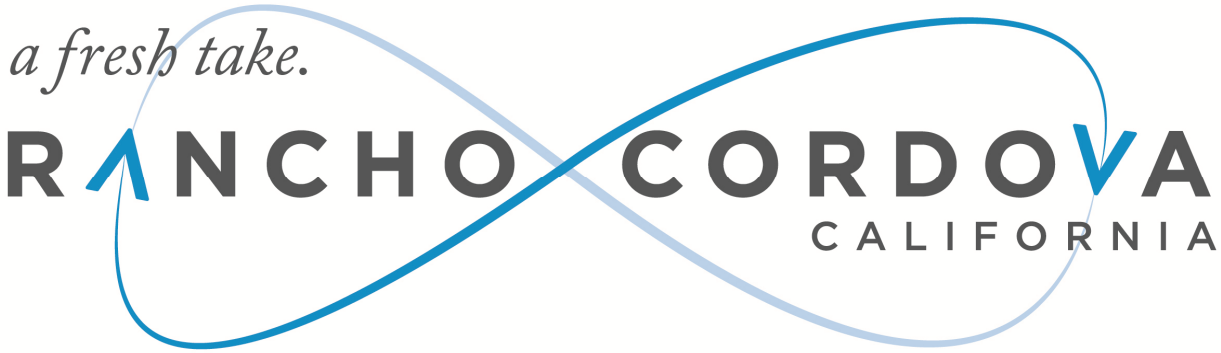
CITY OF RANCHO CORDOVA



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

Tuesday, January 20, 2015

5:30 PM – Regular Meeting

AGENDA

Robert J. McGarvey, Mayor

David Sander, Vice Mayor

Donald Terry, Council Member

Linda Budge, Council Member

Dan Skoglund, Council Member

CITY OF RANCHO CORDOVA

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Tuesday, January 20, 2015

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

AGENDA

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

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

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

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

3. PLEDGE OF ALLEGIANCE

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

4. INVOCATION

A Representative of the Church of Latter Day Saints will give the invocation.

5. PRESENTATIONS

5.1 Trim Your Waste Contest Presented by Republic Services.

5.2 Presentation of Proclamation in Recognition of National Slavery and Human Trafficking Prevention Month Presented to Soroptimist Club of Rancho Cordova.

5.3 10 Year Service Awards Presented by Stacey Peterson, Human Resources and Brian Nakamura, City Manager.

5.4 Introduction of New City Employee, Aaron Busch, Community Development Director Given by Brian Nakamura, City Manager.

5.5 Introduction of New Assistant Chief of Police, Kate Adams Given by Chief of Police Michael Goold.

5.6 Introduction of New City Employee, Stacey Rappleye, Building Permit Technician II Given by Joe Cuffe, Building Permit Services Supervisor.

5.7 Introduction of New City Employee, Nicholas Sosa, Assistant Planner Given by Paul Junker, Planning Director.

6. 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.

7. COUNCIL REPORTS

8. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

8.1 **Subject:** Meeting Minutes of December 15, 2014 Regular Meeting and January 6-7, 2015 Special Meeting.
Recommendation: Adopt minutes.

8.2 **Subject:** Second Reading of Ordinance No. 23-2014, Establishing Section 23.325.090 - Sunridge General Commercial Overlay District of the Rancho Cordova Zoning Code.
Recommendation: Waive the second reading and adopt Ordinance No. 23-2014.
Result of Recommended Action: Adoption of Ordinance No. 23-2014 would establish the Sunridge General Commercial Overlay District (SGC Overlay). Establishment of the SGC Overlay would assure that adequate commercial sites are available to accommodate commercial development needed to serve residents locate generally east of Sunrise Boulevard and south of Douglas Road by limiting certain uses on the affected properties.
Staff Report: Paul Junker, Planning Director.
Advances Goals: 1, 2, 5, 6.

8.3 **Subject:** Resolution Designating Mayoral Appointment of James E. Galloway, a Rancho Cordova Representative to the Sacramento County Sheriff's Outreach Community Advisory Board (SOCAB).

Recommendation: Adopt Resolution No. 1-2015.
Result of Recommended Action: The City of Rancho Cordova will continue to have a representative on the SOCAB whose purpose, as outlined in the Board of Supervisors' Ordinance, is…"to provide collaboration and communication in the establishment and implementation of programs that identify and seek to eradicate conflict, concerns and issues regarding the (Sheriff's) Department and the community it serves."
Staff Report: Michael Goold, Chief of Police and Mindy Cuppy, City Clerk.
Advances Goals: 1, 2, 3 and 5.

8.4 **Subject:** Resolution Authorizing the City Manager to Execute a Contract Amendment 16-2013-1 for On-call Professional Services with Wood Rodgers, Inc., to Increase the Contract Amount from $300,000 to $500,000.
Recommendation: Adopt Resolution No. 7-2015.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute contract amendment 16-2013-1 for on-call professional services with Wood Rodgers Inc., which will increase the contract amount from $300,000 to $500,000 to accommodate the engineering design services for the Mather Rails to Trails Project.
Staff Report: Cyrus Abhar, Public Works Director and Chris Boyer, Associate Civil Engineer.
Advances Goals: 1, 2, 5.

9. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

9.1 **Subject:** Kassis Property Tentative Parcel Map; Project No. DD8383 – Located at 9851 Folsom Boulevard.
Recommendation: Adopt Resolution No. 2-2015.
Result of Recommended Action: Adoption of Resolution No. 2-2015 would approve the applicant's request for a subdivision to divide one parcel into three parcels to accommodate an existing single family residence and create future opportunities for additional single family homes. A remainder parcel of approximately 39 acres would be available for future mixed use development consistent with the Folsom Boulevard Specific Plan. Parcel sizes following the division would include 0.65 acres, 0.64 acres, and 1.63 acres. No physical development is proposed at this time.
Staff Report: Jessica Jordan, Principal Planner.
Advances Goals: 1, 2.

9.2 **Subject:** Woodside Homes Camden at Somerset Ranch (North Douglas Village 2) Residential Design Review; Project No. DD8548 – Located north of Douglas Road and west of Grant Line Road.
Recommendation: Adopt Resolution No. 5-2015.
Result of Recommended Action: Adoption of Resolution No. 5-2015 would permit Woodside Homes to submit building plans to begin development of 84 single family homes within the North Douglas subdivision. These homes will have four different elevation plans with sizes ranging from 1,870 square feet to 3,207 square feet providing future residents with a large selection to choose from. These plans are represented in the submitted design review package.
Staff Report: Nicholas Sosa, Assistant Planner.
Advances Goals: 1, 2.

9.3 **Subject:** Clear Channel Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8480 – Located at 12137 Folsom Boulevard. Item continued from December 15, 2014 City Council Meeting.

Recommendation: Adopt Resolution No. 3-2015.
Result of Recommended Action: Adoption of Resolution No. 3-2015 would deny the project and result in no physical change at the subject property. No traditional billboards would be removed.
Staff Report: Jessica Jordan, Principal Planner.
Advances Goals: 1, 6.

9.4 **Subject:** Sierra Outdoor/CBS Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8490 – Located at 12125 Folsom Boulevard. Item continued from December 15, 2014 City Council Meeting.
Recommendation: Adopt Resolution No. 4-2015.
Result of Recommended Action: Adoption of Resolution No. 4-2015 would allow for the construction of a new digital Freeway Sign located at 12125 Folsom Boulevard. The sign would be located within an existing landscape planter in the existing Naturwood Home Furnishings parking lot. No vegetation would be removed to accommodate the new sign. Two existing traditional billboards located at 11373 Folsom Boulevard and near 9847 Folsom Boulevard would be removed as part of the project. Additionally, the Applicant will enter into an Operating Agreement with the City, requiring additional community benefits of the project.
Staff Report: Jessica Jordan, Principal Planner.
Advances Goals: 1, 6.

10. PUBLIC HEARING ITEMS

10.1 **Subject:** Ordinance Adding Chapter 6.90 to the Rancho Cordova Municipal Code entitled "Marijuana Cultivation" and Amending Table 23.310-1 of the Rancho Cordova Municipal Code entitled "Allowed Uses and Permit Requirements for Residential Zoning Districts".
Recommendation: Waive first reading and introduce Ordinance No. 1-2015 adding Chapter 6.90 to the Rancho Cordova Municipal Code entitled "Marijuana Cultivation" and amending Table 23.310-1 of the Rancho Cordova Municipal Code entitled "Allowed Uses and Permit Requirements for Residential Zoning Districts."
Result of Recommended Action: Adoption of this Ordinance is consistent with the City's desire to protect the safety and welfare of the City's residents by prohibiting outdoor marijuana cultivation and regulating indoor marijuana cultivation in the City as permitted by the California Supreme Court in its recent decision in City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc. et al., (2013) 56 Cal. 4th 729 and the California Court of Appeal's decision in Maral v. City of Live Oak (2013) 221 Cal.App.4th 975.
Staff Report: Adam Lindgren, City Attorney.
Advances Goals: 1, 2, 3.

10.2 **Subject:** Zinfandel Village Conditional Use Permit, Design Review, and Exception; Project No. DD8440 – Located at 2817, 2821, and 2863 Zinfandel Drive.
Recommendation: Adopt Resolution No. 6-2015.
Result of Recommended Action: Adoption of Resolution No. 6-2015 would allow for several changes at the Zinfandel Village shopping center. A portion of the north end of the main shopping center building and the existing restaurant adjacent to Zinfandel Drive would be demolished. Façade improvements to the remaining shopping center building would be constructed including reconfiguration of the building footprint, installation of new windows and siding, as well as enhancements to the roofline. In addition, two new commercial pad buildings with drive throughs would be constructed. Other improvements to the site would include enhancement to the vehicular connection

from Zinfandel Drive to the Target shopping center and a reconfigured parking lot with new landscaping and frontage details along Zinfandel Drive and Olsen Drive. A Unified Sign Program would function as guidance for future tenant signs and shopping center monument signs.
Staff Report: Matthew Diaz, Associate Planner.
Advances Goals: 1, 2, 5, 6.

11. REGULAR CALENDAR ITEMS

11.1 **Subject:** Approval of City Staff's Recommended Expenditures Based Upon City Council and Community Input and Anticipated Fiscal Year 2014/15 Measure H Funds.
Recommendation That the Rancho Cordova City Council authorize an advance budget authorization of $1.1 million to be appropriated from Fiscal Year (FY) 2014/15 Measure H funds, based upon City Council and community input, for the purchase of services, programs and capital, which enhance and improve the City's quality of life.
Result of Recommended Action: If approved, staff would initiate the spending of current year Measure H revenues, providing immediate benefits to the community, predominately in the area of public safety.
Staff Report: Brian S. Nakamura, City Manager.
Advances Goals: 1, 2, 3, 5.

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

13. CITY MANAGER'S REPORT

14. ADJOURNMENT

ADDITIONAL INFORMATION

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

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

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

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

UPCOMING MEETINGS	
Tuesday, February 17, 2015	*City Council Regular Meeting (5:30 PM)*
Tuesday, February 27, 2015	*City Council Special Meeting/Work Session (5:30 PM)*
Monday, March 2, 2015	*City Council Special Meeting/Study Session (4:00 PM) and Regular Meeting (5:30 PM)*
Monday, March 16, 2015	*City Council Regular Meeting (5:30 PM)*
Tuesday, March 24, 2015	*City Council Special 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 Tuesday, January 20, 2015 Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on Thursday, January 15, 2015 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.cityofranchocordova.org.

Signed Thursday, January 15, 2015 at Rancho Cordova, California.

Mindy Cuppy

Mindy Cuppy, MMC, City Clerk

TRIM YOUR WASTE

Rewarding Rancho Cordova's Residents for Their Recycling Efforts

a fresh take. RANCHO CORDOVA CALIFORNIA

REPUBLIC SERVICES

We'll handle it from here ™

AGENDA ITEM 5.1

TRIM YOUR WASTE

...AND YOU COULD WIN $100!

The City of Rancho Cordova and Republic Services are here to reward your recycling efforts!

What is Trim Your Waste?

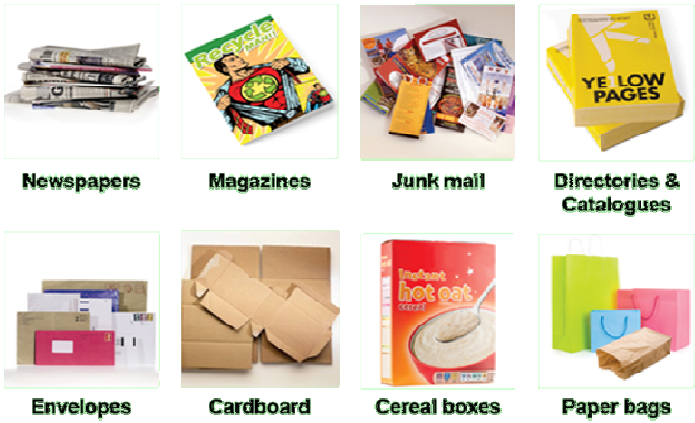
- Republic Services randomly chose five (5) residential recycling carts from around the City
- Carts were examined for non-recyclable items
- The first home with no contaminants items will be awarded $100
- Each winning home will be entered into a grand prize drawing

a fresh take. RANCHO CORDOVA CALIFORNIA

REPUBLIC SERVICES
We'll handle it from here ™

What is Recyclable?

Metals



Paper Products

Plastics

Glass

a fresh take. RANCHO CORDOVA CALIFORNIA

REPUBLIC SERVICES
We'll handle it from here ™

The Importance of Recycling

There are many reasons why it's important to recycle and compost as much as possible...

- It conserves raw materials
- It frees up landfill space
- It reduces pollution caused by landfills
- It saves our environment for future generations

a fresh take. RANCHO CORDOVA CALIFORNIA

REPUBLIC SERVICES
We'll handle it from here ™

Thank You Winners for Recycling!

a fresh take.
RANCHO CORDOVA
CALIFORNIA

REPUBLIC SERVICES
We'll handle it from here ™

SOROPTIMIST

Best for Women

Soroptimist International
vs.
Human Trafficking

Soroptimist Vision

- Women and girls have the resources and opportunities to reach their full potential and live their dreams.

Human Trafficking is a direct contradiction to the Soroptimist Vision and violates the most basic human right

The Challenge

- Slavery is a harsh reality for millions of people the world over who find themselves trapped in an exploitative and abusive system, bought and sold like objects, and treated with no dignity or human decency.

- How extensive is modern day slavery's reach? Human rights groups estimate that anywhere between 12.3 million and 27 million people are enslaved in forced or bonded labor, child labor, sexual servitude, and involuntary servitude at any given time.

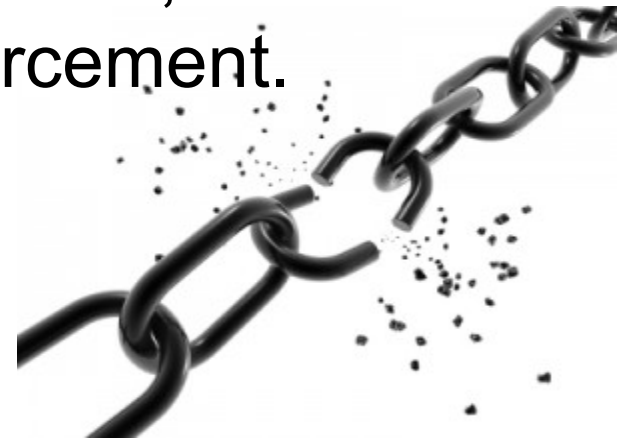
California's Statistics

- On 1/27/14, Channel 13 reported that Sacramento is ranked #2 in the U.S. for human trafficking cases according to the FBI.
- 683 Human Trafficking cases reported 10/1/13-9/30/14*
  - 512 cases (75%) were Sex Trafficking cases*
    - 67 cases (13%) from commercial-front brothels
    - 65 cases (12.6%) from hotels/motels
    - 42 cases (8.2%) street-based
    - 29 cases (5.6%) online ads
- 420 of the 683 cases (61.5%) were reported via a tip to the National Human Trafficking Tip Line 1-888-373-7888 by a community member*

*according to data reported at http://www.traffickingresourcecenter.org/state/california

The Soroptimist Int'l Solution

- Sex slavery is caused by gender inequality that allows the demand for sex slaves to flourish—the belief that there is no harm to purchasing the bodies of women and girls.
- In order to end sexual slavery, Soroptimists use a multi-dimensional approach that includes raising awareness, assisting victims, preventing slavery from happening in the first place, and advocating for better laws and enforcement.



SI of Rancho Cordova & Gold River's Solution

- In March, 2011, our club collaborated with four other area Soroptimist clubs to offer a STOP Trafficking Symposium at First Covenant Church designed to help people identify potential victims and learn how to report.
- We intend to offer a follow up Symposium in 2015-16, designed to proactively stop girls from being preyed upon through education and awareness and give educators, school counselors/administration and spiritual leaders the tools to identify early warning signs and ways to keep girls from falling into a predator's trap

CELEBRATING 10 YEARS

Congratulations on 10 Years of Service with the City of Rancho Cordova

a fresh take.
RANCHO CORDOVA
CALIFORNIA

CELEBRATING 10 YEARS

Nikki Grewal, Community Services Officer II

Maria Lopez, Management Technician

a fresh take.
RANCHO CORDOVA
CALIFORNIA

CELEBRATING 10 YEARS

Evelyn Richardson, Customer Service Specialist

Elizabeth Sparkman, Senior Civil Engineer

a fresh take. RANCHO CORDOVA CALIFORNIA

CELEBRATING 10 YEARS

Congratulations on 10 Years of Service with the City of Rancho Cordova

a fresh take.
RANCHO CORDOVA
CALIFORNIA

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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, December 15, 2014

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

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

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

Council Members Present:	Terry, McGarvey, Skoglund, Budge, Sander
Council Members Absent:	None
Staff Members Present:	Nakamura, Lindgren, Cuppy, Abhar, Chinn, Junker, Silva, Downton, Hadley, Haven, Holt, Thomas, Goold, Peterson, Ulm, Diaz, Jordan, Snipes, George

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

3. PLEDGE OF ALLEGIANCE

George Burnash led the pledge.

4. INVOCATION

Kyle Kerchner from First Covenant Church gave the invocation.

5. SPECIAL CEREMONIES

5.1 Swearing in of Vice Mayor Sander by Lois Sander.

5.2 Swearing in of Mayor McGarvey by Terri McGarvey.

5.3 Presentation to Outgoing Mayor Skoglund by Incoming Mayor McGarvey.

6. CELEBRATORY BREAK

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

7. PRESENTATIONS

NONE.

8. PUBLIC COMMENT

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

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

Mayor McGarvey closed the public comment period.

9. COUNCIL REPORTS

Council reported on events since the last meeting.

10. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

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

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

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

10.2 **Subject:** 2015 City Council Meeting Schedule.
Recommendation: Staff recommends Council approve its meeting schedule for 2015.
Result of Recommended Action: Action on this item will approve the 2014 meeting schedule for members of the Rancho Cordova City Council.
Staff Report: Mindy Cuppy, MMC, City Clerk's Office.
Advances Goals: 1, 2, 3, 4, 5, 6.

10.3 **Subject:** Approval of Council Member Appointments to Regional Boards, Commissions and Committees for 2015.
Recommendation: That Council confirms their 2015 commitments to serve on other

agency boards, commissions and committees.
Result of Recommended Action: The City Council will continue to serve in leadership roles throughout the region.
Staff Report: Mindy Cuppy, MMC, City Clerk.
Advances Goal: 4.

10.4 **Subject:** Second Reading of Ordinance No. 29-2014, Approving Amendments to the Folsom Boulevard Specific Plan to Remove a Portion of the Kassis Property, and Amending the Zoning Map to Change a Portion of the Kassis Property from Folsom Boulevard-Residential Mixed Use ("FB-RMU") to Residential, 3 Dwelling Units Per Acre ("RD-3"), and Amending the Zoning Map to Change the Plaza de Oro Site from Light Industrial ("LI") to Commercial Mixed Use.
Recommendation: Waive the second reading and adopt Ordinance No. 29-2014.
Result of Recommended Action: The proposed actions will, collectively, resolve minor issues within the General Plan and remedy minor inconsistencies between the General Plan and the Zoning Code. Where land use designations are proposed to change, such changes are intended to more accurately reflect the existing land use of the subject parcels.
Staff Report: Paul Junker, Planning Director and Pam Johns, Special Projects Manager.
Advances Goals: 2, 5, 6.

10.5 **Subject:** Resolution Authorizing the City Manager to Award Contract No. 113-2014 in the Amount of $760,000 to MCE Corporation for Maintenance of Channels and Levees.
Recommendation: Adopt Resolution No. 142-2014.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute Contract No. 113-2014 with MCE Corporation in the amount of $760,000 for routine maintenance of channels and levees, to include vegetation management and general levee maintenance services.
Staff Report: Cyrus Abhar, Public Works Director and Britton Snipes, Senior Engineer.
Advances Goals: 1, 2.

10.6 **Subject:** Resolution Authorizing the City Manager to Execute a Contract with Mark Thomas & Company, Inc., in the amount of $724,368 for the Zinfandel Complex Project.
Recommendation: Adopt Resolution No. 141-2014.
Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute a Contract with Mark Thomas & Company, Inc., for the Zinfandel Complex Project.
Staff Report: Cyrus Abhar, Public Works Director and Chris Boyer, Associate Civil Engineer.
Advances Goals: 1, 2, 5.

10.7 **Subject:** Mather Veterans Village Project Funding.
Recommendation: Confirm authorization given to the City Manager to pay Sacramento County permit fees for the Mather Veterans Village project in an amount not to exceed $520,000.
Result of Recommended Action: The Mather Veterans Village project will have the necessary permits to meet Tax Credit deadlines. The City will be reimbursed for the fees by the local housing trust grant by December 31, 2014.
Staff Report: Jessica Hayes, Housing and Neighborhood Services Development Analyst.
Advances Goals: 1, 2, 5.

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

11. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

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

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

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

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

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

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

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

ACTION: Motion to approve by Budge second by Sander;

Carried by a 5:0 roll call vote.

12. PUBLIC HEARING ITEMS

12.1 **Subject:** American Health Services Conditional Use Permit Large Residential Care Home Conditional Use Permit; Project No. DD8495 – Located at 10087 Terra Loma Drive.
Recommendation: Adopt Resolution No. 104-2014.
Result of Recommended Action: Adoption of Resolution No. 104-2014 would grant the applicant's request for a Conditional Use Permit from the City of Rancho Cordova to operate a large residential care home with up to 20 beds that would provide treatment for alcohol and substance dependency within an existing 10-bedroom house. Approval of this resolution would allow the applicant to apply for a business license and establish a residential care home that could accommodate more than six clients.
Staff Report: Paul Junker, Planning Director.
Advances Goals: 2, 5.

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

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

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

Mayor McGarvey closed the public comment period.

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

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

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

Mayor McGarvey closed the public comment period.

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

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

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

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

12.2 **Subject:** Clear Channel Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8480 – Located at 12137 Folsom Boulevard. Item continued from November 17, 2014 City Council Meeting.
Recommendation: Conduct the continued public hearing for this item, and Item regarding the Sierra Outdoor/CBS Outdoor application, simultaneously. Consider the Conditional Use Permit and Operating Agreement request by Clear Channel Outdoor; receive comments from the public and project applicants; provide direction to staff as determined appropriate by the City Council; and continue the public hearing to a date certain.
Result of Recommended Action: This continued public hearing will provide the City Council with further opportunity to discuss the two proposals currently seeking approval of two separate digital freeway signs to be located adjacent to Highway 50. In light of the competing request by Sierra Outdoor/CBS Outdoor, staff is requesting direction from the City Council on this item, and to continue the public hearing so that staff may return with a Council Resolution reflecting the preferred direction. Holding the continued public hearing on this item and Sierra Outdoor/CBS Outdoor item simultaneously will allow staff to address all questions related to the competing applications during the hearing. The application does not fully adhere to the physical development standards included in the Code but, as allowed through an Operating Agreement, the applicant has proposed alternative community benefits for the Council's consideration. The City Council may direct staff to prepare a Resolution to approve this item, deny this item, or otherwise alter this item as desired.

Approval of the project as currently proposed would allow the Applicant to construct a new digital freeway sign at 12137 Folsom Boulevard, immediately adjacent to the Highway 50 corridor. The action would also require the removal of two existing traditional billboards located at 2300 Mine Shaft Lane and 2286 Sunrise Boulevard. Additionally, the Operating Agreement would provide the City with alternative community benefits. Approval of this application would also very likely prevent Council from approving the competing application from Sierra Outdoor/CBS Outdoor, as RCMC Section 23.743.150(C)(3) requires that Council only approve a billboard operating agreement if it achieves community benefits equivalent to those achieved through strict compliance with the development standards in the code (including the requirement that digital billboards be located at least 2,500 feet apart).
Staff Report: Jessica Jordan, Principal Planner.
Advances Goals: 1, 6.

12.3 **Subject:** Sierra Outdoor/CBS Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8490 – Located at 12125 Folsom Boulevard (APN: 069-0160-021-0000). Item continued from November 17, 2014 City Council Meeting.
Recommendation: Conduct the continued public hearing for this item, and Item regarding the Clear Channel Outdoor application, simultaneously. Consider the Conditional Use Permit and Operating Agreement request by Sierra Outdoor/CBS

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

Approval of the project as currently proposed would allow the Applicant to construct a new digital freeway sign in the parking lot area of Naturwood Home Furnishings at 12125 Folsom Boulevard. The action would also require the removal of two existing traditional billboards located at 11373 Folsom Boulevard and near 9847 Folsom Boulevard. Additionally, the Operating Agreement would provide the City with alternative community benefits. Approval of this application would also very likely prevent Council from approving the competing application from Clear Channel Outdoor, as RCMC Section 23.743.150(C)(3) requires that Council only approve a billboard operating agreement if it achieves community benefits equivalent to those achieved through strict compliance with the development standards in the code (including the requirement that digital billboards be located at least 2,500 feet apart).
Staff Report: Jessica Jordan, Principal Planner.
Advances Goals: 1, 6.

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

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

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

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

- Derald Langwell, in support of item 12.3.
- Stephen Green, in opposition of items 12.2 and item 12.3.
- Mary Nesel, in opposition of items 12.2 and item 12.3.
- Darryl Schmidt, in opposition of items 12.2 and item 12.3.
- Warren Truitt, in opposition of items 12.2 and item 12.3.
- James Kangas, in opposition of items 12.2 and 12.3.
- Lupe Hernandez, in opposition of item12.2 and item 12.3.
- Ginger Enrico, regarding item 12.2 and 12.3.
- James Worsnap, regarding item 12.2 and item 12.3.
- Lisa Keyes, in support of item 12.3.

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

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

Mayor McGarvey closed the public comment period.

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

13. REGULAR CALENDAR ITEMS

13.1 **Subject:** Resolution to Extend the Finance Agreement for Entertainment Center.
Recommendation: Adopt Resolution No. 144-2014.
Result of Recommended Action: Adoption of Resolution No. 144-2014 will allow the Rancho Cordova Entertainment Center Group LLC to continue to obtain financing to construct and open the Rancho Cordova Entertainment Center located on Kilgore Blvd.
Staff Report: Curt Haven, Director of Economic Development.
Advances Goals: 1, 2, 6.

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

13.2 **Subject:** Authorization of City Manager to Renegotiate, Renew and Extend Existing Police Services Contract with the Sacramento County Sheriff's Department through December 2017.
Recommendation: That the City Council authorize the City Manager to renegotiate its current contract with the Sacramento County Sheriff's Department through 2017.

Staff Report: Brian S. Nakamura, City Manager.
Advances Goals: 1, 2, 3, 5.

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

14. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

15. CITY MANAGER'S REPORT

16. ADJOURNMENT

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

17. CLOSED SESSION - CALL TO ORDER/ROLL CALL

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

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

Council Members Absent: None

Staff Members Present: Lindgren, Chinn, Nakamura

18. CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: (Number of potential cases: 1).

19. OPEN SESSION - REPORT FROM CLOSED SESSION

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

20. ADJOURNMENT

Mayor McGarvey adjourned the meeting at 1:25 AM.

_____
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, January 6, 2015
Wednesday, January 7, 2015

9:00 AM – Special Meeting
American River Community Rooms

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor McGarvey called the special meeting to order on January 6, 2015 at 9:11 AM.

Council Members Present:	Budge, Sander, Skoglund, Terry and Mayor McGarvey
Council Members Absent:	None
Staff Members Present:	Nakamura, Lindgren, Cuppy, Abhar, Adams, Busch, Chinn, Delaney, Goold, Haven, Hobday, Holt, Junker, Leitner, Silva

Mayor McGarvey called the special meeting to order on January 7, 2015 at 8:43 AM.

Council Members Present:	Budge, Sander, Skoglund, Terry and Mayor McGarvey
Council Members Absent:	None
Staff Members Present:	Nakamura, Lindgren, Cuppy, Abhar, Adams, Busch, Chinn, Delaney, Goold, Haven, Hobday, Holt, Junker, Leitner, Silva

2. PUBLIC COMMENT

The Work Session will be an open dialogue between Council, Staff and the Community throughout the day.

3. SPECIAL MEETING ITEM

3.1 **Subject:** City Council, Staff and Community Learning Retreat.

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT

Mayor McGarvey adjourned the meeting on January 6, 2015 at 9:13 PM.

Mayor McGarvey adjourned the meeting on January 7, 2015 at 4:31 PM.

_____
Mindy Cuppy, MMC, City Clerk

CITY OF RANCHO CORDOVA

ORDINANCE NO. 23-2014

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ADDING SECTION 23.325.090, SUNRIDGE GENERAL COMMERCIAL OVERLAY ZONING DISTRICT, TO CHAPTER 23.325 OF TITLE 23 OF THE MUNICIPAL CODE

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

Section 1. Purpose and Declarations

WHEREAS, on July 15, 2014, the City Council of the City of Rancho Cordova ("City") conducted a public work session to discuss issues and concerns related to allowed uses for properties zoned General Commercial (GC) within the SunRidge Specific Plan area; and

WHEREAS, the City Council deemed it necessary to ensure land would be available to accommodate commercial uses required to serve the residents of development located generally east of Sunrise Boulevard and south of Douglas Road; and

WHEREAS, the City Council provided direction to amend the City's zoning code to clarify the allowed use rights for the General Commercial (GC) zoned properties within the SunRidge Specific Plan; and

WHEREAS, on December 1, 2014, the City Council further discussed issues related to Sunridge GC properties and, following discussions and public testimony, directed staff to establish the Sunridge General Commercial Overlay District; and,

WHEREAS, the attached Zoning Map Amendment and Zoning Code text modifications, **Exhibit A**, implements the Sunridge General Commerical Overlay District as directed by the City Council.

Section 2. Findings.

The City Council hereby finds that:

A. **CEQA Compliance.** The City prepared an Addendum to analyze whether supplemental environmental review to the SDCP/SRSP EIR (State Clearinghouse Number 97022055) was required for the Project under CEQA ("2014 Addendum"). The analysis in the 2014 Addendum shows that none of the standards under CEQA for preparation of subsequent or supplement environmental review (either a Negative Declaration or EIR) have occurred or are met for the Project. The addition of Section 23.325.090 into the City's Zoning Code is an activity within the scope of the General Plan EIR and SDCP/SRSP EIR and requires no further environmental review. Further environmental review is not required because the proposed amendments do not meet the criteria for preparing a subsequent EIR or Negative Declaration under State CEQA Guidelines section 15162. Furthermore, the Project is a procedural change in the Zoning Code that will not result in a direct, or reasonably foreseeable indirect, physical change in the environment. Therefore, adoption of the Ordinance is not subject to CEQA pursuant to Guidelines Section 15060(c)(2). All applications for development within any of the subject properties will be subject to the appropriate and applicable discretionary entitlements

and will be required to comply with the requirements of CEQA prior to the approval of the permit.

B. **Consistency with the General Plan.** The attached Zoning Code Amendment ("Amendment" or "proposed Amendment") is consistent with the General Plan as required by Government Code Section 65454. The Amendment is consistent with and implements the following provisions of the City's adopted General Plan:

General Plan Goals, Policies, and Actions:

- Land Use Action.1.1.1 – Regularly evaluate the mix of land uses as the City grows to analyze build out conditions, market conditions, etc.

  Finding: Section 23.325.090 will refine the allowed uses for three GC zoned sites within the SunRidge Specific Plan. The refinement is necessary to ensure that commercial development that occurs within these sites is focused on serving the residents within the surrounding neighborhoods. It will ensure that the market conditions remain competitive amongst the properties that are relying upon the same customer base.

C. **Required Findings.** The attached Zoning Code Amendment is consistent with the following additional required findings:

Finding: The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city.

Evidence: The proposed Section 23.325.090 will refine uses for three GC zoned sites within the SunRidge Specific Plan. The SGC overlay is necessary and is in the public interest to ensure existing and future residents are provided with the appropriate commercial services within close proximity to their homes. The refinement in allowable uses is aimed at improving the convenience of these services and in turn, improving the welfare of the residents. There are not health or safety concerns associated with the proposed amendment.

Finding: The amendment is internally consistent with other applicable provisions of the Code.

Evidence: Section 23.325.090 has been reviewed for internal consistency with the Code and includes references to the appropriate related sections.

Section 3: Adoption of the Sunridge General Commercial Overlay District

The City Council hereby adopts the new Section 23.325.090 of the Zoning Code attached in **Exhibit A**.

Section 4: Severability.

If any section, subsection, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, it shall not affect the remaining portions of this Ordinance that can be given effect without the invalid provision and, to this end, the provisions of this Ordinance are severable. This City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion

thereof and intends that the invalid portions should be severed and the balance of the Ordinance enforced.

Section 5: Publication and Effective Date.

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this _____ day of _____, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2369036.1

Chapter 23.325
OVERLAY ZONING DISTRICTS

Sections:

23.325.010 Purpose.
23.325.020 Convention (CO) overlay zoning district.
23.325.030 Transit oriented development (TOD) overlay zoning district.
23.325.040 Flood (F) overlay zoning district.
23.325.050 Planned development (PD) overlay zoning district.
23.325.060 Planned development – County/city initiated (PDC) overlay zoning district.
23.325.070 Parkway corridor (PC) overlay zoning district.
23.325.080 Surface mining (SM) overlay zoning district.
23.325.090 Sunridge general commercial (SGC) overlay zoning district

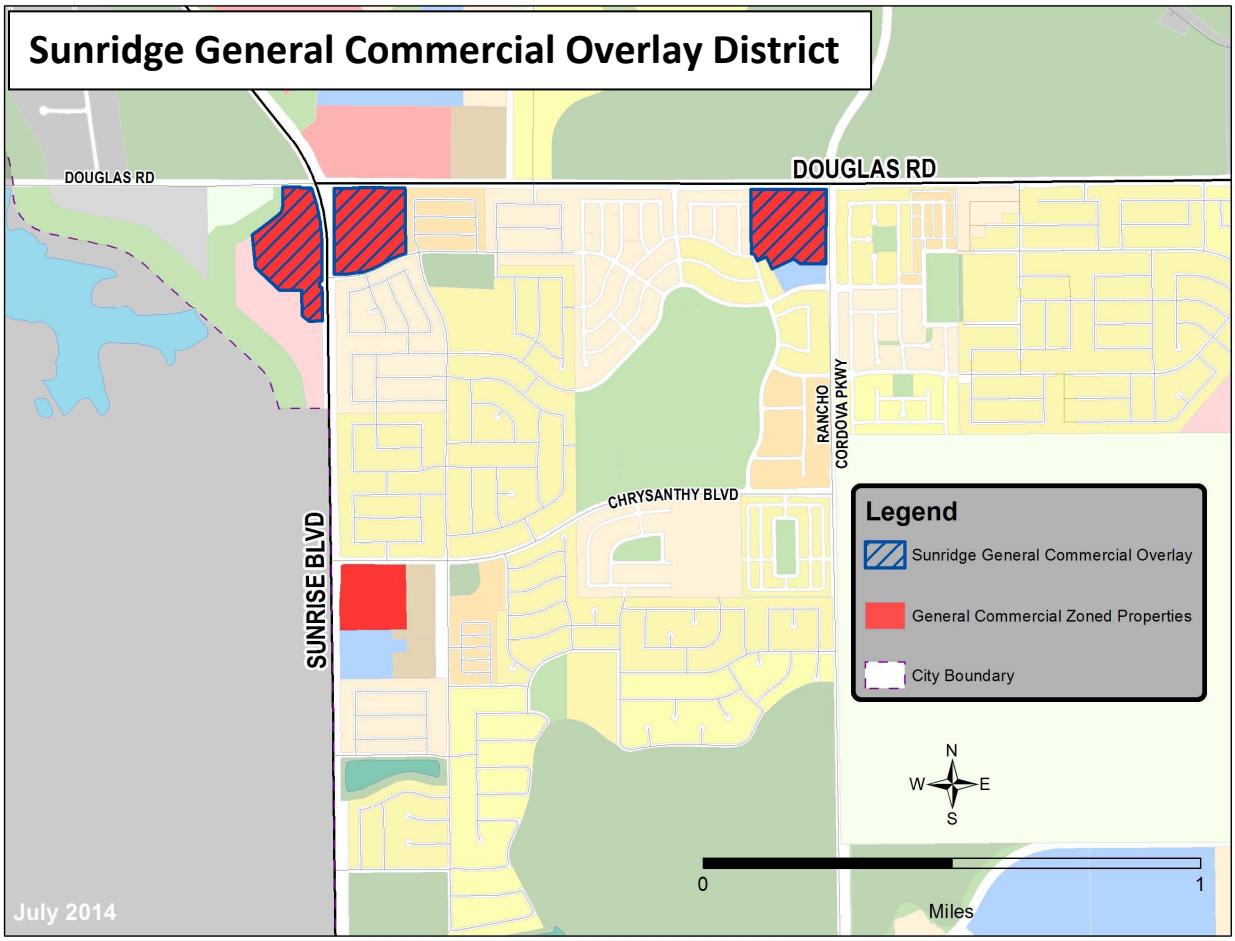
23.325.090 Sunridge general commercial (SGC) overlay zoning district.

A. Purpose and Intent. 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.

B. The Sunridge general commercial overlay zoning district is applied to those parcels described in Figure 23.325-8 (Sunridge General Commercial Overlay District). The district is generally defined as those parcels zoned General Commercial (GC) located south of Douglas Road within the SunRidge Specific Plan Area.

C. The SGC Overlay shall expire January 14, 2022 unless the City Council approves an extension of the SGC Overlay District.

Figure 23.325-8 Sunridge General Commercial Overlay District



C. Allowed Uses. The permitted uses in the GC zone are set forth in Table 23.316-1, Allowed Use and Permit Requirements for General Commercial and Industrial Zoning Districts, except that in the SGC overlay zone the following additional restrictions apply:

Land Use Category	Sunridge General Commercial Overlay Zoning District[1]
Dwelling, Multifamily	N/P
Recreational Vehicle Parks	N
Equipment Sales and Rental	C
Maintenance and Repair, Small Equipment	C
Auto and Vehicle Sales	C
Auto and Vehicle Rental	C
Auto and Vehicle Storage	N
Vehicle Services, Major	C
Vehicle Services, Minor	C

Manufacturing, Small Scale	C
Storage, Warehouse	N
Wholesaling and Distribution	N

1 - 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 on Figure 23.325-8 – such development 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 identified on Figure 23.325-8, residential development would be allowed by right on remaining SGC Overlay sites, subject to the regulations of the GC zoning district.

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Michael Goold, Chief of Police
Mindy Cuppy, City Clerk

SUBJECT: **SHERIFF'S OUTREACH COMMUNITY ADVISORY BOARD APPOINTMENT**

RECOMMENDATION

Adopt Resolution No. 1-2015 reappointing James E. Galloway, a Rancho Cordova representative to fill a third two-year Board Member term on the Sacramento County Sheriff's Outreach Community Advisory Board (SOCAB).

RESULT OF RECOMMENDED ACTION

The City of Rancho Cordova will have a representative on the SOCAB whose purpose is…"to provide collaboration and communication in the establishment and implementation of programs that identify and seek to eradicate conflict, concerns and issues regarding the (Sheriff's) Department and the community it serves."

The SOCAB was establish and is defined in the Board of Supervisors' Ordinance No. SCC No. 1360 which added Chapter 2.25 to Title 2 of the Sacramento County Code, adopted July 24, 2007.

BACKGROUND

Mr. Galloway has lived in Rancho Cordova for 28 years. He has served on many boards and has worked as a Telecommunication Associate and Telecom Design Engineer for the County of Sacramento for more than 19 years. Mr. Galloway's application states that he "was able to work with and come to understand many of the concerns of the community and law enforcement, and offer meaningful input."

Mr. Galloway was first appointed to serve on the Sacramento County Sheriff's Outreach Community Advisory Board (SOCAB) in October 2010, has participated in an advisory role over the past four years, and desires to continue in this appointment serving our community.

ATTACHMENT

Resolution No. 1-2015 including Exhibit A: Sacramento County Ordinance SCC No. 1360.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 1-2015

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING MAYORAL APPOINTMENT TO THE SACRAMENTO COUNTY SHERIFF'S OUTREACH COMMUNITY ADVISORY BOARD

WHEREAS, the Sacramento County Board of Supervisors adopted an Ordinance (SCC No. 1360) on July 24, 2007 adding Chapter 2.25 to Title 2 of the Sacramento County Code Relating to Sheriff's Outreach Community Advisory Board (SOCAB); and

WHEREAS, the purpose of the SOCAB is to provide collaboration and communication in the establishment and implementation of programs that identify and seek to eradicate conflict, concerns and issues regarding the Sacramento County Sheriff's Department and the community it serves; and

WHEREAS, the composition of the Advisory Board shall include representatives of the Cities within the County of Sacramento and the City Members shall be appointed by, and serve at the pleasure of, the Mayor of each City with the approval of the City Council to a two-year term on the Advisory Board, as outlined in Exhibit A (Sacramento County Ordinance SCC No. 1360); and

WHEREAS, Rancho Cordova is a municipal entity within the jurisdictional boundaries of Sacramento County; and

WHEREAS, James E. Galloway was first appointed to serve on the Sheriff's Outreach Community Advisory Board (SOCAB) on October 4, 2010 (Resolution No. 109-2010) and reappointed on February 4, 2013 (Resolution No. 15-2013); and

BE IT RESOLVED, that Mayor Robert J. McGarvey hereby reappoints James E. Galloway as Rancho Cordova's representative to the Sacramento County Sheriff's Outreach Community Advisory Board (SOCAB) effective this date;

BE IT FUTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does approve the Mayoral appointment and directs the City Clerk to provide a certified copy of this Resolution to the Sacramento County Sheriff.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2015 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

Exhibit A

SCC NO. 1360

AN ORDINANCE ADDING CHAPTER 2.25 TO TITLE 2 OF THE SACRAMENTO COUNTY CODE RELATING TO SHERIFF'S OUTREACH COMMUNITY ADVISORY BOARD

The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1. Chapter 2.25, Sections 2.25.010 through 2.25.100, is hereby added to Title 2 of the Sacramento County Code to read as follows:

2.25 Sheriff's Outreach Community Advisory Board.

2.25.010 Definitions.

As used in this Chapter, the following definitions shall apply:

a. "County" shall mean the County of Sacramento;

b. "Board" shall mean the Board of Supervisors of County;

c. "City" shall mean any incorporated city within the County;

d. "Council" shall mean the City Council of City;

e. "Mayor" shall mean the Mayor of City;

f. "Advisory Board" shall mean the Sheriff's Outreach Community Advisory Board;

g. "Member" shall mean a person appointed as a member of the Advisory Board;

h. "Department" shall mean the Sacramento County Sheriff's.

2.25.020 Advisory Board Established.

The Sheriff Outreach Community Advisory Board is hereby established.

2.25.030 Purpose.

The purpose of the Advisory Board is to provide collaboration and communication in the establishment and implementation of programs that identify and seek to eradicate conflict, concerns and issues regarding the Department and the community it serves.

2.25.040 Members.

a. Members of the Advisory Board shall be representatives of the County of Sacramento and the Cities within the County of Sacramento that elect, by resolution or ordinance, to participate on the Advisory Board.

b. The Advisory Board shall consist of not more than twenty (20) Members, who shall be appointed as follows: 1. Five (5) Members to be appointed by, and serve at the pleasure of, the Board; 2. For each Member City, one Member shall be appointed for the first 100,000 of the City's population and an additional member for each additional 100,000 in population, not to exceed five (5) Members per City. The City Members shall be appointed by, and serve at the pleasure of, the Mayor of each City, with the approval of the Council; 3. Five (5) at-large Members shall be appointed by the Sheriff of the County.

4. Ex officio Members may be appointed by majority vote of the Members.

c. Each Member shall be a resident of the appointing jurisdiction. At-large members shall be residents of the County. There are no residency requirements for ex officio Members.

2.25.050 Members-Term of Office

a. Each Member shall serve for a term of two years, unless additional terms are authorized by the appointing authority.

b. No Member shall serve more than two consecutive two-year terms, except a Member appointed to complete an unexpired term, or whose initial term is less than two years, may serve up to two consecutive two-year terms in addition to such initial term.

c. The position of any Member who fails to attend, in succession, three or more regular meetings of that Advisory Board shall automatically become vacant and a replacement shall be appointed in accordance with Section 2.25.040.

d. Members serve at the pleasure of their appointing authority.

e. Ex officio members serve at the pleasure of the Advisory Board and are not subject to term limits.

f. Members shall serve without compensation.

2.25.060 Meetings.

The Advisory Board shall establish an annual schedule of meetings, generally on a monthly basis. Meetings shall be open to the public and shall be

held in compliance with Government Code sections 54950 *et seq.*

2.25.070 Quorum.

A quorum for transaction of business shall be one-third of the appointed Members. Action may be taken based on a majority vote of those Members present and voting, provided that no action may be taken if less than a quorum is present. In the event of a tie vote, the Chair of the Advisory Board shall have an additional vote.

2.25.80
Organization.

The Advisory Board shall elect a Chair and Vice Chair for a one-year term beginning on July 1 of each year. Other officers and committees may be created by action of the Advisory Board.

2.25.090 Powers and Duties.

The powers and duties of the Advisory Board shall be as follows:

a. Provide an annual review to the Board of Supervisors and the Sheriff concerning complaints and testimony received from the community related to Sheriff operations, policies and standard operating procedures;

b. Act in an advisory capacity to the Board of Supervisors and the Sheriff in promoting, aiding and encouraging community input on sheriff operations, policies and standing operating procedures;

c. Act in an advisory capacity to the Board of Supervisors and the Sheriff in the development and operation of the Department's law enforcement activities;

d. Solicit and accept testimony from the community regarding complaints pertaining to operations, policies and standard operating procedures of the Department.

e. Represent the Advisory Board at community events;

f. Participate in the development of media activity promoting the Advisory Board;

g. Participate on speakers' bureaus on issues relevant to the Advisory Board; and

h. Such other activities that are consistent with the purpose of the Advisory Board.

2.25.100 Withdrawal.

Any City may withdraw from the Advisory Board upon service of written notice, in the form of a City resolution or ordinance. Notice shall be provided to both the Board of Supervisors and the Sheriff.

SECTION 2. This ordinance was introduced and the title thereof read at the regular meeting of the Board of Supervisors on July 17, 2007 and on July 17, 2007 further reading was waived by the unanimous vote of the Supervisors present.

This ordinance shall take effect and be in full force on and after thirty (30) days from the date of its passage, and before the expiration of fifteen (15) days from the date of its passage it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published in the County of Sacramento.

On a motion by Supervisor Dickinson, seconded by Supervisor Yee, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 24th day of July 2007, by the following vote:

AYES: Supervisors,	Dickinson, MacGlashan, Peters, Yee, 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 JUL 24 2007

By Gwayne Dawkins
Deputy Clerk, Board of Supervisors

(SEAL)

COUNTY OF SACRAMENTO CALIFORNIA

ATTEST: Cindy H. Turner
Clerk, Board of Supervisors

FILED

JUL 24 2007

BOARD OF SUPERVISORS

By Cindy H. Turner
CLERK OF THE BOARD

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director
Chris Boyer, Associate Civil Engineer

SUBJECT: **RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT AMENDMENT 16-2013-1 FOR ON-CALL PROFESSIONAL SERVICES WITH WOOD RODGERS INC., TO INCREASE THE CONTRACT AMOUNT FROM $300,000 TO $500,000.**

RECOMMENDATION

Adopt Resolution 7-2015.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will authorize the City Manager to execute contract amendment 16-2013-1 for on-call professional services with Wood Rodgers Inc., which will increase the contract amount from $300,000 to $500,000 to accommodate the engineering design services for the Mather Rails to Trails Project.

BACKGROUND

The Mather Rails to Trails Project will utilize an existing abandoned railroad spur line and add a Class I Bicycle and Pedestrian Trail. The project begins at the Mather/Mills Light Rail Station and extends south along Mather Field Road. The trail will be constructed alongside the abandoned railroad spur line over Highway 50 utilizing the existing bridge. The trail will then cross Rockingham Road and Old Placerville Road and connect to Mather Boulevard. The project will include the following improvements:

- A Class I Bicycle and Pedestrian Trail.
- A bicycle and pedestrian signal at Old Placerville Road.
- Landscaping along the trail.
- Low level lighting throughout the trail.
- Modification to the existing bridge crossing Highway 50.

The Mather Rails to Trails Project will bring a “fresh take” in an area that has not been utilized in over 20 years.

The Mather Rails to Trails Project received a $2,234,500 grant from the Active Transportation Program in the last round of funding.

The City previously entered into a contract with Wood Rodgers Inc. for on-call professional services. The original contract (16-2013), was a three year, $300,000 contract to provide general engineering services. The remaining amount in the current contract is approximately $30,000. The increase of $200,000 in the contract amount will allow Wood Rodgers, Inc., to provide engineering design services for this project.

FISCAL IMPACT

The majority of funding comes from Federal and State Grants. The matching fund requirement will be provided through Measure "A". There is no impact to the City's General Fund.

ATTACHMENT

Resolution 7-2015 including Exhibit A – Contract 16-2013-1 and Scope of Work.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 7-2015

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT AMENDMENT 16-2013-1 FOR ON-CALL PROFESSIONAL SERVICES WITH WOOD RODGERS, INC., TO INCREASE THE CONTRACT AMOUNT FROM $300,000 TO $500,000

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated March 4, 2013, for the purpose of providing on-call civil engineering and surveying services; and

WHEREAS, adoption of this resolution will authorize the City Manager to execute contract amendment 16-2013-1 for on-call professional services to increase the contract amount from $300,000 to $500,000 for engineering design services for the Mather Rails to Trails Project; and

WHEREAS, the term of this Agreement shall end on December 31, 2016; and

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

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute a contract with Wood Rodgers, Inc., Consultant, attached as Exhibit A.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

EXHIBIT A
CONTRACT NO. 16-2013-1

FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA AND WOOD RODGERS, INC.

This First Amendment to the Agreement for Professional Services ("**Amendment**") is made by and between the City of Rancho Cordova, a municipal corporation organized and existing under the laws of the State of California ("**City**") and WOOD RODGERS, INC. ("**Professional**"). City and Professional are hereinafter referred to collectively as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated March 4, 2013 for the purpose of providing on-call civil engineering and surveying services; and

WHEREAS, the Parties desire to increase the contract compensation amount from $300,000 to $500,000 for engineering and design services for the Mather Rails to Trails Project; and

WHEREAS, federal funding requirements applicable to this project necessitate further amendments to the PSA; and

WHEREAS, the Parties agree that changes to the contract compensation amount and the addition of federal funding contract provisions and exhibits are necessary for the Parties to continue the PSA.

AGREEMENT

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

1. The Parties agree to modify Section 1.1 of the PSA, "Term of Services," to read as follows:

> "**Term of Services**. The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2016, the date of completion specified in Exhibit A. 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 for in Section 8. The time provided to Professional to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8. Professional is advised that any recommendation for contract award is not binding on City until the contract is fully executed and approved by City."

2. The Parties agree to modify Section 1.3 of the PSA, "Assignment of Personnel," to read as follows:

> "**Assignment of Personnel**. Professional shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Professional shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons. There shall be no change in Professional's Project Manager or members of the project team, as listed in the

approved Cost Proposal, which is a part of this contract without prior written approval by City's Contract Administrator."

3. The Parties agree to modify the first paragraph of Section 2 of the PSA, "Compensation," to read as follows:

"City hereby agrees to pay Professional a sum not to exceed $500,000, notwithstanding any contrary indications that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Professional's proposal, attached as Exhibit B, regarding the amount of compensation, the Agreement shall prevail. City shall pay Professional for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Professional for services rendered pursuant to this Agreement. Professional shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City, Professional shall not bill City for duplicate services performed by more than one person."

4. The Parties agree to modify Section 7.2 the PSA, "Compliance with Applicable Laws," to read as follows:

"**Compliance with Applicable Laws**. Professional and any subcontractors shall comply with all laws and regulations applicable to the performance of the work hereunder, including but not limited to, the California Building Code, the Americans with Disabilities Act, the State of California's General Prevailing Wage Rate requirements in accordance with California Labor Code Section 1770 and following, and any copyright, patent or trademark law. Professional's failure to comply with any law(s) or regulation(s) applicable to the performance of the work hereunder shall constitute a breach of contract."

5. The Parties agree to modify Section 7.5 the PSA, "Nondiscrimination and Equal Opportunity," to read as follows:

"**7.5 Nondiscrimination and Equal Opportunity/ Statement of Compliance.**

7.5.1 Professional's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that Professional has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

7.5.2 During the performance of this Contract, Professional and its sub-professionals shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Professional and subprofessionals shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Professional and subprofessionals shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated thereunder

(California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Professional and its subprofessionals shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

7.5.3 Professional shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement."

6. The Parties agree to add Section 7.6 to the PSA, "Safety," to read as follows:

"**7.6** **SAFETY**.

7.6.1 Professional shall comply with OSHA regulations applicable to Professional regarding necessary safety equipment or procedures. Professional shall comply with safety instructions issued by City Safety Officer and other City representatives. Professional personnel shall wear hard hats and safety vests at all times while working on the construction project site.

7.6.2 Pursuant to the authority contained in Section 591 of the Vehicle Code, City has determined that such areas are within the limits of the project and are open to public traffic. Professional shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Professional shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.

7.6.3 Any subcontract entered into as a result of this contract, shall contain all of the provisions of this Article.

7.6.4 Professional must have a Division of Occupational Safety and Health (CAL-OSHA) permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper."

7. The Parties agree to modify Section 8.1 the PSA, "Termination," to read as follows:

"**Termination.** City reserves the right to terminate this contract upon thirty (30) calendar days' written notice to Professional with the reasons for termination stated in the notice."

8. The Parties agree to modify Section 8.3 the PSA, "Amendments," to read as follows:

"**Amendments.** The parties may amend this Agreement only by a writing signed by all the parties. Professional shall only commence work covered by an amendment after the amendment is executed and notification to proceed has been provided by City's Contract Administrator."

EXHIBIT A
CONTRACT NO. 16-2013-1

9. The Parties agree to modify Section 8.4 the PSA, "Assignments and Subcontracting," to read as follows:

> **"Assignment and Subcontracting**. City and Professional recognize and agree that this Agreement contemplates personal performance by Professional and is based upon a determination of Professional's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Professional. Professional may not assign this Agreement or any interest therein without the prior written approval of the Contract Administrator. Professional shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the Contract Administrator. Any subcontract in excess of $25,000 entered into as a result of this contract, shall contain all the provisions stipulated in this contract to be applicable to subcontractors. Any substitution of subcontractors must be approved in writing by City's Contract Administrator prior to the start of work by the subcontractor."

10. The Parties agree to modify Section 9 the PSA, "Keeping and Status of Records," to read as follows:

> "**Section 9**. **KEEPING AND STATUS OF RECORDS**.
>
> **9.1 Records Created as Part of Professional's Performance**. All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Professional prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Professional hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Professional agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; Professional, subcontractors, and City shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, City, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of Professional that are pertinent to the contract for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of $25,000 shall contain this provision.

9.2 **Professional's Books and Records**. Professional shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Professional pursuant to this Agreement.

9.3 **Inspection and Audit of Work and Records**. Any records or documents that Section 9.2 of this Agreement requires Professional to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds TEN THOUSAND DOLLARS ($10,000.00), the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement. Professional and any subcontractor shall permit City, the state, and the FHWA if federal participating funds are used in this contract; to review and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis.

9.4 **Confidentiality of Data**.

9.4.1 All financial, statistical, personal, technical, or other data and information relative to City's operations, which are designated confidential by City and made available to Professional in order to carry out this contract, shall be protected by Professional from unauthorized use and disclosure.

9.4.2 Permission to disclose information on one occasion, or public hearing held by City relating to the contract, shall not authorize Professional to further disclose such information, or disseminate the same on any other occasion.

9.4.3 Professional shall not comment publicly to the press or any other media regarding the contract or City's actions on the same, except to City's staff, Professional's own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.

9.4.4 Professional shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by City, and receipt of City's written permission.

9.4.5 Any subcontract entered into as a result of this contract shall contain all of the provisions of this Article.

9.4.6 All information related to the construction estimate is confidential, and shall not be disclosed by Professional to any entity other than City.

9.5 **Ownership of Data.**

9.5.1 Upon completion of all work under this contract, ownership and title to all reports, documents, plans, specifications, and estimates produce as

part of this contract will automatically be vested in City; and no further agreement will be necessary to transfer ownership to City. Professional shall furnish City all necessary copies of data needed to complete the review and approval process.

9.5.2 It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this contract has been entered into.

9.5.3 Professional is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by City of the machine-readable information and data provided by Professional under this contract; further, Professional is not liable for claims, liabilities, or losses arising out of, or connected with any use by City of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as many be authorized in writing by Professional.

9.5.4 Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).

9.5.5 City may permit copyrighting reports or other agreement products. If copyrights are permitted; the agreement shall provide that the FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish, or otherwise use; and to authorize others to use, the work for government purposes.

9.5.6 Any subcontract in excess of $25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

9.6 <u>Audit Review Procedures</u>.

9.6.1 Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by City's Chief Financial Officer.

9.6.2 Not later than 30 days after issuance of the final audit report, Professional may request a review by City's Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.

9.6.3 Neither the pendency of a dispute nor its consideration by City will excuse Professional from full and timely performance, in accordance with the terms of this contract.

11. The Parties agree to modify Section 10.7 the PSA, "Conflict of Interest," to read as follows:

"<u>10.7 Conflict of Interest</u>.

10.7.1 Professional may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Professional in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 et seq.

10.7.2 Professional shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 et seq.

10.7.3 Professional hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Professional was an employee, agent, appointee, or official of the City in the previous twelve months, Professional warrants that it did not participate in any manner in the forming of this Agreement. Professional understands that, if this Agreement is made in violation of Government Code §1090 et.seq., the entire Agreement is void and Professional will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Professional will be required to reimburse the City for any sums paid to the Professional. Professional understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

10.7.4 <u>Federal Transit Funding Provisions Related to Conflict of Interest</u>.

10.7.4.1 The Professional shall disclose any financial, business, or other relationship with City that may have an impact upon the outcome of this contract, or any ensuing City construction project. The Professional shall also list current clients who may have a financial interest in the outcome of this contract, or any ensuing City construction project, which will follow.

10.7.4.2 The Professional hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this agreement.

10.7.4.3 The Professional hereby certifies that neither Professional, nor any firm affiliated with the Professional will bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.

10.7.4.4 Except for subcontractors whose services are limited to providing surveying or materials testing information, no subcontractor who has provided design services in connection with this contract shall be eligible to bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract.

10.7.4.5 The Professional hereby certifies that the Professional, its employees, nor any firm affiliated with the Professional providing service on this project prepared the Plans, Specifications, and Estimates for any construction project included within this contract. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.

10.7.4.6 The Professional further certifies that neither Professional, nor any firm affiliated with the Professional, will bid on any construction

subcontracts included within the construction contract. Additionally, Professional certifies that no person working under this contract is also employed by the construction contractor for any project included within this contract.

10.7.4.7 Except for subcontractors whose services are limited to materials testing, no subcontractor who is providing service on this contract shall have provided services on the design of any project included within this contract.

12. The Parties agree to amend Section 10.12 to the PSA, "Integration," to read as follows:

"**10.12 Integration**. This Agreement, including the scope of work attached hereto and incorporated herein as Exhibit A, the compensation schedule attached hereto and incorporated herein as Exhibit B, as well as Exhibits 10-H, 10-I, 10,J, 10-01, 10-02, 17-F, 10-P, 12-B, 10-V, and 10-F represents the entire and integrated agreement between City and Professional and supersedes all prior negotiations, representations, or agreements, either written or oral."

13. The Parties agree to add Section 11 to the PSA, "Federal Fund Provisions," to read as follows:

"**Section 11 FEDERAL FUND PROVISIONS.**

11.1 Prohibition of Expending City State or Federal Funds for Lobbing. The Professional certifies to the best of his or her knowledge and belief that:

11.1.1 No state, federal or City appropriated funds have been paid, or will be paid by-or-on behalf of the Professional to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a Member of the state Legislature or United States Congress; an officer or employee of the Legislature or Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any state or federal loan; the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any state or federal contract, grant, loan, or cooperative agreement.

11.1.2 If any funds other than federal appropriated funds have been paid, or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency; a Member of Congress; an officer or employee of Congress, or an employee of a Member of Congress; in connection with this federal contract, grant, loan, or cooperative agreement; the Professional shall complete and submit standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

11.1.3 This certification is a material representation of fact upon which reliance was place when these transactions was made or enter into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31 US. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

11.1.4 The Professional also agrees by signing this document that he or she shall require that the language of this certification be included in all lower-tier subcontracts, which exceed $100,000, and that all such sub recipients shall certify and disclose accordingly.

11.2 **Rebates, Kickbacks or other Unlawful Consideration.** The Professional warrants that this contract was not obtained or secured through rebates kickbacks or other unlawful consideration, either promised or paid to any City employee. For breach or violation of this warranty, City shall have the right in its discretion; to terminate the contract without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

11.3 **Debarment and Suspension Certification.**

11.3.1 Professional's signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that Professional has complied with Title 2 CFR Part 180, "OMB Guidelines to Agencies on Government wide Debarment and Suspension (nonprocurement)", which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to City.

11.3.2 Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining Professional responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.

11.3.3 Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal highway Administration.

11.4 **Evaluation of Professional**. Professional's performance will be evaluated by City. A copy of the evaluation will be sent to Professional for comments. The evaluation together with the comments shall be retained as part of the contract record.

11.5 **National Labor Relations Board Certification**. In accordance with Public Contract Code Section 10296, Professional hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against Professional within the immediately preceding two-year period, because of Professional's failure to comply with an order of a federal court that orders Professional to comply with an order of the National Labor Relations Board.

11.6 Equipment Purchase.

11.6.1 Prior authorization in writing, by the City's Contract Manager shall be required before the Professional enters into any unbudgeted purchase order, or subcontract exceeding $5,000 for supplies, equipment, or professional services. The Professional shall provide an evaluation of the necessity or desirability of incurring such costs.

11.6.2 For purchase of any item, service or consulting work not covered in the Professional's Cost Proposal and exceeding $5,000 prior authorization by the City's Contract Manger; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

11.6.3 Any equipment purchased as a result of this contract is subject to the following; "The Professional shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of $5,000 or more. If the purchased equipment needs replacement and is sold or traded in, the City shall receive a proper refund or credit at the conclusion of the contract, or if the contract is terminated, the Professional may either keep the equipment and credit the City in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established City procedures; and credit the City in an amount equal to the sale price. If the Professional elects to keep the equipment, fair market value shall be determined at the Professional's expenses, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by the City and the Professional, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by the City. 49 CFR. Part 18 requires a credit to Federal funds when participating equipment with a fair market value greater than $5,000 is credited to the project.

11.7 Disputes.

11.7.1 Any dispute, other than audit, concerning a question of fact arising under this contract that is not disposed of by agreement shall be decided by a committee consisting of City's Contract Administrator and (the Public Works Director or his or her desginee), who may consider written or verbal information submitted by Professional.

11.7.2 Not later than 30 days after completion of all work under the contract, Professional may request review by City Governing Board of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.

11.7.3 Neither the pendency of a dispute, nor its consideration by the committee will excuse Professional from full and timely performance in accordance with the terms of this contract.

11.8 Cost Principles.

11.8.1 Professional agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allow ability of individual items.

11.8.2 Professional also agrees to comply with federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

11.8.3 Any costs for which payment has been made to Professional that are determined by subsequent audit to be unallowable under 49 CFR Part 18 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by Professional to City.

11.9 **Disadvantaged Business Enterprise Considerations**. Contractors must give consideration to DBE firms as specified in 23 CFR §172.5 (b), 49 CFR, Part 26, and in Exhibit 10-I "Notice to Proposers Disadvantaged Business Enterprise Information." If the contract has DBE goal, the Professional must meet the DBE goal by using DBEs as subcontractors or document a good faith effort to have met the goal. If a DBE subcontractor is unable to perform, the Professional must make a good faith effort to replace him/her with another DBE subcontractor is the goal is not otherwise met. LAPM Exhibits 10-I, 10-J, 10-O1, 15-H and 17-F are included in this Contract as though fully set forth herein.

14. The Parties agree to amend the final paragraph of the PSA to read as follows:

"**IN WITNESS WHEREOF**, the Parties have executed this Agreement as of the day and year first set forth above, which date shall be considered by the Parties to be the effective date of this Agreement. The two Parties to this contract, hereby agree that this contract constitutes the entire agreement which is made and concluded in duplicate between the parties. Both of these Parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this contract as evidenced by the signatures below."

15. All other provisions under the Agreement shall remain in full force and effect.

The signatures of the Parties to this First Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.

NOW THEREFORE, the Parties have executed this First Amendment as of the date first written above.

CITY OF RANCHO CORDOVA	**PROFESSIONAL**
_____	_____
Brian Nakamura, City Manager	**Mark Rayback,** Vice President
Date: _____	Date: _____

EXHIBIT A
CONTRACT NO. 16-2013-1

Attest:

_____
Mindy Cuppy, CMC, City Clerk

Date: _____

Approved as to Form:

_____
Adam U. Lindgren, City Attorney

Date: _____

2320886.1

Scope of Work

This scope of work will provided the services necessary to complete the documentation necessary to construct the project.

Task 1.0 – Project Management (Meetings)

Wood Rodgers' Project Manager (Mark Rayback, PE) will schedule a kick-off meeting among the key consultant project staff, and City of Rancho Cordova and key project stakeholders within a week of receiving the notice from the City to proceed with the project. The invitation will also be extended to other stakeholders that the City deems necessary to the success of the project. The objective of this meeting will be to review the project scope, establish project communication protocol, finalize the project schedule, identify key project issues and goals, and compile existing data pertaining to the project including, but not limited to, available digital aerial topographic mapping in AutoCAD format, and any other data pertaining to the project. This meeting may involve a visit to the site to familiarize all members of the Project Development Team with key existing features of the project site.

Project management is a continuous activity that commences with the receipt of the Notice to Proceed and continues through submittal of the final project deliverables. Key elements of Wood Rodgers' project management program include regular progress reports, work progress monitoring and cost control, coordination, and communication.

Wood Rodgers will prepare and update the project schedule on a monthly basis with input from key team members. The schedule will show each activity, when that activity will begin, how long it will continue, and identify activities that are independent. The schedule will clearly differentiate between those functions carried out by our Team, the City, and other involved parties.

A coordination and status meeting (Project Development Team Meeting) will be held on a monthly basis or as deemed necessary by either party to review project status and budget, to obtain City input, make informed decisions, and discuss issues that have the potential to affect the project budget or schedule.

Wood Rodgers will prepare the meeting agendas in consultation with the City, distribute the agenda prior to the meeting, arrange for appropriate participants to attend, and distribute meeting minutes to the participants within five days after the meeting.

Wood Rodgers will prepare and submit monthly progress reports to the City. The monthly progress reports will include progress of work; updated project schedule; information/decisions required to maintain schedule and complete deliverables; problems encountered that may affect schedule, budget, or work products, and anticipated work for the following month.

Wood Rodgers' Project Manager is responsible for the controls necessary to ensure that assignments are completed within budget for development of design and the PS&E for this project. Once project protocol is defined, communication will be maintained between the Project Manager, the City, and the Project Team. The Project Manager will act as the principal liaison between the City and the consultant team. Key team members will be involved in development of the project schedule in order to assure proper coordination of all the required Tasks.

Regular communications will be facilitated through the Project Manager. The Project Manager will be the "single point of contact" for correspondence and other communications. The Project Team members will be available to meet with the City or other agency personnel to discuss technical or administrative issues to keep the project on track.

Deliverables with Assumptions:

- PDT meeting agenda and minutes.
- Monthly progress report with schedule updates if applicable.

- Assume 2 EA Focus meeting if necessary to address specific project concerns and issues.

Quality Control/Quality Assurance

The Wood Rodgers' Project Team will employ quality assurance procedures that will assure that the work products will be complete and correct for the purposes of this project. These procedures include informal peer review as well as formal review by a senior engineer to assure that the plans and documents comply with accepted standards, are grammatically correct, and will result in a constructible project.

We will also strive to identify potential savings, risks and uncertainties related to development of this project. If at any time during the contract we identify any alternative design that could result in significant saving to the City or any circumstances that could pose potential risk related to construction of this project, the City will be notified immediately. Any alternative design recommended will be documented in writing to the City's project manager.

Deliverables:

- Senior staff reviewing and approval all milestone deliverables for QC/QA.

Task 2.0 – Engineering and Construction Document Preparation

As part of our continued effort for roadway design Wood Rodgers will utilize the approved base plans (30%) to prepare the 65%, 90%, and 100% level improvement plans, specifications, and estimate. Details of plans, specification, estimate, cross section, slope stake notes, and conceptual storm water pollution prevention plan are listed below.

Plans - During the course of this activity, adherence to the design standards adopted by the City will be evaluated. The Project Engineer will prepare a Fact Sheet describing any design standard that has not been met, the reason the standard was not met, what alternatives are available to meet the standard, and an estimate of the additional cost to meet the design standard. The Fact Sheet will be signed by the Project Engineer from Wood Rodgers and will be submitted to the City for review and approval.

In general, all existing facilities on the project plans will be drawn with screened and/or dashed lines. All new improvements, street names, right-of-way lines, property lines, street centerlines, and north arrow will be drawn with solid, normal weight line work. Wood Rodgers will use the City's standard symbols where possible and supplement with additional symbols from our database as necessary. Lettering style will be clear, legible and uniform, and acceptable to the City. Proposed plan scale is 1:40. The layout and profile will be staggered on the same sheet.

Specification - Wood Rodgers will prepare a draft of applicable technical special provisions, specifically written for this project, to be incorporated into the contract specifications. Wood Rodgers will revise the special provisions as directed by the City. Any requirements for environmental mitigation will be incorporated as directed by the City. The technical special provisions will be prepared in Microsoft Word format. An electronic copy of the approved technical special provisions will be provided to the City.

Special Provisions for the project will be based on Caltrans' Standard Special Provisions and Standard Specifications. Specifications will be modified as appropriate to meet City standards and requirements. Will include the City's boiler plate

Probable Cost Estimate - Wood Rodgers will prepare probable cost estimate for the construction of the proposed project. Type of materials, quantities, unit prices, subtotals and a contingency factor will be listed on the estimate as a minimum. Also an itemized engineer's quantity and unit cost estimate for all items of work.

Design Cross-Sections - Design Cross-Sections will be generated at 50-foot intervals; at major drainage structures, and at beginning and ending of each horizontal or vertical curve. Design Cross-Sections will show original ground line, the grading planes, the finished grade, ditches, existing and proposed right-of-way lines, and cut and fill areas.

Each Design Cross-Section will be identified by line designation and stationing corresponding to the cross-section base line, and will show a ground elevation at the baseline. Additional cross-sections may be necessary at conforms and at unusual design features.

Slope Stake Listings - Slope Stake Listings showing offsets, elevations of hinge points and catch points, and finished and subgrade elevations at 50-foot intervals, at major drainage structures, and at beginning and ending of each horizontal or vertical curve will be generated. Slope staking notes will be formatted to meet any specific requirement of the City, and space will be provided between listings to write field notes.

Conceptual Storm water Pollution Prevention Plan (CSWPPP) - Wood Rodgers will develop a Conceptual Storm Water Pollution Prevention Plan to address the National Pollutant Discharge Elimination System General Construction Permit requirements for each sub-project to be bid. The CSWPPP will include an evaluation of pollutants of concern related to proposed construction activities; an evaluation of temporary construction site best management practices (BMPs); a plan to address nonstorm water management (including dewatering activities); a Sampling and Analysis Plan (SAP) to address the General Construction Permit requirements; and a SWPPP exhibit that will identify suggested locations for BMP implementation. The CSWPPP will aid the contractor in accurately bidding the SWPPP contract item; assist with SWPPP compliance during construction; and can be utilized to secure other regulatory permits required for the protection of species of concern or sensitive habitat.

Agency Coordination – Wood Rodger's will coordinate with Caltrans District 3 local assistance for the conversion of the Mather Spur Underpass (Bridge Number 24-174) to a pedestrian crossing. Anticipated tasks includes completing encroachment permits, collaboration on preliminary and final design features for concurrence and acceptance, and completing potential maintenance agreement amendments for the structure.

Assumptions:

- CADD format will be AutoCAD unless specified by the City.
- Cross Sections and Slope Staking Notes intervals mentioned above.
- Estimated will be based on available industry and professional standards and resources available. (i.e. Caltrans BEEs, recent local bids, and etc.)
- Specification is assumed to be Caltrans format with City boiler plate.

Deliverables:

- 65%, 90%, and 100% plans, specification, and estimate. Assume maximum 5 plan print/copies in half size (11 x 17) per deliverable phase.

Task 3.0 – Utility Coordination

Wood Rodgers will identify, and coordinate with, companies or agencies operating utility facilities that may be impacted by the project. Wood Rodgers will take a proactive approach with utility companies or agencies and incorporate a high level of coordination to ensure that no delays occur due to utility company reviews or relocations. If at any point Wood Rodgers becomes aware of any issue that would produce a significant delay in the project due to a utility company or agency activity, Wood Rodgers' Project Manager will inform the City immediately and arrange for a meeting with the utility company or agency, the City, and Wood Rodgers' staff. During the project development process Wood Rodgers will set up a meeting with the City, and local utility agencies/companies to present proposed project and request utility verification.

Wood Rodgers can provide any necessary surveying for the "pot-holing" of existing utilities, if necessary, to establish horizontal/vertical location of underground utilities. Wood Rodgers will produce and distribute "A" Plans to the pertinent utility companies. Wood Rodgers will send project sets of "B", and "C" Plans to all utility companies or agencies whose utilities are within the limits of this project. Notification letters and plan sets will be provided to utility owners during PS&E development process. The following is a detailed description of these submittals:

Task 3.1 – "A" Letters

"A" Plans (base plans) – Wood Rodgers will produce and distribute "A" Plans to the pertinent utility companies. City will provide inventory list of utilities within the project limits to design. Wood Rodgers will transfer information regarding existing utilities provided by the utility companies to the base plans in both plan and profile view.

Deliverables:

- "A" letters to utility companies.

Task 3.2 – "B" Letters

As part of our continued Utility Coordination, Wood Rodgers will send "B" Plans to companies or agencies operating utility facilities that may be impacted by the project.

"B" Plans - "B" Plans are defined as plans that are 60 to 90 percent complete. Wood Rodgers will send out the "B" Plans when the final horizontal and vertical alignment is calculated, the depth of the final structural section is determined, when the proposed and existing utilities are illustrated in accordance with Roadway Design section that is identified elsewhere in this proposal. Wood Rodgers will prepare the draft transmittal letters (Utility verification and Notice to Owners) to affected utility owners for City's review and approval prior to transmitting "B" Plans to utility owners. Two sets of half-size plans or "B" plans will be provided to each utility owner as an attachment to the transmittal letter. The letter will request that utility owners verify any utility conflicts with proposed improvements and indicate whether any future utilities are proposed in the area that may require accommodation through the project area. A copy of the utility data obtained from utility owners will be provided to the City and the original will be kept in the project files. Wood Rodgers will identify potential conflicts with utility facilities on the "B" Plans and perform the necessary coordination to resolve the conflict. This may include revising the plans to avoid the conflict.

Deliverables:

- "B" Letters to impacted utility companies.

Task 3.3 – "C" Letters

Wood Rodgers will send "C" Plans and a Utility Information Form to all affected utility companies after the City has approved the "C" Plans and transmittal letter. The "C" Plans will be clearly marked as such and the transmittal letter will clearly identify this project as a City project as noted elsewhere in this proposal.

Deliverables:

- "C" Letters to utility company.

Task 4.0 – Surveying

Wood Rodgers has previously completed topographic survey for the section of trail between Croydon Way and Mills Station Road. As part of this task, Wood Rodgers will complete the survey for the remainder of the corridor by providing survey cross sections at 100-foot intervals. Additionally, all existing grade breaks, surface utilities, and pavement elevations at street intersections will be provided. This task also includes potholing surveying as required to verify conflicting utility location.

Assumptions:

- Assumes survey for final design at 100-foot intervals and all existing grade breaks, surface utilities, and pavement elevations at street intersections.

Task 5.0 – Facilitation of Public Meetings

Wood Rodgers will plan and facilitate up to two (2) public meetings with residents, businesses and interested stakeholders in coordination with the City. The primary goals of the public meetings are to **inform** the community of the Mather Rails to Trails Project and **solicit input/feedback** for the aesthetic features. For each meeting, it is assumed that the City will provide the hosting facility and refreshments for each meeting.

Public Meeting #1: The first public meeting will introduce the proposed project, which will include project background, purpose and need, etc. This session will also solicit attendees for their public input and opinions regarding this project that can include aesthetic features (lighting, etc.).

Public Meeting #2: The second public meeting will be to inform community members and stakeholders of the project timeline and present the next steps. This meeting will also include some of the amenities incorporating comments that were collected at the first meeting. During this meeting, Wood Rodgers will be collecting final comments to be incorporated into the final design.

Deliverables:

- **Postcard/Flyer Notifications (2):** Wood Rodgers will design public meeting notices that could be mailed to residents and business owners inviting them to attend the public meetings. The City will be responsible for the reproduction and distribution the postcard/flyer.
- **Website Announcements (2):** Wood Rodgers will assist the City with posting all announcements on the City's website. Wood Rodgers will design web notices and coordinate with City staff prior to uploading each notice.
- **Agenda (2):** Wood Rodgers will coordinate with the City to develop and finalize all Agendas to be distributed prior and during all meetings. Wood Rodgers will reproduce and print the Agendas.
- **Sign-in Sheet (2):** Wood Rodgers will prepare a sign-in sheet to collect attendee information for future notices and announcements regarding this project. Wood Rodgers will catalogue information into a Microsoft Excel sheet for City's documentation and future use. Names and contact information will be collected for future announcements and City documentation.
- **Comment Cards (1):** Wood Rodgers will create comment cards to be distributed at the initial meeting to capture additional comments/suggestions. The attendees will be encouraged to take additional comment cards to pass to neighbors or interested stakeholders that are unable to attend. The comment cards will be sent directly to Wood Rodgers to be catalogued, recorded, and comments will be incorporated into the preliminary design.
- **Meeting Minutes/Notes/Transcripts (2):** Wood Rodgers will record notes and transcribing them into Microsoft Word for each meeting for City records and documentation.

Task 6.0 – Post Design Services

Task 6.1 – Bidding Assistance

The Wood Rodgers team will provide assistance, as required, to the City during bidding of the project. The work may include answering questions from prospective bidders, assisting the City in preparation of addenda to the PS&E during the advertisement period, attending the bid opening, providing an analysis of bids received, and providing ongoing consultation and interpretation of the construction documents.

Task 6.2 – Construction Assistance

Wood Rodgers will provide assistance, as required, to the City of Rancho Cordova during the construction of the project. The work may include responses to requests for information, attending meetings, review and approval of

submittals and shop drawings, and providing on-going consultation and interpretation of construction documents. The responsible Wood Rodgers engineers) will be available for consultation as required.

Task 7 – Additional Services

The following activities are not included in the initial scope for this project, but can be added at the request of the City:

Task 7.1 – Construction Staking

Upon completion of the design phase of the work, Wood Rodgers is available to perform construction staking and associated survey work. We will submit a proposal and fee estimate for this work upon the request of the City.

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

Task Description	Project Manager	Senior Engineer /Associate Enginner II	Design Engineer (Engineer II)	Assistant Engineer/CAD Technician III/Outreach Specialist	Landscape Architect	Principal/Survey Manager	Surveyor (2 man crew)	Administrative Assistant	TOTAL HOURS	Sub-Total Cost
Loaded Rates	$205	$160	$120	$110	$130	$150	$240	$75		
TASK 1 - PROJECT MANAGEMENT (MEETING)	56	34	0	0	0	0	0	16	106	$18,120
- Kick-Off Meeting and Project Development Meetings	24	18						8	50	$8,400
- Progress Reporting	12	12						4	28	$4,680
- Project Schedule	12							4	16	$2,760
- Quality Assuarance/Quality Control	8	4							12	$2,280
TASK 2 - ENGINEERING AND CONSTRUCTION DOCUMENT PREPARATION	8	150	306	404	78	0	0	16	962	$118,140
Task 2.1 - 65 % PS&E	4	72	156	188	48			4	472	$58,280
Task 2.2 - 90 % PS&E	2	42	82	124	18			4	272	$33,250
Task 2.3 - 100 % PS&E (FINAL)	2	28	52	68	12			8	170	$20,770
Task 2.4 - Cross section and Slope Stake Notes		8	16	24					48	$5,840
TASK 3 - UTILITY COORDINATION	0	6	26	16	0	0	0	6	54	$6,290
Task 3.1 - "A" Letter		2	8	8				2	20	$2,310
Task 3.2 - "B" Letter		2	6	4				2	14	$1,630
Task 3.3 - "C" Letter		2	12	4				2	20	$2,350
TASK 4 - SURVEYING	0	4	0	22	0	16	40	0	82	$15,060
Task 4.1 – Supplemental Field Survey		4		18		8	32		62	$11,500
Task 4.2 – Potholing Survey				4		8	8		20	$3,560
TASK 5 - CONCEPTUAL DESIGN AND PUBLIC MEETINGS	6	12	16	28	8	0	0	32	102	$11,590
Task 5.1 Conceptual Design Meeting	2	4	4	4	4			4	22	$2,790
Task 5.2 Public Meeting #1	2	4	6	12	2			16	42	$4,550
Task 5.3 Public Meeting #2	2	4	6	12	2			12	38	$4,250
TASK 6 - POST DESIGN SERVICES	8	16	16	16	0	0	4	0	60	$8,840
Task 6.1 Bidding Assistance	4	8	8	8			2			$4,420
Task 6.2 Construction Assistance	4	8	8	8			2			$4,420
TASK 7 - ADDITIONAL SERVICES	0	0	0	0	0	0	0	0	0	$0
Task 7.1 Construction Staking									0	$0
									0	$0
	78	222	364	486	86	16	44	70	1366	$178,040

9/8/2014

EXHIBIT 10-F CERTIFICATION OF CONSULTANT, COMMISSIONS & FEES

I HEREBY CERTIFY that I am the Vice President, and duly authorized representative of the firm of Wood Rodgers, Inc., whose address is 3301 C Street, Bldg 100B, Sacramento, CA, and that, except as hereby expressly stated, neither I nor the above firm that I represent have:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract; nor

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; nor

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind, for or in connection with, procuring or carrying out this contract.

I acknowledge that this Certificate is to be made available to the California Department of Transportation (Caltrans) in connection with this contract involving participation of federal-aid highway funds, and is subject to applicable state and federal laws, both criminal and civil.

12/16/2014
(Date)

(Signature)

Distribution: 1) Local Agency Project File (Original & Contract)
2) DLAE (with contract copy)

EXHIBIT 10-I NOTICE TO PROPOSERS DBE INFORMATION

The Agency has established a DBE goal for this Contract of _____0_____%

OR

The Agency has not established a goal for this Contract. However, proposers are encouraged to obtain DBE participation for this contract.

1. TERMS AS USED IN THIS DOCUMENT

- The term "Disadvantaged Business Enterprise" or "DBE" means a for-profit small business concern owned and controlled by a socially and economically disadvantaged person(s) as defined in Title 49, Code of Federal Regulations (CFR), Part 26.5.
- The term "Agreement" also means "Contract."
- Agency also means the local entity entering into this contract with the Contractor or Consultant.
- The term "Small Business" or "SB" is as defined in 49 CFR 26.65.

2. AUTHORITY AND RESPONSIBILITY

A. DBEs and other small businesses are strongly encouraged to participate in the performance of Contracts financed in whole or in part with federal funds (See 49 CFR 26, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs"). The Consultant must ensure that DBEs and other small businesses have the opportunity to participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The proposer must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.

B. Proposers are encouraged to use services offered by financial institutions owned and controlled by DBEs.

3. SUBMISSION OF DBE INFORMATION

If there is a DBE goal on the contract, Exhibit 10-O1 *Consultant Proposal DBE Commitment* must be included in the Request for Proposal. In order for a proposer to be considered responsible and responsive, the proposer must make good faith efforts to meet the goal established for the contract. If the goal is not met, the proposer must document adequate good faith efforts. All DBE participation will be counted towards the contract goal; therefore, all DBE participation shall be collected and reported.

Exhibit 10-O2 *Consultant Contract DBE Information* must be included with the Request for Proposal. Even if no DBE participation will be reported, the successful proposer must execute and return the form.

4. DBE PARTICIPATION GENERAL INFORMATION

It is the proposer's responsibility to be fully informed regarding the requirements of 49 CFR, Part 26, and the Department's DBE program developed pursuant to the regulations. Particular attention is directed to the following:

A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).

B. A certified DBE may participate as a prime consultant, subconsultant, joint venture partner, as a vendor of material or supplies, or as a trucking company.

C. A DBE proposer not proposing as a joint venture with a non-DBE, will be required to document one or a combination of the following:

1. The proposer is a DBE and will meet the goal by performing work with its own forces.
2. The proposer will meet the goal through work performed by DBE subconsultants, suppliers or trucking companies.
3. The proposer, prior to proposing, made adequate good faith efforts to meet the goal.

D. A DBE joint venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing, and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.

E. A DBE must perform a commercially useful function pursuant to 49 CFR 26.55, that is, a DBE firm must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.

F. The proposer shall list only one subconsultant for each portion of work as defined in their proposal and all DBE subconsultants should be listed in the bid/cost proposal list of subconsultants.

G. A prime consultant who is a certified DBE is eligible to claim all of the work in the Contract toward the DBE participation except that portion of the work to be performed by non-DBE subconsultants.

5. RESOURCES

A. The CUCP database includes the certified DBEs from all certifying agencies participating in the CUCP. If you believe a firm is certified that cannot be located on the database, please contact the Caltrans Office of Certification toll free number 1-866-810-6346 for assistance.

B. Access the CUCP database from the Department of Transportation, Office of Business and Economic Opportunity Web site at: http://www.dot.ca.gov/hq/bep/.

1. Click on the link in the left menu titled *Disadvantaged Business Enterprise*;
2. Click on Search for a DBE Firm link;
3. Click on *Access to the DBE Query Form* located on the first line in the center of the page.

Searches can be performed by one or more criteria. Follow instructions on the screen.

6. MATERIALS OR SUPPLIES PURCHASED FROM DBES COUNT TOWARDS THE DBE GOAL UNDER THE FOLLOWING CONDITIONS:

A. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory, or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.

B. If the materials or supplies purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the

purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers' own distribution equipment shall be, by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.

D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

EXHIBIT 10-J STANDARD CONTRACT PROVISIONS FOR SUBCONSULTANT/DBE PARTICIPATION

1. Subconsultants

A. Nothing contained in this Contract or otherwise, shall create any contractual relation between the Agency and any subconsultants, and no subcontract shall relieve the Consultant of his/her responsibilities and obligations hereunder. The Consultant agrees to be as fully responsible to the Agency for the acts and omissions of its subconsultants and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the Consultant. The Consultant's obligation to pay its subconsultants is an independent obligation from the Agency's obligation to make payments to the Consultant.

B. Any subcontract in excess of $25,000, entered into as a result of this Contract, shall contain all the provisions stipulated in this Contract to be applicable to subconsultants.

C. Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to the Consultant by the Agency.

D. Any substitution of subconsultants must be approved in writing by the Agency's Contract Administrator in advance of assigning work to a substitute subconsultant.

2. Disadvantaged Business Enterprise (DBE) Participation

A. This Contract is subject to 49 CFR, Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". Proposers who obtain DBE participation on this contract will assist Caltrans in meeting its federally mandated statewide overall DBE goal.

B. If the contract has a DBE goal, the Consultant must meet the goal by committing DBE participation or document a good faith effort to meet the goal. If a DBE subconsultant is unable to perform, the Consultant must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met. A DBE is a firm meeting the definition of a DBE as specified in 49 CFR.

C. DBEs and other small businesses, as defined in 49 CFR, Part 26 are encouraged to participate in the performance of contracts financed in whole or in part with federal funds. The Consultant or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Consultant shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of US DOT- assisted agreements. Failure by the Consultant to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the local agency deems appropriate.

D. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.

E. A DBE may be terminated only with prior written approval from the local agency and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting local agency consent for the termination, the prime consultant must meet the procedural requirements specified in 49 CFR 26.53(f).

3. Performance of DBE Consultant and other DBE Subconsultants/Suppliers

A. A DBE performs a commercially useful function when it is responsible for execution of the work of the Contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible with respect to materials and supplies used on the Contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, evaluate the amount of work subcontracted, industry practices; whether the amount the firm is to be paid under the Contract is commensurate with the work it is actually performing; and other relevant factors.

B. A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, Contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.

C. If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its Contract with its own work force, or the DBE subcontracts a greater portion of the work of the Contract than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a commercially useful function.

4. Prompt Payment of Funds Withheld to Subconsultants

A. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.

(Local agency to include either B, C, or D below; delete the other two.)

B. No retainage will be withheld by the Agency from progress payments due the prime Consultant. Retainage by the prime Consultant or subconsultants is prohibited, and no retainage will be held by the prime Consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime Consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime Consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime Consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime Consultants and subconsultants.

C. No retainage will be held by the Agency from progress payments due the prime Consultant. Any retainage held by the prime Consultant or subconsultants from progress payments due subconsultants shall be promptly paid in full to subconsultants within 30 days after the subconsultant's work is satisfactorily completed. Federal law (49 CFR26.29) requires that any delay or postponement of payment over the 30 days may take place only for good cause and with the Agency's prior written approval. Any violation of this provision shall subject the violating prime Consultant or subconsultant to the penalties, sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime Consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant, deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultant and subconsultants.

D. The Agency shall hold retainage from the prime consultant and shall make prompt and regular incremental acceptances of portions, as determined by the Agency, of the contract work, and pay retainage to the prime consultant based on these acceptances. The prime consultant, or subconsultant, shall return all monies withheld in retention from a subconsultant within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Federal law (49 CFR26.29) requires that any delay or postponement of payment over 30 days may take place only for good cause and with the agency's prior written approval. Any violation of this provision shall subject the violating prime consultant or subconsultant to the penalties, sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime Consultant, deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultant and subconsultants.

5. DBE Records

A. The Consultant shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime consultants shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

B. Upon completion of the Contract, a summary of these records shall be prepared and submitted on the form entitled, "Final Report-Utilization of Disadvantaged Business Enterprise (DBE), First-Tier Subconsultants," CEM-2402F (Exhibit 17-F, Chapter 17, of the LAPM), certified correct by the Consultant or the Consultant's authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in 25 percent of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to the Consultant when a satisfactory "Final Report-Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subconsultants" is submitted to the Contract Administrator.

6. DBE Certification and Decertification Status

If a DBE subconsultant is decertified during the life of the Contract, the decertified subconsultant shall notify the Consultant in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the Contract, the subconsultant shall notify the Consultant in writing with the date of certification. Any changes should be reported to the Agency's Contract Administrator within 30 days.

EXHIBIT 10-O1 CONSULTANT PROPOSAL DBE COMMITMENT

(Inclusive of all DBEs listed at bid proposal. Refer to instructions on the reverse side of this form)

Consultant to Complete this Section

1. Local Agency Name: _____

2. Project Location: _____

3. Project Description: _____

4. Consultant Name: _____

5. Contract DBE Goal %: _____

DBE Commitment Information

6. Description of Services to be Provided	**7.** DBE Firm Contact Information	**8.** DBE Cert. Number	**9.** DBE %

10. Total % Claimed	_____ %

Local Agency to Complete this Section

16. Local Agency Contract Number: _____

17. Federal-aid Project Number: _____

18. Proposed Contract Execution Date: _____

Local Agency certifies that all DBE certifications are valid and the information on this form is complete and accurate:

_____
19. Local Agency Representative Name (Print)

_____ _____
20. Local Agency Representative Signature **21.** Date

_____ _____
22. Local Agency Representative Title **23.** (Area Code) Tel. No.

_____
11. Preparer's Signature

_____
12. Preparer's Name (Print)

_____
13. Preparer's Title

_____ _____
14. Date **15.** (Area Code) Tel. No.

Distribution: (1) Original – Consultant submits to local agency with proposal
(2) Copy – Local Agency files

EXHIBIT 10-O2 CONSULTANT CONTRACT DBE INFORMATION

(Inclusive of all DBEs listed at contract award. Refer to instructions on the reverse side of this form)

Consultant to Complete this Section

1. Local Agency Name: City of Rancho Cordova
2. Project Location: City of Rancho Cordova
3. Project Description: Mather Rails to Trails
4. Total Contract Award Amount: $ 178,040.00
5. Consultant Name: Wood Rodgers, Inc.
6. Contract DBE Goal %: _____
7. Total Dollar Amount for all Subconsultants: $ 0.00
8. Total Number of all Subconsultants: 0

Award DBE/DBE Information

9. Description of Services to be Provided	10. DBE/DBE Firm Contact Information	11. DBE Cert. Number	12. DBE Dollar Amount

13. Total Dollars Claimed	$ _____
14. Total % Claimed	_____ %

Local Agency to Complete this Section

20. Local Agency Contract Number: _____
21. Federal-aid Project Number: _____
22. Contract Execution Date: _____

Local Agency certifies that all DBE certifications are valid and the information on this form is complete and accurate:

23. Local Agency Representative Name (Print)

24. Local Agency Representative Signature — 25. Date

26. Local Agency Representative Title — 27. (Area Code) Tel. No.

15. Preparer's Signature

Justin Rollman
16. Preparer's Name (Print)

Assistant Controller
17. Preparer's Title

10/29/2014 — (916) 341-7760
18. Date — 19. (Area Code) Tel. No.

Caltrans to Complete this Section

Caltrans District Local Assistance Engineer (DLAE) certifies that this form has been reviewed for completeness:

28. DLAE Name (Print) — 29. DLAE Signature — 30. Date

Distribution: (1) Copy – Email a copy to the Caltrans District Local Assistance Engineer (DLAE) within 30 days of contract award. Failure to send a copy to the DLAE within 30 days of contract award may result in delay of payment.
(2) Copy – Include in award package sent to Caltrans DLAE
(3) Original – Local agency files

EXHIBIT 10-P NONLOBBYING CERTIFICATION FOR FEDERAL-AID CONTRACTS

The prospective participant certifies by signing and submitting this proposal/bid to the best of his or her knowledge and belief that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The prospective participant also agrees by submitting his/her proposal/bid that he/she shall require that the language of this certification be included in all lower-tier subcontracts which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.

EXHIBIT 10-V NON-DISCRIMINATION CLAUSE

(To be included in Consultant Contract)

NON-DISCRIMINATION CLAUSE

During the performance of this Contract, Consultant and its subconsultant shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

Consultant shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Contract.

EXHIBIT 12-B BIDDER'S LIST OF SUBCONTRACTORS (DBE AND NON-DBE)

PART I

The bidder shall list all subcontractors (both DBE and non-DBE) in accordance with Section 2-1.054 of the Standard Specifications and per Title 49, Section 26.11 of the Code of Federal Regulations. This listing is required in addition to listing DBE Subcontractors elsewhere in the proposal. **Photocopy this form for additional firms.**

Firm Name/ Address/ City, State, ZIP	Phone/ Fax	Annual Gross Receipts	Description of Portion of Work to be Performed	Local Agency Use Only (Certified DBE?)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)

Distribution: 1) Original - Local Agency File

EXHIBIT 12-B BIDDER'S LIST OF SUBCONTRACTORS (DBE AND NON-DBE)

PART II

The bidder shall list all subcontractors who provided a quote or bid but were not selected to participate as a subcontractor on this project. This is required for compliance with Title 49, Section 26 of the Code of Federal Regulations. Photocopy this form for additional firms.

Firm Name/ Address/ City, State, ZIP	Phone/ Fax	Annual Gross Receipts	Description of Portion of Work to be Performed	Local Agency Use Only (Certified DBE?)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)
Name	*Phone*	☐ < $1 million		☐YES
		☐ < $5 million		☐NO
Address		☐ < $10 million		*If YES list DBE #:*
	Fax	☐ < $15 million		
City State ZIP		☐ > $15 million		Age of Firm (Yrs.)

Distribution: 1) Original – Local Agency File

EXHIBIT 15-H DBE INFORMATION —GOOD FAITH EFFORTS

DBE INFORMATION - GOOD FAITH EFFORTS

Federal-aid Project No. _____ Bid Opening Date _____

The _____(City/County of)_____established a Disadvantaged Business Enterprise (DBE) goal of _____% for this project. The information provided herein shows that a good faith effort was made.

Lowest, second lowest and third lowest bidders shall submit the following information to document adequate good faith efforts. Bidders should submit the following information even if the "Local Agency Bidder DBE Commitment" form indicates that the bidder has met the DBE goal. This will protect the bidder's eligibility for award of the contract if the administering agency determines that the bidder failed to meet the goal for various reasons, e.g., a DBE firm was not certified at bid opening, or the bidder made a mathematical error.

Submittal of only the "Local Agency Bidder DBE Commitment" form may not provide sufficient documentation to demonstrate that adequate good faith efforts were made.

The following items are listed in the Section entitled "Submission of DBE Commitment" of the Special Provisions:

A. The names and dates of each publication in which a request for DBE participation for this project was placed by the bidder (please attach copies of advertisements or proofs of publication):

Publications	Dates of Advertisement

B. The names and dates of written notices sent to certified DBEs soliciting bids for this project and the dates and methods used for following up initial solicitations to determine with certainty whether the DBEs were interested (please attach copies of solicitations, telephone records, fax confirmations, etc.):

Names of DBEs Solicited	Date of Initial Solicitation	Follow Up Methods and Dates

C. The items of work which the bidder made available to DBE firms including, where appropriate, any breaking down of the contract work items (including those items normally performed by the bidder with its own forces) into economically feasible units to facilitate DBE participation. It is the bidder's responsibility to demonstrate that sufficient work to facilitate DBE participation was made available to DBE firms.

Items of Work	Bidder Normally Performs Item (Y/N)	Breakdown of Items	Amount ($)	Percentage Of Contract

D. The names, addresses and phone numbers of rejected DBE firms, the reasons for the bidder's rejection of the DBEs, the firms selected for that work (please attach copies of quotes from the firms involved), and the price difference for each DBE if the selected firm is not a DBE:

Names, addresses and phone numbers of rejected DBEs and the reasons for the bidder's rejection of the DBEs:

_____
_____
_____
_____

Names, addresses and phone numbers of firms selected for the work above:

_____
_____
_____
_____

E. Efforts made to assist interested DBEs in obtaining bonding, lines of credit or insurance, and any technical assistance or information related to the plans, specifications and requirements for the work which was provided to DBEs:

_____
_____
_____
_____

F. Efforts made to assist interested DBEs in obtaining necessary equipment, supplies, materials or related assistance or services, excluding supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate:

_____

_____

_____

_____

G. The names of agencies, organizations or groups contacted to provide assistance in contacting, recruiting and using DBE firms (please attach copies of requests to agencies and any responses received, i.e., lists, Internet page download, etc.):

Name of Agency/Organization	Method/Date of Contact	Results

H. Any additional data to support a demonstration of good faith efforts (use additional sheets if necessary):

_____

_____

NOTE: USE ADDITIONAL SHEETS OF PAPER IF NECESSARY.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FINAL REPORT-UTILIZATION OF DISADVANTAGED BUSINESS ENTERPRISES (DBE), FIRST-TIER SUBCONTRACTORS

CEM-2402F (REV 02/2008)

ADA Notice
For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814

CONTRACT NUMBER	COUNTY	ROUTE	POST MILES	FEDERAL AID PROJECT NO.	ADMINISTERING AGENCY		CONTRACT COMPLETION DATE
PRIME CONTRACTOR			BUSINESS ADDRESS				ESTIMATED CONTRACT AMOUNT $

ITEM NO.	DESCRIPTION OF WORK PERFORMED AND MATERIAL PROVIDED	COMPANY NAME AND BUSINESS ADDRESS	DBE CERT. NUMBER	CONTRACT PAYMENTS NON-DBE	CONTRACT PAYMENTS DBE	DATE WORK COMPLETE	DATE OF FINAL PAYMENT
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
				$	$		
ORIGINAL COMMITMENT $ DBE			TOTAL	$	$		

List all First-Tier Subcontractors, Disadvantaged Business Enterprises (DBEs) regardless of tier, whether or not the firms were originally listed for goal credit. If actual DBE utilization (or item of work) was different than that approved at time of award, provide comments on back of form. List actual amount paid to each entity.

I CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND CORRECT

CONTRACTOR REPRESENTATIVE'S SIGNATURE	BUSINESS PHONE NUMBER	DATE

TO THE BEST OF MY INFORMATION AND BELIEF, THE ABOVE INFORMATION IS COMPLETE AND CORRECT

RESIDENT ENGINEER'S SIGNATURE	BUSINESS PHONE NUMBER	DATE

Copy Distribution-Caltrans contracts: **Original** - District Construction; **Copy**- Business Enterprise Program; **Copy**- Contractor; **Copy** Resident Engineer

Copy Distribution-Local Agency contracts: **Original** - District Local Assistance Engineer (submitted with the Report of Expenditure; **Copy**- District Local Assistance Engineer; **Copy**- Local Agency file

FINAL REPORT – UTILIZATION OF DISADVANTAGED BUSINESS ENTERPRISES (DBE), FIRST-TIER SUBCONTRACTORS
CEM 2402(F) (Rev. 02/2008)

The form requires specific information regarding the construction project: Contract Number, County, Route, Post Miles, Federal-aid Project No., the Administering Agency, the Contract Completion Date and the Estimated Contract Amount. It requires the prime contractor name and business address. The focus of the form is to describe who did what by contract item number and descriptions, asking for specific dollar values of item work completed broken down by subcontractors who performed the work both DBE and non-DBE work forces. DBE prime contractors are required to show the date of work performed by their own forces along with the corresponding dollar value of work.

The form has a column to enter the Contract Item No. (or Item No's) and description of work performed or materials provided, as well as a column for the subcontractor name and business address. For those firms who are DBE, there is a column to enter their DBE Certification Number. The DBE should provide their certification number to the contractor and notify the contractor in writing with the date of the decertification if their status should change during the course of the project.

The form has six columns for the dollar value to be entered for the item work performed by the subcontractor.

The Non-DBE column is used to enter the dollar value of work performed for firms who are not certified DBE.

The decision of which column to be used for entering the DBE dollar value is based on what program(s) status the firm is certified. This program status is determined by the California Unified Certification Program by ethnicity, gender, ownership, and control issues at time of certification. To confirm the certification status and program status, access the Department of Transportation Civil Rights web site at: http://www.dot.ca.gov/hq/bep or by calling (916) 324-1700 or the toll free number at (888) 810-6346.

Based on this DBE Program status, the following table depicts which column to be used:

DBE Program Status	Column to be used
If program status shows DBE only with no other programs listed	DBE

If a contractor performing work as a DBE on the project becomes decertified and still performs work after their decertification date, enter the total dollar value performed by this contractor under the appropriate DBE identification column.

If a contractor performing work as a non-DBE on the project becomes certified as a DBE, enter the dollar value of all work performed after certification as a DBE under the appropriate identification column.

Enter the total of each of the six columns in Form CEM-2402(F).

Any changes to DBE certification must also be submitted on Form-CEM 2403(F).

Enter the Date Work Completed as well as the Date of Final Payment (the date when the prime contractor made the "final payment" to the subcontractor for the portion of work listed as being completed).

The contractor and the resident engineer sign and date the form indicating that the information provided is complete and correct.

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Jessica Jordan, Principal Planner

SUBJECT: **KASSIS PROPERTY TENTATIVE PARCEL MAP; PROJECT NO. DD8383 – LOCATED AT 9851 FOLSOM BOULEVARD**

PROPERTY OWNER/APPLICANT:
Ms. Sharon Kassis
9821 Mira Del Rio
Sacramento, CA 95827

PROJECT:	The applicant is requesting a Tentative Parcel Map (TPM) to subdivide
FILE:	DD8383
LOCATION:	9851 Folsom Boulevard
APN:	075-0450-004
PLANNER:	Jessica Jordan, Principal Planner

RECOMMENDATION

Adopt Resolution No. 2-2015.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 2-2015 would approve the applicant's request for a subdivision to divide one parcel into three parcels to accommodate an existing single family residence and create future opportunities for additional single family homes. A remainder parcel of approximately 39 acres would be available for future mixed use development consistent with the Folsom Boulevard Specific Plan. Parcel sizes following the division would include 0.65 acres, 0.64 acres, and 1.63 acres. No physical development is proposed at this time.

BACKGROUND

The subject property is located at the western edge of the city limits on the north side of Folsom Boulevard. The Kassis property is the largest area of mostly undeveloped property in this portion of the City. There is currently one residential home located in the area of the subdivision. The project site is partially located within the Folsom Boulevard Specific Plan (FBSP) area and is zoned Residential Mixed-Use (FB-RMU) and RD-3.

Figure 1: Kassis Property

REQUIRED PERMITS AND REGULATORY BASIS

According to the State Subdivision Map Act and Municipal Code, a parcel may be split into up to four separate lots with a Parcel Map, guided by the following provisions:

1. Subdivision Map Act for and the provisions to approve the subdivision of land up to four lots.

2. RCMC Title 22, Land Development, provides the local authority under the Subdivision Map Act to subdivide land.
3. RCMC Title 23 Zoning Code, provides the local authority for all development standards to regulate the use and size of the new parcels created with this subdivision.

ANALYSIS

The applicant is requesting approval of a Tentative Parcel Map to divide one 42 acre parcel into three parcels and one remainder. The three parcels will accommodate an existing residential property as well as create opportunities for two more residential units for the Kassis family. The remainder parcel, approximately 39 acres, would be developed at some point in the future, consistent with the Folsom Boulevard Specific Plan designation of Residential Mixed Use (RMU).

General Plan: The project site is located in both the Folsom Boulevard Planning Area and the Low Density Residential designation of the City's General Plan. Surrounding designations include:

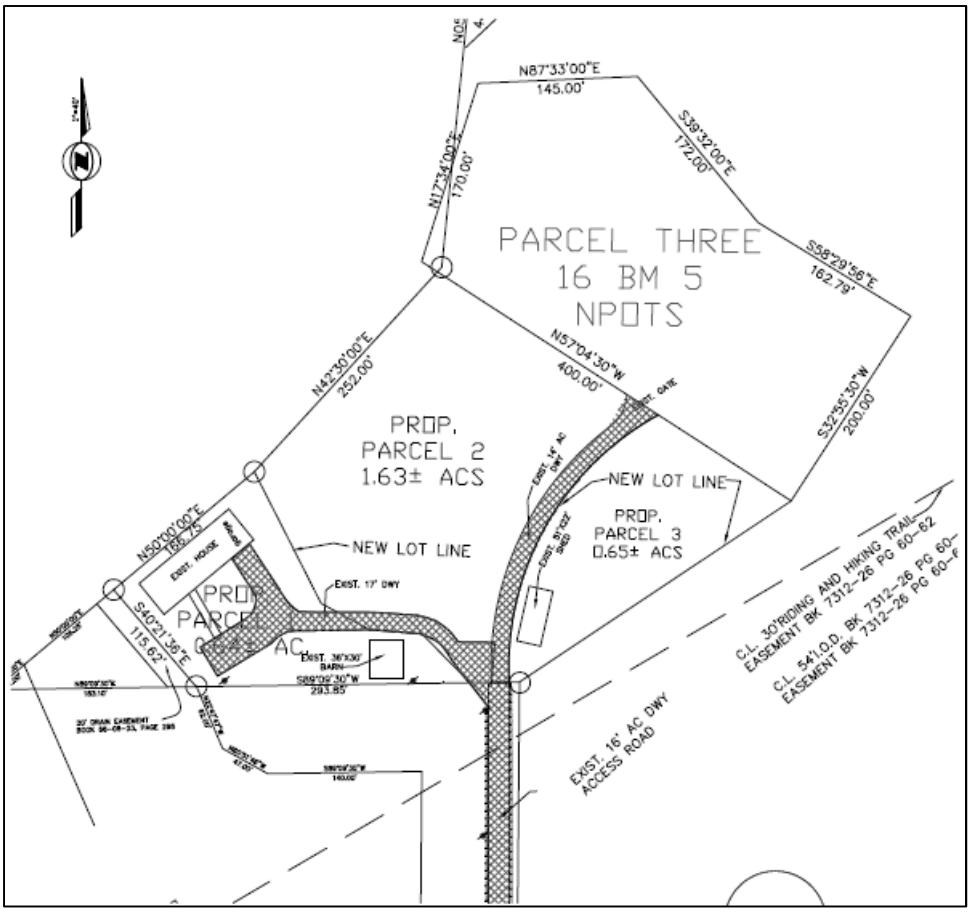
Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
9851 Folsom Boulevard (Project Site)	Mostly Vacant; one residential home	Folsom Boulevard Planning Area (FBPA) and Low Density Residential (LDR)	FB-RMU; RD-3
North	American River Parkway, residential estates	Natural Preserve (County of Sacramento); Estate Residential (ER)	O(F) (County of Sacramento); RD-2
East	Residential development	LDR	RD-5
South	Light industrial warehouse/flex office	FBPA	FB-OIMU
West	Residential, limited commercial, American River Parkway	LDR, Natural Preserve County of Sacramento)	RD-20, RD-5, O(F) (County of Sacramento)

Zoning Code: The project site is zoned RD-3 and Residential Mixed-Use (FB-RMU). The three lots being created by the Tentative Parcel Map are appropriately sized and have adequate access for a typical RD-3 development. The current existing residential home will be located within Lot 1. Lots 2 and 3 will be vacant following the subdivision. In the future, residential units would be allowed to be constructed within Lots 2 and 3 with a traditional building permit. The map has been conditioned to require the appropriate access improvements prior to issuance of any future building permit. The remainder lot, approximately 39 acres, would be developed at some future time in a manner consistent with the Folsom Boulevard Specific Plan designation of Residential Mixed Use. Development of this scale and type will require further discretionary review by the City Council. No physical development is proposed at this time.

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 subdivision map application.

Figure 2: Kassis Property Subdivision



ENVIRONMENTAL

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) Sections 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning).

CEQA Guidelines Section 15183 (Public Resources Code §21083.3), provides that projects which are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." An EIR was certified by the City Council for the adoption of the City of Rancho Cordova General Plan (SCH 2005022137).

The proposed project will subdivide the property consistent with the site's General Plan land use designation of FBPA and Low Density Residential and zoning designation of FB-RMU and RD-3. Furthermore, the project is consistent with the goals and policies contained in the General Plan and will not increase the development densities analyzed in the General Plan EIR.

No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in

the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment. Therefore, the proposed project qualifies for the exemption under CEQA Guidelines Section 15183 and no further environmental review is required.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) as exempt pursuant to CEQA Guidelines Section 15183 and adopt Resolution Number No. 2-2015 approving the Kassis Property Tentative Parcel Map, subject to the findings, Tentative Parcel Map (**Exhibit A**) and Conditions of Approval (**Exhibit B**).

ATTACHMENTS

1. Resolution No. 2-2015, including Tentative Parcel Map (**Exhibit A**) and subject to the Conditions of Approval (**Exhibit B**).
2. 500' Radius Map and Labels.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 2-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING THE KASSIS PROPERTY TENTATIVE PARCEL MAP, PROJECT NO. DD8383

WHEREAS, Ms. Sharon Kassis (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Tentative Parcel Map for the Kassis Property, located at 9851 Folsom Boulevard (Assessor's Parcel Number: 075-0450-004); and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council approves the Kassis Property Tentative Parcel Map **(Exhibit A)**, subject to the following findings and attached Conditions of Approval (**Exhibit B**):

A. Finds the project site was adequately analyzed according to the California Environmental Quality Act (CEQA) Guidelines and is Exempt under Section 15153, Projects Consistent with a Community Plan, General Plan, or Zoning, as supported by the following:

   CEQA Guidelines Section 15183 (Public Resources Code §21083.3), provides that projects which are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." An EIR was certified by the City Council for the adoption of the City of Rancho Cordova General Plan (SCH 2005022137).

   The proposed project will subdivide the property consistent with the site's General Plan land use designation of FBPA and Low Density Residential and zoning designation of FB-RMU and RD-3. Furthermore, the project is consistent with the goals and policies contained in the General Plan and will not increase the development densities analyzed in the General Plan EIR.

   No potential new impacts related to the properties or project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment.

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 and the land use designation specified for this parcel. The current uses and buildings are consistent with the existing development standards of the General Plan planning area and the Zoning Code designation of fb-RMU and RD-3. No physical development is proposed.

2. Finding: That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

   Evidence: The proposed subdivision is consistent with the existing development standards of the General Plan designation of FBPA and Low Density Residential and the Zoning Code designation of RD-3. The remainder parcel will be subject to the development standards in the Folsom Boulevard Specific Plan at the future time that development permits are sought. No physical improvements are proposed with the tentative parcel map.

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 three parcels and one remainder. The existing residence will be located within an individual parcel and all parcel lines will be placed in compliance with development standard requirements.

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 existing parcel will be split into three parcels and one remainder. The existing residence will be located within an individual parcel and all parcel lines will be placed in compliance with development standard requirements. The map is conditioned appropriately to require access improvements upon issuance of future building permits. The remainder parcel will be subject to the development standards in the Folsom Boulevard Specific Plan at the future time that development permits are sought.

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 and the project is exempt from environmental review pursuant to Section 15183 of the California Environmental Quality Act. The site is currently occupied by a single family residential home and supportive outbuildings but, is mostly undeveloped. The remainder parcel will be subject to the development standards in the Folsom Boulevard Specific Plan at the future time that development permits are sought.

ATTACHMENT 1

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 three parcels would allow the existing single family residence to locate on an individual lot. Future residential development would occur within Lots 2 and 3 at the appropriate density and setback. 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.

   Evidence: There are existing easements within the proposed subdivision for access through the property. No change is proposed with this subdivision and a condition has been placed on the project to ensure the access improvements are made as additional single family residences are constructed onsite.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2015 by the following vote:

AYES:

NOES:

ABSENT:

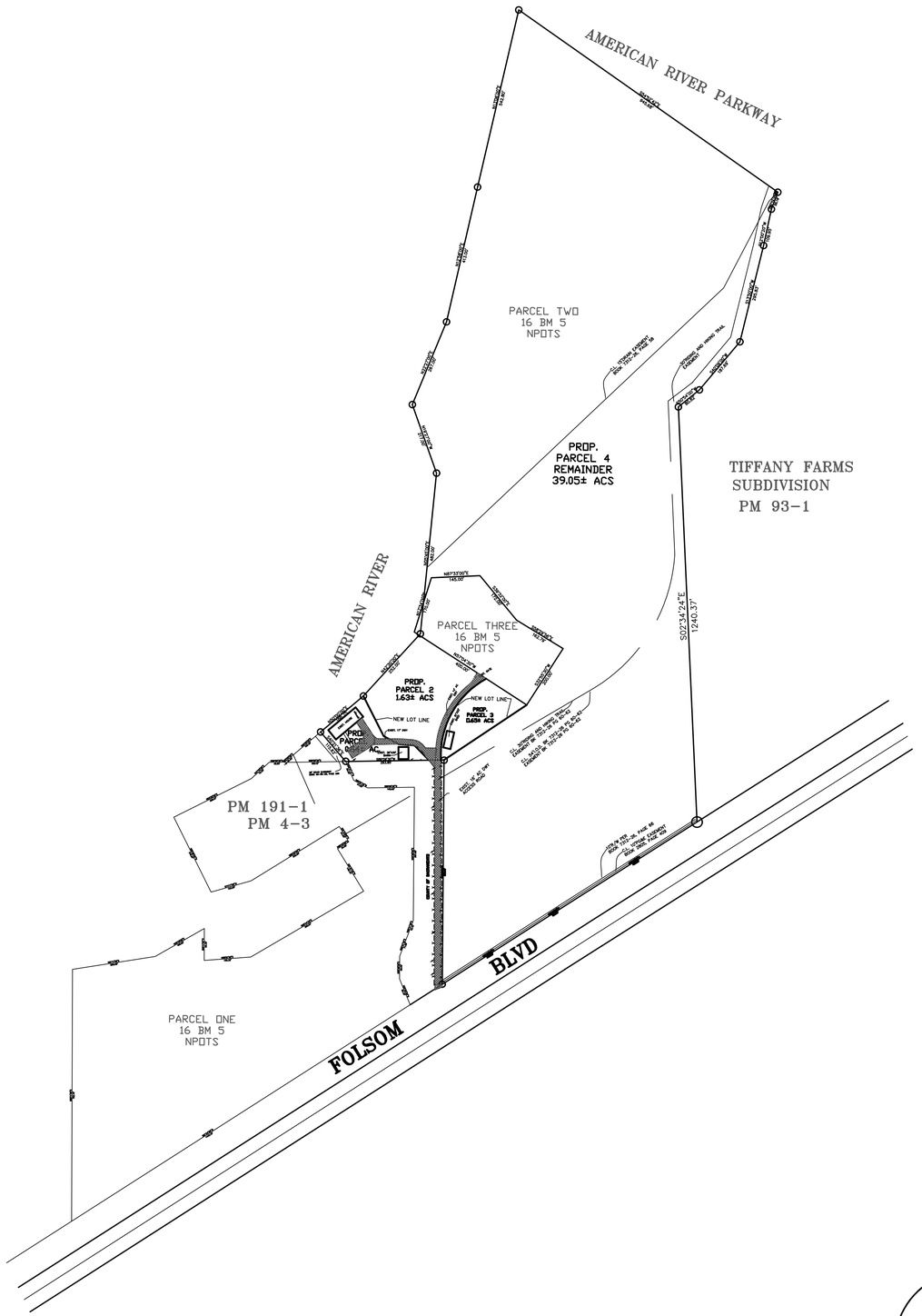
ABSTAIN:

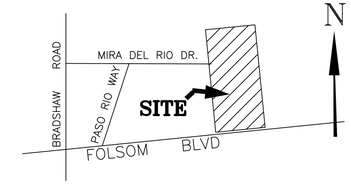
_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

TENTATIVE PARCEL MAP FOR :
KASSIS ESTATES No. 2
CITY OF RANCHO CORDOVA, CA.





