



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

Tuesday, January 22, 2013

5:30 PM – Regular Meeting

AGENDA

Linda Budge, Mayor

Dan Skoglund, Vice Mayor

Robert J. McGarvey, Council Member

David Sander, Council Member

Donald Terry, Council Member

Regular City Council meeting dates are scheduled on the 1st and 3rd Monday's of each month, unless when Monday is a holiday.
If Monday is a holiday, the meeting will be scheduled for the following Tuesday. Dates are subject to change.

City Council Regular Mtg	CANCELLED MTG	City Council Special Mtg	CANCELLED MTG	CITY HALL CLOSED
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**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 22, 2013

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

AGENDA

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

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

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

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

5. PRESENTATIONS

- 5.1 Presentation of Proclamation to Junior League of Sacramento President Aimee Gillum in Recognition of the League's 70th Anniversary.
- 5.2 Presentation of Proclamation to AMPAC Fine Chemicals Senior Capital Buyer Brad Nye in Recognition of Their Community Volunteerism.

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.

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

7. COUNCIL REPORTS

8. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 8.1 **Subject:** Meeting Minutes of December 17, 2012 Regular Meeting and January 8-9, 2013 Special Meeting.

Recommendation: Adopt minutes.

- 8.2 **Subject:** Ordinance Amending Rancho Cordova Municipal Code Chapters 6.20 and 6.21 on Solid Waste and Recycling; Resolution Granting the Public Works Director the Authority to Negotiate and Execute Non-exclusive Commercial Solid Waste and Recycling Collection Agreements.

Recommendation: Waive second reading and adopt Ordinance No. 22-2012. (Roll Call Vote).

Result of Recommended Action: Adoption of this Ordinance will repeal outdated Sacramento County Code provisions on solid waste from the City's Code, which were previously incorporated by reference, and will amend Rancho Cordova Municipal Code chapters 6.20 and 6.21 on solid waste and recycling to resolve conflicts between the Code and commercial franchise agreements for solid waste collection and reflect changes in State law concerning recycling.

Staff Report: Kathy Garcia, Public Works Department.

Advances Goals: 1,2, and 5.

- 8.3 **Subject:** City-Sponsored Zoning Code Amendment – Digital Freeway Signs – Applies Citywide.

Recommendation: Waive second reading and adopt Ordinance No. 23-2012.

Result of Recommended Action: Approving this Zoning Code Amendment removes the requirement for an Operating Agreement for Applicant's pursuing entitlements for a Digital Freeway Sign. The amendment also establishes community messaging, an operation and maintenance plan, and an increased standard for removal of traditional billboards within the City when a Conditional Use Permit is considered, as standard requirements for installation of a Digital Freeway Sign. The Amendment would allow the City Council to consider a deviation from these standards in the form of an optional Operating Agreement when an Applicant desires to provide an equivalent community benefit in an alternative manner.

Staff Report: Jessica Jordan, Planning Department.

Advances Goals: 1, 2, and 6.

- 8.4 **Subject:** Resolution Authorizing the City Manager to Approve a Change Order for Additional Paving in the Amount of \$18,000 with Douglas Veerkamp General Engineering Increasing the Folsom Boulevard Phase 3 Total Contract Value to \$4,954,984.

Recommendation: Adopt Resolution 9-2013.

Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute a contract change order (CCO) associated with the Folsom Boulevard Phase 3 project (construction Contract No. 87-2011) in the amount of \$18,000 increasing the maximum total contract value to \$4,954,984.

Staff Report: Cyrus Abhar, Public Works.

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

- 8.5 **Subject:** Resolution No. 8-2013 Awarding Construction Contract to Tim Paxin's Pacific Excavation, Inc. for the Bicycle Traffic Signal Detection Project in an Amount of \$149,876.

Recommendation: Adopt Resolution No. 8-2013.

Result of Recommended Action: Adoption of this resolution will authorize the City Manager to award a construction contract to Tim Paxin's Pacific Excavation, Inc., the lowest responsive bidder, who would perform work on the Bicycle Traffic Signal Detection Project.

Work performed under this construction contract includes installation of bike detections and bike lane striping work at seven intersections throughout the City. The installation of bike detections will allow bikes to be detected when they approach the intersection. Currently, bicyclists would have to wait for a vehicle to approach the intersection or push the pedestrian push button. This project helps the City improve its status of being a bicycle friendly community.

Staff Report: Cyrus Abhar, Public Works Director

Advances Goals: 1, 2, and 5

- 8.6 **Subject:** Approval of Council Member Appointments to Regional Boards, Commissions and Committees for 2013.

Recommendation: That Council confirms their 2013 commitments to serve on other agency boards, commissions, and committees.

Result of Recommended Action: The City Clerk will confirm appointments with the members of the Council responsible for representing the agency boards, commissions, and committees they serve, and will ensure that any necessary Fair Political Practices Commission (FPPC) filings are completed.

Staff Report: Mindy Cuppy, City Clerk.

Advances Goal: 4.

9. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 9.1 **Subject:** Safeway Fueling Center #1746 Conditional Use Permit and Minor Design Review; Project No. DD7653 – Located at 10605 Folsom Boulevard. CONTINUED FROM DECEMBER 17, 2012.

Recommendation: Adopt Resolution 120-2012.

Result of Recommended Action: Adoption of this resolution will allow construction of a new fueling station and convenience store to be operated by Safeway. The new development will remove an old vacant building off the Boulevard and upgrade the appearance of that portion of the Folsom Boulevard Specific Plan.

Staff Report: William Campbell, Planning Department.

Advances Goals: 1, 2 and 6.

- 9.2 **Subject:** Action Items Related to the Formation of the City of Rancho Cordova Community Facilities District No. 2013-2 (Police Services)
 Recommendation: Continue the Public Hearing to February 4, 2013.
 Result of Recommended Action: The continuation of the public hearing to the February 4th meeting will allow for revisions to the final rate and method of apportionment of the special tax to be levied within the community facilities district to pay for police services.
 Staff Report: Donna Silva and Michelle Mingay, Finance Department.
 Advances Goal: 5.
- 9.3 **Subject:** Action Items Related to the Formation of the City of Rancho Cordova Community Facilities District No. 2013-1 (Storm and Flood Protection Services).
 Recommendation: Continue the Public Hearing to February 4, 2013.
 Result of Recommended Action: The continuation of the public hearing to the February 4th meeting will allow for revisions to the final rate and method of apportionment of the special tax to be levied within the community facilities district to pay for storm and flood protection services.
 Staff Report: Cyrus Abhar, Public Works.
 Advances Goal: 5.

10. PUBLIC HEARING ITEMS

- 10.1 **Subject:** Rancho Cordova Travel and Tourism Multi-Sport Facility Administrative Use Permit and Variance; Project No. DD7735 – Located at 2561 Mercantile Drive.
 Recommendation: Adopt Resolution 1-2013.
 Result of Recommended Action: Adoption of this resolution will allow an indoor multi-use sports facility within a 71,628 square foot building that will be capable of housing basketball and volleyball tournaments. Rancho Cordova Travel and Tourism (RCT&T) will be able to accomplish one of its main goals to increase tourism and overnight stays in the City during the weekends. The facility will also cater to the regular weekday training and workout schedules for local area teams, club teams, and individuals.
 Staff Report: William Campbell, Planning Department.
 Advances Goals: 1, 2, and 6.
- 10.2 **Subject:** Resolution Approving an Updated to the Transportation Development Impact Fee Program and Nexus Analysis.
 Recommendation: 1. Adopt Resolution No. 7-2013; and 2. Waive the first reading and introduce Ordinance No. 3-2013
 Result of Recommended Action: Adoption of Resolution No. 7-2013 approves the update to the Transportation Development Impact Fee Program and Nexus Study and adopts reduced transportation development impact fees in the new development area. Adoption of Ordinance No. 3-2013 makes minor amendments to Chapter 16.84 of the Municipal Code to be consistent with the provisions of the Nexus Study.
 Staff Report: Cyrus Abhar, Public Works.
 Advances Goal: 5.

11. REGULAR CALENDAR ITEMS

- 11.1 **Subject:** Endorsement of the Next Economy Capital Region Prosperity Plan.
Recommendation: Adopt resolution 3-2013 formally endorsing the Next Economy Plan.
Result of Recommended Action: Adoption of this resolution will allow staff to align our current and future actions with the Next Economy Prosperity Plan
Staff Report: Micah Runner, Economic Development Department.
Advances Goals: 1,2, and 6.
- 11.2 **Subject:** Private Business Directional Sign Policy.
Recommendation: That Council consider various policy options related to private business directional signs in the public rights-of-way and provide direction to staff as appropriate.
Result of Recommended Action: Staff will act appropriately given the direction provided by Council.
Staff Report: Cyrus Abhar, Public Works Director.
Advances Goals: 1, 2, 5, and 6.

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

13. CITY MANAGER'S REPORT

14. ADJOURNMENT

Mayor Budge will adjourn the meeting to closed session in the Community Board Room.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

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

16. CLOSED SESSION

Council may adjourn to Closed Session to discuss the following item(s):

Conference with Legal Council, Existing Litigation. (Paragraph (1) of subdivision (d) of Section 54956.9). Name of case: City of Rancho Cordova and Successor Agency to the Rancho Cordova Redevelopment Agency v. Ana Matosantos, Julie Valverde, John Chaing, California State Board of Equalization. Case Number 34-2012-80001356.

17. OPEN SESSION - REPORT FROM CLOSED SESSION

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

18. ADJOURNMENT

ADDITIONAL INFORMATION

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

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

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

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

UPCOMING MEETINGS	
<i>Tuesday, January 29, 2013</i>	<i>City Council Special Meeting – Work Session (5:30 PM)</i>
<i>Monday, February 4, 2013</i>	<i>City Council Special Meeting (4:00 PM) and Regular Meeting (5:30 PM)</i>
<i>Tuesday, February 12, 2013</i>	<i>City Council Special Meeting – Work Session (5:30 PM)</i>
<i>Tuesday, February 19, 2013</i>	<i>City Council Regular Meeting (5:30 PM)</i>
<i>Tuesday, February 26, 2013</i>	<i>City Council Special Meeting – Work Session (5:30 PM)</i>
<i>Monday, March 4, 2013</i>	<i>City Council Special Meeting (4:00 PM) and Regular Meeting (5:30 PM)</i>
<i>Monday, March 18, 2013</i>	<i>City Council Regular Meeting (5:30 PM)</i>
<i>Tuesday, March 26, 2013</i>	<i>City Council Special Meeting – Work Session (5:30 PM)</i>
<i>Monday, April 1, 2013</i>	<i>City Council Special Meeting (4:00 PM) and Regular Meeting (5:30 PM)</i>
<i>Tuesday, April 9, 2013</i>	<i>City Council Special Meeting – Work Session (5:30 PM)</i>
<i>Monday, April 15, 2013</i>	<i>City Council Regular Meeting - CANCELLED</i>

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 Department	(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, CMC, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Tuesday, January 22, 2013 Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on Friday, January 18, 2013 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 Friday, January 18, 2013 at Rancho Cordova, California.


Mindy Cuppy, CMC, City Clerk



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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Monday, December 17, 2012

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

DRAFT MINUTES

1. CLOSED SESSION - CALL TO ORDER/ROLL CALL

2. CLOSED SESSION

- 2.1 Conference with legal counsel, anticipated litigation (Government Code Section 54956.9 (b)), one (1) potential case.

Council did not meet in closed session.

3. ADJOURNMENT

4. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Sander called the regular meeting to order in the David B. Roberts Council Chambers at 5:32 PM.

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

Council Members Absent: None.

Staff Members Present: Gaebler, Lindgren, Cuppy, Downton, Sparks, Haven, Chinn, Snipes, Runner, Ulm, Gassaway, Sparkman, Abhar, Junker, Blair, Holt, Hayes, Davis, Richael, Simpson, Hadley, Garcia, Mingay, Silva.

5. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

6. PLEDGE OF ALLEGIANCE

- 6.1 Flag Ceremony and Pledge of Allegiance performed by Boys Scout Webelos Den Pack 305.

7. INVOCATION

Mark Shetler, First Covenant Church gave the invocation.

8. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that a Closed Session was not held.

9. SPECIAL CEREMONIES

- 9.1 Vice Mayor Dan Skoglund was sworn in by his son John Skoglund.
- 9.2 Mayor Linda Budge was sworn in by her mother Norma Niblett.
- 9.3 Mayor Budge presented plaque to Outgoing Mayor David Sander.
- 9.4 Scottie Moore made presentation honoring Outgoing Mayor Sander.

10. CELEBRATORY BREAK

AT THIS POINT (6:02 PM) Council took a celebratory break. The full council resumed at 6:30 PM.

11. PRESENTATIONS

- 11.1 Council Member Skoglund Presented a Proclamation to Seneca Wallace for Contributions to the Community.
- 11.2 Cordova Community Council 2012 Year End Review by Executive Director Shelly Blanchard.
- 11.3 Update on Results from Business Walk by Micah Runner, Economic Development Manager, Diann Rogers, Rancho Cordova Chamber of Commerce Executive Director, and Matt Yancey, Sacramento Metro Chamber of Commerce Director of Business & Economic Development.
- 11.4 Update on Entertainment Center by Micah Runner, Economic Development Manager.
- 11.5 Introduction of New City Employee Scott Sparks by Neighborhood Services Manager, Kerry Simpson.



12. PUBLIC COMMENT

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

- Zak Ford regarding looking forward to working closer with the City as Vice President of the Folsom Cordova Unified School District Board.
- Chief Richael, Assistant Chief Davis, and Kerry Simpson regarding Christmas in Cordova.

Mayor Budge closed the public comment period.

13. COUNCIL REPORTS

Council reported on events since the last meeting.

14. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

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

14.1 **Subject:** Meeting Minutes of December 3, 2012 Regular Meeting.

Recommendation: Adopt Minutes.

14.2 Ordinance Granting a Water Franchise to the Golden State Water Company.

Recommendation: Waive second reading and adopt Ordinance No. 20-2012

Result of Recommended Action: Passage of this ordinance will grant water franchise to the Golden State Water Company for the purpose of operating and maintaining water pipelines within the City's rights-of-way.

Staff Report: Cyrus Abhar, Public Works Director.

Advances Goals:5

14.3 Ordinance Amending Sections of Chapter 16.20, "Housing Code," of the Rancho Cordova Municipal Code Relating to Rental Housing Inspection Violation Fees.

Recommendation: Waive second reading and adopt Ordinance No. 19-2010. (**Roll Call Vote**).

Result of Recommended Action: Adoption of Ordinance No 19-2012 will amend portions of the Housing Code to allow rental property owners to pay lower fees if they quickly correct minor code violations discovered during an inspection; and amend the Municipal Code to allow fees to be set by resolution. Adoption of this Ordinance also amends the code to reflect recent court decisions regarding consent to enter a rental property and the authority to charge inspection fees.

Staff Report: Kerry Simpson, Neighborhood Services Manager.

Advances Goals: 1, 2, and 3.

GROWING STRONG NEIGHBORHOODS

14.4 A Resolution Authorizing Approval of Contract 103-2012, Which Allows the City Manager to Enter into a Professional Services Agreement with Willdan Engineering for the Provision of Loan Management services needed for the CalHOME Owner-Occupied Residential Rehabilitation Program.

Recommendation: Adopt Resolution No 117-2012.

Result of Recommended Action: Adoption of Resolution No. 117-2012 will approve



contract 103-2012 with Willdan Engineering, who will provide various loan management services for the Owner-Occupied Residential Rehabilitation Program under the CalHOME grant funded by the California Department of Housing and Community Development.

Staff Report: Reed Flory, Jessica Hayes and Dana Grossi, Housing Services Division.

Advances Goals: 1, 2, and 3.

GROWING STRONG NEIGHBORHOODS

- 14.5 Resolution Authorizing the City Manager to apply for 1% Loan Financing From the California Energy Commission to Conduct Citywide Street Light Retrofits.

Recommendation: Adopt Resolution 118-2012.

Result of Recommended Action: Council adoption of Resolution 118-2012 will result in approval of five actions: 1.) City Manager authorized to submit application for 1% loan financing for street light retrofits; and 2.) City Council finds that the street light retrofit project is categorically exempt under California Environmental Quality Act (CEQA) regulations; and 3.) Upon loan approval from the California Energy Commission ("CEC"), City Manager is authorized to accept loan financing in an amount up to two million (\$2,000,000) dollars to conduct street light retrofits; and 4.) Authorizes the payback of loan financing, plus interest, from energy and maintenance cost savings; and 5.) Authorizes City Manager to execute all documents necessary in order to carry out the street light retrofit project with CEC 1% loan financing.

Staff Report: Cyrus Abhar, Public Works Director, and David Gassaway, Management Analyst.

Advances Goals: 1,2,5,6

- 14.6 Resolution of Intention to Establish a Community Facilities District and Future Annexation Area No. 2013-1 (Storm and Flood Protection Services).

Recommendation: Adopt Resolution No. 121-2012.

Result of Recommended Action: Action on this item will declare the Council's intention to establish the Community Facilities District and Future Annexation Area No. 2013-1 (Storm and Flood Protection Services) and a future annexation area, designate the name of the district, state the Council's intention to levy a special tax to pay for storm and flood protection services, and set 5:30 p.m. on January 22, 2013 as the time and date for a public hearing on the matter.

Staff Report: Cyrus Abhar, Public Works Department.

Advances Goal: 5.

- 14.7 Resolution Temporarily Suspending the Annual Program Fee Inflationary Adjustment for Community Facilities Impact Fees (CFF).

Recommendation: Adopt Resolution 114-2012 temporarily suspending the automatic annual program fee inflationary adjustment for a period of one year for the community facilities impact fees.

Result of Recommended Action: Adoption of the Resolution will suspend, for the third consecutive year, the automatic annual Engineering News Record (ENR) inflationary adjustment for the community facilities impact fees beginning January 1, 2013. This suspension will be for a period of one year.

Staff Report: Donna Silva, Finance Department

Advances Goal: 5.

- 14.8 Resolution of Intention to Establish Police Services Community Facilities District No. 2013-2.

Recommendation: Adopt Resolution 122-2012.

Result of Recommended Action: Adoption of the Resolution will declare Council's



intention to establish the Community Facilities District, designate the name of the district, undertake proceeding to provide for future annexation of territory to the proposed district and set a public hearing on this matter for January 21, 2013.

Staff Report: Donna Silva, Finance Department.

Advances Goal: 5.

15. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

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

- 15.1 **Subject:** Ordinance Amending Rancho Cordova Municipal Code Chapters 6.20 and 6.21 on Solid Waste and Recycling; Resolution Granting the Public Works Director the Authority to Negotiate and Execute non-exclusive commercial solid waste and Recycling Collection Agreements.

Recommendation: Waive first reading and introduce Ordinance No. 22-2012. (Roll Call Vote); Adopt Resolution 119-2012.

Result of Recommended Action: Adoption of this Ordinance will repeal unnecessary Sacramento County Code provisions on solid waste from the City's Code, which were previously incorporated by reference, and will amend Rancho Cordova Municipal Code chapters 6.20 and 6.21 on solid waste and recycling to resolve conflicts between the Code and commercial franchise agreements for solid waste collection and reflect changes in State law concerning recycling. Adoption of this Resolution will give the Public Works Director the authority to negotiate and execute non-exclusive commercial solid waste and recycling collection agreements, and to grant the franchises.

Staff Report: Kathy Garcia, Public Works Department.

Advances Goals: 1,2, and 5.

ACTION: Motion to waive first reading and introduce Ordinance No. 22-2012 by Sander, second by McGarvey;
Carried by a 5:0 roll call vote.

ACTION: Motion to approve Resolution No. 119-2012 by McGarvey, second by Skoglund;
Carried by a 5:0 vote.

16. PUBLIC HEARING ITEMS

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

- 16.1 **Subject:** City-Sponsored Zoning Code Amendment – Digital Freeway Signs – Applies Citywide.

Recommendation: Introduce and waive first reading of Ordinance No. 23-2012.

Result of Recommended Action: Approving this Zoning Code Amendment removes the requirement for an Operating Agreement for Applicant's pursuing entitlements for a Digital Freeway Sign. The amendment also establishes community messaging, an operation and maintenance plan, and an increased standard for removal of traditional billboards within the City when a Conditional Use Permit is considered, as standard requirements for installation of a Digital Freeway Sign. The Amendment would allow the City Council to consider a deviation from these standards in the form of an optional Operating Agreement when an Applicant desires to provide an equivalent community benefit in an alternative manner.



Staff Report: Jessica Jordan, Planning Department.
Advances Goals: 1, 2, and 6.

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

Mayor Budge opened the public comment period. The following individual addressed the Council:

- Barbara Price.

Mayor Budge closed the public comment period.

16.2 Safeway Fueling Center #1746 Conditional Use Permit and Minor Design Review; Project No. DD7653 – Located at 10605 Folsom Boulevard.

Recommendation: Adopt Resolution 120-2012.

Result of Recommended Action: Adoption of this resolution will allow construction of a new fueling station and convenience store to be operated by Safeway. The new development will remove an old vacant building off the Boulevard and upgrade the appearance of that portion of the Folsom Boulevard Specific Plan.

Staff Report: William Campbell, Planning Department.

Advances Goals: 1, 2 and 6.

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

17. REGULAR CALENDAR ITEMS

ACTION: Motion to table this item by Sander second by McGarvey;
Carried by a 5:0 vote.

17.1 **Subject:** Resolution Electing to Withdraw from the Human Rights and Fair Housing Commission and Authorizing Staff to Fulfill any Current Financial Obligations to the Commission and Discussion of Draft Fair Housing and Tenant Landlord Mediation Program.

Recommendation: Adopt Resolution No. 116-2012 electing to withdraw from the Human Rights and Fair Housing Commission and authorizing staff to fulfill any current financial obligations to the Commission.

Result of Recommended Action: The City will withdraw from the Human Rights and Fair Housing Commission consistent with the process described in the JPA Agreement. Staff will continue to develop a program to Affirmatively Further Fair Housing as required to participate in the Federal Community Development Block Grant (CDBG) program.

Staff Report: Reed Flory and Jessica Hayes, Housing Services Division and Phil Nichols, Neighborhood Services Division.

Advances Goals: 1, 2, and 5.

18. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

19. CITY MANAGER'S REPORT

20. ADJOURNMENT



Mayor Budge adjourned the regular meeting at 9:21 PM in memory of the lives lost in Connecticut, Senator Daniel Inouye of Hawaii and Judy Wagell.

Mindy Cuppy, CMC, City Clerk



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

Special Meeting

8:00 AM - Tuesday, January 8, 2013 and Wednesday, January 9, 2013

Kilgore Center / Larry Canfield Community Room
2897 Kilgore Road, Rancho Cordova, CA

DRAFT MINUTES

1. WORK SESSION - CALL TO ORDER/ROLL CALL

Mayor Budge called the special meeting to order on January 8, 2013 at 8:42 AM.

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

Council Members Absent: None.

Staff Present: Gaebler, Lindgren, Stricker, Haven, Abhar, Silva, Hadley, Chinn, Simpson, Runner, Cuppy, Junker, Peterson, Leitner, Snyder, Holt, Davis, Richael, Gassaway, Hall, Ulm, Behrends, Flory, Samuelson.

Mayor Budge called the special meeting to order on January 9, 2013 at 8:40 AM.

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

Council Members Absent: Skoglund.

Staff Present: Gaebler, Lindgren, Stricker, Haven, Abhar, Silva, Hadley, Chinn, Simpson, Runner, Cuppy, Junker, Peterson, Leitner, Snyder, Holt, Davis, Richael, Gassaway, Hall, Ulm, Behrends, Flory, Samuelson.

2. PUBLIC COMMENT

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

3. SPECIAL MEETING ITEMS

3.1 City Council and Staff Learning Retreat

ACTION: Discussion item only; no action taken.

4. ADJOURNMENT

Mayor Budge adjourned the special meeting on January 8, 2013 at 9:50 PM.

Mayor Budge adjourned the special meeting on January 31, 2013 at 3:15 PM.

