's General Fund.

Chick-fil-A	\$3.98 M		Carl's Jr/Hardee's	\$1.25
McDonalds	\$2.5		Sonic	\$1.2
Panera Bread	\$2.5		Arby's	\$1.07
Chipotle*	\$2.42		Starbuck's	\$1.06
Wendy's	\$1.54		KFC	\$1
Jack in the Box	\$1.51		Dunkin Donuts	\$0.9
Taco Bell	\$1.46		Domino's Pizza*	\$0.9
Popeye's	\$1.46		Little Ceasars*	\$0.82
Dairy Queen	\$1.34		Pizza Hut*	\$0.73
Burger King	\$1.34		Subway	\$0.42

*Not likely a drive-through, but may be a fast casual store.

¹³ <https://www.qsrmagazine.com/QSR-50>

¹⁴ <https://www.statista.com/statistics/242870/average-sales-per-system-unit-of-quick-service-restaurant-chains/>

637

street pads at proposed center

[illegible]

Retail Trend Research

Big Box & Department Store Retailers:

- general merchandise (apparel, jewelry, cosmetics, home furnishing, household products, toys, appliances and sporting goods)
- stores occupy an enormous amount of physical space and offer a wide variety of products
 - take advantage of economies of scale
 - high volume, lower profit margin, very competitive prices
- Examples: Walmart, Best Buy, Home Depot, Ikea, Target
- By 2020 the big box and department segment is expected to decline at a rate of 4.6%
(Mazzone & Associates 2015 Retail Report)

Warehouse Club & Supercenter Retailers:

- Large stores that retail a general line of grocery products along with merchandise items (apparel and appliances)
 - Wide selection of bulk goods at very competitive prices
- Membership fee required by each customer
- Examples: Costco, Sam's Club, BJ's Wholesale Club (*Mazzone*)

- Evolution and growth of warehouse clubs have been the most significant influence on the retail sector over the last 15-20 years according to a National Bureau of Economic Research study
- Sales rose 10.5x from 1992-2013
- Created 660,000 jobs from 2000-2015
- Costco (the industry leader) plans to add 22 new warehouse locations this year (*Market Realist*)
- By 2020 the warehouse segment is expected to increase at a steady rate of 2.5%

Supermarkets & Grocery Stores

- Sell general food products – fresh and prepared meat, poultry, seafood, canned and frozen food, fresh fruits and vegetables, dairy products
- Examples: Albertsons, Kroger, Trader Joes, Whole Foods, Ahold Delhaize

- Grocery stores sales declined during the 2008-2009 recession but since then have increased
- Food away from the house have grown faster than grocery store sales prompting many grocery stores to sell a variety of ready-to-eat entrees (*US Department of Agriculture*)
- By 2020 the supermarket segment is expected to increase at a slow rate of 0.6% (*Mazzone*)

Ecommerce:

- Sell retail goods on the internet
 - E-commerce, online auction websites, e-tailers
 - Pure play e-tailers: use the internet as their primary source of retailing
 - Brick and click e-tailers: combine internet sales with a traditional store
- By 2020 the ecommerce segment is expected to increase at an average annual rate of 12.8% (*Mazzone*)
- 15% of the total US online retail sales are executed using smart phones
 - Expected to be 25% by 2017

(*Invespcro*)

(*Mazzone*)

IMPACT OF DRIVE-THRU

- According to the NPD Group (leading global information company) drive thru traffic has fallen by 128 million visits in the past four years whereas foodservice delivery has increased by 69 million orders (*NPD Group*)
- Customers continue to demand more convenient and higher quality food
 - Drive-thru can represent both opportunity and a potential pitfall
- Fast food companies typically account for 60-70% of their business through drive-thru's
- Breakfast witnessed a 4% sales growth in 2015
- The average number of vehicles in drive-thru's of all categories experienced a slow down

TOP RETAILERS 2016

<u>Rank</u> ▲	<u>Company</u>	<u>2015 Retail Sales (000)</u>
1	Wal-Mart Stores	\$353,108,000
2	The Kroger Co.	\$103,878,000
3	Costco	\$83,545,000
4	The Home Depot	\$79,297,000
5	Walgreens Boots Alliance *	\$76,604,000
6	Target	\$73,226,000
7	CVS Health	\$72,151,000
8	Amazon.com	\$61,619,000
9	Albertsons	\$58,443,000
10	Lowe's Companies	\$57,486,000

<u>Rank</u> ▲	<u>Company</u>	<u>2015 Retail Sales (000)</u>
11	McDonald's	\$35,837,000
12	Best Buy	\$35,148,000
13	Apple Stores / iTunes	\$34,949,000
14	Publix Super Markets	\$32,633,000
15	Macy's	\$27,002,000
16	Rite Aid	\$26,866,000
17	Ahold USA / Royal Ahold **	\$26,350,000
18	TJX	\$23,557,000
19	Aldi	\$22,781,000
20	Sears Holdings	\$22,129,000
21	H-E-B Grocery	\$20,523,000

<u>Rank</u> ▲	<u>Company</u>	<u>2015 Retail Sales (000)</u>
22	Dollar General	\$20,369,000
23	Dollar Tree	\$19,930,000
24	YUM! Brands	\$19,363,000
25	Kohl's	\$19,204,000
26	Delhaize America	\$17,461,000
27	Verizon Wireless	\$16,924,000
28	Meijer	\$15,963,000
29	Wakefern / ShopRite	\$15,400,000
30	Ace Hardware	\$15,343,000
31	Whole Foods Market	\$14,849,000
32	BJ's Wholesale Club	\$14,406,000

<u>Rank</u> ▲	<u>Company</u>	<u>2015 Retail Sales (000)</u>
33	Starbucks	\$14,124,000
34	Nordstrom	\$13,972,000
35	7-Eleven	\$13,957,000
36	Subway	\$13,901,000
37	A&T Wireless	\$13,868,000
38	Gap	\$12,604,000
39	J.C. Penney Co.	\$12,548,000
40	Ross Stores	\$11,930,000
41	Bed Bath & Beyond	\$11,919,000
42	SUPERVALU	\$11,647,000
43	L Brands	\$10,967,000

<u>Rank</u> ▲	<u>Company</u>	<u>2015 Retail Sales (000)</u>
44	Burger King Worldwide	\$10,342,000
45	Menard	\$10,217,000
46	Bi-Lo	\$10,054,000
47	Wendy's **	\$8,949,000
48	Health Mart Systems	\$8,669,000
49	AutoZone	\$8,483,000
50	Hy-Vee	\$8,254,000

Work Cited

Mazzone & Associates, Inc.

2015 Retail Industry Report

<http://www.globalmna.com/assets/2015retailindustryreport.pdf>

Market Realist

How Warehouse Clubs Have Transformed the Retail Sector

<http://marketrealist.com/2016/01/growth-warehouse-clubs-rise-industry-concentration/>

US Department of Agriculture/Economic Research Service

Retail Trends

<http://www.ers.usda.gov/topics/food-markets-prices/retailing-wholesaling/retail-trends>

Invespcro

US Online-Retail Sales – Statistics and Trends

<http://www.invespcro.com/blog/us-online-retail-sales/>

NPD Group

Foodservice Delivery Grows at Expense of Restaurant Drive Through

<https://www.npd.com/wps/portal/npd/us/news/press-releases/2016/foodservice-delivery-grows-at-the-expense-of-restaurant-drive-thru/>

QSR Magazine

Drive-Thru Performance Study

<https://www.qsrmagazine.com/reports/drive-thru-performance-study-2015>

National Retail Federation

Stores Top Retailers 2016

<https://nrf.com/resources/annual-retailer-lists/top-100-retailers/stores-top-retailers-2016>

City Council Discussion:

Proposed Anatolia Retail Center DD9600

September 19, 2016

Matthew Diaz, City Planner

a Fresh Take
RANCHO CORDOVA
CALIFORNIA

aFreshTake.org

Today's Purpose

- Preliminary discussion with City Council.
- Council preferences will allow applicant to make an informed decision on how to proceed with the design of the project.

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Timeline of Events

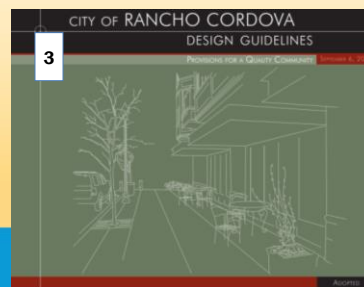
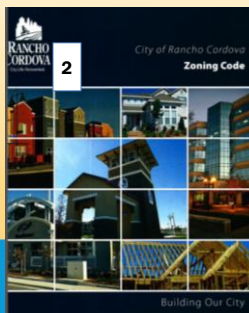
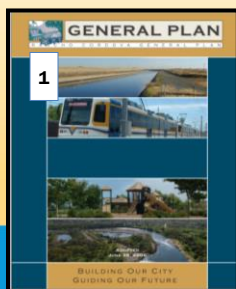
- July 27, 2015: the applicant submitted plans to the City.
- August 2015: City staff notified the residents of the submittal and sent a comment letter to the applicant asking for amendments to the plan.
- July 2016: the applicant resubmitted plans to address staff's and the resident's comments. This plan included an amended site plan, less commercial pads, and new service station to attract a greater variety of tenants.
- August 31, 2016: Neighborhood meeting hosted by Staff.
- September 19, 2016: Tonight's City Council discussion on revised design.

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Documents Used for Staff's Review

1. **General Plan: Adopted in 2006**
 - Adherence to Overall City Vision
2. **Zoning Code Title 23:**
 - Parking, Landscaping, Amenities, etc.
3. **City's Design Guidelines: Adopted 2005**
 - Site planning and Architecture





Proposed Project

- Currently a undeveloped 14.9 ac site.
- 5 commercial pads, 3 with drive-throughs
- 2 pedestrian gathering areas along Sunrise Boulevard
- Future “anchor tenant” and 6 pump service station with car wash.
 - Both will require design review prior to construction.
- New landscaping, lighting, and paved surfaces will also be added.

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Land Use and Zoning

The site is zoned General Commercial (GC) and is intended to allow:

- A wide variety of commercial uses (i.e. retail, restaurant, office, etc.)
- Heavier types of commercial uses along major streets or in commercial areas where the uses permitted would not adversely affect surrounding properties.

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Entitlements Required

- Conditional Use Permits (CUP)
 - Service station, convenience store, and car wash
- Design Review
 - For new commercial pads
 - The future “anchor tenant” and service station will require subsequent design review subject to City Council approval prior to construction.
- Adjustment Permit (Freestanding Sign Height)
 - For 3 feet of addition freestanding sign height (max 13ft). Zoning code max is 10 feet.

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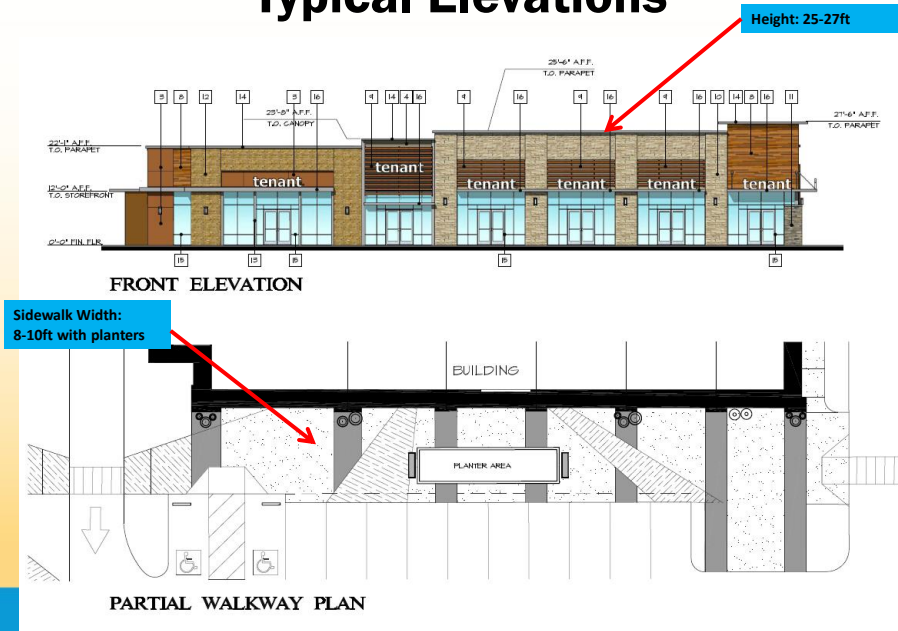
aFreshTake.org



Conceptual Architecture



Typical Elevations



Design Issues

Three main topics:

- The number and design of the drive-throughs
- The proximity of the service station to the adjacent residential areas (Anatolia Anthology).
- The function and design of the two pedestrian gathering spaces along Sunrise Boulevard.

Auto Oriented Uses (Drive-Throughs)

- The added drive-throughs reflect the changes to the retail market
 - New “fast casual” business model.
- There are planning standards to regulate drive-through design
 - No specific requirements concerning the number of drive-throughs at a given location.
- In 2014 the Council established preferred design for drive-through

Service Station and Car Wash Adjacent to Residential Uses

- Service stations are typically discouraged from being placed adjacent to agricultural or residential uses unless the design of the service station and conditions can will mitigate any adverse effects.
- Compatibility concerns include: noise, traffic, light/glare.
- A noise study and photometric plan was prepared and is being evaluated.

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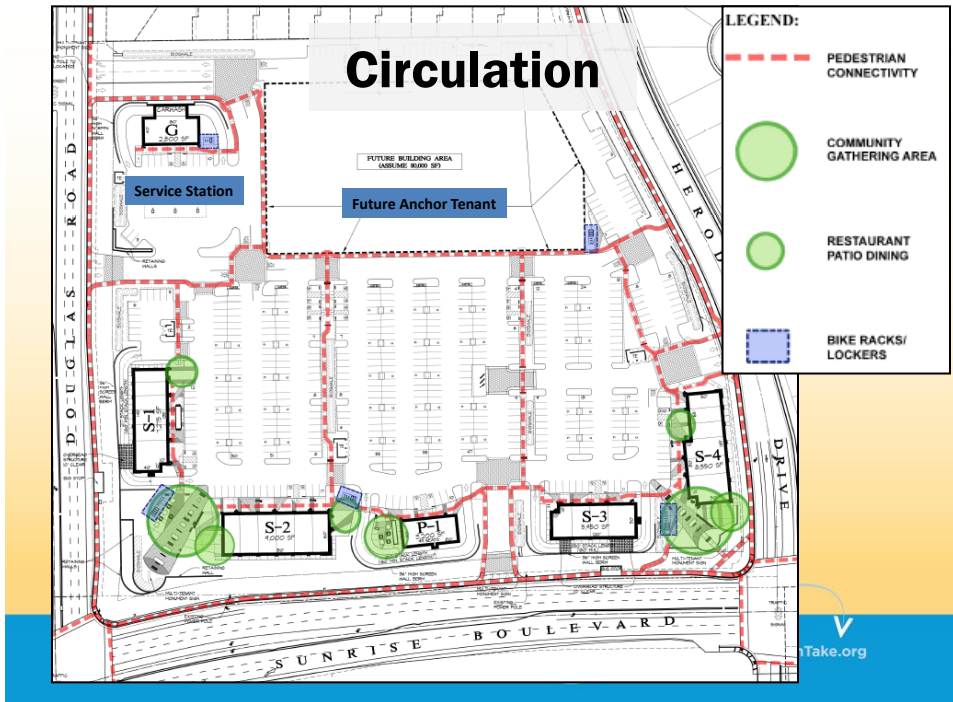
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Function of Gathering Space

- To address the added auto oriented uses, the applicant has enhanced the two pedestrian gathering spaces along Sunrise Boulevard.
- Seeking Council direction to the desired function and/or amenities for these public spaces given the auto-oriented design of the center.

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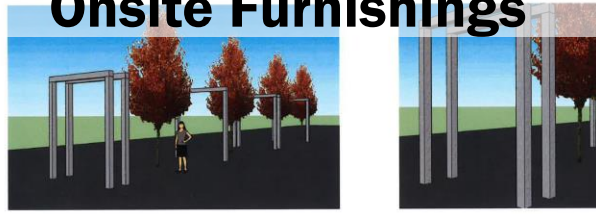


Conceptual Gathering Areas



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CALIFORNIA

Onsite Furnishings



Council Direction Requested

- Does Council support the current design?
- Are there other approaches the Council wishes staff to explore?

Questions??



Extra

PROJECT STATISTICS

ZONING: GC-GENERAL COMMERCIAL
APN: 067-0460-001

FUTURE BUILDING(S)
(ASSUMED BLDG. AREA) 80,000

S-1	7,275
S-2	9,000
S-3	5,950
S-4	8,550
G- GAS	2,800

TOTAL	113,575 SF
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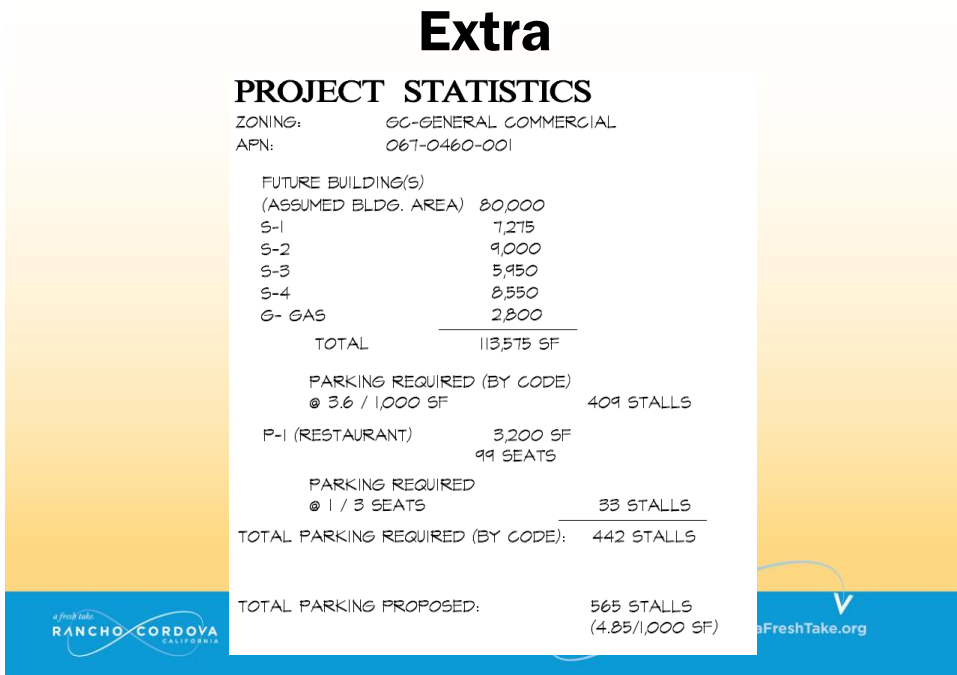
PARKING REQUIRED (BY CODE)
@ 3.6 / 1,000 SF 409 STALLS

P-1 (RESTAURANT)	3,200 SF
	99 SEATS

PARKING REQUIRED @ 1 / 3 SEATS	33 STALLS
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TOTAL PARKING REQUIRED (BY CODE):	442 STALLS
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TOTAL PARKING PROPOSED:	565 STALLS (4.85/1,000 SF)
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MEMORANDUM

DATE: August 15, 2016

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: POLICY DISCUSSION FOR PROPOSED ANATOLIA RETAIL CENTER



PROPERTY OWNER: AKT Development Mr. Mark Enes 7700 College Town Drive, Suite 118 Sacramento, CA 95826	Applicant Stafford King Wiese Architects Mr. Mark Marvelli 622 20th Street Sacramento, CA 95811
PROJECT: Anatolia Retail Center FILE: DD9600 LOCATION: Southeast corner of Sunrise Boulevard and Douglas Road APN: 067-0430-001 PLANNER: Matthew Diaz, Associate Planner	

RECOMMENDATION

Receive applicant and staff information and provide preliminary review and comment.

RESULT OF RECOMMENDED ACTION

Preliminary Council comments will assist staff and the project applicants on whether the proposed land plan is reasonably consistent with City expectations. If the Council determines the project is reasonably consistent with the City's goals and vision, then the project review will proceed to more detailed analysis of project design, environmental review, project infrastructure and financial obligations.

BACKGROUND

On July 27, 2015 an application was submitted to construct a new retail shopping center on an undeveloped 14 acre site at the southeast corner of Sunrise Boulevard and Douglas Road. The original application for this center proposed 6 commercial shopping pads, 1 drive-through pad (7 pads total), and space for a future anchor tenant along with new landscaping, paving, and lighting for the center. After an initial review by staff, a comment letter was sent to the applicant addressing corrections that needed to be made in order to determine the application complete. The applicant resubmitted a revised site plan on July 5, 2016 with some noteworthy changes. The revised plan includes similar architecture and space for a future retail tenant; however, the site plan now includes 2 commercial pads, 3 commercial pads with drive-throughs (5 pads total), a new service station with convenience store and car wash, and 2 enhanced pedestrian gathering areas along Sunrise Boulevard. Due to the significant change as to the proposed site plan, this project was circulated again to various departments

and agencies for comment and a neighborhood meeting was hosted by City staff on August 31, 2016 for residential input.

Figure 1: Zoning and Existing Site



Given the importance of the project site within the Sunridge community, staff believes that presenting the current conceptual site plan for a City Council discussion would be beneficial before preparing the project for the Council's formal review and consideration. The primary purpose for this meeting is to receive Council feedback on whether or not the latest design of the proposed commercial shopping center meets the Council's design expectations given the inclusion of 3 additional drive-throughs, the proximity of the proposed service station to adjacent residential homes, and how the gathering areas along Sunrise should function. The applicant will present the project as they envision and elaborate on how the proposed changes are necessary to address current market demand.

Figure 2: Proposed Site Plan



During the Council meeting, staff will ask the Council for comments and direction, especially regarding their support and/or reservations about the number and design of the drive-throughs, the need for and the location of the service station, and the design of the gathering spaces. If the Council finds the project's revisions are generally agreeable, then staff will work with the applicant to finalize the review for consideration at a future Council meeting.

REQUIRED PERMITS AND REGULATORY BASIS

City approvals and actions associated with this project will include:

- Conditional Use Permit (CUP): for the proposed Service Station (Table 23.316-1 and RCMC 23.913.030).
- Major Design Review: required for building and site plan design compliance prior to construction per RCMC 23.140.
- Adjustment Permit (Sign Height): to allow a 30% increase in freestanding sign height from 10-feet to 13-feet from grade per RCMC 23.131.
- Improvement Plan review and approval for onsite/offsite improvements and grading.

- Building Permit Review for safety and occupancy.
- Standard License review and approval for new businesses.

ANALYSIS

General Plan: The project site is designated CMU (Commercial Mixed Use) which encourages the integration of retail and service commercial uses with office and/or residential uses. In mixed-use projects, commercial use is the predominant use on the ground floor. Parking for mixed-use projects may be combined or separated, depending on the characteristics of the project.

Zoning Code: The project site is zoned GC (General Commercial) which allows for a wide variety of commercial uses. The purpose of this zone is to provide an area for general commercial and heavier types of commercial uses. The most appropriate location for this district is along major streets or in commercial areas where the heavier uses permitted would not adversely affect surrounding properties. This site is adjacent to Sunrise Boulevard and Douglas Road which will be a major intersection for the Rio Del Oro and Sunridge Communities. While the proposed commercial pads do not have a specific use or tenant at this time, it is believed the future uses will be typically restaurant, retail, personal service (salons, etc.), and possible offices.

Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
N/A	undeveloped	CMU (Commercial Mixed Use)	GC (General Commercial)
North	Undeveloped (Rio Del Oro)	Rio Del Oro Planning Area	RTC-RDOSP (Regional Town Center- Rio Del Oro SPA)
East	Single Family Homes (Anatolia Anthology- under construction)	MDR (Medium Density Residential)	RD10-SDSP (Single Family Residential)
South	Single Family Homes (Anatolia Anthology- under construction)	LDR (Low Density Residential)	RD7-SDSP (Single Family Residential)
West	Future Commercial Center (Sunridge Plaza- Under construction)	CMU (Commercial Mixed Use)	GC (General Commercial)

DESIGN ANALYSIS

As discussed in the background section of this report, a study session was requested to assess the Council's support of the overall conceptual site plan prior to preparing documents for final review. Specific elements of the site plan that Staff is seeking direction include the amount and design of drive-throughs, the service station adjacent to residential uses, and the functionality of the gathering pedestrian spaces. While staff welcomes Council input on the overall design, the primary focus for this discussion will be on those items. A full set of the plans is included as **Attachment 1** of this report.

The main items staff has identified based on a preliminary review of the revised plan are addressed in the sections below.

The amount of Drive-Throughs

The applicant has indicated to staff that the reasoning for the added drive-throughs was due to changes in the retail market as potential tenants now are now more interested in “fast casual” type of uses stressing convenience, rather than the traditional sit down commercial storefront. Since Planning staff does not have the market knowledge to thoroughly address this topic, we would prefer the applicant and the City’s Economic Development department respond to this. While there are planning standards to regulate drive-through design, the policy discussion for this report is that there are no specific requirements or policies concerning the number of drive-throughs at a given location. A traffic analysis is being done to evaluate all onsite traffic issues associated with project, including drive-throughs.

Service Station and Car Wash Adjacent to Residential Uses

Service stations are typically discouraged from being placed adjacent to agricultural or residential uses unless the designated approving authority can make the finding that the design of the service station, along with the conditions placed upon the conditional use permit (CUP), will mitigate any adverse effects the station may have on the abutting property (RCMC 23.913.030.D.1). A CUP is required for Gas Stations to ensure the use is compatible with surrounding projects. The inclusion of a car wash along common property lines raises concerns about the compatibility. A noise study has been prepared and is currently being evaluated. Other concerns include: lighting, trellises, and other noise associated with operational activities.

Function of Gathering Space:

To address the added auto oriented uses, the applicant has enhanced the two pedestrian gathering spaces along Sunrise Boulevard. Given the auto-oriented design of the shopping center, Staff would like direction from Council as to the desired function and/or amenities for these public spaces. Below are the standards that will be required for these areas; however there are some optional requirements mentioned within the City standards that may need consideration.

Standards for Pedestrian-Oriented Spaces (RCMC 23.722):

- Outdoor Seating Required (fixed and non-fixed)
- To provide adequate power for temporary uses and to ensure proper maintenance, at least 2 outlets shall be provided for every 2,000 square feet of pedestrian-oriented space. This would result in at least 2 outlets for each area.
- Bicycle racks shall be provided based on the development’s anticipated parking demand (see Chapter 23.719 RCMC (Parking and Loading)). Racks shall be located adjacent to or near bicycle pathways and routes and building entrances. The applicant is proposing both long term and short term bicycle parking for the center.
- In addition to the required amenities, the following improvements will further enhance public spaces and should be considered in the design of the spaces, particularly those that are greater than 5,000 square feet in size. Since the size of the gathering space will be around 4,000 to 5,000 square feet, staff felt it necessary to discuss the following amenities listed in the City’s zoning code:
 - Amphitheater.
 - Children’s play area with equipment designed and constructed to meet the United States Consumer Products Safety Commission standards and best practices, including the installation of protective surfaces and barriers. To allow for the supervision of children, barriers surrounding the play area shall be substantially transparent and not exceed three feet six inches in height.
 - Directional/directory maps.
 - Game tables and associated seating.
 - Food shall be served from restaurants located in retail spaces adjacent to a space, kiosks, or open space cafes.

- Moveable tables and chairs.
- Public art to be integrated with the project and the space's design. Any public art shall not impede public access, circulation, or visual openness within the space or between the space and adjacent public areas.
- Stage.
- Transit station.
- Water features may include fountains, reflecting pools, and waterfalls

ATTACHMENT(S)

1. Proposed Plans and Project Narrative
2. Summary of neighborhood meeting held August 31, 2016 (power point handout and notes)

Neighborhood Meeting:

Proposed Anatolia Retail Center DD9600

August 31, 2016

Matthew Diaz, City Planner

CHANDLER
RANCHO CORDOVA
COMMUNITY CENTER

@FreshTake.org

Today's Purpose

- Present Revised Project to the surrounding neighborhood.
- Preliminary discussion with residents and business owners.
- Receive input that will assist staff in their review of the project.
- Opportunity for community to participate before the project is presented at a City Council work session tentatively scheduled for September 19, 2016.
- **Questions will be addressed at the end of the presentation.**

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RANCHO CORDOVA
COMMUNITY CENTER

@FreshTake.org

Timeline of Events

- July 27, 2015: the applicant submitted plans to the City.
- August 2015: City staff notified the residents of the submittal and sent a comment letter to the applicant asking for amendments to the plan.
- July 2016: the applicant resubmitted plans to address staff's and the resident's comments. This plan included an amended site plan, less commercial pads, and new service station to attract a greater variety of tenants.
- **August 31, 2016: Tonight's neighborhood meeting.**
- September 19, 2016: Possible City Council discussion on revised design.
- October/November, 2016: the applicant anticipates final review by Council by fall 2016 should all issues be address as part of City staff's review.

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ATTACHMENT 9

Documents Used for Staff's Review

1. **General Plan:** Adopted in 2006
 - Adherence to Overall City Vision
2. **Zoning Code Title 23:**
 - Parking, Landscaping, Amenities, etc.
3. **City's Design Guidelines:** Adopted 2005
 - Site planning and Architecture







Proposed Project

- Currently a undeveloped 14.9 ac site.
- 5 commercial pads, 3 with drive-throughs
- 2 pedestrian gathering areas along Sunrise Boulevard
- Future “anchor tenant” and 6 pump service station with car wash.
 - Both will require design review prior to construction.
- New landscaping, lighting, and paved surfaces will also be added.

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Entitlements Required

- Conditional Use Permits (CUP)
 - Drive-throughs (3 total)
 - Service station and car wash
- Design Review
 - For new commercial pads
 - The future “anchor tenant” and service station will require subsequent design review subject to City Council approval prior to construction.
- Adjustment Permit (Freestanding Sign Height)
 - For 3 feet of addition freestanding sign height (max 13ft). Zoning code max is 10 feet.

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CALIFORNIA

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Land Use and Zoning

The site is zoned General Commercial (GC) and is intended to allow:

- A wide variety of commercial uses (i.e. retail, restaurant, office, etc.)
- Heavier types of commercial uses along major streets or in commercial areas where the uses permitted would not adversely affect surrounding properties.

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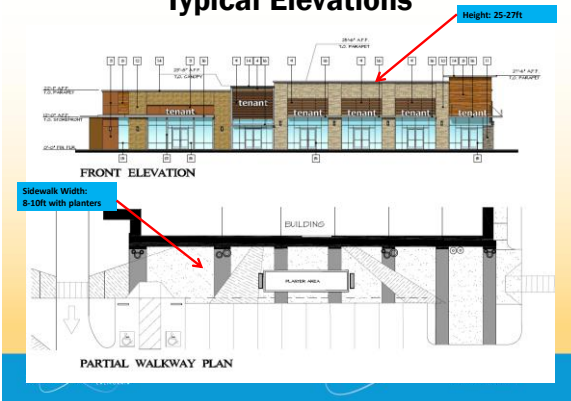
ATTACHMENT 9



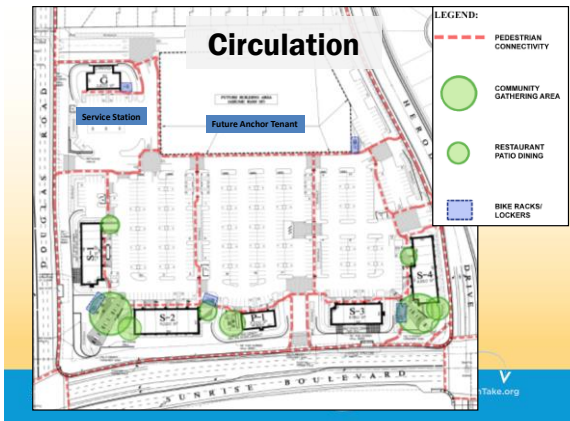
Conceptual Architecture



Typical Elevations



ATTACHMENT 9



Conceptual Gathering Areas



Next Steps

- City Staff will complete review of the plans and technical documents.
- Future City Council discussion (no action) tentatively scheduled for September 19, 2016
 - Intent is to introduce the City Council to the design.
 - Assess proposed project and any issues that need to be resolved.
- Anticipated final review by City Council by fall 2016.

ATTACHMENT 9

Questions??

Extra

PROJECT STATISTICS

ZONING:	GC-GENERAL COMMERCIAL
APN:	067-0460-001
FUTURE BUILDING(S)	
(ASSUMED BLDG. AREA)	80,000
S-1	1275
S-2	9,000
S-3	5,950
S-4	8,350
G- GAS	2,800
TOTAL	113,575 SF
PARKING REQUIRED (BY CODE)	
0.56 / 1,000 SF	409 STALLS
P-1 (RESTAURANT)	5,200 SF
49 SEATS	
PARKING REQUIRED	
0.1 / 3 SEATS	33 STALLS
TOTAL PARKING REQUIRED (BY CODE):	442 STALLS
TOTAL PARKING PROPOSED:	
	565 STALLS
	(4.85/1,000 SF)

Anatolia Retail Center Neighborhood Meeting Summary

The following summary is response to comments heard from the residents in attendance on Wednesday August 31st. These are in no particular order.

Comment	Response	Next Steps
Will there be a water feature?	Although improvements to the center's "curb appeal" have been made since the 2015 submittal, there is no current plan for a water feature.	City staff and the applicant will discuss this; however the applicant does have initial concerns about 1) how the design will integrate into the current proposal, 2) water usage during a statewide drought, and 3) maintenance problems due to the hardness from high calcium concentration in the water. This is causing discoloration of the stone and failure of the pump systems.
Are there any specific tenants chosen for this center?	According to the applicant they are still actively pursuing tenant for the center.	None, unless an update on tenant leasing occurs.
What if the applicant wants to make changes to the site?	Any amendment to the site would require a review by City staff and approval from the City Council.	None. The design presented at the meeting is the one the applicants would like the Council to approve.
Will there be art work?	Staff agreed to discuss possible option with the applicants.	Staff will follow up at the next discussion meeting.
Design seems "plain".	According to the applicant's architect, a more contemporary design was chosen for the center to offer an alternative design as compared to the more traditional "craftsman" style used at the Raley's center across the street. Although a different design style, the design conforms to the City's design standards.	The intent of the design will be discussed at the next discussion meeting with Council.
Concern expressed for security at the gathering area's after hours.	It was agreed that the applicant and staff will work with the Police department to address security in these areas.	There will be further study of this issue.

Comment	Response	Next Steps
Will there be a pedestrian bridge across Sunrise?	City staff will review this matter further. A pedestrian bridge has not been planned for this intersection as it is not included in our Bike or Pedestrian Master Plan.	Staff will have a response for the next discussion meeting with Council.
Could more Italian Cypresses be used to improve the frontage along Herodian Drive to help the center integrate into the community?	City staff will review this request further with the applicant.	Staff will have a response for the next discussion meeting with Council.
What is the facing material of the retaining walls?	A detail of the exposed retaining walls has not been submitted at this time.	Staff will ask the applicant to clarify the retaining wall design as part of the approval.
Could the Gathering areas have additional shade?	City staff will review this request with the applicant.	The gathering areas “plazas” will receive further consideration by the City Council at the next meeting.
Does the project require any major utility improvements that might cause traffic delays or impact?	It is anticipated that major utilities serving the proposed center are already in place. However, some street work and occasional traffic delays may be anticipated. Staff would	- The project will be conditioned to address necessary street work and staff will work with the applicant to alleviate construction disturbance.
How is Phase 2 landscaped in the interim?	Staff will work with the applicant on this subject, but typically future building pads are stabilized for erosion control and will be hydroseeded.	There will be a follow up as part of this approval.
Concern expressed about the left turn into the project from Herodian might impact traffic.	The applicant is finalizing the Traffic Report.	- The entrances/exits and circulation will be highlighted in future meetings. - A summary of the traffic analysis will be discussed prior to approval as the analysis will be made available to the public.

Name	Phone #	Email
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Doug WARRENDER		
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Jacqueline Cleaver		Jrdoyle22@gmail.com
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Sue Sipe		
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Craig Osborn		
Jill M		
DOUG WARRENDER		DOUGWARRENDER@POBOX.COM



ATTACHMENT 10

PLANNING DEPARTMENT

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

August 25, 2015

Mark Marvelli
Stafford King Wiese Architects
622 20th Street
Sacramento, CA 95811

Subject: Anatolia Retail Center (DD9600) Completeness Review

Dear Mr. Marvelli:

The City of Rancho Cordova Planning Department has received your application for a Major Design Review for a new retail center with 9 new commercial pads, landscaping, and parking area as well as a Conditional Use Permit for a new drive-through at the southeast corner of Sunrise Boulevard and Douglas Road. This project was reviewed by City staff and deemed incomplete. These 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. Unified Sign Program: Zoning code 23.743.040 requires this project to provide a unified sign program to be reviewed concurrently with the design review application. Planning staff will provide you examples, but this item must be included as part of this permit.
- B. Environmental Review: While the project appears to be consistent with the build out indicated in the General Plan, there are a few items staff would need to verify before an environmental determination can be made.
 - i. **Traffic Study**: Provide an onsite traffic study and access evaluation to the satisfaction of the Public Works Department. Please be advised that the signal location shown on the plan does not meet the City's minimum spacing requirements of ¼ mile. Please call Mark Thomas at 851-8876 to discuss details.
 - ii. **Air Quality Impacts**: The project seems to be above the screening level for GHG emissions identified by the Sacramento Metropolitan Air Quality Management District. Please see the CEQA guides at www.airquality.org/ceqa/ceqaguideupdate.shtml (chapter 5) for more detail.
 - iii. **Noise Impacts**: Phase 2 of the project may need an acoustical analysis as part of the future Phase 2 design review. This would include information on possible loading docks and or other noise generating uses adjacent to the residential homes. This will be a condition of approval.



- C. Design: While the project's design contains architectural elements consistent with City guidelines, the site plan requires some clarification on how the center will function and what amenities will be provided. Staff recommends incorporating some the following options that could be used to bring the project into compliance with the adopted Design Guidelines for compatibility and would provide more pedestrian friendly architecture.

i. Site plan and Circulation

- a) Required Pedestrian Plan: Per zoning code 23.722.040, a pedestrian plan is required to ensure all of the design standards for pedestrian-oriented spaces 23.722. This can be included as an additional sheet to the plan set and must include all pedestrian linkages, amenities, and bicycle racks. The plan should show details for the gathering areas, linkages to existing sidewalks and transit, and details on how pedestrian access will function for phase 1. Phase 2 will require future design review that will address this issue. Below are some examples of amenities that could be included in the pedestrian plan description.

Pedestrian gathering area alternatives



- b) 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. If it is not possible to add to the pedestrian plan, please consider a separate *circulation exhibit* that clearly defines the following:
- 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.

- c) Please consider incorporating a pedestrian only path to the Center from the Sunrise Boulevard and Douglas Road intersection.
- d) Staff recommends removal of the parking area between pad S-1 and S-2 and inclusion of more pedestrian space and/or gathering area. Not only will this encourage more pedestrian uses for the site, but it would relocate the trash area to a less visible area. Staff recommends the trash enclosure be relocated into the parking lot design to maximize the pedestrian circulation between the commercial pads.
- e) Enhanced design features at the corner of Sunrise and Douglas. The current plan shows minimal landscaping and periodic use of retention walls for the grade change. Since this center will become a gateway for the Anatolia community, the corner should be visually appealing for motorist and pedestrians along Sunrise Boulevard. Below are some examples of another retail center as well as an approved center adjacent to this project. Both examples incorporate the retention walls into the design while adding landscaping and signage to clearly define the center.

Architectural Improvements to the Corner facing Sunrise and Douglas



Example of adjacent Commercial Center facing Sunrise and Douglas



2. Completeness items

A. *Project Narrative:* This should be revised to include the following items:

- i. Are there any expected uses for the site?
- ii. Indicate what will be onsite for the Phase 2 area prior to a future design review submittal? Will this just be dirt or will some of the site be paved.
- iii. Amenities and site furniture for each commercial pad?

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2729 Prospect Park Drive | Rancho Cordova, CA 95670

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

- iv. Possible timing for Phase 2?
- B. Site Plan and Enhanced Site Plan:
 - i. Indicate where the short and/or long term bicycle parking will be location per 23.716.120.
 - ii. Proposed driveways on the exhibit do not meet City standards. Revise the site plan to show type B driveways. For more information, please call Albert Sticker in Public Works at 851-8876.
 - iii. Special paving or change in paving color should be used to alert drivers at pedestrian crossings. This example was not included within the color and material board examples.
- C. Elevation:
 - i. The elevation for the drive-through pad (P-1) seems to be missing.
- D. Preliminary Landscape Plan:
 - i. Please see the attached Landscaping comments from Cunningham Engineering and Comment #1.E above.
 - ii. Landscaping along the drive-through will need to adhere to zoning code 23.716.060, by providing a five-foot-wide planter between the drive-through aisle and the parking area shall be established. The planter shall include a minimum two-foot-tall (maximum three-foot-tall) landscape barrier planted with trees and other landscaping consistent with those in the parking area. At no time shall this landscape barrier be pruned in a manner that allows the vehicle headlights from the drive-through lane to be visible from abutting street rights-of-way. Plantings shall also be designed to discourage potential safety issues (e.g., persons lying in wait).

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 other agencies please see the attached responses from the following agencies that have submitted comments/conditions.
 - i. Metro Fire comment letter dated August 11, 2015
 - ii. Sacramento Area Sewer District (SASD) comment letter dated August 14, 2015.
 - iii. Cunningham Engineering Landscape Peer Review Comments
- B. Draft Conditions of approval: The conditions of approval have not been prepared.
- C. Drainage: The Public Works department would like you to verify the project does not cause significant increases in flood flows and water surface elevations downstream. If significant increases are predicted, offsite improvements may be required and will be added to the conditions of approval. Please call Brit Snipes at 916-851-8905 for more details.

If you have any questions I can be contacted at mdiaz@cityofranhocordova.org or at my direct phone line 916-851-8754.

Regards,



ATTACHMENT 10**PLANNING DEPARTMENT**

2729 Prospect Park Drive | Rancho Cordova, CA 95670

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



Matthew Diaz,
Associate Planner

CC: Mark Enes, 7700 College Town Drive, #118, Sacramento, CA 95826

Attachment:





PLANNING DEPARTMENT

2729 Prospect Park Drive | Rancho Cordova, CA 95670

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

August 2, 2016

Mark Marvelli
 Stafford King Wiese Architects
 622 20th Street
 Sacramento, CA 95811

Subject: Anatolia Retail Center (DD9600) Completeness Review- 2nd Submittal

Dear Mr. Marvelli:

The City of Rancho Cordova Planning Department has received your revised plans for the Major Design Review application for a new retail center with 9 new commercial pads, landscaping, and parking area as well as a Conditional Use Permit for a new drive-throughs and service station at the southeast corner of Sunrise Boulevard and Douglas Road. This project was reviewed by City staff and deemed incomplete. These 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. Possible City Council Policy Discussion: While City staff appreciates the outreach efforts prior to your resubmittal, due to the amount of additional drive-throughs and new service station adjacent to the residential homes, staff will be recommending study/work session at an upcoming City Council meeting. We will have a schedule for you shortly. This would also include the best use of the public gathering space. The current plan shows more of a passive use, while the zoning code encourages semi-active uses for those types of areas.
- B. Unified Sign Program: Below are planning staff's comments on the sign program submitted.
 - i. While unified sign program is fairly consistent with the zoning code requirements outlined in Chapter 23.743, the monument sign heights far exceed the maximum 10-foot height requirement.
 - ii. Please revise the site plan to better correlate the location of the minor tenant and major tenant signage as well as any directional signage that may be included with the applicant.
- C. Environmental Review: While the project appears to be generally consistent with the build out indicated in the General Plan, there are a few items staff would need to verify before an environmental determination can be made. Due to the increase in drive-throughs and a new service station with car wash, staff will need the following items prior to determining the proper CEQA review needed prior to hearing.
 - i. **Traffic Study:** Please see the traffic summary prepared for by DKS on June 28, 2016. A revised copy with corresponding response will be needed for Public Works and Planning's review.





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ii. **Air Quality Impacts:** The project seems to be above the screening level for GHG emissions identified by the Sacramento Metropolitan Air Quality Management District. Please see the CEQA guides at www.airquality.org/ceqa/ceqaguideupdate.shtml (chapter 5) as well as the Air Districts comment letter dated July 20, 2016.

iii. **Noise Impacts:** Phase 2 and the service station will need an acoustical analysis as part of the future Phase 2 design review. This would include information on possible loading docks and or other noise generating uses adjacent to the residential homes. The conclusion of this analysis will be a condition of approval.

2. Completeness items

A. **Project Narrative:** This should be revised to include the following items:

- i. Are there any expected uses for the site aside from the general description of food and retail?
- ii. Indicate what will be onsite for the Phase 2 area prior to a future design review submittal? Will this just be dirt or will some of the site be paved.
- iii. Possible timing for Phase 2?

B. **Noise Study-** See above as it will be needed for the environmental review.

C. **Preliminary Landscape Plan:**

- i. Separate comment letter will be provided shortly.
- ii. Landscaping along the drive-through will need to adhere to zoning code 23.716.060, by providing a five-foot-wide planter between the drive-through aisle and the parking area shall be established. The planter shall include a minimum two-foot-tall (maximum three-foot-tall) landscape barrier planted with trees and other landscaping consistent with those in the parking area. At no time shall this landscape barrier be pruned in a manner that allows the vehicle headlights from the drive-through lane to be visible from abutting street rights-of-way. Plantings shall also be designed to discourage potential safety issues (e.g., persons lying in wait).

3. Other items/Conditions:

D. **Other Agency Comments:** Since the May 20th submittal, the project has been routed. While we are still waiting for comments from other agencies please see the attached responses from the following agencies that have submitted comments/conditions.

- i. DKS on traffic dated June 28, 2016
- ii. Sacramento County Water dated August 28, 2015
- iii. Air Quality District dated June 20, 2016
- iv. Metro Fire comment letter dated July 19, 2016
- v. Rancho Cordova dated July 19, 2016
- vi. Sacramento Area Sewer District (SASD) comment letter dated July 20, 2016
- vii. SMUD dated July 21, 2016
- viii. Public Works draft conditions of approval.
- ix. Cunningham Engineering Landscape Peer Review Comments pending.

B. **Draft Conditions of approval:** The conditions of approval have not been prepared for planning and the utility providers. Public Works has already provided a draft; however they have some outstanding issues that need to be addressed prior to scheduling a hearing.



ATTACHMENT 10

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If you have any questions I can be contacted at mdiaz@cityofranchocordova.org or at my direct phone line 916-851-8754.

Regards,

A handwritten signature in blue ink, appearing to read "Matthew Diaz", is placed above the printed name.

Matthew Diaz,
Associate Planner

CC: Mark Enes, 7700 College Town Drive, #118, Sacramento, CA 95826

Attachment:

- Zoning Code highlighted sections (pedestrian oriented spaces and lighting)
- Comment Letter Received for the project



Policy Discussion: Drive-Through Services

Council Discussion of Successful Design
July 15, 2014

Today's Purpose

2

- Key Design Issues
- Current Regulations
- Existing and Approved Projects
- Council Discussion

Drive-Through Background

3

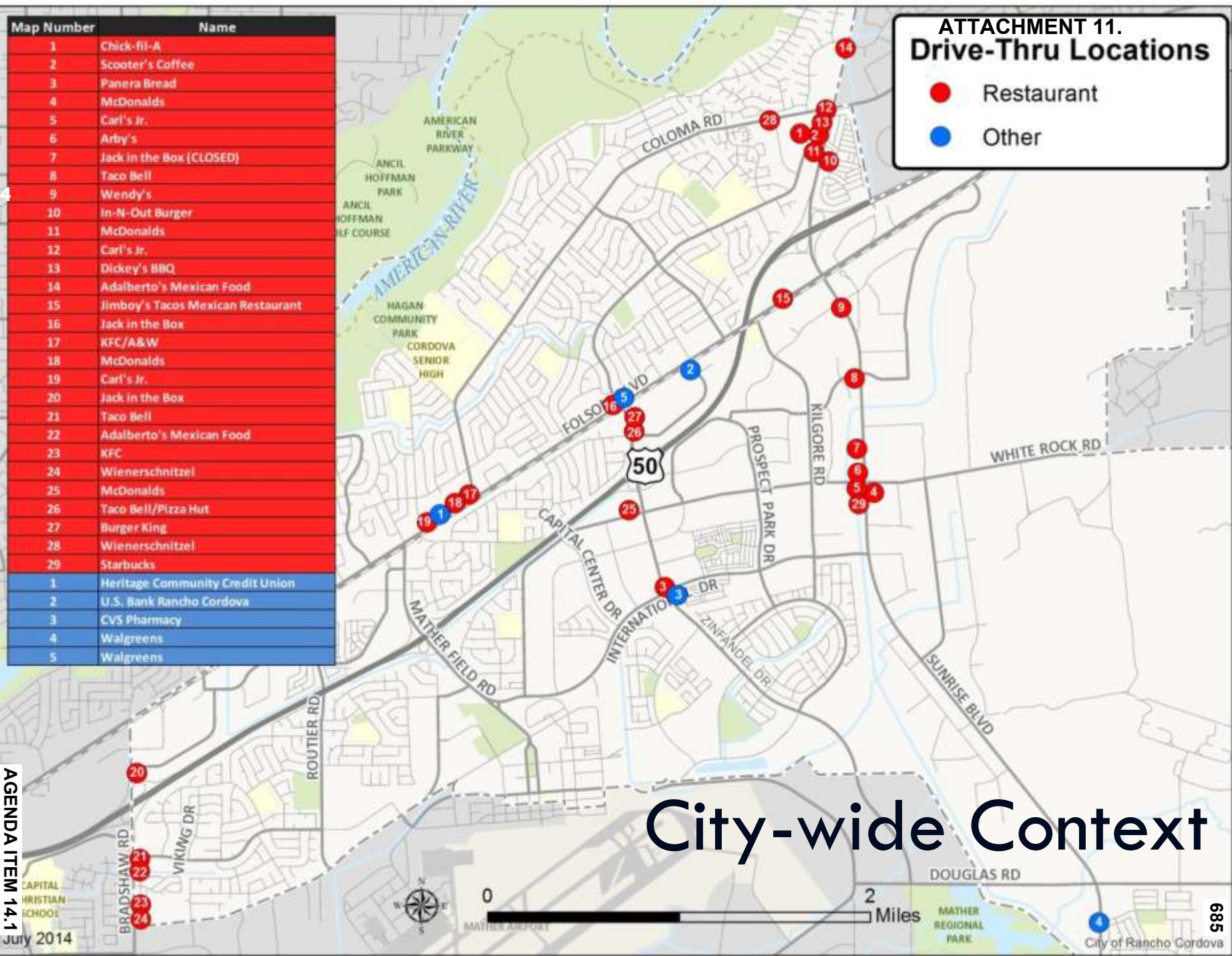
- Approximately 34 drive-throughs exist city-wide (22% of all Restaurants)
- Most recent approvals were for Panera, Scooter's, Chick-Fil-A, Walgreens, and CVS pharmacy
- One active project with proposed drive-throughs

Map Number	Name
1	Chick-fil-A
2	Scooter's Coffee
3	Panera Bread
4	McDonalds
5	Carl's Jr.
6	Arby's
7	Jack in the Box (CLOSED)
8	Taco Bell
9	Wendy's
10	In-N-Out Burger
11	McDonalds
12	Carl's Jr.
13	Dickey's BBQ
14	Adalberto's Mexican Food
15	Jimboy's Tacos Mexican Restaurant
16	Jack in the Box
17	KFC/A&W
18	McDonalds
19	Carl's Jr.
20	Jack in the Box
21	Taco Bell
22	Adalberto's Mexican Food
23	KFC
24	Wienerschnitzel
25	McDonalds
26	Taco Bell/Pizza Hut
27	Burger King
28	Wienerschnitzel
29	Starbucks
1	Heritage Community Credit Union
2	U.S. Bank Rancho Cordova
3	CVS Pharmacy
4	Walgreens
5	Walgreens

**ATTACHMENT 11.
Drive-Thru Locations**

● Restaurant
● Other

AGENDA ITEM 14.1
July 2014



City-wide Context

Current Regulations

5

- **Current codes that regulate Drive-Through Design**
 - Zoning code 23.910.030 “Drive-in and drive-through sales and service” and zoning table footnotes
 - Folsom Boulevard Specific Plan “Olson Island Opportunity Site” has minor variations
- **Zones that allow Drive-Through/Drive-Ins**
 - Permitted “By-Right”: GC
 - Permitted with CUP review: CMU, OPMU, OIMU, LIBP, VC, LTC, RTC, M-1, M-2, FBSP-CMU, and FBSP-OIMU
 - Permitted with LUP review when added to existing building

Current Regulations

6

- Drive-through queue for restaurants must be at least 180 feet – for non-food uses, minimum of 60 feet.
- Aisles must have a 12-foot minimum width on curves and an 11-foot minimum width on straight sections.
- Aisle entrances and exits shall be at least 25 feet from an intersection of public rights-of-way.

Current Regulations

7

- ❑ Aisles shall be separated from the site's ingress and egress routes or access to a parking space.
- ❑ Landscaping of drive-through aisles is required
- ❑ Pedestrian access shall be provided from each abutting street to the primary entrance.
- ❑ Drive-through windows shall be visible from a public way.

Key Design Issues

8

- ❑ Restaurants versus other uses
- ❑ Presentation toward street frontage
- ❑ How use fits within a shopping center
- ❑ Pedestrian circulation
- ❑ New development versus Existing Center
- ❑ Density of uses

Key Design Issues:

Restaurants vs. Other Uses

9

- Majority of drive-through businesses are restaurants
- Other businesses with drive-throughs include banks and pharmacies
- Staff believes restaurants are primary interest in this discussion
 - ▣ Banks and pharmacies tend to internalize drive through windows/aisles
- Does Council agree with this focus?

Quick Service Restaurants

10



AGENDA ITEM 14.1

Dickey's BBQ:
2320 Sunrise
Blvd

**Carl's Jr.: 2300
Sunrise Blvd**

Non-Restaurant Uses

11



Cordova Town
Center Station (EB)

11111 Olson Dr

Olson Dr

Mints Eu

692

U.S. Bank
11111 Olson Dr.

Non-Restaurant Uses

12

International Dr

**CVS Pharmacy:
3301 Zinfandel
Dr.**



3301 Zinfandel Dr



Zinfandel Dr

Barden Dr

New Development vs. Existing Center

13

- Development of a new shopping center allows greater flexibility for design
- Existing centers are often constrained by entry and drive aisle locations
 - ▣ Rigorous standards for drive-throughs in existing shopping centers could make such uses infeasible
- Does Council wish to apply the same standards to new centers and existing centers?

Integration into a Shopping Center

14

- Main store entry can either face into center or toward street frontage
- Use should align with driveway entries and main aisles within the center
- Drive-through aisle should be efficient, discreet and result in minimal interaction between cars and pedestrians

Integration in Shopping Centers

15

KFC:
3551 Bradshaw Rd.

3551 Bradshaw Rd

Bradshaw Rd

Key Design Issues:

Street Frontage

- Presentation of store to passing vehicles
- Currently pedestrian circulation is minor – could become more prevalent in future
- What are Council's priorities?
 - Presentation to adjoining street?
 - Safety – confusion of opposing traffic?
 - Convenience for pedestrians on roadway?
 - Keeping Design Guidelines that require close proximity to streets versus pedestrian access?
- Other Council priorities?

Street Frontage

17

Vehicle Dr

11070 Coloma Rd

Wienerschnitzel:
11070 Coloma
Dr.

Key Design Issues: Pedestrian Circulation

ATTACHMENT 11.

18

- Pedestrian circulation can involve numerous lines of travel
 - ▣ Access from street frontage
 - ▣ Access from immediate parking spaces
 - ▣ Access from other shops/stores within the center
- Does Council place a higher priority on any of these lines of pedestrian travel?

Pedestrian Circulation Near Street

19

E2

700

AGENDA ITEM 14.1



Adalberto's
Mexican Food

2202 Sunrise Blvd

**Adalberto's
Mexican Food:
2202 Sunrise
Blvd**

Pedestrian Circulation Near Street

20



Pedestrian Circulation Setback from Street

21

**Taco Bell: 3411
Bradshaw Rd**

3411 Bradshaw Rd

Adalberto's
Mexican Food

**Adalberto's
Mexican Food:
3421 Bradshaw
Rd.**



Pedestrian Circulation Setback from Street

22

Bradshaw Rd

**Taco Bell: 3411
Bradshaw Rd**

9680 Business Park Dr

AGENDA ITEM 14.1



Existing and Approved Projects



AGENDA ITEM 14.1



Existing and Approved Projects

ATTACHMENT 11.



Density or Frequency of Uses

25

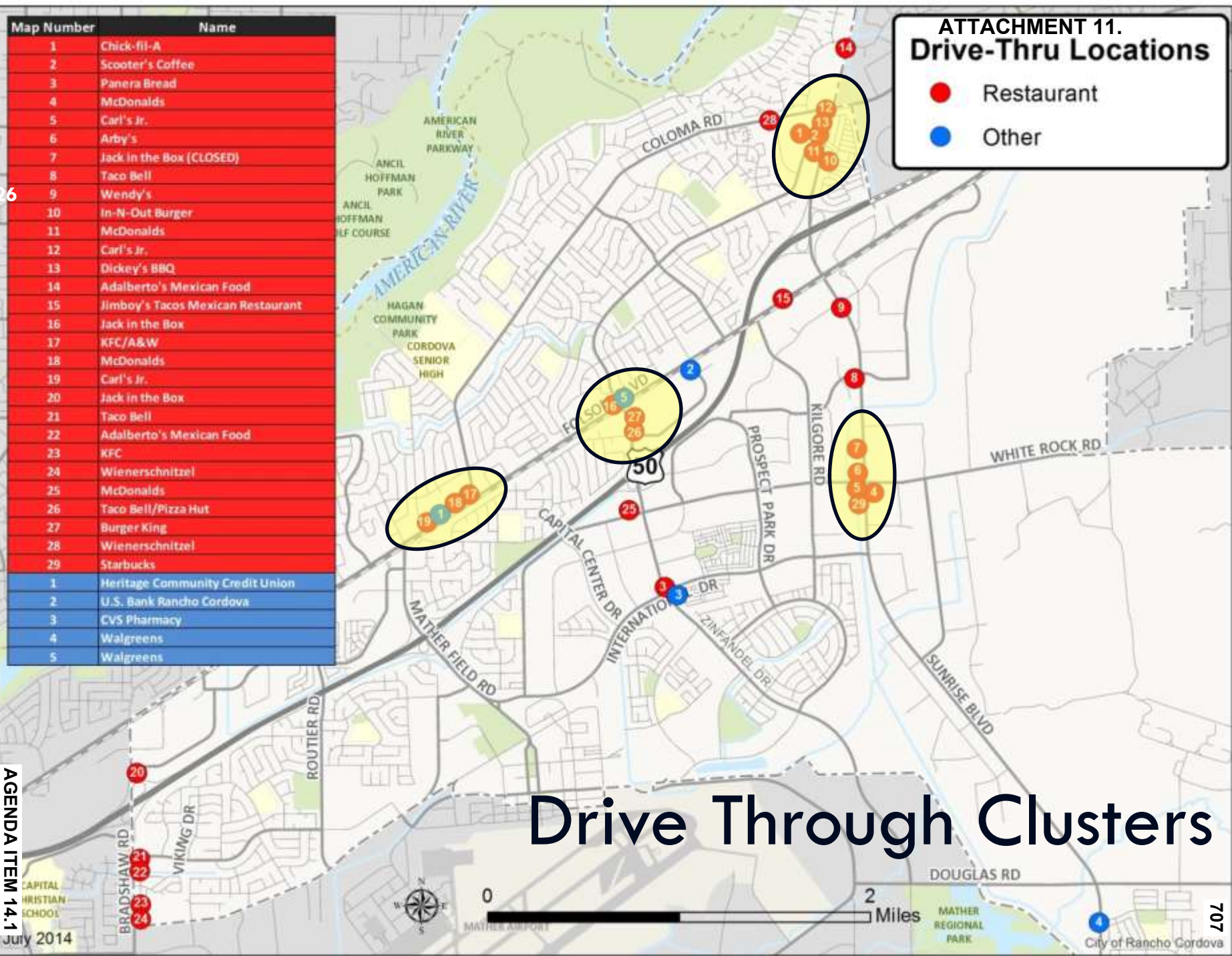
- A few areas within the City have high concentrations of drive-through services
- Is Council concerned about the concentration of drive-through venues?
- Are there specific areas where Council would like to avoid concentration of uses?
 - Folsom Boulevard?
 - Downtown District
 - Sunrise Boulevard?

Map Number	Name
1	Chick-fil-A
2	Scooter's Coffee
3	Panera Bread
4	McDonalds
5	Carl's Jr.
6	Arby's
7	Jack in the Box (CLOSED)
8	Taco Bell
9	Wendy's
10	In-N-Out Burger
11	McDonalds
12	Carl's Jr.
13	Dickey's BBQ
14	Adalberto's Mexican Food
15	Jimboy's Tacos Mexican Restaurant
16	Jack in the Box
17	KFC/A&W
18	McDonalds
19	Carl's Jr.
20	Jack in the Box
21	Taco Bell
22	Adalberto's Mexican Food
23	KFC
24	Wienerschnitzel
25	McDonalds
26	Taco Bell/Pizza Hut
27	Burger King
28	Wienerschnitzel
29	Starbucks
1	Heritage Community Credit Union
2	U.S. Bank Rancho Cordova
3	CVS Pharmacy
4	Walgreens
5	Walgreens

**ATTACHMENT 11.
Drive-Thru Locations**

● Restaurant
● Other

AGENDA ITEM 14.1
July 2014



Drive Thru Clusters

Council Discussion

27

- What are Council's highest concerns?
 - ▣ Relationship to street?
 - Drive aisles next to frontage
 - Building pulled close to frontage
 - Entrance toward frontage vs. shopping center
 - ▣ Pedestrian convenience?
 - ▣ Overall number/density?

Council Discussion

28

- Treat all sites equally?
 - Is Folsom Boulevard or the Downtown district more sensitive than other areas?
 - Should existing centers and new construction/major renovations be treated the same?