VICINITY MAP
NTS

OWNER:	Kassis Sharon etal 9821 Mira Del Rio Drive Sacramento, CA. 95827 PHONE: 916-361-7732
APPLICANT/ENGINEER:	MJM ENGINEERING 6105 SEVEN CEDARS PL GRANITE BAY, CA. 95746 PHONE: 916-791-2131
A.P.N.	075-0450-005
AREA	41.97± ACRES GROSS
EXISTING ZONING	UR-2
PROPOSED ZONING	FB-RMU
PROPOSED USE	1- SINGLE FAMILY HOME, 1- 1.63 Acres, 1-0.65 Acres Vacant Parcels & 1- REMAINDER Parcel
EXISTING USE	1 SINGLE FAMILY
PROPOSED IMPROVEMENTS	CITY OF RANCHO CORDOVA STANDARDS
WATER SUPPLY	WELL
SEWAGE DISPOSAL	COUNTY OF SACRAMENTO
STORM DRAINAGE	COUNTY OF SACRAMENTO
FIRE PROTECTION	SACTO METEO
SCHOOL DISTRICT	FOLSOM CORDOVA SCHOOL DISTRICT
PARK DIST.	CITY OF RANCHO CORDOVA PARK & RECREATION DISTRICT
ELECTERICITY	SMUD
GAS	PG&E
TELEPHONE	AT&T
PARCEL DESCRIPTION	PARCEL 2 16 BM 5 SACRAMENTO COUNTY RECORDS

NOTE:
EASEMENTS ARE SHOWN

APN: 075-0450-005

LEGEND

EXISTING	DESCRIPTION
PP	POWER POLE
	FLOW DIRECTION
	FENCE
	EXISTING PAVEMENT
	EXISTING POWER POLE

Revisions No.	DESCRIPTION	Appr. By:	Date

BENCH MARK
B.M. XX-XX ELEV. XX-XX
XXXX

Submitted By:

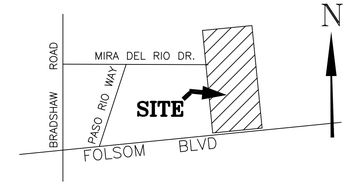
John Masha, R.C.E. 30660

MJM ENGINEERING
6105 Seven Cedars Pl.
Granite Bay, Ca. 95746
Tel. (916) 791-2131
mjmasha@att.net

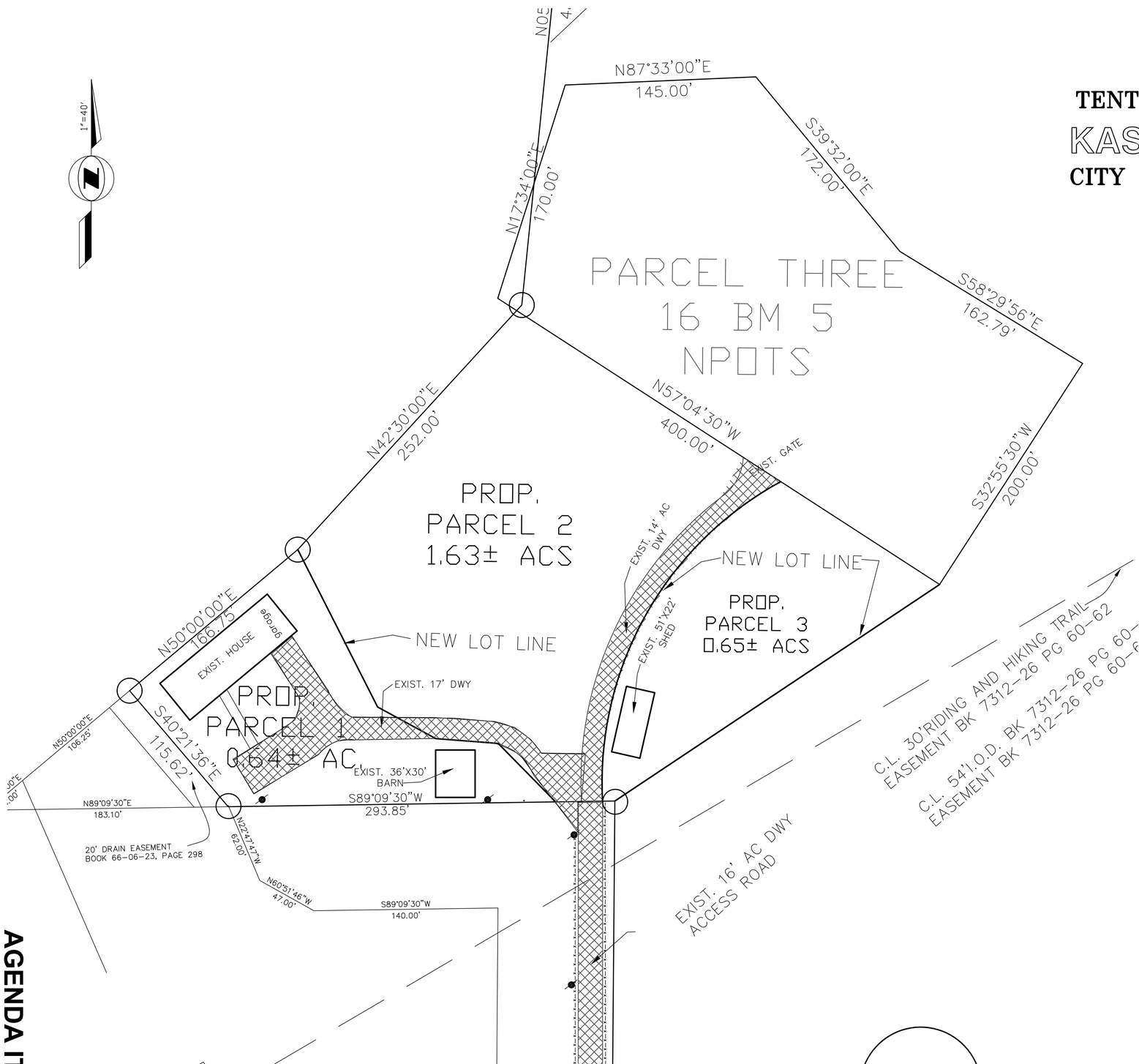
TENTATIVE PARCEL MAP FOR
KASSIS ESTATES
CITY OF RANCHO CORDOVA, CA

Scale: 1"=200'
Drawn By: MJM
Checked By: MJM
Date: SEPT. 2013
Job No. 13-076
SHEET NO. 1 OF 2

TENTATIVE PARCEL MAP FOR :
KASSIS ESTATES NO. 2
CITY OF RANCHO CORDOVA, CA.



VICINITY MAP
NTS



OWNER:	Kassis Sharon etal 9821 Mira Del Rio Drive Sacramento, CA. 95827 PHONE: 916-361-7732
APPLICANT/ENGINEER:	MJM ENGINEERING 6105 SEVEN CEDARS PL GRANITE BAY, CA. 95746 PHONE: 916-791-2131
A.P.N.	075-0450-005
AREA	41.97± ACRES GROSS
EXISTING ZONING	UR-2
PROPOSED ZONING	FB-RMU
PROPOSED USE	1- SINGLE FAMILY HOME, 1- 1.63 Acres, 1-0.65 Acres Vacant Parcels & 1- REMAINDER Parcel
EXISTING USE	1 SINGLE FAMILY
PROPOSED IMPROVEMENTS	CITY OF RANCHO CORDOVA STANDARDS
WATER SUPPLY	WELL
SEWAGE DISPOSAL	COUNTY OF SACRAMENTO
STORM DRAINAGE	COUNTY OF SACRAMENTO
FIRE PROTECTION	SACTO METEO
SCHOOL DISTRICT	FOLSOM CORDOVA SCHOOL DISTRICT
PARK DIST.	CITY OF RANCHO CORDOVA PARK & RECREATION DISTRICT
ELECTERICITY	SMUD
GAS	PG&E
TELEPHONE	AT&T
PARCEL DESCRIPTION	PARCEL 2 16 BM 5 SACRAMENTO COUNTY RECORDS

NOTE:
EASEMENTS ARE SHOWN

APN: 075-0450-005

LEGEND

EXISTING	DESCRIPTION
PP	POWER POLE
	FLOW DIRECTION
	FENCE
	EXISTING PAVEMENT
	EXISTING POWER POLE

Revisions	No.	DESCRIPTION	Appr. By:	Date

BENCH MARK
B.M. XX-XX ELEV. XX.XX
XXXXXX

Submitted By:

John Masha, R.C.E. 30660

MJM ENGINEERING
6105 Seven Cedars Pl.
Granite Bay, Ca. 95746
Tel. (916) 791-2131
mjmasha@att.net

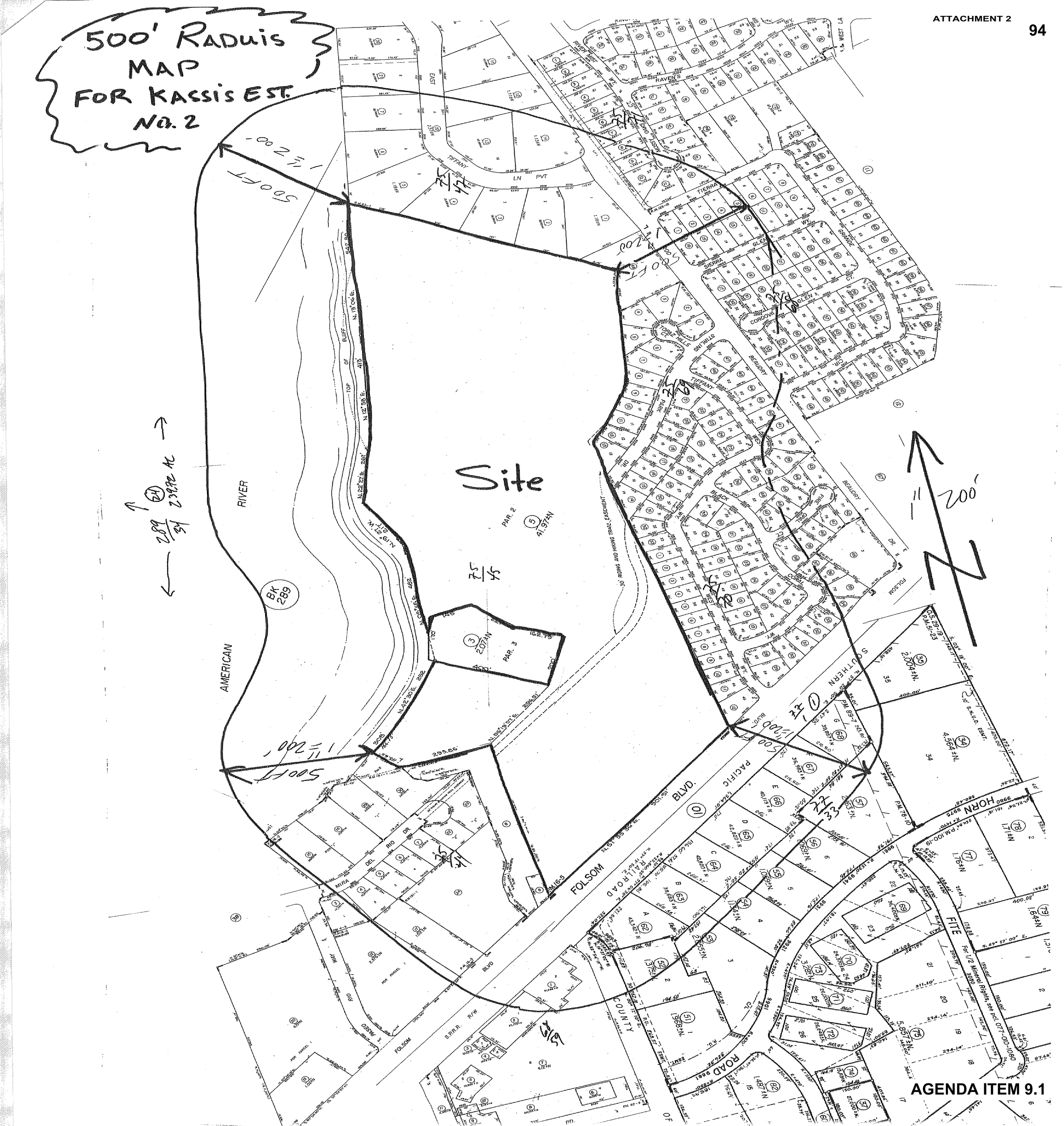
TENTATIVE PARCEL MAP FOR
KASSIS ESTATES
CITY OF RANCHO CORDOVA, CA

Scale: 1"=40'
Drawn By: MJM
Checked By: MJM
Date: SEPT. 2013
Job No. 13-076
SHEET NO. 2 OF 2

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date & Signature)
1.	The approved entitlement is for a Tentative Parcel Map, to subdivide one (1) parcel (APN 075-0450-005-0000) into three (3) parcels and a remainder lot, as described in the City Council staff report dated January 20, 2015 and Tentative Parcel Map (**Exhibit A**) dated stamped October 27, 2014 with the conditions herein, for project number DD8383.	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.	On-Going	Planning	
3.	The Tentative Parcel Map approval is valid for three years from the date of City approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e).	Three years, commencing with the date of approval	Planning	
4.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations.	On-Going	Planning/ Building /Public Works	
	Prior to Final Map or completion of other development permits			
5.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the fair share of existing and all new public improvements associated with the project including, but not limited to, streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, street lights and safety lights, and public frontage and median landscape improvements. This may be accomplished through annexation to the City's Communities Facilities District No. 2014-2 (Street, Lighting and Landscaping Maintenance), or other financial mechanism as may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's	Prior to issuance of building permit	Public Works	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date & Signature)
	public improvements. All costs associated with the annexation or other financial mechanism as may be proposed shall be borne by the Property Owner/Applicant.			
6.	A note shall be placed on the final map stating that "Reciprocal ingress/egress rights between parcels shown hereon shall be granted/reserved prior to the sale and/or re-conveyance of said parcels"	Prior to Recordation of the Final Parcel Map	Public Works	
7.	Grant the City right-of-way for Folsom Boulevard based on a 104 foot standard.	Prior to Recordation of the Final Parcel Map	Public Works	
8.	A note shall be placed on the final parcel map that states "Install the private street to the satisfaction of the Public Works Department. If equivalent or greater does not already exist, construction shall consist of a minimum 16 foot wide surface developed with double seal coat over a 6 inch aggregate base, including adequate turnaround facilities at the end of the road"	Prior to Recordation of the Final Parcel Map	Public Works	
9.	A note shall be placed on the final parcel map stating a maintenance agreement shall be recorded involving all the parcels of the subject map assuring timely maintenance of the private street and utilities at the time of sale of any parcel.	Prior to Recordation of the Final Parcel Map	Public Works	
10.	Prior to recordation of a final map or certificate of compliance, pay in lieu fees as required by and in accordance with the procedures and standards set forth in Chapter 22.40, Title 22 of the City of Rancho Cordova Zoning Code	Prior to Recordation of the Final Parcel Map	Public Works	
11.	Storm Water Drainage Maintenance District. Prior to the recordation of the first final map, property owner shall annex the property into a new storm water drainage maintenance district formed by the City for the purpose of providing a financial mechanism to fund the operation and maintenance of the project's storm water drainage system	Prior to Recordation of the Final Parcel Map	Public Works	
12.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	Prior to approval of improvement plans	Public Works	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date & Signature)
13.	Number, size, and location of driveways are subject to approval by the Public Works Department	Prior to approval of improvement plans	Public Works	
14.	If the total area of the developed or redeveloped impervious surfaces (building rooftop, flat work, and parking areas) equals or exceeds 1.0 acres, incorporate into the site improvement plans permanent stormwater quality treatment measures in conformance with applicable County ordinances & standards, and state and federal law.	Prior to approval of improvement plans	Public Works	
15.	Construct the private road to a minimum width of 16 feet with minimum double seal coat per Caltrans standard specifications, Section 37, over a 6 inch aggregate base, including adequate turnaround facilities at the end of the road.	Prior to final of the first building permit	Public Works	
16.	Minimum floor elevation is required to be set if it is determined the parcels are in the floodplain.	Prior to the issuance of a building permit	Public Works	
17.	A 16' wide driveway is acceptable for two homes. For construction of homes on Lots 2 or 3, the Applicant shall provide a 20' wide paved driveway. Installation of road improvements will be evaluated and required at the time any future home is constructed unless alternative access has been provided that is satisfactory for Fire protection purposes.	Prior to the issuance of a building permit for a future residential unit	Sac Metro Fire	
18.	Each lot and each building with a sewage source shall have a separate connection to the SASD's sewer system. Connection to the SASD sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any on- and off-site sewer construction. If there is more than one building in any single parcel and the parcel is not proposed to split, then each building on that parcel shall have a separate connection to a private onsite sewer or SASD public sewer line. Payment of sewer impact fees shall be made as applicable, in accordance with both SASD and SRCSD's Ordinances.	Prior to the issuance of a building permit for a future residential unit	SASD	



AGENDA ITEM 9.1

ATTACHMENT 2

075-0450-005-0000
ADRIENNE KASSIS
9821 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0450-005-0000
OCCUPANT
9851 FOLSOM BLVD
SACRAMENTO CA 95827

068-0160-001-0000
SOUTHERN PACIFIC
TRANSPORTATION CO
1400 DOUGLAS ST #1640
OMAHA NE 68179

068-0590-001-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-001-0000
OCCUPANT
9851 HORN RD # 100
SACRAMENTO CA 95827

068-0590-001-0000
OCCUPANT
9851 HORN RD # 180
SACRAMENTO CA 95827

068-0590-002-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 120
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 150
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 170
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 180
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 190
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 220
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 240
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 260A
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 260B
SACRAMENTO CA 95827

068-0590-002-0000
OCCUPANT
9845 HORN RD # 270
SACRAMENTO CA 95827

068-0590-003-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-003-0000
OCCUPANT
9841 HORN RD
SACRAMENTO CA 95827

068-0590-004-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-004-0000
OCCUPANT
9839 HORN RD
SACRAMENTO CA 95827

068-0590-005-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-005-0000
OCCUPANT
9819 HORN RD
SACRAMENTO CA 95827

068-0590-006-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-007-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-008-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-009-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

068-0590-009-0000
OCCUPANT
9833 HORN RD
SACRAMENTO CA 95827

068-0590-009-0000
OCCUPANT
9833 HORN RD # A
SACRAMENTO CA 95827

068-0590-010-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

AGENDA ITEM 9.1

068-0590-010-0000
OCCUPANT
9833 HORN RD
SACRAMENTO CA 95827

068-0590-011-0000
D BRUCE & DARLYNE FITE FAMILY
REVOCABLE TRUST
9857 HORN RD
SACRAMENTO CA 95827

075-0440-004-0000
CLAUDIA COX LIVING TRUST
9806 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-005-0000
LESLIE THOMAS
9812 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-006-0000
ALBERT F R & JUDY A IRONS
9818 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-007-0000
MICHAEL D & PAUL E
BOARDINGHAM
453 ASHLAND DR
CORPUS CHRISTI TX 78412

075-0440-007-0000
OCCUPANT
9824 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-008-0000
COUNTY OF SACRAMENTO
827 7TH ST
SACRAMENTO CA 95814

075-0440-009-0000
S M U D
PO BOX 15830
SACRAMENTO CA 95852

075-0440-012-0000
COUNTY OF SACRAMENTO
10545 ARMSTRONG AVE #201C
MATHER CA 95655

075-0440-012-0000
OCCUPANT
9845 FOLSOM BLVD
SACRAMENTO CA 95827

075-0440-015-0000
JAMES F & JACQUELYN S ANDERSON
FAMILY TRUST
2840 HYANNIS WAY
SACRAMENTO CA 95827

075-0440-015-0000
OCCUPANT
9809 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-016-0000
STEPHEN CASEY REVOCABLE TRUST
PO BOX 340085
SACRAMENTO CA 95834

075-0440-016-0000
OCCUPANT
9815 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-017-0000
SHARON E KASSIS REVOCABLE
TRUST
9821 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-017-0000
OCCUPANT
9847 FOLSOM BLVD
SACRAMENTO CA 95827

075-0440-022-0000
WERKING REVOCABLE LIVING
TRUST
9830 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-023-0000
KAREN MCCOY-SCHULL
9836 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-024-0000
ADRIENNE KASSIS
9821 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-029-0000
SHARON E KASSIS REVOCABLE
TRUST
9821 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-030-0000
SHARON E KASSIS REVOCABLE
TRUST
9821 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0440-030-0000
OCCUPANT
9827 MIRA DEL RIO DR
SACRAMENTO CA 95827

075-0450-003-0000
JOHN & MARGARET ANDERSON
480 CROCKER RD
SACRAMENTO CA 95864

075-0450-003-0000
OCCUPANT
9855 FOLSOM BLVD
SACRAMENTO CA 95827

075-0470-001-0000
MARTIN & SUSAN WONG
2570 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-002-0000
ORTON FAMILY TRUST
2560 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-003-0000
LAYHER SURVIVORS TRUST
2550 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-004-0000
JEFFREY S & DAWN K ECKLUND
REVOCABLE LIVING TRUST
2540 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-005-0000
MARK BERRY REVOCABLE TRUST
1015 27TH ST
SACRAMENTO CA 95816

075-0470-005-0000
OCCUPANT
2530 TIFFANY LN
SACRAMENTO CA 95827

075-0470-006-0000
JAMES E & DEBORAH K KASSIS
FAMILY TRUST
2520 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-007-0000
INC YOLO PETROLEUM
2510 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-012-0000
LJUBODRAG LJUBISAVLJEVIC
2511 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-013-0000
DAVID E & DONNA PARSONS LANE
2541 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-014-0000
DAVID M SANDER
2561 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-021-0000
JONICA CHRISTINE CALKINS
2500 E TIFFANY LN
SACRAMENTO CA 95827

075-0470-022-0000
CHRISTO D BARDIS
9848 BUSINESS PARK
SACRAMENTO CA 95827

075-0670-009-0000
COUNTY OF SACRAMENTO
4040 BRADSHAW RD
SACRAMENTO CA 95827

075-0670-009-0000
OCCUPANT
1000 ROD BEAUDRY DR
SACRAMENTO CA 95827

075-0680-001-0000
DAVID K & HELEN F BASHAW
2600 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0680-002-0000
DENA S ELDRED
2604 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0680-003-0000
CHRISTINE MARTIGNONI
2608 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0680-004-0000
AMELIA G WHEELER
2612 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0680-005-0000
NANCY E APPLETON
2616 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0680-006-0000
HYUN JIN KANG
2620 TIERRA GRNDE CIR
SACRAMENTO CA 95827

075-0680-011-0000
ROBERTS FAMILY TRUST
PO BOX 2091
RANCHO CORDOVA CA 95741

075-0680-011-0000
OCCUPANT
10021 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-012-0000
LOY M & LINDA A HANSFORD
10017 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-013-0000
MIN GUO
2182 6TH AVE
SACRAMENTO CA 95818

075-0680-013-0000
OCCUPANT
10013 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-014-0000
GEORGE R CROWLE
10009 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-015-0000
ERIN GRAINGER
10005 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-016-0000
REVONDA T UVEGES
10001 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-017-0000
BRIAN SCOTT
10000 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-018-0000
DIANA J & HAROLD R FEINBERG
10004 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-019-0000
MICHAEL P SCHEELE
10008 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-020-0000
MARY JANE
10012 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-021-0000
JESLYN LEE
10016 SIERRA GLEN WAY
SACRAMENTO CA 95827

075-0680-029-0000
RONALD G NORTHCUTT
10013 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-030-0000
MARYMOYNE CLEVELAND TRUST
5747 GRASSINGTON LN
SACRAMENTO CA 95827

075-0680-030-0000
OCCUPANT
10009 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-031-0000
ATLANTIC PACIFIC INVESTORS OF SACRAMENTO
8312 CARLIN AVE
SACRAMENTO CA 95827

075-0680-031-0000
OCCUPANT
10005 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-032-0000
CONRAD E & CHRISTIE A PEROCHO
10001 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-033-0000
PAMELA H GOODLEY
10000 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-034-0000
MARY FRANCES CLARKE TRUST
10004 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-035-0000
DIANA PARKER
10008 CORDOVA GLEN CT
SACRAMENTO CA 95827

075-0680-046-0000
IMMANUEL J&D LLC
6454 PARKLYNN DR
RANCHO PALOS V CA 90275

075-0680-046-0000
OCCUPANT
2760 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0680-047-0000
MICHAEL & JAN GLASSCOCK REVOCABLE TRUST
2764 TIERRA GRANDE CIR
SACRAMENTO CA 95827

075-0690-001-0000
SERGIO & ELEANOR DIAZ FAMILY TRUST
2609 TOPAZ HILLS CT
SACRAMENTO CA 95827

075-0690-002-0000
CARLOS E SMITH
2605 TOPAZ HILLS CT
SACRAMENTO CA 95827

075-0690-003-0000
LORIN PETERSON
2601 TOPAZ HILLS CT
SACRAMENTO CA 95827

075-0690-004-0000
JORDAN S SCHNEIDER
2600 TOPAZ HILLS CT
SACRAMENTO CA 95827

075-0690-005-0000
PETER S & VICTORIA M LUMBANG
2604 TOPAZ HILLS CT
SACRAMENTO CA 95827

075-0690-006-0000
RICHARD E & ELLEN ROUSH
9989 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-007-0000
IVA LU WOODRING TRUST
9985 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-008-0000
OLVER FAMILY TRUST
9981 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-009-0000
CLAUDIA & JOHN THOMPSON
9977 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-010-0000
JUDY C RADKE LIVING TRUST
PO BOX 277064
SACRAMENTO CA 95827

075-0690-010-0000
OCCUPANT
9973 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-011-0000
AUBRY L & EVELYN M STONE
9969 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-012-0000
GREGORY & MARILYN KOZLOW
9965 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-013-0000
IMANTS V LEITIS
9957 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-014-0000
CATHY M BIRCH FAMILY TRUST
9952 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-015-0000
JUNE S SMETHURST FAMILY TRUST
9956 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-016-0000
JOHN & HANNELORE BIERMANS
9960 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-017-0000
CARY BERTONCINI
9964 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-018-0000
JAMES P & LANA R REESE FAMILY TRUST
9968 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-019-0000
SUK HYANG
3543 DAYTON CMN
FREMONT CA 94538

075-0690-019-0000
OCCUPANT
9972 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-020-0000
DALTON & DEBORAH NEZEY
9976 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-021-0000
BRIAN C & BETTY J NEIL
2700 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-022-0000
PAUL S & MARIE A SESSLER
2704 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-023-0000
KATHLEEN M KELISON
2712 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-024-0000
GEORGE LEMBI FAMILY TRUST
2716 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-025-0000
THR CA LIMITED PARTNERSHIP
1430 BLUE OAKS BLVD #200
ROSEVILLE CA 95747

075-0690-025-0000
OCCUPANT
2720 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-026-0000
ROBERT MILLER
2740 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-027-0000
JOHN P STAYNER
2744 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-028-0000
MICHAEL & EMILY WILLIS FAMILY TRUST
2748 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-029-0000
2004 CHAW FAMILY TRUST
2800 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-030-0000
NANCY J TOTTKA
2804 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-031-0000
DENISE J M BARRETT FAMILY TRUST
2808 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-032-0000
SUZETTE SHAFFER
2812 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-033-0000
DARRELL Z & MINDY G ROWLEY
2816 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-034-0000
DONALD R & PENELOPE KNOBLOCK FAMILY REVOCABLE TRUST
2809 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-035-0000
FRANKLIN DELANO KILGORE
2800 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0690-036-0000
JOHNNA K & RALPH A DEAN
2741 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-037-0000
PATRICIA G ESTES
2737 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-038-0000
JENNIFER NOBLE
PO BOX 338
ROSEVILLE CA 95661

075-0690-038-0000
OCCUPANT
2733 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-039-0000
SUZANNE PONTOW
2729 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-040-0000
RAMIREZ FAMILY TRUST
2725 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-041-0000
KRYSTA H ROGERS
2721 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-042-0000
TIFFANY S TANG
2606 PONCE AVE
BELMONT CA 94002

075-0690-042-0000
OCCUPANT
2717 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-043-0000
JEFFREY S TULLGREN
2713 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-044-0000
JESSICA C URRUTIA-ANDREWS
2709 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-045-0000
JENNY K & TINA S SIU
2705 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0690-046-0000
JAMES H MUCCI FAMILY TRUST
4750 OLD KENT LN
SACRAMENTO CA 95827

075-0690-046-0000
OCCUPANT
9992 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-047-0000
JAMES R & JANELL L LOHAUS
9996 STIRLING PARK DR
SACRAMENTO CA 95827

075-0690-048-0000
LISA M FREDEEN
2542 ROD BEAUDRY DR
SACRAMENTO CA 95827

075-0700-001-0000
ALISYN & ORYAN RUDIS
2820 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-002-0000
CHARLES H MASSEY
2824 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-003-0000
THR CA LIMITED PARTNERSHIP
1430 BLUE OAKS BLVD #200
ROSEVILLE CA 95747

075-0700-003-0000
OCCUPANT
2828 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-004-0000
DONALD K KONG
PO BOX 277902
SACRAMENTO CA 95827

075-0700-004-0000
OCCUPANT
2832 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-005-0000
JOHN & YOLANDA CHAVEZ
2836 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-006-0000
JAMES ROBERTS
2840 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-007-0000
DANNY A CARDENAS
2844 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-008-0000
ANN ZINSKY
2848 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-009-0000
MANG IM
2852 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-010-0000
SEETHALEDCHUMY
SATHYAMOORTHY
2856 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-011-0000
SAMUEL H & KATE YOON
2860 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-012-0000
CYNTHIA C & GEORGE E DREW
PO BOX 2403
LOS GATOS CA 95033

075-0700-012-0000
OCCUPANT
2864 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-013-0000
LEROY ALLEN & DOROTHY K
PEARSON
2845 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-014-0000
GABRIEL & LORRAINE MARQUEZ
2841 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-015-0000
WOODROW & NAOMI B FENNELL
TRUST
2837 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-016-0000
TIMOTHY A & LESLIE L ALDREDGE
2833 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-017-0000
DOROTHY M FISCHER REVOCABLE
TRUST
2829 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-018-0000
MIKE H F HOM
2825 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-019-0000
CHAMBERLAIN LLC
3195 BONANZA DR
CAMERON PARK CA 95682

075-0700-019-0000
OCCUPANT
2821 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-020-0000
CORLEY FAMILY TRUST
2804 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-021-0000
ROBERT V HILLS TRUST
2808 BLACK CORAL WAY
SACRAMENTO CA 95827

ATTACHMENT 2

075-0700-022-0000
STEVE LONG
2812 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-023-0000
WIRTH FAMILY TRUST
2816 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-024-0000
BRANDON E JOHNSON
2820 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-025-0000
STEPHEN & ANGELIC WOLFE-JONES
2824 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-026-0000
YOLDI & MURPHY FAMILY TRUST
2828 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-027-0000
ELIAS A RESURRECCION
2848 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-028-0000
DAVID & GRACIELA RENTERIA
2857 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-029-0000
ASHOK K & ANITA MEHTANI
2865 TIFFANY WEST WAY
SACRAMENTO CA 95827

075-0700-030-0000
ROBERT F COLLINS
2853 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-031-0000
SYLVIA M MUCCIACCIO LIVING TRUST
2829 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-031-0000
OCCUPANT
2849 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-032-0000
DIANA GRABCHUK
2845 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-033-0000
DEIDRA L & STEVEN N LORENZINI
2841 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-034-0000
MICHAEL & SISKO DARLING
2837 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-035-0000
NANCY M MALARET
2833 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-036-0000
JAMES L & DEBORAH A LORTZ
2829 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-037-0000
LORTZ FAMILY TRUST
2825 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0700-038-0000
PEGGY MOGER 2009 REVOCABLE TRUST
10000 FIRE OPAL CT
SACRAMENTO CA 95827

075-0700-039-0000
LAWRENCE ERVIN & LINDA A MAYHEW
10004 FIRE OPAL CT
SACRAMENTO CA 95827

075-0700-040-0000
DEBESSAI ZEROM
10008 FIRE OPAL CT
SACRAMENTO CA 95827

075-0700-045-0000
AMBER MUIR
10013 FIRE OPAL CT
SACRAMENTO CA 95827

075-0700-046-0000
ATLANTIC PACIFIC INVESTORS OF SACRAMENTO
8312 CARLIN AVE
SACRAMENTO CA 95823

075-0700-047-0000
DIANA G & JON F BARTELINK
10001 FIRE OPAL CT
SACRAMENTO CA 95827

075-0700-047-0000
OCCUPANT
10001 FIRE OPAL CT
SACRAMENTO CA 95827

075-0700-048-0000
THOMPSON FAMILY TRUST
2805 BLACK CORAL WAY
SACRAMENTO CA 95827

075-0710-007-0000
TIEP HOANG
2532 MOSSY OAKS CT
RANCHO CORDOVA CA 95670

075-0710-008-0000
NARCISA M BAUTISTA
2536 MOSSY OAKS CT
GOLD RIVER CA 95670

075-0710-009-0000
MARILYN L HARMON
2540 MOSSY OAKS CT
RANCHO CORDOVA CA 95670

075-0710-010-0000
PAUL D & MINEKO J WHETZEL FAMILY TRUST 2005
2544 MOSSY OAKS CT
RANCHO CORDOVA CA 95670

075-0710-011-0000
ANTHONY S & LISA A MARTINEZ
2548 MOSSY OAKS CT
RANCHO CORDOVA CA 95670

AGENDA ITEM 9.1

075-0710-012-0000
LARSON FAMILY TRUST
2549 MOSSY OAKS CT
RANCHO CORDOVA CA 95670

075-0710-013-0000
CONNIE G REICHEL
2545 MOSSY OAKS CT
RANCHO CORDOVA CA 95670

077-0010-001-0000
TRANSPORTATION CORR JOINT
POWERS AUTHO SAC-PLCRVLE
3711 BRANCH CENTER RD
SACRAMENTO CA 95827

077-0010-052-0000
COUNTY OF SACRAMENTO
827 7TH ST
SACRAMENTO CA 95814

077-0330-034-0000
BLUE DOG PROPERTIES TRUST
PO BOX 847
CARLSBAD CA 92018

077-0330-034-0000
OCCUPANT
9971 HORN RD
SACRAMENTO CA 95827

077-0330-035-0000
SFC LEASING L P
3430 LUYUNG DR
RANCHO CORDOVA CA 95742

077-0330-035-0000
OCCUPANT
9973 HORN RD
SACRAMENTO CA 95827

077-0330-052-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-052-0000
OCCUPANT
9881 HORN RD # A
SACRAMENTO CA 95827

077-0330-052-0000
OCCUPANT
9881 HORN RD # D
SACRAMENTO CA 95827

077-0330-052-0000
OCCUPANT
9881 HORN RD # F
SACRAMENTO CA 95827

077-0330-053-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-053-0000
OCCUPANT
9901 HORN RD A
SACRAMENTO CA 95827

077-0330-053-0000
OCCUPANT
9901 HORN RD B
SACRAMENTO CA 95827

077-0330-053-0000
OCCUPANT
9901 HORN RD G
SACRAMENTO CA 95827

077-0330-054-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-054-0000
OCCUPANT
9921 HORN RD # B
SACRAMENTO CA 95827

077-0330-055-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-055-0000
OCCUPANT
9931 HORN RD
SACRAMENTO CA 95827

077-0330-056-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-056-0000
OCCUPANT
9941 HORN RD # A
SACRAMENTO CA 95827

077-0330-056-0000
OCCUPANT
9941 HORN RD # B
SACRAMENTO CA 95827

077-0330-056-0000
OCCUPANT
9941 HORN RD # C
SACRAMENTO CA 95827

077-0330-056-0000
OCCUPANT
9941 HORN RD # D
SACRAMENTO CA 95827

077-0330-056-0000
OCCUPANT
9941 HORN RD # E
SACRAMENTO CA 95827

077-0330-057-0000
CALWEST INDUSTRIAL PROPERTIES
LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-057-0000
OCCUPANT
9961 HORN RD
SACRAMENTO CA 95827

077-0330-062-0000
MOROTTI RICO H & BETTY A
9893 HORN RD
SACRAMENTO CA 95827

077-0330-062-0000
OCCUPANT
9891 HORN RD # A
SACRAMENTO CA 95827

077-0330-062-0000
OCCUPANT
9891 HORN RD # B
SACRAMENTO CA 95827

077-0330-062-0000
OCCUPANT
9891 HORN RD # C
SACRAMENTO CA 95827

077-0330-062-0000
OCCUPANT
9891 HORN RD # D
SACRAMENTO CA 95827

077-0330-063-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-063-0000
OCCUPANT
9911 HORN RD
SACRAMENTO CA 95827

077-0330-064-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-064-0000
OCCUPANT
9925 HORN RD # 100
SACRAMENTO CA 95827

077-0330-064-0000
OCCUPANT
9925 HORN RD # 250
SACRAMENTO CA 95827

077-0330-064-0000
OCCUPANT
9925 HORN RD # 290
SACRAMENTO CA 95827

077-0330-065-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-065-0000
OCCUPANT
9935 HORN RD # A
SACRAMENTO CA 95827

077-0330-065-0000
OCCUPANT
9935 HORN RD # B
SACRAMENTO CA 95827

077-0330-065-0000
OCCUPANT
9935 HORN RD # C
SACRAMENTO CA 95827

077-0330-065-0000
OCCUPANT
9935 HORN RD # D
SACRAMENTO CA 95827

077-0330-065-0000
OCCUPANT
9935 HORN RD # E
SACRAMENTO CA 95827

077-0330-066-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-066-0000
OCCUPANT
9951 HORN RD # A
SACRAMENTO CA 95827

077-0330-066-0000
OCCUPANT
9951 HORN RD # B
SACRAMENTO CA 95827

077-0330-066-0000
OCCUPANT
9951 HORN RD # C
SACRAMENTO CA 95827

077-0330-066-0000
OCCUPANT
9951 HORN RD # D
SACRAMENTO CA 95827

077-0330-066-0000
OCCUPANT
9951 HORN RD # E
SACRAMENTO CA 95827

077-0330-067-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-067-0000
OCCUPANT
9965 HORN RD # A
SACRAMENTO CA 95827

077-0330-067-0000
OCCUPANT
9965 HORN RD # B
SACRAMENTO CA 95827

077-0330-067-0000
OCCUPANT
9965 HORN RD # C
SACRAMENTO CA 95827

077-0330-067-0000
OCCUPANT
9965 HORN RD # D
SACRAMENTO CA 95827

077-0330-068-0000
WALTON CWCA HORN ROAD 33 LLC
4678 WORLD PARKWAY CIR
SAINT LOUIS MO 63134

077-0330-068-0000
OCCUPANT
9969 HORN RD
SACRAMENTO CA 95827

289-0340-024-0000
COUNTY OF SACRAMENTO
4040 BRADSHAW RD
SACRAMENTO CA 95827

MEMORANDUM

DATE: January 20, 2014

TO: Honorable Mayor and Council Members

FROM: Jessica Jordan, Principal Planner

SUBJECT: **KASSIS PROPERTY TENTATIVE PARCEL MAP; PROJECT NO. DD8383 – LOCATED AT 9851 FOLSOM BOULEVARD**

PROPERTY OWNER/APPLICANT:
Ms. Sharon Kassis
9821 Mira Del Rio
Sacramento, CA 95827

PROJECT:	The applicant is requesting a Tentative Parcel Map (TPM) to subdivide
FILE:	DD8383
LOCATION:	9851 Folsom Boulevard
APN:	075-0450-004
PLANNER:	Jessica Jordan, Principal Planner

Following publication of the staff report, a public comment was received from Ms. Betsy Weiland, Land Use Chairperson for the Save the American River Association voicing concern that future development within the Kassis property be undertaken with preservation of the American River Corridor in mind. As such, the following condition of approval should be added to the Tentative Parcel Map:

A note shall be placed on the final parcel map that states, "Future development within Lots 2 and 3 shall be consistent with the City's Parkway Corridor Overlay Zoning District standards, Section 23.325.070 of the City's Municipal Code."

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Nicholas Sosa, Assistant Planner

SUBJECT: **WOODSIDE HOMES CAMDEN AT SOMERSET RANCH (NORTH DOUGLAS VILLAGE 2) RESIDENTIAL DESIGN REVIEW – PROJECT NO. DD8548 – LOCATED NORTH OF DOUGALS ROAD AND WEST OF GRANTLINE ROAD.**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
Woodside 05N, LP Mr. Brian Cutting 111 Woodmere Road Suite 190 Folsom, CA 95630	Same as Owner

PROJECT:	Woodside Homes Camden at Somerset Ranch Village 2 Residential Design Review
FILE:	DD8548
LOCATION:	North Douglas Subdivision, north of Douglas Road and west of Grant Line Road
APN:	072-2900-001 through -80, inclusive, 072-2910-053 through -056
PLANNER:	Nicholas Sosa, Assistant Planner

RECOMMENDATION

Adopt Resolution 5-2015.

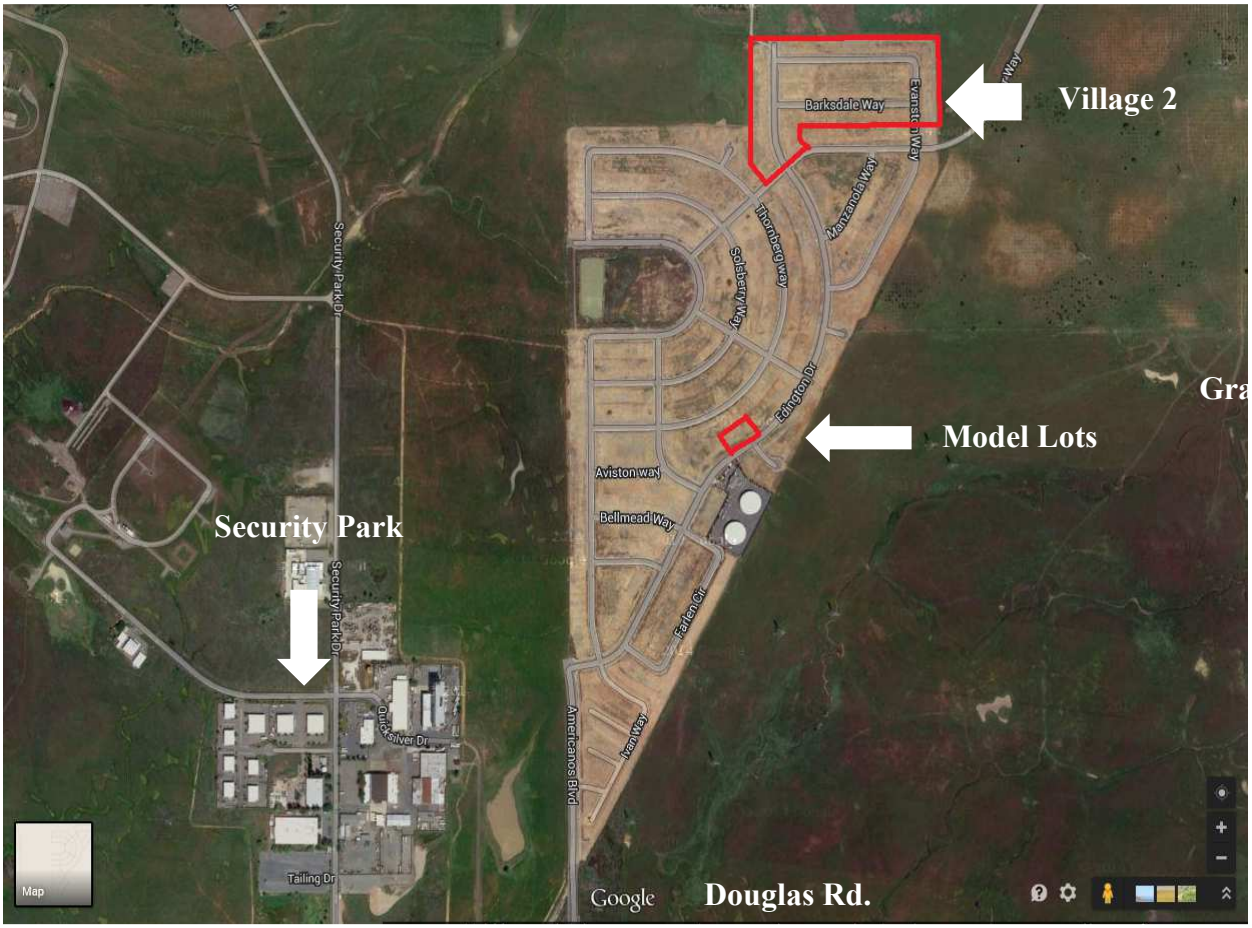
RESULT OF RECOMMENDED ACTION

Adoption of Resolution 5-2015 would permit Woodside Homes to submit building plans to begin development of 84 single family homes within the North Douglas subdivision. These homes will have four different elevation plans with sizes ranging from 1,870 square feet to 3,207 square feet providing future residents with a large selection to choose from. These plans are represented in the submitted design review package.

BACKGROUND

The North Douglas subdivision will develop with a total of eight (8) villages at varying densities with an estimated 680 total dwelling units at completion. Allowable densities include RD-5, RD-7, and RD-10. Woodside Homes submitted a design review package for Village 2, an RD-5 zoned village, accommodating 84 single-family dwelling units. This package contains four proposed floor plans for single family homes ranging from 1,870 square feet to 3,207 square feet. There are two (2) single-story floor plans and two (2) two-story floor plans. All four proposed plans were designed with a two (2) car garage with a three (3) car tandem garage

option, if desired. After the initial review there were minor design changes that were brought to the attention of the applicant and the project has been conditioned accordingly. The proposed designs will be compatible with typical residential development anticipated in neighboring North Douglas villages, but will also contain their own unique design characteristics. These plans are consistent with the City's adopted design guidelines and follow all required standards and regulations within the City's zoning code.



Architectural Styles

Each of the four proposed floor plans will use combinations of the four exterior elevation styles: "Farmhouse", "Americana", "Craftsman", and the "Prairie". These elevation styles are similar to other elevations proposed by neighboring developers for Villages 1 and 3-7 in the North Douglas subdivision, currently under review. Each of these designs contains architectural details consistent with their elevation styles including materials, colors and stone cladding on the front façade. The submitted design handbook is listed as **Exhibit A** and provides a detailed portrayal of each floor plan and elevation. This handbook also contains color pallets and an overall landscape plan and concrete layout for Village 2.

Conditions of approval will require a walkway from the driveway to the side garage door as well as a concrete pad behind the fence for storage of trash containers on non-collection days. The applicant has agreed to all such conditions of approval.

Garage Orientation

All proposed floor plans contain a 2 car garage with a 3 car garage option in tandem style to minimize the width of garage doors facing the street. In all 4 base floor plans, the design proposes some portion of the living space forward of the garage to accommodate guidelines for garage placement and design. The City's design guidelines require that only one in three of the master home plans are permitted to have a garage door that extends beyond the primary living area of the home. The proposed plans are consistent with this requirement. The detailed garaged doors that are displayed in the elevation images of the design handbook are not an upgrade option and will be standard issue with each home.

Design Review Findings

In accordance with Zoning Code Section 23.140, master home plans for single-family residential subdivisions must obtain a Design Review approval. The proposed plans were evaluated for consistency with the Zoning Code and the Design Guidelines. Design Review approvals shall be granted only when all of the findings defined in Zoning Code Section 23.140.050 can be made. The required findings and the evidence to support them are contained in Resolution No. 5-2015 (**Attachment 1**).

ENVIRONMENTAL DETERMINATION

The proposed project has been analyzed as part of the Sunridge Specific Plan EIR and the Mitigated Negative Declaration for the North Douglas Subdivision in compliance with the California Environmental Quality Act. No new environmental impacts were identified in the review of the new home plans for the project area.

RECOMMENDED MOTION

Move the City Council determine the Mitigated Negative Declaration prepared for the North Douglas subdivision, adopted in January 2004, adequately addresses the environmental impacts for the project and adopt Resolution 5-2015 approving the Design Review for portions of North Douglas Village 2 subject to the attached Design Review Package (**Exhibit A**) and Conditions of Approval (**Exhibit B**).

ATTACHMENTS

1. Resolution No. 5-2015, including Design Review Package (**Exhibit A**) and Conditions of Approval (**Exhibit B**).
2. 500' radius map & mailing list.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

CITY COUNCIL RESOLUTION NO. 5-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING A DESIGN REVIEW FOR NORTH DOUGLAS VILLAGES 2 PROJECT NO. DD8548

WHEREAS, Woodside Homes (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for Design Review approval of Village 2 of the North Douglas subdivision with four new floor plans each with three architectural styles per plan; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the project site was previously analyzed as a part of the Sunridge Specific Plan Environmental Impact Report (EIR) and further analyzed within the Mitigated Negative Declaration for the Tentative Subdivision Maps for North Douglas Villages Subdivision adopted in January 2004 by the City of Rancho Cordova, thereby satisfying the requirements for the California Environmental Quality Act; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code section 65090 and has duly considered all written and verbal testimony presented during the hearing.

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

1. Determine the Mitigated Negative Declaration is adequate and complete according to the Guidelines of the California Environmental Quality Act.

   a) Finding: The project site has been analyzed as part of the Sunridge Specific Plan Environmental Impact Report and the Mitigated Negative Declaration for the North Douglas Subdivision in compliance with the California Environmental Quality Act.

   Evidence: The City of Rancho Cordova readopted the Sunridge Specific Plan EIR, which the tiered Mitigated Negative Declaration for the North Douglas Subdivision was based upon. The environmental issues of aesthetics of the development for the project site were adequately addressed within the two (2) documents. This project will not create any significant adverse impact on the environment.

2. Approve the Design Review, subject to the Design Review Package (**Exhibit A**) and the Conditions of Approval (**Exhibit B**) as modified; supported by the following Findings and Evidence, as required by Zoning Code Section 23.140.050:

   a) Finding: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations and is consistent with the applicable Rancho Cordova Design Guidelines.

   Evidence: The General Plan designation for the subject property is Low Density Residential (LDR), and the property is zoned RD-5 in the North Douglas project area. Single-family residential homes are consistent with both designations. The proposed

home plans have been designed to meet the applicable regulations of the Design Guidelines and Zoning requirements, including setbacks, height regulations, and garage orientation.

b) 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 developer has presented a design package which includes four different floor plans that will have three elevations per plan, for a total of twelve basic architectural configurations. Bonus space options as well as variations in color palettes and stone veneers will create a vibrant street scene that will enhance the aesthetics of the newly developed neighborhood. The Developer has not provided a pre-plotted exhibit showing the house plans on their respective lots for initial review; therefore Conditions of Approval (**Exhibit B**) have been developed to mix the size, architectural design, building offsets and mass of the new homes.

c) Finding: The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed architecture and landscaping are complementary to other proposed development within the North Douglas Subdivision. The new homes range from 1,870 to 3,207 square feet in size which is similar in size to other proposed designs in villages 1 and 3-7. Four architectural styles are proposed with the new plans: Farmhouse, Americana, Prairie, and Craftsman. Generally, each design is respectful to the details and characteristics of the stated style. The color and material palettes will be complimentary to designs proposed by other builders, including stucco, horizontal siding, and stone veneers as appropriate for each architectural style. All elevations and architectural style palettes are included in the Design Review Package (**Exhibit A**).

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

Evidence: The subdivision map was approved prior to this Design Review action. Vehicular, bicycle, and pedestrian circulation were studied and accepted as part of that prior approval. This Design Review approval will not impede any of the approved transportation modes.

ATTACHMENT 1

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on this _____ day of _____, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

NORTH DOUGLAS

City of Rancho Cordova, California

Design Review Submittal

Prepared by Jeffrey DeMure + Associates Architects Planners, Inc.

December 2, 2014

Woodside Homes
BETTER BY DESIGN

JDA
JEFFREY DEMURE + ASSOCIATES
ARCHITECTS · PLANNERS

EXHIBIT A

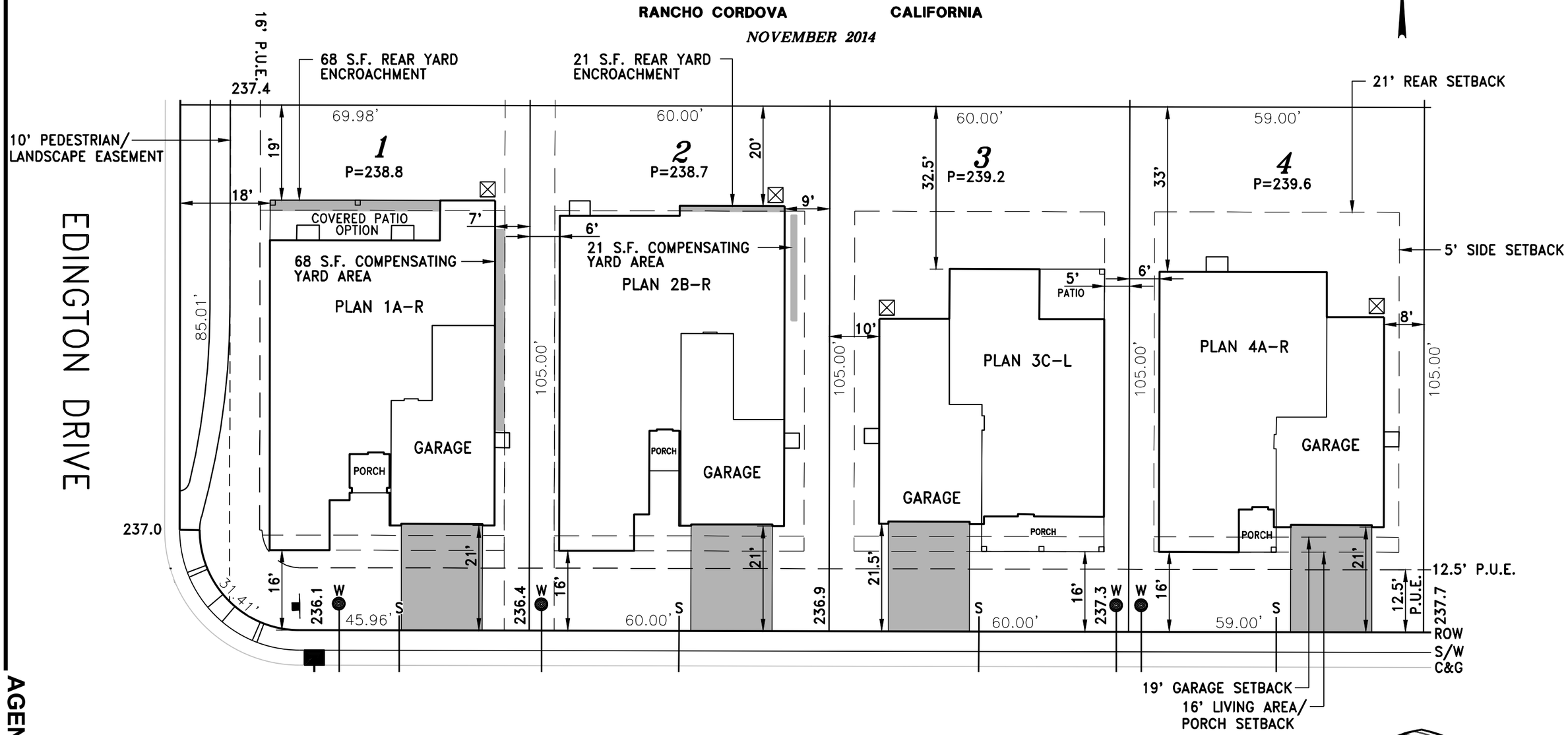
HOUSE PLOTTING EXHIBIT

NORTH DOUGLAS VILLAGE 2

WOODSIDE HOMES

RANCHO CORDOVA CALIFORNIA

NOVEMBER 2014



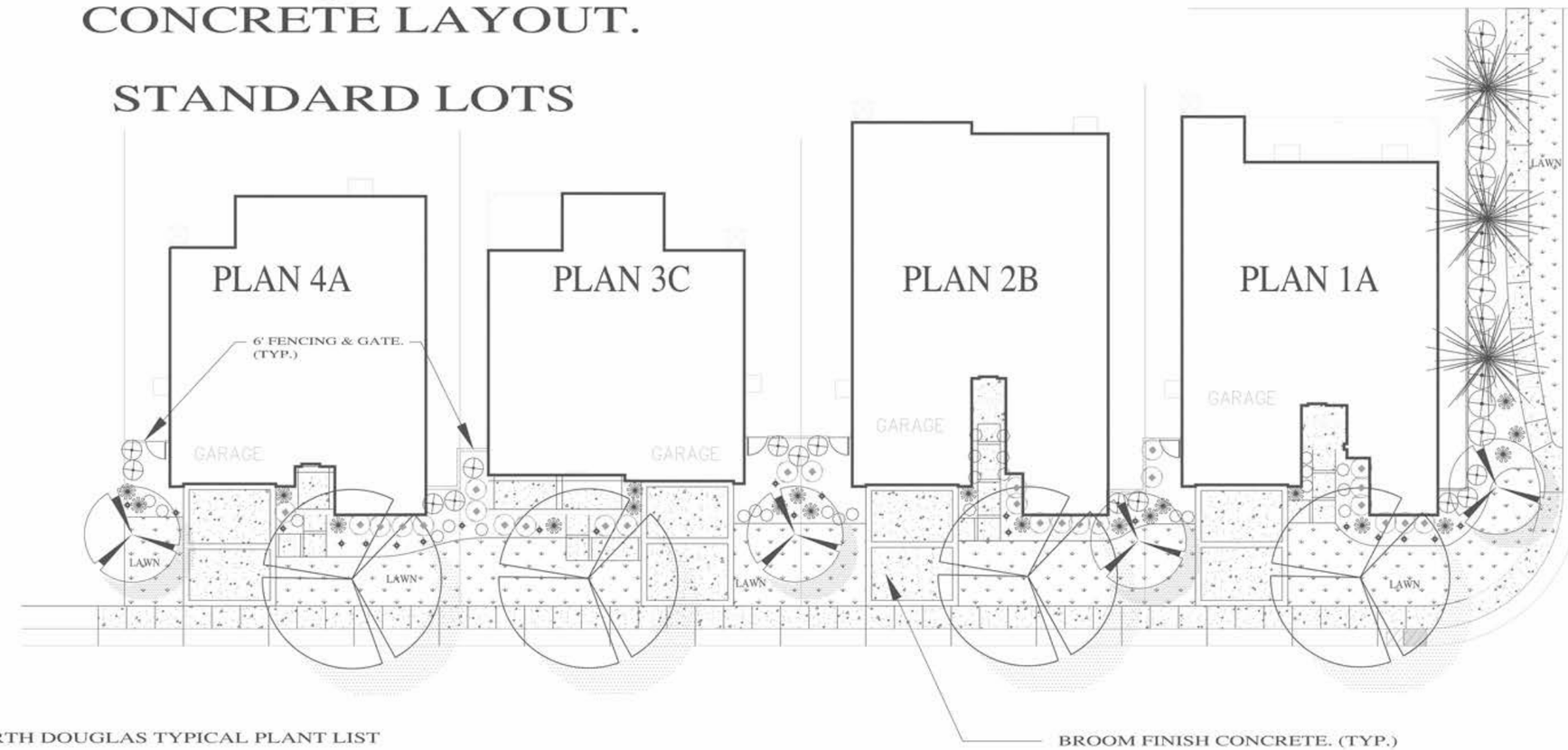
WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C St, Bldg. 100-B Tel 916.341.776
Sacramento, CA 95816 Fax 916.341.776

00-s\1252-NorthDouglas\ND-V2\Civil\Plot Plans\Lots 1-4.dwg 11/11/2014 9:35 AM Gregory McKain

Typical Landscape Plan

NORTH DOUGLAS PLANTING PLAN & CONCRETE LAYOUT.

STANDARD LOTS



NORTH DOUGLAS TYPICAL PLANT LIST

Scientific N.	Common N.	Size	Water Use
A. FOUNDATION SHRUBS (2' – 3')			
Nerium oleander 'Petite Red'	Dwarf Oleander	5gal	High
Buxus japonica	Japanese Boxwood	5gal	High
Nandina domestica 'Compacta'	Compact Heavenly Bamboo	5gal	Medium
Pittosporum tobira 'Turners Dwarf'	Dwarf Mock Orange	5gal	Medium
Raphiolephis indica 'Little Pinkie'	Indian Hawthorne	5gal	Low
Mahonia aquafolium 'compacta'	Compact Oregon Grape	5gal	Medium
Coleonema pulchrum	Pink Breath of Heaven	5gal	Medium
Gardena agusta 'Veitchii'	Gardenia	5gal	High
Ceanothus griseus 'Carmel Creeper'	California Lilac	5gal	Low
B. ACCENT SHRUBS (2' – 3')			
Euryops pectinatus 'Green Gold'	Green Leaf Euryops	1gal	Medium
Phormium tanax 'jack Sprat'	Flax	1gal	Medium
Rosmarinus officinalis 'Lockwood de Forest'	Rosemary	1gal	Low
Morrea bicolor	Butterfly Iris	1gal	Low
Rosa 'Flower Carpet'	Carpet Rose	1gal	High
Agapanthus africanus	Agapathus	1gal	Medium
C. ACCENT SHRUBS/PERENNIALS (1' – 2')			
Hemerocallis spp.	Daylily	1gal	Medium
Heuchera sanquinia	Coral Bells	1gal	Medium
Agapanthus africanus 'Peter Pan'	Agapanthus	1gal	Medium
Lavendula angustifolis 'Munstead'	English Lavender		
Limonium perezii	Sea Lavender	1gal	High
Liriope muscari	Lily Turf	1gal	High
D. HEDGE			
Elaeagnus pungens	Siverberry	1gal	High
Escallonia fradesii	Escallonia	1gal	Medium
Ceanothus impressus 'Joyce coulteri'	Wild Lilac	1gal	Low
Xylosma congestum Compacta	Compact Xylosma	1gal	Medium
Pittosporum tobira 'Variegata'	Pittosporum	1gal	Medium
E. GROUND COVER			
Arctostaphylos uva-ursi	Manzanita 36" O.C.	1gal	Low
Vinca minor	Vinca 36" O.C.	1gal	Medium

F. STREET TREES			
Quercus wislizenii	Interior Live Oak	15gal	Low
Quercus lobata	Valley Oak	15gal	Low
Zelkova serrata	Sawleaf Zelkova	15gal	High
Pistachia chinensis	Chinese Pistache	15gal	Medium
G. SUBORDINATE TREES			
Celtis occidentalis (Multi)	Common Hackberry	5gal	Low
Lagerstromia indica 'Durant Red' (Multi)	Crape Myrtle	5gal	Medium
Malus purpurea 'Red Jade'	Flowering Crabapple	5gal	High
Prunus cerasifera 'Krater Vesuvius'	Purple Flowering Plum	15gal	Medium
Pyrus calleryana 'Redspire'	Flowering Pear	15gal	Medium
H. EVERGREEN TREES			
Pinus eldarica	Moodell Pine	15gal	Low
Sequoia sempervirens 'Soquel'	Coast Redwood	15gal	High
I. LAWN			
Sod fescue lawn	95% Dwarf Fescue, 5% bluegrass mix		

NOTES:
* Mowcurbing – Use 1x4 epic board of extruded concrete curbing.
* Trees 5' or less from concrete walks of drives use root guards to prevent cracking of pavement.
* Side yards on corner lots are to be on a separate valve and watered on a designated bubbler system.
* 6" round grate and basin. Use 6" black atrium grate behind side yard fence, 6" green flat grate in lawn.
* 3" A.D.S drain lines in all side yard swales. Locate drain grates 24" behind back of curb.
* Plant trees 6' from back of curb, 4' minimum from driveways, 5' from fire hydrants, and 3' min from underground utilities. Trees within 5' of concrete to have root barriers installed.

NOTES:

1. Front yards to receive 20-1gal shrubs, 8-5gal shrubs 1-15gal shade tree, and 1 -15gal subordinate tree. Trees are to be planted a minimum of 5' from back of sidewalk or curb.

2. Corner lots are to receive an additional 3-15gal Evergreen trees, shrubs spaced at 5' on center along fence, and an additional 6-1gal Accent shrubs.

3. Mowcurb to be shovel cut edge.

4. Bark to be cedar or redwood, max. size 3/4". Shredded material is not acceptable.

5. Install 3" solid drainline in each front yard swale. Install 1 - 6" basin at back of fence. Install 1 - 3" speed grate in lawn or planter 2' back of street curb or 2' back of public walk (whichever applies).

6. 2' diameter area around trees to be free from competitive vegetation, such as sod. This area is to be filled with mulch

7. Trees located within 5' of curbs, walks, and driveways to be installed with UB-24 root barrier's.

LICENSED LANDSCAPE ARCHITECT
SILVIA L. CROUCH
LA # 2557
Signature
Date 10-31-14
Renewal Date
SEAL
STATE OF CALIFORNIA

WOODSIDE HOMES
NORTH DOUGLAS
TYPICAL FRONTYARD LANDSCAPE
CITY OF RANCHO CORDOVA

CROUCH LANDSCAPE GROUP
LIC# 2557
(916) 772-2931
127 LINDA DRIVE
ROSEVILLE, CA 95678

SCALE- 1"= 10'-0"
DRAWING NO.
11-21-14

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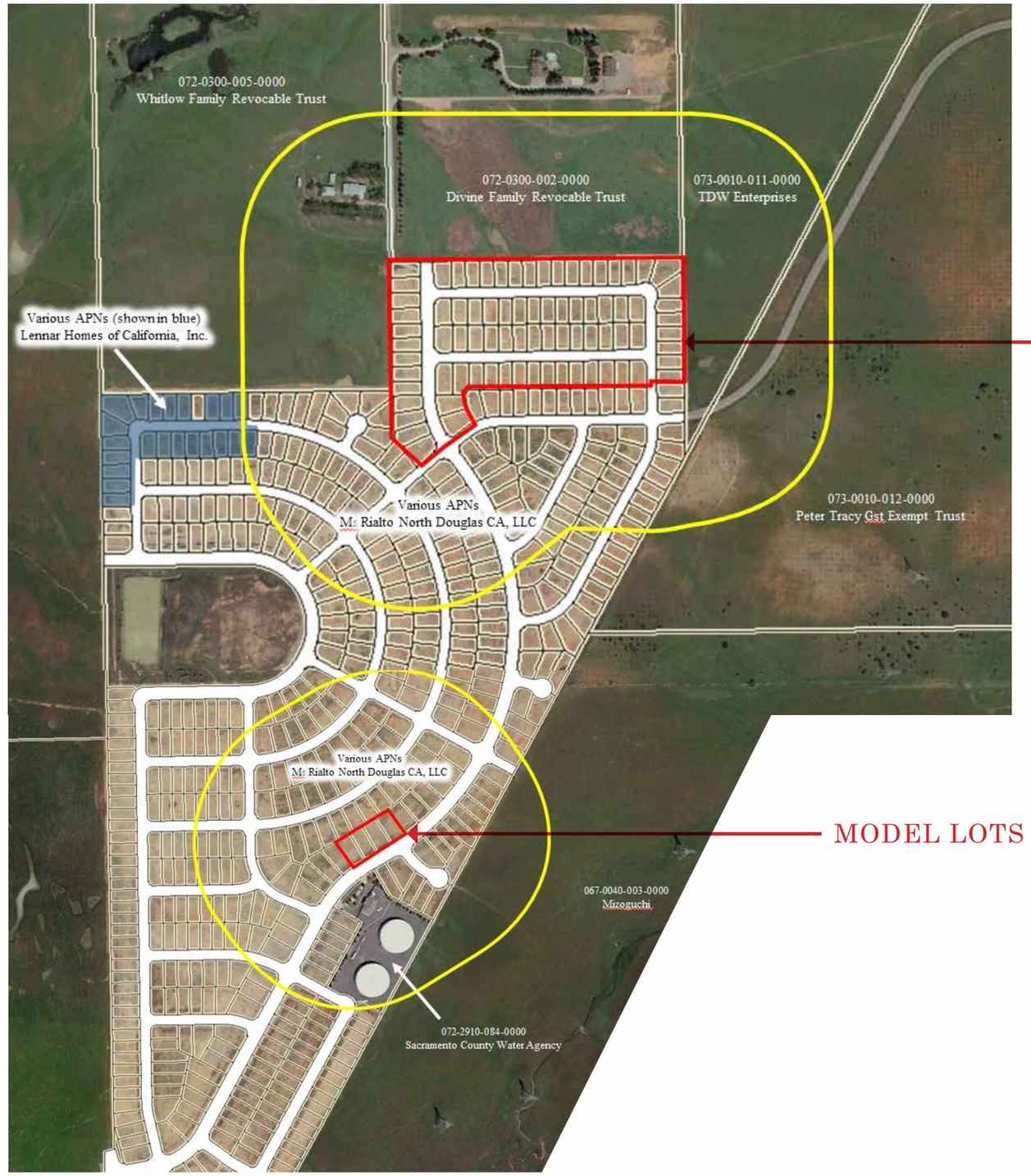
EXHIBIT A

Site Plan



BUILD OUT

MODEL LOTS

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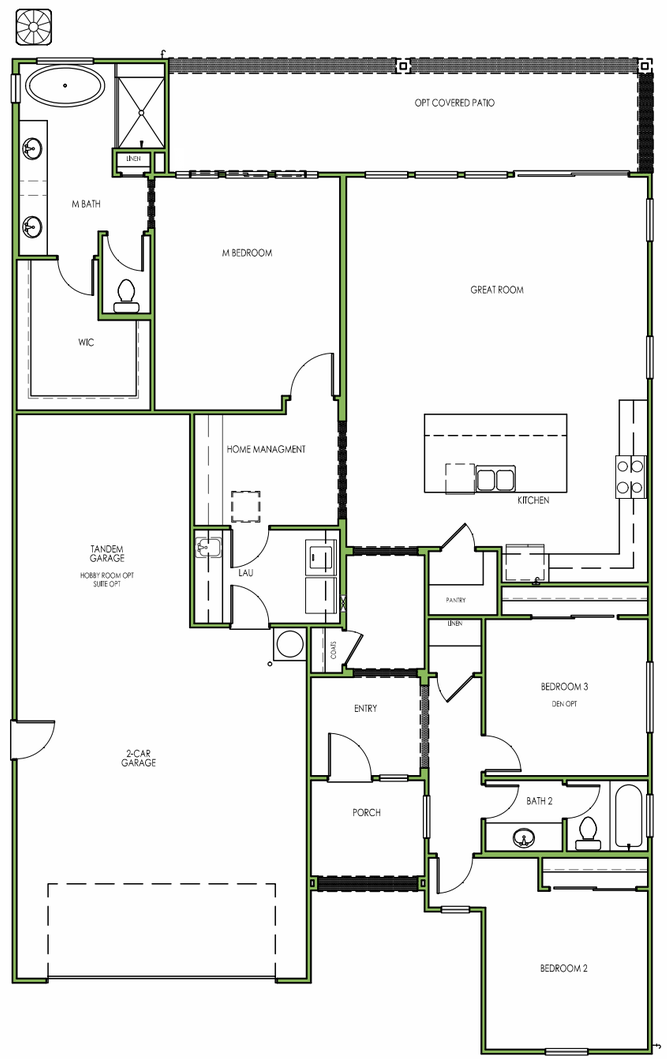
EXHIBIT A

Plan 1 - Floor Plan 1,870 SF



FIRST FLOOR

ELEVATION "A" SHOWN

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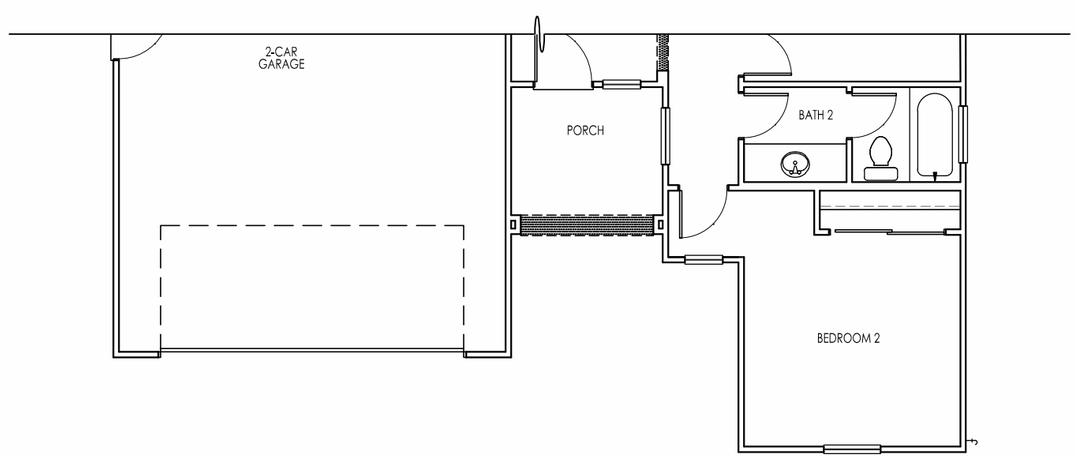
Plan 1 - Elevation 'A' Farmhouse, Scheme 1



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Board & Batten siding
- Faux wood shutters
- Flat tile roofing

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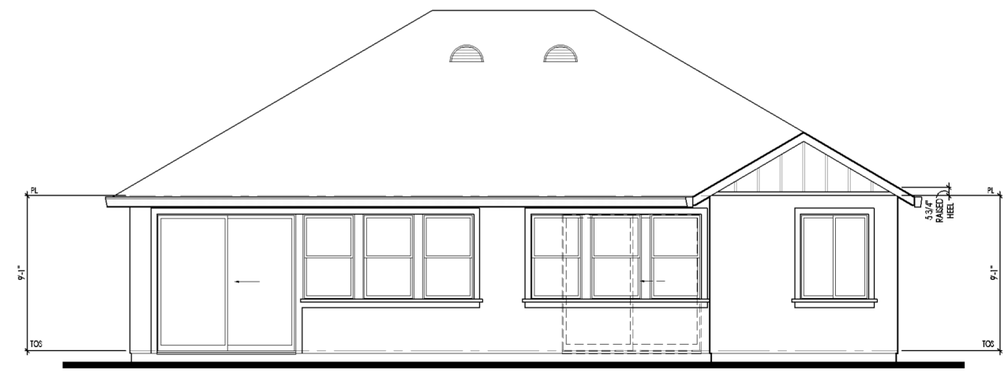

'FARMHOUSE' (FLAT TILE)
REAR ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

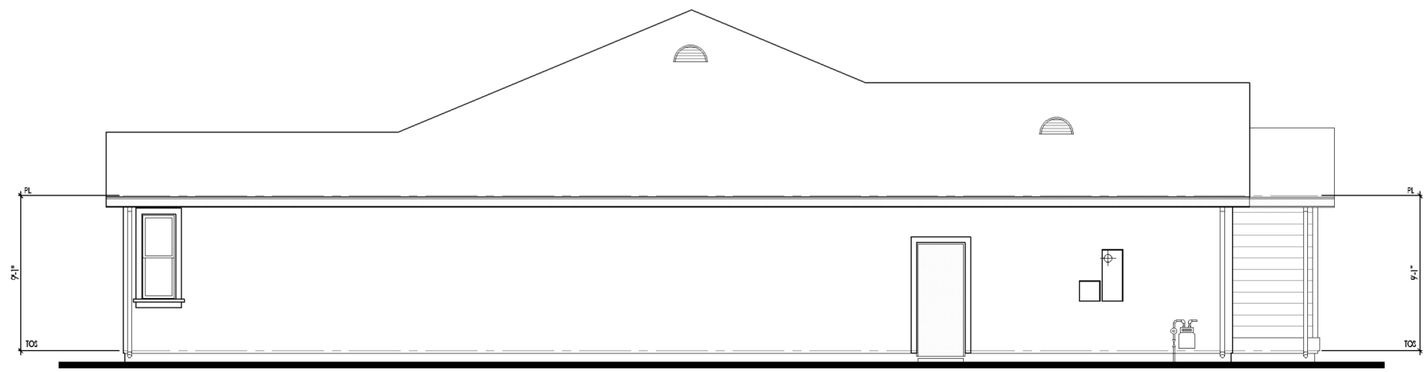
PLAN 1

Sheet Description:
EXTERIOR ELEVATIONS "A" (FRONT / REAR)

Sheet Number:
A5.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



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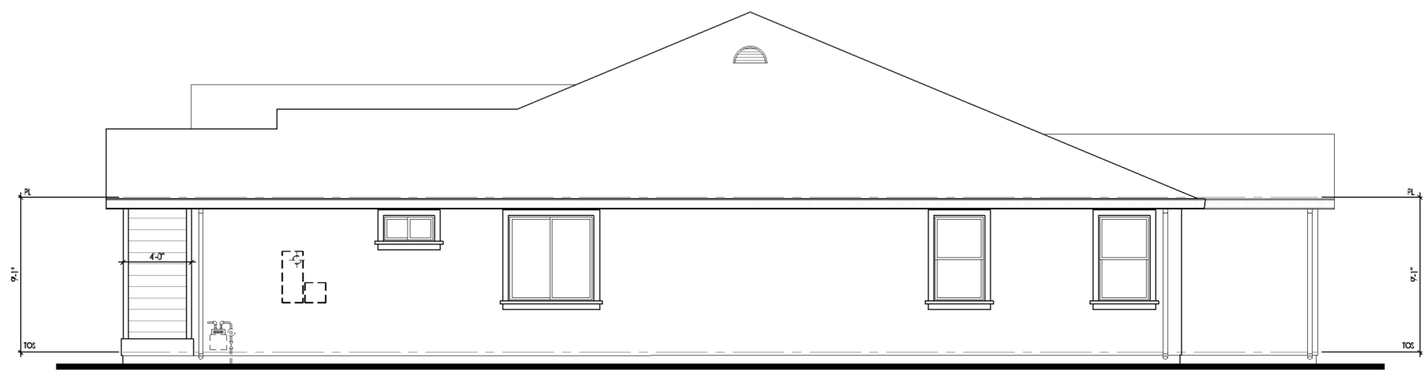

'FARMHOUSE' (FLAT TILE)
RIGHT ELEVATION "A"
1/4" = 1'-0"

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PLAN 1

Sheet Description:
EXTERIOR ELEVATIONS "A" (RIGHT/LEFT)

Sheet Number:
A5.2

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EXHIBIT A

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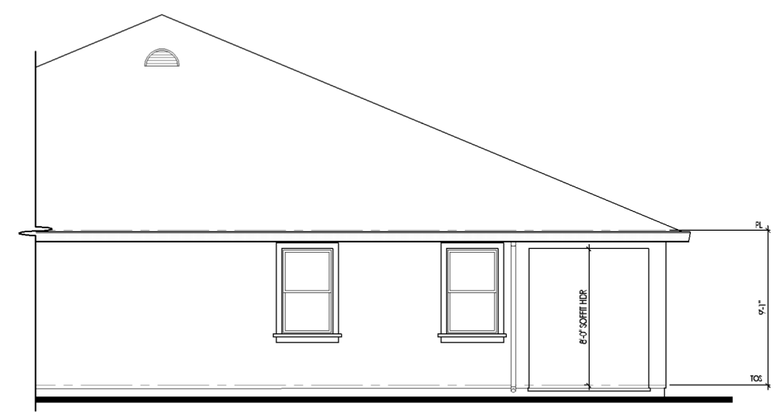

COVERED PATIO OPTION
PARTIAL RIGHT ELEVATION "A"
1/4" = 1'-0"

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PLAN 1

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"A" OPTIONAL PATIO

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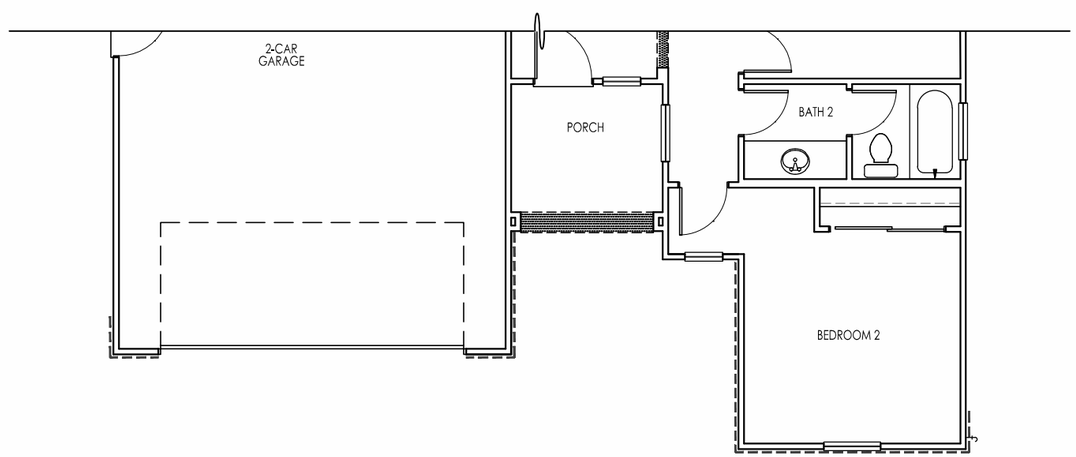
Plan 1 - Elevation 'B' Americana, Scheme 5



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Faux wood shutters
- Decorative faux wood corbels
- Masonry stone veneer
- Flat tile roofing

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EXHIBIT A

'AMERICANA' (FLAT TILE)
REAR ELEVATION "B"
1/4" = 1'-0"

'AMERICANA' (FLAT TILE)
FRONT ELEVATION "B"
1/4" = 1'-0"

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PLAN 1

Sheet Description:
EXTERIOR ELEVATIONS "B" (FRONT / REAR)

Sheet Number:
A6.1

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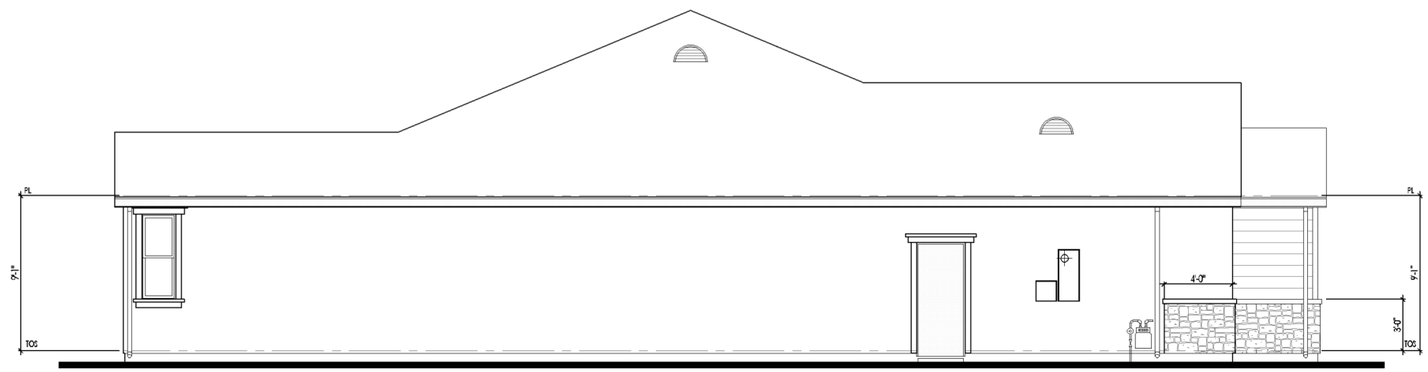

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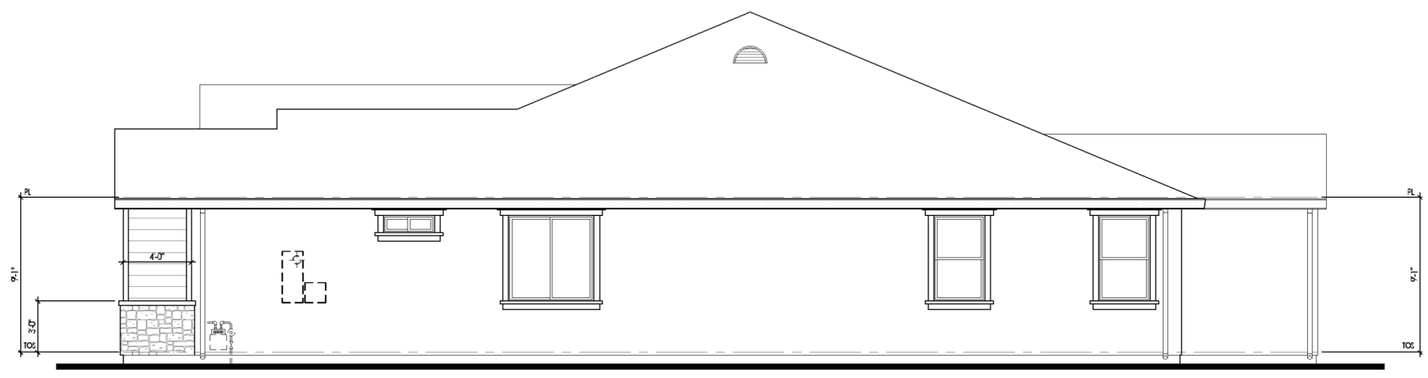
1/4" = 1'-0"



'AMERICANA' (FLAT TILE)
RIGHT ELEVATION "B"
1/4" = 1'-0"

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PLAN 1

Sheet Description:
EXTERIOR ELEVATIONS "B" (RIGHT/LEFT)

Sheet Number:
A6.2

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EXHIBIT A

COVERED PATIO OPTION
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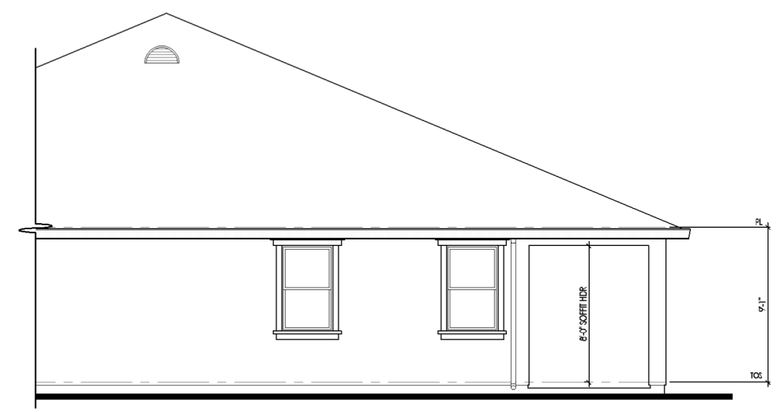

COVERED PATIO OPTION
PARTIAL RIGHT ELEVATION "B"
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Sheet Revisions

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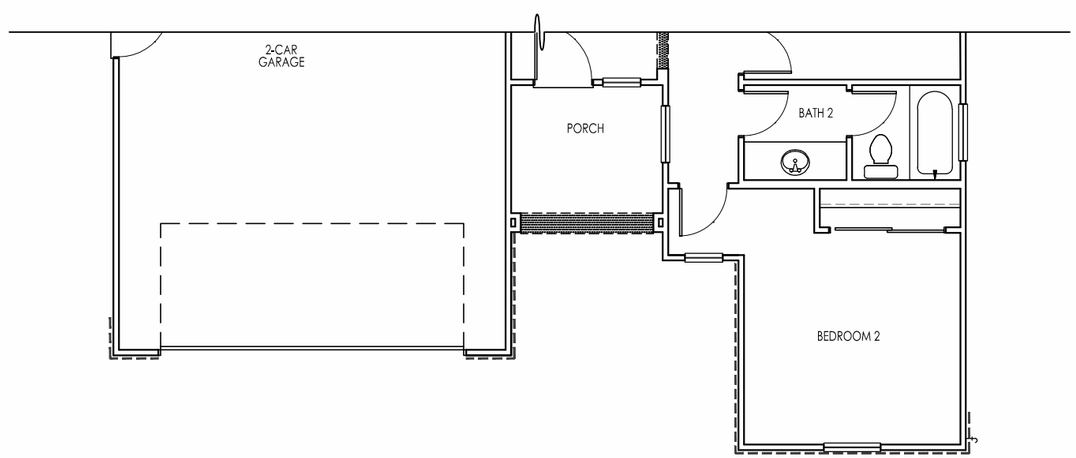
PLAN 1

Sheet Description:
EXTERIOR ELEVATIONS
"B" OPTIONAL PATIO

Sheet Number:
A6.2a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 1 - Elevation 'D' Prairie, Scheme 10



MATERIAL LIST:

- Stucco
- Masonry stone veneer
- Flat tile roofing

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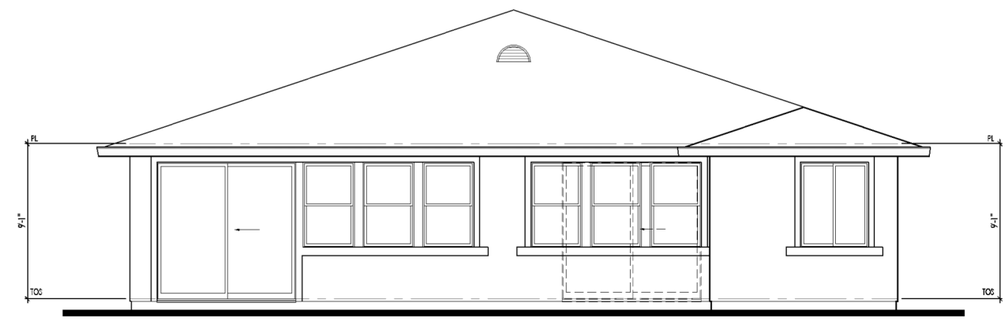

'PRAIRIE' (FLAT TILE)
REAR ELEVATION "D"
1/4" = 1'-0"

'PRAIRIE' (FLAT TILE)
FRONT ELEVATION "D"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

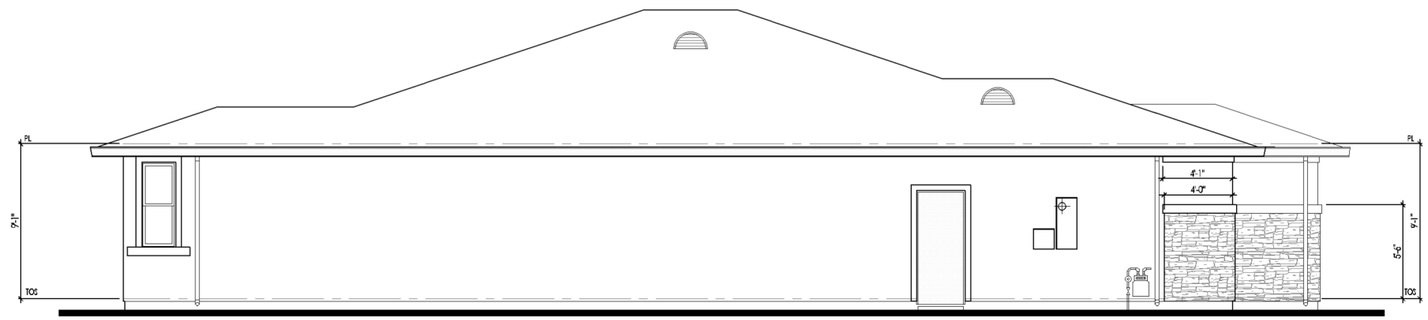
PLAN 1

Sheet Description:
EXTERIOR ELEVATIONS "D" (FRONT / REAR)

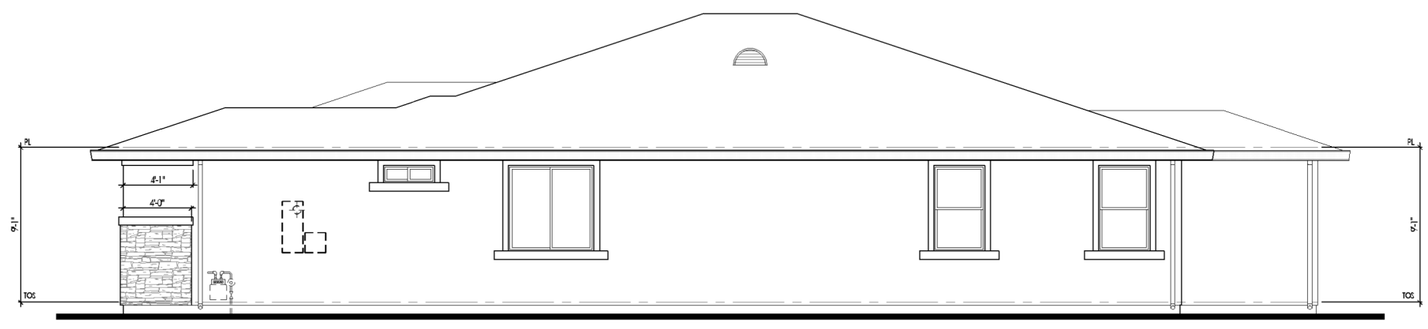
Sheet Number:
A7.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'PRAIRIE' (FLAT TILE)
LEFT ELEVATION "D"
1/4" = 1'-0"



'PRAIRIE' (FLAT TILE)
RIGHT ELEVATION "D"
1/4" = 1'-0"

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Sheet Revisions		
#	DATE:	COMMENT:
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 1

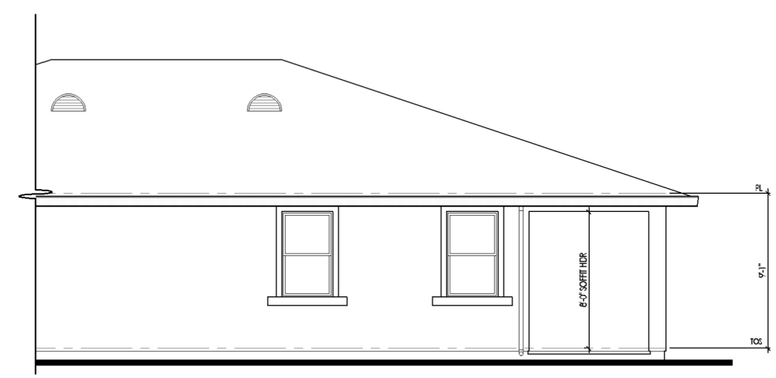
Sheet Description:
EXTERIOR ELEVATIONS "D" (RIGHT/LEFT)

Sheet Number:
A7.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

OPTIONAL COVERED PATIO
REAR ELEVATION "D"
1/4" = 1'-0"



OPTIONAL COVERED PATIO
PARTIAL RIGHT ELEVATION "D"
1/4" = 1'-0"

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 1

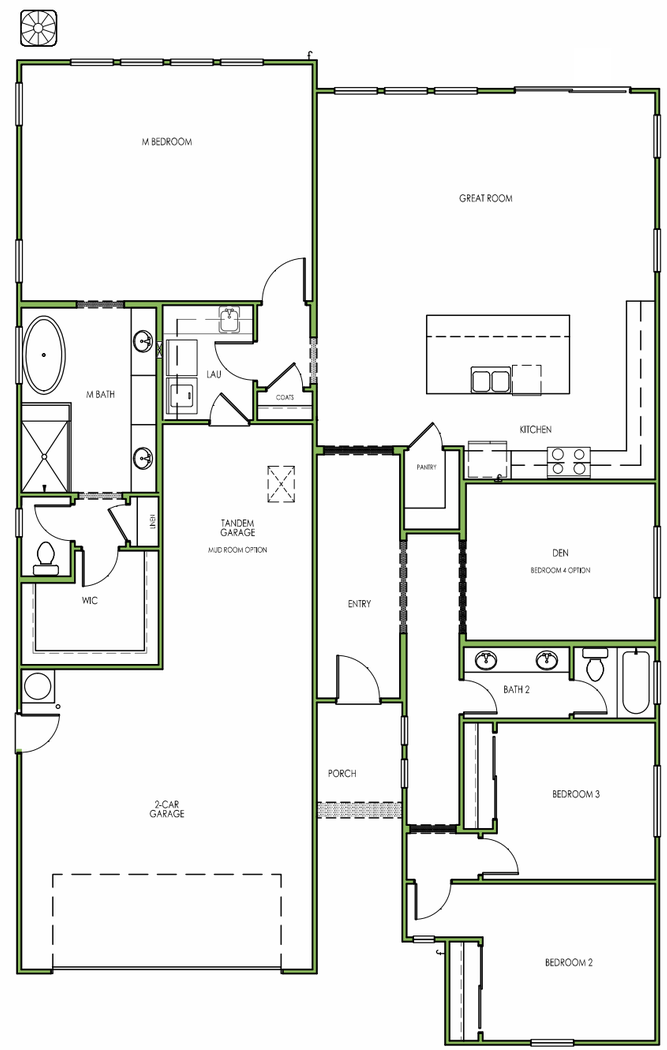
Sheet Description:
EXTERIOR ELEVATIONS
"D" OPTIONAL PATIO

Sheet Number:
A7.2a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 2 - Floor Plan 2,159 SF



FIRST FLOOR

ELEVATION "A" SHOWN

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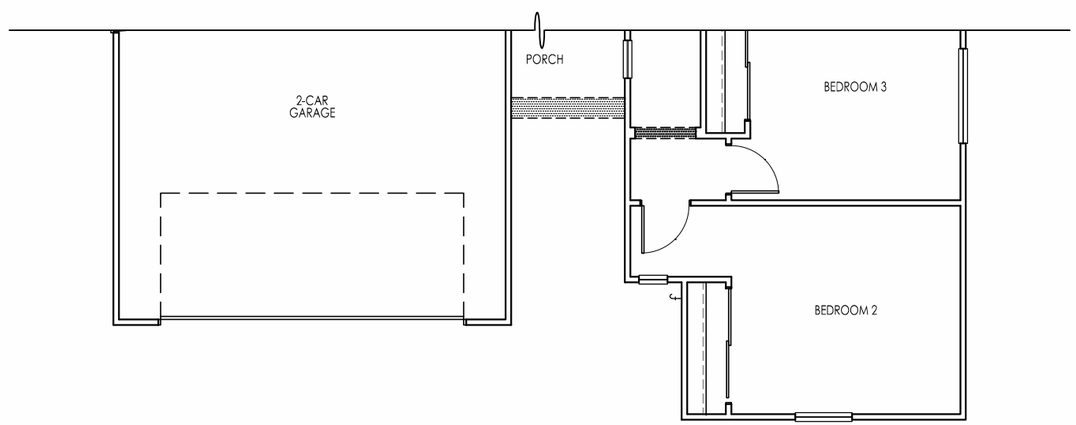
Plan 2 - Elevation 'A' Farmhouse, Scheme 2



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Board & Batten siding
- Faux wood shutters
- Flat tile roofing

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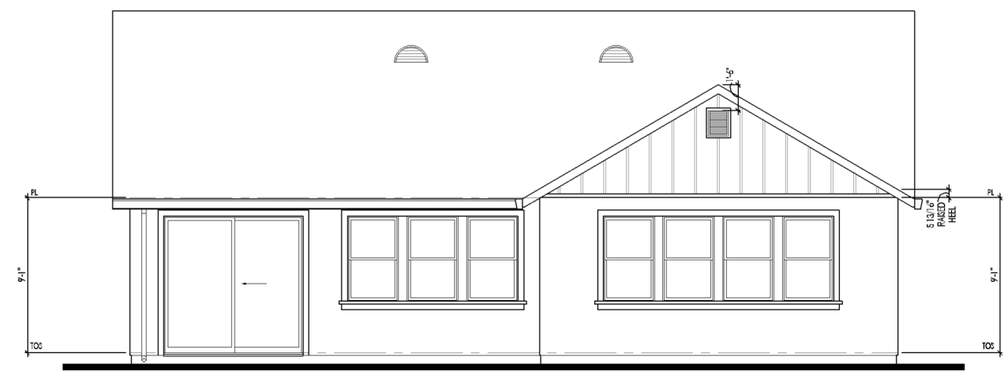

'FARMHOUSE' (FLAT TILE)
REAR ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 2

Sheet Description:
EXTERIOR ELEVATIONS "A" (FRONT / REAR)

Sheet Number:
A5.1

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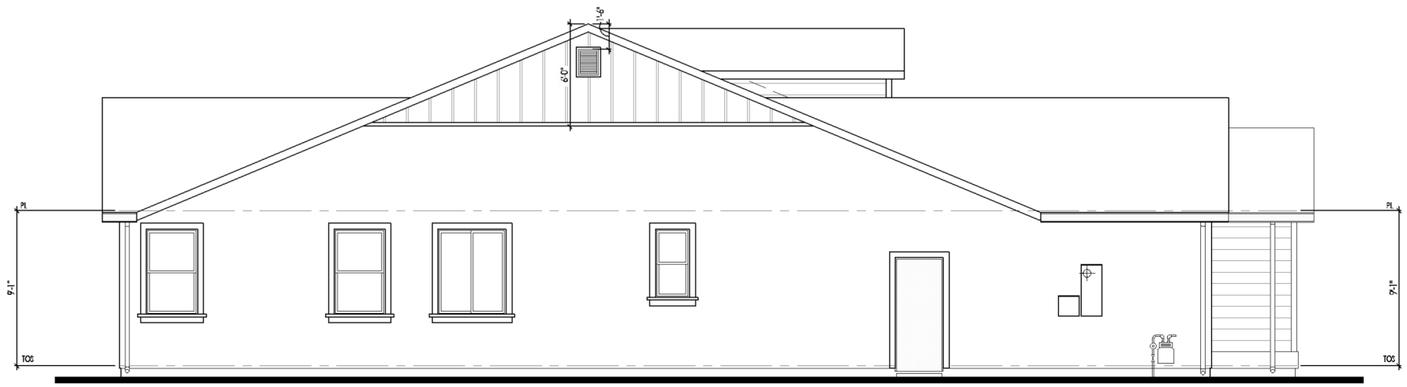
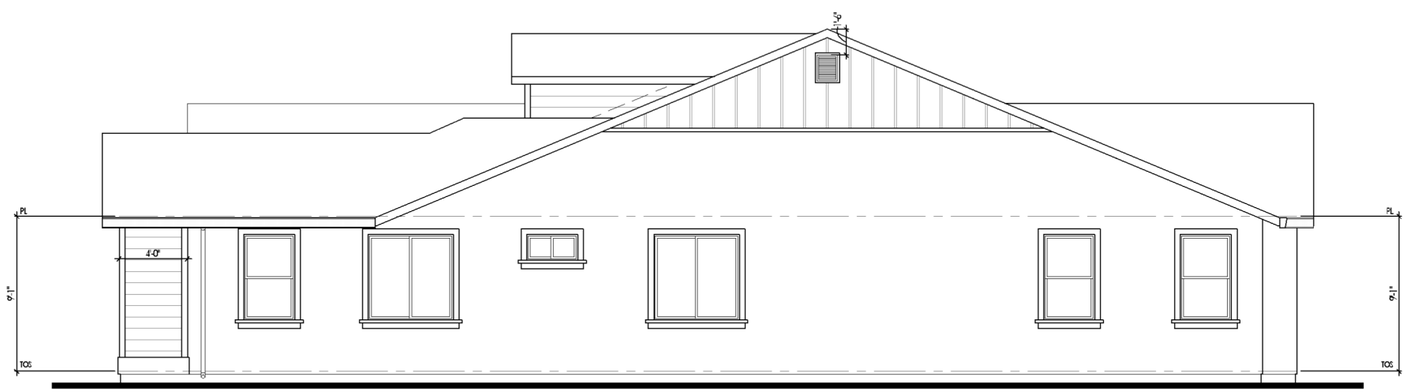
EXHIBIT A



'FARMHOUSE' (FLAT TILE)
LEFT ELEVATION "A"
1/4" = 1'-0"



'FARMHOUSE' (FLAT TILE)
RIGHT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

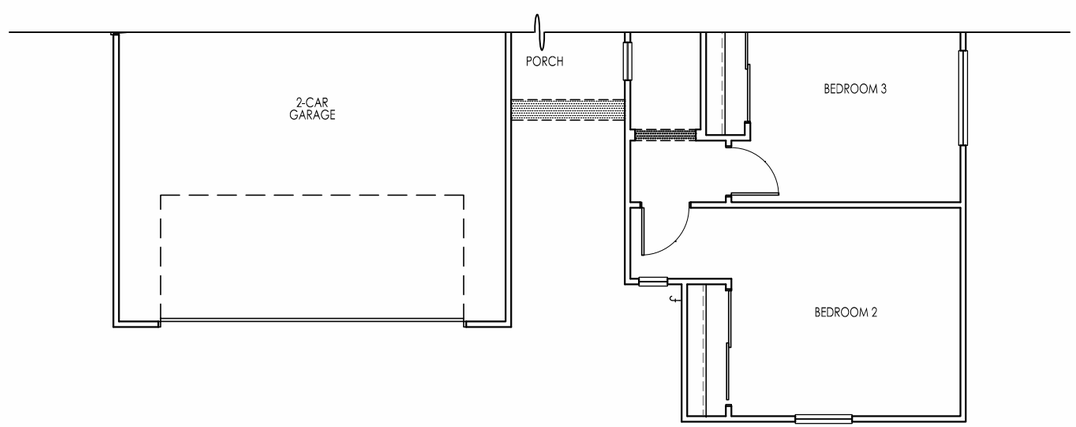
PLAN 2

Sheet Description:
EXTERIOR ELEVATIONS "A" (RIGHT/LEFT)

Sheet Number:
A5.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 2 - Elevation 'B' Americana, Scheme 6



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Faux wood shutters
- Decorative faux wood corbels
- Masonry stone veneer
- Flat tile roofing

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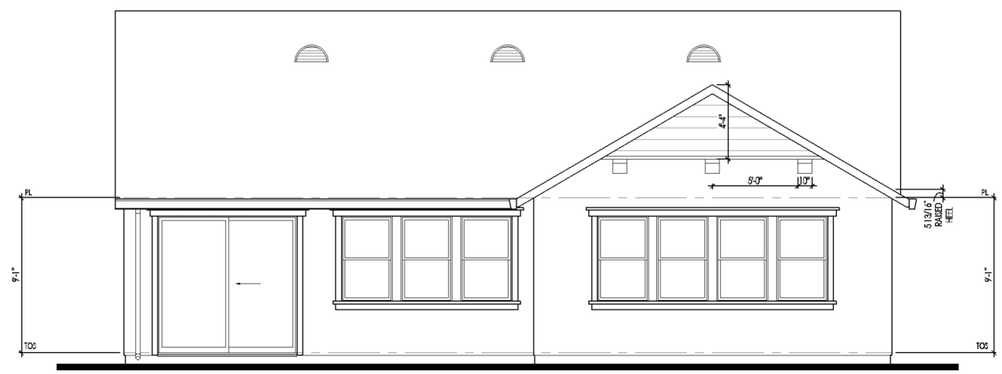

'AMERICANA' (FLAT TILE)
REAR ELEVATION "B"
1/4" = 1'-0"

'AMERICANA' (FLAT TILE)
FRONT ELEVATION "B"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 2

Sheet Description:
EXTERIOR ELEVATIONS "B" (FRONT / REAR)

Sheet Number:
A6.1

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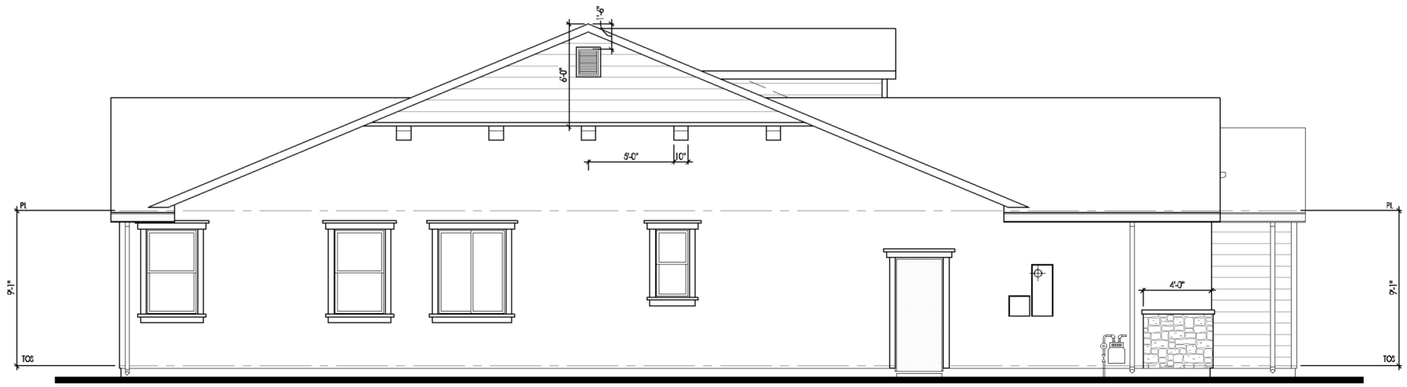
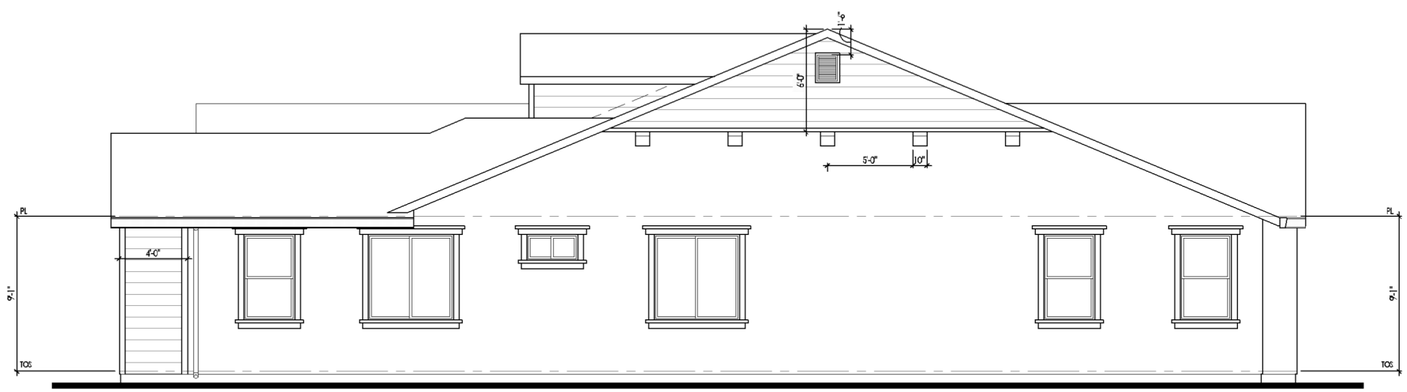
EXHIBIT A



'AMERICANA' (FLAT TILE)
LEFT ELEVATION "B"
1/4" = 1'-0"



'AMERICANA' (FLAT TILE)
RIGHT ELEVATION "B"
1/4" = 1'-0"

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Sheet Revisions

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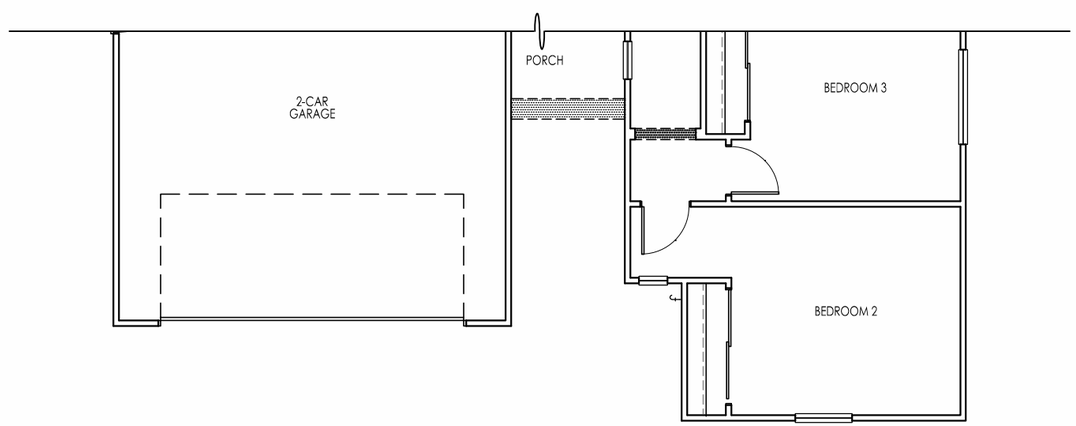
PLAN 2

Sheet Description:
EXTERIOR ELEVATIONS "B" (RIGHT/LEFT)

Sheet Number:
A6.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 2 - Elevation 'C' Craftsman, Scheme 8



MATERIAL LIST:

- Stucco
- Shingle siding
- Wood knee braces
- Flat tile roofing

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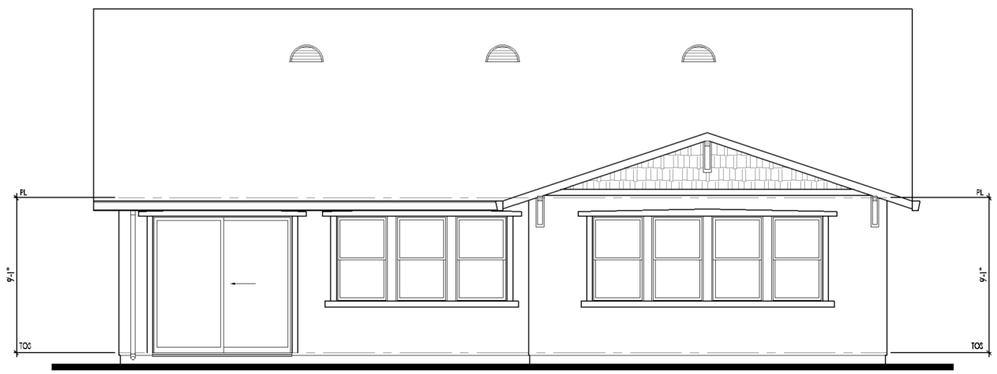

'CRAFTSMAN' (FLAT TILE)
REAR ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
FRONT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

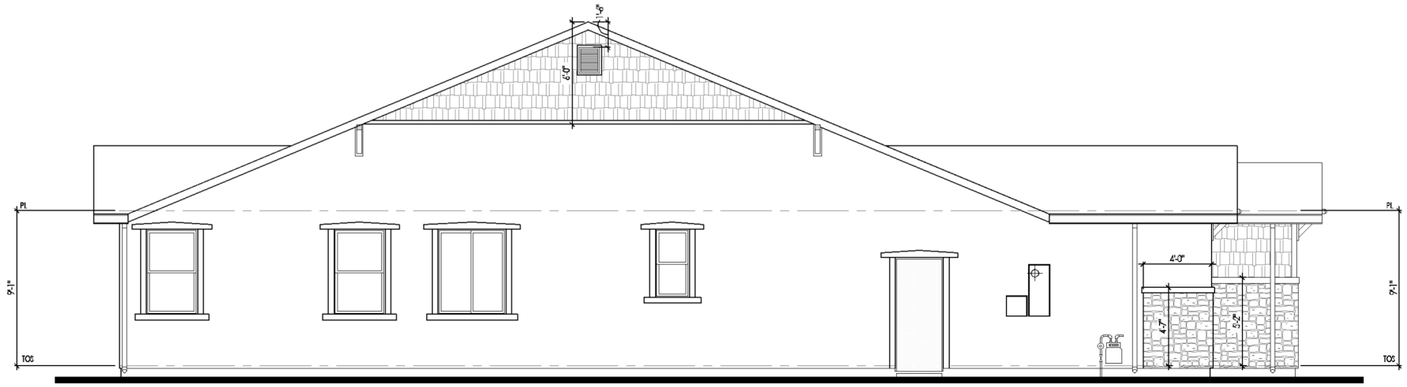
PLAN 2

Sheet Description:
EXTERIOR ELEVATIONS "C" (FRONT / REAR)

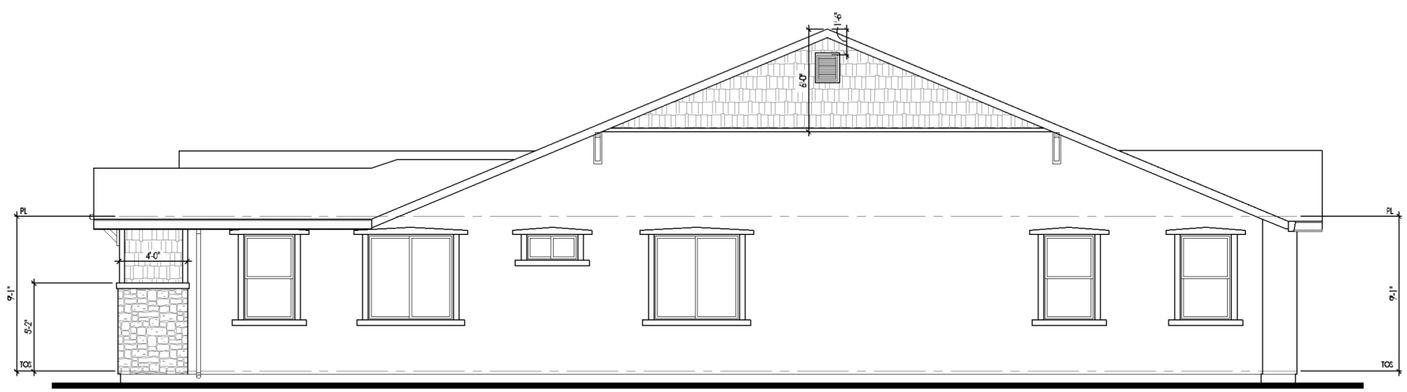
Sheet Number:
A7.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'CRAFTSMAN' (FLAT TILE)
LEFT ELEVATION "BC
1/4" = 1'-0"



'CRAFTSMAN' (FLAT TILE)
RIGHT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

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PLAN 2

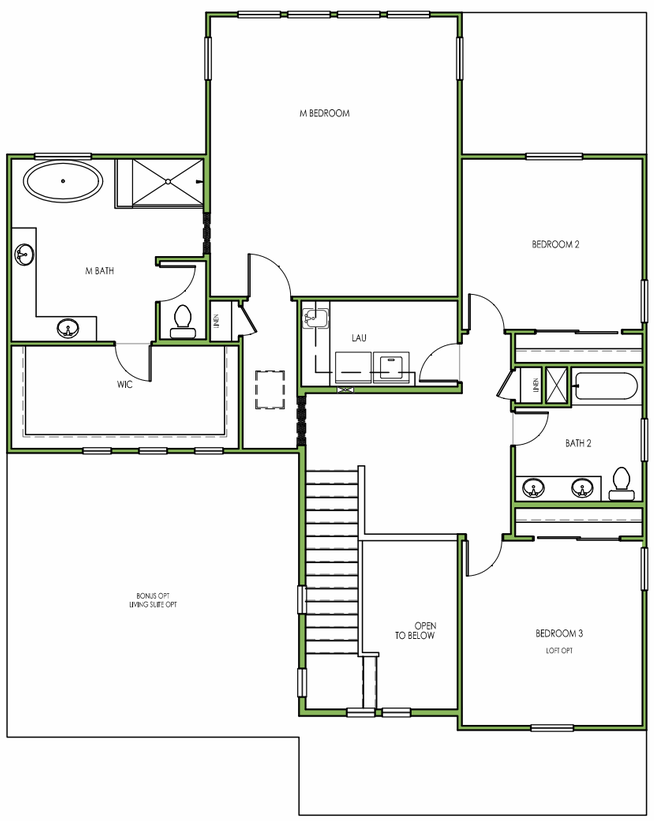
Sheet Description:
EXTERIOR ELEVATIONS "C" (RIGHT/LEFT)

Sheet Number:
A7.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

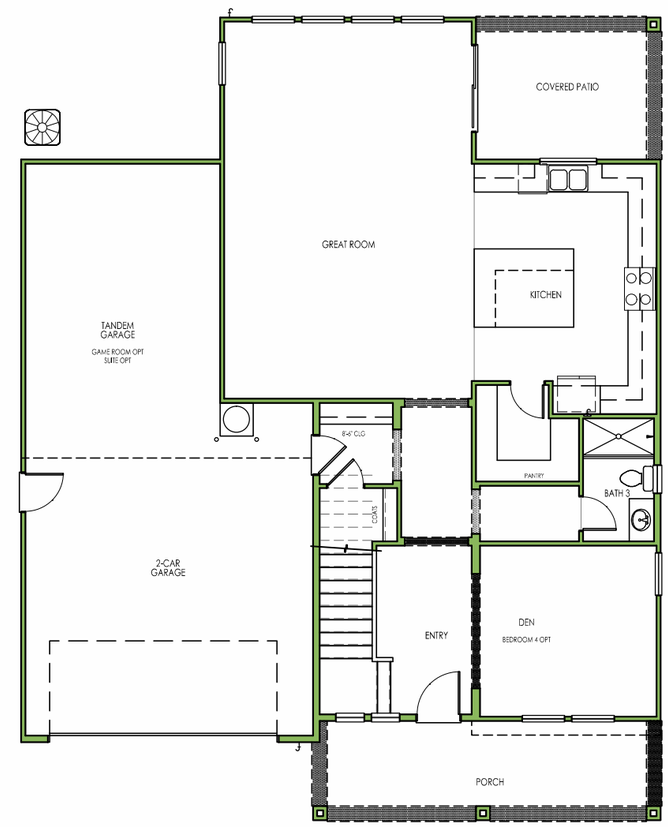
EXHIBIT A

Plan 3 - Floor Plan 2,691 SF Total



SECOND FLOOR

ELEVATION "A" SHOWN



FIRST FLOOR

ELEVATION "A" SHOWN

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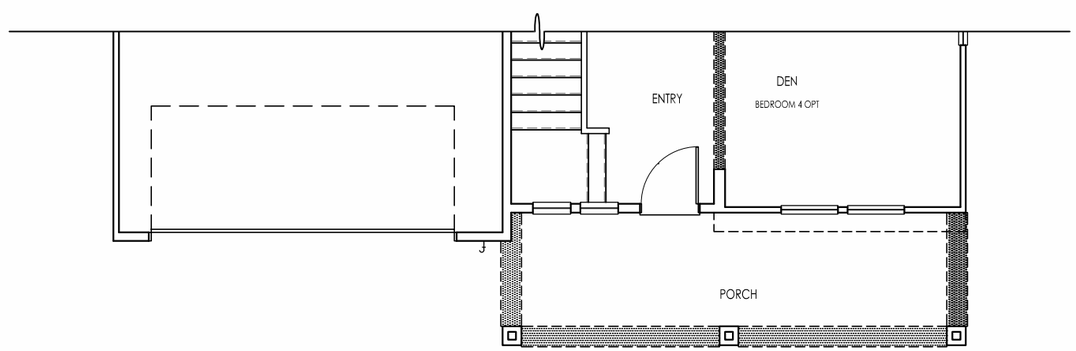
Plan 3 - Elevation 'A' Farmhouse, Scheme 3



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Board & Batten siding
- Faux wood shutters
- Flat tile roofing

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EXHIBIT A

'FARMHOUSE' (FLAT TILE)
REAR ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

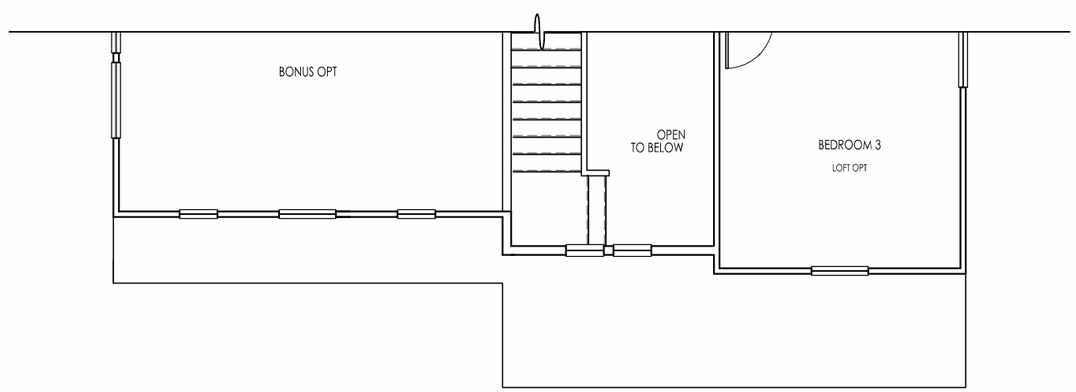
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS "A" (FRONT / REAR)

Sheet Number:
A5.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 3 Optional. Bonus - Elevation 'A' Farmhouse, Scheme 3



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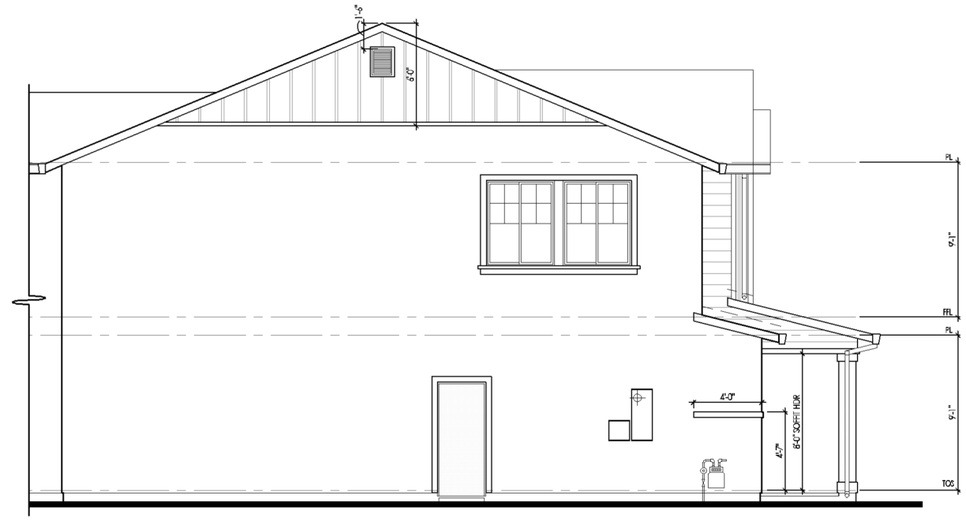