Mindy Cuppy, CMC, City Clerk

ORDINANCE NO. 22-2012

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA REPEALING SACRAMENTO COUNTY CODE CHAPTER 6.20 ON SOLID WASTE, PREVIOUSLY INCORPORATED BY REFERENCE, AND AMENDING CHAPTERS 6.20 AND 6.21 OF THE RANCHO CORDOVA MUNICIPAL CODE ON SOLID WASTE AND RECYCLING

WHEREAS, California Public Resources Code section 40059 gives cities broad authority over matters pertaining to the collection of solid waste and recyclables within their jurisdictions, including the authority to determine whether such collection shall be handled by exclusive or non-exclusive franchise agreements; and

WHEREAS, the City Council of the City of Rancho Cordova has determined that the public health, safety, and welfare require that the Rancho Cordova Municipal Code ("Municipal Code") include clear provisions regarding the collection of solid waste and recyclables within the City; and

WHEREAS, on October 20, 2003, the City Council adopted Ordinance No. 20-2003 and Ordinance No. 21-2003, which incorporated by reference numerous Sacramento County Code provisions, including Sacramento County Code Chapter 6.20 pertaining to solid waste; and

WHEREAS, on November 7, 2005, the City Council adopted Ordinance 22-2005 on commercial solid waste collection; and then subsequently repealed Ordinance 22-2005 by passing Ordinance No. 23-2009 on December 7, 2009, which restated and amended the City's regulations pertaining to commercial solid waste collection and establishing non-exclusive franchises for the collection of commercial solid waste; and

WHEREAS, the City Council desires to amend numerous provisions of Municipal Code Chapters 6.20 and 6.21 pertaining to the collection of commercial and residential solid waste and recyclables to resolve conflicts between the Municipal Code and franchise agreements and to reflect changes to State law regulations set forth by CalRecycle; and

WHEREAS, Sacramento County Code Chapter 6.20 on solid waste, previously incorporated by reference into the Municipal Code, is no longer a necessary part of the City's Municipal Code; and

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

SECTION 1. The former incorporation by reference of Sacramento County Code Chapter 6.20 on solid waste is hereby repealed from the Rancho Cordova Municipal Code.

SECTION 2. Chapter 6.20, "Solid Waste Management," of the Rancho Cordova Municipal Code is hereby repealed and replaced to read as follows:

"Chapter 6.20" - Solid Waste Management

- 6.20.010 Purpose and declarations.
- 6.20.020 Definitions.
- 6.20.030 Collection or transportation prohibited.
- 6.20.035 Mandatory service
- 6.20.040 Public agency exemption

<u>6.20.045</u>	Administrator's exemption
<u>6.20.050</u>	Franchise requirement
<u>6.20.055</u>	Exempt collection or transportation.
<u>6.20.060</u>	City Council authority to grant franchise
<u>6.20.070</u>	Franchise terms and conditions.
<u>6.20.080</u>	Application for franchise.
<u>6.20.090</u>	Commercial franchise application review process
<u>6.20.095</u>	Residential franchise application review process
<u>6.20.100</u>	Appeal upon denial of award
<u>6.20.110</u>	Awarding of franchise.
<u>6.20.120</u>	Requirements for franchise effectiveness.
<u>6.20.130</u>	Franchise fees.
<u>6.20.140</u>	Recycling facility reporting requirements.
<u>6.20.150</u>	Restrictions on franchisees.
<u>6.20.160</u>	Medical waste.
<u>6.20.170</u>	Enforcement.
<u>6.20.180</u>	Abatement proceedings.
<u>6.20.190</u>	Notices.
<u>6.20.200</u>	On-site storage.
<u>6.20.210</u>	Solid waste disposal restrictions.
<u>6.20.220</u>	Use of containers.
<u>6.20.230</u>	Rules and regulations.
<u>6.20.240</u>	Vehicle Inspection
<u>6.20.250</u>	Vehicle requirements.
<u>6.20.260</u>	Covered load requirement.
<u>6.20.270</u>	Rights reserved to city.
<u>6.20.280</u>	Other franchise provisions
<u>6.20.290</u>	Criminal penalties for violations.
<u>6.20.300</u>	Civil penalties for violations.
<u>6.20.310</u>	Settlement process.
<u>6.20.320</u>	Hearing officer.
<u>6.20.330</u>	Appeals.
<u>6.20.340</u>	Appeal hearing.

Section 6.20.010 Purpose and declarations.

A. It is hereby declared and determined that the business of collecting and subsequently transporting, transferring, disposing and/or recycling of residential and commercial solid waste generated, kept or accumulated within the incorporated limits of the city of Rancho Cordova affects the health, safety, public welfare and quality of life of the inhabitants of the city. The city further declares that the business of collecting and disposing of residential and commercial solid waste is a public service and should be regulated by the city to ensure reliability and adequacy of service. The use of any public street or public property in connection with such business is of great concern to

the city and should be regulated by the city. Therefore, it is the purpose of this chapter to provide such regulation.

The city further declares that residential collection service will be most efficient, and at a lower cost, when collection routes provide door-to-door service uninterrupted by competition in the same area; and that exclusive residential collection services allow for energy conservation in fuel consumed by collection equipment, for the reduction of traffic congestion on roads and streets, and for fewer adverse effects on public streets and rights-of-way due to less truck traffic.

B. It is the further purpose of this chapter to regulate such business in order to ensure its orderly operation and to minimize the adverse effects it may have on the local environment. It is also the purpose of this chapter, aside and apart from regulation, to require compensation for the value of the franchise issued by the city.

C. It is the further purpose of this chapter to provide for the uniform regulation of residential and commercial solid waste collection, removal and transportation within the geographical area of the city.

D. The city hereby elects to have the grant of franchises governed by this chapter, and any ordinances amendatory thereof, and these provisions shall constitute the exclusive procedure applicable to the granting of franchises for the conduct of the business of collecting, transporting or disposing of residential and commercial solid waste.

Section 6.20.020 Definitions.

Unless the context otherwise requires, the definitions set forth in this section shall govern the interpretation of this chapter.

A. "Administrator" means the administrator of the city's solid waste program. The city council shall designate by resolution the administrator.

B. "City" means the city of Rancho Cordova.

C. "City council" means the city council of the city of Rancho Cordova.

D. "City clerk" means the city clerk of the city of Rancho Cordova.

E. "City engineer" means the engineer of the city of Rancho Cordova.

F. "City limits" means the territorial jurisdiction of the city of Rancho Cordova.

G. "Collection" means the act of picking-up and removing solid waste or recyclable material at the place of waste generation.

H. "Commercial hauler" or means any person who loads, collects, hauls, or transports commercial solid waste for a fee by use of any means, including, but not limited to, a dumpster truck, roll-off truck; a side-load, front-load, or rear-load garbage truck; or a trailer.

- I. "Commercial solid waste" means all solid waste, as defined in this chapter, that is generated by and at commercial and industrial sources, multifamily residential property, and construction and demolition activities that is collected by a commercial hauler.
- J. "Franchise" or "Commercial franchise" means a commercial solid waste and recyclables collection franchise issued under the provisions of this chapter to a commercial hauler within the city.
- K. "Franchisee" means a person or entity holding a franchise issued pursuant to this chapter.
- L. "Materials recovery facility" or "MRF" means any facility designed, operated, and legally permitted for the purpose of receiving, sorting, processing, storing, or preparing recyclable materials for sale and which has obtained, and maintains valid permit(s) to accept, process or store recyclable materials. This definition shall apply only within the framework of materials recovery facility services and reporting of this chapter.
- M. "Multifamily residential property" means five or more individual living units located on a single parcel of land and any mobile home park located within the city.
- N. "Person" means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.
- O. "Police chief" means the chief of police of the city of Rancho Cordova.
- P. "Recycling" means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace. "Recycling" does not include transformation as defined in Public Resources Code Section 40201.
- Q. "Recycling facilities" means those facilities or operations that receive, process, and transfer to market recyclable materials that have been source separated from the solid waste stream.
- R. "Recyclable material" or "recyclables" means materials that have been separated from the solid waste stream prior to disposal for the purpose of returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace, and that are not landfilled.
- S. "Removal" means the act of taking solid wastes or recyclable materials from the place of generation.
- T. "Residential dwelling unit" means an individual living unit in a single family dwelling, condominium, townhouse, mobile home, duplex (two units), triplex (three units), fourplex (four units) or building of four or less total individual living units intended for, or capable of being utilized for, residential living other than a hotel or motel.
- U. "Residential hauler" means any person who loads, collects, hauls, or transports residential solid waste for a fee by use of any means, including, but not limited to, a dumpster truck; roll-off truck; a side-load, front-load, or rear-load garbage truck; or a trailer.

V. “Residential solid waste” means all solid waste, as defined in this chapter, that is generated by and at a residential dwelling unit.

W. “Residential franchise” means a residential solid waste collection franchise issued under the provisions of this chapter to a residential hauler within the city.

X. “Rubbish” means nonputrescible solid wastes such as ashes, paper, cardboard, tin cans, yard waste, wood, glass, bedding, crockery, plastics, rubber by-products and litter.

Y. “Solid waste” means all putrescible and non-putrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, construction and demolition debris, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid wastes. Solid waste does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the Health and Safety Code, or medical waste. Solid waste does not include recyclable materials set out for separate collection for the purposes of recycling, and that are not landfilled.

Z. “Source separate” or “source separated” means the process of removing recyclable materials from solid waste for the purpose of recycling.

AA. “Treated medical waste” means medical waste as defined in subsection (a) of Health and Safety Code Section 25023.5.

BB. “Construction and Demolition Debris” means used or discarded materials resulting from construction, renovation, remodeling, repair or demolition operations on any pavement, house, commercial building, or other structure and such other materials as may be removed during the normal cleanup process of such construction, renovation, remodeling, repair, or demolition operations. This includes mixed construction and demolition debris and source separated recyclable construction and demolition material.

Section 6.20.030 Collection or transportation prohibited.

Except as authorized by RCMC 6.20.040 and 6.20.050, it shall be unlawful for any person to engage in the business of collecting, removing or transporting residential or commercial solid waste, or otherwise organizing, directing, sponsoring, brokering or causing the collection, removal or transportation of commercial residential or solid waste within the city without possessing a valid franchise or valid residential franchise granted by the city.

Section 6.20.035 Mandatory Service.

Except as otherwise expressly provided by this Chapter, the owner, tenant, or occupant of every improved parcel (parcel with one or more business and/or residential buildings approved for occupancy) located within the city shall subscribe to a solid waste and recyclables collection service from a residential or commercial franchisee operating pursuant to this Chapter. Each business (DBA) and/or residential building with a separate address and each separate business unit and each separate residential unit (under separate rental agreement) with a common address located on such parcel shall subscribe to such service. The owner, tenant or occupant of a parcel with a residential dwelling unit shall subscribe to a collection service from a residential franchisee operating according to this chapter. The owner, tenant, or occupant of a parcel with a commercial

or multifamily property shall subscribe to a collection service from a commercial franchisee operating according to this chapter.

Any owner of an improved five-acre or larger parcel may submit a written request for an exemption from mandatory service to the administrator, who will consider such requests on a case by case basis. The administrator will submit a written response within 30 days of receipt of a written request either approving or denying the exemption from mandatory service.

Section 6.20.040 Public Agency Exemption.

The provisions of Section 6.20.035 shall not be applicable to the United States, the State of California, the County, a city, a special district or any other local public agency with respect to the accumulation, collection or transportation of refuse resulting from operations of such agency.

Section 6.20.045 Administrator Exemption.

The administrator shall, upon application, grant a written exemption from the mandatory collection service requirements established by Section 6.20.035 for any property utilized for commercial purposes which does not generate solid waste, and may grant such an exemption for any residential dwelling unit (but not multi-family residential properties) if it determines that the occupant has made adequate and appropriate arrangements for the disposal of solid waste and required subscription to collection service would constitute an unreasonable hardship or impractical burden.

Section 6.20.050 Franchise requirement.

It is unlawful for any person to engage in the business of collecting, transporting or disposing of residential or commercial solid waste kept, accumulated or generated in the city, or to engage in the business of soliciting accounts or invoicing customers for residential or commercial solid waste service in the city unless:

A. A franchise or residential franchise therefor has first been granted pursuant to the provisions of this chapter and such franchise is in full force and effect and a written franchise agreement therefor has been executed between such person and the city and such agreement is in full force and effect; or

Section 6.20.055 Exempt collection or transportation.

The following persons shall be authorized to organize, direct or sponsor the collection, removal or transportation of residential or commercial solid waste within the city, or collect, remove or transport such solid waste, without a franchise or a residential franchise:

A The United States, the state of California, a city, a special district or other local public agency, or any employee or member of the Armed Forces thereof, or any individual or employee of such individual who has entered into a contract for solid waste collection with a federal or state agency, when collecting or transporting solid waste produced by operation of the public entity under a system of solid waste collection and transportation operated and maintained by the public agency;

B. The owner, operator or occupant or employee of a farm or ranch consisting of five acres or more, when transporting for off-site disposal solid waste accumulated as a result of operation of the farm or ranch;

C. An owner or occupant of a residential or multifamily residential property, when collecting or transporting rubbish, not containing garbage, from his or her residential premises to a lawful point of disposal;

D. A residential construction contractor, commercial or residential gardener and those engaged in the business of cleaning residential and commercial properties and employees thereof, when collecting or transporting rubbish consisting of by-products of the services provided to a lawful disposal location;

E. A person or employee thereof, when collecting or transporting dead animals, bones, meat scraps or food waste resulting from food processing plants for tallow or fertilizer, or other waste material to be used as raw material in manufacturing, or solid waste that is collected without charging a fee to the customer for purposes of salvage; provided, that such persons shall reuse or recycle or cause to be reused or recycled all materials collected, and shall not transport or arrange for the transport of any collected materials to a disposal site;

F. An operator or employee thereof of one or more industrial plants which are under single ownership, when collecting or transporting wastes which cannot be handled by standard solid waste collection equipment or which involve significant health, operating or handling hazards, including but not limited to rice hulls, tomato pulp, chemical residues, explosives, and other toxic, noxious or hazardous substances; provided, that all such wastes shall be deposited at an appropriate disposal area permitted pursuant to California State Solid or Hazardous Waste Management Standards.

Any transportation of solid waste, refuse or rubbish authorized by this section shall be conducted in strict compliance with any and all requirements of this chapter relating to transportation and any regulations issued hereunder

G. Any person collecting or transporting hazardous waste, medical waste and designated waste, as defined in law, regardless of its source;

H. Any person collecting or transporting by-products of sewage treatment, including sludge, sludge ash, grit, and screenings;

I. Any person collecting or transporting residue or non-processable waste from a solid waste management facility, including material recovery, composting, and transformation facilities; and

J. Municipal corporations and other governmental agencies using their own vehicles engaged in the collection, transportation, or disposal of solid waste within the city.

Section 6.20.060 City council authority to grant franchise.

A. The city council may and is hereby empowered to grant to a qualified applicant a nonexclusive franchise to engage in the business of collecting, transporting or disposing of commercial solid waste and designated recyclable materials kept, accumulated or generated in the city, or to delegate the authority, by resolution, to the administrator to grant the franchise.

B. The city council may and is hereby empowered to grant to a qualified applicant an exclusive residential franchise to engage in the business of collecting, transporting or disposing of residential solid waste and recyclable materials kept, accumulated or generated in the city, or to delegate the authority, by resolution, to the administrator to grant the franchise, according to the procedures set forth in Sections 6.20.080 and 6.20.095 of this chapter.

C. The city council may grant a commercial franchise or a residential franchise to an applicant based on compliance with this chapter. Any grant of a commercial franchise or a residential franchise by the city council may be subject to such terms, conditions, rules, regulations, restrictions, and limitations as the city council deems necessary to protect the public health, safety, or welfare.

D. The city council hereby empowers and grants to the administrator the authority to administer and negotiate nonsubstantive changes to the commercial franchise and residential franchise agreements. The city council may delegate authority by resolution to the administrator to administer, negotiate and execute franchise agreements.

Section 6.20.070 Franchise terms and conditions.

A. All franchises and residential franchises shall be subject to the terms and conditions specified in this chapter, in the franchise agreement and in all other applicable federal, state and local laws and regulations.

B. In granting any franchise or residential franchise, the city council may prescribe such other additional terms and conditions, not in conflict with this chapter, as in the judgment of the city council are in the public interest.

C. Each franchisee shall provide residential or commercial solid waste collection, removal, recycling, and transportation services consistent with the provisions of this chapter, the terms and conditions of the franchise issued to the franchisee, and any applicable federal, state, or local statute, ordinance, rule or regulation.

D. Each franchisee shall provide services without undue interruptions caused by mechanical failures or other inadequacies of equipment and shall utilize equipment in quantities and of an age and quality adequate for the provisions of reliable service and to provide preventive and repair maintenance of such equipment sufficient to ensure reliability.

Section 6.20.080 Application for commercial or residential franchise.

A. All applications for commercial or residential franchises pursuant to this chapter shall be in writing and shall be filed with the administrator.

B. Each application for a commercial or residential franchise from a company that has never held a commercial or residential franchise in the city shall be submitted by the applicant on a form provided by the administrator. The application shall include all attachments required by the administrator. At a minimum, the application shall contain the following information:

1. Identification.
 - a. The name and address of the applicant.
 - b. Business address and telephone number of the applicant.
 - c. Address where all vehicles and operating equipment used within the city will be kept.

d. If the applicant is a partnership, the applicant shall include the name and address of each partner, general, limited or otherwise, owning more than 10 percent ownership in the partnership and their percentage of ownership.

e. If the applicant is a corporation, the application shall state the names and addresses of the corporation's directors, date and place of incorporation, main offices, major stockholders and associates, and the names and addresses of the parent and subsidiary companies.

f. If the applicant is an affiliate or a franchised operation of another corporation (not to be confused in this instance with a solid waste franchisee of the city), the applicant shall list the names and addresses of the parent or subsidiary companies, together with a description of their business interests and/or ownership.

g. If the applicant is a joint venture or other combination of persons and corporations, identify separately the names and addresses of each member of the joint venture or combined effort, together with their percentage interest.

2. Business Operations. The names of the executive, operational and financial managers to be used in connection with the solid waste collection services, together with documentation that such persons and the applicant have sufficient experience in solid waste handling to perform solid waste collection services in the city.

a. Attestation that books and accounts of all revenue and income arising out of its operations will be kept in a manner that conforms to generally accepted accounting principles.

b. A statement that the applicant shall obtain insurance prior to commencing business subject to the franchise agreement.

c. A statement that the applicant shall maintain and report on a timely basis all operational information and data elements reasonably required by the city to comply with its reporting requirements such as those established under AB 939, and as defined in the franchise agreement.

d. A complete listing and explanation of any civil or criminal rulings or judgments in excess of \$5,000, or convictions against applicant, any of applicant's partners, major stockholders, corporate directors or parent or subsidiary companies, occurring within the last five years. Applicants that are subject to the periodic reporting requirements of Section 13(a) of the Securities Exchange Act may, in lieu of the information required by this subsection, submit the information reported pursuant to 17 CFR 229.103 (Legal proceedings) and 229.403 (Security ownership of certain beneficial owners and management) on the most recent form 10-K filed by the applicant with the Securities and Exchange Commission.

3. Facilities and Equipment.

a. A description of all vehicles and equipment that the applicant owns, has control of, or intends to acquire for the collection, transportation, or disposal of commercial waste in the city and which are subject to the provisions of the franchise agreement. A statement as to whether said vehicles and equipment are self-unloading and equipped with audible automatic back-up warning devices. The minimum vehicle description for existing vehicles shall include Vehicle Identification Number (VIN) and license plate number.

b. Evidence demonstrating that the applicant owns or will have access to suitable facilities for keeping vehicles and equipment clean and in good repair, and that the applicant owns or will have access to reasonable office and billing facilities.

c. Evidence demonstrating that the applicant owns or will have the legally enforceable right to use at least two collection vehicles, the bodies of which are closed, leak-resistant, and constructed for the purpose of solid waste collection, transportation, and disposal. In the alternative, for the purposes of this provision, an applicant may demonstrate by the evidence that they service and transport open-top roll-off boxes for the collection, transportation, and disposal of nonputrescible waste and/or roll-off compaction boxes which are closed, leak-resistant, and are constructed for the purpose of solid waste collection, transportation, and disposal.

4. Financial Resources. Applicant shall provide proof satisfactory to the administrator that the applicant has adequate financial resources to conduct commercial solid waste collection services.

5. Diversion Plans. Each franchisee shall submit a diversion plan with their franchise application. The diversion plan shall provide a detailed description of how the franchisee intends to divert recyclable materials from commercial solid waste in order to assist the city in meeting the city's AB 939 reporting requirements.

6. Application for Police Chief Review.

a. The city may request that the police chief review each franchise application prior to the city issuing a franchise. The administrator may refer all franchise applications or renewals pursuant to this chapter to the police chief who, in conjunction with city staff, shall make such investigation of the applicant as the police chief deems necessary in order to determine whether the applicant's character or the business responsibility of the firm the applicant represents is satisfactory. The requirements of this section apply to all pending or future applications or proposals for issuance or renewal of such franchise pursuant to this chapter. The police chief's investigation may include, but is not limited to, obtaining the fingerprints and a photograph of the applicant, or any other person connected with the firm which the applicant represents, and the obtaining of reports from the state and federal law enforcement agencies and reports from any other appropriate sources.

b. If requested to review an application, the police chief shall evaluate each franchise application or proposal to determine whether the operation of the business which the applicant or party submitting the proposal represents would involve an unreasonable risk to the health, safety or general welfare of the public. In making such a determination, the police chief shall consider the character of the applicant or party submitting the proposal and each director, officer, manager and other person who exercises policy control over the operations of the applicant or proponent, the business responsibility of the firm which the applicant or party submitting the proposal represents, and the manner in which the firm intends to conduct its business.

c. The police chief shall notify the administrator of the results of the investigation conducted pursuant to this section. If the police chief recommends disapproval of the application or proposal, the reasons for disapproval shall be specified in writing. The police chief shall forward a copy of the statement of reasons to the administrator and shall provide a copy to the applicant or party submitting the application.

7. Other.

a. Any other evidence that demonstrates that the applicant is able to render collection and subsequent transportation, and/or disposal services in accordance with applicable federal, state and local statutes.

b. Such additional information as may be reasonably requested by the administrator.

c. During the application or proposal period and during the full term of any franchise, all information contained in the franchise application shall be kept up to date by the applicant who shall file a new verified statement within 48 hours of any change indicating in detail the nature of any change in the information.

C. Each application for a commercial or residential franchise from a company holding a valid, current commercial or residential franchise which is set to expire shall be submitted by the applicant on a form provided by the administrator. The application shall include all attachments required by the administrator.

D. The application shall be signed by the person applying for the commercial or residential solid waste and recyclables collection franchise or, in the case of a partnership or corporation, by a person authorized to bind the partnership or corporation. [Ord. 23-2009 § B(8)].

Section 6.20.090 Commercial franchise application review process.

A. The city council may award franchises for the collection of commercial solid waste within the city to applicants meeting all of the qualifications of this chapter.

B. Applicants may submit their completed application for a commercial franchise, as provided in RCMC 6.20.080, to the administrator for review and consideration at any time. The administrator shall review such submittals and either make a recommendation to the city council to award such franchise or notify applicant of denial within 60 days of receiving a completed application.

C. The administrator shall take into consideration all components of the completed application, including but not limited to:

1. The ability of the applicant to meet all terms of the agreement;
2. Any history of civil or criminal convictions that may compromise the public's interests;
and
3. The completeness, accuracy, and validity of the application.

The administrator shall also have the authority to verify independently any and all statements made and implied in the application. The administrator may also request clarification from applicant of any or all elements of the submitted application.

D. After the 60-day review period, the administrator shall either:

1. Deny an award and notify the applicant in writing of the reasons why the award was denied; or

2. Recommend to the city council that a franchise be awarded.

E. Upon concurrence with a positive recommendation, the city council will award the franchise or will delegate authority to the administrator to award the franchise within a reasonable period of time. The administrator will notify applicant in writing of an award. [Ord. 23-2009 § B(9)].

Section 6.20.095 Residential franchise application review process.

A. The city council may award an exclusive franchise for the collection of residential solid waste and recyclables within the city to an applicant meeting all of the qualifications of this chapter.

B. Applicants may submit their completed application for a residential franchise, as provided in RCMC 6.20.080, to the administrator for review and consideration when the CITY has noticed its desire to receive such applications and according to the deadlines set forth by such notice. The administrator shall review applications and either make a recommendation to the city council to award such franchise or notify applicant of denial within 60 days of receiving a completed application.