Council Discussion

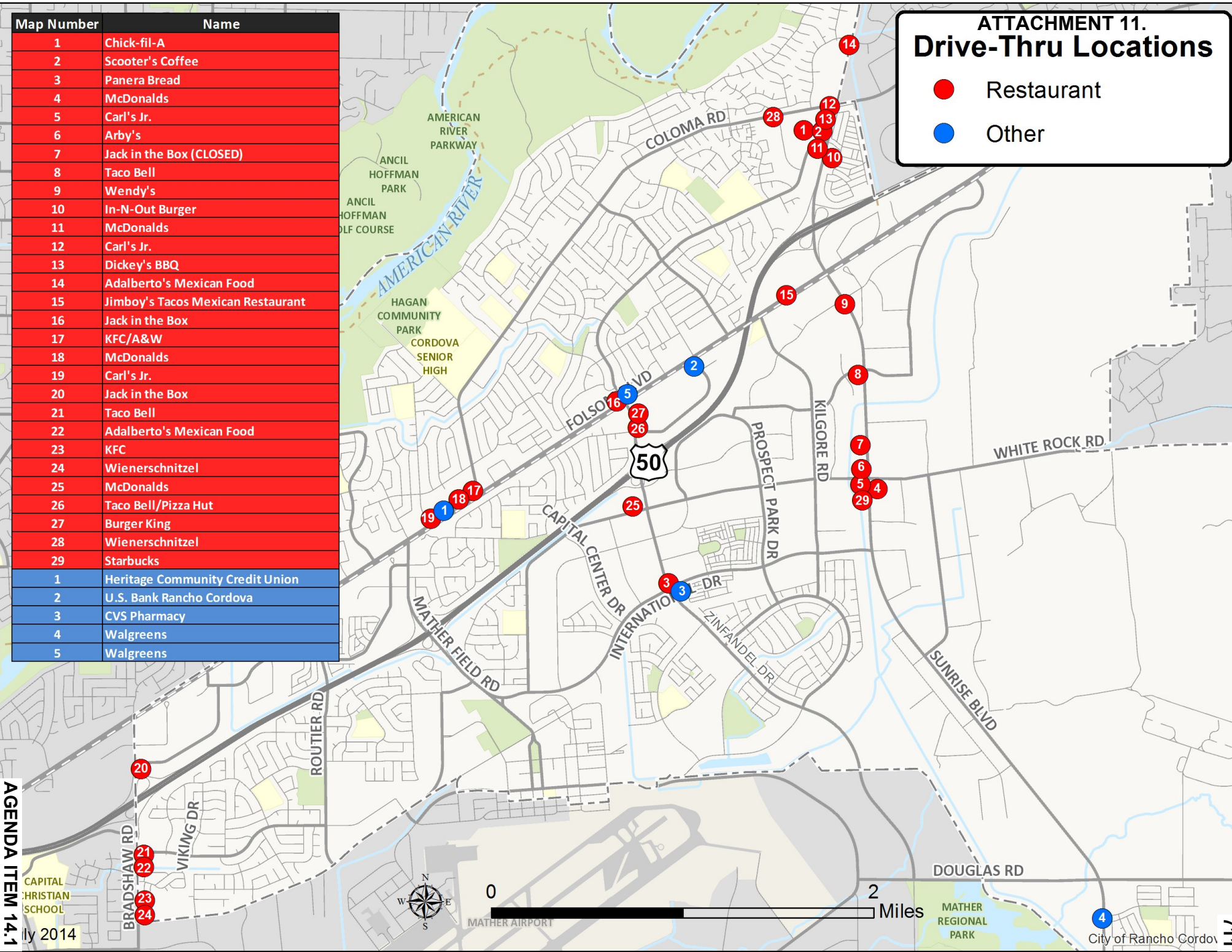
29

- Next Steps...
 - If so directed, staff will begin preparing amendments to the Zoning Code and/or the Folsom Boulevard Specific Plan
 - Council direction on priorities will be applied to future project reviews

Map Number	Name
1	Chick-fil-A
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14	Adalberto's Mexican Food
15	Jimboy's Tacos Mexican Restaurant
16	Jack in the Box
17	KFC/A&W
18	McDonalds
19	Carl's Jr.
20	Jack in the Box
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22	Adalberto's Mexican Food
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ATTACHMENT 11.
Drive-Thru Locations

● Restaurant
● Other

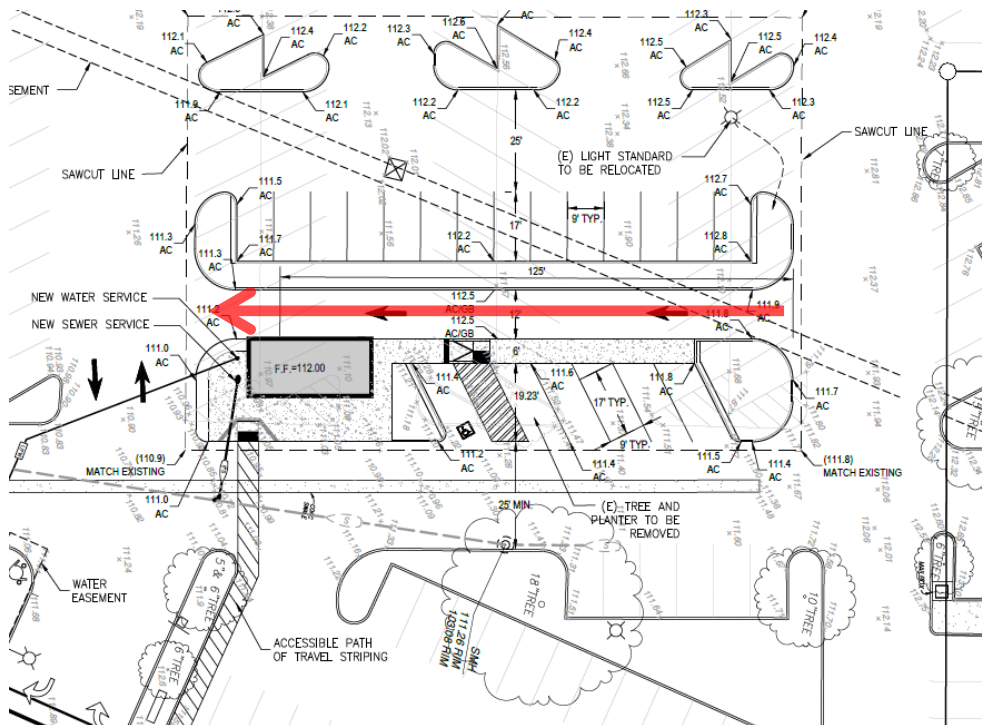


Restaurants

#1- Chick-fil-A: Northwest corner Sunrise Boulevard and Zinfandel Drive(058-0261-027-0000)



#2- Scooter's Coffee: 2348 Sunrise Blvd.(058-0261-027-0000)



[illegible]

White Rock Rd

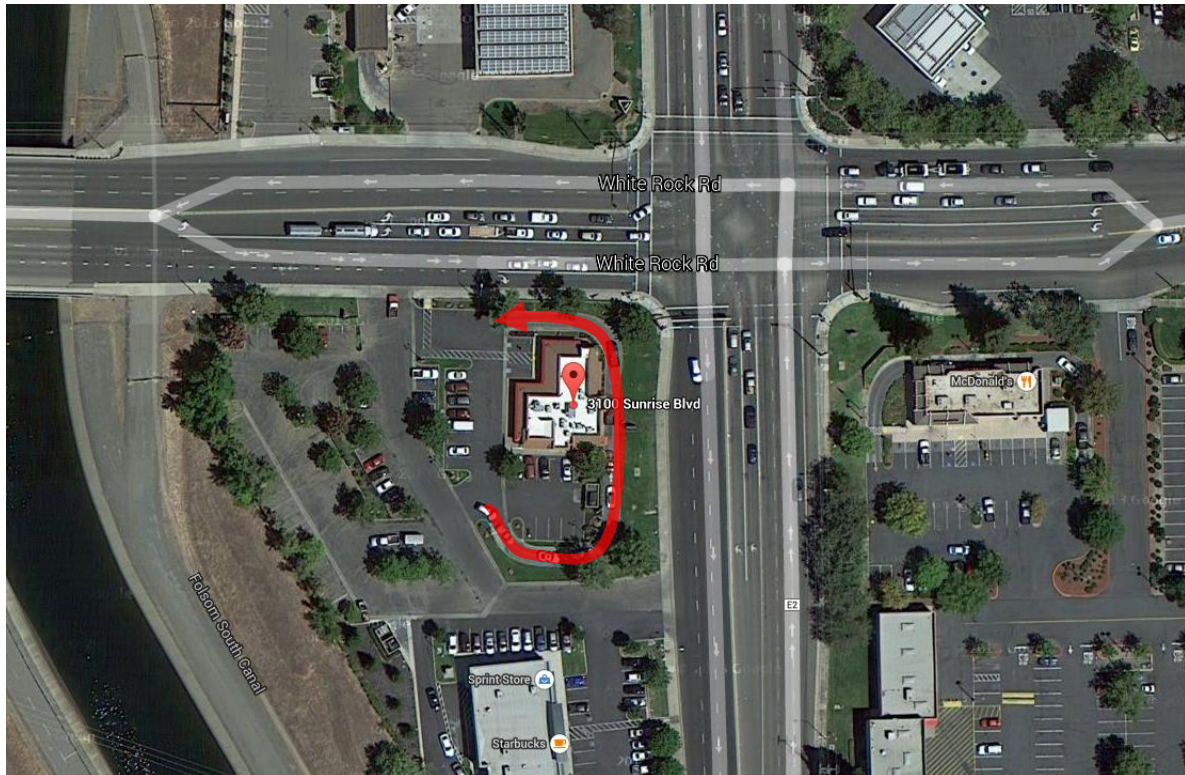
White Rock Rd

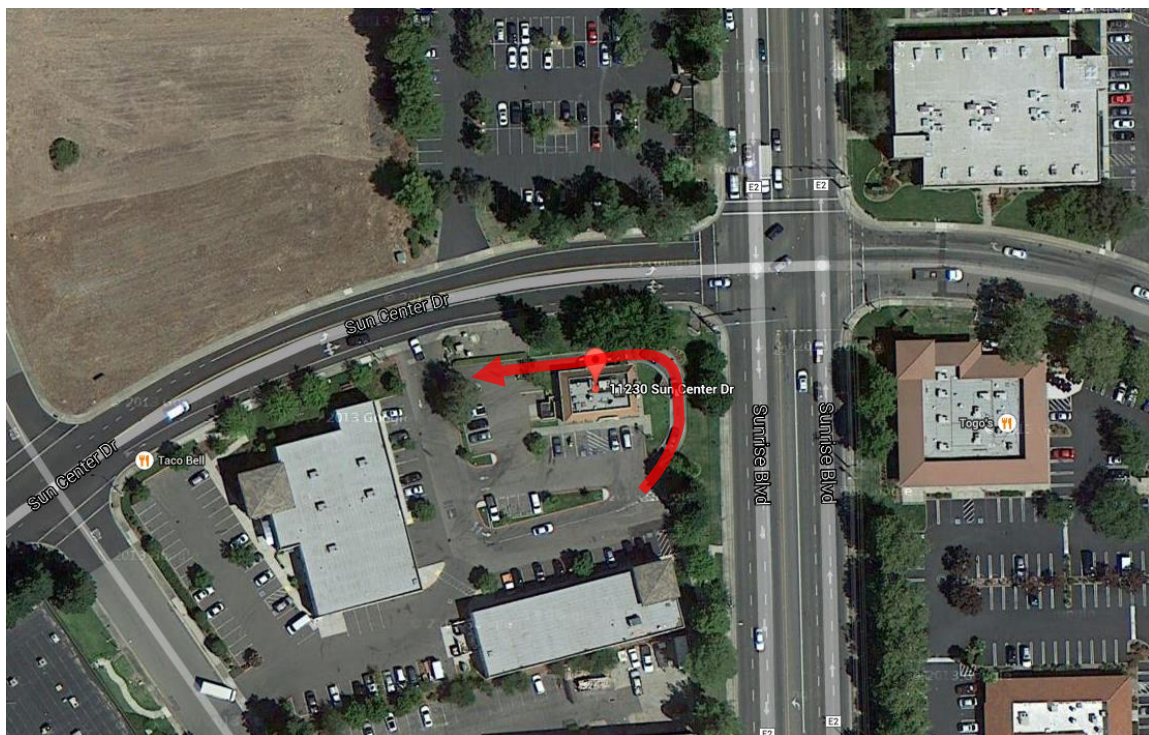
14250 White Rock Rd

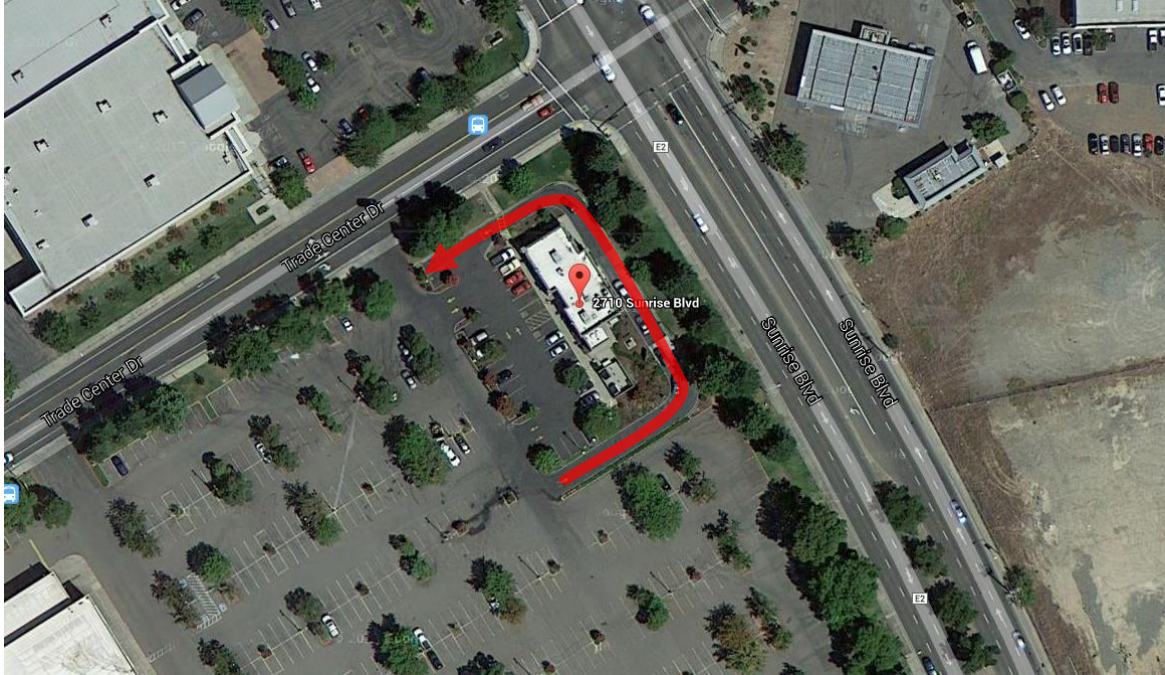
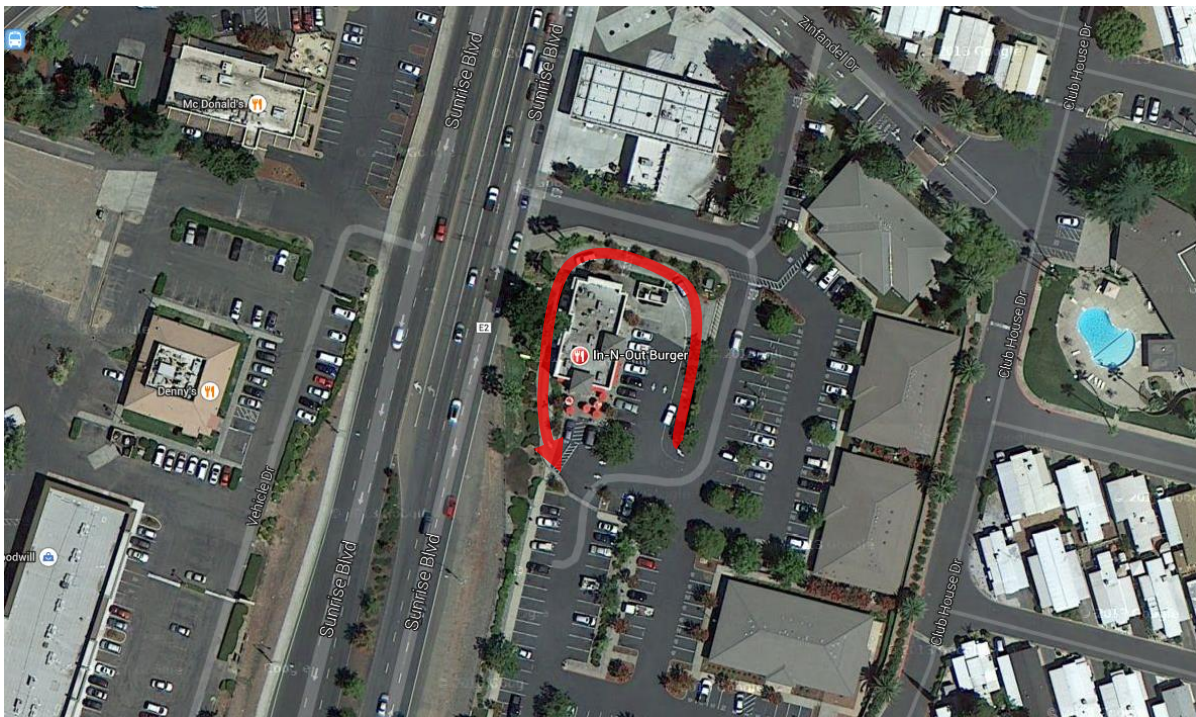
Sprint Store

Starbucks

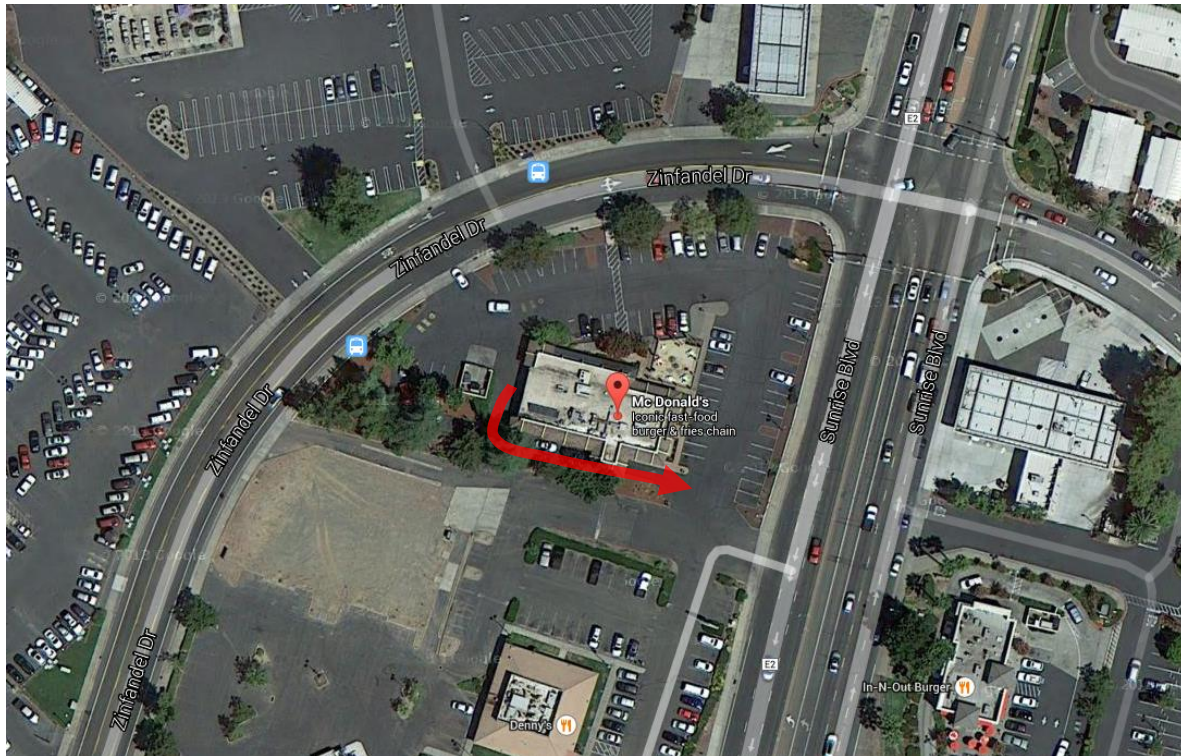
27

#5-Carl's Jr.: 3100 Sunrise Blvd. (072-0340-089-0000)**#6-Arby's: 3090 Sunrise Blvd. (072-0260-045-0000)**

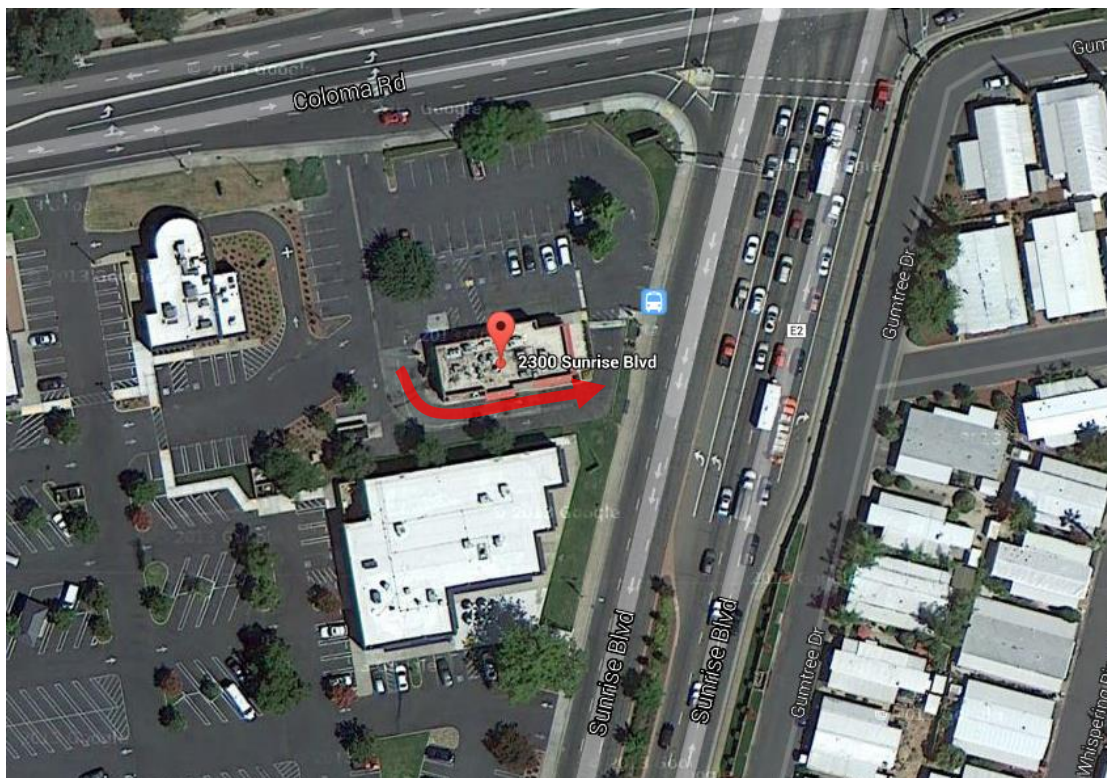
#7-Jack in the Box (CLOSED): 3040 Sunrise Blvd. (072-0260-043-0000)**#8- Taco Bell: 11230 Sun Center Dr.(072-0490-020-0000)**

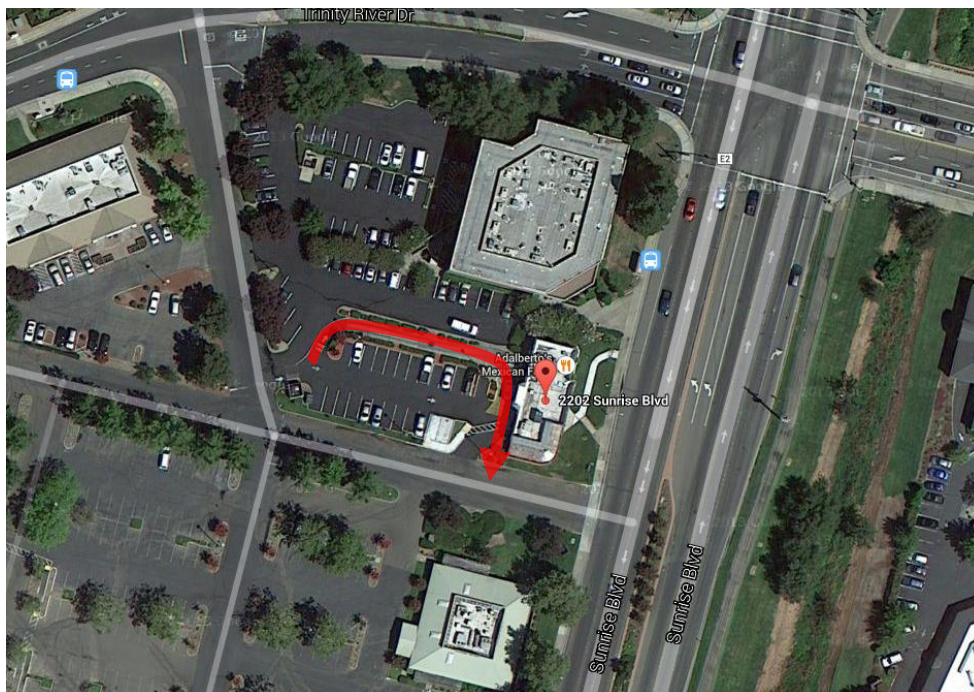
#9-Wendy's: 2710 Sunrise Blvd. (072-0223-011-0000)**#10-In-N-Out Burger: 2475 Sunrise Blvd. (058-0262-012-0000)**

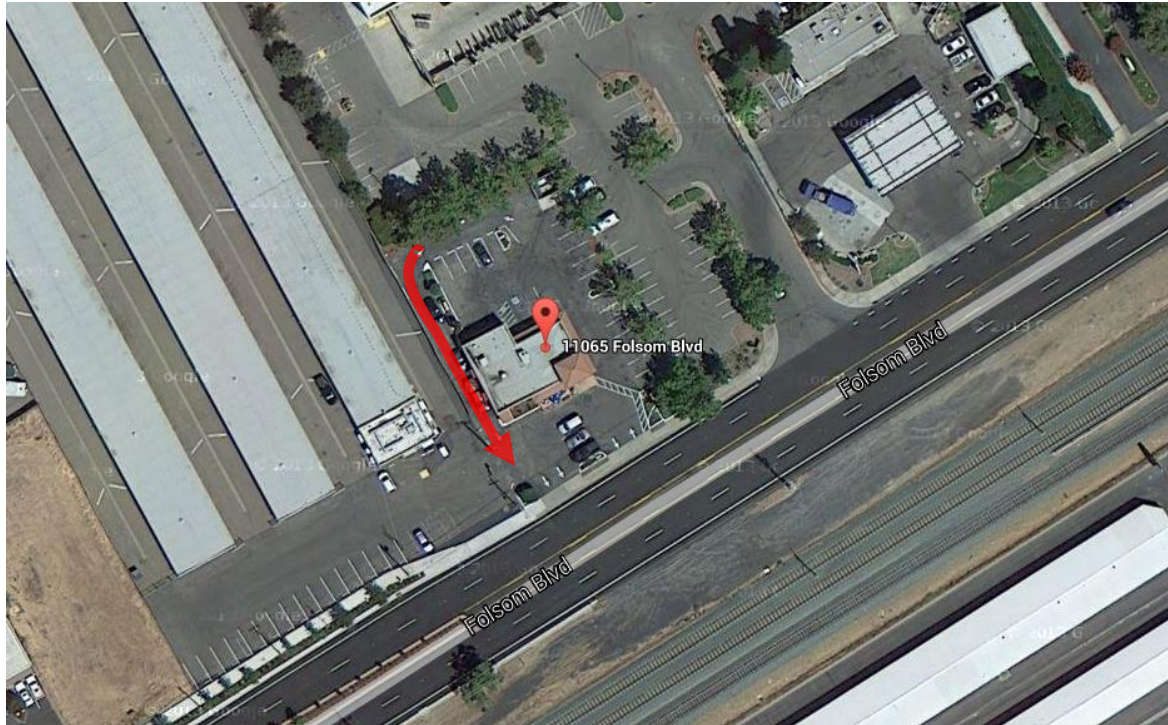
#11-McDonalds: 2400 Sunrise Blvd. (058-0261-027-0000)



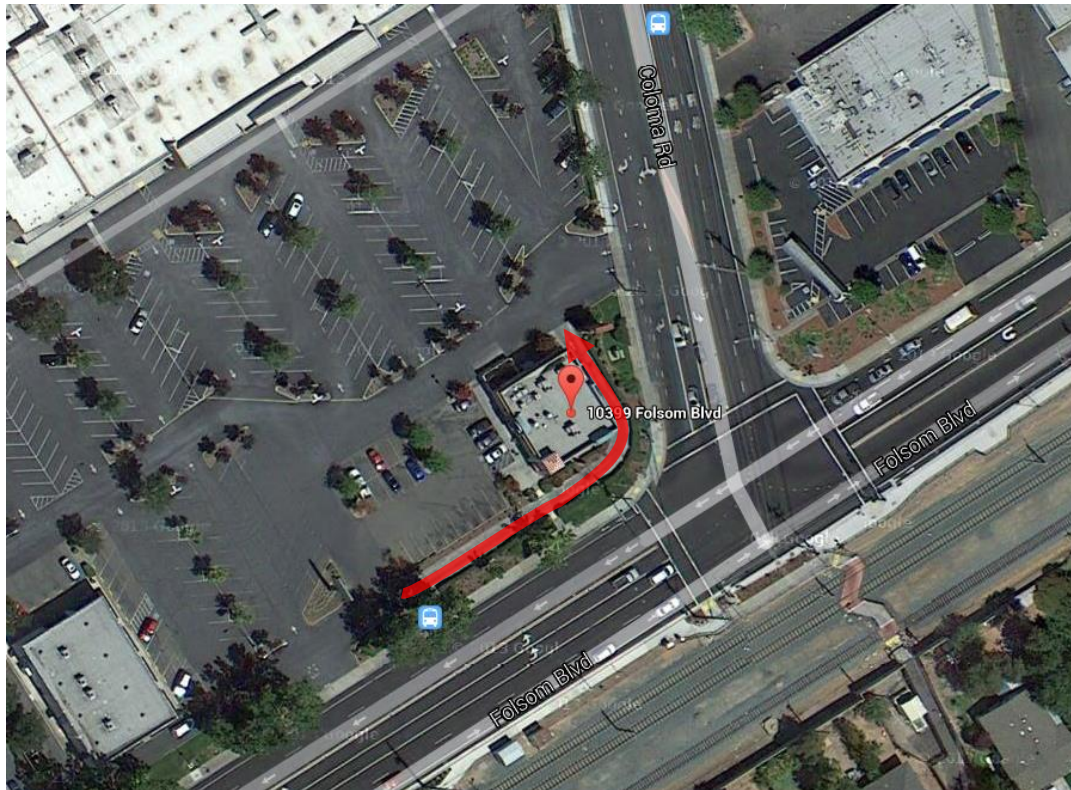
#12- Carl's Jr.: 2300 Sunrise Blvd. (058-0261-021-0000)



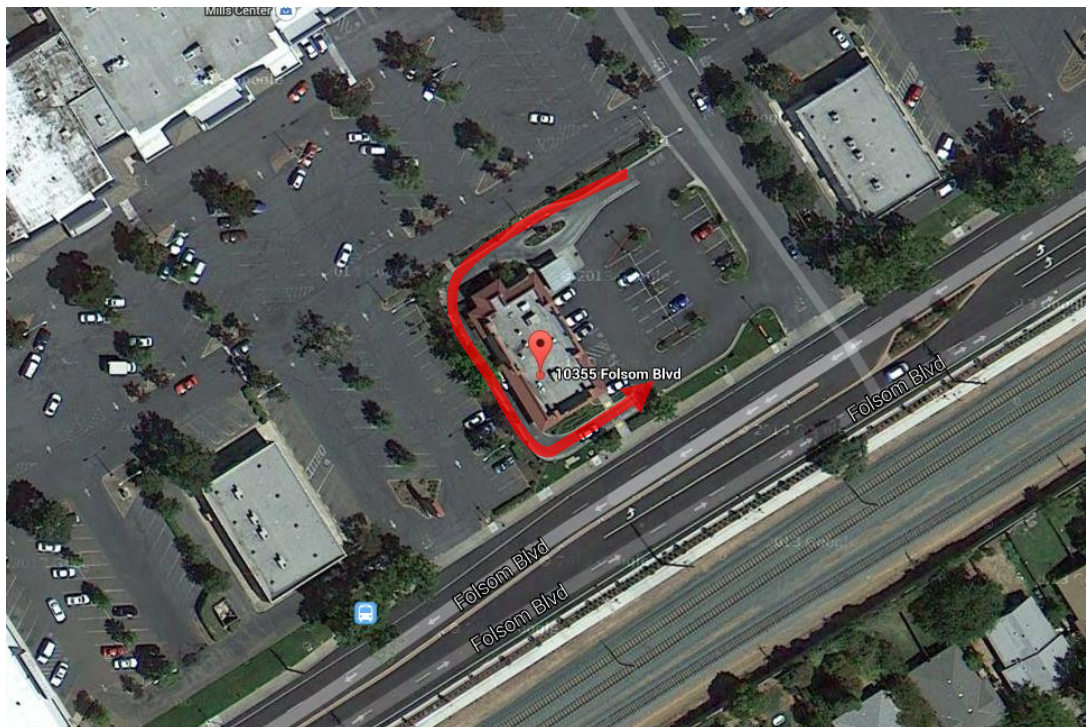
#13-Dickey's BBQ: 2320 Sunrise Blvd. (058-0261-026-0000)**#14-Adalberto's Mexican Food: 2202 Sunrise Blvd.(056-0430-015-0000)**

#15-Jimboy's Tacos Mexican Restaurant: 11065 Folsom Blvd. (058-0280-019-0000)**#16-Jack in the Box: 10699 Folsom Blvd. (057-0240-002-0000)**

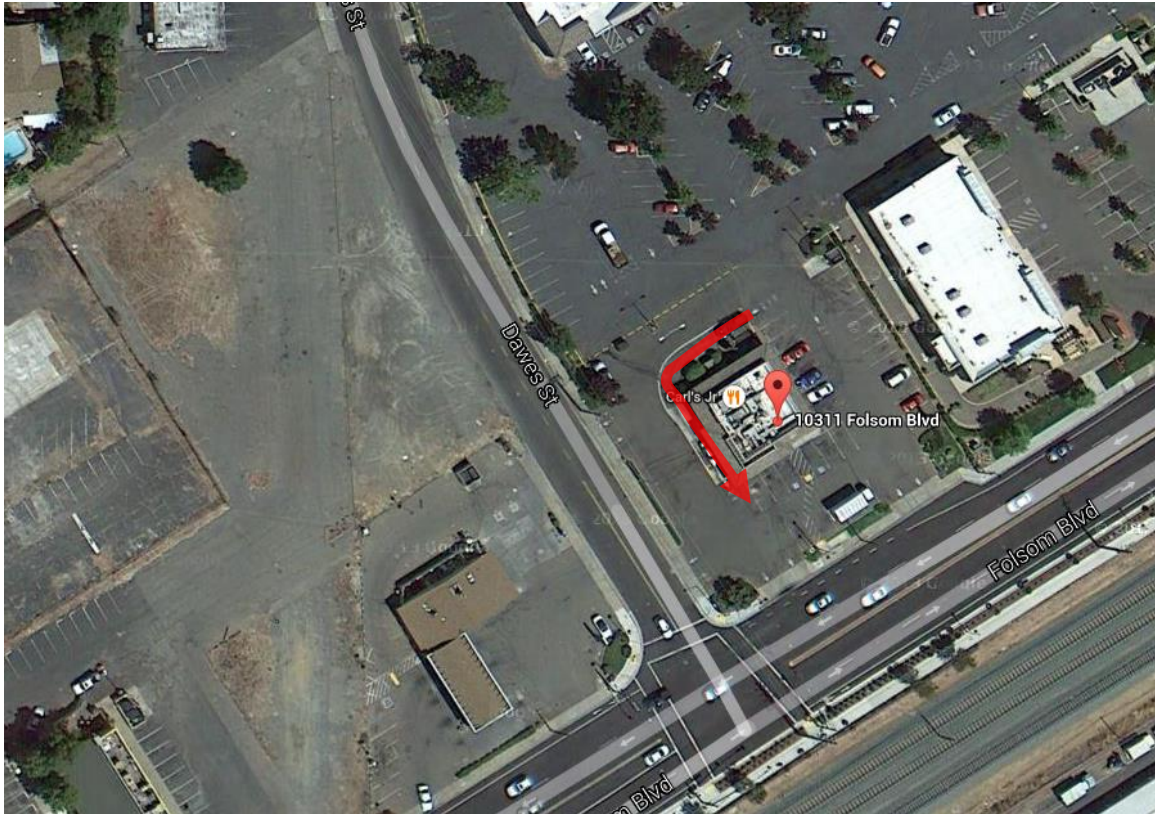
#17-KFC/A&W: 10399 Folsom Blvd.(076-0222-020-0000)



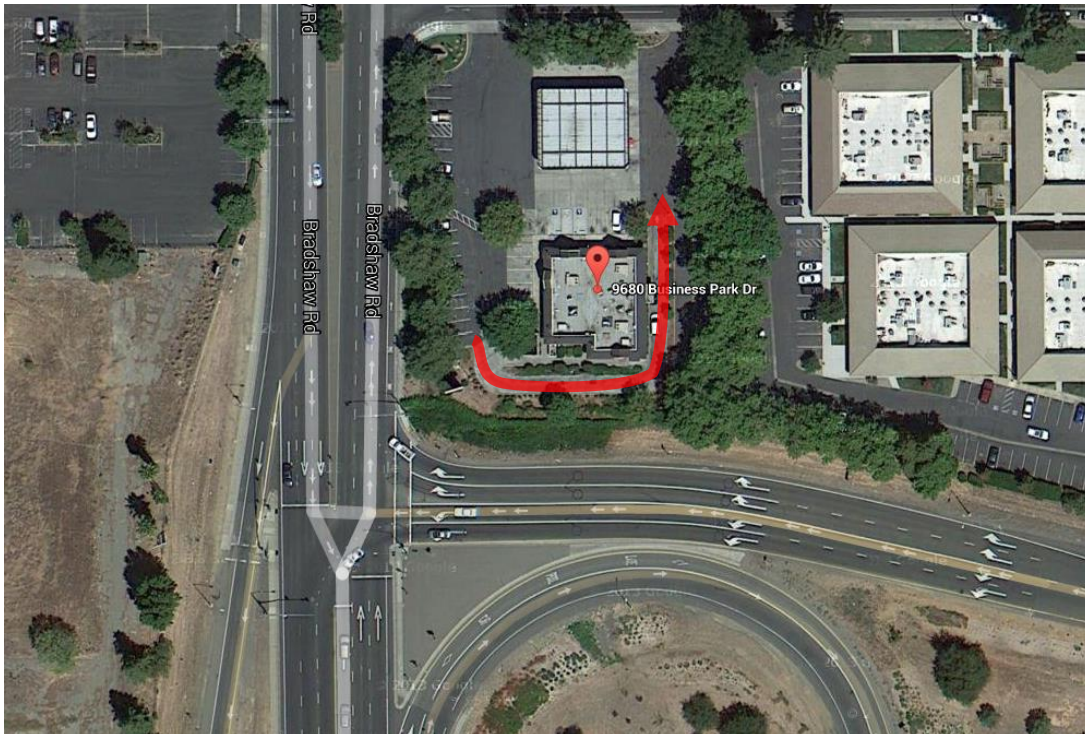
#18-McDonalds: 10355 Folsom Blvd.(076-0222-025-0000)

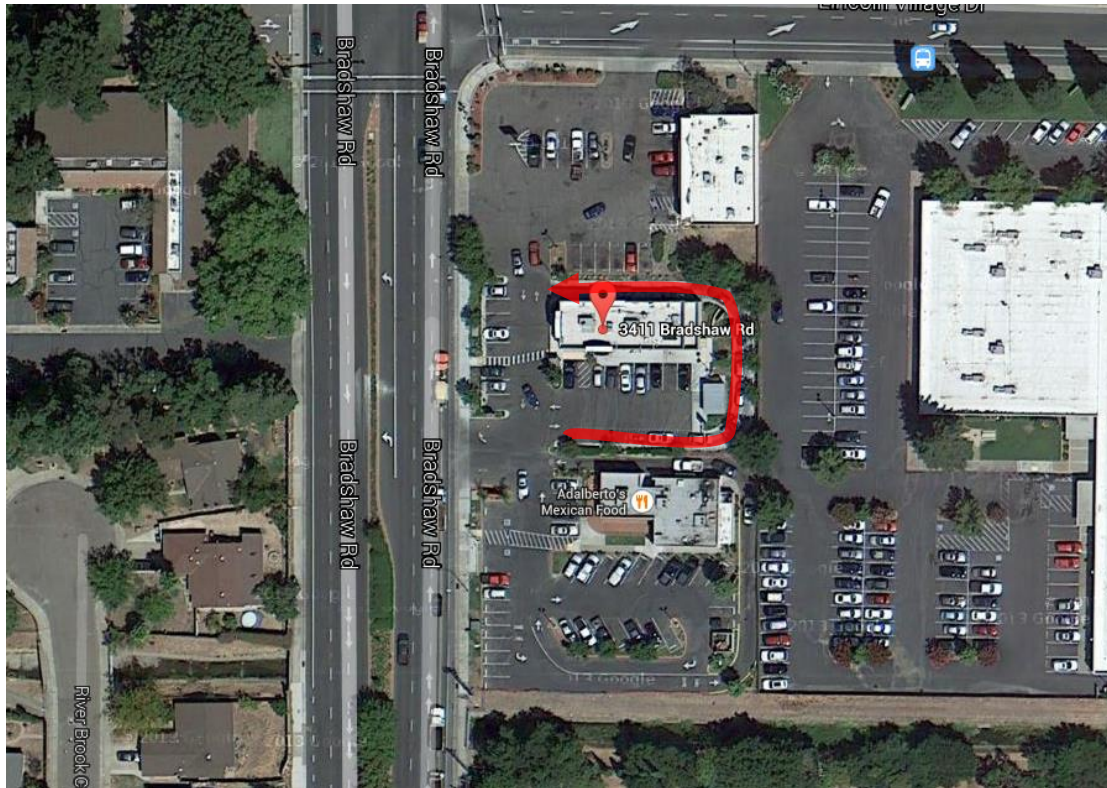
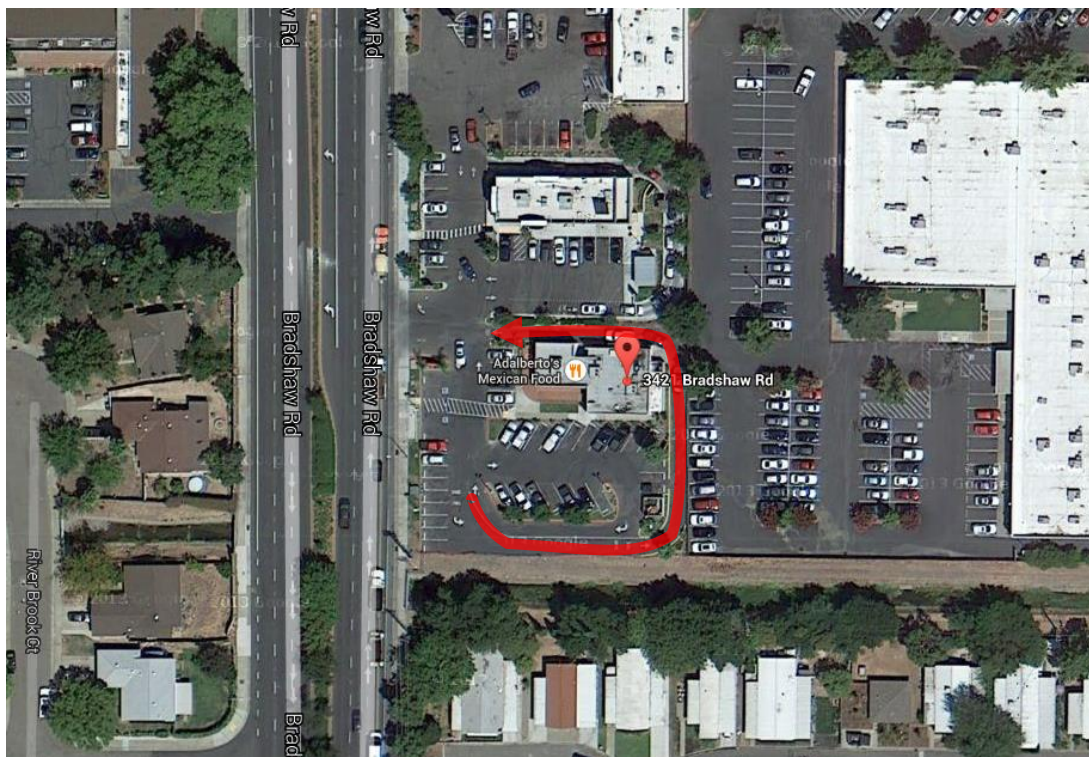


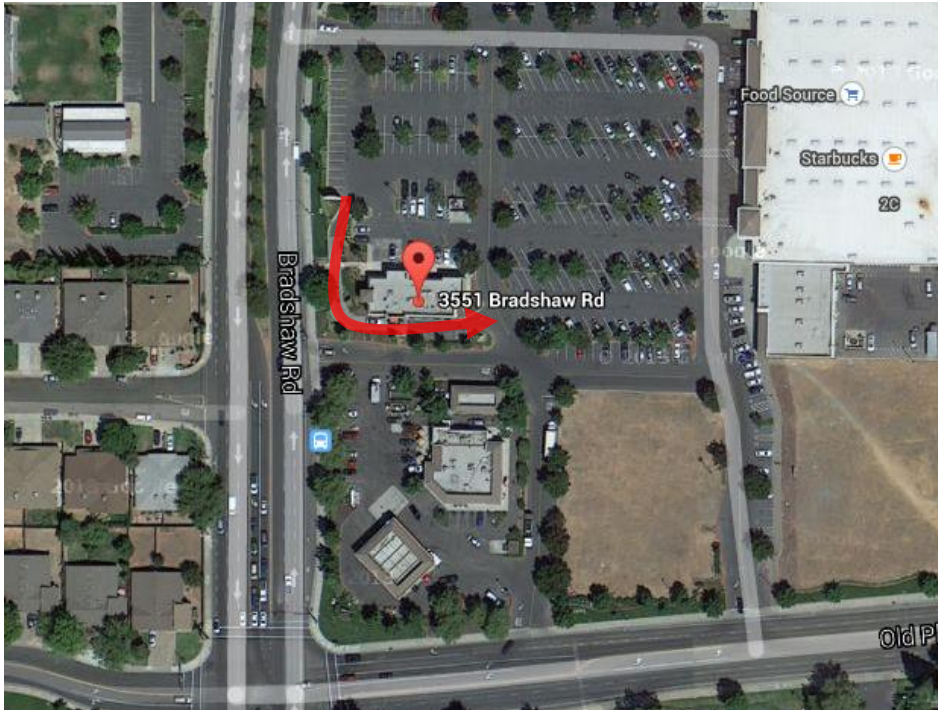
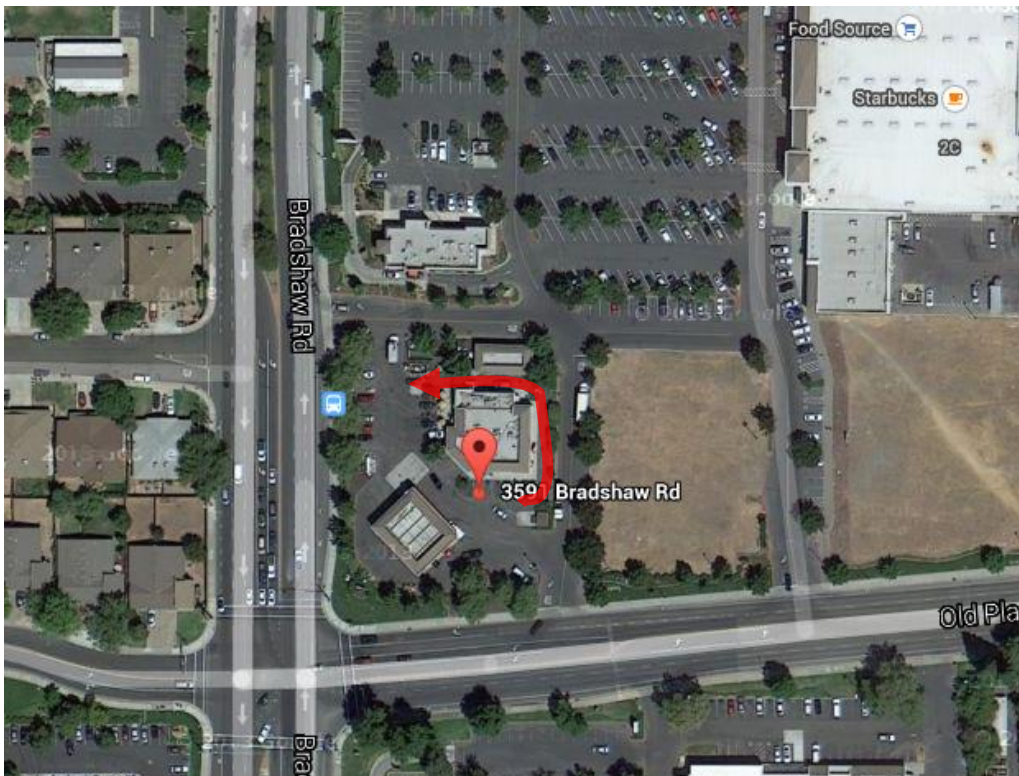
#19-Carl's Jr.: 10311 Folsom Blvd.(076-0222-001-0000)



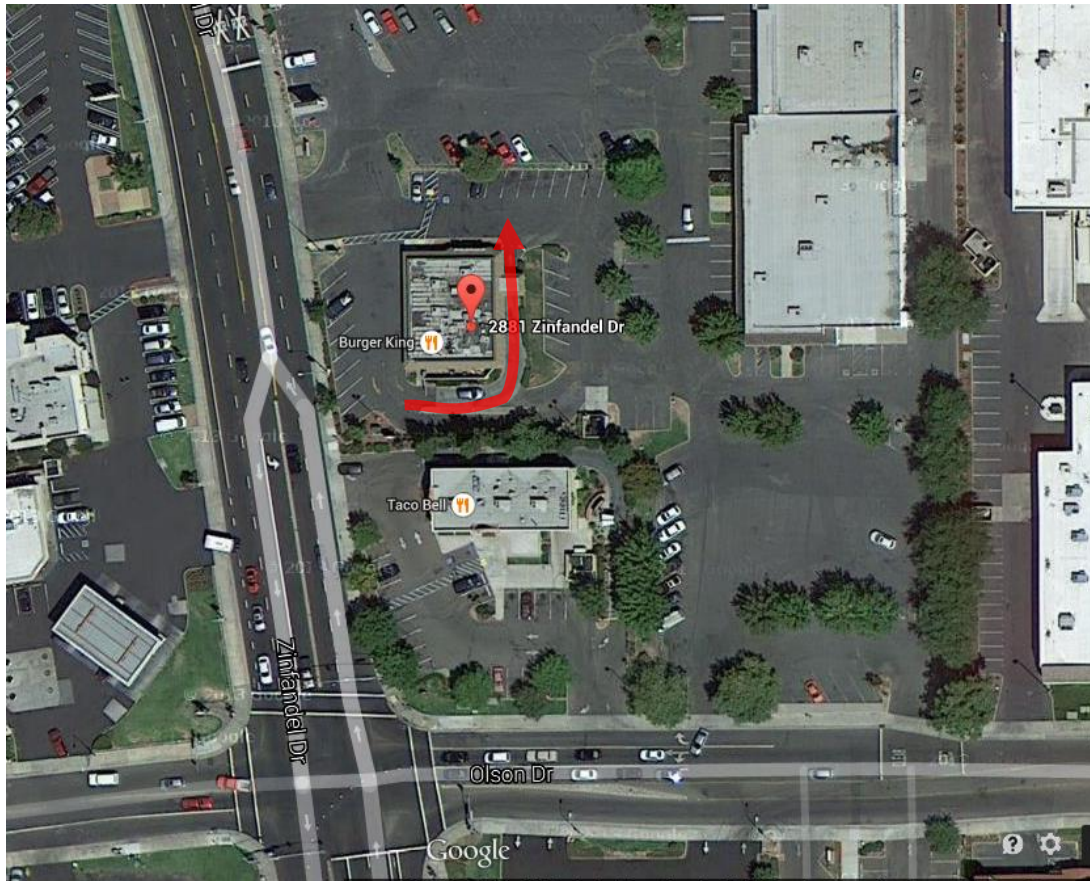
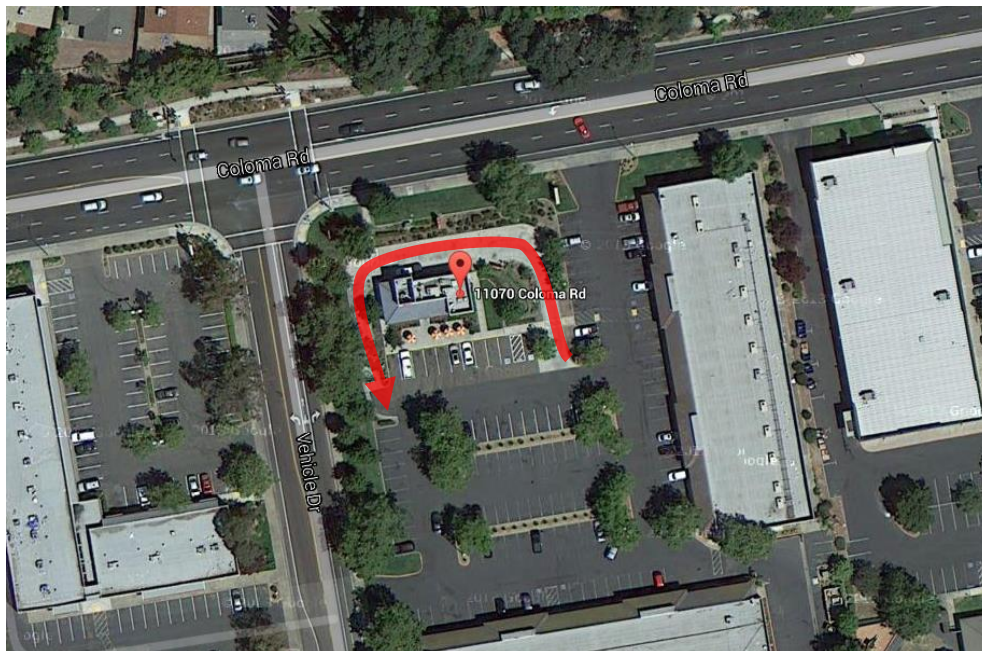
#20-Jack in the Box: 9680 Business Park Dr.(068-0160-079-0000)

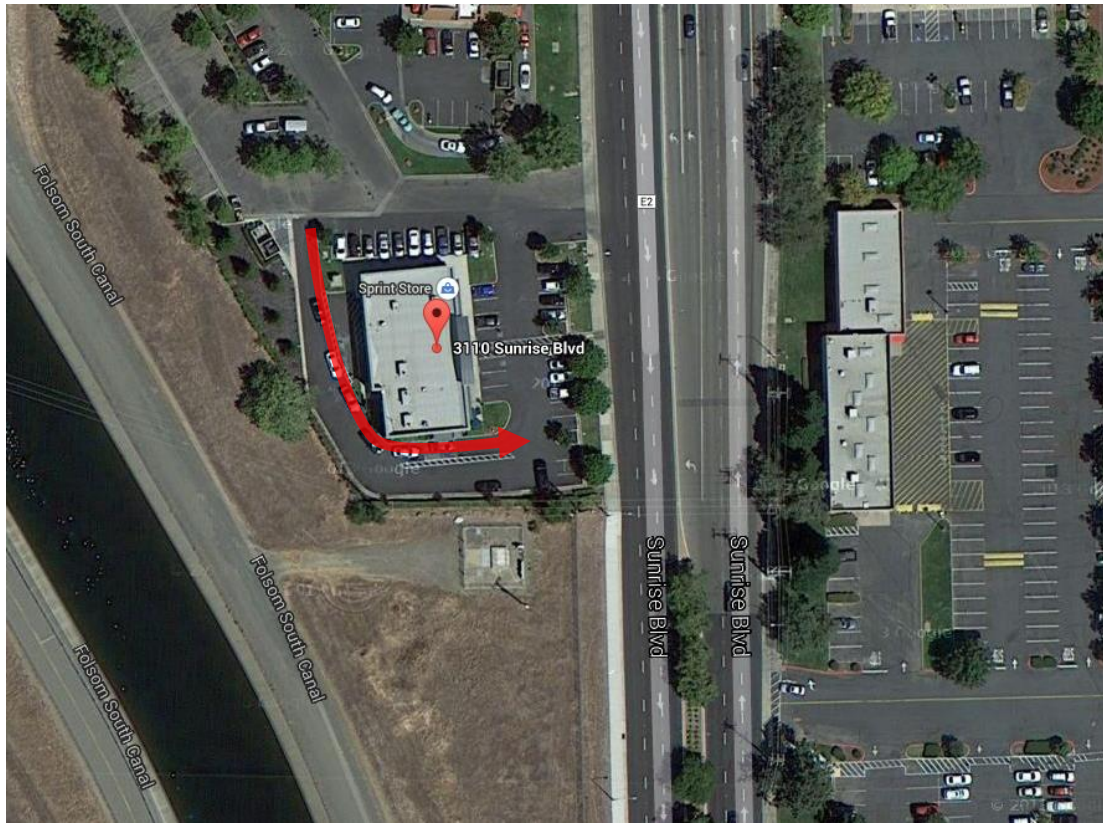


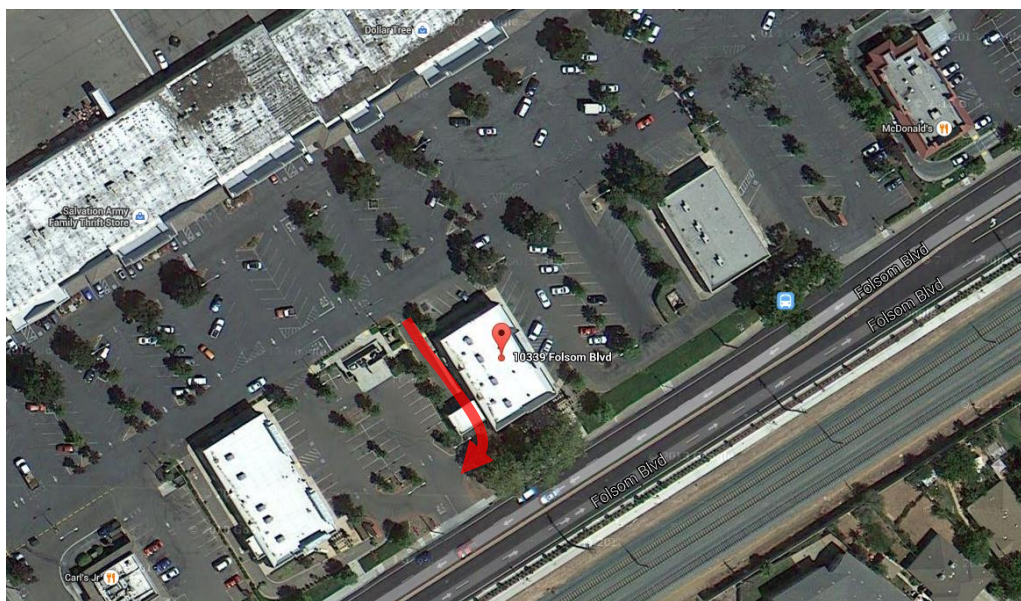
#21- Taco Bell: 3411 Bradshaw Rd.(068-0050-010-0000)**#22-Adalberto's Mexican Food: 3421 Bradshaw Rd.(068-0050-011-0000)**

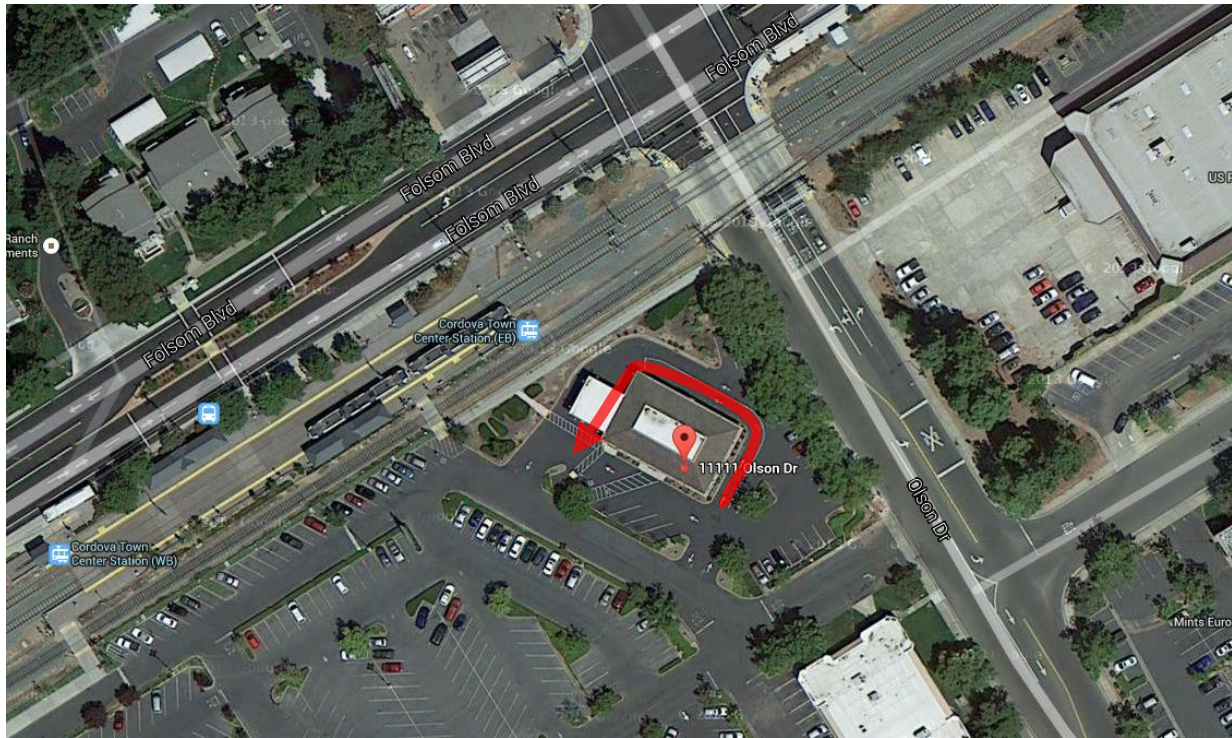
#23-KFC: 3551 Bradshaw Rd. (068-0030-047-0000)**#24-Wienerschnitzel: 3591 Bradshaw Rd.(068-0030-048-0000)**

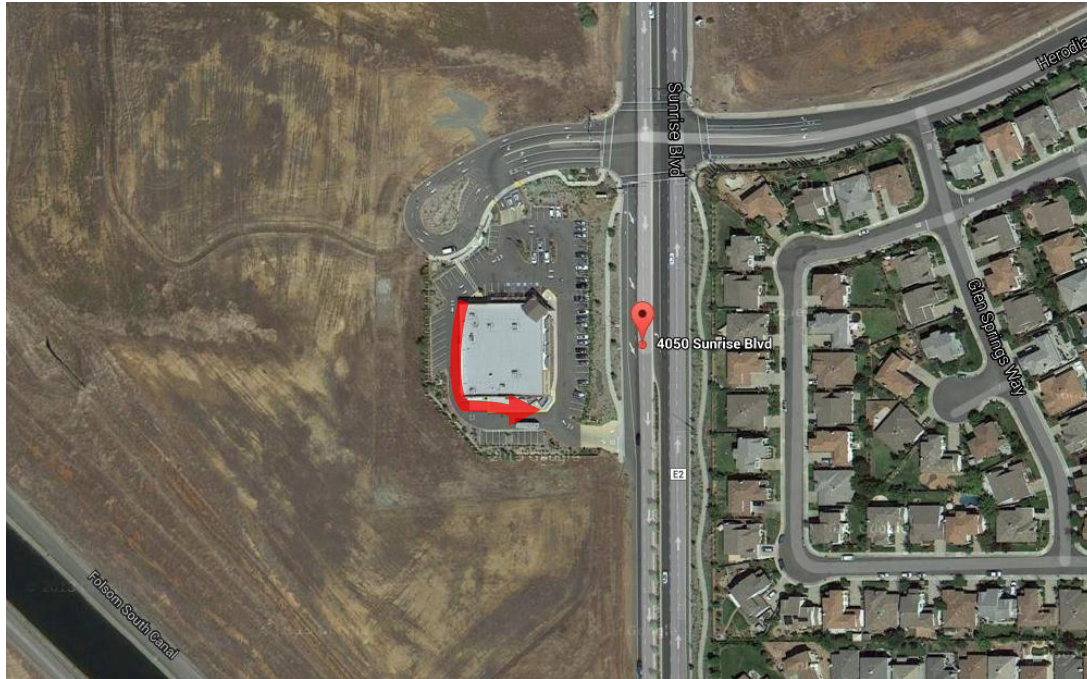
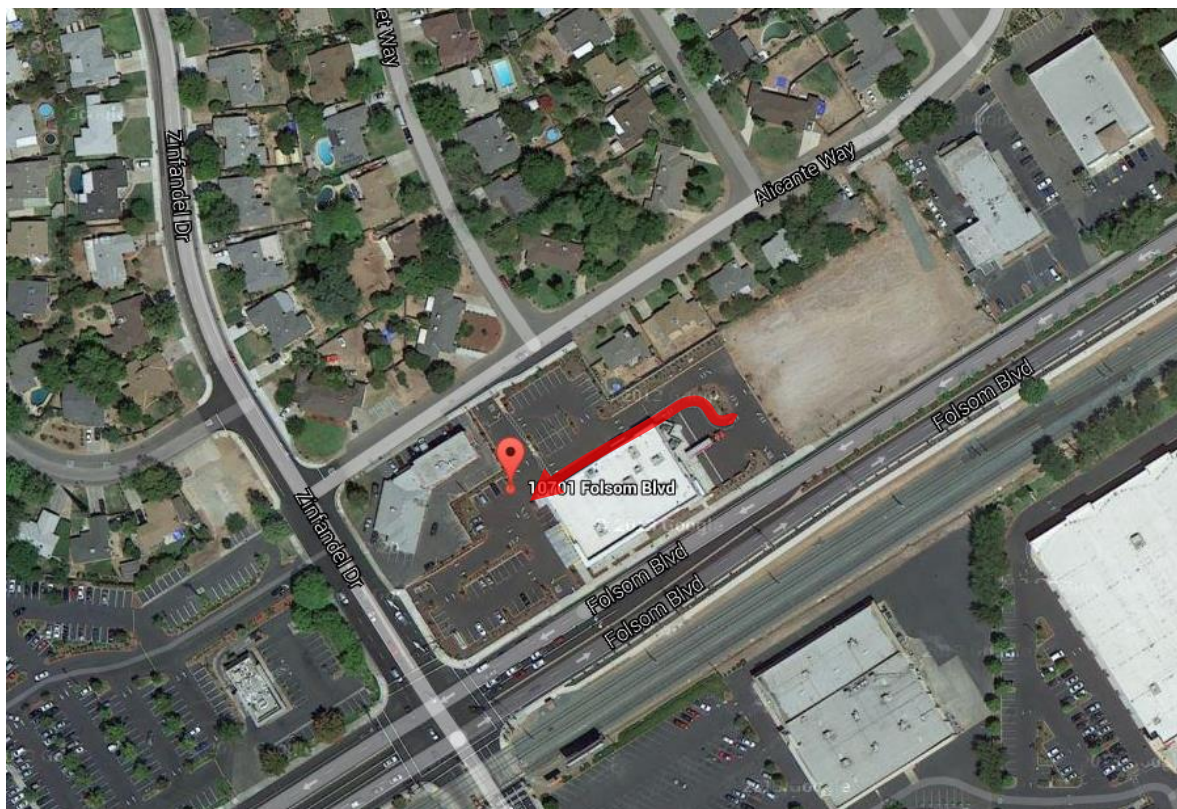
#25-McDonalds: 10725 White Rock Rd. (072-0210-102-0000)**#26-Taco Bell/Pizza Hut: 2891 Zinfandel Dr. (072-0330-016-0000)**

#27-Burger King: 2881 Zinfandel Dr.(072-0330-021-0000)**#28-Wienerschnitzel: 11070 Coloma Dr. (058-0261-044-0000)**

#29-Starbucks: 3110 Sunrise Blvd. (072-0340-090-0000)

Other**#1-Heritage Community Credit Union: 10339 Folsom Blvd.(076-0222-023-0000)**

#2-U.S. Bank Rancho Cordova: 11111 Olson Dr. (072-0280-026-0000)**#3-CVS Pharmacy: 3301 Zinfandel Dr. (072-0680-075-0000)**

#4-Walgreens: 4050 Sunrise Blvd.(067-0030-039-0000)**#5-Walgreens: 10701 Folsom Blvd.(057-0254-023-0000)**

Project Name: Watt Diaz
 Date of Review: July 2016

RANCHO CORDOVA DESIGN GUIDELINES		The Proposed Project				
B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS		n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (3:10)						
OBJECTIVE: Develop an on-site circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and minimizes conflicts with pedestrians and bicycles. Provide on-site facilities to accommodate pedestrian, bicyclists, and transit riders.						
DESIGN STANDARDS						
Pedestrian connections are provided between buildings and adjoining commercial and residential developments. The project is connected to the sidewalk.						
DESIGN GUIDELINES						
1. Large commercial developments are designed with a "Main Street" style. (three provisions listed for implementation). The Main Street concept brings buildings close to the street, developing a pedestrian area in front of stores and offices, consolidates parking in the rear, under, or within the building or along the street.		X				
2. Auto dependent uses are designed to reduce conflicts with pedestrians (three provisions listed for implementation).					X	
3. Commercial centers are linked to the surroundings with pedestrian connections as appropriate.					X	
4. For TODs (Transit Oriented Development), the transit stop is an integrated component of the development.		X				
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (3:14)						
OBJECTIVE: Provide usable public spaces and gathering spaces oriented towards the pedestrian user as a key component of the development.						
DESIGN STANDARDS						
A minimum of one public plaza or similar gathering place is provided.					X	
DESIGN GUIDELINES						
1. Large sites feature public spaces that are meaningful.					X	

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
2. Uses such as restaurants front onto plazas and take advantage of outdoor spaces.				X	
3. Outdoor areas are landscaped and include street furniture and landscape elements.				X	
4. Street corners are developed as active portions of the site with building entrances, public plazas, or small parks.				X	
5. Different materials and colors are used to offset the paving and to provide visual interest.				X	
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (3:18)					
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.					
DESIGN STANDARDS					
Buildings are setback appropriate distances from the public right-of-way and the setback envelope does not include parking. Landscaping is provided as appropriate.				X	
DESIGN GUIDELINES					
1. Commercial buildings on sites over 15 acres are designed to create "Main Street" environments.			X		
2. Projects are designed as vibrant mixed-use centers that attract and captivate the pedestrian user (five provisions listed for implementation).	X				
3. Loading and delivery service areas are located in appropriate locations and adequately screened.			X		
4. Corner and mid-block pad buildings are oriented towards the street and public sidewalk (two provisions listed for implementation).				X	

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS		The Proposed Project				
		n	-	=	+	Description/Comments
ARCHITECTURE > MASSING, SCALE, AND FORM (3:24)						
OBJECTIVE: Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas, and should complement adjoining properties.						
DESIGN GUIDELINES						
1. Multi-level buildings are designed with architecture that is visually interesting (four provisions listed for implementation).	X					
2. Large retailers are integrated into multi-tenant developments, rather than being freestanding buildings (four provisions listed for implementation).				X		
ARCHITECTURE > STYLE AND DESIGN DETAILS (3:26)						
OBJECTIVE: Commercial development shall be designed with an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character for Rancho Cordova. The architectural style shall be evident on all elevations of all buildings.						
DESIGN GUIDELINES						
1. Design all sides of the building with consistent architecture and façade elements (three provisions listed for implementation).				X		
ARCHITECTURE > STYLE AND DESIGN DETAILS > COMMERCIAL FACADES (3:28)						
OBJECTIVE: Commercial facades should appear open, inviting and engaging to the passerby.						
DESIGN GUIDELINES						
1. Storefronts promote a sense of entry into the structure as well as a sense of shelter (three provisions listed for implementation).				X		
2. Entries are clearly visible from the street and provide visual interest (three provisions listed for implementation).			X			
3. Windows are used to create an open and inviting atmosphere (six provisions listed for implementation).				X		

RANCHO CORDOVA DESIGN GUIDELINES					The Proposed Project				
B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS					n	-	=	+	Description/Comments
CHECKLIST EVALUATION									
Total (19 Guidelines)									

Project Name: Amelia Retail Center
 Date of Review: July 2016

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES		The Proposed Project			
		n	-	=	+
SITE DESIGN > SENSE OF PLACE AND COMMUNITY IDENTITY (2:4)					
OBJECTIVE: The design of the site should contribute to an overall sense of place that the user can relate to and remember.					
DESIGN GUIDELINES					
1. Design a formal structure for the site through building placement and orientation (sense of order, wayfinding)				X	
2. Use proportions in mass and detail to form the spaces between buildings.			X		
3. Use design features to establish project identity (i.e. architectural features, site furniture, landscape, signs, art)				X	
4. Build transparency (clear, uninterrupted views) from the right-of-way to the buildings and open areas of the site (three provisions listed for implementation).				X	
5. Project signage should not dominate the streetscape (two provisions listed for implementation depending on project type).				X	
SITE DESIGN > CONNECTIVITY AND CIRCULATION (2:8)					
OBJECTIVE: Develop pedestrian oriented communities that are connected by a vast, efficient, community-oriented circulation and transit system. Smart growth principles of a street network with a wide variety of street widths, rather than a few large or very large streets that neglect or ignore the pedestrian.					
DESIGN GUIDELINES					
1. Provide a clear hierarchy of streets consistent with the City's Circulation Plan.				X	
2. New development based on a grid or modified grid system (vs. conventional curvilinear street system).				X	
3. The use of cul-de-sacs is highly discouraged.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
4. Major roadways spaced at approximately one-mile increments and secondary roads at approximately one-half-mile increments.	X				
5. Preferred block length is less than 600 feet; 600-800 feet is acceptable; more than 800 is unacceptable. Mid-block crossings are encouraged where blocks are more than 800 feet long.	X				
6. Trails and pedestrian corridors are integrated into the development.				X	
7. Dedicated bike paths are included.			X		
8. Traffic calming devices (i.e. bulbouts, traffic circles, raised crosswalks, etc) are included as needed (five provisions listed for implementation).				X	
SITE DESIGN > CONNECTIVITY AND CIRCULATION > VEHICULAR (2:12)					
OBJECTIVE: Develop an on-site vehicular circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and creates environments that are safe for pedestrians, bicycles, and cars.					
DESIGN STANDARDS					
New driveways should be sited away from or immediately opposite street intersections and the number of driveways shall be minimized, consistent with the direction of the Public Works Director, for purposes of traffic safety.				X	
DESIGN GUIDELINES					
1. The circulation system avoids conflicts between vehicular, bicycle, and pedestrian traffic. Development is based on the street grid Main Street concept (depending on scale and type of project). The Main Street concept brings buildings close to the street, developing a pedestrian area in front of stores and offices, consolidates parking in the rear, under, or within the building or along the street.			X		
2. Parking areas are designed to buffer opposing modes to create a safe environment (three provisions listed for implementation).				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Service and loading functions are integrated into the site's circulation pattern to minimize conflicts.			X		
4. Redundant circulation has been minimized.	X				
5. Circulation routes focus on primary points of ingress and egress.				X	
6. Circulation systems are simplified and consolidated (four provisions listed for implementation).	X				
7. A traditional street grid or modified street grid is used (four provisions listed for implementation).	X				
SITE DESIGN > CONNECTIVITY AND CIRCULATION > PEDESTRIAN (2:16)					
OBJECTIVE: Reduce and eliminate barriers and visual impairments to pedestrian movement, making the pedestrian a priority in the design of projects.					
DESIGN STANDARDS					
1. Sidewalks meet the requirements of the Pedestrian Design Guidelines.				X	
2. All walkways internal to the project are a minimum of 6 feet wide.				X	
3. Walkways are properly illuminated.				X	
DESIGN GUIDELINES					
1. Traffic calming features (i.e. bulbouts, traffic circles, raised crosswalks, etc) are used to improve pedestrian crossings.				X	
2. Sidewalks are strategically located between long rows of parking in larger parking areas for safe and direct pedestrian circulation.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Site is designed such that there are few conflicts with vehicles (six provisions listed for implementation).				X	
4. Pedestrian access points are emphasized through site design features (four provisions listed for implementation)				X	
5. Project includes continuous sidewalks (five provisions listed for implementation).			X		
6. Natural, easy to use connections are made between residential neighborhoods and neighborhood/village centers.			X		
7. Pedestrian amenities (i.e. places for people to sit, wide sidewalks at building entries, weather protection along buildings and along walkways, etc.) are provided that increase safety and comfort (five provisions listed for implementation).				X	
8. Urban sidewalks adjoining buildings located at the street are developed at widths of at least 10 to 12 feet and include street trees with grills between the roadway and the buildings to help define the street edge.				X	
SITE DESIGN > CONNECTIVITY AND CIRCULATION > BICYCLE (2:20)					
OBJECTIVE: Provide on-site amenities that promote bicycle travel into and around the site and connect the site in a clear and well-defined manner to the City's bicycle and trail system.					
DESIGN GUIDELINES					
1. Bicycle routes are incorporated into the design of communities.			X		
2. The project connects to the Citywide bikeway system.				X	
3. Provide a continuous system of bike paths throughout the project (three provisions listed for implementation).				X	
4. Bicycle racks are located in proximity to entrances and do not obstruct the pedestrian right-of-way.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES		The Proposed Project				Description/Comments	
		n	-	=	+		
SITE DESIGN > CONNECTIVITY AND CIRCULATION > TRANSIT (2:22)							
OBJECTIVE: Provide on-site facilities to accommodate transit riders and provide clear and well-defined on-site access to transit services.							
DESIGN GUIDELINES							
1. Design projects so that transit is convenient (five provisions listed for implementation).					X		
2. Include amenities (i.e. covered and lighted shelters, attractive and readable signage, etc.) at transit stops (three provisions listed for implementation).				X			
3. Transit stops are designed to create project identity and contribute to Citywide or area-wide identity (four provisions listed for implementation).				X			
SITE DESIGN > CONNECTIVITY AND CIRCULATION > BETWEEN USES (2:26)							
OBJECTIVE: Promote connections between uses that are inviting and useable by pedestrians, vehicles, bicycles, and transit users.							
DESIGN GUIDELINES							
1. Connections are made between parks/open spaces and neighboring residential and non-residential uses.				X			
2. Development minimizes the use of walls or other barriers that limit the connection between uses.					X		
3. Create meaningful public spaces and buildings that form a dialogue between uses and promote interactions.					X		
SITE DESIGN > CONNECTIVITY AND CIRCULATION > OPEN SPACE AND TRAILS (2:28)							
OBJECTIVE: Establish a system of contiguous open space and trails throughout the City connecting to the American River Parkway and other regional trail systems.							
DESIGN GUIDELINES							
1. Project connects to the City's trail and open space system.				X			

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
2. Parks and open spaces have been coordinated with the parks district.	X				
3. Parks and trails are accessible to emergency personnel.				X	
4. Neighboring development is able to view the parks/open space site while still maintaining the overall natural elements, viewsheds, and feel of the facility.			X		
5. Pedestrian walkways and trails are a minimum of 12 feet wide				X	
6. Pedestrian walkways and trails are open to the public.				X	
7. Entrances to trails are clearly marked and identifiable.				X	
8. Landscaping along pathways and trails is designed to discourage loitering and minimize opportunities for suspects to "lie in wait" for potential victims. Landscaping is made up of native plantings.				X	
9. Lighting is maintained at sufficient levels to make trails and abutting landscaping safe at night.				X	
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (2:32)					
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.					
DESIGN GUIDELINES					
1. Major activity centers are located along major corridors and near transit centers.				X	
2. The unarticulated rear of the building does not face a street frontage.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Corner buildings relate to the intersection and are inviting to pedestrians (four provisions listed for implementation).				X	
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (2:36)					
OBJECTIVE: Provide safe, comfortable places (public realm) where people can stop, sit, rest, meet, and visit with each other and enjoy their surroundings.					
DESIGN STANDARDS					
1. Every commercial, office, public/quasi-public, and mixed-use development shall be designed with at least one public gathering place.				X	
DESIGN GUIDELINES					
1. Every project shall be designed with one or more outdoor gathering places (five provisions listed for implementation).				X	
2. Pedestrian areas include a variety of sun and shading options.				X	
3. Outdoor spaces and plazas are visible from adjoining buildings.				X	
SITE DESIGN > PARKS AND OPEN SPACES (2:40)					
OBJECTIVE: Provide connected parks and open spaces with a strong sense of place and desirability throughout all new development within the community.					
DESIGN STANDARDS					
1. Provide parks at a rate of at least 7 acres per 1,000 persons.	X				
2. At a minimum, ten percent of all new residential development is set aside as open space that is accessible.	X				
DESIGN GUIDELINES					
1. Parks are developed to the requirements of the City and Parks District.	X				

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
2. The benefit of community open space is maximized when located in proximity to homes, centers, and other development.				X	
3. Parks and open spaces have been programmed with a variety of activities (four provisions listed for implementation).	X				
SITE DESIGN > LANDSCAPING (2:42)					
OBJECTIVE: Provide landscaping that accents and complements the built form, establish project identity, and helps establish the development as a vibrant, inviting place for pedestrian users.					
DESIGN STANDARDS					
1. All landscaping shall be irrigated and maintained in good condition. The design and placement of irrigation systems should minimize the potential spray-over onto paths, driveways, and other hardscapes.				X	
2. Landscaped areas, including trees and other plantings, as well as paving and walls, shall be regularly maintained.				X	
DESIGN GUIDELINES					
1. Landscaping is designed to reduce the overall scale and mass of development and soften the appearance of individual buildings within the development.				X	
2. Landscaping is designed to anchor buildings to the surrounding environment.				X	
3. Parking lot shading is provided in compliance with the City parking standards and is sufficient to accommodate the projected growth of the shade trees.				X	
4. Site and street trees are broad branching with a mature canopy spread of 40 feet while still allowing visibility of development.	X				
5. Openings in landscaping are provided for security and visibility.				X	
6. A well colored, varied, complementing pallet of native plantings is used.				X	

RANCHO CORDOVA DESIGN GUIDELINES				The Proposed Project				
A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES				n	-	=	+	Description/Comments
SITE DESIGN > STREETScape (2:46)								
OBJECTIVE: Develop attractive, pedestrian-oriented streets and integrate the built environment with the City's circulation system.								
DESIGN GUIDELINES								
1. Major streets are designed with a consistent landscaping theme.				X				
2. Landscaping medians are used on wider, busier streets to create visual interest. Medians are wide enough to support trees with wide canopies.	X							
3. Planting strips between the curb and sidewalk are wide enough to support shade trees (5 foot inside dimension).				X				
4. Street furniture and accessories are incorporated as appropriate and contribute to the project or district character/identity.				X				
5. Street lighting meets both the needs of the pedestrians and vehicles.				X				
6. Curb extension bulbouts and mid-block crossings are used for improved pedestrian visibility.				X				
7. Crosswalks are clearly delineated and identifiable to motorist and pedestrians.				X				
8. As appropriate, utilities are undergrounded or screened to minimize appearance for public rights-of-way.				X				
9. Utility boxes are screened from public view.				X				
10. Soundwalls are only used where no other design feature is feasible to reduce roadway noise. Where used, soundwalls are well designed.	X							

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES		The Proposed Project				Description/Comments
		n	-	=	+	
SITE DESIGN > PARKING (2:50)						
OBJECTIVE: Create functional parking areas that minimize physical barriers for pedestrians and avoid over-parking the site. Design parking areas as an integral part of the project and visually screen parking from surrounding public streets and neighborhoods.						
DESIGN GUIDELINES						
1. Parking areas do not divide developments or hinder mobility.					X	
2. Building placement/orientation and parking design maximizes pedestrian circulation (three provisions listed for implementation).					X	
3. Surface parking areas are divided into smaller units and include pedestrian connections between parking areas and buildings (five provisions listed for implementation).					X	
4. On-street parking is encouraged as a way to meet project parking demand.					X	
5. Parking located adjacent to residential shall be designated to minimize negative impacts (two provisions listed for implementation).	X					
6. Alternatives of traditional surface parking lots are encouraged (six provisions listed for implementation).					X	
7. Where parking structures are included, the City encourages ground floor retail and/or dense landscaping along the street.	X					
SITE DESIGN > SCREENING AND SERVICE AREAS (2:54)						
OBJECTIVE: Screen on-site activities that detract from the overall visual appearance of the site or otherwise create undesirable noise.						
DESIGN GUIDELINES						
1. Loading, storage, and trash collection areas are located away from pedestrian areas and primary vehicular circulation routes and are not visible from abutting streets.						