'FARMHOUSE' (FLAT TILE)
PARTIAL LEFT ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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JD+A Job Number: 14039

Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITAL

PLAN 3

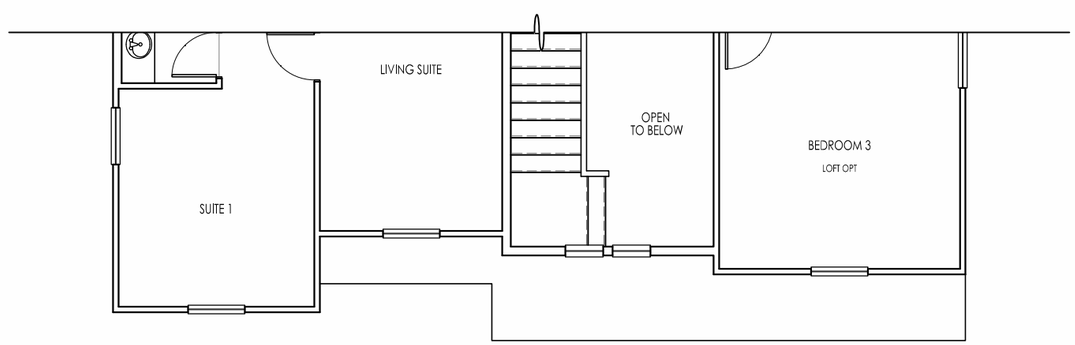
Sheet Description:
EXTERIOR ELEVATIONS
BONUS OPTION

Sheet Number:
A5.1a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 3 Optional Living Suite - Elevation 'A' Farmhouse, Scheme 3



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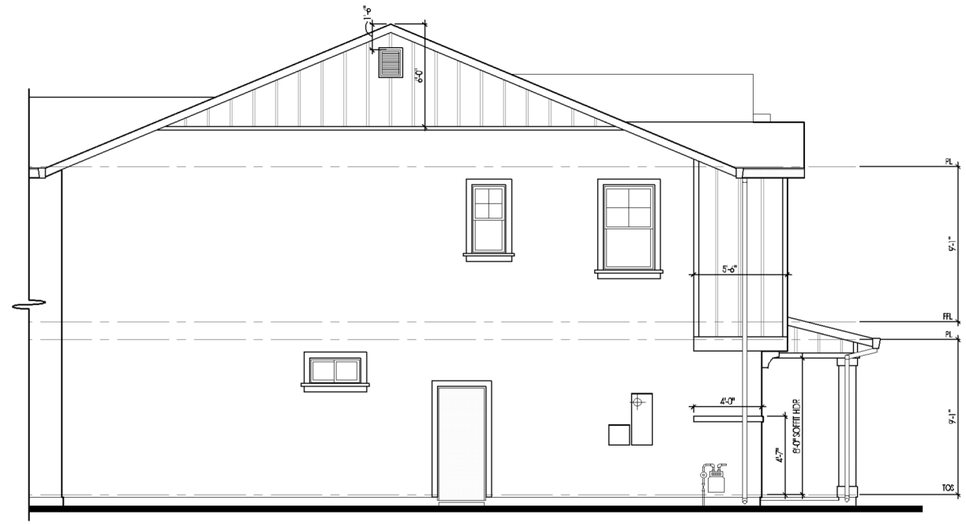

'FARMHOUSE' (FLAT TILE)
PARTIAL LEFT ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

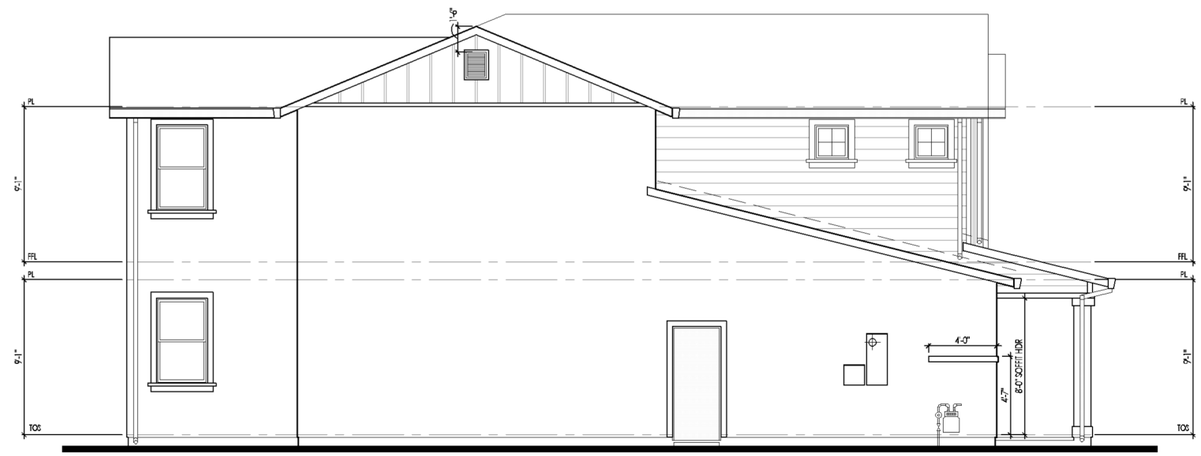
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS
LIVING SUITE OPTION

Sheet Number:
A5.1b

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'FARMHOUSE' (FLAT TILE)
LEFT ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
RIGHT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

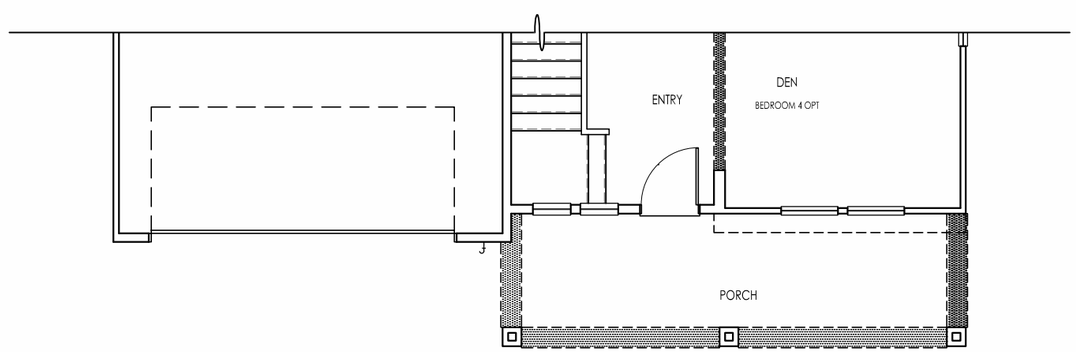
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS "A" (RIGHT/LEFT)

Sheet Number:
A5.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 3 - Elevation 'B' Americana, Scheme 4



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Faux wood shutters
- Decorative faux wood corbels
- Masonry stone veneer
- Flat tile roofing

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EXHIBIT A

'AMERICANA' (FLAT TILE)
REAR ELEVATION "A"
1/4" = 1'-0"

'AMERICANA' (FLAT TILE)
FRONT ELEVATION "B"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

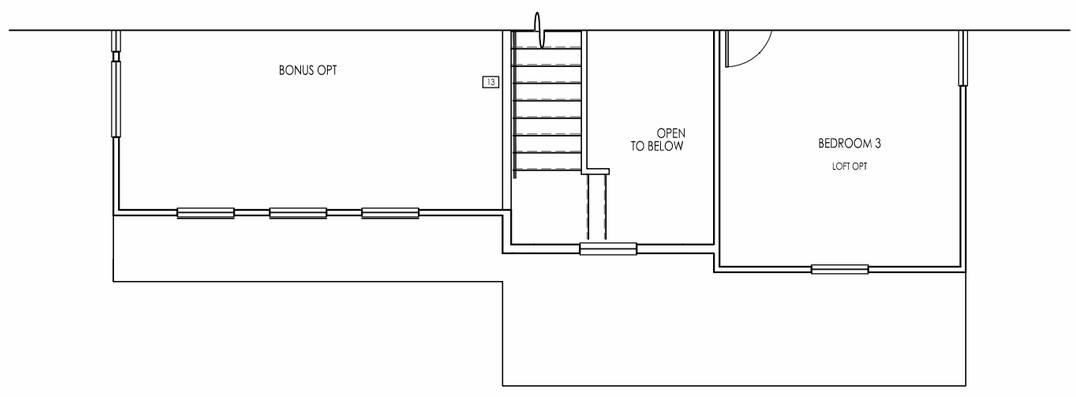
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS "B" (FRONT / REAR)

Sheet Number:
A6.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 3 Optional Bonus - Elevation 'B' Americana, Scheme 4



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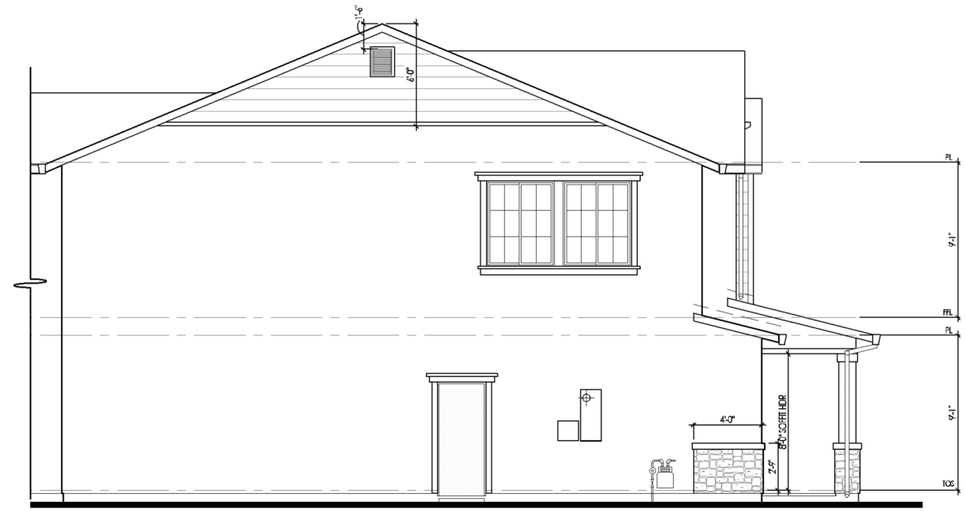

'AMERICANA' (FLAT TILE)
PARTIAL LEFT ELEVATION "B"
1/4" = 1'-0"

'AMERICANA' (FLAT TILE)
FRONT ELEVATION "B"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 3

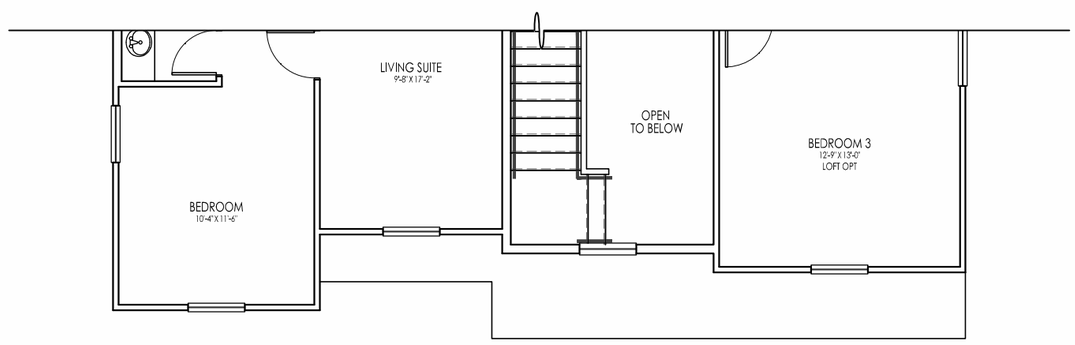
Sheet Description:
EXTERIOR ELEVATIONS
BONUS OPTION

Sheet Number:
A6.1a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 3 Optional Living Suite - Elevation 'B' Americana, Scheme 4



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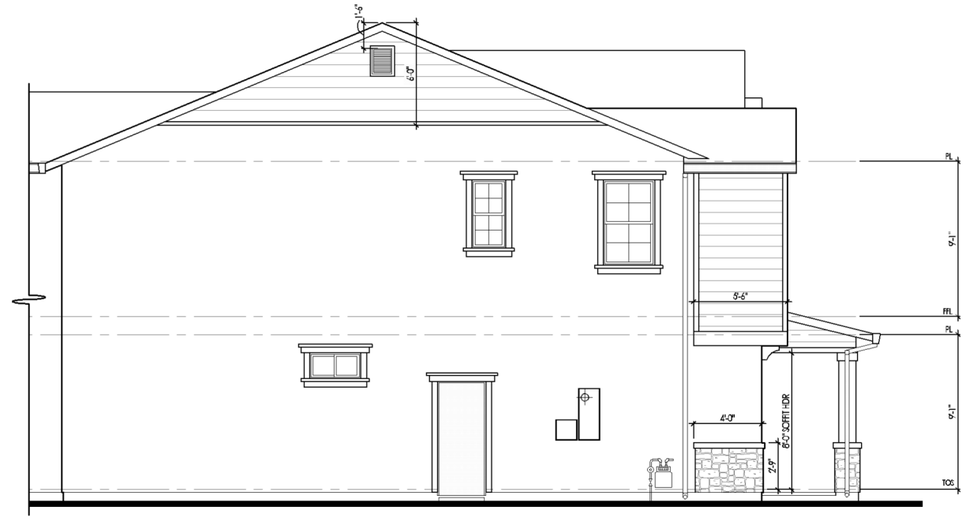

'AMERICANA' (FLAT TILE)

PARTIAL LEFT ELEVATION "B"

1/4" = 1'-0"

OPT LIVING SUITE

'AMERICANA' (FLAT TILE)

1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 3

Sheet Description:

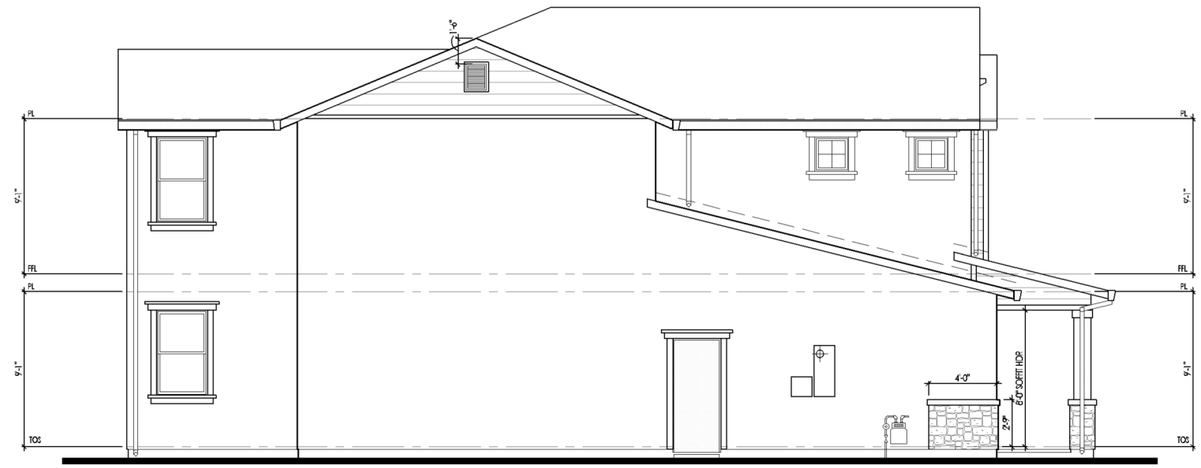
EXTERIOR ELEVATIONS
LIVING SUITE OPTION

Sheet Number:

A6.1b

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'AMERICANA' (FLAT TILE)
LEFT ELEVATION "B"
1/4" = 1'-0"

'AMERICANA' (FLAT TILE)
RIGHT ELEVATION "B"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

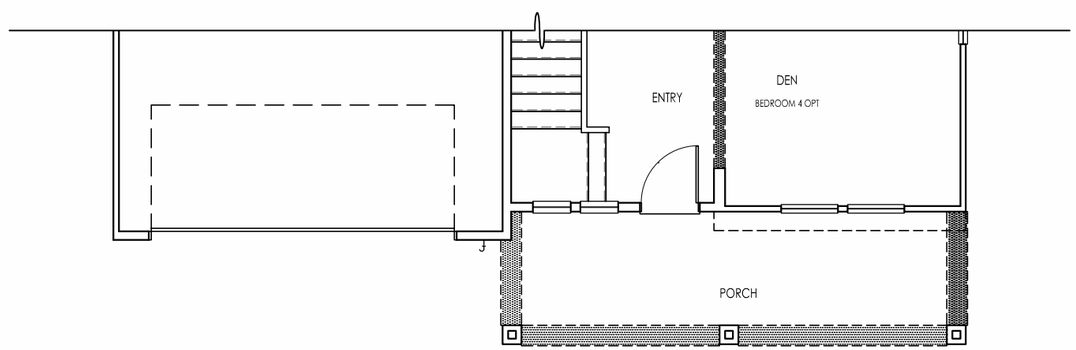
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS "B" (RIGHT/LEFT)

Sheet Number:
A6.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 3 - Elevation 'C' Craftsman, Scheme 9



MATERIAL LIST:

- Stucco
- Shingle siding
- Wood knee braces
- Flat tile roofing

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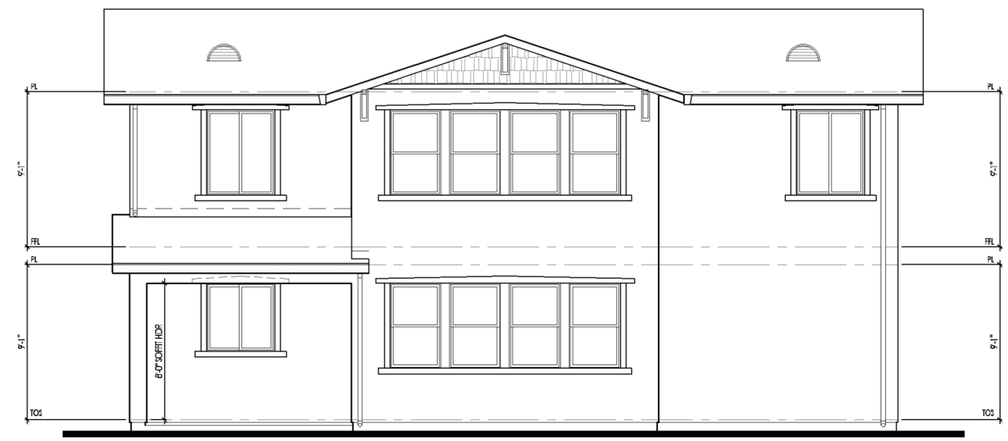

'CRAFTSMAN' (FLAT TILE)
REAR ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (ROOF TILE)
FRONT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

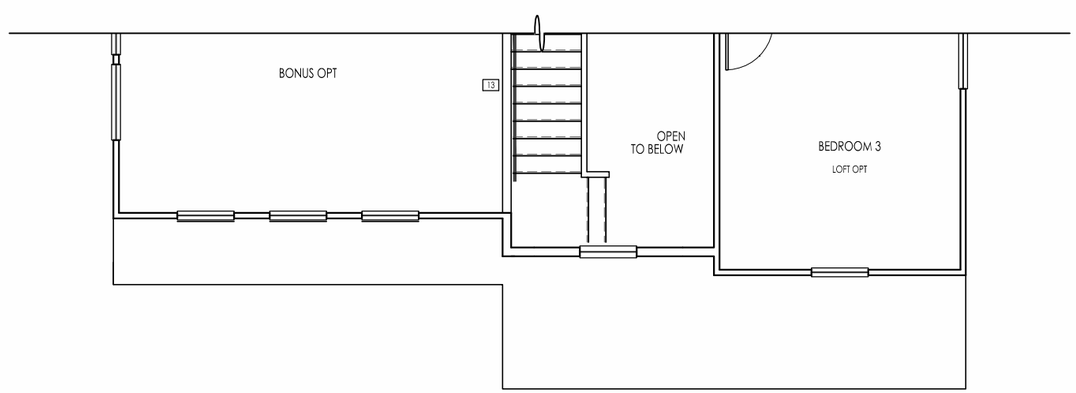
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS "C" (FRONT / REAR)

Sheet Number:
A7.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 3 Optional Bonus - Elevation 'C' Craftsman, Scheme 9



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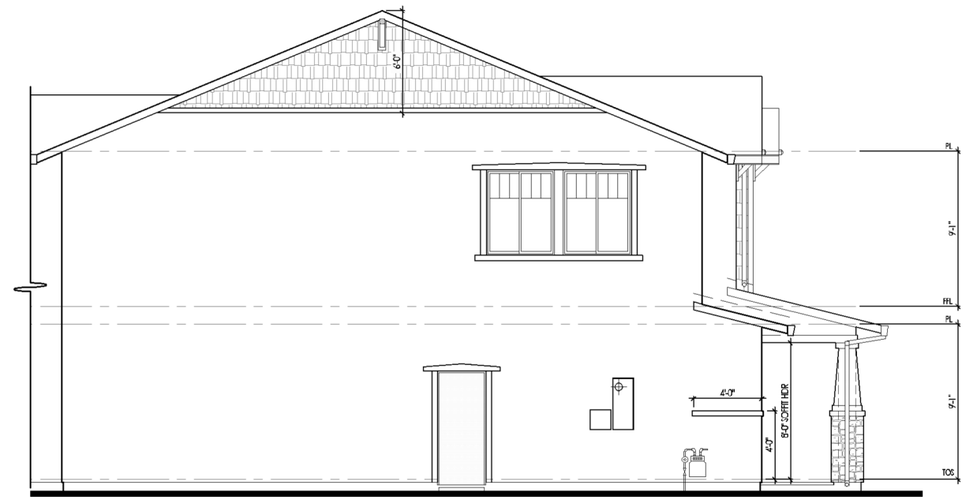

'CRAFTSMAN' (FLAT TILE)
PARTIAL LEFT ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
FRONT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 3

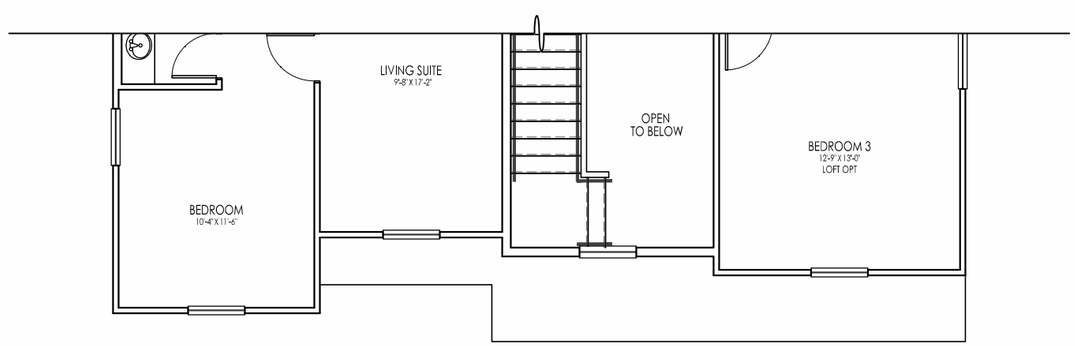
Sheet Description:
EXTERIOR ELEVATIONS
BONUS OPTION

Sheet Number:
A7.1a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 3 Optional Living Suite - Elevation 'C' Craftsman, Scheme 9



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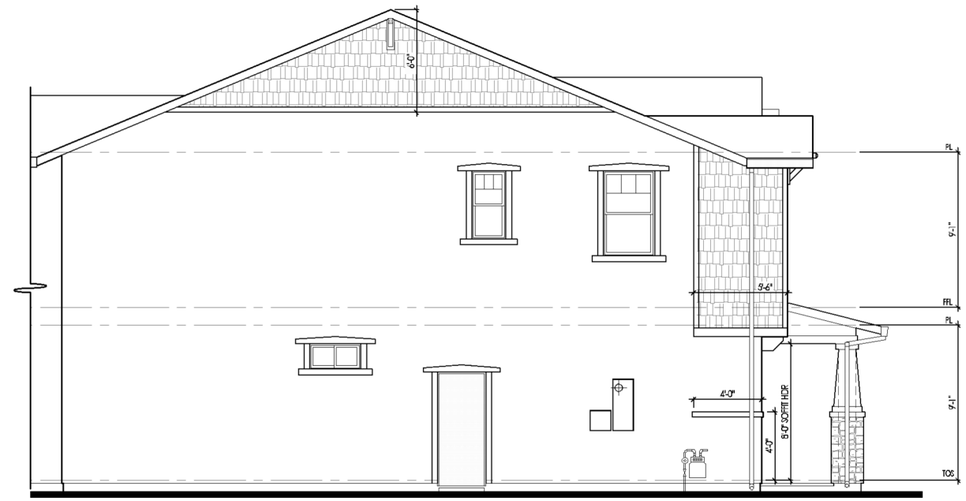

'CRAFTSMAN' (FLAT TILE)
PARTIAL LEFT ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
FRONT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

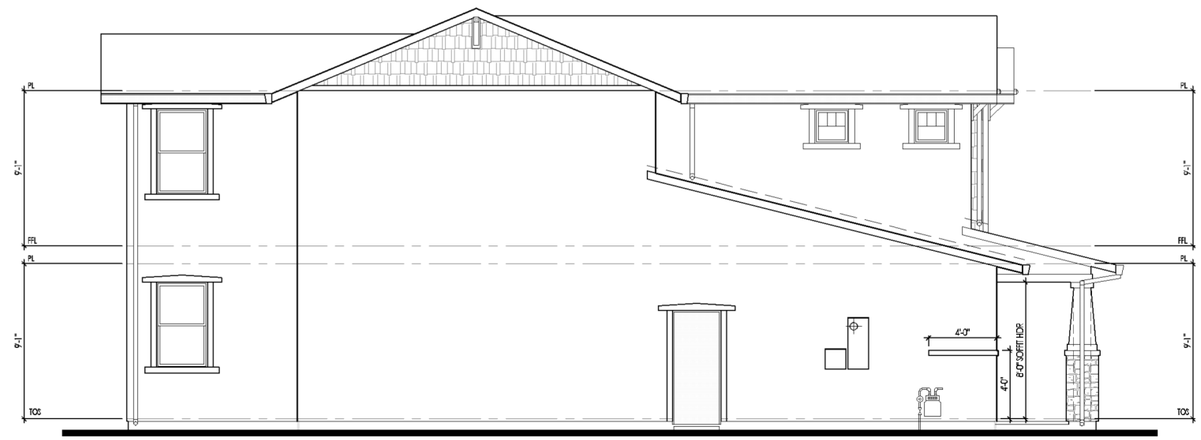
PLAN 3

Sheet Description:
EXTERIOR ELEVATIONS
LIVING SUITE OPTION

Sheet Number:
A7.1b

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'CRAFTSMAN' (FLAT TILE)
LEFT ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
RIGHT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

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PLAN 3

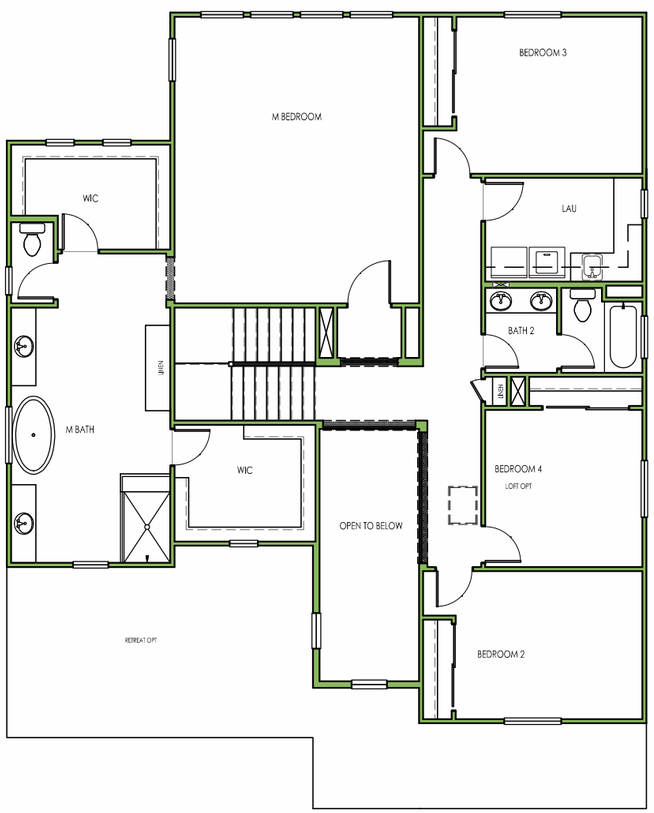
Sheet Description:
EXTERIOR ELEVATIONS "C" (RIGHT/LEFT)

Sheet Number:
A7.2

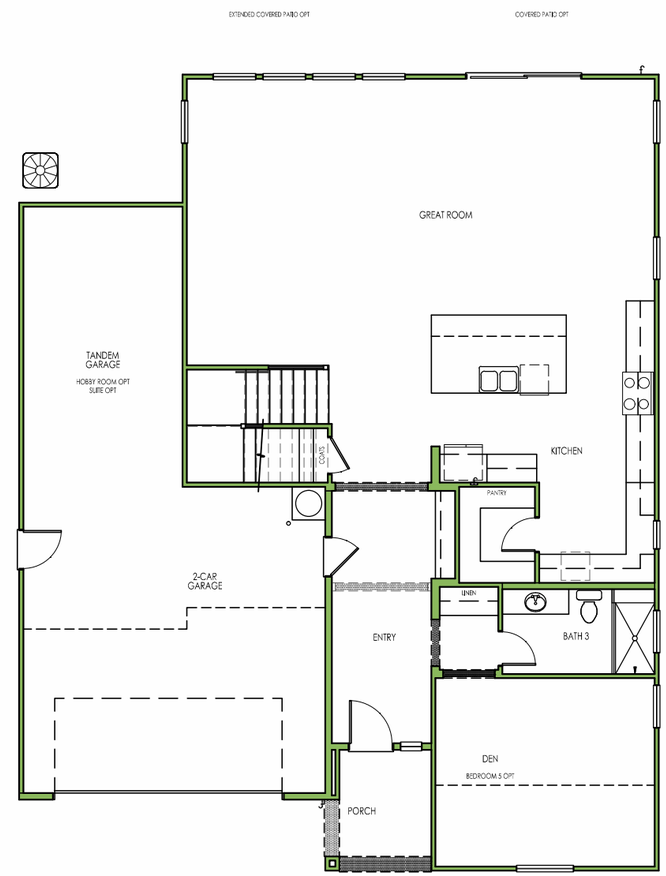
12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 4 - Floor Plan 3,207 SF Total



SECOND FLOOR
ELEVATION "A" SHOWN



FIRST FLOOR
ELEVATION "A" SHOWN

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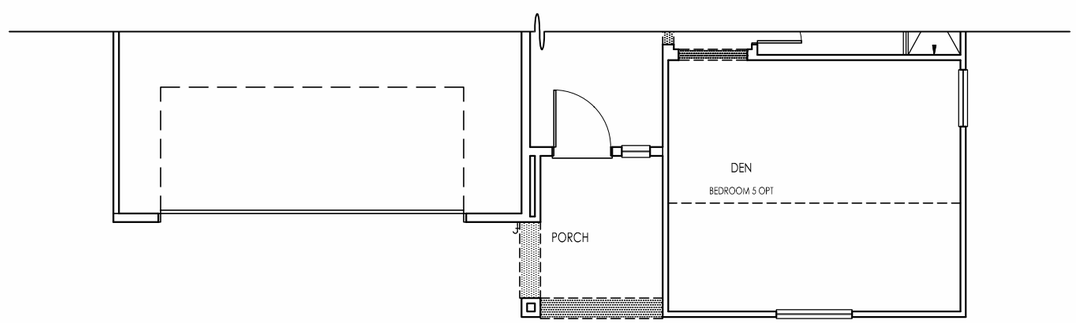
Plan 4 - Elevation 'A' Farmhouse, Scheme 1



MATERIAL LIST:

- Stucco
- 8" Horizontal lap siding
- Board & Batten siding
- Faux wood shutters
- Flat tile roofing

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EXHIBIT A

'FARMHOUSE' (FLAT TILE)
REAR ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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JD+A Job Number: 14039

Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 4

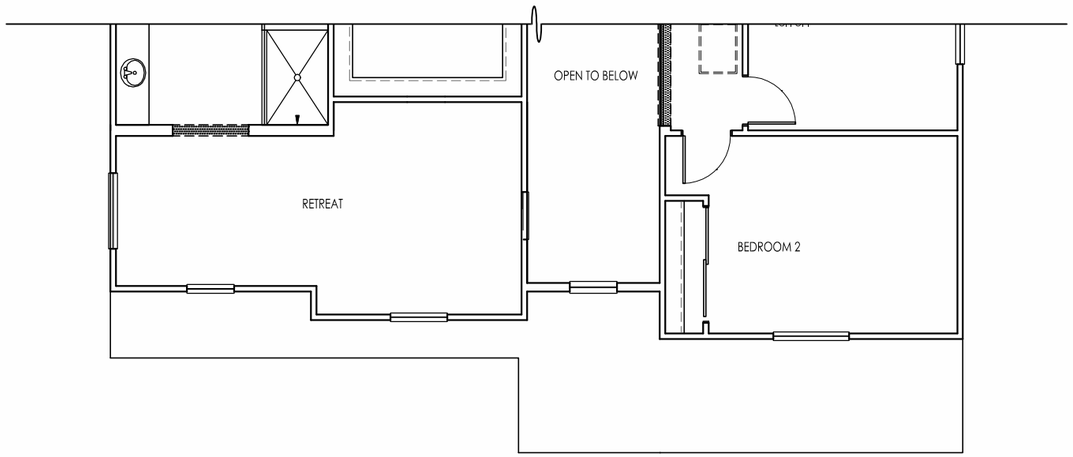
Sheet Description:
EXTERIOR ELEVATIONS "A" (FRONT / REAR)

Sheet Number:
A5.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 4 Optional Bonus - Elevation 'A' Farmhouse, Scheme 1



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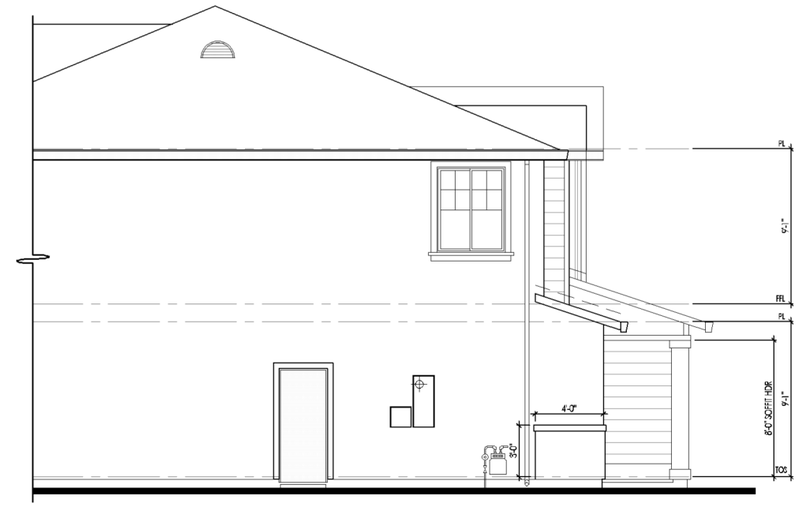

'FARMHOUSE' (FLAT TILE)
PARTIAL LEFT ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
FRONT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

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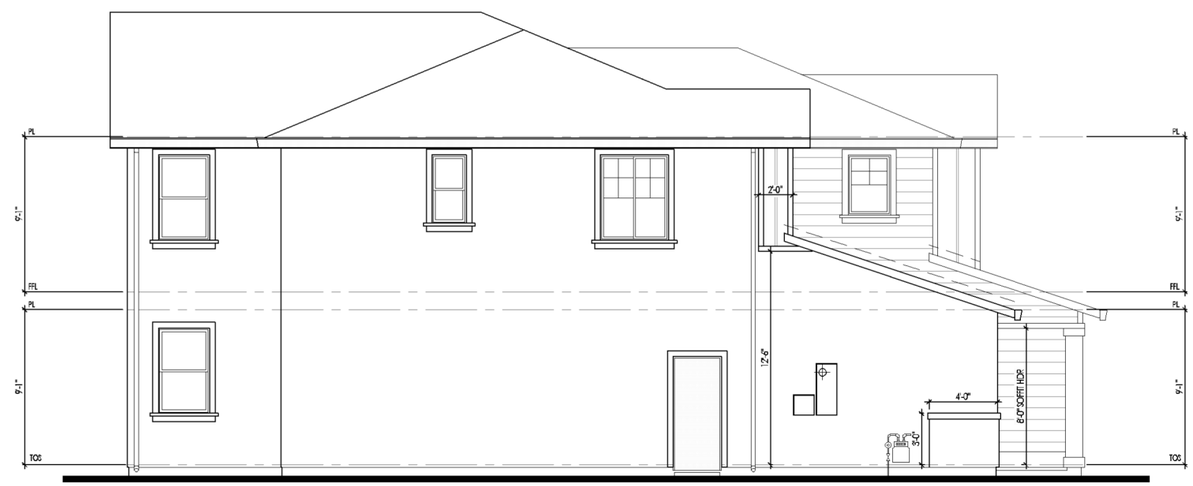
PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS
OPT RETREAT

Sheet Number:
A5.1a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'FARMHOUSE' (FLAT TILE)
LEFT ELEVATION "A"
1/4" = 1'-0"

'FARMHOUSE' (FLAT TILE)
RIGHT ELEVATION "A"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

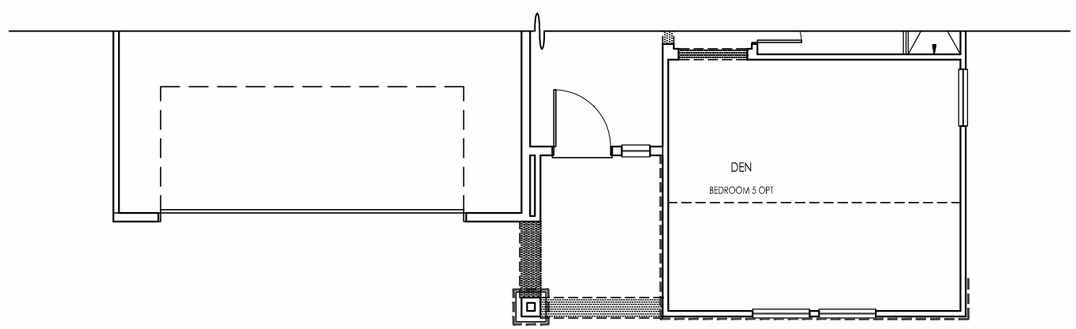
PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS "A" (RIGHT/LEFT)

Sheet Number:
A5.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 4 - Elevation 'C' Craftsman, Scheme 7



MATERIAL LIST:

- Stucco
- Shingle siding
- Wood knee braces
- Flat tile roofing

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EXHIBIT A

'CRAFTSMAN' (FLAT TILE)
REAR ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
FRONT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

#	DATE:	COMMENT
	12.30.14	INITIAL PLAN CHECK SUBMITTAL

PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS "C" (FRONT / REAR)

Sheet Number:
A6.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 4 Optional Bonus - Elevation 'C' Craftsman, Scheme 7

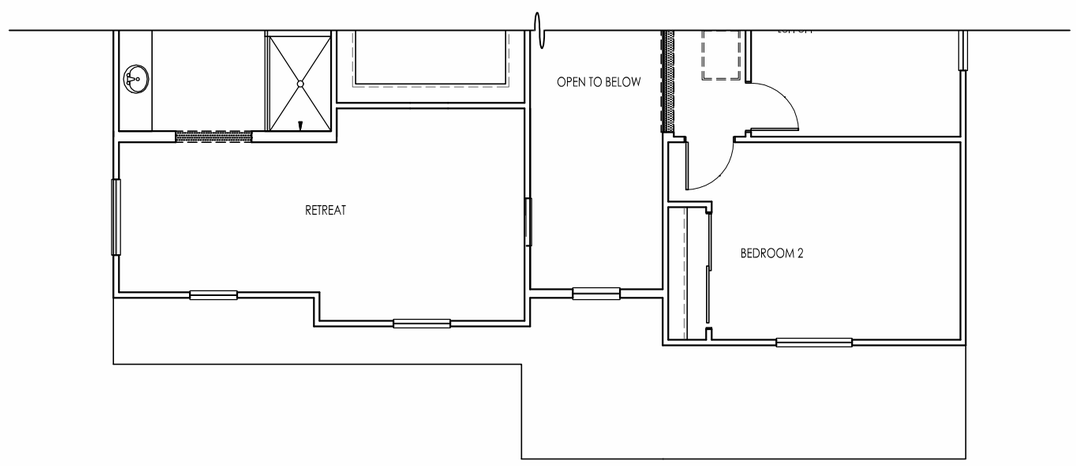

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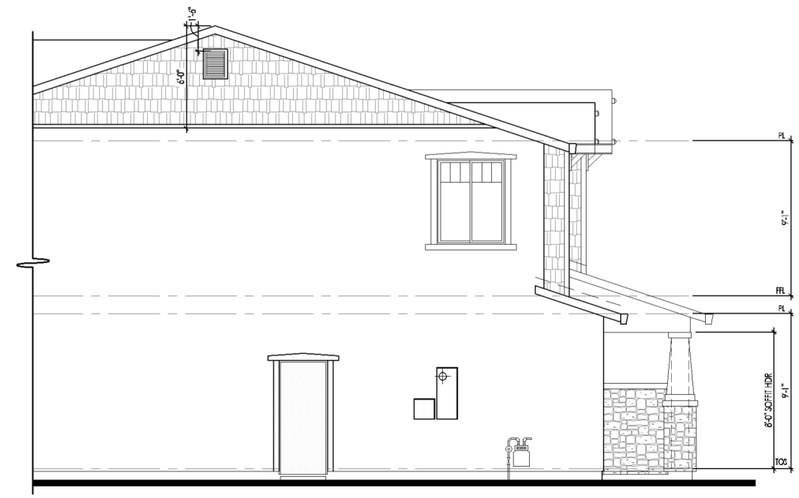
EXHIBIT A



'CRAFTSMAN' (FLAT TILE)
PARTIAL LEFT ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
FRONT ELEVATION "C"
1/4" = 1'-0"

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Sheet Revisions

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

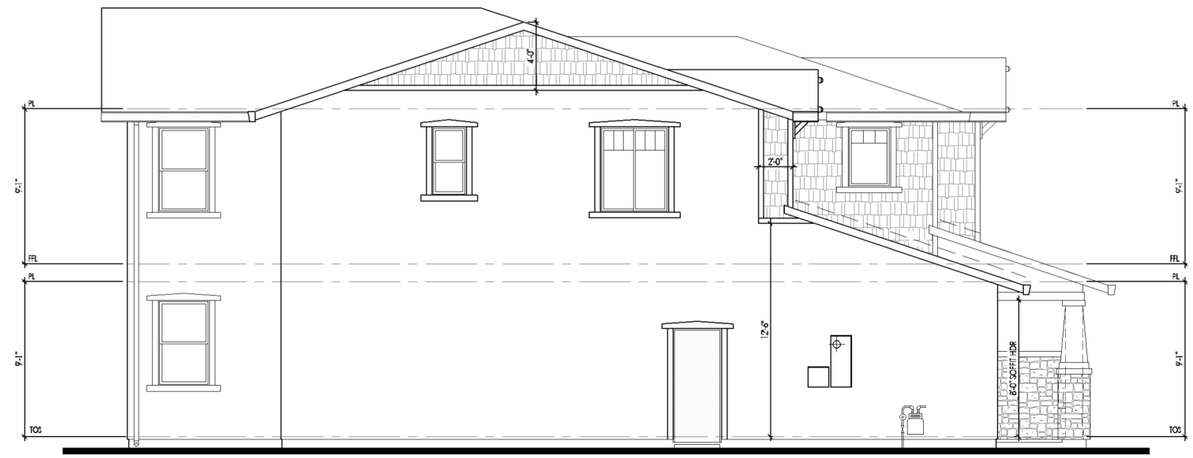
PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS
OPT RETREAT

Sheet Number:
A6.1a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A



'CRAFTSMAN' (FLAT TILE)
LEFT ELEVATION "C"
1/4" = 1'-0"

'CRAFTSMAN' (FLAT TILE)
RIGHT ELEVATION "C"
1/4" = 1'-0"

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	12.30.14	INITIAL PLAN CHECK SUBMITTAL

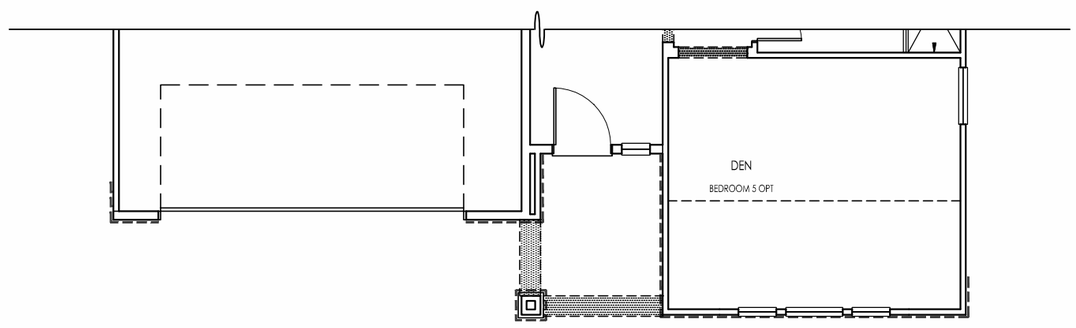
PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS "C" (RIGHT/LEFT)

Sheet Number:
A6.2

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

Plan 4 - Elevation 'D' Prairie, Scheme 11



MATERIAL LIST:

- Stucco
- Masonry stone veneer
- Flat tile roofing

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EXHIBIT A

'PRAIRIE' (FLAT TILE)
REAR ELEVATION "D"
1/4" = 1'-0"

'PRAIRIE' (FLAT TILE)
FRONT ELEVATION "D"
1/4" = 1'-0"

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Sheet Revisions

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PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS "D" (FRONT / REAR)

Sheet Number:
A7.1

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

Plan 4 Optional Bonus - Elevation 'D' Prairie, Scheme 11

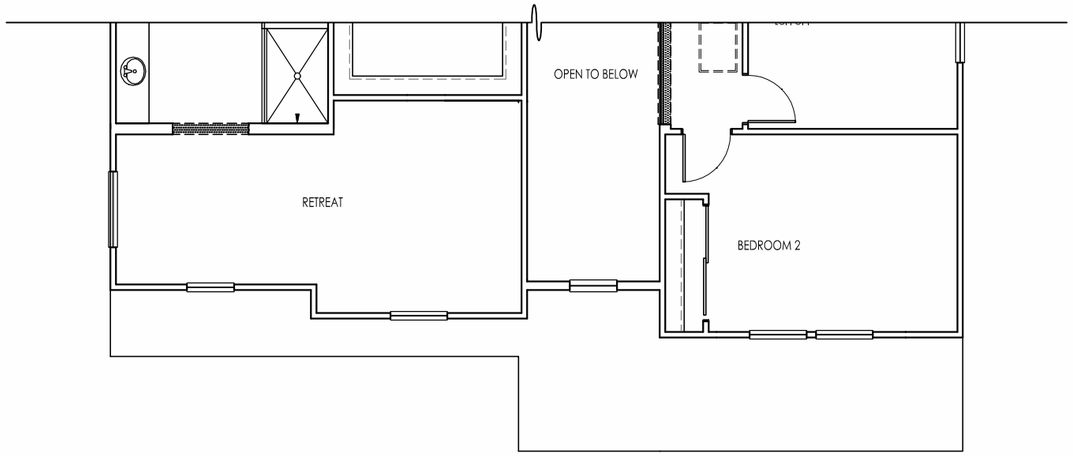

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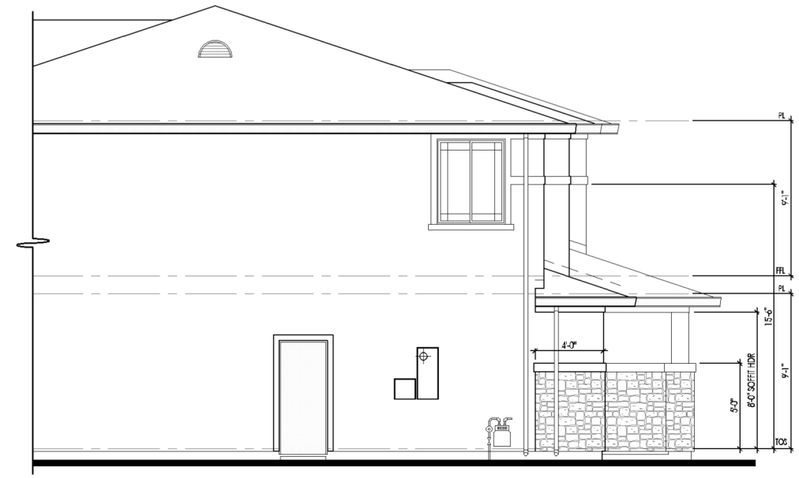
EXHIBIT A



'PRAIRIE' (FLAT TILE)
PARTIAL LEFT ELEVATION "D"
1/4" = 1'-0"

'PRAIRIE' (FLAT TILE)
FRONT ELEVATION "D"
1/4" = 1'-0"

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Sheet Revisions

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PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS
OPT RETREAT

Sheet Number:
A7.1a

12/31/2014 PLANNING REVIEW - NOT FOR CONSTRUCTION OR FINAL BID

EXHIBIT A

'PRAIRIE' (FLAT TILE)
LEFT ELEVATION "D"
1/4" = 1'-0"

'PRAIRIE' (FLAT TILE)
RIGHT ELEVATION "D"
1/4" = 1'-0"

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PLAN 4

Sheet Description:
EXTERIOR ELEVATIONS "D" (RIGHT/LEFT)

Sheet Number:
A7.2

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Color Palettes

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Color Palettes

Roofing: Boral
Paint: Kelly-Moore
Masonry: Cultured Stone by Boral

Farmhouse - Scheme 1

LEGEND			
Roofing	Charcoal Brown Blend	1FBCF1132	Shake Profile
Main Body	Land Before Time	KM4739-1	Stucco
Accent Body	Brown Mouse	KM4641-1	Board & Batten
Siding	Sacred Ground	KM4616-3	Horizontal Siding
Trim	Swiss Coffee	23	Door & Window Trim, Fascia, Garage Door
Accent 1	Trade Secret	KM4860-3	Front Door, Shutters
Brick	Moroccan Sand	Handmade Brick	Brick Accent Area

Farmhouse - Scheme 2

LEGEND			
Roofing	Dove Brown II	1FBCF3152	Shake Profile
Main Body	Quick Sand	KM4558-3	Stucco
Accent Body	Cantankerous Coyote	KM4531-3	Board & Batten
Siding	Wild Cattail	KM4518-3	Horizontal Siding
Trim	Gracious	KMW11-1	Door & Window Trim, Fascia, Garage Door
Accent 1	Dark Tavern	KM4511-5	Front Door, Shutters
Brick	High Dessert	Used Brick	Brick Accent Areas

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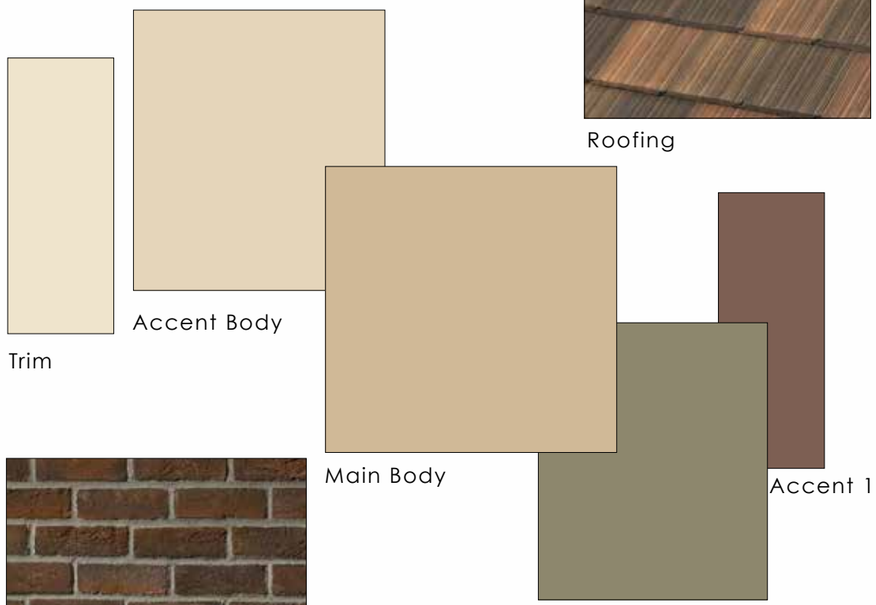
EXHIBIT A

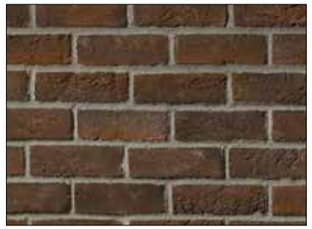
Color Palettes

Roofing: Boral
Paint: Kelly Moore
Masonry: Cultured Stone by Boral

Farmhouse - Scheme 3

Roofing

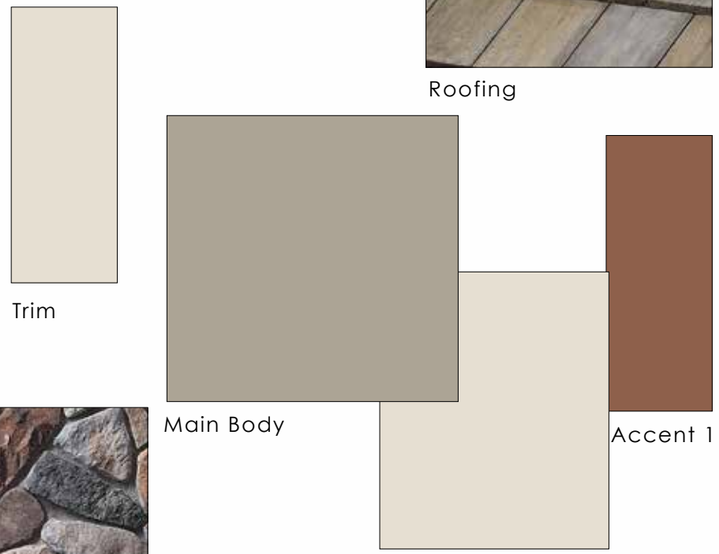

Trim
Accent Body
Main Body
Accent 1
Siding


Brick

LEGEND			
Roofing	Toffee	1FBCF0007	Shake Profile
Main Body	Community	KM4634-2	Stucco
Accent Body	White Sand	KM4632-1	Board & Batten
Siding	Western Reserve	KM4748-3	Horizontal Siding
Trim	Someday	KMW13-1	Door & Window Trim, Fascia, Garage Door
Accent 1	Choco Loco	KM4504-3	Front Door, Shutters
Brick	Rustic Manor	Handmade Brick	Brick Accent Areas

Americana - Scheme 4

Roofing


Trim
Main Body
Accent 1
Siding

Stone

LEGEND			
Roofing	Appalachian Blend	1FACS0330	Slate Tile Profile
Main Body	Mercer Charcoal	HLS4292	Stucco, Garage Door
Siding	Canvas Cloth	45831-1	Horizontal Siding
Trim	Canvas Cloth	45831-1	Door & Window Trim, Fascia
Accent 1	Tamarind Tart	5699-5	Shutters, Front Door
Stone	Aspen	Dressed Fieldstone	Stone Accent Area

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Color Palettes

Roofing: Boral
Paint: Kelly-Moore
Masonry: Cultured Stone by Boral

Americana - Scheme 5

Roofing

Stone

LEGEND			
Roofing	Desert Sage	1FACS0024	Slate Tile Profile
Main Body	Wise Owl	42	Stucco, Garage Door
Siding	Eagle's Meadow	5779-3	Horizontal Siding
Trim	Eagle's Meadow	5779-3	Door & Window Trim, Fascia
Accent 1	Pompeii Ruins	4952-5	Shutters, Front Door
Stone	Wolf Creek	Dressed Fieldstone	Stone Accent Area

Americana - Scheme 6

Roofing

Stone

LEGEND			
Roofing	Appalachian Blend	1FACS0330	Slate Tile Profile
Main Body	Graystone	230	Stucco, Garage Door
Siding	Italian Lace	4758-1	Horizontal Siding
Trim	Italian Lace	4758-1	Door & Window Trim, Fascia
Accent 1	Twisted Vine	A71-5	Shutters, Front Door
Stone	Chardonnay	Dressed Fieldstone	Stone Accent Area

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North Douglas
City of Rancho Cordova, California

benchmark COMMUNITIES

EXHIBIT A

Color Palettes

Roofing: Boral
Paint: Kelly Moore
Masonry: Cultured Stone by Boral

Craftsman - Scheme 7

Roofing

Trim

Main Body

Accent 1

Siding

Stone

LEGEND			
Roofing	Tofffee	1FBCF0007	Shake Profile
Main Body	Bay Area	KM4594-2	Stucco, Garage Door
Siding	Indian Muslin	KM4592-1	Shingle Siding
Trim	Whiskers	KMW29	Door & Window Trim, Fascia
Accent 1	Seaweed Wrap	KM4946-5	Front Door
Stone	Aspen	Country Ledgestone	Stone Accent Area

Craftsman - Scheme 8

Roofing

Trim

Main Body

Accent 1

Siding

Stone

LEGEND			
Roofing	Dark Ash	1FBCF5139	Shake Profile
Main Body	Soft Doe Skin	KM4542-1	Stucco, Garage Door
Siding	Cow Girl Boots	4532-3	Shingle Siding
Trim	Antique White	49	Door & Window Trim, Fascia,
Accent 1	Black Oak	KMA89-85	Front Door
Stone	Burnt Ochre	Del Mar Ledgestone	Stone Accent Area

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Color Palettes

Roofing: Boral
Paint: Kelly-Moore
Masonry: Cultured Stone by Boral

Craftsman - Scheme 9

Roofing

Trim

Main Body

Accent 1

Siding

Stone

LEGEND			
Roofing	Charcoal Blend	1FBCF1430	Shake Profile
Main Body	Tranquil Taupe	KM5788-2	Stucco, Garage Door
Siding	Shadow Cliff	KM5789-3	Shingle Siding
Trim	Navajo White	36	Door & Window Trim, Fascia
Accent 1	Turkish Coffee	KM4519-5	Front Door
Stone	Palermo	Del Mar Ledgestone	Stone Accent Area

Prairie - Scheme 10

Roofing

Trim

Main Body

Accent 1

Stone

LEGEND			
Roofing	Toffee	1FBCF0007	Shake Profile
Main Body	Foothill Drive	KM5729-2	Stucco
Trim	Magic Sail	KM4646-1	Door & Window Trim, Fascia, Garage Door
Accent 1	Brown Bear	KMA77-5	Front Door
Stone	Shale	ProFit Ledgestone	Stone Accent Area

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EXHIBIT A

Color Palettes

Roofing: Boral
Paint: Kelly Moore
Masonry: Cultured Stone by Boral

Prairie - Scheme 11

Roofing

Trim

Main Body

Accent 1

Stone

LEGEND			
Roofing	Charcoal Brown Blend	1FBCF1132	Shake Profile
Main Body	Land Rush Bone	HLS4257-2	Stucco
Trim	Rustic Hacienda	KM4706-3	Door & Window Trim, Fascia, Garage Door
Accent 1	Sherwood Forest	KMA61-5	Front Door
Stone	Chardonnay	ProFit Alpine Ledgestone	Stone Accent Area

Prairie - Scheme 12

Roofing

Trim

Main Body

Accent 1

Stone

LEGEND			
Roofing	Toffee	1FBCF0007	Shake Profile
Main Body	Doeskin	202	Stucco
Trim	Thai Teak	KMA4505	Door & Window Trim, Fascia, Garage Door
Accent 1	Night Sky	306	Front Door
Stone	Mojave	ProFit Ledgestone	Stone Accent Area

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CONDITIONS OF APPROVAL

EXHIBIT B

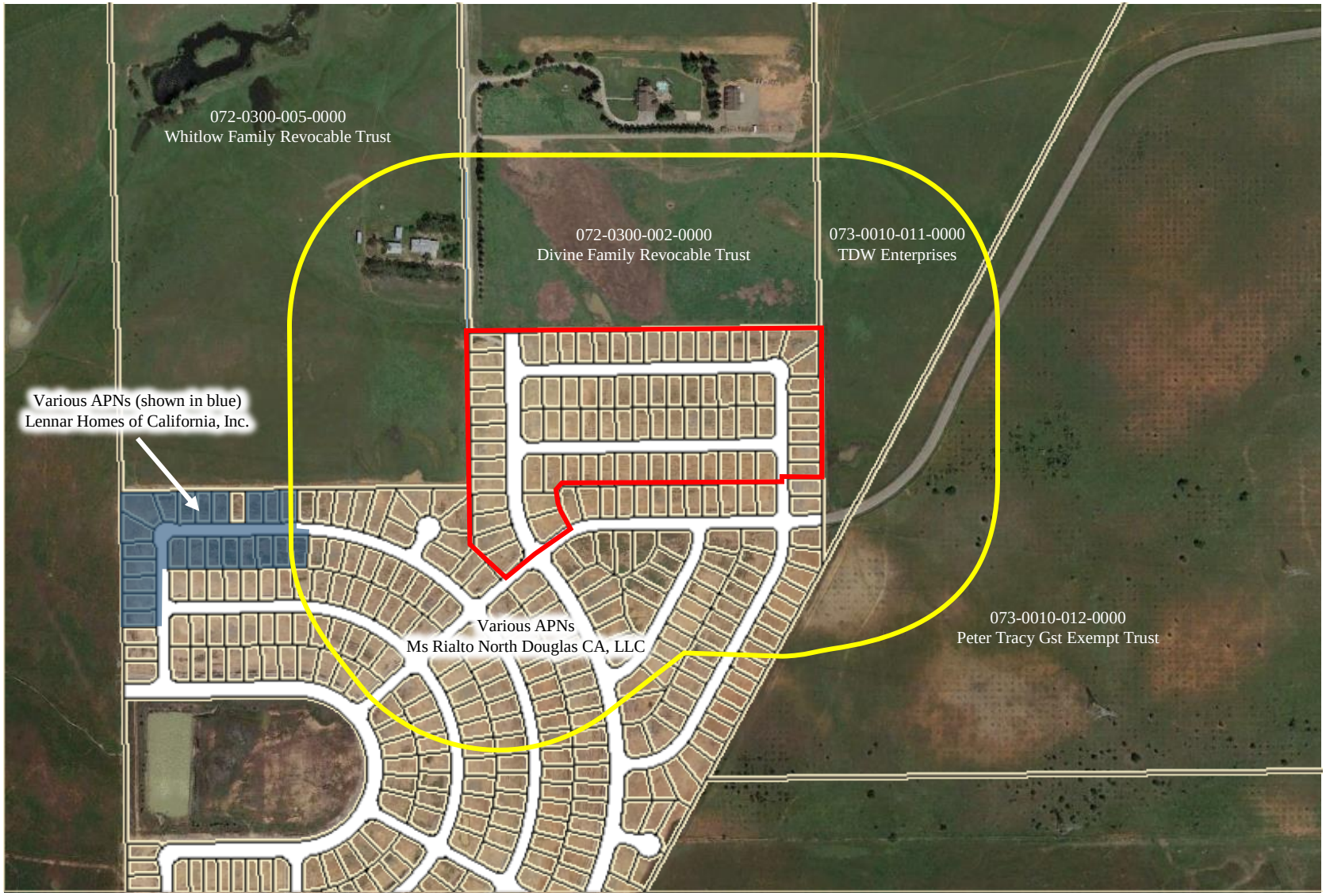
		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1.	The project shall be constructed in substantial compliance with the approved Design Review Package (**Exhibit A**) for the four new floor plans, elevations, color and materials sample and preliminary landscape plans to be built in North Douglas Village 2. Minor modifications may be approved by the Planning Director at his discretion, and those changes shall be reported to the City Council.	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.	On-Going	Planning	
3.	Applicant 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.	On-Going	Finance	
	Prior to Issuance of Building Permits			
4.	The buildings shall be reviewed for architectural consistency with the approved plans by the Planning Director or his designee.	Prior to Building Permit	Planning	
5.	Submit final site landscaping and fence plans for review and approval by the Planning Director or his designee.	Prior to Building Permit	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
6.	Each phase of the development may be pre-plotted and approved before the issuance of the permit for that phase. The following criteria will used to ensure the project meets the adopted design guidelines: • Two of the same architectural styles or color schemes shall not be placed next to each other. • No two of the same floor plans may be placed next to each other, unless they have different elevations. • Any two story house on a corner shall provide all the window trims and casing, shutters and other details found on the front elevation on all sides, as shown on the design elevations. • Any two story structure placed on a corner lot will be required to have the setbacks for corner lots, as shown within the Design Review Package. • The front yard setbacks for any two adjacent lots shall not be the same distance. A two foot offset shall be the minimum setback required to meet this condition. • No more than three two-story homes shall be placed in a row, unless the Planning Director determines there is sufficient front building setback and differentiating mass that the row of homes does not present the appearance of a large mass of two story homes. • Man doors are required in the garage to exit into the sideyard.	Prior to Building Permit	Planning	
7.	All lots adjacent to the open space corridor shall provide open metal fencing (excluding chain link) along the rear and/or side property lines, whichever is the case.	Prior to Building Permit	Planning	

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	Prior to Final Inspection			
8.	The final building finishes and the front and street side yard landscaping shall be inspected for consistency with approved Design Review plans. Inspection request will be required of the Planning Department, prior to final inspection by the Building Department.	Prior to Final Occupancy	Planning	
9.	The final building products must have a pathway from the homes driveway to the required man door of the garage as well as a designated storage area for garbage receptacles behind the side gate fence.	Prior to Final Occupancy	Planning	
10.	Each home must be equipped with adequate outdoor lighting as well as an illuminated address plate located on the front elevation.	Prior to Final Occupancy	Planning	
11.	All garage doors proposed within the submitted design elevations must be standard issue on each home and shall not be presented to the homebuyer as optional.	Prior to Final Occupancy	Planning	

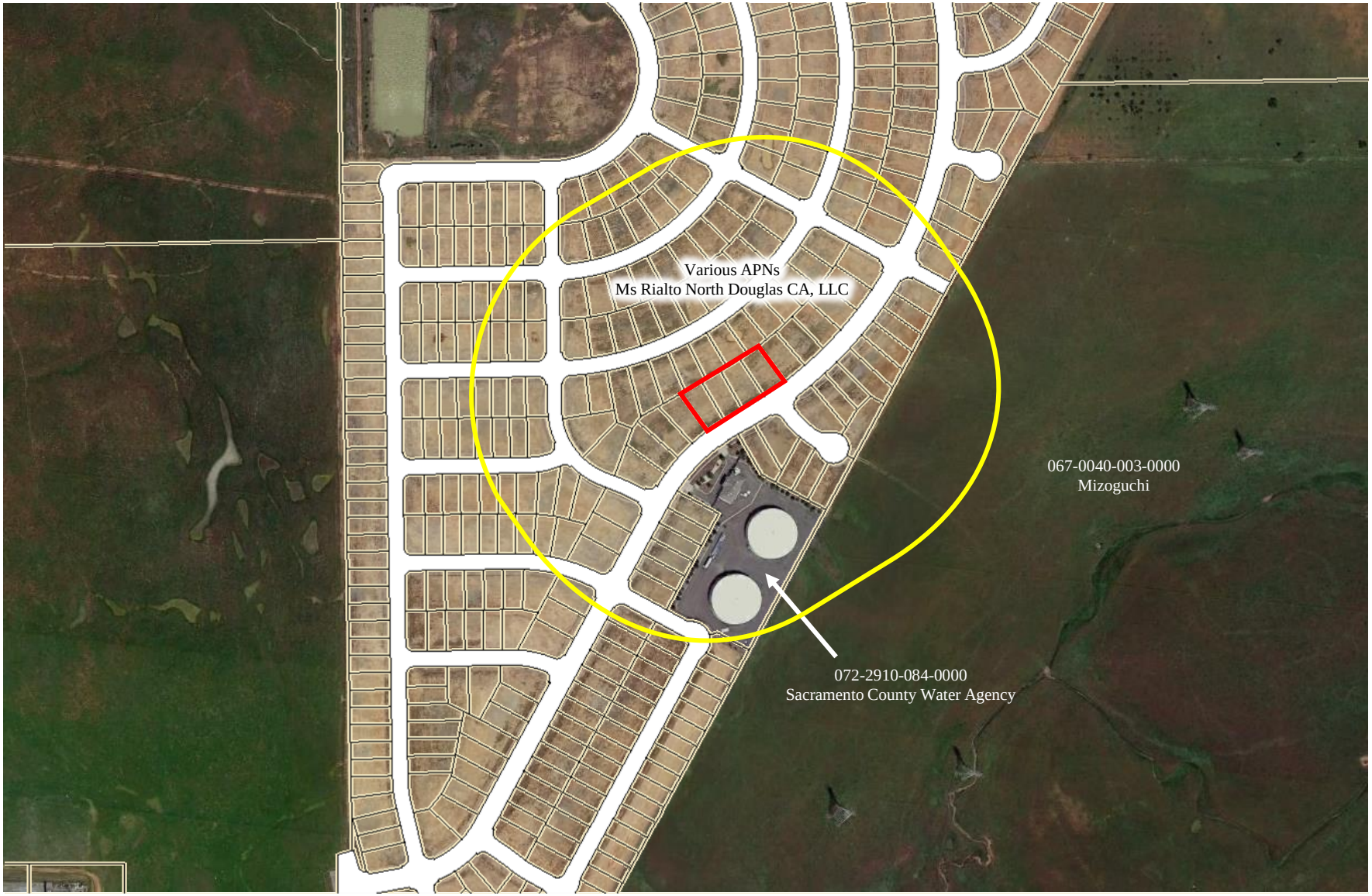
500’ Map for Village 2, Lots 1-80, inclusive (The Subject Lots)

ATTACHMENT 2



500’ Map for Village 5, Lots 53-56, inclusive (The Model Lots)

ATTACHMENT 2



Parcel Number	Owner	Mailing Address	City	State	Zip
072-0300-002-0000	David & Alaina Divine Family 1985 Revocable Trust	9636 Clos Du Lac Circle	Loomis	CA	95650
072-0300-005-0000	David B. Whitlow Family 2005 Trust	12525 Douglas Road	Rancho Cordova	CA	95742
various	Ms Rialto North Douglas California, LLC	700 NW 107th Ave.	Miami	FL	33172
various	Lennar Homes of California, Inc.	1075 Creekside Ridge Drive, Suite 100	Roseville	CA	95678
073-0010-011-0000	TDW Enterprises	3001 I Street #300	Sacramento	CA	95816
073-0010-012-0000	Peter Tracy Gst Exempt Trust	PO Box 607	Redwood City	CA	94064
067-0040-003-0000	Mizoguchi	PO Box 221274	Sacramento	CA	95822
072-2910-084-0000	Sacramento County Water Agency	827 7th Street, #301	Sacramento	CA	95814

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Jessica Jordan, Principal Planner

SUBJECT: **CLEAR CHANNEL OUTDOOR DIGITAL FREEWAY SIGN CONDITIONAL USE PERMIT AND OPERATING AGREEMENT; PROJECT NO. DD8480 – LOCATED AT 12137 FOLSOM BOULEVARD.**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
John & Susan Hansen Mr. John Hansen 2201 Francisco Drive El Dorado Hills, CA 95762	Clear Channel Outdoor Mr. Michael Wagener 401 Slobe Avenue Sacramento, CA 95815

PROJECT:	The applicant requests a Conditional Use Permit and Operating Agreement for the installation of a digital freeway sign at 12137 Folsom Boulevard (APN 069-0160-004-0000). The proposed digital freeway sign would be 60 feet in height and would have two digital display areas measuring 14 feet by 48 feet, for a sign area of 672 square feet on each side. Decorative pole cladding would surround the center-mounted pole base. The ten existing redwood trees along Highway 50 in this location will be removed and replaced by a substantial hedgerow. The project also includes the removal of two existing traditional billboards located at 2300 Mine Shaft Lane and 2286 Sunrise Boulevard.
FILE:	DD8480
LOCATION:	12137 Folsom Boulevard
APN:	069-0160-004-0000
PLANNER:	Jessica Jordan

RECOMMENDATION

Adopt Resolution 3-2015.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 3-2015 would deny the project and result in no physical change at the subject property. No traditional billboards would be removed.

BACKGROUND

The City Council conducted a continued public hearing of this item on December 15, 2014. During the continued public hearing, staff presented the further details of the project and answered questions as desired. The applicant provided a presentation to the City Council as

well. At the conclusion of the discussion, the City Council directed staff to prepare documents denying the project as proposed. As directed, such documents are provided herein as **Attachment 1**.

A letter from the property was received on January 6, 2015 and is included as Attachment 2 for the Council's reference.

ATTACHMENTS

1. Resolution 3-2015.
2. Letter from Mr. Steven Hansen dated January 6, 2015.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 3-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DENYING THE CLEAR CHANNEL OUTDOOR DIGITAL FREEWAY SIGN CONDITIONAL USE PERMIT AND OPERATING AGREEMENT – DD8480

WHEREAS, the applicant for the Clear Channel Outdoor Digital Freeway Sign project ("Project") has applied to the City of Rancho Cordova ("City") for a Conditional Use Permit and Operating Agreement for the installation of a Digital Freeway Sign, located at 12137 Folsom Boulevard; and

WHEREAS, the City's Zoning Code allows for the installation of Digital Freeway Signs in certain specified locations and subject to specific development standards; and

WHEREAS, the proposed project has been analyzed and complies with all applicable development standards identified in the City's Zoning Code; and

WHEREAS, the City determined that the project was subject to the California Environmental Quality Act (CEQA) and prepared an Initial Study pursuant to CEQA evaluating the potential environmental effects of the project; and

WHEREAS, the City determined the project would not result in any environmental impacts as identified in the Mitigated Negative Declaration/Initial Study; and

WHEREAS, the City distributed the Notice of Intent to Adopt the Mitigated Negative Declaration on August 15, 2014 and the Notice was published in the *Grapevine Independent*, posted at the Sacramento County Clerk's Office, distributed through the State Clearinghouse, and posted at the City offices, pursuant to CEQA Guidelines, Section 15072. A 30-day review and comment period for the Mitigated Negative Declaration opened on August 15, 2014 and closed September 15, 2014. The Mitigated Negative Declaration was made available to the public during this review period; and

WHEREAS, the City received two written comment letters within the 30-day public review period and responded to the comment in the project staff report; and

WHEREAS, the City has considered the comments received during the public review period and it does not alter the conclusions in the Initial Study and Mitigated Negative Declaration; and

WHEREAS, the City Council has reviewed the Initial Study, and the Mitigated Negative Declaration and find that these documents reflect its independent judgment; and

WHEREAS, on November 17, 2014 and December 15, 2014, the City Council held a properly noticed public hearing at which it received a report from City staff, oral and written testimony from the public, and deliberated on the item.

ATTACHMENT 1

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

Section 1. **Recitals**. The foregoing recitals are true and correct and made a part of this Resolution.

Section 2. **Findings.** The City Council hereby finds that:

A. **CEQA Compliance.** The Mitigated Negative Declaration prepared for the project will not be adopted because the project is denied. The document may be used for technical data in the future as appropriate.

B. **Conditional Use Permit.** In order for a CUP to be granted for the Digital Freeway Sign, the project must meet the required findings documented in Code Section 23.134.030. The following are each of the required findings and the evidence to support them:

a. 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 subject property is located adjacent to the Hazel Avenue off-ramp on State Route 50, between two freeway directional signs. A digital freeway sign in this location may potentially cause a distraction or safety hazard to drivers making lane choices in close proximity to the freeway exit. Additionally, landscape modifications to the existing stand of redwood trees along the northern property boundary would be required to accommodate the visibility needs of the proposed sign. Both of these circumstances of the proposed project are undesirable because they oversaturate the particular area with signs and would substantially modify and/or eliminate the area's natural landscaping. The project would also remove a one-sided traditional billboard within the State Route 50 corridor and install a double-sided digital freeway sign, resulting in a net increase of sign faces in this area. As such, the subject property and overall project proposal is not appropriate or desirable and the finding cannot be demonstrated in the affirmative.

b. 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 location of the proposed sign between two freeway directional signs for the Hazel Avenue off-ramp may negatively impact a driver's decision-making process when exiting State Route 50 in this location. Additionally, the proposed modification to the landscaping and elimination of trees along the subject property boundary would alter the viewshed from State Route 50. There are no additional conditions of approval that could be applied to the project that would mitigate these concerns. Therefore, the site is not appropriate for this project and the finding cannot be demonstrated in the affirmative.

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

Evidence: The site is currently served with electricity, which would be extended to provide support to the proposed Digital Freeway Sign. No additional public facilities are required by the project.

d. Finding: The project meets the requirements of the Zoning Code including development standards, design guidelines, and special use provisions.

Evidence: The proposed project has been analyzed and is consistent with all applicable Code standards. The Applicant's proposed Operating Agreement would cause the Digital Freeway Sign to comply with the applicable standards. The project would result in the removal of two traditional billboards within the City limits: one within the State Route 50 corridor and one within the City proper. The Operating Agreement establishes a schedule and duty to provide the City with additional community benefits, mainly monetary contributions, to be used throughout the community to offset the aesthetic impacts of the project.

e. 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.

Evidence: The project is not considered nonconforming.

C. **Operating Agreement.** The Applicant voluntarily proposed to enter into an Operating Agreement with the City to memorialize the proposed sign and regulate usage of the sign. The Applicant's proposed Operating Agreement will not be adopted because the project is denied.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____ 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2385651.1

Digital freeway sign conditional use permit **01-06-2015**

Dear Mayor McGarvey, Vice Mayor Sander, City Council Members Budge, Terry, Skoglund, City Attorney Lingren, and City Manager Nakamura.

I would like to thank all of you for your service, dedication and loyalty to the city of Rancho Cordova. It was an honor to witness the recent swearing in ceremony of Mayor McGarvey, and Vice Mayor Sander. I can appreciate and fully understand what it takes to serve the public. I have been a Police Officer for over 15 years. I understand that you have to first and foremost be unbiased, possess qualities such as integrity, empathy, morals, values, honesty, and most importantly to do the right thing. I began a career in Law enforcement to help people, to give back to the community. I learned most of these values right here in Rancho Cordova. In the late 1970's my grandfather and Grandmother purchased the property located at 12137 Folsom Blvd. There were huge mountains of dredger tailings, rock, sand and gravel on the property. My father just got out of the military after serving eight years in the US Air Force during the Viet Nam War. His degree at American River College was in Business Management. My father and mother partnered with his parents and Started Nimbus Landscaping Materials. They imported decorative bulk landscaping and building supplies from all over the area. We and Rudy's Hideaway were the first business in the area, even before Naturewood. With a lot of hard, back breaking work we became a destination location for surrounding residents, businesses and municipalities to acquire bulk landscaping and building materials to construct their projects. I started helping my family at a young age with the business. I began bagging coal to heat resident's homes in the early 1980's, bagging sand to help with winter flooding. I was 12 years old. My father and grandfather taught me strong work ethics, and values. My grandfather would always tell me at a young age, treat people with respect, do unto to others as you would have them do unto you, don't be lazy, put in an honest day's work and help people. The list goes on. I learned so much at a young age from my grandfather and father. Fast forward, working full time at Nimbus, and going to college part time I earned a BS in Criminal Justice from CSUS. I then went on to enter my career in Law Enforcement, to achieve my dream, to help people in need, to protect and serve, to give back to the community. The reason I give you this small Bio of myself and family is because I want you to understand that we are real, honest, hardworking, genuine people who have owned and operated three businesses in the Rancho Cordova area for a very long time. We have provided numerous jobs for residents in the Rancho Cordova area over the years. We have contributed thousands of dollars in tax revenue in the City of Rancho Cordova. We have partnered with the city and residents in Rancho Cordova for over 30 years helping to beautify the community. My brother, Mark with Nimbus Pond Inc. built the water feature at Hagen Community Center on Chase Dr. Most recently Nimbus stayed open late and partnered with City employees to provide sand bags to the public during the recent storm. We have been doing things such as this for over 30 years.

My family and I feel that we were completely taken advantage of by CBS. As you know CBS entered in contract with us almost two years ago (1-24-2013) to place a sign on our property. They kept us in contract for almost a year and a half (5-28-2014), meeting with us, phone conversations, Emails, stating that the project was on its way. They continued to say they were just waiting on the City of Rancho Cordova to finalize a few things before they broke ground with construction. They, Kevin Johnson (CBS) kept promising us, next month, next month, the revenue will be coming in. This was obviously during the time of the recession, decline in the housing and building market. Our businesses took a huge hit as they were all tied to the building and construction industry. Building almost came to a stop. We, like many others took a huge financial hit with the economy. My parents actually lost their house and home equity of 40 years trying to stay afloat. They were barely able to retain the property, 12137 Folsom Blvd. We had no idea CBS was working with Naturewood behind our backs. We asked CBS if there was anything we could do, perhaps talk to the City, and write a letter. They told us no, that they had it handled, not to make contact with the City. My father still wrote the City a letter, and on his own met with Planner Jessica Jordan. It finally became apparent when CBS stopped staying in touch as often as they use to. When we tried to make contact with CBS's representative Kevin Johnson, he was always out of town, on vacation, numerous excuses, all while telling us things were still in motion, it would be soon, It became evident this was far from the truth. We knew something just wasn't right. We put our trust in Kevin Johnson and CBS. After spending thousands of dollars for legal advice, reviewing, establishing lease agreements, addendums and hundreds of hours of personal time, we finally realized CBS was leading us on. They had no plans on breaking ground or starting the project. We emailed them and requested a letter, allowing us to opt out of their contract, which was binding us from virtually doing anything with our property, tying it up for over 17 months. We were completely taken advantage of, and mislead by CBS and Kevin Johnson. They continually lied to us and led us on; keeping us from doing business with another company, all the while they were secretly working on a deal next door with Naturewood. This business practice was completely unethical and wrong in every way. Makes me sick to my stomach when I think of what they put my elderly parents through in times such as this. I ask myself, why in the world would the City of Rancho Cordova want to do business, potentially enter a 25 year Partnership with a company like this?

Finally after 16 months 05-28-2014, we received a contract release letter from CBS Outdoor. We talked to Clear Channel about a digital sign and entered into contract with them (6-27-2014). We were advised that Clear Channel was trying to put a sign up at the Naturewood property a couple years prior but Rancho Cordova City Counsel told them that they would not approve a sign at that location, that Clear Channel had to find a more industrial location. Well, our property is 2 acres, rectangular, approx. 400' of Freeway frontage and 200' wide and zoned light industrial. It is a clear open slate for a project such as this.

Realistically the sign could go anywhere on our property and it would not affect business, the building, or Folsom Blvd. It would not obscure anything. The sign would not stretch from Folsom Blvd. to Hwy 50 like it would on Naturewood's triangular shaped property.

Between 8-13-2013 and 2-21-2014, as per Google Earth pictures, Naturewood or someone removed two old growth, 100 year plus, Black Walnut trees at the western tip of their property, plus numerous trees in their western parking lot planter barriers near where they would like to put the sign. Did they have City approval; was it CBS that advised them to do this? Drive by; look at the area on the west end of their property, clearly exposed stumps and empty planters. Did Michael Wagner bring this up, No, he remained completely professional. Our Coastal Redwoods are not indigenous to the area as the Walnut trees were; they thrive in the coastal regions, consuming hundreds of gallons of water each day. Both of my grandfathers and grandmother are World War two Veterans. My father is a Vietnam era Veteran serving 8 years in the Air Force. I put the uniform on every day, sacrificing my safety for the good of the public. For over 25 years we raised and lowered an American flag every day adjacent to highway 50 on our property; allowing it to soar above the freeway, paying respect to Americans and America. We are a very proud, patriotic family. Two of the Redwoods have overgrown and blocked the flag pole. It would be a blessing to re-plant more indigenous trees and let the American flag soar again, bringing back my late grandfathers tradition. There are over 1000 Redwoods from Bradshaw to Hazel along the freeway corridor, many trimmed high from the ground, such as the Redwoods around 2729 Prospect Drive (City Hall). There are no redwood trees along the City of Folsom and El Dorado Hills Highway 50 corridor east of Hazel Ave. as they are not indigenous to the area. To five or all of the Redwood trees on our property would be less than ½ of 1% of the Redwoods along the Highway 50 corridor through Rancho Cordova. This would clearly having a minimal impact on the Coastal Redwood population in Rancho Cordova. Neither Clear Channel nor do we want to eradicate the landscaping or trees on our property. It is the complete opposite. We want to beautify the 400' of freeway frontage, encompassing the City of Rancho Cordova's vision. This is an opportunity to plant indigenous trees, shrubs, and plants, beautifying this highly traveled corridor. It is our goal, that if any trees are removed, to replace them two fold with indigenous trees, plants and shrubs. Clear Channel will pay for whatever landscape design and installation the City wants. I believe this area is in great need of updating and beautifying. A few hundred thousand vehicles drive by this location daily.

Something else that struck me odd with CBS is that they hired an attorney to represent them. An attorney that stated negative things about the Hansen family, negative things about our location, negative things about Clear Channel and the rumor the of threatening legal actions against the City of Rancho Cordova. Why is this? Kevin Johnson surely didn't represent and present their proposition, because he is as unethical as they come. Clear Channel had humble, respectful,

Michael Wagner, a sales representative, that spoke nothing but positively about the City of Rancho Cordova and Clear Channels proposal. He didn't speak negatively about the Key's family, Naturewood, or CBS for that matter. Clear Channel has proven themselves throughout their prior and current relationship with the City of Rancho Cordova. They voluntarily removed profitable signs in effort to assist the City in beautifying the City. They donated benches, bus stops, City advertising. They didn't place an unrealistic value on any advertising they were offering the City. It was a gift, for the betterment of the community. As Michael Wagner stated, Clear Channel is all in, they would provide the City whatever they needed, whatever was fair, whatever it takes to continue the mutual, positive Partnership. If the City needs advertisement space, a designated click, for an emergency, a city function, or event, it wouldn't be a problem; Clear Channel would accommodate the City. An unrealistic value wouldn't be placed on the donated advertisement space. Clear Channel is a true proven Partner to the City of Rancho Cordova. They would proudly continue to remove signs along Highway 50 in the city of Rancho Cordova if they had them.

It is so ironic that CBS was claiming Monopoly, speaking of fair competition. It is they who are a Monopoly. They have 6 double sided signs from Sunrise to Hazel along the south side of highway 50, far exceeding Clear Channel's 2 1/2. Did CBS offer to remove one, or all of their signs along Highway 50? No, they offered to remove one sign and another sign not even in the city limits. If you take a drive, CBS\Outdoor owns 95%, or more, of the signs in the city of Folsom, El Dorado Hills along Highway 50, all the way to South Lake Tahoe along Highway 50. They own 99% of all signs along Highway 50 to Interstate 80 towards San Francisco. All you see is there newly attached large "OUTFRONT" placards pasted on the signs. It is completely ridiculous that this attorney would even bring this up; it is they who are monopolizing on the region. Again, what a terribly unethical tactic. Clear Channel also has a sign in the County of Sacramento, North of highway 50 that they could remove if that is what the City is allowing, and asking for? Is it policy that a company can remove signs outside of City jurisdiction and still be counted as inside?

I also did some research on CBS/OUTFRONT. They are now the world's largest outdoor media company in the world, having signs throughout the US, Canada, Mexico, South America and Europe. CBS Outdoor or OUTFRONT is a sister company to CBS corporation, a multi-billion dollar organization, far from the minority anywhere in the world. "OUTFRONT Media Inc. (NYSE: OUT) is the US leader in out-of-home advertising. From Sunset Boulevard to Times Square, our diverse portfolio includes more than 400,000 digital and static displays in the most iconic and high-traffic locations in the top 25 markets across the U.S." CBS owns or acquired the following Outdoor Media companies, 3M National, Whiteco, Gannett Outdoor, Outdoor Systems, Infinity Outdoor, Viacom Outdoor, and CBS Outdoor. CBS Outdoor, now "OUTFRONT" recently purchased Van Wagner Communications for $690 million. I noticed Wells Fargo has partnered with

CBS/OUTFRONT and is their committed fiancée and support for the acquisition. OUTFRONT MEDIA shares began trading on the New York Stock Exchange on March 28, 2014; the CEO of CBS Corporation was present. Wells Fargo Bank will also serve as the company's election and disbursing agent. CBS/OUTFRONT has partnered with Wells Fargo. I truly hope there is no conflict of interest.

CBS Outdoor changed their name to OUTFRONT because of their new vision. It seems they are trying to take over the industry and get OUTFRONT of their competition. Which again, with this in mind I can't believe their attorney has the audacity to claim Clear Channel was forming a monopoly, they are clearly trying to take over using unethical tactics and politics. The ploys and strategies of CBS are clearly under the belt and I hope they don't go unnoticed. CBS clearly has more signs along the highway 50 corridor in Rancho Cordova, the entire region for that matter.

In regards to the comment about the Hazel off ramp sign having anything to do with the placement of a sign, I believe the argument is inaccurate and made up. Being an expert in traffic, and thinking logically, if the billboard was before the Hazel off ramp sign it would tend to pull people's attention to the billboard, causing them to not focus on the off ramp sign, possibly missing the exit, or causing them to make a last second lane change to not miss the exit. This could quite possibly be more dangerous. However if the Hazel off ramp sign was before the billboard this would not occur, people would see the off ramp sign prior to the billboard, and make their appropriate lane change. There are actually two exit signs. With both locations being so close to one another, I don't even think this an arguable issue. There are Cal Trans directional signs in the middle of the freeway, on both sides of the freeway, ground mounted, pole mounted, L shape mounts above traffic, attached to center medians, billboards within 1000' from one another. I truly don't think there is any proof that any of the signs are the cause of accidents. I have not been able to find any research supporting that theory. There are also two Cal Trans exit signs just prior to Naturewood. The Hazel off ramp sign that was spoken of is right in the middle of Naturewood's building. If you are traveling W/B Highway 50 just prior to the Folsom Blvd. exit, there is a Folsom exit off ramp sign, then a large OUTFRONT sign as you exit. They are in very close proximity.

If the city is now going to allow CBS to place a sign on Naturewood's property when Clear Channel was told the City will not approve a sign at that location, that equates to millions of dollars of lost revenue by Clear Channel based on the City's decision. It also doesn't go well with the dedication, loyalty, respect, and commitment Clear Channel has given the city of Rancho Cordova over the past years. Clear Channel took the City's advice and found what they asked for, an industrial piece of property. We have worked with both companies and for obvious reasons I mentioned above we believe that Clear Channel is a far better choice to continue partnering with. What CBS did to us was just not right. What

CBS did to the City of Rancho Cordova was not right, bad business and politics.

The City stated it wasn't about the money, the "Chump Change." However I disagree. The 2.2 Million dollars Clear Channel offered equates to a lot of jobs within the city. This is far more than CBS offered. Clear Channel also wanted to donate money towards the Folsom Blvd. revitalization project. Did CBS, do they care about Rancho Cordova and the community, the vision? Clear Channel offered to pay for Landscaping and modernizing over 400' of Freeway frontage that thousands of people see every day. Did CBS offer to do any landscaping or beautifications of the Folsom Blvd. or Highway 50 corridor, the trees that were illegally removed at Naturewood? If the City mainly wants signs removed and it's not about the money or anything else, I think they should allow Clear Channel the opportunity to remove signs in the County, on the other side of the Freeway and assist with beautifying the Rancho Cordova corridor's. The Naturewood location shouldn't even be on the table, it was already decided against years ago. Also even in light of all the unethical treatment we received from CBS, tying our hands, We and Clear Channel were still able to get our completed application into the City first. I think the City should go with who they know, what they know, proven past practice, go with who they trust, who has been loyal to the City, and go with the ones who share the same vision as Rancho Cordova. Don't go with some unethical, giant company that just care about getting their large OUTFRONT placards all over the place at any means possible without due regard for others.

We ask one thing, that you go to your hearts, that you do the right thing, and that you don't let this company bully you into a decision by fear of legal action. We ask that you continue to work with Clear Channel and the Hansen family, we truly believe in the same vision, "to update, and beautify the City, something we have been greatly involved with for the past 30 plus years.

Respectfully,
Steven Hansen

Steven Hansen

Included in this packet is all correspondence regarding Items 9.3 and 9.4.

9.3 **Subject:** Clear Channel Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8480 – Located at 12137 Folsom Boulevard. Item continued from December 15, 2014 City Council Meeting.

Recommendation: Adopt Resolution No. 3-2015.

Result of Recommended Action: Adoption of Resolution No. 3-2015 would deny the project and result in no physical change at the subject property. No traditional billboards would be removed.

Staff Report: Jessica Jordan, Principal Planner.

Advances Goals: 1, 6.

9.4 **Subject:** Sierra Outdoor/CBS Outdoor Digital Freeway Sign Conditional Use Permit and Operating Agreement; Project No. DD8490 – Located at 12125 Folsom Boulevard. Item continued from December 15, 2014 City Council Meeting.

Recommendation: Adopt Resolution No. 4-2015.

Result of Recommended Action: Adoption of Resolution No. 4-2015 would allow for the construction of a new digital Freeway Sign located at 12125 Folsom Boulevard. The sign would be located within an existing landscape planter in the existing Naturwood Home Furnishings parking lot. No vegetation would be removed to accommodate the new sign. Two existing traditional billboards located at 11373 Folsom Boulevard and near 9847 Folsom Boulevard would be removed as part of the project. Additionally, the Applicant will enter into an Operating Agreement with the City, requiring additional community benefits of the project.

Staff Report: Jessica Jordan, Principal Planner.

Advances Goals: 1, 6.

1/19/2015 RE: Project# DD8490

12125 FOLSOM BLVD RANCHO CORDOVA

SIGN PROJECT

Dear; Mayor, City Council, City Manager, and City Attorney & Public;

There are several issues that have risen since the onset of this project. We believe the city and the public have been misled regarding City of Rancho Cordova resolution No. 4-2015 section 2 B. b. Evidence; which states "no vegetation shall be removed from the property to accommodate the sign." We have compiled this small 2 page visual to illustrate the complete removal of mature trees. As you can see there are several trees that mysteriously have been removed according to Google Earth around the time of the impending Naturewood sign application.

The Illustrations below are actual pictures taken from Google Earth of the NATUREWOOD LOT located at 12125 Folsom Blvd Rancho Cordova, CA 95670.

TREE AND VEGIATION PICTURES

The following illustrations we will identify a photo progression of no less than 9 large mature trees were removed from the west end of the Naturewood parking lot. These trees were eradicated which violates the City of Rancho Cordova resolution No. 4-2015 section 2 B. b. Evidence.

HWY 50 & FOLWSOM BLVD OVERVIEW INTO NATUREWOOD PARKING LOT WEST END MAY 31, 2007

HWY 50 & FOLWSOM BLVD OVERVIEW INTO NATUREWOOD PARKING LOT WEST END APRIL 18, 2014

Clear Channel Outdoor

January 15, 2015

Mr. Brian Nakamura
City Manager
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Mr. Nakamura:

I am writing this letter on behalf of Clear Channel Outdoor to express our profound disappointment with how we have been treated by the City of Rancho Cordova with respect to our application for a digital billboard at 12137 Folsom Boulevard in Rancho Cordova.

At the Council Meeting on December 15, 2014, City Council directed its staff to reject the Clear Channel Outdoor digital sign application, stating it preferred the Sierra Outdoor/CBS Naturwood site at 12125 Folsom Blvd.

The Naturwood site was proposed to the City of Rancho Cordova by Clear Channel Outdoor in 2012 as part of an application for two digital billboard locations. However, Clear Channel Outdoor was directed by a Council ad hoc committee (Linda Budge and Robert McGarvey) to abandon the Naturwood site because it was too highly visible from the Bluffs neighborhoods and a more industrial site with less public access would be preferable. At the direction of the hoc committee Clear Channel Outdoor approached John & Susan Hansen about their business site at 12137 Folsom Boulevard.

Since Clear Channel Outdoor submitted its digital billboard application first, the City of Rancho Cordova scheduled a hearing for the Hansen property application prior to Sierra Outdoor/CBS on the Naturwood site. Sierra Outdoor/CBS then threatened legal action against the City of Rancho Cordova if the two hearings were not consolidated; therefore the City consolidated the hearings and scheduled both digital billboard applications for review. Clear Channel Outdoor did not complain or threaten litigation.

Clear Channel Outdoor
401 Slobe Avenue Sacramento, CA 95815
Call 916.492.1303 / Visit ClearChannelOutdoor.com / Follow @CCOutdoorNA

On November 17, 2014, during the above referenced consolidated public hearing; Councilman Donald Terry stated in regard to the proposed financial funding for both applicants, **"both parties should feel free to sweeten the pot."** As a result, Clear Channel Outdoor substantially reconfigured its financial proposal resulting in a 25 year deal that would **net the City $870,000 more than Sierra Outdoor/CBS** (See Exhibit "A" attached).

On December 15, 2014, Councilman Terry and Councilman Sanders stated they did not care about the financial proposals offered by the applicants and it was "chump change" to the City. They wanted to focus on removing as many billboards as possible pursuant to relocation agreements. Clear Channel Outdoor has always supported the concept of relocations and clearly indicated in its presentation to the city, "the TWO billboards offered for removal represent EVERY remaining sign structure owned by Clear Channel Outdoor in the city of Rancho Cordova" (See Exhibit "B" attached).

Clear Channel Outdoor proposed a digital sign at Naturwood in 2012. Your council did not like this location and asked us to find an alternate site. That was accomplished and now we are told Naturwood is the preferred site; the financial proposals no longer matter, ever though the Clear Channel Outdoor offer is far superior to that of Sierra Outdoor/CBS. Your councilmembers stated billboard removals should be the main focus; our proposal removes ***ALL*** Clear Channel billboards owned within Rancho Cordova's jurisdiction and Sierra Outdoor/CBS has a large inventory remaining.

Please contact me with any questions concerning this letter.

Sincerely,

Susan Holshouser
Regional President
Clear Channel Outdoor

MEMORANDUM

TO: Rancho Cordova City Council

CC: Adam Lindgren, City Attorney
Paul Junker, Planning Director

FROM: Bluff City, Inc. Homeowners Association, Lake Natoma Heights Neighborhood Association, Rollingwood Unit #6 Homeowners Association, Save the American River Association, The Classics at Gold River

RE: Petition to Reject the August 2014 Mitigated Negative Declarations for Sierra/CBS Outdoor at Naturwood Digital Sign and Clear Channel Outdoor Digital Freeway Sign due to Violation of CEQA Guidelines §15072 – Insufficient Public Notification

DATE: JANUARY 19, 2015

The California Environmental Quality Act (CEQA) (Public Resources Code §21000, et seq.) includes many procedural requirements including those for public notice and review.

The goal of fully informing the public of the effects of development is at the heart of CEQA. Public involvement in the CEQA process aims to ensure that the public has a voice in the decision-making process - specifically, that public concerns about environmental issues and the potential effect of development on the physical environment are addressed prior to project approval.[1]

Pursuant to CEQA Guidelines Section 15072, Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration, specific minimum requirements to ensure public notification are outlined, as follows:

> (b) The lead agency shall mail a notice of intent to adopt a negative declaration or mitigated negative declaration to the last known name and address of all organizations and individuals who have previously requested such notice in writing and shall also give notice of intent to adopt a negative declaration or mitigated negative declaration by at least one of the following procedures to allow the public the review period provided under Section 15105:
>
> (1) Publication at least one time by the lead agency in a newspaper of general circulation in the area affected by the proposed project. *If more than one area is*

[1] UC CEQA Handbook: Chapter 4.1 - Formal Requirements

affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas. (Emphasis added.)

(2) Posting of notice by the lead agency on and off site in the area where the project is to be located.

(3) Direct mailing to the owners and occupants of property contiguous to the project. Owners of such property shall be identified as shown on the latest equalized assessment roll.

The abovementioned Mitigated Negative Declarations (MNDs) were noticed *only* in the Rancho Cordova *Grapevine* and on the City's website.[2] Sections 15072(b)(2) and (b)(3) were not utilized as a means of notification, thus Section 15072(b)(1) stands as the procedure chosen by the city of Rancho Cordova to allow the public the review period provided under Section 15105.

The undersigned respectfully submit that the City of Rancho Cordova was aware that homeowners on the bluffs would be affected by the construction of a large digital sign(s) located directly within the line of sight of homes on the bluffs. If the City did not know, they should have known. That impression was amplified by a member of the Rancho Cordova Council during the City Council meeting on December 15, 2014 when he stated that the concerns expressed by a speaker that evening were similar to those expressed by homeowners on the bluffs during hearings for the construction of the Mormon Temple. Further, the City of Rancho Cordova was a partner with many of the abovementioned homeowner associations and with SARA in 2011 when a concerted effort was made to oppose the construction of a Joint Operations Center near the fish hatchery just below Nimbus Dam. Several of the most significant concerns were the impacts on traffic safety, scenic views and light pollution. It is therefore logical to suggest that the City of Rancho Cordova should have known that interest in the digital sign proposals would extend beyond the city limits of Rancho Cordova. Traffic safety and congestion are continuing concerns at the Highway 50 & Hazel interchange. Residents of many communities who drive this route frequently understand how challenging these problems are. The addition of a large digital billboard at this already-chaotic interchange will affect thousands of people outside of the City of Rancho Cordova. Further, The MNDs address several critical environmental questions about scenic vistas, light and glare. Specifically, the environmental documents ask if the project(s) will "Have a substantial adverse effect on a scenic vista?" and will the project(s) "Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?" Citizens outside of Rancho Cordova were not notified to provide comment on the above-referenced MNDs. Yet, the impacts would directly affect them. Adverse impacts on scenic vistas, a new source of substantial light and glare, and traffic safety are substantive and have such standing that residents of Fair Oaks, Gold River, Orangevale and Folsom, at a minimum, should have been noticed.

[2] Per telephone conversation with member of Rancho Cordova City Planning Department, January 9, 2015.

We submit that the notification procedure for the Mitigated Negative Declarations for the abovementioned projects was insufficient and does not meet the minimum standards required by CEQA. The legislature has spoken on the issue of noncompliance in Public Resources Code, Division 13, Chapter 1, Section 21005(a): "The Legislature finds and declares that it is the policy of the state that noncompliance with the information disclosure provisions of this division which precludes relevant information from being presented to the public agency, or noncompliance with substantive requirements of this division, may constitute a prejudicial abuse of discretion within the meaning of Sections 21168 and 21168.5, regardless of whether a different outcome would have resulted if the public agency had complied with those provisions."

Thank you for your consideration of our concerns. We appreciate the city's recent efforts to reduce signage along Folsom Boulevard and laud the direction it has taken to improve its commercial development, such as the Zinfandel and White Rock Road area. It is with this kind of foresight that we urge this City Council to consider its legacy and begin creating a truly scenic section of Highway 50 along the Sunrise Boulevard to Hazel Avenue corridor—in part by keeping it billboard free.

Respectfully Submitted,

Bluff City, Inc. Homeowners Association
James Kangas, President

Lake Natoma Heights Neighborhood Association
Stephen Green, Immediate Past President

Rollingwood Unit #6 Homeowners Association
Warren Truitt, Safety Coordinator

Save the American River Association
Warren Truitt, Vice President

The Classics at Gold River
Darryl Schmidt, Volunteer Coordinator, Neighborhood Safety

Digital freeway sign conditional use permit **01-06-2015**

Dear Mayor McGarvey, Vice Mayor Sander, City Council Members Budge, Terry, Skoglund, City Attorney Lingren, and City Manager Nakamura.

I would like to thank all of you for your service, dedication and loyalty to the city of Rancho Cordova. It was an honor to witness the recent swearing in ceremony of Mayor McGarvey, and Vice Mayor Sander. I can appreciate and fully understand what it takes to serve the public. I have been a Police Officer for over 15 years. I understand that you have to first and foremost be unbiased, possess qualities such as integrity, empathy, morals, values, honesty, and most importantly to do the right thing. I began a career in Law enforcement to help people, to give back to the community. I learned most of these values right here in Rancho Cordova. In the late 1970's my grandfather and Grandmother purchased the property located at 12137 Folsom Blvd. There were huge mountains of dredger tailings, rock, sand and gravel on the property. My father just got out of the military after serving eight years in the US Air Force during the Viet Nam War. His degree at American River College was in Business Management. My father and mother partnered with his parents and Started Nimbus Landscaping Materials. They imported decorative bulk landscaping and building supplies from all over the area. We and Rudy's Hideaway were the first business in the area, even before Naturewood. With a lot of hard, back breaking work we became a destination location for surrounding residents, businesses and municipalities to acquire bulk landscaping and building materials to construct their projects. I started helping my family at a young age with the business. I began bagging coal to heat resident's homes in the early 1980's, bagging sand to help with winter flooding. I was 12 years old. My father and grandfather taught me strong work ethics, and values. My grandfather would always tell me at a young age, treat people with respect, do unto to others as you would have them do unto you, don't be lazy, put in an honest day's work and help people. The list goes on. I learned so much at a young age from my grandfather and father. Fast forward, working full time at Nimbus, and going to college part time I earned a BS in Criminal Justice from CSUS. I then went on to enter my career in Law Enforcement, to achieve my dream, to help people in need, to protect and serve, to give back to the community. The reason I give you this small Bio of myself and family is because I want you to understand that we are real, honest, hardworking, genuine people who have owned and operated three businesses in the Rancho Cordova area for a very long time. We have provided numerous jobs for residents in the Rancho Cordova area over the years. We have contributed thousands of dollars in tax revenue in the City of Rancho Cordova. We have partnered with the city and residents in Rancho Cordova for over 30 years helping to beautify the community. My brother, Mark with Nimbus Pond Inc. built the water feature at Hagen Community Center on Chase Dr. Most recently Nimbus stayed open late and partnered with City employees to provide sand bags to the public during the recent storm. We have been doing things such as this for over 30 years.

My family and I feel that we were completely taken advantage of by CBS. As you know CBS entered in contract with us almost two years ago (1-24-2013) to place a sign on our property. They kept us in contract for almost a year and a half (5-28-2014), meeting with us, phone conversations, Emails, stating that the project was on its way. They continued to say they were just waiting on the City of Rancho Cordova to finalize a few things before they broke ground with construction. They, Kevin Johnson (CBS) kept promising us, next month, next month, the revenue will be coming in. This was obviously during the time of the recession, decline in the housing and building market. Our businesses took a huge hit as they were all tied to the building and construction industry. Building almost came to a stop. We, like many others took a huge financial hit with the economy. My parents actually lost their house and home equity of 40 years trying to stay afloat. They were barely able to retain the property, 12137 Folsom Blvd. We had no idea CBS was working with Naturewood behind our backs. We asked CBS if there was anything we could do, perhaps talk to the City, and write a letter. They told us no, that they had it handled, not to make contact with the City. My father still wrote the City a letter, and on his own met with Planner Jessica Jordan. It finally became apparent when CBS stopped staying in touch as often as they use to. When we tried to make contact with CBS's representative Kevin Johnson, he was always out of town, on vacation, numerous excuses, all while telling us things were still in motion, it would be soon, It became evident this was far from the truth. We knew something just wasn't right. We put our trust in Kevin Johnson and CBS. After spending thousands of dollars for legal advice, reviewing, establishing lease agreements, addendums and hundreds of hours of personal time, we finally realized CBS was leading us on. They had no plans on breaking ground or starting the project. We emailed them and requested a letter, allowing us to opt out of their contract, which was binding us from virtually doing anything with our property, tying it up for over 17 months. We were completely taken advantage of, and mislead by CBS and Kevin Johnson. They continually lied to us and led us on; keeping us from doing business with another company, all the while they were secretly working on a deal next door with Naturewood. This business practice was completely unethical and wrong in every way. Makes me sick to my stomach when I think of what they put my elderly parents through in times such as this. I ask myself, why in the world would the City of Rancho Cordova want to do business, potentially enter a 25 year Partnership with a company like this?

Finally after 16 months 05-28-2014, we received a contract release letter from CBS Outdoor. We talked to Clear Channel about a digital sign and entered into contract with them (6-27-2014). We were advised that Clear Channel was trying to put a sign up at the Naturewood property a couple years prior but Rancho Cordova City Counsel told them that they would not approve a sign at that location, that Clear Channel had to find a more industrial location. Well, our property is 2 acres, rectangular, approx. 400' of Freeway frontage and 200' wide and zoned light industrial. It is a clear open slate for a project such as this.

Realistically the sign could go anywhere on our property and it would not affect business, the building, or Folsom Blvd. It would not obscure anything. The sign would not stretch from Folsom Blvd. to Hwy 50 like it would on Naturewood's triangular shaped property.

Between 8-13-2013 and 2-21-2014, as per Google Earth pictures, Naturewood or someone removed two old growth, 100 year plus, Black Walnut trees at the western tip of their property, plus numerous trees in their western parking lot planter barriers near where they would like to put the sign. Did they have City approval; was it CBS that advised them to do this? Drive by; look at the area on the west end of their property, clearly exposed stumps and empty planters. Did Michael Wagner bring this up, No, he remained completely professional. Our Coastal Redwoods are not indigenous to the area as the Walnut trees were; they thrive in the coastal regions, consuming hundreds of gallons of water each day. Both of my grandfathers and grandmother are World War two Veterans. My father is a Vietnam era Veteran serving 8 years in the Air Force. I put the uniform on every day, sacrificing my safety for the good of the public. For over 25 years we raised and lowered an American flag every day adjacent to highway 50 on our property; allowing it to soar above the freeway, paying respect to Americans and America. We are a very proud, patriotic family. Two of the Redwoods have overgrown and blocked the flag pole. It would be a blessing to re-plant more indigenous trees and let the American flag soar again, bringing back my late grandfathers tradition. There are over 1000 Redwoods from Bradshaw to Hazel along the freeway corridor, many trimmed high from the ground, such as the Redwoods around 2729 Prospect Drive (City Hall). There are no redwood trees along the City of Folsom and El Dorado Hills Highway 50 corridor east of Hazel Ave. as they are not indigenous to the area. To five or all of the Redwood trees on our property would be less than ½ of 1% of the Redwoods along the Highway 50 corridor through Rancho Cordova. This would clearly having a minimal impact on the Coastal Redwood population in Rancho Cordova. Neither Clear Channel nor do we want to eradicate the landscaping or trees on our property. It is the complete opposite. We want to beautify the 400' of freeway frontage, encompassing the City of Rancho Cordova's vision. This is an opportunity to plant indigenous trees, shrubs, and plants, beautifying this highly travelled corridor. It is our goal, that if any trees are removed, to replace them two fold with indigenous trees, plants and shrubs. Clear Channel will pay for whatever landscape design and installation the City wants. I believe this area is in great need of updating and beautifying. A few hundred thousand vehicles drive by this location daily.

Something else that struck me odd with CBS is that they hired an attorney to represent them. An attorney that stated negative things about the Hansen family, negative things about our location, negative things about Clear Channel and the rumor the of threatening legal actions against the City of Rancho Cordova. Why is this? Kevin Johnson surely didn't represent and present their proposition, because he is as unethical as they come. Clear Channel had humble, respectful,

Michael Wagner, a sales representative, that spoke nothing but positively about the City of Rancho Cordova and Clear Channels proposal. He didn't speak negatively about the Key's family, Naturewood, or CBS for that matter. Clear Channel has proven themselves throughout their prior and current relationship with the City of Rancho Cordova. They voluntarily removed profitable signs in effort to assist the City in beautifying the City. They donated benches, bus stops, City advertising. They didn't place an unrealistic value on any advertising they were offering the City. It was a gift, for the betterment of the community. As Michael Wagner stated, Clear Channel is all in, they would provide the City whatever they needed, whatever was fair, whatever it takes to continue the mutual, positive Partnership. If the City needs advertisement space, a designated click, for an emergency, a city function, or event, it wouldn't be a problem; Clear Channel would accommodate the City. An unrealistic value wouldn't be placed on the donated advertisement space. Clear Channel is a true proven Partner to the City of Rancho Cordova. They would proudly continue to remove signs along Highway 50 in the city of Rancho Cordova if they had them.

It is so ironic that CBS was claiming Monopoly, speaking of fair competition. It is they who are a Monopoly. They have 6 double sided signs from Sunrise to Hazel along the south side of highway 50, far exceeding Clear Channel's 2 1/2. Did CBS offer to remove one, or all of their signs along Highway 50? No, they offered to remove one sign and another sign not even in the city limits. If you take a drive, CBS\Outdoor owns 95%, or more, of the signs in the city of Folsom, El Dorado Hills along Highway 50, all the way to South Lake Tahoe along Highway 50. They own 99% of all signs along Highway 50 to Interstate 80 towards San Francisco. All you see is there newly attached large "OUTFRONT" placards pasted on the signs. It is completely ridiculous that this attorney would even bring this up; it is they who are monopolizing on the region. Again, what a terribly unethical tactic. Clear Channel also has a sign in the County of Sacramento, North of highway 50 that they could remove if that is what the City is allowing, and asking for? Is it policy that a company can remove signs outside of City jurisdiction and still be counted as inside?

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CBS/OUTFRONT and is their committed financee and support for the acquisition. OUTFRONT MEDIA shares began trading on the New York Stock Exchange on March 28, 2014; the CEO of CBS Corporation was present. Wells Fargo Bank will also serve as the company's election and disbursing agent. CBS/OUTFRONT has partnered with Wells Fargo. I truly hope there is no conflict of interest.

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In regards to the comment about the Hazel off ramp sign having anything to do with the placement of a sign, I believe the argument is inaccurate and made up. Being an expert in traffic, and thinking logically, if the billboard was before the Hazel off ramp sign it would tend to pull people's attention to the billboard, causing them to not focus on the off ramp sign, possibly missing the exit, or causing them to make a last second lane change to not miss the exit. This could quite possibly be more dangerous. However if the Hazel off ramp sign was before the billboard this would not occur, people would see the off ramp sign prior to the billboard, and make their appropriate lane change. There are actually two exit signs. With both locations being so close to one another, I don't even think this an arguable issue. There are Cal Trans directional signs in the middle of the freeway, on both sides of the freeway, ground mounted, pole mounted, L shape mounts above traffic, attached to center medians, billboards within 1000' from one another. I truly don't think there is any proof that any of the signs are the cause of accidents. I have not been able to find any research supporting that theory. There are also two Cal Trans exit signs just prior to Naturewood. The Hazel off ramp sign that was spoken of is right in the middle of Naturewood's building. If you are traveling W/B Highway 50 just prior to the Folsom Blvd. exit, there is a Folsom exit off ramp sign, then a large OUTFRONT sign as you exit. They are in very close proximity.

If the city is now going to allow CBS to place a sign on Naturewood's property when Clear Channel was told the City will not approve a sign at that location, that equates to millions of dollars of lost revenue by Clear Channel based on the City's decision. It also doesn't go well with the dedication, loyalty, respect, and commitment Clear Channel has given the city of Rancho Cordova over the past years. Clear Channel took the City's advice and found what they asked for, an industrial piece of property. We have worked with both companies and for obvious reasons I mentioned above we believe that Clear Channel is a far better choice to continue partnering with. What CBS did to us was just not right. What

CBS did to the City of Rancho Cordova was not right, bad business and politics.

The City stated it wasn't about the money, the "Chump Change." However I disagree. The 2.2 Million dollars Clear Channel offered equates to a lot of jobs within the city. This is far more than CBS offered. Clear Channel also wanted to donate money towards the Folsom Blvd. revitalization project. Did CBS, do they care about Rancho Cordova and the community, the vision? Clear Channel offered to pay for Landscaping and modernizing over 400' of Freeway frontage that thousands of people see every day. Did CBS offer to do any landscaping or beautifications of the Folsom Blvd. or Highway 50 corridor, the trees that were illegally removed at Naturewood? If the City mainly wants signs removed and it's not about the money or anything else, I think they should allow Clear Channel the opportunity to remove signs in the County, on the other side of the Freeway and assist with beautifying the Rancho Cordova corridor's. The Naturewood location shouldn't even be on the table, it was already decided against years ago. Also even in light of all the unethical treatment we received from CBS, tying our hands, We and Clear Channel were still able to get our completed application into the City first. I think the City should go with who they know, what they know, proven past practice, go with who they trust, who has been loyal to the City, and go with the ones who share the same vision as Rancho Cordova. Don't go with some unethical, giant company that just care about getting their large OUTFRONT placards all over the place at any means possible without due regard for others.

We ask one thing, that you go to your hearts, that you do the right thing, and that you don't let this company bully you into a decision by fear of legal action. We ask that you continue to work with Clear Channel and the Hansen family, we truly believe in the same vision, "to update, and beautify the City, something we have been greatly involved with for the past 30 plus years.

Respectfully,
Steven Hansen

Mindy Cuppy

From: Pam Britton <imbritton@yahoo.com>
Sent: Tuesday, January 20, 2015 9:27 AM
To: Mindy Cuppy
Subject: Electronic billboards

Michael Britton and Pamela Britton-Sunriver residents, are opposed to any electronic billboards that are proposed for Rancho Cordova. Please note our opposition.
Thank you,
Michael and Pamela Britton
11030 Mammoth River Ct.
Rancho Cordova, Ca 95670
imbritton@yahoo.com

Sent from my iPad

Mindy Cuppy

From: Raymond Fox <rjfox@att.net>
Sent: Tuesday, January 20, 2015 12:28 PM
To: Mindy Cuppy
Subject: Digital Signage

In regard to the issue of more digital signage in Rancho Cordova, please allow me to voice my opinion that our fair city should be doing everything in its power to enhance and protect our natural environment and put an end to digital signage within our city limits. As a riverside community, we should recognize the value of Rancho Cordva's unique natural setting, and prohibit corporate intrusions such as digital signage, which adds to the already severe light pollution problem we have. The artificial light emitted by a digital sign would disrupt the natural circadian rhythms of the wildlife found within our borders. Recent studies have found links between light pollution and serious health issues such as cancer. Additional digital signage in our city would only exacerbate this problem.

On a personal note, as a father, I would like to pass along my love of the night sky to my sons. But currently, due to Rancho Cordova's ever-worsening light pollution, I can count the number of stars I can see from my home on two hands, making backyard astronomy and stargazing a thing of the past for Rancho Cordova families. Preventing digital signage in our city would at least be a step in the right direction to return the stars to Rancho Cordova's skies.

Sincerely,

-Ray Fox
Rancho Cordova Resident

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Jessica Jordan, Principal Planner

SUBJECT: **SIERRA OUTDOOR/CBS OUTDOOR DIGITAL FREEWAY SIGN CONDITIONAL USE PERMIT AND OPERATING AGREEMENT; PROJECT NO. DD8490 – LOCATED AT 12125 FOLSOM BOULEVARD.**

PROPERTY OWNER:	**APPLICANTS:**
1988 Keyes Family Limited Partnership Ms. Lisa Keyes 12125 Folsom Boulevard Rancho Cordova, 95742	Sierra Outdoor, LLC Mr. Patrick Gardner 3445 American River Drive, Suite A Sacramento, CA 95864 CBS Outdoor Mr. Kevin Johnson 2050 W. Fremont Street Stockton, CA 95203

PROJECT:	The applicant is requesting a Conditional Use Permit and Operating Agreement for a digital freeway sign in the parking lot of the Naturwood Home Furnishing store, located at 12125 Folsom Boulevard (APN 069-0160-021-0000). The proposed digital freeway sign would be 60 feet in height and would have two digital display areas measuring 14 feet by 48 feet, for a sign area of 672 square feet on each side. Decorative pole cladding will surround the pole base. In addition to the new digital freeway sign, two traditional billboards will be removed at 11373 Folsom Boulevard and near 9847 Folsom Boulevard at the City's western city limits respectively.
FILE:	DD8490
LOCATION:	12125 Folsom Boulevard
APN:	069-0160-021-0000
PLANNER:	Jessica Jordan

RECOMMENDATION

Adopt Resolution 4-2015.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 4-2015 would allow for the construction of a new Digital Freeway Sign located at 12125 Folsom Boulevard. The sign would be located within an existing landscape planter in the existing Naturwood Home Furnishings parking lot. No vegetation would be removed to accommodate the new sign. Two existing traditional billboards located at 11373

Folsom Boulevard and near 9847 Folsom Boulevard would be removed as part of the project. Additionally, the Applicant will enter into an Operating Agreement with the City, requiring additional community benefits of the project.

BACKGROUND

The City Council conducted a continued public hearing of this item on December 15, 2014. During the continued public hearing, staff presented the further details of the project and answered questions as desired. The applicant provided a presentation to the City Council as well. At the conclusion of the discussion, the City Council directed staff to prepare documents approving the project as proposed. As directed, such documents are provided herein as **Attachment 1**.

ATTACHMENT

Resolution 4-2015, including the Mitigated Negative Declaration (**Exhibit A**), Conditions of Approval (**Exhibit B**), Project Plans (**Exhibit C**), and Operating Agreement (**Exhibit D**).