C. The administrator shall take into consideration all components of the completed application, including but not limited to:

1. The ability of the applicant to meet all terms of the agreement;
 2. Any history of civil or criminal convictions that may compromise the public's interests;
- and
3. The completeness, accuracy, and validity of the application.
 4. The applicant's ability to provide the most efficient and cost effective collection service to CITY residents while minimizing the adverse effects of such service on the residents, CITY streets and rights-of-way, and the environment.

The administrator shall also have the authority to verify independently any and all statements made and implied in the application. The administrator may also request clarification from applicant of any or all elements of the submitted application.

D. After the 60-day review period, the administrator shall either:

1. Deny an award and notify the applicant in writing of the reasons why the award was denied; or
 2. Recommend to the city council that a franchise be awarded to a particular applicant;
- or
3. Recommend to the city council a group of finalists from which the city council may select an applicant to award an exclusive franchise to.

E. Upon concurrence with a positive recommendation, the city council will award the franchise or will delegate authority to the administrator to award the franchise within a reasonable period of time. The administrator will notify applicant in writing of an award.

Section 6.20.100 Appeal upon denial of award.

A. Within 30 days of written notification of award denial or within 60 days of the administrator's failure to act on the commercial or residential franchise application, the applicant has the right to meet with the administrator to review the items cited in the written notice and provide any additional evidence to support an award. Within 15 days of such meeting, the administrator will make a final, written determination of the application, based on the reviews of additional evidence, together with the original application. Administrator will send a copy of all final, written determinations, including reasons for denial, if any, to both applicant and the city council.

B. Applicant may, within 10 days after receiving the administrator's final denial, request a public hearing before the city council by submitting to the city clerk a written petition for an appeal hearing. If a public hearing is requested, the city clerk shall set the matter for hearing at the next regularly scheduled city council meeting or any later date as agreed upon by the applicant and clerk of the city council. At such hearing, applicant may present evidence in writing and through testimony of its employees and others relevant to the application. During such hearing, the city council may demand from the applicant such additional information as the city council may deem relevant and necessary. Standard rules of evidence are not in effect at such public hearing, and the applicant shall have the burden of proof to show facts demonstrating that the applicant does in fact meet the requirements of this chapter. Any hearing may be continued or adjourned to a stated time and place without the giving of further notice. The city council will provide applicant with a written explanation of its determination on the application within 30 days of such hearing. The city council's decision is final.

C. If the term of an applicant's existing franchise expires while the application is under city review, the city council or the administrator may administratively extend the term for such period of time as is required to complete the appeal process.

Section 6.20.110 Awarding of franchise.

A. A commercial or residential franchise shall become effective only once the applicant and the city have signed a written agreement, and upon applicant's satisfying all of the requirements and conditions set forth in both this chapter and the franchise agreement.

B. The franchisee must provide to the city copies of all required certificates of insurance, and bonds as may be enumerated in the franchise agreement and this chapter. Should franchisee fail to maintain all such insurance and bonding requirements, uninterrupted for the term of the agreement, the city will immediately suspend or terminate the commercial or residential franchise.

C. If the franchisee's description of vehicles and equipment, as required under RCMC 6.20.080, has changed between the application date and the effective date of the franchise agreement, franchisee must submit to administrator an amended description, including all identification elements required under RCMC 6.20.080, prior to commencing services authorized in the agreement.

Section 6.20.120 Requirements for franchise effectiveness.

A franchise granted pursuant to this chapter shall not become effective unless and until all of the following requirements have been satisfied:

A. The ordinance granting the residential or commercial franchise, or the resolution granting the administrator the authority to grant the franchise, is effective.

B. The applicant and the city have executed a franchise agreement.

C. Within 20 days from the date of adoption of the ordinance granting the commercial or residential franchise, or within 20 days of the date of adoption of the resolution delegating authority to the administrator to grant the franchise, the applicant to whom a franchise has been granted has filed with the city clerk evidence of compliance with the insurance requirements specified in the franchise agreement.

Section 6.20.130 Franchise fees.

A. Each person engaging in the business of collecting, transporting or disposing of commercial or residential solid waste and recyclables kept, accumulated or generated in CITY shall pay a franchise fee to CITY. The city council shall set the franchise fee by resolution, or shall delegate the authority to set the franchise fee to the City Manager by

B. The payment of franchise fees to the city pursuant to this section shall be in addition to any license fee or business tax prescribed by any local jurisdictions for the same period.

C. Commercial and residential solid waste franchise fees shall be payable on all gross collection revenues by a franchisee from its commercial or residential solid waste collection customers located within CITY. The franchise fee shall be calculated based on gross collection revenues prior to franchisee imposing the franchise fee on its customers. Non-exclusive franchisees shall also pay franchise fees on revenues received from federal and state government entities within CITY.

D. Franchise fees shall be payable by any person providing commercial or residential solid waste services within the city after the effective date of the ordinance codified in this chapter, even where no franchise has been granted.

Section 6.20.140 Recycling facility reporting requirements.

A. All recycling facilities within the city shall provide semi-annual written reports to the administrator, due 45 days after the close of the six-month reporting period, and including the following information for the previous six months:

1. The total aggregate tonnage of recyclable material received from generators located within the city;

2. The aggregate tonnage of recyclable material received from waste management and recycling operations in the city;

3. The aggregate tonnage of recyclable material received from franchises operating within the city; and

4. The total aggregate amount of residuals generated at the facility and disposed of at a permitted solid waste disposal facility, expressed as a percentage of total tonnage received.

B. To the extent permitted by the California Public Records Act, any report or other information required by this chapter shall be deemed confidential and shall not be subject to public disclosure except for aggregate totals for all facilities.

C. Recycling facilities receiving only scrap metals, agricultural waste, inert materials, and/or discarded, whitecoated, major appliances that are not normally disposed of and thus cannot be counted towards the state's diversion requirements are exempt from the reporting requirements of this chapter.

Section 6.20.150 Restrictions on franchisees.

The following restrictions shall be applicable to franchisees:

A. Except to meet the two-truck requirement of RCMC 6.20.080(B)(3)(c), no franchisee shall, by contract, subcontract, or otherwise, share with another franchisee any office space associated with operations under a franchise.

B. No franchisee, by contract, express understanding or indirectly, shall, in cooperation with another franchisee, divide, segregate or apportion any territory within the city for the purpose of restricting competition within a particular territory.

C. No franchisee shall, directly or indirectly, enter into any contract, express understanding or other transaction with another franchisee for the purpose of fixing customer rates or charges or otherwise maintaining rates or charges at a particular level.

D. No franchisee or any director, officer, partner, joint venturer, sole proprietor or corporate owner thereof, shall be a controlling shareholder of, be a partner, joint venturer or sole proprietor, owner, have any other interest in or be employed by another franchisee. No franchisee which is owned in whole or in part by a corporation shall be effectively controlled by a person or entity by virtue of that person or entity's ownership of shares in the corporation, if the same person or entity otherwise controls another franchisee. The sole remedy for violation of the provisions of this subsection shall be revocation or refusal to renew a franchise.

E. Each franchisee shall provide to the administrator such information as the administrator determines is reasonably necessary to facilitate effective administration of the franchise under the provisions of this chapter. Diversion information may be provided consistent with the framework for materials recovery facility (MRF) services and reporting of RCMC 6.20.170.

F. Notwithstanding any other provisions of this chapter, it shall be allowable for a franchisee having an interest in a materials recovery facility (MRF) to provide a reporting service, a solid waste processing service, and/or a recyclables processing service to another franchisee consistent with the framework for MRF services and reporting of RCMC 6.20.170.

Section 6.20.160 Medical waste.

A. Commercial franchisees shall not be required to divert treated medical waste.

B. No treated medical waste from commercial or residential solid waste generators shall be delivered by a permittee to a materials recovery facility for the purpose of recycling.

Section 6.20.170 Enforcement.

Except as otherwise expressly provided, the provisions of this chapter shall be administered and enforced within the city by the administrator or other staff and enforcement officials designated by the administrator.

Section 6.20.180 Abatement proceedings.

Any operation or activity contrary to the provisions of this chapter or a franchise agreement, including the terms and conditions of any franchise, is unlawful and shall constitute a public nuisance. The administrator is authorized to commence in the name of the city actions or proceedings to abate and enjoin any such operation or activity.

Section 6.20.190 Notices.

A. Whenever a provision of this chapter authorizes or requires a public hearing to be conducted by the city council, notice of the time, date, place and purpose of the hearing shall be published at least once not later than 10 calendar days in advance of the date of such hearing in a newspaper of general circulation which is published within the city, and shall be served upon each franchisee who is affected by such hearing.

B. Any written notice or other communication to a franchisee which is authorized or required by this chapter shall be deemed served and effective for all purposes when deposited in the United States mail, postage prepaid, and addressed to the latest address of the franchisee shown in the city records pertaining to the franchise.

Section 6.20.200 On-site storage.

Every owner, tenant or occupant of a residential dwelling unit or multi-family residential property and every owner, operator or keeper of any business with a fixed location in the city which generates solid waste and/or recyclable materials shall provide and at all times keep within an enclosure, or conveniently located near an enclosure or building, water-tight containers for solid waste and suitable containers for recyclable materials, and shall cause to be deposited in such containers, and not elsewhere, all solid waste and/or recyclable materials which accumulate on the premises. The containers shall have tightly fitted covers and shall not leak or permit the escape of odors. Notwithstanding the requirements of this section, generators shall not be required to set out or store recyclable materials together with solid waste and generators shall be allowed to appropriately store recyclable materials for collection separate from solid waste. It shall be unlawful for any person to fail to comply with the requirements of this section. Containers shall be clearly identified with the name of the franchisee.

6.20.210 Solid waste disposal restrictions.

A. It shall be unlawful for any franchisee to do any of the following:

1. To operate or have an interest in a solid waste disposal site, other than a transfer, receiving and/or processing station, within the city;
2. To operate a solid waste disposal area in the city; or
3. To dump any solid waste upon, or permit the same to fall upon, any property, road or highway other than the areas designated by this chapter for the disposal or dumping of solid waste.

B. It shall be unlawful for any person to dump, deposit, or release any solid waste, rubbish, debris, garbage, trash, or recyclable materials in or on any public or private property, including streets, sidewalks, gutters, highways, or easements, except when acting in accordance with the solid waste collection regulations set forth in this chapter.

Section 6.20.220 Use of containers.

No person other than a customer who has contracted for service with a franchisee, or a person with such customer's consent, shall deposit solid waste into a solid waste bin, drop box or compactor placed in the city by a franchisee for the purpose of receiving solid waste.

Section 6.20.230 Rules and regulations.

A. The collection and subsequent transportation and disposal of commercial solid waste and recyclable materials within the city is under the supervision of the administrator who shall have the power to promulgate rules and regulations regulating such collection and subsequent transportation and disposal, including but not limited to:

1. Commercial solid waste generation, storage, recycling, recovery, accumulation, collection, removal, transportation and disposal;
2. The manner in which commercial solid waste collection and recycling services are provided;
3. Types of commercial solid waste and recycling containers and vehicles used therefor;
4. The operation and maintenance of sanitary methods of commercial solid waste disposal;
5. Reporting requirements for recycling facilities.

B. A copy of said rules and regulations and all amendments thereto shall be sent by registered or certified mail, postage prepaid, to all affected franchisees addressed to their last place of business. To the extent not otherwise provided by law, it shall be unlawful for a franchisee to collect and subsequently transport or dispose of commercial solid waste contrary to any regulation, order, permit or requirement promulgated by the administrator.

C. All such rules and regulations shall be consistent with the provisions of this chapter and shall be effective on the thirtieth day following the filing of any such rules and regulations with the city clerk.

D. Any person who asserts that he or she is aggrieved by the terms or application of a regulation issued pursuant to this section may appeal the issuance of such regulation by filing a written notice of appeal with the city clerk. The notice of appeal shall specifically identify the regulation or regulations from which the appeal is taken and the reasons for the appeal. Upon receipt of such notice, the city clerk shall schedule the appeal for a public hearing by the city council, notice of which shall be given in the manner prescribed by RCMC6.20.240. At the conclusion of the public hearing, the city council shall be vested with jurisdiction to deny the appeal or to rescind or modify the regulation. The city council's determination in this regard shall be final.

E. Any regulation from which an appeal is filed prior to its effective date shall not become effective until the date of a determination by the city council of the appeal. Any regulation from which an appeal is filed on or subsequent to the effective date thereof shall remain in full force and effect during the pendency of the appeal, and any decision that rescinds or modifies the regulation shall apply prospectively.

F. It shall be unlawful and constitute a violation of this chapter for any person to violate or otherwise fail to comply with any rule or regulation issued pursuant to this section.

Section 6.20.240 Vehicle inspection.

A. All trucks and containers used in the collection, removal, transportation or storage of commercial solid waste in the city shall be subject to inspection by the city engineer for the purpose of determining whether or not the trucks and containers comply with California Code of Regulations, Title 14, Sections 17341 through 17345.

Section 6.20.250 Vehicle requirements.

A. The bodies of vehicles used in the collection, removal or transportation of commercial solid waste in the city shall have beds of metal or other impervious material which can be cleaned, and shall otherwise be of a type approved by the city engineer's department adopted pursuant to the California Code of Regulations, Title 14, Section 17341. B. The city engineer shall be authorized to issue administrative regulations pertaining to specifications for vehicles and containers, the cleansing and disinfecting thereof, and other sanitary measures in connection therewith.

Section 6.20.260 Covered load requirement.

A. All franchisee vehicles and all privately owned or operated vehicles using solid waste disposal facilities in the city shall have their vehicle loads covered, with a tarp or equivalent cover, to ensure protection from littering during transportation from the origin of the trip to any waste disposal facility located in the city.

B. All vehicles hauling materials with the load originating in the city to a waste disposal facility located outside of the city shall have their loads covered while in transit within the city.

C. Every permitted or nonpermitted waste disposal facility located within the city shall post signs notifying the public that it is illegal to haul uncovered loads to the facility. These facilities shall cooperate with the city enforcement staff by providing covered load education and promotion information to their customers to help assure the effectiveness of this chapter.

Section 6.20.270 Rights reserved to city.

In addition to all other rights reserved to the city under this chapter, the following shall apply:

A. There is hereby reserved to the city every right and power, and the exercise thereof, which is reserved or authorized by any provision of any lawful ordinance or resolution of the city, whether enacted before or after the effective date of the ordinance codified in this chapter.

B. Neither the granting of any franchise nor any provision of any franchise shall constitute a waiver of or a bar to the exercise of any governmental right or power of the city.

C. The franchisee shall have no recourse whatsoever against the city, its officers, employees or agents or any of the city member entities, their officers, employees, or agents for any loss, cost, expense or damage arising out of any provision or requirement of this chapter or of any franchise issued under this chapter or because of the enforcement of this chapter.

D. There is hereby expressly reserved to the city the power and authority to amend any section of this chapter so as to require additional or greater standards on the part of the franchisee and the

power and authority to increase the franchise fees to be paid by the franchisee pursuant to RCMC 6.20.150.

Section 6.20.280 Other franchise provisions.

A. The city council may expand or contract the scope of franchise agreements over time due to changes in law or interpretations of law.

Section 6.20.290 Criminal penalties for violations.

The following criminal penalties apply to violations of this chapter:

A. Violation as Misdemeanor. Unless otherwise specified by this chapter, violations of the provisions of this chapter or failure to comply with any of its requirements, including violations of terms and conditions established in connection with franchisees issued pursuant to this chapter, shall constitute a misdemeanor.

B. Penalty for Misdemeanor. Unless otherwise specified in this chapter, any person, whether as principal, agent, employee or otherwise, who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$1,000 or imprisoned for not more than six months in the county jail, or by both such fine and imprisonment. Each day such violation continues shall be considered a separate offense. Such penalties shall be in addition to any late fees, civil penalties, administrative civil penalties, or other charges payable to the city by a franchisee for the same period of time or for the same violations.

C. Violation as Infraction. Unless otherwise specified by this chapter or the franchise agreement, the following violations by a franchisee are infractions:

1. Delinquent Payment of Franchise Fee. A delinquent payment of a franchise fee that is not received by the city before the first day of the month following the due date established under RCMC 6.20.150(B) is a violation and a separate violation for every month the payment remains delinquent thereafter.

2. Delinquent Payment of Franchise Fee Late Charge. A delinquent payment of a late payment charge and/or interest charges for a late franchise fee payment (under RCMC 6.20.150(F)) that is not received by the city before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

3. Delinquent Payment of Late Report Charge. A delinquent payment of a late charge for a delinquent quarterly report of diversion (under RCMC 6.20.170(F)) that is not received before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

4. Delinquent Payment of Audit Fee. A delinquent payment of an audit fee (under RCMC 6.20.210(B)) that is not received by the city before the first day of the month following the due date is a violation and a separate violation for every month the payment remains delinquent thereafter.

5. Delinquent Diversion Report. A delinquent quarterly report of diversion (under RCMC 6.20.170) that is not received by the city before the first day of the third month following the end of the quarter reporting is a violation and a separate violation for every month the report remains delinquent thereafter.

6. Incomplete Diversion Report. If a quarterly report of diversion (under RCMC 6.20.170) that is received by the city is incomplete, the inadequacy must be remedied or corrected by the franchisee before the first day of the third month following the end of the quarter or it is a violation and a separate violation for every month the report remains incomplete thereafter. A complete quarterly report of diversion includes all information as may be required by the administrator. Partial quarterly reports of diversion will be considered incomplete.

D. Penalty for Infraction. Unless otherwise specified by this chapter or in the franchise agreement, an infraction is punishable by a fine not exceeding \$200.00 for a first violation of any offense under subsection (C) of this section within the preceding 12-month period; a fine of \$500.00 for a second violation of the same offense under subsection (C) of this section within the preceding 12-month period; and a fine of \$1,000 for each additional violation of the same offense under subsection (C) of this section within the preceding 12-month period. The administrator or the city attorney shall also have the discretion to elevate any infraction under subsection (C) of this section to a misdemeanor, punishable under subsection (B) of this section. Such penalties shall be in addition to any late fees, civil penalties, administrative civil penalties, or other charges payable to the city by a franchisee for the same period of time or for the same violation.

E. Separate Remedies. Each civil, criminal, or administrative civil penalty imposed pursuant to this chapter for any separate violation shall be separate from, and in addition to, any other provision of law and does not supersede or limit any and all other legal remedies and penalties, civil, administrative or criminal which may be applicable under other laws.

Section 6.20.300 Civil penalties for violations.

The following administrative civil penalties apply to violations of this chapter:

A. Administrative Civil Penalties. In addition to any other remedies provided by this chapter, any person who violates any provision of this chapter shall be liable for an administrative civil penalty to be imposed by the administrator. The amount of the penalty shall not be more than \$1,000 for each day of violation. Any person who knowingly violates any provision of this chapter, after reasonable notice of the violation, is liable for an administrative civil penalty of not more than \$1,000 for each day of violation. In determining the civil, criminal, and administrative civil penalties imposed pursuant to this chapter, all relevant circumstances shall be considered, including but not limited to the extent of harm or potential harm caused by the violation, the nature of the violation and the period of time over which it occurred, the frequency of past violations, and the corrective action, if any, taken by the violator.

B. Administrative Civil Penalty Procedure.

1. Notice of Violation. The administrator shall notify the violator in writing of the time within an alleged violation must be remedied or corrected. The notice shall provide that an administrative civil penalty will be imposed if the continuing violation is not remedied or corrected within the time stated.

2. Notice of Penalty and Opportunity for Hearing. Notice of any administrative civil penalty shall set forth the alleged acts or failures to act that constitute a basis for liability and the amount of the proposed administrative civil penalty. The notice of administrative civil penalty shall be served by personal service or certified mail and shall inform the person so served that the administrative civil penalty imposed may be administratively reviewed by a city-designated hearing

officer before it is enforced if a request for hearing is timely filed. The notice shall also specify the procedure for requesting a hearing before the hearing officer.

3. **Administrative Review.** If a person desires administrative review of the administrative civil penalty imposed by the administrator, it shall request a hearing by timely filing a written request pursuant to the provisions of RCMC 6.20.430. The written request for an appeal must be accompanied by an administrative hearing fee, as established by the city council. Any such appeal shall be in writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the administrator not later than 15 calendar days after the date of service of any such decision. A hearing shall be conducted by the hearing officer pursuant to RCMC 6.20.440 unless the person has waived the right to a hearing or has entered into a settlement agreement with the administrator. A person waives the right to a hearing by so stating in writing or by failure to file with the administrator a written request for hearing within 15 days after service of the notice of opportunity for hearing.

4. **Effective Date.** Where the person has waived the right to a hearing or where the person has entered into a settlement agreement, the administrative civil penalty shall not be subject to review by any court, the hearing authority, or any other agency and shall be effective 15 days after notice of the penalty is served. Where a hearing has been held, the penalty shall be effective 20 days after the decision of the hearing authority becomes final.

5. **Judicial Review.** The manner of contesting the final order of the hearing officer concerning any administrative civil penalty is governed by Government Code Section 53069.4, or any successor provision thereto. Service of the notice of appeal authorized by Government Code Section 53069.4 upon the city shall be by service upon the city clerk.

6. **Payment of Costs of Enforcement/Collection.** In addition to any penalty, sanction, fine or imprisonment, each person who violates this chapter shall be required to pay any and all expenses of enforcement including costs necessary to bring the person into compliance with this chapter. In addition to all remedies contained herein, the city may pursue all reasonable and legal means in collecting those sums authorized and due.

7. **Collection.** Payment of the penalty shall be made within 30 days from when the penalty became effective. In addition to all remedies herein contained, the city may pursue all reasonable and legal means in collecting administrative civil penalties.

Section 6.20.310 Settlement process.

The administrator may adopt a written settlement agreement process for the settlement of violations of this chapter, which shall take into consideration the penalty factors set forth in RCMC 6.20.400.

Section 6.20.320 Hearing officer.

Whenever the term "hearing officer" is utilized in this chapter, it shall be deemed to refer to one or more qualified persons assigned the responsibility of conducting a hearing by the city manager.

Section 6.20.330 Appeals.

Any decision of the administrator may be appealed to a hearing officer appointed by the city manager. Any such appeal shall be in writing, shall state the specific reasons therefor and grounds asserted for relief, and shall be filed with the administrator not later than 15 days after the date of service of any such decision. If an appeal is not filed within the time or in the manner prescribed

above, the right to review of the action against which complaint is made shall be deemed to have been waived.

Section 6.20.340 Appeal hearing.

A. Not later than 30 days following the date of filing an appeal within the time and in the manner prescribed by RCMC 6.20.430, the hearing officer shall conduct a hearing for the purpose of determining whether the appeal should be granted. Written notice of the time, date and place of the hearing shall be mailed to the appellant not later than 10 days preceding the date of the hearing.

B. The provisions of the California Administrative Procedure Act (commencing at Section 11500 of the Government Code) shall not be applicable to such hearings; nor shall formal rules of evidence in civil or criminal judicial proceedings be so applicable. Testimony shall be given under oath, and the parties to the hearing shall have the right to cross-examine witnesses. Any relevant evidence shall be admitted if it is the type of evidence upon which responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the existence of any common law or statutory rules which make improper the admission of such evidence over objection in civil actions in courts of competent jurisdiction in this state. Hearsay evidence may be admitted for the purpose of supplementing or explaining any direct evidence but shall not be sufficient in itself to support a finding unless it would be admissible over objection in civil actions. The rules of privilege shall be effective to the same extent that they are now or hereafter may be recognized in civil actions. Irrelevant and unduly repetitious evidence shall be excluded.

1. Record. A record of the entire hearing proceedings shall be made by either a certified court reporter or tape recorder operated by the hearing officer. A transcript of the proceedings shall be made available to all parties upon request and upon payment of the fee prescribed therefor. Such fees may be established and revised from time to time by the city council.

2. Scope. Only those matters or issues specifically raised by the appellant(s) in the written appeal shall be considered in the hearing on appeal.

3. Oaths and Certification. The hearing officer has the power to administer oaths and affirmations and to certify official acts.

4. Oral Evidence. Oral evidence shall only be taken on oath or affirmation.

5. Rights of Parties. Each party shall have the right to call and examine witnesses, to introduce exhibits, to cross-examine opposing witnesses on any matter relevant to the issues of the hearing even though the matter was not raised in the direct examination, to impeach any witness regardless of which party first called him or her to testify, to present rebuttal evidence and to represent himself or herself or to be represented by anyone of his or her choice who is lawfully permitted to do so. No appellant shall be required to testify without his or her consent.