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
2. Screening devices for service functions are incorporated into the overall design of the project and ensure containment of visual and acoustic impacts.				X	
3. Rooftop equipment is entirely screened from public view.				X	
SITE DESIGN > SAFESCAPE (2:58)					
OBJECTIVE: Create safe, inviting, pedestrian places that incorporate crime prevention design elements and emphasize linkages and surveillance between the buildings and the street.					
DESIGN GUIDELINES					
1. Pedestrians have a sense of ownership over the designated public gathering places of the site.				X	
2. Directional/directory maps are included on-site as appropriate.			X		
3. Pedestrian amenities (i.e. places for people to sit, wide sidewalks at building entries, weather protection along buildings and along walkways, etc.) are included along the streetscape.				X	
4. Development is designed with eyes on the plazas and open spaces (i.e. have views from the insides of buildings onto the plazas and open spaces). Access is provided to all public sides of the buildings and includes adequate lighting and security surveillance.				X	
5. The depth of architectural projections has been minimized.				X	
6. Project is designed so that users can take advantage of outdoor spaces.				X	
7. The use of blank walls (or portions thereof) is limited.				X	
8. Building corners are rounded or otherwise opened to the public.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
9. Night lighting illuminates passageways and building entrances.				X	
SITE DESIGN > SUSTAINABLE DEVELOPMENT > URBAN RUNOFF (2:60)					
OBJECTIVE: Contain urban run-off and limit its impacts on the natural and built environment.					
DESIGN GUIDELINES					
1. Impervious surface has been minimized.			X		
2. Paving in pedestrian areas has been slightly sloped into landscaped areas.	X				
3. Run-off from parking and other vehicular areas of the site are filtered or otherwise purified to prevent contamination of the natural environment.				X	
4. Irrigation of landscaping does not spillover onto hardscape.				X	
5. Detention basins and drainage channels are designed as integral components of the development.	X				
SITE DESIGN > SUSTAINABLE DEVELOPMENT > SOLAR ACCESS, ENERGY EFFICIENCY, AND GREEN BUILDINGS (2:62)					
OBJECTIVE: Promote development that conserves energy and minimizes impacts on natural resources.					
DESIGN GUIDELINES					
1. Orient the placement of buildings on the site to take advantage of solar access.				X	
2. Plazas and other pedestrian hardscape are shaded with trees and other pedestrian shading devices.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Building windows are treated or otherwise designed to increase energy efficiency while still maintaining the architectural integrity of the building and quality of design.				X	
4. The project includes solar arrays (devices that collect the sun's light into usable energy). If not, it at least has been designed to allow for their addition at a later date.		X			
5. The project uses green roofs that help to reduce heat islands.		X			
6. LEED (Leadership in Energy and Environmental Design), LEEP (Local Energy Efficiency Program), or other standard has been used to review this project.	X				
SITE DESIGN > SUSTAINABLE DEVELOPMENT > NATURAL FEATURES OF THE ENVIRONMENT (2:64)					
OBJECTIVE: Preserve and protect the natural features of the environment.					
DESIGN GUIDELINES					
1. Significant natural features are included in the project.				X	
2. The project includes features that reflect the history of the City.		X			
SITE DESIGN > ART IN PUBLIC PLACES (2:66)					
OBJECTIVE: Provide meaningful public art that contributes to the overall character of the site and enhances the quality of life in Rancho Cordova.					
DESIGN GUIDELINES					
1. Art or other aesthetic improvements are designed into the project.		X			
2. Artwork is adequately illuminated.		X			

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Artwork is a permanent part of the development.	X				
4. Buildings are designed a public art through their articulation, architectural style/features, and lighting.	X				There is no artwork
SITE DESIGN > LIGHTING (2:68)					
OBJECTIVE: Lighting shall contribute to site safety and security and complement the built form while not detracting from the overall quality of the site or surrounding uses and activities.					
DESIGN STANDARDS					
1. In order to minimize light trespass on residential properties directly abutting a multi-family site, illumination measured at the nearest residential property line shall not exceed the moon's potential ambient illumination of one-tenth foot-candle.				X	
2. The maximum height for all freestanding light fixtures on private property is 18 feet from finish grade.				X	Conditioned
3. Prohibited lighting is not used as part of the project.				X	
DESIGN GUIDELINES					
1. Exterior lighting is an integral part of the building and landscaping.			X		
2. Lighting in parking areas is consistent in scale and style with the rest of the project.				X	
3. Light pollution (spill on adjoining property) is minimized.				X	
4. The location of lighting responds to the anticipated use and does not exceed the amount of illumination required by users (three provisions listed for implementation).				X	
5. Building lighting is directed onto appropriate areas of the site.				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
6. Light fixtures are separated from trees by a minimum distance of 20 feet.		X			
SITE DESIGN > SIGNS (2:72)					
OBJECTIVE: Promote the use of Uniform Sign Programs for Centers with multiple uses and/or buildings to ensure design compatibility of all project signage.					
DESIGN STANDARDS					
1. Integrated developments are required to prepare and maintain a Uniform Sign Program to ensure sign compatibility within the project.				X	
DESIGN GUIDELINES					
1. Unique project identification signs are used to establish or otherwise reinforce the identity of the project.				X	
2. Signs are simple and easy to read.				X	
3. On-site directional or directory signs are provided as appropriate.		X			
ARCHITECTURE > MASSING, SCALE, AND FORM (2:76)					
OBJECTIVE: Design buildings at a human scale to ensure a desirable pedestrian environment with variety and visual richness that enhances the public realm and the pedestrian experience.					
DESIGN STANDARDS					
1. Blank, windowless walls are not used along public streets.				X	many windows + doors
DESIGN GUIDELINES					
1. Larger building volumes are broken up into smaller components.				X	
2. Changes in vertical mass are used in architecturally appropriate ways to reduce the appearance of height and bulk (four provisions listed for implementation).				X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Large buildings tier or taper to reduce their scale along the edges of the site.				X	
4. New and existing buildings transition smoothly.	X				
ARCHITECTURE > STYLE AND DESIGN DETAILS (2:80)					
OBJECTIVE: Development shall have an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character of Rancho Cordova. The architectural style should be timeless and the style shall be evident on all elevations of all buildings.					
DESIGN GUIDELINES					
1. Project is designed with quality, timeless architecture of a definite architectural style on all sides of the building.				X	4-sided
2. The form, design, and materials of the roof are architecturally consistent with the overall site design.				X	
3. Multi-story buildings are designed with a base, middle, and cap – a heavy bottom, an identifiable mid-section, and a cap that tops the building, visually “grounding” it to the environment.				X	single story as well
4. Storefronts promote a sense of entry into the structure (five provisions listed for implementation).				X	
5. Main building entries are accented (six provisions listed for implementation).				X	
6. If used, security grills are concealed from public view.			X		
7. All sides of the building are addressed with architectural elements.				X	4-sided
8. Roofing should add character and style to the project.				X	more modern

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES		The Proposed Project				
		n	-	=	+	Description/Comments
ARCHITECTURE > BUILDING MATERIALS AND COLORS (2:84)						
OBJECTIVE: Use color and materials that add visual interest and appeal, and are compatible with the desired community character.						
DESIGN GUIDELINES						
1. Exterior finishes are appropriate to the building and style of the project.					X	
2. The project uses quality materials that will withstand the test of time (six provisions listed for implementation).					X	
3. Changes in material should occur at interior corners or at a change in horizontal plane.					X	
4. Colors are used in meaningful ways.					X	
5. Roof materials convey a sense of quality and durability.					X	
ARCHITECTURE > COMPATIBILITY (2:88)						
OBJECTIVE: Promote compatibility of architectural forms between neighboring developments. Preserve the historically important heritage of the City while promoting redevelopment along the City's distressed corridors.						
DESIGN GUIDELINES						
1. New development and redevelopment is compatible with neighboring projects.				X		more modern design
2. Established, desirable streetscapes are continued by the project.					X	
3. Pad buildings are compatible with and reflect the planned architectural style or theme of the center.					X	

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
4. The project contributes to the overall City image.				X	
5. Architectural elements of the project relate back to the City history and the natural environment as appropriate.	X				
6. Design themes relate to the history of the City.	X				
7. Additions to buildings do not deform or adversely affect the composition of the façade or are out of scale with the existing building.	X				
CHECKLIST EVALUATION					
Total (155 Guidelines)					



September 16, 2016

SENT VIA ELECTRONIC MAIL

Mindy Cuppy
City Clerk, City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: City Council Meeting – September 19, 2016 – Agenda Item 11.3

Ms. Cuppy,

I regret that I am unable to participate in person at the city council meeting scheduled for September 19, 2016, but in my absence, I wish to submit this letter regarding my support and singular concern for the proposed commercial center at the southeast corner of Sunrise Blvd. and Douglas Road.

Nearly a decade ago when this project was last brought before the City Council, I stood at the podium and emphatically voiced my opinion of support for the project, and my support remains today. Rancho Cordova residents (I am one) need more great retail options, especially in the Sunrise/Douglas community. Providing local shopping options to the thousands of households in the area will reduce traffic driving to downtown Rancho Cordova to shop and will reduce the amount of retail leakage... Rancho Cordova residents traveling to Folsom to spend their dollars outside the city. I urge the city to support the developer's desire to develop this property.

I would like to voice one concern. The placement of the proposed gas station does not appear to fit with guidelines, and does not play nicely with neighboring land uses. The residential lots (Anthology at Anatolia) to the east of the proposed shopping center will be negatively impacted by this gas island. The prevailing winds will blow the vapors (exhaust and fuel) produced by this fuel station right into the back windows of these future homes. As you know, the Anthology community is a relatively higher density site, with minimal back yard setbacks. There will be very little chance for the noxious fumes (which we know not to be healthy) to dissipate before hitting the bedrooms of that future community. Lights from signage and vehicular headlamps will also cause an ongoing nuisance for those homeowners. I would strongly urge council to give direction to keep the gas island, but perhaps move it to a more logical position in the shopping center, where it won't be so close to homes. Even placing it on the corner of Herodian and Sunrise would be an improvement... it would be sunk down from the roadway, and situated further away from homes, and the prevailing winds would carry the fumes east, not directly into homes lying to the south.

Disclosure: Woodside Homes does not have an economic interest in Anthology at Anatolia at this time, but we wish to express concern to ensure that proper planning takes place, and that the value of these lots is sustained. As a citizen and as a corporate citizen, we want to see the Anatolia and greater Sunridge area be a huge success.

Sincerely,

Brian Cutting
Director of Land Acquisition

cc: Matthew Diaz, Associate Planner





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November 21, 2016

Via Email
abusch@cityofranchocordova.org

Aaron Busch
Community Development Director
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Proposed Gas Station at Anatolia Retail Center (File DD9600)

Dear Mr. Busch:

In a letter to Mindy Cuppy dated September 16, 2016, Brian Cutting, on behalf of Woodside Homes, alleges "[t]he placement of the proposed gas station does not appear to fit within guidelines, and does not play nicely with neighboring land uses." This statement, as well as other related concerns raised by Mr. Cutting, is without merit. Notably, Mr. Cutting does not indicate to which "guidelines" he is referring, presumably because there are no guidelines that support his argument. In light of Mr. Cutting's factually inaccurate and misleading letter, I write to address the permitting procedures administered by the Sacramento Metropolitan Air Quality Management District (SMAQMD), to which the proposed gas station will be subject.

As you are aware, SMAQMD was created under California Health and Safety Code Sections 49060 et. seq. to monitor, promote, and improve air quality in the County of Sacramento. SMAQMD is responsible for monitoring air pollution within the basin and for developing and administering programs to reduce air pollution levels below the health-based standards established by the state and federal governments. Through its permitting processes, SMAQMD will ensure the proposed gas station is compatible with surrounding land uses.

Pursuant to SMAQMD Rules 201 (General Permit Requirements) and 202 (New Source Review), the proposed gas station will be required to obtain both an Authority to Construct and Permit to Operate (see Enclosures 1 and 2, respectively). Prior to obtaining an Authority to Construct, a health risk assessment (HRA) must be completed, and an air dispersion model will be used to analyze potential risks, if any, to nearby receptors, including residential uses (see Enclosure 3). In addition to SMAQMD's general permit requirements and new source review processes, the proposed gas station will be subject to SMAQMD Rule 448 (Gasoline Transfer Into Stationary Source Containers) and Rule 449 (Transfer of Gasoline Into Vehicle Fuel Tanks), each of which requires strict compliance with federal and state air quality laws and regulations (see Enclosures 4 and 5, respectively).

Aaron Busch
November 21, 2016
Page 2

Given the foregoing permitting processes, the City can be certain the proposed gas station will not be constructed or allowed to operate unless it is deemed compatible with surrounding land uses following extensive and continued review and analysis.

Should you have any questions, please do not hesitate to contact me.

Very truly yours,

HEFNER, STARK & MAROIS, LLP



By

Timothy D. Taron

TDT:CER
Enclosures
cc: Mindy Cuppy
Mark Enes

SACRAMENTO METROPOLITAN AQMD

RULES AND REGULATIONS

RULE 201 GENERAL PERMIT REQUIREMENTS

Adopted 11-29-71

(Amended 11-20-84, 7-19-88, 2-26-91, 6-7-94, 4-26-01, 08-24-06)

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- 114 EXEMPTION: AGRICULTURAL OPERATIONS
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SACRAMENTO METROPOLITAN AQMD

RULES AND REGULATIONS

100 GENERAL

- 101 **PURPOSE:** To provide an orderly procedure for the review of new sources of air pollution and of the modification and operation of existing sources through the issuance of permits. Sources subject to Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM, shall also obtain an operating permit under Rule 207. Procedure for issuing, modifying, or renewing Title V permits to operate for stationary sources subject to Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM shall also be consistent with the procedures specified in that rule. Agricultural equipment/processes exempt from this rule may require a permit pursuant to Rule 215, AGRICULTURAL SOURCE PERMIT REQUIREMENTS AND NEW AGRICULTURAL SOURCE PERMIT REVIEW.
- 110 **EXEMPTION: GENERAL:** The exemptions contained in this rule shall not apply to otherwise exempt piece of equipment which is part of a process that requires a permit. An Authority to Construct and Permit to Operate shall not be required for the equipment listed in Sections 111 to 121, unless an emissions unit, as defined in Rule 202, is:
- 110.1 Subject to New Source Performance Standards;
 - 110.2 Subject to National Emission Standards for Hazardous Air Pollutants;
 - 110.3 Emits, in levels deemed appropriate for review by the Air Pollution Control Officer, substances identified as a toxic air contaminant or which are under review pursuant to Health and Safety Code Section 39650 et. seq.; or
 - 110.4 The Air Pollution Control Officer makes a determination that the unit may not operate in compliance with District Rules and Regulations.
- 111 **EXEMPTION: VEHICLES:**
- 111.1 Vehicles used to transport passengers or freight, but not including any article, machine, equipment or other contrivance mounted on such vehicle that would otherwise require a permit under provisions of these rules and regulations.
 - 111.2 Locomotives, airplanes and watercraft used to transport passengers or freight. This exemption shall not apply to equipment used for dredging of waterways or equipment used in piledriving adjacent to or in waterways.
- 112 **EXEMPTION: COMBUSTION AND HEAT TRANSFER EQUIPMENT:**
- 112.1 Internal combustion engines with a manufacturer's maximum continuous rating of 50 brake horsepower or less or gas turbine engines with a maximum heat input rate of 3,000,000 British Thermal Units (Btu) per hour or less at ISO standard dry conditions. The ratings of all engines or turbines used in the same process will be accumulated to determine whether this exemption applies.
 - 112.2 Any combustion equipment that has a maximum heat input of less than 1,000,000 Btu per hour (gross) and is equipped to be fired exclusively with purchased quality natural gas, liquefied petroleum gas or any combination thereof. The ratings of all combustion equipment used in the same process will be accumulated to determine whether this exemption applies.
- 113 **EXEMPTION: RESIDENTIAL STRUCTURES:** Equipment utilized exclusively in connection with any structure, which structure is designed for and used exclusively as a dwelling for not more than four families.
- 114 **EXEMPTION: AGRICULTURAL OPERATIONS:** Equipment/processes used exclusively in the growing of agricultural crops, or in the commercial raising of fowl or other animals, and is not a new major stationary source or a major modification as defined in Rule 202, NEW SOURCE REVIEW. Agricultural equipment/processes may require a permit pursuant to Rule 215, AGRICULTURAL SOURCE PERMIT REQUIREMENTS AND NEW AGRICULTURAL SOURCE PERMIT REVIEW.
- 115 **EXEMPTION: COOLING SYSTEMS AND VACUUM CLEANING:** Refrigeration, air conditioning, ventilating, water cooling towers or vacuum cleaning systems not designed to

SACRAMENTO METROPOLITAN AQMD

RULES AND REGULATIONS

remove air contaminants generated by equipment which would require a permit under these rules and regulations.

- 116 **EXEMPTION: PLASTICS AND CERAMICS PROCESSING:** Ovens, kilns, or furnaces fired by electricity used exclusively for the heating, curing, softening, or annealing of plastics or ceramics, and not emitting more than 5 pounds of volatile organic compounds in any one day. This Section shall not apply to ovens used for heating or curing of fiberglass reinforced plastics.
- 117 **EXEMPTION: STORAGE AND TRANSFER:** Tanks, reservoirs, vessels or other containers and their associated dispensing, pumping and compression systems used exclusively for the storage of:
- 117.1 Liquefied or compressed gases;
 - 117.2 Unheated organic materials with an initial boiling point of 150°C (302°F) or greater, as determined by the testing procedure specified in Section 501.1, or with an organic vapor pressure of 5 mm Hg (0.1 psia) or less at 20°C, as determined by the testing procedure specified in Section 501.2;
 - 117.3 Organic liquids with a vapor pressure of 77.5 mm Hg (1.5 psia) or less at 20°C, as determined by the testing procedure specified in Section 501.2, having a capacity of 23,000 liters (6076 gallons or less). Equipment used exclusively for the transfer of organic liquids with a vapor pressure of 77.5 mm Hg (1.5 psia) at 20°C to or from storage;
 - 117.4 Unheated solvent dispensing containers of 380 liters (100 gallons) capacity or less.
- 118 **EXEMPTION: SURFACE COATING AND PREPARATION:**
- 118.1 Water solution for surface preparation, cleaning, stripping, etching (other than chemical milling) or the electrolytic plating with electrolytic polishing of, or the electrolytic stripping of brass, bronze, cadmium, copper, iron lead, nickel, tin, zinc, and precious metals.
 - 118.2 Surface coating operations using a combined total of one gallon per day or less of coating material and solvent.
 - 118.3 Unheated non-conveyorized solvent rinsing containers or unheated non-conveyorized coating dip tanks of 380 liters (100 gallons) capacity or less.
- 119 **EXEMPTION: FOOD PROCESSING:** The following processing equipment for food or other human consumables and exhaust systems or collectors serving exclusively such equipment:
- 119.1 Used in eating establishments for the purpose of preparing food for human consumption.
 - 119.2 Smokehouses in which the maximum horizontal inside cross sectional area does not exceed 2 square meters (21.5 square feet);
 - 119.3 Mixers and blenders used in bakeries;
 - 119.4 Confection cookers;
 - 119.5 Used exclusively to grind, blend or package tea, cocoa, spices, or roasted coffee.
- 120 **EXEMPTION: LABORATORY EQUIPMENT:** Laboratory equipment used exclusively for chemical or physical analysis and bench scale tests, including associated vacuum-producing equipment.
- 121 **EXEMPTION: REPAIRS AND MAINTENANCE:** Repairs or maintenance not involving changes to any equipment for which a permit has been granted under Section 301 of this rule.
- 122 **EXEMPTION: OTHER EQUIPMENT:** Other equipment deemed by the Air Pollution Control Officer and which would emit any pollutants without the benefit of air pollution control devices less than 2 pounds in any 24 hour period.

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- 201 **ANNIVERSARY DATE:** The day and month of issuance of a permit to operate and that same day and month of each succeeding year.
- 202 **STATE AMBIENT AIR QUALITY STANDARDS:** All references in Rule 202 to national ambient air quality standards shall be interpreted to include state ambient air quality standards.

300 STANDARDS

- 301 **AUTHORITY TO CONSTRUCT:** Any person building, erecting, altering or replacing any article, machine, equipment or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain authorization for such construction from the Air Pollution Control Officer as specified in Section 403 of this rule. An authority to construct shall remain in effect until a permit to operate the equipment is granted or denied or the application is canceled. An authority to construct shall expire two years from the date of issuance. If a written request to extend the authority to construct is received by the Air Pollution Control Officer prior to the expiration of the authority to construct, an extension may be granted for two years if the Air Pollution Control Officer determines that: (1) a good faith effort to complete the project has been made, and (2) the parameters of the project remain the same as in the initial application.
- 302 **PERMIT TO OPERATE:** Any person operating an article, machine, equipment or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer. No permit to operate or use shall be granted either by the Air Pollution Control Officer or the Hearing Board for any article, machine, equipment or contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, constructed or installed without authorization as required by Section 301 of this rule, until the information required is presented to the Air Pollution Control Officer and such article, machine, equipment or contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, is altered, if necessary, and made to conform to the standards set forth in Section 303 of this rule, elsewhere in these rules and regulations, and in the Health and Safety Code.
- 303 **STANDARDS FOR GRANTING APPLICATIONS:**
- 303.1 The Air Pollution Control Officer shall deny an authority to construct or permit to operate, except as provided in Rule 202 if the applicant does not show that every article, machine, equipment or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, equipped, and operated with such air pollution control equipment that it may be shown to operate without emitting or without causing to be emitted air contaminants in violation of these rules and regulations or of such state or federal statutes as may be enforceable by the Air Pollution Control Officer. In addition, the Air Pollution Control Officer shall require the applicant, as a condition of the authority to construct, to comply with the requirements of Health and Safety Code Part 6, (Section 44300 et seq.), Air Toxics Hot Spots Assessment Act.
- 303.2 Before an authority to construct or permit to operate is granted, the Air Pollution Control Officer may require the applicant to provide, maintain, and operate such facilities as are necessary for sampling, testing and air monitoring purposes in order to secure information that will disclose the nature, extent, quantity or degree of air contaminants discharged into the atmosphere from the article, machine, equipment or other contrivance described in the authority to construct or permit to operate. In the event of such a requirement, the Air Pollution Control Officer shall notify the applicant in writing of the required size, number and location of sampling holes; the size and location of the sampling platform; the access to the sampling platform; and the utilities for operating the sampling and testing and air monitoring equipment.

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- Such platform and access shall be constructed in accordance with the applicable General Industry Safety Orders of the State of California.
- 303.3 In acting upon a permit to operate, if the Air Pollution Control Officer finds that the article, machine, equipment, or other contrivance, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants, has not been constructed in accordance with the authority to construct, he shall deny the permit to operate. The Air Pollution Control Officer shall not accept any further application for permit to operate the article, machine, equipment, or other contrivance so constructed until he finds that the article, machine, equipment or other contrivance has been reconstructed in accordance with the authority to construct.
- 303.4 The Air Pollution Control Officer shall determine that an applicant has complied with applicable requirements of Health and Safety Code Section 42301.6, preparation and distribution of public notice, prior to approving an application for an authority to construct permit.
- 304 **TRANSFER:** An authority to construct or permit to operate shall not be transferable, whether by operation of law or otherwise, either from one location to another, from one piece of equipment to another, or from one person to another. In the event any person contemplates or desires to make any such transfer as herein above described, said person shall make application for authorization in accordance with Section 403 of this rule.
- 305 **PERMIT RENEWAL:** Every permit to operate, except as specified below, shall be renewable annually on the permit's anniversary date, commencing one year after the date of issuance.
- 305.1 The permit to operate for a gasoline storage tank exempt from the vapor recovery requirements of Rule 448 shall not be required to be renewed annually.
- 305.2 The Air Pollution Control Officer shall review every permit to operate upon annual renewal, pursuant to Health and Safety Code Section 42301(c), to determine that permit conditions are adequate to ensure compliance with, and the enforceability of, District rules and regulations applicable to the article, machine, equipment, or contrivance for which the permit was issued. Applicable District rules and regulations shall include those which were in effect at the time the permit was issued or modified, or which have subsequently been adopted and made retroactively applicable to an existing article, machine, equipment, or contrivance, by the District Board of Directors. The Air Pollution Control Officer shall revise the conditions, if such conditions are not consistent, in accordance with all applicable rules and regulations.

400 ADMINISTRATIVE REQUIREMENTS

- 401 **POSTING:** A person who has been granted a permit to operate any article, machine, equipment, or other contrivance described in Section 302 of this rule shall maintain a legible copy of said permit on the premises of the subject equipment. Other information, analysis, plans or specifications which disclose the nature, extent, quantity, or degree of air contaminants which are or may be discharged from such source shall be readily available for inspection by the Air Pollution Control Officer.
- 402 **MODIFICATIONS:** A person shall not willfully deface, alter, forge, counterfeit, or falsify a permit to operate any article, machine, equipment, or other contrivance described in Section 302 of this rule.
- 403 **APPLICATIONS:** An application for an authority to construct or permit to operate shall be filed in the manner and form prescribed by the Air Pollution Control Officer, and shall give all the information necessary to enable the Air Pollution Control Officer to make the determination required by Section 303 of this rule and Rule 202. When the information submitted with the application is insufficient for the Air Pollution Control Officer to make the determination required by Section 302 of this rule, Rule 202, and any other applicable rule,

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regulation, or order additional information, plans, or specifications shall be submitted by the applicant as requested.

- 404 **ACTION ON APPLICATIONS:** The Air Pollution Control Officer shall notify the applicant in writing of his approval, conditional approval suspension, or denial of the application for authority to construct or permit to operate.
- 404.1 In the event said notification is not received by applicant within 30 days of the filing of the application, or within 30 days of providing further information as required by Section 403, the applicant may, at his option, deem the application to construct or permit to operate denied.
- 405 **CONDITIONAL APPROVAL:** The Air Pollution Control Officer may issue an authority to construct or a permit to operate subject to conditions which will bring the operation of any article, machine, equipment or other contrivance, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants within the standards of Section 303 of this rule in which case the conditions shall be specified in writing. Commencing work under such an authority to construct or operation under such a permit to operate shall be deemed acceptance of all the conditions so specified. The Air Pollution Control Officer shall issue an authority to construct or a permit to operate with revised conditions upon receipt of a new application if the applicant demonstrates that the article, machine, equipment or other contrivance, the use of which may cause the issuance of air contaminants, can operate within the standards of Section 303 of this rule under the revised conditions. Failure to comply with any condition specified pursuant to the provisions of this rule shall be a violation of this rule as well as of the applicable section of the Health and Safety Code.
- 406 **DENIAL OF APPLICATION:** In the event of denial of an authority to construct or permit to operate, the Air Pollution Control Officer shall notify the applicant in writing of the reasons therefore. Service of this notification may be made in person or by mail, and such service may be proved by the written acknowledgement of the persons served or affidavit of the person making the service. The Air Pollution Control Officer shall not accept a further application unless the applicant has complied with the objections specified by the Air Pollution Control Officer as his reasons for denial of the authority to construct or the permit to operate. If the Air Pollution Control Officer denies a permit to operate, then the authority to construct associated with the permit to operate shall also be deemed denied.
- 407 **SUSPENSION:** The Air Pollution Control Officer may suspend a permit if a holder of such permit willfully fails and refuses to furnish information, analyses, plans, and specifications, within a reasonable time, as requested by the Air Pollution Control Officer pursuant to Health and Safety code Section 42303, District Rules and Regulations, or any other law, rule, regulation, agreement, or order enforceable by the District. The Air Pollution Control Officer shall serve notice, in writing, of such suspension and the reasons therefore. The permit shall be reinstated when furnished with all requested information, analyses, plans, and specifications.
- 408 **APPEALS:** Within ten days after notice, by the Air Pollution Control Officer, of suspension, or within thirty days after notice of a denial or conditional approval of an authority to construct, permit to operate, or emissions reduction credits application the applicant or any other aggrieved person who participated in the permit issuance proceedings may petition the Hearing Board, in writing, for an order modifying or reversing that decision. The Hearing Board after notice and a public hearing held within thirty days after filing the petition, may sustain or reverse the action of the Air Pollution Control Officer; such order may be made subject to specified conditions.
- 409 **COMPLIANCE DATES:** An application for a permit to operate shall be submitted to the Air Pollution Control Officer by May 26, 1991 for existing equipment constructed prior to February 26, 1991, except:

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- 409.1 Existing internal combustion engines constructed prior to February 26, 1991 with a manufacturer's continuous rating of less than 150 brake horsepower and subject to Section 112.1 shall submit an application for Permit to Operate by August 26, 1991.
- 409.2 Existing boilers constructed prior to February 26, 1991 with a maximum heat input greater than 10,000,000 Btu per hour (gross) and subject to Section 112.2 shall submit an application for Permit to Operate by November 26, 1991.
- 409.3 Existing boilers constructed prior to February 26, 1991 with a maximum heat input less than 10,000,000 Btu per hour (gross) and subject to Section 112.2 shall submit an application for Permit to Operate by February 26, 1992.

500 MONITORING AND RECORDS**501 TESTING PROCEDURES:**

- 501.1 INITIAL BOILING POINT: ASTM D-1078-05, "Test Method for Distillation Range of Volatile Organic Liquids".
- 501.2 VAPOR PRESSURE: ASTM D-2879-97, "Vapor Pressure-Temperature Relationship and Initial Decomposition Temperature of Liquids by Isoteniscope".

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RULE 202 - NEW SOURCE REVIEW

Adopted 9-20-76

(Amended 6-19-79, 7-26-79, 8-17-82, 4-19-83, 11-20-84, 2-26-91, 4-4-96, 1-24-02, 2-24-05, 10-28-10, 8-23-12)

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August 23, 2012

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100 GENERAL

- 101 **PURPOSE:** The purpose of this rule is to provide for the issuance of authorities to construct and permits to operate at new and modified stationary air pollution sources and to provide mechanisms, including emission offsets, by which authorities to construct such sources may be granted without interfering with the attainment or maintenance of ambient air quality standards.

101.1 A facility in possession of a valid Title V Operating Permit issued pursuant to Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM, seeking a permit for a new emissions unit or a modified emissions unit which qualifies as a Title V modification, may choose to have their permit reviewed through an Enhanced New Source Review process, thereby meeting all the procedural requirements specified in Sections 401 through 408 of Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM and the compliance requirements in Section 305 of Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM. The Title V Operating Permit may be amended administratively to reflect this permitting action.

- 102 **APPLICABILITY:** This rule shall apply to all new stationary sources and emissions units and all modifications to existing stationary sources and emissions units which are subject to Rule 201, GENERAL PERMIT REQUIREMENTS, except that emissions units exempted by Rule 201 must be included in the potential to emit of the stationary source unless the emissions unit emits less than 2 pounds per day of each pollutant. This rule shall not apply to prescribed burning of forest, or range land, road construction or any other non-stationary source common to timber harvesting. This Section 102 shall not be used to exempt any stationary source or modification, which would be subject to review under U.S. Environmental Protection Agency regulations, from permit requirements.

The Enhanced New Source Review process applies only to facilities in possession of a valid Title V Operating Permit, which are installing a new emissions unit or performing a Title V modification as defined in Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM, and which have specifically requested in writing, in the permit application package, to have the application reviewed pursuant to the Enhanced New Source Review process.

If any source or modification becomes a major stationary source or major modification as defined in Sections 227 and 228 solely by virtue of a relaxation in any federally enforceable limitation which was established after August 7, 1980, on a capacity of the source or modification to emit a federal nonattainment pollutant or its precursor such as a restriction on hours of operation, then the requirements of this rule shall apply to such a source or modification as though construction had not yet commenced on the source or modification.

Note: All sources subject to this rule are also subject to Rule 217, PUBLIC NOTICE REQUIREMENTS FOR PERMITS. In addition, major sources are also subject to Rule 214, FEDERAL NEW SOURCE REVIEW.

- 103 **SEVERABILITY:** If a court of competent jurisdiction issues an order that any provision of this rule is invalid, it is the intent of the Board of Directors of the District that other provisions of this rule remain in full force and effect to the extent allowed by law.

- 110 **EXEMPTION: EMERGENCY EQUIPMENT:** The Air Pollution Control Officer shall exempt an emissions unit from the requirements of Sections 302 and 303, unless installation of such equipment would result in a major modification or be a major stationary source, in and of itself; and if it would provide emergency electrical power, emergency water pumping for flood control or fire fighting, emergency potable water pumping, or emergency sewage pumping provided the following requirements are met.

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- 110.1 Operation for maintenance purposes shall not exceed 100 hours per year, and such maintenance shall be scheduled in cooperation with the District so as to limit air quality impact, and
- 110.2 Operation of the equipment shall not exceed a total of 200 hours per year, including maintenance operation, and
- 110.3 Operation of the equipment shall not be for supplying power to a serving utility for distribution on the grid, and
- 110.4 Operation for other than maintenance purposes shall be limited to actual interruptions of electrical power by the serving utility, emergency water pumping for flood control or fire fighting, emergency potable water pumping, or emergency sewage pumping, or
- 110.5 Operation for other than maintenance purposes shall be limited to maintaining the safety and preserving the integrity of nuclear power generating systems.
- 111 **EXEMPTION: TEMPORARY SOURCE:** The Air Pollution Control Officer shall exempt an emissions unit from the requirements of Sections 302 and 303, if it is
- 111.1 A temporary source; and
- 111.2 Is not a major stationary source or major modification or is not located at a major stationary source; and
- 111.3 The emission increase for the project calculated pursuant to Section 411.2 does not exceed the following levels:

<u>Pollutant</u>	<u>lb/day</u>
Volatile organic compounds	150
Nitrogen oxides	150
Sulfur oxides	150
PM10	80
Carbon monoxide	550

- 112 **EXEMPTION: NON-MAJOR AGRICULTURAL STATIONARY SOURCE AND NON-MAJOR MODIFICATIONS:** An agricultural stationary source that is not a major stationary source or is not making a major modification is exempt from the requirements of this rule.
- 113 **EXEMPTION: REPLACEMENT EQUIPMENT:** The requirements of Sections 302 and 303 shall not apply to replacement equipment where
- 113.1 The replacement unit(s) is an identical emissions unit(s); or
- 113.2 The replacement unit(s) is not a major source or major modification and serves the identical function as the unit(s) being replaced where the maximum rating and the potential to emit any pollutant will not be greater from the new or modified emission unit(s) than the replaced units, and the emission increase calculated pursuant to Section 411.1 does not exceed the following levels:

<u>Pollutant</u>	<u>lb/day</u>
Volatile organic compounds	136
Nitrogen oxides	136
Sulfur oxides	150
PM10	80
CO	550

This exemption does not apply to the replacing of air pollution control equipment pursuant to Section 229.3e.

- 114 **EXEMPTION: RULE COMPLIANCE:** The requirements of Sections 302 and 303 shall not apply to modifications necessary to comply with standards contained in Regulation 4, PROHIBITIONS, or in the State Implementation Plan. Where more than one compliance option is allowed, this exemption only applies to the emissions resulting from the least emissive option. The incremental emissions difference between the least emissive option and the selected option must comply with Sections 302 and 303. This exemption shall

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not apply to modifications in production rate, hours of operation, or other changes or additions to existing equipment not necessary for compliance with standards contained in District Regulation 4, PROHIBITIONS, or in the State Implementation Plan. This exemption also does not apply if the modifications for compliance with standards contained in Regulation 4, PROHIBITIONS, or the State Implementation Plan are major modifications under the United States Environmental Protection Agency regulations promulgated pursuant to Title I of the Federal Clean Air Act, including 40 CFR Part 51.

- 115 **EXEMPTION: ALTERNATIVE SITING:** If the permit applicant demonstrates that a proposed modification to an existing stationary source would not constitute a Federal Major Modification, the application for Authority to Construct such modification shall not be subject to Section 401, Alternative Siting.
- 116 **RESERVED**
- 117 **EXEMPTION: VISIBILITY ANALYSIS:** The requirements of Sections 309 and 413 shall not apply to any non-major stationary source or non-major modification.
- 200 **DEFINITIONS:** Unless otherwise defined below, the terms in this rule are defined in Rule 101, GENERAL PROVISIONS AND DEFINITIONS, Rule 201, GENERAL PERMIT REQUIREMENTS, Rule 204, EMISSION REDUCTION CREDITS, and Rule 207, TITLE V - FEDERAL OPERATING PERMIT PROGRAM.
 - 201 **ACTUAL EMISSIONS:** Measured or estimated emissions which most accurately represent the emissions from an emissions unit.
 - 202 **ACTUAL INTERRUPTIONS OF ELECTRICAL POWER:** When electrical service is interrupted by an unforeseeable event.
 - 203 **AMBIENT AIR QUALITY STANDARDS:** State and national ambient air quality standards established pursuant to 42 U.S.C Section 7409 of the Federal Clean Air Act or California Health and Safety Code Section 39606.
 - 204 **BEGIN ACTUAL CONSTRUCTION:** Initiation of physical on-site construction activities on an emissions unit which are of a permanent nature. Such activities include, but are not limited to, installation of building supports and foundations, laying of underground pipework and construction of permanent storage structures. With respect to a change in method of operation that does not involve a physical change, this term refers to those on-site activities other than preparatory activities which mark the start of the change in the method of operation.
 - 205 **BEST AVAILABLE CONTROL TECHNOLOGY (BACT):**
 - 205.1 For any emissions unit the most stringent of:
 - a. The most effective emission control device, emission limit, or technique, singly or in combination, which has been required or used for the type of equipment comprising such an emissions unit unless the applicant demonstrates to the satisfaction of the Air Pollution Control Officer that such limitations required on other sources have not been demonstrated to be achievable in practice.
 - b. Any alternative basic equipment, fuel, process, emission control device or technique, singly or in combination, determined to be technologically feasible and cost-effective by the Air Pollution Control Officer.

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- 205.2 In making a BACT determination for each regulated air pollutant the Air Pollution Control Officer may consider the overall effect of the determination on other regulated air pollutants. In some cases the lowest emission rates may be required for one or more regulated air pollutants at the cost of not achieving the lowest emission rate for other pollutants. The Air Pollution Control Officer shall discuss these considerations in the Preliminary Decision prepared pursuant to Section 405.
- 205.3 Under no circumstances shall BACT be determined to be less stringent than the emission control required by any applicable provision of District, state or federal laws or regulations, or contained in the implementation plan of any State for such class or category of stationary source unless the applicant demonstrates to the satisfaction of the Air Pollution Control Officer that such limitations are not achievable.
- 206 **CARGO CARRIERS:** Cargo carriers are trains dedicated to a specific source.
- 207 **CEQA:** The California Environmental Quality Act, Public Resources Code, Section 21000, et seq.
- 208 **CLASS I AREA:** Any area listed as Class I in 40 CFR Part 81 Subpart D, including Section 81.405, or an area otherwise specified as Class I in the legislation that creates a national monument, a national primitive area, a national preserve, a national recreational area, a national wild and scenic river, a national wildlife refuge, a national lakeshore or seashore.
- 209 **COMMENCING OPERATION:** Emissions unit becomes operational and begins to emit a regulated air pollutant.
- 210 **CONSTRUCTION COMMENCES:** A person has all necessary preconstruction approvals or permits and either has:
- 210.1 Begun, or caused to begin, a continuous program of actual on-site construction of the stationary source, to be completed within a reasonable time; or
- 210.2 Entered into binding agreements or contractual obligations, which cannot be canceled or modified without substantial loss to the owner or operator, to undertake a program of actual construction of the source to be completed within a reasonable time.
- 211 **CONTIGUOUS PROPERTY:** Two or more parcels of land with a common boundary or separated solely by a public roadway or other public right-of-way.
- 212 **COST-EFFECTIVE:** A cost per unit of emissions reduction which is lower than or equivalent to the maximum unit costs, for the regulated air pollutant or source category, of the same emission reduction through the use of Best Available Control Technology, calculated in current year dollars, in accordance with methodology and criteria specified in the BACT Policy developed by the District. Cost effectiveness consideration shall not apply to stationary sources that are a major stationary source or major modification.
- 213 **CREDITABLE INCREASES AND DECREASES:**
- 213.1 An increase or decrease in actual emissions is creditable only if:
- a. It occurs between:
1. the date five years before construction commences on the project and
2. the date the project commences operation; and
- b. The Air Pollution Control Officer has not relied on it in issuing a permit which permit is in effect when the increase in actual emissions from the particular change occurs.
- 213.2 An increase in actual emissions is creditable only to the extent that the new level of actual emissions exceeds the old level.

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- 213.3 A decrease in actual emissions is creditable only to the extent that:
- The old level of actual emission or the old level of allowable emissions whichever is lower, exceeds the new level of actual emissions;
 - It is enforceable as a practical matter, and federally enforceable for all major stationary sources, at and after the time that actual construction on the particular change begins; and
 - The Air Pollution Control Officer has not relied on it in issuing any permit under regulations approved pursuant to 40 CFR part 51 subpart I or the State has not relied on it in demonstrating attainment or reasonable further progress;
 - It has approximately the same qualitative significance for public health and welfare as that attributed to the increase from the particular change.
- 213.4 An increase that results from a physical change at a source occurs when the emissions unit on which construction occurred becomes operational and begins to emit a particular pollutant. Any replacement unit that requires shakedown becomes operational only after a reasonable shakedown period, not to exceed 180 days.
- 214 **EMISSION INCREASE:** An increase calculated pursuant to Section 411.
- 215 **EMISSION OFFSET:** An emission reduction credit that compensates for an emission increase of a regulated air pollutant from a new or modified source subject to the requirements of Sections 302 and 303.
- 216 **EMISSIONS LIMITATION:** One or more permit conditions specific to an emissions unit which restricts its maximum emissions, at or below the emissions associated with the maximum design capacity and,
- 216.1 Contained in and enforceable by the latest Authority to Construct and Permit to Operate for the emissions unit, and
 - 216.2 Enforceable pursuant to Section 408, and
 - 216.3 Enforceable on a daily, quarterly, and where applicable, annual basis.
- 217 **EMISSIONS UNIT:** An identifiable operation or piece of process equipment such as an article, machine, or other contrivance which controls, emits, may emit, or results in the emissions of any regulated air pollutant or hazardous air pollutant (HAP), directly or as fugitive emissions. Emissions unit shall not include the open burning of agricultural biomass.
- 218 **EXISTING EMISSIONS UNIT:** Any emissions unit that is not a new emissions unit.
- 219 **FEDERAL LAND MANAGER:** The Secretary of the Department with authority over the specified federal lands.
- 220 **FEDERAL MAJOR MODIFICATION:** Exclusively for the purpose of Section 115, a Major Modification as defined in 40 CFR Section 51.165(a)(1)(v) (July 1, 2010 edition).
- 220.1 All terms used in the definition of Major Modification shall be as defined in 40 CFR 51.165(a)(1)(v), except that:
- the term "reviewing authority" as used in that Section shall mean the Sacramento Metropolitan Air Quality Management District;
 - the term "major stationary source" as used in that Section means a Major Stationary Source as defined in Section 228; and
 - the term "significant" as used in that Section means a rate of emissions that would equal or exceed the rates specified in Section 227.

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- 221 **FEDERALLY ENFORCEABLE:** All limitations and conditions which are enforceable by EPA, including:
- 221.1 Requirements developed pursuant to 40 CFR Parts 60 (NSPS), 61 (NESHAP), 63 (NESHAP), 70 (State Operating Permit Programs), and 72 (Permits Regulation, Acid Rain);
 - 221.2 Requirements contained in the State Implementation Plan (SIP), that are applicable to the District; and
 - 221.3 District permit requirements established pursuant to the District's new source review rules in the SIP.
- 222 **FUGITIVE EMISSIONS:** Those emissions which could not reasonably pass through a stack, chimney, vent or other functionally equivalent opening.
- 223 **HAZARDOUS AIR POLLUTANT (HAP):** Any air pollutant listed pursuant to Section 112(b) (42 U.S.C Section 7412(b) of the Federal Clean Air Act).
- 224 **HISTORIC ACTUAL EMISSIONS:**
- 224.1 **Existing emissions units:** Historic actual emissions for the existing emissions unit averaged over the two year period immediately preceding the date of application for an Authority to Construct.
 - a. If the last two years are unrepresentative of normal source operations as determined by the Air Pollution Control Officer, then any two consecutive years of the last five years that represent normal source operation may be used.
 - b. The daily Historic Actual Emissions for each calendar quarter equals the actual emissions for the calendar quarter divided by the total number of actual operating days. If there are no records for actual operating days, then use the number of permitted operating days or calendar days, whichever is less.
 - c. If, at any time during the two year period, actual emissions exceeded allowed or permitted emission levels, then actual emissions shall be reduced to reflect the levels that would have occurred if the unit were in compliance with all applicable limitations and rules.
 - d. If less than one year has passed since the date of commencing operation under an issued Permit to Operate or an Authority to Construct then the historic actual emissions, for the purpose of this rule, shall be the potential to emit.
 - e. If one year or more but less than two years have passed since the date of issuance of the Permit to Operate or an Authority to Construct then the historic actual emissions shall be the actual emissions over the one year period immediately preceding the date of application.
 - 224.2 **New emissions unit:** Zero.
- 225 **HISTORIC POTENTIAL EMISSIONS:** The historic potential emissions shall be:
- 225.1 **New Emissions Unit:** Zero.
 - 225.2 **Emissions units not part of a major modification as defined in Section 227:**
 - a. **When determining BACT applicability, existing emissions units that had enforceable daily emissions limits on the Authority to Construct or Permit to Operate prior to modification:** The potential to emit of the emissions unit prior to modification as represented by the enforceable daily limiting condition on the permit.
 - b. **When determining quarterly offsets trigger and quantity of offsets required existing emissions units that had enforceable quarterly emissions limits on the Authority to Construct or Permit to Operate prior to modification:** The potential to emit of the emissions unit prior to modification as represented by the enforceable quarterly limiting condition on the permit.

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- c. **When determining daily offsets trigger at Peaking Power Plants, or for when determining the daily limit specified in Section 303.2, existing emissions units that had enforceable daily emissions limits on the Authority to Construct or Permit to Operate prior to modification:** The potential to emit of the emissions unit prior to modification as represented by the enforceable daily limiting conditions on the permit.
- 225.3 **All other Emission Units:**
 - a. The historic potential emissions equal to the enforceable potential to emit limit contained in the most recent Authority to Construct or Permit to Operate, if any of the following criteria are met:
 - i. Actual emissions are at least 80% of the potential to emit limit, or
 - ii. The emissions unit was fully offset for any emission increase. If the emissions increase from the project, including the emissions unit being evaluated, will result in a major source in and of itself, as defined in Section 228, or a major modification, as defined in Section 227, then the offset of the nonattainment pollutant for the emissions unit must have occurred during the 5 year period prior to the date that the application is deemed complete, then this provision is not applicable; or
 - b. The historic actual emissions as defined in Section 224.1.
- 226 **IDENTICAL EMISSIONS UNIT:** A replacement emissions unit which is the same as the original unit in all respects except for serial number.
- 227 **MAJOR MODIFICATION:** Any physical change, change in method of operation (including change in fuel), or addition, to a stationary source classified as a major source for:
 - 227.1 VOC or NOx emissions, which result in an emission increase for the project as determined by Section 411.5, which when aggregated with all other creditable increases and decreases in emissions from the source is equal to or exceeding any of the following thresholds:
 - a. 25 tons per year of volatile organic compounds; or
 - b. 25 tons per year of nitrogen oxides.
 - 227.2 PM10 or a PM10 precursor emissions, which result in an emission increase for the project as determined by Section 411.5, which when aggregated with all other creditable increases and decreases in emissions from the source is equal to or exceeding any of the following thresholds:
 - a. 40 tons per year of volatile organic compounds;
 - b. 40 tons per year of nitrogen oxides;
 - c. 40 tons per year of sulfur oxides; or
 - d. 15 tons per year of PM10.
 - 227.3 PM2.5 or a PM2.5 precursor emissions, which result in an emission increase in the potential to emit for the project as determined by Section 411.5, which when aggregated with all other creditable increases and decreases in emissions from the source is equal to or exceeding any of the following thresholds:
 - a. 10 tons per year of direct PM2.5;
 - b. 40 tons per year of nitrogen oxides;
 - c. 40 tons per year of sulfur dioxide;
 - d. 40 tons per year of volatile organic compounds if volatile organic compounds is determined to be a necessary part of the PM2.5 control strategy in the attainment demonstration and is approved by EPA in the State Implementation Plan; or
 - e. The significance level established in the attainment demonstration, if ammonia is determined to be a necessary part of the PM2.5 control strategy in the attainment demonstration and is approved by EPA in the State Implementation Plan.

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- 227.4 Carbon monoxide emissions, which result in an emission increase for the project as determined by Section 411.5, which when aggregated with all other creditable increases and decreases in emissions from the source is equal to or exceeding the following threshold:
- 100 tons per year of carbon monoxide.
- 227.5 Lead emissions, which result in an emission increase for the project as determined by Section 411.5, which when aggregated with all other creditable increases and decreases in emissions from the source is equal to or exceeding the following threshold:
- 0.6 tons per year of lead.
- 227.6 Unless previously limited by a permit condition, the following shall not be considered a major modification for the purpose of this rule:
- A change in ownership.
 - Routine maintenance and repair.
 - A reconstructed stationary source or emissions unit, which shall be treated as a new stationary source or emissions unit, not as a major modification.
 - The addition of a continuous emission monitoring system.
 - Replacing of air pollution control equipment with new control equipment if the emissions of the new equipment are less than or equal to those from the original piece of equipment as determined by Section 411.2 and the replacement is not otherwise a major modification as defined in this rule.
- 228 **MAJOR STATIONARY SOURCE:** A stationary source is a major source for the regulated air pollutant if it emits or has the potential to emit a regulated air pollutant in quantities equal to or exceeding any of the following thresholds:
- 228.1 25 tons per year of volatile organic compounds;
 - 228.2 25 tons per year of nitrogen oxides;
 - 228.3 100 tons per year of PM₁₀; or 100 tons per year of sulfur oxides as a PM₁₀ precursor;
 - 228.4 100 tons per year of directly emitted PM_{2.5}, or 100 tons per year of nitrogen oxides or sulfur oxides as PM_{2.5} precursors;
 - 228.5 100 tons per year of carbon monoxide; or
 - 228.6 100 tons per year of volatile organic compounds or ammonia as a PM_{2.5} precursor, if volatile organic compounds or ammonia is determined to be a necessary part of the PM_{2.5} control strategy in the attainment demonstration and is approved by EPA into the State Implementation Plan,

Emissions associated with emissions units exempt from permit requirements pursuant to Rule 201, GENERAL PERMIT REQUIREMENTS, shall be included in the potential to emit of the stationary source unless the emissions unit emits less than 2 pounds per day of each pollutant. Notwithstanding the previous sentence, emissions units exempted by Rule 201, Sections 111 and 113 shall not be included in the potential to emit calculations. Fugitive emissions associated with the emissions unit or stationary source shall not be included in the potential to emit of the emissions unit or stationary source for the purpose of determining whether the source is major unless the source belongs to one of the following categories of stationary sources:

- Coal cleaning plants (with thermal dryers);
- Kraft pulp mills;
- Portland cement plants;
- Primary zinc smelters;
- Iron and steel mills;
- Primary aluminum ore reduction plants;
- Primary copper smelters;
- Municipal incinerators capable of charging more than 250 tons of refuse per day;
- Hydrofluoric, sulfuric, or nitric acid plant;

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10. Petroleum refineries;
 11. Lime plants;
 12. Phosphate rock processing plants;
 13. Coke oven batteries;
 14. Sulfur recovery plants;
 15. Carbon black plants (furnace process);
 16. Primary lead smelters;
 17. Fuel conversion plants;
 18. Sintering plants;
 19. Secondary metal production plants;
 20. Chemical process plants—The term chemical processing plant shall not include ethanol production facilities that produce ethanol by natural fermentation included in NAICS codes 325193 or 312140;
 21. Fossil-fuel boilers (or combination thereof) totaling more than 250 million British thermal units per hour heat input;
 22. Petroleum storage and transfer units with a total storage capacity exceeding 300,000 barrels;
 23. Taconite ore processing plants;
 24. Glass fiber processing plants;
 25. Charcoal production plants;
 26. Fossil-fuel-fired steam electric plants of more than 250 million British thermal units per hour heat input; or
 27. All other stationary source categories regulated by a standard promulgated under Section 111 or 112 (42 U.S.C. Section 7411 of 7412) of the Federal Clean Air Act, but only with respect to those air pollutants that have been regulated for that category.
- 229 **MODIFICATION:** Any physical change, change in method of operation (including change in fuel), or addition, which:
- 229.1 For an emissions unit would necessitate a change in a permit condition or result in the potential to emit being higher than the historic potential emissions as defined in Section 225.
 - 229.2 For a stationary source:
 - a. is a modification of any emissions unit, or
 - b. addition of any new emissions unit.
 - 229.3 Unless previously limited by a permit condition, the following shall not be considered a modification for the purpose of this rule:
 - a. A change in ownership.
 - b. Routine maintenance and repair.
 - c. A reconstructed stationary source or emissions unit, which shall be treated as a new stationary source or emissions unit, not as a modification.
 - d. The addition of a continuous emission monitoring system.
 - e. Replacing of air pollution control equipment with new control equipment if the emissions of the new equipment are less than or equal to those from the original piece of equipment as determined by Section 411.2 and the replacement is not a major modification as defined in this rule.
- 230 **NECESSARY PRECONSTRUCTION APPROVALS OR PERMITS:** Approvals or permits required to comply with all those federal air quality control laws and regulations and those air quality control laws and regulations which are part of the applicable State Implementation Plan.
- 231 **NEW EMISSIONS UNIT:** An emissions unit which has not commenced operation.

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- 232 **NONATTAINMENT POLLUTANT:** Any pollutant and any precursors of such pollutants which have been designated "nonattainment" for the District by the U.S. Environmental Protection Agency as codified in 40 CFR 81.305, or which have been designated nonattainment for the District by the California Air Resources Board pursuant to Section 39608 of the Health and Safety Code.
- 233 **PEAKING POWER PLANT:** A fossil-fueled combustion turbine power generation unit or other power generation unit with an actual annual capacity factor of 25% or less, which is used during peak electricity demand periods, and may operate for short periods, with frequent start-ups and shutdowns. Emergency equipment that is operated in compliance with the requirements of Section 110 is not considered a peaking power plant.
- 234 **PLANTWIDE APPLICABILITY LIMIT (PAL):** Exclusively for the purpose of Section 115, an emission limitation expressed in tons per year, for a pollutant at a major stationary source, that is federally enforceable and established source-wide in accordance with 40 CFR Sections 51.165(f)(1) through (f)(15).
- 234.1 All terms used in 40 CFR 51.165(f) shall be as defined in 40 CFR 51.165(f)(2), or if not defined in 40 CFR 51.165(a)(1) as each subsection exists on July 1, 2010, except that:
- a. the term "reviewing authority" as used in those Sections shall mean the Sacramento Metropolitan Air Quality Management District.
- 235 **PM10:** Particulate matter with an aerodynamic diameter smaller than or equal to a nominal 10 microns as measured by an applicable reference test method or methods found in Article 2, Subchapter 8, Title 17, California Code of Regulations (commencing with Section 94100). Gaseous emissions which condense to form particulate matter at ambient temperatures shall be included.
- 236 **PM2.5:** Particulate matter with an aerodynamic diameter smaller than or equal to a nominal 2.5 microns as measured by an applicable reference test method or methods found in Article 2, Subchapter 8, Title 17, California Code of Regulations (commencing with Section 94100). Gaseous emissions which condense to form particulate matter at ambient temperatures shall be included.
- 237 **PORTABLE EQUIPMENT:** Equipment which is periodically relocated and is not operated more than a total of 180 days at any one stationary source in the District within a continuous 12 month period.
- 238 **POTENTIAL TO EMIT:** The maximum physical and operational design capacity to emit a pollutant. Limitations on the physical or operational design capacity, including emissions control devices and limitations on hours of operation, may be considered only if such limitations are incorporated into the applicable Authority to Construct and Permit to Operate as a permit condition and are enforceable as a practical matter and, for all major stationary sources, federally enforceable. The potential to emit shall include both directly emitted and fugitive emissions.
- 239 **PRECURSOR:** A pollutant that, when emitted into the atmosphere, may undergo either a chemical or physical change which then produces another pollutant for which an ambient air quality standard has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more ambient air quality standards. The following precursor-secondary air contaminant relationships shall be used for the purposes of this rule:

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<u>Precursor</u>	<u>Secondary Air Contaminant</u>
Volatile Organic Compound	a. Photochemical oxidants (Ozone) b. Organic fraction of PM10 c. Organic fraction of PM2.5, if volatile organic compounds is determined to be a necessary part of the PM2.5 control strategy in the attainment demonstration approved by EPA in the State Implementation Plan
Nitrogen Oxides	a. Nitrogen dioxide b. Nitrate fraction of PM10 c. Photochemical oxidants (Ozone) d. Nitrate fraction of PM2.5
Sulfur Oxides	a. Sulfur dioxide b. Sulfates c. Sulfate fraction of PM10 d. Sulfate fraction of PM2.5
Ammonia	a. Nitrate fraction of PM2.5, if ammonia is determined to be a necessary part of the PM2.5 control strategy in the attainment demonstration approved by EPA in the State Implementation Plan.
240	PRIORITY RESERVE BANK: A depository for preserving emission reduction credits pursuant to Rule 205, COMMUNITY BANK AND PRIORITY RESERVE BANK for use as an emission offset in accordance with Sections 302, 303, and 411.
241	PROJECT: A project includes all of the emissions units associated with the scope of the preconstruction application for a new or modified stationary source and any emissions units indirectly affected.
242	PROPOSED EMISSIONS: Emissions based on the potential to emit for the emissions unit.
243	QUARTER/QUARTERLY: Calendar quarters beginning January 1, April 1, July 1, and October 1.
244	RECONSTRUCTED SOURCE: Any stationary source or emissions unit undergoing physical modification where the fixed capital cost of the new components exceeds 50 percent of the fixed capital cost of a comparable entirely new stationary source or emissions unit. Fixed capital cost means that capital needed to provide and install all the depreciable components: this includes the cost of parts and labor. A reconstructed source shall be treated as a new stationary source or emissions unit.
245	REGULATED AIR POLLUTANT: Any air pollutant for which there is a national or state ambient air quality standard, or a precursor to such air pollutant.
246	SACRAMENTO FEDERAL NONATTAINMENT AREA FOR OZONE: The area defined in 40 CFR Section 81.305.
247	SACRAMENTO FEDERAL NONATTAINMENT AREA FOR PM10: The area defined in 40 CFR Section 81.305.
248	SACRAMENTO FEDERAL NONATTAINMENT AREA FOR PM2.5: The area defined in

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40 CFR Section 81.305.

- 249 **STATIONARY SOURCE:** Any building, structure, facility, or emissions unit which emits or may emit any regulated air pollutant directly or as a fugitive emission.

249.1 Building, structure, facility, or emissions unit includes all pollutant emitting activities which:

- a. belong to the same industrial grouping, and
- b. are located on one property or on two or more contiguous properties, and
- c. are under the same or common ownership, operation, or control or which are owned or operated by entities which are under common control.

249.2 Pollutant emitting activities shall be considered as part of the same industrial grouping if:

- a. they belong to the same two-digit standard industrial classification code, or
- b. they are part of a common production process. (Common production process includes industrial processes, manufacturing processes and any connected processes involving a common material.)

249.3 The emissions within District boundaries of cargo carriers associated with the stationary source shall be considered emissions from the stationary source to the extent that emission reductions from cargo carriers are proposed as emission offsets.

- 250 **TEMPORARY SOURCE:** Emission sources such as pilot plants and portable facilities that will be terminated or located outside the District after less than a cumulative total of 90 days of operation in any continuous 12 months.

300 **STANDARDS**

- 301 **BEST AVAILABLE CONTROL TECHNOLOGY:** An applicant shall apply Best Available Control Technology to a new emissions unit or modification of an existing emissions unit, except cargo carriers, for each emissions change of a regulated air pollutant, if the change would result in an emission increase calculated pursuant to Section 411.1 of more than the levels specified in Section 301.1. Notwithstanding the preceding sentence, if the modification is a major modification, then the applicant shall apply Best Available Control Technology for each regulated pollutant that triggers major modification requirements.

301.1 <u>Pollutant</u>	lb/day
Volatile organic compounds	0
Nitrogen oxides	0
Sulfur oxides	0
PM10	0
PM2.5	0
Carbon monoxide	550
Lead	3.3

- 302 **EMISSION OFFSET REQUIREMENTS, GENERAL:**

302.1 Except as provided in Sections 302.7 and 302.8, an applicant shall provide emission offsets for a regulated air pollutant where the potential to emit of that pollutant calculated pursuant to Section 411.3, meets or exceeds the following levels:

a. <u>Pollutant</u>	
Volatile organic compounds	5,000 lbs/quarter
Nitrogen oxides	5,000 lbs/quarter
Sulfur oxides	13,650 lbs/quarter
PM10	7,300 lbs/quarter
PM2.5	15 tons/year
Carbon monoxide	49,500 lbs/quarter

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If Ammonia is determined to be a necessary part of the PM_{2.5} control strategy in the attainment demonstration approved by EPA in the State Implementation Plan:

Ammonia 100 ton/year

- 302.2 For a peaking power plant, if the emissions increase calculated pursuant to Section 411.3 is below the levels in Section 302.1, an applicant shall provide emission offsets for the regulated air pollutant where the daily emission increase calculated pursuant to Section 411.3 exceeds the following levels:

a. <u>Pollutant</u>	lb/day
Volatile organic compounds	150
Nitrogen oxides	150
Sulfur oxides	150
PM ₁₀	80
Carbon monoxide	550

- 302.3 Except for PM_{2.5} or as provided in Section 302.3a, b, c, or d; sufficient emission offsets shall be provided from the same calendar quarter as the proposed emissions. The quantity of offsets required shall be determined using the calculation procedures specified in Section 411.4.

- a. Emission credits for volatile organic compounds and nitrogen oxides during the quarters starting April 1 and July 1 may be used to offset emission increases during any quarter except as provided below.

1. Emission credits from the quarter starting April 1 that will be used in the quarter starting July 1 shall not exceed more than 20% of a project's volatile organic compound or nitrogen oxides offset needs, as applicable, in the quarter beginning July 1.
2. Emission credits from the quarter starting July 1 that will be used in the quarter starting April 1 shall not exceed more than 20% of a project's volatile organic compound or nitrogen oxides needs, as applicable, in the quarter beginning April 1.

- b. Emission credits for volatile organic compounds and nitrogen oxides during quarters starting January 1 and October 1 may be used to offset emission increases during either quarter starting January 1 and October 1.

- c. Emission credits for carbon monoxide, PM₁₀, and sulfur oxides during the quarters starting January 1 and October 1 may be used during any quarter except as provided below.

1. Emission credits from the quarter starting January 1 that will be used in the quarter starting October 1 shall not exceed more than 20% of a project's carbon monoxide, PM₁₀, and sulfur oxides offset needs, as applicable, in the quarter beginning October 1.
2. Emission credits from the quarter starting October 1 that will be used in the quarter starting January 1 shall not exceed more than 20% of a project's carbon monoxide, PM₁₀, and sulfur oxides offset needs, as applicable, in the quarter beginning January 1.

- d. Emission credits for carbon monoxide, PM₁₀, and sulfur oxides during quarters starting April 1 and June 1 may be used to offset emission increases during either quarter starting April 1 and June 1.

- 302.4 Emission offsets shall be obtained pursuant to Rule 204, EMISSION REDUCTION CREDITS, Rule 205, COMMUNITY BANK AND PRIORITY RESERVE BANK, or Rule 206, MOBILE AND TRANSPORTATION SOURCE EMISSION REDUCTION CREDITS, or pursuant to an adopted emission reduction credit rule in another air district that meets the requirements of Section 302.6.

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- 302.5 If an application for an Authority to Construct is received for an emissions unit that had previously obtained emission reduction credits for the shutdown of that emissions unit under Rule 204, EMISSION REDUCTION CREDITS, then sufficient emission offsets shall be provided consistent with Section 302. If the emissions unit does not trigger emission offsets in accordance with this section then the applicant shall provide sufficient emission offsets to offset the lesser of the amount of the emission reduction obtained pursuant to Rule 204, EMISSION REDUCTION CREDITS or the potential to emit from the emissions unit.
- 302.6 Emission offsets which are required and obtained pursuant to permitting and/or banking actions in a district other than that in which the proposed source is located may be used only if the Air Pollution Control Officer has reviewed the permit conditions and/or banking action issued by the other district in which the proposed emission offsets are obtained and made a determination that the impact of using such emission offsets meets the requirements of District Rules and Regulations, Health and Safety Code Section 40709.6, state, and federal requirements. An offset ratio not less than the levels specified in Section 303 shall be applied as necessary to discount the offsets and mitigate the associated impact.
- 302.7 Emission offsets for increases in carbon monoxide shall not be required if the applicant, using an air quality modeling analysis prepared pursuant to Section 403, demonstrates to the satisfaction of the Air Pollution Control Officer that the increase in ambient concentration does not exceed 500 micrograms per cubic meter, 8 hour average, at and beyond the property line of the stationary source.
- 302.8 Except for portable equipment located at a major stationary source or that is a major stationary source by itself, portable equipment shall be offset at the initially permitted location only. In the event such portable equipment is shutdown, emission reduction credits shall be granted based on the initially permitted location.
- 302.9 For major stationary sources or major modifications, emission offsets for volatile organic compounds and nitrogen oxides must be obtained from within the Sacramento Federal Nonattainment Area for ozone.
- 302.10 For major stationary sources or major modifications that exceed the levels in Section 227.3, emissions offsets for PM_{2.5} and PM_{2.5} precursors must be obtained within the Sacramento Federal Nonattainment Area for PM_{2.5} and emission offsets for PM₁₀ must be obtained within Sacramento County as long as Sacramento County is a federal PM₁₀ nonattainment area.
- 303 **EMISSION OFFSET RATIOS:** The applicable offset ratio for use in Section 411.4 shall be determined based on the location of the new or modified stationary source required to provide offsets and the distance to the location of the emission offsets, as indicated in the following tables.
 - 303.1 Except as provided in Section 303.2, an applicant shall provide emission offsets for emissions from a new or modified stationary source using the following ratios:

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Location of Emission Offset	Emission Offset Ratio			
	Volatile organic compounds or Nitrogen oxides	PM2.5 or ammonia if determined to be PM2.5 precursor by Section 239	Other Nonattainment pollutants	Attainment pollutants
Same Source	1.3 to 1.0 if used at a new major stationary source or major modification at a major source OR 1.0 to 1.0 if used at a non-major stationary source or non-major modifications at a major source	1.0 to 1.0	1.0 to 1.0	1.0 to 1.0
Within 15-mile radius and within Sacramento Valley Air Basin	1.3 to 1.0 if used at a new major stationary source or major modification at a major source OR 1.2 to 1.0 if used at a non-major stationary source or non-major modifications at a major source OR 1.0 to 1.0 if used at a non-major stationary source with an emission increase calculated pursuant to Section 411.3 of the following levels: ≥5000 lb/qtr and <7500 lb/qtr	1.2 to 1.0	1.2 to 1.0	1.1 to 1.0
Greater than 15-mile but within 50-mile radius and within Sacramento Valley Air Basin	2.0 to 1.0	2.0 to 1.0	2.0 to 1.0	1.2 to 1.0
More than 50-mile radius and within Sacramento Valley Air Basin	>2.0 to 1.0 (*)	>2.0 to 1.0 (*)	>2.0 to 1.0 (*)	>1.2 to 1.0 (*)
(*) based on case by case determination				

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- 303.2 Applicants providing emission offsets obtained pursuant to Rule 205, COMMUNITY BANK AND PRIORITY RESERVE BANK and applicants providing emission offsets obtained pursuant to Rule 206, Mobile and Transportation Source Emission Reduction Credits, shall provide emission offsets for all pollutants at all distances pursuant to the following:

Emission offsets obtained from Rule 205, COMMUNITY BANK AND PRIORITY RESERVE BANK, or Rule 206, MOBILE AND TRANSPORTATION SOURCE EMISSION REDUCTION CREDITS	
Source Type/Pollutant	Emission offset ratio
For use by non-major stationary sources or non-major modifications for all pollutants if the non-major modifications has an increase in emissions calculated pursuant to Section 411.3 of 250 lbs/day or less of VOC, NOx, and SOx, and 80 lbs/day or less of PM10.	1.0 to 1.0
If the non-major modification has an increase in emissions calculated pursuant to Section 411.3 that is greater than 250 lbs/day of VOC, NOx, and SOx, or greater than 80 lbs/day of PM10.	1.2 to 1.0
For use by a new major stationary source or major modification for volatile organic compounds or nitrogen oxides	1.3 to 1.0
For use by a new major stationary source or major modification for other nonattainment pollutants, except for VOC, or NOx, or PM2.5, and all attainment pollutants	1.2 to 1.0
For use by new major stationary source or major modification for PM2.5 or ammonia if determined to be PM2.5 precursor by Section 239	1.0 to 1.0

- 304 **INTERPOLLUTANT EMISSION OFFSETS EXCEPT FOR PM2.5:** Interpollutant emission offsets are discouraged and may only be allowed between precursor contaminants. The Air Pollution Control Officer may approve interpollutant emission offsets for precursor pollutants on a case by case basis, except for PM2.5 which is subject to Section 305, provided that the applicant demonstrates through the use of an air quality model that the emission increases from the new or modified source will not cause or contribute to a violation of an ambient air quality standard. In such cases, the Air Pollution Control Officer shall impose, based on an air quality analysis, emission offset ratios in addition to the requirements of Section 303. Interpollutant emission offsets between PM10 and PM10 precursors may be allowed. PM10 emissions shall not be allowed to offset nitrogen oxides or volatile organic compound emissions in ozone nonattainment areas, nor be allowed to offset sulfur oxide emissions in sulfate nonattainment areas. In no case shall the compounds excluded from the definition of Volatile Organic Compounds be used as offsets for Volatile Organic Compounds. Interpollutant emission offsets used at a major stationary source must receive written approval by the U.S. Environmental Protection Agency.
- 305 **PM2.5 INTERPOLLUTANT EMISSION OFFSETS:** Interpollutant emission offsets between PM2.5 and PM2.5 precursors are not allowed unless modeling demonstrates that PM2.5 interpollutant offset ratios are appropriate in an approved PM2.5 attainment plan.