CITY OF RANCHO CORDOVA

RESOLUTION NO. 4-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA ADOPTING THE MITIGATED NEGATIVE DECLARATION AND APPROVING THE SIERRA OUTDOOR/OUTFRONT MEDIA LLC DIGITAL FREEWAY SIGN CONDITIONAL USE PERMIT AND OPERATING AGREEMENT – DD8490

WHEREAS, the applicant for the Sierra Outdoor/Outfront Media LLC Digital Freeway Sign project ("Project") has applied to the City of Rancho Cordova ("City") for a Conditional Use Permit and Operating Agreement for the installation of a Digital Freeway Sign, located at 12125 Folsom Boulevard; and

WHEREAS, the City's Zoning Code allows for the installation of Digital Freeway Signs in certain specified locations and subject to specific development standards; and

WHEREAS, the proposed project has been analyzed and complies with all applicable development standards identified in the City's Zoning Code; and

WHEREAS, the City determined that the project was subject to the California Environmental Quality Act (CEQA) and prepared an Initial Study pursuant to CEQA, attached hereto as **Exhibit A** and incorporated herein by reference, evaluating the potential environmental effects of the project; and

WHEREAS, the City determined the project would not result in any environmental impacts as identified in the Mitigated Negative Declaration/Initial Study; and

WHEREAS, the City distributed the Notice of Intent to Adopt the Mitigated Negative Declaration on August 15, 2014 and the Notice was published in the *Grapevine Independent*, posted at the Sacramento County Clerk's Office, distributed through the State Clearinghouse, and posted at the City offices, pursuant to CEQA Guidelines, Section 15072. A 30-day review and comment period for the Mitigated Negative Declaration opened on August 15, 2014 and closed September 15, 2014. The Mitigated Negative Declaration was made available to the public during this review period; and

WHEREAS, the City received two written comment letters within the 30-day public review period and responded to the comment in the project staff report; and

WHEREAS, the City has considered the comments received during the public review period and it does not alter the conclusions in the Initial Study and Mitigated Negative Declaration; and

WHEREAS, the City Council has reviewed the Initial Study, and the Mitigated Negative Declaration and find that these documents reflect its independent judgment; and

WHEREAS, on November 17, 2014 and December 15, 2014, the City Council held a properly noticed public hearing at which it received a report from City staff, oral and written testimony from the public, and deliberated on the item.

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

Section 1. **Recitals**. The foregoing recitals are true and correct and made a part of this Resolution.

Section 2. **Findings.** The City Council hereby finds that:

A. **CEQA Compliance.** The City has reviewed and considered the proposed project and has determined that the project will not have a significant effect on the environment, with substantial supporting evidence provided in the Initial Study. The City prepared and hereby adopts the attached Mitigated Negative Declaration, as **Exhibit A** for this project, and will file a Notice of Determination with the appropriate County agency.

B. **Conditional Use Permit.** In order for a CUP to be granted for the Digital Freeway Sign, the project must meet the required findings documented in Code Section 23.134.030. The following are each of the required findings and the evidence to support them:

a. 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 project site is currently developed with a parking lot and retail furniture store. The site is flat and visible from State Route 50. Access, topography, and location are optimal for the proposed Digital Freeway Sign. The subject property is sufficiently spaced from the freeway directional signs so as to not cause concern about driver decision-making and safety hazards in this location. The sign would be equipped with an automatic light sensor and brightness control that would eliminate excessive brightness and glare during night hours. Noise, erosion, odor, and dust are not concerns associated with a project of this type. Aesthetic considerations have been analyzed and are appropriately addressed by project components.

b. 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: No substantial negative impacts to adjacent properties are anticipated as a result of this project. The aesthetics of the area will remain mainly the same, with the proposed Digital Freeway Sign being located within an existing parking lot island. No vegetation will be removed from the property to accommodate the sign. Standards regarding sign illumination and messaging standards will ensure that no negative or visually confusing effects are caused by the proposed sign.

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

Evidence: The site is currently served with electricity, which will be extended to provide support to the proposed Digital Freeway Sign. No additional public facilities are required by the project.

d. Finding: The project meets the requirements of the Zoning Code including development standards, design guidelines, and special use provisions.

Evidence: The proposed project has been analyzed and is consistent with all applicable Code standards as demonstrated in **Exhibits B and C**. The Applicant's proposed Operating Agreement, attached as **Exhibit D** and incorporated herein, will cause the Digital Freeway Sign to comply with the applicable standards. The project would result in the removal of two traditional billboards within the City limits: one within the State Route 50 corridor and one within the City proper. The Operating Agreement establishes a schedule and duty to provide the City with additional community benefits, mainly monetary contributions, to be used throughout the community to offset the aesthetic impacts of the project.

e. 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.

Evidence: The project is not considered nonconforming.

C. **Operating Agreement.** The Applicant has voluntarily proposed to enter into an Operating Agreement with the City to memorialize the proposed sign and regulate usage of the sign. The Applicant's proposed Operating Agreement, attached as **Exhibit D**, will memorialize the agreements made to support approval of the project.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____day of _____, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

EXHIBIT A

SIERRA OUTDOOR DIGITAL SIGN AT NATURWOOD CONDITIONAL USE PERMIT AND OPERATING AGREEMENT PROJECT

Initial Study/Mitigated Negative Declaration

2729 Prospect Park Drive
Rancho Cordova, CA 95670

August 2014

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

FOR

SIERRA OUTDOOR SIGN AT NATURWOOD CONDITIONAL USE PERMIT AND OPERATING AGREEMENT PROJECT

CITY OF RANCHO CORDOVA, CALIFORNIA

Prepared by:

THE CITY OF RANCHO CORDOVA
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Phone: (916) 851-8700
Fax: (916) 851-8787

AUGUST 2014

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INTRODUCTION

EXHIBIT A

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Sierra Outdoor Digital Sign at Naturwood Conditional Use Permit and Operating Agreement project (hereafter referred to as the proposed project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with the CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

a) *The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*

b) *The Initial Study identified potentially significant effects, but:*

   1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*

   2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

In this case, the Initial Study shows that there is no substantial evidence, in the light of the whole record, that the proposed project may have a significant effect on the environment. Therefore, a Mitigated Negative Declaration has been prepared.

The Rancho Cordova City Council certified the Rancho Cordova General Plan EIR (GP EIR) on June 26, 2006 (State Clearinghouse Number 2005022137). The GP EIR was prepared as a program EIR pursuant to CEQA Guidelines Section 15168.

The proposed project is within the scope of activities and land uses studied in the GP EIR. However, specific information about the proposed project was not known at the time of the preparation of the GP EIR, and the project-specific impacts resulting from implementation of the proposed project were not fully identified in the GP EIR. Therefore, additional analysis and potential mitigation of the environmental effects of the proposed project are required. CEQA Guidelines Section 15183 provides guidance as to the scope of this subsequent analysis. CEQA Guidelines Section 15183 states:

a) *CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might*

be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those, which the agency determines, in an Initial Study or other analysis:

1) Are peculiar to the project or the parcel on which the project would be located.

2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent.

3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This IS/MND addresses project-specific impacts that were not fully addressed in the GP EIR. Additionally, this IS/MND summarizes the City's findings relating to the GP EIR and how the criteria set forth in CEQA Guidelines Section 15183 have been met.

The GP EIR analyzed the environmental effects of the implementation of the twelve policy elements of the General Plan. The twelve policy elements concentrated on providing policy guidance in the following areas:

- Land Use
- Urban Design
- Economic Development
- Housing
- Circulation
- Open Space, Parks, and Trails
- Infrastructure, Services, and Finance
- Natural Resources
- Cultural and Historic Resources
- Safety
- Air Quality
- Noise

In adopting the General Plan and certifying the GP EIR as complete and adequate, the City Council adopted findings of fact and a statement of overriding considerations for those impacts that could not be mitigated to less than significant levels.

Impacts deemed in the GP EIR to be significant and unavoidable included the following:

- Conflicts with applicable land use plans
- Various impacts on agricultural land
- Conflicts with Williamson Act contracts
- Substantial population, housing, and employment growth
- Deficient traffic level of service by 2030
- Worsening of already unacceptable operations on US-50

- Conflicts with the Regional Ozone Attainment Plan
- Significant construction-based pollutant emissions
- Significant operational pollutant emissions
- Significant emissions of toxic air contaminants
- Creation of construction, traffic, and operational noise above standards
- Creation of new noise-sensitive land uses within airport noise areas
- Loss of availability of aggregate resources
- Impacts on water supply (both availability of water and infrastructure required)
- Impacts to habitat and individuals of special-status species
- Impacts to raptors, migratory birds, and other wildlife
- Impacts to jurisdictional waters of the United States
- Impacts to animal movement corridors
- Loss of native and landmark trees
- Disturbance of cultural resources and human remains
- Environmental impacts resulting from the need for more wastewater infrastructure
- Degradation of the existing visual character of the area

The GP EIR also identified several cumulative impacts that would be cumulatively considerable and significant and unavoidable, including the following:

- Conflicts with area land use plans
- Conversion of farmland to other uses and agricultural/urban interface conflicts
- Substantial population, housing, and employment growth
- Significant impacts to area traffic level of service
- Increases in regional ozone and particulate matter emissions
- Increases in regional traffic and operational noise
- Cumulative loss of mineral resources
- Increased regional demand for water supply and need for water infrastructure
- Cumulative loss of biological resources
- Cumulative loss of cultural resources
- Increases in wastewater treatment capacity and infrastructure
- Changes in area visual character and landscape

Detailed information regarding both the project impacts and cumulative impacts identified above is included in the GP EIR. The GP EIR is available online at http://gp.cityofranchocordova.org and on request at the City at the following address:

City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

In accordance with CEQA Guidelines Section 15183, a discussion of each of the impacts found to be significant in the GP EIR and the relative impact of the proposed project in each of those categories is provided in this IS/MND. This IS/MND incorporates the GP EIR by reference.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project.

Because the proposed project is to be carried out by a private development company and because the City of Rancho Cordova has general governmental powers over the proposed project, the lead agency for the proposed project is the City of Rancho Cordova.

1.3 PURPOSE AND ORGANIZATION OF THE DOCUMENT

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed project.

This document is divided into the following sections:

1.0 Introduction – Provides an introduction and describes the purpose and organization of this document.

2.0 Project Description – Provides a detailed description of the proposed project.

3.0 Environmental Setting, Impacts, and Mitigation Measures – Describes the environmental setting for each of the environmental subject areas (as described in Appendix G of the CEQA Guidelines), evaluates a range of impacts classified as "no impact," "less than significant impact," or "less than significant impact with mitigation incorporated" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level.

4.0 Cumulative Impacts – Provides a discussion of cumulative impacts of the proposed project.

5.0 Determination – Provides the environmental determination for the proposed project.

6.0 Report Preparation and Consultations – Identifies staff and consultants responsible for preparation of this document.

7.0 References – Provides a list of references used to prepare the IS/MND.

1.4 REGULATORY FRAMEWORK AND ASSUMPTIONS

The proposed project is subject to the policies and designations of the City of Rancho Cordova General Plan (hereafter referred to as the General Plan). For the purposes of this document, GP EIR refers to the entirety of the General Plan EIR, GP FEIR refers to the Final EIR for the General Plan, and GP DEIR refers to the Draft EIR for the General Plan. The proposed project is also subject to the applicable provisions of the City's Municipal Code, the California Building Code, and other local, state, and federal regulations related to digital freeway signs.

PROJECT DESCRIPTION

EXHIBIT A

2.1 PROJECT LOCATION

The proposed project includes the development of an outdoor digital freeway sign to be located on the site of an existing furniture store (Naturwood Home Furnishings) at 12125 Folsom Boulevard (APN 069-0160-021) (hereafter installation site). The proposed digital freeway sign would be installed within an existing parking lot island in the site's southwestern end, adjacent to US Highway 50 (US-50). The sign would be visible to both eastbound and westbound travelers on US-50 and would be located approximately 2,200 feet west of the Hazel Avenue/US-50 off-ramp in northeastern Rancho Cordova (see **Figure 1** and **Figure 2**).

The proposed project also includes removal of two existing traditional billboards. One is located at 11373 Folsom Boulevard, adjacent to the south side of Folsom Boulevard and US-50, in the Folsom RV parking lot. The other billboard to be removed is located at 9847 Folsom Boulevard, on the north side of the roadway, near a drainage ditch and an electrical substation.

2.2 PROJECT CHARACTERISTICS

The proposed project includes a Conditional Use Permit and Operating Agreement for construction of a digital freeway sign on the site of the existing Naturwood Home Furnishings (APN 069-0160-021). The installation site is located in the City's Digital Freeway Signs Overlay area, as identified in Figure 23.743-8 of the Rancho Cordova Zoning Code. The installation site and the surrounding areas are zoned Light Industrial (M-1). The site is fully developed with a large structure, a parking lot, and landscaping.

The proposed digital freeway sign would be 60 feet in height and would have two digital display areas, measuring 14 feet by 46 feet for a sign area of 644 square feet on each side. Decorative pole cladding would surround the center-mounted pole base (see **Figure 3**). The sign faces would be oriented for optimal viewing by travelers in both directions along US-50 and Folsom Boulevard. Each sign would provide digital messaging, at a change frequency of no less than 8 seconds per message, primarily for commercial enterprise. The sign would also provide emergency responders and the City with access to the message board for emergency messaging (such as Amber Alerts) and other community messaging.

The highest level of illumination, approximately 10 foot-candles, occurs immediately perpendicular to and at the sign face. Foot-candles taper off with distance from the sign face; at 250 feet, illumination would be no more than 0.3 foot-candles, basically equal to ambient light levels. Illumination would be directed such that minimal light spill would occur on either side or the top or bottom of the sign face. The project applicant indicates that the digital freeway sign would be provided 100 amp (amperage) service from the electricity provider. This is approximately one-half of the amperage provided to most residential homes (200 amperage). The sign is estimated to utilize, based on the current technology, approximately 120,000 kilowatt-hours (kWh) per year of electricity, based on a monthly average of 10,000 kWh. The average annual electricity consumption for a residential utility customer in 2012 in the United States was 10,837 kWh, an average of 903 kWh per month (EIA 2014).

Overall construction of the proposed digital freeway sign is anticipated to begin in fall 2014 and would take approximately two weeks to complete. No grading or paving would be required. Construction equipment required would include a bore/drill rig and crane.

As required by the Zoning Code standards regulating digital freeway signs, the project would also include removal of two traditional billboards. The proposed removal of the traditional billboards would include removal of the footing below grade, some filling of the area where the

poles are removed, and a return of the surface to that of the surrounding area. The 11373 Folsom Boulevard site is in a paved lot, so minor repaving would be necessary in the surrounding parking lot. The 9847 Folsom Boulevard site is located at the edge of an undeveloped parcel that has recently been disked. It is located west of a fence that separates that parcel from a concrete-lined drainage ditch. Scrub oaks are located on the other side of the fence. The project does not propose removal of any oaks. The project applicant would also enter into an operating agreement with the City consistent with Zoning Code standards.

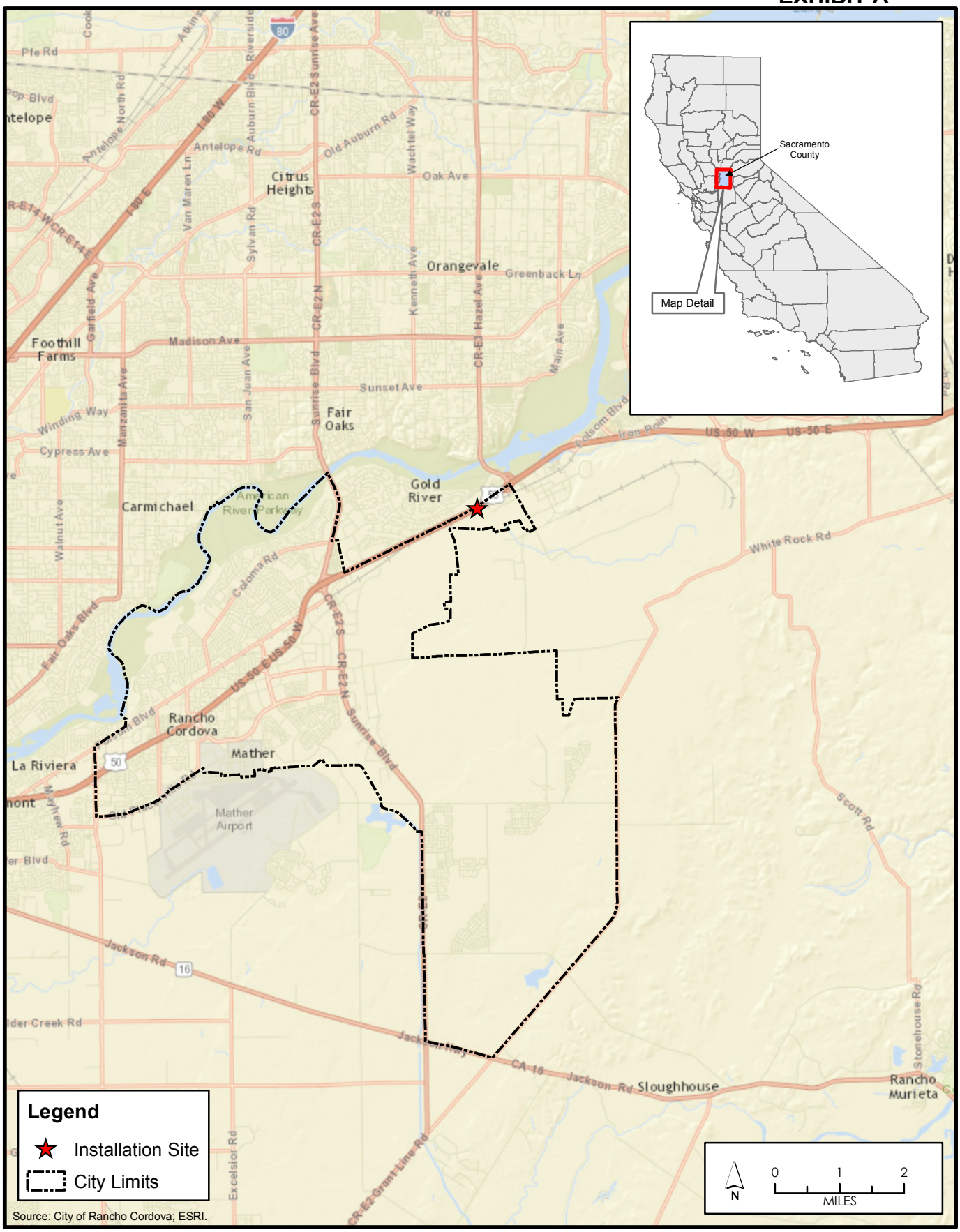
2.3 REQUIRED PROJECT APPROVALS

The proposed project consists of the following application requests:

- Conditional Use Permit
- Operating Agreement

Following issuance of the City's Conditional Use Permit approval and building permit for the proposed digital freeway sign, the project applicant would apply for and be issued a permit from the California Department of Transportation (Caltrans) prior to sign installation.

EXHIBIT A



City of Rancho Cordova
Planning Department

Figure 1

Regional Vicinity

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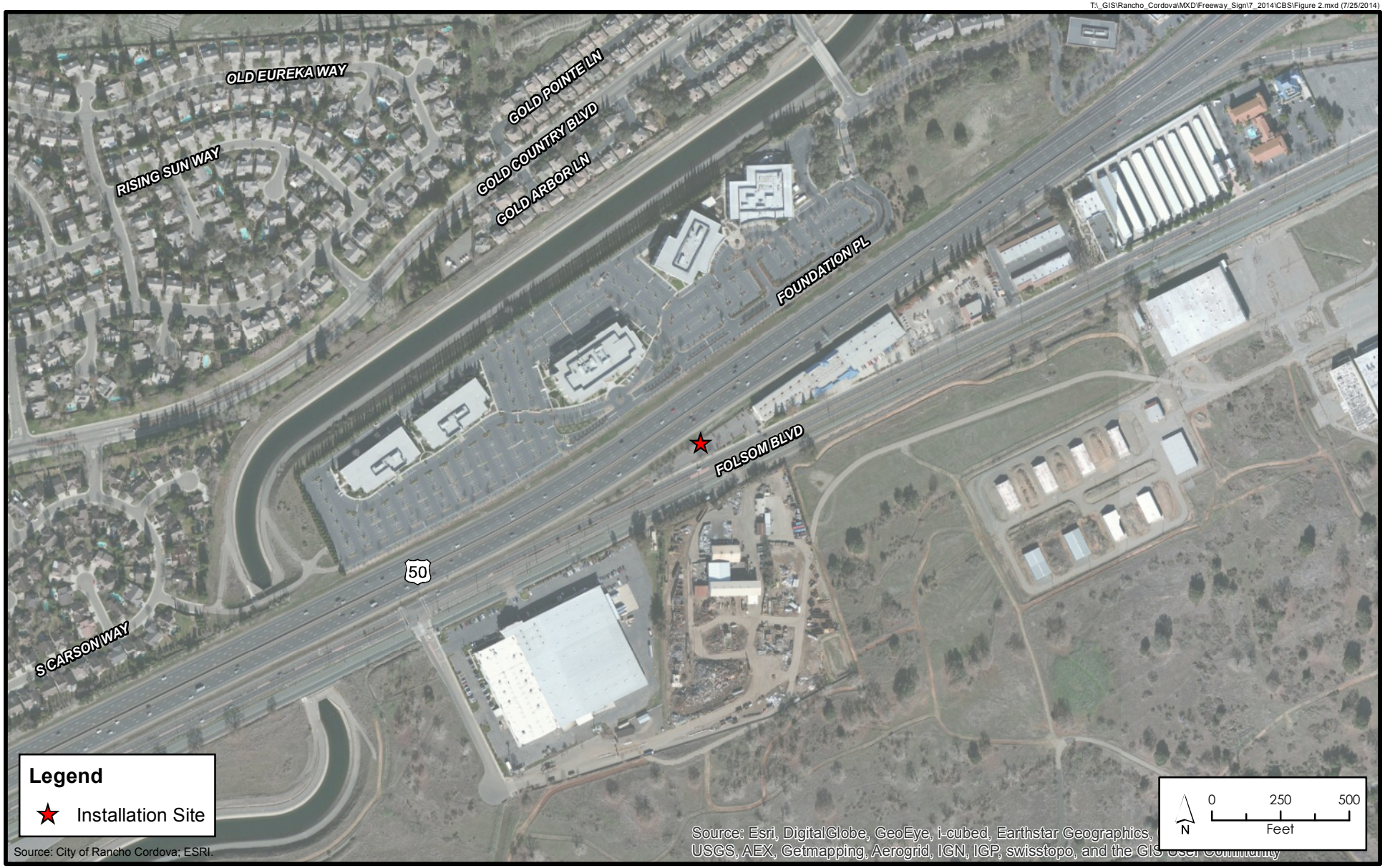
T:_GIS\Rancho_Cordova\MXD\Freeway_Sign\7_2014\CBS\Figure 2.mxd (7/25/2014)



Source: City of Rancho Cordova; ESRI.

City of Rancho Cordova
Planning Department

Figure 2

Installation Site Location

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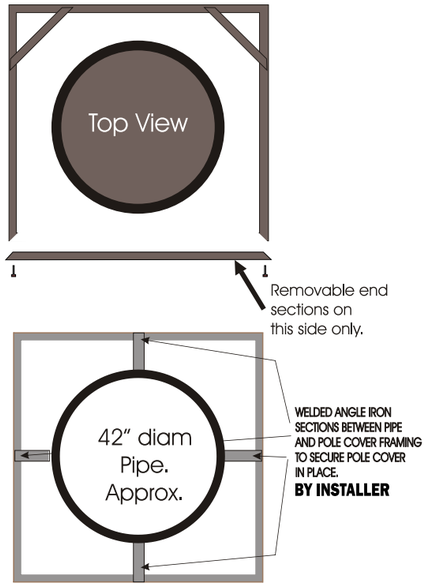
T:_CS\Work\Rancho Cordova, City of\Clear Channel Electronic Sign\Figures

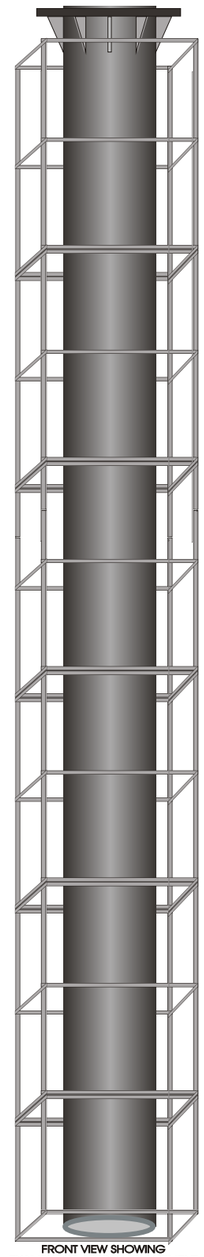


Fabricate and install one **5' x 5' x 38'** tall pole cover for new billboard.
Internal angle to be 1-1/2" x 1/1/2" x 3/16".

Outer skin to be .090 aluminum,
Painted Mathews "Brushed Aluminum". Satin finish.
½" tall inset reveals painted same color as pole cover.

CBS copy on both sides to be routed out of aluminum and backed with blue acrylic. 4" deep light box pan with white LED's mounted behind routed opening. 20" x 44" overall.

Pole cover to be welded to pipe as noted in diagram.



FRONT VIEW SHOWING EXAMPLE OF APPROX. PLACEMENT OF INTERNAL ANGLE IRON FRAMING

Source: Equity Sign Group

Figure 3
Proposed Sign Design
PMC®

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Westbound

Eastbound

Source: Clear Channel

Figure 4
Simulated View of Proposed Sign

PMC®

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Environmental Settings, Impacts, and Mitigation Measures

EXHIBIT A

3.1 INTRODUCTION

This section provides an evaluation of the potential environmental impacts of the proposed project, including the CEQA Mandatory Findings of Significance. There are 17 specific environmental issues evaluated in this chapter. Cumulative impacts to these issues are evaluated in Section 4.0. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

For each issue area, one or two of five conclusions is made, as appropriate:

- **No Impact:** No project-related impact to the environment would occur with project development.

- **Less Than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

- **Less Than Significant Impact With Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.

- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- **Reviewed Under Previous Document:** The impact has been adequately addressed in previous environmental documents, and further analysis is not required. The discussion will include reference to the previous documents.

3.2 INITIAL ENVIRONMENTAL STUDY

1. Project Title:	Sierra Outdoor Digital Sign at Naturwood Conditional Use Permit and Operating Agreement
2. Lead Agency Name and Address:	City of Rancho Cordova 2729 Prospect Park Place Rancho Cordova, CA 95670
3. Contact Person and Phone Number:	Jessica Jordan; (916) 851-8756
4. Project Location:	The project (installation) site is located at 12125 Folsom Boulevard, adjacent to eastbound US Highway 50, west of Hazel Avenue, in Rancho Cordova. Existing billboards would be removed at 11373 Folsom Boulevard and 9847 Folsom Boulevard.
5. Project Sponsor's Name and Address:	Sierra Outdoor, LLC Vinton Hawkins 3445 American River Drive, Suite A Sacramento, CA 95864 (916) 974-3355
6. Current Zoning:	Light Industrial (M-1) Digital Freeway Signs Overlay
7. General Plan Designation:	Folsom Boulevard Planning Area
8. APN Number(s):	069-0160-021
9. Description of the Project:	See Section 2.2 of this IS/ND.
10. Surrounding Land Uses and Setting:	See Section 2.2 of this IS/ND.

11. Other public agencies whose approval may be required: (e.g., permits, financing approval, or participation agreement)

- California Department of Transportation (Caltrans)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a "Less Than Significant Impact With Mitigation Incorporated" or "Potentially Significant/Reviewed Under Previous Document" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population and Housing
☐ Agriculture and Forest Resources	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology and Water Quality	☐ Recreation
☒ Biological Resources	☐ Land Use and Planning	☐ Transportation/Traffic
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Geology and Soils	☐ Noise	☐ Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

3) A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

4) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5) "Less Than Significant Impact With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

6) "Reviewed Under Previous Document" applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. If an impact is reviewed under a previous document, an impact of "Potentially Significant" does not necessarily require an EIR. If the program EIR identified a significant and unavoidable impact and the proposed project was adequately described in the program EIR, an impact of "Potentially Significant/Reviewed Under

Previous Document" does not require an EIR, pursuant to Public Resources Code Section 21083.3.

7) Earlier analyses may be used where, pursuant to the tiering, program environmental impact report, or other CEQA process, an impact has been adequately analyzed in an earlier EIR or negative declaration.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
I. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☒

EXISTING SETTING

The installation and removal sites are located in the Folsom Boulevard Planning Area and is zoned for and predominated by light industrial/commercial development. This area is surrounded by additional industrial and commercial lands. The installation site itself is developed as a Naturwood Home Furnishings store and associated parking lot and landscaping. The 11373 Folsom Boulevard site is in a paved lot and would involve minor repaving in the surrounding parking lot. The 9847 Folsom Boulevard site is located at the edge of an undeveloped parcel that has recently been disked. It is located west of a fence that separates that parcel from a nearby drainage ditch. Scrub oaks are located on the other side of the fence. The project does not propose removal of any oaks.

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. The Rancho Cordova General Plan Environmental Impact Report (GP EIR) identified that impacts to scenic vistas in the city would be less than significant (GP DEIR, p. 4.13-6). The primary scenic vistas identified in the city occur along the American River in the vicinity of the American River Parkway Plan (GP DEIR, p. 4.13-6). The American River Parkway Plan is currently under the jurisdiction of the Sacramento County Municipal Services Agency Department of Regional Parks, Recreation, and Open Space. Because the American River Parkway Plan is not under the jurisdiction of the City of Rancho Cordova, the American River Parkway cannot be modified by development projects in the city.

The proposed project includes installation of a digital freeway sign along the US-50 corridor and removal of two existing traditional billboards along Folsom Boulevard. The installation site is not visible from the American River Parkway; therefore, no impact to scenic vistas would occur.

b) *No Impact/Reviewed Under Previous Document*. The GP EIR found that no highways in the Planning Area were designated by state or local agencies as scenic highways (GP DEIR, p. 4.13-6).

See Response I(a). The installation site is not located in a scenic highway corridor. Therefore, there would be no impact.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. Impacts relating to the alteration of visual character in the city were identified in the GP EIR and were predominantly associated with the urbanization of the rural and undeveloped portions of the city and areas east of the incorporated boundaries (GP DEIR, pp. 4.13-8 through -10). Impacts of the General Plan to visual resources were found to be significant and unavoidable (GP DEIR, p. 4.13-10).

The proposed project includes installation of a digital freeway sign along the heavily urbanized US-50 corridor and removal of two existing traditional billboards along Folsom Boulevard. The project is anticipated to change the visual nature and character of the surroundings in a manner anticipated by and consistent with urbanization considered in the General Plan.

The proposed sign would introduce illumination, changing messages, and a 60-foot-tall structure to the installation site, which currently does not contain any signage, illumination, or tall structures. However, the US-50 corridor is heavily urbanized and the installation site is surrounded by commercial and industrial uses, utility lines, and street lighting. In addition, the project includes removal of two existing traditional billboards. The anticipated visual changes would be in character with the area and therefore would not be considered to substantially degrade surrounding views.

The City's standards for digital freeway signs ensure that these signs do not cause substantial visual impacts by limiting their size, height, and sign face area, requiring that the illumination be limited to 0.3 foot-candles at 250 feet and that the light levels be responsive to the changes in ambient light that naturally occur in a 24-hour period (i.e., self-dimming). Adherence to these standards would be ensured through the Conditional Use Permit and building permit processes; therefore, visual impacts to the site surroundings would be less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. Impacts relating to light and glare were identified in the GP EIR and were related to reflective glare from new structures built under the General Plan and the introduction of new sources of light associated with development and redevelopment of the city (GP DEIR, p. 4.13-13). Areas of the city and the City's Planning Area that are currently undeveloped would see the majority of the impact due to the current lack of reflective surfaces and light sources in undeveloped areas (GP DEIR, p. 4.13-14). Due to design guidelines adopted by the City and with adherence to City Policy UD.4.2, impacts of the General Plan due to light and glare were found to be less than significant.

The proposed installation of a digital freeway sign would introduce new and/or increased sources of light and glare to the surrounding area. Digital billboards utilize light-emitting diode (LED) technology to display messages on a display screen. The proposed sign would include two sign faces, oriented in opposite directions, to be viewed by east- and westbound traffic on US-50 and Folsom Boulevard. As required by the City's Zoning Code, light levels of the digital billboard would not exceed 0.3 foot-candles over ambient light

levels at 250 feet from the sign face. Existing and future residential uses are more than 1,000 feet away from the installation site and across US-50, which is well beyond 250 feet from the proposed digital freeway sign. There are no other light-sensitive uses near the installation site. In order to ensure a consistent illumination not to exceed 0.3 foot-candles, the digital freeway sign would be equipped with light sensors to adjust light conditions to respond to the changing ambient light levels in a 24-hour period. The digital display may, in certain conditions, be brighter in the daytime than in darkness. The signs would also be required to comply with Caltrans standards for digital billboards, which include restrictions on lighting such that it not be directed at motorists at an intensity or brightness that is blinding or confusing.

Given the requirements for light level control and the responsiveness of the digital freeway sign to ambient light levels, as well as the removal of light sources from the two existing traditional billboards in the city limits, impacts related to new sources of light and glare would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒	☐
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a–e) *No Impact*. Both the installation and removal sites are located on a parcel that is zoned for industrial uses and is developed with an existing, actively used commercial/light industrial use. Surrounding uses consist primarily of additional commercial and industrial facilities. The sites are located in an urban area of the city and are not adjacent to any identified farmland. Additionally, the sites are not considered forestland, are not zoned for forestry use, and are not actively utilized as a forestry operation. Therefore, the proposed project would not involve any changes in the existing environment that could result in the conversion of farmland to nonagricultural use, result in a conflict with a Williamson Act contract or any existing agricultural use, or adversely impact designated forestland. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under applicable federal or state ambient air quality standards?	☐	☐	☒	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The Sacramento area is currently out of compliance with federal requirements for 8-hour ozone air quality standards and 1-hour ozone air quality standards. The region is in compliance with all other emissions standards. The Sacramento Metropolitan Air Quality Management District (SMAQMD) released the final Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-of-Progress Plan (Ozone Plan) in February 2006. According to the GP EIR, projected buildout of the Rancho Cordova General Plan Planning Area would be consistent with the assumptions used during preparation of the Ozone Plan (GP FEIR, pp. 4.0-5 through -6). However, because no feasible methods currently exist to completely offset air pollutant emission increases from land uses under the General Plan, the impact of the General Plan was considered to be significant and unavoidable (GP FEIR, p. 4.0-6).

In order to assist local agencies and municipalities with analyzing project-specific impacts to air quality and compliance with local air district attainment plans, the SMAQMD (2009) published the Guide to Air Quality Assessment in Sacramento County. This guide includes information on significance and mitigation for common air emissions issues. Additionally, the SMAQMD will review all development projects, including the proposed project, to ensure their compliance with local, state, and federal plans. The SMAQMD does include a specific screening standard for this type of project. However, considering the proposed project is not a trip-generating land use, other than 6–8 maintenance trips to the digital sign per year, the proposed project's operational air quality emissions would not exceed any SMAQMD threshold. In addition to these limited maintenance trips, it is important to note that the removal of two existing billboards included in the project would result in reduced maintenance trips for those signs, resulting in no net increase of trips related to signs in the area.

In the short term, construction activities to install the proposed digital freeway sign and to remove the existing traditional billboards would include minimal land disturbance, which may generate some dust or PM_{10} (particulate matter of 10 microns in size or less) pollutants. Construction would utilize minimal equipment (bore/drill rig and crane) for approximately two weeks. Considering these very limited construction activities, the proposed project's construction-related air quality emissions would not exceed SMAQMD thresholds of significance. Therefore, construction and operation of the proposed digital freeway sign would not interfere with the SMAQMD Ozone Plan, and impacts would be less than significant.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential air quality impacts from both construction and operation of new development in the city (GP DEIR, pp. 4.6-17 through -26). While policies, actions, and mitigation were included in the GP EIR, development in the Planning Area would still be intensified from current conditions. Therefore, significant and unavoidable impacts were expected as a result of the General Plan (GP DEIR, pp. 4.6-20 and -26).

See Response III(a). Sacramento County is a known area of nonattainment for state and federal standards for carbon monoxide (CO), ozone, and PM_{10}. Construction of the proposed project would result in temporary generation of emissions of reactive organic gases (ROG), nitrogen oxide (NOx), and PM_{10}. Construction-related emissions would be produced from construction equipment exhaust and minor ground disturbance. Construction emissions from the proposed project would fall well below the SMAQMD thresholds for NOx and PM_{10}. According to the standards set forth in the SMAQMD Guide to Air Quality Assessment, a site over 5.1 acres would generate PM_{10} that would require mitigation. The proposed project does not require grading and in turn would not exceed threshold PM_{10} levels from soil erosion and dust generation. This impact would be less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified that increases in ozone precursors (NO_x and ROG) would result in significant and unavoidable impacts on the region's status of nonattainment (GP DEIR, pp. 4.6-17 through -26). See Responses III(a) and III(b) for more information on the GP EIR findings related to ozone precursors.

See Responses III(a) and III(b) for project-specific discussion. This impact would be less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The GP EIR identified potential impacts to sensitive receptors due to both mobile and stationary sources of toxic air contaminants (TACs) and odors. Impacts of the General Plan from TACs were reduced by City policies and action items, but the impact remained significant and unavoidable (GP DEIR, p. 4.6-31). Impacts to sensitive receptors from exposure to odors were reduced by City policies and action items to a less than significant level (GP DEIR, p. 4.6-33).

See Responses III(a) and III(b) for project-specific discussion. Project construction would include minimal emissions from construction equipment. The proposed digital freeway sign would be located in an area occupied by industrial and commercial development, not in proximity to any sensitive receptors. This impact would be less than significant.

e) *No Impact.* The proposed digital freeway sign does not include any element that would produce odor. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IV. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒	☒
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☒

EXISTING SETTING

The installation site is developed as a furniture store and associated parking lot and landscaping. On-site landscaping generally includes ornamental trees, shrubs, and turf in parking lot islands. The 11373 Folsom Boulevard site is in a paved lot with no plants or other habitat present. The 9847 Folsom Boulevard site is located at the edge of an undeveloped parcel that has recently been graded. Scrub oaks are located near this billboard. The project does not propose removal of any oaks.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document*. The GP EIR identified potential direct and indirect impacts to special-status species as a result of the implementation of the General Plan (GP DEIR, pp. 4.10-34 through -48). While City policies and action items would mitigate much of the impact of the General Plan, widespread development of undeveloped portions of the General Plan Planning Area, as well as construction of the Circulation Plan, would result in a net loss of biological resources. Therefore, the General Plan was found to result in significant and unavoidable impacts to special-status species (GP DEIR, pp. 4.10-43 and -48).

The Folsom Boulevard Planning Area is almost entirely urbanized, containing light industrial, retail, office, and residential uses. The installation site has been developed with a commercial use and is primarily surrounded by other existing commercial and industrial uses, resulting in the elimination of the majority of biological resources in the area. However, the installation site contains landscaping including trees, one of which would be removed as part of the proposed project. The project would also include removal of two traditional billboards: one is located in an asphalt parking lot, and the other is located near trees and a concrete-lined drainage ditch. The tree to be removed on the installation site could provide nesting sites for raptors and/or migratory birds. The two billboards that would be removed could also have areas that are suitable for nesting sites, as could the scrub oaks near the billboard at 9847 Folsom Boulevard. It is not anticipated that tree or billboard removal would occur during the nesting season, but if it were to occur during that time, it could affect occupied nests. This would be a significant impact. Implementation of mitigation measure **MM BIO-1** would mitigate this impact to a less than significant level by requiring preconstruction nesting bird surveys and appropriate measures to ensure the protection of any such birds and their nests, if present. Therefore, this impact would be less than significant with mitigation incorporated. The removal site at 11373 Folsom Boulevard is a paved parking lot and does not contain any biological resources.

Mitigation Measures

MM BIO-1 If tree removal and/or construction activities are proposed at the installation site or billboard removal at the 9847 Folsom Boulevard removal site during the nesting season for local avian species (typically March 1 through August 31), the project applicant shall retain a qualified biologist to conduct a focused survey for active nests of migratory birds and raptors in the tree proposed for removal, in the billboards, and in the oaks adjacent to the 9847 Folsom Boulevard billboard within 14 days prior to construction initiation. If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days. If an active nest is located in the tree proposed for removal or in the trees adjacent to the billboard at 9847 Folsom Boulevard, no trees or other vegetation shall be removed and construction activities shall not commence until the nest(s) is abandoned by the birds (normally after September 1). If nests are found in the billboard, billboard removal shall not commence until the nest(s) is abandoned by the birds (normally after September 1).

Timing/Implementation: *Within 14 days of construction initiation*

Enforcement/Monitoring: *City of Rancho Cordova Planning Department*

b) *No Impact/Reviewed Under Previous Document*. See Response IV(a) for information on identified impacts of the General Plan on special-status species. The GP EIR combined discussion of special-status species impacts to include impacts to habitat as well as to individuals of special-status species. Impacts to habitat from the implementation of the General Plan occurred for the same reasons and in the same intensity as impacts to individuals of any special-status species (GP DEIR, pp. 4.10-34 through -48).

See Response IV(a) for project-specific discussion. The sites are developed with urban uses and does not contain any riparian habitat or other sensitive natural communities. There would be no impact.

c) *No Impact/Reviewed Under Previous Document*. The GP EIR addressed potential direct and indirect impacts to jurisdictional waters of the United States (jurisdictional waters) as a result of widespread development of the General Plan Planning Area (GP DEIR, pp. 4.10-52 through -56). Policies and action items included in the General Plan would reduce impacts to jurisdictional waters, especially Policy NR.2.1, which requires no net loss of wetlands (GP DEIR, p. 4.10-56). While no net loss of wetlands will occur regionally, some loss of jurisdictional waters will occur in the General Plan Planning Area (GP DEIR, p. 4.10-56). Because of this local loss of jurisdictional waters, the impact of the General Plan was found to be significant and unavoidable (GP DEIR, p. 4.10-56).

See Response IV(a) for project-specific discussion. The installation site and one of the removal sites are located in paved parking areas; the removal site other is located near a man-made concrete-lined drainage ditch that does not contain wetlands. Billboard removal at this site would be separated from the ditch by an existing fence and would not affect the ditch. The sites are developed with urban uses and do not contain any wetlands. There would be no impact.

d) *No Impact/Reviewed Under Previous Document*. Impacts to habitat for raptors and other nesting birds were addressed in the GP EIR (GP DEIR, pp. 4.10-48 through -52). Raptors are protected by the California Department of Fish and Wildlife and are considered a special-status species under CEQA. Just as with impacts to habitat for other special-status species, widespread development of the city and the General Plan Planning Area would result in a net loss of raptor and nesting habitat, and a significant and unavoidable impact was expected (GP DEIR, p. 4.10-52). Discussion of impacts to movement corridors was also included in the GP EIR (GP DEIR, pp. 4.10-56 through -61). Development of greenfield areas of the General Plan Planning Area would change the biological condition and characteristics of the area, resulting in changes in animal movement throughout the area (GP DEIR, p. 4.10-56). While City policies and action items would reduce this impact, loss and/or modification of movement corridors would still occur and the impact of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-61).

See Response IV(a) for project-specific discussion. The installation and removal sites are developed with and/or surrounded by urban uses and do not provide any migratory wildlife corridors or native wildlife nursery sites. There would be no impact.

e) *No Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts to trees from implementation of the General Plan (GP DEIR, pp. 4.10-61 and -62). Development of greenfield areas of the city and the General Plan Planning Area could potentially result in the removal of special-status, landmark, and other trees (GP DEIR, p. 4.10-61). Landmark and oak trees, as well as large wooded areas and urban trees, would be adequately protected by City policies and action items. However, some loss of native trees would occur, and the

overall impact to trees from implementation of the General Plan would be significant and unavoidable (GP DEIR, p. 4.10-62).

There are no native or landmark trees on the installation site. The non-native ornamental tree proposed for removal as part of the project is not protected by any local policies or ordinances. The native scrub oaks near the removal site at 9847 Folsom Boulevard would not be removed as part of the project. There would be no impact.

f) *No Impact/Reviewed Under Previous Document*. The GP EIR addressed potential impacts related to conflicts between the General Plan and any adopted habitat conservation plan or natural community conservation plan (GP DEIR, pp. 4.10-62 and -63). While the South Sacramento Habitat Conservation Plan (SSHCP) and the Vernal Pool Recovery Plan are currently being prepared by Sacramento County and the US Fish and Wildlife Service respectively, no such plans have been adopted (GP DEIR, p. 4.10-63). Therefore, no impact was expected as a result of the General Plan.

Currently, there is not an adopted habitat conservation plan (HCP) for the City of Rancho Cordova or Sacramento County; therefore, the project would not conflict with such a plan. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
V. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	☐	☐	☒	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	☐	☐	☒	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified that known and unknown historic resources in the Rancho Cordova Planning Area could potentially be impacted by implementation of the General Plan (GP DEIR, pp. 4.11-9 through -14). These impacts were primarily associated with development in undeveloped areas and impacts to unknown resources in portions of the Planning Area that have not been studied. Rancho Cordova policies mitigated some of the potential impacts to historical resources. However, many previously unknown resources could be located in the Planning Area. Therefore, accidental impacts may still occur, and the impact of the General Plan was considered significant and unavoidable (GP DEIR, pp. 4.11-14).

Ground disturbance for the installation of the digital sign would involve a drill rig to install the pole and removal of that soil. Other construction would involve aboveground assembly. Removal of the billboards would involve disassembly of the billboard and removal of the posts. Therefore, due to the minimal ground disturbance and the urbanized nature of the areas, the project is not anticipated to impact cultural resources. However, if for any reason cultural resources are discovered during construction of the digital freeway sign, the project applicant would be required to implement any mitigation necessary for the protection of such resources. In addition, pursuant to California Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, in the event of the discovery of human remains, all work is to stop and the county coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. Adherence to General Plan policies and state requirements would ensure a less than significant impact.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* See Response V(a) for project-specific discussion. This impact would be less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified possible impacts to paleontological resources as a result of implementation of the General Plan (GP DEIR, p. 4.11-14). However, no such paleontological resources were identified in the Rancho Cordova Planning Area, and City policy would protect unknown resources. For these reasons, the impact of the General Plan was found to be less than significant (GP DEIR, p. 4.11-15).

See Response V(a) for project-specific discussion. This impact would be less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The discussion in the GP EIR concerning historic resources impacts included discussion of potential impacts to human remains [see Response V(a)]. Impacts were the same in that known resources were adequately protected, but unknown human remains outside established cemeteries could potentially be affected. Therefore, significant and unavoidable impacts as a result of the General Plan were expected (GP DEIR, p. 4.11-14).

There are no known cemeteries on the installation or removal sites. See Response V(a) for specific discussion. This impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VI. GEOLOGY AND SOILS Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☒
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a)

i) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR stated that significant seismic shaking was not a concern in the Rancho Cordova Planning Area, as there are no active faults in Sacramento County and because the city is not located in an Alquist-Priolo earthquake hazard zone (GP DEIR, p. 4.8-19). However, some minor seismic shaking is a possibility, as the city is located in Seismic Zone 3, which is

considered an area of relatively low ground shaking potential (GP DEIR, p. 4.8-20). Adherence to City policies, as well as to the California Building Code (CBC) which was adopted by the City of Rancho Cordova (Rancho Cordova Municipal Code Section 16.02.030), would ensure less than significant impacts as a result of implementation of the General Plan (GP DEIR, p. 4.8-21).

The potential for impacts to public safety resulting from surface fault rupture, ground shaking, liquefaction, or other seismic hazards is not considered to be an issue of significant environmental concern due to the infrequent seismic history of the area. Therefore, this impact would be less than significant.

ii) *Less Than Significant Impact/Reviewed Under Previous Document*. See Response VI(1)(i). The potential for strong seismic ground shaking is not a significant environmental concern due to the infrequent seismic activity of the area; however, the new digital freeway sign would be required to comply with all applicable seismic standards enforced by the City. The impact would be less than significant.

iii) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified that seismic shaking was not a concern in the city [see Response V(i)(i)]. Liquefaction is the process in which water is combined with unconsolidated soils as a result of seismic activities involving ground motions and pressure. Without strong ground motion, liquefaction is unlikely. Additionally, the water table is generally too low in the city to provide enough moisture for liquefaction to occur (GP DEIR, p. 4.8-20). Therefore, the impact of the General Plan was found to be less than significant.

See Response VI(1)(i). This impact would be less than significant.

iv) *No Impact.* The installation and removal sites and surrounding area have relatively flat topography; therefore, there is no potential risk of landslide. There would be no impact.

b) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts related to soil erosion from implementation of the General Plan (GP DEIR, pp. 4.8-21 through -23). These erosion impacts were generally associated with construction of new roadways and other capital infrastructure and development of undeveloped portions of the city and the Planning Area. Additional impacts were from increases in runoff due to a net increase in impervious surfaces in the city. However, compliance with the City's Erosion Control Ordinance and the current National Pollutant Discharge Elimination System (NPDES) permit conditions for Rancho Cordova would ensure that impacts resulting from implementation of the General Plan would be less than significant (GP DEIR, p. 4.8-23).

Installation of the proposed digital freeway sign and removal of the two existing traditional billboards would not require any grading and would involve limited surface disturbance to accommodate the sign footing. Because of the limited earthwork involved in the project, no soil erosion would be anticipated to occur and this impact would be less than significant.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR stated that impacts relating to soil stability as a result of implementation of the General Plan would be minor (GP DEIR, p. 4.8-23). Primary concerns with soil stability in the city are associated with shrink-swell potential (the potential of soils to expand during wet seasons and shrink during dry seasons). Impacts due to soil stability would be mitigated through consistency with the Uniform Building Code and the CBC (GP DEIR, p. 4.8-24). Therefore, the impact of the General Plan was found to be less than significant.

The soils underlying the installation site do not present a geologic hazard due to very low shrink-swell potential. Construction of the sign would occur in compliance with the California Building Code, ensuring any possible geologic issue would be fully addressed; therefore, this impact would be less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. See Response VI(c). This impact would be less than significant.

e) *No Impact*. The proposed project would not require connection to any wastewater disposal system. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VII. GREENHOUSE GAS EMISSIONS. Would the project**:**					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

SETTING

Since the early 1990s, scientific consensus holds that the world's population is releasing greenhouse gases (GHG) faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. Significance thresholds for GHG emissions resulting from land use development projects have not been established in Sacramento County (the SMAQMD has not yet established significance thresholds for GHG emissions from project operations). Instead, the SMAQMD recommends that lead agencies identify thresholds of significance applicable to the proposed project. SMAQMD guidance (2011) further states that when adopting thresholds of significance, a lead agency may consider thresholds of significance adopted or recommended by other lead agencies, or adopt its own thresholds, provided the decision is supported by substantial evidence.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Implementation of the proposed project would not substantially contribute to increases of GHG emissions that are associated with global climate change. Estimated greenhouse gas emissions attributable to the proposed project are minimal and would be primarily associated with increases of carbon dioxide (CO_2) from mobile sources associated with project construction and minimal,

periodic maintenance. No permanent sources of GHG emissions are involved with the proposed project.

Emissions of CO_2 typically constitute a majority of total mobile-source GHGs commonly associated with development projects. To a lesser extent, other GHG pollutants, such as methane, largely generated by natural-gas combustion, and nitrous oxide, would typically have a minor contribution to overall GHG emissions. These pollutants are not associated with this type of development. As indicated above, the SMAQMD does not have an adopted threshold of significance for construction- or operational-related GHG emissions. However, as described in subsection III, Air Quality, the proposed project is well below the SMAQMD's screening thresholds for projects that would emit significant emissions, including CO_2.

Digital billboards are powered by electricity, the production of which may generate emissions of carbon dioxide, a greenhouse gas that has been linked to global climate change. The project applicant estimates the electricity usage of a sample two-sided digital billboard utilizing current technology at approximately 120,000 kilowatt-hours (kWh) per year of electricity, based on a monthly average of 10,000 kWh. The Sacramento Municipal Utility District (SMUD), the electricity provider to the project, provides electricity to its customers from nonrenewable and renewable sources through its voluntary Greenergy program. The proposed project will participate in the Greenergy program. Additionally, the applicant has indicated that the sign would be installed utilizing the best possible technology available today. However, as technology is refined, the sign may be updated with more efficient technology, and a reduction in overall electricity usage would be likely to occur. In addition, because the existing billboards have lighting, there would be a reduction in electric use for the two billboards that would be removed, which would reduce greenhouse gas emissions.

While project approval may alter the electrical usage and result in additional carbon emissions temporarily from construction vehicles and the generation of power needed for the sign, the installation of the proposed digital sign would not have a significant environmental effect related to greenhouse gas emissions or climate change. Given the small size of the proposed project, GHG emissions associated with the project would be negligible and would not exceed any threshold. Since there are no established thresholds of significance against which to measure the impacts, the assumption is that the proposed project's contribution to the overall issue of global warming is highly limited and considered negligible. The project also includes light sensor controls and the ability to immediately respond to technology improvements, which are beneficial. Therefore, this impact would be less than significant.

b) *Less Than Significant Impact*. The City of Rancho Cordova does not have local policies or ordinances with the purpose of reducing greenhouse gas emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32). Therefore, compliance with AB 32 would ensure a less than significant impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials (GP DEIR, pp. 4.4-23 and -24). Impacts concerned transportation of hazardous

materials on the roadway network in the city and the routine use, storage, and disposal of hazardous materials related to construction during development and redevelopment in the city. Adherence to General Plan policies and federal, state, and local regulations regarding hazardous materials were found to reduce potential impacts of the General Plan to a less than significant level (GP DEIR, pp. 4.4-24 and -28).

The project proposes installation of a digital freeway sign and would not involve the routine transport, use, or disposal of hazardous materials. Construction activities would require the use of a limited quantity of common hazardous materials, including fuels (gasoline and diesel), paints, oils, and lubricants. While these products may contain known hazardous materials, the limited volume of material would not be adequate to create a significant hazard to the public. Operation of the proposed digital freeway sign would not involve the routine transport, use, or disposal of any hazardous materials. There would be no impact.

b) *No Impact/Reviewed Under Previous Document*. The GP EIR described potential impacts related to the accidental release of hazardous materials (GP DEIR, pp. 4.4-24 through -28). Primary sources of potential accidental release concerned transformers containing polychlorinated biphenyls (PCB), groundwater pollution, and underground storage tanks. Consistency with City policies and action items, as well as with all applicable federal, state, and local regulations, would result in a less than significant impact from the General Plan (GP DEIR, p. 4.4-28).

See Response VIII(a) for project-specific discussion related to hazardous materials usage. Hazardous materials used during project construction would be of limited quantity and for limited duration and would not create a risk to the public or the environment. There would be no impact.

c) *No Impact/Reviewed Under Previous Document*. The GP EIR discussed the siting of public schools as being subject to the siting requirements of the California Department of Education (GP DEIR, p. 4.4-25). In addition to CEQA review, potential school sites would be reviewed by various agencies to ensure the new school site is safe from toxic hazards (GP DEIR, p. 4.4-25). General Plan policies and actions would reduce the potential impacts of the General Plan from hazardous materials transport, use, and storage from surrounding uses, including school sites, to a less than significant level (GP DEIR, p. 4.4-28).

See Response VIII(a) for project-specific discussion related to hazardous materials usage. There are no schools within a quarter-mile radius of the installation or removal sites. There would be no impact.

d) *No Impact/Reviewed Under Previous Document*. The GP EIR included information regarding federal and state listed hazardous materials sites as well as a map of such sites (GP DEIR, pp. 4.4-2 through -10). These sites included leaking underground storage tanks, groundwater contamination plumes, PCB-contaminated sites related to prior rocket engine testing (Aerojet/Gencorp), and other smaller sites (GP DEIR, pp. 4.4-5 and -6). Impact discussions were included in discussions of accidental release of hazardous materials [see Response VII(b)] and were found to be less than significant due to compliance with federal, state, and local laws and regulations (GP DEIR, p. 4.4-28).

Neither the installation site nor the removal sites are located on a known hazardous materials sites list (DTSC 2014; SWRCB 2014). There would be no impact.

e) *No Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts of development in an airport land use plan (GP DEIR, p. 4.4-28). The Mather Airport Comprehensive Land Use Plan (CLUP) Safety Restriction Area overlies several portions of the city, restricting development in those areas to uses allowed in the CLUP. Adherence to General Plan policies, federal regulations, the CLUP, and Mather Airport Planning Area provisions would reduce the potential for safety hazards. Therefore, the General Plan was found to have a less than significant impact (GP FEIR, p. 4.0-29).

The installation and removal sites are not located in the CLUP area of the Sacramento Mather Airport and is not within 2 miles of the airport. Implementation of the proposed project would not adversely affect operations of this facility, and it is not anticipated to result in safety-related hazards or adverse impacts to people working on the site. Therefore, there would be no impact.

f) *No Impact*. The installation and removal sites are not located within 2 miles of any private airstrip. There would be no impact.

g) *No Impact/Reviewed Under Previous Document*. The GP EIR analyzed potential impacts that could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (GP DEIR, p. 4.4-29). The GP EIR found that implementation of the proposed roadway system in the General Plan would improve city roadway connectivity, allowing better emergency access to residences as well as evacuation routes and resulting in a net positive effect on the implementation success of the Sacramento County Multi-Hazard Disaster Plan. Therefore, the General Plan was found to have a less than significant impact (GP DEIR, p. 4.4-29).

The proposed project would not conflict with the Sacramento County Multi-Hazard Disaster Plan, the Sacramento County Area Plan, or any other adopted emergency response or evacuation plan. There would be no impact.

h) *No Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts of safety hazards associated with wildland fires due to the construction of residential areas adjacent to open space and natural areas (GP DEIR, p. 4.12-9). Adoption of General Plan policies and action items, as well as required project review by the Sacramento Metropolitan Fire District (SMFD), would ensure minimal impacts to residential areas from wildland fires, resulting in a less than significant impact from implementation of the General Plan (GP DEIR, p. 4.12-10).

The installation and removal sites are located in an urbanized area of the city and are not contiguous to a designated high fire area associated with any designated wildland area. Development of the proposed project would not expose people or structures to an increased risk of wildland fires. Therefore, there is no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
IX. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☒	☐	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a–i) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR identified potential surface water and groundwater quality impacts that would occur as a result of implementation of the General Plan (GP DEIR, pp. 4.9-34 through -40). Both impacts of the General Plan were found to be less than significant with implementation of City policies and action items as well as compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit conditions.

Construction and operation of the digital freeway sign would not result in any violation of water quality standards or waste discharge requirements. The installation site is located in a developed industrial and commercial area with appropriate storm drain facilities to manage site runoff. One removal site is located near a drainage ditch, but the project would be required to comply with all applicable provisions of the City's stormwater pollution prevention program, best management practices (BMPs), and applicable local ordinances and state requirements, which would ensure that the construction activities would have a less than significant impact on water quality.

The project does not require connection to any groundwater supply, nor does it involve a substantial increase in impervious surfaces that would impact groundwater recharge. Extensive grading and other earthwork are not required. Project implementation would not substantially alter the existing drainage pattern of the site. The site is not located in designated 100-year flood zones and does not include any residential structures that could impede any flood flows, were any to occur in the area. Therefore, these impacts would be less than significant.

j) *No Impact.* The installation and removal sites are not located near the Pacific Ocean or near a large water body that would be capable of creating seiche or tsunami waves. The sites are characterized by generally flat terrain, as is the surrounding area. Therefore, there would be no potential risk of mudflows on or near the site. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
X. LAND USE AND PLANNING. Would the project:					
a) Physically divide an existing community?	☐	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *No Impact.* The proposed project involves installation of a digital freeway sign and removal of two existing traditional billboards in an area that has been developed with commercial and industrial uses. The proposed digital freeway sign would not alter or interfere with the ongoing use of the installation site or adjacent business operations. There would be no impact.

b) *Less Than Significant Impact*. The installation site is zoned M-1 (Light Industrial) with a Digital Freeway Overlay. As proposed, the digital freeway sign would be consistent with all applicable development regulations. The City's Zoning Code standards regulating digital freeway signs require the removal of four existing signs or the payment on an in-lieu fee to offset the installation of the new sign. Per these standards, the project also proposes to contribute funding to Phase 4 of the City's Folsom Boulevard Improvements Project to improve the visual character of the adjacent segment of Folsom Boulevard.

c) *No Impact.* Currently, no adopted habitat conservation plan or natural community conservation plan has been adopted in Sacramento County. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XI. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a–b) *No Impact/Reviewed Under Previous Document*. The GP EIR identified potential impacts resulting from the loss of availability of mineral resources in the General Plan Planning Area (GP DEIR, pp. 4.8-26 through -27). Only those areas already identified as either MRZ-2 or as containing existing mining operations were expected to be impacted by development of the General Plan Planning Area (GP DEIR, p. 4.8-26). Even with adoption of City policies and action items regarding mineral resources and mining, the General Plan would still have a significant and unavoidable impact (GP DEIR, p. 4.8-27).

The proposed project involves installation of a digital freeway sign in an existing developed site and removal of two billboards—one in a parking area in a commercial lot and the other near a commercial/residential area where no mining occurs. No mineral resources or resource recovery sites would be lost as a result of project implementation. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XII. NOISE. Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☐	☐	☒	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a–f) *No Impact/Reviewed Under Previous Document*. The GP EIR addressed increases in noise levels as a result of buildout of the General Plan (GP DEIR, pp. 4.7-20 through -30). Significant and unavoidable impacts were expected due to construction noise, increased traffic noise, and the potential construction of noise-generating land uses (GP DEIR, pp. 4.7-22, -27, and -30). Policies and action items included in the General Plan would reduce these impacts; however, various factors exist throughout the Planning Area that would make total mitigation impossible. Therefore, the impact of the General Plan remained significant and unavoidable.

The proposed project involves installation of a digital freeway sign and removal of two existing traditional billboards in an urbanized area. The proposed digital sign would not generate ongoing noise, and there are no sensitive receptors in proximity to the installation site. Construction noise would occur in the immediate vicinity of the sites; however, given the lack of sensitive receptors and the proximity of US-50, temporary construction noise would not be expected to cause adverse impacts. The project sites are not located in the Comprehensive Land Use Plan Area (CLUP) of the Sacramento Mather Airport, nor is it within 2 miles of any airport or airstrip. There would be no impact associated with construction or operation of the proposed digital freeway sign.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIII. POPULATION AND HOUSING. Would the project:					
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a–c) *No Impact.* The proposed project involves installation of a digital freeway sign and removal of two existing traditional billboards. Neither of these actions would result in substantial direct or indirect population growth or the displacement of any people or housing. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:					
a) Fire protection?	☐	☐	☐	☒	☐
b) Police protection?	☐	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒	☐
d) Parks?	☐	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐	☐

EXISTING SETTING

The proposed installation site is located in the following public service districts:

- Fire Protection: Sacramento Metropolitan Fire District (SMFD)
- Police Protection: Rancho Cordova Police Department (RCPD)
- School District: Folsom Cordova Unified School District (FCUSD)
- Park District: Cordova Recreation and Park District (CRPD)
- Electrical Service: Sacramento Municipal Utility District (SMUD)

DISCUSSION OF IMPACTS

a) *No Impact*. The proposed project involves the installation of a digital freeway sign and the removal of two existing traditional billboards. Implementation of the proposed project would not result in an increased demand for any public services and would not require the construction of new or the alteration of existing public facilities. No impact would occur.

b) *No Impact.* See Response XIV(a). There would be no impact. Furthermore, the proposed digital freeway sign would provide support to various law enforcement agencies by providing real-time use of the digital messaging technology for Amber Alerts and other public safety messages.

c) *No Impact.* See Response XIV(a). There would be no impact.

d) *No Impact*. See Response XIV(a). There would be no impact.

e) *Less Than Significant Impact.* The proposed digital freeway sign would require electricity to operate, which would be provided by SMUD. SMUD generates, transmits, and distributes electricity to a 900-square-mile territory of Sacramento County and a small portion of Placer County. SMUD provides electricity from a number of sources, including the traditional power grid, as well as from the renewable energy sources of solar, wind, and hydroelectric. As indicated previously, the proposed digital freeway sign is estimated to require approximately 120,000 kWh of electricity per year with the most energy-efficient technology available at this

time. The sign would be provided with 100 amp service, approximately one-half of typical residential service. The anticipated annual power usage for the sign is equivalent to approximately 11 average American households (EIA 2014). The estimated electricity usage of the proposed digital freeway sign is not a substantial use of electricity, is well within SMUD's ability to provide power, and would not require any changes to SMUD's infrastructure. This impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XV. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a–b) *No Impact*. See Response XIV(a). There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVI. TRANSPORTATION/TRAFFIC. Would the project:					
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	☒

DISCUSSION OF IMPACTS

a) *No Impact/Reviewed Under Previous Document*. The GP EIR analyzed traffic impacts to the existing roadway network in the General Plan Planning Area as a result of the population, dwelling unit, and employee increases expected to occur with implementation of the General Plan (GP DEIR, pp. 4.5-27 through -45). Several new roadways and improvement of existing roadways were described in the General Plan in order to address the additional expected traffic load. However, even with these improvements and adherence to City policies and action items, the impact of the General Plan would remain significant and unavoidable (GP DEIR, p. 4.5-42).

The project involves installation of a digital freeway sign and removal of two existing traditional billboards in an urbanized area. The proposed digital freeway sign would not interfere with or disrupt the continued functionality of the installation site's parking lot or access drives. Traffic entering the public roadway would continue to do so in its current manner, undisturbed by the proposed project. The construction and operation of the proposed digital freeway sign would not result in an appreciable increase in vehicle trips. Other than trips generated by construction and periodic maintenance of the sign, no other vehicle trips would be made as a result of the project. There would also be a reduction in trips associated with maintenance of the signs that would be removed as part of the project. The proposed project would not result in level of service impacts beyond those projected in the General Plan. The project would not adversely impact traffic or conflict with the City's Circulation Plan. Therefore, there would be no impact.

b) *No Impact/Reviewed Under Previous Document*. See Response XVI(a). There would be no impact.

c) *No Impact/Reviewed Under Previous Document*. The GP EIR analyzed safety and hazards impacts related to the provision of land uses in the Mather Airport Comprehensive Land Use Plan (CLUP) and their impact on safety related to air traffic in and out of the airport (GP DEIR, pp. 4.4-28 and -29). The General Plan established the Mather Planning Area corresponding to the Master Plan boundaries of the Sacramento Mather Airport. Policies included in the General Plan were more stringent than the safety restrictions of the Mather CLUP (GP DEIR, p. 4.4-28). Consistency with City policies and action items, as well as with the requirements of the Mather CLUP, would ensure less than significant impacts from implementation of the General Plan (GP DEIR, p. 4.4-29).

The proposed project does not involve any aviation-related uses and is not located within 2 miles of the Sacramento Mather Airport. The installation and removal sites are not located in the airport safety zones or in the approach and departure paths for aircraft using the airport. There would be no impact.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. The GP EIR analyzed potential impacts related to roadway safety as a result of implementation of the General Plan (GP DEIR, p. 4.5-48). The City's design standards for roadways, as well as land use planning and other City policies, would ensure that impacts of the General Plan related to roadway safety are less than significant (GP DEIR, p. 4.5-48).

The project involves installation of a digital freeway sign and removal of two existing traditional billboards in an urbanized area along US-50 in the city limits. The sign employs digital technology to allow periodic changes in the sign display, which has generally raised concerns regarding the impact this signage type may have on traffic safety by distracting driver attention and vision. While the signs do not involve a hazardous design feature, the concerns related to these types of signs could be considered a hazard to motorists on US-50.

The Federal Highway Administration (FHWA), in agreement with the California Department of Transportation (Caltrans), has addressed various issues related to signage along highway corridors to ensure continued driver safety. Signage along the highway corridor is reviewed by Caltrans for consistency with FHWA standards as well as consistency with the California Outdoor Advertising Act. These standards include ensuring signs do not imitate or resemble official traffic signs or interfere with the function of official traffic signage. With regard to digital freeway signs specifically, Caltrans requires, at minimum, consistency with the FHWA agreement and that digital freeway signs meet lighting, message timing, and separation

standards. The 2011 update of the Outdoor Advertising Act provides the framework for review and permitting of the sign by Caltrans.

Section 23.743.150, Digital Freeway Signs Overlay, of the City's Zoning Code establishes development standards for the proposed digital freeway sign that exceed the requirements enforced by Caltrans. The City's code standards include:

- 8-second minimum message display timing
- 2,500-foot minimum spacing between digital signs along the US-50 corridor
- 0.3 foot-candle lighting minimum, including technology that adjusts the light level of the sign as it relates to the changing ambient light level surrounding the sign
- Prohibition against flashing, animation, or simulated movement in individual messages to be displayed on the sign

Both the minimum message timing and the distance between signs are double that enforced by Caltrans. Because the City's code exceeds the minimum standards associated with digital signs along state highways established by the FHWA and Caltrans, and the sign must meet the City's code, the proposed digital freeway sign would not be located or operated in such a manner as to create hazards along the US-50 corridor.

The FHWA has closely monitored the issue of driver inattention as it relates to digital freeway signs. In 2009, the FHWA issued an update on their position on these signs in a report entitled "The Effect of Commercial Electronic Variable Message Signs (CEVMS) on Driver Attention and Distraction: An Update." The report addresses the basic question of whether a digital billboard along the freeway is associated with a reduction in driver safety. The report researched crash rates in the vicinity of a digital sign, rates of near-crashes (i.e., sudden braking, swerving) in the vicinity of a digital sign, and rate of eye glances away from the roadway in the vicinity of digital signs. Based on the available data, the report suggests a study approach and confirms there is no definitive conclusion about the presence or severity of adverse safety impacts that may result from installation of a digital freeway sign in a given location. In light of the report, the FHWA continues to recommend the signs be regulated within the existing framework as a means of protecting the public interest.

Conducting a study of an individual digital billboard to measure and analyze the effects of driver attention to the sign is difficult. Roadway conditions are unique in the proposed sign location; however, a substantial variety of other factors could also contribute to driver inattention such as other roadway signs, tuning the radio, talking on the phone, eating, talking to other passengers, and possibly many others, making isolating the potential effects of a digital freeway sign impossible. Regulations on sign brightness, message duration, prohibition of message animation, and continuation of vehicle maneuver requirements at interchanges serve to reduce safety concerns to the fullest known extent.

The proposed project would be required to obtain a Conditional Use Permit and a building permit from the City. Following issuance of these permits and upon its own review of the proposed sign, Caltrans would issue a ministerial permit for the sign. Based on the requisite review and adherence to the standards identified above, the impacts regarding potential hazards along the roadway would be less than significant.

e) *No Impact/Reviewed Under Previous Document*. The GP EIR identified impacts related to emergency access in the General Plan Planning Area (GP DEIR, p. 4.5-48). Because the roadway network in the city was to be improved and additional routes were to be added by the General Plan, impacts were found to be less than significant (GP DEIR, p. 4.5-48).

The proposed project involves installation of a digital freeway sign in an existing developed industrial site. The city's existing roadway network would not be altered by the proposed project, nor would any future roadway plans be affected. There would be no impact.

f) *No Impact/Reviewed Under Previous Document*. The GP EIR analyzed potential impacts to transit, pedestrians, and bicycles in the city (GP DEIR, pp. 4.5-49 through -53). Development of the City's Transit Master Plan and the City's Pedestrian and Bicycle Master Plan would ensure that impacts of the General Plan to these provisions would be less than significant (GP DEIR, pp. 4.5-49 and -50).

The proposed project involves installation of a digital freeway sign and removal of two existing traditional billboards in an urbanized area. The City's Transit Master Plan and Pedestrian and Bicycle Master Plan would not be altered by the project. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a–g) *No Impact*. The proposed project involves installation of a digital freeway sign and removal of two existing traditional billboards in an urbanized area. Connections to the public water, wastewater, and storm drain systems are not required by the project. The proposed project would not generate solid waste.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☒
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐	☒
c) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☒	☐	☒
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☒

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated/Reviewed Under Previous Document.* As demonstrated in subsections I through XVII above, with implementation of mitigation measure **MM BIO-1**, the proposed project would not have the potential to result in impacts on biological resources or historical resources.

b) *Less Than Significant Impact/Reviewed Under Previous Document.* The proposed project would be required to adhere to all Rancho Cordova General Plan policies, ensuring that the City's long-term environmental goals are implemented, as applicable. Therefore, the proposed project would have a less than significant impact.

c) *Less Than Significant Impact/Reviewed Under Previous Document*. Section 4.0 of this IS/MND addresses the proposed project's contribution to impacts in the cumulative setting. There are no other past, current, or future projects associated with this project that would contribute to a substantial cumulative impact. Therefore, this impact would be less than significant.

d) *Less Than Significant Impact/Reviewed Under Previous Document*. See Response XVIII(a). The proposed project includes installation of a digital freeway sign and removal of two existing traditional billboards in an urbanized area of the city. There are no substantial adverse effects on human beings anticipated by construction or operation of the sign. Therefore, this impact would be less than significant.

Cumulative Impacts

EXHIBIT A

4.1 INTRODUCTION

This section addresses the proposed project's potential to contribute to cumulative impacts in the region. California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." A project's incremental effects are considered significant if they are "cumulatively considerable" (CEQA Guidelines Sections 15065[a][3] and 15130[a]). "Cumulatively considerable" means the incremental effects of the project are considerable when viewed in connection with the effects of past, current, and future projects (see also CEQA Guidelines Appendix G, Section XVII).

4.2 CUMULATIVE SETTING

The cumulative setting establishes the area of effect in which the cumulative impact has been identified and inside which it would occur. Different cumulative settings can be established for each individual impact or impact area (checklist area). Because the proposed project is a subsequent project within the scope of activities and land uses studied in the General Plan, and because this Initial Study/Mitigated Negative Declaration (IS/MND) is tiered from the Rancho Cordova General Plan EIR (GP EIR), the cumulative setting for the proposed project is identical to the cumulative settings identified in the GP EIR.

4.3 PREVIOUS CUMULATIVE ANALYSIS IN THE CUMULATIVE SETTING

The GP EIR identified several cumulative impacts where expected development and establishment of the roadway network in the city, when combined with other planned, proposed, and approved development and roadway infrastructure projects in the area, would have a significant impact on the environment. The following impact areas were found in the GP EIR to have cumulative impacts that would be cumulatively considerable:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality (water supply)
- Land Use and Planning
- Mineral Resources
- Noise (both traffic-related and stationary)
- Population and Housing
- Utilities and Service Systems (water treatment and wastewater infrastructure)
- Transportation/Traffic (traffic congestion)

Areas in which cumulative impacts were found in the GP EIR to be less than cumulatively considerable were:

- Geology and Soils
- Hazards and Hazardous Materials
- Public Services
- Recreation

4.4 CUMULATIVE IMPACT ANALYSIS

The proposed project is a subsequent project within the scope of activities and land uses studied in the GP EIR. The proposed project is substantially consistent with the General Plan in use, design, and density. Cumulative impacts identified in the GP EIR as being cumulatively considerable are largely due to increases in dwelling units, residents, and employees. As the proposed project would not contribute to increases in dwelling units, residents, or employees in the city, the proposed project's incremental contribution to the cumulatively considerable impacts listed in Subsection 4.3 would not be cumulatively considerable.

Consistency with City policies, action items, ordinances, and other requirements would reduce the proposed project's incremental contribution to the above cumulative impacts. Rancho Cordova Municipal Code Section 23.743.150(C)(1)(d) states that no digital freeway sign shall be located within 2,500 feet of any other digital freeway sign in the city limits. The City is currently considering another proposal for a digital sign approximately 1,000 feet east of the proposed installation site. Even if both signs were to be approved, compliance with design standards contained in the Municipal Code would ensure that these projects would not combine to result in a negative aesthetic effect. In addition, the two projects would also result in the removal of three other billboards, two of which are located along US-50. The proposed project's incremental contribution to the above cumulative impacts would therefore not be cumulatively considerable. Furthermore, since the project's incremental contribution is not significant, no mitigation measures are required and no design elements or project characteristics need to be addressed.

Development of the installation site would not result in any project-specific contribution to cumulative impacts that were not identified in the program EIR. Because the GP EIR found that cumulative impacts in the above areas were cumulatively considerable and because the proposed project is substantially consistent with land uses assumed for the installation site in the program EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

The GP EIR did not consider climate change impacts, which are only relevant in the cumulative condition. An analysis of the proposed project's potential greenhouse gas (GHG) emissions/impacts is included in Section 3.0 of this IS/MND. No potentially significant project-specific or cumulative impacts to GHG emissions were identified, and no mitigation measures are required. No further environmental analysis with respect to GHG emissions is required pursuant to Public Resources Code Section 21083.3.

DETERMINATION

EXHIBIT A

5.0 DETERMINATION

On the basis of this initial evaluation:

❒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

■ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 3.0 of this document have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

❒ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

❒ I find that the proposed project **MAY** have a significant effect(s) on the environment, but one or more of such significant effects: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

❒ I find that although the proposed project could have a significant effect on the environment, all potentially significant effects: (a) have been analyzed and adequately addressed in an earlier EIR pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR, previous Mitigated Negative Declaration, or this Subsequent Mitigated Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: _____ Date: August 11, 2014

Printed name: Jessica Jordan For: City of Rancho Cordova

EXHIBIT A

REPORT PREPARATION AND CONSULTATIONS

EXHIBIT A

6.1 REPORT PREPARATION AND CONSULTATIONS

CITY OF RANCHO CORDOVA – LEAD AGENCY

Paul Junker	Planning Director
Jessica Jordan	Senior Planner
Bret Sampson	Environmental Coordinator
Kristin Faoro	Environmental Planner

EXHIBIT A

References

EXHIBIT A

7.1 REFERENCES

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EXHIBIT A

EXHIBIT A

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

9 September 2014

Jessica Jordan
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

CERTIFIED MAIL
7014 1200 0000 7154 2543

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, CLEAR CHANNEL OUTDOOR DIGITAL SIGN CONDITIONAL USE PERMIT AND OPERATING AGREEMENT PROJECT, SCH NO. 2014082044, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 15 August 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Clear Channel Outdoor Digital Sign Conditional Use Permit and Operating Agreement Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

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[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

EXHIBIT A

Kelly Kennedy

From: Brohman, Larry B@DOT <larry.brohman@dot.ca.gov>
Sent: Tuesday, August 26, 2014 6:15 AM
To: Jessica Jordan
Cc: Fredericks, Eric B@DOT; Kress, Joshua T@DOT
Subject: SCH #2014082043 Sierra Outdoor Digital Sign at Naturwood Conditional Use Permit and Operating Agreement

Dear Ms. Jordan:

Thank you for including the California Department of Transportation (Caltrans) in the review and comment process for the Sierra Outdoor Digital Sign at Naturwood Conditional Use Permit and Operating Agreement. As you know, an application for both a permit and license for the proposed sign will be needed. See Caltrans' Outdoor Advertising's website for information and forms (http://www.dot.ca.gov/oda/). Of course Caltrans Outdoor Advertising cannot make any determination without the application. The only deviation for this procedure would be an on-premise sign which only advertises the company that shares the property. At that point, Caltrans would have no jurisdiction. However, if the owner were to advertise any commercial activity other than that which is occupying the property, then a permit and license would be required.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this project.

If you have any questions or require additional information, please contact at (916) 274-0627 or by email at: larry.brohman@dot.ca.gov

Larry Brohman
Office of Transportation Planning
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833
(916) 274-0627

EXHIBIT A

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

September 16, 2014

RECEIVED
SEP 17 2014
BY:

Jessica Jordan
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Subject: Clear Channel Outdoor Digital Sign Conditional Use Permit and Operating Agreement
SCH#: 2014082044

Dear Jessica Jordan:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 15, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

EXHIBIT A

SCH#	**2014082044**
Project Title	Clear Channel Outdoor Digital Sign Conditional Use Permit and Operating Agreement
Lead Agency	Rancho Cordova, City of

Type	**MND** Mitigated Negative Declaration
Description	Installation of a digital freeway sign on the site of an existing landscape material supply company located at 12137 Folsom Boulevard. The project also includes removal of one existing traditional billboard located at 2300 Mien Shaft Lane, adjacent to the south side of Folsom Boulevard. The proposed digital freeway sign would be 60 feet in height and would have two digital display areas measuring 14 feet by 46 feet, for a sign area of 644 sf on each side. Decorative pole cladding would surround the center-mounted pole base.

Lead Agency Contact

Name	Jessica Jordan		
Agency	City of Rancho Cordova		
Phone	916 851 8756	***Fax***	
email			
Address	2729 Prospect Park Drive		
City	Rancho Cordova	***State*** CA	***Zip*** 95670

Project Location

County	Sacramento		
City	Rancho Cordova		
Region			
Lat / Long	38° 37' 37.3" N / 121° 13' 24.7" W		
Cross Streets	Folsom Blvd west of Hazel Avenue		
Parcel No.	069-0160-004, 072-0231-014		
Township	***Range***	***Section***	***Base***

Proximity to:

Highways	Hwy 50
Airports	
Railways	SPRR
Waterways	American River
Schools	Gold River ES
Land Use	Landscape Materials business / Light Industrial / Folsom Blvd Planning Area

Project Issues	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; Native American Heritage Commission; Public Utilities Commission; Regional Water Quality Control Bd., Region 5 (Sacramento)

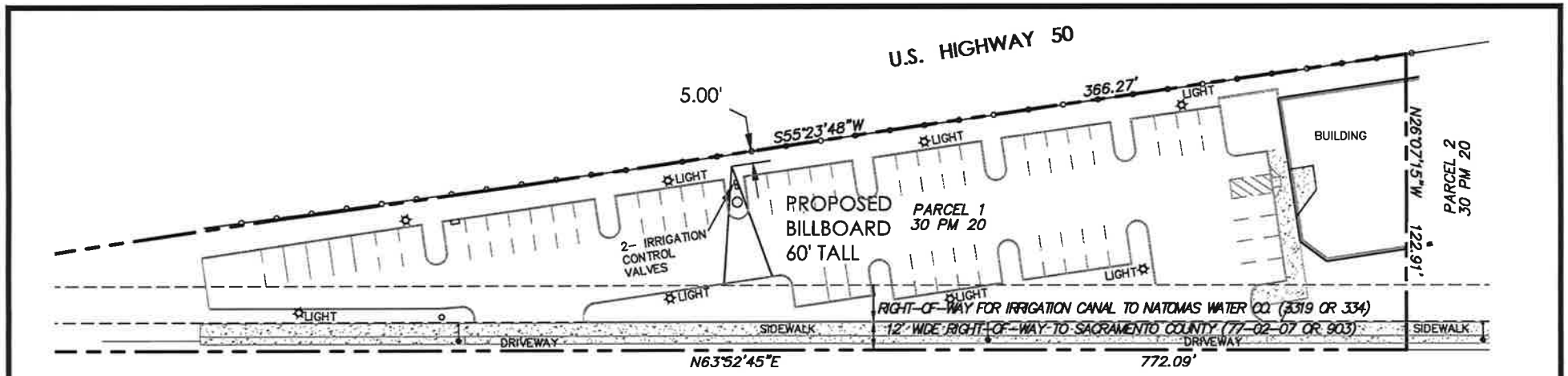
Date Received	08/15/2014	***Start of Review***	08/15/2014	***End of Review***	09/15/2014

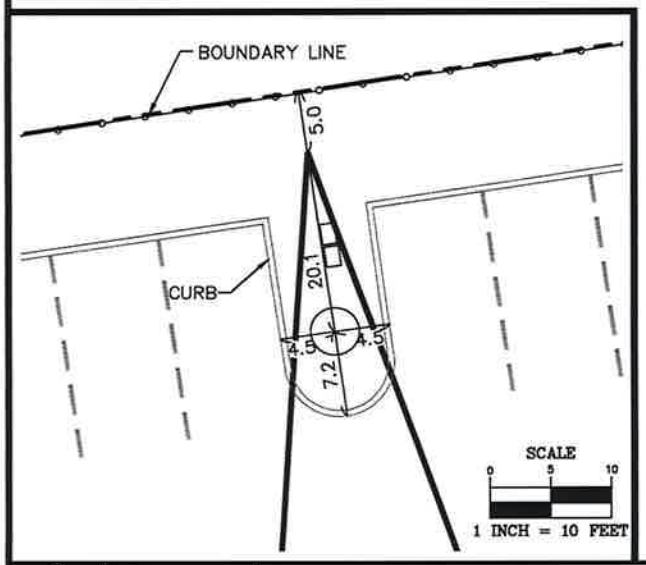
Conditions of Approval

EXHIBIT B

		Timing/ Implementation	Enforcement/ Monitoring	Verification (date & Signature)
1.	The action approves the Conditional Use Permit and Operating Agreement for the Sierra Outdoor/Outfront Media Digital Freeway Sign, to be located at 12125 Folsom Boulevard (APN 069-0160-021-0000), as described in the November 17, 2014 and December 15, 2014 staff reports and associated attachments. The project includes removal of two existing Traditional Billboards at 11373 Folsom Boulevard and near 9847 Folsom Boulevard at the City's western city limits. Any significant modification to the project shall require amendment to the Conditional Use Permit and Operating Agreement.	ON-GOING	PLANNING	
2.	In the event of a legal challenge, this permit shall be withheld pending the outcome of the legal process.	ON-GOING	PLANNING	
3.	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	ON-GOING	PLANNING	
4.	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.	ON-GOING	PLANNING	
5.	The Applicant 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	ON-GOING	FINANCE	

	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.			
6.	The project shall comply with all applicable development standards of Section 23.743.150 of the City's Zoning Code.	ON-GOING	PLANNING	
7.	The project and the applicant shall comply with all terms of the Project Operating Agreement for the full duration of sign operation.	ON-GOING	PLANNING	





SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

Brett Chappell 1/20/2014

BRETT J. CHAPPELL DATE:
PROFESSIONAL LAND SURVEYOR
LICENSE NUMBER 7547
EXPIRATION DATE: DECEMBER 31, 2015

COPYRIGHT NOTE:

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LEGEND:

- BOUNDARY LINE TAKEN FROM BOOK 30 PARCEL MAPS PAGE 20
- EASEMENT LINE TAKEN FROM BOOK 30 PARCEL MAPS PAGE 20
- ▲ SURVEY CONTROL POINT

LICENSED LAND SURVEYOR
BRETT J. CHAPPELL
Exp. 12-31-2015
No. 7547
STATE OF CALIFORNIA

TITLE NOTE:

NO ABSTRACT OF TITLE, NOR TITLE COMMITMENT, OR RESULTS OF A TITLE SEARCH WERE FURNISHED TO CHAPPELL SURVEYING SERVICES. THERE MAY EXIST DOCUMENTS OF RECORD THAT MAY AFFECT THIS SURVEYED PARCEL.

SCALE
0 20 40
1 INCH = 40 FEET

CBS OUTDOOR

1 OF 1	Drawing: 2013005BT	Date 1/20/2014
		Scale 1"=40'
		Drawn BJC
		Approved BJC
		Job No 2013005

PROPOSED BILLBOARD LOCATION SURVEY
FOR CBS OUTDOOR
12125 FOLSOM BOULEVARD

RANCHO CORDOVA COUNTY OF SACRAMENTO CALIFORNIA

CHAPPELL SURVEYING SERVICES
680 Esther Way Oakdale, CA. 95361
PHONE: (209) 845 9694 FAX: (209) 845 9654
survey@garlic.com
LAND SURVEYING •GEOGRAPHIC INFORMATION SYSTEMS

Google earth

feet 1000
meters 300

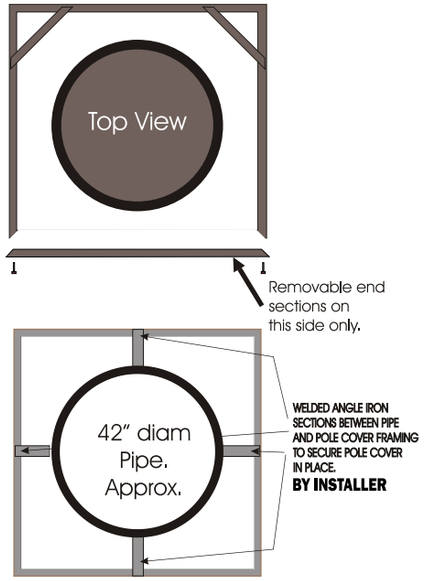
TRUMPET
VALLEY

EXHIBIT C

AGENDA ITEM 9.4

Regional
Transit

EXHIBIT C

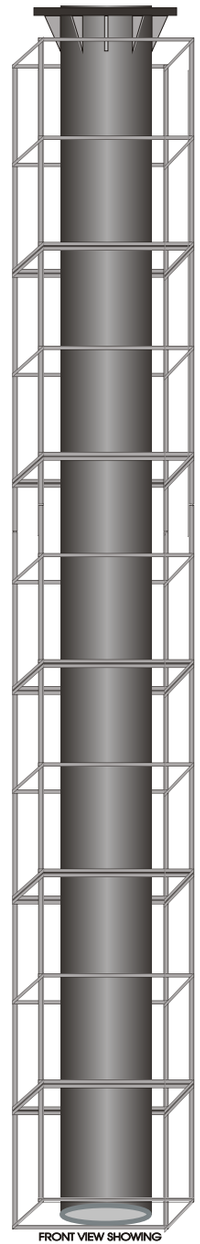


Fabricate and install one **5' x 5' x 38'** tall pole cover for new billboard.
Internal angle to be 1-1/2" x 1/1/2" x 3/16".

Outer skin to be .090 aluminum,
Painted Mathews "Brushed Aluminum". Satin finish.
½" tall inset reveals painted same color as pole cover.

CBS copy on both sides to be routed out of aluminum and backed with blue acrylic. 4" deep light box pan with white LED's mounted behind routed opening. 20" x 44" overall.

Pole cover to be welded to pipe as noted in diagram.



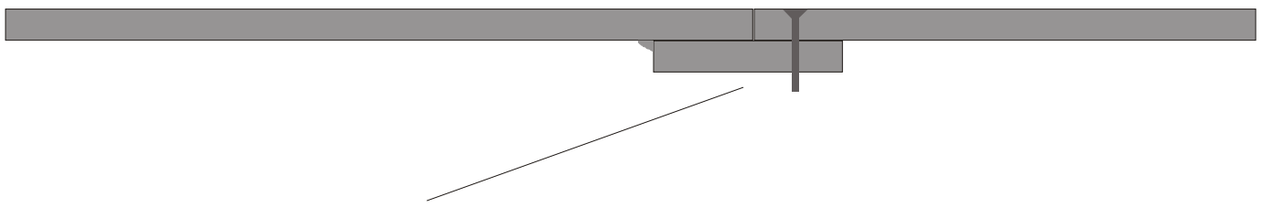
FRONT VIEW SHOWING EXAMPLE OF APPROX. PLACEMENT OF INTERNAL ANGLE IRON FRAMING

EQUITY SIGN GROUP
FULL SERVICE - DESIGN, MANUFACTURE, INSTALL

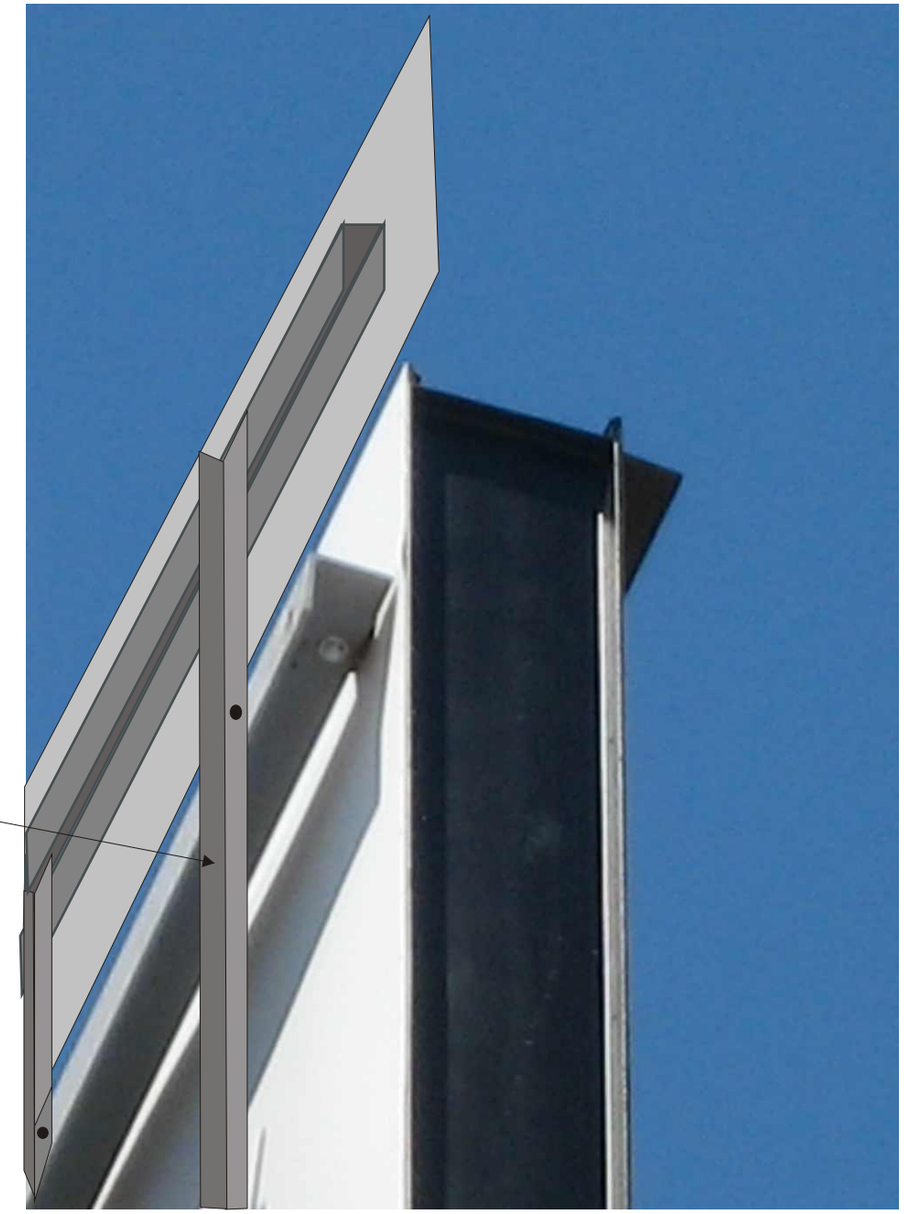
CBS OUTDOOR
ADDRESS Naturewood, Rancho Cordova
DATE 6-23-13
DRAWING NUMBER Rancho 6-23-14

Top and bottom accent bars to be 1/8" thick plate aluminum.
9" tall x 49'-6" long.
Continuous aluminum back channel bracing with vertical aluminum bracing to be bolted to existing horizontal stringers.

All to be painted Matthews "Brushed Aluminum". Satin finish.



Sections join together with overlap/backup strip.
Welded to one end and screwed together with countersunk flat-head screws at the joint.



Simulated view from back angle

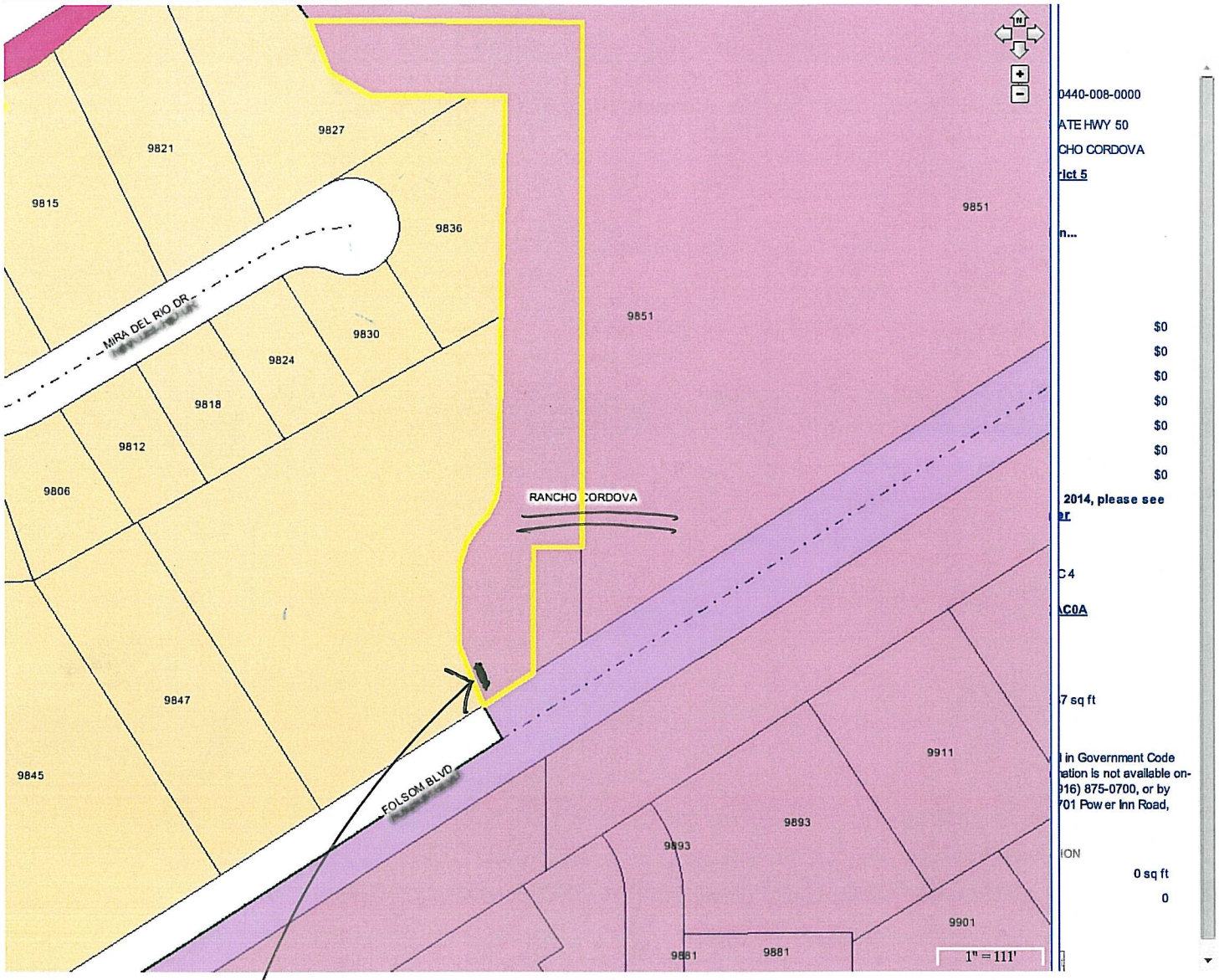
EQUITY SIGN GROUP
FULL SERVICE - DESIGN, MANUFACTURE, INSTALL

CBS OUTDOOR
ADDRESS Naturewood, Rancho Cordova
DATE 6-23-13
DRAWING NUMBER Rancho 6-23-14

EXHIBIT C 321

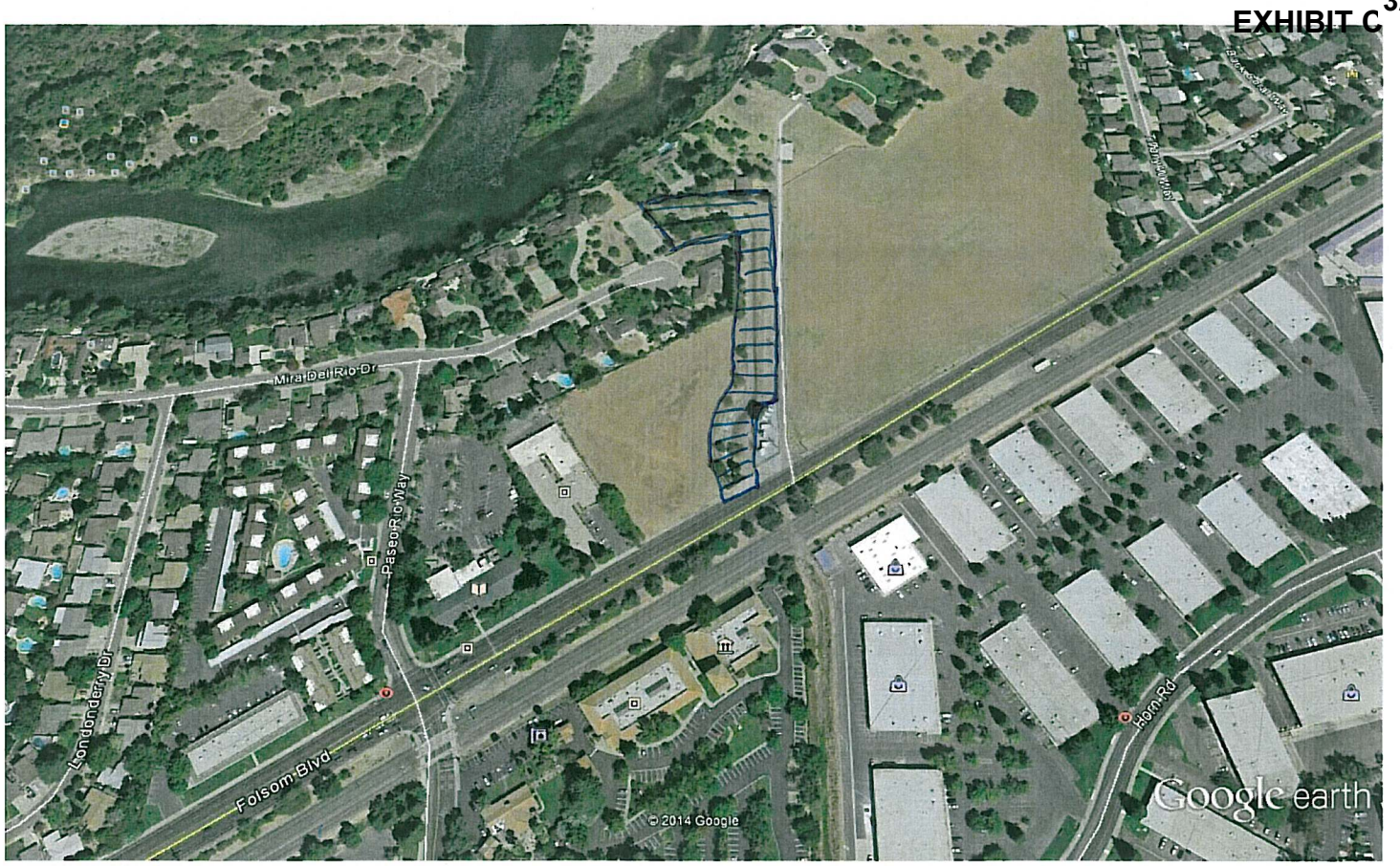
Assessor Parcel Viewer

Overview | Navigate | Select | Comments



CBS Sign is in Rancho Cordova

Sign Location



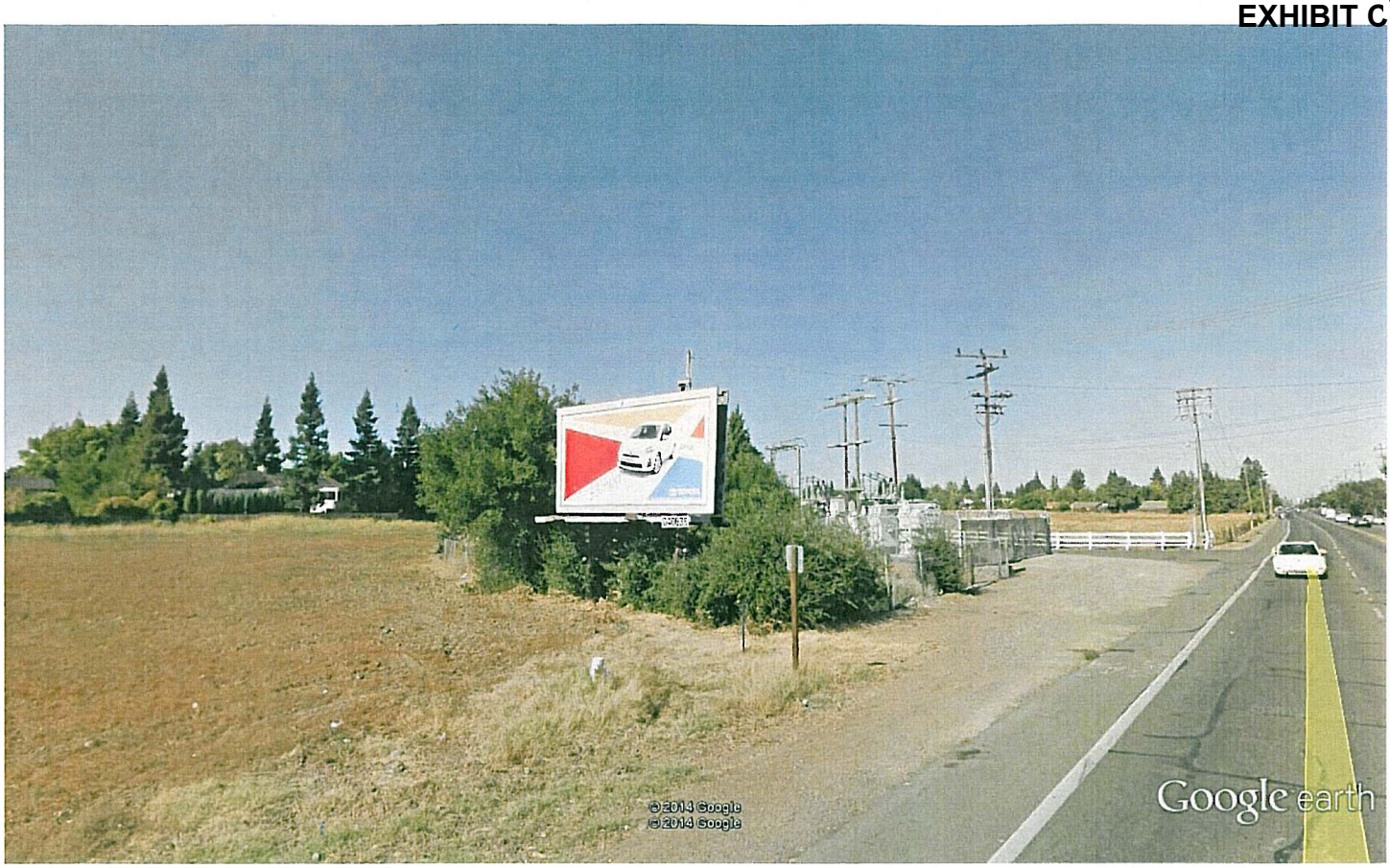
Google earth

feet 1000
meters 300

Google earth

feet 10
meters 5

CBS SIGN 40638A



Google earth

feet 20
meters 6

LBS SIGN FACE 040638

EXHIBIT D

DIGITAL FREEWAY SIGN OPERATING AGREEMENT BY AND BETWEEN CITY OF RANCHO CORDOVA AND OUTFRONT MEDIA LLC

PARTIES

This OperatingAgreement for a Digital Freeway Sign (hereinafter "Agreement"), dated _____, 2015 by and between the **City of Rancho Cordova** (the "City"), a California municipal corporation and **Outfront Media LLC** ("Outfront Media"), a Delaware corporation.

RECITALS

1. **Background.** Rancho Cordova Municipal Code Section 23.743.150 , after all required notices and public hearing, allows for the City to enter into an Operating Agreement to allow for a Digital Freeway Sign under certain circumstances; including the permanent removal of pre-existing billboards from within the City. Outfront Media has applied for approval to install one (1) Digital Freeway Sign on the real property subleased by Outfront Media from Sierra Outdoor LLC and located at 12125 Folsom Boulevard in the City of Rancho Cordova, State of California (the "Property").

2. **Applicant**. Outfront Media is an outdoor-advertising company that has extensive experience in successfully installing, operating, and maintaining traditional and digital billboards throughout the United States. Outfront Media has contracted with the tenant on the Property for the purpose of installing, operating, and maintaining its Digital Freeway Sign, and it has the requisite resources and expertise to do so successfully.

3. **Legal Framework**. For the reasons recited herein, the City has determined that the construction and operation of Outfront Media's proposed outdoor advertising display on the Property is a development for which this Agreement is appropriate and is specifically permitted and encouraged by §§ 5412 and 5443.5 of the California Outdoor Advertising Act (Bus. and Prof. Code § 5200 et seq. and Rancho Cordova Municipal Code section 23.743.150).

4. **Public Benefit**. City finds that a substantial public benefit will accrue to City by reason of the advertising revenue that will be generated by Outfront Media's outdoor advertising display and shared with City, which adds value to the community by enabling City to undertake projects, programs and other activities for the benefit of City and its businesses and residents. In addition the City finds that an additional substantial public benefit will accrue to the City by reason of Outfront Media removing presently existing billboards as a material condition of this Agreement for a Digital Freeway Sign. In exchange for providing these public benefits, Outfront Media receives assurance that it may proceed with the construction and operation of Outfront Media's outdoor advertising display and the project in accordance with ordinances, resolutions and regulations existing as of the date of this Agreement, subject only to the terms and conditions contained herein and contained in any permits issued pursuant to this project.

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

AGREEMENT

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

2. Definitions. This section defines the terms: "Agreement Year," "Business Day," "Caltrans," "Caltrans Permits," "City Permits," "Commencement Date," "Digital Freeway Sign," "Digital Display Area," "Effective Date," "Include," "Operational," "Obstruction," "Site," "Sign Structure," and "Term." Other terms are defined elsewhere in this Agreement.

(a) "Agreement Year" means one of the consecutive 12-month periods during the Term. The first Agreement Year begins on the Effective Date.

(b) "Business Day" means any day the City's main offices located at 2729 Prospect Park Drive, , Rancho Cordova, California, are open to the public.

(c) "Caltrans" means the California Department of Transportation.

(d) "Caltrans Permits" means all permits and approvals that Outfront Media must obtain from Caltrans to install, operate, and maintain the Digital Freeway Sign in accordance with this Agreement.

(e) "City Permits" means all building permits, conditional use permits, zoning amendments, operating agreements, and other permits, entitlements, and agreements that the City, acting in its governmental capacity, must issue or approve for Outfront Media to install, operate, and maintain the Digital Freeway Sign in accordance with this Agreement.

(f) "Commencement Date" means the date as of which both of the following have occurred: (1) the City has finally approved the Plans (defined in Section 6(a)); and, (2) Outfront Media has received all necessary governmental permits and approvals for the Digital Freeway Sign, including the Caltrans Permits and the City Permits.

(g) "Digital Freeway Sign" means an off-site outdoor advertising sign, including all above-ground supporting structures, with one or more digital display areas. A Digital Freeway Sign may be internally or externally illuminated. Digital Freeway Signs are always considered off-site signs and are regulated as such. Outfront Media will install and operate the Digital Freeway Sign on the Site in accordance with the criteria set forth in Exhibit A to this Agreement.

(h) "Digital Display Area" means the portion of the Digital Freeway Sign that consists of the digital display areas used for general commercial advertising. The Digital Display Area is more particularly described in Exhibit B.

(i) "Effective Date" means the date as of which both the City and Outfront Media have signed this Agreement, as indicated by the dates in the signature blocks below.

(j) "Include" and its variants are not restrictive. For example, "includes" means "includes but not limited to," and "including" means "including but not limited to."

(k) "Operational" means the Digital Freeway Sign is capable, legally and functionally, of displaying digital advertising on the Digital Display Area.

(l) "Obstruction" means any structure, sound wall, communications antennae, tree, or vegetation on City owned or controlled property within 1,000 feet of the Digital Freeway Sign and obstructs the view of the Digital Display Areas from the viewing public on Highway 50.

(m) "Site" means the portion of the Property located in the City that may be suitable for installation of a Digital Freeway Sign. The Site is more particularly described in Schedule 2 and Exhibit B.

(n) "Sign Structure" means the portion of the Digital Freeway Sign other than the Digital Display Area, including but not limited to supporting pole(s), display frame and all ancillary equipment and utilities installed on the sign Site. The Sign Structure as improved with Digital Display Area is more particularly described in Exhibit B. If the site currently does not have a Sign Structure, the term "Sign Structure" shall mean all supporting pole(s), display frame and ancillary equipment and above-ground utilities installed on the Site.

(o) "Term" means the entire time this Agreement is in effect, as specified in Section 3.

3. Term of Agreement.

(a) *Term.* The "Term" of this Agreement consists of two phases:

(1) The "Development Phase," which begins on the Effective Date and ends when the Digital Freeway Sign becomes Operational.

(2) The "Operations Phase," with regard to the Digital Freeway Sign begins at the end of the Development Phase and ends when such Digital Freeway Sign is removed or after a twenty five (25) year period following the conclusion of the Development Phase, whichever occurs first. The Agreement is automatically renewed for an additional 25 year Term unless written notice is given by either party to the other

party 60 days prior to expiration of the initial Term expressing the party's intent to terminate this Agreement.

4. Consideration. As consideration for the rights and benefits it enjoys under this Agreement, including the contemplated use during the Term, Outfront Media shall do all of the following:

(a) *Conditional Signing Bonus.* Outfront Media shall pay the City a one-time "Conditional Signing Bonus" of One Hundred Thousand Dollars ($100,000.00) for the Digital Freeway Sign within ten Business Days after the Effective Date. The City shall refund the Conditional Signing Bonus within thirty (30) days after Outfront Media notifies the City that Outfront Media is not able to obtain the Caltrans Permits and the City Permits for the Digital Freeway Sign contemplated.

(b) *Monthly Fee.* Each month during the Operations Phase, Outfront Media shall pay the City the "Monthly Fee" set forth in Schedule 1. If the Operations Phase does not begin within twenty-four (24) months of the Effective Date, Outfront Media shall commence paying the City the Monthly Fee set forth in Schedule 1 beginning on the first day of the twenty-fifth (25th) month after the Effective Date and continuing through the end of the Operations Phase or until this Agreement is terminated.

(1) Monthly Fee is due and payable on the first day of each calendar month at the address set forth for the City in Section 9(c). Any installment of the Monthly Fee that is not paid within fifteen (15) days after it is due and payable will increase by (5%).

(2) If the Operations Phase begins on a day other than the first day of a month, then the first and last months' installments of Monthly Fee will be prorated.

(3) Outfront Media may abate the Monthly Fee if Outfront Media is unable by reason of law or regulation, permit revocation or issuance, to continue operation of the Digital Freeway Sign for any period of time during the Term of this Agreement in which event the Monthly Fee shall be waived in full for any such period of time. In addition, if Outfront Media removes both of the Digital Display Areas on its Sign Structure and places traditional outdoor advertising on its Sign Structure, the Monthly Fee shall no longer be payable with respect to that Digital Freeway Sign. The only circumstance under which placement of traditional outdoor advertising display faces shall be permitted is set forth in Section 6(i) of this Agreement.

(4) Outfront Media may offset the Monthly Fee if Outfront Media has provided notice of an Obstruction under Section 5(b) and the City has not removed the Obstruction as provided therein. In such event, the Monthly Fee shall be offset in full until such Obstruction is removed as required in Section 5(b).

(c) *Removal of Existing Outfront Media Signs.* At no cost to the City, Outfront Media shall remove the "Existing Signs" identified in Schedule 2, attached to this Agreement and incorporated by reference herein according to the schedule set forth in Schedule 2, subject to the following:

(1) Outfront Media hereby waives any rights it may have to compensation for the Existing Signs under federal, state, or local law, including the Highway Beautification Act of 1965 (23 United States Code section 131) and the Outdoor Advertising Act (California Business and Professions Code section 5200 and following) for removal of the Existing Signs in accordance with this Agreement.

(2) Outfront Media's commitment to remove the Existing Signs according to the schedule set forth in Schedule 2 is a material provision of this Agreement. Outfront Media is not entitled to replace the Existing Signs once they are removed.

(d) *Dedicated "Click".* During the Term of this Agreement, to the extent permissible under applicable laws, rules and regulations, OUTFRONT Media shall display advertisements promoting the City and local community events sponsored by and/or partnered with the City (the "City Copy") on one digital display spot on the Digital Freeway Sign after each 8-spot digital loop (the "Display Time") provided that: (i) all proposed City Copy is submitted to OUTFRONT Media not less than five (5) business days prior to the date on which the City Copy is proposed to be displayed on the Digital Freeway Sign (the "Copy Submission Deadline"); (ii)all digital artwork is consistent with the quality of material to be posted on the Digital Freeway Sign; and (iii) City pays for all digital production costs associated with the City Copy. In no event shall City be permitted to give, sell, trade, barter or exchange the Display Time to any third party. Such act shall be deemed a material breach of this Agreement and City shall automatically forfeit its right to any further Display Time on the Digital Freeway Sign. City represents and warrants that all copy, content and materials supplied by City to OUTFRONT Media for display under this Agreement (i) are owned or duly licensed by City and do not infringe or misappropriate the rights of any other person or entity, (ii) comply with all applicable federal, state, and local laws, rules and regulations and any industry codes or rules by which City and/or OUTFRONT Media may be bound and do not contain any obscene, libelous, slanderous or otherwise defamatory materials or refer in an offensive manner to the gender, race or ethnicity of any individual or group; (iii) are accurate and that all claims contained therein have been substantiated; and (iv) do not infringe upon any copyright, trademark or other intellectual property or privacy right of any third party. The advertisement to be shown during this "click" is separate from the amber alert and emergency public service notifications required by 6(j) of this agreement.

5. Use of Site.

(a) *Exclusive Uses*. Except as otherwise provided in Section 6(i), Outfront Media has the exclusive right to display outdoor advertising on the Site, in digital formats. In addition, the City shall not authorize any off-site outdoor advertising on any City-owned or City-

controlled property if the outdoor advertising would be within 1,000 feet of the Digital Freeway Sign. Outfront Media's exclusive right to conduct outdoor advertising on the Site includes the following:

(1) Installing, erecting, maintaining, operating, improving, supplementing, posting, painting, illuminating, repairing, repositioning, adding, changing and maintaining equipment required to maintain communications with the Digital Freeway Sign repositioning (with the City's consent) during the term of this Agreement.

(2) Removing the Digital Display Area and all associated equipment on or from the site when this Agreement terminates, as provided in Section 6(m).

(3) Licensing the use of the Digital Freeway Sign, or any portion of it, for any lawful purpose related to outdoor advertising.

(4) All rights to operate the sign faces as Digital Display Areas.

(b) *Unobstructed Use.*

(1) The City shall not allow the following (an "Obstruction"):

(A) On any City-owned or City-controlled real property within 1,000 feet of the Digital Freeway Sign any structure, sound wall, communications antennae, tree, or vegetation that obstructs the view of the Digital Display Areas from the viewing public on Highway 50.

(2) If Outfront Media notifies the City in writing that an Obstruction exists, and if the City authorized or actively caused the Obstruction, then the City shall remove or remedy the Obstruction at its own cost within 30 days after receiving the notice. If the City fails to remove the Obstruction within 30 days after receiving the notice, then Outfront Media may remove the Obstruction at the City's expense after coordinating with the City's Public Works Department, which coordination shall include, at a minimum, review and approval of Outfront Media's plans to remove the Obstruction prior to Outfront Media commencing work.

(3) If Outfront Media notifies the City in writing that an Obstruction exists, and if the City did not authorize or actively cause the Obstruction, then the City may remove or remedy the Obstruction at its own cost within 30 days after receiving the notice. If the City does not remove or remedy the Obstruction within the 30 days, then, at no cost to the City, and after coordinating with the City's Public Works Department, which coordination shall include, at a minimum, review and approval of Outfront Media's plans to remove the Obstruction prior to Outfront Media commencing work.

(4) The City is not obligated to remove or seek removal of visual obstructions on private property. Furthermore, this Agreement does not, and cannot authorize Outfront Media to remove visual obstructions from private property.

(5) Outfront Media's exercise of its rights under this Section 5(b) are in addition to any other remedies it may have under this Agreement.

6. Installation and Operation of a Digital Freeway Sign.

Outfront Media shall install and operate the Digital Display Area on the Sign Structure in accordance with this Section 6 and consistent with Section 5, all at no cost to the City.

(a) *Plans and Specifications*. At no cost to the City, Outfront Media shall prepare complete plans and specifications for the Digital Freeway Sign, working closely with the City to develop plans and specifications that are mutually acceptable (the "Plans"). Outfront Media shall submit the Plans to the City for final approval, which the City shall not unreasonably withhold.

(b) *Caltrans Permits.* As soon as practicable after the Effective Date, Outfront Media shall apply to Caltrans for all Caltrans Permits, and the City shall cooperate with Outfront Media in that effort, including the completion of any Caltrans forms. All Caltrans Permits are to be obtained and secured for Outfront Media's sole benefit and are to be issued in Outfront Media's name. Outfront Media shall perform all obligations under the Caltrans Permits at no cost to the City.

(c) *City Permits*. The City shall diligently process Outfront Media's applications for all City Permits. This Agreement does not commit the City in advance to approve the City Permits; and this Agreement does not constrain the City's discretion, acting as a government, with respect to the City Permits specifically or to the Digital Freeway Sign generally.

(d) *Installation.* Outfront Media shall begin installing the Digital Display Area as soon as practicable after the Commencement Date and shall diligently pursue installation to completion without unnecessary interruption. Outfront Media will be excused, however, for any delays in beginning or completing installation that are caused by a Force Majeure Event, as defined in Section 9(d)(1). Outfront Media shall use reasonable diligence to avoid such delays and to resume work as promptly as possible after such a delay.

(e) *Ownership.* Outfront Media will be the owner of the Digital Freeway Sign and all permits and authorizations that relate to it, including the City Permits and the Caltrans Permits.

(f) *Maintenance.* At no cost to the City, Outfront Media shall maintain the Sign Structure and shall maintain and repair the Digital Freeway Sign in accordance with the standards of the outdoor-advertising industry. Outfront Media's maintenance obligation under this

Section 6(f) includes the obligation to remove any graffiti from the Sign Structure and the Digital Freeway Sign within three (3) business days of being notified of the graffiti by the City. The City is not obligated to maintain the Sign Structure or to maintain or repair the Digital Freeway Sign.

(g) *Damage or Destruction.* This Agreement will continue in full effect if any of the Digital Freeway Sign is damaged and such damage amounts to less than material damage, as defined in Section 6(h) below. Outfront Media shall promptly repair the Digital Freeway Sign, and Outfront Media shall promptly apply for, and diligently pursue the issuance of, any permits or approvals it needs to repair or replace the Digital Freeway Sign. Within 30 days after obtaining the City Permits, all other necessary permits and approvals, and all parts and components, Outfront Media shall begin work to repair or replace the Digital Freeway Sign. Outfront Media shall complete the work within 180 days after the work begins. If Outfront Media elects, under this Section 6(g), not to repair or replace the Digital Freeway Sign then Outfront Media shall notify the City in writing of its election and shall remove the Digital Freeway Sign and restore the Site in accordance with Section 6(m).