6. At the conclusion of the hearing, the hearing authority shall prepare a written decision that either grants or conditionally grants or denies the appeal, and contains findings of fact and conclusions. Notice of the written decision, including a copy thereof, shall be filed with the administrator and served not later than 30 days following the date on which the hearing is closed on the appellant and on other persons who appeared at the hearing and requested a copy. Service shall be by personal delivery or certified mail.

C. City and appellant shall jointly pay for the costs of the hearing.

SECTION 3. Section 6.21.010, “Purpose and declarations,” of the Rancho Cordova Municipal Code is hereby amended to read as follows:

Section 6.21.010 Purpose and declarations.

A. It is the intent and purpose of this chapter to promote recycling by:

1. Requiring covered generators in the city of Rancho Cordova to keep recyclable materials separate from all other solid waste for recycling;
2. Requiring covered generators to provide signs and labeled containers for the storage and collection of recyclable materials; and
3. Requiring covered generators to either self-haul or enter into a written service agreement for the collection and subsequent delivery of recyclable materials to a recycling facility.

B. It is further the purpose of this chapter to provide a mechanism to require the implementation of recycling programs for covered generators within the city to thereby enable the city to meet and maintain the 50 percent waste diversion requirements set forth in the Public Resources Code Section 41780(a)(2).

SECTION 4. Section 6.21.020, “Definitions,” of the Rancho Cordova Municipal Code, is hereby amended to read as follows:

Section 6.21.020 Definitions.

A. “Authorization” means the process of approving a recycler for collection and removal of recyclable materials from businesses and multifamily residential properties by the public works director, and/or his or her designee.

B. “Authorized recycler” means any person or business entity who lawfully collects, accepts, transports or otherwise processes recyclable materials from businesses and multifamily properties for financial gain or profit, and has been certified and approved by the public works director, and/or his or her designee.

C. “Business” means:

1. A commercial entity, proprietorship, firm, partnership, person in representative or fiduciary capacity, association, venture, trust, or corporation that is organized for financial gain or profit, including but not limited to, offices, retail stores, markets, manufacturing facilities, warehouse and distribution facilities, restaurants, motels and hotels, theaters, medical offices, and gas stations and automotive facilities; and

2. Not-for-profit organizations, including but not limited to, churches, hospitals, and social service organizations.

D. “Certificate of operation” means the license that an authorized recycler must obtain from the city before it may collect recyclable materials within city boundaries.

E. “City” means the city of Rancho Cordova, California.

F. "Collection" means the act of picking-up and removing solid waste or recyclable materials at the place of generation.

G. "Commercial hauler" or "hauler" means any person who collects, hauls, or transports commercial solid waste for a fee by use of any means, including but not limited to, a dumpster truck, roll-off truck, a side-load, front-load, or rear-load garbage truck, or a trailer.

H. "Commercial solid waste" means all solid waste as defined in subsection (CC) of this section that is generated by and at commercial and industrial sources, multifamily residential properties, and construction and demolition activities that is collected by a commercial hauler.

I. "Covered generator" means all businesses and multifamily residential properties that are subject to the requirements of this chapter. The public works director and/or his or her designee shall specify the minimum weekly solid waste collection service threshold that defines covered generators for the purposes of this chapter and shall include such designation in the commercial franchise agreement. A covered generator may include a business or multifamily residential property owner or generator and is dependent on whoever executes a contract(s) for solid waste removal and recycling collection services.

J. "Customer" means a business or multifamily residential property owner or generator who contracts for solid waste removal services and enters into a service agreement with a franchised waste hauler or authorized recycler for recycling services. Where several businesses or multifamily properties share garbage containers and service, "customer" refers only to the party who enters into a contract for solid waste collection services.

K. "Designated recyclable materials" means materials, as designated in the franchise agreement, that are required to be separated by covered generators from solid waste prior to disposal and returned for use or reuse in the form of raw materials for new, used or reconstituted products.

L. "Franchise" or "Commercial franchise" means a commercial solid waste and recyclables collection franchise issued to a commercial hauler by the city of Rancho Cordova.

M. "Franchisee or Franchised waste hauler" means a person or entity holding a commercial or residential franchise issued by the city pursuant to Chapter 6.20 RCMC.

N. "Generator" means each business or multifamily property that generates one or more designated recyclable materials as a result of its business activities or multifamily property activities.

O. "Multifamily residential property" means five or more individual living units located on a single parcel of land and any mobile home park located within the city.

P. "National contracts" means contracts between waste management companies and multi-sited waste generating companies that operate currently throughout the United States, in more than one state.

Q. "Owner" means the person who owns a business or multifamily residential property. An owner may also be a generator.

R. "Person" means an individual, firm, limited liability company, association, partnership, industry, public or private corporation, or any other entity whatsoever.

S. “Public works director” means the public works director of the city of Rancho Cordova, California.

T. “Recycling” means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste and returning them for use or reuse in the form of raw materials for new, used or reconstituted products which meet the quality standard necessary to be used in the marketplace. Recycling does not include transformation as defined in Public Resources Code Section 40201.

U. “Recycling facility” means those facilities or operations that receive, process, and transfer to market recyclable materials that have been source separated from the solid waste stream.

V. “Recyclable materials container” means any box, tub, cart, or other container placed inside each individual multifamily residential unit and in maintenance or work areas on the premises of covered generators that is made of metal, hard plastic or other similar material and is suitable for the collection of designated recyclable materials pursuant to this chapter. Recycling materials containers must be approved by the city.

W. “Recycling plan” means the plan to be presented to all covered generators by their franchised waste hauler to document understanding of the requirements of this chapter and record the selected compliance option for each designated recyclable material.

X. “Removal” means the act of taking solid wastes or recyclable materials from the place of generation.

Y. “Self-haul,” when used in reference to designated generators by a covered generator, means a covered generator, or employee designated by the covered generator, who collects, transports and hauls recyclable materials from the business or multifamily residential property in a vehicle owned by either an employee or the entity to a recycling facility rather than hiring a franchised waste hauler or an authorized recycler to perform this function.

Z. “Self-hauling form” means the form provided by the public works director, and/or his or her designee, on which a business or multifamily residential property, owner or generator certifies that all self-hauling activities will be completed in accordance with the provisions of this chapter or any other applicable law or regulation.

AA. “Service agreement” means a written agreement between a franchised waste hauler or authorized recycler and a covered generator concerning the collection of designated recyclable materials.

BB. “Solid waste” means all putrescible and nonputrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, discarded home and industrial appliances, dewatered, treated or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid wastes. Solid waste does not include hazardous waste or low-level radioactive waste regulated under Chapter 7.6 (commencing with Section 25800) of Division 20 of the Health and Safety Code or medical waste. Solid waste does not include recyclable materials set out for separate collection for the purposes of recycling and that are not land filled.

CC. "Source separate" or "source separated" means the process of removing recyclable materials from solid waste for the purpose of recycling.

DD. "Subcontract" is a contract assigning some of the obligations of a contract to a third party.

SECTION 5. Subdivision (A) of Section 6.21.030, "Requirements for covered generators," of the Rancho Cordova Municipal Code, is hereby amended to read as follows:

A. Each covered generator shall be responsible for ensuring and demonstrating its compliance with the following requirements:

1. Source separate designated recyclable materials from solid waste;
2. Provide a basic level of recycling service that includes, at a minimum, the collection of designated recyclable materials; and
3. Enter into a written service agreement with a franchised waste hauler or authorized recycler for the collection of designated recyclable materials; or
4. Complete and retain on-site a self-hauling form certifying that all self-hauling activities will be completed in accordance with the provisions of this chapter or any other applicable law or regulation. A copy of such form shall be made available to the public works director and/or his or her designee upon request; and
5. Complete a recycling plan and provide a signed copy to the franchised waste hauler providing solid waste collection services.

SECTION 6. Section 6.21.140, "Reporting," of the Rancho Cordova Municipal Code is hereby amended to read as follows:

Section 6.21.140 Reporting.

A. Franchised waste haulers' failure to file the reports required by this chapter or by the franchise agreement shall constitute cause for termination or suspension of its franchise pursuant to Chapter 6.20 RCMC.

B. Unless otherwise required by the franchise agreement, self-haulers shall prepare quarterly reports to be kept on site identifying, at a minimum, the following:

1. The recyclable materials tonnage collected and removed within the city region during the previous quarter.
2. The location of the recycling facility(ies) to which the recyclable materials were taken during the previous quarter.

C. The public works director, and/or his or her designee, shall provide and establish guidelines, forms and other appropriate material to assist franchised waste haulers, authorized recyclers and self-haulers in preparing the reports required by this chapter.

SECTION 7. Subdivision (A) of Section 6.21.150, "Exemptions from recycling standards," is hereby amended to read as follows:

A. Notwithstanding any other provision herein, a business property owner or generator, shall be exempt from the requirements of this chapter if the owner or generator subscribes to less than four cubic yards of solid waste collection service per week.

SECTION 8. Severability. If any section, subsection, sentence, clause, phrase, or word of this Chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction or preempted state legislation, such decision or legislation shall not affect the validity of the remaining portions of this Chapter. The City Council of the City of Rancho Cordova hereby declares that it would have passed this Chapter and each and every section, subsection, sentence, clause or phrase not declared invalid or unconstitutional without regard to any such decision or preemptive legislation.

SECTION 9. CEQA. The City Council finds that this Chapter is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060 (c)(2) (the activity will not result in direct or reasonably foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations) because it has no potential for resulting in physical change to the environment, either directly or indirectly.

SECTION 10. 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 _____, 2013, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

CITY OF RANCHO CORDOVA

ORDINANCE NO. 23-2012

**AN ORDINANCE OF THE CITY COUNCIL OF RANCHO CORDOVA
AMENDING SECTION 23.743.150(2)(C) OF THE RANCHO CORDOVA ZONING CODE**

WHEREAS, the City's Zoning Code currently allows Digital Freeway Signs and discourages new Billboards in certain specified circumstances; and

WHEREAS, the Zoning Code should be amended to strengthen the minimum standards that any proposed Digital Freeway Sign would be required to comply with; and

WHEREAS, the City desires to increase the number of traditional Billboards that must be removed prior to the operation of any future proposed Digital Freeway Sign to ensure the community is provided with the highest benefit; and

WHEREAS, the removal of traditional Billboards within the City limits would provide a community benefit; and

WHEREAS, any future proposals for Digital Freeway Signs will be subject to a Conditional Use Permit issued by the City Council as well as future environmental review; and

WHEREAS, the certified Environmental Impact Report prepared for the previously adopted General Plan was found to adequately address all environmental impacts associated with the adoption of the proposed Zoning Code amendment; and

WHEREAS, this amendment was analyzed and determined to be within the scope of the General Plan EIR and requires no further environmental review under State CEQA Guidelines Section 15162; and

WHEREAS, on December 17, 2012, 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, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Recitals. The foregoing recitals are true and correct and made a part of this Ordinance.

Section 2. Findings. The City Council hereby finds that:

A. **CEQA Compliance.** The Rancho Cordova General Plan FEIR (SCH #2005022137) was certified in June 2006 by the Rancho Cordova City Council. The General Plan EIR is a Program EIR. (CEQA Guidelines section 15168.) The Digital Freeway Signs Zoning Code Amendment is an activity within the scope of the General Plan 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, this 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 Conditional Use Permits under this provision 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:

- Urban Design Action.3.1.2 – Require projects to include features and attributes that positively contribute to the image of the City.

Finding: The proposed Zoning Code Amendment would further the positive image of the City by requiring any future digital freeway signs to remove at minimum, four existing traditional format billboards within the City limits. Removal of said signage would provide a community benefit by removing visual clutter from neighborhoods, contributing to a positive image of the City.

Section 3. Amendments. The City Council hereby adopts the amended Section 23.743.150(2)(C) of the Zoning Code attached in **Exhibit A**.

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 this ____ day of _____ 2012, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

ATTACHMENT

Exhibit A: Amended Section 23.743.150(2)(C) of the Zoning Code with changes tracked

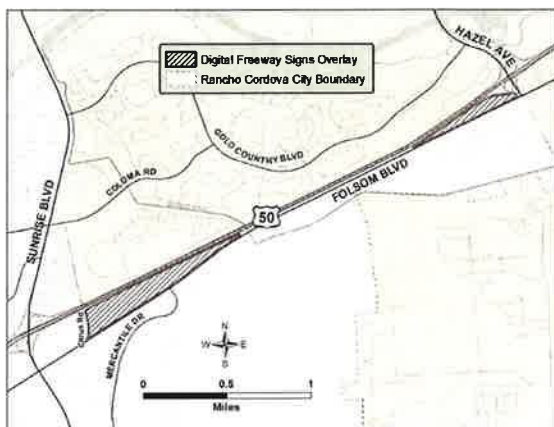
RANCHO CORDOVA MUNICIPAL CODE, TITLE 23 - ZONING CODE

Article 7 – Site Planning and Development Standards

23.743.150 Digital Freeway Signs Overlay

- A. **Purpose and Designation.** The Digital Freeway Signs Overlay is hereby established to enable the consideration of ~~d~~Digital ~~f~~Freeway ~~s~~Signs in certain, specific locations within the City. Digital Freeway Signs located within the Overlay area, that meet the development standards established below may be permitted through a Conditional Use Permit ~~and entrance into an Operating Agreement with the City Council~~. Digital Freeway Signs are only allowed as Billboard Relocations or as conversions of an existing ~~b~~Billboard in place.
- B. **Location.** The Digital Freeway Signs Overlay encompasses two specific geographies in the northeastern area of the City. As seen in Figure 23.743-8 below, the Sunrise Boulevard area is bound by Highway 50 on the north, Folsom Boulevard on the south, Citrus Road on the west, and the terminus of the Industrially zoned parcels on the east. Also, as seen in Figure 23.743-8 below, the Hazel Avenue area is bound by Highway 50 on the north, Folsom Boulevard on the south, and Hazel Avenue on the east. Digital Freeway Signs proposed outside of these two specific areas are prohibited.

Figure 23.743-8: Digital Freeway Signs Overlay Location



C. Development Standards.

1. Legally existing ~~traditional-b~~Billboards may be refurbished to become a Digital Freeway Sign, subject to the development standards below, issuance of a Conditional Use Permit ~~and entrance into an Operating Agreement with the City Council~~.
 - i. **Number of Faces.** A Digital Freeway Sign may consist of at most, 2 Digital Display Areas, each positioned to be visible only by opposing directions of traffic. Double-faced signs shall not have an interior angle between the face of the panels greater than 45 degrees.

RANCHO CORDOVA MUNICIPAL CODE, TITLE 23 - ZONING CODE

Article 7 – Site Planning and Development Standards

- ii. Height. The maximum height shall be 60 feet.
- iii. Area. The maximum area of the each digital display area is 672 square feet.
- iv. Distance between Signs. No Digital Freeway Sign shall be located within 2,500 feet of any other Digital Freeway Sign within the City limits.
- v. Sign Structure. The sign structure supporting and surrounding the Digital Display Area shall be as small as feasibly possible so as to avoid any unnecessary height or width to the sign. The sign structure shall not add stylistic or architectural detailing to further call attention to the sign.
- vi. Pole Cladding. Decorative pole covering is required for newly constructed Digital Freeway Signs as well as any existing traditional billboard that is converted to a Digital Freeway Sign. Such covering shall be simple and streamlined in material and design so as to not call further attention to the sign.
- vii. Message Display. Digital Freeway signs 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 or scintillating lighting, or varying light intensity.
- viii. Minimum Display Time. Each message on the sign must be displayed for a minimum of eight (8) seconds.
- ix. Illumination. Digital Freeway Signs 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 distance of 250 feet from the sign face. Each Digital Display Area shall have a light sensing device that will adjust the brightness of the sign as ambient light conditions change throughout the day.
- x. Aesthetics. The sign will not require substantial trimming or reduction of existing vegetation and landscaping. The sign will not obstruct or obscure on-site signs on the same or adjacent properties.
- xi. Traffic Safety. The sign shall not create a visibility hazard to traffic on adjacent streets, freeways, or parking areas. The sign will not reduce parking availability as required by this Title. The sign will not interfere with on-site vehicular circulation.
- xii. Future Technologies. There may be alternate, preferred, or superior technology available in the future to illuminate Digital Freeway Signs. These alternate technologies may be incorporated into existing legally permitted Digital Freeway Signs in the future without additional

RANCHO CORDOVA MUNICIPAL CODE, TITLE 23 - ZONING CODE

Article 7 – Site Planning and Development Standards

permissions from the City Council so long as (i) the requisite maximum brightness standards are met and (ii) no exterior physical change to the Digital Display Area will occur. The owner is responsible for obtaining any required ministerial permits for technology improvements as required by applicable Code standards. The City will expedite any such required approvals for technology that is superior in energy efficiency over previous generations or types.

xiii. Community Messaging. The City shall be provided with access to a portion of the total available display time to allow the City to present messages of community interest. This access shall also include other appropriate agencies for the purpose of displaying public safety messages such as "Amber Alert" messages and emergency-disaster communications.

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xii-xiv. Quality and Maintenance Plan. The applicant shall establish a quality and maintenance plan in order to ensure implementation of all above listed development standards and to assure the proper maintenance and repair of the Digital Freeway Sign as needed.

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2. Billboard Removal. For every one (1) Digital Freeway Sign installed, the Applicant must permanently remove at least four (4) legally existing Billboard structures (each of which may have more than one billboard sign face) within the City prior to operation of the Digital Freeway Sign. An existing Billboard being refurbished as a Digital Freeway Sign may count as one of the four required permanent removals.

3. Operating Agreement. At the Applicant's request, the City and Applicant may enter into an Operating Agreement in conjunction with the issuance of a Conditional Use Permit for a Digital Freeway Sign. The City and Applicant may use the Operating Agreement, on a case-by-case basis, to deviate from the development standards in Section 23.743.150(C)(1) or reduce the required Billboard removals under Section 23.743.150(C)(2). The City Council will only approve an Operating Agreement if it determines that the Operating Agreement achieves community benefits that are equivalent to those that would be achieved through strict compliance with Section 23.743.150(C)(1) or Section 23.743.150(C)(2).

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2. ~~An Operating Agreement between the City and the applicant is required prior to, or in conjunction with the issuance of a Conditional Use Permit for a Digital Freeway Sign. Operating Agreements may include, but are not limited to, provisions that address:~~
~~(i) the permanent removal of at least one legally existing billboard within the City;~~
~~(ii) City access to a portion of the total available display time to allow the City, at the discretion of the applicant, to present messages of community interest;~~
~~(iii) the provision of access to the City and other appropriate agencies for the purpose of displaying public safety messages such as "Amber Alert" messages and emergency-disaster communications; and~~

RANCHO CORDOVA MUNICIPAL CODE, TITLE 23 - ZONING CODE**Article 7 – Site Planning and Development Standards**

~~(iv) the establishment of a Quality and Maintenance Plan in order to ensure implementation of the development standards set forth in Subdivision (C) of this Chapter.~~

MEMORANDUM



DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE A CHANGE ORDER FOR ADDITIONAL PAVING IN THE AMOUNT OF \$18,000 WITH DOUGLAS VEERKAMP GENERAL ENGINEERING INCREASING THE FOLSOM BOULEVARD PHASE 3 TOTAL CONTRACT VALUE TO \$4,954,984

RECOMMENDATION

Adopt Resolution 9-2013.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will authorize the City Manager to execute a contract change order (CCO) associated with the Folsom Boulevard Phase 3 project (construction Contract No. 87-2011) in the amount of \$18,000 increasing the maximum total contract value to \$4,954,984.

BACKGROUND

The work performed under this construction contract includes the furnishing of all labor, materials and equipment for construction of Folsom Boulevard Phase 3. Portions of Folsom Boulevard lie within both City and County of Sacramento (County) jurisdiction between Rod Beaudry Drive and Bradshaw Road. In order to provide a complete project for the public, Staff coordinated with the County to obtain funds to resurface the County portions of the road along with the City's resurfacing work within those limits. During the course of the project, the County requested that a portion of Folsom Boulevard just east of Paseo Rio Way be widened at County cost to provide improved access to the parcel.

FISCAL IMPACT

The County will pay the additional sum of \$18,000 to accommodate the requested change. Council authorization of this CCO allows for modification of the City construction contract and payment will be entirely by the County.

ATTACHMENT

Resolution 9-2013 including Exhibit A – CCO No. 7

CITY OF RANCHO CORDOVA

RESOLUTION NO. 9-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AUTHORIZING THE CITY MANAGER TO APPROVE A CHANGE ORDER FOR ADDITIONAL
PAVING IN THE AMOUNT OF \$18,000 WITH DOUGLAS VEERKAMP GENERAL
ENGINEERING INCREASING THE FOLSOM BOULEVARD PHASE 3 TOTAL CONTRACT
VALUE TO \$4,954,984**

WHEREAS, the City awarded the Folsom Boulevard Phase 3 Project to Douglas Veerkamp General Engineering in the amount of \$4,262,774 (Contract 87-2011); and

WHEREAS, unforeseen conditions were encountered during construction and it became necessary to modify the plans and specifications with change orders to complete construction of the project; and

WHEREAS, City Council previously granted authority to the City Manager to execute contract change orders increasing the amount of the contract to \$4,936,984; and

WHEREAS, the City recommends that the City Council grant the City Manager the authority to approve an additional Contract Change Order up to a maximum of \$18,000 for additional paving on Folsom Boulevard.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF RANCHO CORDOVA that the City Council authorizes the City Manager or his designee to approve CCO No. 7 in the amount of \$18,000, increasing the contract value to \$4,954,984.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____ 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Mindy Cuppy, City Clerk, CMC

Project Name:
Folsom Phase 3 –
Streetscape Improvement
Project

CITY OF RANCHO CORDOVA
Contract Change Order No. 07

Sheet 1 of 1
City Contract No. CP10-2088

To: **Doug Veerkamp General Engineering (DVGE)**. You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

Description of work to be done, quantities and prices to be paid. Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time.

Change requested by: **Engineer**

In accordance with City's direction, Contractor performed the following work.

Adjustment of Compensation at Lump Sum

Item 1	Contractor was directed to perform additional asphalt concrete work as directed by the County of Sacramento. Payment for this work shall be at the agreed lump sum of \$18,000.00	INCREASE:	\$18,000.00
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Total Cost of Change: \$18,000.00

Contract Summation:

Original Contract:	\$4,262,774.35	Total Change Orders:	\$682,039.36	New Contract Cost Total:	\$4,944,813.71
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By reason of this order the time of completion will be adjusted as follows: **0 WORKING DAYS**

Submitted
by:

Bb Skum

Construction Manager/Resident Engineer
City of Rancho Cordova

Date:

11/9/12

Recommend
Approval by:

Project Manager
City of Rancho Cordova

Date:

Approved
by:

Public Works Director
City of Rancho Cordova

Date:

We, the undersigned Contractor, have given careful consideration to the change proposed and all of its impacts, both direct and indirect, and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices and time extensions shown above.

Acceptance Date:

11/8/12

Contractor:

Doug Veerkamp General Engineering

By:

[Signature]

Title:

Project Manager

If the Contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Original
to:

Contractor
City Clerk

Copies
to:

Resident Engineer
City Project Manager
Project Engineer

City Manager or Designee
City of Rancho Cordova

MEMORANDUM



DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: RESOLUTION AWARDING CONSTRUCTION CONTRACT TO TIM PAXIN'S PACIFIC EXCAVATION, INC. FOR THE BICYCLE TRAFFIC SIGNAL DETECTION PROJECT IN AN AMOUNT OF \$149,876

RECOMMENDATION

Adopt Resolution 8-2013.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will authorize the City Manager to award a construction contract to Tim Paxin's Pacific Excavation, Inc., the lowest responsive bidder, who would perform work on the Bicycle Traffic Signal Detection Project.

Work performed under this construction contract includes installation of bike detections and bike lane striping work at seven intersections throughout the City. The installation of bike detections will allow bikes to be detected when they approach the intersection. Currently, bicyclists would have to wait for a vehicle to approach the intersection or push the pedestrian push button. This project helps the City improve its status of being a bicycle friendly community.

BACKGROUND

The award of the contract is based on the lowest base bid. The base bid includes bike detections and bike lane striping work to be done at the following four intersections: Mather Field Road at Rockingham Drive, Sunrise Boulevard at Trade Center Drive, Old Placerville Road at Rockingham Drive, and Mather Field Road at Peter A. McCuen Boulevard.