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- 306 **AMBIENT AIR QUALITY STANDARDS:** In no case shall emissions from a new or modified stationary source, prevent or interfere with the attainment or maintenance of any applicable ambient air quality standard. The Air Pollution Control Officer may require the use of an air quality model to estimate the effects of a new or modified stationary source. In making this determination the Air Pollution Control Officer shall take into account the mitigation of emissions through emission offsets obtained pursuant to this rule.
- 307 **DENIAL, FAILURE TO MEET STANDARDS:** The Air Pollution Control Officer shall deny any Authority to Construct or Permit to Operate if the Air Pollution Control Officer finds that the subject of the application would not comply with the standards set forth in District, state, or federal rules, regulations or statutes.
- 308 **DENIAL, FAILURE TO MEET CEQA:** The Air Pollution Control Officer shall deny an Authority to Construct or Permit to Operate if the Air Pollution Control Officer finds that the project which is the subject of the application would not comply with CEQA.
- 309 **DENIAL, ADVERSE IMPACT TO VISIBILITY OF A CLASS I AREA:** The Air Pollution Control Officer shall deny any Authority to Construct or Permit to Operate for a new major stationary source or major modification if the Air Pollution Control Officer finds, after consideration of comments and an analysis from the Federal Land Manager, that the emissions from a proposed facility or modification would have an adverse impact on visibility, as defined in 40 CFR Section 52.21(b)(29), of a Class I area pursuant to 40 CFR Section 51.307(b).
- 400 **ADMINISTRATIVE REQUIREMENTS:** The following administrative requirements in Sections 401-413 shall apply to any activities regulated by this rule, except for the review of power plants over 50 megawatts. Power plants over 50 megawatts shall be subject to the review requirements of Section 414.
- 401 **ALTERNATIVE SITING:** Except as provided in Section 115, for major sources or major modifications for which an analysis of alternative sites, sizes, and production processes is required under Section 173(a)(5) of the Clean Air Act, the Air Pollution Control Officer shall require the applicant to prepare an alternative siting analysis that is functionally equivalent to the requirements of Division 13 of the Public Resources Code (California Environmental Quality Act-CEQA). An Authority to Construct shall not be issued unless the Air Pollution Control Officer has concluded, based on the information contained in the alternative siting analysis, that the benefits of the proposed source significantly outweigh the environmental and social costs imposed as a result of its location, construction, or modification.
- 402 **COMPLETE APPLICATION:** The Air Pollution Control Officer shall determine whether the application is complete not later than 30 days after receipt of the application, or after such longer time as both the applicant and the Air Pollution Control Officer have agreed in writing. If the Air Pollution Control Officer determines that the application is not complete, the applicant shall be notified in writing of the decision specifying the information required. Upon receipt of any re-submittal of the application, a new 30-day period to determine completeness shall begin. The Air Pollution Control Officer may, during the processing of the application, request an applicant to clarify, amplify, correct, or otherwise supplement the information submitted in the application. Completeness of an application or re-submitted application shall be evaluated on the following:
- 402.1 Information requirements set forth in the District's List and Criteria (adopted pursuant to Article 3, 65940 through 65944 of Chapter 4.5 of Division I of Title 7 of the California Government Code) as it exists on the date on which the application or re-submitted application was received;
- 402.2 Payment of the appropriate fee pursuant to Rule 301 - PERMIT FEES, STATIONARY SOURCES; and

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- 402.3. For major sources that may affect visibility of a Class I area pursuant to Section 413, the application shall not be deemed complete without a visibility analysis for any Class I areas the source may affect.
- 403 **AIR QUALITY MODELS:** All air quality models used for the purposes of this rule shall be consistent with the requirements provided in the most recent edition of U.S. Environmental Protection Agency "Guidelines on Air Quality Models, 40 CFR 51 Appendix W" unless the Air Pollution Control Officer finds that such model is inappropriate for use. After making such finding the Air Pollution Control Officer may designate an alternate model only after allowing for public comment, and only with concurrence of the U.S. Environmental Protection Agency. Credit shall not be given for stacks higher than that dictated by good engineering practice. All modeling costs associated with the siting of a stationary source shall be borne by the applicant.
- 404 **ENHANCED NEW SOURCE REVIEW:** Applications for which the applicant has requested review pursuant to this Section and Section 101 shall be reviewed in accordance with the procedural requirements specified in Sections 401 through 408 of District Rule 207, TITLE V FEDERAL OPERATING PERMIT PROGRAM.
- 405 **PRELIMINARY DECISION:** Following acceptance of an application as complete, the Air Pollution Control Officer shall perform the evaluations required to determine compliance with all applicable District, state and federal rules, regulations, or statutes and shall make a preliminary written decision as to whether an Authority to Construct should be approved, conditionally approved, or denied. The decision shall be supported by a succinct written analysis.
- 406 **SUBMITTAL OF BACT DETERMINATIONS:** The Air Pollution Control Officer shall submit to the California Air Resources Board all new BACT determinations made by the District. A new BACT determination is any BACT determination made by the District for the first time for a given type of emission unit. All such determinations shall be made available for public comment and submitted to the California Air Resources Board by no later than 30 days after issuance of the final Authority to Construct containing the new BACT determination.
- 407 **AUTHORITY TO CONSTRUCT, FINAL ACTION:**
- 407.1 a. Except as provided in Sections 407.1b and 407.1c, the Air Pollution Control Officer shall take final action on the application, after considering all written comments, no later than 180 days after acceptance of an application as complete.
- b. The Air Pollution Control Officer shall not take final action for any project for which an Environmental Impact Report (EIR) or a Negative Declaration is being prepared until a final EIR for that project has been certified or a Negative Declaration for that project has been approved, and the Air Pollution Control Officer has considered the information in that final EIR or Negative Declaration. The Air Pollution Control Officer shall take final action on the application within whichever of the following periods of time is longer:
1. Within 180 days after the certification of the final EIR or approval of the Negative Declaration, or
 2. Within 180 days of the date on which the application was determined complete by the Air Pollution Control Officer.
- c. The Air Pollution Control Officer shall take final action on applications reviewed pursuant to the Enhanced New Source Review Process no later than 18 months after acceptance of an application as complete.

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- 408 REQUIREMENTS, AUTHORITY TO CONSTRUCT AND PERMIT TO OPERATE:**
- 408.1 General Conditions:** As a condition for the issuance of a Permit to Operate, the Air Pollution Control Officer shall require that the emissions unit and stationary source, and any emissions units which provide emission offsets, be operated in the manner stated in making the analysis required to determine compliance with this rule, and as conditioned in the Authority to Construct.
- 408.2 Emissions Limitations:** The following emissions limitations shall be included on the Authority to Construct and Permit to Operate.
- a. Emission limitations which reflect Best Available Control Technology, if applicable. Such condition shall be expressed in a manner consistent with testing procedures, such as ppmv NOx, g/liter VOC, or lbs/MMBtu.
 - b. An enforceable daily emissions limitation, for emissions units subject to Sections 111, 113.2, and 302.2, and a quarterly emissions limitation for all regulated air pollutants, and an enforceable annual emissions limitation for PM2.5 and for any regulated air pollutant for which the stationary source exceeds the major source or major modification thresholds listed in Section 227 or 228. Enforceable daily emission limits are also required for emissions units not required to install BACT pursuant to Section 411.1.
 - c. If the Air Pollution Control Officer determines that technological or economic limitations on the application of measurement methodology to a particular class of sources would make the imposition of a numerical emission standard infeasible, the Air Pollution Control Officer may instead prescribe a design, operational, or equipment standard. In such cases, the Air Pollution Control Officer shall make a best estimate as to the emission rate that will be achieved. Any permits issued without an enforceable numerical emission standard must contain enforceable conditions that assure that the design characteristics or equipment will be properly maintained, or that the operational conditions will be properly performed, so as to continuously achieve the assumed degree of control. The Air Pollution Control Officer shall discuss the determination in the Preliminary Decision prepared pursuant to Section 405.
 - d. The emissions limitation shall be no less stringent than the applicable emission standards given in 40 CFR Part 60, Standards of Performance for New Stationary Sources, and 40 CFR Part 61 and 63, National Emission Standards for Hazardous Air Pollutants.
- 408.3 Emission offsets:** The following conditions shall be included on the Authority to Construct and Permit to Operate:
- a. Before the Air Pollution Control Officer shall approve or conditionally approve an application for an Authority to Construct, the applicant shall supply evidence of a sufficient number of emission reduction credits to meet any offset obligation in accordance with this rule.
 - b. The operation of any emissions unit which provides emission offsets shall be subject to enforceable permit conditions, containing specific emissions and operational limitations, to ensure that the emission reductions are provided in accordance with the provisions of this rule.
 - c. For major stationary sources and major modifications, all emission reductions claimed as offset credit shall be enforceable as a practical matter and federally enforceable.
 - d. A violation of the emission limitation provisions of any contract pursuant to Rule 204, EMISSION REDUCTION CREDITS, shall be a violation of this rule by the owner or operator of the permitted stationary source.
 - e. The operation of any emissions unit which uses emission offsets provided by another emissions unit shall be subject to enforceable permit conditions, containing specific emissions and operational limits, to ensure that the emission reductions are used in accordance with the provisions of District rules and shall continue for the reasonably expected life of the proposed emissions unit.

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- f. Any offsets required pursuant to Sections 302, 303 or any other state or federal law or regulation must be surrendered prior to commencing operation of the new or modified source, and the emission offsets shall be maintained throughout the operation of the new or modified source which is the beneficiary of the emission offsets.
- 409 **ISSUANCE, PERMIT TO OPERATE:** In addition to the requirements of Rule 207, TITLE V FEDERAL OPERATING PERMIT PROGRAM if applicable, the Air Pollution Control Officer shall issue a Permit to Operate an emissions unit, pursuant to Rule 201, GENERAL PERMIT REQUIREMENTS, subject to the requirements of this rule if it is determined that any offsets required as a condition of an Authority to Construct or amendment to a Permit to Operate will commence not later than the initial operation of the new or modified source, and that the emission offsets shall be maintained throughout the operation of the new or modified source which is the beneficiary of the emission offsets. Further, the Air Pollution Control Officer shall determine that all conditions specified in the Authority to Construct have been complied with or will be complied with by the dates specified on the Authority to Construct. Such applicable conditions shall be contained in the Permit to Operate. Where a new or modified stationary source is, in whole or in part, a replacement for an existing stationary source on the same property, the Air Pollution Control Officer may allow a maximum of 90 days as a startup period for simultaneous operation of the existing stationary source and the new replacement source.
- 410 **REGULATIONS IN FORCE GOVERN:** An Authority to Construct shall be granted or denied based on Best Available Control Technology and emission offset requirements of Sections 301, 302, and 303 in force on the date the application is deemed complete, as defined in Section 402, except when a new federal requirement not yet incorporated into this rule applies to the new or modified source. In addition, the Air Pollution Control Officer shall deny an Authority to Construct for any new stationary source or modification, or any portion thereof, unless:
 - 410.1 The new source or modification, or applicable portion thereof, complies with the provisions of this rule and all other applicable district rules and regulations; and
 - 410.2 The owner or operator of the proposed new or modified stationary source has demonstrated that all major stationary sources owned or operated by such person (or by an entity controlling, controlled by, or under common control with such person) in California which are subject to emission limitations are in compliance, or on a schedule for compliance, with all applicable emission limitations and standards in the Federal Act.
- 411 **EMISSION AND OFFSET CALCULATIONS:** The following provisions shall be used:
 - 411.1 **BACT – Emissions Increase:** The emissions increase for the purposes of determining BACT applicability pursuant to Section 301 shall be calculated as the daily Potential to emit minus the daily Historic Potential Emissions. The increase must be calculated as daily emissions, and calculated separately for each emissions unit associated with the project.
 - 411.2 **Temporary Source and Replacing of Air Pollution Control Equipment – Emissions Increase:** The emissions increase for the purposes of determining Temporary Source applicability pursuant to Section 111 or replacing of air pollution control equipment with new control equipment pursuant to Section 229.3e shall be calculated as the sum of emissions increases from Section 411.1 for all emissions units in the project.
 - 411.3 **Offsets Trigger:** For the purposes of determining whether Offsets are required pursuant to Sections 302.1 and 302.2, emissions shall be calculated as:
 - a. For SO_x, PM₁₀, PM_{2.5}, and CO: the sum of the potential to emit for all emissions units at the stationary source installed after January 1, 1977 plus the sum of the potential to emit minus Historic Potential Emissions for all emissions units installed prior to January 1, 1977 and modified after January 1, 1977 as determined by Section 411.4 of this rule or

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- procedures specified in this rule at time of modification.
The increase must be calculated using daily emissions for peaking power plants and for purposes of Section 303.2 and quarterly emissions for all other purposes for SO_x, PM₁₀, and CO. The increase must be calculated in yearly emissions for PM_{2.5}.
- b. For VOC and NO_x: the sum of the potential to emit for all emissions units at the stationary source. The increase must be calculated using daily emissions for peaking power plants and quarterly emission, for all other purposes.
 - c. For VOC and NO_x for purposes of Section 303.2: the sum of the potential to emit for all emissions units at the stationary source installed after January 1, 1977 plus the sum of the potential to emit minus Historic Potential Emissions for all emissions units installed prior to January 1, 1977 and modified after January 1, 1977.
- 411.4 Quantity of Offsets Required: If offsets are required pursuant to Section 302, the quantity of offsets to be provided shall be determined as follows:
- a. Multiply the sum of all increases of the potential to emit minus the Historic Potential Emissions for the emissions units associated with a project by the appropriate offset ratio based on pollutant and location as specified in Section 303.
 - b. The calculations shall be performed separately for each pollutant for each calendar quarter or, where the offset threshold is specified in tons/yr on an annual basis.
- 411.5 Emission Increase for Major Modification: The emissions increase from the project for purposes of Section 227 is the sum of the Potential to Emit for the project minus the Historic Actual Emissions, as defined in Section 224.1, for the project. However, the potential to emit, instead of historic actual emissions, can be used for emissions units if either of the following conditions applies:
- a. Actual emissions are at least 80% of the potential to emit limit, or
 - b. The emissions unit was fully offset for any emissions increase during the 5 year period prior to the date that the application is deemed complete.
- 412 **PLANTWIDE APPLICABILITY LIMITS:** Exclusively for the purpose of Section 115, the operator of a major stationary source may apply to the Air Pollution Control Officer pursuant to Rule 201, GENERAL PERMIT REQUIREMENTS to establish a PAL.
- 412.1 All PALs shall be established according to the provisions of 40 CFR 51.165(f); and
- 412.2 All PALs shall comply with the requirements under 40 CFR 51.165(f) to either maintain, renew or retire the PAL.
- 413 **SOURCES IMPACTING CLASS I AREAS:** The applicant of a proposed new major source or major modification that may affect visibility of a Class I area shall provide the Air Pollution Control Officer with an analysis of impairment to visibility that would occur as a result of the source or modification and general commercial, residential, industrial, and other growth associated with the project, as required by 40 CFR Section 51.307(b)(2) and 40 CFR Section 51.166(o).
- 414 **POWER PLANTS:** This section shall apply to all power plants over 50 megawatts proposed to be constructed in the District and for which a Notice of Intention (NOI) or Application for Certification (AFC) has been accepted by the California Energy Commission.
- 414.1 Within 14 days of receipt of a Notice of Intention, the Air Pollution Control Officer shall notify the Air Resources Board and the California Energy Commission of the District's intent to participate in the Notice of Intention proceeding. If the District chooses to participate in the Notice of Intention proceeding, the Air Pollution Control Officer shall prepare and submit a report to the California Air Resources Board and the California Energy Commission prior to the conclusion of the non-adjudicatory hearing specified in Section 25509.5 of the California

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Public Resources Code. That report shall include, at a minimum:

- a. a preliminary specific definition of Best Available Control Technology for the proposed facility;
- b. a preliminary discussion of whether there is substantial likelihood that the requirements of this rule and all other District regulations can be satisfied by the proposed facility;
- c. a preliminary list of conditions which the proposed facility must meet in order to comply with this rule or any other applicable district regulation.

The preliminary determinations contained in the report shall be as specific as possible within the constraints of the information contained in the Notice of Intention.

- 414.2 Upon receipt of an Application for Certification for a power plant, the Air Pollution Control Officer shall conduct a determination of compliance review. This determination shall consist of a review identical to that which would be performed if an application for a permit to construct had been received for the power plant. If the information contained in the Application for Certification does not meet the requirements of this rule, the Air Pollution Control Officer shall, within 20 calendar days of receipt of the Application for Certification, so inform the California Energy Commission, and the Application for Certification shall be considered incomplete and returned to the applicant for resubmittal.
- 414.3 The Air Pollution Control Officer shall consider the Application for Certification to be equivalent to an application for a permit to construct during the determination of compliance review, and shall apply all provisions of all District rules and regulations which apply to applications for a permit to construct.
- 414.4 The Air Pollution Control Officer may request from the applicant any information necessary for the completion of the determination of compliance review. If the Air Pollution Control Officer is unable to obtain the information, the Air Pollution Control Officer may petition the presiding Commissioner of the California Energy Commission for an order directing the applicant to supply such information.
- 414.5 Within 180 days of accepting an Application for Certification as complete, the Air Pollution Control Officer shall make a preliminary decision on:
 - a. whether the proposed power plant meets the requirements of this rule and all other applicable district regulations; and
 - b. in the event of compliance, what permit conditions will be required including the specific Best Available Control Technology requirements and a description of required mitigation measures.

The preliminary written decision shall be treated as a preliminary decision under Section 405 of this rule, and shall be finalized by the Air Pollution Control Officer only after being subject to public notice and comment requirements. The Air Pollution Control Officer shall not issue a determination of compliance unless all District rule requirements are met.

- 414.6 Within 240 days of the filing date, the Air Pollution Control Officer shall issue and submit to the California Energy Commission a determination of compliance or, if such a determination cannot be issued, shall so inform the California Energy Commission. A determination of compliance shall confer the same rights and privileges as an Authority to Construct only when and if the California Energy Commission approves the Application for Certification, and the California Energy Commission certificate includes all conditions of the determination of compliance.
- 414.7 Any applicant receiving a certificate from the California Energy Commission pursuant to this section and in compliance with all conditions of the certificate shall be issued a Permit to Operate by the Air Pollution Control Officer.

FORM HRA100 HEALTH RISK ASSESSMENT INFORMATION

PURPOSE: The purpose of this form is to gather the basic information needed to run an air dispersion model and perform a health risk assessment for a simple emissions unit. Additional information may be needed depending on type of process and potential risk to the public.

STACK/VENT EMISSIONS: Complete this section if pollutants are being released to the atmosphere via a stack or vent (e.g. roof vent).

Stack Height: _____ ft. above ground

Stack Inner Diameter: _____ in.

Exhaust Gas Flow Rate: _____ acfm

Exhaust Gas Temperature _____ degrees F.

FUGITIVE EMISSIONS: Complete this section if pollutants are being released to the atmosphere without the benefit of a stack or vent (e.g. emissions from windows, eaves and doors, ponds, open tanks, and wind blown emissions from piles and fields).

Source Base Elevation: _____ ft. above ground

Source Height: _____ ft. above ground

Source Width (East/West Dimension): _____ feet

Source Length (North/South Dimension): _____

DRAWINGS REQUIRED: Drawings should be submitted on 8-1/2" X 11" sheets or larger. Drawings must clearly show the required information but do not need to be professionally drawn. All drawings should be drawn with north facing up and to scale.

Nearby Buildings:

Submit a drawing showing all buildings affecting the exhaust stack or point of release. The area of influence for a building is defined as the area within 5 times the lesser of the height or width of a building. For each building, the drawing must show length, width, and height of the building, and distance to exhaust stack or point of release.

Property Line:

Submit a drawing showing the exhaust stack in relation to the property line. The drawing must be drawn to scale, with north facing up, and must show the entire property.

Receptors:

Submit a drawing showing residential and commercial buildings surrounding the property. Indicate the distance from the stack/point of release to the residential/commercial buildings.

FORM HRA100 (3/20/01)

RULE 448 GASOLINE TRANSFER INTO STATIONARY STORAGE CONTAINERS**Adopted 2-5-75****(Amended 9-15-75, 8-3-77, 9-2-80, 12-17-91, 2-2-95, 02-26-09)****INDEX****100 GENERAL**

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100 GENERAL

- 101 **PURPOSE:** To limit emissions resulting from the transfer of gasoline into any stationary storage container or delivery vessel, or from the pump-out of gasoline from any stationary storage container, delivery vessel, or vehicle fuel tank.
- 102 **APPLICABILITY:** This rule applies to the transfer of gasoline or switch loading from any delivery vessel into any stationary storage container with a capacity of 250 gallons or more, or any mobile fueler with a capacity of 120 gallons or more. This rule also applies to the "pump-out" of gasoline from any stationary storage container with a capacity of 250 gallons or more, mobile fueler with a capacity of 120 gallons or more, or vehicle fuel tank with a capacity of 5 gallons or more.
- 110 **EXEMPTION, IMPLEMENTS OF HUSBANDRY:** The provisions of this rule shall not apply to the transfer of gasoline into any stationary container which is used primarily for the fueling of implements of husbandry as such vehicles are defined in Division 16 (Section 36000 et seq) of the California Vehicle Code, if such container is equipped with a permanent submerged fill pipe.

200 DEFINITIONS

- 201 **BACKGROUND:** A reading as methane on a portable hydrocarbon detection instrument which is determined at least three (3) meters upwind from the affected device to be inspected and uninfluenced by any specific emission point.
- 202 **CARB:** The California Air Resources Board.
- 203 **CARB CERTIFIED:** A Phase I or Phase II vapor recovery system, equipment, or any component thereof, for which CARB has evaluated its performance and issued a valid Executive Order pursuant to Health and Safety Code Section 41954. Each component of a system is a separate CARB certified item and cannot be replaced with a non-certified item or other items that are not certified for use with the particular system. Except for qualified repairs, a CARB certified component shall be as supplied by the qualified manufacturer. A rebuilt component shall not be deemed as CARB certified unless the person who rebuilds the component is authorized by CARB to rebuild the designated CARB certified component.
- 204 **DELIVERY VESSEL:** Any motor vehicle, trailer, or rail car used for the transportation of gasoline.
- 205 **DRY BREAK:** A Phase I vapor recovery component that opens only by connection to a mating device to ensure that no gasoline vapors escape from the underground storage tank before the vapor return line is connected and sealed.
- 206 **EXECUTIVE ORDER:** A document issued by CARB pursuant to Health and Safety Code Section 41954 certifying that a specific vapor recovery system meets the applicable performance specifications and setting conditions for the certification.
- 207 **GASOLINE:** Any petroleum distillate or petroleum distillate/alcohol blend having a Reid vapor pressure of 4 pounds per square inch absolute or greater as determined by a method specified in Section 501.1.
- 208 **GASOLINE DISPENSING FACILITY:** A mobile fueler or a stationary source consisting of one or more storage tanks and associated equipment that receives, stores, and dispenses gasoline to motor vehicle fuel tanks.
- 209 **GASOLINE VAPORS:** Organic compounds in the displaced vapors including any entrained liquid gasoline.

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- 210 **INSTALLER/CONTRACTOR:** A person(s) engaged in the installation, alteration, repair, or replacement of a vapor recovery system or its components at a gasoline dispensing facility.
- 211 **LEAK FREE:** A liquid leak of less than three drops per minute.
- 212 **MOBILE FUELER:** Any gasoline delivery vessel with an attached container that is used to transport and dispense gasoline from an onboard storage container into any motor vehicle fuel tank.
- 213 **PURGE:** To release gasoline vapors, gases, or hydrocarbon vapors to the atmosphere from a delivery vessel by introduction of air or an inert gas.
- 214 **REBUILD/REBUILT:** Repairs, replacements, or reconstructions to any part of a component of a vapor recovery system that forms the gasoline vapor passage of the component, or that comes in contact with the recovered gasoline vapors in the component. Rebuild does not include the replacement of a complete component with another CARB certified complete component; nor does it include the replacement of a spout, bellows, or vapor guard of a CARB certified nozzle. The new part shall be CARB certified and as supplied by the qualified manufacturer specifically for the CARB certified nozzle.
- 215 **SPILL CONTAINER:** An enclosed container around a Phase I fill pipe that is designed to collect gasoline spillage resulting from disconnection between the liquid gasoline delivery hose and the fill pipe.
- 216 **SUBMERGED FILL PIPE:**
- 216.1 Top Loading: Any fill pipe which has the discharge opening entirely submerged when the liquid level is 6 inches above the bottom of the tank.
 - 216.2 Side Loading: Any fill pipe which has the discharge opening entirely submerged when the liquid level is 18 inches above the bottom of the tank.
- 217 **SWITCH LOADING:** The transfer of diesel fuel into a delivery vessel or storage container which previously contained gasoline.
- 218 **TESTER:** Any person(s) who conducts performance or reverification test as required by this Rule or by a CARB Executive Order.
- 219 **VAPOR RECOVERY EQUIPMENT DEFECTS (VRED) LIST:** A list of defects CARB has identified as substantially impairing the efficiency of the vapor recovery system, incorporated by reference in Title 17 CCR Section 94006, pursuant to California Health & Safety Code Section 41960.2(c).
- 220 **VAPOR TIGHT:**
- 220.1 For delivery vessels other than mobile fuelers, a reading 100% or less of the lower explosive limit (21,000 ppm measured as equivalent propane), as determined by the method specified in Section 501.2(a).
 - 220.2 For all other operations, a condition under which the concentration of total organic compounds, measured 0.4 inch (1 centimeter) from any source, does not exceed 10,000 ppmv (expressed as methane) above background, as determined by the method specified in Section 501.2(b).

300 STANDARDS

- 301 **EQUIPMENT AND OPERATION REQUIREMENTS:** A person shall not transfer or permit the transfer of gasoline, or perform or permit switch loading, from any delivery vessel into any stationary storage container with a capacity of 250 gallons or more or mobile fueller with a capacity of 120 gallons or more, unless such container is provided with a permanent submerged fill pipe and unless such transfer is made under the following conditions, as applicable:

- 301.1 Underground storage tanks are equipped with a CARB certified vapor recovery system that shall prevent emission to the atmosphere of at least 98%, by volume, of the gasoline vapors displaced from the storage container during the transfer of gasoline into the container. The vapor recovery system shall be maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders, and shall meet all of the following:
- a. The vapor recovery system is maintained to be leak free, vapor tight, and in good working order;
 - b. All fill tubes are equipped with vapor tight caps;
 - c. All dry breaks are equipped with vapor tight seals and vapor tight caps;
 - d. Each vapor tight cap is in a closed position except when the fill tube or dry break it serves is actively in use.
 - e. A CARB certified spill container shall be installed and maintained free of standing liquid, debris and other foreign matter. The spill container shall be equipped with an integral drain valve or other devices that are certified by CARB to return spilled gasoline to the underground stationary storage tank. The drain valve shall be maintained closed and vapor tight at all times except when the valve is actively in use.
- 301.2 Aboveground storage tanks are equipped with a CARB certified vapor recovery system that shall prevent emission to the atmosphere of at least 95%, by volume, of the gasoline vapors displaced from the storage container during the transfer of gasoline into the container, or the tank shall be equipped as described in Rule 446 – STORAGE OF PETROLEUM PRODUCTS, and shall meet all of the following:
- a. The vapor recovery system shall be maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders;
 - b. The vapor recovery system is maintained to be leak free, vapor tight, and in good working order;
 - c. All fill tubes are equipped with vapor tight caps;
 - d. All dry breaks are equipped with vapor tight seals and vapor tight caps;
 - e. All vapor return lines without dry breaks are equipped with vapor tight caps;
 - f. Each vapor tight cap is in a closed position except when the fill tube or dry break it serves is actively in use.
 - g. All CARB certified coaxial fill tubes are spring-loaded and operated so that the vapor passage from the stationary storage tank or the mobile fueler back to the tank truck trailer is not obstructed.
- 301.3 Mobile fuelers are equipped with a CARB certified vapor recovery system that shall prevent emission to the atmosphere of at least 95%, by volume, of the gasoline vapors displaced from the mobile fueler container during the transfer of gasoline into the container. The vapor recovery system shall be maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders, and meet all of the following:
- a. The vapor recovery system is maintained to be leak free, vapor tight, and in good working order;
 - b. The container dome hatch must remain closed and latched at all times. It must not be opened for the purpose of routine tank gauging operations. It may only be opened to accomplish inspections which are necessary due to equipment failures, scheduled maintenance and repairs.
- 302 **DELIVERY VESSELS:** A person shall not operate, or allow the operation of a gasoline delivery vessel other than a mobile fueler, **unless** it is certified according to CARB Certification Procedure CP-204 and maintained in compliance with the certification requirements, and meets all of the following:
- 302.1 Each gasoline delivery elbow is equipped with sight windows.
 - 302.2 The fuel delivery lines shall be maintained leak free, vapor tight, and free of air ingestion. A fuel delivery that is free of air ingestion is determined by observing the fuel stream as clear and free of air bubbles through the sight windows on the delivery system, except during the initial and final 60 seconds of fuel transferring.

- 302.3 All vapor return lines are connected between the delivery vessel and the stationary storage tank or other delivery vessel. In addition, all associated hoses, fittings, and couplings are maintained in a leak free and vapor-tight condition.
- 302.4 The hatch on any delivery vessel shall be equipped with a vapor tight cover during gasoline transfer and pumping. The hatch shall not be opened except for visual inspection, which may be performed after at least three minutes following the completion of the gasoline transfer or pumping. Except otherwise specified by CARB, visual inspection shall be completed in three minutes or less.
- 302.5 A person shall not purge gasoline vapors, gases, or hydrocarbon vapors from a delivery vessel to the atmosphere.
- 303 **PRESSURE VACUUM VALVE REQUIREMENT:** Unless otherwise specified in the applicable CARB Executive Order, the operator of any vapor recovery system shall have a pressure vacuum valve installed on all vent pipes open to the atmosphere with a minimum pressure setting at 2.5 to 6.0 inches of H₂O. The pressure vacuum valve shall have a minimum vacuum setting at 6.0 to 10.0 inches of H₂O.
- 304 **PROHIBITION OF SALE:** A person shall not supply, offer for sale, sell, install or allow the installation of any new or rebuilt vapor recovery system or any of its components, unless the system and components are CARB certified. Each vapor recovery system and its components shall be clearly and permanently marked with the qualified manufacturer's name and model number as certified by CARB. In addition, any qualified manufacturer who rebuilds a component shall also clearly and permanently mark the corresponding information on the component.
- 305 **PUMP-OUT:**
- 305.1 No person shall allow the transfer ("pump-out") of gasoline from a stationary storage container with a capacity of 250 gallons or more or a mobile fueler with a capacity of 120 gallons or more into a stationary storage container or delivery vessel unless the transfer is made using a vapor collection and transfer system capable of returning the displaced vapors to the storage container being pumped out.
- 305.2 No person shall allow the transfer ("pump-out") of gasoline from a vehicle fuel tank with a capacity of 5 gallons or more into a stationary storage container or delivery vessel unless the amount of gasoline allowed to drip outside an area that drains back into the vehicle fuel tank is less than 3 drops per minute.
- 306 **MAINTENANCE INSPECTION:**
- 306.1 The owner/operator of a gasoline dispensing facility shall, at a minimum, verify the following on each day that fuel is delivered:
- The spill container is clean and does not contain gasoline. The spill containment drain valve is seating properly.
 - The fill caps and gaskets are not missing, damaged or loose.
 - The spring-loaded submerged fill pipe seals properly against the coaxial fitting.
 - The dry break (poppet valve) is not missing or damaged.
 - The submerged fill pipe is not missing or damaged.
- 306.2 Any equipment with a major defect listed in the VRED List shall be removed from service and tagged to ensure that is not used until it is repaired and brought into compliance before being returned to service.
- 306.3 The owner or operator of a vapor recovery system shall insure that the removal from service of one component of a vapor recovery system with multiple components will not result in gasoline liquid or vapors entering the atmosphere.
- 306.4 Defects discovered during the maintenance inspection and repaired in accordance with Title 17, Division 3, Subchapter 7.5, Chapter 1, Section 93101 of California Code of Regulations such that after repair gasoline liquid or vapors do not enter the atmosphere shall not constitute a violation of Rule 448.
- 307 **PROHIBITION OF USE:** Whenever a Phase I vapor recovery system, or any component thereof, contains a defect listed in the VRED List, the operator shall mark such system or component "Out of Order". No person shall use or permit the use of such marked component

or system until it has been repaired, replaced, or adjusted, as required to permit proper operation, and the Air Pollution Control Officer has reinspected it or has authorized its use pending reinspection.

400 ADMINISTRATIVE REQUIREMENTS

401 CERTIFICATION:

401.1 Effective May 26, 2009, installers/contractors shall not install, alter, repair or replace a vapor recovery system unless they meet all of the following requirements:

- a. Are certified by the International Code Council (ICC) for Vapor Recovery System Installation and Repair, and, if required by the Executive Order, certified by the system manufacturer.
- b. Maintain valid certifications as required in paragraph (a).
- c. Have and make available on site proof of any and all certifications required by this Rule, the Executive Order and the Installation, Operation and Maintenance Manual in order to install or maintain specific systems.

401.2 Testers shall not test a vapor recovery system unless they meet all of the following requirements:

- a. Effective 3 months after a certification test is available, be certified by the International Code Council (ICC) for Vapor Recovery System Testing and Repair.
- b. If required by the Executive Order, be certified by the system manufacturer.
- c. Maintain valid certifications as required in paragraph (a) and (b).
- d. Have and make available on site proof of any and all certifications required by this Rule, the Executive Order and the Installation, Operation and Maintenance Manual in order to test specific systems.

402 **NOTIFICATION OF TESTING:** At least 7 days prior to performance or reverification testing, the owner or operator shall notify the Air Pollution Control Officer of the exact date and time of the test. If the vapor recovery system fails any of the applicable tests and the necessary repairs are performed that same day, the owner or operator may retest the vapor recovery system on the same day without re-notification, provided that the reasons for the test failure and any repairs performed are properly documented in the test reports and repair records.

403 **TEST REQUIREMENTS FOR VAPOR RECOVERY SYSTEM:** The following requirements are to verify the proper operation of a vapor recovery system.

403.1 **Required Tests:** Unless otherwise specified in the applicable CARB Executive Orders, performance and reverification tests shall include the following, as applicable, according to the test methods specified in Section 501 of this rule:

- a. Static Torque of Rotatable Adaptors Test
- b. Leak Rate of Drop Tube Test
- c. Leak Rate of Drop Tube Overfill Protection Devices and Spill Container Drain Valves
- d. Leak Rate and Cracking Pressure of P/V Valves Test, and
- e. Static Leak Tests

403.2 **Initial Tests:** Within 30 calendar days of completion of construction or modification of any vapor recovery system, the owner or operator shall conduct and pass all applicable performance tests.

403.3 **Testing Frequency:** The owner/operator of a gasoline dispensing facility shall perform and pass all applicable reverification tests annually within 30 days of the end of each annual period following the most recent successful tests, or more frequently as required by the applicable CARB Executive Order. For facilities that were not required to perform periodic testing prior to February 26, 2009, the first annual test shall be performed by February 26, 2010.

500 MONITORING AND RECORDS

501 **TESTING PROCEDURE:** The performance and reverification tests shall be conducted in accordance with the following test methods. All test methods referenced in this section shall

be the most recent version approved by the U.S. Environmental Protection Agency, CARB, and the Air Pollution Control Officer or as stated in the applicable Executive Orders.

501.1 Vapor Pressures: Vapor pressures shall be determined by ASTM D2879-97 (2007), ASTM D323-06 or ASTM D5191-07.

501.2 Vapor Tight:

- a. For delivery vessels other than mobile fuelers, CARB Vapor Recovery Test Procedure TP-204.3 shall be used to determine vapor tight condition.
- b. For all other operations, EPA Reference Method 21 shall be used to determine vapor tight condition.

501.3 Static Torque of Rotatable Phase I Adaptors: CARB Test Procedure TP-201.1B.

501.4 Leak Rate of Drop Tube/Drain Valve Assembly Test: CARB Test Procedure TP-201.1C.

501.5 Leak Rate of Drop Tube Overfill Protection Devices and Spill Container Drain Valves: CARB Test Procedure TP-201.1D

501.6 Leak Rate and Cracking Pressure of P/V Valves Test: CARB Test Procedure TP-201.1E

501.7 Static Leak Tests: CARB Test Procedure TP-201.3 or TP-201.3B as applicable.

501.8 Those vapor recovery systems whose CARB Executive Orders specify different tests to be performed instead of, or in addition to, the referenced test methods, or which, by their design, preclude the use of the referenced test methods, shall be tested in accordance with the test procedures specified in the applicable CARB Executive Orders or their equivalents as approved by the APCO and EPA.

501.9 Multiple Test Methods: When more than one test method or set of test methods is specified for any testing, a violation of any requirement of this rule established by any one of the specified test methods or set of test methods shall constitute a violation of this rule.

502 **RECORDKEEPING:** A person subject to this rule shall maintain the following records on-site and make them available for review by the Air Pollution Control Officer immediately upon request.

502.1 Results of the tests specified in Section 402 shall be delivered to the Air Pollution Control Officer within thirty (30) days of the completion of the test. The test results shall contain the following information:

- a. Name, location, address, and telephone number of the facility tested, and Sacramento Metropolitan Air Quality Management District permit number
- b. Name, address and phone number of the person or company performing the test
- c. Date of the test
- d. Test data
- e. Statement of pass or fail

502.2 Maintenance inspection reports shall include at least the following:

- a. Date and time of inspection
- b. List of defects from the VRED List that are applicable to the vapor recovery equipment and have a verification procedure of "direct observation" or "direct measurement"
- c. Notation by person performing inspection whether each defect is present
- d. Description of any defects discovered
- e. Action taken upon discovery of a defect
- f. Name and signature of person performing inspection

502.3 The following records must be retained by the owner or operator for a period not less than 3 years (5 years for sources subject to the requirements of Rule 207, Title V - Federal Operating Permit Program):

- a. Maintenance records for the vapor recovery system
- b. Repair records for the vapor recovery system
- c. Maintenance inspection reports
- d. Records of repairs performed as a result of defects discovered during maintenance inspections
- e. Performance test results
- f. Reverification of performance test results

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RULE 449 TRANSFER OF GASOLINE INTO VEHICLE FUEL TANKS**Adopted 2-5-75****(Amended 9-15-75, 6-1-76, 8-3-77, 9-29-87, 12-17-91, 2-2-95, 4-3-97, 09-26-02, 02-26-09)****INDEX****100 GENERAL**

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100 GENERAL

- 101 **PURPOSE:** To limit the emission of gasoline vapor into the atmosphere when motor vehicle fuel tanks are filled.
- 102 **APPLICABILITY:** The provisions of this rule shall apply to the transfer of gasoline from any stationary storage tank or delivery vessel into any motor vehicle fuel tank.
- 110 **EXEMPTION, DISPENSING EQUIPMENT FOR EMERGENCY MOTOR VEHICLES:** The provisions of this rule shall not apply to dispensing equipment that is used exclusively for the fueling of emergency motor vehicles while on location at an emergency.
- 111 **EXEMPTION, DISPENSING EQUIPMENT FOR IMPLEMENTS OF HUSBANDRY:** The provisions of this rule shall not apply to dispensing equipment which is used primarily for the fueling of implements of husbandry as such vehicles are defined in Division 16 (Section 36000 et seq) of the California Vehicle Code, if such container is equipped with a permanent submerged fill pipe.
- 112 **EXEMPTION, MAINTENANCE INSPECTION:** The maintenance inspection requirements in Section 303 shall not be required on Saturdays, Sundays, and holidays for gasoline dispensing facilities with a six month average monthly gasoline throughput of less than 100,000 gallons.
- 113 **EXEMPTION, E85:** The requirements of this rule shall not apply to the dispensing of E85 into a vehicle fuel tank until CARB certifies Phase II vapor recovery systems for the dispensing of E85.
- 114 **EXEMPTION, ONBOARD REFUELING VAPOR RECOVERY:** Except for Sections 308 and 503, the requirements of this rule shall not apply to non-retail gasoline dispensing facilities where 100 percent of the vehicles being refueled are equipped with onboard refueling vapor recovery (ORVR) systems.
- 115 **EXEMPTION, ICC CERTIFICATION:** The requirements of Section 402 shall not apply to the owner/operator of a gasoline dispensing facility or his/her direct employee(s) when replacing any defective nozzles, hoses and breakaways with new or CARB certified re-manufactured components of the same make and model, or alternatives specifically identified in the latest applicable CARB Executive Order.

200 DEFINITIONS

- 201 **BACKGROUND:** A reading as methane on a portable hydrocarbon detection instrument which is determined at least three (3) meters upwind from the affected device to be inspected and uninfluenced by any specific emission point.
- 202 **CARB:** The California Air Resources Board.
- 203 **CARB CERTIFIED:** A Phase I or Phase II vapor recovery system, equipment, or any component thereof, for which CARB has evaluated its performance and issued a valid Executive Order pursuant to Health and Safety Code Section 41954. Each component of a system is a separate CARB certified item and cannot be replaced with a non-certified item or other items that are not certified for use with the particular system. Except for qualified repairs, a CARB certified component shall be as supplied by the qualified manufacturer. A rebuilt component shall not be deemed as CARB certified unless the person who rebuilds the component is authorized by CARB to rebuild the designated CARB certified component.
- 204 **DELIVERY VESSEL:** Any motor vehicle, trailer, or rail car used for the transportation of gasoline.

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- 205 **E85:** Any alternative vehicle fuel with a nominal 85 percent ethanol composition, having a Reid vapor pressure of 4 pounds per square inch or greater and meeting the specifications of Title 13 CCR Section 2292.4.
- 206 **EMERGENCY:** An unforeseen combination of circumstances that calls for immediate action to prevent further injury, loss of life or damage to property.
- 207 **EMERGENCY MOTOR VEHICLE:** A motor vehicle used for fire fighting purposes.
- 208 **EXECUTIVE ORDER:** A document issued by CARB pursuant to Health and Safety Code Section 41954 certifying that a specific vapor recovery system meets the applicable performance specifications and setting conditions for the certification.
- 209 **GASOLINE:** Any petroleum distillate or petroleum distillate/alcohol blend having a Reid vapor pressure of 4 pounds per square inch absolute or greater as determined by a method specified in Section 501.1
- 210 **GASOLINE DISPENSING FACILITY:** A mobile fueler or a stationary source consisting of one or more storage tanks and associated equipment that receives, stores, and dispenses gasoline to motor vehicle fuel tanks.
- 211 **HOLD-OPEN LATCHES:** A hold-open latch is any device permanently attached to a gasoline dispensing nozzle for the purpose of providing a continuous flow of gasoline after the operator has started the flow, without the operator's continued assistance.
- 212 **INSTALLER/CONTRACTOR:** A person(s) engaged in the installation, alteration, repair, or replacement of a vapor recovery system or its components at a gasoline dispensing facility.
- 213 **LEAK FREE:** A liquid leak of less than three drops per minute.
- 214 **MOBILE FUELER:** Any gasoline delivery vessel with an attached container that is used to transport and dispense gasoline from an onboard storage container into any motor vehicle fuel tank.
- 215 **MOTOR VEHICLE:** Any vehicle which is self-propelled as defined in Section 415 of the California Vehicle Code.
- 216 **ONBOARD REFUELING VAPOR RECOVERY (ORVR):** A vehicle-based vapor recovery system required by California Code of Regulations, Title 13, Section 1978, or Title 40, Code of Federal Regulations, Part 86.
- 217 **OWNER/OPERATOR:** Any person who owns, leases, or operates a gasoline dispensing facility.
- 218 **REBUILD/REBUILT:** Repairs, replacements, or reconstructions to any part of a component of a vapor recovery system that forms the gasoline vapor passage of the component, or that comes in contact with the recovered gasoline vapors in the component. Rebuild does not include the replacement of a complete component with another CARB certified complete component; nor does it include the replacement of a spout, bellows, or vapor guard of a CARB certified nozzle. The new part shall be CARB certified and as supplied by the qualified manufacturer specifically for the CARB certified nozzle.
- 219 **RETAIL GASOLINE DISPENSING FACILITY:** A gasoline dispensing facility subject to payment of California sales tax on gasoline sales.
- 220 **SIX MONTH AVERAGE MONTHLY GASOLINE THROUGHPUT:** The sum of a gasoline dispensing facility's total gasoline throughput for six months divided by six.

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- 221 **SUMMER FUEL:** Gasoline that is required to comply with the requirements of Title 13 CCR, Section 2262.4.
- 222 **TESTER:** Any person(s) who conducts performance or reverification test as required by this Rule or by a CARB Executive Order.
- 223 **TOPPING OFF:** An attempt by a person filling up a motor vehicle to dispense gasoline after the dispensing nozzle primary shut-off mechanism has engaged. The filling of a motor vehicle tank that, because of the configuration of the fill pipe, causes premature activation of the primary shutoff mechanism shall not be considered topping off.
- 224 **VAPOR RECOVERY EQUIPMENT DEFECTS (VRED) LIST:** A list of defects CARB has identified as substantially impairing the efficiency of the vapor recovery system, incorporated by reference in Title 17 CCR Section 94006, pursuant to California Health & Safety Code Section 41960.2(c).
- 225 **VAPOR TIGHT:** A condition under which the concentration of total organic compounds does not exceed 10,000 ppmv (expressed as methane) above background, as determined pursuant to Section 501.2.
- 226 **WINTER FUEL:** Gasoline that is not required to comply with the regulations that are applicable to summer fuel.

300 STANDARDS

- 301 **VAPOR RECOVERY REQUIRED:** A person shall not transfer, or permit the transfer of, gasoline from a stationary storage container with a capacity of 250 gallons or more, or mobile fueler with a capacity of 120 gallons or more, into any motor vehicle fuel tank with a capacity of 5 gallons or more unless the displaced gasoline vapors are processed by a CARB certified vapor recovery system. The vapor recovery system shall have:
 - 301.1 For summer fuel, a gasoline vapor control efficiency of at least 95% by weight and a mass emission factor not exceeding 0.38 pounds of gasoline vapors per 1,000 gallons of gasoline dispensed; and
 - 301.2 For winter fuel, a gasoline vapor control efficiency of at least 95% by weight or a mass emission factor not exceeding 0.38 pounds of gasoline vapors per 1,000 gallons of gasoline dispensed.
- 302 **EQUIPMENT MAINTENANCE:** A person shall not transfer, or permit the transfer, or provide equipment for the transfer, of gasoline from a stationary storage container or mobile fueler subject to the provisions of Section 301 into any motor vehicle fuel tank of 5 gallons or more capacity unless:
 - 302.1 The vapor recovery system is operating in accordance with the applicable CARB Executive Orders, the manufacturer's specifications, and is maintained to be leak free, vapor tight, and in good working order; and
 - 302.2 The equipment is operated and maintained without any of the applicable defects listed in the VRED List.
- 303 **MAINTENANCE INSPECTION:**
 - 303.1 Maintenance inspections, except as provided in Section 112, shall be conducted for each day the vapor recovery system is operated to ensure that vapor recovery system components that are verifiable through direct measurement or observation are in proper working order.
 - 303.2 Any equipment with a major defect listed in the VRED List shall be removed from service and tagged to ensure that it is not used until it is repaired and brought into compliance before being returned to service. The owner or operator of a vapor recovery system shall insure that the removal from service of one component of a vapor recovery system with multiple components will not result in gasoline liquid or vapors entering the atmosphere.

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- 303.3 Defects discovered during the maintenance inspection and repaired in accordance with Title 17, Division 3, Subchapter 7.5, Chapter 1, Section 93101 of California Code of Regulations such that after repair gasoline liquid or vapors do not enter the atmosphere shall not constitute a violation of Rule 449.
- 304 **PROHIBITION OF USE:** Whenever a Phase II vapor recovery system, or any component thereof, contains a defect listed in the VRED List, the operator shall mark such system or component "Out of Order". No person shall use or permit the use of such marked component or system until it has been repaired, replaced, or adjusted, as required to permit proper operation, and the Air Pollution Control Officer has reinspected it or has authorized its use pending reinspection.
- 305 **POSTING OF OPERATING INSTRUCTIONS:** The operator of each retail facility utilizing a Phase II system shall conspicuously post in the gasoline dispensing area operating instructions for the system and the Sacramento Metropolitan Air Quality Management District's or CARB's telephone number for complaints. The instructions shall clearly describe how to fuel motor vehicles correctly with vapor recovery nozzles utilized at the station, and shall include a warning that topping off may result in spillage or recirculation of gasoline and therefore is prohibited.
- 306 **HOLD OPEN LATCHES:** All gasoline dispensing nozzles subject to Section 301 shall be equipped with hold open latches unless the usage of the hold open latch is prohibited by the local fire Marshall.
- 307 **PROHIBITION OF SALE:** A person shall not supply, offer for sale, sell, install or allow the installation of any new or rebuilt vapor recovery system or any of its components, unless the system and component are CARB certified. Each vapor recovery system and its components shall be clearly and permanently marked with the qualified manufacturer's name and model number as certified by CARB. In addition, any qualified manufacturer who rebuilds a component shall also clearly and permanently mark the corresponding information on the component.
- 308 **ONBOARD REFUELING VAPOR RECOVERY:** The owner or operator of a non-retail gasoline dispensing facility claiming exemption pursuant to Section 114 shall submit an application pursuant to Rule 201- GENERAL PERMIT REQUIREMENTS for an Authority to Construct and Permit to Operate the gasoline dispensing facility and agree to comply with the following conditions:
- 308.1 No fuel shall be dispensed into a vehicle that is not owned or under direct control of the owner/operator, except for a vehicle being used in an emergency;
- 308.2 No fuel shall be dispensed into a vehicle not equipped with an ORVR system, except for a vehicle being used in an emergency.
- 308.3 The gasoline dispensing facility shall use nozzles that are part of a CARB certified vapor recovery system, except that the vapor return line shall be sealed off.

400 ADMINISTRATIVE REQUIREMENTS

- 401 **TEST REQUIREMENTS FOR VAPOR RECOVERY SYSTEM:** The following requirements are to verify the proper operation of a vapor recovery system.
- 401.1 **Required Tests:** Unless otherwise specified in the relevant CARB Executive Orders, performance and reverification tests shall include the following, as applicable, according to the test methods specified in Section 501 of this rule:
- Static Pressure (Leak Decay) Test
 - Air-to-Liquid (A/L) ratio test
 - Dynamic Back Pressure Test, and
 - Liquid Removal Test for balance systems with liquid removal device required by the CARB Executive Orders if more than 100mL of liquid is found in the vapor path. This shall be determined by lowering the gasoline dispensing nozzle into a container and draining all liquid, then measuring the amount of liquid using a graduated cylinder or graduated beaker.

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- 401.2 **Initial Tests:** Within 30 calendar days of completion of construction or modification of any vapor recovery system, the owner or operator shall conduct and pass all applicable performance tests.
- 401.3 **Testing Frequency:** The owner/operator of a gasoline dispensing facility shall perform and pass all applicable reverification tests annually, or more frequently as required by the applicable CARB Executive Order.
- a. Gasoline dispensing facilities shall conduct and pass reverification tests within 30 days of the end of each required period following the most recent successful test.
 - b. If CARB-certified in-station diagnostics are used, the Air Pollution Control Officer may change the required frequency of reverification testing to no less than once every two years if allowed by the applicable CARB Executive Orders.
- 402 **CERTIFICATION:**
- 402.1 Effective May 26, 2009, installers/contractors shall not install, alter, repair or replace a vapor recovery system unless they meet all of the following requirements:
- a. Be certified by the International Code Council (ICC) for Vapor Recovery System Installation and Repair, and, if required, be certified by the system manufacturer.
 - b. Maintain valid certifications as required in paragraph (a).
 - c. Have and make available on site proof of any and all certifications required by this Rule, the Executive Order and the Installation, Operation and Maintenance Manual in order to install or maintain specific systems.
- 402.2 Testers shall not test a vapor recovery system unless they meet all of the following requirements:
- a. Effective 3 months after a certification test is available, be certified by the International Code Council (ICC) for Vapor Recovery System Testing and Repair.
 - b. If required by the Executive Order, be certified by the system manufacturer.
 - c. Maintain valid certifications as required in paragraph (a) and (b).
 - d. Have and make available on site proof of any and all certifications required by this Rule, the Executive Order and the Installation, Operation and Maintenance Manual in order to test specific systems.
- 403 **OPERATION AND MAINTENANCE MANUAL:** The owner/operator of a vapor recovery system shall have available an operation and maintenance manual. The manual shall be kept on-site and made available to any person who operates, inspects, maintains, repairs, or tests the vapor recovery equipment as well as the Air Pollution Control Officer upon request. The manual shall, at a minimum, include the following current information:
- 403.1 All applicable CARB Executive Orders and associated Installation, Operation and Maintenance Manuals, Approval Letters, and District permits,
 - 403.2 Manufacturer's manual(s) for all installation, operation and maintenance procedures as required to be provided by CARB CP-201 and CP-206 and any additional instruction provided by the manufacturer,
 - 403.3 System and/or component testing requirements, including test schedules and passing criteria for each of the standard tests listed in Section 401, and
 - 403.4 Protocol for performing daily maintenance inspections, including the components to be inspected and the defects requiring repair.
- 404 **NOTIFICATION OF TESTING:** At least 7 days prior to performance or reverification testing, the owner or operator shall notify the Air Pollution Control Officer of the exact date and time of the test. If the vapor recovery system fails any of the applicable tests and the necessary repairs are performed that same day, the owner or operator may retest the vapor recovery system on the same day without re-notification, provided that the reasons for the test failure and any repairs performed are properly documented in the test reports and repair records.

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500 MONITORING AND RECORDS

501 TESTING PROCEDURE: The performance and reverification tests shall be conducted in accordance with the following test methods. All test methods referenced in this section shall be the most recent version approved by the U.S. Environmental Protection Agency, CARB, and the Air Pollution Control Officer or as stated in the applicable Executive Orders.

501.1 Vapor pressures shall be determined by ASTM D2879-97(2007), ASTM D323-06, or ASTM D5191-07.

501.2 Vapor tightness shall be determined using EPA Reference Method 21.

501.3 The static pressure (leak decay) test shall be performed according to the Bay Area Air Quality Management District Manual of Procedures, Source Test Procedure ST-30 or CARB TP-201.3, TP-201.3B, or TP-206.3, as applicable.

501.4 The dynamic back pressure test shall be performed according to the Bay Area Air Quality Management District Manual of Procedures, Source Test Procedure ST-27, or CARB TP-201.4

501.5 The air-to-liquid volume ratio of a Phase II vapor recovery system shall be determined by CARB TP-201.5.

501.6 The liquid removal rate of a Phase II vapor recovery system shall be determined by the Bay Area Air Quality Management District Manual of Procedures, Source Test Procedure ST-37, or CARB TP-201.6.

501.7 Only calibrated equipment meeting the calibration range and intervals specified by CARB and the equipment manufacturer shall be used to conduct any performance or reverification test.

501.8 Those vapor recovery systems whose CARB Executive Orders specify different tests to be performed instead of, or in addition to, the referenced test methods, or which, by their design, preclude the use of the referenced test methods, shall be tested in accordance with the test procedures specified in the applicable CARB Executive Orders or their equivalents as approved by the APCO and EPA.

501.9 **MULTIPLE TEST METHODS:** When more than one test method or set of test methods is specified for any testing, a violation of any requirement of this rule established by any one of the specified test methods or set of test methods shall constitute a violation of this rule.

502 RECORDKEEPING: A person subject to this rule shall maintain the following records on-site and make them available for review by the Air Pollution Control Officer immediately upon request.

502.1 Results of the tests specified in Section 401 shall be delivered to the Air Pollution Control Officer within thirty (30) days of the completion of the test. The test results shall contain the following information:

- a. Name, location, address, and telephone number of the facility tested, and Sacramento Metropolitan Air Quality Management District permit number
- b. Name, address and phone number of the person or company performing the test
- c. Date of the test
- d. Test data
- e. Number of nozzles tested
- f. Number of tanks tested
- g. Statement of pass or fail

502.2 Daily maintenance inspection reports shall include at least the following:

- a. Date and time of inspection
- b. List of defects from the VRED List that are applicable to the vapor recovery equipment and have a verification procedure of "direct observation" or "direct measurement"
- c. Notation by person performing inspection whether each defect is present
- d. Description of any defects discovered
- e. Action taken upon discovery of a defect
- f. Name and signature of person performing inspection

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- 502.3 The following records must be retained by the owner or operator for a period not less than 3 years (5 years for sources subject to the requirements of Rule 207, Title V - Federal Operating Permit Program):
- a. Maintenance records for the vapor recovery system
 - b. Repair records for the vapor recovery system
 - c. Daily maintenance inspection reports
 - d. Performance test results
 - e. Reverification of performance test results
 - f. Monthly gasoline throughput
- 503 **RECORDS FOR ORVR EXEMPTION:** The owner or operator of a non-retail gasoline dispensing facility claiming exemption pursuant to Section 114 shall maintain the following records on site and make them available to the Air Pollution Control Officer immediately upon request:
- 503.1. Records of the date and quantity of fuel dispensed, by vehicle.
 - 503.2. Records of the make, model, model year, and vehicle identification number of all vehicles refueled at the gasoline dispensing facility.

SACRAMENTO METROPOLITAN AQMD

RULES AND REGULATIONS

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City Council Item #10.1:

Proposed Anatolia Retail Center DD9600

December 5, 2016

Matthew Diaz, Associate Planner

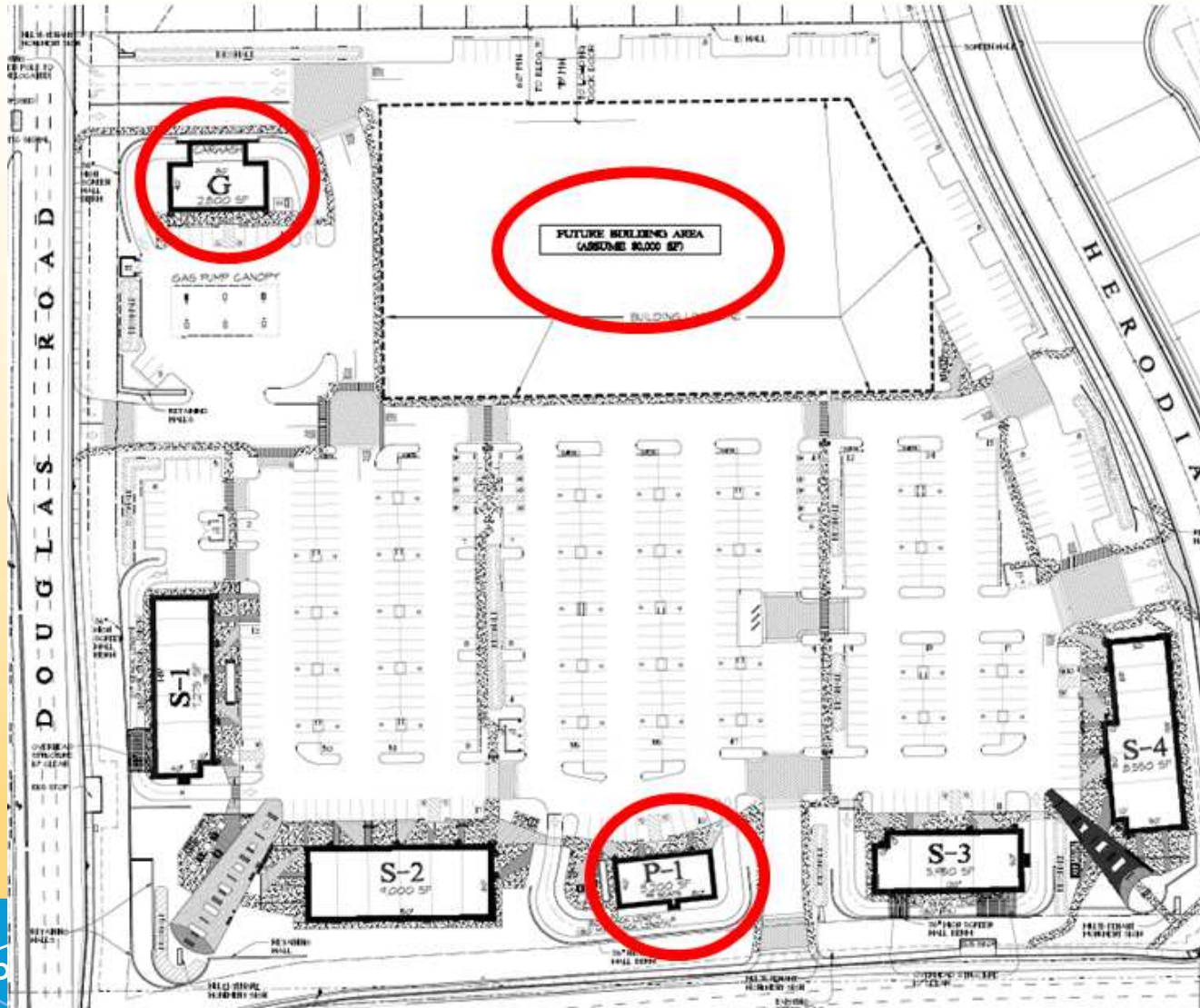
Proposed Project

- Currently an undeveloped 14.7 ac site.
- 5 commercial pads, 3 with drive-throughs
- 2 pedestrian gathering areas along Sunrise Boulevard
- Future “anchor tenant”, Single Tenant Drive Through, and 6 pump service station with car wash.
 - All 3 will require design review prior to construction.
- New landscaping, lighting, and paved surfaces will also be added.

Entitlements Required

- Conditional Use Permits (CUP)
 - Service station, convenience store, and car wash
- Design Review Permit
 - For new commercial pads S1 through S4
- Adjustment Permit (Freestanding Sign Height)
 - For 3 feet of addition freestanding sign height (max 13ft). Zoning code max is 10 feet.
- **Subsequent Design Review Permits:** subsequent design review approval from the City Council will be required for,
 - the service station (Pad G),
 - the Single tenant drive-through (Pad P1), and
 - the Anchor tenants within the undeveloped pad to the rear of the site.

Proposed Site Plan: Circled Pads require additional Review



a fresh take.
RANCHO CO

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4

Aerial of Subject Properties

Project Site

**Future Raley's
Center Under
Construction**

Existing Conditions

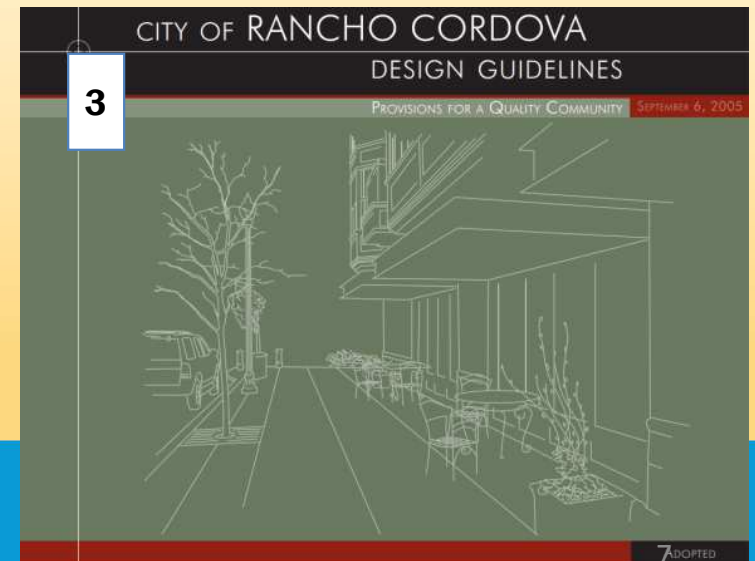
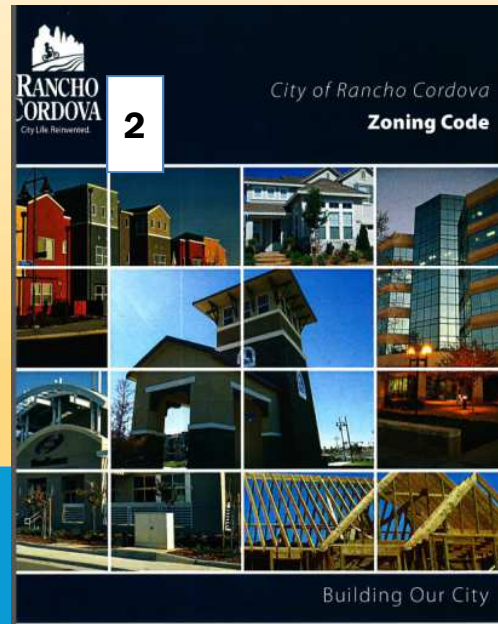
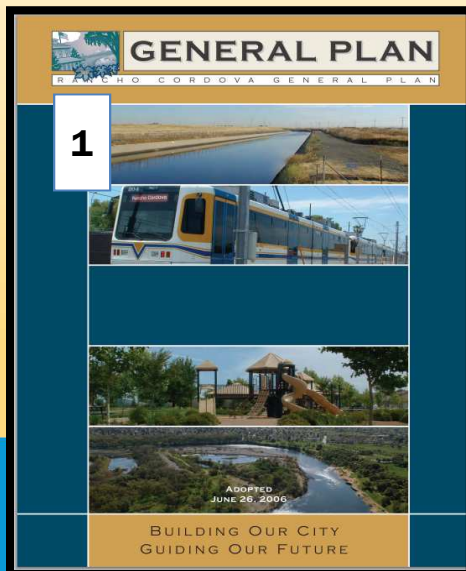
Looking South from Douglas

Looking North from Herodian

Looking North from Herodian

Documents Used for Staff's Review

1. General Plan: *Adopted in 2006*
 - Adherence to Overall City Vision
2. Zoning Code Title 23:
 - Parking, Landscaping, Amenities, etc.
3. City's Design Guidelines: *Adopted 2005*
 - Site planning and Architecture



Design Analysis: Vision

- The project is consistent with the General Plan and zoning to place a variety of retail service in close proximity to residents of the Sunridge Communities.
- The site is zoned General Commercial (GC) and is intended to allow wide variety of commercial uses (i.e. retail, restaurant, office, etc.)
- The project proposes only retail uses, consistent with the Sunridge General Commercial (SGC) overlay. 33,975 sqft of new construction is proposed with this approval as 82,800 sqft could be allowed for the Service Station, and Pad 2 Anchor Tenant

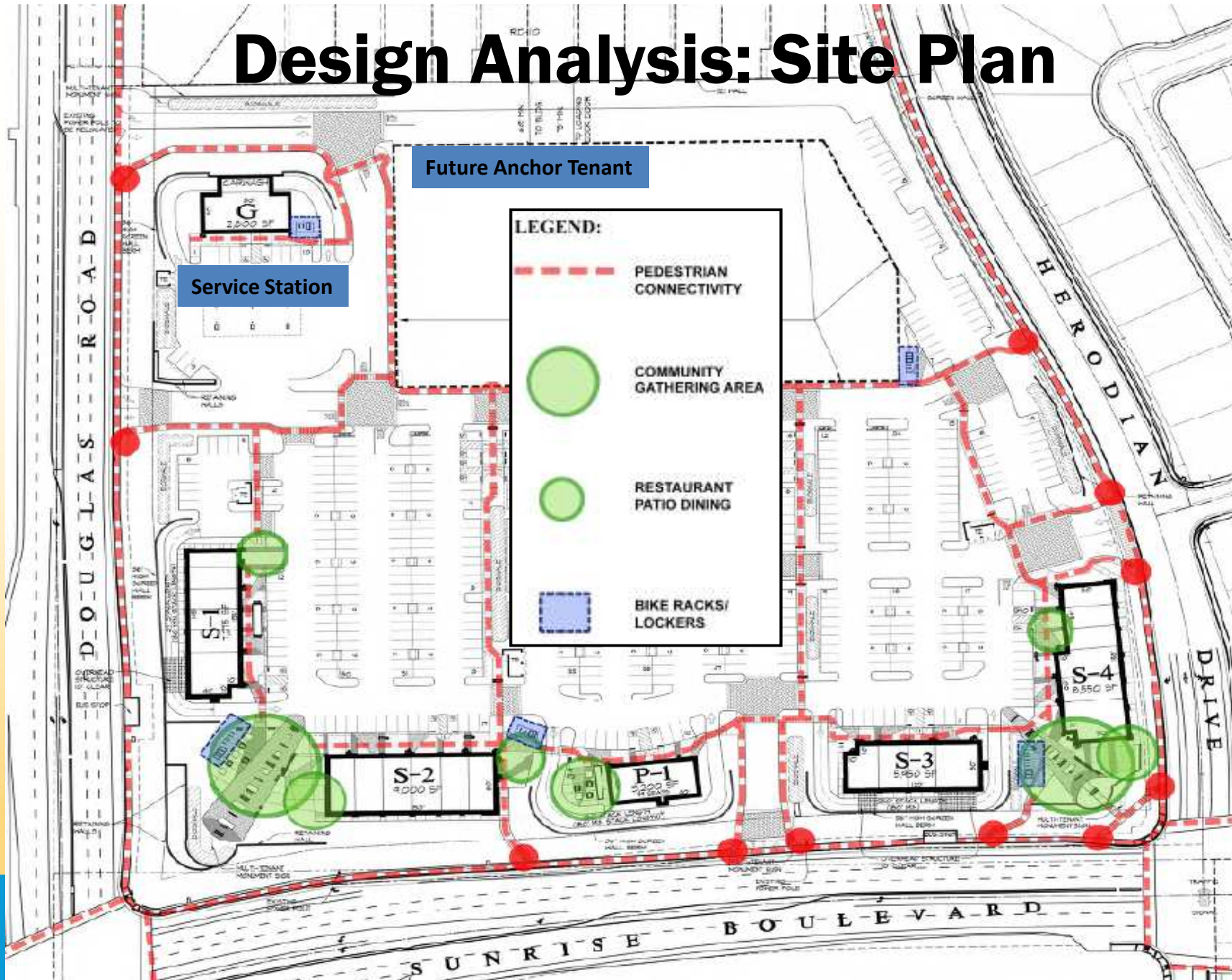
Design Analysis: Site Plan

- Commercial pad buildings along arterials for the maximum exposure and to screen a large portion of the parking area from the main streets.
- Gas station away from intersections to allow greater access.
- Future grocery store located to the rear of the site to anchor the center and reduce parking lot impacts on the adjacent residential development and allow for greater connectivity between buildings.
- Internal parking areas to share parking areas, reducing inefficiency of used spaces.

Design Analysis: Site Plan



Design Analysis: Site Plan



Design Analysis: Architectural

- 4-sided architecture that includes a combination of materials (wood, glass, stone, and steel)
- Neutral earth tone colors to compliment the center's more modern architectural theme.
- The design will have defined edges, multi façade projections, and varying rooflines with heights around 24-feet to 27-feet for the single story buildings to break up the massing.
- buildings will include a large amount glass for the windows and doors
- Subsequent design review will be required prior to construction of the Service Station (pad G), single drive-through tenant (pad P1), and the anchor tenant to the rear of the site.