(h) Notwithstanding Section 6(g), in the event that Outfront Media's Digital Freeway Sign is materially damaged , Outfront Media shall be permitted to abate the Monthly Fee, for a period not to exceed sixty (60) days, until such time as the Digital Freeway Sign becomes Operational again. Materially damaged shall mean at least one-half of the Digital Display Area is completely inoperable due to such damage , which was not caused by Outfront Media or its agents.

(i) *Utilities.* At no cost to the City, Outfront Media shall provide and pay for all utility connections, utility equipment, and utility service required to install, operate, maintain, repair, improve, or reposition the Digital Freeway Sign. Outfront Media shall participate in the Sacramento Municipal Utility District's Greenergy Program for electricity service to the Digital Freeway Sign. In the event electrical power becomes unavailable, for whatever reason, Outfront Media may remove the Digital Display Area and operate its Sign Structure with traditional faces. In the event that Outfront Media removes its Digital Display Area and operates its Sign Structure with traditional faces, due to the unavailability of electricity, Outfront Media shall be permitted to abate the Monthly Fee until such time as the electricityis restored and the Digital Freeway Sign becomes Operational again, if Outfront Media provides the City with written documentation from the Sacramento Municipal Utility District or other elctricity provider confirming the electrical outage and dates thereof.

(j) *Amber Alerts and Public-Service Messages*. During all periods when Digital Display Areas are Operational on the Digital Freeway Sign, Outfront Media shall make the Digital Display Area available to the appropriate governmental agencies for the purpose of displaying "Amber Alert" messages in accordance with the Amber Alert Guidelines set forth in Exhibit C to this Agreement. In addition, Outfront Media shall allow the Digital Display Area to be

available to the City, and to other government agencies without cost, on a space-available basis determined by Outfront Media, for the purpose of displaying public-service messages (e.g., evacuation routes, drunk-driving-awareness messages, emergency-disaster communications). The City's messages must meet Outfront Media's graphics-arts standards so that the messages are "camera ready," at no cost to Outfront Media. All copy will be subject to Outfront Media's standard advertising copy rejection and removal policies which allow Outfront Media the right in Outfront Media's sole discretion to approve or disapprove a copy and remove a copy once posted or displayed.

(k) *Future technologies*. The technology currently being deployed for the Digital Freeway Sign is LED (light emitting diode), but there may be alternate, preferred or superior technology available in the future. Outfront Media is authorized to change the Digital Freeway Sign to any other technology that operates under the maximum brightness standards set forth in Section 6(l) of this Agreement. The City shall expedite any required approvals for technology that is superior in energy efficiency over previous generations or types.

(l) *Illumination Standards*. Digital Freeway Sign illumination is expressly permitted when in compliance with all applicable rules and regulations (see Section 5(n) below) and when operated within these standards, Digital Freeway Signs:

(1) shall not operate at brightness levels of more than 0.3 foot candles above ambient light, as measured using a foot candle meter at a pre-set distance.

(2) Distance to measure the foot candles impact shall be measured from a distance of 250 ft. for a sign with a nominal face size of 14' x 48'.

(3) Each Digital Display Area must have a light sensing device that will adjust the brightness as ambient light conditions change.

(m) *Removal of Digital Freeway Sign.* When the Term ends, whether it expires as scheduled or is terminated early, Outfront Media shall promptly apply for, and diligently pursue the issuance of, at no cost to the City, any permits or approvals it needs to remove the Digital Freeway Sign, including the Digital Display Area and all above-ground sign structures and supports. Within 120 days after obtaining the necessary permits and approvals, Outfront Media shall remove the Digital Freeway Sign and all above-ground sign structures and supports and restore the site to the pre-Agreement condition, all at no cost to the City. Outfront Media shall not be required to remove the below-grade portions of the Sign Structure. Following termination of this Agreement but prior to removal of the Digital Freeway Sign, Outfront Media shall not display digital advertising on the Digital Display Area.

(n) *Compliance with Laws; Waiver of Compensation*. During the Term and while removing the Digital Freeway Sign after the Term in accordance with Section 6(m), Outfront Media shall do the following at no cost to the City: comply with all valid and applicable statutes,

ordinances, regulations, rules, and orders that concern the Digital Freeway Sign and are enacted or issued by any federal, state, or local governmental entity with jurisdiction over the Digital Freeway Sign (including the City) whether enacted or issued before, on, or after the Effective Date including but not limited to sections 5403, 5402, 5405, 5408 and 5408.1 of the California Outdoor Advertising Act. Notwithstanding the foregoing, nothing herein shall be deemed to negate, void, or diminish (i) any claim Outfront Media may have for just compensation as a result of any governmental action that results in the taking of its property or (ii) the right of Outfront Media to avail itself of all remedies available to Outfront Media under state or federal law to maintain its Digital Freeway Sign.

7. Early Termination.

(a) *City's Termination Rights.* Without prejudice to its other remedies at law or in equity, the City may terminate this Agreement, at any time and in its sole discretion, effective 30 days after the City gives Outfront Media written notice of termination, if any of the following circumstances occurs:

(1) Outfront Media breaches its obligation to pay the Monthly Fee when due and does not cure the breach within 30 days after the City serves Outfront Media with a written notice of breach.

(2) Outfront Media breaches its obligation to perform in accordance with any material provision of this Agreement other than the obligation to pay Monthly Fee and: (A) does not cure the breach within 30 days after the City serves it with a written notice of breach or, if the breach cannot reasonably be cured within 30 days; (B), does not begin work on a cure within 30 days after the City serves it with a written notice of breach and diligently pursue the cure to completion within ninety (90) days after work begins. The parties can agree to extend the time period to cure the breach by mutual written agreement. The express designation in this Agreement of a provision as "material" does not imply that other provisions are not material.

(3) Outfront Media ceases to pay the Monthly Fee pursuant to Section 4(b)(3) of this Agreement, and no other provision permitting the nonpayment of the Monthly Fee is applicable.

(4) Outfront Media initiates legal challenge to the validity of this Agreement or its authorizing ordinance provided that this subsection shall not prevent Outfront Media from enforcing this Agreement and the parties' obligations hereunder.

(b) *Outfront Media's Termination Rights.* Without prejudice to its other remedies at law or in equity, including the right to seek just compensation under the laws of eminent domain as described in Section 9, Outfront Media may terminate this Agreement, at any time and in its sole discretion, effective 30 days after Outfront Media gives the City written notice of termination, if any of the following circumstances occurs:

(1) The view of the Digital Display Area from the adjacent portion of Highway 50 is obstructed by an Obstruction on City-owned or City-controlled real property, and Outfront Media did not cause the Obstruction and the City has failed to adhere to its obligations under Section 5(b) following proper notice by Outfront Media. Materially obstructed shall mean at least one-half of the displayed area is obstructed.

(2) Outfront Media cannot safely use the Site to install, operate, maintain, repair, or improve the Digital Freeway Sign because of a non-remediable or costly condition, and Outfront Media did not cause the condition.

(3) There is a material diversion of traffic from, or a material reduction or change in the directional flow of traffic on, the portion of Highway 50 adjacent to the Site, and the diversion or disruption continues uninterrupted for at least 30 consecutive days

(4) Outfront Media cannot obtain or maintain any governmental permits, licenses or approvals required to install, operate, maintain, repair, or improve the Digital Freeway Sign, including but not limited to the Caltrans Permits and the City Permits.

(5) Use of the Digital Freeway Sign for its intended purpose is prevented or limited by law, or Outfront Media is required by any court or other governmental entity, for reasons other than eminent domain, to remove the Digital Freeway Sign from the Site.

(6) The Digital Freeway Sign is materially damaged or destroyed and Outfront Media elects not to repair or replace the Digital Display Area. Materially damaged or destroyed shall mean at least one-half of the Digital Display Area is damaged or destroyed such that at least one-half of it is fully inoperable.

(c) *City's and Outfront Media's Additional Termination Rights.* Without prejudice to their other remedies at law or in equity, either party may terminate this Agreement if the other party (and/or, for Outfront Media, its parent company).

(1) Has an order for relief entered with respect to it, commences a voluntary case, or has an involuntary case filed against it under any applicable bankruptcy, insolvency, or other similar law then in effect, and the order or case is not stayed, withdrawn, or settled within 60 days after it is entered, commenced, or filed (11 U.S.C. § 365(e)(2)(A), as amended, or any successor statute); or

(2) Files for reorganization, becomes insolvent, or has a receiver or other officer with similar powers appointed for its affairs in any court with jurisdiction, whether or not with its consent (unless dismissed, bonded, or discharged within 60 days after appointment).

8. Indemnification.

(a) *Definitions*. The following definitions apply to this Section 8:

(1) "Person" is to be interpreted broadly. It includes not just third persons but also Outfront Media and Outfront Media's directors, officers, employees, contractors, and agents; and the City and the City's elected officials, officers, employees, contractors, and agents.

(2) "Liabilities" means all liabilities, claims, demands, damages, and costs (including reasonable attorneys' fees and litigation costs through final resolution on appeal) that arise directly or indirectly from Outfront Media's possession or use of the Site.

(3) "Occurrence" means: (A) the death of, or injury to, any Person; and (B) damage to, or destruction of, any real property, personal property.

(b) *General Indemnity*. Outfront Media shall indemnify, defend (with attorneys reasonably acceptable to the City), protect, and hold the City harmless from and against all Liabilities that arise directly or indirectly from Outfront Media's possession or use of. the Site. Outfront Media is obligated under this Section 8(b) even if the City or the City's elected officials, officers, employees, contractors, or agents reviewed, accepted, or approved the work, materials, or activities from which the Liabilities arise. But Outfront Media is not obligated under this Section 8(b) to the extent the Liabilities are caused by the active negligence or willful misconduct of the City or the City's elected officials, officers, employees, contractors, or agents. Outfront Media's obligation under this Section 8 (b) includes Liabilities arising from any of the following:

(1) Any Occurrence on the Site, but only to the extent caused by Outfront Media's acts or omissions.

(2) Any Occurrence that is in any way connected with any of Outfront Media's personal property on the Site.

(3) Any Occurrence caused or allegedly caused by (A) any condition of the Site created by Outfront Media or by any Person on the Site with Outfront Media's permission; or (B) some act or omission on the Site by Outfront Media or by any Person on the Site with Outfront Media's permission.

(4) Any Occurrence caused by, or related in any way to, work or activities performed on the Site or materials furnished to the Site at the request of Outfront Media or any Person or entity acting for Outfront Media or with Outfront Media's permission.

(5) Any Occurrence that is caused by, or related in any way to, a verbal or non-verbal display on the Digital Display Area.

(6) Outfront Media's failure to perform any provision of this Agreement, to comply with any requirement of law applicable to Outfront Media, or to fulfill any requirement imposed by any governmental entity (including the City when acting as a government) on Outfront Media or Outfront Media's use of the Site.

(c) *Legal Challenges*. Outfront Media shall indemnify, defend with attorneys selected by the City, protect, and hold harmless the City and the City's elected officials, officers, and employees ("Agents") in any litigation to attack, set aside, void or annul an approval by the City or its Agents concerning the Digital Freeway Sign (collectively, a "Claim"" including litigation based on the California Environmental Quality Act) brought to challenge the validity of this Agreement, the validity of the City Permits or the Caltrans Permits, or the validity of the City ordinances that authorize the installation and Operation of the Digital Freeway Sign on the site. Outfront Media's obligation to indemnify under this Section 7(c) inlcudes liability for attorneys' fees awarded to a party who successfully challenges the validity of this Agreement, of the City Permits, or the Caltrans Permits, or of any authorizing ordinance. If such a Claim is brought, the parties shall promptly notify the other party of such Claim and each party shall cooperate with the efforts of the Outfront Media to defend such Claim. The City will not voluntarily assist the opposing party in any such Claim or take any position adverse to Outfront Media in connection with such Claim. Nothing in this paragraph shall obligate the City to defend any Claim and the City shall not be required to pay or perform any settlement arising from any such Claim, unless the settlement is approved in writing by the City.

(d) *Survival*. Outfront Media's obligations under this Section 8 will survive this Agreement.

9. Miscellaneous.

(a) *Assignments and SubAgreements.* A party may not assign or otherwise transfer this Agreement or any interest in it, and this Agreement is not assignable by operation of law, without the other party's prior written consent, which the other party shall not withhold, delay, or condition unreasonably. This Agreement remains in effect, and an assignment or transfer of this Agreement does not occur, for purposes of this Section 9(a), if Outfront Media merges with another company, reorganizes its stock, or undergoes a similar corporate restructuring, or if Outfront Media sells any of its assets or stock. An assignment or transfer made contrary to this Section 9(a) is void.

(b) *Successors and Assigns*. This Agreement binds and inures to the benefit of the successors and permitted assigns of the parties. This Section 9(b) does not constitute the City's consent to any assignment of this Agreement or any interest in the Agreement.

(c) *Notices*. Any notice or other communication under this Agreement must be in writing and will be considered properly given and effective only when mailed or delivered in the manner provided by this Section 9(c) to the persons identified below. A mailed notice or

other communication will be effective or will be considered to have been given on the third day after it is deposited in the United States Mail (certified mail and return receipt requested), addressed as set forth below, with postage prepaid. A notice or other communication sent in any other manner will be effective or will be considered properly given when actually delivered. A party may change its address for these purposes by giving written notice of the change to the other party in the manner provided in this Section 9(c).

If to the City:

City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, California 95670
Attention:
Aaron Busch, Community Development Director

If to Outfront Media:

Outfront Media LLC
1731 Workman St. S,
Los Angeles, CA 90031
Attention: VP Real Estate

With a copy to:

Outfront Media LLC
405 Lexington Avenue
New York, NY 10174
Attn: General Counsel

(d) *Force Majeure*.

(1) "Force Majeure Event" means a cause of delay that is not the fault of the party who is required to perform under this Agreement and is beyond that party's reasonable control, including the elements (such as floods, earthquakes, windstorms, and unusually severe weather), fire, energy shortages or rationing, riots, acts of terrorism, war or war-defense conditions, acts of any public enemy, epidemics, the actions or inactions of any governmental entity (excluding the City) or that entity's agents, litigation, labor shortages (including shortages caused by strikes or walkouts), and materials shortages.

(2) Except as otherwise expressly provided in this Agreement, if the performance of any act required by this Agreement to be performed by either the City or Outfront Media is prevented or delayed because of a Force Majeure Event, then the time for performance will be extended for a period equivalent to the period of delay, and performance of the act during the period of delay will be excused.

(e) *Waiver of Breach.* A party's failure to insist on strict performance of this Agreement or to exercise any right or remedy upon the other party's breach of this Agreement will not constitute a waiver of the performance, right, or remedy. A party's waiver of the other

party's breach of any provision in this Agreement will not constitute a continuing waiver or a waiver of any subsequent breach of the same or any other provision. A waiver is binding only if set forth in writing and signed by the waiving party.

(f) *Relationship of the Parties*. This Agreement does not create any relationship or association between the City and Outfront Media. For example, and without limiting the previous sentence, this Agreement does not create between the City and Outfront Media the relationship of principal and agent, nor does it create a partnership or joint venture.

(g) *Attorneys'* Fees. The party prevailing in any litigation concerning this Agreement, the Site, or any improvements to the Site (including the Digital Freeway Sign) will be entitled to an award by the court of reasonable attorneys' fees and litigation costs through final resolution on appeal in addition to any other relief that may be granted in the litigation. If the City is the prevailing party, then this Section 9(g) will apply whether the City is represented in the litigation by the Office of the City Attorney or by outside counsel.

(h) *Severability.* If a court with jurisdiction holds any nonmaterial provision of this Agreement to be invalid, void, or unenforceable, then the remaining provisions will remain in full force.

(i) *Counterparts.* The parties may execute this Agreement in counterparts, each of which will be considered an original, but all of which will constitute the same Agreement.

(j) *Further Assurances.* Each party shall execute all additional documents or instruments and take all necessary action that either party reasonably considers necessary to carry out the proper purposes of this Agreement.

(k) *Time of Essence.* Time is of the essence of this Agreement.

(l) *Interpretation.* This Agreement is to be interpreted and applied in accordance with California law without regard to conflict-of-laws principles, except that the rule of interpretation in California Civil Code section 1654 will not apply. Schedules 1 and 2 and Exhibits A, B, and C are part of this Agreement.

(m) *Integration and Modification*. This Agreement sets forth the parties' entire understanding regarding the matters addressed. It supersedes all prior or contemporaneous agreements, representations, and negotiations (written, oral, express, or implied) and may be modified only by another written agreement signed by both parties.

(*Signature Page Follows*)

EXHIBIT D

City of Rancho Cordova

By: _____
Brian Nakamura
City Manager

Dated: _____, 2015

Outfront Media LLC

By: _____
Raymond Nowak
EVP, CAO and US CFO

Dated: _____, 2015

Approved as to Form
Rancho Cordova City Attorney

By: _____
Adam Lindgren
City Attorney

Schedule 1

Monthly Fee

1. For the Site developed under this Agreement, the Monthly Fee due on the first day of the month is as follows:

Contract Year	Monthly Fee
Year 1	$10,833
Year 2 -25	$4,166

Agreement for Digital Freeway Sign
City of Rancho Cordova and Outfront Media

Schedule 2

Existing Billboards to be Removed

New Billboard	Existing Billboards
Naturewood Site Address: 12125 Folsom Boulevard APN 069-0160-021	**Outfront Media shall obtain the necessary permits to remove these Existing Signs *before* the Commencement Date for the new Digital Freeway Sign; and will actually complete removal within 12 months from said date:** Locations: 11373 Folsom Boulevard (APN 069-0130-003) – Two sided traditional billboard with approximately 600 square feet of sign area Near 9847 Folsom Boulevard (APN 075-0440-008) – Two sided traditional billboard with approximately 600 square feet of sign area

Exhibit A

Digital Freeway Sign Operational Requirements

a. Operational Limitations. Digital Freeway Sign shall display static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement in or on any part of the Sign Structure, design, or pictorial segment of the sign. Each static message shall not include flashing, scintillating lighting or varying light intensity.

b. Minimum display time. Each message on the sign must be displayed for a minimum of eight (8) seconds.

c. Each display must have a light sensing device that will adjust the brightness as ambient light conditions change.

d. The Digital Freeway Sign shall be operated with systems and monitoring in place to either turn the display off or show a "full black" image on the display in the event of a malfunction that affects at least fifty percent of the display area.

e. The Digital Freeway Sign shall not be deemed prohibited under Section 23.743.050 and is not governed by any of the prohibitions set forth in Subsections B, Q, S or U thereof as the operation thereof is specifically authorized by Section 23.743.150 of the Code.

f. Section 23.743.090 of the Code shall not apply to Digital Freeway Sign. Illumination for the Digital Freeway Sign shall comply with the terms of this Agreement and is otherwise specifically permitted by Section 23.743.150 of the Code.

g. Digital Freeway Sign is not considered to be a pole sign under Section 23.743.120. E of the Code.

h. Digital Freeway Sign shall not be included within any definition of Flashing set forth in the Code.

Agreement for Digital Freeway Sign
City of Rancho Cordova and Outfront Media

Exhibit B

Digital Freeway Sign Description

Insert Final Exhibit

Exhibit C

Amber Alert Guidelines

AMBER alerts are issued by the National Center for Missing and Exploited Children in Washington, DC. For those alerts, Outfront Media and the outdoor advertising industry adhere to these guidelines:

Digital Freeway Sign advertising will be completely interrupted upon receipt of an AMBER Alert within the affected geographical boundary.

The appropriate AMBER Alert will run uninterrupted for a minimum of one hour preempting all other advertising.

Thereafter, during the two hours immediately following the aforementioned one-hour display of the AMBER Alert, the same alert will be displayed in rotation along with other paid advertisers unless cancelled earlier. After the initial 3 hour display period, any additional posting of the alert shall be based on the situation and availability.

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Adam Lindgren, City Attorney

SUBJECT: **ORDINANCE ADDING CHAPTER 6.90 TO THE RANCHO CORDOVA MUNICIPAL CODE ENTITLED "MARIJUANA CULTIVATION" AND AMENDING TABLE 23.310-1 OF THE RANCHO CORDOVA MUNICIPAL CODE ENTITLED "ALLOWED USES AND PERMIT REQUIREMENTS FOR RESIDENTIAL ZONING DISTRICTS"**

RECOMMENDATION

Waive first reading and introduce Ordinance No. 1-2015 adding Chapter 6.90 to the Rancho Cordova Municipal Code entitled "Marijuana Cultivation" and amending Table 23.310-1 of the Rancho Cordova Municipal Code entitled "Allowed Uses and Permit Requirements for Residential Zoning Districts."

RESULT OF RECOMMENDED ACTION

Adoption of this Ordinance is consistent with the City's desire to protect the safety and welfare of the City's residents by prohibiting outdoor marijuana cultivation and regulating indoor marijuana cultivation in the City as permitted by the California Supreme Court in its recent decision in *City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc. et al*., (2013) 56 Cal. 4th 729 and the California Court of Appeal's decision in *Maral v. City of Live Oak* (2013) 221 Cal.App.4th 975.

BACKGROUND

Over the last two years, the Problem Oriented Policing division of the Rancho Cordova Police Department has responded to complaints of indoor and outdoor marijuana grows within the City in at least 40 different locations. The grows ranged in size from larger operations of 250 or more plants down to locations with only a few plants. Many of the complaints came from residents and neighbors concerned with the strong odor associated with growing a large quantity of mature marijuana plants, with the proximity of children to areas under cultivation, visibility of grows from the public right-of-way, and the potential for increased neighborhood crime associated with outdoor grows. The Police Department investigated complaints in these 40 locations, and the majority of the growers ceased their cultivation efforts because the grows were in violation of the current Municipal Code regulations or state law. The Police Department is in favor of the proposed new Municipal Code regulations which will give the City even more enforcement power to prevent negative secondary effects of marijuana grows in the City.

Recent cases from the California Supreme Court and the Court of Appeal have affirmed the City's ability to prohibit outdoor marijuana cultivation and to regulate indoor cultivation, which is

described in detail below. Since the law is now clear with respect to the City's ability to limit and regulate marijuana cultivation, staff has researched and drafted the proposed Ordinance in order to combat the negative secondary effects of marijuana cultivation that continues to pose a risk of increased crime, lowered property values, nuisance odors, and unsecured access of minors to cultivation areas.

Legal Background

State Law

On November 5, 1996, California voters passed Proposition 215 (known as the Compassionate Use Act of 1996 or "CUA"), which decriminalized the cultivation and use of marijuana by seriously ill individuals upon a physician's recommendation. The CUA held that Health and Safety Code section 11357 (all statutory references hereafter are to the Health and Safety Code unless otherwise indicated), which otherwise criminalizes the possession of marijuana, shall not apply to a patient or to a patient's primary caregiver who possesses or cultivates marijuana for medicinal purposes upon the written or verbal recommendation or approval of a physician.

In January 2004, the legislature passed the Medical Marijuana Program Act ("MMPA"). Among other things, the MMPA established a program providing for voluntary registration of qualified medical marijuana patients and their primary caregivers through a statewide identification card system. (Sections 13362.71(e), 11362.78.) In addition to establishing the identification card program, the MMPA also recognizes a qualified right to collective and cooperative cultivation of medical marijuana. (Sections 11362.7, 11362.77, 11362.775.)

The MMPA establishes the term "qualified patient," defined as a person whose physician has recommended the use of marijuana to treat a serious illness or any other illness for which marijuana provides relief. (Section 11362.5(b)(1)(a).) The MMPA also establishes the term "primary caregiver," defined as a person who is designated by a qualified patient and "has consistently assumed responsibility for the housing, health, or safety of the patient." (Section 11362.5(e).) Primary caregivers are permitted to grow and supply marijuana to designated qualified patients, and a person may serve as a primary caregiver to more than one patient, provided that the patients and caregiver all reside in the same city or county. (Section 11362.7(d)(2).)

Under the MMPA and subsequent appellate decisions interpreting the CUA, qualified patients and primary caregivers who possess a state-issued identification card may possess eight (8) ounces of dried marijuana, and may cultivate sufficient marijuana plants to meet their needs.

Federal Law

Notwithstanding the CUA and the MMPA, marijuana possession, use and cultivation remains a criminal offense under federal law, which categorizes marijuana as a drug with "no currently accepted medical use."

Local Authority

Under its police power, the City may make and enforce within its limits all local, police, sanitary and other ordinances and regulations not in conflict with general laws. (Cal. Const. Art. XI, Section 7.) A land use regulation lies within the police power if it is reasonably related to the public welfare. (*Associated Homebuilders, Inc. v. City of Livermore,* 18 Cal.3d 582, 600-01 (1976).) In *Candid Enterprises, Inc. v. Grossmont Union High School District,* (1985) 39 Cal.3d 878, 885, the California Supreme Court addressed the scope of police power held by cities and counties as follows:

> Under the police power granted by the Constitution, counties and cities have plenary authority to govern, subject only to the limitation that they exercise this power within their territorial limits and subordinate to state law. Apart from this limitation, the police power [of a city of county]… is as broad as the police power exercisable by the legislature itself.

To summarize, under its police power, the City of Rancho Cordova may regulate medical marijuana activities in any manner not preempted by state or federal law. As discussed in detail below, local restrictions on cultivation of medical marijuana are not preempted. While the MMPA provides medical marijuana patients and caregivers the right to cultivate medical marijuana, it does not guarantee their right to grow marijuana outdoors or to grow marijuana indoors without any regulations.

The justifications for the banning of outdoor medical marijuana cultivation and for regulating indoor marijuana cultivation under the City of Rancho Cordova's police power include: 1) a risk to public safety, based on the value of marijuana plants and the accompanying threat of break-ins, robbery and theft, and attendant violence and injury; 2) strong "skunk like" fumes emitted from mature plants which can interfere with the use and enjoyment of neighboring properties by their occupants, and 3) the potential for theft and use by school age children where medical marijuana is cultivated in a location close to schools.

No State Law Preemption

In a decision issued on February 6, 2013, *Browne v. County of Tehama* (2013) 213 Cal.App.4th704, the California Court of Appeal considered for the first time whether a city or a county in California may lawfully limit outdoor cultivation of medical marijuana. At issue was Tehama County's ordinance limiting the number of medical marijuana plants that may be grown outside, precluding marijuana cultivation within one thousand (1,000) feet of schools, parks, and churches, and requiring that an opaque fence of at least six (6) feet in height be installed around all marijuana grows. Upholding the ordinance, the court held that Tehama's ban is not preempted by state law. As stated by the court:

> The fundamental flaw in Petitioners' argument is their misplaced view that the [Compassionate Use Act] somehow creates or grants unrestricted rights. Petitioners suggest that the CUA grants every qualified patient the right to cultivate...medical marijuana…But the CUA does not create any such right…Since the CUA does not create a right to cultivate medical marijuana, restrictions on such enforcement do not conflict with the CUA.

Later in 2013, the California courts again considered the question of regulation of the cultivation of medical marijuana by a city. In *Maral v. City of Live Oak* (2013) 221 Cal.App.4th 975, a decision issued on November 26, 2013, the Court of Appeal held that the CUA and the MMPA do not preempt a city's police power to completely prohibit the cultivation of all marijuana within that City. On March 26, 2014, the California Supreme Court refused to hear an appeal of this case and denied depublication of the Court of Appeal decision in *Maral*.

Also in 2013, the California Supreme Court issued the long-awaited decision in *City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc. et al.*, (2013) 56 Cal. 4th 729, upholding the ban by the City of Riverside on medical marijuana collectives, cooperatives and dispensaries. The Court held that Riverside's ban on medical marijuana dispensaries was not preempted by California law, as set forth in the CUA or the MMPA, and thus, the ban was valid.

The Court's holding was broad enough to confirm that cities are not preempted by California law from banning outdoor cultivation and regulating indoor cultivation.

Summary of the New Cultivation Regulations in Chapter 6.90

Currently, the City prohibits marijuana dispensaries in all zones within the City (RCMC Chapter 23.925), and allows both indoor and outdoor cultivation of no more a twenty-five (25) square feet or less. (RCMC Chapter 6.90.) Outdoor marijuana cultivation is required to be secured in a full perimeter fence, shielded from view from a public right-of-way. (RCMC section 6.90.030.) Indoor marijuana cultivation may only occur on parcels with residential units, including multifamily structures, and must be done within fully enclosed and secure structures inaccessible to minors, on uncarpeted areas, with proper lighting, shielded from public view from a public right-of-way. (RCMC section 6.90.040.) Both outdoor and indoor cultivation are prohibited from adversely affecting the health or safety of the nearby residents by creating dust, glare, heat, noise, smoke, traffic, vibration, or other impacts, and shall not be hazardous due to use or storage of materials, processes, products or wastes. (RCMC sections 6.90.030 (B) (6) and 6.90.040 (B) (12).)

The proposed Ordinance amends Chapter 6.90 to completely prohibit all outdoor cultivation of marijuana and limit persons permitted to cultivate marijuana indoors to qualified patients and primary caregivers (as those terms are defined by the California Health and Safety Code) who are over eighteen (18) years of age and have obtained a cultivation permit from the Police Chief or his/her designee. The Ordinance also adds a number of regulations on where and how indoor cultivation may take place, including:

- Indoor marijuana cultivation is limited to parcels in residential zones with single family homes; and
- Indoor marijuana cultivation is prohibited in homes where minors reside; and
- Structures used for indoor marijuana cultivation must have proper ventilation to prevent mold damage and plant odors or particles from becoming a public nuisance; and
- Indoor marijuana cultivation may exceed twenty-five (25) square feet if grower can demonstrate a medical necessity to the Planning Director.

Violations of the new marijuana cultivation regulations will constitute a public nuisance, and can be enforced by the City through its administrative citation process or under the state law process for abatement of public nuisances.

A red-lined version of the current Chapter 6.90 has been attached hereto so you may review the changes proposed by the Ordinance No. 1-2015.

GENERAL PLAN CONSISTENCY FINDING

The proposed Ordinance is consistent with the Rancho Cordova General Plan in that the General Plan, its objectives, policies and goals do not permit or contemplate outdoor marijuana cultivation or unregulated indoor marijuana cultivation. The proposed ordinance is consistent with the General Plan's goal of promoting public health, safety and welfare.

ENVIRONMENTAL IMPACT

Staff recommends that the City Council find that the adoption of this Ordinance is exempt from the requirements of the California Environmental Quality Act ("CEQA") pursuant to Title 14, Chapter 3, California Code of Regulations (CEQA Guidelines), Section 15061(b)(3). The proposed Ordinance will ban outdoor cultivation of marijuana and add regulations on the indoor cultivation of marijuana. There is no possibility that the adoption of this Ordinance will have a significant effect on the environment.

IMPLEMENTATION OF THE ORDINANCE

The City Attorney's Office will work closely with both the Police Department and Neighborhood Services in the implementation of this Ordinance. Both the Police Department and Neighborhood Services have been involved in the drafting of the proposed Ordinance. The Police Department is prepared to implement the new regulations if the ordinance is adopted by informing officers and staff of the new regulations and conducting additional training if necessary. The Police Department will also inform the public of the ordinance by publicizing the new regulations in the newspaper, on the City website and in social media outlets. POP Officers will discuss the new regulations at the Neighborhood Watch Coordinator meetings which are held on a bimonthly basis.

CHANGE TO RCMC TABLE 23.310-1

The proposed Ordinance No. 1-2015 would also amend Table 23.310-1 of the Rancho Cordova Municipal Code which is a table listing allowed and permitted uses within the Residential Zoning Districts to indicate that outdoor marijuana cultivation is not permitted in any Residential Zoning District and indoor marijuana cultivation is only permitted by those authorized by Chapter 6.90 of the Rancho Cordova Municipal Code and subject to its regulations.

ATTACHMENTS

1. Redlined version of Chapter 6.90 of the Rancho Cordova Municipal Code; and
2. Proposed Ordinance No. 1-2015.

2362585.1
2387616.1

Attachment 1 to Staff Report

Redlined Version of Current Rancho Cordova Municipal Code Chapter 6.90 "Marijuana Cultivation"

Chapter 6.90

MARIJUANA CULTIVATION

Sections:

6.90.010 Purpose.

6.90.020 Definitions.

6.90.030 Outdoor cultivation of marijuana.

6.90.040 Indoor cultivation of marijuana.

6.90.045 Cultivation permit.

6.90.050 Public nuisance.

6.90.055 Sale of Medical Marijuana Prohibited.

6.90.060 Enforcement.

6.90.070 Penalty for violation.

6.90.010 Purpose.

The purpose and intent of this chapter is to ~~regulate the cultivation of marijuana that is grown in accordance with state law in order to promote the health, safety, morals, and general welfare of the residents and businesses within the city.~~require that medical marijuana be cultivated only in appropriately secured, enclosed, and ventilated structures, so as not to be visible to the general public, to provide for the health, safety and welfare of the public, to prevent negative impacts to property values, to prevent odor created by marijuana plants from impacting adjacent properties, to prevent crime associated with marijuana, and to ensure that marijuana grown for medical purposes remains secure and does not find its way to non-patients, minors, or illicit markets. Nothing in this chapter is intended to authorize the cultivation, possession, or use of marijuana for nonmedical purposes in violation of State or Federal law. It is not the intent of this chapter to create conflict or inconsistency between this chapter and (A) the Constitutions of the United States or the State of California; (B) the Federal Controlled Substances Act; or (C) California law. ~~[Ord. 17-2010 § 2].~~

6.90.020 Definitions.

For purposes of this chapter, the following definitions shall apply, unless the context clearly indicates otherwise:

"Abatement" means the removal of marijuana plants and improvements that support marijuana cultivation which occupy an area or cubic feet in excess of the area and cubic feet that is allowed under this chapter.

"Bedroom" means a room inside a residential building being utilized by any person primarily for sleeping purposes.

"Child care center" means any licensed child care center, daycare center, or child care home, or any preschool.

"Cultivated area" means~~:~~

~~1. For~~ any area indoors ~~cultivation,~~that is the greater of either (a) the total area of a property that is densely or primarily occupied by marijuana cultivation; or (b) one square foot per juvenile or mature marijuana plant indoors on the property~~; and~~

~~2. For outdoor cultivation, the greater of either (a) the total area of the property that is densely or primarily occupied by marijuana cultivation; or (b) 12.5 square feet per juvenile or mature plant outdoors on the property~~.

"Cultivation" or "marijuana cultivation" means the planting, growing, harvesting, drying, or processing of marijuana plants, or any part thereof.

"Fully enclosed and secure structure" means a space within a building, greenhouse or other structure which has a complete roof enclosure supported by connecting walls extending from the ground to the roof, which is secure against unauthorized entry, provides complete visual screening, and which is accessible only through one or more lockable doors and inaccessible to minors.

"Indoors" means within a fully enclosed and secure structure.

"Marijuana" means the plant Cannabis sativa L. and any of its derivatives that is six (6) inches in height or taller, grown in accordance with state law.

"Outdoors" means any location within the City of Rancho Cordova that is not within a fully enclosed and secure structure.

"Parcel" means property assigned a separate parcel number by the Sacramento County assessor. ~~[Ord. 17-2010 § 2].~~

"Premises" means a single, legal parcel of property. Where contiguous legal parcels are under common ownership or control, such contiguous legal parcels shall constitute a single "premises" for purposes of this chapter.

"Primary caregiver" means a "primary caregiver" as defined in Section 11362.7(d) of the Health and Safety Code, as may be amended from time to time.

"Qualified patient" means a "qualified patient" as defined in Section 11362.7(f) of the Health and Safety Code.

"Rear yard" means the rear open space portion of any premises, whether fenced or unfenced.

"Residential structure" means any building or portion thereof legally existing which contains living facilities, including provisions for sleeping, eating, cooking, and sanitation on a premises or legal parcel located within a zoning district that allows residential uses.

"School" means an institution of learning for persons under twenty-one (21) years of age, whether public or private, offering regular course of instruction including, without limitation, a kindergarten, elementary school, middle or junior high school, or senior high school.

"Single Family Dwelling" means a detached building designed for and/or occupied by one (1) family which does not share walls with another dwelling.

"Solid fence" means a fence constructed of substantial material (such as wood or vinyl) that prevents viewing the contents from one side to the other.

6.90.030 Outdoor cultivation of marijuana.

All outdoor cultivation of marijuana within the City is prohibited. ~~A.~~ It is hereby declared to be unlawful and a public nuisance for any person owning, leasing, occupying, or having charge or possession of any parcel within any zoning district in the City of Rancho Cordova to cause or allow such parcel to be used for the outdoor cultivation of marijuana.
~~of more than 25 square feet of marijuana.~~

~~B. Outdoor Cultivation Standards. All outdoor cultivation of marijuana of 25 square feet or less, within the city of Rancho Cordova, shall conform to the following standards:~~

~~1. Cultivation of outdoor marijuana shall be set back from all fences by 10 feet.~~

~~2. All marijuana plants cultivated outside must be secured in a full perimeter fence to prevent access by minors.~~

~~3. Marijuana cultivation for sale is prohibited.~~

~~4. From a public right-of-way, there shall be no exterior evidence of marijuana cultivation.~~

~~5. Individuals that are tenants shall obtain the written permission of the property owner prior to cultivating marijuana.~~

~~6. The outdoor marijuana cultivation area shall not adversely affect the health or safety of the nearby residents by creating dust, glare, heat, smoke, traffic, vibration or other impacts, and shall not be hazardous due to use or storage of materials, processes, products or wastes.~~

~~7. The cannabis cultivator shall pay any applicable city taxes relating to marijuana. [Ord. 17-2010 § 2].~~

6.90.040 Indoor cultivation of marijuana.

A. It is hereby declared to be unlawful and a public nuisance for any person owning, leasing, occupying, or having charge or possession of any parcel in the City of Rancho Cordova to cause or allow such parcel to be used for the cultivation of marijuana plants within a fully enclosed and secure structure on the parcel, except as provided in subsections (B) and (C) of this section.

B. Who Is Permitted to Cultivate Marijuana Indoors.

1. Only a person who is at least eighteen (18) years old and either a qualified patient or a primary caregiver may engage in indoor cultivation of medical marijuana.

2. Residency requirement. The qualified patient or primary caregiver shall reside full-time on the premises where the indoor cultivation of medical marijuana occurs.

3. Permission of Owner. Tenants shall obtain the written permission and signature of the property owner(s) prior to cultivating marijuana. Such written permission shall be made available to the City upon request.

4. Permit Required. Prior to engaging in any indoor cultivation of marijuana pursuant to this chapter, a qualified patient or primary caregiver shall obtain a Cultivation Permit from the City's Chief of Police or his or her designee, as provided by Section 6.90.045 of this chapter.

C~~B~~. Indoor Cultivation Standards. Marijuana cultivated indoors, within the City of Rancho Cordova, shall be in conformance with the following standards:

1. Indoor cultivation of marijuana is permitted only on parcels with single family residential units.

2. Marijuana cultivation is permitted only within fully enclosed and secure structures inaccessible to minors. If the fully enclosed and secure structure is a residence, it shall be a single family dwelling. No cultivation may occur in duplexes, triplexes, or other multi-family dwellings. A fully enclosed and secure structure used for the cultivation of marijuana that is separate from the main residence on a premises must maintain a minimum ten (10' 00") foot setback from any property line and the area surrounding the structure must be enclosed by a solid fence at least six feet (6' 00") in height.

3. Marijuana cultivation may not occur in both a detached structure and inside a residence on the same parcel. Only one cultivation area is allowed per parcel.

4. Marijuana cultivation may not occur in a residence where persons under eighteen (18) years of age reside, whether full or part-time.

5. Marijuana cultivation areas in a structure shall not be accessible to persons under eighteen (18) years of age. Cultivation areas shall be secured by lock and key or other security device which prevents unauthorized entry.

6 Indoor cultivation of marijuana shall not exceed twenty-five (25) square feet, ~~per residence, except as provided in subsection (C) of this section~~ regardless of how many qualified patients or primary caregivers are residing at the premises, unless the Planning Director has approved a request under Section 6.90.040(D) below.

_____74.- ___Marijuana cultivation shall not occur on any carpeted area.

_____85.- ___Marijuana cultivation lighting shall not exceed twelve hundred (1,200) watts and shall comply with the California Building, Electrical and Fire Codes as adopted by the City. .

_____96.- ___The use of gas products (CO2, butane, etc.) or generators for marijuana cultivation or processing is prohibited.

_____107. __Marijuana cultivation for sale is prohibited.

_____11.8. __From a public right-of-way, there shall be no exterior evidence of marijuana cultivation.

_____129. __The residence shall be occupied and is required to maintain a functioning kitchen and bathroom(s), and the use of primary bedrooms are for their intended purpose. These rooms shall not be used for marijuana cultivation.

_____130. __Any marijuana cultivation area located within a residence shall not create a humidity or mold problem in violation of Rancho Cordova building and State Health and Safety Codes.

_____141. Individuals that are tenants shall obtain the written permission of the property owner prior to cultivating marijuana. _____Any structure used for the cultivation of medical marijuana must have proper ventilation to prevent mold damage and to prevent marijuana plant odors or particles from becoming a public nuisance to surrounding properties or the public. A public nuisance may be deemed to exist if the cultivation produces odors which are disturbing to people of normal sensitivity residing or present on adjacent or nearby property or areas open to the public.

_____152. __The marijuana cultivation area shall not adversely affect the health or safety of the nearby residents by creating dust, glare, heat, noise, smoke, traffic, vibration, or other impacts, and shall not be hazardous due to use or storage of materials, processes, products or wastes.

13. The cultivation of marijuana within a residential unit in a multifamily structure shall comply with the requirements of subsections (B)(1) through (11) of this section, and shall require administrative review by the planning director and shall meet specific criteria, as set forth in subsections (B)(13)(a) through (c) of this section:

a. Inspection of the cultivation area by a building inspector or code enforcement officer to confirm that no health or safety concerns are present; and

b. Written permission from the property owner; and

c. The building official may require additional specific standards to meet the California Building Code and Fire Code, including, but not limited to, installation of fire suppression sprinklers.

164.- The cannabis marijuana grower shall pay any applicable City taxes relating to marijuana.

DC.- Indoor Marijuana Cultivation in Excess of 25 Square Feet. Any proposed marijuana cultivation by an individual that may exceed the cultivation area standard maximum of twenty-five (25) square feet per residence shall require administrative review by the planning Planning directorDirector, and shall meet the criteria set forth above, as well as the additional criteria set forth in subsections (C)(1) through (34) of this section:

1. Marijuana cultivated in excess of 25 square feet shall only be indoors;

2 1.- Documentation of medical need, such as a physician's recommendation; and

23.- Inspection of the cultivation area by a building inspector or code enforcement officer to confirm that no health or safety concerns are present; and

34.- The building official may require additional specific standards to meet the California Building Code and Fire Code, including, but not limited to, installation of fire suppression sprinklers. [Ord. 17-2010 § 2].

6.90.045 Cultivation permit.

A.- Prior to commencing any indoor medical marijuana cultivation, a qualified patient or primary caregiver must obtain a medical marijuana cultivation permit from the Chief of Police or his or her designee. The following information will be required with the initial permit application and subsequent permit extensions:

1.- A notarized signature from the owner of the property consenting to the cultivation of medical marijuana at the premises on a form acceptable to the City.

2.- The name of each person owning, leasing, occupying, or having charge of any legal parcel or premises where medical marijuana will be cultivated.

3.- The name of each qualified patient or primary caregiver who participates in the medical marijuana cultivation.

4.- A copy of a current valid medical recommendation or county-issued medical marijuana card for each qualified patient identified as required above, and for each qualified patient for whom any person identified as required above is the primary caregiver.

5.- The physical site address of where the medical marijuana will be cultivated.

6.- A signed consent form, acceptable to the City, authorizing City staff, including the Police Department authority, to conduct an inspection of the detached, fully enclosed and secure structure or area of the residence used for the cultivation of marijuana upon twenty-four (24) hours' notice.

B. The initial permit shall be valid for no more than two (2) years and may be extended in increments of two (2) years.

C. To the extent permitted by law, any personal or medical information submitted with a medical marijuana cultivation permit application or permit extension shall be kept confidential and shall only be used for purposes of administering this chapter.

D. The Chief of Police, or his or her designee, may, in his or her discretion, deny any application for a medical marijuana cultivation permit, or extension thereof, where he or she finds, based on articulated facts, that the issuance of such permit, or extension thereof, would be detrimental to the public health, safety, or welfare. A prior criminal conviction for a drug-related offense by the permit applicant shall be grounds for denial. The Chief of Police shall deny an application for a medical marijuana cultivation permit, or extension thereof, that does not demonstrate satisfaction of the minimum requirements of this chapter. Such denial shall be given to the applicant in writing and shall describe the grounds for the denial.

E. A person who is denied a Marijuana Cultivation Permit under this section may appeal such denial within ten (10) days of the date the Chief of Police issues the written denial required by subdivision (D) above.

F. Upon timely request by the person requesting the Marijuana Cultivation Permit, the appeal hearing process and related procedures of a denial of its permit pursuant to RCMC 6.90.045 shall proceed pursuant to the provisions of RCMC 4.10.115 through 4.10.155.

G. The Finance Director may establish a fee or fees required to be paid upon filing of an application for permit(s) as provided by this chapter, which fees shall not exceed the reasonable cost of administering this chapter.

6.90.050 Public nuisance.

It is hereby declared to be unlawful for any person owning, leasing, occupying, or having charge or possession of any parcel within the City of Rancho Cordova to create a public nuisance in the course of cultivating marijuana plants or any part thereof. A public nuisance may be deemed to exist if such activity produces:

A. Odors which are disturbing to people of normal sensitivity residing or present on adjacent or nearby property or areas open to the public;

B. Repeated responses (more than three times in a one-year time period) to the parcel from law enforcement officers;

C. Repeated disruption (more than three times in a one-year time period) to the free passage of persons or vehicles in the neighborhood;

D. Excessive noise in violation of applicable city noise standards in the general plan or municipal code;

E. Any other impacts on the neighborhood which are disruptive of normal activity in the area.

6.90.055 Sale of Medical Marijuana Prohibited.

It shall be unlawful for any person cultivating medical marijuana pursuant to this chapter to sell or offer for sale the marijuana permitted to be grown under this chapter.

~~[Ord. 17-2010 § 2].~~

6.90.060 Enforcement.

A. The violation of this chapter is hereby declared to be a public nuisance. Any person violating any provision of this chapter shall be deemed guilty of a misdemeanor and, upon conviction, shall be punished by a fine not to exceed the amount provided in Penal Code Section 19, as may be amended from time to time, by imprisonment in the county jail not to exceed six months, or by both a fine and imprisonment.

B. A violation of this chapter may be abated by the city attorney by the prosecution of a civil action for injunctive relief and by the abatement procedure set forth in Chapter 16.18 RCMC.

C. Abatement Procedure. The code enforcement officer and/or the chief of police, or his or her designee (hereafter the "enforcement official"), are hereby authorized to order the abatement of any violation of this chapter by following the abatement procedure as defined in Chapter 16.18 RCMC. In addition, the enforcement official may require the property owner or tenant to personally abate/remove all medical marijuana plants and improvements to the property that exceed the limits set by this chapter. ~~[Ord. 17-2010 § 2].~~

6.90.070 Penalty for violation.

A. Cultivation of marijuana on parcels within the city that does not comply with this chapter is a misdemeanor subject to the penalties and enforcement as provided in RCMC 1.01.190 and 6.60.020.

B. The remedies and penalties provided herein are cumulative, alternative and nonexclusive. The use of one does not prevent the use of any others, including those in RCMC 1.01.190 and Chapter 16.18 RCMC, and none of these penalties and remedies prevent the city from using any other remedy at law or in equity which may be available to enforce this chapter or to abate a public nuisance.

ATTACHMENT 2

CITY OF RANCHO CORDOVA

ORDINANCE NO. 1-2015

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA AMENDING CHAPTER 6.90 OF THE RANCHO CORDOVA MUNICIPAL CODE, ENTITLED "MARIJUANA CULTIVATION" TO BAN OUTDOOR CULTIVATION OF MARIJUANA AND TO ADD REGULATIONS FOR INDOOR CULTIVATION OF MARIJUANA AND AMENDING TABLE 23.310-1 OF THE RANCHO CORDOVA MUNICIPAL CODE ENTITLED "ALLOWED USES AND PERMIT REQUIREMENTS FOR RESIDENTIAL ZONING DISTRICTS"

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

Section 1. Purpose and Declarations.

WHEREAS, on November 5, 1996, the voters of the State of California approved Proposition 215, "The Compassionate Use Act of 1996" (the "CUA" or "Act"), codified as California Health and Safety Code section 11362.5 et seq.. The intent of Proposition 215 was to enable seriously ill Californians access to medical marijuana under limited, specified circumstances; and

WHEREAS, despite voter approval of the CUA, various problems and uncertainties in the Act impeded law enforcement's ability to interpret and enforce the law, and the uncertainties also hindered persons eligible to use marijuana for medical purposes from accessing marijuana, while many persons took advantage of the Act to use marijuana for recreational and not medicinal purposes; and

WHEREAS, the CUA is limited in scope, in that it only provides a defense from State criminal prosecution for possession and cultivation of marijuana to qualified patients and their primary caregivers; and

WHEREAS, in 2003, the California Legislature adopted Senate Bill 420, effective January 1, 2004, adding Article 2.5, "Medical Marijuana Program" to Division 10 of the California Health and Safety Code section 11362.7 et seq. ("Medical Marijuana Program Act" or "MMPA"), which authorizes cities to adopt and enforce rules and regulations consistent with the MMPA (Health and Safety Code section 11362.83); and

WHEREAS, marijuana remains an illegal substance under the Federal Controlled Substances Act, 21 U.S.C. § 801, et seq., and is classified as a "Schedule I Drug" which is defined as a drug or other substance that has a high potential for abuse, that has no currently accepted medical use in treatment in the United States, and that has not been accepted as safe for its use under medical supervision. Furthermore, the Federal Controlled Substances Act makes it unlawful for any person to cultivate, manufacture, distribute or dispense, or possess with intent to manufacture, distribute or dispense marijuana. The Controlled Substances Act contains no statutory exemption for the possession of marijuana for medical purposes; and

WHEREAS, in a decision issued on February 6, 2013, *Browne v. County of Tehama* (2013) 213 Cal.App.4th 704, the California Court of Appeal found that the CUA does not confer a right to cultivate marijuana and that an ordinance limiting the number of medical marijuana plants that may be grown outside, precluding marijuana cultivation within one thousand (1,000) feet of schools, parks, and churches, and requiring that an opaque fence of at least six (6) feet

to be installed around all marijuana grows was not preempted by state law. Further, in *Maral v. City of Live Oak* (2013) 221 Cal.App.4th 975, a decision issued on November 26, 2013, the Court of Appeal held that the CUA and the MMPA do not preempt a city's police power to completely prohibit the cultivation of all marijuana within that city. On March 26, 2014, the California Supreme Court refused to hear an appeal of the case and denied de-publication of the Court of Appeal decision in *Maral*; and

WHEREAS, pursuant to the City's police powers authorized in Article XI, Section 7 of the California Constitution, the California Court of Appeal decision in *Maral v. City of Live Oak* (2013) 221 Cal.App.4th 975, as well as under the Rancho Cordova Municipal Code, the City has the power to regulate permissible land uses throughout the City and to enact regulations for the preservation of public health, safety and welfare of its residents and community. And, pursuant to Government Code section 38771, the City has the power through its City Council to declare actions and activities that constitute a public nuisance; and

WHEREAS, the justification for regulating or banning of outdoor medical marijuana cultivation pursuant to the City's police power includes, but is not limited to: a) the increased risk to public safety, based on the value of marijuana plants and the accompanying threat of break-ins, robbery and theft, and attendant violence and injury; b) the strong "skunk like" fumes emitted from mature plants which can interfere with the use and enjoyment of neighboring properties by their occupants; c) the potential for theft and use by school age children where medical marijuana is cultivated in a visible location, particularly where such location is close to schools; and d) the cultivation of medical marijuana can also result in various code violations, including improper and dangerous electrical alterations and use. These secondary effects pose serious safety risks, and require the commitment of scarce police and public resources; and

WHEREAS, the City Council finds that the public health, safety and general welfare of the City and its residents necessitates and requires the adoption of this Ordinance, prohibiting outdoor cultivation of marijuana within the City and regulating indoor marijuana cultivation in order to: a) protect and safeguard against the detrimental secondary negative effects and adverse impacts of outdoor marijuana cultivation and of unregulated indoor cultivation of marijuana; b) preserve and safeguard the minors, children and students in the community from gaining access to marijuana in outdoor cultivation areas or unsecured indoor cultivation areas; and c) preserve the City's law enforcement services, in that monitoring and addressing the negative secondary effects and adverse impacts will likely burden the City's law enforcement resources; and

WHEREAS, the Zoning Code Amendment is consistent with the General Plan as required by Government Code section 65454 and California Government Code section 65860. On the basis of the foregoing recitals, which are hereby incorporated herein and the City of Rancho Cordova's General Plan and General Plan EIR, the City Council finds and determines that Municipal Code Amendments are consistent with the General Plan, as follows:

i. The General Plan identifies specific land uses within the City, and describes their intent and role within each planning area. The proposed Amendments will not alter any land uses or affect their ability to fulfill the desired impact to the community as outlined in the General Plan.

ii. The proposed Ordinance is consistent with the Rancho Cordova General Plan in that the General Plan, its objectives, policies and goals do not permit or contemplate outdoor marijuana cultivation or unregulated indoor marijuana cultivation.

iii. The proposed Municipal Code Amendments are intended to address changes in State law and will improve the health and safety for all single family residential residents by reducing the impacts of unwanted smells due to outdoor cultivation, reduced conflicts from children that congregate near areas of outdoor cultivation, visibility from the public right-of-way, and the potential for increased neighborhood crime associated with outdoor grows.

WHEREAS, this project is exempt from the requirements of the California Environmental Quality Act ("CEQA") per Section 15061(b)(3) of the CEQA Guidelines in that it is not a project which has the potential to cause a significant effect on the environment; and

WHEREAS, a public hearing was held by the City Council of the City of Rancho Cordova on December 15, 2014, at the Rancho Cordova City Hall, located at 2729 Prospect Park Drive, Rancho Cordova at which hearing evidence both oral and documentary was received and considered.

Section 2. Amendment of the Municipal Code. Chapter 6.90 of the Rancho Cordova Municipal Code is hereby amended to read as follows:

"Chapter 6.90

MARIJUANA CULTIVATION

Sections:

6.90.010 Purpose.

6.90.020 Definitions.

6.90.030 Outdoor cultivation of marijuana.

6.90.040 Indoor cultivation of marijuana.

6.90.045 Cultivation permit.

6.90.050 Public nuisance.

6.90.055 Sale of Medical Marijuana Prohibited.

6.90.060 Enforcement.

6.90.070 Penalty for violation.

6.90.010 Purpose.

The purpose and intent of this chapter is to require that medical marijuana be cultivated only in appropriately secured, enclosed, and ventilated structures, so as not to be visible to the general public, to provide for the health, safety and welfare of the public, to prevent negative impacts to property values, to prevent odor created by marijuana plants from impacting adjacent properties, to prevent crime associated with marijuana, and to ensure that marijuana grown for medical purposes remains secure and does not find its way to non-patients, minors, or illicit

markets. Nothing in this chapter is intended to authorize the cultivation, possession, or use of marijuana for nonmedical purposes in violation of State or Federal law. It is not the intent of this chapter to create conflict or inconsistency between this chapter and (A) the Constitutions of the United States or the State of California; (B) the Federal Controlled Substances Act; or (C) California law.

6.90.020 Definitions.

For purposes of this chapter, the following definitions shall apply, unless the context clearly indicates otherwise:

"Abatement" means the removal of marijuana plants and improvements that support marijuana cultivation which occupy an area or cubic feet in excess of the area and cubic feet that is allowed under this chapter.

"Bedroom" means a room inside a residential building being utilized by any person primarily for sleeping purposes.

"Child care center" means any licensed child care center, daycare center, or child care home, or any preschool.

"Cultivated area" means any area indoors that is the greater of either (a) the total area of a property that is densely or primarily occupied by marijuana cultivation; or (b) one square foot per juvenile or mature marijuana plant indoors on the property.

"Cultivation" or "marijuana cultivation" means the planting, growing, harvesting, drying, or processing of marijuana plants, or any part thereof.

"Fully enclosed and secure structure" means a space within a building, greenhouse or other structure which has a complete roof enclosure supported by connecting walls extending from the ground to the roof, which is secure against unauthorized entry, provides complete visual screening, and which is accessible only through one or more lockable doors and inaccessible to minors.

"Indoors" means within a fully enclosed and secure structure.

"Marijuana" means the plant Cannabis sativa L. and any of its derivatives that is six (6) inches in height or taller, grown in accordance with state law.

"Outdoors" means any location within the City of Rancho Cordova that is not within a fully enclosed and secure structure.

"Parcel" means property assigned a separate parcel number by the Sacramento County assessor.

"Premises" means a single, legal parcel of property. Where contiguous legal parcels are under common ownership or control, such contiguous legal parcels shall constitute a single "premises" for purposes of this chapter.

"Primary caregiver" means a "primary caregiver" as defined in Section 11362.7(d) of the Health and Safety Code, as may be amended from time to time.

"Qualified patient" means a "qualified patient" as defined in Section 11362.7(f) of the Health and Safety Code.

"Rear yard" means the rear open space portion of any premises, whether fenced or unfenced.

"Residential structure" means any building or portion thereof legally existing which contains living facilities, including provisions for sleeping, eating, cooking, and sanitation on a premises or legal parcel located within a zoning district that allows residential uses.

"School" means an institution of learning for persons under twenty-one (21) years of age, whether public or private, offering regular course of instruction including, without limitation, a kindergarten, elementary school, middle or junior high school, or senior high school.

"Single Family Dwelling" means a detached building designed for and/or occupied by one (1) family which does not share walls with another dwelling.

"Solid fence" means a fence constructed of substantial material (such as wood or vinyl) that prevents viewing the contents from one side to the other.

6.90.030 Outdoor cultivation of marijuana.

All outdoor cultivation of marijuana within the City is prohibited. It is hereby declared to be unlawful and a public nuisance for any person owning, leasing, occupying, or having charge or possession of any parcel within any zoning district in the City of Rancho Cordova to cause or allow such parcel to be used for the outdoor cultivation of marijuana.

6.90.040 Indoor cultivation of marijuana.

A. It is hereby declared to be unlawful and a public nuisance for any person owning, leasing, occupying, or having charge or possession of any parcel in the City of Rancho Cordova to cause or allow such parcel to be used for the cultivation of marijuana plants within a fully enclosed and secure structure on the parcel, except as provided in subsections (B) and (C) of this section.

B. Who Is Permitted to Cultivate Marijuana Indoors.

1. Only a person who is at least eighteen (18) years old and either a qualified patient or a primary caregiver may engage in indoor cultivation of medical marijuana.

2. Residency requirement. The qualified patient or primary caregiver shall reside full-time on the premises where the indoor cultivation of medical marijuana occurs.

3. Permission of Owner. Tenants shall obtain the written permission and signature of the property owner(s) prior to cultivating marijuana. Such written permission shall be made available to the City upon request.

4. Permit Required. Prior to engaging in any indoor cultivation of marijuana pursuant to this chapter, a qualified patient or primary caregiver shall obtain a Cultivation Permit

from the City's Chief of Police or his or her designee, as provided by Section 6.90.045 of this chapter.

C. Indoor Cultivation Standards. Marijuana cultivated indoors, within the City of Rancho Cordova, shall be in conformance with the following standards:

1. Indoor cultivation of marijuana is permitted only on parcels with single family residential units.

2. Marijuana cultivation is permitted only within fully enclosed and secure structures inaccessible to minors. If the fully enclosed and secure structure is a residence, it shall be a single family dwelling. No cultivation may occur in duplexes, triplexes, or other multi-family dwellings. A fully enclosed and secure structure used for the cultivation of marijuana that is separate from the main residence on a premises must maintain a minimum ten (10' 00") foot setback from any property line and the area surrounding the structure must be enclosed by a solid fence at least six feet (6' 00") in height.

3. Marijuana cultivation may not occur in both a detached structure and inside a residence on the same parcel. Only one cultivation area is allowed per parcel.

4. Marijuana cultivation may not occur in a residence where persons under eighteen (18) years of age reside, whether full or part-time.

5. Marijuana cultivation areas in a structure shall not be accessible to persons under eighteen (18) years of age. Cultivation areas shall be secured by lock and key or other security device which prevents unauthorized entry.

6 Indoor cultivation of marijuana shall not exceed twenty-five (25) square feet, regardless of how many qualified patients or primary caregivers are residing at the premises, unless the Planning Director has approved a request under Section 6.90.040(D) below.

7. Marijuana cultivation shall not occur on any carpeted area.

8. Marijuana cultivation lighting shall not exceed twelve hundred (1,200) watts and shall comply with the California Building, Electrical and Fire Codes as adopted by the City.

9. The use of gas products (CO2, butane, etc.) or generators for marijuana cultivation or processing is prohibited.

10. Marijuana cultivation for sale is prohibited.

11. From a public right-of-way, there shall be no exterior evidence of marijuana cultivation.

12. The residence shall be occupied and is required to maintain a functioning kitchen and bathroom(s), and the use of primary bedrooms are for their intended purpose. These rooms shall not be used for marijuana cultivation.

13. Any marijuana cultivation area located within a residence shall not create a humidity or mold problem in violation of Rancho Cordova building and State Health and Safety Codes.

14. Any structure used for the cultivation of medical marijuana must have proper ventilation to prevent mold damage and to prevent marijuana plant odors or particles from becoming a public nuisance to surrounding properties or the public. A public nuisance may be deemed to exist if the cultivation produces odors which are disturbing to people of normal sensitivity residing or present on adjacent or nearby property or areas open to the public.

15. The marijuana cultivation area shall not adversely affect the health or safety of the nearby residents by creating dust, glare, heat, noise, smoke, traffic, vibration, or other impacts, and shall not be hazardous due to use or storage of materials, processes, products or wastes.

16. The marijuana grower shall pay any applicable city taxes relating to marijuana.

D. Indoor Marijuana Cultivation in Excess of 25 Square Feet. Any proposed marijuana cultivation by an individual that may exceed the cultivation area standard maximum of twenty-five (25) square feet per residence shall require administrative review by the Planning Director, and shall meet the criteria set forth above, as well as the additional criteria set forth in subsections (1) through (3) of this section:

1. Documentation of medical need, such as a physician's recommendation; and

2. Inspection of the cultivation area by a building inspector or code enforcement officer to confirm that no health or safety concerns are present; and

3. The building official may require additional specific standards to meet the California Building Code and Fire Code, including, but not limited to, installation of fire suppression sprinklers.

6.90.045 Cultivation permit.

A. Prior to commencing any indoor medical marijuana cultivation, a qualified patient or primary caregiver must obtain a medical marijuana cultivation permit from the Chief of Police or his or her designee. The following information will be required with the initial permit application and subsequent permit extensions:

1. A notarized signature from the owner of the property consenting to the cultivation of medical marijuana at the premises on a form acceptable to the City.

2. The name of each person owning, leasing, occupying, or having charge of any legal parcel or premises where medical marijuana will be cultivated.

3. The name of each qualified patient or primary caregiver who participates in the medical marijuana cultivation.

4. A copy of a current valid medical recommendation or county-issued medical marijuana card for each qualified patient identified as required above, and for each qualified patient for whom any person identified as required above is the primary caregiver.

5. The physical site address of where the medical marijuana will be cultivated.

6. A signed consent form, acceptable to the City, authorizing City staff, including the Police Department authority, to conduct an inspection of the detached, fully enclosed and secure structure or area of the residence used for the cultivation of marijuana upon twenty-four (24) hours' notice.

B. The initial permit shall be valid for no more than two (2) years and may be extended in increments of two (2) years.

C. To the extent permitted by law, any personal or medical information submitted with a medical marijuana cultivation permit application or permit extension shall be kept confidential and shall only be used for purposes of administering this chapter.

D. The Chief of Police, or his or her designee, may, in his or her discretion, deny any application for a medical marijuana cultivation permit, or extension thereof, where he or she finds, based on articulated facts, that the issuance of such permit, or extension thereof, would be detrimental to the public health, safety, or welfare. A prior criminal conviction for a drug-related offense by the permit applicant shall be grounds for denial. The Chief of Police shall deny an application for a medical marijuana cultivation permit, or extension thereof, that does not demonstrate satisfaction of the minimum requirements of this chapter. Such denial shall be given to the applicant in writing and shall describe the grounds for the denial.

E. A person who is denied a Marijuana Cultivation Permit under this section may appeal such denial within ten (10) days of the date the Chief of Police issues the written denial required by subdivision (D) above.

F. Upon timely request by the person requesting the Marijuana Cultivation Permit, the appeal hearing process and related procedures of a denial of its permit pursuant to RCMC 6.90.045 shall proceed pursuant to the provisions of RCMC 4.10.115 through 4.10.155.

G. The Finance Director may establish a fee or fees required to be paid upon filing of an application for permit(s) as provided by this chapter, which fees shall not exceed the reasonable cost of administering this chapter.

6.90.050 Public nuisance.

It is hereby declared to be unlawful for any person owning, leasing, occupying, or having charge or possession of any parcel within the City of Rancho Cordova to create a public nuisance in the course of cultivating marijuana plants or any part thereof. A public nuisance may be deemed to exist if such activity produces:

A. Odors which are disturbing to people of normal sensitivity residing or present on adjacent or nearby property or areas open to the public;

B. Repeated responses (more than three times in a one-year time period) to the parcel from law enforcement officers;

C. Repeated disruption (more than three times in a one-year time period) to the free passage of persons or vehicles in the neighborhood;

D. Excessive noise in violation of applicable city noise standards in the general plan or municipal code;

E. Any other impacts on the neighborhood which are disruptive of normal activity in the area.

6.90.055 Sale of Medical Marijuana Prohibited.

It shall be unlawful for any person cultivating medical marijuana pursuant to this chapter to sell or offer for sale the marijuana permitted to be grown under this chapter.

6.90.060 Enforcement.

A. The violation of this chapter is hereby declared to be a public nuisance. Any person violating any provision of this chapter shall be deemed guilty of a misdemeanor and, upon conviction, shall be punished by a fine not to exceed the amount provided in Penal Code Section 19, as may be amended from time to time, by imprisonment in the county jail not to exceed six months, or by both a fine and imprisonment.

B. A violation of this chapter may be abated by the city attorney by the prosecution of a civil action for injunctive relief and by the abatement procedure set forth in Chapter 16.18 RCMC.

C. Abatement Procedure. The code enforcement officer and/or the chief of police, or his or her designee (hereafter the “enforcement official”), are hereby authorized to order the abatement of any violation of this chapter by following the abatement procedure as defined in Chapter 16.18 RCMC. In addition, the enforcement official may require the property owner or tenant to personally abate/remove all medical marijuana plants and improvements to the property that exceed the limits set by this chapter.

6.90.070 Penalty for violation.

A. Cultivation of marijuana on parcels within the city that does not comply with this chapter is a misdemeanor subject to the penalties and enforcement as provided in RCMC 1.01.190 and 6.60.020.

B. The remedies and penalties provided herein are cumulative, alternative and nonexclusive. The use of one does not prevent the use of any others, including those in RCMC 1.01.190 and Chapter 16.18 RCMC, and none of these penalties and remedies prevent the city from using any other remedy at law or in equity which may be available to enforce this chapter or to abate a public nuisance.

Section 3. Table 23.310-1 of the Rancho Cordova Municipal Code entitled “Allowed Uses and Permit Requirements for Residential Zoning Districts” shall be modified to add a line item in the proper order to indicate that outdoor marijuana cultivation is prohibited in all Residential

zones pursuant to the Rancho Cordova Municipal Code Section 6.90.030, and that indoor marijuana cultivation is permitted only on parcels with single family homes within Residential zones by persons who meet the requirements of the Rancho Cordova Municipal Code Section 6.90.040 and have obtained a cultivation permit from the Police Department as required by the Rancho Cordova Municipal Code section 6.90.045, and such marijuana cultivation is subject to the regulations contained in chapter 6.90 of the Rancho Cordova Municipal Code.

Section 4. Severability

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

Section 5. Effective Date

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

2365312.1

MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Matthew Diaz, Associate Planner

SUBJECT: **ZINFANDEL VILLAGE – CONDITIONAL USE PERMIT, DESIGN REVIEW AND EXCEPTION; PROJECT NO. DD8440 – LOCATED AT 2817, 2821 AND 2863 ZINFANDEL DRIVE.**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
Pacific Castle Mrs. Judi Harris 2601 Main Street, Suite 900 Irvine, CA 92614	Barbes-Bidaujiri & Associate Mr. Ben Barbes 3420 E. Shea Boulevard, Suite 199 Phoenix, AZ 85028

PROJECT:	The applicant is proposing façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building and the demolition of an existing restaurant adjacent to Zinfandel Drive. The plans include two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, and a reconfigured parking area that will provide new landscaping and frontage improvements along Zinfandel Drive and Olson Drive. The façade improvements involve reconfiguration of the building footprint, new windows and siding, as well as an enhanced roofline. A new unified sign program has been submitted that will function as the regulatory document for future tenant signage applications.
FILE:	DD8440
LOCATION:	2817, 2821 and 2863 Zinfandel Drive;
APN:	072-0330-018-0000, 072-0330-019-000, and 072-0330-022-0000
PLANNER:	Matthew Diaz, Associate Planner

RECOMMENDATION

Adopt Resolution 6-2015.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 6-2015 would allow for several changes at the Zinfandel Village shopping center. A portion of the north end of the main shopping center building and the existing restaurant adjacent to Zinfandel Drive would be demolished. Façade improvements to the remaining shopping center building would be constructed including reconfiguration of the building footprint, installation of new windows and siding, as well as enhancements to the roofline. In addition, two new commercial pad buildings with drive throughs would be constructed. Other improvements to the site would include enhancement to the vehicular

connection from Zinfandel Drive to the Target shopping center and a reconfigured parking lot with new landscaping and frontage details along Zinfandel Drive and Olson Drive. A Unified Sign Program would function as guidance for future tenant signs and shopping center monument signs.

BACKGROUND

In May of 2013, Pacific Castle (Applicant) began conversations with City staff about improvements to Zinfandel Village (formerly known as Zinfandel 50) that included two new drive-throughs and façade modifications to the existing building. After initial input was received from staff, a formal application for a design review permit was submitted on February 14, 2014. This project was circulated for review and discussed at the Development Services Team meeting on March 29, 2014. While staff was generally supportive of the façade improvements, the proposed drive-throughs raised some policy questions regarding their design and location within the Downtown Planning Area that staff felt required City Council input prior to finalizing the project's review.

On July 15, 2014, the City Council conducted a workshop to discuss drive-through design and locations prior to this project being heard before City Council. Examples of existing Rancho Cordova drive-throughs were presented and the City Council expressed their preference on design, function, location, as a means to inform staff. While the Council acknowledged the location plays a large role in determining the design of drive-throughs, some of the typical characteristics they preferred included:

- Drive-throughs aisle should not run parallel to public right-of-ways; and
- Drive-throughs should be located adjacent to main streets to ensure pedestrian connectivity; and
- Sufficient screening should be provided to reduce the visibility of the automobiles within the drive-through aisle as well as any associated impact with their stacking (i.e. head light glare onto passing pedestrians and motorists).

Council directed staff to incorporate these design characteristics into current and future drive-through applications. As a result of the study session, the proposed Zinfandel Village design was amended to reflect these design elements. On October 15, 2014 the project was resubmitted to include a Conditional Use Permit for drive-throughs and traffic study to reflect the updated commercial pad design.

Figure 1: Project Site (Existing Conditions)

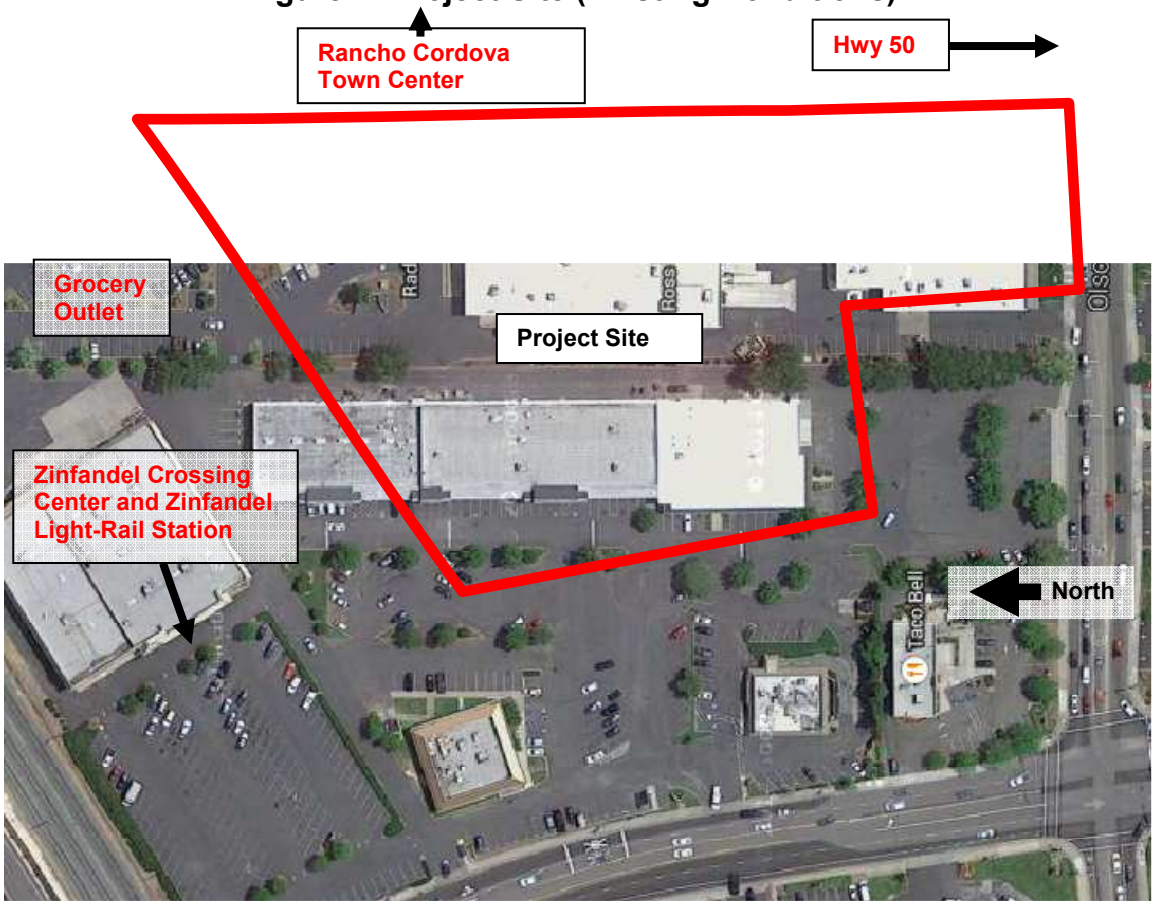


Figure 2: Site Plan

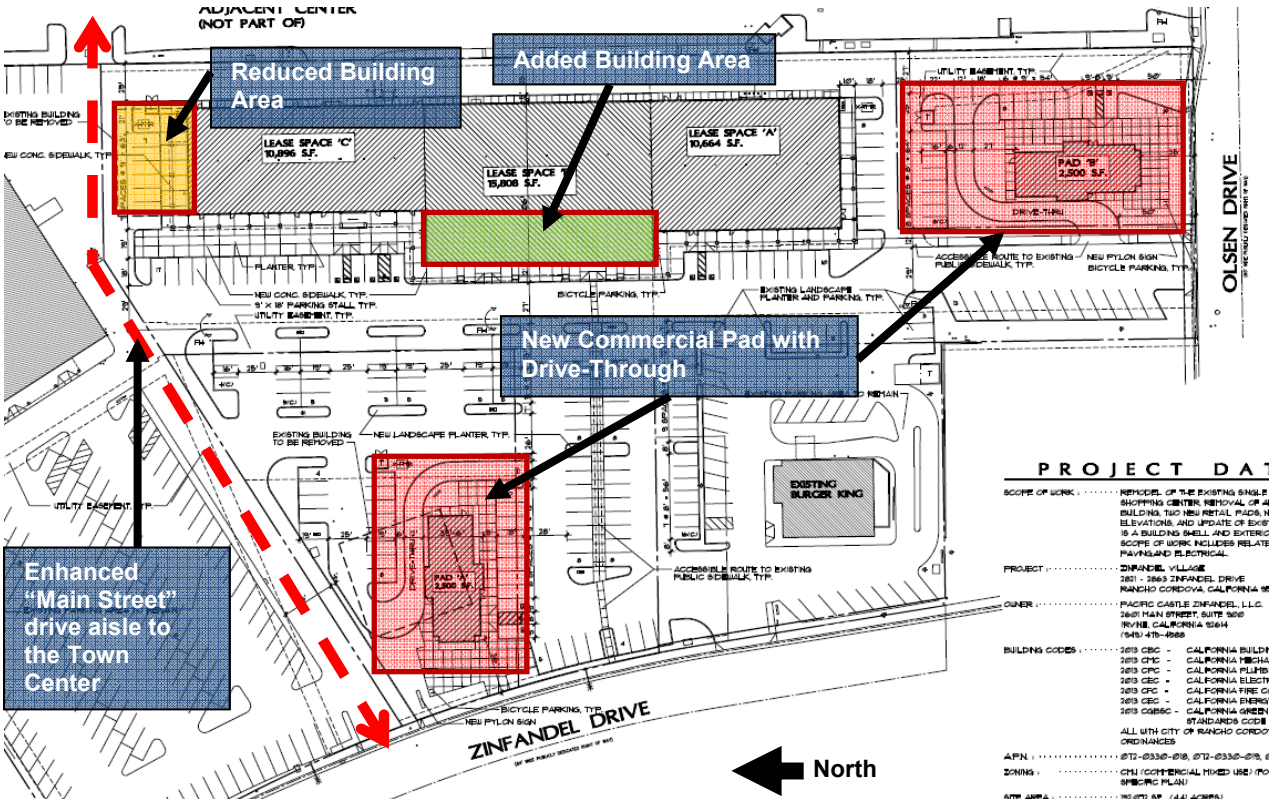


Figure 3: Existing Façade (Looking North)

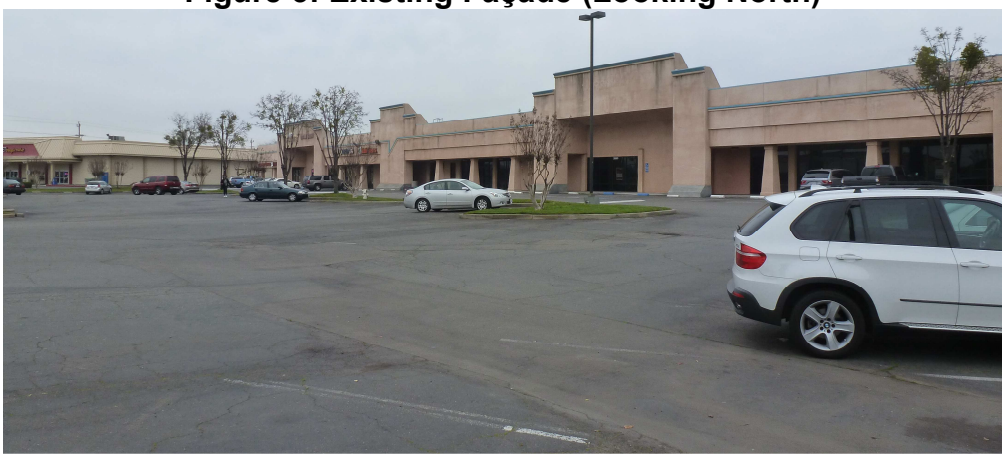


Figure 4: Existing Connection to Town Center (Looking East)

REQUIRED PERMITS AND REGULATORY BASIS

Drive-through sales/services are allowed with the approval of a Conditional Use Permit (Table 2-2) of the project's Folsom Boulevard Specific Plan (FBSP) CMU (Commercial Mixed Use) zone. Major Design Review (Section 23.141) is required to ensure compatibility and implementation of development standards. Due to shortened drive aisle length for the proposed drive-through along Olson Drive, the commercial pads exceedance of the maximum 20-feet setback from the main street frontage, and the projects floor area ratio (FAR) being under the required 0.25 FAR, an Exception must be processed to allow the project's current design to deviate from the Folsom Boulevard Specific Plan standards. This is discussed further in the Zoning analysis section below.

Permits Required after Approval:

- Major Design Review permits for each of the new commercial Pads, to be reviewed and approved by the City Council.
- Improvement Plans/Grading Permit
- Building Permit
- Business License

ANALYSIS

General Plan:

The project site is within the Downtown Planning Area (DTPA) under the sub-classification of CMU (Commercial Mixed-Use) land use designation. The Downtown is the center and "heart" of Rancho Cordova and provides a significant connection between existing residential and commercial areas. It is the City's intent that the Downtown becomes a vibrant place to live, work, play, and shop, with walkable areas that connect to plazas and other gathering areas that are part of individual projects. One of the main priorities of the Downtown Planning Area is improved circulation and development patterns in the Olson Drive area which includes a local town center with a "Main Street" concept.

The proposed modifications are an attempt to revitalize an aging commercial center with a new façade, drive-throughs, and on-site improvements to enhance aesthetic appeal and walkability. The project includes an enhanced connection from Zinfandel Drive to the Target shopping

center, which should help facilitate motorist to the adjacent shopping center while reducing the automobile impacts to Olson Drive.

Zoning Code:
The project site is zoned FB-CMU (Folsom Boulevard – Commercial Mixed-Use) which provides for a wide variety of general commercial and heavier types of commercial uses. This district is intended to designate property primarily for commercial development; however, it may also include office and/or residential uses. Retail and service uses (including general retail and personal services) are permitted by right, and more intense commercial and service uses are conditionally permitted. Business and professional office uses, as well as residential uses with a density between 10 and 18 units per acre, are also permitted by right when integrated vertically or horizontally with commercial uses. Since the project site is within one-quarter mile of a light-rail station (Zinfandel Station), the project would fall under the Transit Oriented Development Overlay zone; however, the Folsom Boulevard Specific Plan is the primary regulatory document for this project.

As mentioned in the General Plan discussion above, the improvements will enhance the aging shopping center in an attempt to attract new commercial tenants that will service potential customers. The project does not propose any new use that would not be allowed within the FB-CMU zoning designation while the on-site and off-site improvements will enhance motorist circulation to and through the shopping center as well as pedestrian access along the improved frontage improvements. Specific descriptions of the improvements are listed below within the Design section of this report.

Table 1: Surrounding Designations and Existing Uses

Location	Existing Use	General Plan Designation	Zoning Designation
2817, 2821 and 2863 Zinfandel Drive	Various retail and restaurant uses	DTPA (Downtown Planning Area)	FB-CMU (Folsom Boulevard Specific Plan-Commercial Mixed Use)
North	Grocery Outlet store, Folsom Boulevard	DTPA	FB-CMU
East	Rancho Cordova Town Center (retail, restaurant, personal services, etc.)	DTPA	FB-CMU
South	Gas Station, Taco Bell restaurant, hotel	DTPA	FB-CMU
West	Zinfandel Crossing Shopping Center (retail, gym, restaurants, etc.)	DTPA	FB-CMU

Exception*:*
In conjunction with Major Design Review, project-level CEQA review, and any other required entitlements, an applicant may request that the City Council approve an Exception to allow a development project that does not strictly adhere to the Folsom Boulevard Specific Plan standards assuming the use is permitted. In addition to the findings of approval for an Exception, a project must meet at least four of six conditions intended to highlight a projects unique benefit to the community.

This project is within the Olson Opportunity site which includes 20-foot maximum setbacks from the right-of-ways, drive-through aisles that are a minimum of 12-feet in width and 180-feet in length, and floor area ratios (FAR) of 0.25 for the project's Olson Opportunity site. In order to

comply with the design criteria outlined within the City Council study session, the drive-throughs were designed to place the drive aisles behind the building to reduce visibility while bringing the buildings closer to the main streets, providing an enhanced pedestrian connection to the City sidewalks. The commercial pad along Zinfandel Drive exceeds the maximum 20-foot setback outlined in FBSP Table 4-1 by 16-feet due to the turning radius of the drive-through aisle's egress and the dinning patio adjacent to the street frontage. The other drive-through aisle has a reduced aisle length due to the compact nature of the site and the maximum setback has been exceeded by 15-feet due to the safety issue that could arise with the proximity of the drive aisle egress to the main entrance at Olson Drive. While the project is adding approximately 2,578 square feet of commercial space, the total FAR of 0.22 (42,368 square feet) will fall below the required 0.25 (47,741 square feet). To meet the 0.25 requirement, the current design would require an additional 0.03 FAR (5,373 square feet) of commercial space which could either require the removal of one of the commercial pads for a larger proposed building or an even larger alteration to the existing main building design. While these two options may help to bring the FAR into compliance, these options are not in line with needs of the potential tenants the applicant has currently been negotiating leases for. Alterations to meet the 0.25 FAR would require a major revision to the existing and proposed center layout which may not align with the current real estate market that has shown interest in the center.

Due to the shortened drive aisle length (170-feet) for the proposed drive-through along Olson Drive, the commercial pads exceedance of the maximum 20-foot setback from the main street frontage, and the project's 0.03 FAR shortfall, an Exception must be processed to allow the project's current design to deviate from the Folsom Boulevard Specific Plan standards. Based on the proposed project, staff feels that four of the six conditions have been met. The evidence for the four conditions this project must meet is as follows:

Condition #1: Will fulfill a compelling community need, as indicated by an existing City goal, General Plan policy, budget priority, or other Council-adopted policy document.

Evidence: The project will revitalize a commercial shopping center in the Downtown Planning Area in which conditions are deteriorating and approaching blight. Improvements to the center's aesthetics and infrastructure will improve walkability and automobile circulation that will enhance the safety for motorist and pedestrians. Revitalization and improvements to safety are needed for this area that currently suffers from blighted conditions along Zinfandel Drive and Olson Drive.

Condition #2: Will improve an existing blighted situation by removing 100 percent of the blight located on the subject property.

Evidence: All of the buildings within the project site will be remodeled with more modern façades and parking lot improvements that will comply with current regulations. The aging restaurant adjacent to Zinfandel Drive will be demolished and replaced with a new commercial pad and drive-through, landscaping, and a pedestrian eating area connected to the improved sidewalks. The other commercial pad along Olson Drive will infill excess parking area and the parking lot will be reconfigured with new paving, stripped parking, and landscape planters.

Condition #4: Will create at least 15 new permanent full-time jobs (or new jobs equivalent to at least 15 full-time equivalents) or a minimum of 1 job per 500 square feet.

Evidence: A typical restaurant with drive-through can employ up to 5-10 positions while a major tenant can employee 10-15 positions. While the operational characteristics of the new

commercial pads and new tenants are unknown at this time, the applicant anticipates that the approval of this project will the result in the permanent hiring of significantly more than 15 full-time employees at the completion of construction permits and occupancy. This does not account for the part-time and temporary jobs that will be created by the approval of this project by either the new businesses or the construction onsite.

Condition #5: Will generate annual sales tax contributions to the City in excess of $25,000.

Evidence: The exact amount is unknown at this time, but the project will include two new commercial pads with new restaurants while the main building improvements will result in new anchor tenants. These new uses will generate sales tax well in excess of $25,000 as the project is developed and fully utilized in time. The applicant also anticipates that the project will have off-site benefits that will lead to increases in sales tax revenue, as future patrons will shop and eat at the surrounding businesses once they are finished with their onsite activities. These linkages will have indirect benefits as a result of this approval.

Detailed explanations of the findings for approval are contained in the attached Resolution (**Attachment 1**).

Design:
All renovations and new construction must adhere to the City's Design Guidelines to ensure all improvements and additions will be attractive while integrating into the surrounding environment. The project has been reviewed in accordance with Section A and B for commercial development.

Site Plan and Parking:
While the main building will still face Zinfandel Drive, the commercial pads have the proposed buildings facing perpendicular to the main street frontage due to the drive aisle design. The building locations and access will remain relatively similar to the existing design; however, the existing "waffle house" restaurant will be replaced with a new commercial pad while another commercial pad will be added along the Olson Drive frontage, just east of the existing Taco Bell restaurant. The parking area has been reconfigured to better align the drive aisles and improve the stripped stalls and landscaped planters. Improvements to the parking area include repaved surfaces, stripping, and landscaped planters. The main drive aisles have been realigned to improve circulation through the site while maintaining adequate parking as the project requires 316 parking stalls and will provide 369 parking stalls. While the project does include the removal of 3,220 square feet of building area and the demolition of the existing 4,900 square foot restaurant, the project will add two new restaurant buildings both 2,500 square feet and 5,288 square feet along the main building's entrance facing Zinfandel Drive. This additional building area will result in a floor area ratio (FAR) of 0.22 which is below the FBSP "Olson Opportunity" minimum standard of 0.25. Although the plans will deviate slightly from the required FAR, the project will increase the existing building area by approximately 2,578 square feet and improved an aging center in which conditions are deteriorating and approaching blighted conditions. A further explanation is given in the Exception section above.

The project has been conditioned to include enhanced sidewalks and landscaping adjacent to the street frontage along the project boundary. These improvements include new vertical curbs, the widening of the sidewalk to seven feet, and a six foot landscape buffer for canopy trees, shrubs, and ground cover. To improve on-site pedestrian connectivity and reduce pedestrian-automobile conflicts, condition #29 was included to provide better internal circulation and safety

by adding pedestrian crossway improvements such as raised crosswalks, enhanced stripping and signage. These improvements are described in detail on the attached Conditions of Approval (**Exhibit B**).

Architecture:
The existing building will remove approximately 3,220 square feet of commercial space from the north end of the building while adding approximately 5,286 square feet along the middle of the remaining section to provide more leasable space. This removal will improve circulation between Zinfandel Village and Rancho Cordova "Target" Town Center to the east of the project. The main single story building will add a new pitched roofline with concrete tile and building projections along the north, west, and south elevation. A defined roofline cornice has been added as the building will have varying heights (21-feet to 34-feet) due to the new wall projections and defined main entrance tower features. Since there is no maximum building height the project is consistent with FBSP standards.

The walls will include new stucco with stone veneer ("old country burned oak") columns facing Zinfandel Drive (Figure 5-8). The updated color scheme includes a variety of warm (adobe, tan, orange, and brown) colors and additional windows and glass doors have been added for a more pedestrian friendly ground floor. The current design is flat and outdated, while the new plan will be consistent with the City's Design Guidelines to create a more layered elevation that will seem more human scale by mixing a variety of materials with different color combinations. While a proposed design has not been submitted for either of the 2,500 square foot commercial pads, the project has been conditioned to require Design Review for the new commercial pads prior to construction.

Figure 5: Main Facade facing the Zinfandel Drive (Southern Section)

Figure 6: Main Facade facing the Zinfandel Drive (Northern Section)

Figure 7: Main Facade facing the Grocery Outlet/Folsom Boulevard (Northern Section)

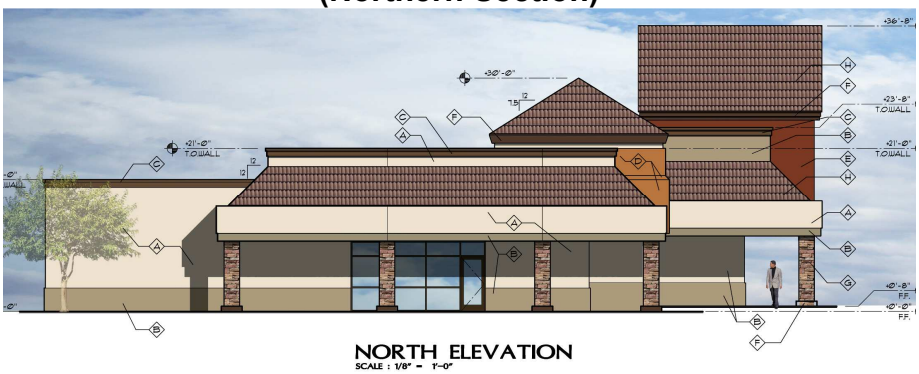
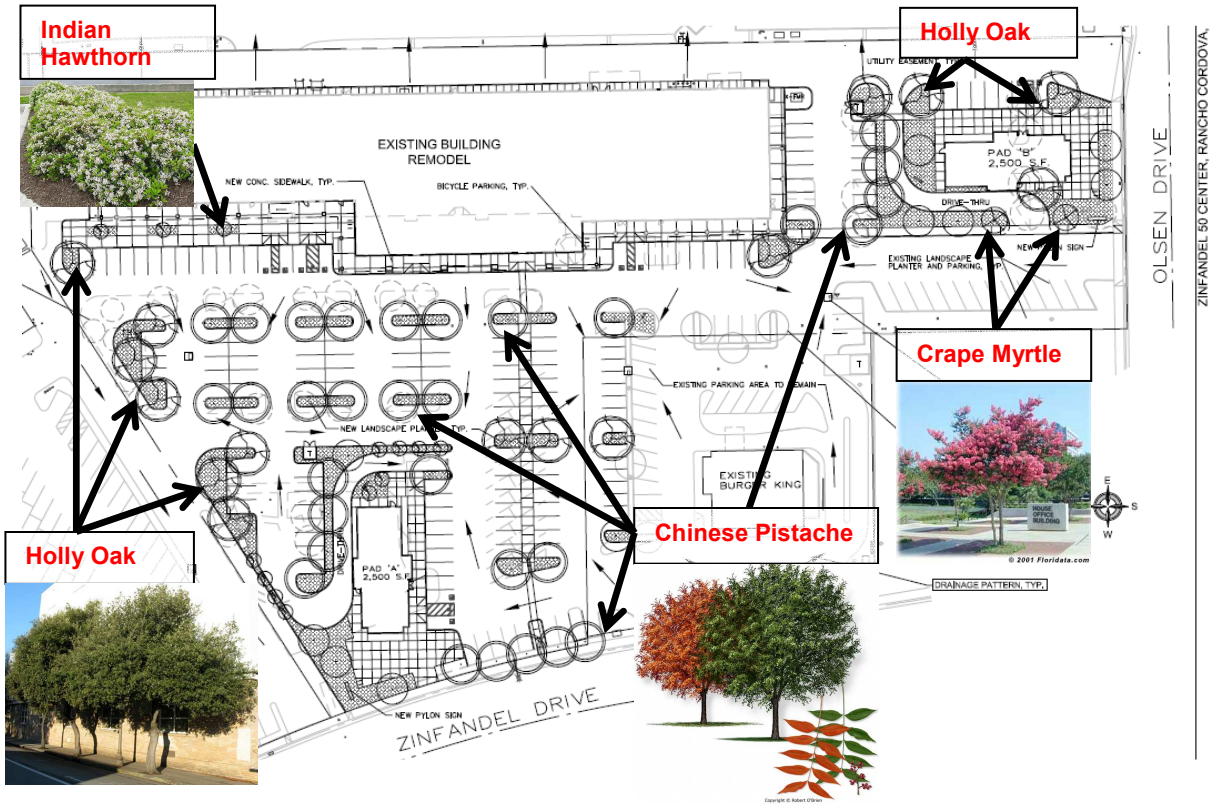


Figure 8: Main Facade facing the Olson Drive (Southern Section)

Landscaping:
The landscaping includes a mix of 15-gallon Chinese Pistache, Crape Myrtle, and African rumac along with turf, groundcover and shrubs throughout the project site. The project will also uses 24-inch Box Holly Oak and Indian Hawthorn along the building facades, drive-through aisles and pedestrian areas adjacent to Zinfandel Drive. Shrubs and groundcover will be added to supplement the new trees between the buildings, parking stalls, and pedestrian areas adjacent to the main street frontage. A total of 33 trees are planned to be removed; however the preliminary landscape plan include approximately 18,401 square feet of new landscaped area to be added.

While a final landscaping plan will be required, the project has been conditioned to ensure 6-foot wide landscape buffers will be installed along the main street frontage for shade trees and 5-foot wide planters between the drive-through aisles consistent with FBSP standards. Since this project would require a subsequent design review for each of the commercial pad buildings, a condition has been added to this application to include a minimum 3-foot tall planter with shrubs shall be added to minimize the visual impact of the reader board and directional signs, from the public right-of-ways.

Figure 9: Preliminary Landscape Plan



Sign Program:
A sign program has been submitted for the project that includes standards for existing and future tenant signage. While the sign program fulfils the basic requirements of a Unified Sign Program, there are some inadequacies and sign standards that do not comply with current City sign standards. These items include:

- Accurate project boundary.
- Statement indicating off-site signage is not allowed within this program.
- Signage that is consistent with zoning code standards. The current monument signage does not comply with current zoning standards and must be revised.
- Site plan corresponding to the major, minor, and inline tenant requirements. This must correspond to the elevations as well.
- Standards for directional signage, wayfinding signage, and addressing signage that includes door and window specifications.

A revised sign program will be required prior issuance of construction permits. This has been included as condition of approval #32 for the project.

FISCAL ANALYSIS OF PROJECT

The City anticipates that this project will provide additional revenues from an increase in sales taxes through new businesses and increases in general sale of goods purchased by the onsite employees.

ENVIRONMENTAL

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) Sections 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning).

CEQA Guidelines Section 15183 (Public Resources Code §21083.3), provides that projects which are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified “shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” An EIR was certified by the City Council for the adoption of the City of Rancho Cordova General Plan (SCH 2005022137).

The project would develop the site consistent with the site’s General Plan land use designation of commercial mixed-use in the Folsom Boulevard Planning Area (FBPA) and zoning designation of FB-CMU (Folsom Boulevard – Commercial Mixed Use). Furthermore, the project would be consistent with the goals and policies contained in the General Plan and would not increase the development densities analyzed in the General Plan EIR. A traffic study was submitted that analyzed the potential impacts of two new drive-throughs near the corner of Zinfandel Drive and Olson Drive. The results of the traffic study indicated the new drive-throughs would create a less than significant impact to the current level of services. Future build out of the project site, including improvements to Zinfandel Drive and Olson Drive, were previously analyzed as part of the Folsom Boulevard Specific Plan Mitigated Negative Declaration.

No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment. Therefore, the proposed project qualifies for the exemption under CEQA Guidelines Section 15183 and no further environmental review is required.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project to be in compliance with the California Environmental Quality Act (CEQA) as exempt pursuant to CEQA Guidelines Section 15183 and adopt Resolution No. 6-2015 the Conditional Use Permit, Design Review, and Exception for the Zinfandel Villages DD8440, subject to the findings, Project Plans (**Exhibit A**) and Conditions of Approval (**Exhibit B**)."

ATTACHMENTS

1. Resolution 6-2015, including Project Plans (**Exhibit A**) and subject to the Conditions of Approval (**Exhibit B**).
2. 500' Radius Map with Mailing Labels.
3. Traffic Study dated October 1, 2014.
4. Unified Sign Program dated January 14, 2015.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 6-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING ZINFANDEL VILLAGE CONDITIONAL USE PERMIT, MAJOR DESIGN REVIEW, AND EXCEPTION - PROJECT NO. DD8440

WHEREAS, On February 14, 2014 Ben Barbes and Pacific Castle (referred to as the Applicant) filed a formal submittal to propose façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building, the demolition of an existing restaurant, two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, reconfigured parking area, and a new unified sign program for the Zinfandel Village shopping center located at 2817, 2821 and 2863 Zinfandel Drive. (Assessor's Parcel Number: 072-0330-018-0000, 072-0330-019-000, and 072-0330-022-0000); and

WHEREAS, on July 15, 2014, the Rancho Cordova City Council conducted a study session to discuss drive-through design and future locations. While a determination was not made for the project, staff was given insight into the Council's priorities for drive-through design. From this dialogue, the applicant agreed to revise the project's design to reflect the design principals discussed at the study session; and

WHEREAS, on October 15, 2014 the applicant resubmitted a plan that included two new drive-through aisle design as well as a supportive Traffic Study based on that new design; and

WHEREAS, this project was reviewed by all applicable City departments and agencies for comments and conditions; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project; and

WHEREAS, the City Council of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the Council approves the Zinfandel Village Conditional Use Permit, Design Review Permit, and an Exception **(Exhibit A)**, subject to the following findings and attached Conditions of Approval **(Exhibit B)**:

A. Finding: Finds the project site was adequately analyzed according to the California Environmental Quality Act (CEQA) Guidelines and is exempt per 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), as supported by the following:

   Evidence: CEQA Guidelines Section 15183 (Public Resources Code §21083.3), provides that projects which are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." An EIR was certified by the City Council for the adoption of the City of Rancho Cordova General Plan (SCH 2005022137).

The project would develop the site consistent with the site's General Plan land use designation of commercial mixed-use in the Folsom Boulevard Planning Area (FBPA) and zoning designation of FB-CMU (Folsom Boulevard – Commercial Mixed Use). Furthermore, the project would be consistent with the goals and policies contained in the General Plan and would not increase the development densities analyzed in the General Plan EIR. A traffic study was submitted that analyzed the potential impacts of two new drive-throughs near the corner of Zinfandel Drive and Olson Drive. The results of the traffic study indicated the new drive-throughs would create a less than significant impact to the current level of services. Future build out of the project site, including improvements to Zinfandel Drive and Olson Drive, were previously analyzed as part of the Folsom Boulevard Specific Plan Mitigated Negative Declaration.

No potential new impacts related to the project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the General Plan EIR. No other special circumstances exist that would create a reasonable possibility that the proposed project will have a significant adverse effect on the environment. Therefore, the proposed project qualifies for the exemption under CEQA Guidelines Section 15183 and no further environmental review is required.

B. Approve the Conditional Use Permit subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.134.030 and evidence as follows:

1. Finding: The site size, dimensions, location, topography, and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/ emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.

   Evidence: The proposed improvements and commercial pads have been designed to follow all Folsom Boulevard Specific Plan regulations and provisions in the Rancho Cordova Municipal Code. The project site is located along Zinfandel Drive and Olson Drive, between Folsom Boulevard and Olson Drive. The site currently has access to all main streets, sidewalks and is in close proximity to public transit (Zinfandel Light-Rail Station). The project will enhance the existing drive aisle to connect motorist and pedestrians to the adjacent town center while parking lot improvements will enhance onsite circulation. The project has been conditioned to minimize any impacts from construction and/or operation of the new establishment.

2. Finding: The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards or other reasonable conditions of approval.

   Evidence: The proposed project will fit within the existing adjacent land uses and will compliment these uses by providing improvement infrastructure and supportive commercial development. The project parking is designed to integrate into the surrounding circulation to facilitate movement of autos and pedestrians between main streets and shopping centers. The applicant has also applied for an Exception under the Folsom Boulevard Specific Plan to allow a slightly shorten drive-through aisle along Olson Drive and an increase in the maximum main frontage setback to accommodate the drive-through designs. The findings for the Exception are listed below.

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

   Evidence: The existing center currently has access to all public facilities. The proposed improvements and new commercial pads will have access to all required public facilities (water, sewer, solid waste, electric, etc.).

4. Finding: The project meets the requirements of the zoning code including development standards, design guidelines, and special use provisions.

   Evidence: The project has been designed to meet all of the applicable standards of the General Plan, Folsom Boulevard Specific Plan, Municipal Code, and Design Guidelines. To ensure compliance with all standards, the project has been conditioned to guarantee these standards are achieved before any building permit can be issued.

5. Finding: If structures and site plans are considered nonconforming, the elements of a project that are nonconforming have been brought into compliance with the zoning code, where feasible.

   Evidence: The proposed project has been designed to meet all applicable standards, regulations, and provisions of the Zoning Code of the City of Rancho Cordova. While staff is not aware of any existing building nonconformity, all future construction would be subject to review and approval by the Building Department and Sacramento Metro Fire.

C. Approve the Design Review permit subject to the Conditions of Approval herein, and subject to the findings as defined by Zoning Code sections 23.141.050 and evidence as follows:

1. Finding: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.

   Evidence: The proposed project is consistent with the purpose and intent of adopted policies and regulations, including the Folsom Boulevard Specific Plan, the Zoning Code, the Municipal Code, and the General Plan. The project site is located within the Folsom Boulevard Specific Plan Olson Opportunity Site and the Downtown Overlay zone. The project consists of enhanced commercial center with two new 2,500 square foot commercial pads with drive-throughs that are in keeping with the Olson Opportunity Site, the Downtown Planning Area and all applicable standards, and guidelines.

2. Finding: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

   Evidence: The proposed design includes a new façade, enhanced town center connection, two new commercial pads with drive-throughs, reconfigured parking area, landscaping, and frontage improvements. These designs will enhance the character of the project site by modernizing an aging shopping center to encourage more commercial and other services. The building's façade and use

of color and material are consistent with the City's Design Guidelines for commercial and community facility projects.

3. Finding: The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

   Evidence: The design and proposed use of the project is established clearly within the submitted application for Major Design Review, Conditional Use Permit and Exception. The design and use are consistent with the existing businesses in the area which consist of retail, restaurants, personal services (salons, etc.), along Zinfandel Drive and Olson Drive. The design, color, and materials are compatible with the character and of existing development and have been designed to foster a more human scale façade.

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

   Evidence: The proposed project will not substantially affect current traffic flows or existing modes of transportation circulation as the layout will be similar to the current conditions. The project has been conditioned to improve safety for pedestrians coming from the main streets or that utilize the Zinfandel Light Rail Station. Also improvements will be made to the existing sidewalks and right-of-way along the project site in accordance with all local standards.

D. Approve the Exception subject to the Conditions of Approval herein, and subject to the findings as defined by the Folsom Boulevard Specific Plan Chapter 3 Section D and evidence as follows:

1. Finding: The proposed project qualifies for an Exception by meeting at least four of the six conditions required for granting of an Exception as defined above.

   Evidence: As described in the associated Staff Report dated January 20, 2015, the project will comply with four of the six required conditions. The project proposes to revitalize an aging shopping center that will improve the aesthetics and health and safety for all motorists and pedestrians.

2. Finding: The City Council has determined that the proposed project has adhered to the vision of the Folsom Boulevard Specific Plan to the fullest extent practicable.

   Evidence: The improvements to the existing commercial center are in keeping with the intent of the Olson Opportunity Site and Downtown Planning Area. The improvements will enhance an aging shopping center that will intensify the sites commercial capabilities. Since the Olson Opportunity Site and Downtown Planning Area encourages primarily commercial uses in an dense urban setting, the project enhances the vision of the area as being a hub for existing and future customers.

3. Finding: The applicant has provided substantial evidence that the conditions for the Exception will be met following construction and operation of the project.

Further, the applicant has agreed to conditions of approval guaranteeing these requirements will be met or exceeded throughout the life of the project.

Evidence: While some of the financial specifics were difficult to estimate, the applicant did provide an initial assessment of the results of this project's approval. This includes new tenants for the commercial pads, new employee projections, and estimated tax revenue for the City. The project has been conditioned to improve both onsite and offsite circulation, that will minimize pedestrian and automotive conflicts.

4. Finding: Granting the Exception will not adversely affect the interests of the public or the interests of the residents and property owners in the vicinity of the premises in question, and shall not establish a precedent for other project requests.

   Evidence: The approval of the Exception will not adversely affect the similar neighboring commercial development or nearby interests. The Exception is for minor deviations in the drive-through aisle distance and maximum setback that are intended to improve public health and safety by minimizing potential pedestrian and motorist conflicts.

5. Finding: Granting the Exception will not endanger the public health and safety.

   Evidence: The granting of the Exception will allow slight deviations to the Folsom Boulevard Specific Plan maximum setback standard to ensure the drive-through aisle designs do not conflict with pedestrian or motorist traffic from either of the main streets. While the maximum setback distance will be exceeded, the project is conditioned to include pedestrians gathering areas between the new commercial buildings and pedestrian sidewalks. These areas will improve pedestrian circulation while providing a visible gathering area that adheres to many Specific Plan and General Plan goals for the area.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2015 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Robert J. McGarvey, Mayor

ATTEST:

_____
Mindy Cuppy, MMC, City Clerk

BARBES ▪
BIDANJIRI &
ASSOCIATES, INC.
ARCHITECTURE ▪ PLANNING

3420 East Shea Boulevard
Suite 199
Phoenix, Arizona 85028
602 ▪ 952 ▪ 2008
Fax 602 ▪ 952 ▪ 2168

September 30, 2014

City of Rancho Cordova
Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Zinfandel 50 Center Remodel
2817 through 2863 Zinfandel Drive
Rancho Cordova, California 95670

PROJECT NARRATIVE

The existing Zinfandel 50 Center located at the north east corner of Zinfandel Drive and Olson Drive, was built in multiple phases during the late 1970's. The center, which consists of two buildings totaling 40,000 square of both retail and restaurant spaces. The main building is 35,400 square feet and the Waffle House is 4,600 square feet. There is also a Burger King Restaurant which is 3,200 square feet and has a drive through lane and is under a different and separate ownership.

This center has gone through many remodels and modifications since its construction and has lost any cohesive design character it may have had. The new owner acquired the center last year and wishes to substantially modify the center to promote leasing and present a more cohesive design character.

The following is an outline of the proposed major items planned to be modified as part of this 'Design Review' application:

1. Demolish approximately 3,200 square feet of the northern most portion of the main building to create a wider access window along the north driveway.

2. Widen the north driveway (drive between grocery store and the center) from 25 feet to 30 feet and widen the driveway entrance at Zinfandel Drive.

3. Demolish the existing Waffle House Café (2817) along Zinfandel Drive and create a pad for a new restaurant with a drive through lane. We will need a 'Conditional Use Permit' approval for this pad which will be occupied by 'Popeyes Louisiana Kitche

4. Expand the front of the main building to create a lease space for 'anchor' tenants and add approximately 5,300 square feet. This expansion would entail creation of a new entry canopy and façade for the building.

5. The existing parking area along Olson Drive (south side) would be modified to create a pad site for a new restaurant use with a drive through lane. This pad will also require a 'Conditional Use Permit' approval (see attached applications) for the drive through lanes.

6. Remodel the entire main building to provide a new, cohesive design character throughout. This scope would create a new roof profile and façade. Proposed materials would include stone veneers, integral colored concrete tile and 'smooth' stucco finishes.

7. Modification of the parking, drive aisles and landscaping areas to provide for ADA accessible paths of travel to both Olson Drive and Zinfandel Drive. Additionally, the proposed changes entail creation of 'outdoor' patio areas for restaurant tenants.

8. Install new pylon or monument signs along both Olson Drive and Zinfandel Drive and new tenant signs.

9. Modify and upgrade existing utilities including water, sewer, gas, electric, and telephone.

The (2) pad sites with drive through lanes are shown for general site plan conformance but will require 'design review' approval when individual, specific tenants apply for building permits. The landlord would like to request an expedited approval process for these buildings since application fees have already been submitted and the site plan has been modified to accommodate the drive through restaurants.

The center will be upgraded to meet new energy conservation standards and 'green building' codes. This will help save energy and provide for a more sustainable environment.

As part of the remodel, the building will have a complete new roof membrane and new roof-mounted equipment including new air conditioning units and mechanical equipment. Most of the new equipment will be installed as part of the new tenant improvements which will be under separate permits executed when the spaces are leased.

All of the related work will have tangible benefits to the surrounding community and Rancho Cordova as a whole and to the revitalization of the intersection at Zinfandel and Folsom Boulevard. It will also create a pleasant shopping environment that further solidifies the immediate trade area as the retail hub of the city. In turn, this revital

should generate new tax dollars, not only as part of the remodel and construction, but also property taxes and sales taxes, which will increase. These taxes will therefore provide for both immediate and long term tax revenue for the City of Rancho Cordova.

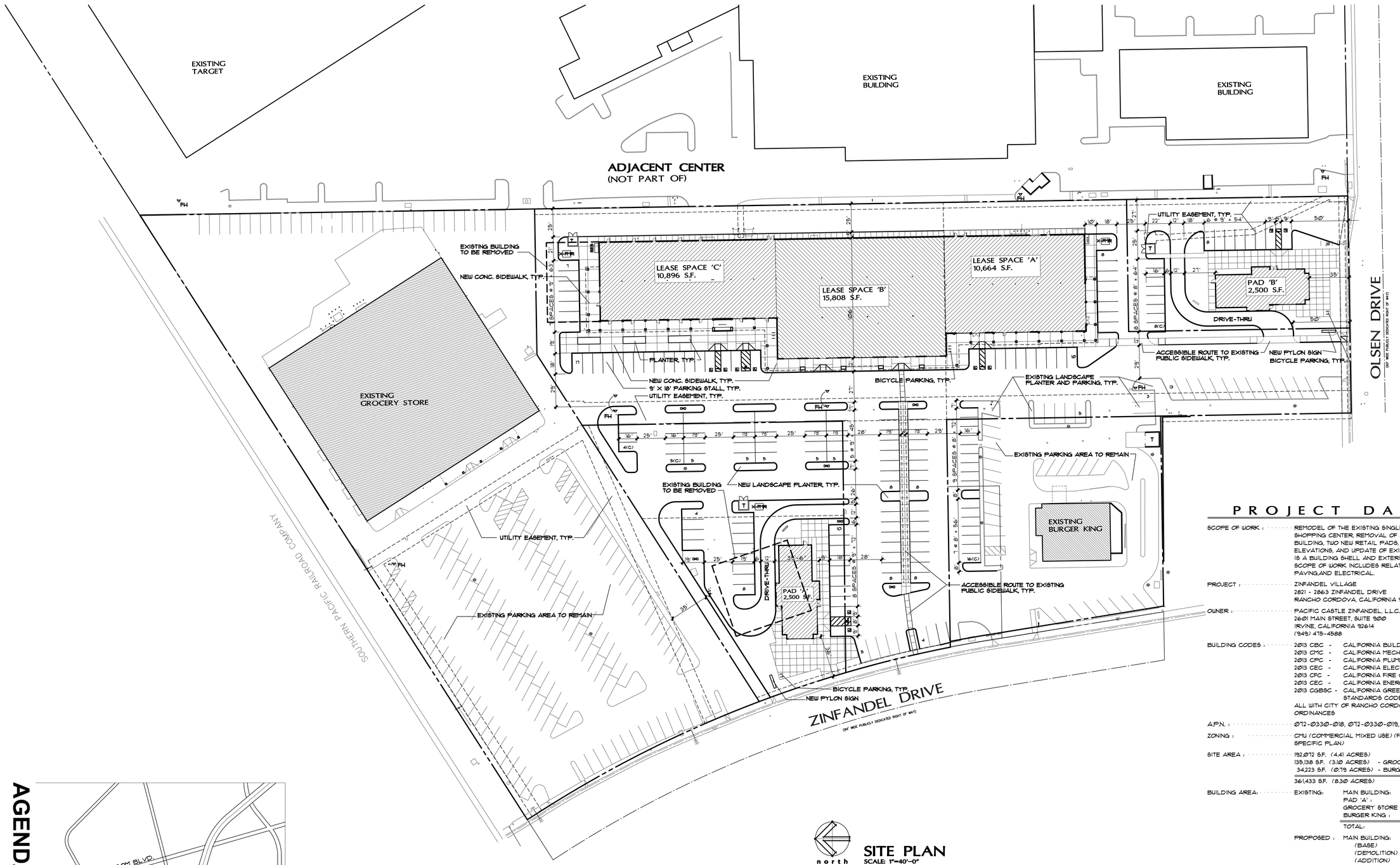
Based upon the above stated factors, the owner, Pacific Castle, is requesting 'Design Review' approval by the City of Rancho Cordova, California.

Respectfully submitted by,

Benjamin Barbes

Benjamin Barbes / Architect
Barbes-Bidanjiri & Associates, Inc.

EXHIBIT A

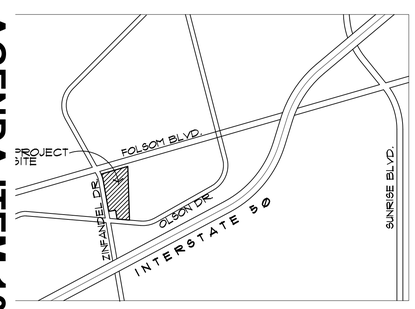


north

SITE PLAN

SCALE: 1"=40'-0"

0 20' 40' 80' 160'



north NOT TO SCALE

VICINITY MAP

AGENDA ITEM 10.2

PROJECT DATA:

SCOPE OF WORK : REMODEL OF THE EXISTING SINGLE STORY MASONRY SHOPPING CENTER, REMOVAL OF AN EXISTING PAD BUILDING, TWO NEW RETAIL PADS, NEW EXTERIOR ELEVATIONS, AND UPDATE OF EXISTING PARKING. THIS IS A BUILDING SHELL AND EXTERIOR REMODEL ONLY. SCOPE OF WORK INCLUDES RELATED LANDSCAPING, PAVING,AND ELECTRICAL.

PROJECT : ZINFANDEL VILLAGE
2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNER : PACIFIC CASTLE ZINFANDEL, L.L.C.
2601 MAIN STREET, SUITE 900
IRVINE, CALIFORNIA 92614
(949) 475-4588

BUILDING CODES :
2013 CBC - CALIFORNIA BUILDING CODE
2013 CMC - CALIFORNIA MECHANICAL CODE
2013 CPC - CALIFORNIA PLUMBING CODE
2013 CEC - CALIFORNIA ELECTRICAL CODE
2013 CFC - CALIFORNIA FIRE CODE
2013 CEC - CALIFORNIA ENERGY CODE
2013 CGBSC - CALIFORNIA GREEN BUILDING STANDARDS CODE
ALL WITH CITY OF RANCHO CORDOVA ADPOTED ORDINANCES

A.P.N. : 072-0330-018, 072-0330-019, 072-0330-022

ZONING : CMU (COMMERCIAL MIXED USE) (FOLSOM BLVD. SPECIFIC PLAN)

SITE AREA :
192,072 S.F. (4.41 ACRES)
135,138 S.F. (3.10 ACRES) - GROCERY STORE
34,223 S.F. (0.79 ACRES) - BURGER KING
361,433 S.F. (8.30 ACRES)

BUILDING AREA:

EXISTING:	MAIN BUILDING:	35,300 SQ. FT.
	PAD 'A' :	4,490 SQ. FT.
	GROCERY STORE :	28,888 SQ. FT.
	BURGER KING :	3,174 SQ. FT.
	TOTAL:	71,852 SQ. FT.
PROPOSED :	MAIN BUILDING:	
	(BASE)	35,300 S.F.
	(DEMOLITION)	- 3,220 S.F.
	(ADDITION)	+ 5,288 S.F.
	(SUB-TOTAL)	37,368 SQ. FT.
	NEW PAD 'A' :	2,500 SQ. FT.
	NEW PAD 'B' :	2,500 SQ. FT.
	GROCERY STORE :	28,888 SQ. FT.
	BURGER KING :	3,174 SQ. FT.
	TOTAL:	74,430 SQ. FT.