Staff included two bid alternates in the bid documents to have bike detections and bike lane striping work done at three additional intersections. Bid alternate 1 includes installation of bike detections at the intersections on Zinfandel Drive at Olson Drive and at White Rock Road. Bid alternate 2 includes installation of bike detections at the intersection of Folsom Boulevard and Mercantile Drive.

A total of two bids were received and staff examined both proposals and determined the Tim Paxin's Pacific Excavation, Inc. to be the lowest responsible bidder. The bid summary sheet is provided as **Attachment 1**.

The lowest responsive base bid came in at \$63,626. Staff is recommending acceptance of bid alternate 1 for \$52,080 and bid alternate 2 for \$34,170. The total contract amount to be awarded is \$149,876.

FISCAL IMPACT

Funding for this project consists of City Transportation Funds currently budgeted and there is no impact to the City's General Fund. This project has been awarded a Federal Grant in the amount of \$148,000. In an effort to streamline federal grant administration process, the City has worked cooperatively with SACOG to consolidate a number of small grants into several large grants and use local transportation funds for the smaller project including this one. This allows the City and SACOG to better utilize staff resources on small projects.

ATTACHMENTS

1. Bid Summary Sheet
2. Resolution 8-2013 including Exhibit 1A – Contract No. 1-2013



Bicycle Traffic Signal Detection Project - CP12-2108
Rancho Cordova City Hall
2729 Prospect Park Drive, Rancho Cordova, CA 95670
December 6, 2012 at 2:00 PM

	Contractor	Base Bid Amount	Alternate 1 Bid Amount	Alternate 2 Bid Amount	Grand Total Bid Amount	Proposal Signed	Bidder's Bond	Contractors License	Non-Collusion	Designation of Subs	Experience/Qualifications	Addendum 1
A	Pacific Excavation Inc.	\$63,626.00	\$52,080.00	\$34,170.00	\$149,876.00	X	X	X	X	X	X	X
B	Studebaker Brown Electric, Inc.	\$78,298.85	\$45,791.00	\$38,900.00	\$162,989.85	X	X	X	X	X	X	
C												
D												
E												
F												
G												
H												
I												
J												

Attendees:
Mindy Cuppy, City Clerk
Ben Chan, Public Works

AGENDA ITEM 8.5


Mindy Cuppy, City Clerk

12-7-12
Date

CITY OF RANCHO CORDOVA

RESOLUTION NO. 8-2013

A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH TIM PAXIN'S PACIFIC EXCAVATION, INC. FOR THE CONSTRUCTION OF THE BICYCLE TRAFFIC SIGNAL DETECTION PROJECT

WHEREAS, the project was advertised in The Grapevine Independent on November 16 and 23, 2012; and

WHEREAS, the bids were publicly opened on December 6, 2012 at 2729 Prospect Park Dr., Rancho Cordova 95670; and

WHEREAS, two (2) bid alternates were provided in the bid documents to include construction and installation of bicycle detections at three (3) additional intersections within the City; and

WHEREAS, bid alternate 1 includes construction and installation of bicycle detections at the intersections of Olson Drive and Zinfandel Drive, and at the intersections of Zinfandel Drive and White Rock Road; and

WHEREAS, bid alternate 2 includes construction and installation of bicycle detections at the intersection of Folsom Blvd and Mercantile Drive; and

WHEREAS, Tim Paxin's Pacific Excavation, Inc. submitted the lowest base bid, in the amount of \$63,626; and

WHEREAS, staff recommends accepting both bid alternates 1 and 2 for a total of \$86,250; and

WHEREAS, the City recommends award the Bicycle Traffic Signal Detection Project to the lowest responsive bidder, Tim Paxin's Pacific Excavation, Inc., in the amount of \$149,876; and

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

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA authorizes the City Manager, or his/her designee, to execute a construction contract with Tim Paxin's Pacific Excavation, Inc. (**Exhibit 1A**), in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the _____ day of _____, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

**CONSTRUCTION SERVICES AGREEMENT BETWEEN THE CITY OF RANCHO CORDOVA
AND TIM PAXIN'S PACIFIC EXCAVATION, INC.
FOR THE BICYCLE TRAFFIC SIGNAL DETECTION PROJECT**

THIS AGREEMENT made and entered between the City of Rancho Cordova ("City") and Tim Paxin's Pacific Excavation, Inc. ("Contractor") as of January 23, 2013.

WITNESSETH:

WHEREAS, the City Council for the City heretofore caused plans and specifications for the work hereinafter mentioned to be prepared, and therefore did approve and adopt said plans and specifications; and

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

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

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

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

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

Section 2. SCOPE OF WORK. That the Contractor will furnish all labor, materials, services, transportation, appliances, and mechanical workmanship required for Contract No. 1-2013, as provided for and set forth in said plans and specifications, or in either of them, which said plans and specifications are hereby referred and by such reference incorporated herein and made a part of this Agreement. All of the said work done under this Agreement shall be under the supervision of and performed to the satisfaction of the Public Works Director of the City of Rancho Cordova who shall have the right to reject any and all materials and supplies furnished by the Contractor which do not comply with said plans and specifications, together with the right to require the Contractor to replace any and all work furnished by the Contractor which shall not either in workmanship or material be in strict accordance with said plans and specifications.

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

Section 4. PAYMENT. Attached hereto as **Exhibit A** and by reference made a part hereof, is the bid and proposal of Contractor. Said bid and proposal will contain, as required by the terms of said specifications, the full and complete schedule of the different items with the lump sums or unit prices as so specified. The City agrees in consideration of the work to be performed herein and subject to the terms and conditions thereof, to pay Contractor all sums of money which may become due to Contractor in accordance with the terms of the aforesaid bid and proposal, and this Agreement, to wit: **one hundred forty-nine thousand eight hundred seventy-six dollars (\$149,876)**. Said sum shall be paid in accordance with Section 8 of the Standard Specifications. With respect to that portion of the above sum as is based upon the estimated quantities specified for the general scope of the work to be performed herein, actual payment will be based upon the quantities as measured upon completion. No payment made under this Agreement shall be construed to be an acceptance of defective work or improper materials.

Section 5. RETENTION. Pursuant to the provisions of Public Contract Code Section 7201, Section 5.1 Retention to Ensure Performance has been modified. For additional provisions are set forth in Section 8-7 of the Standard Specifications.

5.1 Retention to Ensure Performance. Five percent (5%) of each progress payment will be retained until the work has been completed and accepted by the Public Works Director of the City of Rancho Cordova. After fifty percent (50%) of the work has been completed, including approved change orders, the Contractor may request that remaining progress payments be made in full and not subject to further withholding of retention. The City will review the progress to date and the remaining work. If it appears that the work will be successfully completed and is progressing on schedule, the City will process subsequent progress payments in full. However, the City reserves the right to withhold 5% retention on any subsequent progress payment if in the opinion of the City the work is no longer progressing on schedule.

Section 6. PREVAILING WAGES. Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II, of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft, classification or type of worker needed to execute the work contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed in the execution of said work by Contractor, or by any subcontractor doing or contracting to do any part of said work. The appropriate determination of the Director of the California Department of Industrial Relations is filed with, and available for inspection at 2729 Prospect Park Drive, Rancho Cordova, CA 95670, the office of the Clerk of the City. Contractor shall post, at each job site, a copy of such prevailing rate of per diem wages as determined by the Director for the California Department of Industrial Relations.

Section 7. INSURANCE. The Contractor shall carry and maintain during the life of this Agreement, such public liability, property damage and contractual liability, auto, worker's compensation and builders' risk insurance as required by the Standard Specifications Section 3.

Section 8. WORKERS' COMPENSATION CERTIFICATION. By execution of this Agreement, the Contractor certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in

accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Section 9. PERFORMANCE AND PAYMENT BONDS. The Contractor shall, before beginning said work, file two bonds with the City, each made payable to the City. These bonds shall be issued by a surety company authorized to do business in the State of California, and shall be maintained during the entire life of the Agreement at the expense of the Contractor. One bond shall be in the amount of one hundred percent (100%) of the Agreement and shall guarantee the faithful performance of the Agreement. The second bond shall be the payment bond required by California Civil Code Division 3, Part 4, Title 15, Chapter 7, and shall be in the amount of one hundred percent (100%) of the Agreement. Any alterations made in the specifications which are a part of this Agreement or in any provision of this Agreement shall not operate to release any surety from liability on any bond required hereunder and the consent to make such alterations is hereby given, and any surety on said bonds hereby waives the provisions of California Civil Code Sections 2819 and 2845.

Section 10. INDEMNIFICATION. The Contractor shall defend, indemnify the City and save harmless the (including their officers, agents, members, employees, affiliates, and representatives) as set forth in Section 6-2 of the Standard Specifications.

Section 11. MISCELLANEOUS PROVISIONS.

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

11.2 Contract Administration. This Agreement shall be administered by Ben Chan ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

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

Jim Paxin
Tim Paxin's Pacific Excavation, Inc.
9796 Kent Street
Elk Grove, CA 95624

Any written notice to City shall be sent to:

Ben Chan
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

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

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

CITY OF RANCHO CORDOVA:

CONTRACTOR:

Ted A. Gaebler, City Manager

Jim Paxin, Vice President

Date

Date

Attest:

Mindy Cuppy, City Clerk

Date

Approved as to Form:

Adam U. Lindgren, City Attorney

Date

TIM PAXIN'S PACIFIC EXCAVATION, INC.

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 1 of 12

CITY OF RANCHO CORDOVA**BID FORM**Project No. **CP12-2108**Project: **Bicycle Traffic Signal Detection Project****SUBMIT BID TO:**

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

BID OPENING:

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

NO LATER THAN: **2:00 PM**
DAY OF BID: **November 29, 2012**

APPROXIMATELY 2:10 P.M.

TO: City Clerk
City of Rancho Cordova

The Contractor is encouraged to submit these Bid Forms typed or neatly printed.

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 2 of 12

CITY OF RANCHO CORDOVA

Project No. CP12-2108

Project: Bicycle Traffic Signal Detection Project

TO: Public Works Director
City of Rancho Cordova
Rancho Cordova, California 95670

Name of Bidder: Tim Paxin's Pacific Excavation, Inc.

Business Address: 9796 Kent Street

City, State, Zip: Elk Grove, CA 95624

Telephone No. (with area code): 916.686.2800

The work for which this proposal is submitted is for construction in accordance with the special provisions (including the payment of not less than the minimum wage rates set forth therein) and contract annexed hereto, the project plans described below, and also in accordance with the California Department of Transportation Standard Plans and Specifications July 2002 edition using the English measurements and units in the 1992 edition and the Labor Surcharge and Equipment Rental Rates in effect on the date of work is accomplished; and the Sacramento County Public Works Agency, Improvement Standards, June 1, 1999 edition, and Standard Construction Specifications, January 2008 edition.

Bids are to be submitted for the entire work. The amount of the bids for comparison purposes will be the total of all items.

The bidder shall set forth for each unit basis item of work an item price and a total for the item, and for each lump sum item a total for the item, all in clearly legible figures in the respective spaces provided for the this purposes. In the case of unit basis items, the amount set forth under the "Total" column shall be the extension of the item price bid on the basis of the estimated quantity for the item.

If the proposal shall be accepted and the undersigned shall fail to enter into the contract and furnish the two (2) bonds in the sums required by this contract, with surety satisfactory to the City of Rancho Cordova within ten (10) days, not including Sundays and Legal Holidays, after the bidder has received notice from the City that the contract has been awarded, the City may, at its option, determine that the bidder has abandoned the contract, and thereupon this proposal and the acceptance thereof shall be null and void and the forfeiture of such security accompanying this proposal shall operate and the same shall be the property of the City of Rancho Cordova.

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 3 of 12

The undersigned, as bidder, declares that the only persons or parties interested in this proposal as principals are those named herein; that this proposal is made without collusion with any other person, firm, or corporation; that the bidder has carefully examined the location of the proposed work, the attached proposed form of contract, and the plans therein referred to; and that the bidder proposed, and agrees if this proposal is accepted, that he/she will contract with the City of Rancho Cordova, in the form of the copy of the contract attached hereto, to provide all necessary machinery, tools, apparatus and other means of construction, and to do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the Engineer as therein set forth, and that the bidder will take in full payment therefore the following item prices to wit:

Note: For this proposal to be considered complete and responsive the bidder must complete all of the documents and certificates on pages P-1 through P-10 and the bidder must properly execute the proposal as required on page 11.

CONTRACTOR: Tim Paxin's Pacific Excavation, Inc.

November 28, 2012

Bicycle Traffic Signal Detection Project

CITY OF RANCHO CORDOVA

PROJECT NO. CP12-2108

ADDENDUM NO. 1

TO ALL PROSPECTIVE BIDDERS:

Please incorporate the following revisions as part of the contract documents for subject project. The lowest bid will be determined based on Base Bid Amount. Any workmanship and/or materials involved shall be as set forth in the original drawings and/or specifications unless otherwise directed herein.

ITEM	PAGE OR DRAWING	LOCATION AND DESCRIPTION OF CHANGE
1.1	Notice to Contractors	Bid date and time has been revised to December 6, 2012 at 2:00 PM.
1.2	Bid Form Page 4 and 5 - Bid Schedule	Replace the Bid Form Page 4 and 5 Bid Schedule with the revised Bid Schedule enclosed.
1.3	Bid Form Page 6 - Bidder's Bond	Replace the Bid Form Page 6 Bidder's Bond form with the revised Bidder's Bond form enclosed.
1.4	Improvement Plan Sheet E4	On Plan Sheet E4, on the bottom right hand corner, Detail 29 striping shall be revised to Detail 39 striping.

Please note: Bid date and time are postponed. The new bid opening date is on **December 6, 2012 at 2:00 pm.** Bid proposal will be accepted up to **2:00 pm on December 6, 2012**, and all bid proposal will be opened at approximately 2:10 p.m. on the date of December 6, 2012.

END OF ADDENDUM NO. 1



Brit Snipes
Associate Civil Engineer



Cyrus Abhar
Director of Public Works

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 4 of 12

CITY OF RANCHO CORDOVA

BID SCHEDULE

Project No. CP12-2108

Project: Bicycle Traffic Signal Detection Project

The following quantities are approximate only and are given for the purpose of comparing proposals. The City does not expressly or by implication agree that the actual amount of work will correspond with quantities given herein, but reserves the right to increase or decrease the amount of any class or portion of the work as may be deemed necessary or advisable by the Director of Public Works. Payment will be based upon the actual quantities installed or constructed, unless otherwise specified.

BASE BID SCHEDULE					
Item No.	Item Description	Unit	Estimated Quantity	Unit Price (in figures)	Amount (in figures)
1	Water Pollution and Erosion Control	LS	1	500.-	500.-
2	Traffic Control	LS	1	4,000.-	4,000.-
3	Remove Thermoplastic Traffic Stripe	LF	100	6.-	600.-
4	Remove Thermoplastic Pavement Marking	SF	20	15.-	300.-
5	Type 38 Thermoplastic Striping	LF	100	6.-	600.-
6	Type 39 Thermoplastic Striping	LF	100	6.-	600.-
7	Type 39A Thermoplastic Striping	LF	100	6.-	600.-
8	Pavement Markers	EA	1	10.-	10.-
9	Thermoplastic Pavement Marking	SF	30	15.-	450.-
10	Traffic Signal Modifications (Mather Field Rd/Rockingham Dr)	LS	1	20,166.-	20,166.-
11	Traffic Signal Modifications (Sunrise Blvd/Trade Center Dr)	LS	1	12,300.-	12,300.-
12	Traffic Signal Modifications (Old Placerville Rd/Rockingham Dr)	LS	1	13,500.-	13,500.-
13	Traffic Signal Modifications (Mather Field Rd/Peter A. McCuen Blvd)	LS	1	10,000.-	10,000.-
TOTAL BASE BID \$				\$63,626.- \$60,360.-	
Total Base Bid Price (in words)				Sixty Three Thousand Six Hundred Twenty Six and ^{No} / ₁₀₀ Dollars	
Bid Alternate 1					
A-1	Water Pollution and Erosion Control	LS	1	500.-	500.-
A-2	Traffic Control	LS	1	2,000.-	2,000.-
A-3	Remove Thermoplastic Traffic Stripe	LF	320	1.-	320.-
A-4	Remove Thermoplastic Pavement Marking	SF	42	5.-	210.-
A-5	Type 38 Thermoplastic Striping	LF	140	3.-	420.-
A-6	Type 39 Thermoplastic Striping	LF	300	3.-	900.-
A-7	Pavement Markers	EA	1	10.-	10.-

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 5 of 12

Project No. CP12-2108

A-8	Thermoplastic Pavement Marking	SF	40	8. -	320. -
A-9	Traffic Signal Modifications (Olson Dr/Zinfandel Dr)	LS	1	34,400. -	34,400. -
A-10	Traffic Signal Modifications (Zinfandel Dr /White Rock Rd)	LS	1	13,000. -	13,000. -
TOTAL ALTERNATE 1 BID \$				\$ 52,080. -	
Total Alternate 1 Bid Price (in words)				Fifty Two Thousand and Eighty Dollars and ^{no} / ₁₀₀	
Bid Alternate 2					
B-1	Water Pollution and Erosion Control	LS	1	500. -	500. -
B-2	Traffic Control	LS	1	1,000. -	1,000. -
B-3	Remove Thermoplastic Traffic Stripe	LF	140	1. -	140. -
B-4	Type 38 Thermoplastic Striping	LF	80	3. -	240. -
B-5	Type 39 Thermoplastic Striping	LF	80	3. -	240. -
B-6	Pavement Markers	EA	1	10. -	10. -
B-7	Thermoplastic Pavement Marking	SF	30	8. -	240. -
B-8	Traffic Signal Modifications (Folsom Blvd/Mercantile Dr)	LS	1	31,800. -	31,800. -
TOTAL ALTERNATE 2 BID \$				\$ 34,170. -	
Total Alternate 2 Bid Price (in words)				Thirty Four Thousand One Hundred Seventy Dollars and ^{no} / ₁₀₀	

GRAND TOTAL BID \$ ~~146,610. -~~ \$ 149,876. -

GRAND TOTAL BID PRICE (IN WORDS) One Hundred Forty Nine Thousand Eight
Hundred Seventy Six dollars and ^{no}/₁₀₀

In the event that the product of a unit price and an estimated quantity does not equal the extended amount stated, the unit price will govern and the correct product of the unit price and the estimated quantity shall be deemed to be the amount bid.

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 6 of 12

CITY OF RANCHO CORDOVA

BIDDER'S BOND

KNOW ALL MEN/WOMEN BY THESE PRESENTS,

THAT we, Tim Paxin's Pacific Excavation, Inc.

, as Principal, and

Great American Insurance Company,

as Surety, are held and firmly bound unto the City of Rancho Cordova, hereinafter called CITY, in the penal sum of TEN PERCENT (10%) OF THE TOTAL AMOUNT OF THE BID of the Principal above named, submitted by said Principal to the City of Rancho Cordova, for the work described below, for the payment of which sum in lawful money of the United States, well and truly to be made, we bind ourselves, our heirs, administrators, and executors and successors, jointly and severally, firmly by these presents. In no case shall the liability of the Surety hereunder exceed the sum of \$ ten percent of amount bid.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT,

WHEREAS, the Principal has submitted the above-mentioned bid to the City of Rancho Cordova, for certain construction specifically described as follows, for which bids are to be opened at Rancho Cordova, California, on December 6th, 2012. for the work to be done consist, in general, of installation of new bicycle detector loops, bicycle push buttons installed on new bicycle push button posts, Type B Detector Handholes, thermoplastic striping and markings and minor traffic signal improvements; and all other works as shown on the contract document.

NOW, THEREFORE, if the aforesaid Principal is awarded the contract and within the time and manner required under the Specifications, after the prescribed forms are presented to him/her for signature, enters into a written contract, in the prescribed form, in accordance with the bid, and files the two bonds with the City of Rancho Cordova, one to guarantee faithful performance and the other to guarantee payment for labor and materials, as required by law and in all other aspects perform the agreement and obligations created by the acceptance of the Bid, then this obligation shall be null and void; otherwise, it shall be and remain in full force and virtue.

In the event suit is brought upon this bond by the Obligor and judgment is recovered, the Surety shall pay all costs incurred by the Obligor in such suit including a reasonable attorney's fee to be fixed by the court.

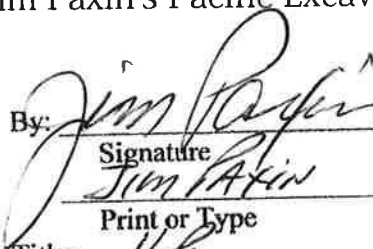
Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 7 of 12

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this 29 day of
Nov., 2012.

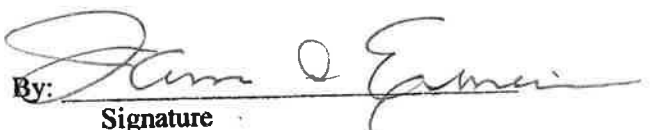
Tim Paxin's Pacific Excavation, Inc.

Principal

By: 
Signature
Tim Paxin
Print or Type
Title: V.P.

Great American Insurance Company

Surety

By: 
Signature
Print or Type
Title: James D. Einerson, Attorney-in-Fact
Address: 301 E. 4th Street
Cincinnati, Ohio 45202

- NOTES:
1. Signature of those executing for the Surety must be properly acknowledged.
 2. The bid bonds for the three acceptable lowest bidders shall be retained until the City Council has accepted the successful bidder. All other bid bonds shall be returned to the bidder five (5) working days after bid opening.

CERTIFICATE OF ACKNOWLEDGMENT

State of California)
County of Sacramento)

On 11/29/12, before me, Gail C. Einerson, Notary Public,
(here insert name and title of officer)
personally appeared
James D. Einerson

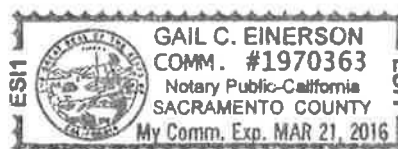
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity (ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Naile C. Einerson
Signature of Notary Public



(seal)

GREAT AMERICAN INSURANCE COMPANY®**Administrative Office: 301 E 4TH STREET • CINCINNATI, OHIO 45202 • 513-369-5000 • FAX 513-723-2740**

The number of persons authorized by
this power of attorney is not more than **FOUR**

No. 014660

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below, each individually if more than one is named, its true and lawful attorney-in-fact, for it and in its name, place and stead to execute on behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name
JAMES D. EINERSON
GAIL C. EINERSON
MICHELLE FURNO

Address
ALL OF
GOLD RIVER,
CALIFORNIA

Limit of Power
ALL
\$75,000,000.00

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 21st day of, JULY, 2011.

Attest

GREAT AMERICAN INSURANCE COMPANY



Atty L C. B.

David C. Kitchen

DAVID C. KITCHIN (513-412-4602)

STATE OF OHIO, COUNTY OF HAMILTON - ss:

On this 21st day of JULY, 2011, before me personally appeared DAVID C. KITCHIN; to me known, being duly sworn, deposes and says that he resides in Cincinnati, Ohio, that he is a Divisional Senior Vice President of the Bond Division of Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.



KAREN L. GROSHEIM
NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES 02-20-16

Karen L. Grosheim

This Power of Attorney is granted by authority of the following resolutions adopted by the Board of Directors of Great American Insurance Company by unanimous written consent dated June 9, 2008.

RESOLVED: That the Divisional President, the several Divisional Senior Vice Presidents, Divisional Vice Presidents and Divisional Assistant Vice Presidents, or any one of them, be and hereby is authorized, from time to time, to appoint one or more Attorneys-in-Fact to execute on behalf of the Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; to prescribe their respective duties and the respective limits of their authority; and to revoke any such appointment at any time.

RESOLVED FURTHER: That the Company seal and the signature of any of the aforesaid officers and any Secretary or Assistant Secretary of the Company may be affixed by facsimile to any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, STEPHEN C. BERAHA, Assistant Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney and the Resolutions of the Board of Directors of June 9, 2008 have not been revoked and are now in full force and effect.

Signed and sealed this

29

day of

NOV.

, 2012.



Atty L C. B.