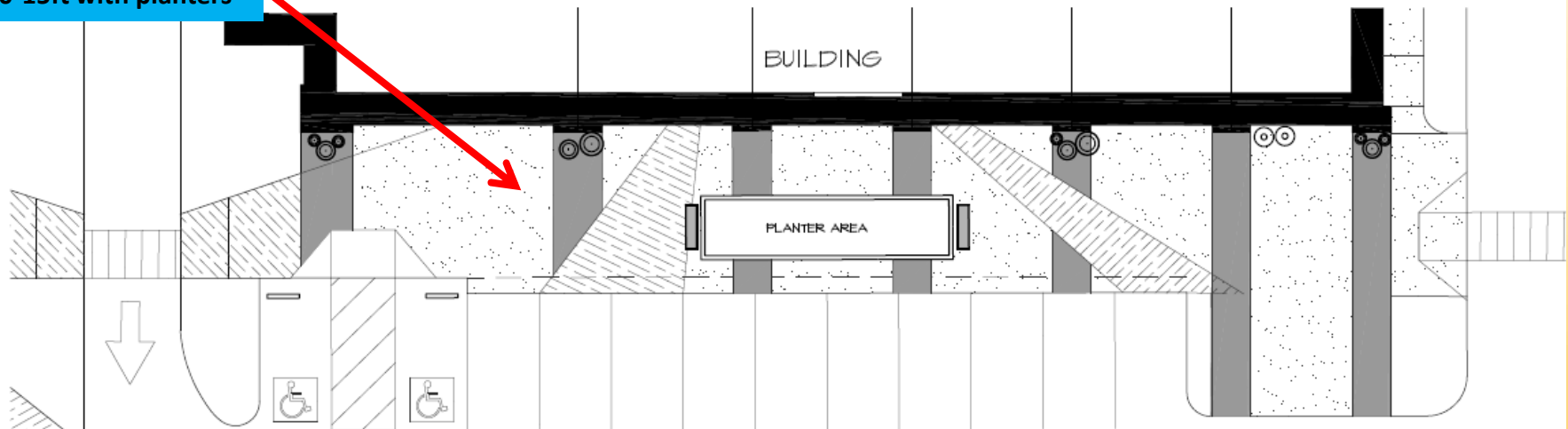
Design Analysis: Architectural

Typical Elevations



FRONT ELEVATION

Sidewalk Width:
10-15ft with planters



PARTIAL WALKWAY PLAN

Conceptual Architecture

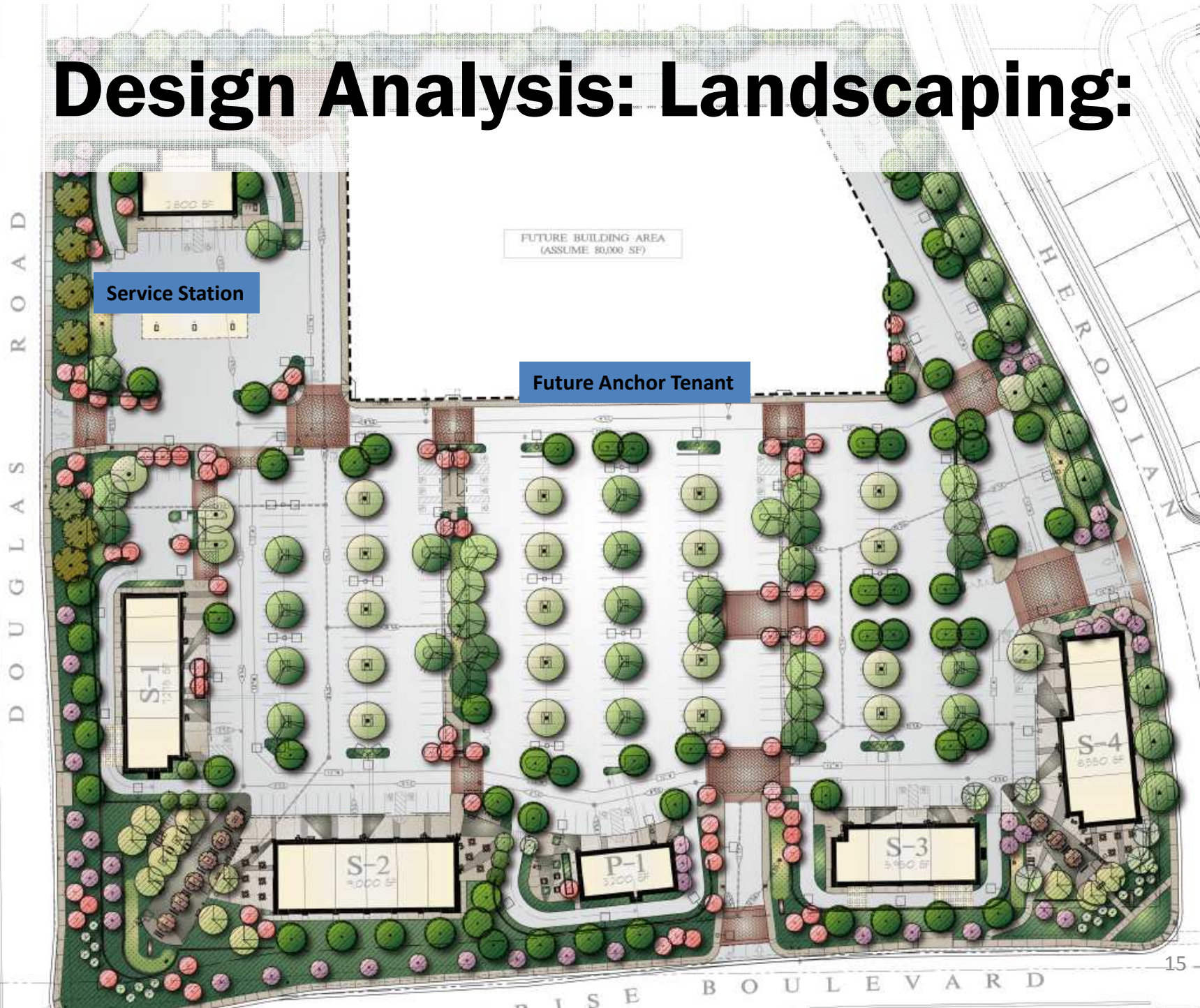


a fresh take.
RANCHO CORDOVA
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Design Analysis: Landscaping:



Design Analysis: Pedestrian Areas

Onsite Amenities	Offsite Integration
• Outdoor seating is included. • Bicycle parking (long and short term) above the zoning minimum requirement is provided. • Will provide adequate power for temporary uses by providing outlets for the gathering space. • Wider sidewalks with planters • Outdoor dining areas have been integrated into the adjacent gathering space. • Consistent with zoning code, a final pedestrian plan with detail will be required prior to construction.	• Numerous pathways will connect the center to the existing sidewalks. • The site will have access to all bus routes and Cordova Van routes. • Should help improve the City's Walk-Score as it will shorten the distance between retail uses and residential communities, lessening the dependence on cars as well as trip distance and time. • Along with the Sunridge Plaza (under construction) and the future Rio Del Oro Regional Town Center to the north, the Sunrise-Douglas intersection will be a major retail node for the Sunridge/Anatolia and the future Arboretum and Suncreek communities.

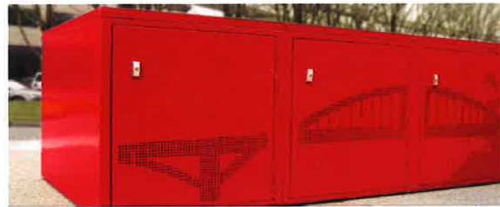
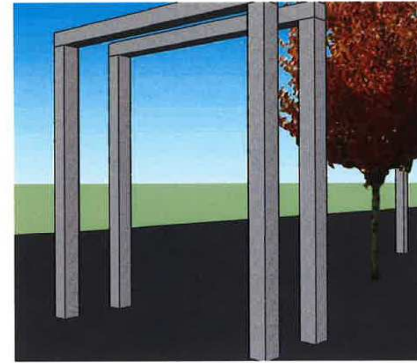
Design Analysis: Pedestrian Areas



Design Analysis: Pedestrian Areas

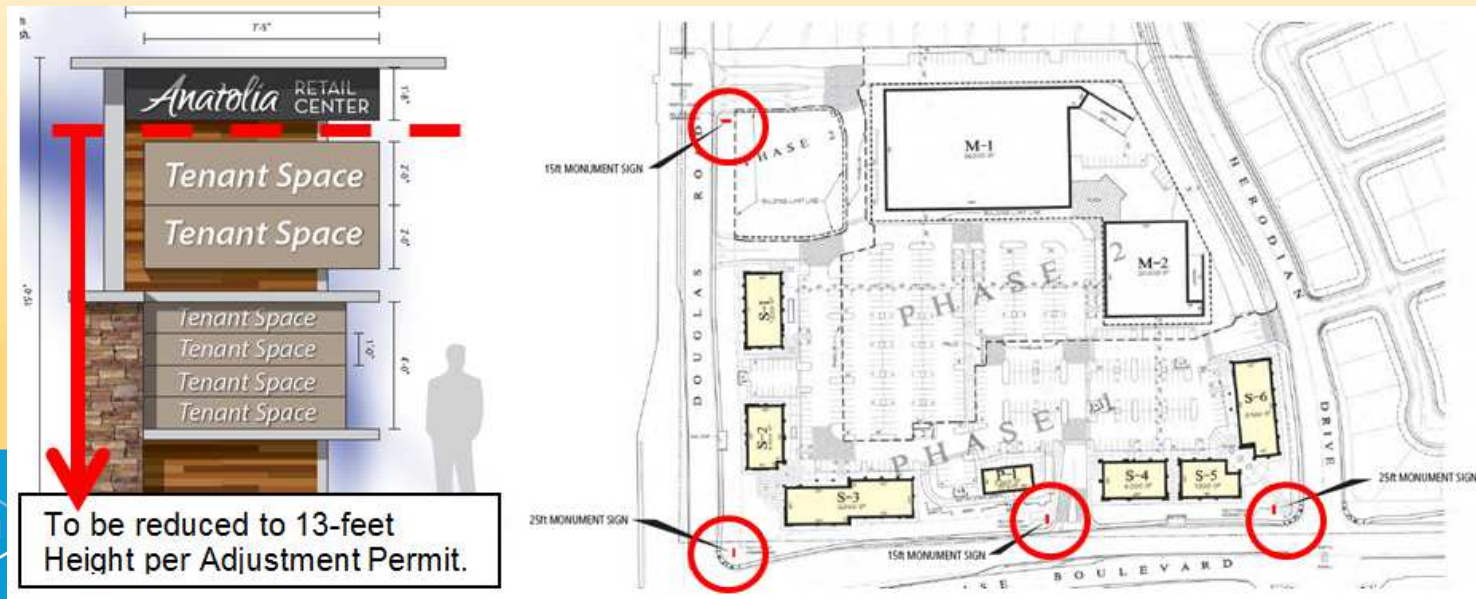


Onsite Furnishings



Design Analysis: Adjustment Signs

- The site is within the Special Sign Corridor of Sunrise Boulevard which restricts the amount of signage; unless a unified sign program is approved.
- A sign program has been submitted for the project that includes standards for existing and future tenant signage.
- The applicant has requested an Adjustment Permit for a 30% increase in the maximum height for the freestanding signs allowed per zoning code.
- This would result in additional 3-feet of height for the 10-foot freestanding signs (13-feet total height).



Timeline of Events

- July 27, 2015: the applicant submitted plans to the City.
- August 2015: City staff notified the residents of the submittal and sent a comment letter to the applicant asking for amendments to the plan.
- July 2016: the applicant resubmitted plans to address staff's and the resident's comments. This plan included an amended site plan, less commercial pads, and new service station to attract a greater variety of tenants.
- August 31, 2016: Neighborhood meeting hosted by Staff.
- September 19, 2016: City Council discussion on revised design.

September 19th Discussion Items

- A variety of questions and comments were raised at the Council discussion meeting for the project.
- These comments include additional detail and design alternatives to illustrate how the applicant achieved the current design.
- To address these concerns, Staff and the applicant have outlined the topical comments expressed by the Council that require additional follow-up.

Summary of Comments

Concerns about the large number of drive-throughs.

- Drive-throughs are allowed by-right in the subject's zoning district and do not require discretionary approval.
- There are no specific requirements or policies concerning the number of drive-throughs.
- The applicant has indicated to staff that the reasoning for the added drive-throughs was due to changes in the retail market as potential tenants now are more interested in “fast casual” type of businesses.
- A traffic analysis indicated for the project indicated there was no significant impact as a result of the additional drive throughs.

Summary of Comments

The site plan layout and orientation of drive-throughs and service station.

- Alternatives were explored to address questions on what an alternative site plan may look like and how it could function.
- Although there are some standards for drive-through features, there are limited design standards or amount restrictions.
- Design criteria outlined in the 2014 City Council drive-through study session was used for the alternatives. A main goal from the study session, was a desire to reduce the visibility of the drive-aisles by orienting the drive-throughs to be perpendicular to the public right-of-way.

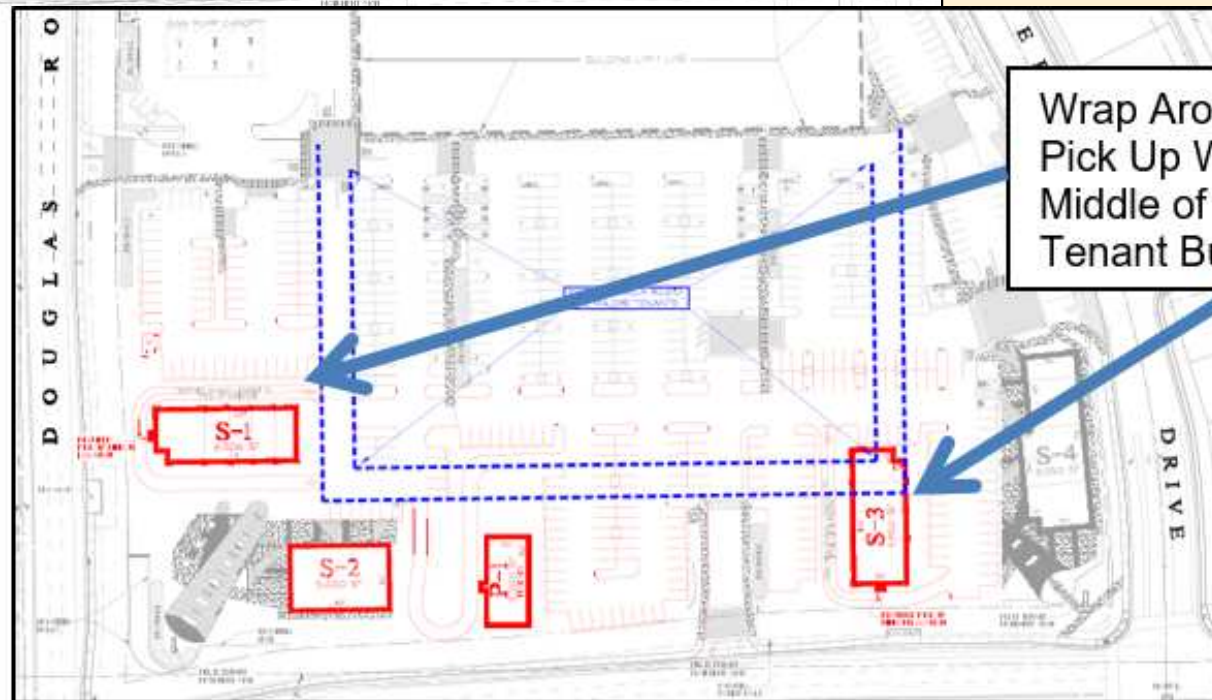
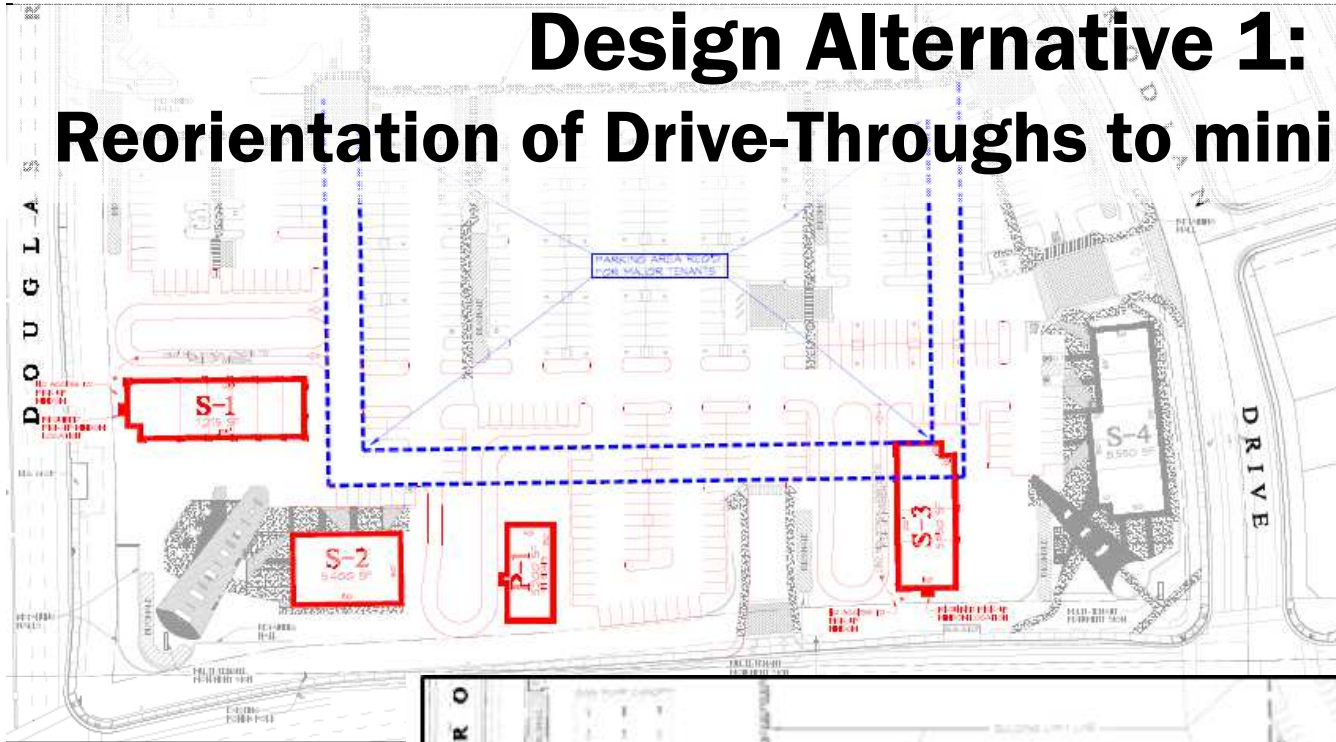
Design Alternative #1:

Reorientation of Drive-Throughs to minimize Visibility

This alternative shows revised orientation for all drive-throughs onsite. Some of the major point includes:

- Revised Alternative shows compliance with drive-through 2014 study session design criteria.
- The pick-up window for an end-cap tenant in a multi-tenant building would be on the side of the building, not on the rear where the kitchen and storage is located.
- Parking for the anchor tenant would be significantly reduced and may impact the center's ability to lease a new use for buildout of the center.

Design Alternative 1: Reorientation of Drive-Throughs to minimize Visibility



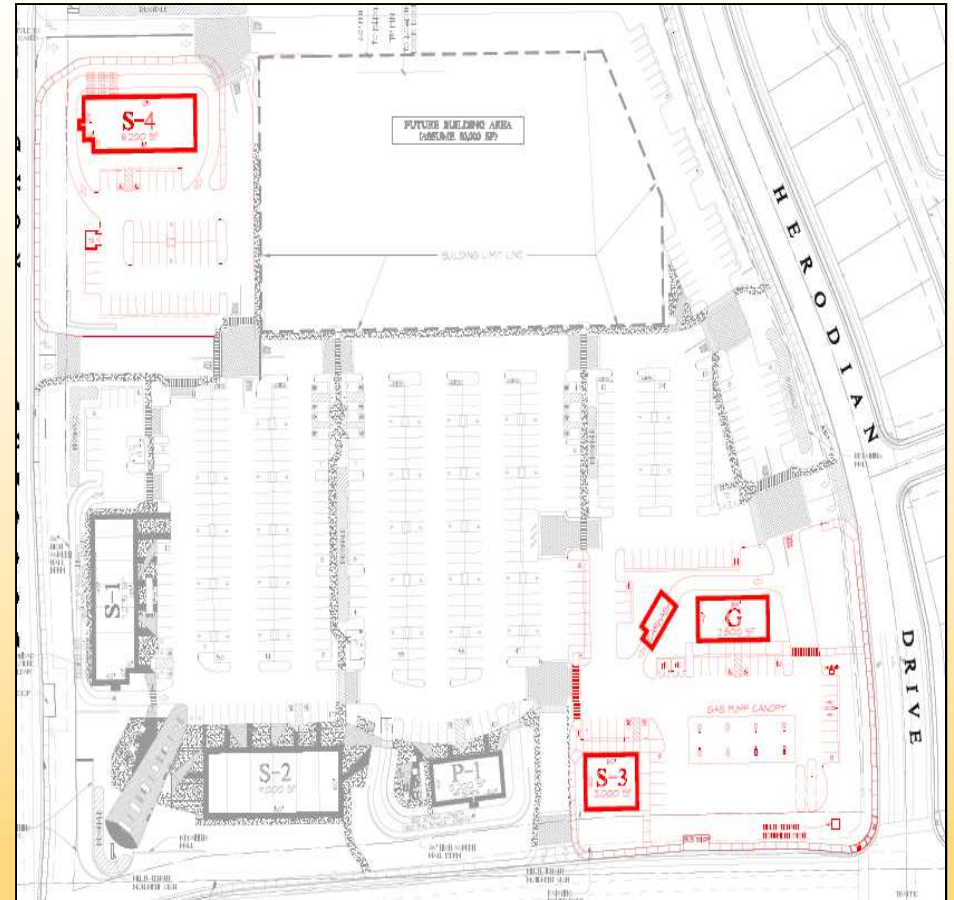
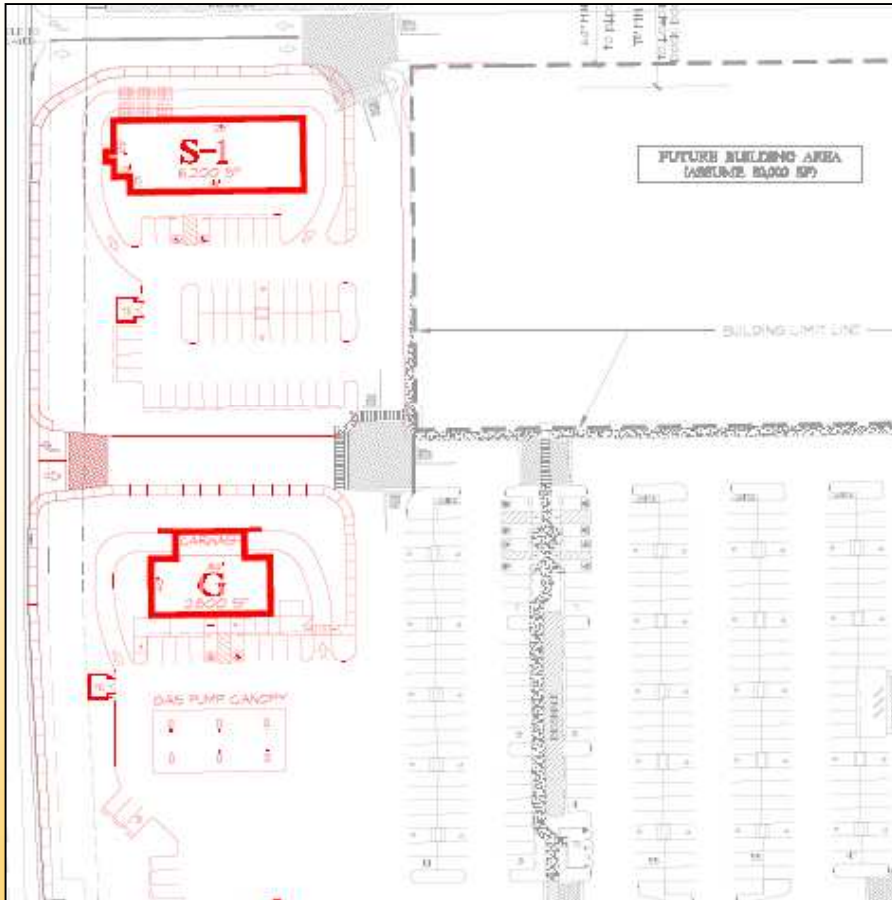
Wrap Around Aisle-Pick Up Window in Middle of Multi-Tenant Building.

Design Alternative #2: Relocation of Drive-Throughs and Service Station

This alternative shows relocation of the drive-aisle and service station. Some of the major point includes:

- Service station would still not be as visually prominent for motorist headed south on Sunrise Boulevard.
- Drive-Aisle Noise for nighttime hours (after 10pm) will be an issue for adjacent homes. This could restrict future tenants to daytime hours only.
- Parking for the anchor tenant would be significantly reduced and may impact the center's ability to lease a new use for buildout of the center.

Design Alternative #2: Relocation of Drive-Throughs and Service Station



Design Analysis Summary

- While the applicant has provided alternative designs, their preference is for the original design presented at the September 19th meeting.
- This preference is based on the challenges presented by the alternatives.
- This analysis was conducted by all of City staff including all applicable review agencies.

Recommendations

- Based on the staff report, the Council find the project consistent with the California Environmental Quality Act (CEQA); and
- Based on City Staff's review, find the project complies with the community vision for the area, all local development standards, and will have a positive fiscal impact to the City; and
- Approve the project 's current design consisting of a Conditional Use Permit, Design Review, and Adjustment Permit.

Questions??

MEMORANDUM

DATE: December 05, 2016

TO: Honorable Mayor and Council Members

FROM: Nicholas Sosa, Assistant Planner



SUBJECT: O'REILLY TENTATIVE PARCEL MAP; PROJECT NO. DD9672 – LOCATED AT 2346 SUNRISE BOULEVARD.

PROPERTY OWNER: Ethan Conrad Properties 1300 National Drive, Suite 100 Sacramento, CA 95834	APPLICANT/DEVELOPER: Global Surveying Consultants, Inc. Mr. Paxton Singleton 6511 Heilman Court North Little Rock, AR 72118
PROJECT: O'Reilly Tentative Parcel Map FILE: DD9672 LOCATION: 2346 Sunrise Boulevard along Zinfandel Drive APN: 058-0540-003 PLANNER: Nicholas Sosa, Assistant Planner	

RECOMMENDATION

Staff recommends that City Council take one of the following actions:

1. Adopt Resolution No. 126-2016; approving the tentative parcel map dividing an existing 1.78 parcel into two separate parcels; OR
2. Direct the applicant to modify the project in a specific manner to address Council concerns; OR
3. Direct staff to prepare modified findings denying the proposed project.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 126-2016 would approve the applicant's request to subdivide an existing 1.78 acre parking lot parcel (Parcel 3) into two (2) separate parcels; Parcel 3A at 1.099 acres and Parcel 3B at 0.681 acres. This lot split would allow for the sale, lease or finance of Parcel 3B to O'Reilly Automotive as a potential business site within the Rivergate Shopping Center. No physical improvements are proposed with this request.

BACKGROUND

This item was initially presented to City Council on October 17, 2016. At the meeting, Council expressed concerns on how the future design of the buildings and circulation of the center could be affected by the division of the subject parcels. As a result of the conversation the item was continued for a minimum of one month to allow staff and the applicant to address some of the issues raised by Council. During the discussion, the Council identified various concerns with the project that involved aesthetics, traffic, and parking of the overall Rivergate Shopping Center project. Staff has been working with the parcel map applicant and the shopping center owner to provide detailed answers for the Council's questions. A copy of the original October 17, 2016 staff report is included as **Attachment 2**.

COUNCIL DISCUSSION

The Council raised a variety of questions and comments about the existing Rivergate Shopping Center project. Although many items were discussed during the meeting, there were still some items that Council was seeking additional research and clarification. As a result the Council continued the item to allow the applicant and staff additional time to address those comments. Provided below are the topical comments expressed by the Council at the **October 17, 2016 City Council Meeting** with the required additional follow-up below.

- **The parcel division results in parcels that are too narrow which will affect the overall design of a future proposed commercial building.**
 - Although no development proposals are planned at this time, the applicant has provided a conceptual site plan for the future development of a retail automotive sales business on Parcel 3B. As seen below, due to the narrow parcel boundaries, the building would be directly on the parcel line. Due to the proximity to the property line the building would not be permitted by the California Building Code to have open windows or doors resulting in a large visible blank wall along the northern portion of the future building. The Council requested that the applicant provide a preliminary site plan and basic design elevations for the future O'Reilly Automotive store on Parcel 3B in order to further analyze how dividing the parcel will affect the design of the building. The applicant has provided both a site plan (**Figure 2**) and preliminary drawings of the future building (**Figure 3**).

Figure 1: Proposed Parcel Map

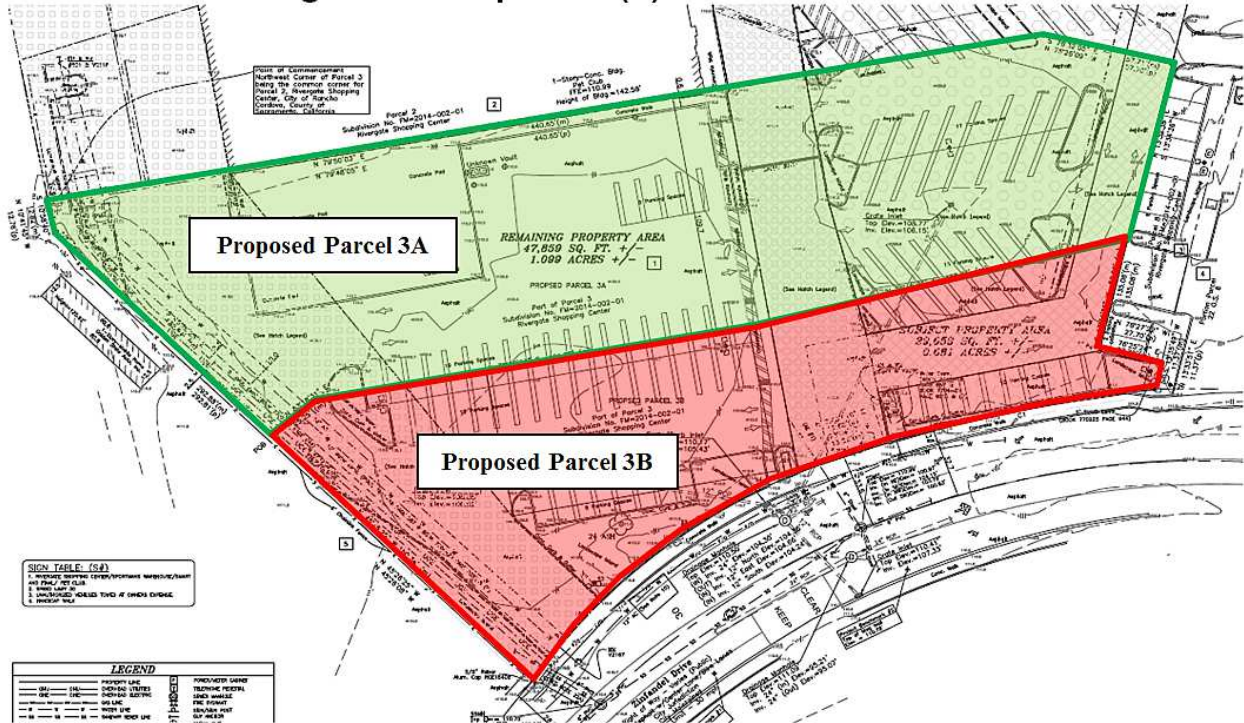
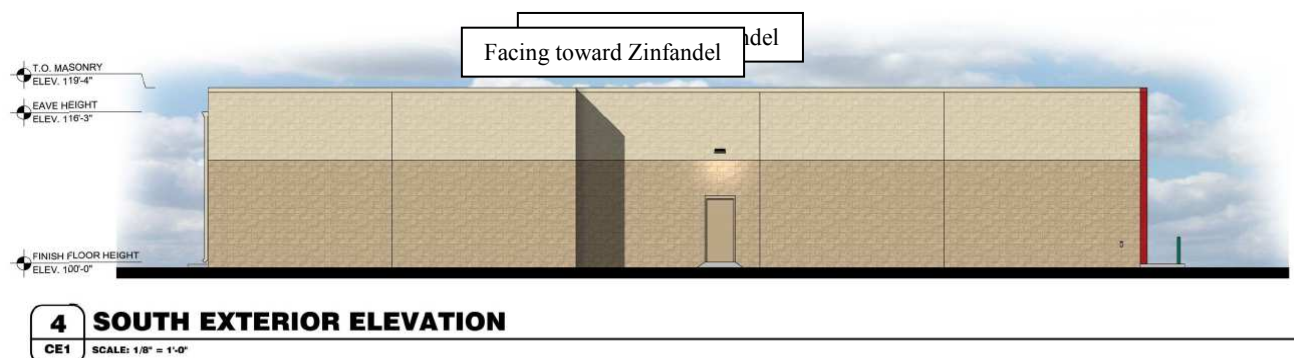
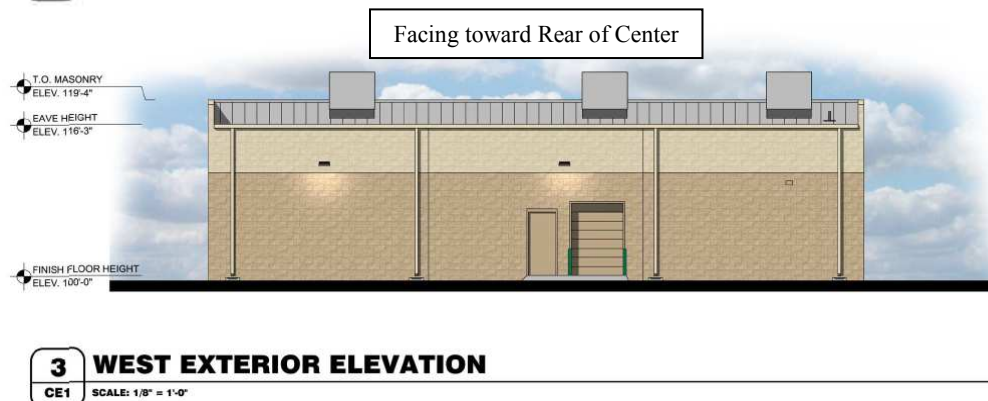
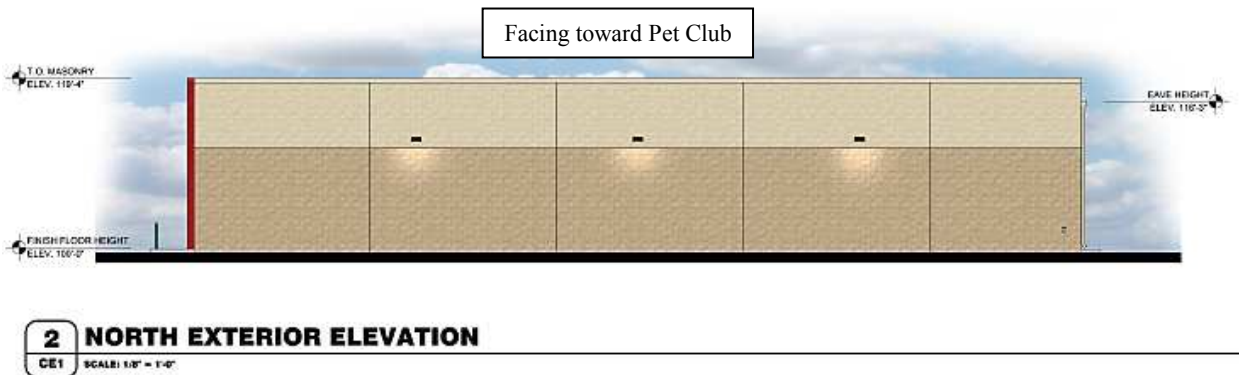


Figure 2: Site Plan



Figure 3: Exterior Elevations

As shown in the site plan, the 6,635 square foot building is proposed to be constructed directly on the property line which would require a fire rated wall that does not allow for any openings such as windows or doors across property lines. However, in discussion with the property owner and applicant there are plans to develop a second shell building connecting the existing pet club with the proposed O'Reilly Automotive building. The property owner has agreed to submit building elevations for the second shell building in conjunction with the Major Design Review anticipated for O'Reilly. For this reason, Planning Staff has not required any additional design elements along the North Elevation at this time. The exterior elevations provided in Figure 2 are preliminary as no work is proposed with this Parcel Map. The project will receive a more in depth analysis on design and compatibility during the future Major Design Review application. At that time, staff will ensure the design of the building is attractive and complies with all city standards

- **Additional retail within the shopping center would create a parking deficiency and increase existing circulation issues within the overall Rivergate Shopping Center.**

- The Rivergate Shopping Center consists of 10 Parcels which all have a reciprocal parking and access agreement as shown in the approved final map (**Attachment 5**). An updated parking calculation has been provided by the property owner that shows the square footage of the total build out of the shopping center which includes the 6,635 square foot O'Reilly Automotive building as well as the 22,885 square foot shell building that will be placed next to Pet Club (**Attachment 6**). The calculation shows the total square footage at 177,652 square feet and with a parking requirement of 3.6/1,000 for general retail the required parking would be 640 spaces. The shopping center would still provide 665 parking spaces which is adequate for their requirement. As part of the conditions of approval the new parcels (Parcel 3A & 3B) will have the same required reciprocal parking and access agreement as the existing parcels.

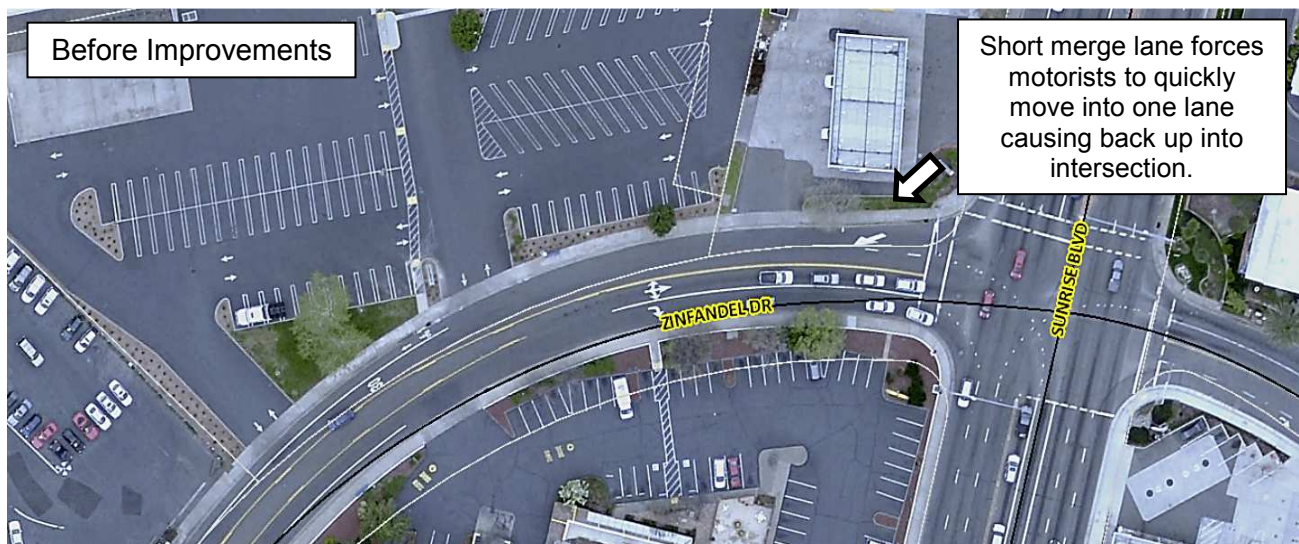
Since the closure of the previous K-Mart, the property owner has worked with Staff to improve the on-site circulation. The property owner recently worked with the Public Works Department on frontage improvements to the Trinity River intersection as well as to expand Zinfandel drive to help those exiting and entering the center. The parking lot has recently been re-paved and re-striped with clear directional arrows to direct traffic to designated driveways and also on-site speed bumps both in the front and the back have been re-established to slow on-site traffic. With the continued success of the shopping center, the property owner has agreed to continue working with Staff to minimize on-site challenges.

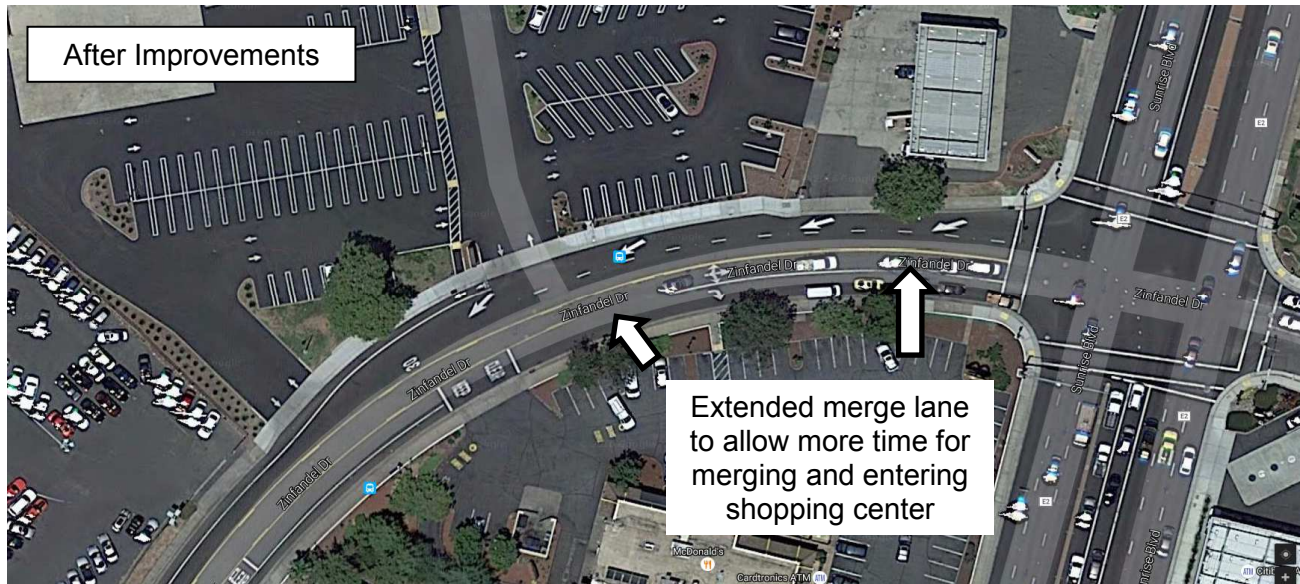
- **The additional retail space would increase the existing traffic creating more difficulty for westbound motorists attempting to enter the shopping center**

- The issue of traffic and stacking along Zinfandel Drive in order to enter the shopping center was brought up during project discussion. The concern expressed was that going westbound on Zinfandel Drive the two lanes merge near the entrance into the shopping center, creating a bottleneck of traffic that backs up towards Sunrise Boulevard.

- With the recent construction of Chick-Fil-A within the shopping center, a traffic study (**Attachment 7**) was completed for the overall site. The traffic study included projections for both the Chick-Fil-A and the cumulative build out of the entire shopping center which included the 2 projected buildings on the south end of the center. The study reviewed how the shopping center would affect traffic along neighboring public roadways and ingress and egress.
- The traffic study concluded that the complete build out of the center could justify the need for the re-striping of Zinfandel Drive to lengthen the merge lane for westbound vehicles. Per this recommendation, nearly 300 linear feet of frontage improvements on Zinfandel were completed in 2015 that expanded the width of Zinfandel Drive. The before and after can be seen in **Figure 4**. As part of the improvements, Zinfandel Drive was restriped in order to extend the merging lane for cars turning westbound off of Sunrise Boulevard and onto Zinfandel Drive. The extension of the two westbound lanes on Zinfandel allowed for more vehicles to turn onto Zinfandel as well as turn into the shopping center with queuing less likely extending into the Sunrise and Zinfandel intersection.

Figure 4: Zinfandel Improvements





- **The cross access between Chevron and the Rivergate Shopping Center only adds to the on-site circulation issues and Zinfandel traffic.**
 - This access serves as an alternate connection between the gas station and retail center. To seal off the Chevron access would require patrons to re-enter Zinfandel in order to access the adjacent services which could further intensify the existing traffic issues. Furthermore, because the Chevron parcel is under separate ownership and not included in the boundaries of the map, closing this drive aisle could be complicated. Should Council want to examine this entrance further, a more in depth review can take place during Design Review.
- **The drive aisle behind the rear of the shopping center is being used as a “fast cut-through” from Coloma Road to Zinfandel Drive and vice versa during peak hours.**
 - Staff has contacted the Rancho Cordova Police Department (RCPD) with inquiries regarding this concern. Both the RCPD traffic analyst and crime analyst did not have any record of this being an issue at the Rivergate Shopping Center. The property owner stated that there are currently two speed bumps in the rear of the building to slow down drivers and staff has confirmed this information with an on-site inspection. This drive aisle cannot be blocked since it provides the required fire access for the building. However, the property owner has suggested additional speed bumps to slow traffic further if requested by Council.

With the above additional information and clarification, the applicant is not proposing any changes to the original proposed tentative parcel map and is seeking Council approval.

FISCAL IMPACT

The City anticipates that this project will result in additional revenues created from the potential sale of the new parcels and through taxes collected for each new parcel. The Economic Development Department has reviewed the project and has determined that it is consistent with their Economic Development Strategy Plan (**See Attachment 8**)

ENVIRONMENTAL

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) by Categorical Exemption 15332, In-Fill Development Projects.

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 Section 15332 “In-Fill Development Projects” and adopt Resolution No. 126-2016 approving the Tentative Parcel Map for O’Reilly Automotive DD9672, subject to the findings, Tentative Parcel Map (**Exhibit A**) and Conditions of Approval (**Exhibit B**). The current proposed project does not contain any physical improvements at this time and further design and site plan analysis will be reviewed during Major Design Review submittal;
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;
3. If Council finds that the proposed project is not able to be approved, it may recommend denial of the project based on its legislative authority.

ATTACHMENTS

1. Resolution No. 126-2016, including Project Plans (**Exhibit A**) and Conditions of Approval (**Exhibit B**).
2. October 17, 2016 Staff Report.
3. Preliminary Site Plan.
4. Preliminary Building Elevations.
5. Rivergate Shopping Center Final Map.
6. Parking Calculation for Cumulative Build Out.
7. Chick-Fil-A Traffic Study.
8. Economic Development Project Analysis.
9. PowerPoint Presentation.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 126-2016

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING O'REILLY TENTATIVE PARCEL MAP, PROJECT NO. DD9672**

WHEREAS, Global Surveying Consultants, Inc. (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a two (2) lot Tentative Parcel Map for 2346 Sunrise Boulevard along Zinfandel Drive within the Rivergate Shopping Center (Assessor's Parcel Number: 058-0540-003-0000); 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 the O'Reilly Automotive Tentative Parcel Map (**Exhibit A**), subject to the following findings and attached Conditions of Approval (**Exhibit B**):

- A. The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) by Categorical Exemption 15332, In-Fill Development Projects, as supported by the following.

The property is located within the existing Rivergate Shopping Center and is within city limits as the parcel is less than 5 acres and surrounded by urbanized uses. The parcel site would not result in any significant effects relating to traffic, noise, air quality, or water quality as the site is already an existing commercial area. No new infrastructure will need to be added as the area is adequately served by all required utilities and public services. No physical improvements are proposed with this request.

- B. Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map, if any of the findings are found to be true. In the case of the proposed map, none of the required findings were found to be true. The following evidence supports the map request:

1. Finding: That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.

Evidence: The proposed project is consistent with the General Plan designation of Sunrise Boulevard North Planning Area (SBNPA) and the land use designation specified for this parcel. The site is an existing parking lot area for the Rivergate Shopping Center. Both lots are consistent with the existing development standards of the Zoning Code designation of Commercial Mixed Use (CMU). No physical improvements are proposed as part of this map.

ATTACHMENT 1

2. Finding: That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

Evidence: The proposed Tentative Parcel Map is consistent with the existing development standards of the Sunrise Boulevard North Planning Area and the zoning standards of the Commercial Mixed Use (CMU) zone.

3. Finding: That the site is not physically suitable for the type of development.

Evidence: The site is physically suitable to subdivide. The existing parcel will be split into two parcels at 1.099 acres and 0.681 acres. There are no buildings currently on site and each new parcel will be supported by cross access parking and existing utilities for future development. No physical improvements are proposed with this request.

4. Finding: That the site is not physically suitable for the proposed density of development.

Evidence: The site is physically suitable for the proposed density of development. The parcel is currently part of the Rivergate Shopping Center which has been developed to accommodate intensive commercial uses. The approved parking and vehicular access drives will be reciprocally joined for common use and maintenance as a condition of the map.

5. Finding: That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The proposed project does not involve any physical improvements or changes in use at this time. The site does not contain any sensitive plant and/or wildlife as the location has already been developed and is currently an existing parking lot for Rivergate Shopping Center. The proposed project can be found exempt from environmental review pursuant to Section 15183 of the California Environmental Quality Act.

6. Finding: That the design of the subdivision or the type of improvements is likely to cause serious public health problems.

Evidence: The subdivision of one parcel into two new parcels would allow for the sale, lease or finance of each proposed parcel. The proposed Tentative Parcel Map does not include any physical change and will not disturb any previously undisturbed area. No public health problems will result from approval of the subdivision map.

7. Finding: That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection, the legislative body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

ATTACHMENT 1

Evidence: No change is proposed with this subdivision and a condition has been placed on the project to ensure the access and shared parking remains for all businesses prior to sale of the new parcels.

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

AYES:

NOES:

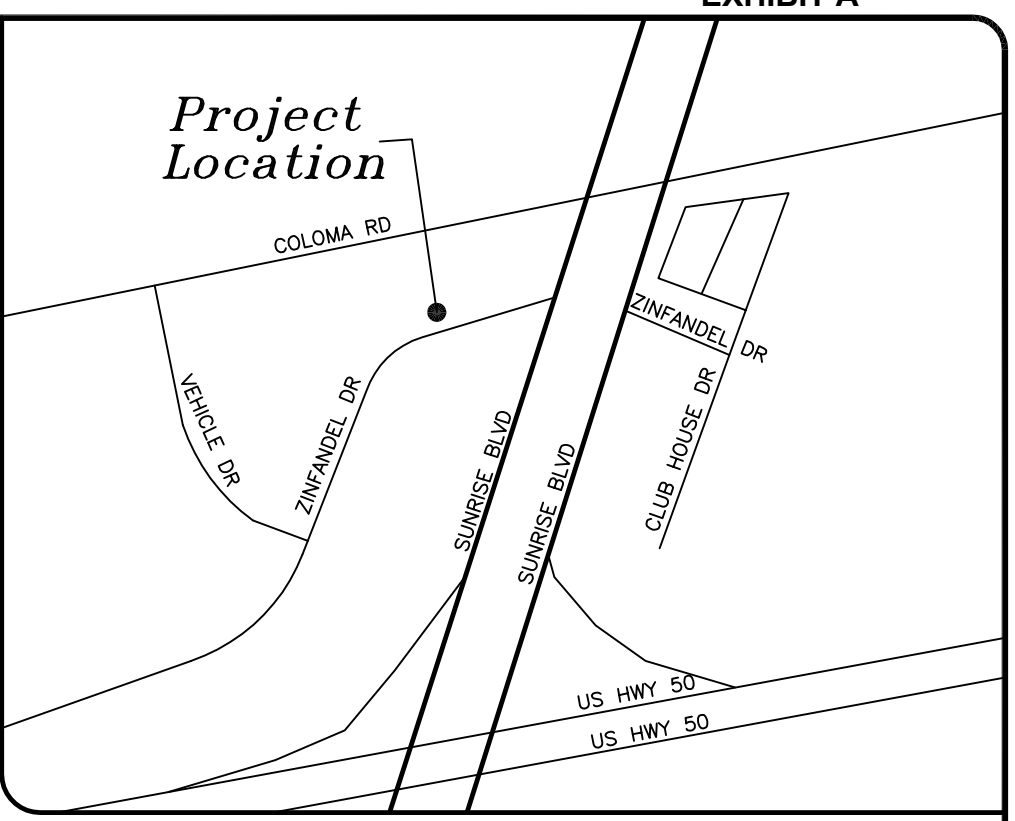
ABSENT:

ABSTAIN:

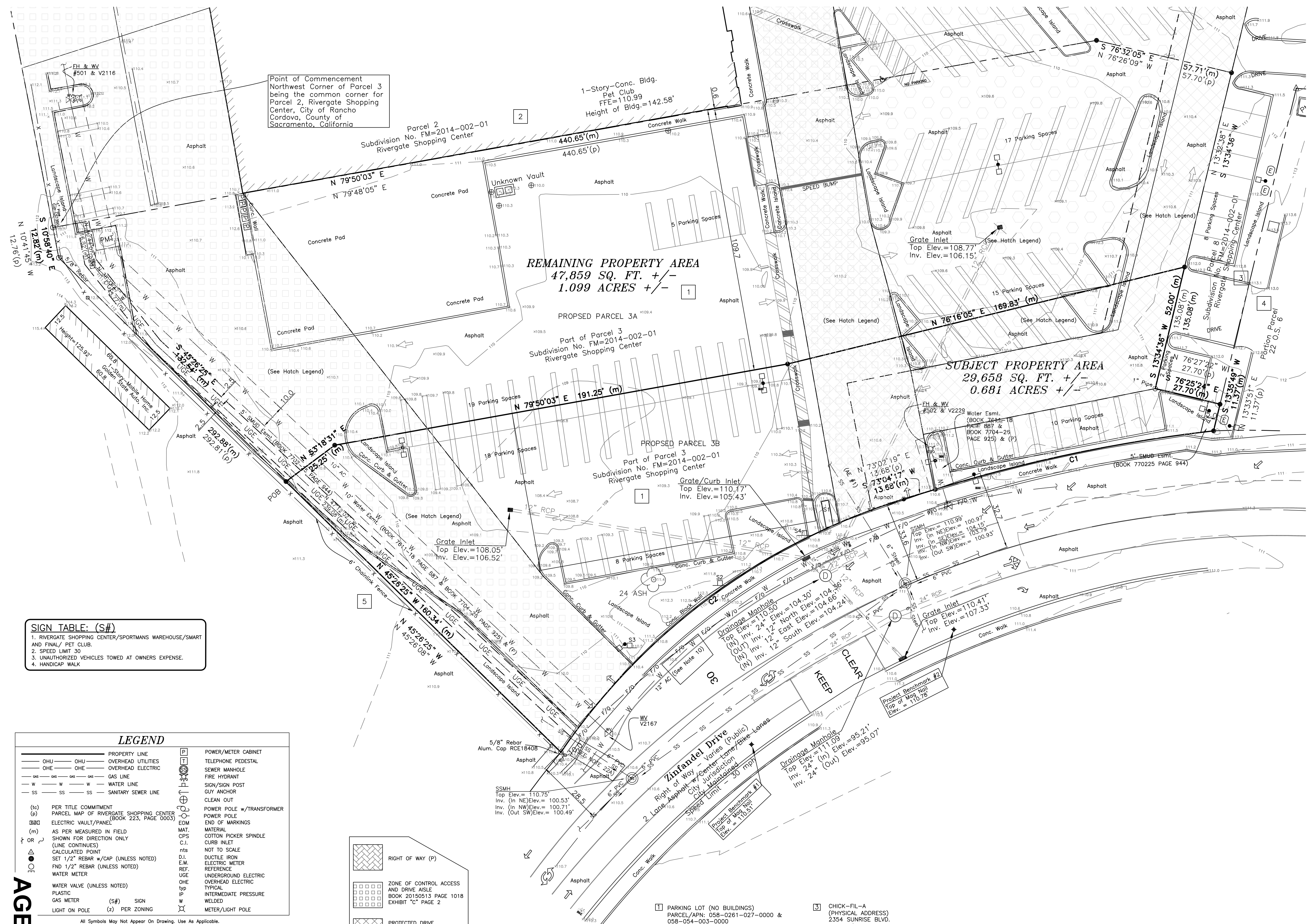
David M. Sander, Mayor

ATTEST:

Mindy Cuppy, MMC, City Clerk



VICINITY MAP - N.T.S.



SIGN TABLE: (S#)

1. RIVERGATE SHOPPING CENTER/SPORTSMAN'S WAREHOUSE/SMART AND FINAL/ PET CLUB.
2. SPEED LIMIT 30
3. UNAUTHORIZED VEHICLES TOWED AT OWNERS EXPENSE.
4. HANDICAP WALK

LEGEND

— OHU —	PROPERTY LINE	P	POWER/METER CABINET
— OHE —	OVERHEAD UTILITIES	T	TELEPHONE PEDESTAL
— OHE —	OVERHEAD ELECTRIC	S	SEWER MANHOLE
— GAS —	GAS LINE	FI	FIRE HYDRANT
— W —	WATER LINE	SP	SIGN/SIGN POST
— SS —	SANITARY SEWER LINE	GA	GUY ANCHOR
(C)	PER TITLE COMMITMENT	CO	CLEAN OUT
(P)	PARCEL MAP OF RIVERGATE SHOPPING CENTER	PO	POWER POLE W/TRANSFORMER
(E)	ELECTRIC VAULT/PANEL (BOOK 223, PAGE 0003)	PO	POWER POLE
(B)	AS PER MEASURED IN FIELD	EO	END OF MARKINGS
(M)	SHOWN FOR DIRECTION ONLY	MA	MATERIAL
(L)	(LINE CONTINUES)	CPS	COTTON PICKER SPINDLE
(C)	CALCULATED POINT	C.I.	CURB INLET
(S)	SET 1/2" REBAR W/CAP (UNLESS NOTED)	HTS	NOT TO SCALE
(F)	FIND 1/2" REBAR (UNLESS NOTED)	D.I.	DUCTILE IRON
(W)	WATER METER	E.M.	ELECTRIC METER
(V)	WATER VALVE (UNLESS NOTED)	REF.	REFERENCE
(P)	PLASTIC	UG	UNDERGROUND ELECTRIC
(M)	GAS METER	OHE	OVERHEAD ELECTRIC
(L)	LIGHT ON POLE	TP	TYPICAL
(S#)	SIGN	IP	INTERMEDIATE PRESSURE
(Z)	PER ZONING	W	WELDED
		X	METER/LIGHT POLE

All Symbols May Not Appear on Drawing. Use As Applicable.

HATCH LEGEND

[Hatched Box]	RIGHT OF WAY (P)
[Hatched Box]	ZONE OF CONTROL ACCESS AND DRIVE AISLE BOOK 20150513 PAGE 1018 EXHIBIT "C" PAGE 2
[Hatched Box]	PROTECTED DRIVE BOOK 20150513 PAGE 1018 EXHIBIT "C" PAGE 4
[Hatched Box]	NO BUILDABLE AREA BOOK 20150513 PAGE 1018 EXHIBIT "C" PAGE 4

Curve Table (m)

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	639.50(m)	118.41(m)	118.24(m)	S 78°07'39" W
C2	269.50(m)	180.49(m)	177.14(m)	S 53°32'44" W

- 1. PARKING LOT (NO BUILDINGS) PARCEL/APN: 058-0261-027-0000 & 058-054-003-0000 OWNER: ETHAN CONRAD (MAILING ADDRESS) 1300 NATIONAL DRIVE #100 SACRAMENTO, CA 95834-1981 GRANT DEED BOOK 20141015, PAGE 1206 ZONED CMU
- 2. DEPARTMENT STORE (PHYSICAL ADDRESS) 2344 SUNRISE BLVD. OWNER: ETHAN CONRAD (MAILING ADDRESS) 1300 NATIONAL DRIVE #100 SACRAMENTO, CA 95834-1981 GRANT DEED BOOK 20141015, PAGE 1206 ZONED CMU
- 3. CHICK-FIL-A (PHYSICAL ADDRESS) 2354 SUNRISE BLVD. PARCEL/APN: 058-0540-008-0000 OWNER: ETHAN CONRAD (MAILING ADDRESS) 1300 NATIONAL DRIVE #100 SACRAMENTO, CA 95834-1981 GRANT DEED BOOK 20080129, PAGE 1488 ZONED CMU
- 4. CHEVRON (PHYSICAL ADDRESS) 2358 SUNRISE BLVD. OWNER: PFARDRESHER ASSOCIATES, LLC (MAILING ADDRESS) 1940 ZINFANDEL DR. OWNER: H. ROBERT FREIHEIT AND DENISE ANN FREIHEIT, TRUSTEES OF THE FREEDOM TRUST (MAILING ADDRESS) P.O. BOX 2332 GRANITE BAY, CA 95746-0000 GRANT DEED BOOK 20000404, PAGE 0930 ZONED CMU
- 5. GOLDEN STATE AUTO, INC. (PHYSICAL ADDRESS) 2333 SOUTH PATTERSON (MAILING ADDRESS) 1940 ZINFANDEL DR. OWNER: H. ROBERT FREIHEIT AND DENISE ANN FREIHEIT, TRUSTEES OF THE FREEDOM TRUST (MAILING ADDRESS) P.O. BOX 2332 GRANITE BAY, CA 95746-0000 GRANT DEED BOOK 20000404, PAGE 0930 ZONED CMU



OWNER: ETHAN CONRAD 1300 NATIONAL DRIVE #100 SACRAMENTO, CA 95834-1981 GRANT DEED BK 20141015, PG 1206

BLEW AND ASSOCIATES P.A. 524 W. SYCAMORE STE 4 FAYETTEVILLE, AR 72703 O: 479-443-4506

GLOBAL SURVEYING CONSULTANTS, INC. 6511 HELLMAN COURT NORTH LITTLE ROCK, ARKANSAS 72118 501-455-4984

PREPARED FOR: O'REILLY AUTO ENTERPRISES, LLC 2333 SOUTH PATTERSON SPRINGFIELD, MISSOURI 65802

TENTATIVE PARCEL MAP OF

RIVERGATE SHOPPING CENTER

PARCEL C - CERTIFICATE OF COMPLIANCE - 770303 O.R. 634

CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, CALIFORNIA

SCALE: 1" = 20'	Survey For: ETHAN CONRAD	DRAWN BY: SEBRIN
DATE: 09/08/16		
PART OF PARCEL C - RIVERGATE SHOPPING CENTER		
GLOBAL SURVEYING CONSULTANTS, INC. - PROJECT NO. 16-3044.01		

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 Tentative Parcel Map, to subdivide one (1) parcel (APN: 058-0540-003-0000) into two (2) parcels, as described in the City Council staff report dated October 17, 2016 and Tentative Subdivision Map (Exhibit A) submitted September 9, 2016 with the conditions herein, for project number DD9672.	Project Description	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General	On-Going	Planning	
3.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Finance	
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, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall	General	On-Going	Planning/ Building /Public Works	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
	be approved by the applicable decision making body.				
5.	Any amendments and/or improvements to the site shall be reviewed by City staff prior to construction. This includes use of the site and new permanent and temporary structures. An allowable area analysis will be required by the Building Department prior to construction for buildings near and/or property lines.	Prior to Construction-Design Review	On-Going	Planning	
6.	Additional driveways shall not be allowed.	Construction	On-Going	Public Works	
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.	Construction	On-Going	Public Works	
8.	Low-flow water fixtures must be used indoors and drip and micro stray systems must be used for irrigation	Plumbing	On-Going	Golden State Water Company	
9.	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.	Water Service	On-Going	Golden State Water Company	
10.	Governor Jerry Brown issued on April 1, 2015 an Executive Order that included a directive to implement mandatory water reduction across California. In response to this directive and regulations approved by the CPUC, GSWC has implemented water conservation measures. This project will be subject to these measures.	Water Conservation	On-Going	Golden State Water Company	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date & Signature)</u>
11.	Dependent upon 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.	Infrastructure	On-Going	Golden State Water Company	
12.	No trees within 10 feet of fire hydrants and within GSWC Easements	Landscaping	On-Going	Golden State Water Company	
Prior to Recordation of the Subdivision Map					
13.	The Tentative Subdivision Map approval is valid for three years from the date of City Council approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e), unless extended by the terms of a Development Agreement.	Subdivision	Three years, commencing with the date of approval.	Planning/ Public Works	
14.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the fair share of existing and all new public improvements associated with the project including, but not limited to, streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, street lights and safety lights, and public frontage and median landscape improvements. This may be accomplished through annexation to the City's Communities Facilities District No. 2008-1 (Street Lighting and Road Maintenance). All costs associated with the annexation shall be borne by the Property Owner/Applicant.	Funding	Prior to recording of parcel map or issuance of building permit, whichever occurs first	Public Works	
15.	A note shall be placed on the final map stating that "Reciprocal access and parking between parcels shown hereon shall be granted/reserved prior to the sale and/or reconveyance of said parcels."	Access and Parking	Prior to Recordation of the Subdivision Map	Public Works	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date & Signature)</u>
16.	Easements may need to be granted to GSWC for water service.	Water	Prior to recordation of subdivision Map	Golden State Water Company	
Prior to Construction Onsite Additional conditions may be required as part of the design review process- Condition #5 Above.					
<i>Improvement Plans</i>					
17.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	Documentation	Prior to approval of Improvement Plans.	Public Works	
18.	All landscape strips, medians, etc that contain trees shall be designed with continuous root barriers.	Landscaping	Prior to approval of improvement plans	Public Works	
19.	If the total area of the developed or redeveloped impervious surfaces (building rooftop, flat work, parking areas, or other disturbed areas cumulative for all phases of the work) equals or exceeds 1.0 acre, incorporate permanent storm water quality treatment measures into the site improvement plans in conformance with applicable County ordinances & standards, and state and federal law.	Drainage	Prior to approval of Improvement Plans	Public Works	
20.	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.	Grading	Prior to approval of improvement plans	Public Works	

Conditions of Approval

EXHIBIT B

		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
21.	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 indicates slope • Irrigation plan • Soils test • Water use calculations • Irrigation schedule	Landscape Plan	Prior to approval of improvement plans	Public Works/ Planning	
<i>Building Permits and Inspection</i>					
22.	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 • Utility laterals • A note shall be placed on the parcel map summarizing the required public improvements.	Improvement Plans	Prior to issuance of Building Permits	Public Works	
23.	Upon completion of the installation of 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	Landscaping	Prior to final building inspection	Public Works	

Conditions of Approval

EXHIBIT B

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

MEMORANDUM

DATE: October 17, 2016

TO: Honorable Mayor and Council Members

FROM: Nicholas Sosa, Assistant Planner



SUBJECT: O'REILLY TENTATIVE PARCEL MAP; PROJECT NO. DD9672 – LOCATED AT 2346 SUNRISE BOULEVARD ALONG ZINFANDEL DRIVE

PROPERTY OWNER: Ethan Conrad Properties 1300 National Drive, Suite 100 Sacramento, CA 95834	APPLICANT/DEVELOPER: Global Surveying Consultants, Inc. Mr. Paxton Singleton 6511 Heilman Court North Little Rock, AR 72118
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PROJECT: O'Reilly Tentative Parcel Map FILE: DD9672 LOCATION: 2346 Sunrise Boulevard along Zinfandel Drive APN: 058-0540-003 PLANNER: Nicholas Sosa, Assistant Planner

RECOMMENDATION

Adopt the Resolution No. 126-2016.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 126-2016 would approve the applicant's request to subdivide an existing 1.78 acre parking lot parcel (Parcel 3) into two (2) separate parcels; Parcel 3A at 1.099 acres and Parcel 3B at 0.681 acres. This lot split would allow for the sale, lease or finance of Parcel 3B to O'Reilly Automotive as a potential business site within the Rivergate Shopping Center. No physical improvements are proposed with this request.

BACKGROUND

The City of Rancho Cordova received an application on September 9, 2016 requesting a Tentative Parcel Map to divide an existing 1.78+/- acre parcel into 2 separate parcels for the individual sale, lease or financing of any future buildings to be located at 2346 Sunrise Boulevard along Zinfandel Drive. The existing parcel is part of the Rivergate Shopping Center which was recently remodeled in March of 2014 (Project No. DD8445). The site is zoned Commercial Mixed Use (CMU) in the Rancho Cordova Zoning Code within the General Plan's Sunrise Boulevard North Planning Area.

REQUIRED PERMITS AND REGULATORY BASIS

According to the State Subdivision Map Act and Municipal Code, a commercial parcel may be subdivided into multiple separate lots with a Subdivision Map, guided by the following provisions:

1. Subdivision Map Act
2. RCMC Title 22, Land Development, provides the local authority under the Subdivision Map Act to subdivide land.
3. RCMC Title 23, Zoning

ANALYSIS

The applicant is requesting approval of a Tentative Parcel Map to divide an existing 1.78 acre parking lot parcel into 2 separate parcels at 1.099 acres and 0.681 acres. No physical improvements or changes in use are proposed at this time.

General Plan: The project site is located in the Sunrise Boulevard North Planning Area designation of the City's General Plan which is expected to be revitalized with the continued growth of the City. The Rivergate Shopping Center has been recently remodeled in an effort to encourage more businesses to the retail center.

Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
2346 Sunrise Boulevard along Zinfandel Drive (Project Site)	Existing Rivergate Shopping Center parking lot	SBNPA (Sunrise Boulevard North Planning Area)	CMU (Commercial Mixed Use)
North	Pet Club (Rivergate Shopping Center)	SBNPA	CMU
East	Mobile Country Club (Mobile Home Park)	MDR (Medium Density Residential)	RMH (Residential Mobile Home)
South	McDonald's	SBNPA	CMU
West	Auto Sales	SBNPA	CMU

Zoning Code: The project site is zoned Commercial Mixed Use (CMU) consistent with the General Plan designation of Sunrise Boulevard North Planning Area which encourages the revitalization of the existing shopping center as part of the overall vision of the area north of Highway 50 along Sunrise Boulevard. The purpose of the CMU zone is to provide an area with adequate infrastructure for general commercial and heavier types of commercial uses. The most appropriate location for this zone is along major streets or in areas where the more intensive uses permitted would not adversely affect surrounding properties.

No physical improvements are included with this lot split. All parcels will contain a reciprocal parking and access agreement to integrate parking and meet required zoning code requirements. Any changes to this map must be reviewed by staff for consistency and comparability.

Title 22 - Land Development: Title 22 of the City of Rancho Cordova Municipal Code regulates land division and is intended to supplement and implement the Subdivision Map Act. The proposed project, as conditioned, is consistent with requirements and procedures of a tentative parcel map application. Multiple findings are required to approve the proposed map; those findings and staffs analysis are included in the attached resolution (**Attachment 1**).

Figure 3: Street View



FISCAL IMPACT

The City anticipates that this project will result in additional revenues created from the potential sale of the new parcels and through taxes collected for each new parcel.

ENVIRONMENTAL

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) by Categorical Exemption 15332, In-Fill Development Projects.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) per section 15332 “In-Fill Development Projects” and adopt Resolution Number 126-2016 approving the Tentative Parcel Map for O’Reilly Automotive DD9672, subject to the findings, Tentative Parcel Map (**Exhibit A**) and Conditions of Approval (**Exhibit B**).”

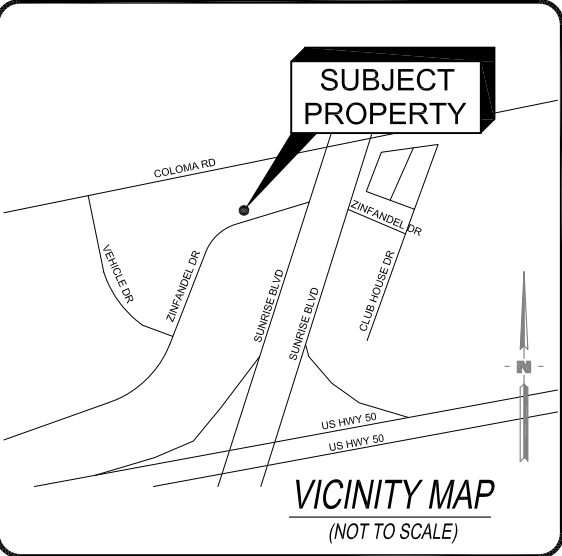
ATTACHMENTS

1. Resolution 126-2016, including Tentative Parcel Map (**Exhibit A**) and subject to the Conditions of Approval (**Exhibit B**).
2. 500’ Radius Map and Labels.



- SITE SPECIFIC NOTES:**
- 1. PAVEMENT TO BE REMOVED.
 - 2. A METAL BUILDING IS NOT ALLOWED (MASONRY).
 - 3. PARKING SHARED WITH SHOPPING CENTER. 6 SPACES IN REAR FOR EMPLOYEE PARKING.
 - 4. DUMPSTER PAD IS TO BE SCREENED.
 - 5. EXISTING 10.00' WATERLINE EASEMENT AT REAR OF PROPERTY.
 - 6. STORMWATER REQUIREMENTS MUST BE VERIFIED BY CONSULTING ENGINEER.

- SIGN NOTES:**
- 1. NO ADDITIONAL MONUMENTS WILL BE PERMITTED. WE WILL CONFIRM THAT WE CAN BE ON ONE OF THE EXISTING MONUMENT SIGNS.
 - 2. MAX WALL SIGNAGE AREA: 2 X 61.4 = 122.80 SQ FT FOR FRONT AND REAR OF BUILDING; 2 X 116.4 = 232.80 SQ FT FOR SIDES OF BUILDING.
 - 3. PROPOSED WALL SIGNAGE:
(49" OR 24" AP LINEAR = 102.93 SQ FT FOR FRONT AND SIDES OF THE BUILDING; 63" OR 31" AP LINEAR = 169.42 SQ FT FOR THE SIDES OF THE BUILDING.)



**RANCHO CORDOVA
(RC2)
PRELIMINARY SITE PLAN**

O'REILLY AUTO PARTS

233 S. PATTERSON · SPRINGFIELD, MO · 65802
PHONE: 417-862-2674 FAX: 417-874-7112

SCALE: 1" = 30'-0"	CHECKED BY: SP	DRAWN BY: TCS
REVISION NO. _____	REVISION DATE: _____	DATE: 11/11/2016



1 EAST EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"



2 NORTH EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"



3 WEST EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"



4 SOUTH EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"

FINISH LEGEND:		
	FIELD BLOCK -	PAINTED SPLIT FACE C.M.U. COLOR: SHERWIN WILLIAMS "LATTE" SW6108
	ACCENT BLOCK -	PAINTED SPLIT FACE C.M.U. COLOR: SHERWIN WILLIAMS "SOFTER TAN" SW6141
	EIFS AROUND SIGN -	CUSTOM RED MIX BY DRYVIT ORAP011030S WITH DRYVIT STRATOTONE HIGH PERFORMANCE COLORANT (FACTORY MIXED ONLY)
	STOREFRONT -	KAWNNEER "DARK IVY"

223-3-1

861

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CONSENTS TO THE PREPARATION AND FILING OF THIS PARCEL MAP. THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES. THE UNDERSIGNED HEREBY OFFERS FOR DEDICATION AND DOES HEREBY DEDICATE TO ANY AND ALL PUBLIC USES THE PUBLIC DRIVE SHOWN HEREON AS ZINFANDEL DRIVE.

ETHAN CONRAD, ~~AN~~ UNMARRIED MAN

BY: [Signature] DATE: 2/26/15
ETHAN CONRAD

NOTARY ACKNOWLEDGMENT

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

STATE OF California
COUNTY OF Sacramento

ON February 26, 2015 BEFORE ME, L. Weaks A NOTARY PUBLIC,
PERSONALLY APPEARED Ethan Conrad

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

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

WITNESS MY HAND AND OFFICIAL SEAL

Lweaks
NOTARY PUBLIC, STATE OF California
PRINT NAME L. Weaks
County of

MY PRINCIPAL PLACE OF BUSINESS IS 1300 National Dr. Sacramento, CA
MY COMMISSION NO. 2076172
MY COMMISSION EXPIRES August 12, 2018

IMPROVEMENT REQUIREMENTS

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

STREETS:

- 1) REMOVE AND REPLACE ALL SIDEWALK, DRIVEWAYS, CURB AND GUTTER PER CITY STANDARD ON ZINFANDEL DRIVE PROPERTY FRONTAGE. ANY OBSTRUCTIONS TO THE SIDEWALK SHALL BE RELOCATED BEHIND BACK OF WALK.
- 2) MODIFY THE WESTBOUND LANE DROP ON ZINFANDEL DRIVE TO EXTEND TWO FULL LANES TO THE WEST SIDE OF THE DRIVEWAY ENTRANCE TO THE SHOPPING CENTER:
 - A) THE MERGE SHALL BEGIN WEST OF THE FIRST DRIVEWAY ACCESSING THE CENTER. WIDEN ZINFANDEL DRIVE TO MAINTAIN MINIMUM LANE WIDTH OF 11 FEET.
 - B) THE EXTENT OF THE WESTBOUND BICYCLE LAND SHALL NOT BE REDUCED.
 - C) WIDEN ZINFANDEL DRIVE AS NECESSARY TO MAINTAIN THE BICYCLE LANE AND TRAVEL LANES.
 - D) RELOCATE UTILITIES AS NECESSARY.
 - E) SIDEWALK WIDTH SHALL NOT BE REDUCED. WIDEN TO THE NORTH.
- 3) MODIFY THE TRINITY RIVER DRIVEWAY INCLUDING, BUT NOT LIMITED TO:
 - A) PROVIDE A RADIUS AT CORNERS AND RELOCATE PEDESTRIAN PUSH BUTTONS TO FACILITATE INGRESS AND EGRESS. THIS WILL REQUIRE REMOVAL AND REPLACEMENT OF CONCRETE AND UTILITIES.
 - B) UTILITY RELOCATIONS AS NECESSARY TO ACCOMMODATE THE IMPROVEMENTS.