PARKING REQUIRED : RETAIL : 61,256 S.F. @ 3.6 PER 1000 S.F. = 220.5 SPACES
FOOD SERVICE : 13,174 S.F. @ 7.2 PER 1000 S.F. = 94.9 SPACES
TOTAL: 316 SPACES

PARKING PROVIDED :
EXISTING: 422 SPACES (18 ACCESSIBLE SPACES)
PROPOSED: 317 SPACES - STANDARD
33 SPACES - COMPACT
19 SPACES - ACCESSIBLE
369 SPACES - TOTAL

BICYCLE PARKING : 20 PROVIDED

PRELIMINARY
NOT FOR CONSTRUCTION
LICENSED ARCHITECT
BENJAMIN BIDANJIRI
No. C-18389
REG. EXP. 5.31.15
STATE OF CALIFORNIA

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS
DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENTIONS TO THIS PROJECT EXCEPT BY WRITTEN AGREEMENT WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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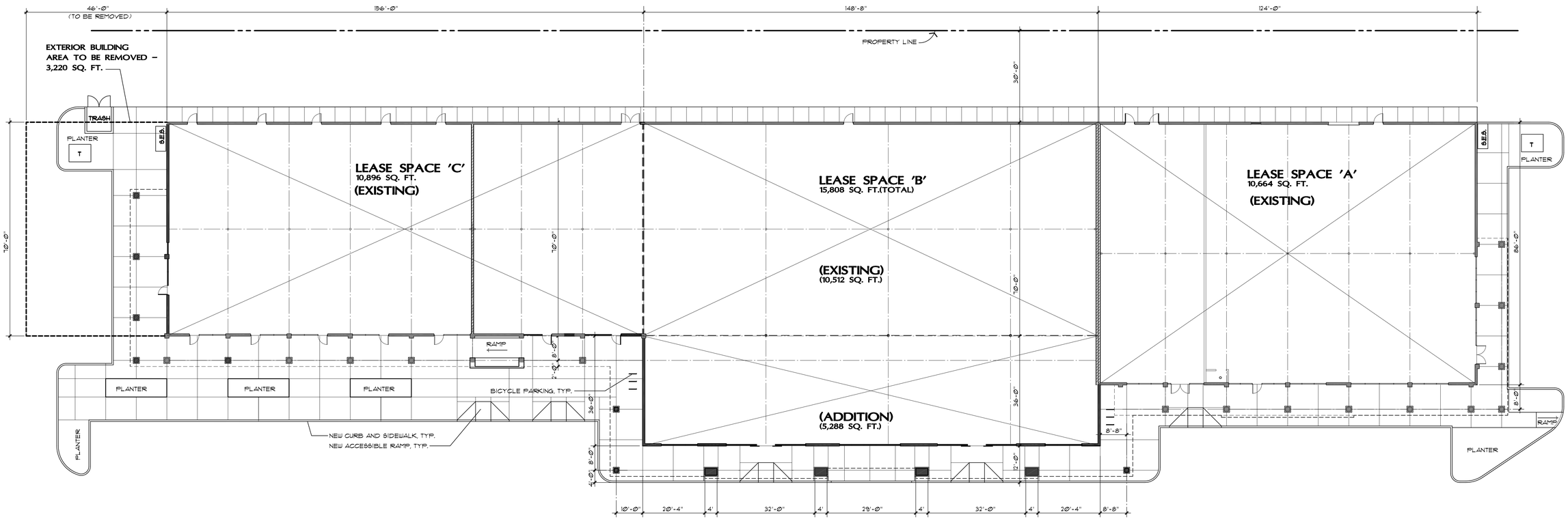
DR 1.392
OF 4

EXHIBIT A



north

FLOOR PLAN

SCALE : 1/16" = 1'-0"

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES

ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
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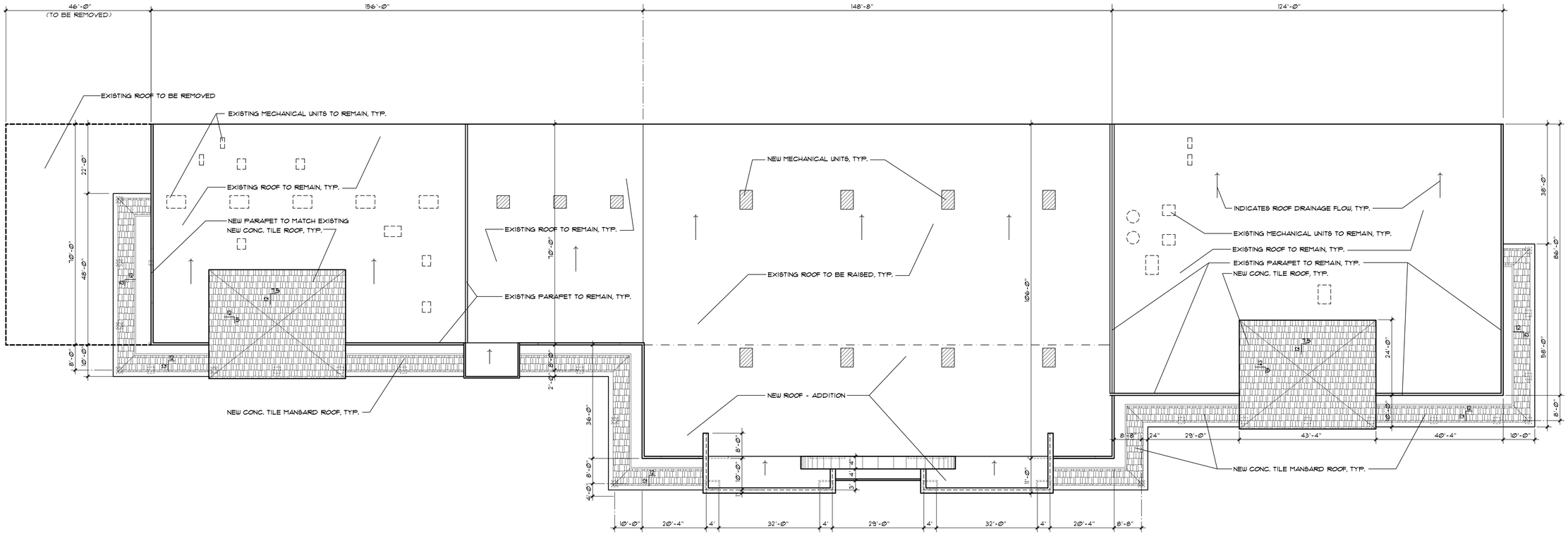
DR-393

OF 4

AGENDA ITEM 10.2



north

FLOOR PLAN

SCALE : 1/16" = 1'-0"

EXHIBIT A

PRELIMINARY
LICENSED ARCHITECT
BENJAMIN BIDANJIRI
NO. C-13889
EXP. 5.31.15
ARCHITECT OF CALIFORNIA

SEPT. 25, 2014

PROJECT NO. 1304

BARBES
BIDANJIRI
&
ASSOCIATES
ARCHITECTURE
PLANNING
INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 – 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS
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MATERIAL/COLOR KEY :

- A — E.I.F.S. - SW 6133 - 'MUSLIN'
- B — E.I.F.S. BASE - SW 6158 - 'SAWDUST'
- C — E.I.F.S. CAP - SW 6104 - 'KAFFEE'
- D — E.I.F.S. - SW 6370 - 'SAUCY GOLD'
- E — E.I.F.S. - SW 2837 - 'AURORA BROWN'
- F — E.I.F.S. / CONCRETE - SW 6069 - 'FRENCH TOAST'
- G — STONE VENEER: CORONADO - LEGDE STONE 'OLD COUNTRY BURNED OAK'
- H — CONCRETE TILE : EAGLE ROOFING - CAPISTRANO 'CORONA DEL MAR BLEND'
- J — ANOD. ALUM. STOREFRONT - DARK BRONZE
- K — CLEAR GLAZING

NOTES :

1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.

EXHIBIT A

LICENSED ARCHITECT BENJAMIN BIDANJIRI C-31 REG. NO. 26389 REG. EXP. 5-31-15 STATE OF CALIFORNIA

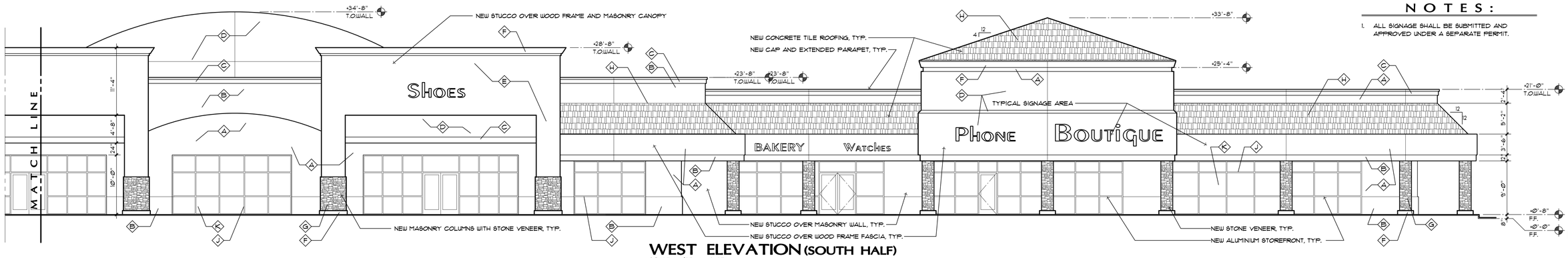
PRELIMINARY NOT FOR CONSTRUCTION

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES
ARCHITECTURE PLANNING INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

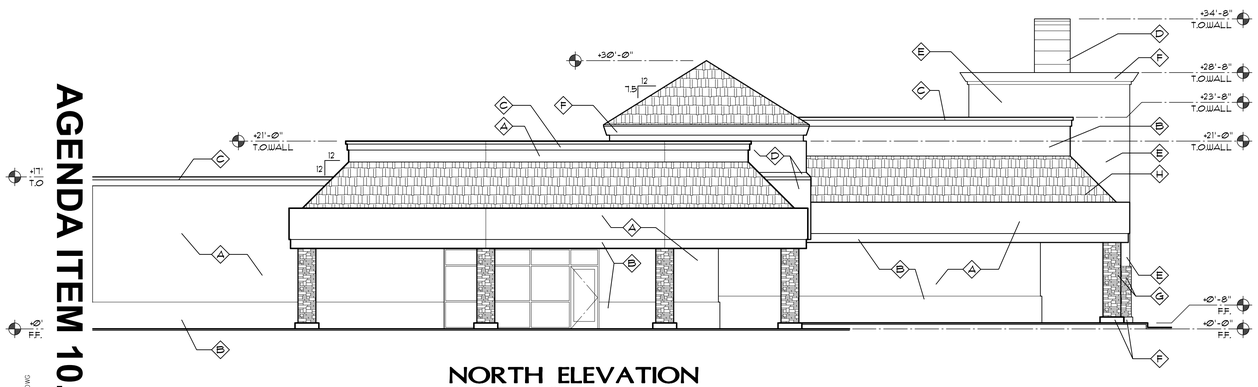


WEST ELEVATION (SOUTH HALF)

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

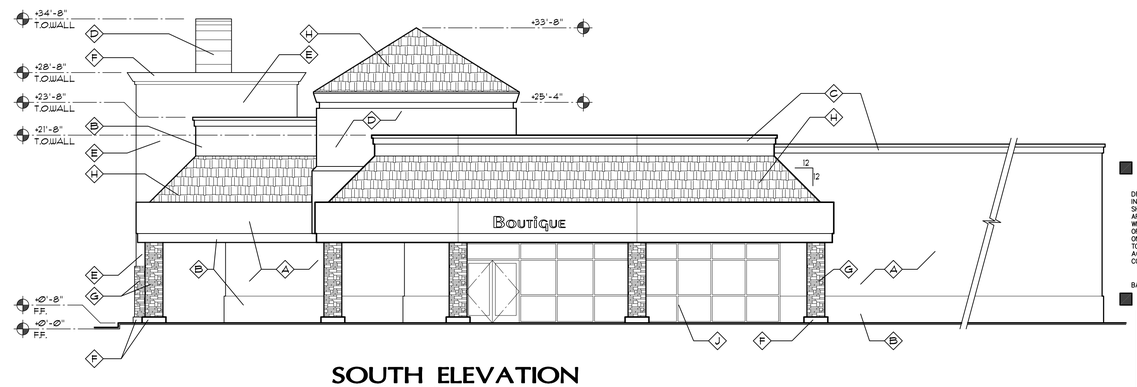
WEST ELEVATION (NORTH HALF)

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



NORTH ELEVATION

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



SOUTH ELEVATION

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

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS

DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENTIONS TO THIS PROJECT EXCEPT BY WRITTEN AGREEMENT WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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DR-395

OF 4

AGENDA ITEM 10.2

1304EL1.DWG

MATERIAL/COLOR KEY :

- (A) E.I.F.S. - SW 6133 - 'MUSLIN'
- (B) E.I.F.S. BASE - SW 6158 - 'SAWDUST'
- (C) E.I.F.S. CAP - SW 6104 - 'KAFFEE'
- (D) E.I.F.S. - SW 6370 - 'SAUCY GOLD'
- (E) E.I.F.S. - SW 2837 - 'AURORA BROWN'
- (F) E.I.F.S. / CONCRETE - SW 6069 - 'FRENCH TOAST'
- (G) STONE VENEER: CORONADO - LEDGE STONE 'OLD COUNTRY' BURNED OAK'
- (H) CONCRETE TILE : EAGLE ROOFING - CAPISTRANO 'CORONA DEL MAR BLEND'
- (J) ANOD. ALUM. STOREFRONT - DARK BRONZE
- (K) CLEAR GLAZING

NOTES:

1. ALL SIGNAGE SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.

EXHIBIT A

LICENSED ARCHITECT BOUMINEDY NICHOLAS C. 5, 31, 16 NO. C-29989 STATE OF CALIFORNIA

PRELIMINARY

SEPT. 25, 2014

PROJECT NO. 1304

BARBES BIDANJIRI & ASSOCIATES
ARCHITECTURE PLANNING INTERIOR DESIGN

3420 EAST SHEA BLVD.
SUITE 199
PHOENIX, ARIZONA 85028
602.952.2008
FAX 602.952.2168

WEST ELEVATION (SOUTH HALF)

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

WEST ELEVATION (NORTH HALF)

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

NORTH ELEVATION

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

SOUTH ELEVATION

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

THE REMODEL OF :

ZINFANDEL VILLAGE

2821 - 2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CALIFORNIA 95670

OWNERSHIP OF DOCUMENTS

DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY ARE MADE IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENTIONS TO THIS PROJECT EXCEPT BY WRITTEN AGREEMENT WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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DR-3

OF 4

396

AGENDA ITEM 10.2

1304ELV.DWG

ZINFANDEL 50 RETAIL CENTER

2821-2863 ZINFANDEL DRIVE, RANCHO CORDOVA, CALIFORNIA 95670

ZINFANDEL 50 CENTER, RANCHO CORDOVA, CALIFORNIA-MSLA PROJECT NO. 56214

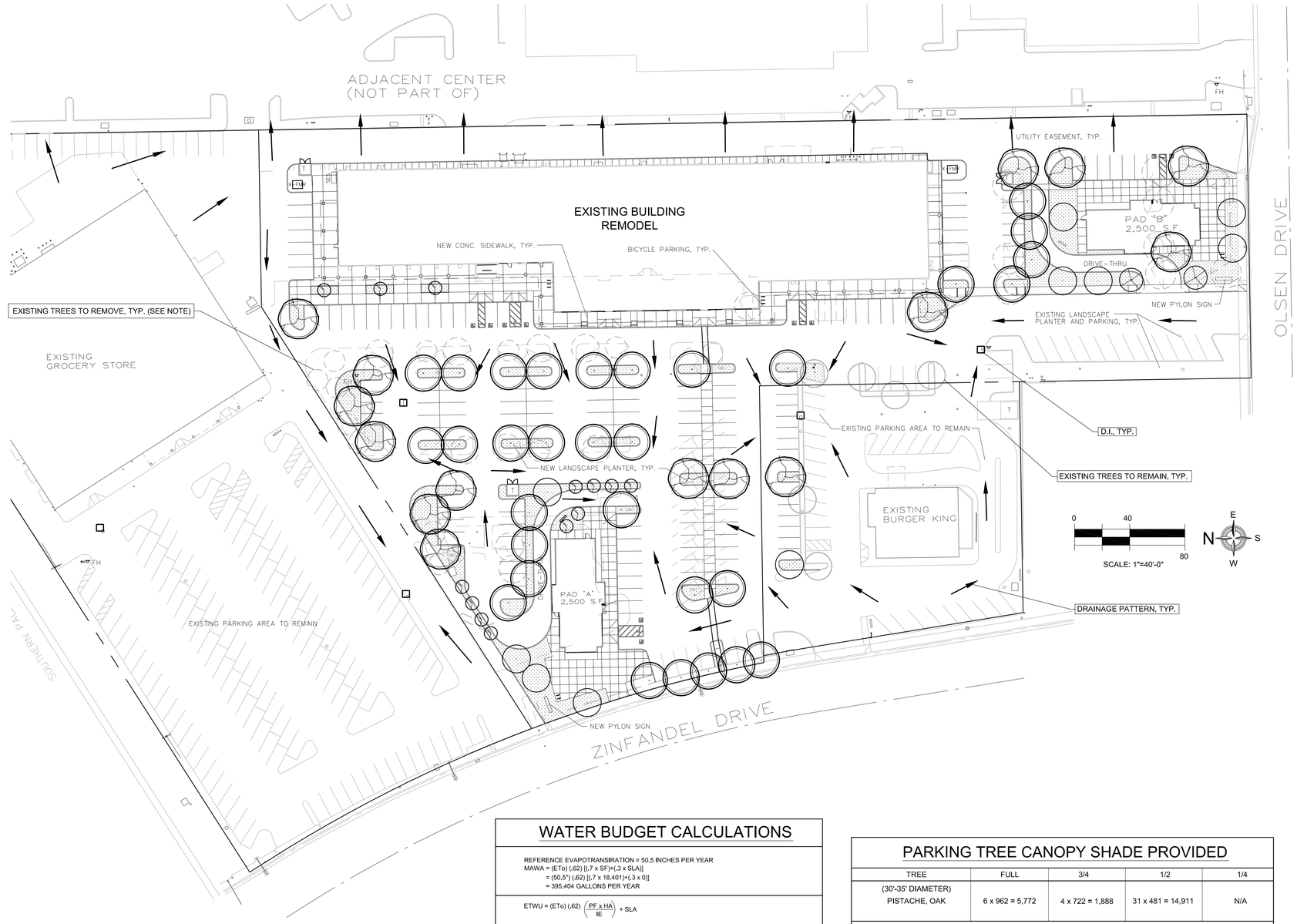
PLANTING NOTES

1. PLANTING SHALL CONFORM TO COUNTY REQUIREMENTS FOR LANDSCAPE SITE DEVELOPMENT.
2. PROVIDE MINIMUM SLOPE OF 1 ½% FOR POSITIVE DRAINAGE AWAY FROM CENTER IN ALL PLANTED AREAS.
3. THE PLANT QUANTITES SHOWN ON THE DRAWINGS ARE INFORMATIONAL ONLY. THE CONTRACTOR IS RESPONSIBLE FOR FINAL QUANTITIES REQUIRED TO COMPLETE THE WORK. IN CASE OF DESCREPANCY, THE PLAN SHALL GOVERN.
4. ALL TREES SHALL BE PLANTED A MINIMUM OF 5' FROM UNDERGROUND UTILITIES.
5. ALL EXISTING TREES SHALL BE PROTECTED FROM DAMAGE OR INJURY. NO PARKING OR STACKING OF CONSTRUCTION MATERIAL IS ALLOWED WITHIN THE DRIPLINE OF AN EXISTING TREE.
6. IMMEDIATELY AFTER AWARD OF CONTRACT, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IF SPECIFIED PLANT MATERIAL IS AVAILABLE FROM COMMERCIAL NURSERIES. IN THE EVENT THAT A PLANT IS NOT AVAILABLE, THE LANDSCAPE ARCHITECT WILL PROVIDE ALTERNATE PLANT MATERIAL SELECTIONS. SUCH CHANGES WILL NOT ALTER THE CONTRACTOR'S ORIGINAL BID PRIVE UNLESS A CREDIT IS DUE TO THE OWNER.
7. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANT PITS HAVE POSITIVE DRAINAGE. PLANT PITS SHALL BE FULLY FILLED WITH WATER AND SHALL DRAIN WITHIN ONE (1) HOUR OF FILLING. THE CONTRACTOR SHALL EXCAVATE THROUGH ANY IMPERVIOUS LAYER IF ENCOUNTERED.
8. ALL PLANT MATERIAL SHALL COMPLY WITH ANSI Z601 'STANDARD FOR NURSERY STOCK'.
9. ROOT BARRIERS SHALL BE PROVIDED FOR ALL TREES WITHIN 10' OF ANY CURB AND/OR HARDSCAPE PAVEMENT.
10. ALL PLANTER AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH.
11. THE CONTRACTOR SHALL PROVIDE A SOILS REPORT PREPARED BY A QUALIFIED SOILS SPECIALIST AND SUBMIT TO THE OWNER FOR FINAL APPROVAL. SOILS SAMPLES SHALL BE COLLECTED AFTER ROUGH GRADING OPERATIONS AND PRIOR TO THE INSTALLATION OF PLANT MATERIAL. SOIL SAMPLES SHALL BE SUFFICIENTLY NUMEROUS TO ACCOUNT FOR ANY SOIL VARIATIONS THAT MAY BE PRESENT ON THE SITE. THE FOLLOWING MINIMUM ITEMS SHALL BE INCLUDED IN THE ANALYSIS:
    A. INFILTRATION RATE.
    B. SOIL TEXTURE.
    C. CATION EXCHANGE CAPACITY.
    D. SOIL FERTILITY INCLUDING TESTS FOR NITROGEN, POTASSIUM, PHOSPHOROUS, PH, ORGANIC MATTER AND SPECIFIC CONDUCTANCE (E.C.).
12. PRIOR TO PLANTING, SOIL AMENDMENTS SHALL BE ADDED PER RECOMMENDATIONS OF THE SOILS REPORT. SOIL AMENDMENTS SHOWN ON THE PLANS ARE TO BE USED FOR BIDDING PURPOSES ONLY. THE RESULTS OF THE SOILS TESTS THE CONTRACTOR PERFORMS SHALL DETERMINE ACTUAL AMENDMENTS.

PLANT LEGEND

SYM	BOTANICAL/ COMMON NAME	SIZE	QTY	REMARKS	WATER USE
	TREES				
	PISTACIA CHINENSIS/CHINESE PISTACHE*	15 GAL	31	STANDARD	LOW
	QUERCUS ILEX/HOLY OAK*	24" BOX	15	STANDARD	LOW
	*NOTE: 46 PARKING LOT TREES PROVIDED. MIN 30% EVERGREEN REQUIRED PER CITY CODE. 14 EVERGREEN SPECIES REQUIRED 15 EVERGREEN SPECIES PROPOSED				
	LAGERSTROEMIA INDICA TUSCARORA/CRAPE MYRTLE**	15 GAL	2	STANDARD	LOW
	RHAPHIOLEPIS MAGNIFICENT/INDIAN HAWTHORN	24" BOX	13	STANDARD	LOW
	RHUS LANCEA/AFRICAN RUMAC**	15 GAL	10	STANDARD	LOW
	**NOTE: 71 TOTAL TREES PROVIDED. MIN 25% 24" BOX SIZE REQUIRED PER CITY CODE. 18 24" BOX SIZE REQUIRED 28 24" BOX SIZE PROPOSED				
	SHRUBS/ GROUNDCOVER				
	CISTUS LADANIFER/ CRIMSON SPOT ROCKROSE	5 GAL	--		LOW
	DIETES VEGETA/ FORTNIGHT LILY	5 GAL	--		LOW
	MULENBERGIA RIGENS/ DEER GRASS	5 GAL	--		LOW
	RHAPHIOLEPIS INDICA 'JACK EVANS'/ INIA HAWTHORN	5 GAL	--		LOW
	ROSMARINUS OFFICINALIS TUSCAN BLUE	5 GAL	--		LOW

TOTAL PLANTER AREA: 18,401 SQUARE FEET PROPOSED



EXISTING TREES TO REMOVE

CRAPE MYRTLE	12
FLOWERING PEAR	16
LONDON PLANE	1
STAR MAGNOLIA	1
CHINESE PISTACHE	2
CHINESE TALLOW	1
	33 TOTAL

WATER BUDGET CALCULATIONS

REFERENCE EVAPOTRANSIRATION = 50.5 INCHES PER YEAR
MAWA = (ETo) (.62) [(.7 x SF)+(.3 x SLA)]
= (50.5") (.62) [(.7 x 18,401)+(.3 x 0)]
= 395,404 GALLONS PER YEAR

$$ETWU = (ETo)\ (.62)\ \left(\frac{PF \times HA}{IE}\right) + SLA$$

$$\text{MED/LOW PLANTS} = (50.5)\ (.62)\ \left(\frac{.3 \times 18{,}401}{.85}\right) + 0 = 199{,}363 \text{ GALLONS PER YEAR}$$

TOTAL ETWU = 199,363 GALLONS PER YEAR MAWA = 395,404 GALLONS PER YEAR

ETWU < MAWA

PARKING TREE CANOPY SHADE PROVIDED

TREE	FULL	3/4	1/2	1/4
(30'-35' DIAMETER) PISTACHE, OAK	6 x 962 = 5,772	4 x 722 = 1,888	31 x 481 = 14,911	N/A

SHADE CALCULATIONS

(MINIMUM 50% SHADE COVERAGE REQUIRED AT TREE MATURITY)

PAVED AREA: 44,629 SF	TOTAL SHADE PROVIDED: 22,571 SF	SHADE PERCENTAGE: 51%

MSLA
LANDSCAPE ARCHITECTURE
306 Canyon Falls Dr. Folsom, CA 95630
ph/fax 916.989.3372 www.msladesign.com

LICENSED LANDSCAPE ARCHITECT
MICHAEL SHULAR NO. 4898
Expires
Sep. 05.31.14
Renewal Date
Date
STATE OF CALIFORNIA
PRELIMINARY

PRELIMINARY LANDSCAPE PLAN

OCTOBER 7, 2014

SHEET
P1
OF
TOTAL
1

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	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
General Conditions					
1.	The approved entitlement is for a Condition Use Permit (CUP), Design Review Permit, and Exception to construct façade improvements to the existing shopping center that would include the removal of a portion of the north end of the main building, the demolition of an existing restaurant, two new commercial pads with drive-throughs, an enhanced connection from Zinfandel Drive to the Target shopping center, reconfigured parking area, new landscaping, frontage improvements and a new Unified Sign Program, as described in the City Council staff report dated January 20, 2015 and Project Plans (**Exhibit A**) with the conditions herein, for project number DD8440.	Project Description	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General	On-Going	Planning	
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and	General	On-Going	Planning/ Building /Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body.				
4.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Finance	
5.	The final design of the two proposed commercial buildings with drive-throughs will be subject to the submittal of a Design Review Permit to be reviewed by the City Council for approval prior to construction.	Design Review	On-Going	Planning	
6.	Temporary signs may require the issuance of a Temporary Use Permit (TUP). Please contact the Planning Department for more details prior placement of any signage.	Signage	On-Going	Planning	
7.	Applicant shall be responsible for all damage to City streets associated with	Compliance	On-Going	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	construction of the project and shall repair any damage as soon as possible.				
8.	Should any formal complaints be submitted in regards to the impacts of this facility, the operation will be reevaluated by the Planning Department. This re-evaluation may involve an amendment to the approved plans or scope, additional studies (noise, air quality, traffic), or the revocation of the permit.	Compliance	On-Going	Planning/Police	
9.	All reciprocal access and parking agreements shall be maintained and updated to reflect the new project layout. A copy of the recorded agreements shall be given to the Planning Department.	Compliance	On-Going	Planning/Public Works	
At Improvement Plans/Grading Permit Issuance					
10.	The Conditions of Approval (and Mitigation Measures) shall be listed on a plan sheet that is included in the construction plan set (Grading, Utility, Landscape and Building Plans).	General	Prior to Improvement Plans	Planning/Building/Public Works	
11.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	General	Prior to approval of improvement plans	Public Works	
12.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the Project's stormwater drainage and flood protection system. This may be accomplished through annexation to the City's Stormwater Utility User Fee District, or other financial mechanism as	Infrastructure	Prior to final map or issuance of building permit, whichever occurs first.	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's stormwater drainage and flood protection system. All costs associated with the annexation or other financial mechanism as may be proposed shall be borne by the Property Owner/Applicant.				
13.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the fair share of existing and all new public improvements associated with the project including, but not limited to, streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, street lights and safety lights, and public frontage and median landscape improvements. This may be accomplished through annexation to the City's Communities Facilities District No. 2014-2 (Street, Lighting and Landscaping Maintenance), or other financial mechanism as may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's public improvements. All costs associated with the annexation or other financial mechanism as may be proposed shall be borne by the Property Owner/Applicant.	Infrastructure	Prior to final map or issuance of building permit, whichever occurs first.	Public Works	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
14.	Enter into a frontage agreement and bond for construction of public improvements per the approved Public Works plans to the satisfaction of the Public Works Department.	Infrastructure	Prior to approval of improvement plans	Public Works	
15.	Number, size, and location of driveways are subject to approval by the Public Works Department	Infrastructure	Prior to approval of improvement plans	Public Works	
16.	A minimum 5-foot sidewalk shall be added to the private drive aisle connection from the main building to the sidewalk along Zinfandel Drive.	Infrastructure	Prior to approval of improvement plans	Public Works/Planning	
17.	If the total area of the developed or redeveloped impervious surfaces (building rooftop, flat work, parking areas, or other disturbed areas cumulative for all phases of the work) equals or exceeds 1.0 acres, incorporate into the site improvement plans permanent stormwater quality treatment measures in conformance with applicable County ordinances & standards, and state and federal law.	Paving	Prior to approval of improvement plans	Public Works	
Prior to Issuance of Building Permits					
18.	Applicant shall complete improvement plans to the satisfaction of the Public Works Department addressing property frontage. Improvement plans shall include, but shall not be limited to: • All onsite civil improvements. • Civil plan shall include an ADA access plan • All facilities, including but not limited to, sidewalk, driveways, etc. shall be	Infrastructure	Prior to issuance of Building Permits	Public Works	

Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
upgraded to meet current ADA requirements and City Standards. • Remove and replace existing rolled curb and gutter on entire property frontage with new vertical curb per City standard. Remove and replace all sidewalk to meet ADA requirements and meet the new curb grade per City Standard. Any obstructions to the sidewalk shall be relocated behind back of walk. • Improvements to Olson Drive access: Allowed movements at driveways fronting Olson Drive are limited to right-in, right-out and left-in only. Left turns out of driveways to Olson Drive shall not be allowed. Access shall be controlled through the use of signage, median curbs, striping or other means. • Improvements to Zinfandel Drive access at the driveway nearest to proposed Pad A and providing direct access to Target shopping center: Allowed movements at this driveway fronting Zinfandel Drive are limited to right-in and right-out only. Left turns into or out of this driveway shall not be allowed. Access shall be controlled through the use of signage, median curbs, striping or other means. • Increase the storage space of the westbound left turn pockets on Olson Drive approaching Zinfandel Drive.				

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	The improvement shall be accomplished through installation of new striping and median curb. The street shall be slurry sealed to limits determined by the Public Works Department to remove prior striping configurations and provide an aesthetically appealing finished product. • Utility laterals • Public improvement plans shall clearly delineate all transitions to existing improvements. • All improvements to be designed and constructed to the satisfaction of the Public Works Department. • Plans shall be completed to the satisfaction of the Public Works Department prior to issuance of the first building permit. • Public improvements shall be installed, completed and accepted to the satisfaction of the Public Works Department prior to final building inspection of the first unit.				
19.	Vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface, unless otherwise approved by the Planning Department. Utility areas, electrical and gas meters shall be architecturally screened from view.	Architectural	Prior to Issuance of Building Permits	Planning	
20.	Construction plans must include all	Architectural	Prior to Issuance of	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	windows and final architectural element details to be reviewed and approved by the Planning Department. This includes all building fixtures, exterior lighting, walkway lighting, parking lot lighting, and street lights on the Site, Utility, Landscape, and Building Plans, prior to the issuance of any permits. The height and style of fixtures shall be shown. Energy-saving fixtures shall be used and noted on the plans and all illumination shall be installed in a manner that is glare shielded and directed away from adjacent properties and right-of-ways.		Building Permits		
21.	Rooftop equipment (HVAC, meters, refrigeration equipment, plumbing lines, ductwork and transformers), shall not extend above the building parapet and shall be screened from view on all sides with materials architecturally compatible with the main structure. Screening details shall be shown on the Building Plans and submitted for review and approval by the Planning Department, prior to the issuance of Building Permits and installed prior to occupancy approval.	Architectural	Prior to Issuance of Building Permits	Planning	
22.	Bicycle Parking shall be installed in accordance with RCMC 23.719.115. The design and location of the bicycle parking shall be reviewed and approved by the Planning Director.	Bicycle Parking	Prior to Issuance of Building Permits	Planning	
23.	Trash Enclosures shall comply with Zoning Code and Republic Services, Inc. standards regarding enclosure design,	Architectural	Prior to Issuance of Building Permits	Planning/Building	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	access requirements, and the number of required individual refuse receptacles based upon waste pickup schedules. Trash enclosures should incorporate the same architectural treatments, materials and colors as the main building in order to properly integrate within the project.				
24.	A final landscape and irrigation plan shall be submitted in conjunction with site improvement plans and reviewed and approved by the Planning Director prior to issuance of building permits and/or any installation of landscape materials for projects as identified in RCMC 23.716.020 (Applicability). The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect. Final plans would show exact locations and irrigation for trees, shrubs, and ground cover consistent with plants listed in RCMC 22.180.080.	Landscaping	Prior to Issuance of Building Permits	Planning/Public Works	
25.	The applicant shall install 6-foot wide landscape buffers along the main street frontage for canopy trees while a minimum 3-foot tall planter with shrubs shall be added to minimize the visual impact of the drive-through reader board and directional signs, from the public right-of-ways	Landscaping	Prior to Issuance of Building Permits	Planning/Public Works	
26.	Ensure that no debris or construction scrap material is placed on any adjoining lot, open space area, or street, and that any such material stored on an adjoining	Construction	Prior to Issuance of Building Permits	Planning/Building	

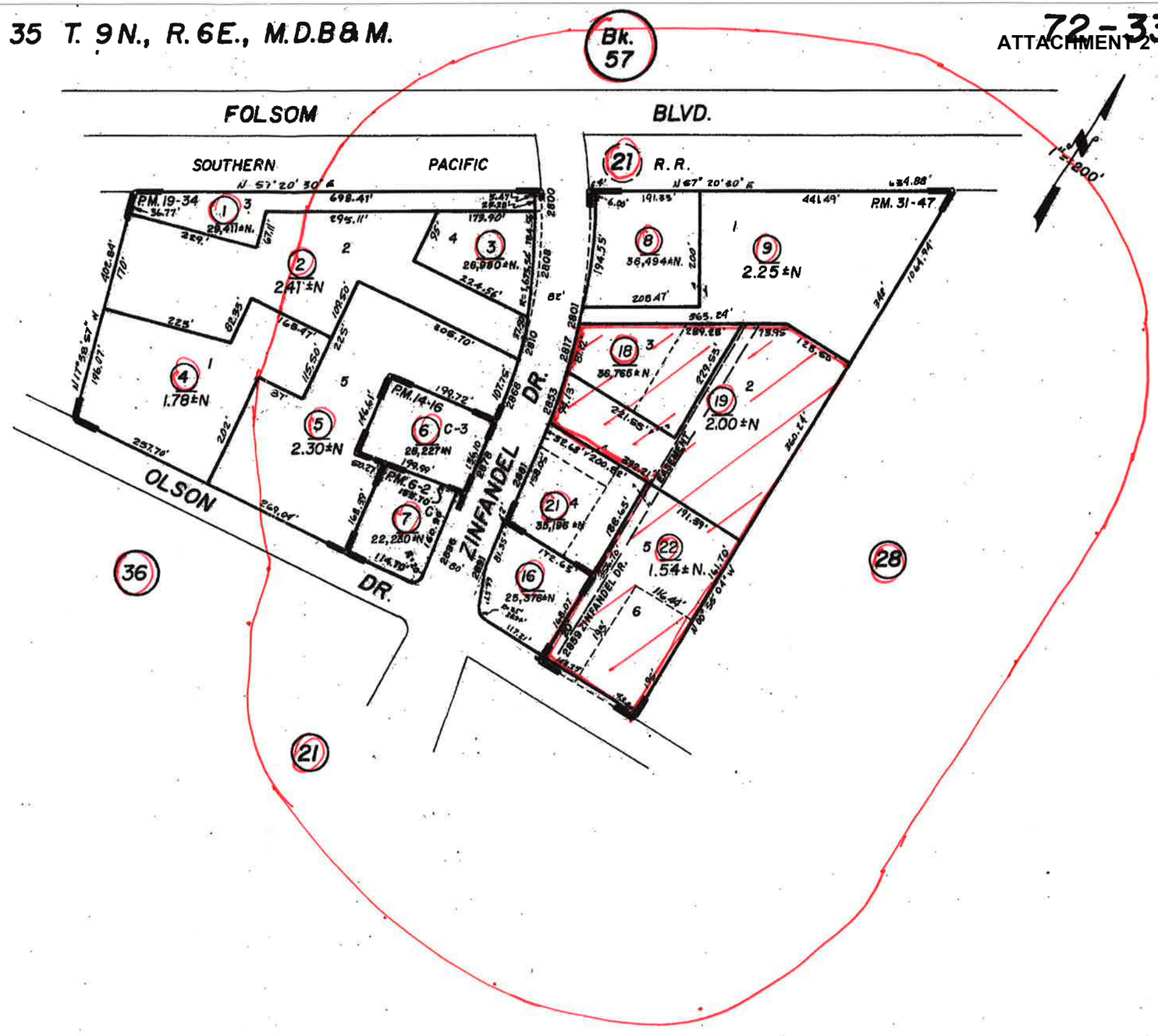
	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	site shall be completely removed and the site cleaned, prior to occupancy approval.				
27.	All new buildings shall be review and approved by Sacramento Metro Fire Department.	Safety	Prior to Issuance of Building Permits	Metro Fire	
28.	The rear loading area of the main building at the east side of the property must maintain/provide a 20 foot wide fire access aisle. Signage should be added indicating the area is for loading only and should not be used as a secondary drive aisle to the Town Center site.	Safety	Prior to Issuance of Building Permits	Metro Fire	
29.	Joint or shared access, internal circulation, or parking is encouraged with adjacent uses (RCMC 23.719.100.C). The parking lot design shall include pedestrian crossway improvements along the main building frontage (raised crosswalk, raised intersections, enhanced stripping, signage, etc.) to improve circulation and pedestrian safety.	Safety	Prior to Issuance of Building Permits	Planning/Public Works	
30.	During and upon completion of the installation of the landscaping for the project, the project landscape architect/designer shall certify that the installed landscape complies with the approved plans.	Landscaping	Prior to Issuance of Construction Permits	Planning/Public Works	
31.	All improvements will adhere to all utility provider and Sacramento Metro Fire Department standards prior to issuance of building permit.	Architectural	Prior to Issuance of Building Permits	Building/Metro Fire	
32.	A revised sign program will be required prior to issuance of building permit. The program must include the following items:	Signage	Prior to final building inspection	Planning	

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
	• Accurate project boundary. The current plan includes the adjacent Grocery Outlet center which is not part of this program. • Statement indicating off-site signage is not allowed within this program. • Signage that is consistent with Zoning Code standards. The proposed monument signage does not comply with zoning standards. • Site plan corresponding to the major, minor, and inline tenant requirements. This must correspond to the elevations as well. • Standards for directional signage, wayfinding signage, and addressing signage that includes door and window specifications.				
Prior to Certificate of Occupancy					
33.	As-built reproducible grading and improvement plans (1 full size and 1 half size hard copy), as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department.	Maps	Prior to final building inspection	Public Works	

The following items are noted for the applicant's information. These items are required by other local agencies, the City, state or federal agencies, and are not conditions of approval of the project.

1. Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. (Fire Department)
2. The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the Metro Fire District and the water purveyor having jurisdiction. (Metro Fire)
3. The installation of addresses, landscaping, tree wells and/or traffic islands are subject to the standards outlined by the Metro Fire District.
4. Gas service may be available to this project if desired. The developer should contact PG & E's Service Planning Department as soon as possible to coordinate construction so as not to delay the project. (PG&E)
5. Developers will construct a concrete base for placement of the centralized mail delivery unit after construction of curb, gutter and sidewalk. Specifications and location of such base shall be determined pursuant to the applicable requirements of the Postal Service and the Sacramento County Public Works Agency, with due consideration of street light location, traffic safety, security, and consumer convenience. (Post Office)
6. Skylight side panels that are placed next to entrance doors will not be on the same side as the lock mechanism of the door. Only one panel may be installed per door, adjacent to the hinges. (Police Department)
7. All external door frames, including the side garage, will have screws that are a minimum of three inches long in the strike plate. Strike plates should be anchored with a minimum of four screws. (Police Department)
8. On-site source and control measures are required for this project in accordance with the latest version of the City/County Guidance Manual (Guidance Manual of On-Site Storm Water Quality Control Measures). In all cases, source control measures on the improvement plans will include provision of a permanent storm drain message "No Dumping – Flows to Creek" or other approved message shall be stamped in concrete at each inlet. Other on-site source and treatment control measure(s) should also be used in accordance with specific residential activities referenced in the Guidance Manual. The final design of the proposed on-site source and treatment controls will be approved by the Department of Water Resources. (Water Resources).
9. Project proponents and/or future successors of interests shall comply with all 'Water Supply' provisions established in Ordinance No. SZC 2002-0014, Control No. 93-0243.
10. All pedestrian access ramps affected by this project must be installed/upgraded pursuant to the State of California Title 24 Code of Regulations and to the satisfaction of the Department of Transportation of the Public Works Agency.

POR. SEC. 35 T. 9N., R. 6E., M.D.B&M.

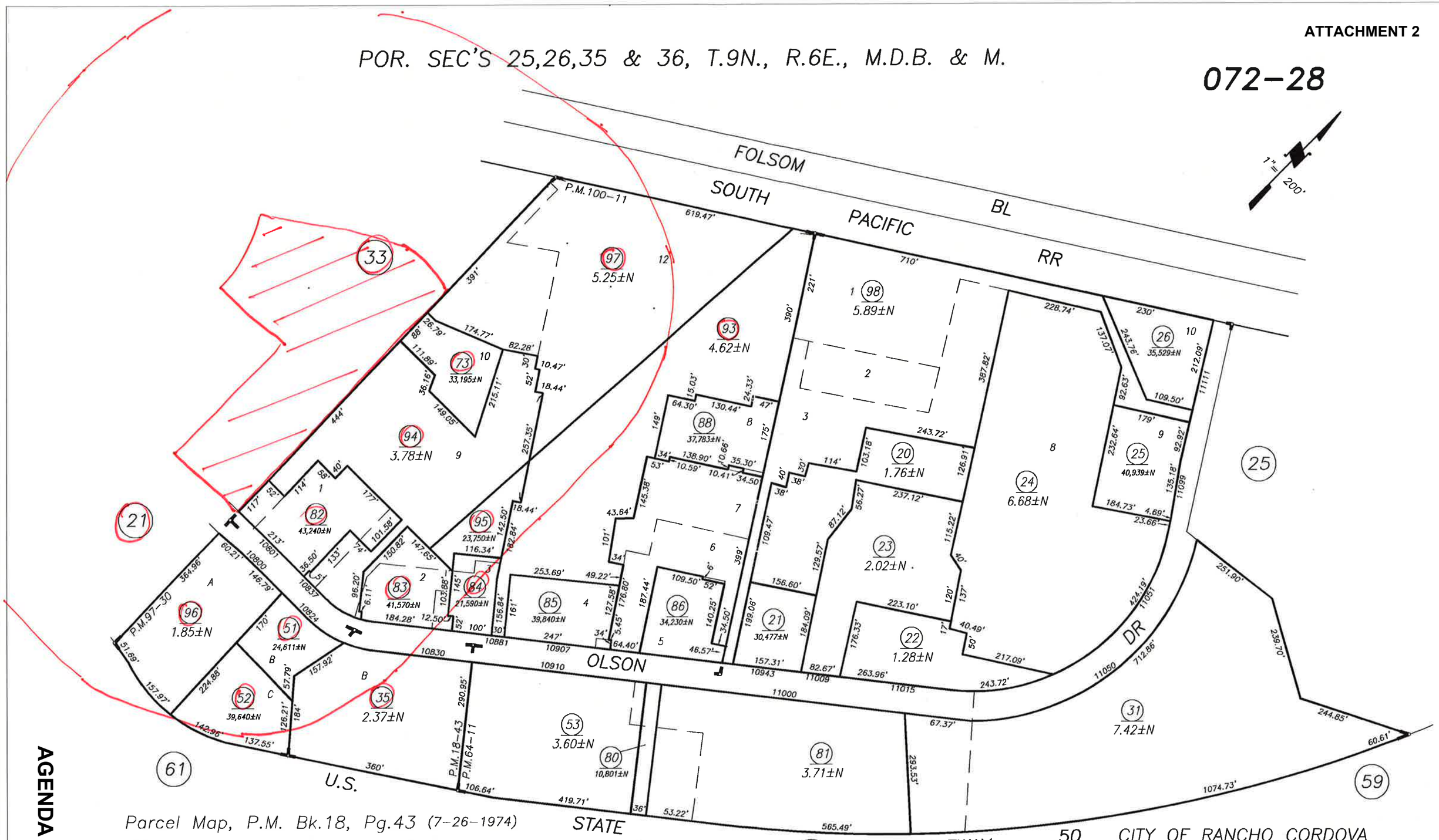


Assessor's Map Bk. 72 Pg. 33
County of Sacramento, Calif.

FEB 07 2002

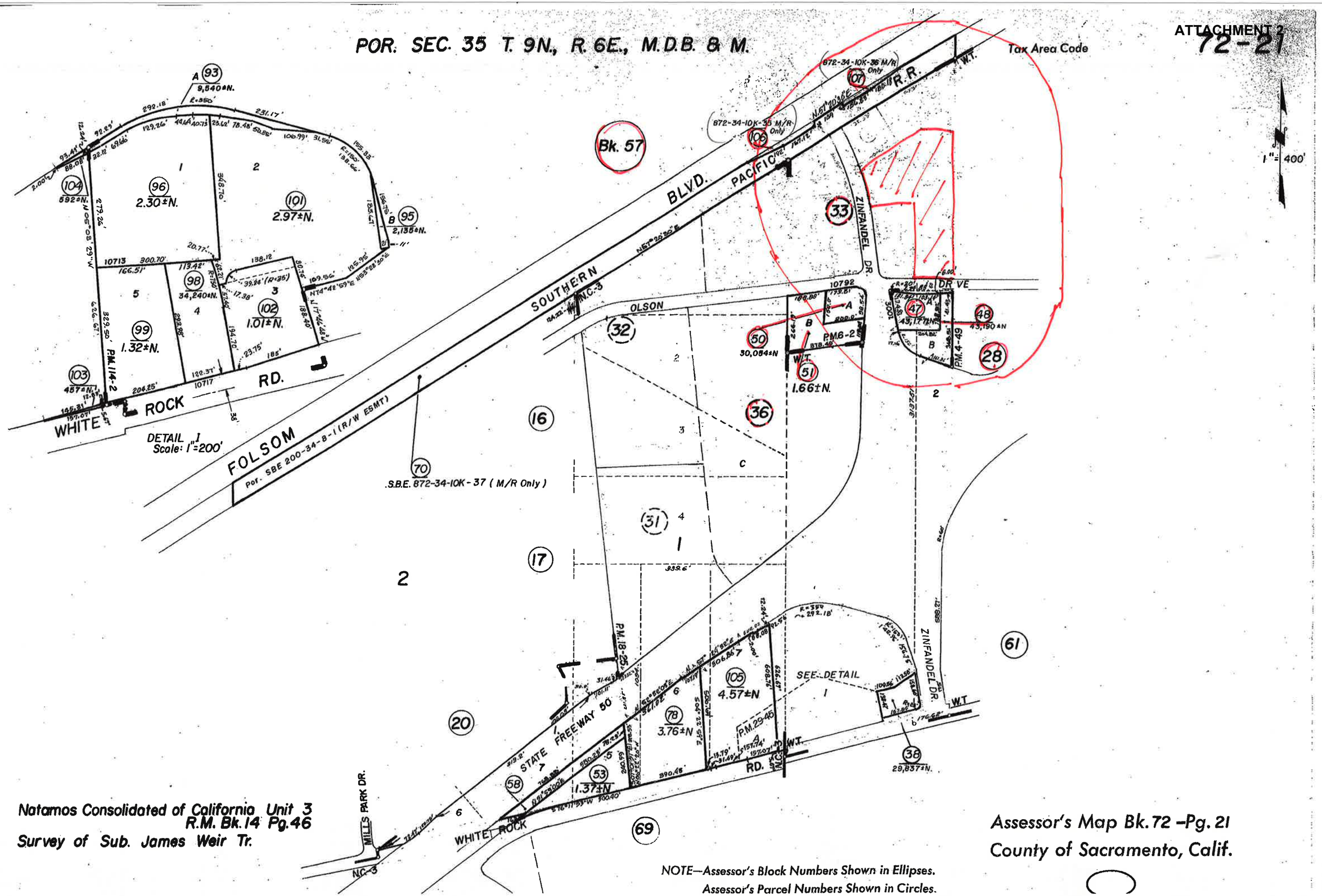
POR. SEC'S 25,26,35 & 36, T.9N., R.6E., M.D.B. & M.

072-28



Parcel Map, P.M. Bk.18, Pg.43 (7-26-1974)
Parcel Map, P.M. Bk.64, Pg.11 (1-24-1981)
Parcel Map, P.M. Bk.97, Pg.30 (12-29-1986)
Parcel Map, P.M. Bk.100, Pg.11 (5-26-1987)

CITY OF RANCHO CORDOVA
Assessor's Map Bk. 072 Pg. 028
County of Sacramento, Calif.

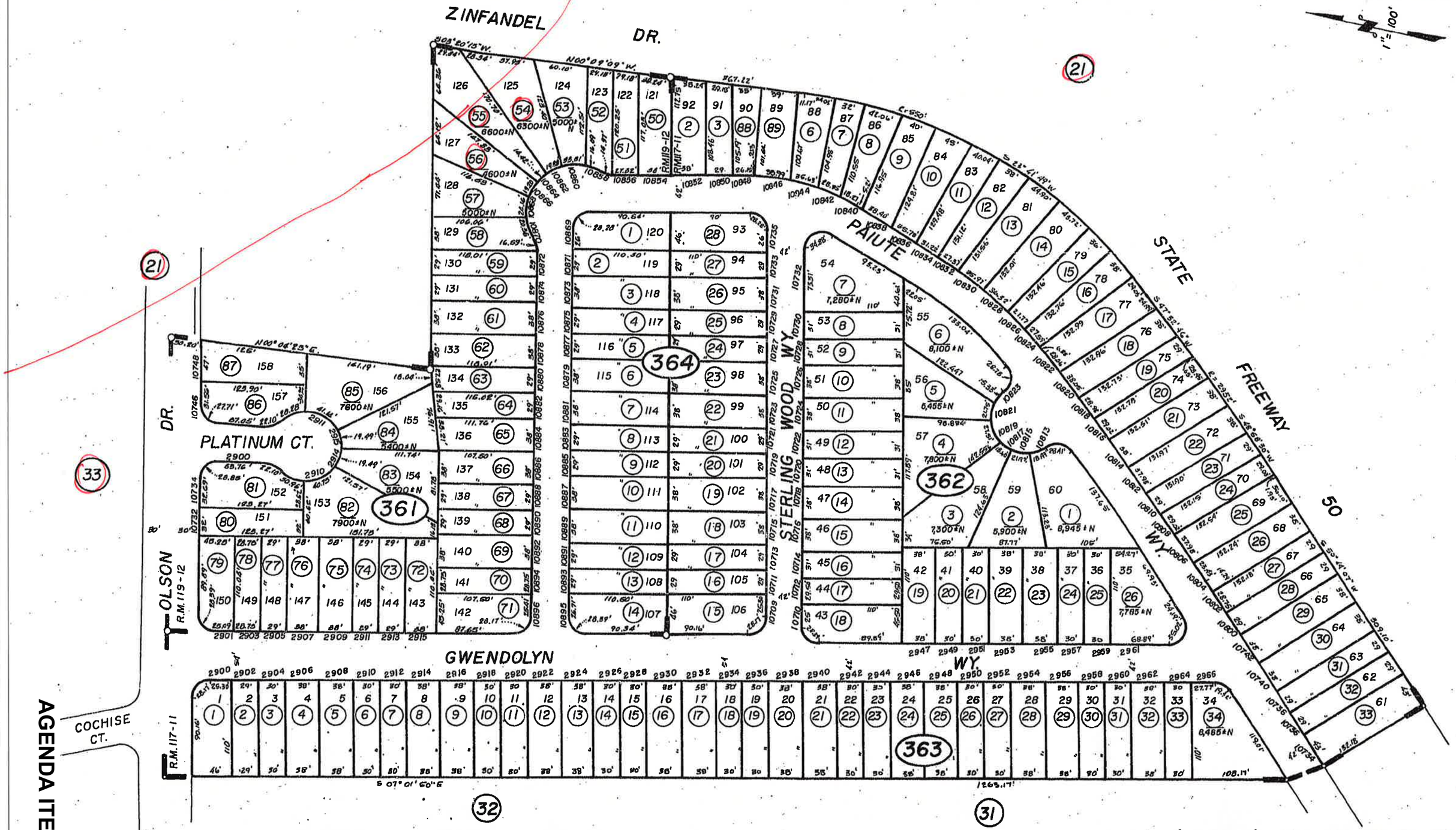


Natamos Consolidated of California Unit 3
R.M. Bk. 14 Pg. 46
Survey of Sub. James Weir Tr.

NOTE—Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 72 –Pg. 21
County of Sacramento, Calif.

POR. SEC. 35 T.9N., R. 6E., M.D.B. & M.

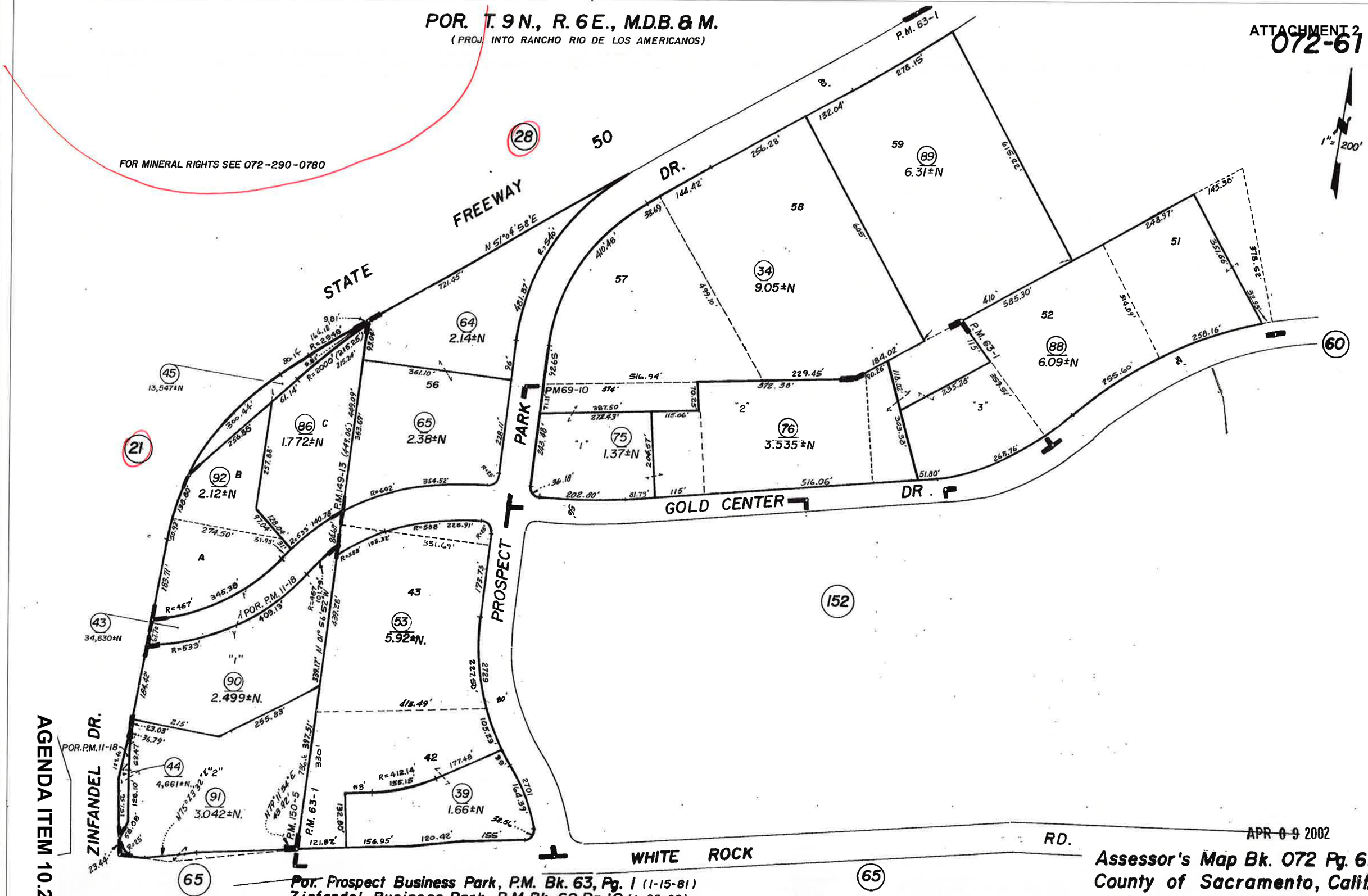


Zinfandel Woods Unit No. 2, R.M. Bk. 119 Pg. 12 (4-4-78)
Zinfandel Woods, R.M. Bk. 117 Pg. 11 (12-17-77)

Assessor's Map Bk. 72, Pg. 36
County of Sacramento, Calif.

POR. T. 9 N., R. 6 E., M.D.B. & M.

(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)



Por. Prospect Business Park, P.M. Bk. 63, Pg. 1 (1-15-81)
Zinfandel Business Park, P.M. Bk. 69 Pg. 10 (1-25-82)

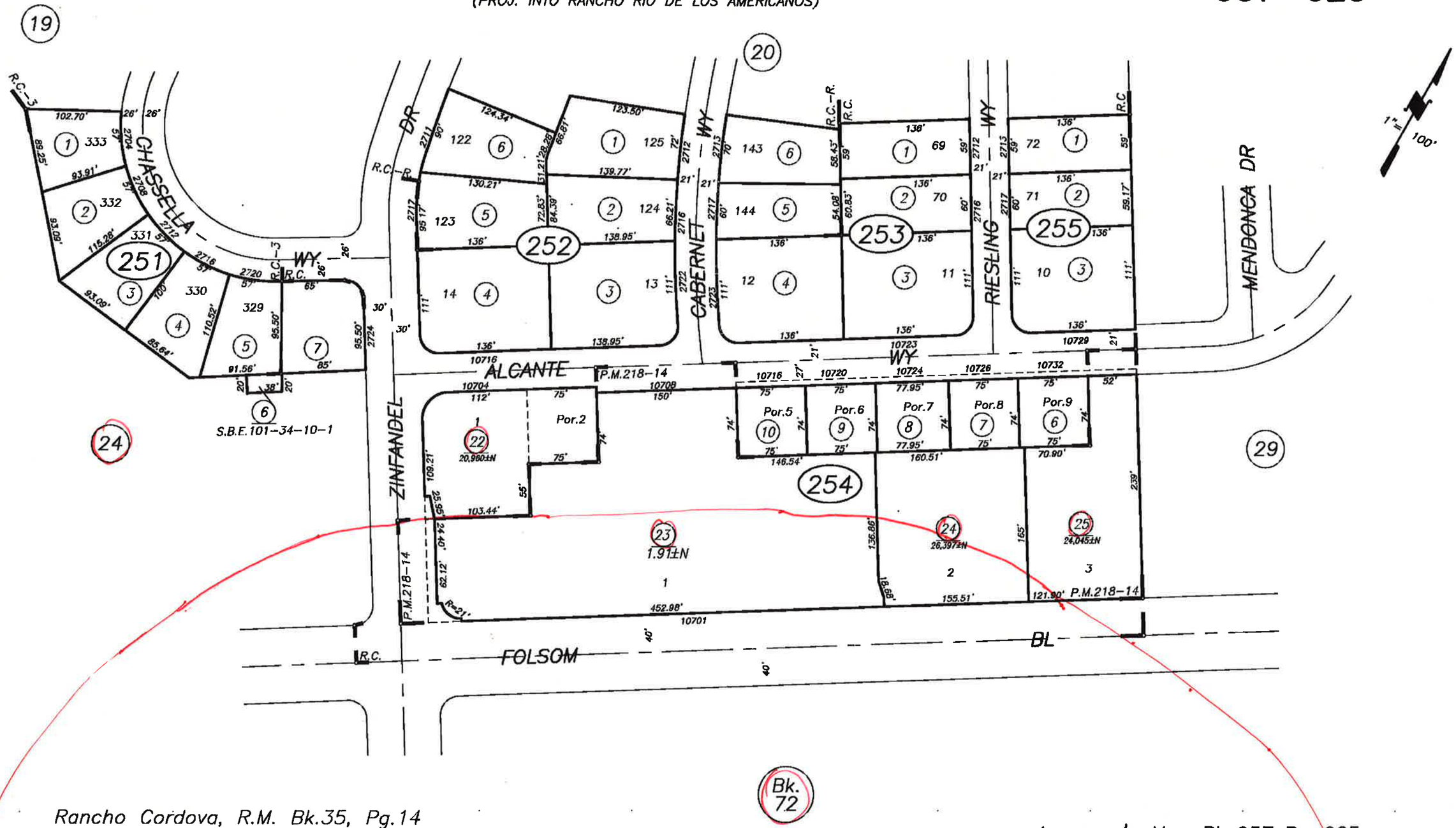
APR 0 9 2002

Assessor's Map Bk. 072 Pg. 61
County of Sacramento, Calif.

POR. SEC'S. 26 & 35, T.9N., R.6E., M.D.B. & M.

(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)

057–025



Rancho Cordova, R.M. Bk.35, Pg.14
Rancho Cordova, Unit 3, R.M. Bk.39, Pg.17
Rancho Cordova, Resub of R.M. Bk.36, Pg.8

Assessor's Map Bk. 057 Pg. 025
County of Sacramento, Calif.

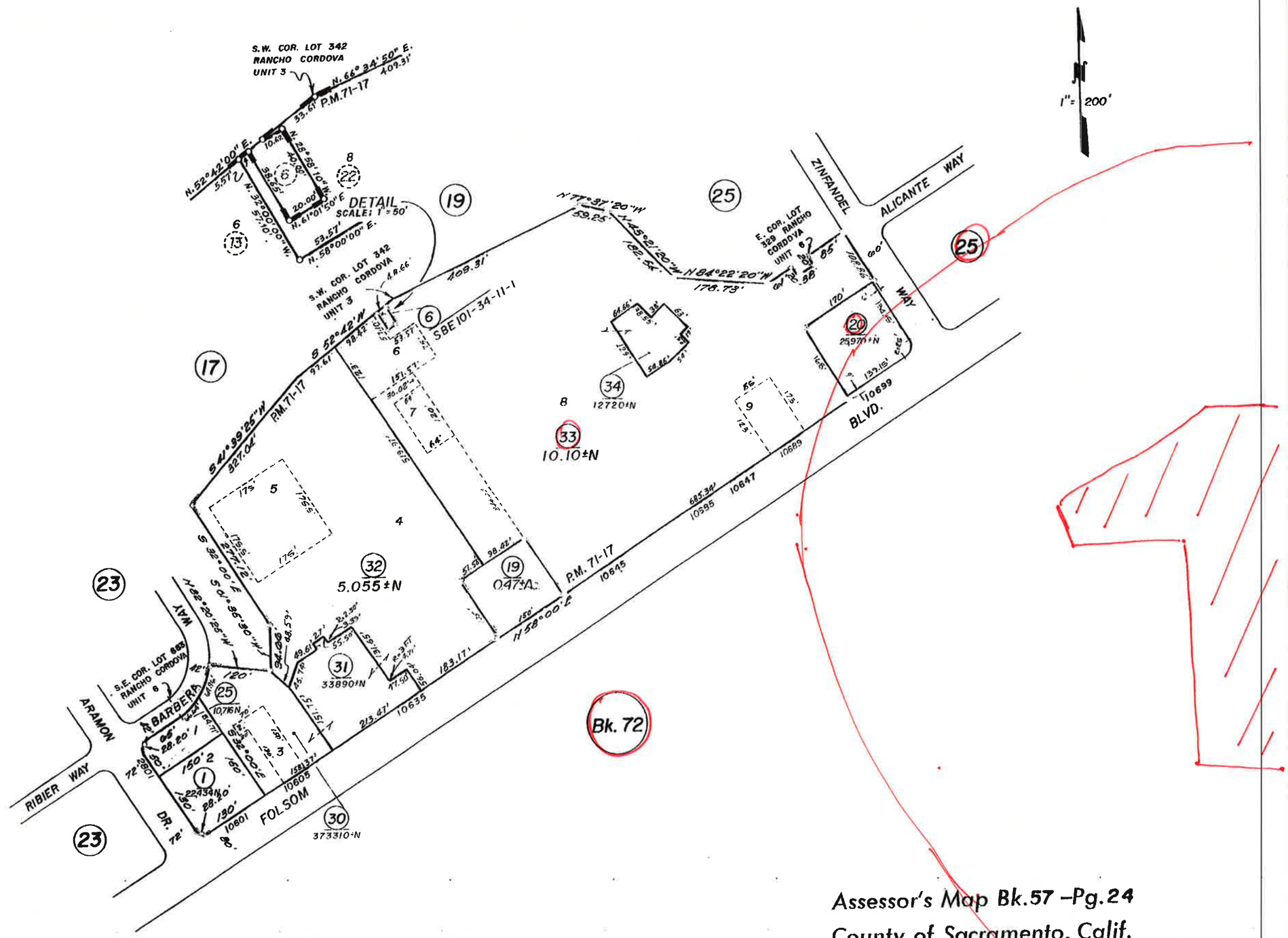
POR. SEC. 35 T. 9 N., R. 6 E. M.D.B. & M.

(PROJ. INTO RANCHO RIO DE LOS AMERICANOS)

Tax Area Code

57 – 24

ATTACHMENT 2



Assessor's Map Bk.57 –Pg.24
County of Sacramento, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles

JUL 0 6 2000

057 0254 022 0000
K Prgram O
10702 Alicante Way
Gold River, CA 95670

057 0254 024 0000
Agree Rancho Cordova II LLC
31850 Northwestern Hwy
Farmington Hills, MI 48334

057 0254 025 0000
Agree Rancho Cordova II LLC
31850 Northwestern Hwy
Farmington Hills, MI 48334

057 0240 033 0000
Ajm Props Incorporated(Walmart)
Po Box 8050
Bentonville, AR 72712

057 0240 020 0000
Rancho Cordova Associates
10699 Folsom Blvd
Rancho Cordova, CA 95670

057 0254 023 0000
Agree Rancho Cordova LLC
31850 Northwestern Hwy
Farmington Hills, MI 48334

072 0280 095 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0210 051 0000
G6 Hospitality Property LLC(Bre &
Everbr
4001 International Pkwy

072 0210 048 0000
Poulsen Land Company II
Po Box 2028
Olympic Valley, CA 96146

072 0210 050 0000
Ming & Mosin Lum
1555 Lakeside Dr #170
Oakland, CA 94612

072 0280 096 0000
Rancho Cordova Raps Incorporated
22709 Rancho Palomares Pl
Castro Valley, CA 94552

072 0280 082 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 051 0000
Eppaminondas Johnson
1555 River Park Dr #101
Sacramento, CA 95815

072 0280 052 0000
Olson Dr South LLC
2399 American River Dr #1
Sacramento, CA 95825

072 0280 035 0000
Taylor & Barbara Hubbard
821 Kestrel Pl
Rancho Cordova, CA 95742

072 0280 083 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 094 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 084 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 073 0000
Pacific Castle Rancho Cordova LLC
2601 Main St #900
Irvine, CA 92614

072 0280 093 0000
Corp Target
1000 Nicollet Mall
Minneapolis, MN 55403

072 0280 097 0000
Target Corporation
Po Box 9456
Minneapolis, MN 55440

072 0361 054 0000
Donald Kong
Po Box 277902
Sacramento, CA 95827

072 0361 055 0000
Wendy Keethe
10864 Paiute Way
Rancho Cordova, CA 95670

072 0361 056 0000
Terese Lamanet
10072 Fraser River Ct
Rancho Cordova, CA 95670

072 0330 008 0000
Baggin Inv LLC
60 Terra Teresa
Lafayette, CA 94549

072 0330 001 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 009 0000
Baggin Inv LLC
60 Terra Teresa
Lafayette, CA 94549

072 0330 003 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 002 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 004 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

ATTACHMENT 2

072 0330 018 0000
Pacific Castle Zinfandel LLC
2601 Main St #900
Irvine, CA 92614

072 0330 019 0000
Pacific Castle Zinfandel LLC
2601 Main St #900
Irvine, CA 92614

072 0330 022 0000
Pacific Castle Zinfandel LLC
2601 Main St #900
Irvine, CA 92614

072 0330 005 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 006 0000
Folsom Zinfandel Partners LLC
1448 15th St #100
Santa Monica, CA 90404

072 0330 021 0000
Zinfandel Centers LLC
Po Box 2798
Rancho Cordova, CA 95741

072 0330 016 0000
Choy
277 7th Ave
San Francisco, CA 94118

072 0330 007 0000
Gas Superior
211 Orcutt Cir
Sacramento, CA 95834

072 0210 047 0000
Jarnail Singh
9927 Waimea Ln
Elk Grove, CA 95624

ATTACHMENT 3

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Vision That Moves Your Community

Image Source: Google Earth

Draft Report

Transportation Impact Analysis for Zinfandel 50 Center

In the City of Rancho Cordova

October 1, 2014

Pleasanton
Fresno
Sacramento
Santa Rosa

TJKM
www.tjkm.com

TJKM
Transportation
Consultants

Vision That Moves Your Community

Draft Report

Transportation Impact Analysis for Zinfandel 50 Center

In the City of Rancho Cordova

October 1, 2014

www.tjkm.com

Prepared by:
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Pleasanton, CA 94588-2798
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Fax: 925.463.3690

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Executive Summary

Introduction

This report presents the results of TJKM's transportation impact analysis for the proposed Zinfandel 50 Center project in the City of Rancho Cordova. The proposed Zinfandel 50 Center project consists of three components. First, the project will replace and expand existing retail uses in three existing, contiguous retail buildings on the east side of the site, which will result in 37,368 square feet total gross floor area. The current onsite retail building footprint totals 35,300 square feet, meaning the proposed project will expand this footprint by 2,068 square feet. Second, the proposed project will demolish an existing 4,589 square foot waffle shop on the west side of the site and replace this use with a new 2,500 square foot drive-thru fast food restaurant. Third, another new 2,500 square foot drive-thru fast food restaurant would be built on the south side of the site adjacent to Olson Drive. Lastly, an existing Burger King fast food restaurant adjacent to Zinfandel Drive would remain.
Figure 1 illustrates the study area and project site vicinity. Figure 2 shows the proposed project site plan.

This report includes traffic analysis results for two study scenarios and six study intersections and driveways that would potentially be impacted by proposed project traffic. For purposes of this analysis, potential traffic operational effects from the Zinfandel 50 Center project are identified based on established traffic operational thresholds for the City of Rancho Cordova. For study intersections exceeding these thresholds, transportation improvements are identified and evaluated for the potential to bring overall level of service (LOS) back within acceptable thresholds. The report also includes evaluations and recommendations concerning project site access for multiple modes.

Project Trip Generation

Before discounting trips generated by existing land uses, the proposed Zinfandel 50 Center project is expected to generate approximately 181 weekday a.m. peak hour trips (94 inbound, 87 outbound), 468 weekday midday peak hour trips (237 inbound, 231 outbound), and 195 weekday p.m. peak hour trips (98 inbound, 97 outbound). These figures include applicable pass-by and internal trip discounts for the proposed uses. When discounting for existing land uses, the proposed Zinfandel 50 Center project is expected to generate a net of 129 (64 inbound, 65 outbound) trips during the a.m. peak hour, 339 (168 inbound, 171 outbound) trips during the midday peak hour, and 171 (87 inbound, 84 outbound) trips during the p.m. peak hour. It should be noted that since the existing Burger King restaurant would remain as part of the proposed project, it was excluded from the net trip generation calculation. Also, the net trip generation calculation assumes a worst-case condition of full occupancy for the entire retail building footprint.

Existing Conditions

Currently, the following study intersections and driveways are exceeding the City service level threshold of LOS D:

- Zinfandel Drive / Olson Drive – LOS E during midday peak hour
- Zinfandel Drive / South Driveway – LOS F during midday and p.m. peak hours
- Olson Drive / East Driveway – LOS F during midday peak hour

Existing plus Project Conditions

With the addition of traffic from the proposed project, the following intersections and driveways are anticipated to exceed the City threshold LOS D:

- Zinfandel Drive / Olson Drive – LOS E during midday peak hour. Project traffic is expected to result in added average delay of 8.4 seconds per vehicle, which is considered an impact based on City LOS standards. The existing LOS E condition is due to the existing heavy eastbound right turns from Zinfandel Drive onto Olson Drive during the midday peak hour, when drivers are accessing the multiple shopping and dining destinations on Olson Drive. A potential improvement would be to add a second northbound right turn lane and second receiving lane on eastbound Olson Drive, which would result in an acceptable LOS D during the midday peak hour. However, this improvement could be prohibitively expensive due right-of-way considerations given the Chevron Station located at the southeast quadrant of the Zinfandel / Olson intersection. It also may not be practical to construct such an improvement that would alleviate congestion for only one of three weekday peak hours.
- Zinfandel Drive / North Driveway – LOS E during midday and p.m. peak hours. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation to address this service level; however, this is not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Folsom intersection.
- Zinfandel Drive / South Driveway – LOS F during midday and p.m. peak hours. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation but not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Olson intersection.
- Olson Drive / West Driveway – LOS E during midday peak hour. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation but not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Olson intersection.
- Olson Drive / East Driveway – LOS F during midday peak hour, with more than 52 seconds average delay added to existing LOS F conditions at the minor southbound approach. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation but not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Olson intersection.

Anticipated Queuing Conditions with Project

TJKM additionally estimated 95th percentile (maximum) queues for the two-way left turn lanes along Zinfandel Drive and Olson Drive at the project driveways to determine any operational concerns with the addition of project traffic. At the north and south project driveways along Zinfandel Drive, added queues of no greater than 20 feet (approximately one vehicle) are expected for southbound left turns into the project site within the existing two-way left turn lane during any of the three peak hours. Review of field video confirmed minimal such queuing under Existing Conditions. Similarly, along the west and east project driveways along Olson Drive, the project is expected to add no greater than one vehicle to existing westbound left turn queues into the project site during all three peak hours.

TJKM additionally estimated 95th percentile queues for the exclusive turn pockets at the Zinfandel / Folsom and Zinfandel / Olson intersections that would potentially be affected by project traffic. At Zinfandel / Folsom, there is generally ample storage capacity at turn lanes affected by project traffic. During the p.m. peak hour, the northbound left turn maximum queue currently exceeds the total pocket length of 230 feet; however, added project traffic is not expected to worsen the current spillover condition.

At the Zinfandel / Olson intersection, existing vehicles generally queue within the northbound right turn lane, which extends upstream approximately 350 feet to the US 50 Westbound off-ramps. In terms of additional expected queuing, the proposed project would add approximately four vehicles during the midday peak hour and two vehicles during the p.m. peak hour, which is not considered significant. For the southbound left turn, the project would add approximately three vehicles during the midday peak hour and one vehicle during the p.m. peak hour to current queues. In both peak hours, this southbound left turn queue is expected to extend into the upstream two-way left turn lane on Zinfandel Drive. However, due to minimal field-observed queues upstream for opposing northbound left turns into retail driveways, this is not anticipated to impact two-way left turn lane operations on Zinfandel Drive.

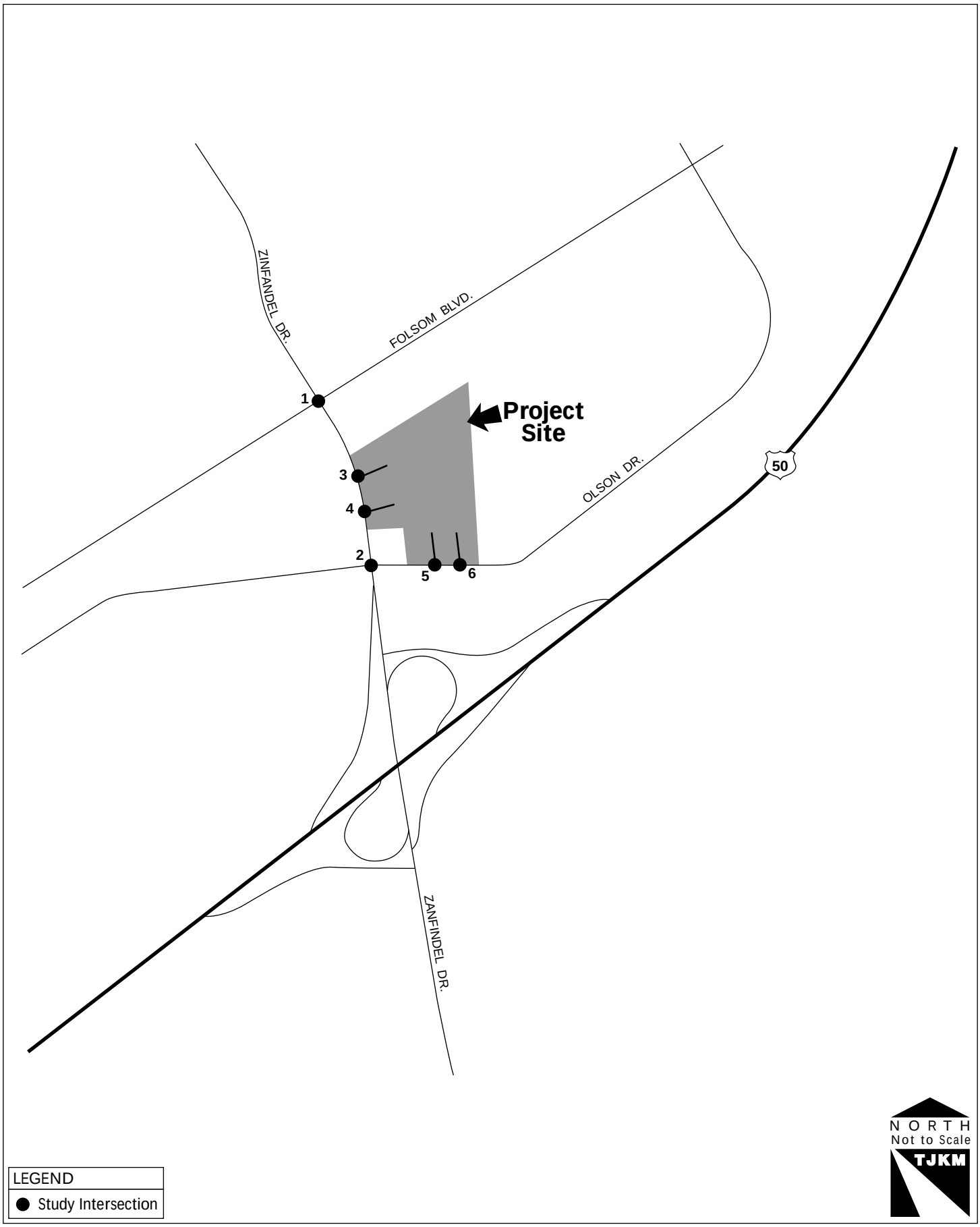
In terms of the westbound left turn lane at the Zinfandel / Olson intersection, the existing maximum queue is estimated to be 449 feet during the midday peak hour and 384 feet during the p.m. peak hour under Existing plus Project Conditions, exceeding the current 150-foot storage capacity. TJKM observed this condition in the field, in which the left turn queue was observed during these two peak hours to exceed turn lane storage and often extend past the "Keep Clear" zones at the two driveways. However, the expected midday and p.m. peak hour maximum queue increases for this westbound left turn are expected to be no more than two vehicles, which is not considered significant.

Site Plan Evaluation

TJKM reviewed the project site plan for adequacy of internal site circulation and external access. As shown in the site plan and as part of the construction of the Pad A fast food restaurant, the north driveway off Zinfandel Drive will have an effectively longer driveway throat length towards the site's retail buildings. The orientation of the drive-thru entrance will facilitate onsite vehicle queuing away from Zinfandel Drive, thereby minimizing the possibility of vehicle backups onto Zinfandel Drive. In addition, Pad A will include a pedestrian plaza that ties into the existing sidewalk along northbound Zinfandel Drive to promote walking and has the potential to reduce vehicle generation at this location. The proposed Pad B fast food restaurant off Olson Drive has similar vehicle circulation and pedestrian characteristics. Therefore, overall internal circulation and external access for the project are expected to be adequate with the circulation characteristics as described and proposed in the site plan.

City of Rancho Cordova - Zinfandel 50 Center TIA
Vicinity Map

Figure
1



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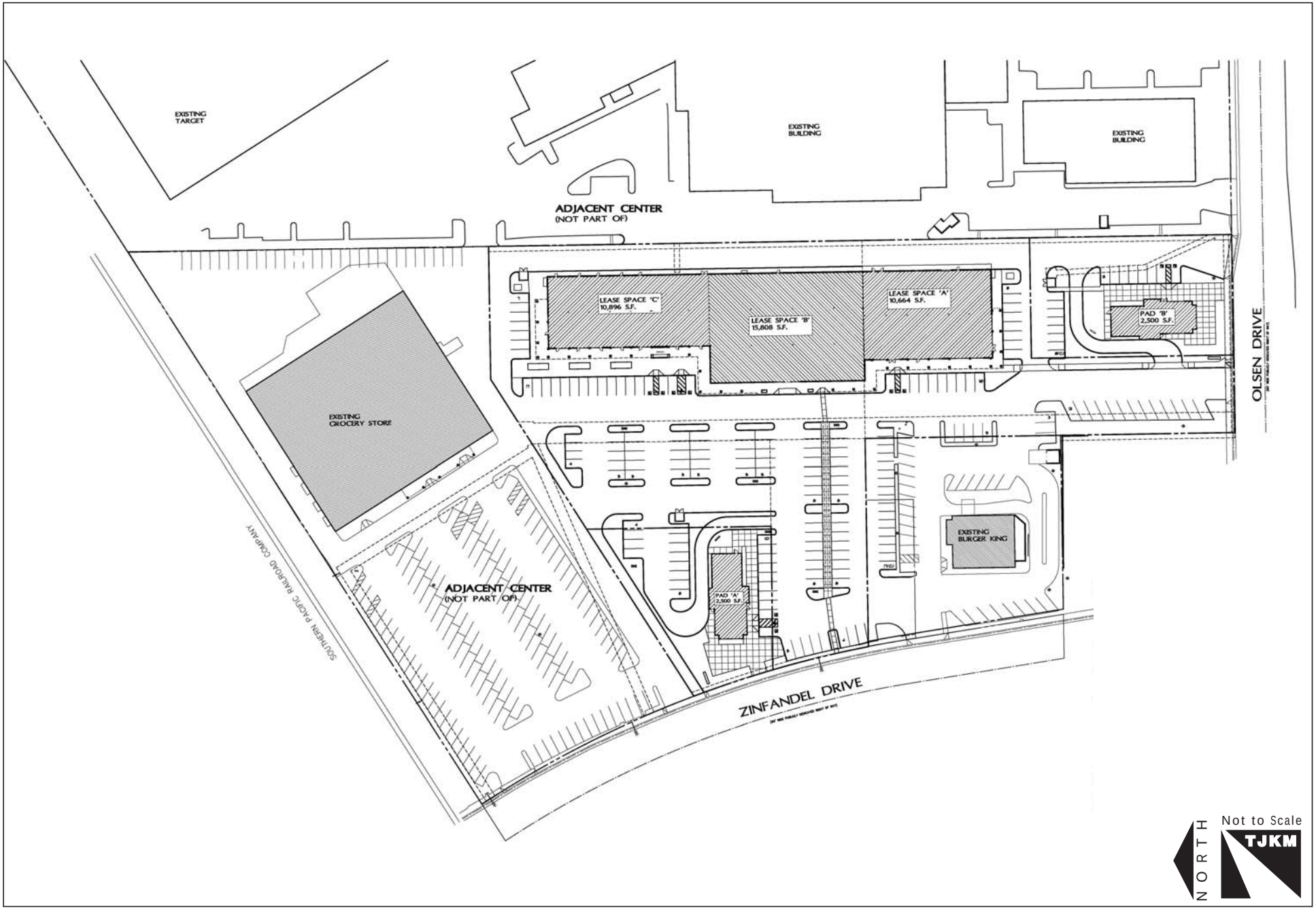
City of Rancho Cordova - Zinfandel 50 Center TIA

Project Site Plan

Figure 2



Source: Barbes, Bidanjiri & Associates

284-002 - 9/22/14 - JL

Level of Service Analysis Methodology

Level of service is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The level of service generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. The operational levels of service (LOS) are given letter designations from "A" to "F," with "A" representing the best operating conditions (free-flow) and "F" the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Signalized Intersections

The study intersections under traffic signal control were analyzed using the *Highway Capacity Manual 2010* (HCM 2010) Operations Method contained in the standard traffic software Synchro. This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. LOS "A" indicates free flow conditions with little or no delay, while LOS "F" indicates jammed conditions with excessive delay and long back-ups. The methodology is described in detail in Appendix A.

Unsignalized Intersections

The operating conditions at the study intersections with minor stop-controlled approaches (one-way or two-way) were evaluated using the HCM 2010 Unsignalized Methodology, also contained in Synchro. For two-way stop controlled intersections, LOS is based on and reported for the worse of the two minor approaches. For all-way stop controlled intersections, LOS is based on the average control delay experienced on all approaches. The methods rank level of service on an "A" through "F" scale (similar to that used for signalized intersections) to describe travel delay and congestion. The methodologies for unsignalized intersections are also presented in Appendix A.

Level of Service Threshold Criteria

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

For purposes of this study, TJKM considers any City-maintained intersection exceeding LOS D with the addition of project traffic to be an impact, whether overall for a signalized intersection or for the critical minor movement at an unsignalized intersection. Furthermore, if a City-maintained intersection currently operates unacceptably at LOS E or worse and project traffic adds more than four seconds of average delay to an overall signalized intersection or the critical minor movement at an unsignalized intersection, this will also be considered an impact. In both cases, impacts will be evaluated for potential mitigations to reduce the impact to a less-than-significant level.

Study Traffic Analysis Scenarios

The study evaluated traffic operational conditions under the following two analysis scenarios:

1. Existing Conditions – this scenario is based on existing 2014 roadway conditions, traffic controls, lane geometry, and traffic counts collected as part of this TIA.

2. Existing plus Project Conditions – this scenario is identical to Existing Conditions, but with the addition of traffic generated by the proposed Zinfandel 50 Center.

Study Intersections

The study focused on evaluating traffic conditions at the following six study intersections and driveway locations within the City of Rancho Cordova that the proposed project may potentially impact (see Figure 1), selected in consultation with City of Rancho Cordova staff:

1. Zinfandel Drive / Folsom Boulevard
2. Zinfandel Drive / Olson Drive
3. Zinfandel Drive / North Driveway
4. Zinfandel Drive / South Driveway
5. Olson Drive / West Driveway
6. Olson Drive / East Driveway

Existing Conditions

This section describes existing conditions in the project site vicinity, including roadway facilities. In addition, existing traffic volumes and operations are presented for the study intersections and driveways, including the results of level of service calculations.

Existing Roadway System and Setting

Regional roadway facilities providing access to the Zinfandel 50 Center project site include the US 50 freeway, as well as Zinfandel Drive and Folsom Boulevard. Descriptions of each roadway facility are presented below.

U.S. 50 is an east-west, multi-lane freeway beginning just west of the City of Sacramento and continuing east through Sacramento County and El Dorado County to Lake Tahoe. Within the Rancho Cordova area, this freeway varies between an eight-lane facility and a six-lane facility with two high-occupancy vehicle (HOV) lanes east of Sunrise Boulevard.

Zinfandel Drive is a four-lane arterial roadway from International Drive to Folsom Boulevard. North of Folsom Boulevard, this roadway becomes a two-lane residential collector. The U.S. 50/Zinfandel Drive interchange is an L-9 configuration with loop on-ramps in the northeast and southwest quadrants and diagonal ramps in all four quadrants.

Folsom Boulevard is an arterial roadway that parallels U.S. 50 from Business 80 in Downtown Sacramento to the City of Folsom, where it becomes Folsom-Auburn Road and continues north to the City of Auburn. Paralleling the south side of Folsom Boulevard is the Sacramento Regional Transit (RT) Gold Line, a light rail transit line. Folsom Boulevard is generally a four-lane arterial roadway within the City. The County of Sacramento recently completed widening of Folsom Boulevard between Hazel Avenue and Sunrise Boulevard from two to four lanes.

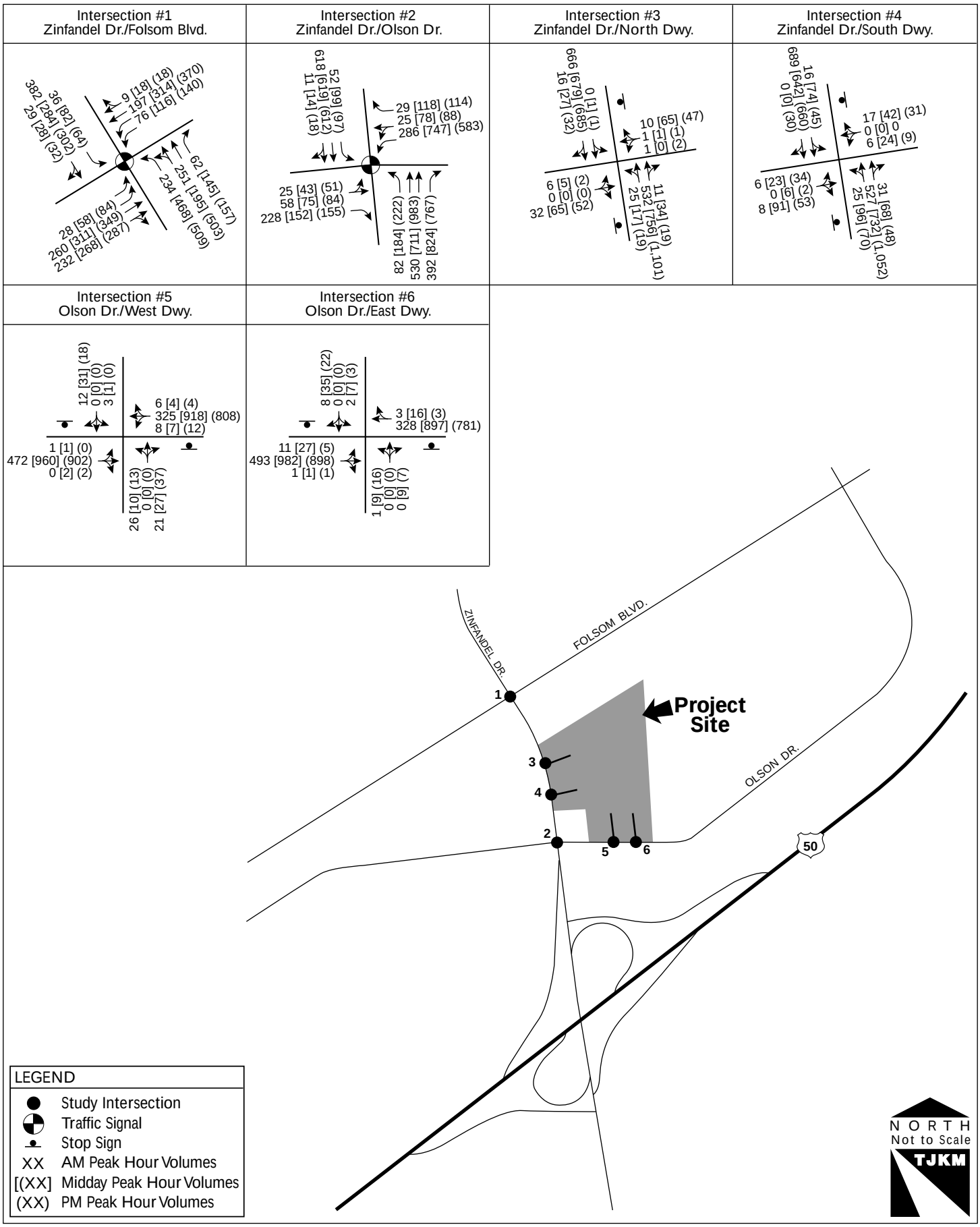
Olson Drive is a four-lane collector roadway from Zinfandel Drive to Folsom Boulevard. West of Zinfandel Drive, this roadway becomes a two-lane residential collector.

Existing Traffic Volumes

For all study intersections, vehicle, bicycle, and pedestrian counts were collected on mid-week weekdays from 7:00 to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 4:00 to 6:00 p.m. in May 2014. Figure 3 shows the existing weekday a.m., midday, and p.m. peak one-hour turning movement volumes resulting from these counts at all study intersections, as well as current lane configurations and traffic control devices. Appendix B contains the vehicle, bicycle, and pedestrian count sheets for all study intersections.

City of Rancho Cordova - Zinfandel 50 Center TIA
Existing Conditions Traffic Volumes, Lane Geometry, and Traffic Controls

Figure 3



284-002 - 9/23/14 - JL

Intersection Level of Service (Existing Conditions)
Traffic operations for the study intersections were evaluated under Existing Conditions for weekday a.m., midday, and p.m. peak hours. Table 1 summarizes the results of the intersection analysis under Existing Conditions. Detailed LOS calculations are contained in Appendix C. Currently, the following study intersections are exceeding the City threshold of LOS D:

- Zinfandel Drive / Olson Drive – LOS E during midday peak hour
- Zinfandel Drive / South Driveway – LOS F during midday and p.m. peak hours
- Olson Drive / East Driveway – LOS F during midday peak hour

Table 1: Intersection Levels of Service – Existing Conditions

Intersection		*Peak Hour*	*Intersection Control*	*Existing Conditions*	
				Delay	*LOS*
1	Zinfandel Drive / Folsom Drive	A.M.	Signal	24.2	C
		M.D.		25.4	C
		P.M.		33.3	C
2	Zinfandel Drive / Olson Drive	A.M.	Signal	22.9	C
		M.D.		**57.3**	**E**
		P.M.		38.8	C
3	Zinfandel Drive / North Driveway	A.M.	Unsignalized	14.1	B
		M.D.		14.4	B
		P.M.		21.2	C
4	Zinfandel Drive / South Driveway	A.M.	Unsignalized	16.9	C
		M.D.		**120+**	**F**
		P.M.		**70.5**	**F**
5	Olson Drive / West Driveway	A.M.	Unsignalized	12.5	B
		M.D.		24.4	C
		P.M.		16.0	B
6	Olson Drive / East Driveway	A.M.	Unsignalized	12.8	B
		M.D.		**67.6**	**F**
		P.M.		23.3	C

Notes: 1) LOS=Level of Service, Delay = Average control delay per vehicle
2) Signalized intersections – Delay / LOS is for overall intersection
3) Unsignalized two-way stop controlled intersections – Delay / LOS is for project site stop-controlled approach.
4) **Bold** indicates LOS exceeds applicable jurisdictional standards for operating conditions.
5) M.D. = midday
Source: TJKM Transportation Consultants, 2014

Two-Way Left Turn Lane Operations and Queuing on Zinfandel Drive and Olson Drive
TJKM conducted field and video observations of current two-way left turn operations on Zinfandel Road and Olson Drive, concurrent with field-collected traffic counts, to determine any existing vehicle queue concerns on both roadways at the project access driveways.

At the Zinfandel Drive / North Driveway intersection, current queuing of southbound left turns into the project site is mostly minimal during the peak hours. During the midday just before 1:00 p.m. and also just before 6:00 p.m., there were northbound queues extending from Folsom Boulevard affecting the ability of southbound left turns into this driveway.

At the Zinfandel Drive / South Driveway intersection that is the primary access for the Burger King restaurant, a maximum four-vehicle southbound left turn queue was observed in the two-way left turn lane at approximately 12:45 p.m. during the midday peak. Similarly, a maximum three-vehicle southbound left turn queue was observed at about 4:55 p.m. Neither queue was affecting vehicle turns from the two-way left turn lane elsewhere on Zinfandel Drive.

At Olson Drive / West Driveway, there is no exclusive eastbound left turn pocket into the driveway due to a raised median that extends westerly to the Zinfandel Drive / Olson Drive intersection. However, observed current operations did not reveal any blockages of eastbound left turns into this driveway affecting eastbound through vehicles during the three peak hours. This was despite periodic blockages of the driveway by westbound vehicles queuing upstream from the Zinfandel Drive / Olson Drive intersection.

At Olson Drive / East Driveway, eastbound left turns use the two-way left turn lane for site access. A maximum of two eastbound left turns were observed during the midday peak. Periodically, the westbound queue from the Zinfandel Drive / Olson Drive intersection extended to this driveway, but generally did not cause driveway blockages.

Existing plus Project Conditions

This analysis scenario is similar to Existing Conditions, but with the addition of traffic expected to be generated by the proposed Zinfandel 50 Center project.

Project Location and Proposal

The proposed Zinfandel 50 Center project consists of three components. First, the project will replace and expand existing retail uses in three existing, contiguous retail buildings on the east side of the site, which will result in 37,368 square feet total gross floor area. The current onsite retail building footprint totals 35,300 square feet, meaning the proposed project will expand this footprint by 2,068 square feet. Second, the proposed project will demolish an existing 4,589 square foot waffle shop on the west side of the site and replace this use with a new 2,500 square feet drive-thru fast food restaurant. Third, another new 2,500 square foot drive-thru fast food restaurant would be built on the south side of the site adjacent to Olson Drive. Lastly, an existing Burger King fast food restaurant adjacent to Zinfandel Drive would remain.

Figure 1 illustrates the study area and project site vicinity. Figure 2 shows the proposed project site plan.

Trip Generation – Proposed Project

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the Institute of Transportation Engineers' (ITE) publication *Trip Generation (9th Edition).* TJKM also followed the guidance of ITE's *Trip Generation Handbook (2nd Edition)* in terms of applying average trip rates and pass-by trip discounts for each proposed land use. Internal site trip matching discounts for all proposed project uses were developed based on previous TJKM experience with similar retail shopping center developments in northern California and in consultation with City staff. TJKM also estimated vehicle trip generation for the existing retail uses based on ITE trip generation rates and pass-by discounts. The resulting existing site trip generation was then deducted from the proposed land use trip generation to determine a net trip generation for the overall site. It should be noted that since the existing Burger King restaurant would remain as part of the proposed project, it was excluded from the net trip generation calculation. Also, the net trip generation calculation assumes a worst-case condition of full occupancy of the entire retail building footprint. Currently, the retail buildings are not at full occupancy.

Table 2 shows the net trip generation expected for the proposed project. Before discounting trips generated by existing land uses, the proposed project is expected to generate approximately 181 weekday a.m. peak hour trips (94 inbound, 87 outbound), 468 weekday midday peak hour trips (237 inbound, 231 outbound), and 195 weekday p.m. peak hour trips (98 inbound, 97 outbound). These figures include applicable pass-by and internal trip discounts for the proposed uses. When discounting for existing land uses, the proposed Zinfandel 50 Center project is expected to generate a net of 129 (64 inbound, 65 outbound) trips during the a.m. peak hour, 339 (168 inbound, 171 outbound) trips during the midday peak hour, and 171 (87 inbound, 84 outbound) trips during the p.m. peak hour.

Table 2: Proposed Project Trip Generation

	Land Use (ITE Code)	Size	A.M. Peak Hour					Midday Peak Hour[1]					P.M. Peak Hour				
			Trip Rate	In: Out %	In	Out	Total	Trip Rate	In: Out %	In	Out	Total	Trip Rate	In: Out %	In	Out	Total
Proposed Site Components	Fast Food 1 w/ Drive-Thru (934)	2.50 ksf	45.42	51:49	58	56	114	82.38	52:48	107	99	206	32.62	52:48	43	39	82
	Peak Hour Pass By Trip Reduction (ITE)[2]			*-32%*	*-19*	*-18*	*-36*		*-10%*	*-11*	*-10*	*-21*		*-31%*	*-13*	*-12*	*-25*
	Fast Food 2 w/ Drive-Thru (934)	2.50 ksf	45.42	51:49	58	56	114	82.38	52:48	107	99	206	32.62	52:48	43	39	82
	Peak Hour Pass By Trip Reduction (ITE)			*-32%*	*-19*	*-18*	*-36*		*-10%*	*-11*	*-10*	*-21*		*-31%*	*-13*	*-12*	*-25*
	Shopping Center (820)	37.368 ksf	0.96	62:38	22	14	36	4.15	48:52	74	81	155	3.71	48:52	67	72	139
	Peak Hour Pass By Trip Reduction (ITE)			*-10%*	*-2*	*-1*	*-3*		*-10%*	*-7*	*-8*	*-15*		*-30%*	*-20*	*-22*	*-42*
	10% Internal Discount (Fast Food 1 to Shopping Center)			*-10%*	*-2*	*-1*	*-3*		*-10%*	*-11*	*-10*	*-21*		*-10%*	*-4*	*-4*	*-8*
	10% Internal Discount (Fast Food 2 to Shopping Center)			*-10%*	*-2*	*-1*	*-3*		*-10%*	*-11*	*-10*	*-21*		*-10%*	*-4*	*-4*	*-8*
	Zinfandel 50 Center Sub-Total				**94**	**87**	**181**			**237**	**231**	**468**			**98**	**97**	**195**
Existing Site Components[4]	High-Turnover (Sit-Down) Restaurant (932) (Waffle Shop)[3]	4.589 ksf	10.81	55:45	28	22	50	25.82	55:45	65	54	119	-	-	-	-	-
	Peak Hour Pass By Trip Reduction			*-10%*	*-3*	*-2*	*-5*		*-10%*	*-7*	*-5*	*-12*					
	Shopping Center (820)	9.03 ksf	0.96	62:38	6	3	9	4.15	48:52	18	19	37	3.71	48:52	16	18	34
	Peak Hour Pass By Trip Reduction (ITE)			*-10%*	*-1*	*0*	*-1*		*-10%*	*-5*	*-6*	*-11*		*-30%*	*-5*	*-5*	*-10*
	10% Internal Discount (Waffle Shop to Shopping Center)			*-10%*	*-1*	*0*	*-1*		*-10%*	*-2*	*-2*	*-4*		-	-	-	-
	Existing Site Components Sub-Total				**30**	**22**	**52**			**69**	**60**	**129**			**11**	**13**	**24**
Net Total Trips (Proposed - Existing)					**64**	**65**	**129**			**168**	**171**	**339**			**87**	**84**	**171**

Notes: [1] Midday Trip Rates calculated by a factor using the hourly variation percentages in 24-hour traffic found ITE Trip Generation Manual, 9th Edition 2012
[2] AM and PM based on ITE average pass-by rates
[3] Waffle Shop closes at 3pm; therefore no trip generation assumed during PM peak hour
[4] Existing Burger King to remain and thus omitted from the calculation
Midday pass by discount of 10% developed in consultation with City staff given no ITE midday pass by for analyzed land uses.

Sources: Trip Generation Manual (ITE, 9th Edition, 2012), ITE Trip Generation Handbook.

Project Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between a project site and various destinations outside the project study area. The process of trip assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. The distribution assumptions are as follows:

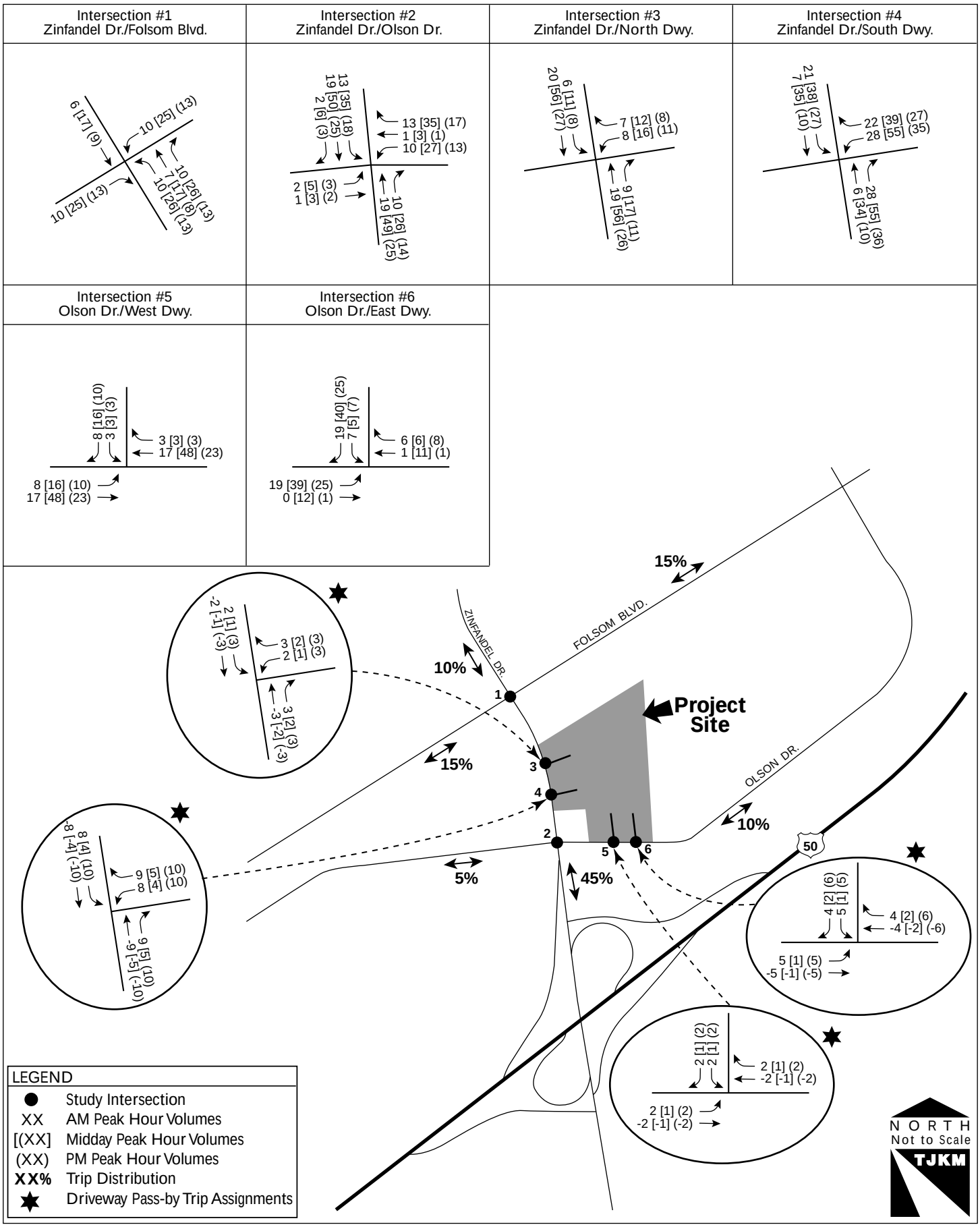
- 45 percent to/from Zinfandel Drive (North)
- 10 percent to/from Zinfandel Drive (South)
- 15 percent to/from Folsom Boulevard (East)
- 15 percent to/from Folsom Boulevard (West)
- 10 percent to/from Olson Drive (East)
- 5 percent to/from Olson Drive (West)

Trip distribution assumptions for the proposed Zinfandel 50 Center were developed from existing traffic counts, TJKM's knowledge of the study area, and consultation with City transportation staff. Figure 4 illustrates the trip distribution percentages developed for the proposed Zinfandel 50 Center, as well as the resulting net project trip assignments and pass-by trips applied at the study intersections. The assigned net project trips were then added to Existing Conditions traffic volumes to generate Existing plus Project traffic volumes. Figure 5 shows the resulting traffic volumes at the study intersections under Existing plus Project Conditions. The intersection traffic controls and lane geometries are assumed to be the same as under Existing Conditions.

ATTACHMENT 3

City of Rancho Cordova - Zinfandel 50 Center TIA
Project Trip Distribution & Net Trip Assignment

Figure 4



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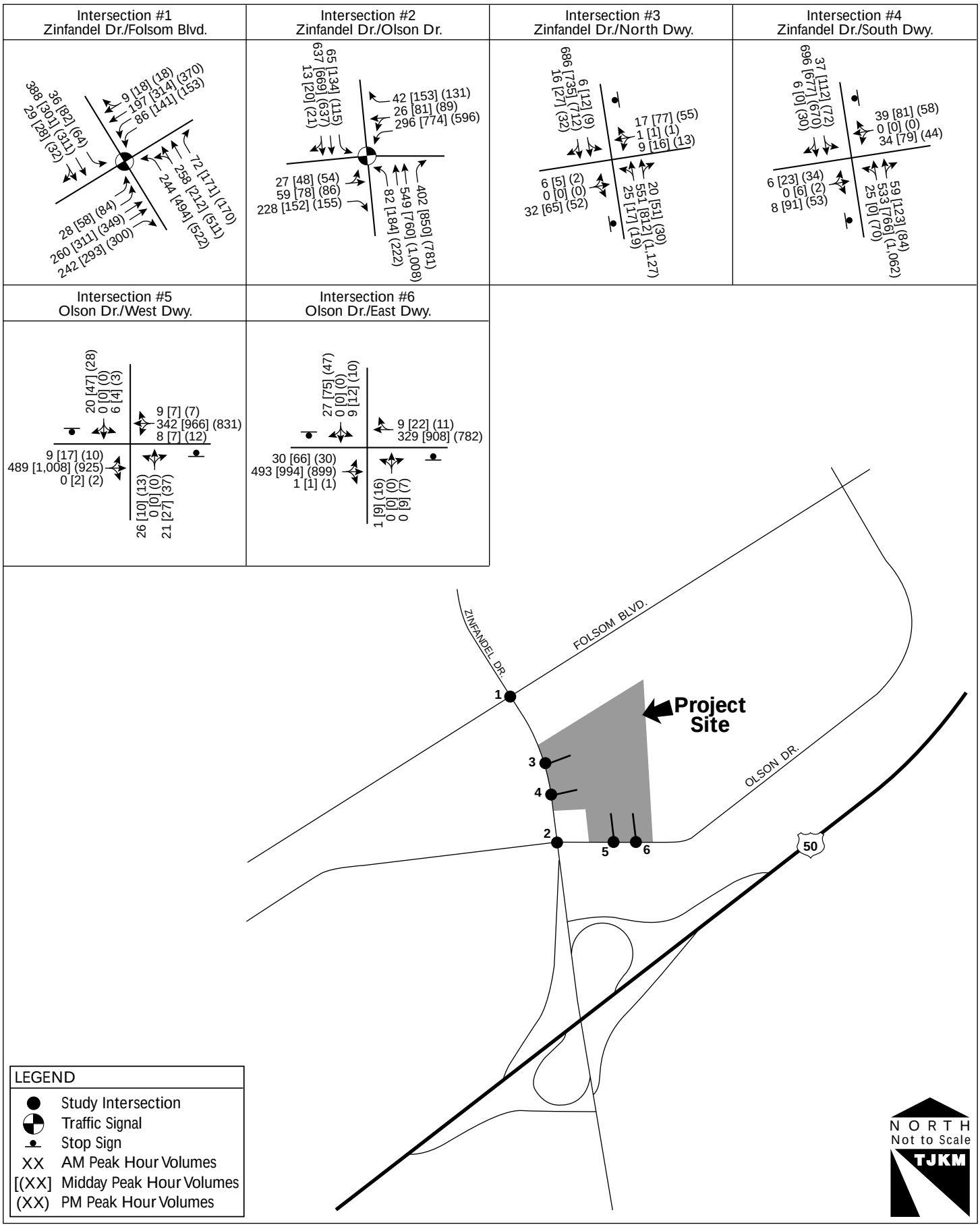
City of Rancho Cordova - Zinfandel 50 Center TIA
Existing plus Project Conditions Traffic Volumes, Lane Geometry, and Traffic Controls

Figure 5



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Intersection Level of Service (Existing plus Project Conditions)
The intersection LOS analysis results for Existing plus Project Conditions are summarized in Table 3 for weekday a.m., midday, and p.m. peak hours. Detailed calculation sheets are contained in Appendix D. The following intersections and driveways are anticipated to exceed the City LOS D threshold:

- Zinfandel Drive / Olson Drive – LOS E during midday peak hour. Project traffic is expected to result in added average delay of 8.4 seconds per vehicle, which is considered an impact based on City LOS standards. It should be noted that this impact is expected to occur only during the midday peak hour and not the a.m. or p.m. peak hours. The LOS E condition is due to the existing heavy eastbound right turns from Zinfandel Drive onto Olson Drive during the midday peak hour, when drivers are accessing the multiple shopping and dining destinations on Olson Drive. Based on field observation, existing queues for this turning movement periodically extend up Zinfandel Drive past the Westbound US 50 off ramps. A potential improvement would be to add a second northbound right turn lane and second receiving lane on eastbound Olson Drive. Implementation of this improvement is expected to result in an acceptable LOS D during the midday peak hour. However, this improvement could be prohibitively expensive due right-of-way considerations given the Chevron Station located at the southeast quadrant of the Zinfandel / Olson intersection. It also may not be practical to construct such an improvement that would alleviate congestion for only one of three weekday peak hours.
- Zinfandel Drive / North Driveway – LOS E during midday and p.m. peak hours. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation to address this service level; however, this is not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Folsom intersection.
- Zinfandel Drive / South Driveway – LOS F during midday and p.m. peak hours. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation but not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Olson intersection.
- Olson Drive / West Driveway – LOS E during midday peak hour. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation but not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Olson intersection.
- Olson Drive / East Driveway – LOS F during midday peak hour, with more than 52 seconds average delay added to existing LOS F conditions at the minor southbound approach. However, given this is a private driveway intersection, this is not considered an impact. Installation of a traffic signal is a potential mitigation but not considered feasible operationally given the close proximity of the driveway to the Zinfandel/Olson intersection.

Table 3: Intersection Levels of Service – Existing plus Project Conditions

Intersection		Peak Hour	Intersection Control	Existing Conditions		Existing plus Project Conditions		Δ in Delay (sec)
				LOS	Delay (sec)	LOS	Delay (sec)	
1	Zinfandel Drive / Folsom Drive	A.M.	Signal	24.2	C	24.8	C	0.6
		M.D.		25.4	C	27.5	C	2.1
		P.M.		33.3	C	34.6	C	1.3
2	Zinfandel Drive / Olson Drive	A.M.	Signal	22.9	C	23.9	C	1.0
		M.D.		**57.3**	**E**	**65.7**	**E**	8.4
		M.D. Improvement		*36.9*	*D*	*42.3*	*D*	*5.4*
		P.M.		38.8	C	42.0	D	3.2
3	Zinfandel Drive / North Driveway	A.M.	Two-Way Stop	14.1	B	20.2	B	6.1
		M.D.		14.4	B	**38.8**	**E**	24.4
		P.M.		21.2	C	**67.9**	**E**	46.7
4	Zinfandel Drive / South Driveway	A.M.	Two-Way Stop	16.9	C	36.9	E	20.0
		M.D.		**120+**	**F**	**120+**	**F**	-
		P.M.		**70.5**	**F**	**120+**	**F**	49.5+
5	Olson Drive / West Driveway	A.M.	Two-Way Stop	12.5	B	13.7	B	1.2
		M.D.		24.4	C	**51.6**	**E**	27.2
		P.M.		16.0	B	28.2	D	12.2
6	Olson Drive / East Driveway	A.M.	Two-Way Stop	12.8	B	14.9	B	2.1
		M.D.		**67.6**	**F**	**120+**	**F**	52.4+
		P.M.		23.3	C	37.3	D	14.0

Notes: 1) LOS=Level of Service, Delay = Average control delay per vehicle
2) Signalized intersections – Delay / LOS is for overall intersection
3) Unsignalized two-way stop controlled intersections – Delay / LOS is for project site stop-controlled approach.
4) **Bold** indicates LOS exceeds applicable jurisdictional standards for operating conditions.
5) M.D. = midday

Source: TJKM Transportation Consultants, 2014

Anticipated Queuing Conditions with Project

As part of the traffic operational analysis, TJKM estimated 95th percentile (maximum) queues for the two-way left turn lanes along Zinfandel Drive and Olson Drive at the project driveways to determine any operational concerns with the addition of project traffic. At the north and south project driveways along Zinfandel Drive, a review of the analysis reveals queues of no greater than 20 feet (approximately one vehicle) are expected for southbound left turns into the project site within the existing two-way left turn lane during any of the three peak hours. Review of field video confirmed minimal such queuing under Existing Conditions. Similarly, along the west and east project driveways along Olson Drive, the project is expected to add no greater than one vehicle to existing westbound left turn queues into the project site during all three peak hours.

TJKM additionally estimated 95th percentile queues for the exclusive turn pockets at the Zinfandel / Folsom and Zinfandel / Olson intersections that would potentially be affected by project traffic. At

Zinfandel / Folsom, there is generally ample storage capacity at turn lanes affected by project traffic. During the p.m. peak hour, the northbound left turn maximum queue currently exceeds the total pocket length of 230 feet; however, added project traffic is not expected to worsen the current spillover condition.

At the Zinfandel / Olson intersection, existing vehicles generally queue within the northbound right turn lane, which extends upstream approximately 350 feet to the US 50 Westbound off-ramps. In terms of additional expected queuing, the proposed project would add approximately four vehicles during the midday peak hour and two vehicles during the p.m. peak hour, which is not considered significant. For the southbound left turn, the project would add approximately three vehicles during the midday peak hour and one vehicle during the p.m. peak hour to current queues. In both peak hours, this southbound left turn queue is expected to extend into the upstream two-way left turn lane on Zinfandel Drive. However, due to minimal observed queues upstream for opposing northbound left turns into retail driveways, this is not anticipated to impact two-way left turn lane operations on Zinfandel Drive.

In terms of the westbound left turn lane at the Zinfandel / Olson intersection, the existing maximum queue is estimated to be 449 feet during the midday peak hour and 384 feet during the p.m. peak hour under Existing plus Project Conditions, exceeding the current 150-foot storage capacity. This result from Synchro is confirmed by field observation, in which the left turn queue was observed during these two peak hours to exceed turn lane storage and often extend past the "Keep Clear" zones at the two driveways. However, the midday and p.m. peak hour queue increases for the westbound left turn are 34 feet and 24 feet, respectively. This means that the added maximum project queue would amount to two vehicles or less, which is not considered significant.

Appendices C and D contain the Synchro analysis sheets identifying current and expected maximum vehicle queues under Existing and Existing plus Project Conditions, respectively, at the two-way left turn lanes and turn pockets described above.

Site Plan Evaluation

TJKM reviewed the project site plan for adequacy of internal site circulation and external access. As shown in the site plan (Figure 2), as part of the construction of the Pad A fast food restaurant, the north driveway off Zinfandel Drive will have an effectively longer driveway throat length towards the site's retail buildings. The orientation of the drive-thru entrance will facilitate onsite vehicle queuing away from Zinfandel Drive, thereby minimizing the possibility of vehicle backups onto Zinfandel Drive. In addition, Pad A will include a pedestrian plaza that ties into the existing sidewalk along northbound Zinfandel Drive to promote walking and has the potential to reduce vehicle generation at this location.

Similarly, the Pad B fast food restaurant drive-thru entrance is located away from Olson Drive to promote onsite vehicle queue storage that minimizes spillover potential onto Olson Drive. The drive-thru entrance is located closest to the east driveway off Olson Drive, which is ideal since there is a two-way left lane on Olson Drive that can be used by vehicles destined for Pad B. Pad B will also include a pedestrian plaza that ties into the existing sidewalk along westbound Olson Drive to promote walking and has the potential to reduce vehicle generation at this location. Therefore, overall internal circulation and external access for the project are expected to be adequate with the circulation characteristics as described and proposed in the site plan.

Study References

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Jeffrey Lacap	Transportation Engineer
Dan Harrison	Graphics
Rosa Johnson	Word Processing

Persons Consulted

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Albert Stricker	Department of Public Works, City of Rancho Cordova
Mark Thomas	Department of Public Works, City of Rancho Cordova

References

- *City of Rancho Cordova General Plan Circulation Element.*
- *Highway Capacity Manual*, Transportation Research Board, Washington, D.C., 2010.
- *Trip Generation (9th Edition),* Institute of Transportation Engineers, 2012.

Appendix A – Level of Service Methodology

DESCRIPTION OF SIGNALIZED INTERSECTION CAPACITY ANALYSIS HCM 2010 METHODOLOGY

Background

The *Highway Capacity Manual* 2010 (HCM 2010) presented by Transportation Research Board (TRB) in December 2010 is a 5th edition that continues to serve as fundamental reference document for practicing Transportation Engineers and Planners. This latest edition incorporates the latest research on highway capacity and quality of service completed since the previous release of such publication i.e., HCM 2000.

HCM 2010 is divided into four volumes and they are:

1. Concepts,
2. Uninterrupted flow,
3. Interrupted flow, and
4. Applications guide

The operations method of intersection capacity analysis found in Chapter 18 through 20 in Volume 3: Interrupted flow of the *Highway Capacity Manual 2010,* Transportation Research Board, was used for this study. This method is used in most analyses of existing conditions or of future situations in which traffic, geometric, and control parameters were well established by projections and trial designs.

This method addresses the capacity and level of service of intersection approaches, and the level of service of the intersection as a whole. In this method, capacity and level of service are evaluated separately, and are not related to each other in a simple one-to-one fashion. Capacity is evaluated in terms of the ratio of demand flow rate to capacity (volume-to-capacity ratio), while level of service is evaluated on the basis of control delay per vehicle (sec/veh).

The capacity of the intersection as a whole is not addressed by this method; the design and signalization of intersections focuses on the accommodation of the major movements and approaches comprising the intersection. Capacity is, therefore, only meaningful as applied to these major movements and approaches. Capacity analysis results in the computation of volume-to-capacity ratios for individual movements and a composite volume-to-capacity ratio for the sum of critical movements or lane groups within the intersection. The volume-to-capacity ratio is the actual or projected rate of flow on an approach or designated group of lanes during a peak 15-minute interval divided by the capacity of the approach or designated group of lanes.

Level of Service Criteria

Level of service is based on the control delay per vehicle for various movements within the intersection. While volume-to-capacity affects delay, there are other parameters that more strongly affect it, such as the quality of progression, length of green phases, cycle lengths, and others. Thus for any given volume-to-capacity ratio, a range of delay values my result, and vice-versa. See the table "Level of Service Criteria for Signalized Intersections" for the relationship between the level of service and stopped delay per vehicle.

Because delay is a complex measure, its relationship to capacity is also complex. It is possible, for example, to have delays in the range of Level of Service F while the volume-to-capacity ratio is below 1.00, perhaps as low as 0.75 - 0.85. Very high delays can occur at such volume-to-capacity ratios when some combination of the following conditions exists: the cycle length is long; the lane group in question has a long red time; and/or the signal progression for the subject movement is poor.

The reverse is also possible. A saturated approach or lane group with a volume-to-capacity equal to 1.00 may have low delays if the cycle length is short, and/or the signal progression is favorable for the subject movement. Acceptable delay levels do not automatically ensure that capacity is sufficient. The analysis must consider the results of the capacity analysis module and the level of service module to obtain a complete picture of existing or projected intersection operations. Thus, the designation of Level of Service *does not* automatically imply that the intersection, approach, or lane group is overloaded, nor does a level of service in the A to E range automatically imply that there is unused capacity available.

The procedures of this methodology require the analysis of both capacity and level of service conditions to fully evaluate the operation of a signalized intersection.

Input Data

Some of the input data necessary to use this methodology are:

- Lane geometrics
- Traffic volumes
- Signal timing
- Vehicle type distribution
- Percent grade
- Pedestrians
- Peak hour factors
- Parking activity
- Arrival type per approach

Table A-1: Level of Service Criteria for Signalized Intersections

Control Delay/ Vehicle (s/veh)	Level of Service by Volume-to-Capacity Ratio		Type of Flow	Delay	Maneuverability
	≤ 1.0	> 1.0			
≤ 10.0	A	F	Stable Flow	Very slight delay. Progression is very favorable or the cycle length is very short, with most vehicles arriving during the green phase and not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.
> 10-20	B	F	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.
> 20-35	C	F	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.
> 35-55	D	F	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result in some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary backups.
> 55-80	E	F	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.
> 80	F	F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with oversaturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.

Reference: Exhibit 18-4 LOS Criteria: Automobile Mode, *Highway Capacity Manual 2010,* Transportation Research Board, December 2010.

DESCRIPTION OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS HCM 2010 METHODOLOGY

Background

The method of unsignalized intersection capacity analysis used in this study is from Volume 3: Chapters 19 and 20, of the *Highway Capacity Manual 2010,* Transportation Research Board, December 2010.