AGENDA ITEM 8.5

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 8 of 12

CITY OF RANCHO CORDOVA

CONTRACTORS LICENSE FORM

Project No. CP12-2108

Project: **Bicycle Traffic Signal Detection Project**

Any person or entity submitting a bid on this project to engage in the business or act in the capacity of a contractor shall be licensed as a contractor in accordance with the provisions of Division 3, Chapter 9 of the California Business and Professions Code. A bid submitted to the City by a contractor who is not licensed as set forth above shall be considered non-responsive and shall be rejected by the City.

Before awarding the contract for this project, the City must verify that the contractor was properly licensed when the contractor submitted his/her bid on this project. In order for the City to verify the license status of a contractor, the contractor, at the time he/she submits his/her bid for the project, shall provide in writing to the City his/her contractor's license number, name on the license, classification, and expiration date of the license.

In all contracts where federal funds are involved, no bid submitted to the City shall be invalidated by the failure of the bidder to be licensed in accordance with the laws of this state. However, at the time the contract is awarded, the contractor shall be properly licensed in accordance with the laws of this state. The first payment for work or material under any contract shall not be made unless and until the Registrar of Contractors verifies to the City that the records of the Contractors' State License Board indicate that the contractor was properly licensed at the time the contract was awarded. Any bidder or contractor not so licensed shall be subject to all legal penalties imposed by law, including, but not limited to, any appropriate disciplinary action by the Contractors' State License Board. Failure of the bidder to obtain proper and adequate licensing for an award of a contract shall constitute a failure to execute the contract and shall result in the forfeiture of the security of the bidder.

CERTIFICATION

In accordance with the Business and Professions Code, we do hereby, under Penalty of Perjury, certify that the following contractor's license information is true and correct.

Contractor's License No. 694400

Expiration Date: 8/31/2014

Contractor's Classification: A C10

Tim Paxin's Pacific Excavation, Inc.
Contractor's Name (Printed)

12/6/2012
Date

[Signature]
Bidder's Signature
(same signature as on Bid Proposal)

Tim Paxin
Bidder's Name (Printed)

VP
Bidder's Title

City of Rancho Cordova Business License Number: applied for

AGENDA ITEM 8.5

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 9 of 12

CITY OF RANCHO CORDOVA

NON-COLLUSION AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF SACRAMENTO)

Tim Paxin, being first duly sworn, deposes and says that he or she is V.P. of Tim Paxin's Pacific Excavation, Inc. the party making the foregoing bid that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid

Tim Paxin's Pacific Excavation, Inc.
Contractor's Name (Printed)

12/6/2012
Date

Subscribed and sworn to before me

this 6th day of December, 2012.

[Signature]
Signature of Notary Public

[Signature]
Bidder's Signature
(same signature as on Bid Proposal)

Tim Paxin
Bidder's Name (Printed)

V.P.
Bidder's Title

CALIFORNIA JURAT WITH AFFIANT STATEMENT

GOVERNMENT CODE § 8202

- ☒ See Attached Document (Notary to cross out lines 1-6 below)
☐ See Statement Below (Lines 1-6 to be completed only by document signer[s], *not* Notary)

1
2
3
4
5
6

Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

State of California

County of Sacramento

Subscribed and sworn to (or affirmed) before me

on this 6th day of December, 2012,
Date Month Year

by

(1) Jim Paxin

Name of Signer

proved to me on the basis of satisfactory evidence
to be the person who appeared before me (.) (X)

(and

(2) _____

Name of Signer

proved to me on the basis of satisfactory evidence
to be the person who appeared before me.)Signature Michelle L. Rodgers

Signature of Notary Public



Place Notary Seal Above

OPTIONAL

*Though the information below is not required by law, it may prove valuable
to persons relying on the document and could prevent fraudulent removal
and reattachment of this form to another document.*

Further Description of Any Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

**RIGHT THUMBPRINT
OF SIGNER #1**

Top of thumb here

**RIGHT THUMBPRINT
OF SIGNER #2**

Top of thumb here

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 10 of 12

CITY OF RANCHO CORDOVA

DESIGNATION OF SUBCONTRACTORS

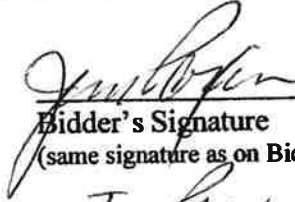
In compliance with the provisions of Section 4100-4114 of the Public Contracts Code of the State of California, and any amendments thereof, each Bidder shall set forth below the name and location of the place of business of each Subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the work or improvement to be performed under these specifications in excess of one-half of one percent (0.5%) of the prime Contractor's total bid or ten thousand dollars (\$10,000.00) whichever is greater. The prime Contractor shall list the portion of the work which will be done by such Subcontractor.

If the Contractor fails to specify a Subcontractor for any portion of the work to be performed under the Contract, the Contractor shall be deemed to have agreed to perform such portion itself, and the Contractor shall not be permitted to subcontract that portion of the work except under the conditions allowed by applicable law.

SUBCONTRACTOR (Name & Location)	PORTION OF WORK	ESTIMATED DOLLAR AMOUNT
Centerline Striping Co., Inc. 9847 Dingo Drive, Elk Grove CA 95624	Item # 3-Thru 9 A-3-Thru A-8 B-3-Thru B-7	6,210.00

Tim Paxin's Pacific Excavation, Inc.
Contractor's Name (Printed)

12/6/2012
Date


Bidder's Signature
(same signature as on Bid Proposal)

Tim Paxin
Bidder's Name (Printed)

VP
Bidder's Title

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 11 of 12

CITY OF RANCHO CORDOVA

EXPERIENCE/QUALIFICATIONS STATEMENT

The Bidder has been engaged in the contracting business, under the present business name for 19 years. Experience in work of a nature similar to that covered in the proposal extends over a period of 25 years.

The Bidder, as a Contractor, has never failed to satisfactorily complete a Contract awarded to it, except as follows:

The following contracts have been satisfactorily completed in the last three (3) years for the persons, firm or authority indicated, and to whom reference is made:

Year	Type of Work	Contract Amount	Owner/Agency for Whom Work was Performed
2012	Traffic Signals + minor road	\$436,137.60	City of Pleasanton
2011	Signals + Streetlights	\$347,147.89	County of Sacramento
2012	Traffic Signal Modification	\$203,398.00	City of Sacramento

The following is a list of plant and equipment owned by the Bidder, which is definitely available for use on the proposed work as required.

Quantity	Name, Type and Capacity	Condition	Location
	See Attached		
	Equipment List		

COPY AND ATTACH ADDITIONAL SHEETS AS NECESSARY

Tim Paxin's Pacific Excavation, Inc.
Contractor's Name (Printed)

12/6/2012
Date

Tim Paxin
Bidder's Signature
(same signature as on Bid Proposal)

Tim Paxin
Bidder's Name (Printed)

VP
Bidder's Title (Printed)

Bicycle Traffic Signal Detection Project
Project No. CP12-2108

Bid Form 12 of 12

Accompanying this proposal is Bidder's Bond

(Insert the words "CASH (\$ _____)," "CASHIER'S CHECK," or "BIDDER'S BOND," as the case may be.) in amount equal to at least ten percent (10%) of the total bid.

The names of all persons interested in the foregoing proposal as principals are as follows:

IMPORTANT NOTICE: If bidder or other interested person is a corporation, state legal name of corporation, also names of the president, secretary, treasurer, and manager thereof; if a co-partnership, state true name of firm, also names of all individual co-partners composing the firm; if bidder or other interested person is an individual, state first and last names in full.

Tim Paxin's Pacific Excavation, Inc.

Tim Paxin - President

Jim Paxin - Vice President

Prescilla Castelum - Corp. Secretary

Licensed in accordance with an act providing for the registration of Contractors License No. 694400.

By my signature on this proposal I certify, under the Penalty of Perjury, that the foregoing Non-collusion affidavit and Contractor's License Certification along with all other statements in this proposal are true and correct.

Date: 12/6/2012


Signature(s) of Bidder

Business Address: 9796 Kent Street

Place of Business: Elk Grove, CA 95624

Place of Residence: Elk Grove, CA 95624

DESCRIPTION	VIN / SERIAL	LICENSE#	CLASS	MAKE	TAG EXPIR	DRIVER
2	1986 TK EQUIPEMENT TRL	1TKC02420GM077693	4CC9206	15 Ton	Trlkg	9/30/12
11	1997 LK EQUIPEMENT TRL	1B4T30Z228V6121699	1VL9059	20 Ton	Ldkg	PTI
18	1997 FORK LIFT	70500025	N/A	5000LB	V-lift	N/A
19	1998 UTILITY TRAILER	4HXSC1629WC001573	4BD5793	3.5 Ton		PTI
20	1998 INTERNATIONAL DUMP	1HTSLABMSWH569736	5V03212	4700	Int'l	6/30/11
22	1998 CHEVY CREW TRUCK	1GBKC34J0W0F032235	5V22576	3500HD	Chevy	6/30/11
23	1998 CHEVY CREW TRUCK	1GBKC34JWJ102357	5V41448	3500HD	Chevy	6/30/11
26	1998 CHEVY CREW TRUCK	1GBKC34JWJ102516	5X30937	3500HD	Chevy	10/31/11
28	1999 ISUZU TRUCK	JALC4B148X7013870	5X49544	W5	Isuzu	11/30/11
29	1999 CHEVY DUMP	1GBKC34J1XF001447	7G44872	3500HD	Chevy	11/30/11
30	1999 ARROW BOARD TRAILER	159A41016WL358175	SE477775	N/A	Sunup	12/31/15
33	SKIDSTEER LOADER	JAF0237114	N/A	N/A	N/A	N/A
35	1999 CHEVY DUMP	1GBKC34J0XF045858	6B19671	3500HD	Chevy	6/30/11
37	1994 CASE TRENCHER	SNJAF0157026	N/A	N/A	Case	
38	1999 - 8020 T ROCKSAW	5S0384	N/A	Trencher	Dtwhc	
39	230 GALLON DIAMOND BILT	109PM1133X100	SE551659	E5	Dimblt	12/31/15
40	1999 CHEVY CREW TRUCK	1GBKC34J8XF038432	6C03860	3500HD	Chevy	8/31/11
43	ZIEMAN TRAILER	1ZCE26527X7P21123	4CC9205	N/A	Zieman	10/31/12
45	2000 CHEVY DUMP	1GBKC34J1YF411022	6E68938	3500HD	Chevy	1/31/12
49	2000 CHEVY CREW TRUCK	1GBKC34J1YF488392	6G82655	3500HD	Chevy	5/31/12
50	2000 IR COMPRESSOR	312288UEK221	SE504610	P185	IR	12/31/15
51	ARROWBOARD TRAILER	1S9A61015YL358021	SE504609	E5	Sunup	12/31/15
52	98 CASE SKIDSTEER LOADER	JAF0245290	N/A	N/A	N/A	
53	2000 CHEVY DUMP TRUCK	1GBKC34JXYF508798	6J21114	3500HD	Chevy	7/31/11
54	2000 F450 FORD DUMP TRUCK	1FDXF46F7YEE09655	6J95303	F450	Ford	9/30/11
55	2000 FORD F250	3FTNX20S2YMA69165	6J67705	F250	Ford	8/31/11
56	2000 ZIEMAN TRAILER	1ZCE2652XYZP21764	4BT5164		Zieman	
58	TRAILER	874650953650	1J58105	DM	Spcns	PTI
61	TRAILER	43ZDJ22F5X0006252	4AN9537		N/A	PTI
62	SKIP LOADER		N/A	N/A	N/A	
64	2001 CARSON TRAILER	4HXHD16241C032830	1JV9574		Carson	PTI
65	2000 F650 DELIVERY TRK	3FENF65H1YMA00580	6M14637	F650	Ford	9/30/11
66	2001 CARSON TRAILER	4HXHD16221C034205	1KC1557		Carson	PTI
67	2000 CHEVY DUMP TRUCK	1GBKC34J5YF439468	6R29070	3500HD	Chevy	6/30/11
68	2001 IR COMPRESSOR	317862	SE501680	P185	IR	12/31/15
70	8020 DITCHWITCH TRENCHER	5P0386	N/A	N/A	N/A	N/A
71	IR COMPRESSOR	4FVCABAA71U321222	SE519302	P185	IR	12/31/15
72	2000 CHEVY DUMP TRUCK	1GBKC34J8YF507228	20323F1	3500HD	Chevy	9/30/12
73	1999 CHEVY CREW TRUCK	1GBKC34J1XF096558	6T74650	3500HD	Chevy	1/31/12
74	2000 CHEVY CREW TRUCK	1GBKC34JOYF508700	6T47795	3500HD	Chevy	9/30/11
78	2001 TRAILMAX TRAILER	1G9KS36251A065232	4AX2174	FB	Trlmx	PTI
79	FORKLIFT	9H4440	N/A		Nissan	
80	2000 CHEVY CREW TRUCK	1GBKC34J2YF517088	8X97225	3500HD	Chevy	1/31/12
81	DIESEL 800 VACTRON	1M9EA14MX1004990	SE498245	HT	Vactrn	12/31/15
82	ARROWBOARD	1W91S1012X1249999	SE508434	HT	Wanco	12/31/15
83	ARROWBOARD	1W91S1011Y124986	SE551660	HT	Wanco	12/31/15
84	LIGHT TOWER	9910NLOP63	SE498243	HT	Almand	12/31/15
85	LIGHT TOWER	990NLOP62	SE498244	HT	Almand	12/31/15
86	2002 CARSON TRAILER	4HXHD16262C050408	4AJ1062	HT	Carson	PTI
87	2002 IR COMPRESSOR	4FVCABAA12U331259	SE525099	P185	IR	12/31/15
88	2002 F550 DUMP TRUCK	1FDAF56F62ED02440	6201380	550	Ford	8/31/11
89	2002 F450 CREW TRUCK	1FDXF46F52ED14812	7A45642	450	Ford	9/30/11
90	2002 SKIDSTEER LOADER	JAF0376737	N/A	N/A	Case	
91	FREIGHTLINER TRUCK	1FUWHJBA8YHF07364	8R42162	FL70	Fretlnr	9/30/11
92	VERMEER ROCK SAW	1VRS122VOY1000189	N/A	N/A	Vermeer	
93	2003 FORD F550	1FDAF56F53EB03607	7A94133	550	Ford	11/30/11
94	2002 IR COMPRESSOR	4FVCABAA23U333345	SE532179	P185	IR	12/31/15
95	2002 CHEVY DUMP TRUCK	3GBKC34G62M116056	7C15086	3500HD	Chevy	1/31/12
96	2002 CHEVY CREW TRUCK	3GBKC34G62M115263	7C15087	3500HD	Chevy	1/31/12
97	2002 TRAILMAX TRAILER	1G9KS36252A065460	4EF2461	FB	Trlmx	PTI
98	2002 TRAILMAX TRAILER	1G9KS26233A065310	4EF2462	FB	Trlmx	PTI
99	2001 GMC TRUCK	3GDKC34G81M101645	7E11464	3500HD	GMC	7/31/11
100	2003 IR COMPRESSOR	4FVCABAA13U335152	SE537731	P185	IR	12/31/15
101	2002 FORD CREW TRUCK	1FDXF46F42EC97209	7G31704	SUPDTY	FORD	8/31/11
102	8020 DITCHWITCH TRENCHER	5S0249	N/A	8020	Dtwhc	
103	2003 IR COMPRESSOR	4FVCABAA53U336174	SE537030	P185	IR	12/31/15
106	2002 IR COMPRESSOR	331633	SE534213	P185	IR	12/31/15
107	2003 FORD SAW TRUCK F550	1FDAF56P63EB82519	7H32459	F550	FORD	11/30/11
108	2003 INTNL DELIVERY TRUCK	1HTMMAAM93H578877	7H86446		Int'l	12/31/11
109	1995 PETERBILT 10 WHEELER	1XPFD69X7SD387786	7H45140		Ptribt	10/31/11
110	FORD F550 DUMP TRUCK	1FDAF56P24EB54475	7L25951	F550	Ford	12/31/11
111	FORD F550 DUMP TRUCK	1FDAF56P04EB54474	8M83555	F550	Ford	12/31/11
112	ARROWBOARDS	2S9US11124S132082	SE539865	VERMA		12/31/15
113	ARROWBOARDS	2S9US11104S132083	SE539864	VERMA		12/31/15
114	FORD F550 DUMP TRUCK	1FDXF46P64EB57951	7L03710	F550	Ford	3/31/12
115	2005 KENWORTH BOOM TRUC	2NKMHZ7X65M074839	7J62001	T300	KENWRTH	4/30/12
117	BOBCAT SKIDSTEER LOADER	5260-13884	N/A	S250	BOBCAT	N/A
118	BOBCAT SKIDSTEER LOADER	5260-13887	N/A	S250	BOBCAT	N/A
119	2005 F550 FORD TRUCK	1FDAF56P55EA17547	7P83030	F550	FORD	8/31/11
120	1998 INTERNATIONAL BUCKET	1HTSCABLOWH515512	5N87148	4700	Int'l	10/31/11
121	TRAILER	1ZCE265204ZP25509	4FT5318	FB	Zieman	PTI
122	COLEMAN LIGHT TOWER	RL4468	SE544736	HT	COLEMAN	12/31/15
123	COLEMAN LIGHT TOWER	RL4465	SE544737	HT	COLEMAN	12/31/15
124	INTERSTATE TRAILER	1JKOLA406WA000096	4FP4928	40TON	INTER	PTI
125	AQUATRANS WATER DOLLY	1B9508205J108509	SE544739		AQTRNS	12/31/15
126	AQUATRANS WATER DOLLY	4MFWB1323YW000809	SE544738		AQTRNS	12/31/15
127	VER-MAC ARROWBOARD	02-028917	SE551650		VERMA	12/31/15
128	VER-MAC ARROWBOARD	02-028918	SE551651		VERMA	12/31/15

	DESCRIPTION	VIN / SERIAL	LICENSE#	CLASS	MAKE	TAG EXPIR	DRIVER
130	2005 NISSAN TITAN	1N6AA07B05N501390	7T35541		NISSAN	1/31/12	JHP
131	2005 F550 SAFETY TRUCK	1FDAF56P05EA33817	7F55546	F550	FORD	4/30/12	GILBERT
132	2005 IR COMPRESSOR	SN / 351243	SE551656	P185	IR	12/31/15	
133	ATHEY		N/A				
134	2002 F550 DUMP TRUCK	1FDAF56F02ED68787	7C34021	F550	FORD	1/31/12	DIMAS
135	VACTRON	5H2BF16133LF31116	4DE3253			PTI	
137	IR COMPRESSOR	4FVCABAA15U356232	SE554075	P185	IR	12/31/15	
138	IR COMPRESSOR	4FVCABAA75U356235	SE554076	P185	IR	12/31/15	
139	2002 F350	1FDWF36F43EA67063	7X15195	F550	FORD	7/31/11	YARD
140	2005 JD TRENCHER BACKHOE	4045TF270	N/A				
141	420 D BACKHOE	FDP24831	N/A				
142	EQUIPMENT TRAILER	1ZCE26E215ZP26374	4FU8777	F13	ZIEMAN	PTI	
143	2006 FORD F550 TRUCK	1FDAF56P66EA49814	8A04020	F550	FORD	10/31/11	JOSE G
144	2006 FORD F550 TRUCK	1FDAF56P76EB73297	8A74684	F550	FORD	12/31/11	DELBERT
145	2006 FORD F550 TRUCK	1FDAF56P36EA33697	8B74167	F550	FORD	3/31/12	CRISTIAN
146	IR COMPRESSOR	4FVCABAA46U368084	SE551846	P185	IR		
147	IR COMPRESSOR	4FVCABAA66U368085	SE551845	P185	IR		
148	2007 F450 TRUCK	1FDXF46P77EA52825	8F06127	F450	FORD	8/31/11	TROY
149	2007 F450 TRUCK	1FDXF46P97EA52826	8F06128	F450	FORD	8/31/11	WILLIAM
150	BOMAG ROLLER		N/A				
151	HYSTER FORKLIFT		N/A				
152	430 D CAT BACKHOE	0BNK05950	N/A	430 D	CAT		
153	430 D CAT BACKHOE	0BNK05953	N/A	430 D	CAT		
154	2002 PETERBILT 10 WHEELER	1XP5DU9X92D584958	8F30667	10WHLDP	PTRBLT	1/31/12	BOB H
155	2007 IR COMPRESSOR	4FVCABAA47U379040	SE569664	P185	IR	12/31/15	
156	2007 IR COMPRESSOR	4FVCABAA7U379043	SE569663	P185	IR	12/31/15	
157	2007 IR COMPRESSOR	4FVCABAA6U379038	SE569665	P185	IR	12/31/15	
158	2007 IR COMPRESSOR	4FVCABAA47U379037	SE569666	P185	IR	12/31/15	
159	2007 TRAILMAX TRAILER	5UCPT37267A000863	4JM8229	FB	Trimx		
160	HOT MELT SUPER SHOT 125	1C9SY101671418206	SE624475			12/31/15	
161	2007 CHEVY EXT CAB TRUCK	1GCHC29K07E562097	8L46717	2500	CHEVY	7/31/11	TODD L
162	2007 CHEVY EXT CAB TRUCK	1GCHC29K77E537312	8L46716	2500	CHEVY	7/31/11	RICH
163	1997 BUCKET TRUCK	1HTSCAAM1VH457273	SM52879	4700	INT	2/28/12	
164	2007 F550 DUMP TRUCK	1FDAF56PX7EA73325	8M63860	F550	FORD	8/31/11	MYKYL
165	2007 ARROWBOARD	0508AB07	SE569673	ALLMAND		12/31/15	
166	2007 ARROWBOARD	0509AB07	SE569672	ALLMAND		12/31/15	
167	1999 FORD F250 PICK-UP	1FTNF20F4XEB13063	5U29401	FORD		6/30/11	YARD
168	1999 SKYJACK SCISSORLIFT	703474	N/A	SKYJACK			
169	2008 CHEVY TRUCK	1GBHC34K18E102840	8P14632		CHEVY	12/31/11	ERIC K
170	STOP SIGN TRAILER	CA 1076712	4AN9524			PTI	
171	2008 F550 BUCKET TRUCK	1FDAF56R58EE10342	8L17846	F550	FORD	8/31/11	
172	2008 DODGE RAM 1500	1D7HA18218S549594	8T45915	1500	DODGE	9/30/11	ARMANDO
173	2008 DODGE RAM 1500	1D7HA18278S549597	8T45914	1500	DODGE	9/30/11	STEVE
174	2008 DODGE RAM 1500	1D7HA18238S549595	8T45916	1500	DODGE	9/30/11	SLAVIK
175	2008 DODGE 5500 SAFETY TRK	3D6WC76A58G176814	8T65350	5500	DODGE	9/30/11	RANDY
176	2007 FORD DELIVERY TRUCK	3FRML55Z57V504576	8P92518	LCF55	FORD	9/30/11	CORY
177	2008 CHEVY SILVERADO 2500	1GCHK23658F211308	8T43445	2500	CHEVY	9/30/11	TIM
178	VACTRON PMD850SDT	5H2BF19228LL82108	4KF4485		VACTRON	PTI	
179	2006 MAGNUM LIGHT TOWER	5AJLS16126B002522	SE569711		MAGNUM	12/31/15	
180	2006 MAGNUM LIGHT TOWER	5AJLS16136B002528	SE569712		MAGNUM	12/31/15	
181	2006 MAGNUM LIGHT TOWER	5AJLS16156B002644	SE569714		MAGNUM	12/31/15	
182	2006 MAGNUM LIGHT TOWER	5AJLS16196B002646	SE569713		MAGNUM	12/31/15	
183	2006 INTERNATIONAL	1HTMNAAMX6H236467	8P92766		INTER	10/31/11	WILL D
184	2006 PETERBILT DUMP	1XP5DB9X96D638026	8R42163		PETERBLT	11/30/11	JORGE
185	2004 KOMATSU FORKLIFT	580994A	N/A				
186	2006 INTERNATIONAL TRUCK	1HTMKAAN16H179268	8C03989		INT	4/30/12	YARD
187	2009 DODGE BUCKET TRUCK	3D6WC76L89G517206	8R42025	5500	DODGE	2/28/12	YARD
188	2004 JOHN DEERE SKIP LOADER	T0210LE883222	N/A	210LE	JD		
189	2007 GMC WATER TRUCK	1GDJ6C1C47F402748	SE569719	TC6500	GMC	12/31/15	
191	2008 DODGE 5500 TRUCK	3D6WC76A38G154696	8W68565	5500	DODGE	8/31/11	BILL V
192	SILENT SENTINEL ARROWBOARD	4GM1A091291523633	SE593415				
193	2009 DODGE TRUCK	1D3HB13T99S792067	8W85490	1500	DODGE	9/30/11	TODD
194	2008 FORD BUCKET TRUCK	1FDAF56R08ED76018	8W44476	F550	FORD	10/31/11	YARD
195	420E CAT BACKHOE	HLS05662	N/A	420E	CAT		
196	420E CAT BACKHOE	HLS05673	N/A	420E	CAT		
197	VACTRON	1M9EA14M491104372	SE593435	SPV800	SPOILVAC	12/31/15	
198	CASE SKIDSTEER	N9M400898	N/A	450SL	CASE		
199	CASE SKIDSTEER	N9M400899	N/A	450SL	CASE		
200	2007 CASE ROLLER	DDD000305	N/A	DV202	CASE		
202	DITCHWITCH JT 2020 BORERIG		N/A				
203	BORE RIG TRAILER	4KNUT18279L160724	4KK440		TOWMAS	PTI	
204	2010 PETERBILT DUMP	1XPVD09X6AD101465	98310A1		PETERBLT	4/30/13	DOM
205	2009 PETERBILT DUMP	1XPHD49X69D772327	98590A1		PETERBLT	5/31/12	BOB H
206	2008 PETERBILT BOOM TRUCK	2NPLHN7X08M759017	8L10178		PETERBLT	11/30/11	BRYAN
207	2009 PETERBILT DUMP	1XPWDU9X79D790116			PETERBLT		
208	2011 DODGE 5500 SAFETY TRK	3D6WA7EL0BG584900	43612D1	5500	DODGE	7/31/12	
209	2007 TOWMASTER TRAILER	4KNFT23287L160279	4KN8533		TOWMAS		
210	TRAILER (SHOP)	CA978570	4LH7707		UTILITY	PTI	
211	2011 F450 CREW TRUCK	1FDUD4GT0BEC38326	31068E1	F450	FORD	8/31/12	
212	2011 F450 CREW TRUCK	1FDUF4GT4BEC42654	31067E1	F450	FORD	8/31/12	
213	2011 CHEVY EXT CAB TRUCK	1GC2CXC6XBZ452330		2500	CHEVY	9/30/12	DENNY
TSS	2011 ARROWBOARD	4GM1A0917B1524878	SE629301			12/31/15	TSS
214	2011 ARROWBOARD	4GM1A0915B1525009	SE629302			12/31/15	
215	2011 ARROWBOARD	4GM1A0911B1525010	SE629303			12/31/15	
216	2012 F450 CREW TRUCK	1FDUD4GT0CEA43506	38001F1	F450	FORD	12/31/12	
217	2012 F450 CREW TRUCK	1FDUF4GTXCFA73824	38002F1	F450	FORD	12/31/12	
218	2011 F550 DUMP TRUCK	1FDUF5GT5BEC48789	46180F1	F550	FORD	12/31/12	
219	2011 F550 DUMP TRUCK	1FDUF5GT1BEC48790	01407G1	F550	FORD	2/28/13	

MEMORANDUM



DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: Mindy Cuppy, CMC, City Clerk

SUBJECT: APPROVAL OF COUNCIL MEMBER APPOINTMENTS TO REGIONAL BOARDS, COMMISSIONS, AND COMMITTEES FOR 2013

RECOMMENDATION

That Council confirms their 2013 commitments to serve on other agency boards, commissions, and committees.