STREET LIGHTS: EXISTING

SEWER: REQUIRED

DRAINAGE: EXISTING

WATER/HYDRANTS: REQUIRED

PARCEL MAP OF
SUBDIVISION NO. FM-2014-002-01
RIVERGATE SHOPPING CENTER
PARCELS C & D - CERTIFICATE OF COMPLIANCE - 770303 O.R. 634
CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, CALIFORNIA
JANUARY 2015
MORTON & PITALO, INC.
SHEET 1 OF 4 SHEETS

TRUSTEE'S STATEMENT

FIRST AMERICAN TITLE INSURANCE COMPANY AS TRUSTEE UNDER THE DEED OF TRUST RECORDED APRIL 8, 2014 IN BOOK 20140408, PAGE 449, SACRAMENTO COUNTY OFFICIAL RECORDS.

BY: Dennis Wolfe DATE: 4/17/15
PRINT NAME & TITLE: Dennis Wolfe V.P.

BY: _____ DATE: _____
PRINT NAME & TITLE: _____

NOTARY ACKNOWLEDGMENT

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

STATE OF California
COUNTY OF Placer

ON April 17, 2015 BEFORE ME, L. Hughes A NOTARY PUBLIC,
PERSONALLY APPEARED Dennis Wolfe

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

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

WITNESS MY HAND AND OFFICIAL SEAL



[Signature]
NOTARY PUBLIC, STATE OF California

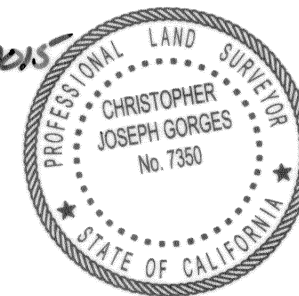
PRINT NAME L. Hughes

MY PRINCIPAL PLACE OF BUSINESS IS 3400 Douglas Blvd #100 Roseville CA 95661
MY COMMISSION NO. 2058593
MY COMMISSION EXPIRES 2/21/18

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF ETHAN CONRAD IN JULY, 2014. I HEREBY STATE THAT THIS PARCEL MAP CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY; THAT THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

DATED February 26, 2015

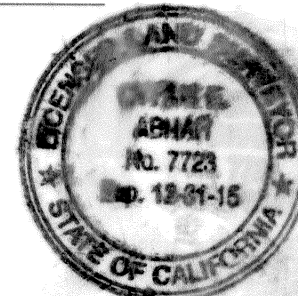


[Signature]
CHRISTOPHER J. GORGES
P.L.S. NO. 7350
EXPIRES: 12-31-15

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS PARCEL MAP OF "RIVERGATE SHOPPING CENTER" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH, AND THAT I AM SATISFIED THAT SAID PLAT IS TECHNICALLY CORRECT.

DATED 5/6/2015



[Signature]
CITY ENGINEER
CYRUS E. ABHAR
L.S. 7723, R.C.E. 45424
EXPIRATION DATE: 12/31/15

CITY CLERK'S STATEMENT

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

DATED 5/6/15

[Signature]
CITY CLERK
CITY OF RANCHO CORDOVA

RECORDER'S STATEMENT

FILED THIS 12th DAY OF MAY, 2015, AT 9:48 A.M., IN BOOK 223 OF PARCEL MAPS, AT PAGE 0003, AT THE REQUEST OF MORTON AND PITALO, INC., TITLE TO THE LAND INCLUDED IN THIS SUBDIVISION BEING VESTED AS PER CERTIFICATE NO. 5151 ON FILE IN THIS OFFICE.

DOCUMENT NO. 2015051286 0629
FEE: \$ 83.00

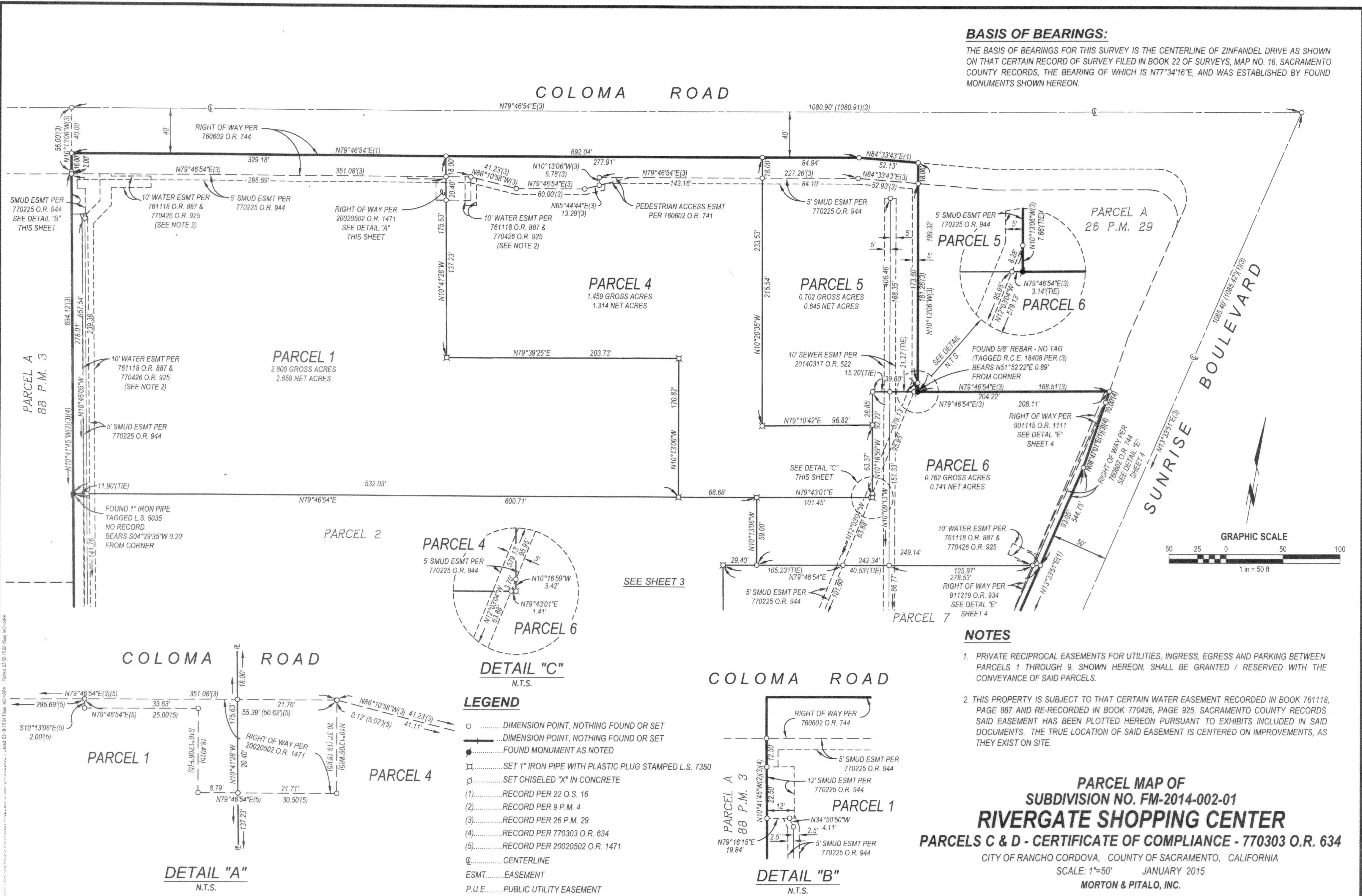
[Signature]
RECORDER OF SACRAMENTO COUNTY
STATE OF CALIFORNIA
BY: [Signature]
DEPUTY

AGENDA ITEM 14.2

223-3-2

BASIS OF BEARINGS:

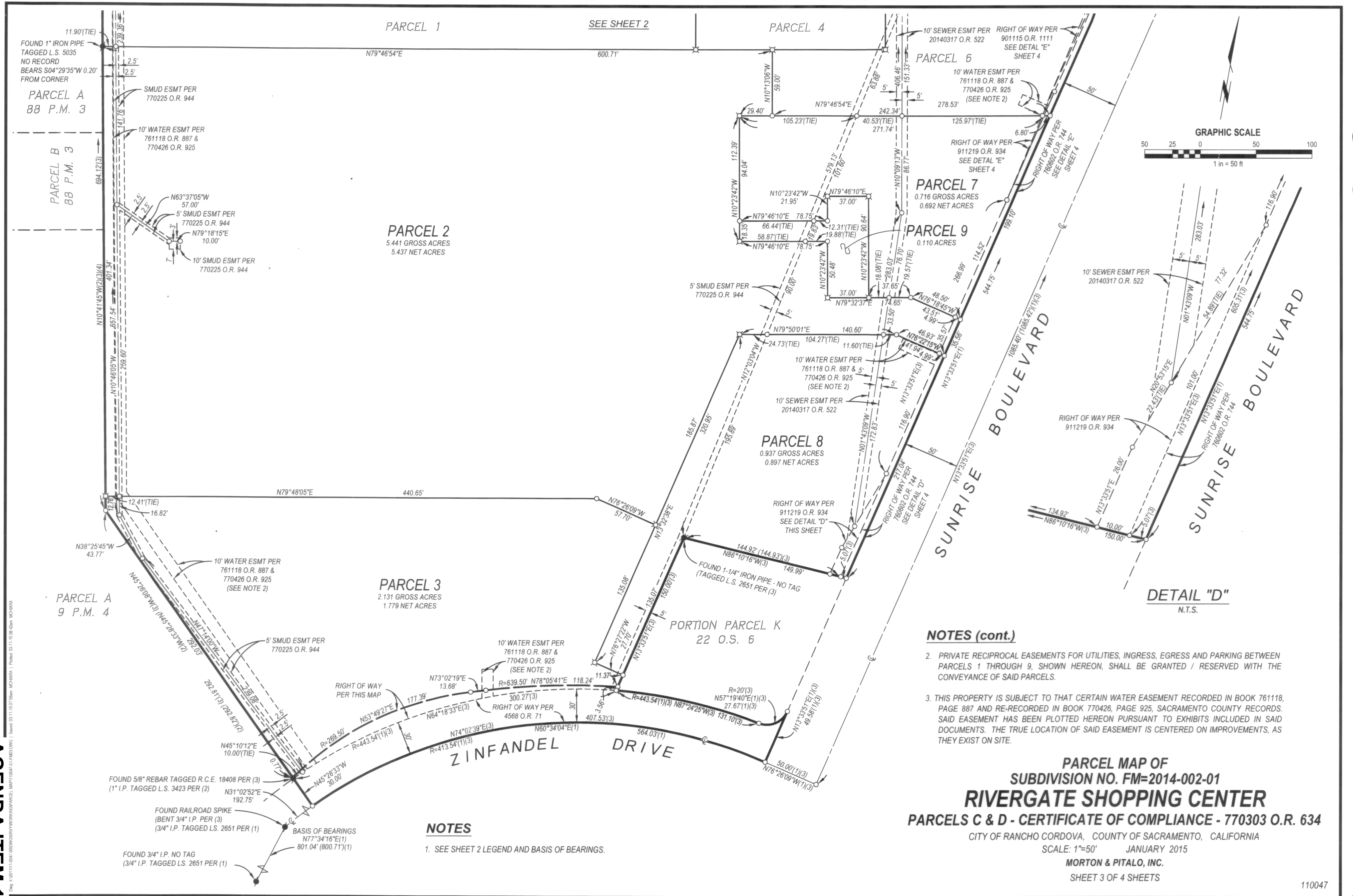
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF ZINFANDEL DRIVE AS SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED IN BOOK 22 OF SURVEYS, MAP NO. 16, SACRAMENTO COUNTY RECORDS, THE BEARING OF WHICH IS N77°34'16"E, AND WAS ESTABLISHED BY FOUND MONUMENTS SHOWN HEREON.



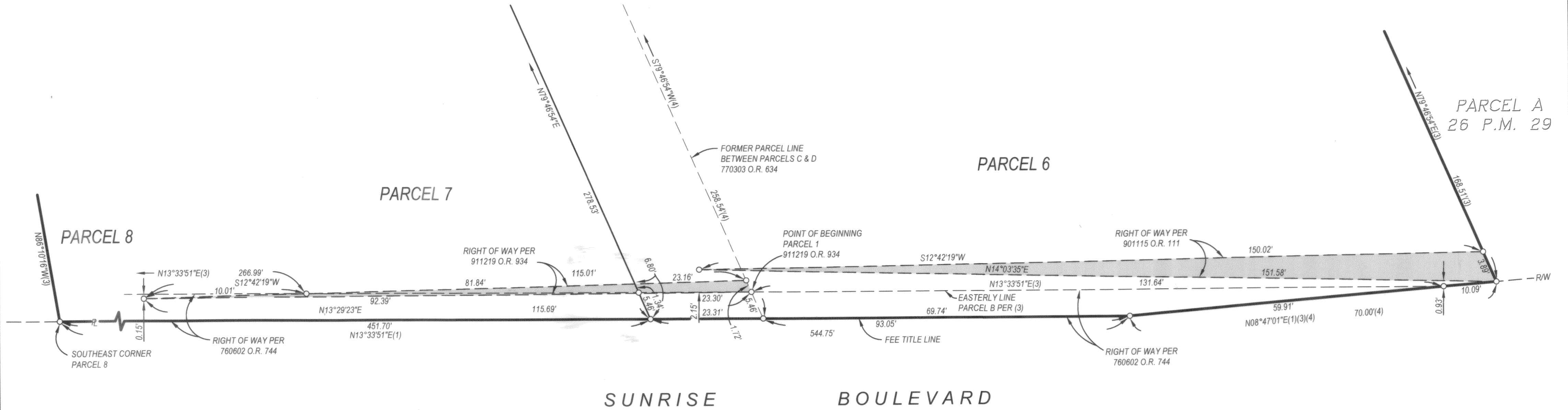
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AGENDA ITEM 14.2

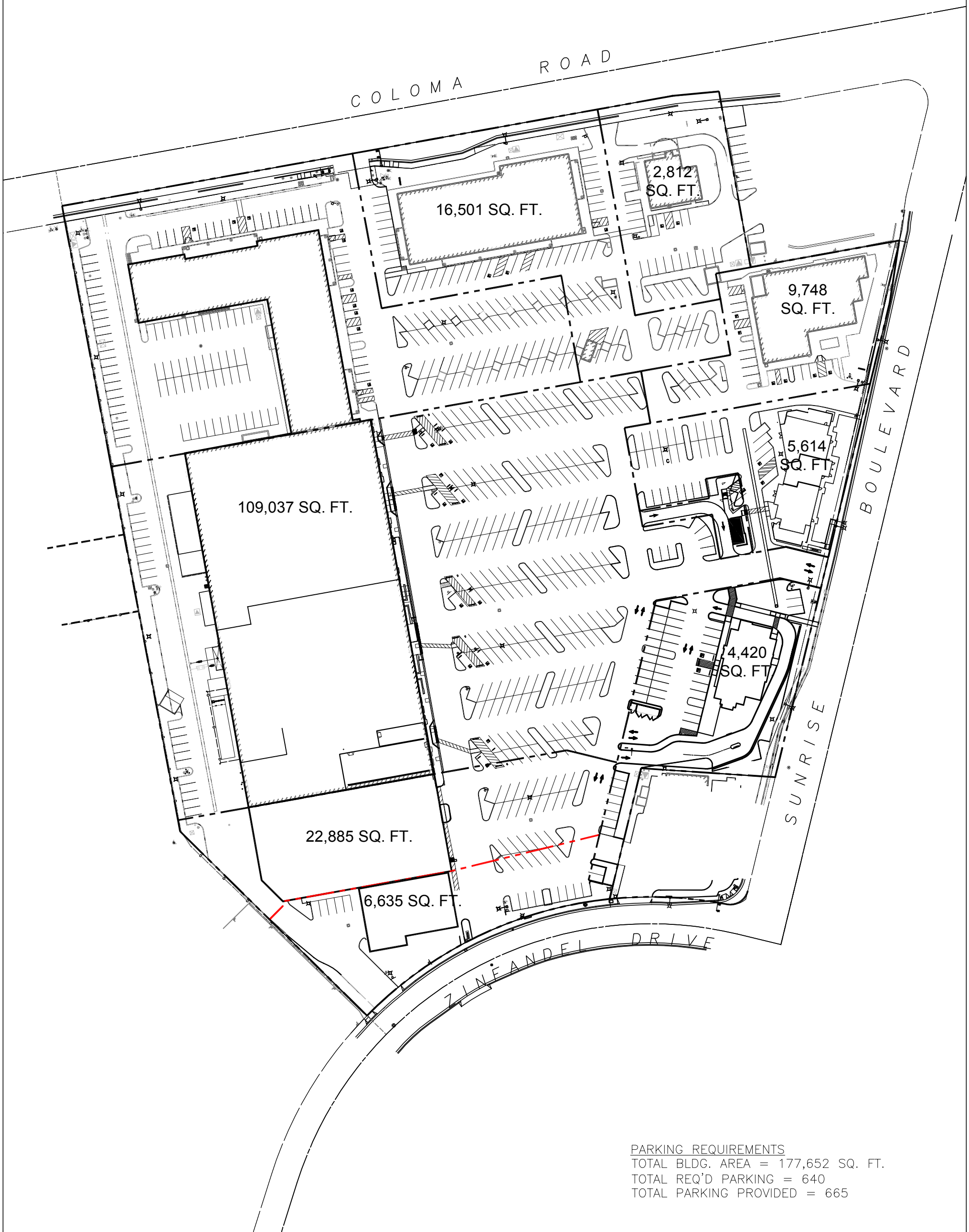


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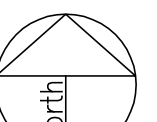


DETAIL "E"
N.T.S.

PARCEL MAP OF
SUBDIVISION NO. FM-2014-002-01
RIVERGATE SHOPPING CENTER
PARCELS C & D - CERTIFICATE OF COMPLIANCE - 770303 O.R. 634
CITY OF RANCHO CORDOVA, COUNTY OF SACRAMENTO, CALIFORNIA
JANUARY 2015
MORTON & PITALO, INC.
SHEET 4 OF 4 SHEETS



PARKING REQUIREMENTS
 TOTAL BLDG. AREA = 177,652 SQ. FT.
 TOTAL REQ'D PARKING = 640
 TOTAL PARKING PROVIDED = 665



TRAFFIC IMPACT STUDY
FOR
CHICK-FIL-A RESTAURANT
Rancho Cordova, CA

Prepared For:

Chick-fil-A
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Irvine, CA 92618

Prepared By:

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(916) 660-1555

March 7, 2014

1374-01

Chick-fil-A Rancho Cordova.rpt

KD Anderson & Associates, Inc.

Transportation Engineers
AGENDA ITEM 14.2

TRAFFIC IMPACT STUDY FOR
CHICK-FIL-A RESTAURANT
Rancho Cordova, CA

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March 7, 2014

INTRODUCTION

Study Purpose and Project Description

This traffic impact study report summarizes an analysis of the traffic-related effects of the proposed **Chick-fil-A Restaurant** project, a new 4,526 sf retail establishment to be located in Rancho Cordova's Rivergate Plaza Shopping Center. Figure 1 presents the regional location of the project site. Figure 2 presents the project site plan.

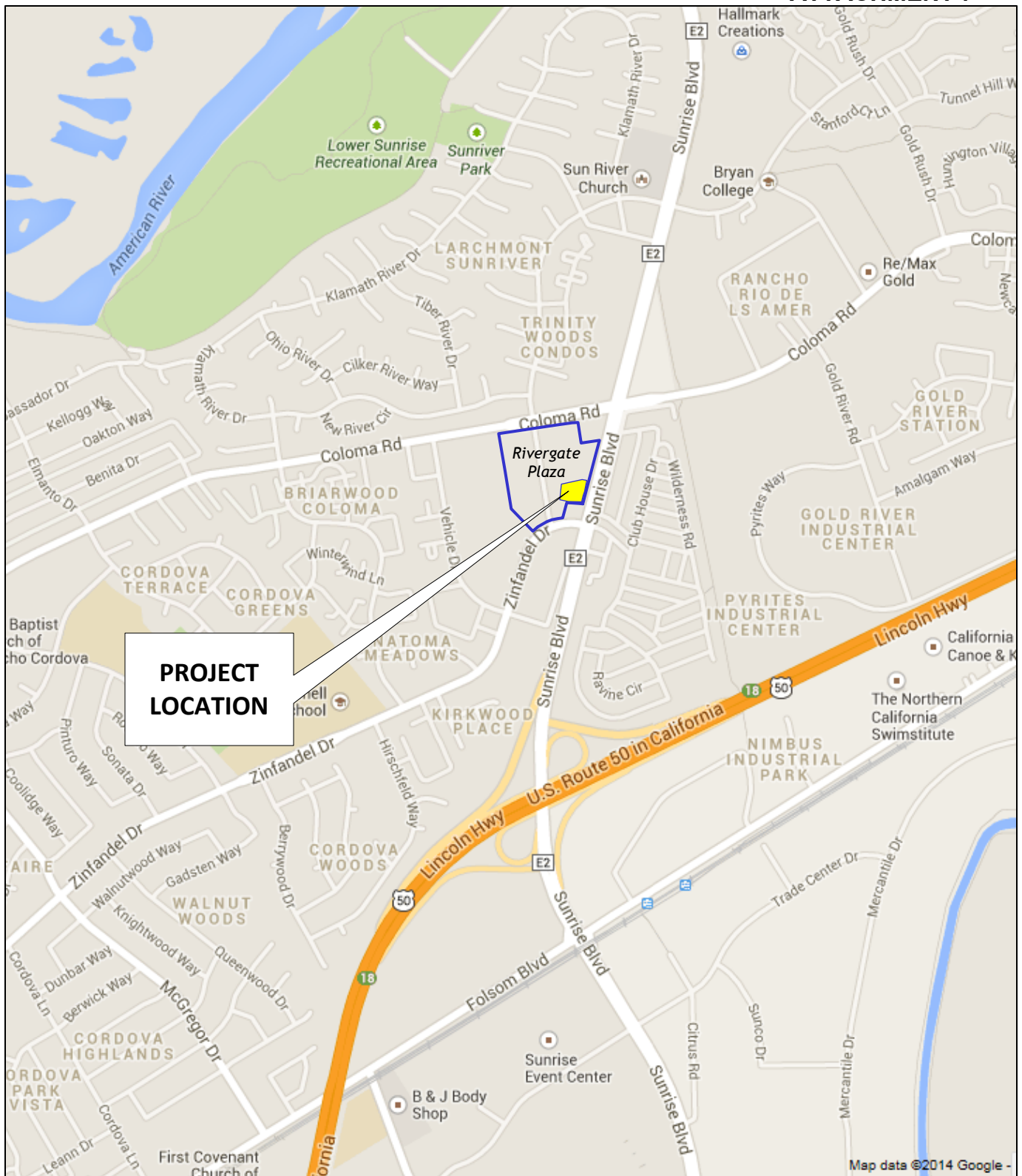
The proposed fast food restaurant is planned for a site located west of Sunrise Blvd between Coloma Road and Zinfandel Drive. Rivergate Plaza has driveways onto all three adjoining streets, and the Chick-fil-A site adjoins the center's existing southern access on Sunrise Blvd roughly 400 feet north of Zinfandel Drive. The Chick-fil-A restaurant will have access through Rivergate Plaza to existing driveways on Zinfandel Drive and Coloma Road.

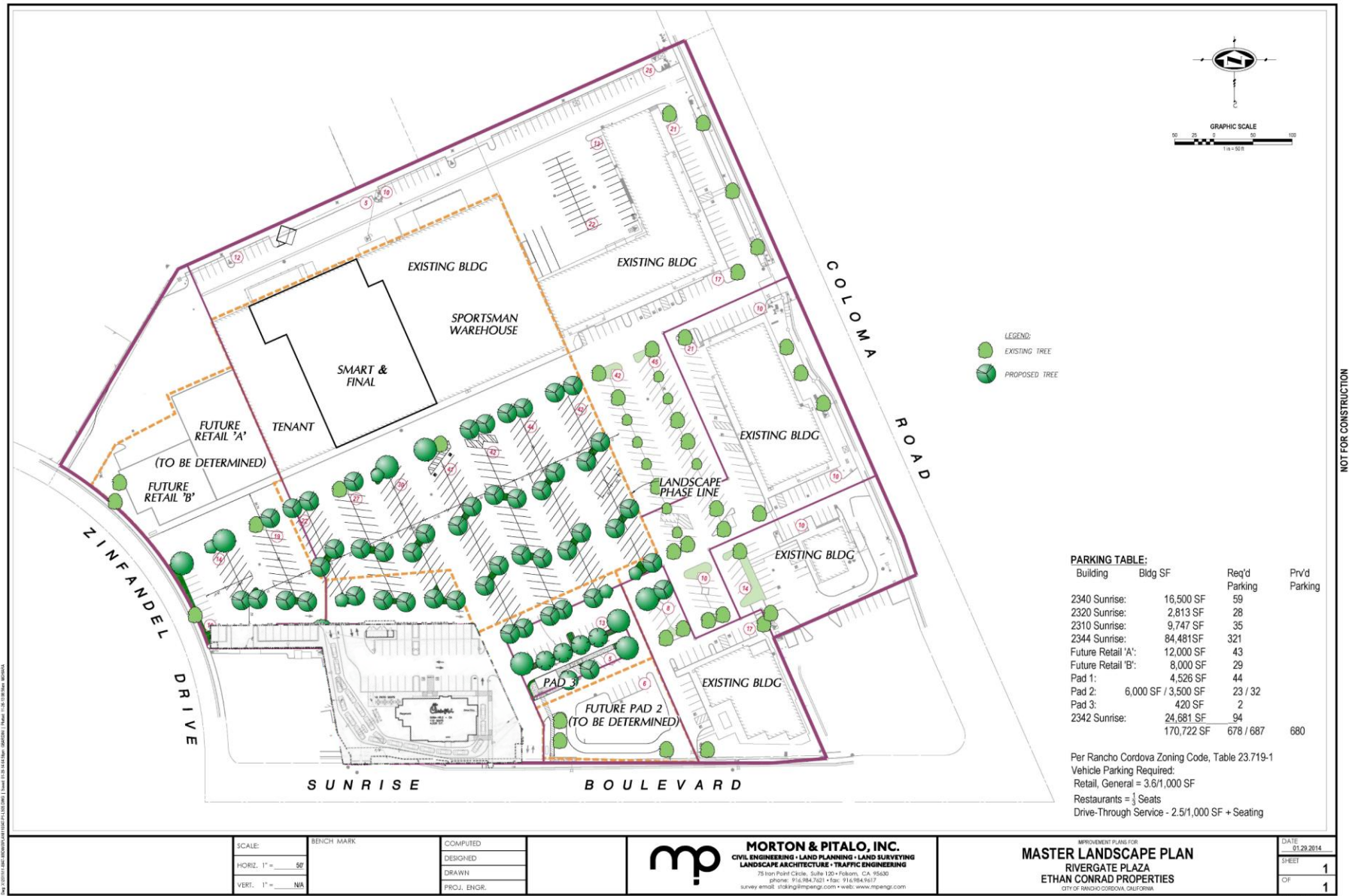
Overall Analysis Approach

This traffic impact study presents an analysis of traffic operations under the following three (3) scenarios:

- Existing Conditions (2014)
- Existing Conditions Plus Chick-fil-A alone
- Existing Plus Chick-fil-A and cumulative development of Rivergate Plaza

Cumulative conditions are a short-term background condition which reflects redevelopment of Rivergate Plaza. Much of the 10 ksf center is currently unoccupied, and the analysis assumes occupancy of 85 ksf of currently vacant buildings, construction of another 20 ksf of retail space and development of a second fast food restaurant site and coffee kiosk along Sunrise Blvd immediately north of Chick-fil-A.





NOT FOR CONSTRUCTION

SITE PLAN

figure 2

EXISTING SETTING

Study Area

This traffic impact study presents analyses of traffic operating conditions at three existing public road intersections and at two existing Rivergate Plaza driveways. The limits of the study area were identified through discussions with City of Rancho Cordova staff based on their understanding of the study area and the results of other recent traffic studies.

The following is a description of the physical characteristics of roadways that provide access to the proposed Chick-fil-A Restaurant project.

Sunrise Blvd is a principal arterial that is the primary north-south route through Rancho Cordova. Sunrise Blvd originates at an intersection near Interstate 80 in the Placer County city of Roseville and then extends for roughly 9 miles to the City of Rancho Cordova and an interchange on US 50. Sunrise Blvd continues southerly beyond US 50 for 7 miles to its terminus on SR 16. In the vicinity of the proposed project Sunrise Blvd is a 6 lane urban street with a raised center median. The posted speed limit is 45 mph in the area of the project, and the flow of traffic along Sunrise Blvd is generally governed by the operation of major signalized intersections located both north and south of the project.

Zinfandel Drive is a major street which traverses the area of Rancho Cordova north and south of US 50. Zinfandel Drive begins at an intersection on Douglas Road in southern Rancho Cordova and continues northerly for three miles to an interchange on US 50. North of the interchange the road swings to the east and intersects Sunrise Blvd near the Chick-fil-A site. In the area of the proposed project Zinfandel Drive is a two-lane urban street with continuous two-way left-turn (TWLT) lane.

Coloma Road is a connector road which provides access to northern Rancho Cordova. Coloma Road begins at an intersection on Folsom Blvd and extends roughly three miles to an intersection on Sunrise Blvd north of the Chick-fil-A site. Coloma Road then continues easterly into the unincorporated Sacramento County community of Gold River. In the area of the project west of Sunrise Blvd, Coloma Road is a four lane roadway with left turn lanes at major intersections.

Trinity River Drive is a collector street that extends north from an intersection on Coloma Road to an intersection on Sunrise Blvd near the northern access to Gold River. The southern leg of the Coloma Road / Trinity River Drive intersection is the northern access to Rivergate Plaza. North of Coloma Road, Trinity River Drive is a wide two-lane roadway with on-street parking and bicycle lanes.

Vehicle Drive is a local commercial street that provides access to the residential / business park areas immediately west of Rivergate Plaza. Vehicle Drive extends from an intersection on Zinfandel Drive northerly for about ¼ mile to Coloma Road. Vehicle Drive is a wide two lane street with on-street parking and bicycle lanes.

Study Area Intersections and Driveways. In urban areas the quality of traffic flow is typically governed by the operation of major intersections and their associated segments of the arterial street system. To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without traffic generated by the proposed project, traffic operations at the following intersections and two driveways were evaluated for each analysis scenario:

- Coloma Road / Trinity River Drive / Rivergate Plaza Access (signalized)
- Sunrise Blvd / South Rivergate Plaza Driveway (Eastbound stop)
- Sunrise Blvd / Zinfandel Drive (signalized)
- Zinfandel Drive / Rivergate Plaza Access (Northbound /Southbound stop)
- Zinfandel Drive / Vehicle Drive (All-Way Stop)

Methodology

The following is a description of the methods used in the analysis presented in this traffic impact study.

Level of Service Analysis Procedures. Level of Service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project-related traffic impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions.

Both signalized intersections and stop controlled intersections were analyzed using methods presented in the *Highway Capacity Manual 2010* (Transportation Research Board 2010) using “Synchro” traffic simulation software.

The characteristics associated with the various LOS grades for intersections are presented in Table 1. At signalized intersections the overall LOS is based on the average length of delays for all motorists at the intersection. At two-way stop-sign-controlled un-signalized intersections, the identified LOS is based on the length of the average delay experienced by those motorists waiting to turn onto the major street.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersections	Unsignalized Intersection
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec or $v/c < 0.60$	Little or no delay. Delay ≤ 10 sec/veh
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec or $v/c > 0.60$ and < 0.70	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec or $v/c > 0.70$ and < 0.80	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec or $v/c > 0.80$ and < 0.90	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec or $v/c > 0.90$ and < 1.00	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec or $v/c > 1.00$	Intersection blocked by external causes. Delay > 50 sec/veh
Source: <i>Highway Capacity Manual, 2000 and TRB Circular No. 212</i>		

Thresholds of Significance at Intersections. Local agencies adopt minimum Level of Service standards for their facilities. The City of Rancho Cordova identifies LOS "D" as the minimum acceptable Level of Service. Under Rancho Cordova and Sacramento County guidelines Level of Service is measured as the average condition over the breadth of the peak hour (i.e., PHF = 1.00).

As outlined in the Rancho Cordova General Plan (2006), the following thresholds were used during the analysis to determine the significance of project impacts:

Roadway System: An impact is considered significant on intersections and roadways if the project causes the facility to change from LOS D or better to LOS E or F. For facilities that are, or will be (in the cumulative condition), operating at unacceptable Levels of Service without the project, an impact is considered significant if the project:

1. Increases the delay at study intersections by more than five seconds; or
2. Increases the volume-to-capacity (V/C) ratio by more than 0.05 on a roadway.

Transit System: An impact is considered significant if implementation of the project will disrupt or interfere with existing or planned transit operations or transit facilities or result in demands to transit facilities greater than there is adequate capacity to accommodate.

Bicycle/Pedestrian System: An impact is considered significant if implementation of the project will result in any of the following:

1. Eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use.
2. Interfere with the implementation of a planned bikeway as shown in the City's Bicycle Master Plan or the Bikeway and Trails Map in the City's Circulation/ Element Plan, or be in conflict with the Pedestrian Master Plan.
3. Result in unsafe conditions for bicyclists or pedestrians, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle.

Traffic Signal Warrants. Traffic signal warrants have been adopted to determine the need for signalization under a variety of circumstances. Nine traffic signal warrants are included in the *Manual on Uniform Traffic Control Devices for Streets and Highways – 2011 Edition* (U.S. Federal Highway Administration 200CC). Several warrants are related to traffic volume and consider conditions occurring over the course of a day (8-hr warrant), over heavily traveled hours (4-hr warrant) and during the highest volume hours (Peak Hour warrant). At the request of the City of Rancho Cordova, all three volume-related warrants were evaluated at the Zinfandel Drive / Vehicle Drive intersection. At Rivergate Plaza driveways the warrant evaluation was limited to p.m. peak hour volumes.

Even if volume warrants are satisfied, a more detailed signal warrant study is typically recommended before a signal is installed. The more detailed study would consider remaining warrants based on factors such as pedestrian traffic, accident histories, etc.

Localized Traffic Operational Issues. At the direction of City staff, this analysis specifically addresses the design of the existing street system at several locations:

1. Adequacy of westbound merge area on Zinfandel Drive between Sunrise Blvd intersection and the Rivergate Plaza driveway.
2. Adequacy of Rivergate Plaza approach to the Coloma Road / Trinity River Drive intersection.

The analysis also considers the adequacy of Rivergate Plaza access and circulation based on consideration of:

1. Driveway throat depth
2. Internal traffic controls
3. Queuing at drive-thru areas

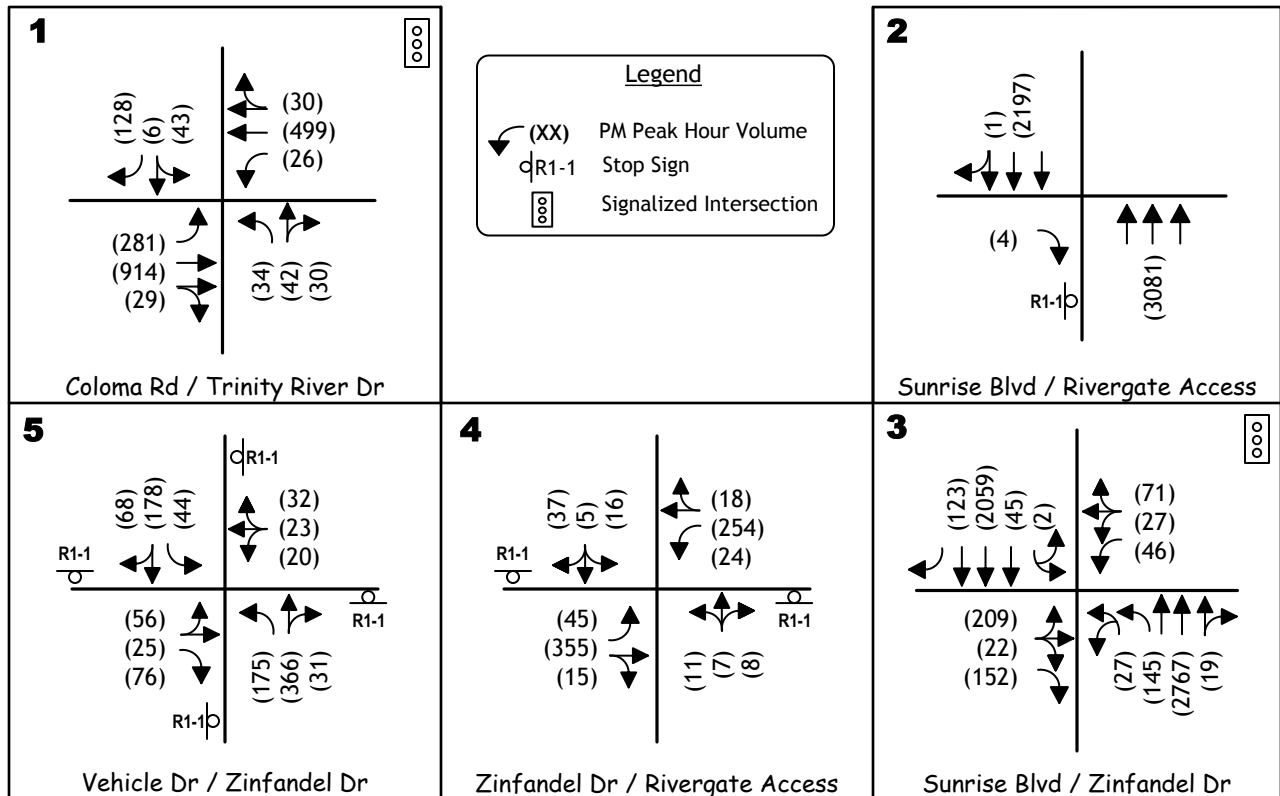
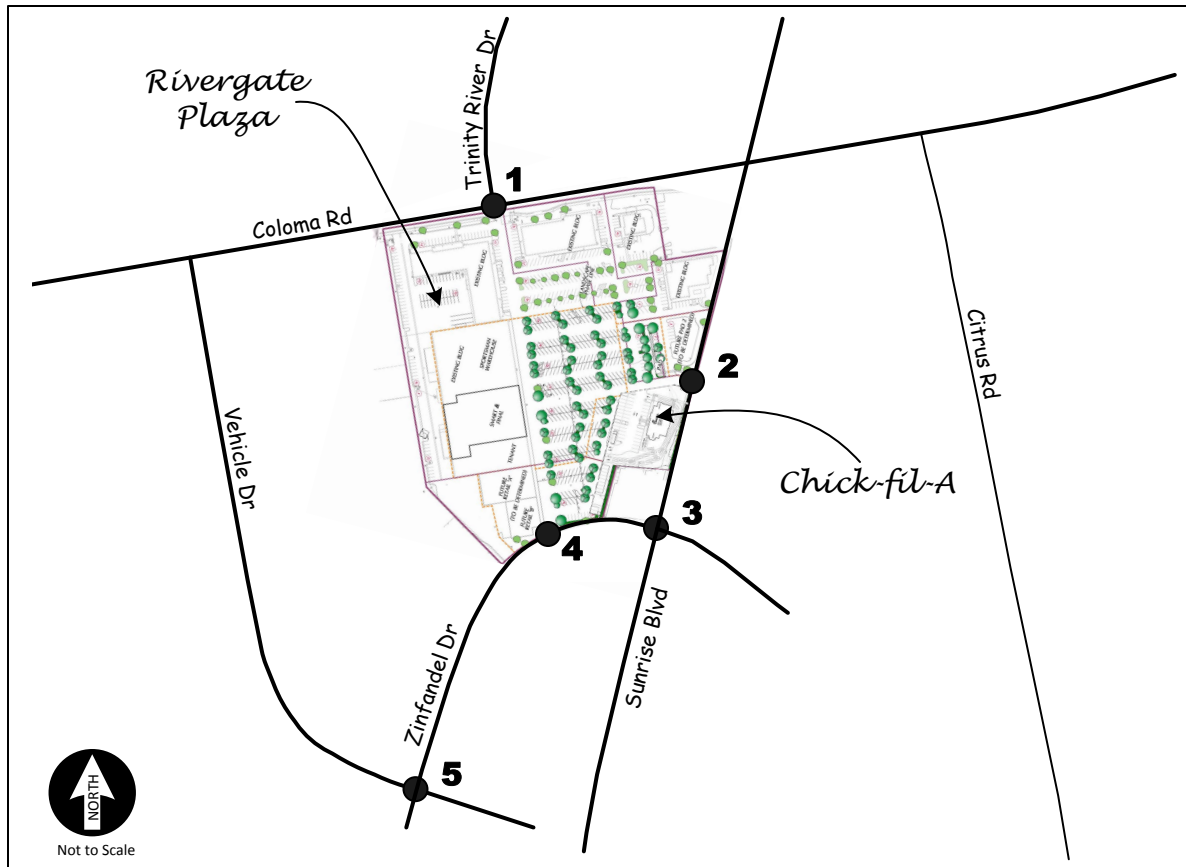
Existing Traffic Conditions and Levels of Service

The following is a description of existing traffic operating conditions.

Existing Traffic Volumes. This analysis addresses existing traffic operating conditions occurring during the typical weekday p.m. peak commute hours. P.m. peak hour traffic count data was collected on Wednesday February 19, 2014. Traffic count data was collected in 15-minute increments within the 4:00 p.m. to 6:00 p.m. period. The contiguous one-hour period with the highest volume within the two-hour data collection period was used in this traffic impact study as the peak hour. The results of these traffic counts are included in the appendix.

Additional data was collected at the Zinfandel Drive / Vehicle Drive intersection for the traffic signal warrant analysis. At that location intersection entering traffic was monitored on an hourly basis from 7:00 a.m. to 6:00 p.m. The total entering volume observed in each hour was identified, and the 8 highest volume hours were used for the warrant analysis.

Figure 3 presents the existing lane configurations at study location, along with the p.m. peak hour traffic volumes observed at each location.



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Existing Intersection Levels of Service. Table 2 presents a summary of existing p.m. peak hour LOS at the study intersections. Level of Service calculation worksheets are included in the Appendix.

The signalized study intersections provide different Levels of Service in the p.m. peak hour. The Sunrise Blvd / Zinfandel Drive intersection operates at LOS C, while the Coloma Road / Trinity River Drive intersection operates at LOS B, which does meet the minimum standard.

The Levels of Service at the three un-signalized intersections meet the City's minimum LOS D standard. Motorists waiting to turn right at the Sunrise Blvd access operate at LOS D. At the Zinfandel Drive / Rivergate Plaza access southbound motorists experience delays that are indicative of LOS B. The all-way stop controlled intersection at Zinfandel Drive / Vehicle Drive operates at LOS B.

**TABLE 2
EXISTING CONDITIONS
PM PEAK HOUR INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Control	Existing PM Peak hour		
			Delay (sec/veh)	LOS	Peak Hour Signal Warrants Met?
1	Coloma Road / Trinity River Dr	Signal	16.2	B	-
2	Sunrise Blvd / Rivergate Plaza Eastbound right turn	EB Stop	25.7	D	No
3	Sunrise Blvd / Zinfandel Drive	Signal	27.8	C	-
4	Zinfandel Drive / Rivergate Plaza Northbound approach Southbound approach	NB/SB Stop	16.0 13.3	C B	No
5	Zinfandel Drive / Vehicle Drive	All-Way Stop	13.6	B	No

Zinfandel Drive / Vehicle Drive Existing Traffic Signal Warrants. The volume of traffic carried through the Zinfandel Drive / Vehicle Drive intersection was compared to warrant requirements, as noted below.

8-hr Warrants. Table 3 identifies the hourly approach volumes collected during the 8 highest volume hours at the intersection and compares those volumes to Warrant 1 requirements under Conditions A and B for urban conditions and single lane approaches. The Minimum Vehicle Volume requirement is satisfied for 2 of 8 hours, and the 80% threshold is reached for another 4 hours. Condition B (Interruption of Continuous Traffic) is satisfied for 1 hour and the 80% level is reached for another three hours. Based on this information, the 8-hr warrant is not satisfied.

4-hr Warrants. The observed volumes for the four highest volume hours were plotted on figure 4c-2 (attached). As indicated, only one combination of volumes falls above the curve used to establish satisfaction of the 4 hr warrant. The 4-hr warrant is not satisfied.

Peak Hour Warrants. The highest volume hour (4:45 to 5:45 p.m.) was plotted on figure 4c-4 (attached). As indicated these volumes fall well below the curve used to establish satisfaction of the warrant. Thus, the peak hour warrant is not satisfied.

TABLE 3
EXISTING TRAFFIC VOLUMES AT ZINFANDEL DRIVE / VEHICLE DRIVE INTERSECTION

Hourly Traffic Volumes									
Approach Lanes		Volume							
		8-9 am	11-noon	Noon- 1 pm	2-3 pm	3-4 pm	4-5 pm	5-6 pm	6-7 pm
Zinfandel Drive both directions		575	553	517	551	615	723	841	637
Southbound Vehicle Drive		160	116	126	131	136	132	170	112
	Minimum Volume	Warrant Status?							
Condition A – Minimum Vehicular Volume	500 (400)	Y	Y	Y	Y	Y	Y	Y	Y
	150 (120)	Y	N	80%	80%	80%	80%	Y	N
Condition B – Interruption of Continuous Traffic	750 (600)	N	N	N	N	80%	80%	Y	80%
	75 (60)	Y	Y	Y	Y	Y	Y	Y	Y
Y indicates warrant 100% satisfied during this time period. 80% indicates volume is more than 80% of the minimum volume. N indicates observed volume is less than 80% of the warrant requirement									

Other Safety / Operational Issues

A site visit was conducted to further evaluate the locations identified by City staff, and the results of these reviews are noted in the text which follows:

Zinfandel Drive west of Sunrise Blvd Intersection. The Sunrise Blvd / Zinfandel Drive intersection is configured with dual northbound left turn lanes that turn onto Zinfandel Drive. The space available on westbound Zinfandel Drive to accommodate concurrent left turns is short, and motorists merge into a single lane within the 225 feet from the main Rivergate Plaza driveway and the crosswalk across Zinfandel Drive at Sunrise Blvd. Separate westbound lanes are striped for a distance of 60 feet from the crosswalk. At the end of the lane lines the pavement width from face of curb to centerline striping is roughly 20 feet, and this width remains to the main Rivergate Plaza driveway. Class II bike lanes begin west of the main driveway Zinfandel Drive, and this area is striped with a continuous TWLT lane.

Observation of left turning traffic indicated that most motorists attempt to account for traffic in the adjoining lane as they make the turn. When the number of left turns is relatively low, turning motorists “stagger” their arrival onto Zinfandel Drive to avoid conflicts with neighboring vehicles. Thus the dual left turn lanes work adequately when six to eight vehicles are served at a time (i.e., 3 or 4 in each lane). Problems can begin to occur when the number of left turning vehicles increases during the peak commute hour. Because traffic signals on Sunrise Blvd are run with very long cycle lengths (i.e., 150 sec cycle), the number of signal cycles per hour is short (i.e., 24 cycles per hour). Based on our traffic counts, an average of 6 left turns are made during each cycle during the p.m. peak hour, and a greater number can occasionally occur. Because the traffic signals on Sunrise Blvd prioritize flow on that street, the left turn demand may occasionally exceed the capacity of the green time available for northbound left turns. Motorists moving from the end of the waiting queue may hurry to reach Zinfandel Drive before the signal goes to red and Sunrise Blvd goes to green. Under that condition turning motorists may no longer coordinate their movements in the merging area.

It would be possible to restripe this area of Zinfandel Drive to lengthen the merging area. This would be accomplished by moving the beginning of the bike lanes west to the other Rivergate Plaza driveway. This change would increase the length of the overall merging area by roughly 120 feet. The separate land striping could be lengthened as well.

Coloma Drive / Trinity River Drive Intersection. Three legs of the intersection have standard public road approaches with 25’ radius curb returns, crosswalks, ADA ramps, etc. The fourth northbound leg is the access to Rivergate Plaza. This approach is a driveway opening with no curb returns and with pedestrian ramps immediately adjoining the driveway. This configuration limits the utility of the approach and slows traffic entering and exiting the center. While inbound and outbound right turns can be accommodated within the parameters of the turning requirements of standard passenger vehicles, motorist must take care to avoid raised curbs and pedestrian push button facilities in close proximity to the intersection.

The northbound Rivergate Plaza approach is also intersected by a perpendicular parking aisle located only seven feet from the crosswalk. Accessing this aisle requires inbound motorists to make a sharp turn immediately after leaving Coloma Road, and motorists exiting the parking aisle would be blocked if a single vehicle was waiting at the traffic signal. However, this parking aisle is also accessed by a second Rivergate Plaza driveway located on Coloma Road towards the rear of the center roughly 200 feet to the west of Trinity River Drive. As a result, customers can avoid peak period queuing at the Trinity Drive signal by going the other direction.

PROJECT CHARACTERISTICS

The development of the Chick-fil-A restaurant project would attract additional traffic to the Rivergate Plaza. Planned improvements to the Rivergate Plaza would result in additional tenants in remodeled buildings as well as several new businesses. This section of the traffic impact study describes the characteristics of Chick-fil-A and Rivergate Plaza project traffic.

Trip Generation

Trip Generation Rates. The amount of vehicular traffic associated with the Chick-fil-A and other development in Rivergate Plaza has been estimated through application of trip generation rates presented in the ITE publication *Trip Generation, 9th Edition* (Institute of Transportation Engineers 2012). This reference is commonly used for traffic impact analyses in Sacramento County and is generally accepted by the City of Rancho Cordova.

Table 4 identifies the trip generation rates employed for this analysis. These rates have been selected based on identification of the probable types of business occupying the buildings shown in the Rivergate Plaza project site plan.

As indicated, trip generation rates are readily available for fast food restaurants with drive through windows (ITE code 934). These rates have been applied to the Chick-fil-A and to the second fast food pad noted in the Rivergate Plaza site plan. Rates have also been identified for the coffee kiosk.

The rates applicable to the remaining new uses in Rivergate Plaza are based on the ITE Shopping Center category. Shopping center rates vary based on the size of the center, and in this case rates based regression equations assuming the overall center size (i.e., 170 ksf) are applicable.

**TABLE 4
TRIP GENERATION RATES**

Code	Description	Unit	Trips Per Unit						
			Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
934	Fast Food Restaurant w/Drive-Thru Window	ksf	496.12	51%	49%	45.42	52%	48%	32.65
	Pass-By					49%			50%
938	Coffee / Donut Shop w/Drive-Thru Window and no Indoor Seating	ksf	1800.00	50%	50%	303.33	50%	50%	75.00
	Pass-By					-			50%
826	Retail (170 ksf)	ksf	56.40	62%	38%	1.27	48%	52%	5.03
	Pass-By					0%			33%

Trip Generation Forecasts. The identified trip generation rates were applied to the identified building square footages, and the results of these calculations are presented in Table 5. As shown, the overall site total trip generation is appreciably higher in the p.m. peak hour than in the a.m. peak hour. Thus, this analysis focusses on conditions occurring during the p.m. peak hour as the “worst case” condition.

The Chick-fil-A restaurant is projected to generate 148 vehicles trips during the p.m. peak hour. “Pass-by” trips drawn from the stream of traffic already on adjoining streets is expected to comprise ½ of the project’s total, with a forecast for 84 new trips in the p.m. peak hour.

Cumulatively, the anticipated development in Riverbank Plaza, including Chick-fil-A, could generate 820 p.m. peak hour trips. Roughly 40% of that total would be “pass-by” trips, with a total of 499 new trips generated during the p.m. peak hour.

**TABLE 5
CHICK-FIL-A AND RIVERGATE PLAZA TRIP GENERATION FORECAST**

Code	Description	Quantity (ksf)	Trips						
			Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
934	Chick-fil-A	4.53	2,245	105	101	206	77	71	148
	Pass-by	50%	1,122	52	51	103	38	36	74
	Net New Trips		1,123	53	50	103	39	35	84
934	2 nd Fast Food Restaurant	3.5	1,736	81	79	160	59	55	114
	Pass-by	50%	868	40	40	80	29	28	57
	Net New Trips		868	41	39	80	30	27	57
938	Coffee Kiosk	0.42	756	64	63	127	16	16	32
	Pass-By	50%	378	32	31	63	8	8	16
	Net New Trips		378	32	32	64	8	8	16
826	Retail	104.48	5,893	82	51	133	252	274	526
	Pass-by	33%	1,945	0	0	0	84	90	174
	Net New Trips		3,948	82	51	133	168	184	352
	TOTAL		10,630	332	294	626	404	416	820
	PASS-BY		4,313	124	122	246	159	162	321
	NET NEW TRIPS		6,317	208	172	380	245	254	499
(*) pass-by percentages taken from ITE <i>Trip Generation Handbook</i> , 3 rd Edition									

Off Peak Trip Generation. To complete the traffic signal warrant analysis under “Plus Project” conditions it is necessary to identify the share of daily traffic that may be generated during midday hours. This was accomplished using information presented in the *Trip Generation manual*, 9th Edition relating to hourly variation in entering and exiting traffic for Shopping Centers (820) and for Fast Food Restaurants (934). This information is presented in Table 6.

Similar information is not available for the coffee kiosk. It is possible to identify the share of daily traffic occurring in the a.m. and p.m. peak hour based on the rates published for those time periods. It has been assumed that most of the kiosk’s traffic occurs in morning hours (i.e., 6:00 a.m. to 10:00 a.m.) with appreciable less occurring later in the day based on anecdotal evidence from similar uses. The resulting pattern shown in Table 6 has been assumed for this analysis.

TABLE 6
HOURLY VARIATION IN ENTERING TRAFFIC

Hour	Percentage of Daily Arriving Trips by Land Use		
	Fast Food Restaurant w/ Drive Thru Window	Coffee Kiosk	Retail Shopping Center
6 a.m. to 7 a.m.	1.1	14.0	0.8
7 a.m. to 8 a.m.	3.1	16.8	2.0
8 a.m. to 9 a.m.	3.3	14.0	3.1
9 a.m. to 10 a.m.	3.5	10.0	5.5
10 a.m. to 11 a.m.	4.5	6.0	7.0
11 a.m. to Noon	8.1	4.0	8.4
Noon to 1 p.m.	14.9	4.0	9.4
1 p.m. to 2 p.m.	12.1	3.3	8.2
2 p.m. to 3 p.m.	7.6	3.3	7.7
3 p.m. to 4 p.m.	6.1	3.3	7.8
4 p.m. to 5 p.m.	5.2	4.0	8.0
5 p.m. to 6 p.m.	5.9	4.0	8.4
6 p.m. to 7 p.m.	7.0	3.1	8.0
7 p.m. to 8 p.m.	6.9	3.1	7.9
8 p.m. to 9 p.m.	5.4	3.1	4.3
9 p.m. to 10 p.m.	3.8	3.0	1.8
10 p.m. to 6 a.m..	1.5	1.0	1.7
TOTAL	100	100	100

Trip Distribution

The trips associated with the Chick-fil-A and Rivergate Plaza fall within two categories: “New” trips that would otherwise not be on the study area roadway system and “Pass-by” trips that are

drawn from the stream of traffic already passing the site and simply stop at Rivergate Plaza as part of another trip. The distribution of each type of trip will differ.

Pass-By Trips. Pass-by trips drawn to the Chick-fil-A and Rivergate Plaza will come from traffic already on Sunrise Blvd, Coloma Road and Zinfandel Drive, and the distribution of pass-by trips will reflect factors such as the relative volume on each road in in each direction and the ease of access. For example, it is easier to simply turn right into Rivergate Plaza to make pass-by trips from southbound Sunrise Blvd, while trips from northbound Sunrise Blvd require waiting at the traffic signal to turn left. Table 7 identifies the distribution assumptions made for Pass-by trips for the various uses included in this study.

**TABLE 7
TRIP DISTRIBUTION ASSUMPTIONS**

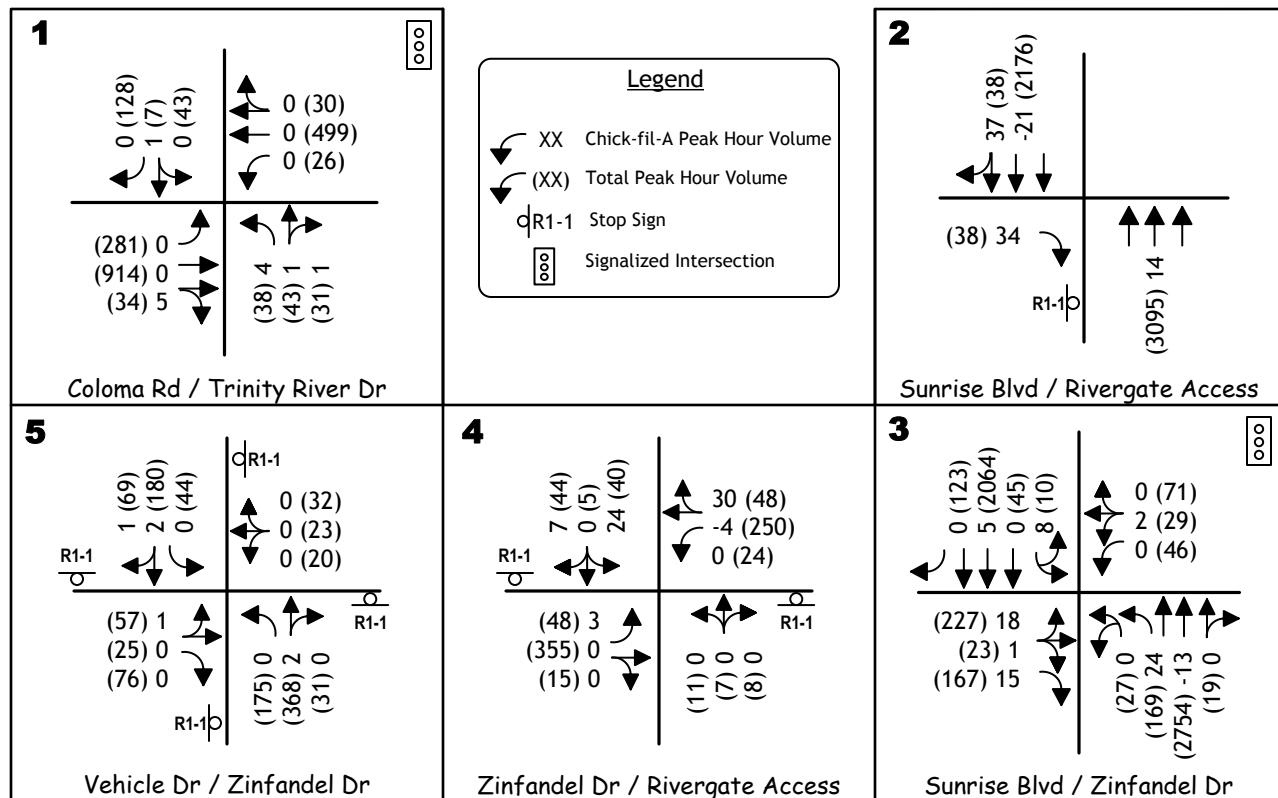
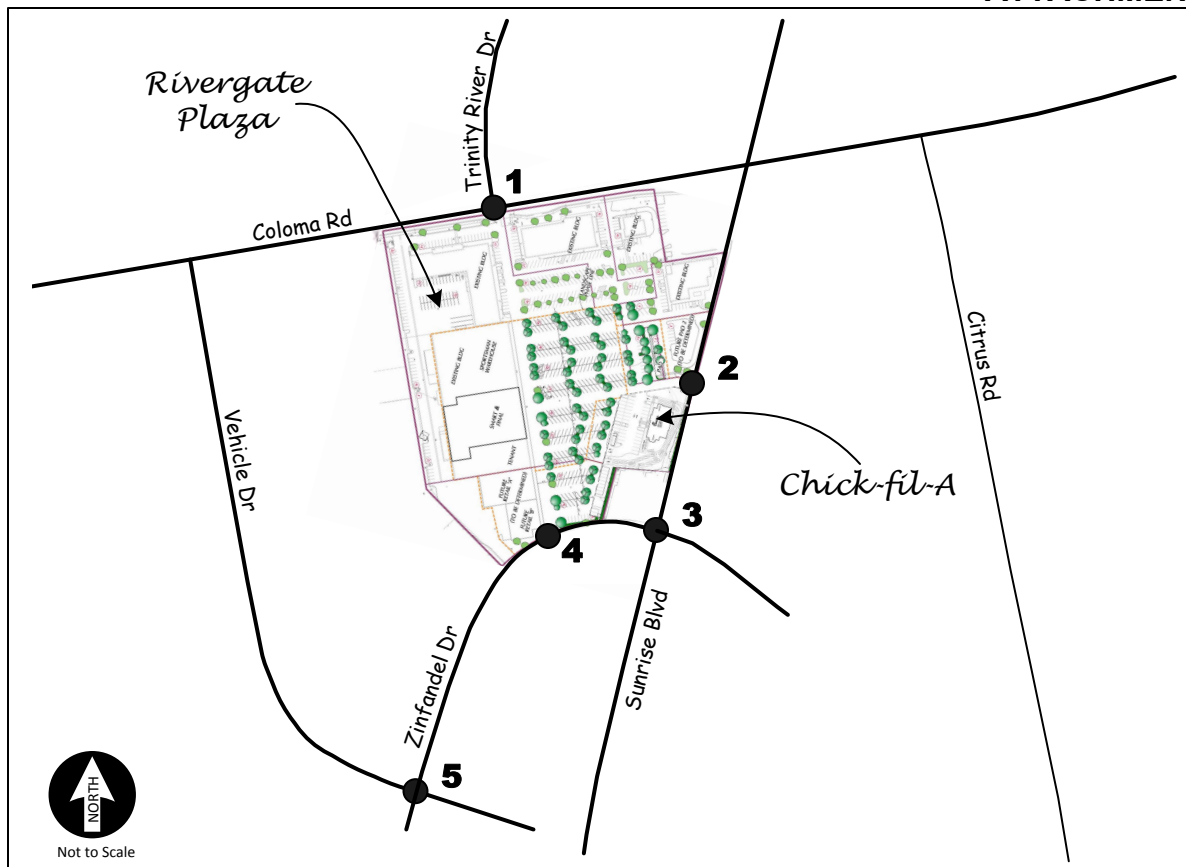
Direction	PM Peak Hour Percent Distribution				
	Pass-By Trips				
	Chick-fil-A	2 nd Fast Food and Kiosk	North Retail 2344 Sunrise	South Retail 2344 Sunrise and Future A-B	
Northbound on Sunrise Blvd	35%	40%	30%	40%	
Southbound on Sunrise Blvd	55%	60%	40%	50%	
Eastbound on Coloma Road	-	-	10%		
Westbound on Coloma Road	-	-	10%		
Eastbound on Zinfandel Drive	-	-	5%	5%	
Westbound on Zinfandel Drive	10%	-	5%	5%	
Total Pass-By	100%	100%	100%		
Direction	Route				All New Trips
North	Sunrise Blvd beyond Coloma Road				35.0%
	Trinity River Drive beyond Coloma Road				2.5%
	Vehicle Drive north of Zinfandel Drive				2.5%
East	Coloma Road beyond Sunrise Blvd				7.5%
	Zinfandel Drive beyond Sunrise Blvd				5.0%
South	Sunrise Blvd beyond Zinfandel Drive				30.0%
West	Coloma Road beyond Trinity River Drive				12.5%
	Zinfandel Drive beyond Vehicle Drive				5.0%
Total New Trips					100.00%

New Trips. The geographical distribution of new vehicle trips associated with the proposed project reflects the general trade area of these uses within the Rancho Cordova / Sacramento County area. The distribution pattern for the project's new trips is also identified in Table 7.

Trip Assignment

Trips that would be generated by the proposed Chick-fil-A and by the balance of Rivergate Plaza project were assigned to the study area street system based on the location of access and in the case of alternative routes, on the relative convenience associated with using each access. For example, all traffic arriving at Chick-fil-A from the north on Sunrise Blvd would turn right at the existing driveway adjoining the project. Conversely, trips leaving Chick-fil-A and headed north on Sunrise Blvd will be split between motorists who elect to turn right and make a u-turn at Zinfandel Drive (50%) and those who use the Rivergate Plaza Driveway on Zinfandel Drive (50%). Similarly, northbound trips arriving on Sunrise Blvd will turn left onto Zinfandel Drive, but exiting traffic will use the Sunrise Blvd driveway to go south.

Figure 4 presents the resulting project trip assignment for Chick-fil-A alone, as well as the sum of trips generated by Chick-fil-A and existing study area traffic.



EXISTING PLUS CHICK-FIL-A TRAFFIC VOLUMES AND LANE CONFIGURATIONS

EXISTING PLUS CHICK-FIL-A PROJECT TRAFFIC CONDITIONS

This report section identifies traffic conditions that are expected with development of the project alone.

Existing Plus Project Traffic Conditions

The sum of trips associated with the Chick-fil-A restaurant and existing background traffic volumes were used to calculate the intersection and driveway Levels of Service presented in the tables which follow and to evaluate traffic signal warrants.

Existing Plus Chick-fil-A Impacts to Traffic Operations. Table 8 identifies the p.m. peak hour Level of Service occurring at study area intersections with the addition of Chick-fil-A project traffic. As shown, the Levels of Service at each location will continue to satisfy City of Rancho Cordova's minimum LOS D standard. Therefore, the project's impact to all study intersections is not significant.

**TABLE 8
EXISTING PLUS PROJECT AND CUMULATIVE CONDITIONS
PM PEAK HOUR INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Control	Existing		Existing Plus Chick-fil-A		Cumulative	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (veh/sec)	LOS
1	Coloma Rd / Trinity River Dr	Signal	16.2	B	16.3	B	24.1	C
2	Sunrise Blvd / Rivergate Plaza Eastbound right turn	EB Stop	25.7	D	31.0	D	40.6	E
3	Sunrise Blvd / Zinfandel Dr	Signal	27.8	C	30.1	D	38.6	D
4	Zinfandel Dr / Rivergate Plaza Northbound approach Southbound approach	NB/SB Stop	16.0 13.3	C B	16.5 16.0	C C	19.2 26.0	C D
5	Zinfandel Dr / Vehicle Dr	All-Way Stop	13.6	B	13.7	B	14.3	B

Existing Plus Chick-fil-A Traffic Signal Warrants. The volume of traffic associated with the Chick-fil-A restaurant at the Zinfandel Drive / Vehicle Drive intersection has been estimated based on the information presented previously in the discussion of project characteristics. The total daily trip generation estimate, share of daily trips within each hour, pass-by trip percentage and directional distribution for new trips have been combined to identify the number of trips added during each hour addressed under the 8-hr traffic signal warrant. As noted in Table 8, Chick-fil-A would add a handful of trips to the intersection, with a maximum of 10 trips added on the Zinfandel Drive approaches during the noon to 1:00 p.m. hour. However, this increase

does not alter the existing conclusions regarding satisfaction of traffic signal warrant requirements in any of the 8 hours hour.

Similarly, review of 4-hr and Peak Hour warrants with the addition of project trips reveals that the same conclusions can be reached as were identified for existing condition. In summary, development of Chick-fil-A does not result in satisfaction of traffic signal warrants at the Zinfandel Drive / Vehicle Drive intersection.

Existing Plus Chick-fil-A and other Rivergate Plaza Development Traffic Signal Warrants at Zinfandel Drive / Vehicle Drive Intersection. As similar investigation of 8-hr, 4-hr and Peak Hour traffic signal warrants was also conducted assuming occupancy of planned development at Rivergate Plaza. As noted in Table 9, this cumulative development would result in greater traffic volumes through the intersection.

8-hr Warrants. With the addition of cumulative traffic the Condition A (Minimum Vehicle Volume) requirement is satisfied for 2 of 8 hours, the 80% threshold is reached for another 4 hours and during one hour the volume on Vehicle Drive is within two vehicles of reaching the 80% level. Condition B (Interruption of Continuous Traffic) is satisfied for two hours and the 80% level is reached for another two hours. Based on this information, the 8-hr warrant is not satisfied for the cumulative condition.

4-hr Warrants. The cumulative hourly volumes for the four highest volume hours were plotted on figure 4c-2 (attached). As indicated, as with the existing condition only one combination of volumes falls above the curve used to establish satisfaction of the 4 hr warrant. The 4-hr warrant is not satisfied.

Peak Hour Warrants. The highest volume hour (4:45 to 5:45 p.m.) under Existing Plus Chick-fil-A and cumulative Rivergate Plaza development was plotted on MUTCD figure 4c-4 (attached). As indicated, as with existing conditions these volumes fall well below the curve used to establish satisfaction of the warrant. Thus, the peak hour warrant is not satisfied.