This method applies to Two-Way Stop sign or YIELD sign controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections) and All-Way Stop controlled intersections. At such intersections, drivers on the minor street are forced to use judgment when selecting gaps in the major flow through which to execute crossings or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on three factors:

1. The distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting gaps through which to execute their desired maneuvers.
3. Follow-up time required to move into the front-of-queue position.

It is assumed that gaps in the traffic stream are randomly distributed. For this reason, the methodology will be less reliable in situations in which the conflicting flows have heavy platoons, as would be the case at many urban intersections where the major street is part of a signalized network.

This method assumes that major street traffic is not affected by minor street flows. This assumption is generally good for periods when the operation is smooth and uncongested. (When congestion occurs, it is likely that major street traffic will experience some impedance due to minor street traffic.) Left turns from the major street are assumed to be affected by the opposing major street flow, and minor street traffic is affected by all conflicting movements.

Input Data

The general procedure to calculate the level of service is as follows:

1. Define existing geometric and volume conditions for the intersection under study.
2. Determine the conflicting traffic through which each minor street movement and the major street left-turn must cross.
3. Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing the conflicting traffic stream.
4. Determine the capacity of the gaps in the major traffic stream to accommodate each of the subject movements that will utilize these gaps.
5. Adjust the capacities found to account for impedance and the use of shared lanes.
6. Estimate the average total delay for each of the subject movements and determine the level of service for each movement and for the intersection.

Gaps are utilized by vehicles in the following priority order:

1. Right turns from the minor street
2. Left turns from the major street
3. Through movements from the minor street
4. Left turns from the minor street

For example, if a left-turning vehicle on the major street and a through vehicle from the minor street are waiting to cross the major traffic stream, the first available gap of acceptable size would be taken by the left-turning vehicle. The minor street through vehicle must wait for the second available gap. In aggregate terms, a large number of such left-turning vehicles could use up so many of the available gaps that minor street through vehicles are severely impeded or unable to make safe crossing movements.

Level of Service

See the following table "Level of Service Criteria for Unsignalized Intersections" for the relationship between delay and level of service.

Table A-2: Level of Service Criteria for Unsignalized Intersections

	Level of Service by Volume-to-Capacity Ratio		
Control Delay (s/veh)	**≤ 1.0**	**> 1.0**	**Delays**
0-10	A	F	Little or no delay
> 10-15 s/veh	B	F	Short traffic delays
> 15-25 s/veh	C	F	Average traffic delays
> 25-35 s/veh	D	F	Long traffic delays
>35-50 s/veh	E	F	Very long traffic delays
> 50 s/veh	F	F	Extreme traffic delay

Reference: Exhibit 19-1 LOS Criteria: Automobile Mode, *Highway Capacity Manual,* Transportation Research Board, December 2010.

The level of service criteria for unsignalized intersections is somewhat different from the criteria used in Chapter 18 for signalized intersections. The primary reason for this is the difference that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior conditions combine to make delays at signalized intersections less onerous than at unsignalized intersections.

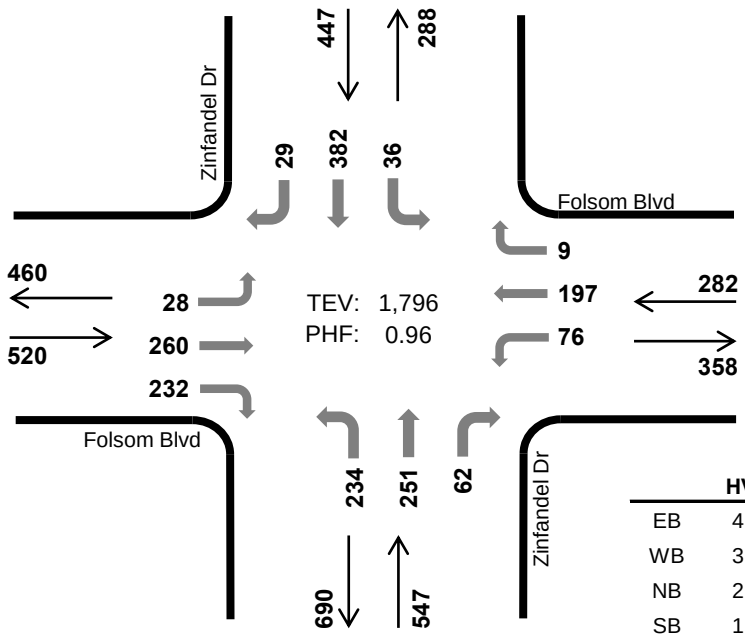
Appendix B – Existing Traffic Counts

Zinfandel Dr
Folsom Blvd

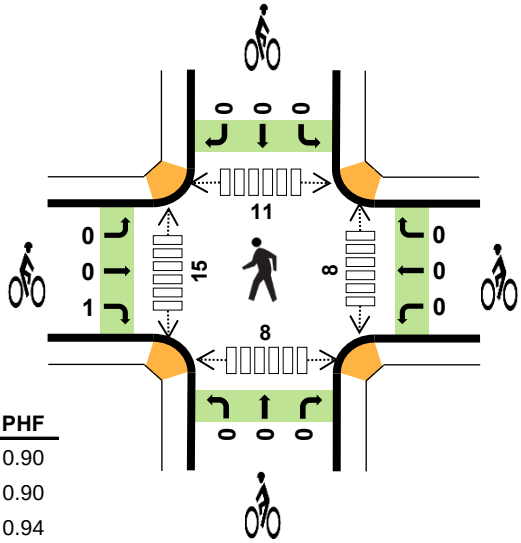
Date: Wed, May 21, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

N

Peak Hour



	HV %:	PHF
EB	4.6%	0.90
WB	3.2%	0.90
NB	2.6%	0.94
SB	1.3%	0.97
TOTAL	3.0%	0.96



Two-Hour Count Summaries

Interval Start		Folsom Blvd Eastbound LT	TH	RT	Folsom Blvd Westbound LT	TH	RT	Zinfandel Dr Northbound LT	TH	RT	Zinfandel Dr Southbound LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		3	34	47	19	37	1	43	18	3	6	77	3	291	
7:15 AM		5	54	57	20	48	1	59	28	7	7	91	10	387	
7:30 AM		**6**	**52**	**50**	**21**	**50**	**3**	**71**	**66**	**9**	**11**	**98**	**5**	**442**	
7:45 AM		**7**	**77**	**61**	**18**	**47**	**1**	**58**	**69**	**17**	**8**	**101**	**6**	**470**	1,590
8:00 AM		**9**	**61**	**70**	**19**	**54**	**5**	**47**	**70**	**18**	**5**	**93**	**10**	**461**	1,760
8:15 AM		**6**	**70**	**51**	**18**	**46**	**0**	**58**	**46**	**18**	**12**	**90**	**8**	**423**	**1,796**
8:30 AM		12	59	44	24	53	3	64	44	15	11	69	7	405	1,759
8:45 AM		11	64	43	21	55	2	73	36	17	22	62	4	410	1,699
Count Total		59	471	423	160	390	16	473	377	104	82	681	53	3,289	
Peak Hour	**All**	**28**	**260**	**232**	**76**	**197**	**9**	**234**	**251**	**62**	**36**	**382**	**29**	**1,796**	
	HV	**3**	**9**	**12**	**0**	**8**	**1**	**5**	**6**	**3**	**0**	**5**	**1**	**53**	
	HV%	**11%**	**3%**	**5%**	**0%**	**4%**	**11%**	**2%**	**2%**	**5%**	**0%**	**1%**	**3%**	**3%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	3	4	0	*9*	0	0	0	1	*1*	0	2	1	0	*3*
7:15 AM	5	2	1	5	*13*	0	1	0	0	*1*	0	7	1	2	*10*
7:30 AM	**7**	**1**	**4**	**2**	***14***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**2**	**0**	***7***
7:45 AM	**5**	**5**	**4**	**1**	***15***	**1**	**0**	**0**	**0**	***1***	**0**	**6**	**2**	**1**	***9***
8:00 AM	**6**	**2**	**4**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**2**	**5**	**3**	**1**	***11***
8:15 AM	**6**	**1**	**2**	**2**	***11***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**4**	**6**	***15***
8:30 AM	7	2	4	1	*14*	2	0	0	0	*2*	2	7	0	0	*9*
8:45 AM	4	3	3	0	*10*	3	0	0	0	*3*	0	9	1	0	*10*
Count Total	42	19	26	12	*99*	6	1	0	1	*8*	10	40	14	10	*74*
Peak Hr	**24**	**9**	**14**	**6**	***53***	**1**	**0**	**0**	**0**	***1***	**8**	**15**	**11**	**8**	***42***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Folsom Blvd			Folsom Blvd			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	2	1	0	3	0	1	0	0	0	9	
7:15 AM	0	2	3	1	1	0	1	0	0	0	2	3	13	
7:30 AM	**1**	**2**	**4**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**2**	**0**	**14**	
7:45 AM	**0**	**2**	**3**	**0**	**5**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**15**	**51**
8:00 AM	**1**	**1**	**4**	**0**	**1**	**1**	**1**	**1**	**2**	**0**	**1**	**0**	**13**	**55**
8:15 AM	**1**	**4**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**11**	**53**
8:30 AM	0	4	3	0	2	0	2	2	0	0	0	1	14	53
8:45 AM	0	2	2	1	2	0	1	1	1	0	0	0	10	48
Count Total	3	19	20	4	14	1	12	9	5	0	7	5	99	
Peak Hour	**3**	**9**	**12**	**0**	**8**	**1**	**5**	**6**	**3**	**0**	**5**	**1**	**53**	

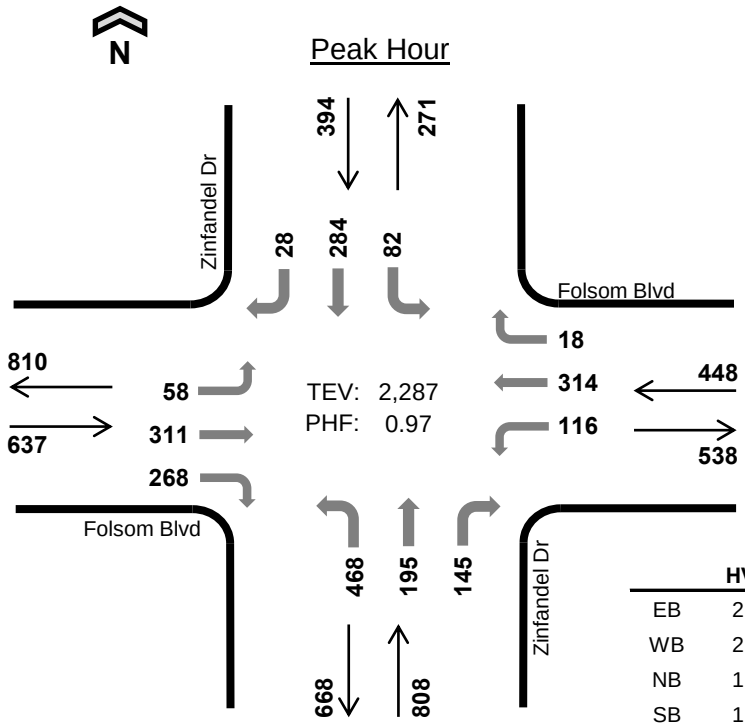
Two-Hour Count Summaries - Bikes

Interval Start	Folsom Blvd			Folsom Blvd			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	3
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	5
Count Total	0	5	1	0	1	0	0	0	0	0	1	0	8	
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

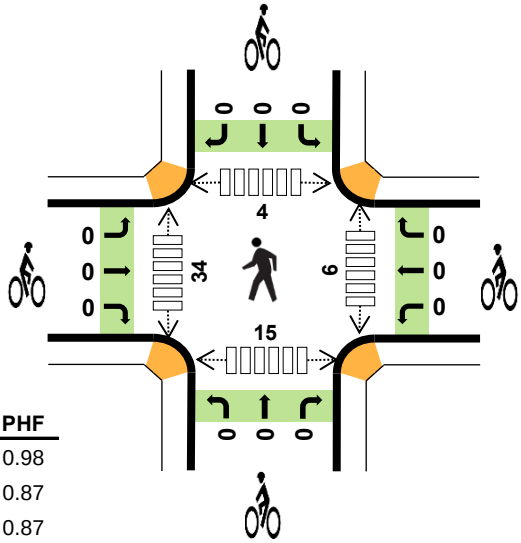
Zinfandel Dr
Folsom Blvd

Date: Wed, May 21, 2014
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM

Peak Hour



	HV %:	PHF
EB	2.4%	0.98
WB	2.5%	0.87
NB	1.1%	0.87
SB	1.0%	0.90
TOTAL	1.7%	0.97



Two-Hour Count Summaries

Interval Start		Folsom Blvd Eastbound LT	TH	RT	Folsom Blvd Westbound LT	TH	RT	Zinfandel Dr Northbound LT	TH	RT	Zinfandel Dr Southbound LT	TH	RT	15-min Total	Rolling One Hour
11:00 AM		11	77	50	21	50	5	111	25	28	21	64	8	471	
11:15 AM		12	75	72	25	86	0	107	50	27	14	48	9	525	
11:30 AM		12	78	57	32	96	2	97	47	25	21	64	9	540	
11:45 AM		21	77	67	32	76	3	92	55	24	19	67	9	542	2,078
12:00 PM		**14**	**72**	**67**	**27**	**89**	**3**	**137**	**48**	**47**	**21**	**57**	**9**	**591**	2,198
12:15 PM		**21**	**81**	**59**	**36**	**58**	**2**	**110**	**52**	**35**	**20**	**75**	**7**	**556**	2,229
12:30 PM		**9**	**84**	**67**	**30**	**88**	**11**	**103**	**44**	**34**	**20**	**69**	**6**	**565**	2,254
12:45 PM		**14**	**74**	**75**	**23**	**79**	**2**	**118**	**51**	**29**	**21**	**83**	**6**	**575**	**2,287**
Count Total		114	618	514	226	622	28	875	372	249	157	527	63	4,365	
Peak Hour	**All**	**58**	**311**	**268**	**116**	**314**	**18**	**468**	**195**	**145**	**82**	**284**	**28**	**2,287**	
	HV	**1**	**6**	**8**	**2**	**7**	**2**	**2**	**3**	**4**	**1**	**2**	**1**	**39**	
	HV%	**2%**	**2%**	**3%**	**2%**	**2%**	**11%**	**0%**	**2%**	**3%**	**1%**	**1%**	**4%**	**2%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:00 AM	6	4	2	4	*16*	0	0	0	0	*0*	6	6	2	5	*19*
11:15 AM	4	2	5	1	*12*	0	1	0	0	*1*	0	8	0	2	*10*
11:30 AM	4	4	2	1	*11*	0	2	0	0	*2*	1	3	2	1	*7*
11:45 AM	1	5	2	2	*10*	0	1	0	0	*1*	1	8	3	7	*19*
12:00 PM	**3**	**3**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**10**	**2**	**6**	***19***
12:15 PM	**3**	**2**	**2**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**8**	**1**	**3**	***14***
12:30 PM	**4**	**4**	**5**	**1**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**7**	**0**	**3**	***11***
12:45 PM	**5**	**2**	**0**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**9**	**1**	**3**	***15***
Count Total	30	26	20	12	*88*	0	4	0	0	*4*	14	59	11	30	*114*
Peak Hr	**15**	**11**	**9**	**4**	***39***	**0**	**0**	**0**	**0**	***0***	**6**	**34**	**4**	**15**	***59***

Two-Hour Count Summaries - Heavy Vehicles

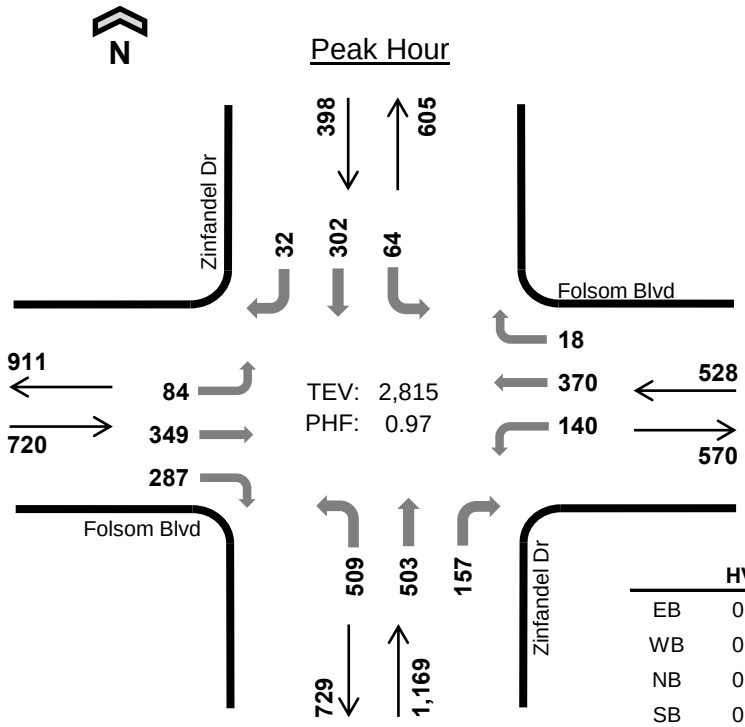
Interval Start	Folsom Blvd			Folsom Blvd			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	1	4	1	0	4	0	1	1	0	0	4	0	16	
11:15 AM	0	2	2	0	2	0	3	1	1	0	0	1	12	
11:30 AM	0	3	1	1	3	0	2	0	0	1	0	0	11	
11:45 AM	0	0	1	1	4	0	2	0	0	0	2	0	10	49
12:00 PM	**0**	**1**	**2**	**1**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**8**	**41**
12:15 PM	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**8**	**37**
12:30 PM	**1**	**2**	**1**	**1**	**2**	**1**	**1**	**2**	**2**	**0**	**1**	**0**	**14**	**40**
12:45 PM	**0**	**1**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**39**
Count Total	2	15	13	4	20	2	10	5	5	2	8	2	88	
Peak Hour	**1**	**6**	**8**	**2**	**7**	**2**	**2**	**3**	**4**	**1**	**2**	**1**	**39**	

Two-Hour Count Summaries - Bikes

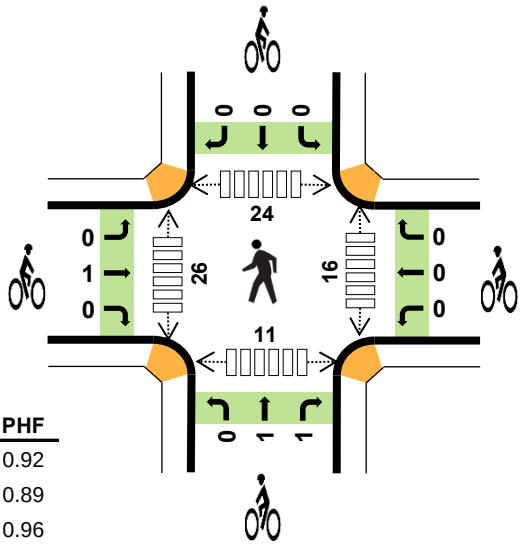
Interval Start	Folsom Blvd			Folsom Blvd			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	
11:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	4
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	4	0	0	0	0	0	0	0	4	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Zinfandel Dr
Folsom Blvd

Date: Wed, May 21, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.6%	0.92
WB	0.6%	0.89
NB	0.5%	0.96
SB	0.3%	0.90
TOTAL	0.5%	0.97



Two-Hour Count Summaries

Interval Start		Folsom Blvd Eastbound LT	TH	RT	Folsom Blvd Westbound LT	TH	RT	Zinfandel Dr Northbound LT	TH	RT	Zinfandel Dr Southbound LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		20	81	59	30	110	1	90	85	23	18	63	6	586	
4:15 PM		15	86	63	33	80	3	124	114	33	31	49	6	637	
4:30 PM		26	46	65	37	121	6	105	134	40	27	50	9	666	
4:45 PM		18	109	70	27	94	8	109	113	36	20	72	7	683	2,572
5:00 PM		**21**	**74**	**50**	**39**	**105**	**3**	**121**	**124**	**42**	**18**	**78**	**4**	**679**	2,665
5:15 PM		**20**	**93**	**81**	**39**	**100**	**9**	**131**	**114**	**43**	**14**	**66**	**6**	**716**	2,744
5:30 PM		**19**	**100**	**76**	**31**	**94**	**4**	**137**	**136**	**30**	**16**	**76**	**9**	**728**	2,806
5:45 PM		**24**	**82**	**80**	**31**	**71**	**2**	**120**	**129**	**42**	**16**	**82**	**13**	**692**	**2,815**
Count Total		163	671	544	267	775	36	937	949	289	160	536	60	5,387	
Peak Hour	**All**	**84**	**349**	**287**	**140**	**370**	**18**	**509**	**503**	**157**	**64**	**302**	**32**	**2,815**	
	HV	**0**	**4**	**0**	**1**	**2**	**0**	**3**	**2**	**1**	**0**	**1**	**0**	**14**	
	HV%	**0%**	**1%**	**0%**	**1%**	**1%**	**0%**	**1%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	4	0	1	1	*6*	0	2	0	0	*2*	1	6	0	2	*9*
4:15 PM	1	2	6	0	*9*	0	0	0	0	*0*	0	6	0	1	*7*
4:30 PM	2	2	1	0	*5*	0	0	0	0	*0*	0	6	0	3	*9*
4:45 PM	1	1	1	1	*4*	0	1	0	0	*1*	3	7	0	6	*16*
5:00 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**1**	**8**	**2**	**3**	***14***
5:15 PM	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**5**	**7**	**10**	**6**	***28***
5:30 PM	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**1**	**0**	***1***	**5**	**7**	**8**	**1**	***21***
5:45 PM	**1**	**1**	**2**	**0**	***4***	**1**	**0**	**0**	**0**	***1***	**5**	**4**	**4**	**1**	***14***
Count Total	12	8	15	3	*38*	1	3	2	0	*6*	20	51	24	23	*118*
Peak Hr	**4**	**3**	**6**	**1**	***14***	**1**	**0**	**2**	**0**	***3***	**16**	**26**	**24**	**11**	***77***

Two-Hour Count Summaries - Heavy Vehicles

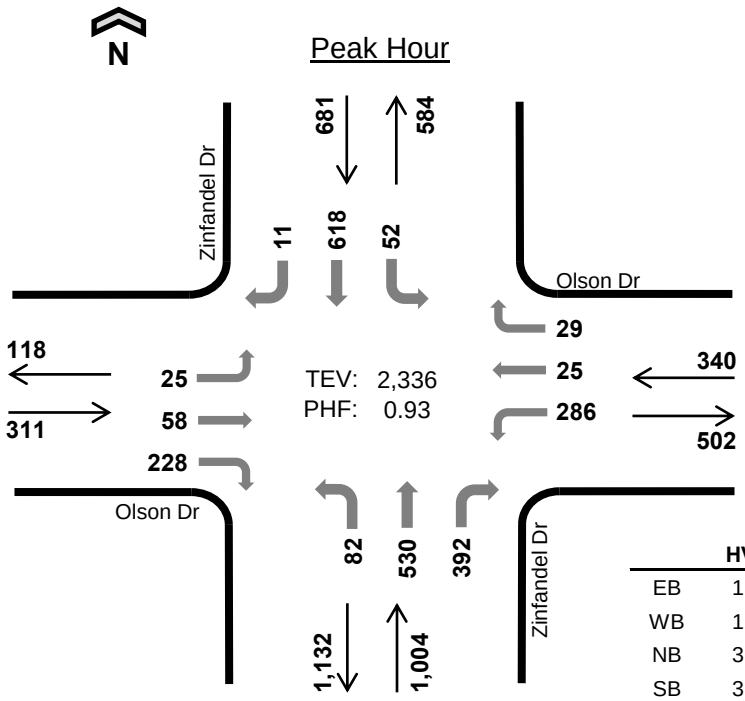
Interval Start	Folsom Blvd			Folsom Blvd			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	4	0	0	0	0	0	1	0	0	0	1	6	
4:15 PM	1	0	0	1	1	0	3	2	1	0	0	0	9	
4:30 PM	0	1	1	2	0	0	1	0	0	0	0	0	5	
4:45 PM	0	1	0	0	1	0	0	0	1	0	1	0	4	24
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**20**
5:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**15**
5:30 PM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**14**
5:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**14**
Count Total	1	10	1	4	4	0	7	5	3	0	2	1	38	
Peak Hour	**0**	**4**	**0**	**1**	**2**	**0**	**3**	**2**	**1**	**0**	**1**	**0**	**14**	

Two-Hour Count Summaries - Bikes

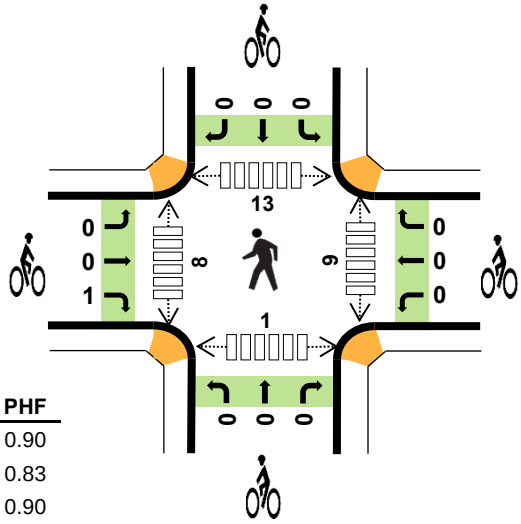
Interval Start	Folsom Blvd			Folsom Blvd			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	1	0	0	3	0	0	1	1	0	0	0	6	
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	

Zinfandel Dr
Olson Dr

Date: Wed, May 21, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.3%	0.90
WB	1.5%	0.83
NB	3.0%	0.90
SB	3.4%	0.89
TOTAL	2.7%	0.93



Two-Hour Count Summaries

Interval Start		Olson Dr Eastbound LT	TH	RT	Olson Dr Westbound LT	TH	RT	Zinfandel Dr Northbound LT	TH	RT	Zinfandel Dr Southbound LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		1	11	30	49	1	5	20	61	58	6	147	4	393	
7:15 AM		2	8	41	74	7	7	11	101	52	6	147	3	459	
7:30 AM		**4**	**12**	**58**	**58**	**4**	**7**	**25**	**153**	**86**	**10**	**160**	**3**	**580**	
7:45 AM		**2**	**19**	**65**	**72**	**3**	**9**	**22**	**143**	**115**	**12**	**163**	**2**	**627**	2,059
8:00 AM		**7**	**11**	**56**	**71**	**7**	**7**	**18**	**124**	**87**	**20**	**167**	**5**	**580**	2,246
8:15 AM		**12**	**16**	**49**	**85**	**11**	**6**	**17**	**110**	**104**	**10**	**128**	**1**	**549**	**2,336**
8:30 AM		7	18	49	62	11	5	29	117	96	14	124	3	535	2,291
8:45 AM		10	13	31	62	10	9	24	113	110	13	106	3	504	2,168
Count Total		45	108	379	533	54	55	166	922	708	91	1,142	24	4,227	
Peak Hour	**All**	**25**	**58**	**228**	**286**	**25**	**29**	**82**	**530**	**392**	**52**	**618**	**11**	**2,336**	
	HV	**0**	**0**	**4**	**5**	**0**	**0**	**5**	**19**	**6**	**2**	**20**	**1**	**62**	
	HV%	**0%**	**0%**	**2%**	**2%**	**0%**	**0%**	**6%**	**4%**	**2%**	**4%**	**3%**	**9%**	**3%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	2	5	3	*10*	1	0	2	0	*3*	2	1	3	0	*6*
7:15 AM	2	4	9	5	*20*	2	0	1	0	*3*	2	5	2	0	*9*
7:30 AM	**1**	**0**	**11**	**7**	***19***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**4**	**0**	***8***
7:45 AM	**0**	**2**	**8**	**5**	***15***	**1**	**0**	**0**	**0**	***1***	**2**	**1**	**3**	**0**	***6***
8:00 AM	**1**	**0**	**7**	**8**	***16***	**0**	**0**	**0**	**0**	***0***	**1**	**5**	**4**	**1**	***11***
8:15 AM	**2**	**3**	**4**	**3**	***12***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**2**	**0**	***6***
8:30 AM	0	1	4	5	*10*	0	0	0	1	*1*	8	0	5	0	*13*
8:45 AM	1	2	6	5	*14*	0	0	0	0	*0*	3	1	3	0	*7*
Count Total	7	14	54	41	*116*	4	0	3	1	*8*	24	15	26	1	*66*
Peak Hr	**4**	**5**	**30**	**23**	***62***	**1**	**0**	**0**	**0**	***1***	**9**	**8**	**13**	**1**	***31***

Two-Hour Count Summaries - Heavy Vehicles

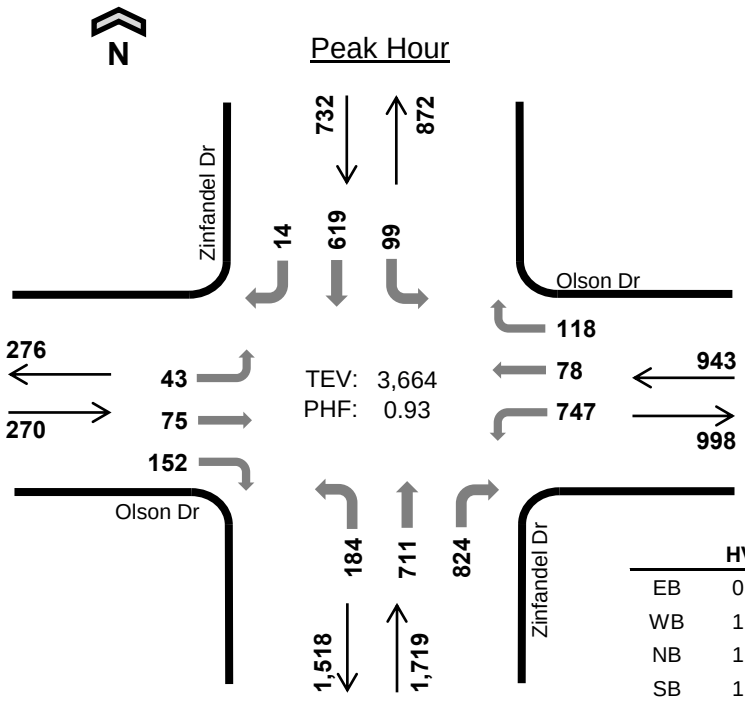
Interval Start	Olson Dr			Olson Dr			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	4	1	0	3	0	10	
7:15 AM	0	0	2	4	0	0	4	3	2	0	5	0	20	
7:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**7**	**1**	**0**	**6**	**1**	**19**	
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**4**	**2**	**2**	**3**	**0**	**15**	**64**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**8**	**0**	**16**	**70**
8:15 AM	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**3**	**1**	**0**	**3**	**0**	**12**	**62**
8:30 AM	0	0	0	1	0	0	1	3	0	2	3	0	10	53
8:45 AM	0	0	1	2	0	0	0	4	2	1	4	0	14	52
Count Total	0	0	7	14	0	0	10	33	11	5	35	1	116	
Peak Hour	**0**	**0**	**4**	**5**	**0**	**0**	**5**	**19**	**6**	**2**	**20**	**1**	**62**	

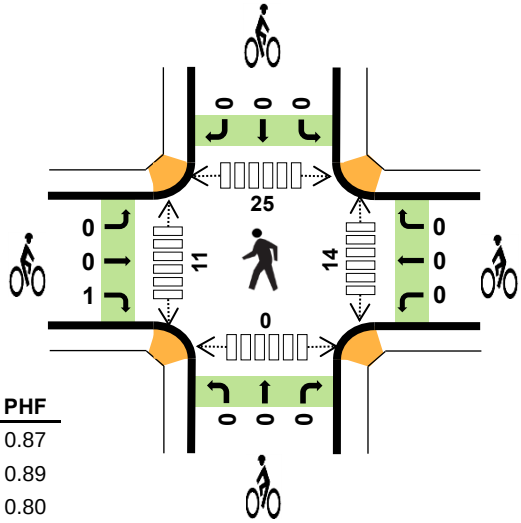
Two-Hour Count Summaries - Bikes

Interval Start	Olson Dr			Olson Dr			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	1	0	0	0	0	3	
7:15 AM	0	0	2	0	0	0	0	0	1	0	0	0	3	
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	4	0	0	0	1	1	1	0	1	0	8	
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Zinfandel Dr
Olson Dr

Date: Wed, May 21, 2014
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM





	HV %:	PHF
EB	0.4%	0.87
WB	1.3%	0.89
NB	1.1%	0.80
SB	1.5%	0.91
TOTAL	1.2%	0.93

Two-Hour Count Summaries

Interval Start		Olson Dr Eastbound			Olson Dr Westbound			Zinfandel Dr Northbound			Zinfandel Dr Southbound			15-min Total	Rolling One Hour
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM		14	19	34	96	16	25	31	142	128	16	118	8	647	
11:15 AM		9	23	30	145	22	22	37	157	168	20	122	6	761	
11:30 AM		13	17	41	106	26	21	52	142	201	30	111	5	765	
11:45 AM		9	19	48	124	17	31	49	160	204	24	122	5	812	2,985
12:00 PM		**9**	**20**	**31**	**157**	**16**	**28**	**44**	**252**	**242**	**28**	**150**	**4**	**981**	3,319
12:15 PM		**11**	**15**	**51**	**199**	**20**	**28**	**47**	**155**	**197**	**22**	**141**	**4**	**890**	3,448
12:30 PM		**11**	**15**	**29**	**175**	**23**	**31**	**46**	**164**	**191**	**25**	**173**	**4**	**887**	3,570
12:45 PM		**12**	**25**	**41**	**216**	**19**	**31**	**47**	**140**	**194**	**24**	**155**	**2**	**906**	**3,664**
Count Total		88	153	305	1,218	159	217	353	1,312	1,525	189	1,092	38	6,649	
Peak Hour	**All**	**43**	**75**	**152**	**747**	**78**	**118**	**184**	**711**	**824**	**99**	**619**	**14**	**3,664**	
	HV	**1**	**0**	**0**	**11**	**1**	**0**	**0**	**9**	**10**	**0**	**11**	**0**	**43**	
	HV%	**2%**	**0%**	**0%**	**1%**	**1%**	**0%**	**0%**	**1%**	**1%**	**0%**	**2%**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	3	3	3	*10*	0	0	0	0	*0*	1	2	4	0	*7*
11:15 AM	2	2	8	2	*14*	0	0	0	0	*0*	1	1	3	0	*5*
11:30 AM	0	3	1	2	*6*	2	0	0	0	*2*	3	3	4	0	*10*
11:45 AM	2	0	8	3	*13*	0	2	0	1	*3*	5	4	4	0	*13*
12:00 PM	**0**	**4**	**6**	**4**	***14***	**1**	**0**	**0**	**0**	***1***	**3**	**1**	**2**	**0**	***6***
12:15 PM	**1**	**2**	**4**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**3**	**5**	**6**	**0**	***14***
12:30 PM	**0**	**3**	**7**	**5**	***15***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**3**	**0**	***7***
12:45 PM	**0**	**3**	**2**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**5**	**4**	**14**	**0**	***23***
Count Total	6	20	39	21	*86*	3	2	0	1	*6*	24	21	40	0	*85*
Peak Hr	**1**	**12**	**19**	**11**	***43***	**1**	**0**	**0**	**0**	***1***	**14**	**11**	**25**	**0**	***50***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Olson Dr			Olson Dr			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	1	2	0	1	0	2	1	0	3	0	10	
11:15 AM	1	0	1	2	0	0	0	4	4	0	2	0	14	
11:30 AM	0	0	0	2	0	1	0	0	1	0	1	1	6	
11:45 AM	0	1	1	0	0	0	1	2	5	0	3	0	13	43
12:00 PM	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**4**	**0**	**4**	**0**	**14**	**47**
12:15 PM	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**7**	**40**
12:30 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**2**	**0**	**5**	**0**	**15**	**49**
12:45 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**7**	**43**
Count Total	2	1	3	17	1	2	1	17	21	0	20	1	86	
Peak Hour	**1**	**0**	**0**	**11**	**1**	**0**	**0**	**9**	**10**	**0**	**11**	**0**	**43**	

Two-Hour Count Summaries - Bikes

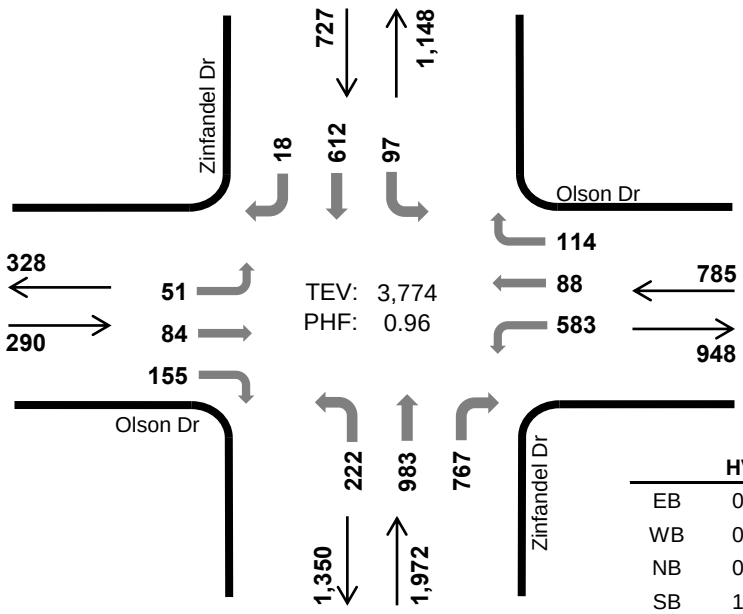
Interval Start	Olson Dr			Olson Dr			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	
11:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3	5
12:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	2	1	0	2	0	0	0	0	0	1	0	6	
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

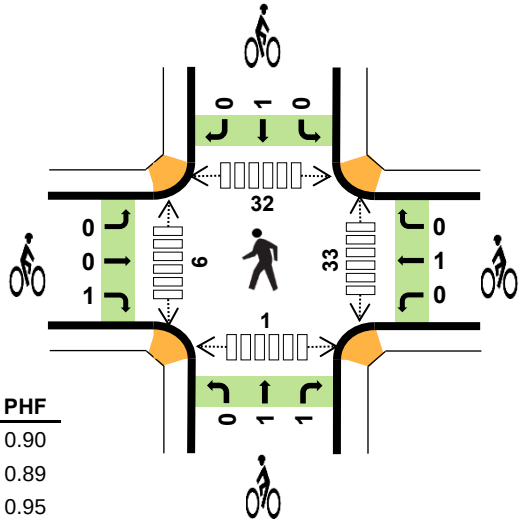
Zinfandel Dr
Olson Dr

Date: Wed, May 21, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.0%	0.90
WB	0.5%	0.89
NB	0.6%	0.95
SB	1.1%	0.86
TOTAL	0.6%	0.96

Two-Hour Count Summaries

Interval Start		Olson Dr Eastbound			Olson Dr Westbound			Zinfandel Dr Northbound			Zinfandel Dr Southbound			15-min Total	Rolling One Hour
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM		7	20	35	122	11	23	53	197	175	24	126	4	797	
4:15 PM		8	16	38	146	25	26	48	209	181	30	115	8	850	
4:30 PM		14	15	42	141	10	30	58	250	183	20	131	3	897	
4:45 PM		11	29	40	159	24	32	60	230	174	27	136	5	927	3,471
5:00 PM		**14**	**26**	**37**	**163**	**19**	**25**	**52**	**247**	**194**	**24**	**137**	**3**	**941**	3,615
5:15 PM		**12**	**25**	**44**	**163**	**25**	**32**	**56**	**260**	**203**	**21**	**132**	**5**	**978**	3,743
5:30 PM		**8**	**18**	**32**	**129**	**26**	**28**	**64**	**247**	**175**	**25**	**163**	**6**	**921**	3,767
5:45 PM		**17**	**15**	**42**	**128**	**18**	**29**	**50**	**229**	**195**	**27**	**180**	**4**	**934**	**3,774**
Count Total		91	164	310	1,151	158	225	441	1,869	1,480	198	1,120	38	7,245	
Peak Hour	**All**	**51**	**84**	**155**	**583**	**88**	**114**	**222**	**983**	**767**	**97**	**612**	**18**	**3,774**	
	HV	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**10**	**1**	**1**	**7**	**0**	**23**	
	HV%	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**0%**	**1%**	**1%**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	2	4	2	*10*	0	0	0	0	*0*	10	4	9	0	*23*
4:15 PM	1	1	8	1	*11*	0	0	1	0	*1*	7	2	10	0	*19*
4:30 PM	0	1	5	2	*8*	0	0	0	0	*0*	3	3	8	0	*14*
4:45 PM	0	1	4	4	*9*	0	0	0	0	*0*	0	4	11	0	*15*
5:00 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**7**	**0**	**9**	**0**	***16***
5:15 PM	**0**	**3**	**4**	**3**	***10***	**0**	**1**	**2**	**1**	***4***	**5**	**2**	**4**	**0**	***11***
5:30 PM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**10**	**3**	**11**	**0**	***24***
5:45 PM	**0**	**0**	**3**	**2**	***5***	**1**	**0**	**0**	**0**	***1***	**11**	**1**	**8**	**1**	***21***
Count Total	3	9	32	17	*61*	1	1	3	1	*6*	53	19	70	1	*143*
Peak Hr	**0**	**4**	**11**	**8**	***23***	**1**	**1**	**2**	**1**	***5***	**33**	**6**	**32**	**1**	***72***

Two-Hour Count Summaries - Heavy Vehicles

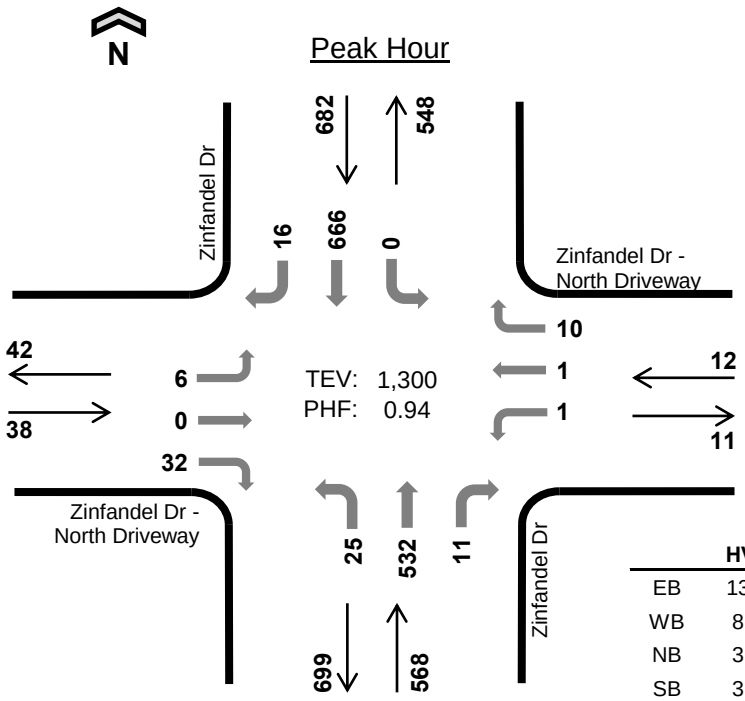
Interval Start	Olson Dr			Olson Dr			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	1	2	0	0	1	1	2	0	2	0	10	
4:15 PM	0	0	1	1	0	0	0	5	3	0	1	0	11	
4:30 PM	0	0	0	1	0	0	0	3	2	0	1	1	8	
4:45 PM	0	0	0	1	0	0	0	2	2	0	4	0	9	38
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**30**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**	**1**	**1**	**2**	**0**	**10**	**29**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**6**	**27**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**5**	**23**
Count Total	1	0	2	7	0	2	1	21	10	1	15	1	61	
Peak Hour	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**10**	**1**	**1**	**7**	**0**	**23**	

Two-Hour Count Summaries - Bikes

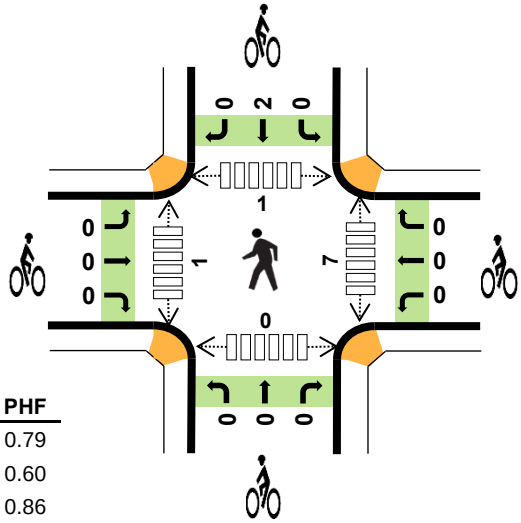
Interval Start	Olson Dr			Olson Dr			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**4**	**4**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	0	1	0	1	0	0	2	1	0	1	0	6	
Peak Hour	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**5**	

Zinfandel Dr
Zinfandel Dr - North Driveway

Date: Wed, May 21, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	13.2%	0.79
WB	8.3%	0.60
NB	3.5%	0.86
SB	3.1%	0.92
TOTAL	3.6%	0.94



Two-Hour Count Summaries

Interval Start		Zinfandel Dr - North Driveway Eastbound LT	TH	RT	Zinfandel Dr - North Driveway Westbound LT	TH	RT	Zinfandel Dr Northbound LT	TH	RT	Zinfandel Dr Southbound LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	8	0	0	0	3	60	0	0	141	1	213	
7:15 AM		1	0	7	0	0	2	8	92	0	0	166	2	278	
7:30 AM		**1**	**0**	**10**	**0**	**0**	**2**	**11**	**154**	**1**	**0**	**161**	**4**	**344**	
7:45 AM		**0**	**0**	**10**	**0**	**0**	**3**	**7**	**131**	**6**	**0**	**183**	**2**	**342**	1,177
8:00 AM		**4**	**0**	**8**	**1**	**0**	**1**	**5**	**134**	**2**	**0**	**170**	**3**	**328**	1,292
8:15 AM		**1**	**0**	**4**	**0**	**1**	**4**	**2**	**113**	**2**	**0**	**152**	**7**	**286**	**1,300**
8:30 AM		1	0	6	2	1	9	5	115	4	0	132	3	278	1,234
8:45 AM		5	0	2	0	0	4	4	121	1	0	125	0	262	1,154
Count Total		13	0	55	3	2	25	45	920	16	0	1,230	22	2,331	
Peak Hour	**All**	**6**	**0**	**32**	**1**	**1**	**10**	**25**	**532**	**11**	**0**	**666**	**16**	**1,300**	
	HV	**0**	**0**	**5**	**0**	**0**	**1**	**5**	**15**	**0**	**0**	**21**	**0**	**47**	
	HV%	**0%**	**-**	**16%**	**0%**	**0%**	**10%**	**20%**	**3%**	**0%**	**-**	**3%**	**0%**	**4%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	0	5	2	*8*	0	0	1	0	*1*	0	2	0	0	*2*
7:15 AM	1	0	3	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**2**	**0**	**5**	**6**	***13***	**0**	**0**	**0**	**2**	***2***	**2**	**0**	**0**	**0**	***2***
7:45 AM	**1**	**0**	**5**	**4**	***10***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
8:00 AM	**1**	**1**	**6**	**8**	***16***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	***3***
8:15 AM	**1**	**0**	**4**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:30 AM	2	1	3	2	*8*	0	0	0	1	*1*	3	0	0	0	*3*
8:45 AM	1	1	4	2	*8*	1	0	0	0	*1*	0	2	0	1	*3*
Count Total	10	3	35	32	*80*	1	0	1	3	*5*	10	5	1	1	*17*
Peak Hr	**5**	**1**	**20**	**21**	***47***	**0**	**0**	**0**	**2**	***2***	**7**	**1**	**1**	**0**	***9***

Two-Hour Count Summaries - Heavy Vehicles

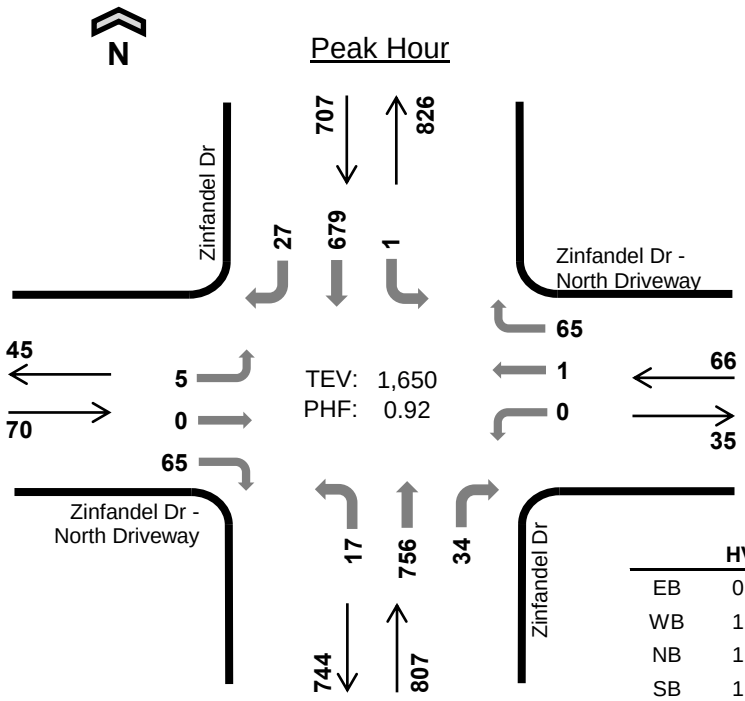
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	4	0	0	2	0	8	
7:15 AM	0	0	1	0	0	0	2	1	0	0	4	1	9	
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**6**	**0**	**13**	
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**4**	**0**	**10**	**40**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**4**	**0**	**0**	**8**	**0**	**16**	**48**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**3**	**0**	**8**	**47**
8:30 AM	0	0	2	0	0	1	1	2	0	0	2	0	8	42
8:45 AM	0	0	1	0	0	1	2	2	0	0	2	0	8	40
Count Total	0	0	10	0	0	3	11	24	0	0	31	1	80	
Peak Hour	**0**	**0**	**5**	**0**	**0**	**1**	**5**	**15**	**0**	**0**	**21**	**0**	**47**	

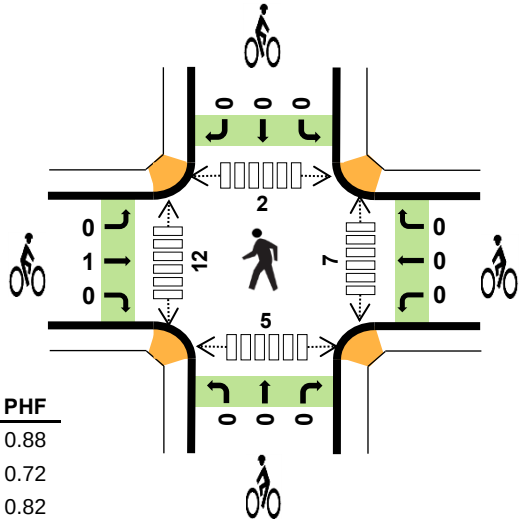
Two-Hour Count Summaries - Bikes

Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	1	0	0	0	0	1	0	0	0	3	0	5	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	

Zinfandel Dr
Zinfandel Dr - North Driveway

Date: Wed, May 21, 2014
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM





	HV %:	PHF
EB	0.0%	0.88
WB	1.5%	0.72
NB	1.1%	0.82
SB	1.6%	0.97
TOTAL	1.3%	0.92

Two-Hour Count Summaries

Interval Start		Zinfandel Dr - North Driveway Eastbound			Zinfandel Dr - North Driveway Westbound			Zinfandel Dr Northbound			Zinfandel Dr Southbound			15-min Total	Rolling One Hour
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM		0	0	3	2	0	8	3	155	1	0	125	7	304	
11:15 AM		2	0	9	2	0	10	3	172	1	0	140	12	351	
11:30 AM		2	0	5	2	0	14	4	153	7	3	138	10	338	
11:45 AM		1	0	12	1	0	13	2	150	12	2	151	10	354	1,347
12:00 PM		**1**	**0**	**18**	**0**	**0**	**15**	**5**	**228**	**12**	**0**	**161**	**7**	**447**	1,490
12:15 PM		**2**	**0**	**10**	**0**	**0**	**23**	**1**	**170**	**9**	**0**	**176**	**5**	**396**	1,535
12:30 PM		**1**	**0**	**18**	**0**	**1**	**13**	**6**	**179**	**7**	**0**	**169**	**7**	**401**	1,598
12:45 PM		**1**	**0**	**19**	**0**	**0**	**14**	**5**	**179**	**6**	**1**	**173**	**8**	**406**	**1,650**
Count Total		10	0	94	7	1	110	29	1,386	55	6	1,233	66	2,997	
Peak Hour	**All**	**5**	**0**	**65**	**0**	**1**	**65**	**17**	**756**	**34**	**1**	**679**	**27**	**1,650**	
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**0**	**11**	**0**	**21**	
	HV%	**0%**	**-**	**0%**	**-**	**0%**	**2%**	**0%**	**1%**	**0%**	**0%**	**2%**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	1	3	*4*	0	0	0	0	*0*	4	0	0	1	*5*
11:15 AM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	0	1	*1*
11:45 AM	0	0	2	4	*6*	0	0	0	0	*0*	1	0	0	0	*1*
12:00 PM	**0**	**1**	**2**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**2**	**0**	***7***
12:15 PM	**0**	**0**	**2**	**2**	***4***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**2**	***3***
12:30 PM	**0**	**0**	**5**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**0**	**0**	***6***
12:45 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**6**	**0**	**3**	***10***
Count Total	0	2	18	22	*42*	1	0	0	0	*1*	12	12	2	7	*33*
Peak Hr	**0**	**1**	**9**	**11**	***21***	**1**	**0**	**0**	**0**	***1***	**7**	**12**	**2**	**5**	***26***

Two-Hour Count Summaries - Heavy Vehicles

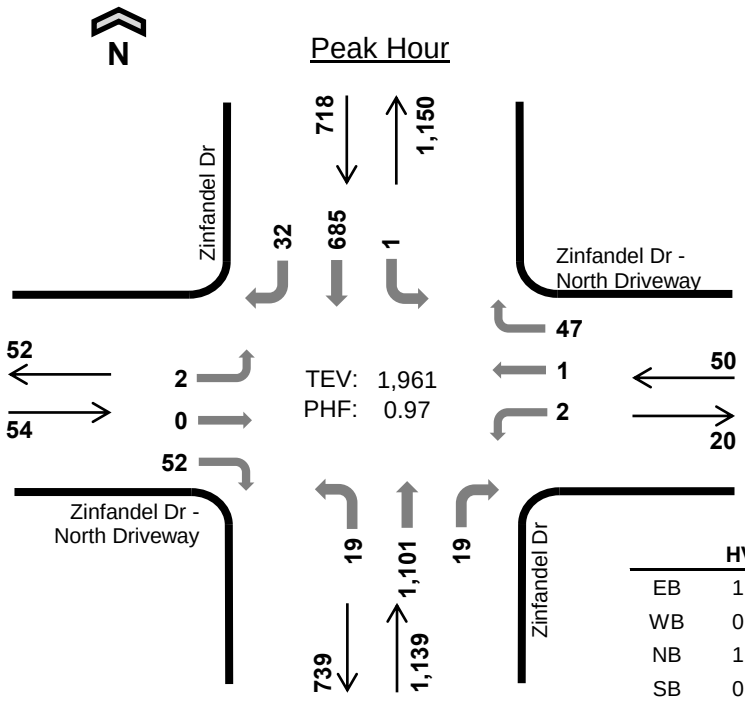
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	
11:15 AM	0	0	0	0	0	0	0	5	0	0	2	0	7	
11:30 AM	0	0	0	0	0	1	0	1	0	0	2	0	4	
11:45 AM	0	0	0	0	0	0	0	2	0	0	3	1	6	21
12:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**	**0**	**6**	**23**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**4**	**20**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**8**	**24**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**21**
Count Total	0	0	0	0	0	2	0	18	0	0	21	1	42	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**0**	**11**	**0**	**21**	

Two-Hour Count Summaries - Bikes

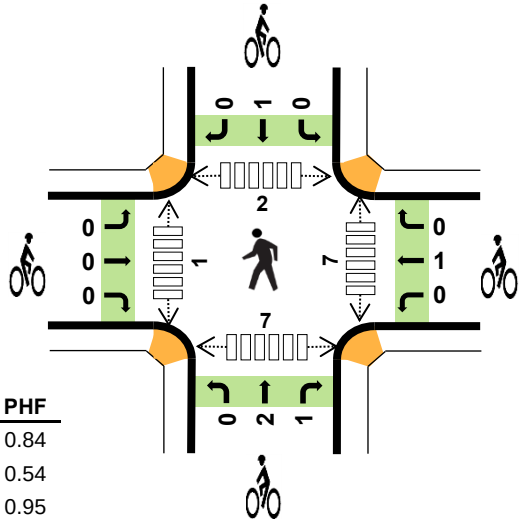
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Zinfandel Dr
Zinfandel Dr - North Driveway

Date: Wed, May 21, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.9%	0.84
WB	0.0%	0.54
NB	1.0%	0.95
SB	0.8%	0.94
TOTAL	0.9%	0.97



Two-Hour Count Summaries

Interval Start		Zinfandel Dr - North Driveway Eastbound LT	TH	RT	Zinfandel Dr - North Driveway Westbound LT	TH	RT	Zinfandel Dr Northbound LT	TH	RT	Zinfandel Dr Southbound LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		1	0	7	1	0	7	2	211	10	0	153	4	396	
4:15 PM		1	0	3	1	0	13	2	240	11	0	139	5	415	
4:30 PM		0	0	2	0	0	7	2	279	7	0	151	9	457	
4:45 PM		0	0	10	4	0	15	4	242	5	0	161	7	448	1,716
5:00 PM		**0**	**0**	**8**	**0**	**0**	**7**	**4**	**276**	**5**	**0**	**161**	**4**	**465**	1,785
5:15 PM		**2**	**0**	**14**	**1**	**0**	**11**	**7**	**276**	**1**	**0**	**168**	**9**	**489**	1,859
5:30 PM		**0**	**0**	**14**	**0**	**0**	**8**	**3**	**292**	**5**	**1**	**173**	**12**	**508**	1,910
5:45 PM		**0**	**0**	**16**	**1**	**1**	**21**	**5**	**257**	**8**	**0**	**183**	**7**	**499**	**1,961**
Count Total		4	0	74	8	1	89	29	2,073	52	1	1,289	57	3,677	
Peak Hour	**All**	**2**	**0**	**52**	**2**	**1**	**47**	**19**	**1,101**	**19**	**1**	**685**	**32**	**1,961**	
	HV	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**6**	**0**	**0**	**6**	**0**	**18**	
	HV%	**0%**	**-**	**2%**	**0%**	**0%**	**0%**	**26%**	**1%**	**0%**	**0%**	**1%**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	1	0	3	1	*5*	0	1	0	0	*1*	2	0	1	2	*5*
4:15 PM	0	1	8	2	*11*	0	0	1	0	*1*	0	1	1	0	*2*
4:30 PM	0	0	3	4	*7*	0	0	1	0	*1*	0	0	0	0	*0*
4:45 PM	1	0	2	2	*5*	0	0	0	0	*0*	1	0	0	0	*1*
5:00 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**0**	**3**	***4***
5:15 PM	**0**	**0**	**4**	**1**	***5***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**0**	**1**	***3***
5:30 PM	**1**	**0**	**3**	**1**	***5***	**0**	**1**	**0**	**0**	***1***	**3**	**0**	**2**	**2**	***7***
5:45 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**0**	**1**	***3***
Count Total	3	1	27	15	*46*	0	2	5	1	*8*	10	2	4	9	*25*
Peak Hr	**1**	**0**	**11**	**6**	***18***	**0**	**1**	**3**	**1**	***5***	**7**	**1**	**2**	**7**	***17***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	2	0	0	1	0	5	
4:15 PM	0	0	0	0	0	1	1	7	0	0	2	0	11	
4:30 PM	0	0	0	0	0	0	2	1	0	0	4	0	7	
4:45 PM	0	0	1	0	0	0	1	1	0	0	2	0	5	28
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**26**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**5**	**20**
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**5**	**18**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**5**	**18**
Count Total	0	0	3	0	0	1	10	17	0	0	15	0	46	
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**6**	**0**	**0**	**6**	**0**	**18**	

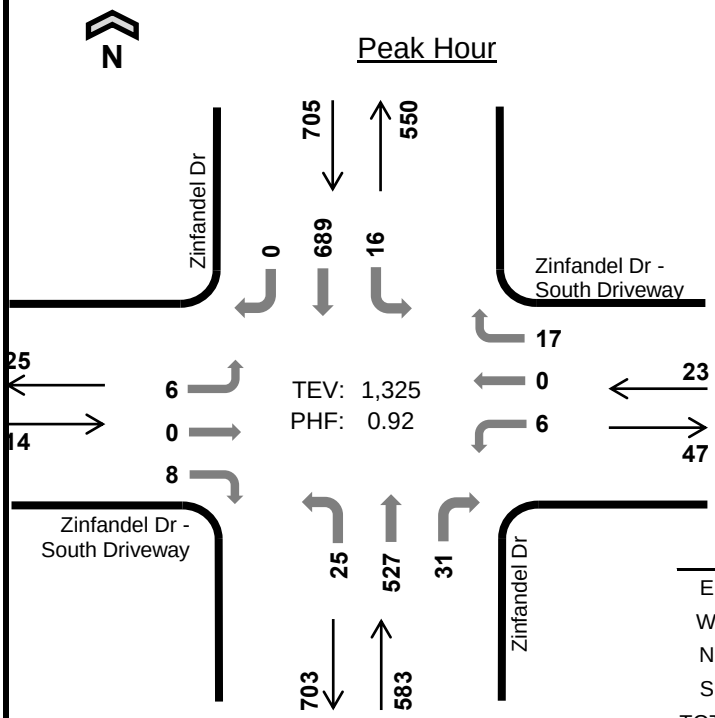
Two-Hour Count Summaries - Bikes

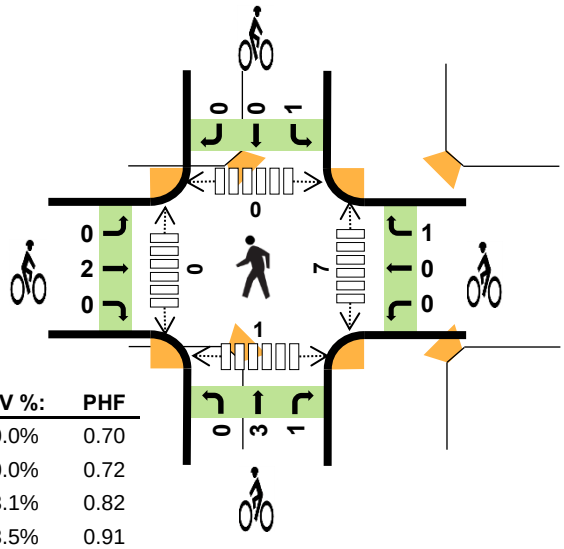
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**4**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**5**
Count Total	0	0	0	0	1	1	0	4	1	0	1	0	8	
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**5**	

Zinfandel Dr
Zinfandel Dr - South Driveway

Date: Wed, May 21, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.70
WB	0.0%	0.72
NB	3.1%	0.82
SB	3.5%	0.91
TOTAL	3.2%	0.92

Two-Hour Count Summaries

Interval Start		Zinfandel Dr - South Driveway Eastbound			Zinfandel Dr - South Driveway Westbound			Zinfandel Dr Northbound			Zinfandel Dr Southbound			15-min Total	Rolling One Hour
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM		2	0	3	1	0	0	6	62	4	4	144	2	228	
7:15 AM		**2**	**0**	**1**	**3**	**0**	**2**	**7**	**97**	**6**	**5**	**164**	**0**	**287**	
7:30 AM		**0**	**0**	**5**	**0**	**0**	**4**	**3**	**166**	**8**	**3**	**169**	**0**	**358**	
7:45 AM		**0**	**0**	**2**	**1**	**0**	**5**	**9**	**142**	**9**	**5**	**189**	**0**	**362**	1,235
8:00 AM		**4**	**0**	**0**	**2**	**0**	**6**	**6**	**122**	**8**	**3**	**167**	**0**	**318**	**1,325**
8:15 AM		3	0	2	2	0	2	4	112	6	7	144	0	282	1,320
8:30 AM		3	0	3	3	0	3	5	119	6	6	133	0	281	1,243
8:45 AM		7	1	4	4	0	1	8	121	8	5	115	0	274	1,155
Count Total		21	1	20	16	0	23	48	941	55	38	1,225	2	2,390	
Peak Hour	**All**	**6**	**0**	**8**	**6**	**0**	**17**	**25**	**527**	**31**	**16**	**689**	**0**	**1,325**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**25**	**0**	**43**	
	HV%	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**3%**	**0%**	**0%**	**4%**	**-**	**3%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	5	3	*8*	0	0	2	0	*2*	0	0	0	0	*0*
7:15 AM	**0**	**0**	**3**	**5**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**0**	**0**	**5**	**7**	***12***	**0**	**0**	**0**	**1**	***1***	**4**	**0**	**0**	**0**	***4***
7:45 AM	**0**	**0**	**5**	**5**	***10***	**1**	**1**	**3**	**0**	***5***	**1**	**0**	**0**	**1**	***2***
8:00 AM	**0**	**0**	**5**	**8**	***13***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***
8:15 AM	0	0	2	4	*6*	1	0	1	0	*2*	0	0	0	0	*0*
8:30 AM	0	0	3	3	*6*	0	0	0	1	*1*	2	0	0	0	*2*
8:45 AM	0	0	0	4	*4*	0	0	0	0	*0*	1	0	1	0	*2*
Count Total	0	0	28	39	*67*	3	1	7	2	*13*	10	0	1	1	*12*
Peak Hr	**0**	**0**	**18**	**25**	***43***	**2**	**1**	**4**	**1**	***8***	**7**	**0**	**0**	**1**	***8***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	5	0	0	3	0	8	
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**5**	**0**	**8**	
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**0**	**12**	
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**0**	**10**	**38**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**8**	**0**	**13**	**43**
8:15 AM	0	0	0	0	0	0	0	2	0	0	4	0	6	41
8:30 AM	0	0	0	0	0	0	0	2	1	0	3	0	6	35
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	29
Count Total	0	0	0	0	0	0	0	27	1	0	39	0	67	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**25**	**0**	**43**	

Two-Hour Count Summaries - Bikes

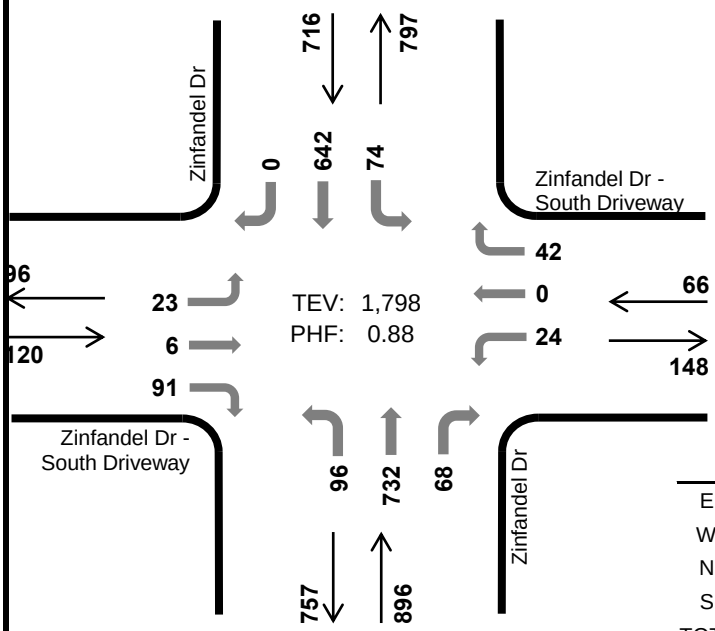
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2	
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	
7:45 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**9**
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
8:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	3	0	0	0	1	0	4	3	1	1	0	13	
Peak Hour	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**1**	**1**	**0**	**0**	**8**	

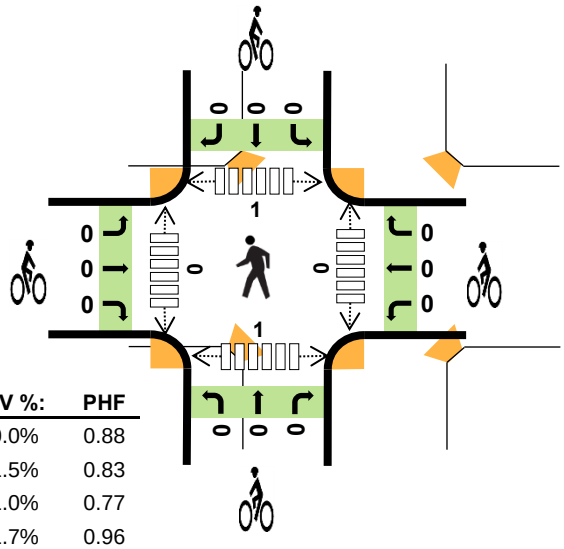
Zinfandel Dr
Zinfandel Dr - South Driveway

Date: Wed, May 21, 2014
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.0%	0.88
WB	1.5%	0.83
NB	1.0%	0.77
SB	1.7%	0.96
TOTAL	1.2%	0.88

Two-Hour Count Summaries

Interval Start		Zinfandel Dr - South Driveway Eastbound			Zinfandel Dr - South Driveway Westbound			Zinfandel Dr Northbound			Zinfandel Dr Southbound			15-min Total	Rolling One Hour
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM		4	0	16	4	0	6	12	152	14	5	121	0	334	
11:15 AM		6	1	19	5	0	6	15	165	6	17	127	0	367	
11:30 AM		6	0	9	3	0	2	21	158	13	11	130	0	353	
11:45 AM		9	0	14	5	0	2	24	158	17	13	135	0	377	1,431
12:00 PM		**5**	**2**	**19**	**9**	**0**	**8**	**38**	**227**	**25**	**27**	**152**	**0**	**512**	1,609
12:15 PM		**8**	**0**	**26**	**4**	**0**	**10**	**24**	**160**	**17**	**20**	**148**	**0**	**417**	1,659
12:30 PM		**4**	**1**	**25**	**2**	**0**	**13**	**21**	**173**	**18**	**14**	**169**	**0**	**440**	1,746
12:45 PM		**6**	**3**	**21**	**9**	**0**	**11**	**13**	**172**	**8**	**13**	**173**	**0**	**429**	**1,798**
Count Total		48	7	149	41	0	58	168	1,365	118	120	1,155	0	3,229	
Peak Hour	**All**	**23**	**6**	**91**	**24**	**0**	**42**	**96**	**732**	**68**	**74**	**642**	**0**	**1,798**	
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**2**	**1**	**11**	**0**	**22**	
	HV%	**0%**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**1%**	**3%**	**1%**	**2%**	**-**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	2	4	*6*	0	0	0	0	*0*	4	0	0	2	*6*
11:15 AM	0	0	5	2	*7*	0	0	0	0	*0*	1	0	0	2	*3*
11:30 AM	0	0	1	2	*3*	0	0	1	0	*1*	1	0	1	0	*2*
11:45 AM	0	0	2	2	*4*	0	0	0	0	*0*	3	0	0	5	*8*
12:00 PM	**0**	**0**	**2**	**5**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:15 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:30 PM	**0**	**1**	**4**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:45 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
Count Total	0	1	19	22	*42*	0	0	1	0	*1*	9	0	2	10	*21*
Peak Hr	**0**	**1**	**9**	**12**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	1	1	0	4	0	6	
11:15 AM	0	0	0	0	0	0	0	5	0	0	2	0	7	
11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	
11:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	20
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**0**	**7**	**21**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**1**	**0**	**5**	**19**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**1**	**0**	**2**	**0**	**7**	**23**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**22**
Count Total	0	0	0	0	0	1	0	16	3	1	21	0	42	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**2**	**1**	**11**	**0**	**22**	

Two-Hour Count Summaries - Bikes

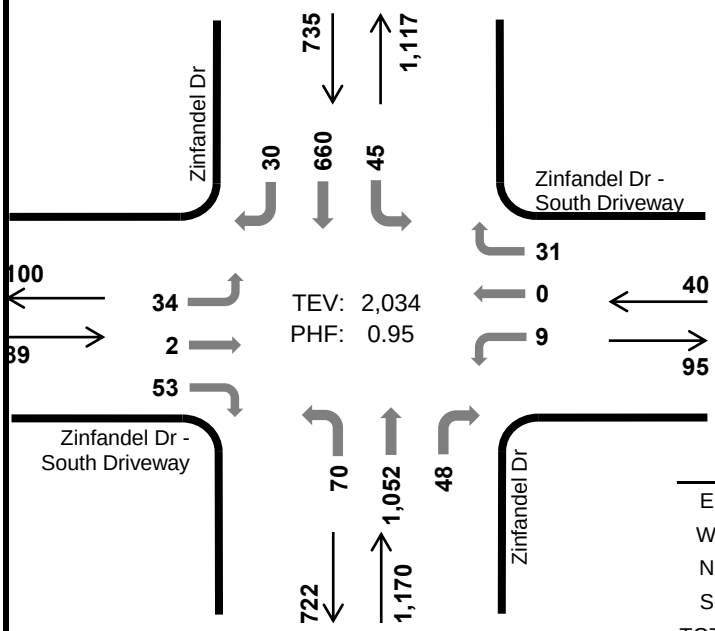
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

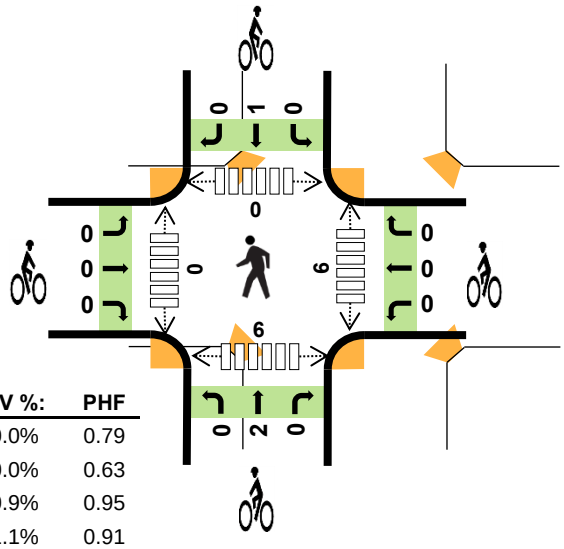
Zinfandel Dr
Zinfandel Dr - South Driveway

Date: Wed, May 21, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.0%	0.79
WB	0.0%	0.63
NB	0.9%	0.95
SB	1.1%	0.91
TOTAL	0.9%	0.95

Two-Hour Count Summaries

Interval Start		Zinfandel Dr - South Driveway Eastbound			Zinfandel Dr - South Driveway Westbound			Zinfandel Dr Northbound			Zinfandel Dr Southbound			15-min Total	Rolling One Hour
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM		10	0	6	2	0	6	16	213	9	10	145	4	421	
4:15 PM		9	0	19	7	0	7	12	226	10	9	127	2	428	
4:30 PM		5	0	14	4	0	7	11	274	11	9	126	5	466	
4:45 PM		11	1	14	3	0	4	12	247	7	13	161	7	480	1,795
5:00 PM		**6**	**0**	**10**	**3**	**0**	**6**	**24**	**265**	**7**	**9**	**144**	**11**	**485**	1,859
5:15 PM		**9**	**0**	**16**	**3**	**0**	**3**	**22**	**273**	**13**	**13**	**155**	**9**	**516**	1,947
5:30 PM		**14**	**2**	**12**	**0**	**0**	**16**	**16**	**266**	**15**	**11**	**176**	**6**	**534**	2,015
5:45 PM		**5**	**0**	**15**	**3**	**0**	**6**	**8**	**248**	**13**	**12**	**185**	**4**	**499**	**2,034**
Count Total		69	3	106	25	0	55	121	2,012	85	86	1,219	48	3,829	
Peak Hour	**All**	**34**	**2**	**53**	**9**	**0**	**31**	**70**	**1,052**	**48**	**45**	**660**	**30**	**2,034**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**8**	**0**	**19**	
	HV%	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**2%**	**0%**	**1%**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	3	2	*5*	0	0	0	1	*1*	4	0	2	1	*7*
4:15 PM	0	0	8	2	*10*	0	0	0	0	*0*	1	0	0	1	*2*
4:30 PM	0	0	3	3	*6*	0	0	0	0	*0*	3	0	0	0	*3*
4:45 PM	0	0	2	4	*6*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:15 PM	**0**	**0**	**5**	**1**	***6***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**3**	***4***
5:30 PM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**3**	***5***
5:45 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**2**	**0**	***2***	**2**	**0**	**0**	**0**	***2***
Count Total	0	0	27	19	*46*	0	0	2	3	*5*	14	0	2	8	*24*
Peak Hr	**0**	**0**	**11**	**8**	***19***	**0**	**0**	**2**	**1**	***3***	**6**	**0**	**0**	**6**	***12***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	
4:15 PM	0	0	0	0	0	0	0	8	0	1	1	0	10	
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	
4:45 PM	0	0	0	0	0	0	0	2	0	0	4	0	6	27
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**25**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**6**	**21**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**3**	**0**	**6**	**21**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**4**	**19**
Count Total	0	0	0	0	0	0	0	26	1	1	18	0	46	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**8**	**0**	**19**	

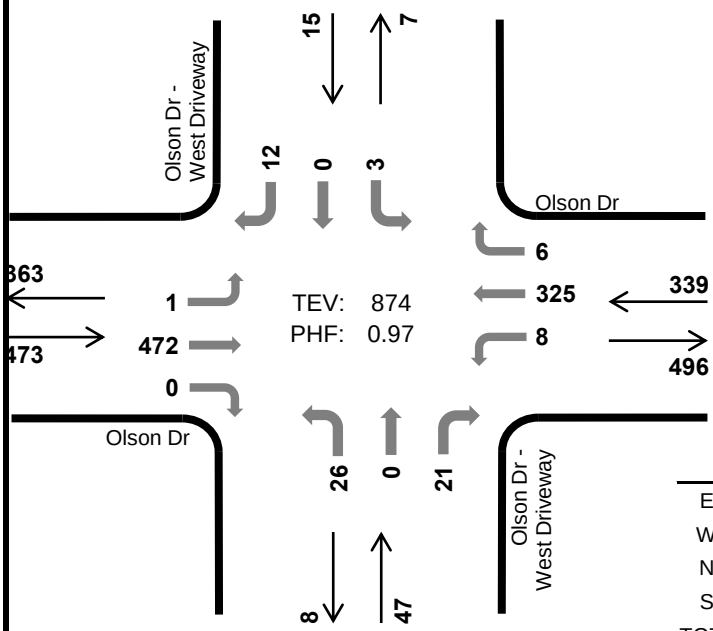
Two-Hour Count Summaries - Bikes

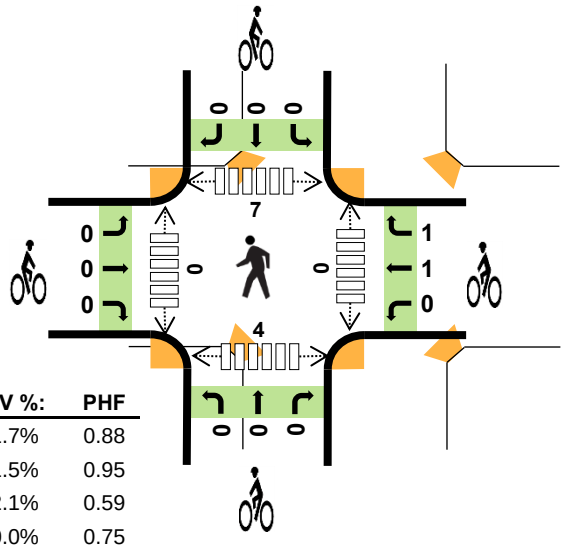
Interval Start	Driveway			Driveway			Zinfandel Dr			Zinfandel Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**3**
Count Total	0	0	0	0	0	0	0	2	0	1	2	0	5	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	

Olson Dr - West Driveway
Olson Dr

Date: Wed, May 21, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	1.7%	0.88
WB	1.5%	0.95
NB	2.1%	0.59
SB	0.0%	0.75
TOTAL	1.6%	0.97

Two-Hour Count Summaries

Interval Start		Olson Dr Eastbound LT	TH	RT	Olson Dr Westbound LT	TH	RT	Olson Dr - West Driveway Northbound LT	TH	RT	Olson Dr - West Driveway Southbound LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	64	0	1	66	0	3	0	7	0	0	0	141	
7:15 AM		0	66	0	1	71	0	1	0	4	0	0	3	146	
7:30 AM		0	97	0	3	71	0	3	0	4	3	0	2	183	
7:45 AM		**0**	**135**	**0**	**2**	**73**	**1**	**4**	**0**	**5**	**1**	**0**	**2**	**223**	693
8:00 AM		**1**	**104**	**0**	**3**	**79**	**3**	**13**	**0**	**7**	**2**	**0**	**2**	**214**	766
8:15 AM		**0**	**121**	**0**	**1**	**88**	**0**	**5**	**0**	**5**	**0**	**0**	**5**	**225**	845
8:30 AM		**0**	**112**	**0**	**2**	**85**	**2**	**4**	**0**	**4**	**0**	**0**	**3**	**212**	**874**
8:45 AM		0	131	0	2	63	1	5	1	3	0	0	2	208	859
Count Total		1	830	0	15	596	7	38	1	39	6	0	19	1,552	
Peak Hour	**All**	**1**	**472**	**0**	**8**	**325**	**6**	**26**	**0**	**21**	**3**	**0**	**12**	**874**	
	HV	**0**	**8**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	
	HV%	**0%**	**2%**	**-**	**0%**	**2%**	**0%**	**0%**	**-**	**5%**	**0%**	**-**	**0%**	**2%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	2	2	*4*
7:15 AM	2	2	0	0	*4*	1	0	0	0	*1*	0	0	2	2	*4*
7:30 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	3	3	*6*
7:45 AM	**5**	**1**	**0**	**0**	***6***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**1**	**0**	**1**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**4**	**2**	***6***
8:15 AM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
8:30 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	***3***
8:45 AM	2	2	1	0	*5*	0	0	0	0	*0*	0	0	1	1	*2*
Count Total	14	11	2	0	*27*	1	2	0	0	*3*	0	0	15	12	*27*
Peak Hr	**8**	**5**	**1**	**0**	***14***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**7**	**4**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Olson Dr			Olson Dr			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**14**
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**13**
8:15 AM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**13**
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**
8:45 AM	0	2	0	0	2	0	0	0	1	0	0	0	5	13
Count Total	0	14	0	0	11	0	0	0	2	0	0	0	27	
Peak Hour	**0**	**8**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	

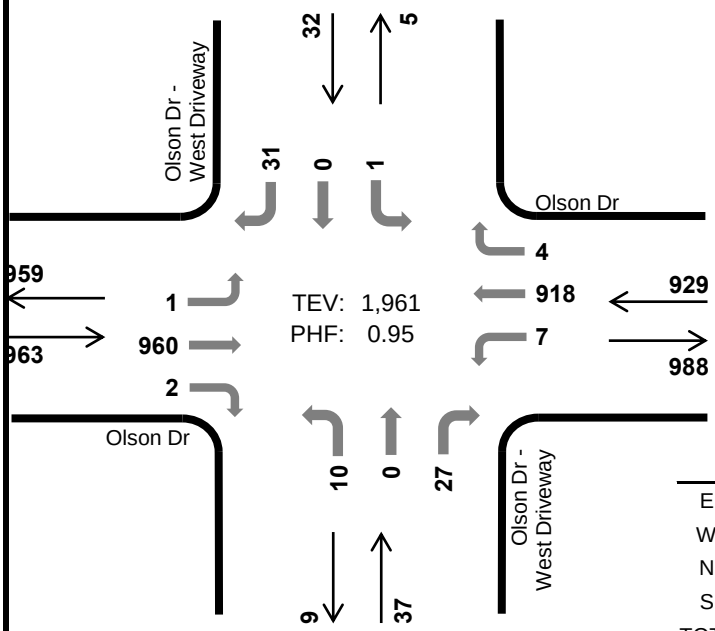
Two-Hour Count Summaries - Bikes

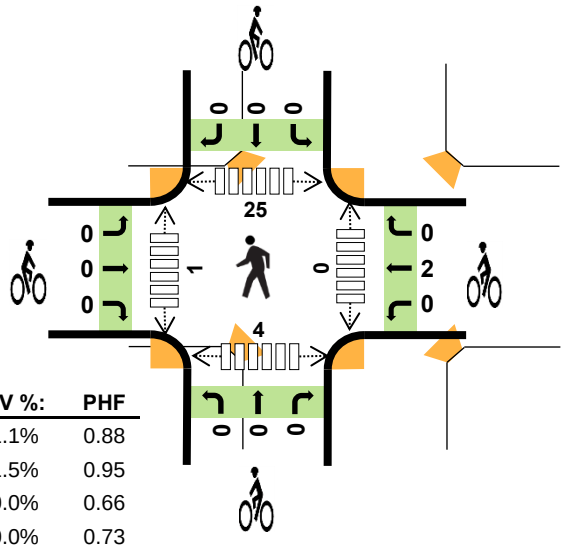
Interval Start	Olson Dr			Olson Dr			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	1	1	0	0	0	0	0	0	3	
Peak Hour	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

Olson Dr - West Driveway
Olson Dr

Date: Wed, May 21, 2014
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM

Peak Hour





	HV %:	PHF
EB	1.1%	0.88
WB	1.5%	0.95
NB	0.0%	0.66
SB	0.0%	0.73
TOTAL	1.3%	0.95

Two-Hour Count Summaries

Interval Start		Olson Dr Eastbound LT	TH	RT	Olson Dr Westbound LT	TH	RT	Olson Dr - West Driveway Northbound LT	TH	RT	Olson Dr - West Driveway Southbound LT	TH	RT	15-min Total	Rolling One Hour
11:00 AM		2	165	0	2	133	3	2	0	4	0	0	5	316	
11:15 AM		1	195	0	2	170	0	5	0	3	0	0	8	384	
11:30 AM		0	249	1	3	153	0	3	0	6	0	0	9	424	
11:45 AM		0	239	0	0	169	0	4	0	3	0	0	9	424	1,548
12:00 PM		**0**	**274**	**0**	**5**	**224**	**4**	**2**	**0**	**5**	**0**	**0**	**4**	**518**	1,750
12:15 PM		**0**	**223**	**0**	**0**	**210**	**0**	**4**	**0**	**10**	**0**	**0**	**10**	**457**	1,823
12:30 PM		**0**	**230**	**0**	**1**	**244**	**0**	**2**	**0**	**7**	**1**	**0**	**10**	**495**	1,894
12:45 PM		**1**	**233**	**2**	**1**	**240**	**0**	**2**	**0**	**5**	**0**	**0**	**7**	**491**	**1,961**
Count Total		4	1,808	3	14	1,543	7	24	0	43	1	0	62	3,509	
Peak Hour	**All**	**1**	**960**	**2**	**7**	**918**	**4**	**10**	**0**	**27**	**1**	**0**	**31**	**1,961**	
	HV	**0**	**10**	**1**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	
	HV%	**0%**	**1%**	**50%**	**14%**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:00 AM	2	3	0	0	*5*	0	1	0	0	*1*	0	0	2	0	*2*
11:15 AM	5	2	0	0	*7*	1	1	0	0	*2*	0	0	3	1	*4*
11:30 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	1	0	*1*
11:45 AM	5	0	0	0	*5*	1	0	0	0	*1*	0	0	1	3	*4*
12:00 PM	**4**	**6**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**6**	**2**	***9***
12:15 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
12:30 PM	**2**	**6**	**0**	**0**	***8***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**7**	**1**	***8***
12:45 PM	**3**	**0**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**11**	**1**	***12***
Count Total	24	22	0	0	*46*	2	4	0	0	*6*	0	1	32	8	*41*
Peak Hr	**11**	**14**	**0**	**0**	***25***	**0**	**2**	**0**	**0**	***2***	**0**	**1**	**25**	**4**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Olson Dr			Olson Dr			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	
11:15 AM	0	5	0	0	2	0	0	0	0	0	0	0	7	
11:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	5	21
12:00 PM	**0**	**4**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**26**
12:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**23**
12:30 PM	**0**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**27**
12:45 PM	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**
Count Total	0	23	1	1	21	0	0	0	0	0	0	0	46	
Peak Hour	**0**	**10**	**1**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	

Two-Hour Count Summaries - Bikes

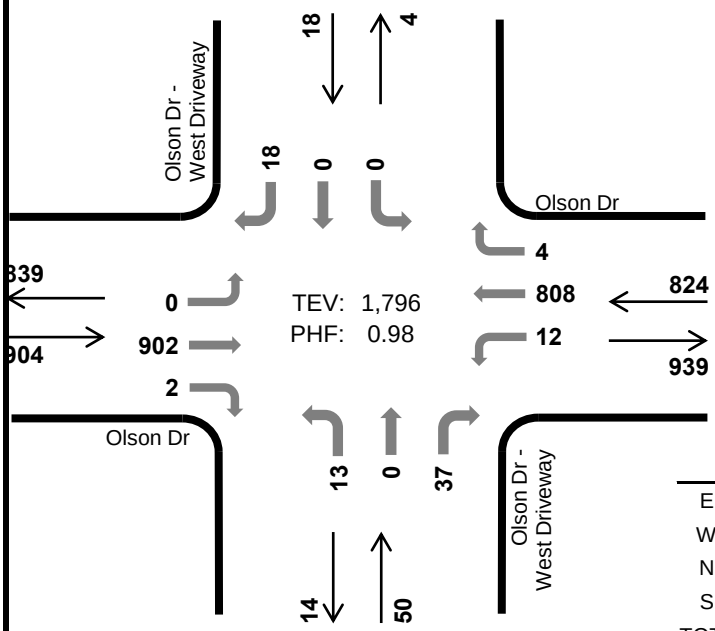
Interval Start	Olson Dr			Olson Dr			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
12:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
12:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	2	0	0	4	0	0	0	0	0	0	0	6	
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

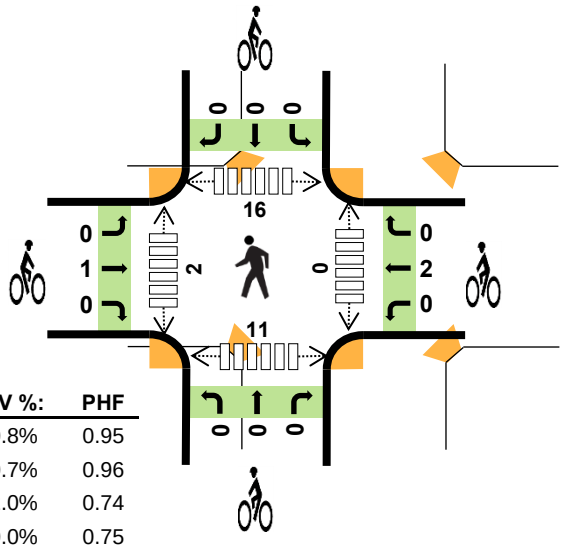
Olson Dr - West Driveway
Olson Dr

Date: Wed, May 21, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

N

Peak Hour





	HV %:	PHF
EB	0.8%	0.95
WB	0.7%	0.96
NB	2.0%	0.74
SB	0.0%	0.75
TOTAL	0.8%	0.98

Two-Hour Count Summaries

Interval Start		Olson Dr Eastbound LT	TH	RT	Olson Dr Westbound LT	TH	RT	Olson Dr - West Driveway Northbound LT	TH	RT	Olson Dr - West Driveway Southbound LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	217	0	2	186	0	2	0	7	0	0	5	419	
4:15 PM		1	201	1	0	179	0	3	0	7	0	0	5	397	
4:30 PM		**0**	**212**	**0**	**4**	**203**	**1**	**1**	**0**	**8**	**0**	**0**	**5**	**434**	
4:45 PM		**0**	**228**	**0**	**5**	**191**	**1**	**4**	**0**	**8**	**0**	**0**	**6**	**443**	1,693
5:00 PM		**0**	**223**	**2**	**2**	**212**	**1**	**5**	**0**	**12**	**0**	**0**	**2**	**459**	1,733
5:15 PM		**0**	**239**	**0**	**1**	**202**	**1**	**3**	**0**	**9**	**0**	**0**	**5**	**460**	**1,796**
5:30 PM		0	194	0	1	180	3	4	0	4	0	0	15	401	1,763
5:45 PM		0	220	1	1	168	2	5	0	11	0	0	6	414	1,734
Count Total		1	1,734	4	16	1,521	9	27	0	66	0	0	49	3,427	
Peak Hour	**All**	**0**	**902**	**2**	**12**	**808**	**4**	**13**	**0**	**37**	**0**	**0**	**18**	**1,796**	
	HV	**0**	**7**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	
	HV%	**-**	**1%**	**0%**	**0%**	**1%**	**0%**	**0%**	**-**	**3%**	**-**	**-**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	0	6	*6*
4:15 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	1	5	2	*8*
4:30 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**1**	***6***
4:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**2**	**5**	**3**	***10***
5:00 PM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**5**	***7***
5:15 PM	**2**	**2**	**0**	**0**	***4***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**4**	**2**	***6***
5:30 PM	0	1	0	0	*1*	1	0	0	0	*1*	0	0	4	1	*5*
5:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	8	*8*
Count Total	13	11	1	0	*25*	2	2	0	0	*4*	0	3	25	28	*56*
Peak Hr	**7**	**6**	**1**	**0**	***14***	**1**	**2**	**0**	**0**	***3***	**0**	**2**	**16**	**11**	***29***

Two-Hour Count Summaries - Heavy Vehicles

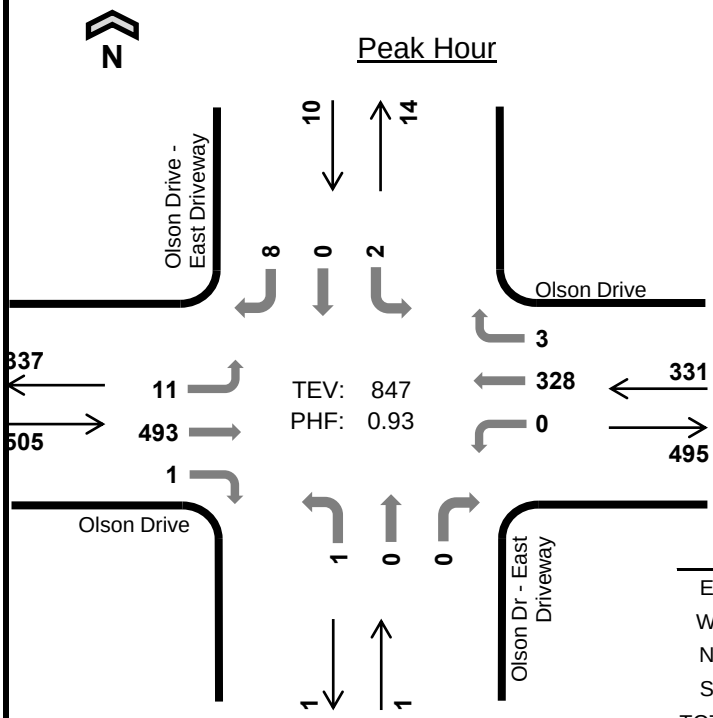
Interval Start	Olson Dr			Olson Dr			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	
4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	
4:30 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
4:45 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**
5:00 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**14**
5:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**14**
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	12
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	10
Count Total	0	13	0	0	11	0	0	0	1	0	0	0	25	
Peak Hour	**0**	**7**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	

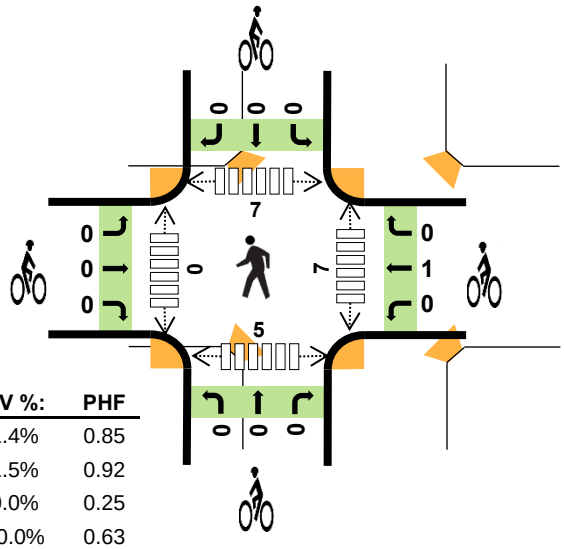
Two-Hour Count Summaries - Bikes

Interval Start	Olson Dr			Olson Dr			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	2	0	0	2	0	0	0	0	0	0	0	4	
Peak Hour	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Olson Drive - East Driveway
Olson Drive

Date: Wed, May 21, 2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	1.4%	0.85
WB	1.5%	0.92
NB	0.0%	0.25
SB	10.0%	0.63
TOTAL	1.5%	0.93

Two-Hour Count Summaries

Interval Start		Olson Drive Eastbound LT	TH	RT	Olson Drive Westbound LT	TH	RT	Olson Dr - East Driveway Northbound LT	TH	RT	Olson Drive - East Driveway Southbound LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		3	74	0	0	59	0	0	0	0	1	0	3	140	
7:15 AM		2	63	0	0	72	0	1	0	0	0	0	1	139	
7:30 AM		1	98	0	0	69	1	0	0	0	3	0	1	173	
7:45 AM		**0**	**148**	**0**	**0**	**76**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**228**	680
8:00 AM		**3**	**105**	**1**	**0**	**78**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**190**	730
8:15 AM		**4**	**124**	**0**	**0**	**89**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**222**	813
8:30 AM		**4**	**116**	**0**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**207**	**847**
8:45 AM		0	127	0	0	68	0	0	0	0	2	0	0	197	816
Count Total		17	855	1	0	596	4	2	0	0	8	0	13	1,496	
Peak Hour	**All**	**11**	**493**	**1**	**0**	**328**	**3**	**1**	**0**	**0**	**2**	**0**	**8**	**847**	
	HV	**1**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**	
	HV%	**9%**	**1%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**-**	**0%**	**-**	**13%**	**2%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	2	2	*4*
7:15 AM	2	1	0	1	*4*	1	2	0	0	*3*	1	0	1	1	*3*
7:30 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	2	5	*7*
7:45 AM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:00 AM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**3**	**2**	***7***
8:15 AM	**2**	**2**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	***2***
8:30 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**4**	**1**	***9***
8:45 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	14	9	0	3	*26*	1	3	0	0	*4*	8	0	12	13	*33*
Peak Hr	**7**	**5**	**0**	**1**	***13***	**0**	**1**	**0**	**0**	***1***	**7**	**0**	**7**	**5**	***19***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Olson Drive			Olson Drive			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	1	1	0	0	1	0	0	0	0	0	0	1	4	
7:15 AM	0	2	0	0	1	0	0	0	0	0	0	1	4	
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**14**
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**
8:15 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**12**
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	12
Count Total	2	12	0	0	9	0	0	0	0	0	0	3	26	
Peak Hour	**1**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**	

Two-Hour Count Summaries - Bikes

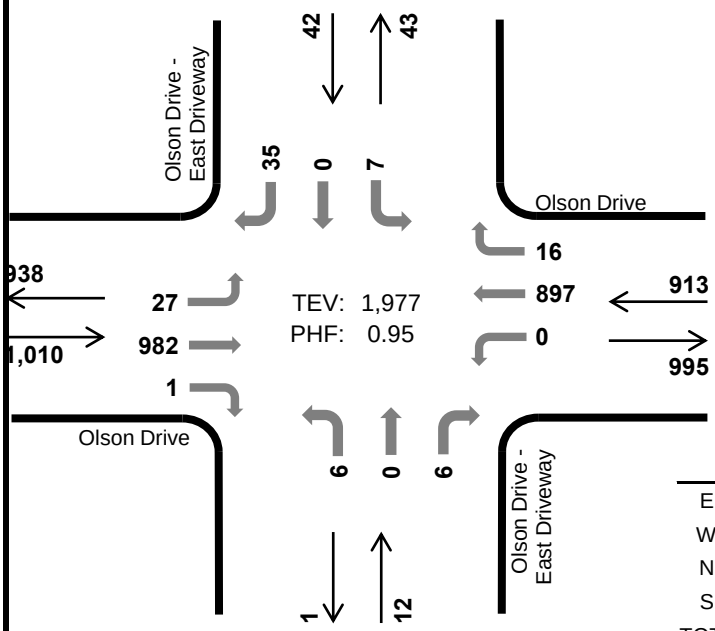
Interval Start	Olson Drive			Olson Drive			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	3	0	0	0	0	0	0	0	4	
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

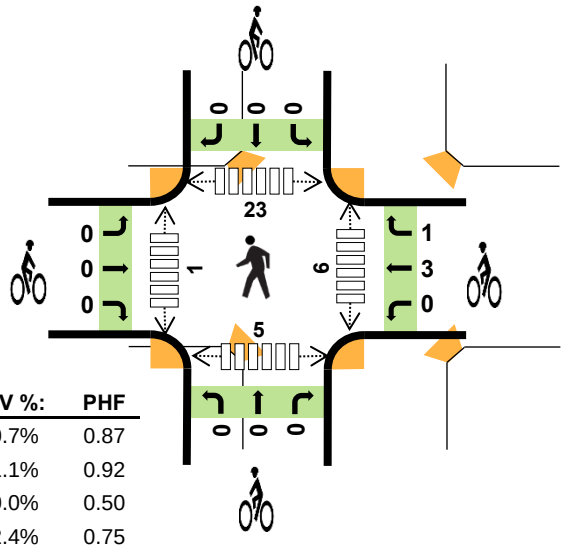
Olson Drive - East Driveway
Olson Drive

Date: Wed, May 21, 2014
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 12:00 PM to 1:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.7%	0.87
WB	1.1%	0.92
NB	0.0%	0.50
SB	2.4%	0.75
TOTAL	0.9%	0.95

Two-Hour Count Summaries

Interval Start		Olson Drive Eastbound LT	TH	RT	Olson Drive Westbound LT	TH	RT	Olson Drive - East Driveway Northbound LT	TH	RT	Olson Drive - East Driveway Southbound LT	TH	RT	15-min Total	Rolling One Hour
11:00 AM		3	157	0	0	142	1	0	0	0	0	0	3	306	
11:15 AM		5	195	0	0	177	2	0	0	1	2	0	5	387	
11:30 AM		13	224	0	0	158	1	3	0	1	2	0	5	407	
11:45 AM		8	234	0	0	159	4	1	0	2	0	0	6	414	1,514
12:00 PM		**6**	**285**	**0**	**0**	**214**	**3**	**2**	**0**	**1**	**3**	**0**	**8**	**522**	1,730
12:15 PM		**10**	**225**	**1**	**0**	**220**	**3**	**2**	**0**	**0**	**0**	**0**	**4**	**465**	1,808
12:30 PM		**6**	**235**	**0**	**0**	**221**	**5**	**2**	**0**	**4**	**3**	**0**	**11**	**487**	1,888
12:45 PM		**5**	**237**	**0**	**0**	**242**	**5**	**0**	**0**	**1**	**1**	**0**	**12**	**503**	**1,977**
Count Total		56	1,792	1	0	1,533	24	10	0	10	11	0	54	3,491	
Peak Hour	**All**	**27**	**982**	**1**	**0**	**897**	**16**	**6**	**0**	**6**	**7**	**0**	**35**	**1,977**	
	HV	**1**	**6**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**	
	HV%	**4%**	**1%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**3%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:00 AM	1	3	0	0	*4*	1	0	0	0	*1*	0	0	3	0	*3*
11:15 AM	5	2	0	0	*7*	0	1	0	0	*1*	0	0	3	1	*4*
11:30 AM	1	2	1	0	*4*	1	0	0	0	*1*	0	0	2	0	*2*
11:45 AM	6	0	0	0	*6*	0	1	0	0	*1*	1	0	3	3	*7*
12:00 PM	**2**	**4**	**0**	**0**	***6***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**6**	**2**	***8***
12:15 PM	**2**	**2**	**0**	**0**	***4***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
12:30 PM	**2**	**4**	**0**	**1**	***7***	**0**	**1**	**0**	**0**	***1***	**4**	**1**	**8**	**2**	***15***
12:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**9**	**1**	***12***
Count Total	20	17	1	1	*39*	2	6	0	0	*8*	7	1	34	9	*51*
Peak Hr	**7**	**10**	**0**	**1**	***18***	**0**	**4**	**0**	**0**	***4***	**6**	**1**	**23**	**5**	***35***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Olson Drive			Olson Drive			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	
11:15 AM	0	5	0	0	2	0	0	0	0	0	0	0	7	
11:30 AM	0	1	0	0	2	0	1	0	0	0	0	0	4	
11:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	6	21
12:00 PM	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**23**
12:15 PM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**20**
12:30 PM	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**23**
12:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**
Count Total	1	19	0	0	17	0	1	0	0	0	0	1	39	
Peak Hour	**1**	**6**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**	

Two-Hour Count Summaries - Bikes

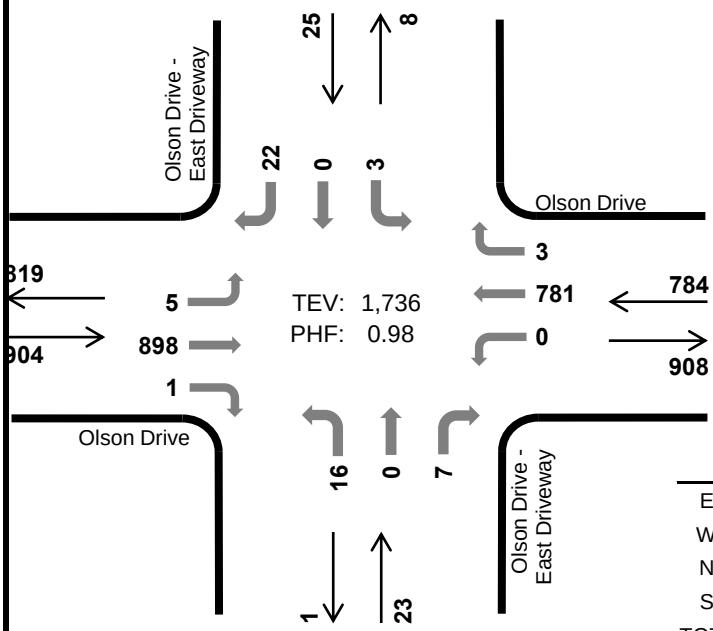
Interval Start	Olson Drive			Olson Drive			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	4
12:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
12:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
12:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
12:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	2	0	0	5	1	0	0	0	0	0	0	8	
Peak Hour	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	

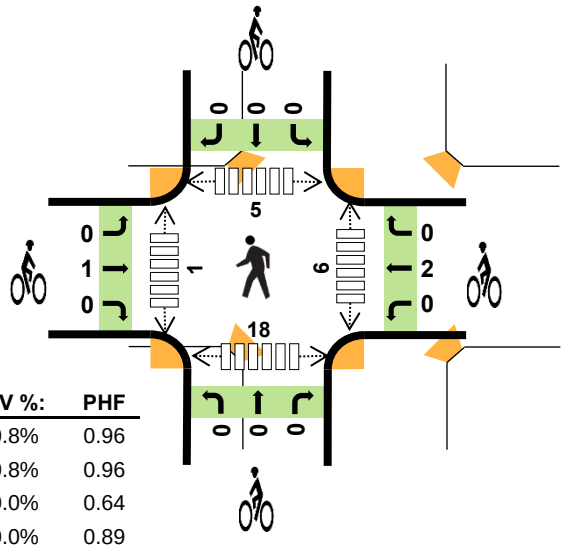
Olson Drive - East Driveway
Olson Drive

Date: Wed, May 21, 2014
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

N

Peak Hour





	HV %:	PHF
EB	0.8%	0.96
WB	0.8%	0.96
NB	0.0%	0.64
SB	0.0%	0.89
TOTAL	0.7%	0.98

Two-Hour Count Summaries

Interval Start		Olson Drive Eastbound LT	TH	RT	Olson Drive Westbound LT	TH	RT	Olson Drive - East Driveway Northbound LT	TH	RT	Olson Drive - East Driveway Southbound LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		3	210	0	0	174	5	1	0	1	2	0	3	399	
4:15 PM		1	212	0	0	173	3	2	0	0	0	0	6	397	
4:30 PM		**2**	**211**	**0**	**0**	**188**	**2**	**4**	**0**	**5**	**0**	**0**	**7**	**419**	
4:45 PM		**0**	**225**	**0**	**0**	**189**	**1**	**4**	**0**	**1**	**3**	**0**	**4**	**427**	1,642
5:00 PM		**2**	**228**	**1**	**0**	**204**	**0**	**3**	**0**	**0**	**0**	**0**	**7**	**445**	1,688
5:15 PM		**1**	**234**	**0**	**0**	**200**	**0**	**5**	**0**	**1**	**0**	**0**	**4**	**445**	**1,736**
5:30 PM		6	201	0	0	174	1	1	0	1	0	0	2	386	1,703
5:45 PM		3	215	1	0	164	1	1	0	3	0	0	3	391	1,667
Count Total		18	1,736	2	0	1,466	13	21	0	12	5	0	36	3,309	
Peak Hour	**All**	**5**	**898**	**1**	**0**	**781**	**3**	**16**	**0**	**7**	**3**	**0**	**22**	**1,736**	
	HV	**0**	**7**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	
	HV%	**0%**	**1%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	2	1	0	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
4:15 PM	3	1	0	0	*4*	0	0	0	0	*0*	1	0	0	3	*4*
4:30 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**5**	***7***
4:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**4**	***5***
5:00 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**6**	***8***
5:15 PM	**2**	**2**	**0**	**0**	***4***	**1**	**1**	**0**	**0**	***2***	**3**	**1**	**3**	**3**	***10***
5:30 PM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	2	5	*7*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	4	4	*8*
Count Total	12	8	0	0	*20*	2	3	0	0	*5*	8	1	11	30	*50*
Peak Hr	**7**	**6**	**0**	**0**	***13***	**1**	**2**	**0**	**0**	***3***	**6**	**1**	**5**	**18**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Olson Drive			Olson Drive			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	
4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	
4:30 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
4:45 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**
5:00 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**
5:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**13**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	12	0	0	8	0	0	0	0	0	0	0	20	
Peak Hour	**0**	**7**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	

Two-Hour Count Summaries - Bikes

Interval Start	Olson Drive			Olson Drive			Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	2	0	0	3	0	0	0	0	0	0	0	5	
Peak Hour	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Appendix C – Level of Service Worksheets: Existing Conditions

HCM 2010 Signalized Intersection Summary
1: Zinfandel Dr & Folsom Blvd

AM Existing
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	260	232	76	197	9	234	251	62	36	382	29
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_pbT)	0.98		0.97	1.00		0.99	1.00		0.98	1.00		0.98
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	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	31	289	258	84	219	10	172	375	66	37	394	30
Adj No. of Lanes	2	2	1	2	2	0	1	2	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	764	332	163	1115	51	453	952	398	427	801	61
Arrive On Green	0.22	0.22	0.22	0.05	0.32	0.32	0.26	0.26	0.26	0.24	0.24	0.24
Sat Flow, veh/h	2184	3539	1539	3442	3446	157	1774	3725	1555	1774	3330	252
Grp Volume(v), veh/h	31	289	258	84	112	117	172	375	66	37	209	215
Grp Sat Flow(s),veh/h/ln	1092	1770	1539	1721	1770	1833	1774	1863	1555	1774	1770	1813
Q Serve(g_s), s	0.8	4.6	10.5	1.6	3.0	3.1	5.3	5.5	2.2	1.1	6.7	6.8
Cycle Q Clear(g_c), s	0.8	4.6	10.5	1.6	3.0	3.1	5.3	5.5	2.2	1.1	6.7	6.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	688	764	332	163	572	593	453	952	398	427	426	436
V/C Ratio(X)	0.05	0.38	0.78	0.51	0.20	0.20	0.38	0.39	0.17	0.09	0.49	0.49
Avail Cap(c_a), veh/h	742	851	370	259	665	689	453	952	398	427	426	436
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	20.7	22.3	24.6	30.9	16.3	16.3	20.4	20.5	19.2	19.6	21.7	21.8
Incr Delay (d2), s/veh	0.0	0.3	9.1	2.5	0.2	0.2	2.4	1.2	0.9	0.4	4.0	4.0
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	5.3	0.8	1.5	1.6	2.9	3.0	1.0	0.6	3.8	3.9
LnGrp Delay(d),s/veh	20.8	22.6	33.6	33.4	16.4	16.4	22.8	21.7	20.1	20.0	25.7	25.7
LnGrp LOS	C	C	C	C	B	B	C	C	C	B	C	C
Approach Vol, veh/h		578			313			613			461	
Approach Delay, s/veh		27.4			21.0			21.9			25.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		21.0	7.2	18.4		20.0		25.5
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		16.0		25.0
Max Q Clear Time (g_c+I1), s		7.5	3.6	12.5		8.8		5.1
Green Ext Time (p_c), s		2.2	0.0	1.5		1.5		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Zinfandel Dr & Olson Dr

AM Existing
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	58	228	286	25	29	82	530	392	52	618	11
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_pbT)	0.98		0.97	1.00		0.99	1.00		0.99	1.00		0.98
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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	64	253	366	0	35	91	589	436	58	694	12
Adj No. of Lanes	0	1	1	2	0	1	1	2	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.83	0.83	0.83	0.90	0.90	0.90	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	306	337	484	0	672	116	1105	703	76	1030	18
Arrive On Green	0.22	0.22	0.22	0.14	0.00	0.43	0.07	0.31	0.31	0.04	0.29	0.29
Sat Flow, veh/h	337	1396	1535	3548	0	1569	1774	3539	1561	1774	3559	62
Grp Volume(v), veh/h	92	0	253	366	0	35	91	589	436	58	345	361
Grp Sat Flow(s),veh/h/ln	1733	0	1535	1774	0	1569	1774	1770	1561	1774	1770	1851
Q Serve(g_s), s	0.0	0.0	8.5	5.5	0.0	0.7	2.8	7.6	11.8	1.8	9.5	9.5
Cycle Q Clear(g_c), s	2.2	0.0	8.5	5.5	0.0	0.7	2.8	7.6	11.8	1.8	9.5	9.5
Prop In Lane	0.30		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	465	0	337	484	0	672	116	1105	703	76	512	536
V/C Ratio(X)	0.20	0.00	0.75	0.76	0.00	0.05	0.79	0.53	0.62	0.77	0.67	0.67
Avail Cap(c_a), veh/h	582	0	444	514	0	795	128	1105	703	128	512	536
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	20.2	23.0	0.0	9.2	25.4	15.7	11.7	26.2	17.3	17.3
Incr Delay (d2), s/veh	0.2	0.0	5.0	6.0	0.0	0.0	24.7	1.8	4.1	14.8	6.9	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	1.2	0.0	4.1	3.1	0.0	0.3	2.2	4.0	5.8	1.2	5.6	5.8
LnGrp Delay(d),s/veh	17.9	0.0	25.2	29.0	0.0	9.3	50.1	17.5	15.7	41.0	24.2	24.0
LnGrp LOS	B		C	C		A	D	B	B	D	C	C
Approach Vol, veh/h		345			401			1116			764	
Approach Delay, s/veh		23.3			27.3			19.5			25.4	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	21.2	11.5	16.1	7.6	20.0		27.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0		28.0
Max Q Clear Time (g_c+I1), s	3.8	13.8	7.5	10.5	4.8	11.5		2.7
Green Ext Time (p_c), s	0.0	1.8	0.1	0.8	0.0	3.4		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	0	32	1	1	10	25	532	11
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	60	60	60	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	41	2	2	17	29	619	13

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1103	1425	379	1047	1426	324	742	0	0
Stage 1	734	734	-	684	684	-	-	-	-
Stage 2	369	691	-	363	742	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	166	134	619	182	134	672	861	-	-
Stage 1	378	424	-	405	447	-	-	-	-
Stage 2	623	444	-	628	420	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	153	127	615	162	127	668	856	-	-
Mov Cap-2 Maneuver	153	127	-	162	127	-	-	-	-
Stage 1	358	424	-	384	423	-	-	-	-
Stage 2	570	421	-	583	420	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.8	14.1	0.6
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	416	414	941	-	-
HCM Lane V/C Ratio	0.034	-	-	0.116	0.048	-	-	-
HCM Control Delay (s)	9.4	0.2	-	14.8	14.1	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	666	16
Conflicting Peds, #/hr	7	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	724	17

Major/Minor	Major2		
Conflicting Flow All	632	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	947	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	941	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	0	8	6	0	17	25	527	31
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	72	72	72	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	11	8	0	24	30	643	38

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1176	1535	387	1139	1517	348	758	0	0
Stage 1	793	793	-	724	724	-	-	-	-
Stage 2	383	742	-	415	793	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	147	115	611	156	118	648	849	-	-
Stage 1	348	398	-	383	429	-	-	-	-
Stage 2	611	420	-	585	398	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	131	104	607	142	107	644	844	-	-
Mov Cap-2 Maneuver	131	104	-	142	107	-	-	-	-
Stage 1	328	384	-	360	404	-	-	-	-
Stage 2	551	395	-	551	384	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	21.6	16.9	0.6
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	844	-	-	237	335	902	-	-
HCM Lane V/C Ratio	0.036	-	-	0.084	0.095	0.019	-	-
HCM Control Delay (s)	9.4	0.2	-	21.6	16.9	9.1	0.1	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	16	689	0
Conflicting Peds, #/hr	7	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	91	91	91
Heavy Vehicles, %	2	2	2
Mvmt Flow	18	757	0

Major/Minor	Major2		
Conflicting Flow All	681	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	907	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	902	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	1	472	0	8	325	6	26	0	21
Conflicting Peds, #/hr	7	0	4	4	0	7	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	94	94	94	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	536	0	9	346	6	28	0	23

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	352	0	0	536	0	0	913	908	543
Stage 1	-	-	-	-	-	-	539	539	-
Stage 2	-	-	-	-	-	-	374	369	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1032	-	-	254	275	540
Stage 1	-	-	-	-	-	-	527	522	-
Stage 2	-	-	-	-	-	-	647	621	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1200	-	-	1026	-	-	244	272	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	272	-
Stage 1	-	-	-	-	-	-	526	521	-
Stage 2	-	-	-	-	-	-	621	614	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	1200	-	-	1026	-	-	498
HCM Lane V/C Ratio	0.158	0.001	-	-	0.008	-	-	0.04
HCM Control Delay (s)	18.2	8	0	-	8.5	0	-	12.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	0	12
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	75	75	75
Heavy Vehicles, %	2	2	2
Mvmt Flow	4	0	16

Major/Minor	Minor2		
Conflicting Flow All	916	905	356
Stage 1	366	366	-
Stage 2	550	539	-
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	253	276	688
Stage 1	653	623	-
Stage 2	519	522	-
Platoon blocked, %			
Mov Cap-1 Maneuver	239	273	684
Mov Cap-2 Maneuver	239	273	-
Stage 1	652	616	-
Stage 2	494	521	-

Approach	SB
HCM Control Delay, s	12.5
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	493	1	0	328	3	1	0	0
Conflicting Peds, #/hr	7	0	5	5	0	7	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	580	1	0	357	3	4	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	367	0	0	588	0	0	985	980	595
Stage 1	-	-	-	-	-	-	613	613	-
Stage 2	-	-	-	-	-	-	372	367	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	987	-	-	227	250	504
Stage 1	-	-	-	-	-	-	480	483	-
Stage 2	-	-	-	-	-	-	648	622	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1185	-	-	981	-	-	217	243	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	243	-
Stage 1	-	-	-	-	-	-	470	472	-
Stage 2	-	-	-	-	-	-	632	618	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	1185	-	-	981	-	-	478
HCM Lane V/C Ratio	0.018	0.011	-	-	-	-	-	0.033
HCM Control Delay (s)	21.9	8.1	0	-	0	-	-	12.8
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	2	0	8
Conflicting Peds, #/hr	7	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	63	63	63
Heavy Vehicles, %	2	2	2
Mvmt Flow	3	0	13

Major/Minor	Minor2		
Conflicting Flow All	978	979	372
Stage 1	365	365	-
Stage 2	613	614	-
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	230	250	674
Stage 1	654	623	-
Stage 2	480	483	-
Platoon blocked, %			
Mov Cap-1 Maneuver	225	243	666
Mov Cap-2 Maneuver	225	243	-
Stage 1	640	619	-
Stage 2	470	472	-

Approach	SB
HCM Control Delay, s	12.8
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
1: Zinfandel Dr & Folsom Blvd

MD Existing
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	311	268	116	314	18	468	195	145	82	284	28
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_pbT)	0.98		0.98	1.00		0.99	1.00		0.96	1.00		0.96
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	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	59	317	273	133	361	21	538	224	167	91	316	31
Adj No. of Lanes	2	2	1	2	2	0	2	1	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.87	0.87	0.87	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	630	783	343	213	1161	67	883	463	378	415	759	74
Arrive On Green	0.22	0.22	0.22	0.06	0.34	0.34	0.25	0.25	0.25	0.23	0.23	0.23
Sat Flow, veh/h	1896	3539	1551	3442	3398	197	3548	1863	1518	1774	3244	315
Grp Volume(v), veh/h	59	317	273	133	187	195	538	224	167	91	171	176
Grp Sat Flow(s),veh/h/ln	948	1770	1551	1721	1770	1825	1774	1863	1518	1774	1770	1790
Q Serve(g_s), s	1.7	5.2	11.4	2.6	5.3	5.4	9.2	7.0	6.3	2.8	5.6	5.7
Cycle Q Clear(g_c), s	1.7	5.2	11.4	2.6	5.3	5.4	9.2	7.0	6.3	2.8	5.6	5.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	630	783	343	213	604	623	883	463	378	415	414	419
V/C Ratio(X)	0.09	0.40	0.80	0.63	0.31	0.31	0.61	0.48	0.44	0.22	0.41	0.42
Avail Cap(c_a), veh/h	654	829	363	252	647	668	883	463	378	415	414	419
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	21.4	22.8	25.2	31.3	16.6	16.6	22.7	21.9	21.7	21.1	22.2	22.2
Incr Delay (d2), s/veh	0.1	0.3	11.1	3.6	0.3	0.3	3.1	3.6	3.7	1.2	3.0	3.1
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	0.4	2.6	5.9	1.3	2.7	2.8	4.9	4.1	3.1	1.5	3.1	3.2
LnGrp Delay(d),s/veh	21.5	23.1	36.3	34.9	16.9	16.9	25.9	25.5	25.4	22.3	25.2	25.3
LnGrp LOS	C	C	D	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		649			515			929			438	
Approach Delay, s/veh		28.5			21.5			25.7			24.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		21.0	8.2	19.1		20.0		27.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		16.0		25.0
Max Q Clear Time (g_c+I1), s		11.2	4.6	13.4		7.7		7.4
Green Ext Time (p_c), s		2.1	0.0	1.5		1.5		5.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Zinfandel Dr & Olson Dr