RESULT OF RECOMMENDED ACTION

The City Clerk will confirm appointments with the members of the Council responsible for representing the agency boards, commissions, and committees they serve, and will ensure that any necessary Fair Political Practices Commission (FPPC) filings are completed.

BACKGROUND

Council Members serve on various advisory boards in the community to ensure the city has representation within the region; additionally, Council Members serve on national and state committees. By confirming their appointments annually the member of the Council are committing their time to serve in these important roles at the national, state and local level.

ATTACHMENT

2013 Proposed - City of Rancho Cordova Council Member Appointments to Regional Boards, Commissions, and Committees.

**2013 Proposed - City of Rancho Cordova
Council Member Appointments to Other Agency Boards, Commissions and Committees**

Agency	2012 Appointment	Proposed 2013 Appointment
Local Appointments		
Capital Southeast Connector (Originally called: Elk Grove/Folsom/RC/ El Dorado Connector JPA)	Sander Alt: Budge	Sander Alt: Budge
City Selection Committee of Sacramento County	Mayor if needed	Mayor if needed
Folsom Lake College Foundation Meets 2/14, 4/11, 6/13, 2013 from 11:30-1:00	McGarvey (Termed out July 1, 2012)	VOLUNTEER NEEDED
Mather Community Campus Community Advisory Committee	McGarvey	McGarvey
Mayors & Board Chair Forum	Sander, Budge and Gaebler	Budge, Skoglund and Gaebler
Sacramento Area Council of Governments (SACOG)/Capitol Valley Regional SAFE	Sander Alt: Budge	Sander Alt: Budge
Sacramento Regional Sanitation District (Meets with Sacramento Area Sewer District)	Skoglund Alt: McGarvey	Skoglund (Chair 2013) Alt: McGarvey
Sacramento Area Sewer District (Meets with Regional Sanitation District)	Skoglund Alt: McGarvey	Skoglund (Chair 2013) Alt: McGarvey
Sacramento County Human Rights/Fair Housing Commission Governing Board	Skoglund Alt: McGarvey	Discontinue 2013
Sacramento Local Agency Formation Commission (LAFCo)	No Seat 2012	No Seat 2013
Sacramento Metro Cable Television Commission (Ex Officio Member)	McGarvey Alt: Skoglund	Terry Alt: Skoglund
Sacramento Metropolitan Air Quality Management District (SMAQMD)	McGarvey Alt: Skoglund	Terry
Sacramento Placerville Transportation Corridor Joint Powers Authority	Sander Alt: Budge	Sander Alt: Budge
Sacramento Public Library Authority Governing Board	Budge Alt: Sander	Budge Alt: Sander
Sacramento Regional Transit (RT) District Board of Directors	Budge Alt: Sander	Budge Alt: Sander
Paratransit, Inc. (Secondary Appointment, RT appoints to this board)	Sander	Sander
Sacramento Transportation Authority (STA)	Cooley Alt: McGarvey	McGarvey Alt: Terry
Sacramento-Yolo Mosquito & Vector Control District Board	McGarvey Alt: Sander	McGarvey Alt: Sander
South Sacramento Habitat Conservation Plan (SSHCP) Elected Advisory Board	Budge Alt: Skoglund	Budge Alt: Skoglund

Agency	2012 Appointment	Proposed 2013 Appointment
State Appointments		
League of California Cities Sacramento Valley Division	Sander, 2nd Vice President	Sander
League of California Cities Administrative Policy Committee (as Sacramento Valley Division Representative)	McGarvey	McGarvey
National Appointments		
National Civic League Board of Directors	Sander	Sander
National League of Cities CityFutures Panel on Community and Regional Development	Budge	Budge
National League of Cities Transportation and Infrastructure (TIS) Steering Committee	Sander, Past Chair	Sander
National League of Cities First Tier Suburbs Steering Committee and General Committee	Sander, Vice Chair and McGarvey	Sander, Vice Chair McGarvey
Council Subcommittees		
Building Industry Association (BIA) Subcommittee	Sander, Cooley	Sander, Terry
Kilgore Cemetery Council Subcommittee	Budge, McGarvey	Budge, McGarvey
Strong Neighborhoods Council Subcommittee	Sander, McGarvey	Sander, McGarvey
2 x 2 Meetings		
Folsom Cordova Unified School District 2x2	Sander, Budge	Sander, Terry
Sacramento County 2x2	Sander, Budge	Budge, Skoglund (M/VM)
Cordova Recreation and Park District 2x2	Sander, Skoglund	Sander, Skoglund
Sac Metro Fire 2x2	McGarvey, Budge	McGarvey, Budge
SMUD 2x2	McGarvey, Budge	Budge, Skoglund (M/VM)
Elk Grove Unified School District 2x2	McGarvey, Cooley	McGarvey, Terry
Golden State Water 2x2	Sander, Budge	Budge, Skoglund (M/VM)
Sacramento City Unified School District 2x2	Sander, McGarvey	Sander, Terry

MEMORANDUM



DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: William Campbell, Principal Planner

SUBJECT: SAFEWAY FUELING CENTER #1746 CONDITONAL USE PERMIT AND DESIGN REVIEW; PROJECT NO. DD7653 – LOCATED AT 10605 FOLSOM BOULEVARD- AMENDED.

PROPERTY OWNER: Trestle Cordova II, LLC Mr. John McNellis 419 Waverly Street Palo Alto, CA 94301	APPLICANT/DEVELOPER: LHB and Associates Mr. Robert (J.R.) Beard 867 Pacific Street San Luis Obispo, CA 93401
PROJECT: Safeway Market is requesting eight (8) multi-product fueling dispensers under a 6,615 square foot canopy, along with a 700 square foot convenience store on the site of the former BBQ restaurant. The fueling station requires a Use Permit per the Folsom Boulevard Specific Plan and the project requires Design Review by the City Council. No alcoholic beverages will be sold from the convenience store. FILE: DD7653 LOCATION: 10605 Folsom Boulevard APN: 057-0240-030 PLANNER: William Campbell	

RECOMMENDATION

Adopt Resolution 120-2012.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will allow construction of a new fueling station and convenience store to be operated by Safeway. The new development will remove an aging vacant building from the Boulevard and upgrade the appearance of that portion of Folsom Boulevard.

ADVANCES GOALS: 1, 2 and 6

BACKGROUND

Safeway Markets proposes to install a fueling center, with support convenience shop, within the Commercial Mixed Use zone of the Folsom Boulevard Specific Plan (FBSP). The subject property is outside of any Regulating Plan area or "Pulse Point" of the FBSP, and therefore new development is subject to the normal development standards found within the Zoning Code and

not the “Form Based” provisions. The new fueling station will require a Use Permit for the drive through fueling station and design review for the new canopy and cashier/convenience store. No alcoholic beverages will be sold from the convenience store.

The existing vacant building (formerly the BBQ Pit) will be razed and the new fueling center installed. The project consists of 8 multi product dispensers under a 6,615 square foot canopy, along with a 700 square foot convenience shop that will house the cashier and convenience items. No alcohol will be sold from the convenience store. The new fueling station will be linked to the larger Safeway Market parking lot and will have direct access to Folsom Boulevard, along with access to Barbera Way.



The proposed project is bounded by a bank to the east and a tire shop to the west. As symbolized with the “star”, the three residential properties to the north are currently used for large family home care by a local care provider. These properties are zoned Residential, as such, the Zoning Code would require the construction of a solid masonry wall to separate the fueling station from the most adjacent residential use. Currently, a wood fence separates the

subject property and the commercial center from the residential neighborhood (see Figure 1 and 2 below).

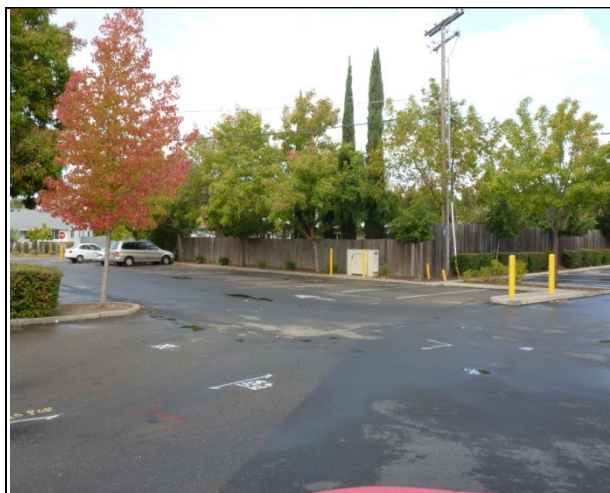


FIGURE 1- LOOKING NORTHWEST



FIGURE 2 - LOOKING NORTHEAST

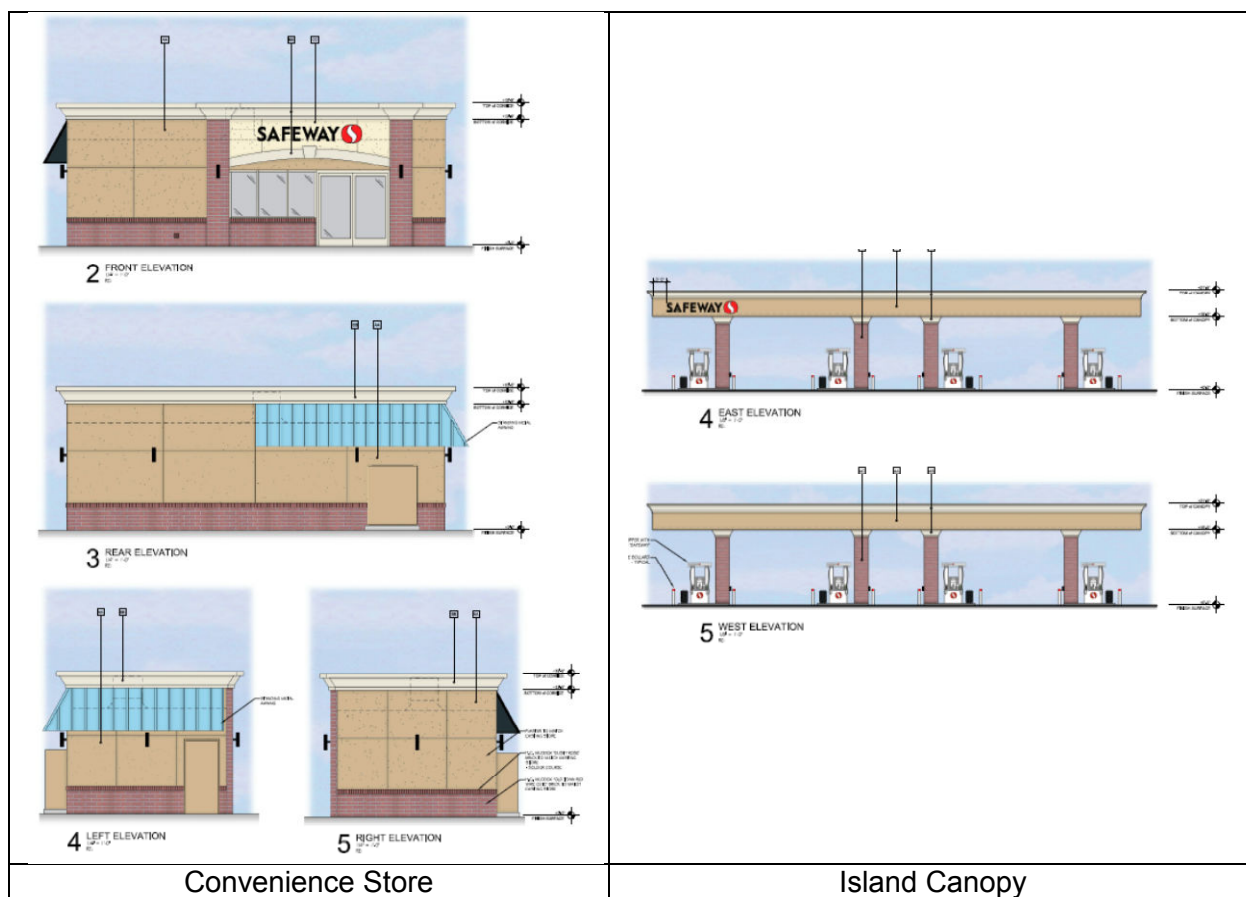
Use Permit

In accordance with Zoning Code Section 23.134, the new fueling station must obtain a Conditional Use Permit and would be subject to the development standards listed in Section 23.913.030 E of the Zoning Code. The development package has been reviewed using the listed development standards in subsection (E) and has been determined to be in conformance with the requirements for street frontage, island spacing, driveway access, landscaping, sign program, and structure height.

The Zoning Code requires a masonry wall along the property line that would separate the residential from the commercial. Staff is aware of a water main location adjacent to the subject property line, which is shared with this project and the residential property (see **Exhibit A**, page C1). Staff cannot unilaterally remove the requirement, but staff does recommend the City Council exempt the requirement for a masonry wall as part of the approval package. If a wall was built outside of the easement, within the subject property, a 5 foot no-man's land strip between the new wall and the existing fence would be created. The wall condition has been removed and the current wood fence will remain in this case.

Safeway has indicated the proposed hours of operation will be between 5AM and 11PM, Monday through Sunday. The City does not have a standing restriction for 24 hour businesses; however, due to the close proximity to residential property directly north of the subject property placing a limit on the hours of operation would be prudent. The store is currently open from 5AM to Midnight, therefore the fueling station would close down one hour prior to the store. A condition has been added to limit the hours of operation from 5AM to 11PM, within **Exhibit B** of the resolution.

The required findings and the evidence to support the Use Permit are contained in Resolution No. 120-2012 (**Attachment 1**).



Design Review Findings

In accordance with Zoning Code Section 23.140, new commercial projects must obtain Design Review approval. The proposed plans were evaluated for consistency with the Zoning Code and the Design Guidelines for new commercial buildings. Design Review approvals shall be granted only when the 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. 120-2012 (**Attachment 1**).

Environmental Review

Staff reviewed the applicant's assessment questionnaire at the early stages of review and raised the only potentially significant issue of traffic generation by the new use and its impacts on the existing condition. Public Works performed a preliminary traffic study and determined that no new traffic infrastructure would be required to accommodate the project beyond improvements that are supported by their traffic impact fee. Therefore, based on the previous EIR for Folsom Boulevard Specific Plan, staff recommends the Council find that the project is Categorically Exempt (15332 Infill) from review under CEQA.

RECOMMENDED MOTION

Move the City Council determine the project is consistent with the Environmental Impact Report prepared for the Folsom Boulevard Specific Plan, which adequately addressed the environmental impacts for small in-fill projects, and is therefore Categorically Exempt from further environmental review subject to Section 15332 of the California Environmental Quality Act; and adopt Resolution No. 120-2012 approving the Conditional Use Permit and the Design Review to operate a Safeway fueling station, subject to the attached Design Review Package (**Exhibit A**) and Conditions of Approval (**Exhibit B**).

ATTACHMENTS

1. Resolution 120-2012 including the Design Package (**Exhibit A**) and the Conditions of Approval (**Exhibit B**).
2. 500' radius map and mailing labels.

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 120-2012

**A RESOLUTION OF THE CITY COUNCIL APPROVING A
SAFeway FUELING CENTER,
PROJECT NO. DD7653**

WHEREAS, Safeway Inc. (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Conditional Use Permit and Design Review for a drive up fueling center. The project is located at 10605 Folsom Boulevard. (Assessor's Parcel Number: 057-0240-030); 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, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
HEREBY RESOLVES AS FOLLOWS:**

- A. Determine that the project site was adequately analyzed according to the California Environmental Quality Act (CEQA) Guidelines and is consistent with the Environmental Impact Report prepared for the Folsom Boulevard Specific Plan and is Categorically Exempt under Section 15332, In-Fill Development, as supported by the following Findings and Evidence:
 - A. *Finding: The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. Evidence:* The project site is designated Commercial Mixed Use (CMU) in both the General Plan and the Folsom Boulevard Specific Plan. The proposed building is consistent with the Folsom Boulevard Specific Plan and its development standards for a fueling station according to Section 23.913.030 E of the Zoning Code.
 - B. *Finding: The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. Evidence:* The project site is approximately .86 acres (37,331 square feet) and entirely surrounded by urban residential and commercial uses of similar scale and intensity.
 - C. *Finding: The project site has no value as habitat for endangered, rare or threatened species. Evidence:* The current site has been used by multiple uses over the years, most recently by a BBQ restaurant that has been vacant for more than 5 years. The subject property is totally surrounded by other commercial and residential buildings, therefore no special habitat will be removed as a product of this development.
 - D. *Finding: Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. Evidence:* The new use will not generate new significant levels of traffic or noise impacts to the immediate area. The new project will improve the existing conditions related to on-site drainage and water quality by the new improvement measures required by the current codes.

ATTACHMENT 1

- E. Finding: *The site can be adequately served by all required utilities and public services.* Evidence: The site can be served by all required utilities that are currently in the area.
2. Approve the Conditional Use Permit, subject to the Conditions of Approval (see **Exhibit B**); supported by the following Findings and Evidence, as defined in Zoning Code Section 23.134.030;
- 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 City Council finds that the site size, dimensions, location, topography, and access of the site are adequate for the proposed use and the new development will not have a negative effect on the surrounding area. This finding has been met.
- B. Finding: *Any 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 City Council finds that any negative impacts of the proposed fueling station have been reduced to a less than significant level by the placement of the facility, landscaping to screen views by sensitive users and through the application of Code standards and the attached Conditions of Approval. This finding has been met.
- C. Finding: *All required public facilities have adequate capacity to serve the proposal.* Evidence: The City Council finds that all required public facilities have adequate capacity to serve the Project. Currently, all public facilities are adequately serving the existing site. This finding has been met.
- D. Finding: *The project meets the requirements of the Zoning Code including development standards, design guidelines, and special use provisions.* Evidence: The City Council finds the project is consistent with all the requirements of the Zoning Code Section 23.913.030 E that specifically addresses the development of fueling stations. The conditions of approval will provide additional assurance that the new use will not negatively impact the area. This finding has been met.
- 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: Due to the fact the old structures will be totally removed, there will be no nonconforming elements of this Project as identified in paragraph D above. This finding has been met.
3. Approve the Design Review, subject to the Design Package (see **Exhibit A**) and the Conditions of Approval (see **Exhibit B**); supported by the following Findings and Evidence, as defined in 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, Specific Plan provisions, and Special Planning Area provisions, and is consistent with the applicable Rancho Cordova Design Guidelines.* Evidence: The project is consistent with the goals and objective of the General Plan and Folsom Boulevard Specific Plan. This project is consistent with the adopted design guidelines of the City and the development standards in the Zoning Code Section 23.913.030 E.