TABLE 9
EXISTING PLUS CHICK-FIL-A AND CUMULATIVE TRAFFIC VOLUMES
AT ZINFANDEL DRIVE / VEHICLE DRIVE INTERSECTION

Hourly Traffic Volumes									
Approach Lanes		Volume							
		8-9 am	11-noon	Noon 1 pm	2-3 pm	3-4 pm	4-5 pm	5-6 pm	6-7 pm
Zinfandel Drive both directions	Existing	575	553	517	551	615	723	841	637
	Chick-fil-A	2	6	10	5	4	4	4	5
	Ex + Chick	577	559	518	556	619	727	845	642
	Cumulative	13	27	33	25	24	24	26	25
	Total	590	586	551	581	643	751	871	667
Southbound Vehicle Drive	Existing	160	116	126	131	136	132	170	112
	Chick-fil-A	0	1	2	1	1	1	1	1
	Ex + Chick	160	117	128	132	137	133	171	113
	Cumulative	3	5	7	5	5	5	5	5
	Total	163	122	135	137	142	138	176	118
	Minimum Volume	Cumulative with Chick-fil-A Status?							
Condition A – Minimum Vehicular Volume	500 (400)	Y	Y	Y	Y	Y	Y	Y	Y
	150 (120)	Y	80%	80%	80%	80%	80%	Y	<80%
Condition B – Interruption of Continuous Traffic	750 (600)	N	N	N	N	80%	Y	Y	80%
	75 (60)	Y	Y	Y	Y	Y	Y	Y	Y
Y indicates warrant 100% satisfied. 80% indicates volume is more than 80% of the minimum volume. N indicates observed volume is less than 80% of the warrant requirement									

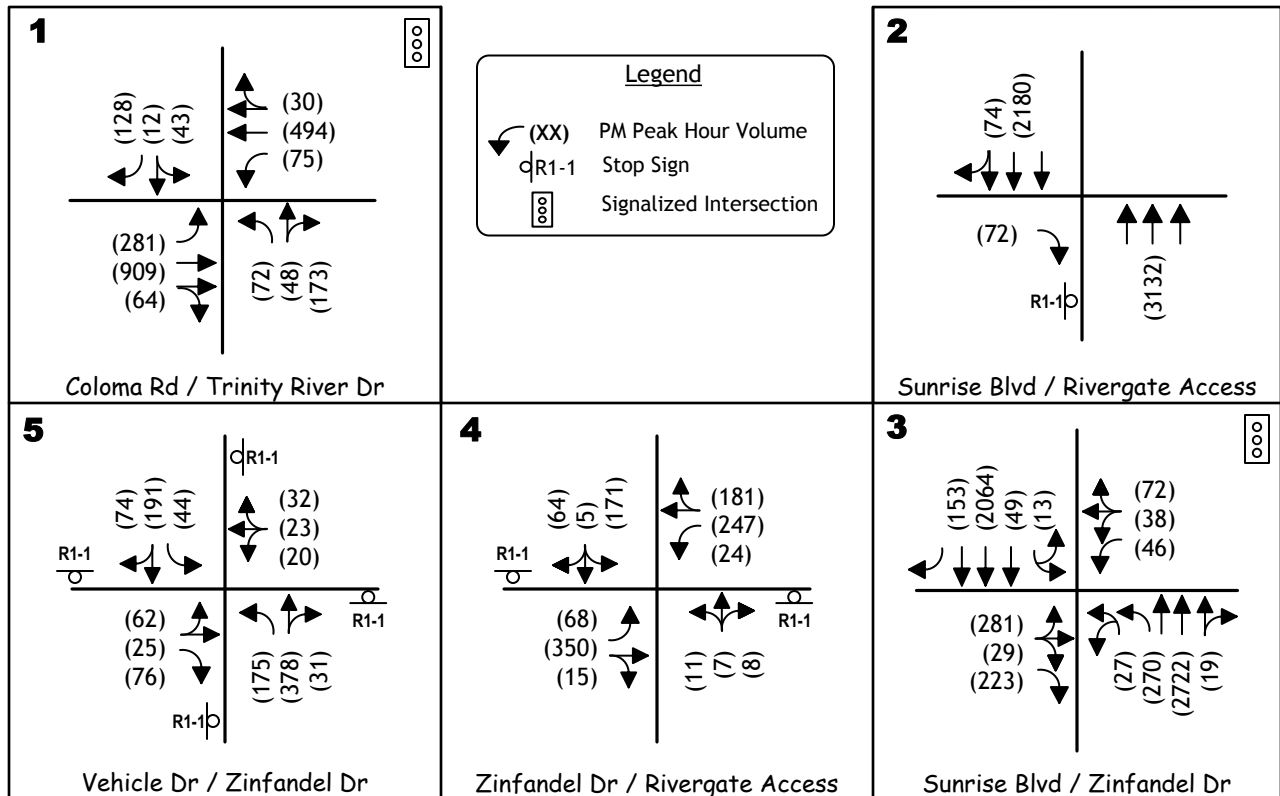
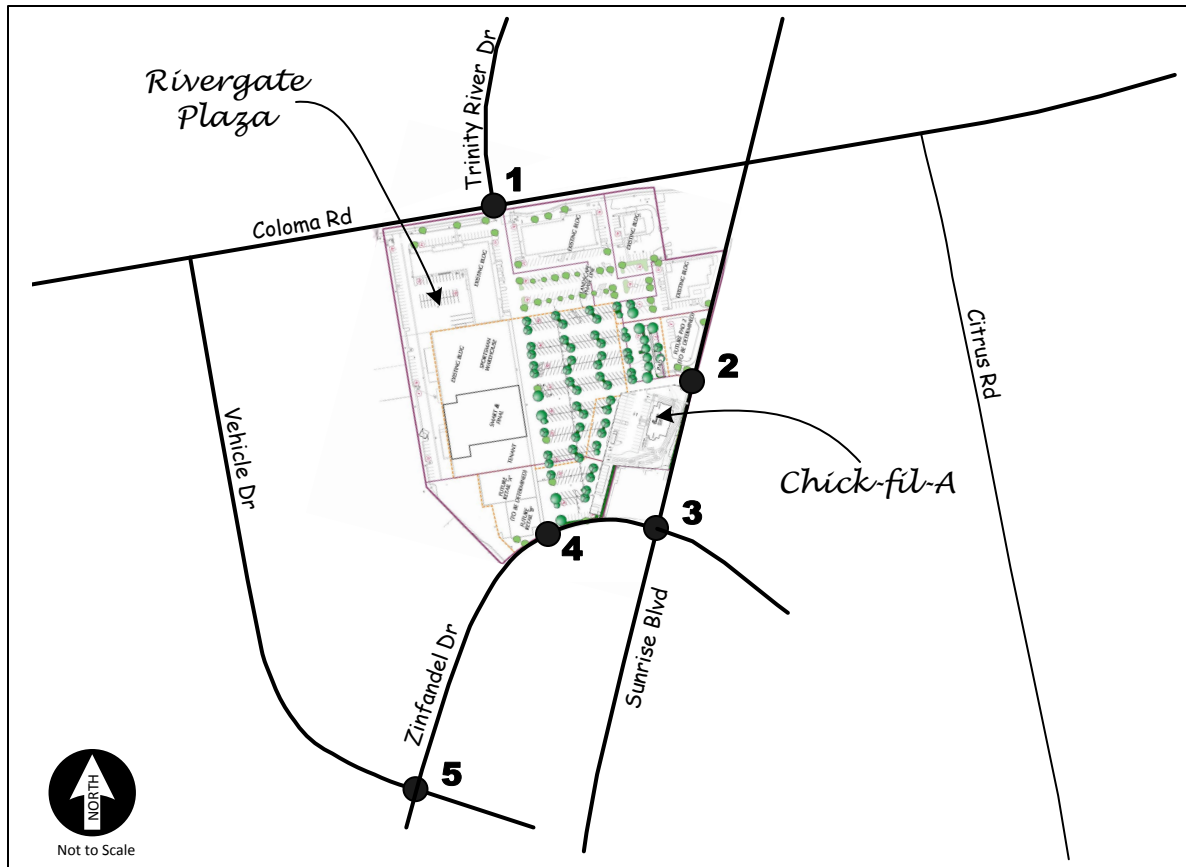
EXISTING PLUS CHICK-FIL-A AND CUMULATIVE RIVERGATE PLAZA PROJECTS CONDITIONS

This section of this traffic study describes operating conditions under a near-term background scenario that assumes the remaining projects in Rivergate Plaza have been occupied (i.e., cumulative development). The intent of this analysis is to evaluate the adequacy of site access and internal circulation under cumulative conditions.

Cumulative Traffic Volume Forecasts and Intersection Levels of Service

The additional new and pass-by trips associated the possible uses at Rivergate Plaza were assigned to the study area intersections based on the trip generation, distribution and assignment assumptions presented earlier. The resulting p.m. peak hour volumes that combine existing volumes, Chick-fil-A trips and these cumulative trips are presented in Figure 5.

These volumes were used to calculate the cumulative Levels of Service previously presented in Table 9. Information regarding intersection and driveway queuing has been derived from these calculations. As noted, with one exception each intersection will continue to opera with Levels of Service that satisfy the City of Rancho Cordova's minimum LOS D standard. The driveway on Sunrise Blvd adjoining the Chick-fil-A is projected to operate at LOS E during the p.m. peak hour. While this level of Service exceeds the City's minimum, it is important to recall that another driveway is available on Sunrise Blvd roughly 175 feet to the north. The cumulative project trip assignment assumes 30 right turning vehicles at that location, as compared to 72 at the southern location. It is likely that a more equal distribution may be achieved and the number of vehicles at the southern driveway reduced if appreciable delay were to occur.



CUMULATIVE PLUS CHICK-FIL-A TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Access and Circulation Issues

The adequacy of Rivergate Plaza access and internal circulation has been evaluated to determine whether significant safety or operational impacts can be anticipated and whether changes to the proposed site plan are needed to mitigate those impacts.

Based on review of the project site plan, five primary considerations were identified.

- Are driveway throats adequate to accommodate traffic queuing at exits from the site, or could projected queues interfere with entering traffic to the point that flow of traffic on adjoining streets was affected?
- Do Chick-fil-A trips or cumulative traffic volumes appreciably affect the westbound Zinfandel Drive merging area to the point that improvements are needed to safely accommodate projected traffic?
- Do Chick-fil-A trips or cumulative traffic volumes appreciably affect traffic operations at the Coloma Road / Trinity River Drive access to Rivergate Plaza?
- Can all vehicle movements be accommodated within the internal circulation system?
- Is truck access adequate?
- Are Chick-fil-A drive-thru aisles located adequately?

Driveway Throat Depth. Table 10 identifies the length of the throat available at each driveway and compares that depth to the 95th percentile queue anticipated during the p.m. peak hour under Existing, Existing Plus Chick-fil-A and Cumulative conditions. In each case, the throat depth was measured from the back of sidewalk to the point where a queuing vehicle would block an adjoining aisle or parking space. 95th Percentile queues were calculated as part of Level of Service analysis.

At the **Sunrise Blvd access** progressively longer exiting queues would affect operation if they reach the first aisle that extends to the north (i.e., 60'), to the planned kiosk exit (i.e., 90') or to the aisle that is the main entrance for Chick-fil-A (i.e., 135'). At this driveway the cumulative exiting volume of 72 vehicles is equivalent to an average of three vehicles per 150 second signal cycle. Because delays for exiting right turns are relatively short, the 95th percentile queue is projected to be less than 1 vehicle, and the available throat depth is adequate.

At the **Rivergate Plaza main Zinfandel Drive access** progressively longer queues would block the existing intersecting aisles, but the significance of queuing will change as the southern portion of Rivergate Plaza is redeveloped. Today parking aisles extend in both directions from this main driveway, and a queue of only 30 feet would block the route into the first westerly aisle. However, the ultimate plan for Rivergate Plaza replaces this parking area with new buildings (i.e., Future A and B). At that time, queuing would only affect the routes for motorists turning left from eastside parking aisles to head to Zinfandel Drive. A queue of 50 feet could be accommodated before the first intersecting aisle was reached. The next aisle is "inbound" and not affected by queuing. A queue of 170 feet would reach the third aisle "outbound". Under current conditions the exiting volume is relatively small and the 95th percentile queue is less than

1 vehicle. The exiting volume increases slightly with the addition of Chick-fil-A trips, but the 95th percentile queue remains less than 1 vehicle. Under cumulative conditions the exiting volume would be greater and the 95th percentile queue would be 4 vehicles. Under cumulative conditions it may prove to be difficult to exit the first intersecting aisle during peak periods.

Operating conditions at the **Rivergate Plaza exit onto Coloma Road** may become problematic because the available throat depth is very short and the approach design is constrained. Under cumulative conditions the 95th percentile queues in the thru+right turn lane and left turn lane are 2-3 vehicles, which extend well beyond the first intersecting aisle and well into the area of perpendicular parking.

It is important to recall however, that this intersection has operated previously with full occupancy of Rivergate Plaza which likely resulted in traffic volumes that are similar to the forecasts made herein.

Options of improving traffic conditions at this location include:

1. Reconfiguring the layout of the intersecting parking aisle to create one-way westbound flow. This would help eliminate the conflict created by queuing traffic.
2. Eliminating some of the perpendicular parking adjoining the exit.
3. Reconstructing the northbound approach to provide a more conventional design with standard curb returns. This option would however, require extensive renovation of the intersection in order to accommodate changes to pedestrian facilities, as well as utilities, etc.

Merging Area on Westbound Zinfandel Drive. Development of Chick-fil-A and the other uses in Rivergate Plaza will increase the number of northbound left turns onto westbound Zinfandel Drive. Chick-fil-A could add 24 left turns in the p.m. peak hour, or on average 1 vehicle per signal cycle. This additional traffic would not have an appreciable effect on the use of the merging area, and no change would be needed for Chick-fil-A alone. Another 100 left turns would be added by full occupancy of Rivergate Plaza, which would average 4 vehicles per signal cycle or 2 vehicles in each lane during each cycle. Cumulative conditions could justify re-striping Zinfandel Drive to lengthen the merging area, as noted in the discussion of existing conditions.

**TABLE 10
DRIVEWAY THROAT DEPTH ASSESSMENT**

Location	Movement	Throat Depth (feet)	Existing PM Peak Hour			Ex Plus Chick-fil-A			Cumulative			
			Vol	95 th Percentile Queue		Vol	95 th Percentile Queue		Vol	95 th Percentile Queue		Adequate?
				veh	distance		veh	distance		veh	distance	
Sunrise Blvd Exit	Right turn	60	1	<1	<25	38	<1	<25	72	2	50	Yes
Zinfandel Drive Exit	Left+right turn	50	48	<1	<25	89	<1	<25	240	4	100	Yes
Trinity River Drive Exit	Left turn	25	34	2	50	38	2	50	72	2	50	No
	Thru+right turn	25	72	2	5	74	2	50	221	3	75	No

Internal Circulation. Review of the layout of the Rivergate Plaza internal circulation system indicates that the plan provides adequate room for passenger vehicles to turn without creating conflicts with opposing traffic. The Chick-fil-A plan locates its parking lot access on the west and north ends of the site. The western access is located onto an aisle parallel to Sunrise Blvd at a location that is between one-way aisles serving the balance of Rivergate Plaza. The northern access is on a main two-way route providing access to the balance of Rivergate Plaza. Sight distance is adequate and no changes are required.

Drive-Thru Access and Design. The City of Rancho Cordova has the following standards for Drive-Thru windows:

- E. Development and Design Standards. The following standards shall be the minimum requirements for all drive-through windows and remote tellers. Deviations from these provisions may be considered through the issuance of a conditional use permit.
1. Drive-Through and Remote Teller Aisles. The minimum standards for drive-through aisles are as follows:
 - a. Aisles shall have a 12-foot minimum width on curves and an 11-foot minimum width on straight sections.
 - b. Aisles shall provide at least 180 feet of reservoir space for each facility, as measured from the service window or unit to the entry point into the drive-up lane. Nonfood and/or non-beverage businesses may reduce the stacking space to a minimum of 60 feet. Exceptions may be granted by the designated approving authority when an applicant demonstrates that the required reservoir space is unnecessary.
 - c. Aisle entrances and exits shall be at least 25 feet from an intersection of public rights-of-way, measured at the closest intersecting curbs, and at least 25 feet from the curb-cut on an adjacent property. When an aisle encroaches into the front yard and side street setbacks, 25 feet of landscaping shall be provided, with at least 10 feet of landscaping between the aisle and right-of-way. Exceptions may be granted by the designated approving authority when aisle pull-out spaces are provided.
 - d. Aisles shall be separated from the site's ingress and egress routes or access to a parking space.
 - e. Landscaping of Drive-Through Aisles. Landscaping of drive-through aisles shall be consistent with the requirements of RCMC 23.716.060(C) (Screening of Drive-Through Aisles).
 2. Pedestrian Access and Crossings. Pedestrian access shall be provided from each abutting street to the primary entrance with a continuous, minimum four-foot-wide sidewalk or delineated walkway. Generally, pedestrian walkways should not intersect the drive-through aisles, but where they do the walkways shall have clear visibility

- and shall be delineated by textured and colored paving and shall be clearly signed to alert vehicles in the drive-through aisles.
3. Parking. Drive-up windows, remote tellers, and drive-through aisles shall be designed and constructed to be consistent with the requirements of Chapter 23.719 RCMC (Parking and Loading). The placement of drive-up windows, remote tellers, and drive-through aisles shall not be considered as justification for reducing the number of parking spaces which are otherwise required.
 4. Congestion. The conditional use permit is revocable if congestion attributable to the facility regularly occurs on public streets or within the parking lot and the management cannot alleviate the situation.
 5. Noise. Drive-up windows and their order stations with amplified sound shall be located to reduce the noise impact on adjacent property to less than 45 dB as measured at the nearest residential property line.
 6. Signs. Signage for drive-up windows and remote tellers shall be consistent with the requirements of Chapter 23.743 RCMC (Signs).
 7. Drive-through windows shall be visible from a public way to ensure that all activity can be viewed from an adjacent street. [Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 5.4.030)].

The Chick-fil-A plan identifies the layout of a drive-thru aisle with two parallel ordering boards. The payment window is on the east side of the building and the pick-up window is on the north side of the building. This layout provides a combined total of roughly 380 feet of queuing area from the drive-thru's entrance to the ordering window. Thus the design greatly exceeds the City's 180 foot minimum.

The drive-thru entrance is 240 feet from Zinfandel Drive and 160 feet from Sunrise Blvd. Thus, the design satisfies the City's standard for distance from public right of way.

The design does propose two pedestrian crossings through the drive-thru aisle. A pedestrian walkway connects Chick-fil-A with Sunrise Blvd, and the walkway runs along the north side of the drive-thru aisle. Two walkways cross the aisle. One is at the curve in the aisle between the payment window and the pick-up window. The other aisle is immediately west of the pick-up window. Both are intended to comply with ADA.

To comply with City requirements, the crossings will need to be delineated by textured and colored paving, and signs will need to be added to alert vehicles in the drive-through aisles to the crossings.

The drive-thru will be visible from Sunrise Blvd, meeting the City's criteria for security.

Truck Access. The major tenants of Rivergate Plaza will continue to take truck deliveries on the back side of the center. The delivery area has separate driveways on Zinfandel Drive and on Coloma Road.

Like most fast food restaurants Chick-fil-A takes truck deliveries a few times each week during off-peak hours. No designated truck parking area is proposed, and trucks would stage in the parking aisle fronting the store. Because trucks arrive during off-peak times, short term parking in this area would not interfere with access to the balance of Rivergate Plaza. Trucks could reach the staging area from Zinfandel Drive by turning up the main Rivergate Plaza frontage aisle. A right turn would lead directly to the Chick-fil-A entrance. Alternatively, trucks could arrive directly from southbound Sunrise Blvd. Trucks can exit via the connection to Sunrise Blvd or use the main two-way aisle that leads back to the storefront and Zinfandel Drive.

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APPENDICES

Traffic Counts
Level of Service Calculations

ALL TRAFFIC DATA

City of Rancho Cordova
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 14-7083-001 Trinity River Drive-Coloma Road.ppd
 Date : 2/19/2014

Unshifted Count = All Vehicles

	Trinity River Drive Southbound					Coloma Road Westbound					Shopping Center Access Northbound					Coloma Road Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	17	1	28	0	46	2	132	11	0	145	5	13	5	0	23	40	170	7	0	217	431	0
16:15	11	2	29	0	42	13	120	13	0	146	7	7	12	0	26	57	195	7	0	259	473	0
16:30	13	5	29	0	47	5	111	15	0	131	2	15	2	0	19	49	206	7	0	262	459	0
16:45	12	1	35	0	48	9	117	7	0	133	7	14	11	0	32	66	231	10	0	307	520	0
Total	53	9	121	0	183	29	480	46	0	555	21	49	30	0	100	212	802	31	0	1045	1883	0
17:00	11	3	23	0	37	3	118	8	0	129	8	8	6	0	22	62	222	7	0	291	479	0
17:15	9	2	26	0	37	7	145	9	0	161	9	11	4	0	24	89	273	5	0	367	589	0
17:30	11	0	44	0	55	7	119	6	0	132	10	9	9	0	28	64	188	7	0	259	474	0
17:45	13	8	51	0	72	10	117	11	0	138	7	14	11	0	32	59	177	11	0	247	489	0
Total	44	13	144	0	201	27	499	34	0	560	34	42	30	0	106	274	860	30	0	1164	2031	0
Grand Total	97	22	265	0	384	56	979	80	0	1115	55	91	60	0	206	486	1662	61	0	2209	3914	0
Apprch %	25.3%	5.7%	69.0%	0.0%		5.0%	87.8%	7.2%	0.0%		26.7%	44.2%	29.1%	0.0%		22.0%	75.2%	2.8%	0.0%			
Total %	2.5%	0.6%	6.8%	0.0%	9.8%	1.4%	25.0%	2.0%	0.0%	28.5%	1.4%	2.3%	1.5%	0.0%	5.3%	12.4%	42.5%	1.6%	0.0%	56.4%	100.0%	

PM PEAK HOUR	Trinity River Drive Southbound					Coloma Road Westbound					Shopping Center Access Northbound					Coloma Road Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	12	1	35	0	48	9	117	7	0	133	7	14	11	0	32	66	231	10	0	307	520
17:00	11	3	23	0	37	3	118	8	0	129	8	8	6	0	22	62	222	7	0	291	479
17:15	9	2	26	0	37	7	145	9	0	161	9	11	4	0	24	89	273	5	0	367	589
17:30	11	0	44	0	55	7	119	6	0	132	10	9	9	0	28	64	188	7	0	259	474
Total Volume	43	6	128	0	177	26	499	30	0	555	34	42	30	0	106	281	914	29	0	1224	2062
% App Total	24.3%	3.4%	72.3%	0.0%		4.7%	89.9%	5.4%	0.0%		32.1%	39.6%	28.3%	0.0%		23.0%	74.7%	2.4%	0.0%		
PHF	.896	.500	.727	.000	.805	.722	.860	.833	.000	.862	.850	.750	.682	.000	.828	.789	.837	.725	.000	.834	.875

ALL TRAFFIC DATA

City of Rancho Cordova
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7083-002 Sunrise Boulevard-Zinfandel Drive.ppd

Date : 2/19/2014

Unshifted Count = All Vehicles

START TIME	Sunrise Boulevard Southbound					Zinfandel Drive Westbound					Sunrise Boulevard Northbound					Zinfandel Drive Eastbound					Total	Turn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	18	520	39	0	577	14	2	17	0	33	42	736	2	7	787	33	5	37	0	75	1472	7
16:15	13	454	35	1	503	18	1	20	0	39	44	676	3	11	734	33	7	54	0	94	1370	12
16:30	6	472	22	0	500	14	9	15	0	38	44	733	6	5	788	37	4	40	0	81	1407	5
16:45	12	551	36	1	600	11	5	14	0	30	32	712	5	8	757	52	2	22	0	76	1463	9
Total	49	1997	132	2	2180	57	17	66	0	140	162	2857	16	31	3066	155	18	153	0	326	5712	33
17:00	10	521	35	0	566	12	7	25	0	44	32	623	7	9	671	68	11	45	0	124	1405	9
17:15	17	515	30	1	563	9	6	17	0	32	37	699	1	5	742	52	5	45	0	102	1439	6
17:30	14	479	21	0	514	22	7	16	0	45	34	612	4	9	659	45	7	41	0	93	1311	9
17:45	11	539	29	0	579	16	7	15	0	38	28	667	6	7	708	48	15	32	0	95	1420	7
Total	52	2054	115	1	2222	59	27	73	0	159	131	2601	18	30	2780	213	38	163	0	414	5575	31
Grand Total	101	4051	247	3	4402	116	44	139	0	299	293	5458	34	61	5846	368	56	316	0	740	11287	64
Apprch %	2.3%	92.0%	5.6%	0.1%		38.8%	14.7%	46.5%	0.0%		5.0%	93.4%	0.6%	1.0%		49.7%	7.6%	42.7%	0.0%			
Total %	0.9%	35.9%	2.2%	0.0%	39.0%	1.0%	0.4%	1.2%	0.0%	2.6%	2.6%	48.4%	0.3%	0.5%	51.8%	3.3%	0.5%	2.8%	0.0%	6.6%	100.0%	

PM PEAK HOUR	Sunrise Boulevard Southbound					Zinfandel Drive Westbound					Sunrise Boulevard Northbound					Zinfandel Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	6	472	22	0	500	14	9	15	0	38	44	733	6	5	788	37	4	40	0	81	1407
16:45	12	551	36	1	600	11	5	14	0	30	32	712	5	8	757	52	2	22	0	76	1463
17:00	10	521	35	0	566	12	7	25	0	44	32	623	7	9	671	68	11	45	0	124	1405
17:15	17	515	30	1	563	9	6	17	0	32	37	699	1	5	742	52	5	45	0	102	1439
Total Volume	45	2059	123	2	2229	46	27	71	0	144	145	2767	19	27	2958	209	22	152	0	383	5714
% App Total	2.0%	92.4%	5.5%	0.1%		31.9%	18.8%	49.3%	0.0%		4.9%	93.5%	0.6%	0.9%		54.6%	5.7%	39.7%	0.0%		
PHF	.662	.934	.854	.500	.929	.821	.750	.710	.000	.818	.824	.944	.679	.750	.938	.768	.500	.844	.000	.772	.976

ALL TRAFFIC DATA

City of Rancho Cordova
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 14-7083-003 Shopping Center Access-Zinfandel Drive.ppd
 Date : 2/19/2014

Unshifted Count = All Vehicles

	Shopping Center Access Southbound					Zinfandel Drive Westbound					Driveway Northbound					Zinfandel Drive Eastbound					Total	Uturn Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	1	2	9	0	12	15	66	5	0	86	3	2	2	0	7	15	68	3	0	86	191	0
16:15	7	1	5	0	13	4	70	2	0	76	1	0	6	0	7	9	73	2	0	84	180	0
16:30	4	2	6	0	12	5	66	6	0	77	3	3	1	0	7	16	80	3	0	99	195	0
16:45	4	2	6	0	12	11	57	4	0	72	3	1	2	0	6	14	67	4	0	85	175	0
Total	16	7	26	0	49	35	259	17	0	311	10	6	11	0	27	54	288	12	0	354	741	0
17:00	1	0	9	0	10	3	65	4	0	72	3	1	2	0	6	9	111	3	0	123	211	0
17:15	7	1	16	0	24	5	66	4	0	75	2	2	3	0	7	6	97	5	0	108	214	0
17:30	4	0	8	0	12	4	54	5	0	63	1	0	1	0	2	15	87	7	0	109	186	0
17:45	4	1	11	0	16	3	53	4	0	60	2	0	4	0	6	7	76	7	0	90	172	0
Total	16	2	44	0	62	15	238	17	0	270	8	3	10	0	21	37	371	22	0	430	783	0
Grand Total	32	9	70	0	111	50	497	34	0	581	18	9	21	0	48	91	659	34	0	784	1524	0
Apprch %	28.8%	8.1%	63.1%	0.0%		8.6%	85.5%	5.9%	0.0%		37.5%	18.8%	43.8%	0.0%		11.6%	84.1%	4.3%	0.0%			
Total %	2.1%	0.6%	4.6%	0.0%	7.3%	3.3%	32.6%	2.2%	0.0%	38.1%	1.2%	0.6%	1.4%	0.0%	3.1%	6.0%	43.2%	2.2%	0.0%	51.4%	100.0%	

PM PEAK HOUR	Shopping Center Access Southbound					Zinfandel Drive Westbound					Driveway Northbound					Zinfandel Drive Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	4	2	6	0	12	5	66	6	0	77	3	3	1	0	7	16	80	3	0	99	195
16:45	4	2	6	0	12	11	57	4	0	72	3	1	2	0	6	14	67	4	0	85	175
17:00	1	0	9	0	10	3	65	4	0	72	3	1	2	0	6	9	111	3	0	123	211
17:15	7	1	16	0	24	5	66	4	0	75	2	2	3	0	7	6	97	5	0	108	214
Total Volume	16	5	37	0	58	24	254	18	0	296	11	7	8	0	26	45	355	15	0	415	795
% App Total	27.6%	8.6%	63.8%	0.0%		8.1%	85.8%	6.1%	0.0%		42.3%	26.9%	30.8%	0.0%		10.8%	85.5%	3.6%	0.0%		
PHF	.571	.625	.578	.000	.604	.545	.962	.750	.000	.961	.917	.583	.667	.000	.929	.703	.800	.750	.000	.843	.929

ALL TRAFFIC DATA

City of Rancho Cordova
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 14-7083-004 Sunrise Boulevard-Shopping Center Access.pj
 Date : 2/19/2014

Unshifted Count = All Vehicles

START TIME	Sunrise Boulevard Southbound					Westbound					Sunrise Boulevard Northbound					Shopping Center Access Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	601	1	0	602	0	0	0	0	0	0	773	0	0	773	0	0	2	0	2	1377	0
16:15	0	502	0	0	502	0	0	0	0	0	0	742	0	0	742	0	0	2	0	2	1246	0
16:30	0	499	0	0	499	0	0	0	0	0	0	769	0	0	769	0	0	0	0	0	1268	0
16:45	0	595	0	0	595	0	0	0	0	0	0	797	0	0	797	0	0	0	0	0	1392	0
Total	0	2197	1	0	2198	0	0	0	0	0	0	3081	0	0	3081	0	0	4	0	4	5283	0
17:00	0	596	1	0	597	0	0	0	0	0	0	706	0	0	706	0	0	1	0	1	1304	0
17:15	0	539	0	0	539	0	0	0	0	0	0	760	0	0	760	0	0	1	0	1	1300	0
17:30	0	512	1	0	513	0	0	0	0	0	0	695	0	0	695	0	0	1	0	1	1209	0
17:45	0	590	2	0	592	0	0	0	0	0	0	734	0	0	734	0	0	4	0	4	1330	0
Total	0	2237	4	0	2241	0	0	0	0	0	0	2895	0	0	2895	0	0	7	0	7	5143	0
Grand Total	0	4434	5	0	4439	0	0	0	0	0	0	5976	0	0	5976	0	0	11	0	11	10426	0
Apprch %	0.0%	99.9%	0.1%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%			
Total %	0.0%	42.5%	0.0%	0.0%	42.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.3%	0.0%	0.0%	57.3%	0.0%	0.0%	0.1%	0.0%	0.1%	100.0%	

PM PEAK HOUR	Sunrise Boulevard Southbound					Westbound					Sunrise Boulevard Northbound					Shopping Center Access Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	0	601	1	0	602	0	0	0	0	0	0	773	0	0	773	0	0	2	0	2	1377	
16:15	0	502	0	0	502	0	0	0	0	0	0	742	0	0	742	0	0	2	0	2	1246	
16:30	0	499	0	0	499	0	0	0	0	0	0	769	0	0	769	0	0	0	0	0	1268	
16:45	0	595	0	0	595	0	0	0	0	0	0	797	0	0	797	0	0	0	0	0	1392	
Total Volume	0	2197	1	0	2198	0	0	0	0	0	0	3081	0	0	3081	0	0	4	0	4	5283	
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		
PHF	.000	.914	.250	.000	.913	.000	.000	.000	.000	.000		.000	.966	.000	.000	.966	.000	.000	.500	.000	.500	.949

ALL TRAFFIC DATA

City of Rancho Cordova
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

(916) 771-9700
orders@scottraffic.com

File Name : 14-7083-005 Zinfandel Drive-Vehicle Drive.ppt
Date : 2/19/2014

Unshifted Count = All Vehicles

Zinfandel Drive Southbound					Driveway Westbound					Zinfandel Drive Northbound					Vehicle Drive Eastbound							
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturn Total
07:00	11	18	4	0	33	5	3	6	0	14	6	38	4	0	48	10	12	9	0	31	126	0
07:15	11	26	5	0	42	6	0	10	0	16	6	43	3	0	52	16	11	18	0	45	155	0
07:30	7	24	3	0	34	7	4	11	0	22	8	50	8	0	66	18	11	18	0	47	169	0
07:45	11	42	6	0	59	4	7	8	0	19	9	42	6	0	57	23	10	29	0	62	197	0
Total	40	110	18	0	168	22	14	35	0	71	29	173	21	0	223	67	44	74	0	185	647	0
08:00	20	58	9	0	87	6	7	6	0	19	14	65	5	0	84	18	10	24	0	52	242	0
08:15	10	33	11	0	54	13	10	17	0	40	13	53	10	0	76	20	12	9	0	41	211	0
08:30	25	34	14	0	73	4	4	8	0	16	13	43	9	0	65	17	13	14	0	44	198	0
08:45	25	41	9	0	75	8	7	11	0	26	8	44	9	0	61	7	9	7	0	23	185	0
Total	80	166	43	0	289	31	28	42	0	101	48	205	33	0	286	62	44	54	0	160	836	0
09:00	9	33	11	0	53	5	4	9	0	18	8	36	2	0	46	5	6	5	0	16	133	0
09:15	11	38	12	0	61	6	7	4	0	17	7	33	9	0	49	11	7	12	0	30	157	0
09:30	16	27	11	0	54	2	3	13	0	18	6	38	3	0	47	16	4	12	0	32	151	0
09:45	24	30	4	0	58	11	4	9	0	24	10	50	7	0	67	9	12	13	0	34	183	0
Total	60	128	38	0	226	17	23	37	0	77	31	157	21	0	209	41	29	42	0	112	624	0
10:00	15	27	10	0	52	11	13	17	0	41	12	48	3	0	63	6	5	11	0	22	178	0
10:15	9	35	3	0	47	6	7	17	0	30	10	43	3	0	56	7	6	11	0	24	157	0
10:30	12	29	13	0	54	5	5	9	0	19	6	44	4	0	54	5	1	12	0	18	145	0
10:45	10	35	16	0	61	3	4	14	0	21	10	50	3	0	63	9	4	13	0	26	171	0
Total	46	126	42	0	214	25	29	57	0	111	38	185	13	0	236	27	16	47	0	90	651	0
11:00	9	39	17	0	65	3	7	19	0	29	15	42	5	0	62	15	10	5	0	30	186	0
11:15	8	33	8	0	49	3	3	14	0	20	14	67	7	0	88	12	3	15	0	30	187	0
11:30	12	39	18	0	69	6	9	18	0	33	17	64	7	0	91	7	9	25	0	41	199	0
11:45	11	41	12	0	64	4	3	18	0	25	14	54	4	0	72	13	4	14	0	31	192	0
Total	40	152	55	0	247	15	21	59	0	95	60	227	19	0	306	53	22	41	0	116	764	0
12:00	11	49	14	0	74	4	1	3	0	8	14	40	3	0	57	15	3	11	0	29	168	0
12:15	20	32	19	0	71	6	2	8	0	16	17	44	8	0	69	11	4	13	0	28	184	0
12:30	10	34	21	0	65	2	4	10	0	16	13	50	0	0	63	16	2	11	0	29	173	0
12:45	13	38	11	0	62	7	7	7	0	14	14	41	1	0	56	19	6	15	0	40	172	0
Total	54	153	65	0	272	15	11	28	0	54	58	175	12	0	245	61	15	50	0	126	697	0
13:00	6	36	14	0	56	3	5	17	0	25	17	45	2	0	64	11	5	12	0	28	173	0
13:15	8	28	12	0	48	5	10	10	0	25	18	35	4	0	57	8	6	20	0	34	164	0
13:30	9	37	16	0	62	5	3	11	0	19	11	44	4	0	59	12	8	16	0	36	176	0
13:45	11	49	16	0	76	5	8	12	0	25	13	49	7	0	69	9	2	11	0	22	192	0
Total	34	150	58	0	242	18	26	50	0	94	59	173	17	0	249	40	21	59	0	120	705	0
14:00	7	59	9	0	75	3	4	10	0	17	15	39	4	0	58	10	9	16	0	35	185	0
14:15	3	53	11	0	67	1	6	7	0	14	13	40	1	0	58	12	11	15	0	28	167	0
14:30	15	45	16	0	76	9	2	9	0	20	14	48	4	0	66	9	4	15	0	28	190	0
14:45	11	45	17	0	73	3	7	2	0	12	14	59	5	0	78	18	4	18	0	40	203	0
Total	36	202	53	0	291	16	19	28	0	63	56	186	18	0	260	49	18	64	0	131	745	0
15:00	8	61	18	0	87	5	9	2	0	16	12	71	5	0	88	10	6	10	0	26	217	0
15:15	11	41	11	0	63	4	4	6	0	14	16	47	5	0	68	21	10	14	0	45	190	0
15:30	10	59	13	0	82	4	8	4	0	16	17	55	6	0	78	9	5	19	0	33	209	0
15:45	12	46	13	0	71	7	6	8	0	21	14	59	5	0	78	11	5	16	0	32	202	0
Total	41	207	55	0	303	20	27	20	0	67	59	232	21	0	312	51	26	59	0	136	818	0
16:00	5	60	14	0	79	6	7	8	0	21	23	64	4	0	91	9	4	16	0	29	220	0
16:15	5	48	13	0	66	6	7	3	0	16	35	64	11	0	110	16	4	16	0	36	228	0
16:30	11	54	12	0	77	1	6	6	0	13	25	79	9	0	113	9	6	20	0	35	238	0
16:45	10	41	15	0	66	6	10	19	0	24	37	77	7	0	121	10	3	19	0	32	243	0
Total	31	203	54	0	288	19	30	25	0	74	120	284	31	0	435	44	17	71	0	132	929	0
17:00	12	46	19	0	77	4	5	10	0	19	50	90	4	0	144	16	9	13	0	38	278	0
17:15	13	53	19	0	85	5	4	8	0	17	43	92	16	0	151	17	8	19	0	44	297	0
17:30	9	38	15	0	62	6	4	6	0	15	45	107	4	0	156	15	5	25	0	43	276	0
17:45	13	33	14	0	60	3	5	9	0	17	35	60	11	0	106	17	6	22	0	45	228	0
Total	47	170	67	0	284	17	18	33	0	68	173	349	35	0	557	63	28	79	0	170	1079	0
18:00	15	45	20	0	80	7	4	8	0	19	21	88	3	0	112	4	1	22	0	27	238	0
18:15	19	47	19	0	85	5	4	17	0	26	27	58	6	0	91	11	5	13	0	29	231	0
18:30	14	54	16	0	84	5	8	21	0	34	12	60	3	0	75	13	5	14	0	32	225	0
18:45	11	40	12	0	63	4	2	16	0	22	14	31	2	0	47	9	3	12	0	24	156	0
Total	59	186	67	0	312	21	18	62	0	101	74	237	14	0	325	37	14	61	0	112	850	0
Grand Total	568	1953	615	0	3136	236	264	476	0	976	805	2583	255	0	3643	595	294	701	0	1590	9345	0
Avgch %	18.1%	62.3%	19.6%	0.0%		24.2%	27.0%	48.8%	0.0%		22.1%	70.9%	7.0%	0.0%		37.4%	18.5%	44.1%	0.0%			
Total %	6.1%	20.9%	6.6%	0.0%	33.6%	2.5%	2.8%	5.1%	0.0%	10.4%	8.6%	27.6%	2.7%	0.0%	39.0%	6.4%	3.1%	7.5%	0.0%	17.0%	100.0%	

Zinfandel Drive Southbound						Driveway Westbound						Zinfandel Drive Northbound						Vehicle Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Totw		
Peak Hour Analysis From 07:45 to 08:45																							
Peak Hour For Entire Intersection Begins at 07:45																							
07:45	11	42	6	0	59	4	7	8	0	19	9	42	6	0	57	23	10	29	0	62	197		
08:00	20	58	9	0	87	6	7	6	0	19	14	65	5	0	84	18	10	24	0	52	242		
08:15	10	33	11	0	54	13	10	17	0	40	13	53	10	0	76	20	12	9	0	41	211		
08:30	25	34	14	0	73	4	4	8	0	16	43	8	4	65	17	13	14	0	0	34	198		
Total Volume	66	167	40	0	273	27	28	39	0	94	49	203	30	0	282	78	45	76	0	199	848		
% App Total	24.2%	61.2%	14.7%	0.0%		784	28.7%	29.8%	41.5%	0.0%	588	17.4%	72.0%	10.6%	0.0%	839	39.2%	22.6%	38.2%	0.0%	886		
	660	1714	714				519	720	570	000	948	878	948	890		898	898	898		802	878		

HCM 2010 Signalized Intersection Summary
 1: Shopping Center/Trinity River Parkway & Coloma Rd

Exist PM
 3/3/2014

												
Lane Configurations												
Volume (veh/h)	281	914	29	26	489	30	34	42	30	43	6	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A _p pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3
Adj Flow Rate, veh/h	281	914	29	26	489	30	34	42	30	43	6	128
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	1573	50	44	952	57	119	68	48	183	26	185
Arrive On Green	0.19	0.45	0.45	0.02	0.28	0.28	0.07	0.07	0.07	0.12	0.12	0.12
Sat Flow, veh/h	1774	3502	111	1774	3393	204	1774	1012	723	1566	219	1583
Grp Volume (v), veh/h	281	462	481	26	260	269	34	0	72	49	0	128
Grp Sat Flow (s), veh/h/ln	1774	1770	1843	1774	1770	1827	1774	0	1735	1784	0	1583
Q Serve (q _s), s	7.1	9.1	9.1	0.7	5.8	5.8	0.9	0.0	1.9	1.2	0.0	3.6
Cycle Q Clear (q _c), s	7.1	9.1	9.1	0.7	5.8	5.8	0.9	0.0	1.9	1.2	0.0	3.6
Prop In Lane	1.00		0.06	1.00		0.11	1.00		0.42	0.88		1.00
Lane Grp Cap (c), veh/h	343	795	828	44	497	513	119	0	116	208	0	185
V/C Ratio (X)	0.82	0.58	0.58	0.60	0.52	0.53	0.29	0.00	0.62	0.24	0.00	0.69
Avail Cap (c _a), veh/h	418	872	908	152	605	626	608	0	594	611	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	9.6	9.6	22.5	14.2	14.2	20.7	0.0	21.2	18.7	0.0	19.8
Incr Delay (d ₂), s/veh	10.3	0.8	0.8	12.4	0.9	0.8	1.3	0.0	5.3	0.6	0.0	4.6
Initial Q Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back Of Q (50%), veh/ln	4.4	4.5	4.7	0.5	2.9	3.0	0.5	0.0	1.1	0.6	0.0	1.8
LnGrp Delay (d), s/veh	28.4	10.4	10.4	35.0	15.0	15.0	22.0	0.0	26.5	19.3	0.0	24.4
LnGrp LOS	C	B	B	C	B	B	C		C	B		C
Approach Vol, veh/h	1224			555			106			177		
Approach Delay, s/veh	14.5			15.9			25.1			23.0		
Approach LOS	B			B			C			C		
Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	7.1		5.1	25.0		9.5	13.0	17.1				
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0	4.0	4.0				
Max Green Setting (G _{max}), s	16.0		4.0	23.0		16.0	11.0	16.0				
Max Q Clear Time (q _c +1), s	3.9		2.7	11.1		5.6	9.1	7.8				
Green Ext Time (p _c), s	0.3		0.0	7.0		0.4	0.2	5.3				
HCM 2010 Ctrl Delay	16.2											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary
3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

Exist PM
3/3/2014

												
Lane Configurations												
Volume (veh/h)	209	22	152	46	27	71	27	145	2767	19	2	45
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	186.3	186.3	186.3	190.0		186.3	186.3	190.0		186.3
Adj Flow Rate, veh/h	209	22	152	46	27	71		145	2767	19		45
Adj No. of Lanes	0	1	1	1	1	0		2	3	0		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	241	25	236	133	34	90		197	3255	22		58
Arrive On Green	0.15	0.15	0.15	0.07	0.07	0.07		0.06	0.62	0.62		0.03
Sat Flow, veh/h	1612	170	1583	1774	455	1197		3442	5211	36		1774
Grp Volume (v), veh/h	231	0	152	46	0	98		145	1798	988		45
Grp Sat Flow (s), veh/h/ln	1782	0	1583	1774	0	1652		1721	1695	1856		1774
Q Serve (q_s), s	17.1	0.0	12.2	3.3	0.0	7.9		5.6	57.3	57.6		3.4
Cycle Q Clear (q_c), s	17.1	0.0	12.2	3.3	0.0	7.9		5.6	57.3	57.6		3.4
Prop In Lane	0.90		1.00	1.00		0.72		1.00		0.02		1.00
Lane Grp Cap (c), veh/h	266	0	236	133	0	124		197	2118	1160		58
V/C Ratio (X)	0.87	0.00	0.64	0.35	0.00	0.79		0.73	0.85	0.85		0.78
Avail Cap (c_a), veh/h	343	0	305	210	0	196		331	2159	1182		79
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	56.1	0.0	54.1	59.3	0.0	61.4		62.6	20.3	20.3		64.8
Incr Delay (d2), s/veh	16.9	0.0	2.9	1.5	0.0	10.8		5.2	3.4	6.1		27.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile Back Of Q (50%), veh/ln	9.7	0.0	5.5	1.7	0.0	4.0		2.8	27.5	31.3		2.1
LnGrp Delay (d), s/veh	73.0	0.0	57.0	60.9	0.0	72.3		67.9	23.6	26.4		92.7
LnGrp LOS	E		E	E		E		E	C	C		E
Approach Vol, veh/h	383			144			2931					
Approach Delay, s/veh	66.7			68.6			26.7					
Approach LOS	E			E			C					
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	88.4		24.2	11.8	85.0		14.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.0	86.0		26.0	13.0	79.0		16.0				
Max Q Clear Time (q_c+1), s	5.4	59.6		19.1	7.6	38.8		9.9				
Green Ext Time (p_c), s	0.0	24.8		1.1	0.2	39.8		0.3				
HCM 2010 Ctrl Delay	27.8											
HCM 2010 LOS	C											

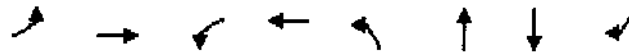
User approved volume balancing among the lanes for turning movement.

Queues

Exist PM

1: Shopping Center/Trinity River Parkway & Coloma Rd

3/3/2014



Lane Group Flow (vph)	281	943	26	529	34	72	49	128
v/c Ratio	0.66	0.47	0.17	0.58	0.13	0.26	0.19	0.33
Control Delay	33.3	12.3	29.0	20.4	23.6	17.7	24.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	12.3	29.0	20.4	23.6	17.7	24.5	4.1
Queue Length 50th (ft)	88	92	8	77	10	13	15	0
Queue Length 95th (ft)	#228	214	30	133	33	45	43	18
Internal Link Dist (ft)		803		674		295	821	
Turn Bay Length (ft)								
Base Capacity (vph)	424	1894	154	1228	617	628	622	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.50	0.17	0.43	0.06	0.11	0.08	0.19

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 TWSC
2: Sunrise Blvd & Rivergate Access

Exist PM
3/3/2014

Int Delay, s/veh 0

Vol, veh/h	0	4	0	3081	2197	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	3081	2197	1

Conflicting Flow All	3430	1089	2198	0	-	0
Stage 1	2198	-	-	-	-	-
Stage 2	1232	-	-	-	-	-
Critical Hbwy	5.74	7.14	5.34	-	-	-
Critical Hbwy Stg 1	6.64	-	-	-	-	-
Critical Hbwy Stg 2	6.04	-	-	-	-	-
Follow-up Hbwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	15	178	99	-	-	-
Stage 1	42	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	15	178	99	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	42	-	-	-	-	-
Stage 2	214	-	-	-	-	-

HCM Control Delay, s	25.7	0	0
HCM LOS	D		

Capacity (veh/h)	99	-	178	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	0	-	25.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
 3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

Exist PM
 3/3/2014



Lane Configurations	↑↑↑	↑
Volume (veh/h)	2059	123
Number	6	16
Initial Q (Cb), veh	0	0
Ped-Bike Adj (A _{pbT})		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3
Adj Flow Rate, veh/h	2059	123
Adj No. of Lanes	3	1
Peak Hour Factor	1.00	1.00
Percent Heavy Veh, %	2	2
Cap, veh/h	3051	950
Arrive On Green	0.60	0.60
Sat Flow, veh/h	5085	1583
Grp Volume (v), veh/h	2059	123
Grp Sat Flow (s), veh/h/ln	1695	1583
Q Serve (g _s), s	36.8	4.6
Cycle Q Clear (g _c), s	36.8	4.6
Prop In Lane		1.00
Lane Grp Cap (c), veh/h	3051	950
V/C Ratio (X)	0.67	0.13
Avail Cap (c _a), veh/h	3051	950
HCM Platoon Ratio	1.00	1.00
Upstream Filter (I)	1.00	1.00
Uniform Delay (d), s/veh	18.2	11.7
Incr Delay (d ₂), s/veh	0.6	0.1
Initial Q Delay (d ₃), s/veh	0.0	0.0
%ile Back Of Q (50%), veh/ln	17.3	2.0
Ln Grp Delay (d), s/veh	18.8	11.8
Ln Grp LOS	B	B
Approach Vol, veh/h	2227	
Approach Delay, s/veh	19.9	
Approach LOS	B	

User approved ignoring U-Turning movement.

Queues

Exist PM

3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

3/3/2014



Lane Group Flow (vph)	246	137	41	103	172	2786	47	2059	123
v/c Ratio	0.87	0.37	0.35	0.62	0.61	0.89	0.62	0.72	0.13
Control Delay	84.8	11.1	71.3	45.8	72.8	28.5	100.7	25.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	11.1	71.3	45.8	72.8	28.5	100.7	25.2	5.4
Queue Length 50th (ft)	232	0	38	41	80	806	44	509	12
Queue Length 95th (ft)	#401	64	83	109	126	987	#115	631	46
Internal Link Dist (ft)	101			395		1333		377	
Turn Bay Length (ft)			140		360		200		180
Base Capacity (vph)	316	393	193	235	321	3146	76	2912	947
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.35	0.21	0.44	0.54	0.89	0.62	0.71	0.13

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 TWSC
4: Rivergate Access & Zinfandel Dr

Exist PM
3/3/2014

Int Delay, s/veh 2.2

Vol, veh/h	45	355	15	24	254	18	11	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	20	-	-	20	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	355	15	24	254	18	11	7	8

Conflicting Flow All	272	0	0	370	0	0	785	773	363
Stage 1	-	-	-	-	-	-	453	453	-
Stage 2	-	-	-	-	-	-	332	320	-
Critical Hbwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hbwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hbwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hbwy	2218	-	-	2218	-	-	3518	4018	3318
Pot Cap-1 Maneuver	1291	-	-	1189	-	-	310	330	682
Stage 1	-	-	-	-	-	-	566	570	-
Stage 2	-	-	-	-	-	-	681	652	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1291	-	-	1189	-	-	280	312	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	312	-
Stage 1	-	-	-	-	-	-	566	550	-
Stage 2	-	-	-	-	-	-	631	639	-

HCM Control Delay, s 0.9 0.7 16
HCM LOS C

Capacity (veh/h)	354	1291	-	-	1189	-	-	492
HCM Lane V/C Ratio	0.073	0.035	-	-	0.02	-	-	0.118
HCM Control Delay (s)	16	7.9	-	-	8.1	-	-	13.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.4

HCM 2010 TWSC
4: Rivergate Access & Zinfandel Dr

Exist PM
3/3/2014

Int Delay, s/veh

Vol, veh/h	16	5	37
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	2	2	2
Mvmt Flow	16	5	37

Conflicting Flow All	771	771	263
Stage 1	311	311	-
Stage 2	460	460	-
Critical Hbwy	7.12	6.52	6.22
Critical Hbwy Stg 1	6.12	5.52	-
Critical Hbwy Stg 2	6.12	5.52	-
Follow-up Hbwy	3,518	4,018	3,318
Pot Cap-1 Maneuver	317	331	776
Stage 1	699	658	-
Stage 2	581	566	-
Platoon blocked, %			
Mov Cap-1 Maneuver	295	313	776
Mov Cap-2 Maneuver	295	313	-
Stage 1	675	645	-
Stage 2	547	546	-

HCM Control Delay, s	13.3
HCM LOS	B

HCM 2010 AWSC
5: Zinfandel Dr & Vehicle Dr

Exist PM
3/3/2014

Intersection Delay, s/veh	13.6											
Intersection LOS	B											
Vol, veh/h	0	58	25	76	0	20	23	32	0	175	366	31
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	56	25	76	0	20	23	32	0	175	366	31
Number of Lanes	0	0	1	1	0	0	1	0	0	1	1	0

Opposing Approach	WB				EB				SB			
Opposing Lanes	1				2				2			
Conflicting Approach Left	SB				NB				EB			
Conflicting Lanes Left	2				2				2			
Conflicting Approach Right	NB				SB				WB			
Conflicting Lanes Right	2				2				1			
HCM Control Delay	10.6				11				15.6			
HCM LOS	B				B				C			

Vol Left, %	100%	0%	69%	0%	27%	100%	0%
Vol Thru, %	0%	92%	31%	0%	31%	0%	72%
Vol Right, %	0%	8%	0%	100%	43%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	397	81	76	75	44	246
LT Vol	0	366	25	0	23	0	178
Through Vol	0	31	0	76	32	0	68
RT Vol	175	0	56	0	20	44	0
Lane Flow Rate	175	397	81	76	75	44	246
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.302	0.622	0.162	0.13	0.142	0.08	0.401
Departure Headway (Hd)	6.205	5.644	7.222	6.158	6.807	6.568	5.865
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	639	487	581	528	545	613
Service Time	3.94	3.379	4.973	3.909	4.864	4.312	3.608
HCM Lane V/C Ratio	0.302	0.621	0.163	0.131	0.143	0.081	0.401
HCM Control Delay	11.6	17.3	11.4	9.8	11	9.9	12.5
HCM Lane LOS	B	C	B	A	B	A	B
HCM 95th-ile Q	1.3	4.3	0.6	0.4	0.5	0.3	1.9

HCM 2010 AWSC
5: Zinfandel Dr & Vehicle Dr

Exist PM
3/3/2014

Intersection Delay, s/veh

Intersection LOS

Vol, veh/h	0	44	178	68
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	44	178	68
Number of Lanes	0	1	1	0

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.1
HCM LOS	B

HCM 2010 Signalized Intersection Summary
1: Shopping Center/Trinity River Parkway & Coloma Rd

Existing + Project PM
3/3/2014

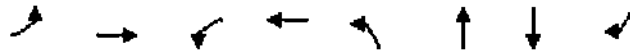
												
Lane Configurations												
Volume (veh/h)	281	914	34	26	469	30	38	43	31	43	7	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Cb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A _{pbt})	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3
Adj Flow Rate, veh/h	281	914	34	26	469	30	38	43	31	43	7	128
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	1560	58	43	949	57	124	70	51	179	29	185
Arrive On Green	0.19	0.45	0.45	0.02	0.28	0.28	0.07	0.07	0.07	0.12	0.12	0.12
Sat Flow, veh/h	1774	3480	129	1774	3363	204	1774	1008	777	1536	250	1583
Grp Volume (v), veh/h	281	465	483	26	260	269	38	0	74	50	0	128
Grp Sat Flow (s), veh/h/ln	1774	1770	1840	1774	1770	1827	1774	0	1735	1786	0	1583
Q Serve (q _s), s	7.1	9.2	9.2	0.7	5.8	5.8	1.0	0.0	1.9	1.2	0.0	3.6
Cycle Q Clear (q _c), s	7.1	9.2	9.2	0.7	5.8	5.8	1.0	0.0	1.9	1.2	0.0	3.6
Prop In Lane	1.00		0.07	1.00		0.11	1.00		0.42	0.86		1.00
Lane Grp Cap (c), veh/h	342	793	825	43	465	511	124	0	121	209	0	185
V/C Ratio (X)	0.82	0.59	0.59	0.60	0.52	0.53	0.31	0.00	0.61	0.24	0.00	0.69
Avail Cap (c _a), veh/h	416	867	901	151	603	622	604	0	591	608	0	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	9.7	9.7	22.7	14.3	14.3	20.8	0.0	21.2	18.8	0.0	19.9
Incr Delay (d2), s/veh	10.5	0.9	0.8	12.5	0.9	0.8	1.4	0.0	5.0	0.8	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back O/Q (50%), veh/ln	4.4	4.6	4.8	0.5	2.9	3.0	0.5	0.0	1.1	0.6	0.0	1.8
LnGrp Delay (d), s/veh	28.7	10.6	10.5	35.1	15.1	15.1	22.2	0.0	26.2	19.4	0.0	24.5
LnGrp LOS	C	B	B	D	B	B	C		C	B		C
Approach Vol, veh/h	1229			555			112			178		
Approach Delay, s/veh	14.7			16.1			24.8			23.1		
Approach LOS	B			B			C			C		
Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	7.3		5.2	25.1		9.5	13.1	17.1				
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0	4.0	4.0				
Max Green Setting (G _{max}), s	16.0		4.0	23.0		16.0	11.0	16.0				
Max Q Clear Time (q _{cH1}), s	3.9		2.7	11.2		5.6	9.1	7.8				
Green Ext Time (p _c), s	0.3		0.0	7.0		0.4	0.2	5.3				
HCM 2010 Ctrl Delay	16.3											
HCM 2010 LOS	B											

Queues

Existing + Project PM

1: Shopping Center/Trinity River Parkway & Coloma Rd

3/3/2014



Lane Group Flow (vph)	281	948	26	529	38	74	50	128
v/c Ratio	0.66	0.48	0.17	0.58	0.15	0.26	0.19	0.32
Control Delay	33.4	12.4	29.1	20.4	23.8	17.7	24.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	12.4	29.1	20.4	23.8	17.7	24.5	4.1
Queue Length 50th (ft)	88	93	8	77	11	13	15	0
Queue Length 95th (ft)	#1229	217	31	134	35	46	44	18
Internal Link Dist (ft)		803		674		296	921	
Turn Bay Length (ft)								
Base Capacity (vph)	423	1892	154	1226	616	628	622	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.50	0.17	0.43	0.06	0.12	0.08	0.19

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 TWSC
2: Sunrise Blvd & Rivergate Access

Existing + Project PM
3/3/2014

Int Delay, s/veh 0.2

Vol, veh/h	0	38	0	3095	2176	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	0	3095	2176	38

Conflicting Flow All	3433	1107	2214	0	-	0
Stage 1	2195	-	-	-	-	-
Stage 2	1238	-	-	-	-	-
Critical Hbwy	5.74	7.14	5.34	-	-	-
Critical Hbwy Stg 1	6.64	-	-	-	-	-
Critical Hbwy Stg 2	6.04	-	-	-	-	-
Follow-up Hbwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	15	176	97	-	-	-
Stage 1	42	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	15	176	97	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	42	-	-	-	-	-
Stage 2	212	-	-	-	-	-

HCM Control Delay, s	31		0		0
HCM LOS	D				

Capacity (veh/h)	97	-	176	-	-
HCM Lane V/C Ratio	-	-	0.216	-	-
HCM Control Delay (s)	0	-	31	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

HCM 2010 Signalized Intersection Summary
3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

Existing + Project PM
3/3/2014

												
Lane Configurations												
Volume (veh/h)	227	23	167	46	29	71	27	169	2754	19	10	45
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj (A _p pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	186.3	186.3	186.3	190.0		186.3	186.3	190.0		186.3
Adj Flow Rate, veh/h	227	23	167	46	29	71		169	2754	19		45
Adj No. of Lanes	0	1	1	1	1	0		2	3	0		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	257	26	251	134	36	89		222	3214	22		58
Arrive On Green	0.16	0.16	0.16	0.08	0.08	0.08		0.06	0.62	0.62		0.03
Sat Flow, veh/h	1618	164	1583	1774	480	1175		3442	5211	36		1774
Grp Volume(v), veh/h	250	0	167	46	0	100		169	1790	983		45
Grp Sat Flow(s), veh/h/ln	1782	0	1583	1774	0	1655		1721	1695	1853		1774
Q Serve(q _s), s	18.9	0.0	13.7	3.4	0.0	8.2		6.7	59.0	59.4		3.5
Cycle Q Clear(q _c), s	18.9	0.0	13.7	3.4	0.0	8.2		6.7	59.0	59.4		3.5
Prop In Lane	0.91		1.00	1.00		0.71		1.00		0.02		1.00
Lane Grp Cap(c), veh/h	283	0	251	134	0	125		222	2091	1145		58
V/C Ratio(X)	0.88	0.00	0.66	0.34	0.00	0.80		0.76	0.86	0.86		0.78
Avail Cap(c _a), veh/h	336	0	299	206	0	192		350	2141	1173		64
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	56.7	0.0	54.5	60.4	0.0	62.6		63.4	21.4	21.5		66.1
Incr Delay (d ₂), s/veh	20.8	0.0	4.3	1.5	0.0	12.4		5.4	3.6	6.5		40.9
Initial Q Delay(d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile Back O/Q(50%), veh/ln	10.9	0.0	6.3	1.7	0.0	4.2		3.3	28.4	32.4		2.4
LnGrp Delay(d), s/veh	77.5	0.0	58.7	61.9	0.0	75.0		68.8	25.0	27.9		107.0
LnGrp LOS	E		F	F		F		F	C	C		F
Approach Vol, veh/h		417			146				2942			
Approach Delay, s/veh		70.0			70.9				28.5			
Approach LOS		E			E				C			
Assigned Phs	1	2		4	5	6			8			
Phs Duration (G+Y+Rc), s	8.5	89.0		25.9	12.9	84.6			14.4			
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0			4.0			
Max Green Setting (G _{max}), s	5.0	87.0		26.0	14.0	78.0			16.0			
Max Q Clear Time (q _c +1), s	5.5	61.4		20.9	8.7	41.0			10.2			
Green Ext Time (p _c), s	0.0	23.6		0.9	0.2	36.6			0.3			
HCM2010 Ctrl Delay		30.1										
HCM2010 LOS		C										

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

Existing + Project PM
 3/3/2014



Lane Configurations	↑↑↑	↑
Volume (veh/h)	2064	123
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj (A _{pbT})		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3
Adj Flow Rate, veh/h	2064	123
Adj No. of Lanes	3	1
Peak Hour Factor	1.00	1.00
Percent Heavy Veh, %	2	2
Cap, veh/h	2975	926
Arrive On Green	0.59	0.59
Sat Flow, veh/h	5085	1583
Grp Volume(v), veh/h	2064	123
Grp Sat Flow(s), veh/h/ln	1686	1583
Q Serve(q _s), s	39.0	4.8
Cycle Q Clear(q _c), s	39.0	4.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2975	926
V/C Ratio(X)	0.69	0.13
Avail Cap(c _a), veh/h	2975	926
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	20.0	12.9
Incr Delay (d2), s/veh	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%), veh/ln	18.4	2.1
LnGrp Delay(d), s/veh	20.7	12.9
LnGrp LOS	C	B
Approach Vol, veh/h	2232	
Approach Delay, s/veh	22.0	
Approach LOS	C	

User approved ignoring U-Turning movement.

Queues

Existing + Project PM

3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

3/3/2014



Lane Group Flow (vph)	267	150	41	105	196	2773	55	2064	123
v/c Ratio	0.91	0.39	0.34	0.64	0.65	0.90	0.90	0.73	0.13
Control Delay	90.9	10.7	71.1	49.7	74.6	29.9	155.7	26.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.9	10.7	71.1	49.7	74.6	29.9	155.7	26.7	5.5
Queue Length 50th (ft)	257	0	38	47	92	792	52	526	12
Queue Length 95th (ft)	#453	67	83	115	140	961	#151	644	47
Internal Link Dist (ft)	101			395		1333		377	
Turn Bay Length (ft)			140		360		200		180
Base Capacity (vph)	306	395	187	227	335	3087	61	2822	920
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.38	0.22	0.46	0.59	0.90	0.90	0.73	0.13

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 TWSC
4: Rivergate Access & Zinfandel Dr

Existing + Project PM
3/3/2014

Int Delay, s/veh 2.8

Vol, veh/h	48	355	15	24	250	48	11	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	20	-	-	20	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	355	15	24	250	48	11	7	8

Conflicting Flow All	298	0	0	370	0	0	808	805	363
Stage 1	-	-	-	-	-	-	459	459	-
Stage 2	-	-	-	-	-	-	347	348	-
Critical Hbwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hbwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hbwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hbwy	2218	-	-	2218	-	-	3518	4018	3318
Pot Cap-1 Maneuver	1263	-	-	1189	-	-	300	316	682
Stage 1	-	-	-	-	-	-	582	566	-
Stage 2	-	-	-	-	-	-	669	635	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1263	-	-	1189	-	-	267	298	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	298	-
Stage 1	-	-	-	-	-	-	560	544	-
Stage 2	-	-	-	-	-	-	613	622	-

HCM Control Delay, s 0.9 0.6 16.5
HCM LOS C

Capacity (veh/h)	340	1263	-	-	1189	-	-	417
HCM Lane V/C Ratio	0.076	0.038	-	-	0.02	-	-	0.213
HCM Control Delay (s)	16.5	8	-	-	8.1	-	-	16
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.8

HCM 2010 TWSC
4: Rivergate Access & Zinfandel Dr

Existing + Project PM
3/3/2014

Int Delay, s/veh

Vcl, veh/h	40	5	44
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	2	2	2
Mvmt Flow	40	5	44

Conflicting Flow All	788	788	274
Stage 1	322	322	-
Stage 2	466	466	-
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	-
Critical Hdwy Stg 2	6.12	5.52	-
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	309	323	765
Stage 1	690	651	-
Stage 2	577	562	-
Platoon blocked, %			
Mov Cap-1 Maneuver	287	304	765
Mov Cap-2 Maneuver	287	304	-
Stage 1	664	638	-
Stage 2	542	541	-

HCM Control Delay, s	16
HCM LOS	C

HCM 2010 AWSC
5: Zinfandel Dr & Vehicle Dr

Existing + Project PM
3/3/2014

Intersection Delay, s/veh	13.7											
Intersection LOS	B											
Vol, veh/h	0	57	25	76	0	20	23	32	0	175	368	31
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	57	25	76	0	20	23	32	0	175	368	31
Number of Lanes	0	0	1	1	0	0	1	0	0	1	1	0

Opposing Approach	WB				EB				SB			
Opposing Lanes	1				2				2			
Conflicting Approach Left	SB				NB				EB			
Conflicting Lanes Left	2				2				2			
Conflicting Approach Right	NB				SB				WB			
Conflicting Lanes Right	2				2				1			
HCM Control Delay	10.6				11				15.7			
HCM LOS	B				B				C			

Vol Left, %	100%	0%	70%	0%	27%	100%	0%
Vol Thru, %	0%	92%	30%	0%	31%	0%	72%
Vol Right, %	0%	8%	0%	100%	43%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	399	82	76	75	44	249
LT Vol	0	368	25	0	23	0	180
Through Vol	0	31	0	76	32	0	69
RT Vol	175	0	57	0	20	44	0
Lane Flow Rate	175	399	82	76	75	44	249
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.302	0.627	0.165	0.13	0.142	0.08	0.406
Departure Headway (Hd)	6.215	6.654	7.238	6.171	6.825	6.578	5.874
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	638	495	580	524	544	613
Service Time	3.95	3.389	4.989	3.922	4.883	4.322	3.618
HCM Lane V/C Ratio	0.302	0.625	0.166	0.131	0.143	0.081	0.406
HCM Control Delay	11.6	17.5	11.4	9.8	11	9.9	12.6
HCM Lane LOS	B	C	B	A	B	A	B
HCM 95th-ile Q	1.3	4.4	0.6	0.4	0.5	0.3	2

HCM 2010 AWSC
5: Zinfandel Dr & Vehicle Dr

Existing + Project PM
3/3/2014

Intersection Delay, s/veh

Intersection LOS

Vol, veh/h	0	44	180	69
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mutl Flow	0	44	180	69
Number of Lanes	0	1	1	0

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.2
HCM LOS	B

HCM 2010 Signalized Intersection Summary
1: Shopping Center/Trinity River Parkway & Coloma Rd

Cumulative + Project PM
3/3/2014

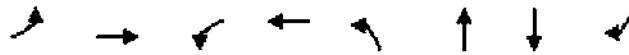
												
Lane Configurations	↰	↑↑		↰	↑↑		↰	↑		↰	↑	↰
Volume (veh/h)	281	909	64	75	494	30	72	48	173	43	12	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A _p pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/hln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	190.0	186.3	186.3
Adj Flow Rate, veh/h	281	909	64	75	494	30	72	48	173	43	12	128
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1283	89	95	826	50	313	63	226	160	45	180
Arrive On Green	0.19	0.38	0.38	0.05	0.24	0.24	0.18	0.18	0.18	0.11	0.11	0.11
Sat Flow, veh/h	1774	3354	236	1774	3391	205	1774	355	1281	1402	391	1583
Grp Volume(v), veh/h	281	480	493	75	257	267	72	0	221	55	0	128
Grp Sat Flow(s), veh/hln	1774	1770	1821	1774	1770	1826	1774	0	1837	1793	0	1583
Q Serve(q _s), s	8.8	13.2	13.2	24	7.4	7.4	2.0	0.0	7.3	1.6	0.0	4.5
Cycle Q Clear(q _c), s	8.8	13.2	13.2	24	7.4	7.4	2.0	0.0	7.3	1.6	0.0	4.5
Prop In Lane	1.00		0.13	1.00		0.11	1.00		0.78	0.78		1.00
Lane Grp Cap(c), veh/h	331	666	685	95	431	445	313	0	288	204	0	180
V/C Ratio(X)	0.85	0.72	0.72	0.79	0.60	0.60	0.23	0.00	0.77	0.27	0.00	0.71
Avail Cap(c _a), veh/h	341	712	733	124	495	511	497	0	458	502	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	15.2	15.2	26.7	19.1	19.2	20.2	0.0	22.4	23.1	0.0	24.4
Incr Delay (d ₂), s/veh	17.7	3.3	3.2	22.1	1.5	1.5	0.4	0.0	4.2	0.7	0.0	5.1
Initial Q Delay(d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back Of Q(50%), veh/h	5.9	7.0	7.2	1.7	3.8	3.9	1.0	0.0	3.7	0.8	0.0	2.2
LnGrp Delay(d), s/veh	40.1	18.5	18.5	48.8	20.7	20.7	20.6	0.0	26.7	23.8	0.0	29.5
LnGrp LOS	D	B	B	D	C	C	C		C	C		C
Approach Vol, veh/h	1254			599			293			183		
Approach Delay, s/veh	23.3			24.2			25.2			27.8		
Approach LOS	C			C			C			C		
Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.1		7.1	25.5		10.5	14.7	17.9				
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0	4.0	4.0				
Max Green Setting (G _{max}), s	16.0		4.0	23.0		16.0	11.0	16.0				
Max Q Clear Time (q _c +t ₁), s	9.3		4.4	15.2		6.5	10.8	9.4				
Green Ext Time (p _c), s	0.8		0.0	5.2		0.4	0.0	4.5				
HCM 2010 Ctrl Delay	24.1											
HCM 2010 LOS	C											

Queues

Cumulative + Project PM

1: Shopping Center/Trinity River Parkway & Coloma Rd

3/3/2014



Lane Group Flow (vph)	281	973	75	524	72	221	55	128
w/c Ratio	0.77	0.64	0.56	0.58	0.26	0.55	0.23	0.34
Control Delay	42.3	17.8	48.8	21.9	25.0	13.0	26.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	17.8	48.8	21.9	25.0	13.0	26.8	4.3
Queue Length 50th (ft)	95	140	26	79	23	15	18	0
Queue Length 95th (ft)	#254	#257	#95	147	56	69	50	18
Internal Link Dist (ft)		803		674		295	921	
Turn Bay Length (ft)								
Base Capacity (vph)	366	1531	133	1060	532	616	539	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced w/c Ratio	0.77	0.64	0.56	0.49	0.14	0.38	0.10	0.21

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 TWSC
2: Sunrise Blvd & Rivergate Access

Cumulative + Project PM
3/3/2014

Int Delay, s/veh 0.5

Vol, veh/h	0	72	0	3132	2180	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	0	3132	2180	74

Conflicting Flow All	3470	1127	2254	0	-	0
Stage 1	2217	-	-	-	-	-
Stage 2	1253	-	-	-	-	-
Critical Hbwy	5.74	7.14	5.34	-	-	-
Critical Hbwy Stg 1	6.64	-	-	-	-	-
Critical Hbwy Stg 2	6.04	-	-	-	-	-
Follow-up Hbwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	14	171	93	-	-	-
Stage 1	41	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	14	171	93	-	-	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	41	-	-	-	-	-
Stage 2	208	-	-	-	-	-

HCM Control Delay, s	40.6	-	0	-	0
HCM LOS	E	-	-	-	-

Capacity (veh/h)	93	-	171	-	-
HCM Lane V/C Ratio	-	-	0.421	-	-
HCM Control Delay (s)	0	-	40.6	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

HCM 2010 Signalized Intersection Summary
3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

Cumulative + Project PM
3/3/2014

												
Lane Configurations												
Volume (veh/h)	281	29	223	46	38	72	27	270	2722	19	13	49
Number	7	4	14	3	8	18		5	2	12		1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj (A _p bT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	186.3	186.3	186.3	190.0		186.3	186.3	190.0		186.3
Adj Flow Rate, veh/h	281	29	223	46	38	72		270	2722	19		49
Adj No. of Lanes	0	1	1	1	1	0		2	3	0		1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	307	32	301	143	47	88		321	3025	21		63
Arrive On Green	0.19	0.19	0.19	0.08	0.08	0.08		0.09	0.58	0.58		0.04
Sat Flow, veh/h	1615	167	1583	1774	577	1093		3442	5210	36		1774
Grp Volume (v), veh/h	310	0	223	46	0	110		270	1770	971		49
Grp Sat Flow (s), veh/h/ln	1782	0	1583	1774	0	1670		1721	1695	1856		1774
Q Serve (q _s), s	24.1	0.0	18.8	3.5	0.0	9.2		10.9	64.8	65.2		3.9
Cycle Q Clear (q _c), s	24.1	0.0	18.8	3.5	0.0	9.2		10.9	64.8	65.2		3.9
Prop In Lane	0.91		1.00	1.00		0.65		1.00		0.02		1.00
Lane Grp Cap (c), veh/h	339	0	301	143	0	135		321	1968	1078		63
V/C Ratio (X)	0.91	0.00	0.74	0.32	0.00	0.82		0.84	0.90	0.90		0.78
Avail Cap (c _a), veh/h	365	0	324	201	0	189		389	1988	1088		75
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	56.2	0.0	54.0	61.4	0.0	64.0		63.1	26.0	26.1		67.7
Incr Delay (d2), s/veh	25.9	0.0	8.1	1.3	0.0	17.1		13.0	6.0	10.3		34.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile Back Of Q (50%), veh/ln	14.3	0.0	8.9	1.8	0.0	4.9		5.8	31.9	36.3		2.5
LnGrp Delay (d), s/veh	82.1	0.0	62.1	62.7	0.0	81.1		76.2	32.0	36.4		101.7
LnGrp LOS	E		E	E		F		E	C	D		E
Approach Vol, veh/h	533			156			3011					
Approach Delay, s/veh	73.7			75.7			37.4					
Approach LOS	E			E			D					
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	86.2		30.9	17.2	78.0		15.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (G _{max}), s	6.0	83.0		29.0	16.0	73.0		16.0				
Max Q Clear Time (q _c +t1), s	5.9	67.2		26.1	12.9	48.1		11.2				
Green Ext Time (p _c), s	0.0	15.0		0.8	0.3	24.7		0.3				
HCM 2010 Ctrl Delay	38.6											
HCM 2010 LOS	D											

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

Cumulative + Project PM
 3/3/2014

	↓	↙
Lane Configurations	↑↑↑	↑
Volume (veh/h)	2064	153
Number	6	16
Initial Q (Q ₀), veh	0	0
Ped-Bike Adj (A _{pbt})		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3
Adj Flow Rate, veh/h	2064	153
Adj No. of Lanes	3	1
Peak Hour Factor	1.00	1.00
Percent Heavy Veh, %	2	2
Cap, veh/h	2659	828
Arrive On Green	0.52	0.52
Sat Flow, veh/h	5085	1583
Grp Volume (v), veh/h	2064	153
Grp Sat Flow (s), veh/h/ln	1685	1583
Q Serve (q _s), s	46.1	7.2
Cycle Q Clear (q _c), s	46.1	7.2
Prop In Lane		1.00
Lane Grp Cap (c), veh/h	2659	828
V/C Ratio (X)	0.78	0.18
Avail Cap (c _a), veh/h	2659	828
HCM Platoon Ratio	1.00	1.00
Upstream Filter (I)	1.00	1.00
Uniform Delay (d), s/veh	27.1	17.8
Incr Delay (d ₂), s/veh	1.5	0.1
Initial Q Delay (d ₃), s/veh	0.0	0.0
%ile Back Of Q (50%), veh/ln	22.0	3.2
Ln Grp Delay (d), s/veh	28.6	17.9
Ln Grp LOS	C	B
Approach Vol, veh/h	2266	
Approach Delay, s/veh	29.5	
Approach LOS	C	

User approved ignoring U-Turning movement.