MD Existing
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	75	152	747	78	118	184	711	824	99	619	14
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_pbT)	0.96		0.94	1.00		0.98	1.00		0.98	1.00		0.97
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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	49	86	175	902	0	133	230	889	1030	109	680	15
Adj No. of Lanes	0	1	1	2	0	1	1	2	1	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.89	0.89	0.89	0.80	0.80	0.80	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	195	244	1013	0	774	249	1011	893	137	788	17
Arrive On Green	0.16	0.16	0.16	0.29	0.00	0.50	0.14	0.29	0.29	0.08	0.22	0.22
Sat Flow, veh/h	433	1192	1491	3548	0	1559	1774	3539	1545	1774	3538	78
Grp Volume(v), veh/h	135	0	175	902	0	133	230	889	1030	109	340	355
Grp Sat Flow(s),veh/h/ln	1626	0	1491	1774	0	1559	1774	1770	1545	1774	1770	1846
Q Serve(g_s), s	2.8	0.0	9.5	20.8	0.0	4.0	10.9	20.4	24.4	5.2	15.8	15.8
Cycle Q Clear(g_c), s	6.1	0.0	9.5	20.8	0.0	4.0	10.9	20.4	24.4	5.2	15.8	15.8
Prop In Lane	0.36		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	324	0	244	1013	0	774	249	1011	893	137	394	411
V/C Ratio(X)	0.42	0.00	0.72	0.89	0.00	0.17	0.92	0.88	1.15	0.79	0.86	0.86
Avail Cap(c_a), veh/h	361	0	280	1123	0	859	249	1011	893	146	394	411
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	33.8	29.2	0.0	11.8	36.2	29.1	18.4	38.7	31.9	31.9
Incr Delay (d2), s/veh	0.9	0.0	7.3	8.5	0.0	0.1	36.6	10.8	81.7	24.1	21.4	20.7
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	3.0	0.0	4.4	11.3	0.0	1.7	7.9	11.5	41.0	3.4	10.0	10.4
LnGrp Delay(d),s/veh	33.1	0.0	41.1	37.8	0.0	11.9	72.8	39.9	100.1	62.8	53.3	52.7
LnGrp LOS	C		D	D		B	E	D	F	E	D	D
Approach Vol, veh/h		310			1035			2149			804	
Approach Delay, s/veh		37.6			34.4			72.3			54.3	
Approach LOS		D			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	28.4	28.4	18.0	16.0	23.0		46.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	24.0	27.0	16.0	12.0	19.0		47.0
Max Q Clear Time (g_c+I1), s	7.2	26.4	22.8	11.5	12.9	17.8		6.0
Green Ext Time (p_c), s	0.0	0.0	1.6	0.8	0.0	1.1		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	57.3
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	0	65	0	1	65	17	756	34
Conflicting Peds, #/hr	2	0	5	5	0	2	12	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	72	72	72	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	74	0	1	90	21	922	41

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1229	1731	381	1346	1724	499	733	0	0
Stage 1	721	721	-	989	989	-	-	-	-
Stage 2	508	1010	-	357	735	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	134	87	617	110	88	517	868	-	-
Stage 1	385	430	-	265	323	-	-	-	-
Stage 2	516	316	-	633	424	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	103	82	608	91	82	510	859	-	-
Mov Cap-2 Maneuver	103	82	-	91	82	-	-	-	-
Stage 1	363	427	-	250	305	-	-	-	-
Stage 2	396	298	-	549	421	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.7	14.4	0.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	450	473	700	-	-
HCM Lane V/C Ratio	0.024	-	-	0.177	0.194	0.001	-	-
HCM Control Delay (s)	9.3	0.2	-	14.7	14.4	10.2	0	-
HCM Lane LOS	A	A	-	B	B	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.7	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	1	679	27
Conflicting Peds, #/hr	7	0	12
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	2	2	2
Mvmt Flow	1	700	28

Major/Minor	Major2		
Conflicting Flow All	968	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	707	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	700	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	22.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	6	91	24	0	42	96	732	68
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	83	83	83	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	7	103	29	0	51	125	951	88

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1550	2113	335	1738	2069	520	670	0	0
Stage 1	824	824	-	1245	1245	-	-	-	-
Stage 2	726	1289	-	493	824	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	77	50	661	56	54	501	916	-	-
Stage 1	333	385	-	184	244	-	-	-	-
Stage 2	382	232	-	526	385	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	45	27	660	~ 25	29	501	916	-	-
Mov Cap-2 Maneuver	45	27	-	~ 25	29	-	-	-	-
Stage 1	223	314	-	123	163	-	-	-	-
Stage 2	230	155	-	354	314	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	136.2	$ 310.7	2
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	916	-	-	138	63	664	-	-
HCM Lane V/C Ratio	0.136	-	-	0.988	1.262	0.116	-	-
HCM Control Delay (s)	9.5	1.2	-	136.2	$ 310.7	11.1	0.8	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	7	6.6	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	74	642	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	77	669	0

Major/Minor	Major2		
Conflicting Flow All	1040	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	664	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	664	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	1.9
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	1	960	2	7	918	4	10	0	27
Conflicting Peds, #/hr	25	0	4	4	0	25	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1091	2	7	966	4	15	0	41

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	972	0	0	1094	0	0	2100	2081	1118
Stage 1	-	-	-	-	-	-	1095	1095	-
Stage 2	-	-	-	-	-	-	1005	986	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	709	-	-	638	-	-	38	53	252
Stage 1	-	-	-	-	-	-	259	290	-
Stage 2	-	-	-	-	-	-	291	326	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	694	-	-	625	-	-	31	51	247
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	51	-
Stage 1	-	-	-	-	-	-	258	289	-
Stage 2	-	-	-	-	-	-	238	318	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	104.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	86	694	-	-	625	-	-	229
HCM Lane V/C Ratio	0.652	0.002	-	-	0.012	-	-	0.191
HCM Control Delay (s)	104.2	10.2	0	-	10.8	0	-	24.4
HCM Lane LOS	F	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	3.1	0	-	-	0	-	-	0.7

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	1	0	31
Conflicting Peds, #/hr	0	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	73	73	73
Heavy Vehicles, %	2	2	2
Mvmt Flow	1	0	42

Major/Minor	Minor2		
Conflicting Flow All	2100	2080	994
Stage 1	984	984	-
Stage 2	1116	1096	-
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	38	53	297
Stage 1	299	327	-
Stage 2	252	289	-
Platoon blocked, %			
Mov Cap-1 Maneuver	30	51	291
Mov Cap-2 Maneuver	30	51	-
Stage 1	298	319	-
Stage 2	205	288	-

Approach	SB
HCM Control Delay, s	24.4
HCM LOS	C

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	27	982	1	0	897	16	6	0	6
Conflicting Peds, #/hr	23	0	5	5	0	23	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	1129	1	0	975	17	12	0	12

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	998	0	0	1136	0	0	2210	2195	1158
Stage 1	-	-	-	-	-	-	1197	1197	-
Stage 2	-	-	-	-	-	-	1013	998	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	693	-	-	615	-	-	32	45	239
Stage 1	-	-	-	-	-	-	227	259	-
Stage 2	-	-	-	-	-	-	288	322	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	680	-	-	603	-	-	24	39	233
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	39	-
Stage 1	-	-	-	-	-	-	198	226	-
Stage 2	-	-	-	-	-	-	236	320	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	159.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	44	680	-	-	603	-	-	110
HCM Lane V/C Ratio	0.545	0.046	-	-	-	-	-	0.509
HCM Control Delay (s)	159.3	10.5	0	-	0	-	-	67.6
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	2	0.1	-	-	0	-	-	2.3

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	7	0	35
Conflicting Peds, #/hr	6	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	75	75	75
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	0	47

Major/Minor	Minor2		
Conflicting Flow All	2193	2188	1013
Stage 1	990	990	-
Stage 2	1203	1198	-
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	32	46	290
Stage 1	297	324	-
Stage 2	225	259	-
Platoon blocked, %			
Mov Cap-1 Maneuver	27	40	283
Mov Cap-2 Maneuver	27	40	-
Stage 1	259	322	-
Stage 2	184	226	-

Approach	SB
HCM Control Delay, s	67.6
HCM LOS	F

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
1: Zinfandel Dr & Folsom Blvd

PM Existing
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	349	287	140	370	18	509	503	157	64	302	32
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_pbT)	0.97		0.96	1.00		0.98	1.00		0.95	1.00		0.97
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	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	91	379	312	157	416	20	590	441	164	71	336	36
Adj No. of Lanes	2	2	1	2	2	0	2	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.96	0.96	0.96	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	616	810	347	240	1222	59	863	453	368	406	737	78
Arrive On Green	0.23	0.23	0.23	0.07	0.36	0.36	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1788	3539	1514	3442	3435	165	3548	1863	1512	1774	3216	342
Grp Volume(v), veh/h	91	379	312	157	214	222	590	441	164	71	184	188
Grp Sat Flow(s),veh/h/ln	894	1770	1514	1721	1770	1830	1774	1863	1512	1774	1770	1788
Q Serve(g_s), s	2.9	6.5	14.0	3.1	6.2	6.2	10.5	16.4	6.4	2.2	6.2	6.3
Cycle Q Clear(g_c), s	2.9	6.5	14.0	3.1	6.2	6.2	10.5	16.4	6.4	2.2	6.2	6.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	616	810	347	240	630	651	863	453	368	406	405	410
V/C Ratio(X)	0.15	0.47	0.90	0.66	0.34	0.34	0.68	0.97	0.45	0.17	0.45	0.46
Avail Cap(c_a), veh/h	616	811	347	246	633	655	863	453	368	406	405	410
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	21.9	23.3	26.2	31.7	16.5	16.5	24.0	26.2	22.4	21.6	23.2	23.2
Incr Delay (d2), s/veh	0.1	0.4	25.2	5.9	0.3	0.3	4.4	36.0	3.9	0.9	3.6	3.7
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	0.7	3.2	8.2	1.7	3.1	3.2	5.7	12.9	3.1	1.2	3.5	3.6
LnGrp Delay(d),s/veh	22.0	23.7	51.4	37.6	16.8	16.8	28.4	62.2	26.3	22.6	26.8	26.9
LnGrp LOS	C	C	D	D	B	B	C	E	C	C	C	C
Approach Vol, veh/h		782			593			1195			443	
Approach Delay, s/veh		34.5			22.3			40.6			26.2	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		21.0	8.9	20.0		20.0		28.9
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		16.0		25.0
Max Q Clear Time (g_c+I1), s		18.4	5.1	16.0		8.3		8.2
Green Ext Time (p_c), s		0.0	0.0	0.0		1.4		6.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Zinfandel Dr & Olson Dr

PM Existing
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	84	155	583	88	114	222	983	767	97	612	18
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_pbT)	0.95		0.93	1.00		0.97	1.00		0.93	1.00		0.92
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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	57	93	172	726	0	128	234	1035	807	113	712	21
Adj No. of Lanes	0	1	1	2	0	1	1	2	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	187	245	822	0	679	270	1230	879	123	927	27
Arrive On Green	0.17	0.17	0.17	0.23	0.00	0.44	0.15	0.35	0.35	0.07	0.26	0.26
Sat Flow, veh/h	472	1128	1473	3548	0	1530	1774	3539	1475	1774	3500	103
Grp Volume(v), veh/h	150	0	172	726	0	128	234	1035	807	113	360	373
Grp Sat Flow(s),veh/h/ln	1600	0	1473	1774	0	1530	1774	1770	1475	1774	1770	1834
Q Serve(g_s), s	4.4	0.0	9.5	17.1	0.0	4.4	11.1	23.3	30.0	5.5	16.2	16.2
Cycle Q Clear(g_c), s	7.1	0.0	9.5	17.1	0.0	4.4	11.1	23.3	30.0	5.5	16.2	16.2
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	323	0	245	822	0	679	270	1230	879	123	469	486
V/C Ratio(X)	0.46	0.00	0.70	0.88	0.00	0.19	0.87	0.84	0.92	0.92	0.77	0.77
Avail Cap(c_a), veh/h	353	0	273	904	0	744	288	1230	879	123	469	486
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	34.0	32.0	0.0	14.6	35.7	26.0	16.8	39.9	29.3	29.3
Incr Delay (d2), s/veh	1.0	0.0	7.0	9.7	0.0	0.1	22.4	7.1	16.0	56.0	11.5	11.1
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	3.4	0.0	4.3	9.5	0.0	1.9	7.1	12.6	21.0	4.6	9.4	9.7
LnGrp Delay(d),s/veh	33.9	0.0	40.9	41.7	0.0	14.7	58.1	33.1	32.7	95.9	40.7	40.4
LnGrp LOS	C		D	D		B	E	C	C	F	D	D
Approach Vol, veh/h		322			854			2076			846	
Approach Delay, s/veh		37.7			37.7			35.8			48.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	34.0	24.0	18.3	17.1	26.9		42.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	30.0	22.0	16.0	14.0	22.0		42.0
Max Q Clear Time (g_c+I1), s	7.5	32.0	19.1	11.5	13.1	18.2		6.4
Green Ext Time (p_c), s	0.0	0.0	0.9	0.9	0.1	3.5		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.8
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	0	52	2	1	47	19	1101	19
Conflicting Peds, #/hr	2	0	7	7	0	2	1	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	54	54	54	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	62	4	2	87	20	1159	20

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1382	1981	395	1589	1988	603	770	0	0
Stage 1	755	755	-	1216	1216	-	-	-	-
Stage 2	627	1226	-	373	772	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	103	61	604	72	60	442	840	-	-
Stage 1	367	415	-	192	252	-	-	-	-
Stage 2	438	249	-	620	407	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	75	56	597	60	55	437	835	-	-
Mov Cap-2 Maneuver	75	56	-	60	55	-	-	-	-
Stage 1	339	411	-	178	233	-	-	-	-
Stage 2	322	230	-	551	403	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.8	21.2	0.4
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	835	-	-	475	314	582	-	-
HCM Lane V/C Ratio	0.024	-	-	0.135	0.295	0.002	-	-
HCM Control Delay (s)	9.4	0.3	-	13.8	21.2	11.2	0	-
HCM Lane LOS	A	A	-	B	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.2	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	1	685	32
Conflicting Peds, #/hr	7	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	1	729	34

Major/Minor	Major2		
Conflicting Flow All	1186	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	585	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	582	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	34	2	53	9	0	31	70	1052	48
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	63	63	63	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	3	67	14	0	49	74	1107	51

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1554	2158	391	1755	2149	591	764	0	0
Stage 1	847	847	-	1286	1286	-	-	-	-
Stage 2	707	1311	-	469	863	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	77	47	608	54	48	450	845	-	-
Stage 1	323	376	-	174	233	-	-	-	-
Stage 2	392	227	-	544	370	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	49	30	602	32	30	446	841	-	-
Mov Cap-2 Maneuver	49	30	-	32	30	-	-	-	-
Stage 1	241	320	-	130	174	-	-	-	-
Stage 2	260	169	-	408	315	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	185.4	70.5	1.6
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	105	114	593	-	-
HCM Lane V/C Ratio	0.088	-	-	1.073	0.557	0.083	-	-
HCM Control Delay (s)	9.7	1.1	-	185.4	70.5	11.6	0.7	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	7	2.7	0.3	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	45	660	30
Conflicting Peds, #/hr	6	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	91	91	91
Heavy Vehicles, %	2	2	2
Mvmt Flow	49	725	33

Major/Minor	Major2		
Conflicting Flow All	1164	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	596	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	593	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	1.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	902	2	12	808	4	13	0	37
Conflicting Peds, #/hr	16	0	11	11	0	16	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	96	96	96	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	949	2	12	842	4	18	0	50

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	848	0	0	954	0	0	1836	1826	969
Stage 1	-	-	-	-	-	-	953	953	-
Stage 2	-	-	-	-	-	-	883	873	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	790	-	-	720	-	-	58	77	308
Stage 1	-	-	-	-	-	-	311	338	-
Stage 2	-	-	-	-	-	-	340	368	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	779	-	-	710	-	-	52	74	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	74	-
Stage 1	-	-	-	-	-	-	310	337	-
Stage 2	-	-	-	-	-	-	302	355	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	56.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	779	-	-	710	-	-	350
HCM Lane V/C Ratio	0.504	-	-	-	0.018	-	-	0.069
HCM Control Delay (s)	56.5	0	-	-	10.2	0	-	16
HCM Lane LOS	F	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	2.4	0	-	-	0.1	-	-	0.2

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	18
Conflicting Peds, #/hr	0	0	2
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	75	75	75
Heavy Vehicles, %	2	2	2
Mvmt Flow	0	0	24

Major/Minor	Minor2		
Conflicting Flow All	1849	1825	862
Stage 1	871	871	-
Stage 2	978	954	-
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	57	77	355
Stage 1	346	368	-
Stage 2	301	337	-
Platoon blocked, %			
Mov Cap-1 Maneuver	46	74	350
Mov Cap-2 Maneuver	46	74	-
Stage 1	345	355	-
Stage 2	248	336	-

Approach	SB
HCM Control Delay, s	16
HCM LOS	C

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	898	1	0	781	3	16	0	7
Conflicting Peds, #/hr	5	0	18	18	0	5	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	935	1	0	814	3	25	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	823	0	0	942	0	0	1785	1775	960
Stage 1	-	-	-	-	-	-	952	952	-
Stage 2	-	-	-	-	-	-	833	823	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	807	-	-	728	-	-	63	83	311
Stage 1	-	-	-	-	-	-	312	338	-
Stage 2	-	-	-	-	-	-	363	388	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	795	-	-	717	-	-	57	81	305
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	81	-
Stage 1	-	-	-	-	-	-	306	332	-
Stage 2	-	-	-	-	-	-	333	386	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	89.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	76	795	-	-	717	-	-	225
HCM Lane V/C Ratio	0.473	0.007	-	-	-	-	-	0.125
HCM Control Delay (s)	89.2	9.6	0	-	0	-	-	23.3
HCM Lane LOS	F	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	0.4

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	0	22
Conflicting Peds, #/hr	6	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	2	2	2
Mvmt Flow	3	0	25

Major/Minor	Minor2		
Conflicting Flow All	1779	1774	839
Stage 1	821	821	-
Stage 2	958	953	-
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	64	83	366
Stage 1	369	389	-
Stage 2	309	338	-
Platoon blocked, %			
Mov Cap-1 Maneuver	60	81	359
Mov Cap-2 Maneuver	60	81	-
Stage 1	362	387	-
Stage 2	290	332	-

Approach	SB
HCM Control Delay, s	23.3
HCM LOS	C

Minor Lane/Major Mvmt

Queues
1: Zinfandel Dr & Folsom Blvd

AM Existing
9/25/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	289	258	84	229	167	349	66	37	424
v/c Ratio	0.08	0.46	0.53	0.31	0.23	0.39	0.39	0.13	0.08	0.47
Control Delay	22.4	26.1	7.9	33.0	16.5	24.1	21.9	0.6	21.1	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	26.1	7.9	33.0	16.5	24.1	21.9	0.6	21.1	23.1
Queue Length 50th (ft)	5	55	0	17	33	60	63	0	11	74
Queue Length 95th (ft)	15	88	53	38	57	125	108	2	35	124
Internal Link Dist (ft)		690			801		270			139
Turn Bay Length (ft)	225		175	400		230		140	120	
Base Capacity (vph)	548	897	584	272	1395	433	902	519	448	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.32	0.44	0.31	0.16	0.39	0.39	0.13	0.08	0.47

Intersection Summary

Queues
2: Zinfandel Dr & Olson Dr

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	253	186	189	35	91	589	436	58	706
v/c Ratio	0.20	0.45	0.81	0.81	0.04	0.75	0.55	0.47	0.48	0.73
Control Delay	18.6	9.1	54.7	55.2	0.2	67.2	20.3	3.1	42.0	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	9.1	54.7	55.2	0.2	67.2	20.3	3.1	42.0	25.0
Queue Length 50th (ft)	26	20	70	71	0	33	97	0	21	122
Queue Length 95th (ft)	58	72	#153	#154	0	#104	145	41	#62	175
Internal Link Dist (ft)	236			135			346			251
Turn Bay Length (ft)		195	150		198	290		140	150	
Base Capacity (vph)	450	560	231	233	789	122	1066	922	122	971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.45	0.81	0.81	0.04	0.75	0.55	0.47	0.48	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Zinfandel Dr & Folsom Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	59	317	273	133	382	269	493	167	91	347
v/c Ratio	0.16	0.47	0.53	0.50	0.36	0.63	0.56	0.31	0.21	0.40
Control Delay	23.3	25.9	7.6	37.4	17.8	31.0	24.8	6.0	22.8	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	25.9	7.6	37.4	17.8	31.0	24.8	6.0	22.8	22.3
Queue Length 50th (ft)	10	61	0	27	59	108	97	0	30	60
Queue Length 95th (ft)	25	96	55	53	87	#198	147	39	68	101
Internal Link Dist (ft)		690			801		270			139
Turn Bay Length (ft)	225		175	400		230		140	120	
Base Capacity (vph)	470	882	587	267	1371	426	873	533	441	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.36	0.47	0.50	0.28	0.63	0.56	0.31	0.21	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: Zinfandel Dr & Olson Dr

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	135	175	461	466	133	230	889	1030	109	695
v/c Ratio	0.56	0.41	0.93	0.93	0.16	0.97	0.94	0.97	0.80	0.93
Control Delay	43.5	8.5	58.1	57.7	2.6	93.8	51.8	31.6	79.8	56.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	8.5	58.1	57.7	2.6	93.8	51.8	31.6	79.8	56.1
Queue Length 50th (ft)	71	0	264	267	0	132	260	274	62	204
Queue Length 95th (ft)	126	49	#449	#452	25	#230	#295	#386	#152	#315
Internal Link Dist (ft)	236			135			346			251
Turn Bay Length (ft)		195	150		198	290		140	150	
Base Capacity (vph)	243	427	504	503	846	236	943	1072	137	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.41	0.91	0.93	0.16	0.97	0.94	0.96	0.80	0.93

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Zinfandel Dr & Folsom Blvd

PM Existing
9/25/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	91	379	312	157	436	344	710	164	71	372
v/c Ratio	0.26	0.54	0.56	0.62	0.37	0.85	0.84	0.32	0.17	0.45
Control Delay	24.5	27.1	7.5	43.1	17.7	46.9	35.9	6.1	22.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	27.1	7.5	43.1	17.7	46.9	35.9	6.1	22.8	23.6
Queue Length 50th (ft)	16	74	0	34	69	153	158	0	24	68
Queue Length 95th (ft)	35	113	58	#70	103	#314	#259	43	56	108
Internal Link Dist (ft)		690			801		270			139
Turn Bay Length (ft)	225		175	400		230		140	120	
Base Capacity (vph)	415	839	603	254	1305	405	843	508	419	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.45	0.52	0.62	0.33	0.85	0.84	0.32	0.17	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: Zinfandel Dr & Olson Dr

PM Existing
9/25/2014

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	150	172	373	381	128	234	1035	807	113	733
v/c Ratio	0.61	0.41	0.92	0.93	0.17	0.87	0.88	0.78	0.96	0.84
Control Delay	46.2	8.6	64.0	64.4	3.2	68.8	38.4	12.0	117.4	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	8.6	64.0	64.4	3.2	68.8	38.4	12.0	117.4	42.3
Queue Length 50th (ft)	80	0	216	222	0	131	289	113	65	208
Queue Length 95th (ft)	#154	53	#384	#391	28	#259	#404	246	#160	#266
Internal Link Dist (ft)	236			135			346			251
Turn Bay Length (ft)		195	150		198	290		140	150	
Base Capacity (vph)	245	423	410	411	758	275	1179	1037	118	875
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.41	0.91	0.93	0.17	0.85	0.88	0.78	0.96	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix D – Level of Service Worksheets: Existing plus Project Conditions

HCM 2010 Signalized Intersection Summary
1: Zinfandel Dr & Folsom Blvd

AM Existing Plus Proj
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	260	242	86	197	9	244	258	72	36	388	29
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_pbT)	0.98		0.97	1.00		0.99	1.00		0.98	1.00		0.98
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	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	31	289	269	96	219	10	178	389	77	37	400	30
Adj No. of Lanes	2	2	1	2	2	0	1	2	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	693	775	337	171	1132	51	450	945	395	424	796	59
Arrive On Green	0.22	0.22	0.22	0.05	0.33	0.33	0.25	0.25	0.25	0.24	0.24	0.24
Sat Flow, veh/h	2184	3539	1539	3442	3446	157	1774	3725	1555	1774	3334	249
Grp Volume(v), veh/h	31	289	269	96	112	117	178	389	77	37	211	219
Grp Sat Flow(s),veh/h/ln	1092	1770	1539	1721	1770	1833	1774	1863	1555	1774	1770	1813
Q Serve(g_s), s	0.8	4.7	11.1	1.8	3.0	3.1	5.6	5.8	2.6	1.1	6.9	7.0
Cycle Q Clear(g_c), s	0.8	4.7	11.1	1.8	3.0	3.1	5.6	5.8	2.6	1.1	6.9	7.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	693	775	337	171	581	602	450	945	395	424	423	433
V/C Ratio(X)	0.04	0.37	0.80	0.56	0.19	0.19	0.40	0.41	0.20	0.09	0.50	0.50
Avail Cap(c_a), veh/h	737	845	368	257	660	684	450	945	395	424	423	433
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	20.7	22.3	24.8	31.1	16.1	16.1	20.7	20.8	19.6	19.8	22.0	22.1
Incr Delay (d2), s/veh	0.0	0.3	10.9	2.9	0.2	0.2	2.6	1.3	1.1	0.4	4.2	4.2
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	0.2	2.3	5.7	0.9	1.5	1.6	3.0	3.1	1.2	0.6	3.8	4.0
LnGrp Delay(d),s/veh	20.8	22.6	35.7	34.0	16.3	16.3	23.3	22.2	20.7	20.2	26.2	26.2
LnGrp LOS	C	C	D	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		589			325			644			467	
Approach Delay, s/veh		28.5			21.5			22.3			25.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		21.0	7.3	18.7		20.0		26.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		16.0		25.0
Max Q Clear Time (g_c+I1), s		7.8	3.8	13.1		9.0		5.1
Green Ext Time (p_c), s		2.3	0.0	1.3		1.5		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	59	228	296	26	42	82	549	402	65	637	13
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_pbT)	0.98		0.97	1.00		0.99	1.00		0.99	1.00		0.98
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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	30	66	253	379	0	51	91	610	447	73	716	15
Adj No. of Lanes	0	1	1	2	0	1	1	2	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.83	0.83	0.83	0.90	0.90	0.90	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	301	337	494	0	676	116	1067	691	92	1020	21
Arrive On Green	0.22	0.22	0.22	0.14	0.00	0.43	0.07	0.30	0.30	0.05	0.29	0.29
Sat Flow, veh/h	349	1372	1535	3548	0	1569	1774	3539	1560	1774	3544	74
Grp Volume(v), veh/h	96	0	253	379	0	51	91	610	447	73	357	374
Grp Sat Flow(s),veh/h/ln	1721	0	1535	1774	0	1569	1774	1770	1560	1774	1770	1848
Q Serve(g_s), s	0.0	0.0	8.6	5.7	0.0	1.1	2.8	8.1	12.5	2.3	10.0	10.0
Cycle Q Clear(g_c), s	2.4	0.0	8.6	5.7	0.0	1.1	2.8	8.1	12.5	2.3	10.0	10.0
Prop In Lane	0.31		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	463	0	337	494	0	676	116	1067	691	92	509	532
V/C Ratio(X)	0.21	0.00	0.75	0.77	0.00	0.08	0.79	0.57	0.65	0.79	0.70	0.70
Avail Cap(c_a), veh/h	576	0	442	511	0	791	128	1067	691	128	509	532
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	20.3	23.0	0.0	9.3	25.6	16.4	12.2	26.1	17.7	17.7
Incr Delay (d2), s/veh	0.2	0.0	5.1	6.7	0.0	0.0	24.9	2.2	4.6	20.3	7.8	7.5
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	1.2	0.0	4.1	3.2	0.0	0.5	2.2	4.2	6.2	1.6	6.0	6.2
LnGrp Delay(d),s/veh	18.1	0.0	25.3	29.7	0.0	9.3	50.5	18.6	16.8	46.4	25.5	25.2
LnGrp LOS	B		C	C		A	D	B	B	D	C	C
Approach Vol, veh/h		349			430			1148			804	
Approach Delay, s/veh		23.3			27.3			20.4			27.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	20.7	11.7	16.2	7.6	20.0		27.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0		28.0
Max Q Clear Time (g_c+I1), s	4.3	14.5	7.7	10.6	4.8	12.0		3.1
Green Ext Time (p_c), s	0.0	1.3	0.0	0.8	0.0	3.1		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	0	32	9	1	17	25	551	20
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	60	60	60	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	41	15	2	28	29	641	23

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1148	1491	390	1098	1488	340	764	0	0
Stage 1	768	768	-	711	711	-	-	-	-
Stage 2	380	723	-	387	777	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	154	123	609	167	123	656	845	-	-
Stage 1	360	409	-	390	434	-	-	-	-
Stage 2	614	429	-	608	405	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	137	115	605	147	115	652	840	-	-
Mov Cap-2 Maneuver	137	115	-	147	115	-	-	-	-
Stage 1	340	403	-	368	410	-	-	-	-
Stage 2	550	405	-	557	399	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.4	20.2	0.6
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	393	281	915	-	-
HCM Lane V/C Ratio	0.035	-	-	0.122	0.16	0.007	-	-
HCM Control Delay (s)	9.4	0.2	-	15.4	20.2	9	0.1	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.6	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	6	686	16
Conflicting Peds, #/hr	7	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	7	746	17

Major/Minor	Major2		
Conflicting Flow All	665	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	920	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	915	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	0	8	34	0	39	25	533	59
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	72	72	72	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	11	47	0	54	30	650	72

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1237	1634	394	1213	1602	369	772	0	0
Stage 1	850	850	-	748	748	-	-	-	-
Stage 2	387	784	-	465	854	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	132	100	605	138	105	628	839	-	-
Stage 1	322	375	-	371	418	-	-	-	-
Stage 2	608	402	-	547	373	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	107	86	601	120	90	624	834	-	-
Mov Cap-2 Maneuver	107	86	-	120	90	-	-	-	-
Stage 1	302	344	-	348	392	-	-	-	-
Stage 2	518	377	-	489	342	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	24.8	36.9	0.6
HCM LOS	C	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	202	211	870	-	-
HCM Lane V/C Ratio	0.037	-	-	0.099	0.481	0.047	-	-
HCM Control Delay (s)	9.5	0.3	-	24.8	36.9	9.3	0.4	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.4	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	37	696	6
Conflicting Peds, #/hr	7	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	91	91	91
Heavy Vehicles, %	2	2	2
Mvmt Flow	41	765	7

Major/Minor	Major2		
Conflicting Flow All	723	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	875	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	870	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.8
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	9	489	0	8	342	9	26	0	21
Conflicting Peds, #/hr	7	0	4	4	0	7	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	94	94	94	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	556	0	9	364	10	28	0	23

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	373	0	0	556	0	0	975	966	563
Stage 1	-	-	-	-	-	-	576	576	-
Stage 2	-	-	-	-	-	-	399	390	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1185	-	-	1015	-	-	231	255	526
Stage 1	-	-	-	-	-	-	503	502	-
Stage 2	-	-	-	-	-	-	627	608	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1178	-	-	1009	-	-	217	249	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	249	-
Stage 1	-	-	-	-	-	-	497	496	-
Stage 2	-	-	-	-	-	-	592	601	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.2	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	1178	-	-	1009	-	-	450
HCM Lane V/C Ratio	0.174	0.009	-	-	0.008	-	-	0.077
HCM Control Delay (s)	19.8	8.1	0	-	8.6	0	-	13.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	6	0	20
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	75	75	75
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	0	27

Major/Minor	Minor2		
Conflicting Flow All	974	962	376
Stage 1	386	386	-
Stage 2	588	576	-
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	231	256	670
Stage 1	637	610	-
Stage 2	495	502	-
Platoon blocked, %			
Mov Cap-1 Maneuver	216	250	666
Mov Cap-2 Maneuver	216	250	-
Stage 1	629	603	-
Stage 2	465	496	-

Approach	SB
HCM Control Delay, s	13.7
HCM LOS	B

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	30	493	1	0	329	9	1	0	0
Conflicting Peds, #/hr	7	0	5	5	0	7	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	580	1	0	358	10	4	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	374	0	0	588	0	0	1049	1032	595
Stage 1	-	-	-	-	-	-	658	658	-
Stage 2	-	-	-	-	-	-	391	374	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	987	-	-	205	233	504
Stage 1	-	-	-	-	-	-	453	461	-
Stage 2	-	-	-	-	-	-	633	618	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1177	-	-	981	-	-	183	220	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	220	-
Stage 1	-	-	-	-	-	-	431	438	-
Stage 2	-	-	-	-	-	-	589	614	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	25.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	1177	-	-	981	-	-	422
HCM Lane V/C Ratio	0.022	0.03	-	-	-	-	-	0.135
HCM Control Delay (s)	25.1	8.2	0	-	0	-	-	14.9
HCM Lane LOS	D	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.5

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	9	0	27
Conflicting Peds, #/hr	7	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	63	63	63
Heavy Vehicles, %	2	2	2
Mvmt Flow	14	0	43

Major/Minor	Minor2		
Conflicting Flow All	1028	1029	377
Stage 1	370	370	-
Stage 2	658	659	-
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	212	234	670
Stage 1	650	620	-
Stage 2	453	461	-
Platoon blocked, %			
Mov Cap-1 Maneuver	202	221	662
Mov Cap-2 Maneuver	202	221	-
Stage 1	618	616	-
Stage 2	431	438	-

Approach	SB
HCM Control Delay, s	14.9
HCM LOS	B

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
1: Zinfandel Dr & Folsom Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	311	293	141	314	18	494	212	171	82	301	28
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_pbT)	0.98		0.98	1.00		0.99	1.00		0.96	1.00		0.96
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	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	59	317	299	162	361	21	568	244	197	91	334	31
Adj No. of Lanes	2	2	1	2	2	0	2	1	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.87	0.87	0.87	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	633	796	349	246	1202	70	866	455	370	408	750	69
Arrive On Green	0.23	0.23	0.23	0.07	0.35	0.35	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1896	3539	1552	3442	3398	197	3548	1863	1517	1774	3263	300
Grp Volume(v), veh/h	59	317	299	162	187	195	568	244	197	91	180	185
Grp Sat Flow(s),veh/h/ln	948	1770	1552	1721	1770	1825	1774	1863	1517	1774	1770	1793
Q Serve(g_s), s	1.7	5.3	12.9	3.2	5.3	5.4	10.0	7.9	7.9	2.9	6.1	6.2
Cycle Q Clear(g_c), s	1.7	5.3	12.9	3.2	5.3	5.4	10.0	7.9	7.9	2.9	6.1	6.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	633	796	349	246	626	646	866	455	370	408	407	412
V/C Ratio(X)	0.09	0.40	0.86	0.66	0.30	0.30	0.66	0.54	0.53	0.22	0.44	0.45
Avail Cap(c_a), veh/h	643	813	357	247	635	655	866	455	370	408	407	412
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	21.6	23.0	25.9	31.5	16.3	16.3	23.7	22.9	22.9	21.8	23.0	23.0
Incr Delay (d2), s/veh	0.1	0.3	18.0	6.3	0.3	0.3	3.9	4.5	5.4	1.3	3.5	3.5
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	0.5	2.6	7.2	1.7	2.6	2.8	5.4	4.6	3.8	1.6	3.3	3.4
LnGrp Delay(d),s/veh	21.6	23.3	43.9	37.8	16.5	16.5	27.5	27.4	28.2	23.0	26.5	26.5
LnGrp LOS	C	C	D	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		675			544			1009			456	
Approach Delay, s/veh		32.3			22.9			27.6			25.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		21.0	9.0	19.7		20.0		28.6
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		16.0		25.0
Max Q Clear Time (g_c+I1), s		12.0	5.2	14.9		8.2		7.4
Green Ext Time (p_c), s		2.1	0.0	0.7		1.5		5.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Zinfandel Dr & Olson Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	78	152	774	81	153	184	760	850	134	669	20
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_pbT)	0.96		0.94	1.00		0.98	1.00		0.98	1.00		0.97
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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	55	90	175	935	0	172	230	950	1062	147	735	22
Adj No. of Lanes	0	1	1	2	0	1	1	2	1	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.89	0.89	0.89	0.80	0.80	0.80	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	183	242	1018	0	773	244	1015	897	142	804	24
Arrive On Green	0.16	0.16	0.16	0.29	0.00	0.50	0.14	0.29	0.29	0.08	0.23	0.23
Sat Flow, veh/h	462	1124	1491	3548	0	1559	1774	3539	1545	1774	3505	105
Grp Volume(v), veh/h	145	0	175	935	0	172	230	950	1062	147	371	386
Grp Sat Flow(s),veh/h/ln	1585	0	1491	1774	0	1559	1774	1770	1545	1774	1770	1840
Q Serve(g_s), s	4.2	0.0	9.7	22.2	0.0	5.5	11.2	22.8	25.0	7.0	17.8	17.8
Cycle Q Clear(g_c), s	7.0	0.0	9.7	22.2	0.0	5.5	11.2	22.8	25.0	7.0	17.8	17.8
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	315	0	242	1018	0	773	244	1015	897	142	406	422
V/C Ratio(X)	0.46	0.00	0.72	0.92	0.00	0.22	0.94	0.94	1.18	1.03	0.91	0.91
Avail Cap(c_a), veh/h	346	0	274	1058	0	823	244	1015	897	142	406	422
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	34.6	30.1	0.0	12.5	37.3	30.3	18.7	40.1	32.8	32.8
Incr Delay (d2), s/veh	1.1	0.0	7.9	12.2	0.0	0.1	41.8	16.5	94.0	84.2	27.5	26.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.5	12.6	0.0	2.4	8.3	13.4	44.7	6.7	11.8	12.2
LnGrp Delay(d),s/veh	34.4	0.0	42.6	42.3	0.0	12.6	79.1	46.8	112.7	124.7	60.3	59.6
LnGrp LOS	C		D	D		B	E	D	F	F	E	E
Approach Vol, veh/h		320			1107			2242			904	
Approach Delay, s/veh		38.9			37.7			81.4			70.5	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	29.0	29.0	18.2	16.0	24.0		47.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	25.0	26.0	16.0	12.0	20.0		46.0
Max Q Clear Time (g_c+I1), s	9.0	27.0	24.2	11.7	13.2	19.8		7.5
Green Ext Time (p_c), s	0.0	0.0	0.8	0.9	0.0	0.2		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	65.7
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	5	0	65	16	1	77	17	812	51
Conflicting Peds, #/hr	2	0	5	5	0	2	12	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	72	72	72	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	74	22	1	107	21	990	62

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1343	1900	410	1477	1883	543	791	0	0
Stage 1	801	801	-	1068	1068	-	-	-	-
Stage 2	542	1099	-	409	815	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	110	68	591	88	70	484	825	-	-
Stage 1	344	395	-	237	296	-	-	-	-
Stage 2	492	287	-	590	389	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	77	61	583	70	63	477	817	-	-
Mov Cap-2 Maneuver	77	61	-	70	63	-	-	-	-
Stage 1	321	380	-	221	276	-	-	-	-
Stage 2	352	268	-	493	375	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	16.3	38.8	0.5
HCM LOS	C	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	397	232	648	-	-
HCM Lane V/C Ratio	0.025	-	-	0.2	0.563	0.019	-	-
HCM Control Delay (s)	9.5	0.3	-	16.3	38.8	10.7	0.2	-
HCM Lane LOS	A	A	-	C	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	3.1	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	12	735	27
Conflicting Peds, #/hr	7	0	12
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	2	2	2
Mvmt Flow	12	758	28

Major/Minor	Major2		
Conflicting Flow All	1057	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	655	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	648	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

HCM 2010 TWSC
4: Zinfandel Dr & S Dwy/Zin_South Dwy

Intersection	
Int Delay, s/veh	93.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	6	91	79	0	81	0	766	123
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	83	83	83	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	7	103	95	0	98	0	995	160

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1438	2096	354	1666	2016	578	706	0	0
Stage 1	940	940	-	1076	1076	-	-	-	-
Stage 2	498	1156	-	590	940	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	94	51	642	~ 63	58	459	888	-	-
Stage 1	283	340	-	234	294	-	-	-	-
Stage 2	523	269	-	461	340	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	56	35	641	~ 34	39	459	888	-	-
Mov Cap-2 Maneuver	56	35	-	~ 34	39	-	-	-	-
Stage 1	283	231	-	234	294	-	-	-	-
Stage 2	412	269	-	255	231	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	84.7	$ 1044.2	0
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	166	64	600	-	-
HCM Lane V/C Ratio	-	-	-	0.821	3.012	0.194	-	-
HCM Control Delay (s)	0	-	-	84.7	$ 1044.2	12.4	1.5	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	5.5	19.8	0.7	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	112	677	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	117	705	0

Major/Minor	Major2		
Conflicting Flow All	1156	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	600	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	600	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	3.1
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	17	1008	2	7	966	7	10	0	27
Conflicting Peds, #/hr	25	0	4	4	0	25	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	95	95	95	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1145	2	7	1017	7	15	0	41

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1025	0	0	1149	0	0	2254	2226	1173
Stage 1	-	-	-	-	-	-	1186	1186	-
Stage 2	-	-	-	-	-	-	1068	1040	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	677	-	-	608	-	-	29	43	234
Stage 1	-	-	-	-	-	-	230	262	-
Stage 2	-	-	-	-	-	-	268	307	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	663	-	-	595	-	-	20	38	229
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	38	-
Stage 1	-	-	-	-	-	-	212	241	-
Stage 2	-	-	-	-	-	-	195	298	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.1	209.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	663	-	-	595	-	-	144
HCM Lane V/C Ratio	0.934	0.029	-	-	0.012	-	-	0.485
HCM Control Delay (s)	209.7	10.6	0	-	11.1	0	-	51.6
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0	-	-	2.3

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	4	0	47
Conflicting Peds, #/hr	0	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	73	73	73
Heavy Vehicles, %	2	2	2
Mvmt Flow	5	0	64

Major/Minor	Minor2		
Conflicting Flow All	2243	2223	1047
Stage 1	1036	1036	-
Stage 2	1207	1187	-
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	30	43	277
Stage 1	280	309	-
Stage 2	224	262	-
Platoon blocked, %			
Mov Cap-1 Maneuver	22	38	271
Mov Cap-2 Maneuver	22	38	-
Stage 1	258	300	-
Stage 2	166	241	-

Approach	SB
HCM Control Delay, s	51.6
HCM LOS	F

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	66	994	1	0	908	22	6	0	6
Conflicting Peds, #/hr	23	0	5	5	0	23	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	1143	1	0	987	24	12	0	12

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1017	0	0	1150	0	0	2356	2318	1172
Stage 1	-	-	-	-	-	-	1301	1301	-
Stage 2	-	-	-	-	-	-	1055	1017	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	682	-	-	608	-	-	25	38	234
Stage 1	-	-	-	-	-	-	198	231	-
Stage 2	-	-	-	-	-	-	273	315	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	669	-	-	596	-	-	12	26	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	26	-
Stage 1	-	-	-	-	-	-	136	158	-
Stage 2	-	-	-	-	-	-	171	313	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	$ 442.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	23	669	-	-	596	-	-	96
HCM Lane V/C Ratio	1.043	0.113	-	-	-	-	-	1.208
HCM Control Delay (s)	$ 442.6	11.1	0	-	0	-	-	239.7
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	3.1	0.4	-	-	0	-	-	8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	12	0	75
Conflicting Peds, #/hr	6	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	75	75	75
Heavy Vehicles, %	2	2	2
Mvmt Flow	16	0	100

Major/Minor	Minor2		
Conflicting Flow All	2312	2306	1028
Stage 1	1005	1005	-
Stage 2	1307	1301	-
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	27	38	284
Stage 1	291	319	-
Stage 2	196	231	-
Platoon blocked, %			
Mov Cap-1 Maneuver	19	26	277
Mov Cap-2 Maneuver	19	26	-
Stage 1	199	317	-
Stage 2	125	158	-

Approach	SB
HCM Control Delay, s	239.7
HCM LOS	F

Minor Lane/Major Mvmt

HCM 2010 Signalized Intersection Summary
1: Zinfandel Dr & Folsom Blvd

PM Existing Plus Proj
9/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	349	300	153	370	18	522	511	170	64	311	32
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_pbT)	0.97		0.96	1.00		0.98	1.00		0.96	1.00		0.97
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	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	91	379	326	172	416	20	602	451	177	71	346	36
Adj No. of Lanes	2	2	1	2	2	0	2	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.96	0.96	0.96	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	614	809	346	197	1178	56	912	479	389	405	738	76
Arrive On Green	0.23	0.23	0.23	0.06	0.34	0.34	0.26	0.26	0.26	0.23	0.23	0.23
Sat Flow, veh/h	1788	3539	1514	3442	3434	165	3548	1863	1515	1774	3227	333
Grp Volume(v), veh/h	91	379	326	172	214	222	602	451	177	71	189	193
Grp Sat Flow(s),veh/h/ln	894	1770	1514	1721	1770	1830	1774	1863	1515	1774	1770	1790
Q Serve(g_s), s	2.9	6.5	14.8	3.5	6.3	6.4	10.6	16.6	6.9	2.3	6.4	6.5
Cycle Q Clear(g_c), s	2.9	6.5	14.8	3.5	6.3	6.4	10.6	16.6	6.9	2.3	6.4	6.5
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	614	809	346	197	607	627	912	479	389	405	404	409
V/C Ratio(X)	0.15	0.47	0.94	0.87	0.35	0.35	0.66	0.94	0.45	0.18	0.47	0.47
Avail Cap(c_a), veh/h	614	809	346	197	607	627	912	479	389	405	404	409
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	21.9	23.3	26.5	32.8	17.2	17.2	23.3	25.5	21.9	21.7	23.3	23.4
Incr Delay (d2), s/veh	0.1	0.4	33.6	32.5	0.3	0.3	3.7	28.9	3.8	0.9	3.8	3.9
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	0.7	3.2	9.4	2.5	3.1	3.3	5.7	12.4	3.3	1.2	3.6	3.7
LnGrp Delay(d),s/veh	22.1	23.7	60.1	65.3	17.5	17.5	27.0	54.3	25.7	22.6	27.1	27.2
LnGrp LOS	C	C	E	E	B	B	C	D	C	C	C	C
Approach Vol, veh/h		796			608			1230			453	
Approach Delay, s/veh		38.5			31.0			36.8			26.5	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		22.0	8.0	20.0		20.0		28.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s		18.0	4.0	16.0		16.0		24.0
Max Q Clear Time (g_c+I1), s		18.6	5.5	16.8		8.5		8.4
Green Ext Time (p_c), s		0.0	0.0	0.0		1.5		6.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Zinfandel Dr & Olson Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	86	155	596	89	131	222	1008	781	115	637	21
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_pbT)	0.95		0.93	1.00		0.97	1.00		0.93	1.00		0.92
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	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	60	96	172	741	0	147	234	1061	822	134	741	24
Adj No. of Lanes	0	1	1	2	0	1	1	2	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	181	243	819	0	675	263	1211	870	142	955	31
Arrive On Green	0.16	0.16	0.16	0.23	0.00	0.44	0.15	0.34	0.34	0.08	0.27	0.27
Sat Flow, veh/h	482	1099	1472	3548	0	1530	1774	3539	1474	1774	3488	113
Grp Volume(v), veh/h	156	0	172	741	0	147	234	1061	822	134	376	389
Grp Sat Flow(s),veh/h/ln	1582	0	1472	1774	0	1530	1774	1770	1474	1774	1770	1831
Q Serve(g_s), s	5.2	0.0	9.7	17.8	0.0	5.2	11.3	24.7	30.0	6.6	17.2	17.2
Cycle Q Clear(g_c), s	7.7	0.0	9.7	17.8	0.0	5.2	11.3	24.7	30.0	6.6	17.2	17.2
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	318	0	243	819	0	675	263	1211	870	142	484	501
V/C Ratio(X)	0.49	0.00	0.71	0.90	0.00	0.22	0.89	0.88	0.95	0.95	0.78	0.78
Avail Cap(c_a), veh/h	344	0	269	850	0	715	263	1211	870	142	484	501
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	34.6	32.8	0.0	15.1	36.6	27.1	17.9	40.2	29.4	29.4
Incr Delay (d2), s/veh	1.2	0.0	7.5	12.9	0.0	0.2	28.9	9.1	19.8	59.3	11.5	11.2
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	3.6	0.0	4.4	10.2	0.0	2.2	7.6	13.5	23.2	5.5	9.9	10.2
LnGrp Delay(d),s/veh	34.8	0.0	42.1	45.7	0.0	15.3	65.5	36.2	37.7	99.5	40.9	40.6
LnGrp LOS	C		D	D		B	E	D	D	F	D	D
Approach Vol, veh/h		328			888			2117			899	
Approach Delay, s/veh		38.6			40.6			40.0			49.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	34.0	24.2	18.5	17.0	28.0		42.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	30.0	21.0	16.0	13.0	24.0		41.0
Max Q Clear Time (g_c+I1), s	8.6	32.0	19.8	11.7	13.3	19.2		7.2
Green Ext Time (p_c), s	0.0	0.0	0.4	0.9	0.0	4.4		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	0	52	13	1	55	19	1127	30
Conflicting Peds, #/hr	2	0	7	7	0	2	1	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	54	54	54	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	62	24	2	102	20	1186	32

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1442	2066	410	1654	2067	623	798	0	0
Stage 1	801	801	-	1249	1249	-	-	-	-
Stage 2	641	1265	-	405	818	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	93	54	591	65	54	429	820	-	-
Stage 1	344	395	-	183	243	-	-	-	-
Stage 2	430	239	-	593	388	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	62	48	584	53	48	424	815	-	-
Mov Cap-2 Maneuver	62	48	-	53	48	-	-	-	-
Stage 1	316	380	-	168	223	-	-	-	-
Stage 2	297	219	-	510	373	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.5	67.9	0.5
HCM LOS	B	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	815	-	-	445	174	562	-	-
HCM Lane V/C Ratio	0.025	-	-	0.144	0.734	0.017	-	-
HCM Control Delay (s)	9.5	0.4	-	14.5	67.9	11.5	0.2	-
HCM Lane LOS	A	A	-	B	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	4.6	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	9	712	32
Conflicting Peds, #/hr	7	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	2	2	2
Mvmt Flow	10	757	34

Major/Minor	Major2		
Conflicting Flow All	1225	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	565	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	562	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	94.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	34	2	53	44	0	58	70	1062	84
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	63	63	63	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	3	67	70	0	92	74	1118	88

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1629	2277	397	1849	2248	615	775	0	0
Stage 1	917	917	-	1315	1315	-	-	-	-
Stage 2	712	1360	-	534	933	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	67	39	602	~ 46	41	434	837	-	-
Stage 1	293	349	-	167	226	-	-	-	-
Stage 2	389	215	-	498	343	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	~ 34	21	596	~ 24	22	430	833	-	-
Mov Cap-2 Maneuver	~ 34	21	-	~ 24	22	-	-	-	-
Stage 1	210	263	-	120	162	-	-	-	-
Stage 2	220	154	-	329	258	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	$ 378.6	$ 1118.2	1.6
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	75	52	568	-	-
HCM Lane V/C Ratio	0.088	-	-	1.502	3.114	0.139	-	-
HCM Control Delay (s)	9.7	1.2	-	$ 378.6	$ 1118.2	12.4	1.2	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	9.3	17.3	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
4: Zinfandel Dr & S Dwy/Zin_South Dwy

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	72	670	30
Conflicting Peds, #/hr	6	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	91	91	91
Heavy Vehicles, %	2	2	2
Mvmt Flow	79	736	33

Major/Minor	Major2		
Conflicting Flow All	1212	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	571	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	568	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	2.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	10	925	2	12	831	7	13	0	37
Conflicting Peds, #/hr	16	0	11	11	0	16	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	96	96	96	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	974	2	12	866	7	18	0	50

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	875	0	0	978	0	0	1913	1898	993
Stage 1	-	-	-	-	-	-	998	998	-
Stage 2	-	-	-	-	-	-	915	900	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	771	-	-	706	-	-	51	69	298
Stage 1	-	-	-	-	-	-	294	322	-
Stage 2	-	-	-	-	-	-	327	357	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	761	-	-	697	-	-	42	64	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	64	-
Stage 1	-	-	-	-	-	-	284	311	-
Stage 2	-	-	-	-	-	-	277	344	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.1	73.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	761	-	-	697	-	-	196
HCM Lane V/C Ratio	0.588	0.014	-	-	0.018	-	-	0.211
HCM Control Delay (s)	73.5	9.8	0	-	10.3	0	-	28.2
HCM Lane LOS	F	A	A	-	B	A	-	D
HCM 95th %tile Q(veh)	2.9	0	-	-	0.1	-	-	0.8

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	0	28
Conflicting Peds, #/hr	0	0	2
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	75	75	75
Heavy Vehicles, %	2	2	2
Mvmt Flow	4	0	37

Major/Minor	Minor2		
Conflicting Flow All	1919	1895	887
Stage 1	896	896	-
Stage 2	1023	999	-
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	51	70	343
Stage 1	335	359	-
Stage 2	284	321	-
Platoon blocked, %			
Mov Cap-1 Maneuver	40	65	338
Mov Cap-2 Maneuver	40	65	-
Stage 1	324	345	-
Stage 2	225	310	-

Approach	SB
HCM Control Delay, s	28.2
HCM LOS	D

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	30	899	1	0	782	11	16	0	7
Conflicting Peds, #/hr	5	0	18	18	0	5	1	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	936	1	0	815	11	25	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	832	0	0	944	0	0	1858	1837	961
Stage 1	-	-	-	-	-	-	1005	1005	-
Stage 2	-	-	-	-	-	-	853	832	-
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	801	-	-	727	-	-	56	76	311
Stage 1	-	-	-	-	-	-	291	319	-
Stage 2	-	-	-	-	-	-	354	384	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	789	-	-	716	-	-	44	69	305
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	69	-
Stage 1	-	-	-	-	-	-	266	291	-
Stage 2	-	-	-	-	-	-	297	382	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	134.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	59	789	-	-	716	-	-	174
HCM Lane V/C Ratio	0.609	0.04	-	-	-	-	-	0.368
HCM Control Delay (s)	134.5	9.8	0	-	0	-	-	37.3
HCM Lane LOS	F	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	2.5	0.1	-	-	0	-	-	1.6

HCM 2010 TWSC
6: Olson Dr & Olson_E Dwy

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	10	0	47
Conflicting Peds, #/hr	6	0	1
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	2	2	2
Mvmt Flow	11	0	53

Major/Minor	Minor2		
Conflicting Flow All	1837	1832	844
Stage 1	826	826	-
Stage 2	1011	1006	-
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	58	76	363
Stage 1	366	387	-
Stage 2	289	319	-
Platoon blocked, %			
Mov Cap-1 Maneuver	51	69	356
Mov Cap-2 Maneuver	51	69	-
Stage 1	334	385	-
Stage 2	252	291	-

Approach	SB
HCM Control Delay, s	37.3
HCM LOS	E

Minor Lane/Major Mvmt

ATTACHMENT 3

Queues
1: Zinfandel Dr & Folsom Blvd

AM Existing Plus Proj
9/25/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	289	269	96	229	174	360	77	37	430
v/c Ratio	0.08	0.46	0.54	0.35	0.23	0.40	0.40	0.15	0.08	0.48
Control Delay	22.4	26.1	8.0	33.8	16.5	24.3	22.0	1.5	21.1	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	26.1	8.0	33.8	16.5	24.3	22.0	1.5	21.1	23.1
Queue Length 50th (ft)	5	55	0	19	33	63	65	0	11	75
Queue Length 95th (ft)	15	88	54	42	57	130	112	8	35	126
Internal Link Dist (ft)		690			801		270			139
Turn Bay Length (ft)	225		175	400		230		140	120	
Base Capacity (vph)	548	897	593	272	1395	433	902	519	448	893
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.32	0.45	0.35	0.16	0.40	0.40	0.15	0.08	0.48

Intersection Summary

Queues
2: Zinfandel Dr & Olson Dr

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	96	253	193	195	51	91	610	447	73	731
v/c Ratio	0.21	0.45	0.84	0.84	0.06	0.75	0.63	0.50	0.60	0.75
Control Delay	18.8	9.3	58.7	58.6	1.1	67.2	22.5	3.3	51.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	9.3	58.7	58.6	1.1	67.2	22.5	3.3	51.1	26.0
Queue Length 50th (ft)	27	21	73	73	0	33	102	0	26	127
Queue Length 95th (ft)	60	73	#160	#161	5	#104	151	41	#80	#186
Internal Link Dist (ft)	236			135			346			251
Turn Bay Length (ft)		195	150		198	290		140	150	
Base Capacity (vph)	447	558	231	233	789	122	972	899	122	971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.45	0.84	0.84	0.06	0.75	0.63	0.50	0.60	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Zinfandel Dr & Folsom Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	59	317	299	162	382	284	528	197	91	365
v/c Ratio	0.17	0.48	0.56	0.63	0.34	0.69	0.63	0.36	0.21	0.43
Control Delay	23.3	26.4	7.8	43.2	17.4	34.0	26.4	5.9	22.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	26.4	7.8	43.2	17.4	34.0	26.4	5.9	22.9	23.1
Queue Length 50th (ft)	10	61	0	34	59	115	105	0	30	64
Queue Length 95th (ft)	25	96	57	#70	87	#226	157	42	68	106
Internal Link Dist (ft)		690			801		270			139
Turn Bay Length (ft)	225		175	400		230		140	120	
Base Capacity (vph)	454	852	596	258	1325	411	844	543	425	849
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.37	0.50	0.63	0.29	0.69	0.63	0.36	0.21	0.43

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: Zinfandel Dr & Olson Dr

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	145	175	478	483	172	230	950	1062	147	757
v/c Ratio	0.63	0.42	0.99	0.98	0.20	0.97	0.97	1.01	1.07	0.97
Control Delay	48.2	8.7	71.3	70.6	2.5	93.8	54.9	42.6	140.1	60.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	8.7	71.3	70.6	2.5	93.8	54.9	42.6	140.1	60.6
Queue Length 50th (ft)	77	1	283	286	0	132	280	~354	~93	224
Queue Length 95th (ft)	#139	49	#483	#488	29	#230	#330	#609	#212	#345
Internal Link Dist (ft)	236			135			346			251
Turn Bay Length (ft)		195	150		198	290		140	150	
Base Capacity (vph)	229	420	485	491	850	236	983	1054	137	784
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.42	0.99	0.98	0.20	0.97	0.97	1.01	1.07	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
1: Zinfandel Dr & Folsom Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	91	379	326	172	436	348	728	177	71	382
v/c Ratio	0.26	0.54	0.57	0.85	0.39	0.81	0.82	0.33	0.17	0.46
Control Delay	24.5	27.1	7.6	69.1	18.6	41.4	33.0	5.7	22.8	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	27.1	7.6	69.1	18.6	41.4	33.0	5.7	22.8	23.8
Queue Length 50th (ft)	16	74	0	38	71	153	160	0	24	71
Queue Length 95th (ft)	35	113	59	#91	105	#306	#257	43	56	111
Internal Link Dist (ft)		690			801		270			139
Turn Bay Length (ft)	225		175	400		230		140	120	
Base Capacity (vph)	415	839	614	203	1252	429	893	537	419	835
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.45	0.53	0.85	0.35	0.81	0.82	0.33	0.17	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
2: Zinfandel Dr & Olson Dr

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	156	172	382	388	147	234	1061	822	134	765
v/c Ratio	0.66	0.41	0.97	0.97	0.19	0.92	0.90	0.81	0.98	0.81
Control Delay	49.2	8.6	75.8	75.6	3.2	78.8	40.4	14.5	115.9	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	8.6	75.8	75.6	3.2	78.8	40.4	14.5	115.9	39.0
Queue Length 50th (ft)	83	0	227	231	0	133	298	140	77	213
Queue Length 95th (ft)	#165	53	#408	#413	31	#270	#421	289	#178	266
Internal Link Dist (ft)	236			135			346			251
Turn Bay Length (ft)		195	150		198	290		140	150	
Base Capacity (vph)	237	418	392	398	754	255	1179	1013	137	940
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.41	0.97	0.97	0.19	0.92	0.90	0.81	0.98	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

ZINFANDEL VILLAGE

RANCHO CORDOVA

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RANCHO CORDOVA
PLANNING

SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

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ZINFANDEL VILLAGE
RANCHO CORDOVA

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ZINFANDEL VILLAGE
RANCHO CORDOVA

I. GENERAL

Signs are not only as store identification, but are a source of interest, excitement and good advertising, when designed with taste and in harmony with the design standards of the center. The sign regulations herein have been established for the purpose of achieving the best possible effect for Tenant identification and overall design, while allowing each Tenant, creativity within the limits of their leasehold. Experience has proven that all stores in the Center benefit by the establishment of sign controls such as herein set forth.

II. APPROVAL PROCEDURE

A. The design and construction of Tenant's exterior sign MUST receive written approval by Landlord prior to fabrication and installation.

Landlord's approval shall be based on:

1) Conformity to the sign criteria established for the Center, including fabrication and method of installation.

2) Harmony of the proposed sign with the design standards of the shopping center and its co-Tenants.

Landlord has the specific right to refuse approval of any sign which does not conform to the specific criteria set forth herein.

B. To secure Landlord's approval, Tenant agrees to conform to the following procedure:

1) Two copies of the detailed sign design drawing of the sign submitted to the Landlord at:

Pacific Castle Rancho Cordova, LLC
c/o Pacific Castle Management, Inc.
2601 Main Street, Suite 900
Irvine, CA 92614

C. Unless Landlord has received the above described plans in the quantities set forth above, Landlord will not approve Tenant's exterior sign.

The sign drawings are to be prepared by a reputable state licensed sign contractor. The sign drawings must indicate the following information:

1) A plot plan and elevations indicating location of tenant sign.

2) Sizes of sign letters must be accurately dimensioned, spaced and drawn at a minimum of 1/2" = 1'-0" scale.

3) Section through sign and Fascia to show its construction methods, Plexiglas colors, paint finishes, types of materials, neon tubing sizes colors and intensity.

II. APPROVAL PROCEDURE (cont)

D. All drawings marked "Disapproved" or "Approved as noted" must be resubmitted as as here and above set forth in paragraph "B" with required corrections. Tenants or it's sign contractor will not be permitted to commence installation of the exterior sign, unless the following conditions have occurred:

1) A stamped set of the final drawings reflecting Landlord's approval are received and retained at Tenant's premises at all times during the installation of design and for a period of thirty (30) days thereafter.

2) NOTE: No sign shall be constructed until approved building permits from the City of Rancho Cordova Building Department are received by the sign contractor.

III. GENERAL SIGN CRITERIA AND RESTRICTIONS

A. Each Tenant shall be permitted an illuminated Pan Channel letters sign to be located only on the space and on the surface specially provided for same on building exterior in accordance with the drawings attached hereto. No other signage is permitted on the exterior of the premises.

B. Anchor/Major tenants shall be permitted 2 square feet per linear foot of store frontage. Inline tenants shall be permitted 1.5 square feet per linear foot of store frontage. (Maximum square footage allowed shall not exceed one hundred (100) square feet per footage). Signable area shall be centered on the fascia or sign band VERTICALLY AND HORIZONTALLY. Maximum letter height for anchor Tenants is 36", inline Tenants are allowed maximum letter height of 18". Minimum letter heigh is 12". Please read carefully. Logo plaques are allowed with size and limitations reflected earlier. Length of letters shall not exceed 75% of the leasehold width. All letters and plaques must be pegged off the wall 1/2". Only fabricated ALUMINUM letter will be allowed. All letter faces shall be constructed of with plexiglas colors.

C. The advertising of information content on the sign shall be limited to letters designating the store name or established trade logo, as set forth in signed lease documents between Tenant and Landlord. Tenant shall display their established trade names only. The trade name may be used only one time per permitted sign location. No additional advertising will be permitted, i.e.: "Discount Sales," "Tire Sales," "prices," etc. Also, miscellaneous brand named included in their operation will not be allowed.

ZINFANDEL VILLAGE
RANCHO CORDOVA

III. GENERAL SIGN CRITERIA AND RESTRICTIONS (cont)

D. The face colors and type styles of all signs shall be subject to Landlord's approval. In the event the Tenant does not have an established exterior sign identity, the Landlord recommends that the lettering style be designed by the sign contractor to reflect a visually exciting look. Established trade logos and signage shall be permitted providing they conform to the criteria described herein.

E. Logo plaques used in conjunction with individual letters will be considered a part of the sign area and are subject to Landlord's approval.

F. The Tenant shall pay for all signs, their installation (including final connections, transformers an all labor and materials) and maintenance. **Tenant sign contractor must file, pay for and obtain license and permits, as required for sign installation by the City of Rancho Cordova.**

G. No box-type signs will be permitted. No animated, flashing or audible signs will be allowed. No exposed lamps will be permitted.

H. No temporary signs of any nature will be allowed under any circumstances without prior written approval by Landlord and approval from the city representative.

I. Painted window signs or other window signs, window neon, placards, A-Frame signs, banners, pennants, flags or other free standing signs, blinking or flashing lights and the like and others as restricted by the City of Rancho Cordova sign ordinances are prohibited at all times.

J. More than one building identification sign (maximum two) shall be permitted, if the signs are not on the same elevation.

K. All Criteria and Requirements of the City of Rancho Cordova supersede that of this lease.

L. Tenants that are not within the sign program boundary will not be allowed to have any type of signage described in this program.

IV. TENANT SIGN DETAILS

Each tenant is allowed one (1) storefront ID sign above their storefront. However, specific suites with secondary entrances and/or secondary building elevations may incorporate one (1) additional identification sign per elevation, subject to Landlords approval.

A. For all Tenants

1) All signs shall be measured for area by drawing a shape rectangle or other around each element of the individual signs. For example, measure the area of letters and area of icon and /or sign separately.

2) Double stacking of letters is permitted as long as the height limit is not exceeded.

3) Letters and logos/icons may be considered separate signs for height measurement purposes.

IV. TENANT SIGN DETAILS (cont)

B. Acceptable sign styles are:

1) Standard face lit channel letters

2) Channel letters both face and halo lit

3) Halo lit channel letters

* Minimum returns depth on letters is 3"

C. Lighting types allowed for signs

1) Neon

2) Light emitting diodes (LEDs)

V. COLORS

The project and each building will consist of a variety of colors and types of materials. The Landlord prefers that each tenant take into consideration the colors when choosing their specific sign colors. Signs may incorporate standard colors recognized nationally. Sign colors selected should be picked on what best stands out best on each tenants storefront. The colors chosen should compliment the building colors. Also, making sure the colors show variety, eye catching attraction to the location. Letter returns shall be contrast to the letter faces. Bright or neon colors such as "Neon Green" will not be allowed. Other colors not allowed are Silver & Gold.

ZINFANDEL VILLAGE
RANCHO CORDOVA

VI. FABRICATION AND INSTALLATION

A. The fabrication and installation of all signs shall be subject to the following restrictions.

1) All Channel Letters are to be fabricated with .060 to .125 aluminum sheet.

2) Letter faces shall be 1/8" thick, flat surfaces colored Plexiglas, as manufactured by Rohm & Haas or approved equal. Painted Plexiglas will not be permitted, no vinyl lettering or vinyl overlays will be allowed for any wall signs.

3) a. Retainer trim cap shall be 3/4" "Plasco" brand trim cap edge. Retaining screws shall be #7 x 3/8" Phillips type sheet metal screws. All trim cap retaining screws must be painted to match trim cap color.

b. All letters to have 3"-5" returns. Return color to be approved by Landlord.

4) Neon tubing will be 13 to 15 millimeter, 3" on center or less

5) All sign letters shall be secured by concealed fasteners, stainless steel or nickel cadmium plated.

6) No exposed neon or lamps will be permitted for wall signage.

7) All penetrations of the building structure required for sign installation shall be sealed in a watertight condition.

8) No sign company labels will be permitted on the exposed surfaces of the sign except those required by Underwriters Laboratories and the City of Sacramento Building Department.

9) All Channel Letters must have a 1/4" diameter drain hole at bottom fo every letter. All signs shall be fabricated and installed with U.L. approval in compliance with all applicable building and electrical codes.

10) The Tenant shall be responsible for providing primary electrical service terminations to the signage area of the rear side of the wall.

11) All signs shall conceal all necessary wiring, transformers, ballasts, starters, and other necessary equipment within their individual letter of behind storefront construction.

12) All letters must be pegged off wall 1/2".

13) It is the responsibility of the Tenant's sign contractor to verify all conduit and transformer locations and service prior to fabrication.

VI. FABRICATION AND INSTALLATION (cont)

14) Each Tenant or it's sign contractor shall be responsible for the repair of any damage to the building caused by the installation of said Tenant's sign. Only STATE licenses sign contractors shall perform installation at the Center. Sign contractor must supply names of all subcontractors and their state contractor's license number to Landlord prior to any installation.

15) Each Tenant shall be responsible for the performance of it's sign contractor.

16) Tenant shall be responsible for removal of his sign within 30 days after vacating the site. Removal of the sign shall include the repair of the wall surface back to the original condition.

17) Installing sign company must provide a photocopy of final inspection by County inspector to the Landlord prior to Landlord giving final approval to Tenant of sign installation.

VII. SIGN MAINTENANCE

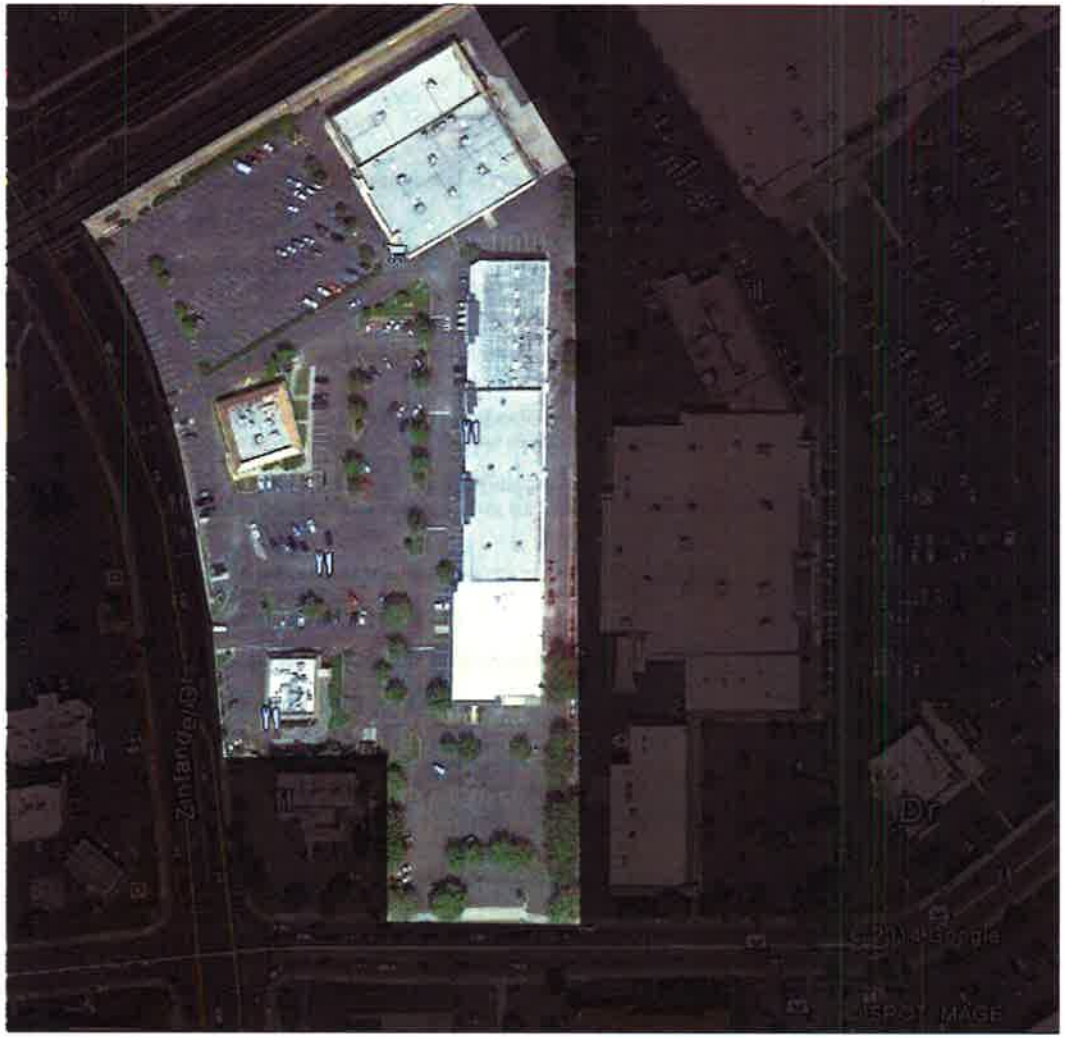
A. All signs shall be properly maintained and if damaged shall be repaired within 72 hours at Tenants sole cost and expense. A defective sign not repaired within 72 hours constitutes a violation of the Landlord approval and the City may enforce the terms of its approval including necessary legal action.

VIII. NON-CONFORMANCE

A. No field installation changes are permitted without first notifying the owner in writing. IF in the event any sign is changed as to placement and location, which differs from the plan, sign company will be responsible to repair and relocate sign to proper placement at sign company's expense.

B. Any sign that is installed by Tenant, which is not in conformance to the approved drawings shall be corrected by Tenant within fifteen (15) days after written notice by Landlord. In the even Tenant's sign is not brought into conformance within said fifteen (15) day period, then Landlord shall have the option to correct sign at Tenant's expense.

ZINFANDEL VILLAGE
RANCHO CORDOVA



Face lit channel letters

Halo lit channel letters

Face & Halo lit channel letters

SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

06

ZINFANDEL VILLAGE
RANCHO CORDOVA

WEST ELEVATION (SOUTH HALF) SCALE: 1/16" = 1'-0"

WEST ELEVATION (NORTH HALF) SCALE: 1/16" = 1'-0"

SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

07

ZINFANDEL VILLAGE
RANCHO CORDOVA

SOUTH ELEVATION SCALE: 3/32" = 1'-0"

NORTH ELEVATION SCALE: 3/32" = 1'-0"

SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

08

ZINFANDEL VILLAGE
RANCHO CORDOVA

ANCHOR TENANT (Greater than 50,000 sf)

Anchor Tenant is allowed storefront signage based on the following calculations:
2 square feet per lineal foor

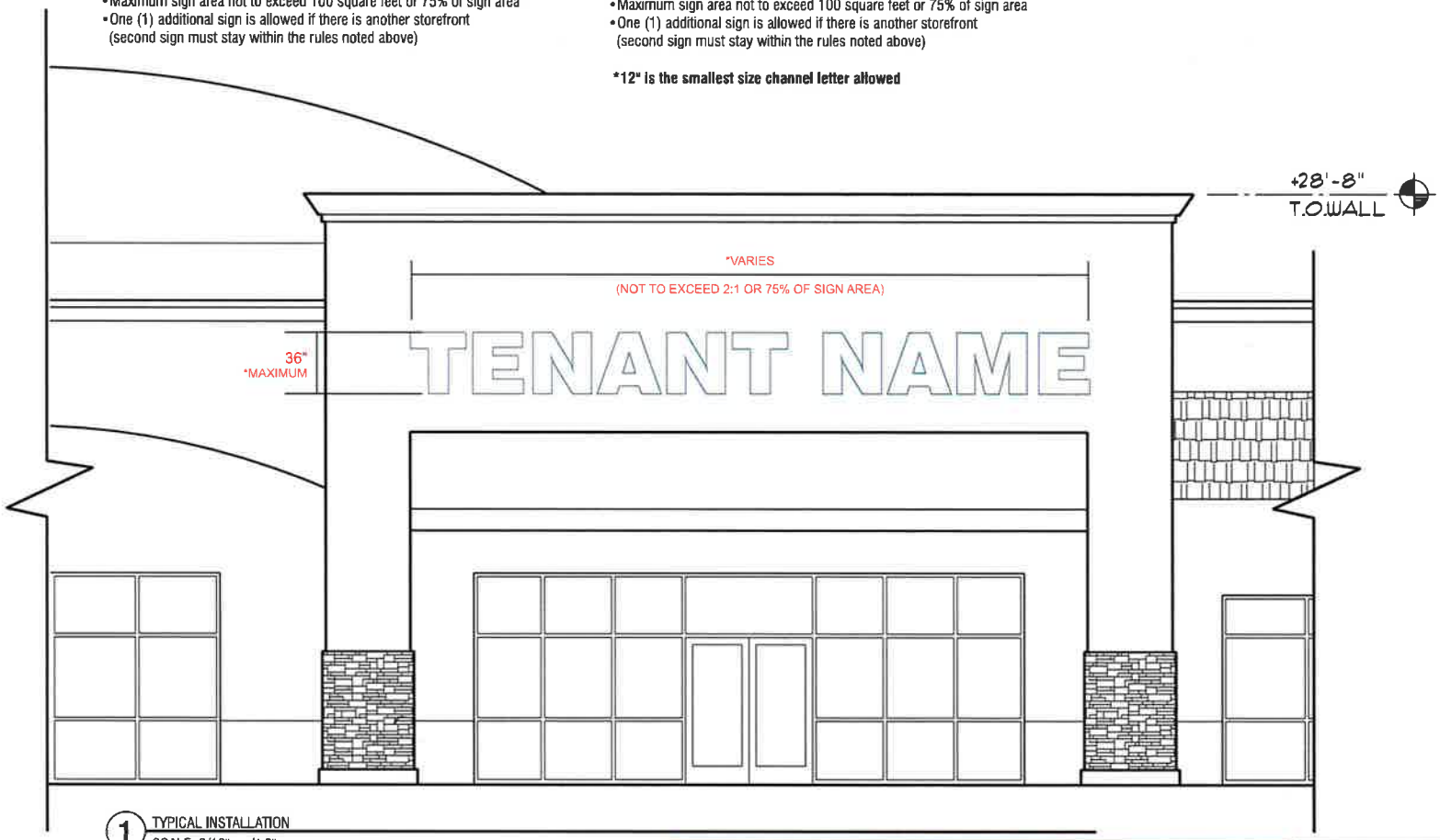
- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 36"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

MAJOR TENANT (5,000 - 50,000 sf)

Major Tenant is allowed storefront signage based on the following calculations:
2 square feet per lineal foor

- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 36"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

***12" is the smallest size channel letter allowed**



1 TYPICAL INSTALLATION
SCALE: 3/16" = 1'-0"

*ANCHOR/MAJOR TENANTS MAXIMUM HEIGHT IS 36"
2:1 RATIO AND MAXIMUM 75% TENANT SIGN AREA

SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

09

ZINFANDEL VILLAGE
RANCHO CORDOVA

MAJOR TENANT (5,000 - 50,000 sf)

Major Tenant is allowed storefront signage based on the following calculations:
2 square feet per lineal foor

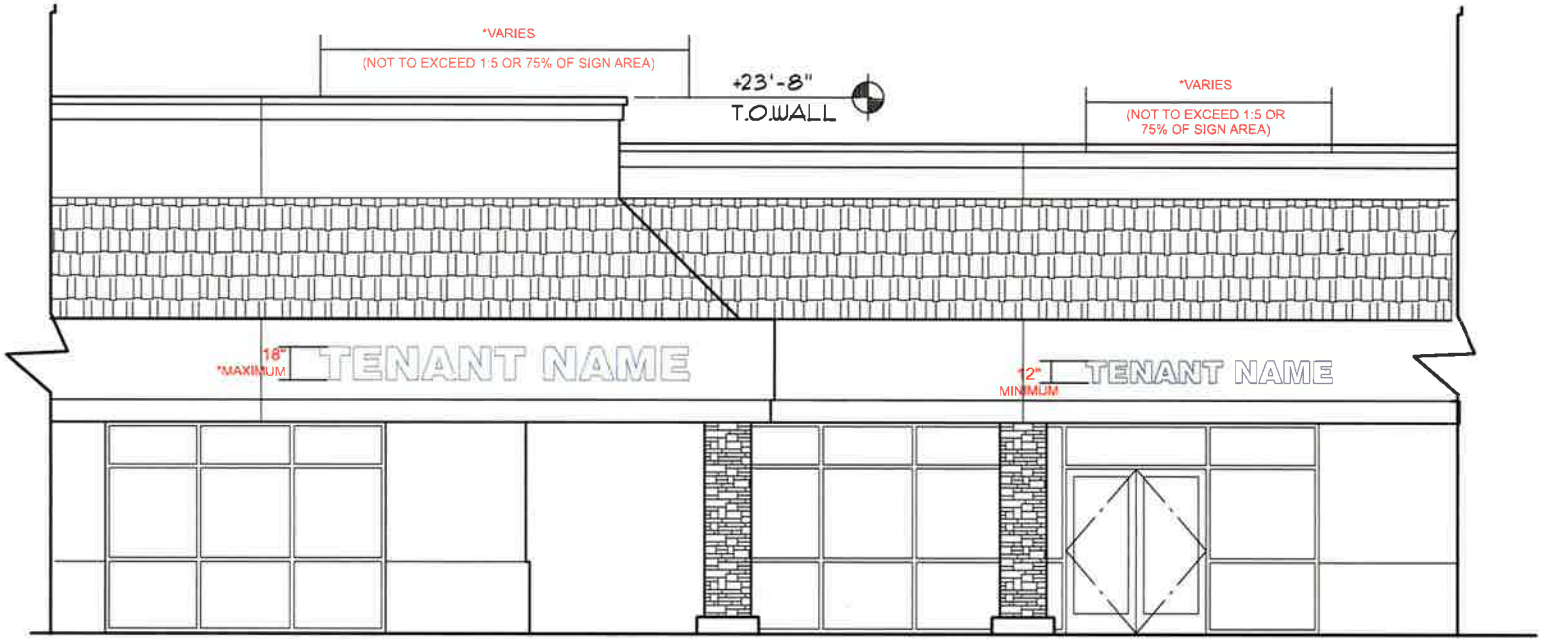
- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 36"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

INLINE TENANT (less than 5,000 sf)

Inline Tenant is allowed storefront signage based on the following calculations:
1.5 square feet per lineal foor

- One (1) primary sign is permitted on the front facade only.
- The maximum sign height is 18"
- Maximum sign area not to exceed 100 square feet or 75% of sign area
- One (1) additional sign is allowed if there is another storefront (second sign must stay within the rules noted above)

***12" is the smallest size channel letter allowed**



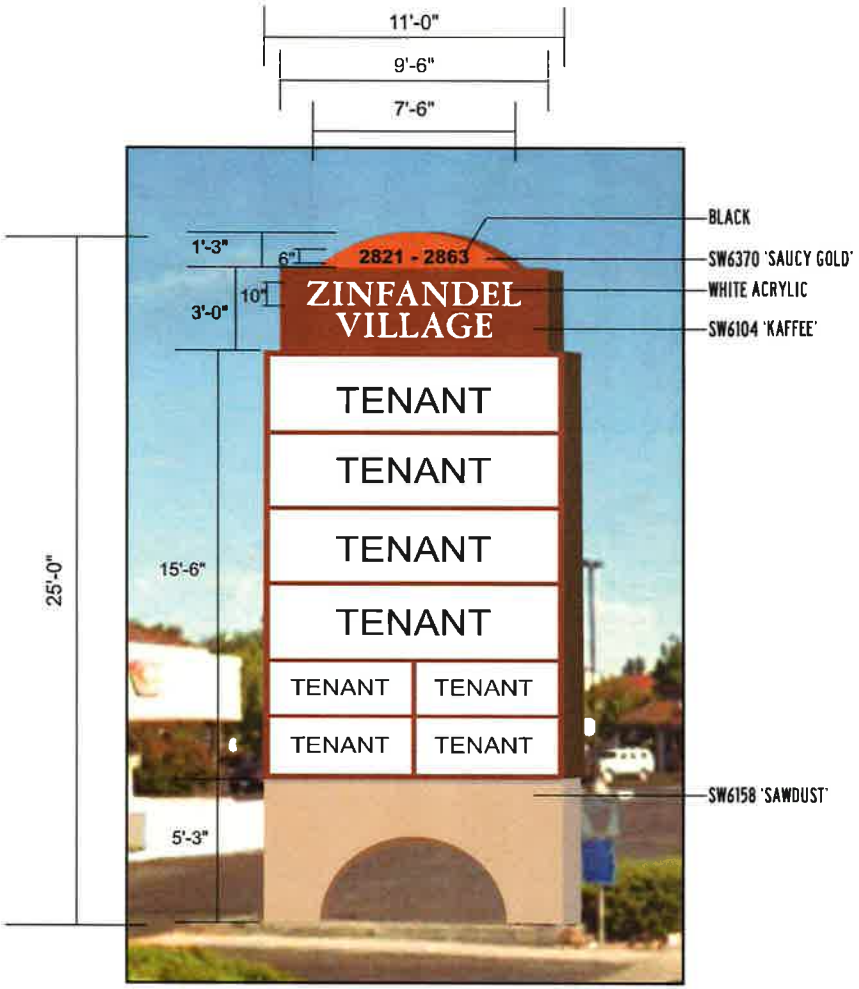
1 TYPICAL INSTALLATION
SCALE: 3/16" = 1'-0"

1.5:1 RATIO AND MAXIMUM 75% TENANT SIGN AREA

SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

ZINFANDEL VILLAGE
RANCHO CORDOVA

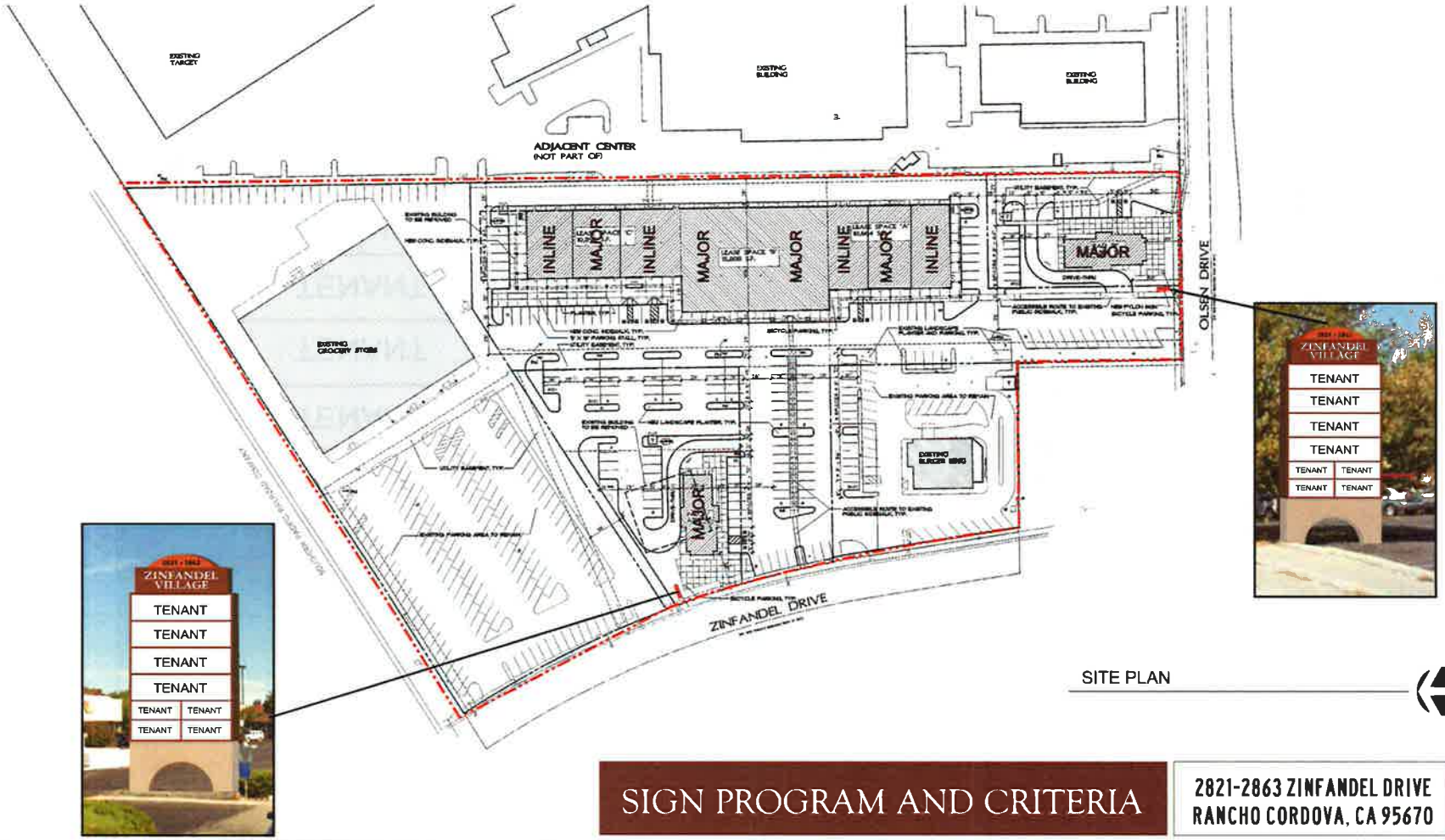


SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

11

ZINFANDEL VILLAGE
RANCHO CORDOVA



SIGN PROGRAM AND CRITERIA

2821-2863 ZINFANDEL DRIVE
RANCHO CORDOVA, CA 95670

12

Zinfandel Village Conditional Use Permit, Design Review, and Exception

Rancho Cordova City Council

Matthew Diaz, Project Planner

January 20, 2015

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aFreshTake.org

Requested Approvals

- Conditional Use Permit: for the two new commercial pads with drive- throughs
- Design Review: for the demolition of the existing restaurant and facade improvements to the main center building involving reconfiguration of the building footprint, new windows and siding, enhanced roofline, and a new unified sign program.
- Exception:
  - For slight deviations from the Folsom Boulevard Specific Plan Standards for drive-through aisle length, maximum setbacks, and minimum floor area ratio under the "Olson Opportunity" site standards.

Context Map

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CALIFORNIA

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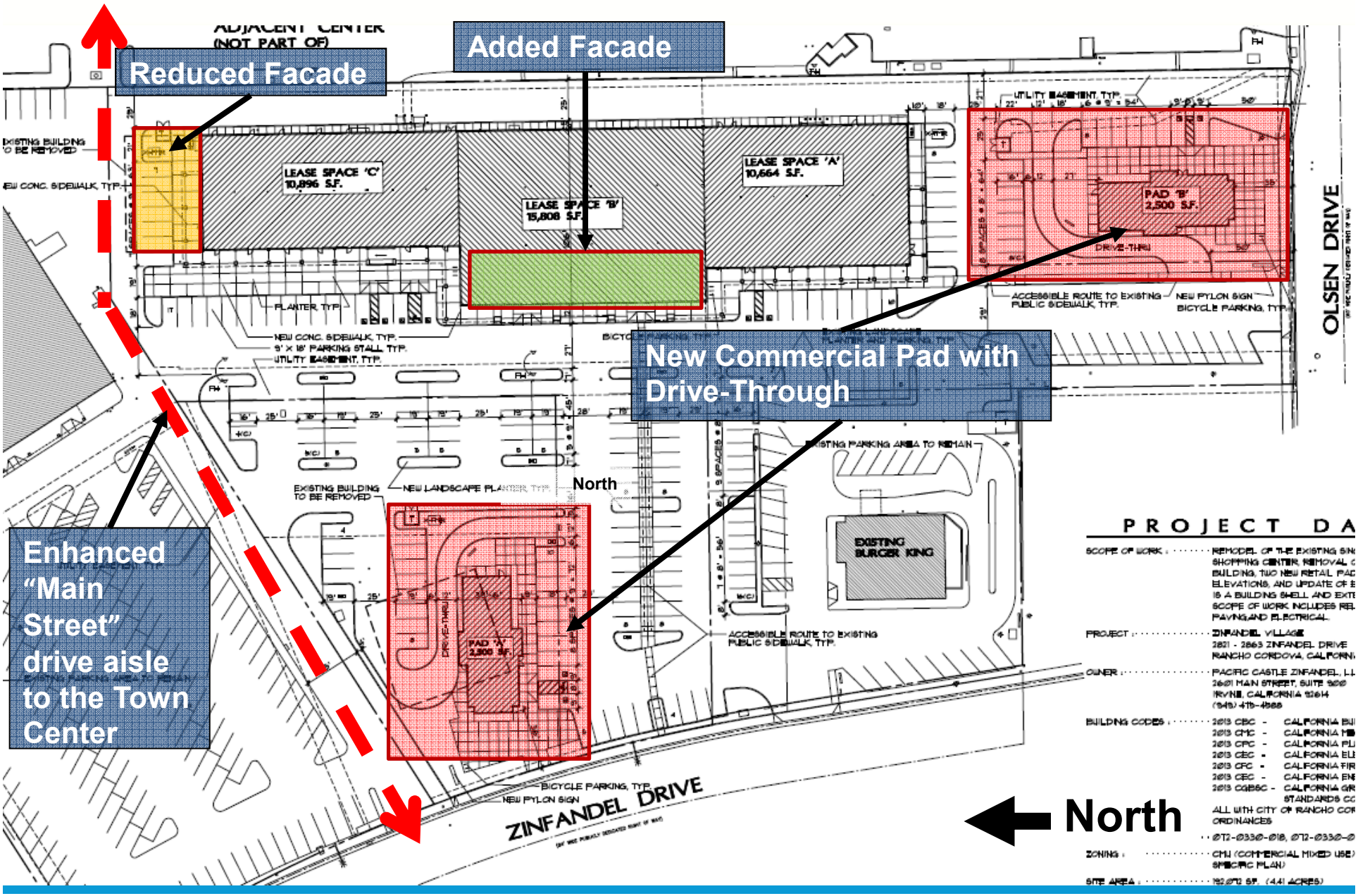
Site Plan


Reduced Facade
Added Facade
New Commercial Pad with Drive-Through
Enhanced "Main Street" drive aisle to the Town Center
North
LEASE SPACE 'C' 10,896 S.F.
LEASE SPACE 'B' 15,808 S.F.
LEASE SPACE 'A' 10,664 S.F.
PAD 'B' 2,500 S.F.
PAD 'A' 2,300 S.F.
EXISTING BURGER KING
OLSEN DRIVE
ZINFANDEL DRIVE
PROJECT DA
North

Background

- In May of 2013, the applicant began conversations with City staff about improvements to the Zinfandel Village (formerly known as Zinfandel 50)
- A formal application for a Design Review and Conditional Use permit was submitted on February 14, 2014.
- On July 15, 2014, the City Council conducted a workshop to discuss drive-through design and locations prior to this project being heard before City Council.
- On October 15, 2014 the project was resubmitted to include a Conditional Use Permit for drive-throughs and traffic study to reflect the updated commercial pad design.

Project Revisions

- New drive-through aisle designs.
- Traffic Study to reflect two new drive-through restaurants at Zinfandel and Olsen Drives.
- Conditions have been added to improve circulation and pedestrian gathering.

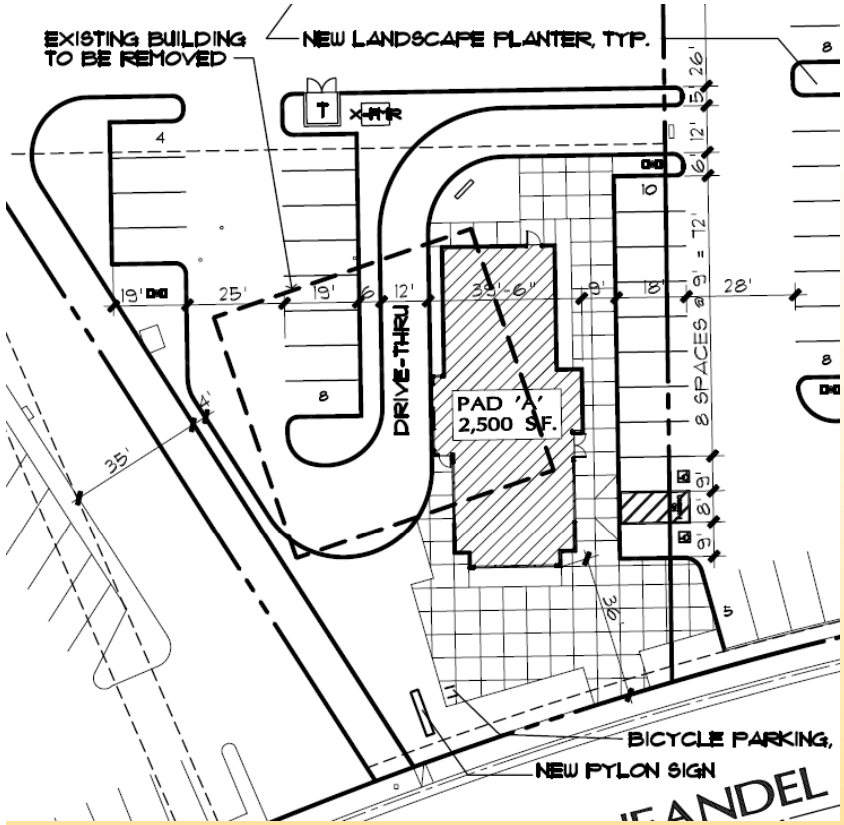
Key Project Features

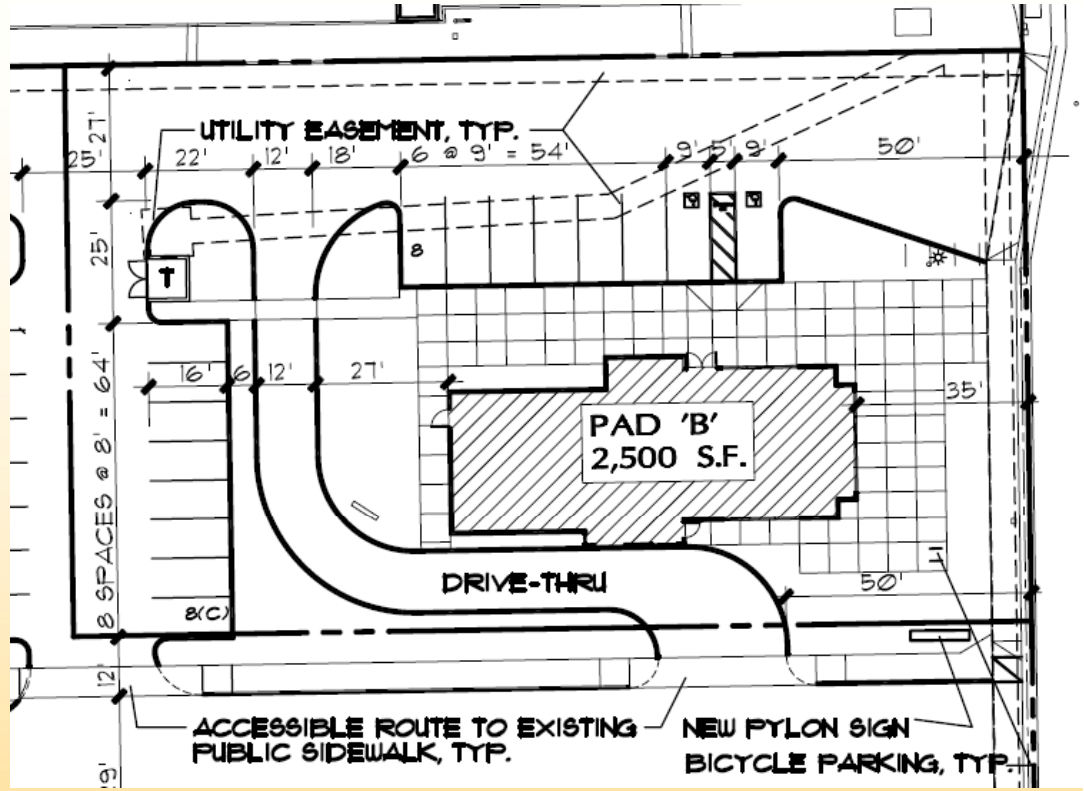
- Drive-through design that reflects design principals discussed at the City Council Study Session. Design includes:
  - Placement of the Drive-Aisle away from the main street
  - Emphasis on pedestrian connectivity to existing sidewalks
- Enhanced connection from Zinfandel Drive to the adjacent Rancho Cordova Town Center
- Updated façade and on-site improvements

Drive-through design

- While the commercial pads are subject to a subsequent design review, the drive-through aisles have been design to reflect:
  - Placement of the drive aisle away from the main street, behind the main building.
  - Emphasis on pedestrian connectivity to existing sidewalks. New patio areas will be placed between the building and main street sidewalks.

Drive-through design





Commercial Pad on Zinfandel Drive

Commercial Pad on Olsen Drive

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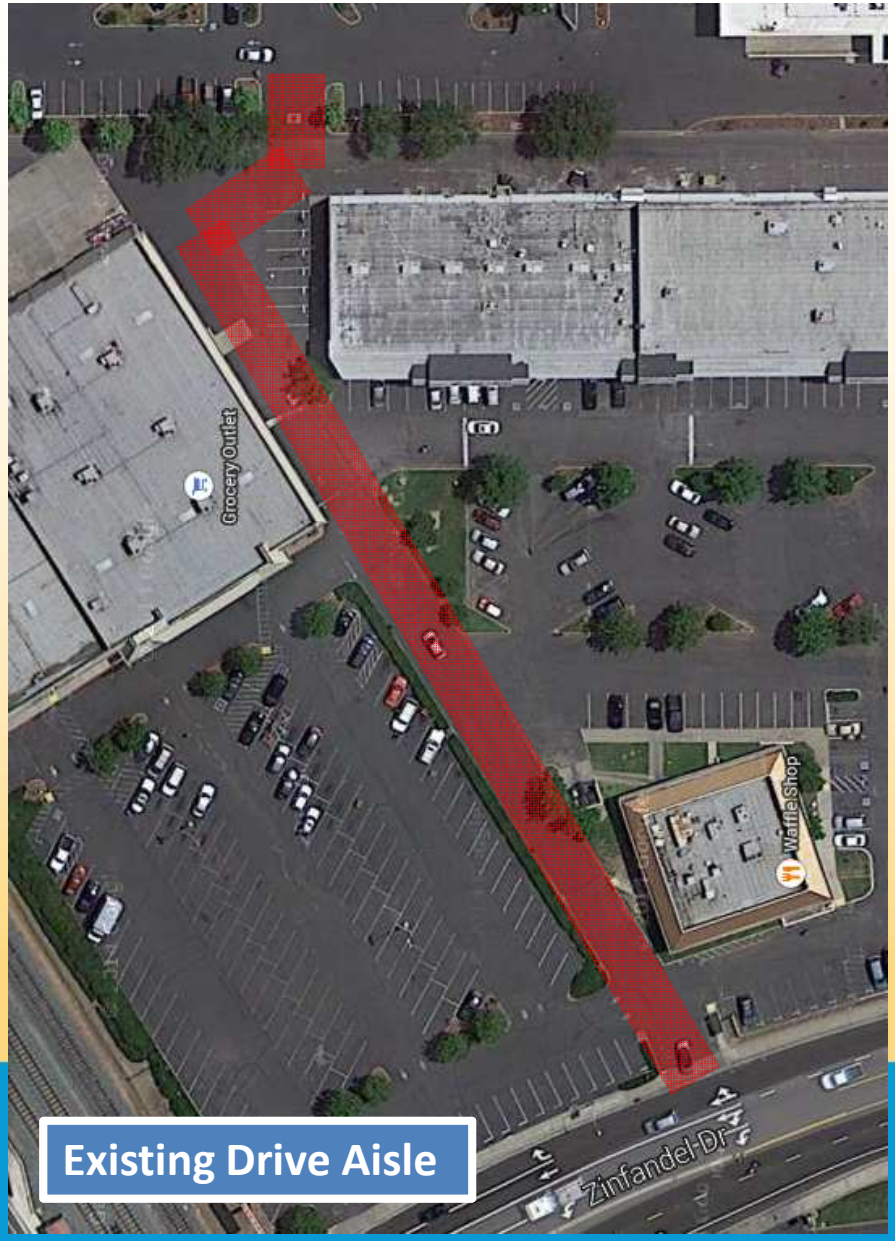
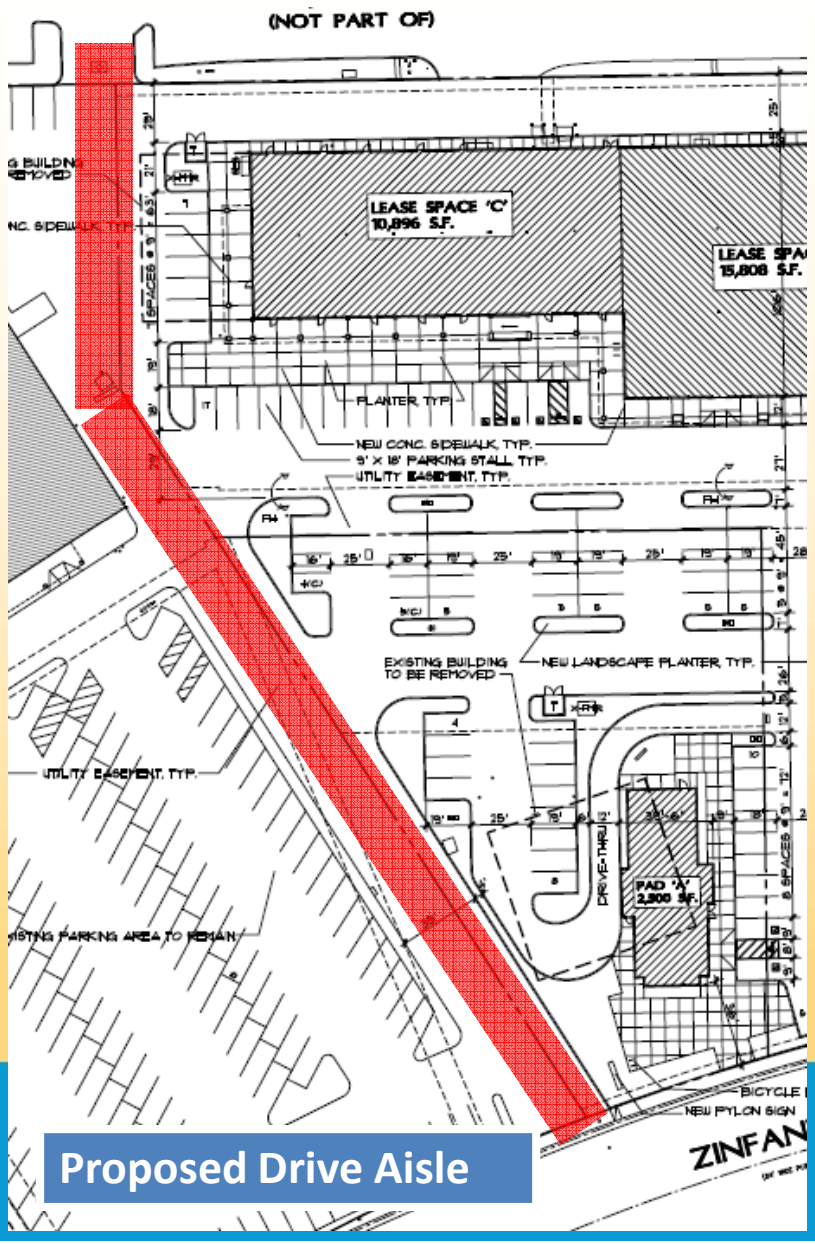
Enhanced connection

- The 3,220 square foot reduction to the north end of the existing building will allow for a refined drive aisle connection Zinfandel Villages with the adjacent Rancho Cordova Town Center.
- Drive aisle will maintain an approximate 36-foot drive-aisle width.
- Conditioned to include a minimum 5-foot sidewalk connecting to Zinfandel Drive.

Enhanced connection



Existing Drive Aisle



Proposed Drive Aisle

Façade Improvements

- The 3,220 square foot reduction to the north end of the existing building.
- Addition of 5,288 square foot along the main entrance facing Zinfandel Drive.
- Aside from the building reconfiguration, the improvements include new windows and siding, enhanced roofline, and a new unified sign program.

Façade Improvements

Main Facade facing the Zinfandel Drive (Southern Section)

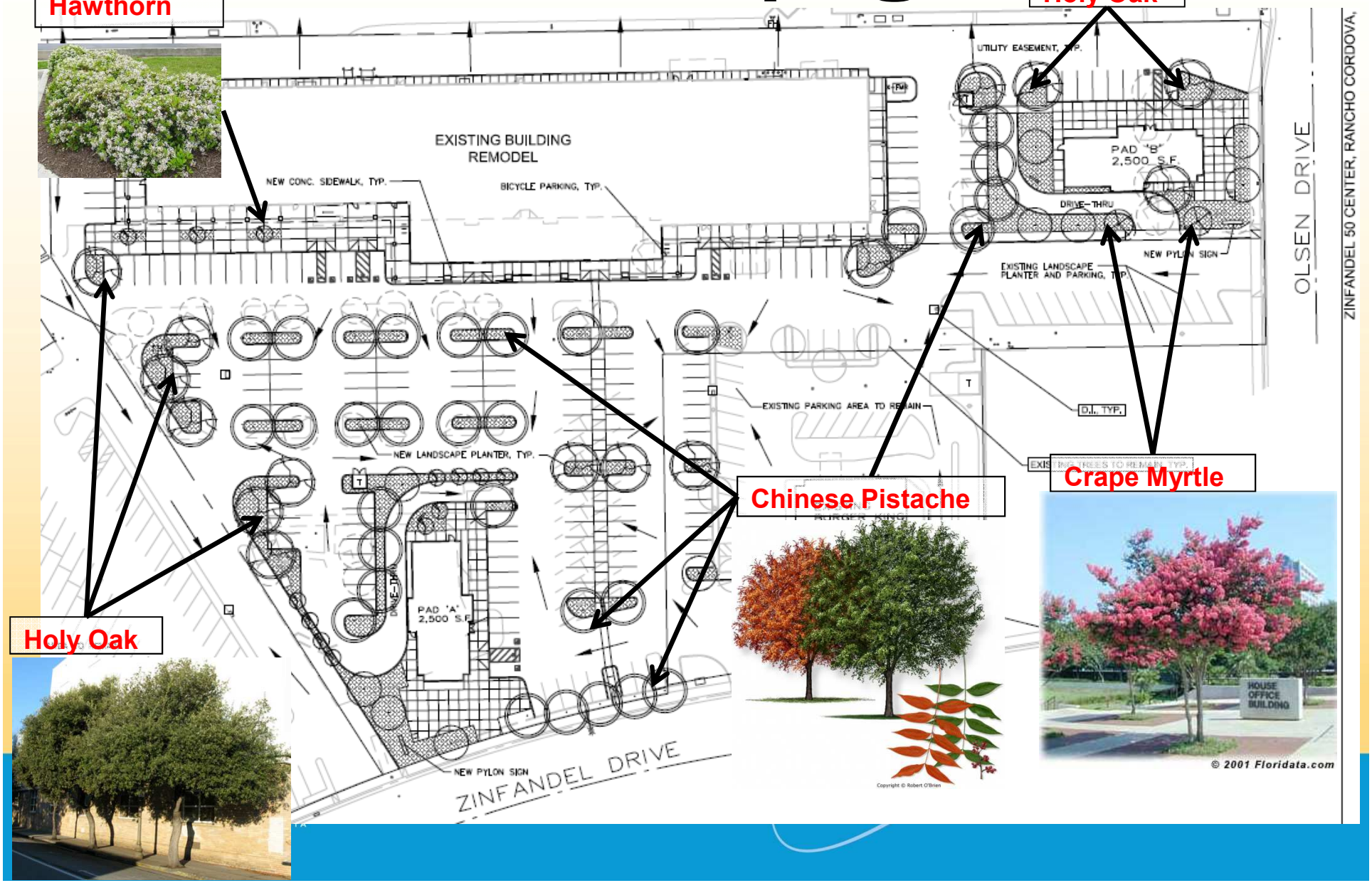
Main Facade facing the Zinfandel Drive (Northern Section)

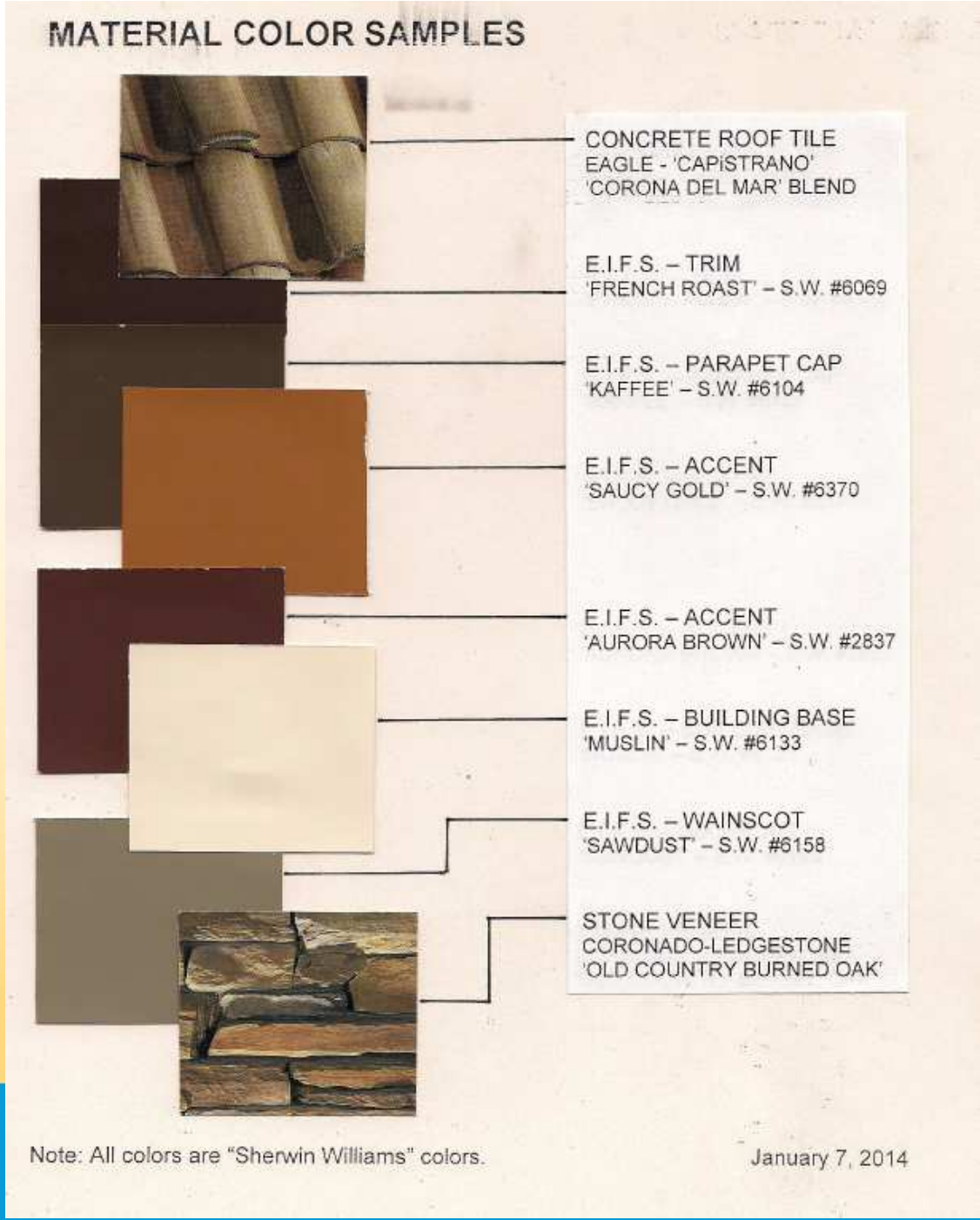
Event Center Elevations

Main Facade facing the Grocery Outlet/Folsom Boulevard

Main Facade facing the Olsen Drive

Landscaping





Other Design Elements

- Planters have been added to the main façade.
- Bicycle parking will be added current with City requirements.
- A condition has been added to reduce motorist speeds along the internal drive aisles for pedestrian safety.

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Exception

An Exception is required under the FBSP Chapter-3 Section D to allow the project to deviate from certain development standards.

- The drive-through aisle along Olson Drive will be 10-feet less than the required 180-foot requirements;
- The commercial pads will exceed the maximum 20-feet setback by approximately 15-feet due to the drive-aisle design; and
- The project's floor area ratio (FAR) is 0.03 under the required 0.25 FAR.

Conclusion

- This project proposes to remove blighted conditions from an aging shopping center and will attract new businesses to the region and will improve public health and safety.
- Due to the potential benefits to the surrounding community, staff is recommending adoption of Resolution 6-2015 to approve the project.

Questions?

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RANCHO CORDOVA
CALIFORNIA

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MEMORANDUM

DATE: January 20, 2015

TO: Honorable Mayor and Council Members

FROM: Brian S. Nakamura, City Manager

SUBJECT: **APPROVAL OF CITY STAFF'S RECOMMENDED EXPENDITURES BASED UPON CITY COUNCIL AND COMMUNITY INPUT AND ANTICIPATED FISCAL YEAR (FY) 2014/15 MEASURE H FUNDS**

RECOMMENDATION:

That the Rancho Cordova City Council authorize an advance budget authorization of $1.1 million to be appropriated from FY 2014/15 Measure H funds, based upon City Council and community input, for the purchase of services, programs and capital, which enhance and improve the City's quality of life.

RESULT OF RECOMMENDED ACTION:

If approved, staff would initiate the spending of current year Measure H revenues providing immediate benefits to the community, predominately in the area of public safety.

BACKGROUND:

In November 2014, Rancho Cordova voters approved Measure H, one-half of one percent (0.50%) transaction and use tax. The City anticipates receiving approximately $1.1 million in revenues from this tax in the current fiscal year.

COMMUNITY INVESTMENT

The City Council and community core focus is to provide public infrastructure to further enhance the physical appearance of its community for socio-economic reasons. Enhancing and improving the quality of life in Rancho Cordova encourages residential, retail, commercial and industrial growth, retention, and expansion. Core City values include attracting businesses that create jobs, enhance educational opportunities and provide for niche opportunities.

The culture, creativity and opportunities embraced by Rancho Cordova can be visualized by creating public value and the proposed investments will further promote this endeavor.

The estimated cost for such investment is $200,000 for the remainder of FY 2014/15. Although these items may be considered one-time investments, there are more for the City Council and community to consider for FY 2015/16 and beyond. Therefore this budget line item will be included and/or adjusted accordingly for future Measure H funding.

EDUCATION:
Arguably education and public safety are the two essential ingredients towards creating, maintaining and enhancing a community's quality of life. Although the City may have nominal impact affecting the underpinnings of K-12 education in Rancho Cordova, it is able to positively encourage its four K-12 districts to normalize its educational opportunities equitably within our City. Doing so may address many of the jobs housing inequities and imbalance within the community.

To foster and facilitate a growth and development of student demand, the City has the opportunity to be an integral partner in this endeavor. An Educational and Academic Advancement contract liaison with specific skills and abilities representing the City's desires to promote and advance public and private K-12 and post-secondary education, which includes the possibilities at Cordova Hills, Folsom Lake College, Sacramento State, UC Davis, Heald College, University of Phoenix, National University and all identified educational institutions located in Rancho Cordova is essential.

The estimated cost for establishing this contractual opportunity for the remainder of FY 2014/15 is $15,000 and annual funding is anticipated to be $60,000, which shall be proposed for continued funding in the FY 2015/15 Measure H Budget.

PUBLIC SAFETY:
For historical reference, in 2004 the City's Police Department was staffed with 81 sworn officers. As a result of the economic downturn and in order to provide our citizens with a balanced budget, the number of sworn officers has declined to 69. As Rancho Cordova continues to grow and expand its residential, retail, commercial and industrial base, the need for more personnel and capital resources is necessary. Based upon City Council and community input the desire to provide for a combination of personnel and non-personnel resources is much needed and desirable.

Enhancing public safety opportunities are inclusive and involve Police, Neighborhood Services, Community Development and Public Works cooperation. City staff finds that rebuilding and enhancing public safety services and programs involve increasing the number of sworn and non-sworn personnel and just as importantly will include capital purchases, such as video surveillance pods, technology tools (license plate readers, mobile data devices). Personnel and technology tools when combined provide the most cost effective opportunities to enhance the City's quality of life.

The estimated cost for re-establishing public safety related services, programs and projects for the remainder of FY 2014/15 is $750,000 and annual funding is anticipated to be $1.5 million, based upon continued personnel services and one-time capital purchases, which include monies for replacement, repair and upgrading. The funding request will spread across departments identified above.

LEVERAGE FUNDS FOR ADDITIONAL OPPORTUNITIES:
This plan leaves approximately $135,000 available to address emerging issues and opportunities, which may include personnel and non-personnel acquisitions to effectively address community priorities. The core focus of improving Rancho Cordova's quality of life is of utmost importance to the City Council and community and providing fiscal resources to accommodate such opportunities is essential.

This fund may be utilized for one-time and/or annual obligations. If approved, staff will return for a FY 14/15 budget amendment, for the current year spending, by June 2015, as a part of the annual budget amendment process. The City Council will have the opportunity to assess the effectiveness and ongoing funding of these opportunities on an annual basis, as well as approving other FY 2015/16 expenditures of Measure H funding.