Queues

Cumulative + Project PM

3: Sunrise Blvd & Zinfandel Dr/Zinfandel Drive

3/3/2014



Lane Group Flow (vph)	332	201	41	115	297	2741	62	2064	153
v/c Ratio	0.99	0.44	0.31	0.69	0.81	0.95	0.85	0.80	0.18
Control Delay	103.2	10.5	69.0	60.6	81.8	37.7	138.5	33.5	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.2	10.5	69.0	60.6	81.8	37.7	138.5	33.5	8.8
Queue Length 50th (ft)	333	5	38	68	144	861	60	591	28
Queue Length 95th (ft)	#572	82	83	141	#218	#1036	#157	693	72
Internal Link Dist (ft)	101			395		1333		377	
Turn Bay Length (ft)			140		360		200		180
Base Capacity (vph)	336	456	184	216	377	2900	73	2572	847
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.44	0.22	0.53	0.79	0.95	0.85	0.80	0.18

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 TWSC
4: Rivergate Access & Zinfandel Dr

Cumulative + Project PM
3/3/2014

Int Delay, s/veh 6.5

Vol, veh/h	68	350	15	24	247	181	11	7	8
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	20	-	-	20	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	350	15	24	247	181	11	7	8

Conflicting Flow All	428	0	0	365	0	0	914	970	368
Stage 1	-	-	-	-	-	-	494	494	-
Stage 2	-	-	-	-	-	-	420	476	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2218	-	-	2218	-	-	3518	4018	3318
Pot Cap-1 Maneuver	1131	-	-	1194	-	-	254	253	686
Stage 1	-	-	-	-	-	-	557	546	-
Stage 2	-	-	-	-	-	-	611	557	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1131	-	-	1194	-	-	215	233	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	233	-
Stage 1	-	-	-	-	-	-	524	513	-
Stage 2	-	-	-	-	-	-	540	546	-

HCM Control Delay, s 1.3 0.4 19.2
HCM LOS C

Capacity (veh/h)	280	1131	-	-	1194	-	-	405
HCM Lane V/C Ratio	0.093	0.06	-	-	0.02	-	-	0.593
HCM Control Delay (s)	19.2	8.4	-	-	8.1	-	-	26
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	3.7

HCM 2010 TWSC
4: Rivergate Access & Zinfandel Dr

Cumulative + Project PM
3/3/2014

Int Delay, s/veh

Vol, veh/h	171	5	64
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	1	-
Grade, %	-	0	-
Peak Hour Factor	100	100	100
Heavy Vehicles, %	2	2	2
Mvmt Flow	171	5	64

Conflicting Flow All	887	887	338
Stage 1	386	386	-
Stage 2	501	501	-
Critical Hbwy	7.12	6.52	6.22
Critical Hbwy Stg 1	6.12	6.52	-
Critical Hbwy Stg 2	6.12	5.52	-
Follow-up Hbwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	265	283	704
Stage 1	637	610	-
Stage 2	552	543	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	241	261	704
Mov Cap-2 Maneuver	351	361	-
Stage 1	599	598	-
Stage 2	608	510	-

HCM Control Delay, s	26
HCM LOS	D

HCM 2010 AWSC
5: Zinfandel Dr & Vehicle Dr

Cumulative + Project PM
3/3/2014

Intersection Delay, s/veh 14.3
Intersection LOS B

Vol, veh/h	0	62	25	76	0	20	23	32	0	175	378	31
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Myrt Flow	0	62	25	76	0	20	23	32	0	175	378	31
Number of Lanes	0	0	1	1	0	0	1	0	0	1	1	0

Opposing Approach	WB				EB				SB
Opposing Lanes	1				2				2
Conflicting Approach Left	SB				NB				EB
Conflicting Lanes Left	2				2				2
Conflicting Approach Right	NB				SB				WB
Conflicting Lanes Right	2				2				1
HCM Control Delay	10.9				11.2				16.4
HCM LOS	B				B				C

Vol Left, %	100%	0%	71%	0%	27%	100%	0%
Vol Thru, %	0%	92%	29%	0%	31%	0%	72%
Vol Right, %	0%	8%	0%	100%	43%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	409	87	76	75	44	265
LT Vol	0	378	25	0	23	0	191
Through Vol	0	31	0	76	32	0	74
RT Vol	175	0	62	0	20	44	0
Lane Flow Rate	175	409	87	76	75	44	265
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.305	0.648	0.177	0.132	0.144	0.081	0.436
Departure Headway (Hd)	6.267	5.708	7.317	6.242	6.919	6.625	5.919
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	574	634	490	572	517	540	607
Service Time	4.008	3.448	5.075	3.999	4.984	4.376	3.669
HCM Lane V/C Ratio	0.305	0.645	0.178	0.133	0.145	0.081	0.437
HCM Control Delay	11.8	18.4	11.7	10	11.2	10	13.2
HCM Lane LOS	B	C	B	A	B	A	B
HCM 95th-ile Q	1.3	4.7	0.6	0.5	0.5	0.3	2.2

HCM 2010 AWSC
5: Zinfandel Dr & Vehicle Dr

Cumulative + Project PM
3/3/2014

Intersection Delay, s/veh

Intersection LOS

Vol, veh/h	0	44	191	74
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	44	191	74
Number of Lanes	0	1	1	0

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.7
HCM LOS	B

MEMO

Council Meeting Date: December 5, 2016
From: Economic Development Division

RE: O'Reilly Parcel Map

O'Reilly Auto Parts would be a welcome addition to the Rivergate Shopping Center in Rancho Cordova. The Economic Development Strategy Plan notes that there is a lack of retail enterprises in the City. One of the goals is to encourage the expansion of retail and services to meet local and regional demands and generate tax revenues for the City. This retail store would strengthen the depth and breadth of retail options available on the north side of highway 50 in Rancho Cordova and is estimated to generate \$8,000 in sales tax revenues annually. Other automotive related retail stores in Rancho Cordova are located at least one mile away across the freeway or two miles down Folsom Blvd.

O'Reilly will serve a retail need for residents and workforce alike. According to an Investopedia September 16th article, automobile aging trends are climbing: "The age of the average automobile on the road in the United States continues to climb. Research firm IHS Automotive expects the average age to top 11.6 years by the end of 2016. Older cars on the road means more repairs, which bodes well for an auto parts supplier such as O'Reilly." With national car aging trends continuing to climb, service and repair needs follow and an auto parts retailer can be projected to generate strong sales tax dollars for the foreseeable future. This store would also fill a complimentary service to our prominent auto dismantler market by supplying parts that might not be found at those establishments, especially for newer model vehicles. It is our hope this addition will create additional synergy to one of our most prominent shopping centers and spur additional growth and occupancy.

SOURCE: <http://www.investopedia.com/articles/company-insights/091316/oreilly-auto-parts-stock-4-things-watch-only.asp>

O'Reilly Parcel Map DD-9672

Rancho Cordova City Council
Nicholas Sosa, Assistant Planner
December 5, 2016

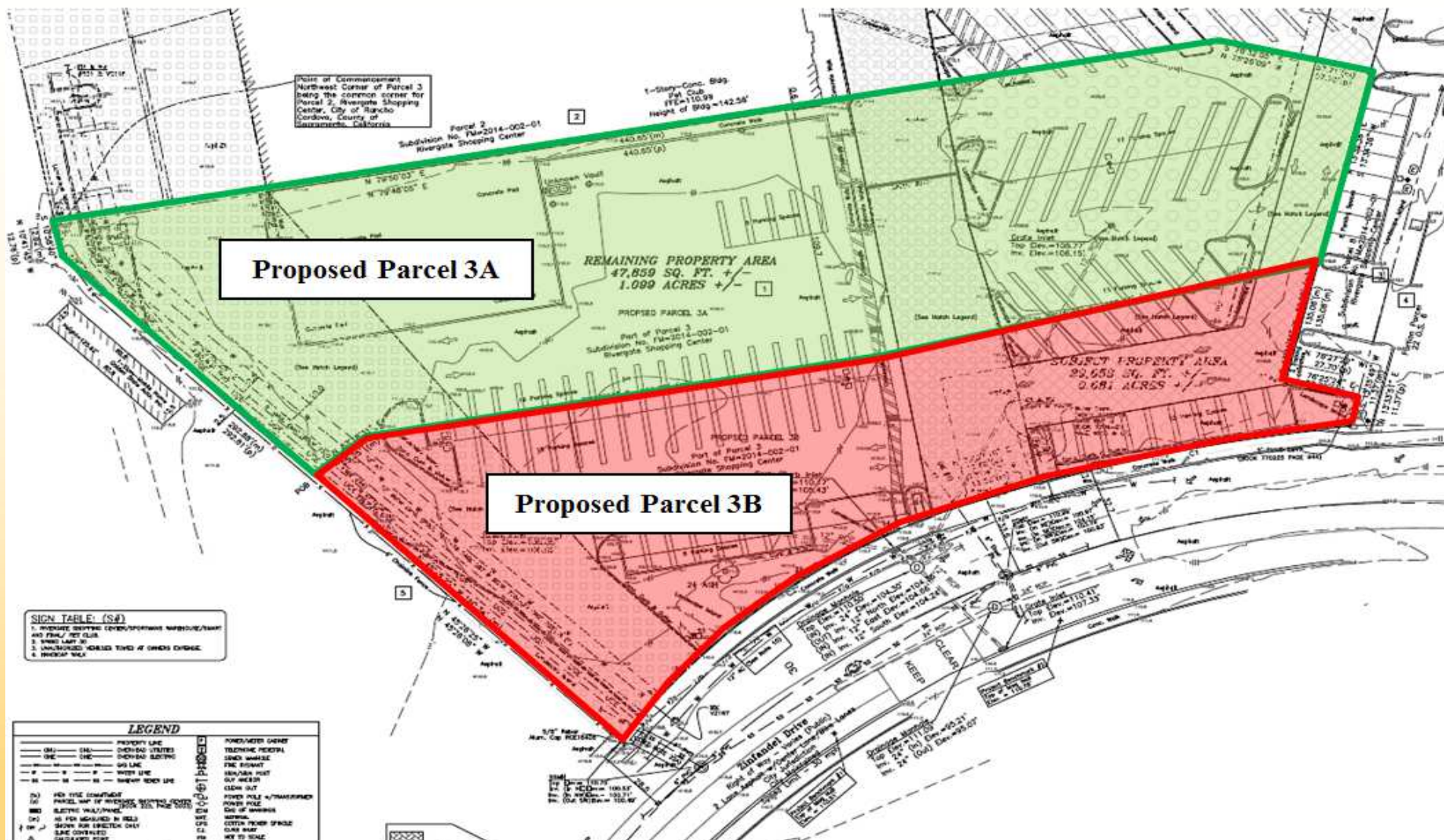
Project Request

- Applicant is requesting to subdivide an existing 1.78 acre parcel into (2) separate parcels
 - Parcel 3A: 1.099 acres (47,859 sqft)
 - Parcel 3B: 0.681 acres (29,658 sqft)
- This project is located at 2346 Sunrise Boulevard within the Rivergate Shopping Center.

Site Location



Proposed Subdivision



Council Comments

- This project was presented to Council on October 17, 2016.
- Council raised concerns regarding existing traffic, proposed design, and parking supply.
- Since that meeting staff has worked with the applicant, the property owner, and other departments to address concerns raised by Council.
- These concerns include:
 - How the lot split will impact the final building designs
 - Access to Zinfandel Drive
 - Parking and Circulation
 - Access to Chevron
 - Access to the rear of the site

Concern #1: Future Building Design

Concern: The subdivision results in parcels that are too narrow which will affect the overall design of the future commercial buildings.

Response:

- The future O'Reilly building will need to be placed on the property line to fit on the parcel and meet setback requirements.
- Council had concerns regarding a fire-rated wall on the North elevation resulting in a blank exterior wall.
- O'Reilly is only a portion of the total build out of the retail center and a shell building will be constructed between the new and existing buildings.
- The property owner will submit plans for the second building in conjunction with the Design Review for the O'Reilly building.

Concern #1: Future Building Design



Concern #1: Future Building Design



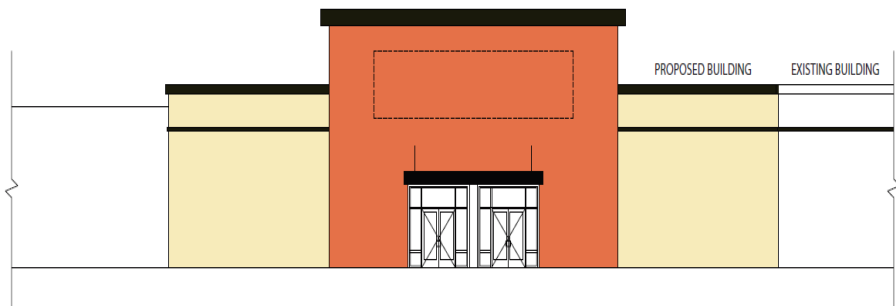
PARKING REQUIREMENTS

TOTAL BLDG. AREA = 177,652 SQ. FT.

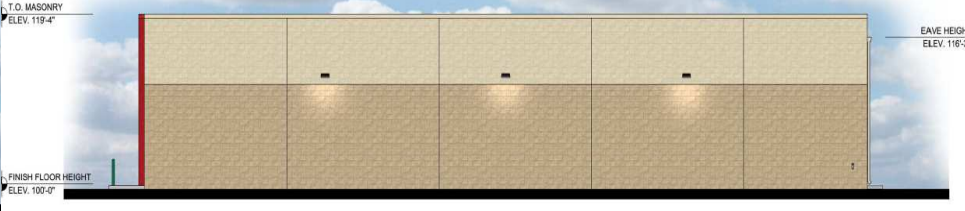
TOTAL REQ'D PARKING = 640

TOTAL PARKING PROVIDED = 665

Concern #1: Elevations



1 EAST EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"



2 NORTH EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"



3 WEST EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"



4 SOUTH EXTERIOR ELEVATION
CE1 SCALE: 1/8" = 1'-0"

Concern #2: Zinfandel Drive Traffic

Concern: *Additional retail space would increase traffic along Zinfandel Drive*

Response:

- As part of the recent design review for the Chick-Fil-A project a traffic study was completed to forecast potential traffic issues for both the restaurant and the total build out of the center.
- The traffic study concluded that the complete build out could justify the need for the re-striping and widening of Zinfandel Drive to accommodate westbound vehicles from Sunrise Boulevard.
- In anticipation of complete build out the center, the property owner completed the recommended improvements in 2015.
- In conjunction with the frontage improvements the Public Works Department also lengthened the time of the traffic signals to help keep the flow of traffic moving along Sunrise and Zinfandel during peak hours.

Before Improvements



Short merge lane forces motorists to quickly move into one lane causing back up into intersection.

After Improvements



Extended merge lane to allow more time for merging and entering shopping center

Concern #3: Parking

Concern: *Additional retail within the shopping center would create a parking deficiency*

Response:

- In May 2014 the shopping center was approved to subdivide two parcels totaling 14.75 acres into nine parcels, each with reciprocal access and parking agreements. The new parcels will be held to the same agreements.
- At build out the retail center would contain 177,652 sq. ft. of retail space requiring 640 parking spaces. At anticipated build out the retail center would provide at minimum 665 spaces.

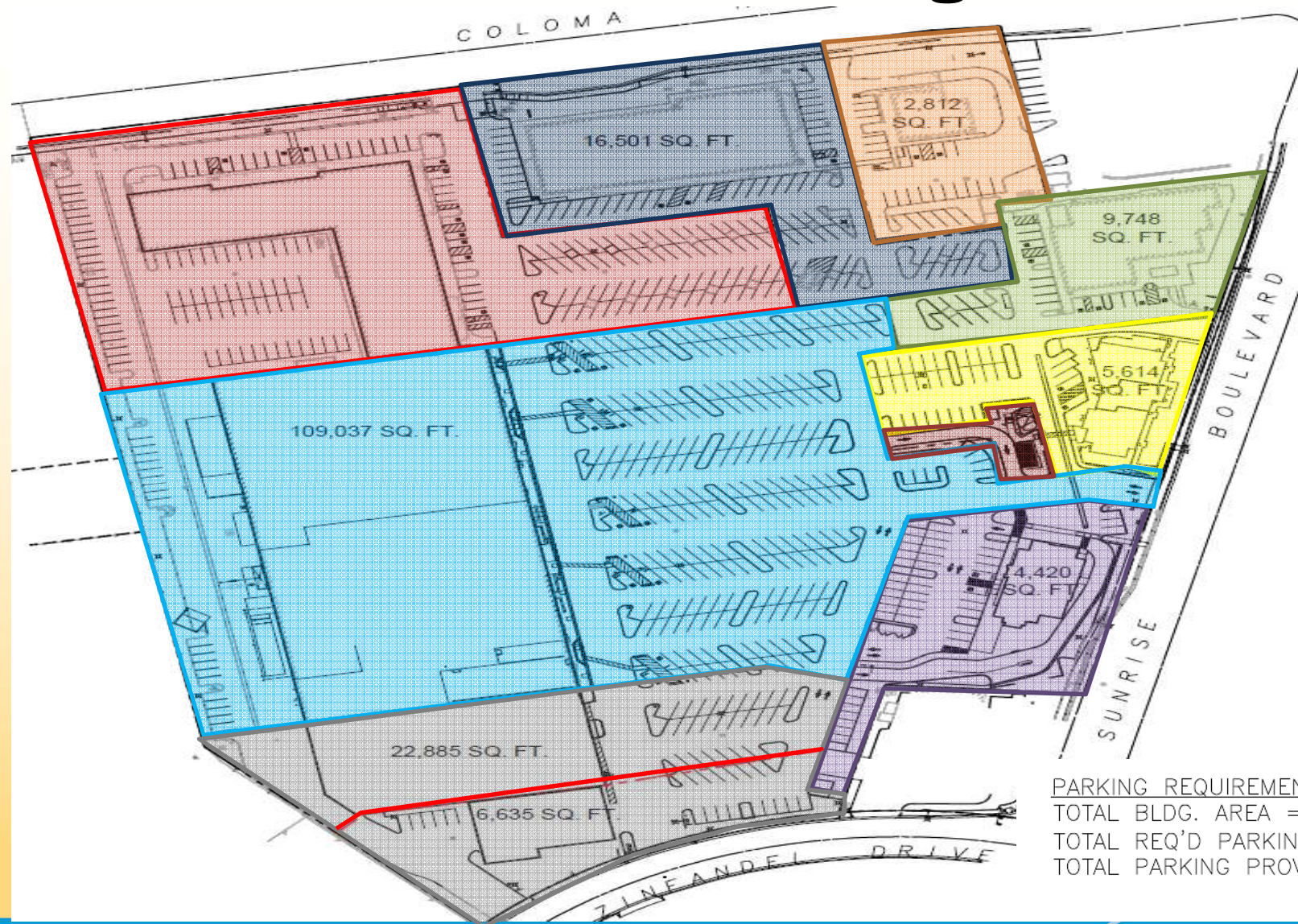
Concern #4: Circulation

Concern: *Additional retail within the shopping center would increase existing circulation issues within the overall Rivergate Shopping Center.*

Response:

- Per design reviews for Chick-Fil-A, Scooter's Coffee, and the additional retail pad, the internal parking lot circulation was designed to minimize stacking, reduce onsite speeds, and provide ample parking.
- As a result of Chick-Fil-A's traffic analysis, improvements to the center were made including additional traffic calming measures, restriping, and the extension of the Zinfandel merge lane.
- The traffic analysis indicated no significant impact for the center at full build out.

Concern #3 and #4: Parking and Circulation



PARKING REQUIREMENTS

TOTAL BLDG. AREA = 177,652 SQ. FT.

TOTAL REQ'D PARKING = 640

TOTAL PARKING PROVIDED = 665

Concern #5: Access

Concern: *Access driveway from Chevron to the Rivergate Shopping Center adds to circulation issues and Zinfandel traffic.*

Response:

- The access serves as an alternate connection between the gas station and the retail center.
- Sealing off the Chevron access would require patrons to re-enter Zinfandel in order to access the adjacent shopping center which could increase traffic further.
- The Chevron parcel is under a separate ownership however if the Council wishes to examine the access closure further a more in depth review can take place during the future Design Review.

Concern #5: Access

Concern: *Drive aisle behind the retail center is being used as a “cut through” from Coloma to Zinfandel Drive and vice versa during peak hours*

Response:

- Staff has contacted the Rancho Cordova Police Department (RCPD) regarding this concern and they did not have any record of this being an issue within the Rivergate Shopping Center.
- The property owner has stated that there are currently speed bumps in the rear to slow down drivers and this was confirmed with an on-site inspection.
- The drive aisle cannot be blocked because of fire access however the property owner has suggest additional speed bumps to slow traffic if requested by Council.

Environmental Review

- This project is Categorically Exempt under Section 15332, In-Fill Development Projects, of the California Environmental Quality Act (CEQA) Guidelines.

Recommended Motions

Staff recommends that the City Council find the project:

- To be in compliance with the California Environmental Quality Act (CEQA) pursuant to Section 15332 “In-Fill Development Projects”; and
- Adopt Resolution Number 126-2016 approving the Tentative Parcel Map for O’Reilly Automotive DD9672.

Questions??

MEMORANDUM

DATE: December 5, 2016
TO: Honorable Mayor and Council Members
FROM: Maria Kniestedt, Communications and Legislative Affairs Manager
SUBJECT: 2017 LEGISLATIVE PRIORITIES.



RECOMMENDATION

Provide direction and approval to staff on City's 2017 Legislative Priorities.

RESULT OF RECOMMENDED ACTION

Staff will proceed with recommended direction and approval to finalize the City's 2017 legislative program. This includes producing the annual legislative pamphlet, which Council and staff use for meetings with legislators and key agencies.

BACKGROUND

There are three elements to the 2017 Legislative Priorities update:

1. Federal Funding Requests

Annually, the City has an opportunity to submit applications for federal and/or state funding. If appropriations opportunities exist for FY 2017, applications will be submitted through the offices of our elected representatives or appropriate federal agency in Washington, D.C., or through the appropriate state-level process.

In keeping with recommended practices in designing our requests, proposed projects need to be well developed, sharply focused, and resonate with benefits that are readily seen by an audience at the federal level. With this in mind, staff is recommending submission of the attached projects to the appropriate federal agencies, along with elected officials. These projects have been vetted and further the City's goals of sustaining a vibrant community and improving transportation and connectivity.

Attachment 1 provides a list of questions used to evaluate projects eligible for funding requests and determine their readiness for submission. **Attachment 2** includes the recommended projects based on these criteria, as well as follow-up discussions with department staff.

2. 2017 Legislative Advocacy Platform

Managing federal funding requests is just one part of the City's legislative program. The program, founded on a set of policy guidelines that were first approved by the Council in 2007, also directs our advocacy efforts to support or oppose legislation that significantly impacts the City, or to work with legislators through our advocacy partners on amendments. **Attachment 3** shows the City's proposed 2017 Legislative Platform.

Summary of Changes from Prior Year Platform

The Legislative Advocacy Platform is viewed as a fluid statement of priorities that empowers the City's legislative team to make timely and impactful responses on matters of state and federal legislation and budget issues. The Legislative Team worked closely with each City department to review and revise language from the previous year. As a result, staff is bolstering this year's platform with added language to support legislation that:

- Promotes the City as an economically viable destination for business to locate
- Facilitates affordable housing production for special needs populations
- Strengthens the ability for the public to review proposed projects that have the potential to impact the community

In the coming 2017-18 legislative session, we look forward to continuing to track and/or pursue the attached legislative priorities as strategic objectives to enable the City to ensure a continued quality of life for our residents.

3. 2017 Legislative Priority Tasks

In addition to federal funding requests and the priorities laid out in the legislative platform, staff has compiled a list of priority tasks that are vital to operating the City's governmental and legislative presence. This encompasses staff's monitoring of state and federal legislation of interest to the City, as well as acting as a clearinghouse for legislative issues, intergovernmental grant funding, and other resources. The tasks include:

- At the start of each legislative session, staff will review all bills to determine bills of interest to the City.
- Throughout the legislative session, staff will actively track key bills affecting the City to determine a support, oppose or neutral position.
- Staff will monitor key issues and work with Council, the City Manager, City departments and our advocacy partners to determine whether proactive legislative efforts would be in the City's best interests.
- Staff will provide departments with federal and state funding opportunities, as they become available.
- Staff will create processes and procedures to streamline and strategically act on matters of legislative interest.
- Staff will liaise with departments and the City's advocacy partners on legislative issues affecting the City.
- Staff will proactively participate in key legislative briefings, workshops, trainings and regional groups.
- Staff will conduct research on key legislative issues and provide other legislative support at the request of Council.

ATTACHMENTS

1. FY 2017 Project Development Questions.
2. FY 2017 Projects for Possible Federal Funding Opportunities.
3. 2017 Legislative Advocacy Platform.
4. PowerPoint Presentation.

ATTACHMENT 1

FY 2017 Project Development Questions

- What is the total project cost?
- What is the federal nexus (if necessary)?
- What is the prior year(s) federal funding history? (What other federal funds has this project received?)
- If this project has received previous federal funds, how have they been spent?
- What are the sources and amounts of state, local or private matching funds (if any)?
- What other agencies are affected by the requested project?
- What is the current status of the project described in this application?
- What is the background/justification for the requested amount (project need and federal role)?
- What other state, local or nonprofit organizations *support* this application?
- Provide a budget breakdown of how the requested funds will be used.
- What is the priority order of this request? (Example: 2 of 9)
- How quickly will these funds be expended? What is the expected work schedule?
- Is this a one-time request? Does the City anticipate requesting funding for this project again in future years?

ATTACHMENT 2

FY 2017 Projects for Possible Federal Funding Opportunities

Project	Description
White Rock Road Improvements, Sunrise to Grant Line Road	Improve White Rock Road, from Sunrise Boulevard to Grant Line Road. This project will eliminate the bottleneck between the existing six-lane road at Sunrise Boulevard to Grant Line Road where Sacramento County has constructed additional lanes. White Rock Road has regional significance, as it will provide parallel relief capacity for U.S. Highway 50. This will increase the goods movement capacity and allow for increased freight and commerce capacity both within and through the Sacramento area. Completed in coordination with Sacramento County's similar White Rock Road east of Grant Line Road, this project will greatly enhance the safety benefits of this regional asset. This project was identified as a priority project by the Highway 50 Mobility Partnership. The total project cost of \$20 million builds a four-lane arterial with median improvements. If funding for the total project cost is not immediately available, the construction can be phased. The City has secured \$7 million for the project that will be used to construct the first phase from Sunrise Boulevard to approximately the future intersection of Rancho Cordova Parkway and White Rock Road. For an additional \$5 million, the project could extend to the future intersection of International Drive and White Rock Road (Phase II). For \$13 million, the project could extend to Grant Line Road (Phase III). The federal funding request is for \$5 million for completion of Phase II, or \$13 million for completion of Phases II and III.
Zinfandel Complex Improvements – Phase II	This project would be Phase II of improvements for Zinfandel Boulevard overcrossing US 50. The project includes improvements to the Zinfandel Boulevard to include separated pedestrian and bikeway structure across the Zinfandel overcrossing over US 50. The total project cost is \$5,000,000. The federal funding request is \$4,500,000. Phase I project improvements include widening the existing overcrossing, adding through lanes, modifying traffic striping to ease congestion. The total project cost is \$7.6 million with a total of \$2.569 coming from federal grants. Phase I project is estimated to be completed by 2020.
Sunrise Boulevard - Kiefer Blvd to SR16	Widen Sunrise Boulevard from two to four-lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. The total project cost of \$12 million would provide two additional lanes on Sunrise from Kiefer Boulevard to State Route 16 (Jackson Highway), one of the few direct connections from Grant Line Road to Highway 50. This is the only section of Sunrise Boulevard that is two

	lanes and is currently at capacity. This project will include raising a portion of Sunrise Boulevard above a local flood plain. When this section of Sunrise floods, it cuts off a much needed connection to the southeast county. The City has secured \$6 million in local funds. The federal funding request is for \$6 million.
Douglas Road, Sunrise Blvd. to West City Boundary	This project will widen Douglas Road from two to four lanes from Sunrise Blvd. to the west City Boundary. This project will include removing the existing bridge over the Folsom South Canal and replacing it with a six-lane bridge. This will be a complete streets project and will provide better access for bicycle and pedestrian mobility. This project will also provide relief to the congestion along Sunrise Blvd. The federal funding request is for \$13 million.
Douglas Road, Douglas Road to Folsom Boulevard Water Conservation	This project will provide for water conservation improvements along Sunrise Boulevard from Douglas Road to Folsom Boulevard. The enhancements include replacing much of the existing landscaping with native and drought resistant plantings. The irrigation infrastructure will be replaced to conserve water and meet the requirements of State Assembly Bill 1881 (2006). The total project cost is \$2.5 million. The City has secured \$500,000 for this project. The federal funding request is for \$2 million.
Mather Veterans Village	City of Rancho Cordova, County of Sacramento and Mather Veterans Hospital are co-sponsoring the final phase of 150 bed development for disabled and homeless veterans. The final phase will consist of 50 permanent supportive housing units with services responding to veteran's needs ranging from intake and stabilization through accommodated and independent living. The development is contiguous to the Mather Veterans Administration Medical Center located on a four-acre commitment of County "base closure" land. Phase 1 is in post-construction and Phase 2 in pre-construction. Phase 3 of this effort is dependent upon the developer's (Mercy Housing) ability to fund the considerable services needed by this population. The Sacramento Housing and Redevelopment Agency (SHRA) has made application and received 75 VASH vouchers from the U.S. Department of Housing and Urban Development (HUD). The VASH program (a unique funding partnership of HUD and the VA) provides evidence of services financing required for the project's final permanent financing. Mercy will now make application to SHRA for 25 VASH vouchers. If Mercy is unsuccessful with its response to the SHRA funding NOFA, then a shortfall of services funding in the approximate amount of \$2.5 million must be found for the Phase 3 effort to proceed. If Mercy is fortunate to receive an award of 25 VASH vouchers from SHRA, it will then make a March application for tax credits the sale of which will provide the final component of needed financing. Construction would begin before the end of calendar year 2017.

Veterans Service Organization Headquarters and Museum Project	The City of Rancho Cordova is initiating the redevelopment of a former air force base headquarters facility into a new headquarters for veterans. The new facility will be a centerpiece for services and amenities for veterans. It will consist of office space for veteran's organizations, a meeting/event hall and kitchen for social functions and other community activities, and a veteran's museum that will feature and preserve artifacts and memorabilia from various wars. This effort may involve as much as 60,000 sq. ft. of new building. Although this project has City sponsorship, it will require substantial additional funding to fill in construction and operations cost gaps. It is estimated the total construction costs could run from \$6 to \$30 million with operations costs estimated to run \$400,000 to \$800,000 per year.
Horizons at New Rancho Senior Housing Project	The Horizons at New Rancho, an affordable senior rental development, is a 48 unit new construction proposal sited on City assembled land that remedied one of the most distressed areas of the City. The project enjoys significant State and City subsidies. The Developer of the property has previously submitted applications for Federal and State tax credits three times, losing by small margins each time. It has become evident that the combination of relative small size and the City's low area median income conspire to reduce the competitiveness of a smaller City application such as this.

ATTACHMENT 3**2017 Legislative Advocacy Platform**

The Statement of Priorities is adopted annually to authorize the City's active participation to influence federal and state decision-making on legislation and budget issues. It also guides City staff and contract lobbyists in pursuing federal or state funding, and/or to act upon legislative issues. Using this document as a guide, the City will take positions on specific legislation and amendments. The Mayor or appointed designee will sign legislative letters based on the City's identified interests; additionally, Council Members may be actively involved in advocacy efforts.

Priorities are stated broadly in order to provide the flexibility needed to respond in a timely way to the rapid changes inherent in the federal and state legislative process. This document will serve as a guide to assist staff in identifying specific issues that are important to the City and in determining City interest in specific legislation. These priorities will help City officials, staff, and contract lobbyists to focus on key issues and funding areas when speaking to representatives. The legislative programs of the League of California Cities, the National League of Cities, and other organizations may also influence City activities when there are common interests.

In addition, the City will evaluate legislation, pursue funding, and serve as a broker, facilitator, and catalyst to enhance the community, based on specific policy areas, such as transportation and infrastructure, economic development, planning, public safety, housing, and parks and recreation.

Generally, the City will evaluate legislation based on the following broad criteria:

- § Protection of local revenues
- § Protection/increase of local government discretion
- § Protection/increase of funding for specific programs or services Support of key programmatic goals
- § Prevention of unfunded mandates
- § Consistency with existing City policy
- § Direct impact upon the City and the region

Based on the above criteria, the following policy positions are recommended:

Brown Act/Elections Code/Political Reform Act/Public Records Act

Support:

- Legislation that simplifies and streamlines the administration of the Brown Act, the Elections Code, the Political Reform Act, and the Public Records Act, and provides opportunities to recover costs.
- Legislation that seeks to protect the City's ability to obtain confidential advice from legal counsel on items such as anticipated and pending litigation and real estate acquisition.

Oppose:

- Additional mandates in this policy area without full cost recovery.
- Legislation that would invade the attorney-client privilege and upset the balance between the public's right to know the conduct of its business and a city's temporary need for privileged conversations with legal counsel.

Economic Development

Support:

- Legislation, strategies, and policies that attract, retain, and expand business; supports job creation, retention, and expansion; maximizes revenue opportunities; fosters place making; and enhances community amenities. Legislation that promotes the state as an economically viable and strong destination for businesses to locate.

Oppose:

- Legislation that adversely impacts the ability of communities to attract and retain jobs.
- Legislation that creates competitive disadvantages for new and existing businesses.

Environment

Support:

- Legislation that ensures local government representation and participation on state and federal environmental regulatory bodies.
- Legislation to standardize and streamline state and federal environmental regulations.
- Legislation that provides the City with the flexibility to enact environmental standards that are stricter than state or federal standards if the City so chooses.

Oppose:

- Legislation that, under the guise of environmental protection, restricts its land use authority.
- Legislation that deletes local government representation and participation on state and federal environmental regulatory bodies.

Housing

Support:

- Legislation that provides needed resources and flexibility to local governments for the production of housing that meets all socioeconomic needs and local demands.
- Legislation that supports and facilitates affordable housing production of special needs populations (e.g. veterans, homeless, seniors)
- Measures that would provide local governments with greater flexibility in the housing element process.
- Legislation that provides or enhances needed federal and state incentives that help facilitate the production and preservation of affordable housing units including, but not limited to, housing bond funds and tax credits, housing element self-certification, relief from prevailing wage requirements, and CEQA reform.
- State or federal legislation that provides capital advances that will serve supportive housing for very low-income elderly or frail elderly (e.g. HUD Section 202 Program).

Oppose:

- Legislation that eliminates opportunities for public review, project-level environmental review and restricts design review.

Local Control*Support:*

- Legislation that enhances local control of resources and tools that allows the City Council to make decisions that address the needs of residents and businesses within the local jurisdiction they serve, as well as the broader interest of the region.

Oppose:

- Legislation that erodes local control, whether by state or federal legislation, or ballot propositions.

Mandates*Support:*

- Legislation that encourages the use of state and federal incentives for local government action rather than mandates.
- Legislation to enhance local government's ability to comply with state and federal mandates.
- Measures to provide funding for federal and state mandates.
- Measures to streamline the process by which local governments are reimbursed by the state for the cost of unfunded mandates.
- Future legislation that repeals previously unfunded mandates.

Oppose:

- Legislation that seeks to impose additional unfunded mandates on local governments that produce inequitable burdens and financial and other hardships.
- Measures that would further delay reimbursement for unfunded mandates.

Planning*Support:*

- Measures that seek to enhance the flexibility of local planning agencies to meet community needs, strengthens local land-use policies and provide community enhancement.
- Legislation to resolve ambiguous or unworkable planning and environmental statutes so that local agencies have clear direction from the federal and state governments.
- Legislation that provides technical and financial support for streamlining Endangered Species Act and Clean Water Act permitting programs.

Oppose:

- Legislation to impose additional mandatory and arbitrary reviews by non-local agencies of local planning documents.

Public Safety*Support:*

- Legislation and measures to enhance public safety by providing additional funding for local agencies in their efforts to safeguard the public, increase the quality of life, reduce or prevent crime, educate citizens, and build community partnerships.
- Legislation that provides local law enforcement with additional tools to protect the public and prevent crime.
- Measures that establish task forces, which unite multiple public safety resources in an effort to combat criminal acts, which extend beyond the jurisdictional borders.
- Legislation to assist local law enforcement in its role as “first responders” to natural and man-made disasters.

Oppose:

- Legislation that limits the public safety policy tools available to local governments to deal with local conditions.
- Measures to reduce subventions and grant programs for public safety.
- Legislation that will limit or restrict public safety professionals from the efficient performance of their duties or that limits the law enforcement tools available to local public safety professionals.

Revenue Protection*Support:*

- Measures that give local government greater stability and independence in the state-local fiscal relationship, including full, constitutional protection of all local government revenues.
- Legislation that provides additional opportunities for local governments to be financially self-sufficient and oppose legislation that erodes the fiscal independence of local governments.
- Legislation that will enhance the state’s fiscal stability and minimize the impact to local governments of state budget deficits.

Oppose:

- Legislation that would give the state or federal government greater control over local revenue sources or in any way reduces or diminishes City authority over local revenues.
- Legislation that would result in the permanent loss of City revenues unless it is part of a broader local government revenue protection package.
- Legislation that further exacerbates the state’s long-term budget imbalance and further exposes local governments to the effects of state budget deficits.

Telecommunications and Cable Franchises

Support:

- Legislation that maintains local control over public rights-of-way; protects local revenues used for essential local services, including public safety; guarantees access to, and funding for, public, educational and government access television.
- Legislation that ensures that the public is appropriately compensated by telecommunications providers that use the public's rights-of-way.

Oppose:

- Any legislation that does not adhere to the principles above.

Transportation and Infrastructure

Support:

- Additional funding for local transportation and other critical unmet infrastructure needs.
- Adequate and fair funding for the City and equitable distribution of transportation dollars within the SACOG region.

Oppose:

- Legislation that would reduce the ability of growing communities to address transportation and infrastructure needs with adequate funding (from diversified sources) and with as much flexibility as possible.
- Legislation that would in any way unduly restrict the City's ability to ensure that necessary public improvements are completed as part of new subdivisions.

2017 Legislative Priorities

Annual Update



Overview of Tonight's Presentation

Goals of
Annual Update

Presentations
by City's
Advocacy
Partners

- Joe A. Gonsalves
& Son
- Simon and
Company, Inc.

Discussion of
Legislative
Priorities
Update

Legislative
Program
Update

night's Goals

roduce our new advocacy partner

vide presentations from our State and Federal
vocacy partners

sent updated legislative platform and projects
possible federal funding
Outcome: Discussion/Direction/Approval

roduce improvements to the legislative program



r Advocacy Partners

Welcome, Anthony, Jason & Paul Gonsalves
Welcome back, Len Simon

sensation by Joe A. Gonsalves & Son

sensation by Simon and Company, Inc.



Legislative Priorities Update

2017 Legislative Platform
Summary of Changes

2017 Federal Funding Requests



Legislative Program Update

The Legislative Team has worked on “growing” the City’s legislative program:

- New state-level advocacy partner
- Legislative bill review, tracking, research
- Strategic support/oppose/neutral
- Federal and state funding opportunities
- Processes and procedures
- Departmental/issues experts
- Briefings, workshops, trainings, regional groups



Legislative Priorities

Questions?

The Legislative
Team Thanks You!

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Adam U. Lindgren, City Attorney and Kate A. Cook, Deputy City Attorney

SUBJECT: OVERVIEW OF PROPOSITION 64 AND ITS IMPACTS ON THE CITY.



RECOMMENDATION

Receive information from the City Attorney's Office on the passage of Proposition 64 regarding the legalization of recreational marijuana in California and its impacts on the City. City staff will be prepared to answer questions from the City Council.

RESULT OF RECOMMENDED ACTION

If directed to do so by City Council, City staff will return with additional information or discussion items at a future Council meeting.

BACKGROUND

On November 8, 2016, Californians approved Proposition 64 — the Control, Regulate, and Tax Adult Use of Marijuana Act ("AUMA" or "the Act"), legalizing recreational marijuana use for adults 21 and older and establishing a commercial licensing structure.

In response to inquiries from residents, business owners, and City Council members, this presentation is intended to provide an overview of the new law, how it impacts Rancho Cordova, and answer any questions from the City Council and the public.

Overview of AUMA:

Effective November 9, 2016, AUMA makes it legal for anyone 21 and older to:

- Smoke or ingest marijuana and marijuana products (subject to certain limitations outlined below);
- Possess, obtain, give away, purchase, and process up to one ounce of marijuana and up to 8 grams of concentrated marijuana;
- Possess, plant, harvest, dry, or process up to six living plants within a single private residence or an enclosed and secure accessory structure to a private residence ("private residence" includes a house, an apartment, a mobile home, or other similar dwelling); and
- Possess, plant, harvest, dry, or process up to six living plants upon the grounds of a private residence, *unless* outdoor cultivation is prohibited by local regulations.

The new law establishes that marijuana may not be smoked in public places, anywhere tobacco smoking is prohibited, or within 1,000 feet of a school, day care center, or youth center where children are present. There are two exceptions to this last prohibition: AUMA allows for marijuana to be smoked within 1,000 feet of a school, day care center or youth center where children are present if it occurs at a private residence or a business licensed to allow for on-site marijuana smoking and such smoking is not detectable by others at the nearby school, day care center, or youth center.

Marijuana may not be smoked while driving or riding in a moving vehicle or boat. It is also illegal under AUMA to possess or smoke marijuana on school grounds, or at day care or youth centers when children are present.

The law does allow for private property owners to prohibit any of AUMA's permitted personal use and possession activities. Government agencies may prohibit such activities within buildings owned, leased, or occupied by the government agency. Private employers may maintain or adopt a drug-free workplace policy that prohibits the use of marijuana by employees.

AUMA also creates a licensing and regulatory system for nonmedical commercial marijuana activities, including sales, distribution, cultivation, manufacturing, and testing. The regulatory structure is similar to the one created under the Medical Cannabis Regulatory and Safety Act passed in 2015. It contains 19 different types of commercial licenses. AUMA expands the duties of the California Bureau of Medical Cannabis Regulation (renamed the Bureau of Marijuana Control), Department of Consumer Affairs, Department of Food and Agriculture, and Department of Public Health. It is anticipated that the regulations and state licensing will be developed by January 1, 2018. It is illegal for a commercial nonmedical marijuana business to operate without a state license.

The Act also imposes taxes on commercial sales and cultivation of nonmedical marijuana. Starting January 1, 2018, AUMA implements an excise tax on purchases of marijuana, and a tax on cultivation of marijuana. The tax on purchases is 15% of the gross receipts of any retail sale of medical or nonmedical marijuana. The cultivation tax will be imposed on harvested marijuana. The tax is nine dollars and twenty-five cents (\$9.25) per dry weight ounce. The tax for marijuana leaves is two dollars and seventy-five cents (\$2.75) per dry weight ounce. The excise tax and the cultivation tax shall be "in addition to any other tax imposed by a city, county or city and county," but medical marijuana purchases by qualified patients and caregivers will be exempt from all sales and use taxes. (Rev. & Tax. §§ 34021;34011.) The City's Cannabis Business Tax, approved by voters in 2010, would therefore apply to all medical and nonmedical marijuana sales, should such uses ever be allowed in the City.

Chapter 20 of the AUMA sets out regulations related to local control. Specifically, section 26200 of the Business and Professions Code states:

(a) Nothing in this division shall be interpreted to supersede or limit the authority of a local jurisdiction to adopt and enforce local ordinances to regulate businesses licensed under this division, including, but not limited to, local zoning and land use requirements, business license requirements, and requirements related to reducing exposure to second hand smoke, or to completely prohibit the establishment or operation of one or more types of businesses licensed under this division within the local jurisdiction.

State licensing authorities shall not approve an application for a state license under AUMA if it would violate a local ordinance or regulation adopted pursuant to proposed Business and Professions Code section 26200. (Bus. & Prof Code § 26055(e).) But unlike the MCRSA, the Act does not require applicants seeking a state license to provide documentation that they have permission from local authorities to operate their cannabis business.

Medical Cannabis Regulation and Safety Act

Passed by the Legislature in 2015, Medical Cannabis Regulation and Safety Act (“MCRSA”) establishes a regulatory and licensing structure for medical marijuana businesses in California. Until the enactment of MCRSA, all marijuana “businesses,” with the exception of cooperatives and collectives (dispensaries and their associated growers), were illegal. MCRSA changed that by creating licensing categories for every aspect of the industry, including cultivation, testing, distribution, and sales. It is anticipated that the regulations and state licensing will be developed by January 1, 2018. The new regulatory framework allows medical marijuana businesses —beyond only nonprofit dispensaries— to operate legitimately. The passage of Proposition 64 did not affect the regulatory structure established for commercial medical marijuana activities.

Current Rancho Cordova Cannabis Business Tax

The cannabis business tax is found at Chapter 3.80 of the Rancho Cordova Municipal Code (“RCMC”) and imposes a tax on all cannabis business licensees which are defined as cannabis businesses which have been issued a special business license pursuant to RCMC Title 4. A cannabis business includes any business involving the planting, cultivation, harvesting, transporting, manufacturing, compounding, converting, processing, preparing, storing, packaging, testing, or wholesale and/or retail sales of marijuana.

Although the cannabis business tax was approved by the voters at the November 2, 2010, election, it did not become immediately effective because the ordinance provides that it “shall only take effect if Proposition 19, ‘The Regulate, Control and Tax Cannabis Act of 2010’ is passed by the voters of the state, **or upon the adoption of any other state or federal law allowing such businesses.**” (RCMC § 3.80.020.) Although Proposition 19 did not pass, the City could now implement the tax based upon the passage of the Medical Cannabis Regulation and Safety Act and AUMA because both qualify as a state law “allowing such businesses.”

Chapter 3.80 establishes the following maximum tax rates:

	Tax for first \$1,000,000 in sales	Tax over \$1,000,000 in sales	
For Profit Cannabis Businesses	\$120.00 for each \$1,000 of gross receipts for the first \$1,000,000 (12%)	\$120.00 for each \$1,000 of gross receipts for the first \$1,000,000 and \$150.00 for each \$1,000 of gross receipts over \$1,000,000 (15%)	—
Nonprofit Cannabis Businesses (dispensaries under current regulations)*	—	—	\$100 per square foot on all business improvements occupied by the business

**The nonprofit dispensary model for medical marijuana sales will be phased out as the new state regulatory and licensing structure comes on line. Individuals will simply have a license allowing for retail sales of medical marijuana.*

The City also imposes a tax on personal cultivation of \$600 per square foot up to 25 square feet. (RCMC § 3.85.040.) The City allows up to 25 square feet of personal cultivation of medical marijuana within a single-family residence or a detached structure at a single-family residence. This regulation, and possibly the cultivation tax, will need minor amendments to ensure compliance with AUMA.

Current Rancho Cordova Marijuana Cultivation Regulations

The City currently prohibits all outdoor cultivation of marijuana but allows for the indoor cultivation of up to 25 square feet of marijuana with a permit by qualified patients and caregivers and pursuant to numerous requirements. (RCMC §§ 6.90.030, 6.90.040, and 6.90.045.) Indoor cultivation must be done by individuals 18 and older, with the property owner's permission, and at a single-family residential parcel. No indoor cultivation is permitted on a property where anyone under the age of 18 resides, and permitted cultivation areas must be securely locked. Permitted indoor cultivation may not be visible from public right-of-way areas.

Impact of AUMA on the City's Regulations

AUMA makes it legal for individuals 21 and older to cultivate up to six plants within a single private residence or within an accessory structure to a private residence. "Private residence" includes a home, an apartment, or a mobile home or similar dwelling. Cities and counties may enact "reasonable regulations" for indoor cultivation, but may not completely prohibit it. However, cities and counties may completely prohibit outdoor cultivation allowed under AUMA.

The City therefore may retain its ban on all outdoor cultivation of marijuana under AUMA. Minor amendments to the City's indoor cultivation regulations will, however, be required to ensure compliance with AUMA. The City may retain its cultivation permit requirements and other reasonable regulations related to health, safety, and public welfare, but will need to allow for the personal cultivation of up to six plants indoors on all residential parcels for nonmedical purposes. AUMA does allow for private property owners, such as landlords, to ban indoor and/or outdoor cultivation on their property. (Health & Safety Code § 11362.45(h).)

Under the City's smoking ordinance, the smoking of tobacco *and* marijuana is prohibited on public property, at public events, or in any facility or space to which members of the public have access in the City of Rancho Cordova. (RCMC § 6.87.030). Additionally, marijuana smoke is included in the definition of "smoking" in RCMC Chapter 6.84, "Regulation of Smoking," for the purposes of the regulation of smoking in certain areas of the City. (RCMC §§ 6.84.020, 6.84.030). **This means that wherever smoking is prohibited in the City, the prohibition includes smoking of marijuana and marijuana products.** The passage of Prop 64 does not change these regulations.

Similar to medical marijuana businesses, cities and counties may also regulate, and entirely prohibit, commercial recreational marijuana businesses under AUMA. City staff included minor amendments to land use tables within the Zoning Code update currently under review to clarify that dispensaries and commercial marijuana uses—whether medical or recreational—are prohibited in the City.

ATTACHMENT

PowerPoint Presentation.

2736318.2

Recreational Marijuana is Legal in California: Now What?

**City Attorney Adam Lindgren
Deputy City Attorney Kate Cook**

Prop 64 Overview

- City's Marijuana Regulations
- Prop 64:
 - Personal Use
 - Personal Cultivation
 - Commercial Operations
 - Transportation and Delivery
 - Taxation
 - Compare with Medical Marijuana Statutes
 - Local Regulations Allowed



City's Marijuana Regulations

- No dispensaries or deliveries
- Outdoor cultivation prohibited
- Personal indoor (medical) cultivation allowed:
 - Qualified patients and caregivers 18 and over
 - Up to 25 square feet, no set number of plants
 - Single family home or accessory structure
 - No children living at the home
 - Permit required
 - Cultivation area locked and secured

City's Marijuana Regulations (cont'd)

- Personal cultivation tax
 - \$600 per square foot
 - Not imposed / not implemented to date (no permits issued for cultivation)
- Cannabis business tax
 - Passed in 2010
 - 12% on first \$1 million in sales, 15% thereafter
 - No cannabis businesses currently allowed in City

Prop 64: Personal Use

- Up to one ounce (possess, transport, obtain, give, smoke)
- Individuals 21 years and older
- Locational restrictions
 - 1,000 feet from schools when children present
 - Prohibited in “public places”
 - Prohibited where tobacco smoking prohibited
- No sales without state license
- 6 plants indoors allowed per residence for personal cultivation



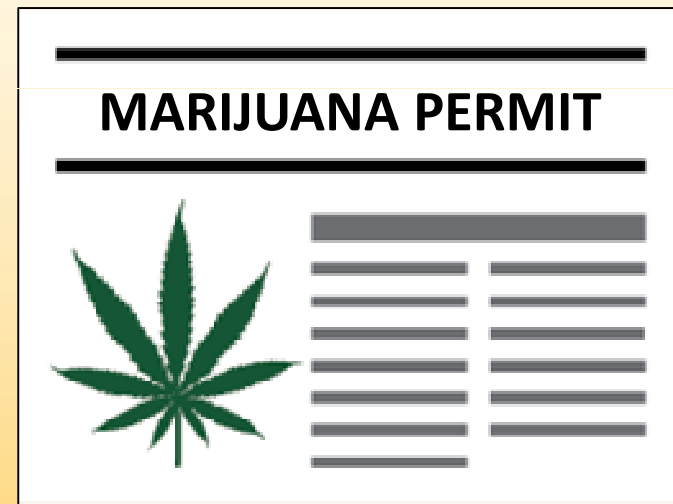
Commercial Operations— 19 Categories

- Cultivation (13)
- Delivery
- Distribution
- Manufacturing
- Microbusiness
- Retail
- Testing



Commercial Operations (cont'd)

- State permits—Bureau of Marijuana Control
 - Timing: January 2018
 - Priority: Good standing, CA
- Local permits (or not)
 - Not required to prove local permission
 - Cities and counties may prohibit commercial uses



Workplace

- No real change
- Federal rules all assume marijuana an illegal substance
- City's “drug-free” workplace policy still stands



Transportation and Delivery

- Transportation
 - “Through” transport allowed
- Delivery
 - Local control possible



Taxation

- State taxation starts Jan. 1, 2018
 - 15% excise tax on purchases of medical and nonmedical
 - Cultivation tax
 - No sales and use tax (state or local) on *medical* marijuana
- Local taxes allowed



Recreational vs. Medical Marijuana

- Extent of local control
- Taxation
- Quantity
- “Qualified patient” vs. 21 years+
- Future legislation – many regulations under way now at state level

Local Regulations Allowed

- Indoor cultivation
 - Reasonable regulations
 - Must allow for 6 plants per residence
 - Need minor update to City code
- Outdoor cultivation
 - May prohibit entirely
- Commercial uses
 - May prohibit entirely
- Delivery vs. Transportation
 - May prohibit delivery, not "pass-throughs"



Questions

MEMORANDUM

DATE: December 5, 2016

TO: Honorable Mayor and Council Members

FROM: Adam U. Lindgren, City Attorney

SUBJECT: UPDATE ON COMMUNITY PROSECUTOR.



RECOMMENDATION

Accept update on Community Prosecutor.

RESULT OF RECOMMENDED ACTION

Council will receive update on Community Prosecutor from City Attorney.

BACKGROUND

The Sacramento County District Attorney's Office operates a Community Prosecutor Program. Through that Program, the District Attorney's Office is able to provide prosecutors to various areas of the County to focus on significant legal issues in that geographic area and provide a long-term proactive partnership between prosecutors, law enforcement, cities and private organizations that works to resolve those legal issues.

On July 5, 2016, the City executed a Memorandum of Understanding ("MOU") with the Sacramento County District Attorney's Office. That MOU created a Community Prosecutor position that would be shared between the County and the City. It also established the scope of services that would be provided by the Community Prosecutor assigned to the City. As a result of that MOU, the City has been assigned Ms. Shauna Franklin as our Community Prosecutor. Ms. Franklin has worked in the District Attorney's Office as a Deputy District Attorney for many years and is an experienced and successful prosecutor.

The City Attorney's Office has and will continue to seek to work collaboratively with the Community Prosecutor on nuisance properties and issues and concerns in the City. It is vital that both the Community Prosecutor and the City Attorney's Office work together to achieve the City's enforcement objectives.

The District Attorney's Office has submitted a report providing the details of Ms. Franklin's work with the City of Rancho Cordova.

FISCAL IMPACT

None.

ATTACHMENT

November 15, 2016 Report from Assistant Chief Deputy District Attorney, Natalia Luna.
2734144.1



Sacramento County District Attorney's Office

ANNE MARIE SCHUBERT
District Attorney

Stephen J. Grippi
Chief Deputy

Michael A. Neves
Assistant District Attorney

DATE: November 15, 2016

TO: Honorable Mayor and Council Members

FROM: Natalia Luna
Assistant Chief Deputy District Attorney

SUBJECT: UPDATE ON COMMUNITY PROSECUTOR

Ms. Franklin became the Rancho Cordova Community Prosecutor in July 2016. Since then she has integrated herself into the Rancho Cordova community to increase her knowledge of the problems facing residents and business owners within the City. In an effort to further that understanding, she has attended neighborhood watch and focus group meetings, City-sponsored events such as Blight Busters and the Mayor's Walk, and National Night Out, just to name a few. Additionally, Ms. Franklin has worked closely with the Problem Oriented Police (POP) and Neighborhood Services teams to abate over one dozen nuisance properties, both residential and commercial.

Ms. Franklin has reached out to city officials to better understand the needs and wants of the community from the perspective of the City Council, City Manager, Economic Development manager, Chief of Police and other City officials. She is currently a member of a working committee with high-ranking city government that meets weekly to address the highest priority issues plaguing the community and to develop strategies for dealing with those problems.

Ms. Franklin is implementing the Sacramento County District Attorney's pilot Chronic Nuisance Offender (CNO) program in the City of Rancho Cordova and surrounding neighborhoods. The CNO program aims to address those offenders who are chronically involved in nuisance-type misdemeanor criminal violations. The program is designed to identify those repeat offenders and offer services when appropriate to reduce criminal behavior. The educational component of the CNO program includes training for both law enforcement and businesses who are affected by these offenders. Ms. Franklin is attending briefings of various shifts at Rancho Cordova PD to educate law enforcement. In addition, the Sacramento County District Attorney's Office has printed Homeless Outreach cards with the Rancho Cordova PD logo for distribution by law enforcement, Neighborhood Services, and Sac Steps Forward navigators to assist people in need of such services.

Ms. Franklin, in conjunction with Neighborhood Services, is also working with the business community in creating Business Watch. Business Watch is a crime prevention program that

Update on Community Prosecutor

November 15, 2016

Page 2

encourages businesses to participate in crime reduction efforts by working with law enforcement. She has also has accepted responsibility for the quarterly Folsom/Olson/Zinfandel (FOZ) meetings and has walked most of the businesses to increase the business' participation.

Ms. Franklin is committed to developing unique approaches to community involvement in Rancho Cordova. In conjunction with the Rancho Cordova Police and Sacramento County Sheriff's departments, she initiated the first annual Sacramento County District Attorney's Office Youth Academy. The Youth Academy is designed for high school students, grades 10-12, to learn about the criminal justice system. The current enrollment of over 70 students attend class every other week to learn about all different facets of criminal justice. The presentations include, but are not limited to, courtroom procedure, use of force, canine demonstrations, gang presentations, social media, and driving safety. The variety of presenters include deputy district attorneys, defense attorneys, judges, law enforcement officers and civilians involved in the criminal justice system. The students also participate in a mock trial and tour the Sacramento County Superior Court. The 12 session class is offered annually between October and March.

As Rancho Cordova's Community Prosecutor, Ms. Franklin attends numerous meetings with both community members and City agencies to gather as much information as possible. Some of the meetings and events include the Nuisance Response team monthly meeting, weekly POP team meetings, Human Trafficking Task Force meeting, neighborhood association meetings, All Hands, Blight Busters Community meeting, FOZ meeting, Mayor's Walk, and Tip-A-Cop.

cc: Denise Bazzano



Sacramento General Rate Case Water Rates from 2018-2020

Rancho Cordova City Council
December 5, 2016



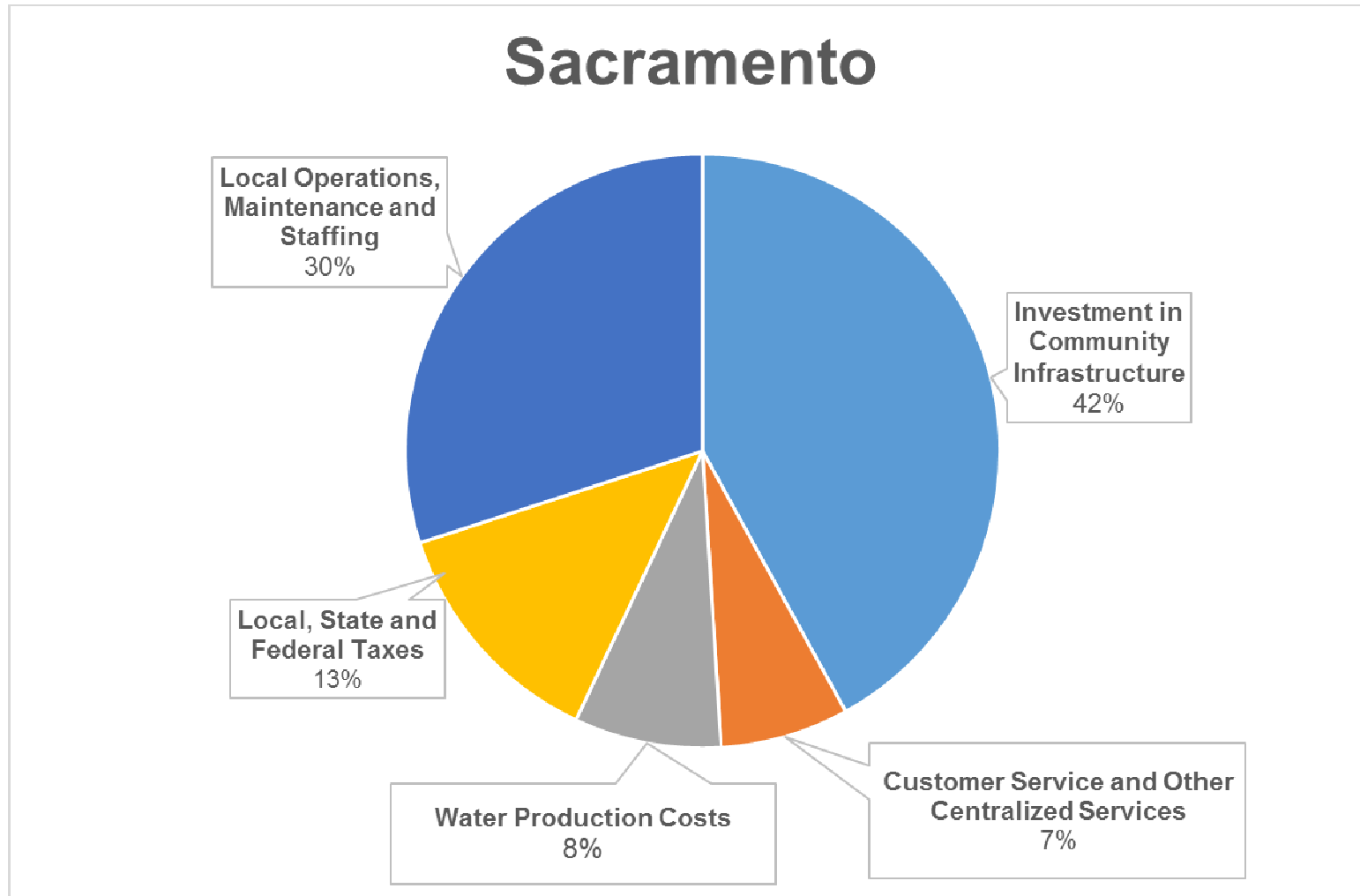
California American Water



Northern California System Facts

- **Over 60,000 connections serving about 200,000 people in 12 water systems in Citrus Heights, Rancho Cordova, Isleton and unincorporated Yolo, Sonoma, Sacramento and Placer Counties**
- **Supply, Storage, and Treatment:**
 - § The about 90 percent of the water comes from more than 100 wells
 - § Additional water purchased from the City of Sacramento, Sacramento County, Placer County Water Agency and Sonoma County Water Agency
 - § 22 primary storage tanks with a combined capacity of 21 million gallons
 - § Seven water treatment plants

How Each Dollar is Spent

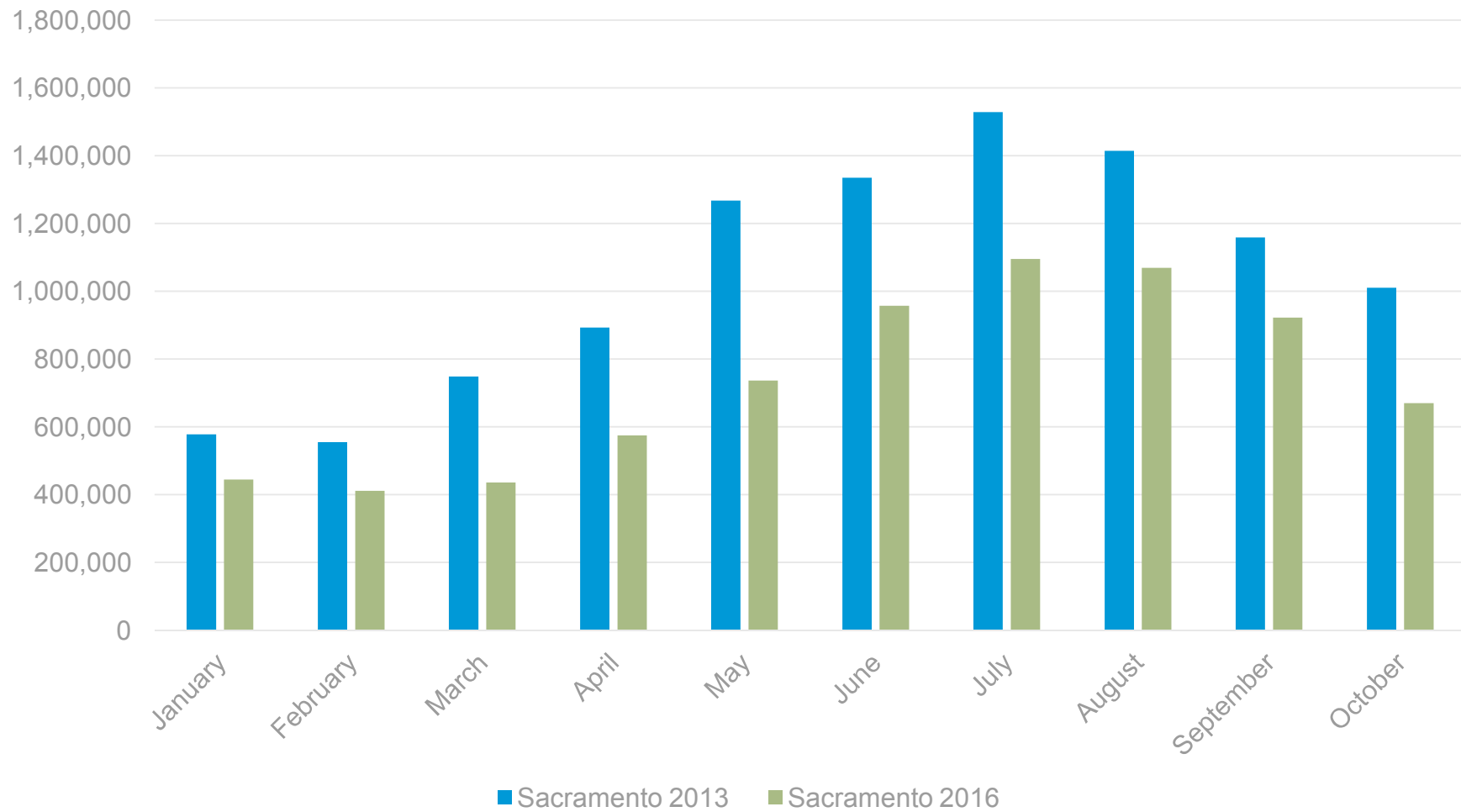


5,953,834,000 Gallons

33%

\$16,200,000

Sacramento System Delivery in 1,000 Gallons 2013 vs. 2016



Conservation and the Drought

- Customers have done a great job
- **Mandatory (Rule 14.1) conservation measures are in effect to enforce statewide prohibitions**
 - § No run-off
 - § Wash cars with hose nozzle
 - § No watering for 48 hours after rain
 - § Do not wash hardscapes with water (health and safety exception)
- **New temporary and permanent restrictions expected from the state**



Rebates and Programs

- We encourage customers to take advantage of our Conservation programs and services, including:
 - Toilet and washing machine rebates up to \$150
 - Home and business waterwise surveys
 - Free fixtures and items (showerheads, hose nozzles, aerators)
- Report waste or access programs with our smart phone app



How Rates are Set

- Rates are set by the California Public Utilities Commission (CPUC)
- CPUC-approved operating costs are passed on directly with no “mark-up”
- Capital improvements are funded by borrowing money from shareholders and issuing debt - customers pay back principal and interest in rates
- The maximum rate of return is set by the CPUC (8.41 percent overall)
- If the utility operates efficiently, shareholders receive a return on investment. A return is not guaranteed

General rate Case for 2018 to 2020

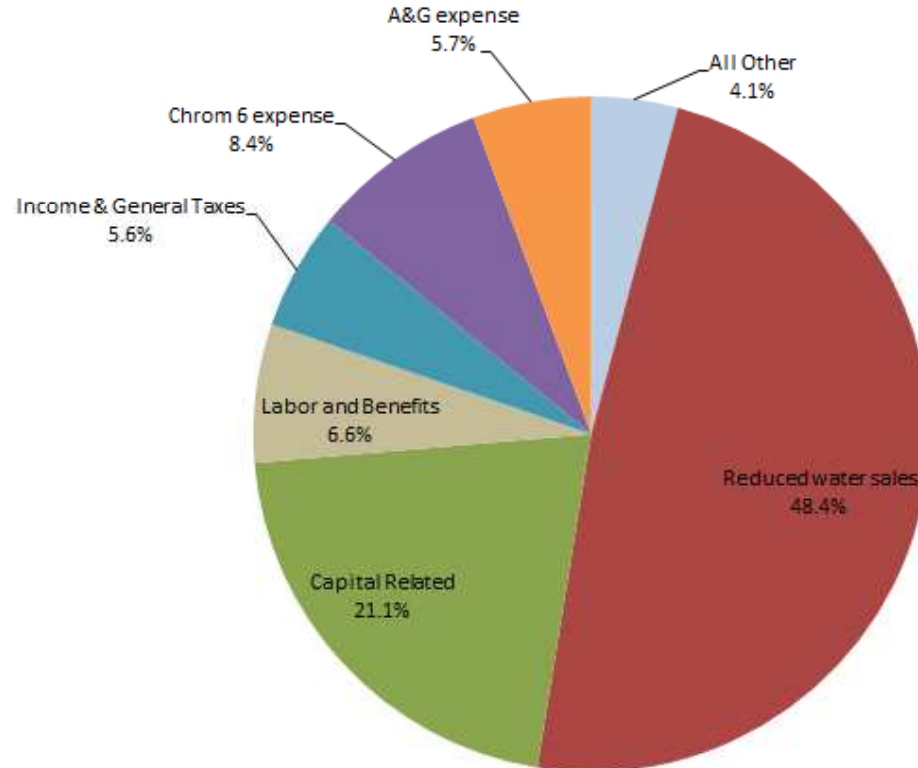
- **Filed July 2016**
- **Public Participation Hearing on Dec. 7 at 1 p.m. and 6 p.m. at the Rancho Cordova City Hall**
- **Customers can provide comments to:**
 - The Public Advisor
 - California Public Utilities Commission
 - 505 Van Ness Avenue, Room 2103
 - San Francisco, CA 94102
 - 1-415-703-2074 or 1-866-849-8390 (toll free)
 - public.advisor@cpuc.ca.gov
- **Decision expected in December 2017**
- **New rates possibly in effect on January 1, 2018**

General Rate Case 2018 to 2020

- Impact on rates for the average customer would be about \$8.76 per month or 23 cents per day in 2018 – 17 percent.
- 2.01 percent increase in 2019 and 2.89 increase in 2020
- Over \$23 million in infrastructure improvements

Key GRC Drivers for Sacramento*

2018 PRIMARY REVENUE DRIVERS



*Represents phased-in consolidation with Larkfield. Currently excludes Meadowbrook because July 1 GRC filing was made prior to parties reaching a settlement to incorporate Meadowbrook into Sacramento. It is estimated that including Meadowbrook would raise the percentage increase roughly half a percent.

Proposed Consolidation

- Rate consolidation spreads costs over larger customer bases to reduce rate fluctuations
- Dunnigan, Geyserville, and Oxbow will transition to the same prices as Sacramento starting in 2018.
- Larkfield's revenues will be held constant starting in 2018. Revenue increases for Larkfield would be phased into Sacramento's revenues in 2018. Larkfield and Sacramento would eventually move to the same prices at some point in the future.
- Increase to proposed Sacramento bills is just 14 cents per month

Low Income Ratepayer Assistance

- **Payment assistance for customers on fixed incomes or facing financial difficulties - 20 Percent Discount**
 - § Customers who are enrolled for SMUD or PG&E assistance programs automatically qualify



California American Water Contacts

**California American Water
4701 Beloit Drive
Sacramento, CA 95838**

Local Contacts:

**Sacramento Conservation Hotline: (916) 568-4201
S. Audie Foster, General Manager: (916) 568-4259
Evan Jacobs, External Affairs Manager: (916) 568-4252**

**Customer Service: 24 hours
(888) 237-1333**