ATTACHMENT 1

- 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 fueling station is a modest improvement to the Folsom Boulevard frontage with a 6,615 square foot canopy to cover the dispensing islands and a 700 square foot convenience store. The site plans primary function is fuel vehicles and provide the ease of ingress and egress onto the street pattern. These operations are mostly paved surfaces with very little structure improvement to the site and perimeter landscaping to help screen the operation from the adjoining uses. Fueling stations are typically located on corner lots, but in this case the property is connected to a major shopping center and has two public frontages on Folsom Boulevard and Barbera Way. The convenience store is centrally located within the site to allow the teller visual access to the fueling stations.
- 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 convenience store is architecturally compatible with other recent designs approved in the Folsom Boulevard area. The canopy structure is low profile and shares some of the architectural detailing of the store. As there is no adopted design scheme for the immediate area, the store and pump island canopy are unique to their form and function. ***The convenience store Folsom Boulevard frontage has been upgraded to include an awning to give the building face a more architecturally pleasing appearance and give the exit door some weather protection during inclement weather.***
- D. Finding: *The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.* Evidence: Site circulation will remain generally the same as the new use will not affect the existing ingress or egress to the site. The amount and duration of traffic into and out of the site will incrementally increase over the previous use, but below the peak hour thresholds establish by the City to warrant the preparation of a traffic study. The new project will not interfere with existing bicycle paths or transit routes along Folsom Boulevard. The new site plan does provide for better pedestrian access to the property by adhering to the ADA standards.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

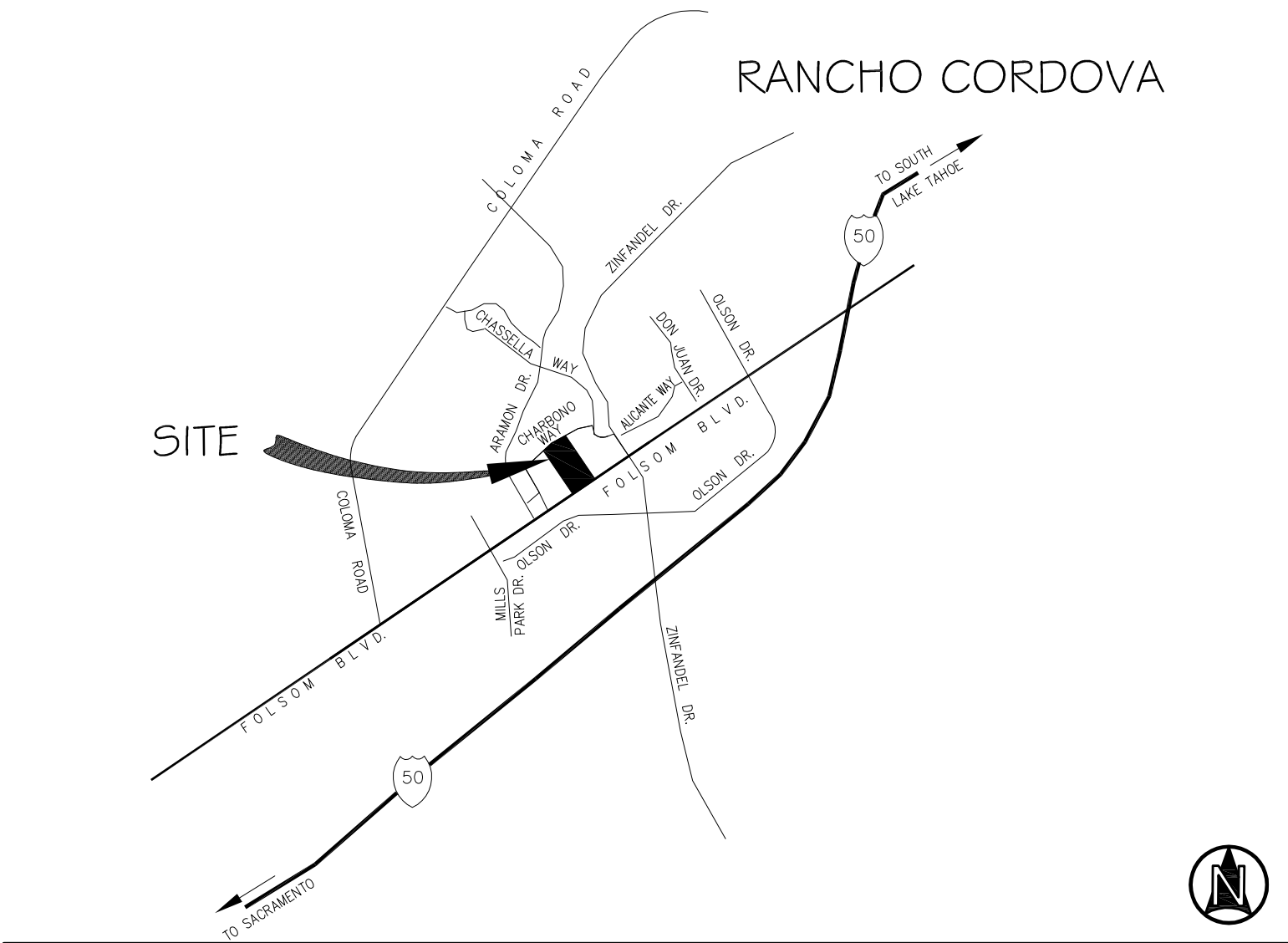
Mindy Cuppy, CMC, City Clerk



INDEX OF DRAWINGS

NO.	SHT.	CONTENT
01	C0	COVER SHEET
02	C1	DEMOLITION SITE PLAN
03	C2	PRELIMINARY SITE PLAN
04	C3	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN
05	C4	PRELIMINARY SITE PHOTOMETRIC PLAN
06	A1	PRELIMINARY KIOSK FLOOR PLAN AND EXTERIOR ELEVATIONS
07	CA1	PRELIMINARY CANOPY PLAN AND EXTERIOR ELEVATIONS
08	1 OF 1	PLANTING PLAN
09	SGN 1	PRELIMINARY SIGNAGE PROGRAM

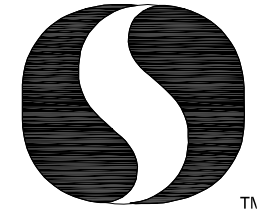
VICINITY MAP



PROJECT DIRECTORY

SAFEWAY, INC. 5918 STONERIDGE MALL ROAD PLEASANTON, CA 94588-3229 TEL: (925) 467-2060 FAX: (925) 467-2060 CONTACT: MARY DAVI	ARCHITECT/AGENT LHB & ASSOCIATES, LTD. 867 PACIFIC STREET, SUITE 120 SAN LUIS OBISPO, CALIFORNIA 93401 TEL: (805) 540-5240 FAX: (805) 540-5241 CONTACT: JR BEARD	CIVIL ENGINEER LHB & ASSOCIATES, LTD. 867 PACIFIC STREET, SUITE 120 SAN LUIS OBISPO, CALIFORNIA 93401 TEL: (805) 540-5240 FAX: (805) 540-5241 CONTACT: JR BEARD
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Exhibit A



SAFEWAY™

STAMP

REVISION SCHEDULE
DELTA NUMBER DATE

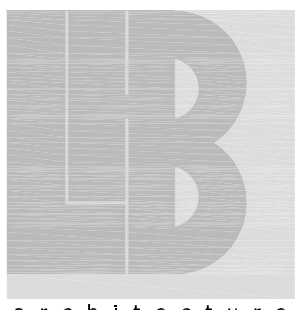
BASED ON CRITERIA MASTER
ISSUED: 03/25/11

SUBMITAL DATES

OWNER: SAFEWAY

BUILDING DEPT:

O.T.B.:



architecture
engineering

LHB & Associates, Ltd.

867 Pacific Street, Suite 120
San Luis Obispo, CA 93401
ph 805.540.5240
fax 805.540.5241
www.LHBassoc.com

PROJECT NO.
11-10-1746
DRAWN BY:
JRB
CHECKED BY:
JRB

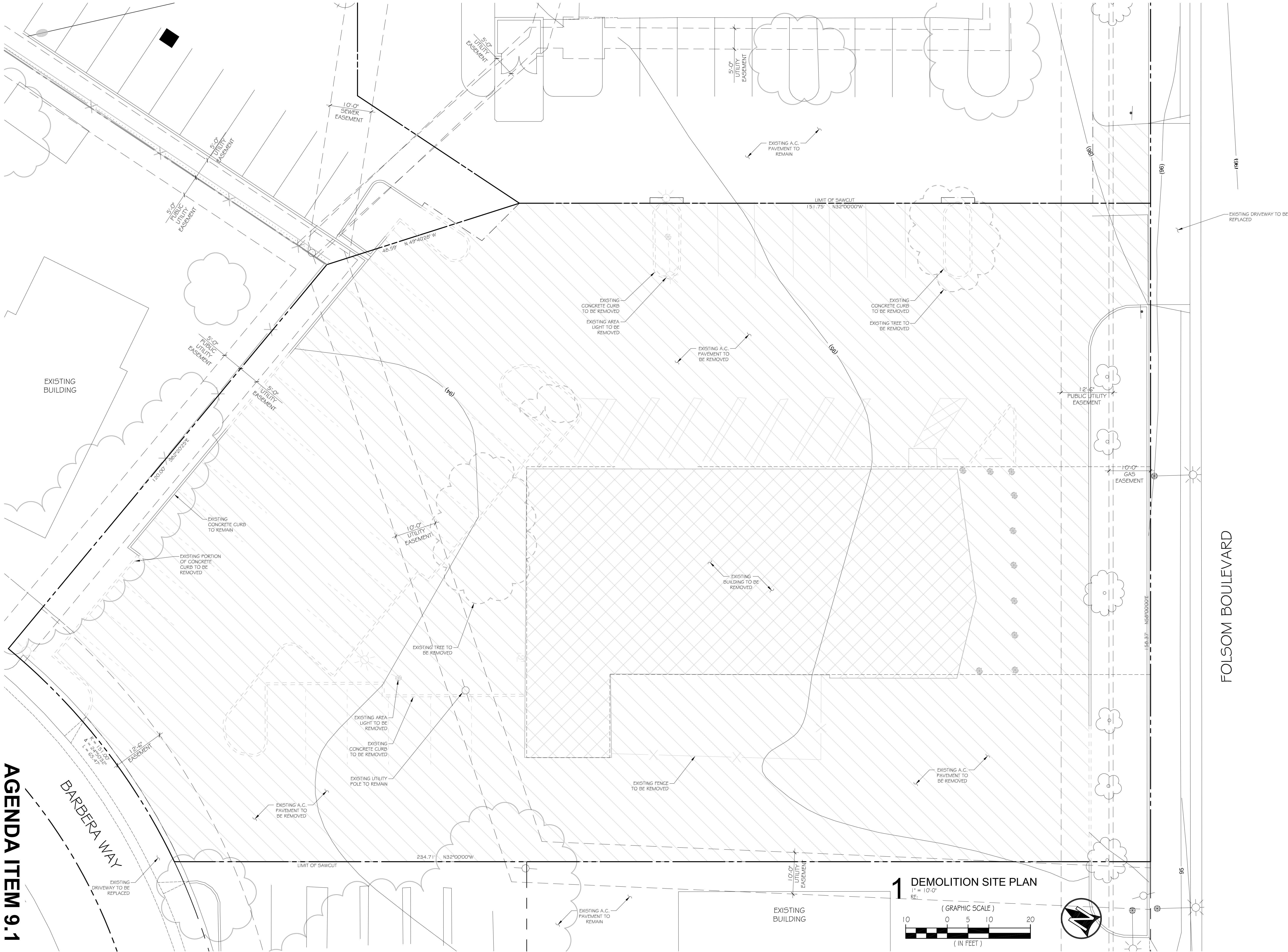
SAFEWAY #1746

ACTIVITY ID. 25-1746-000-0001

10605 FOLSOM BOULEVARD

RANCHO CORDOVA, CA 95670

SHEET TITLE
COVER SHEET



AGENDA ITEM 9.1

REVISION SCHEDULE		
DELTA	NUMBER	DATE

BASED ON CRITERIA MASTER
ISSUED: 03/25/11

SUBMITAL DATES

OWNER:
SAFeway

BUILDING DEPT:

O.T.B.:



architecture
engineering

LHB & Associates, Ltd.

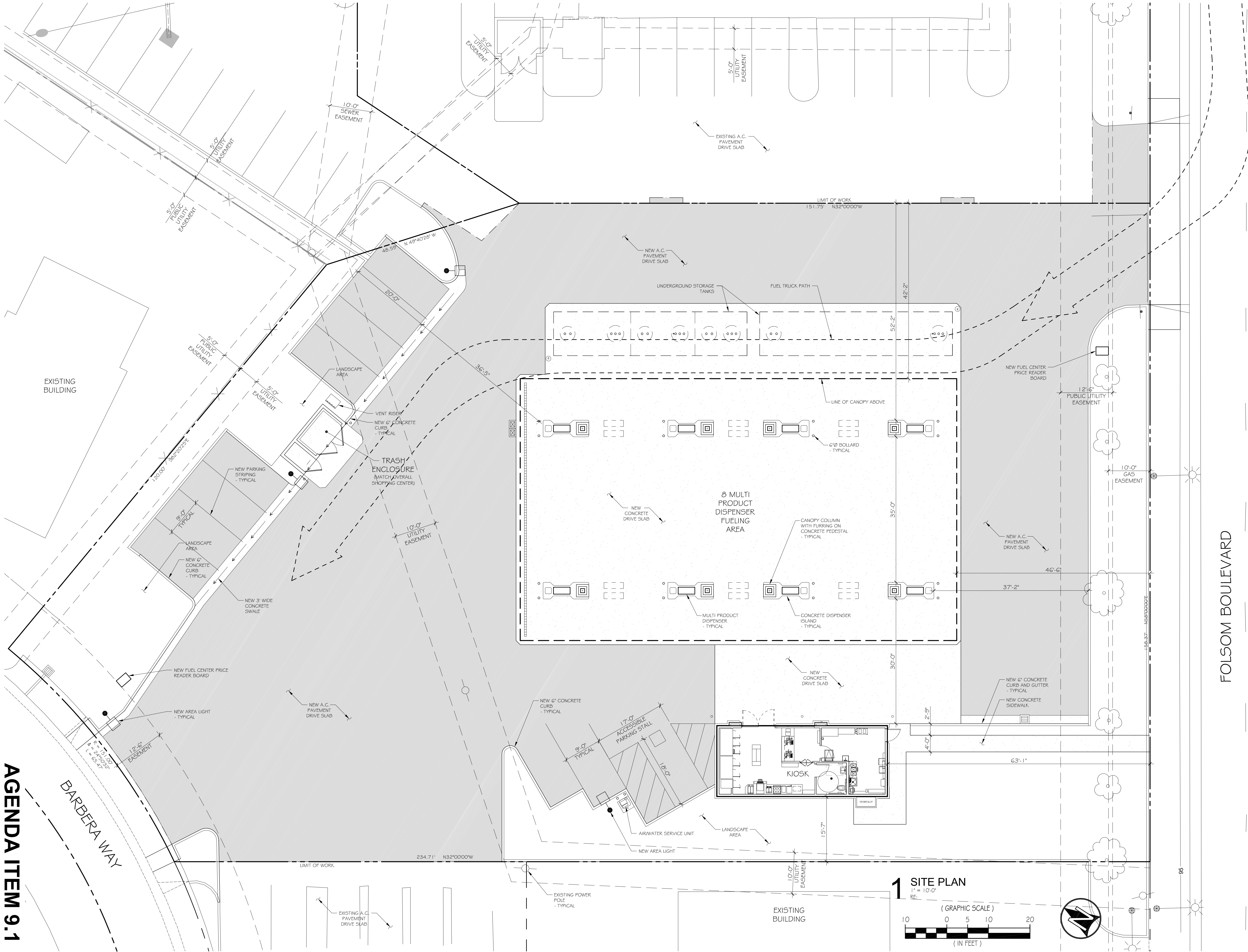
867 Pacific Street, Suite 120
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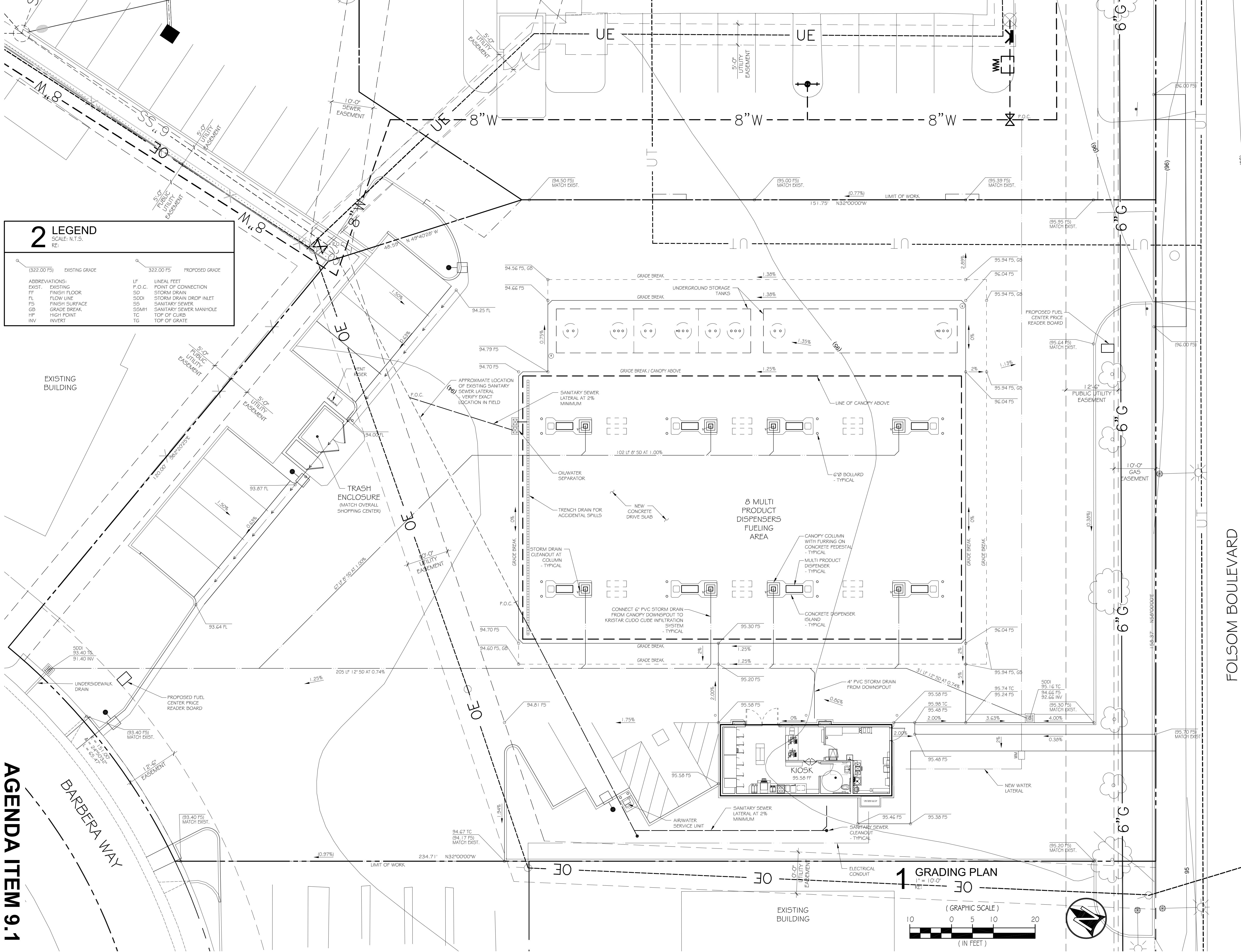
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CHECKED BY:	JRB

SAFEWAY #1746

ACTIVITY ID. 25-1746-000-0001
10605 FOLSOM BOULEVARD
RANCHO CORDOVA, CA 95670

SHEET TITLE
DEMOLITION
SITE PLAN





2 LEGEND

SCALE: N.T.S.
RE:

(322.00 FS)

EXISTING GRADE

322.00 FS

PROPOSED GRADE

AB

ABBREVIATIONS:

EX

EXIST.

FF

FINISH FLOOR

FL

FLOW LINE

FS

FINISH SURFACE

GB

GRADE BREAK

HP

HIGH POINT

INV

INVERT

LF

LINEAL FEET

P.O.C.

POINT OF CONNECTION

SD

STORM DRAIN

SDI

STORM DRAIN DROP INLET

SS

SANITARY SEWER

SSMH

SANITARY SEWER MANHOLE

TC

TOP OF CURB

TG

TOP OF GRATE

AGENDA ITEM 9.1

Exhibit A

SAFeway

STAMP

REVISION SCHEDULE		
DELTA	NUMBER	DATE

BASED ON CRITERIA MASTER
ISSUED: 03/25/11

SUBMITAL DATES

OWNER: SAFeway

BUILDING DEPT:

O.T.B.:

architecture
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867 Pacific Street, Suite 120
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PROJECT NO.	11-10-1746
DRAWN BY:	JRB
CHECKED BY:	JRB

SAFEWAY #1746

ACTIVITY ID. 25-1746-000-0001

10605 FOLSOM BOULEVARD

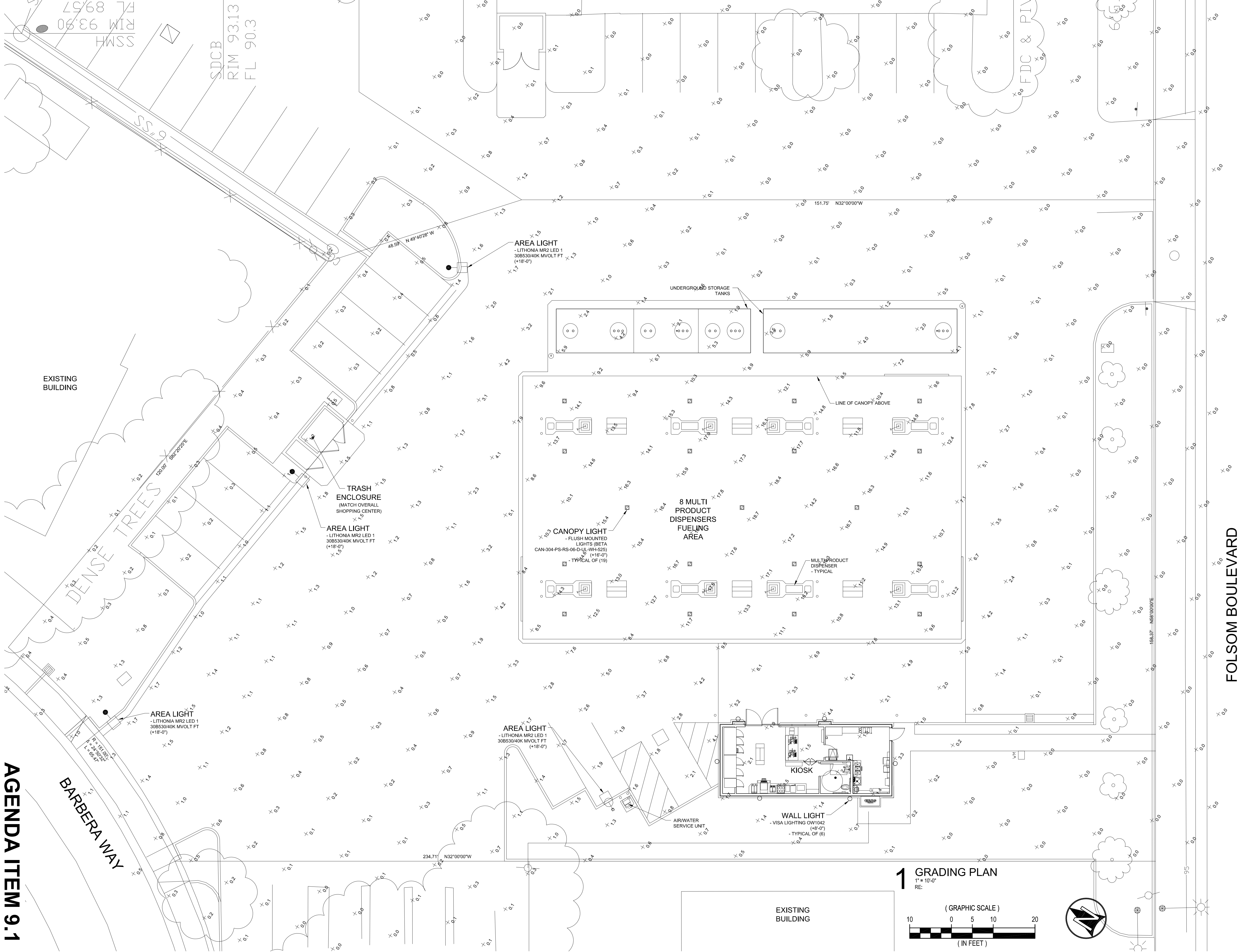
RANCHO CORDOVA, CA 95670

SHEET TITLE

PRELIMINARY
GRADING,
DRAINAGE, AND
UTILITY PLAN

SHEET NO.

C 94



AGENDA ITEM 9.1

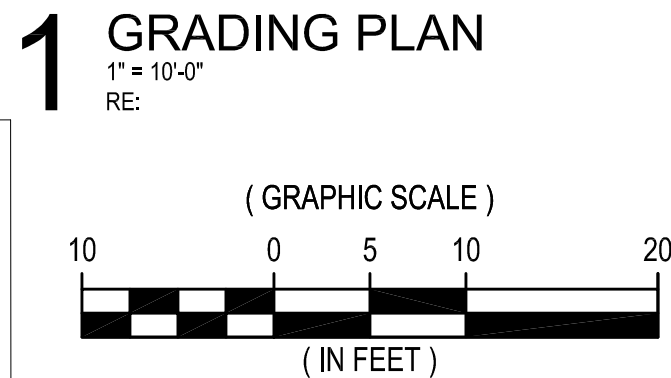
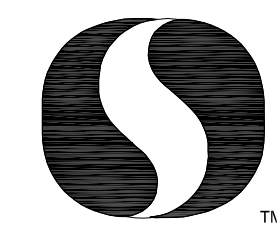


Exhibit A


SAFeway

STAMP

REVISION SCHEDULE		
DELTA	NUMBER	DATE

BASED ON CRITERIA MASTER	
ISSUED: 03/25/11	
SUBMITAL DATES	
OWNER:	SAFeway
BUILDING DEPT:	
O.T.B.:	


architecture
engineering

LHB & Associates, Ltd.

867 Pacific Street, Suite 120
San Luis Obispo, CA 93401
ph 805.540.5240
fax 805.540.5241
www.LHBassoc.com

PROJECT NO.	11-10-1746
DRAWN BY:	JRB
CHECKED BY:	JRB

SAFEWAY #1746

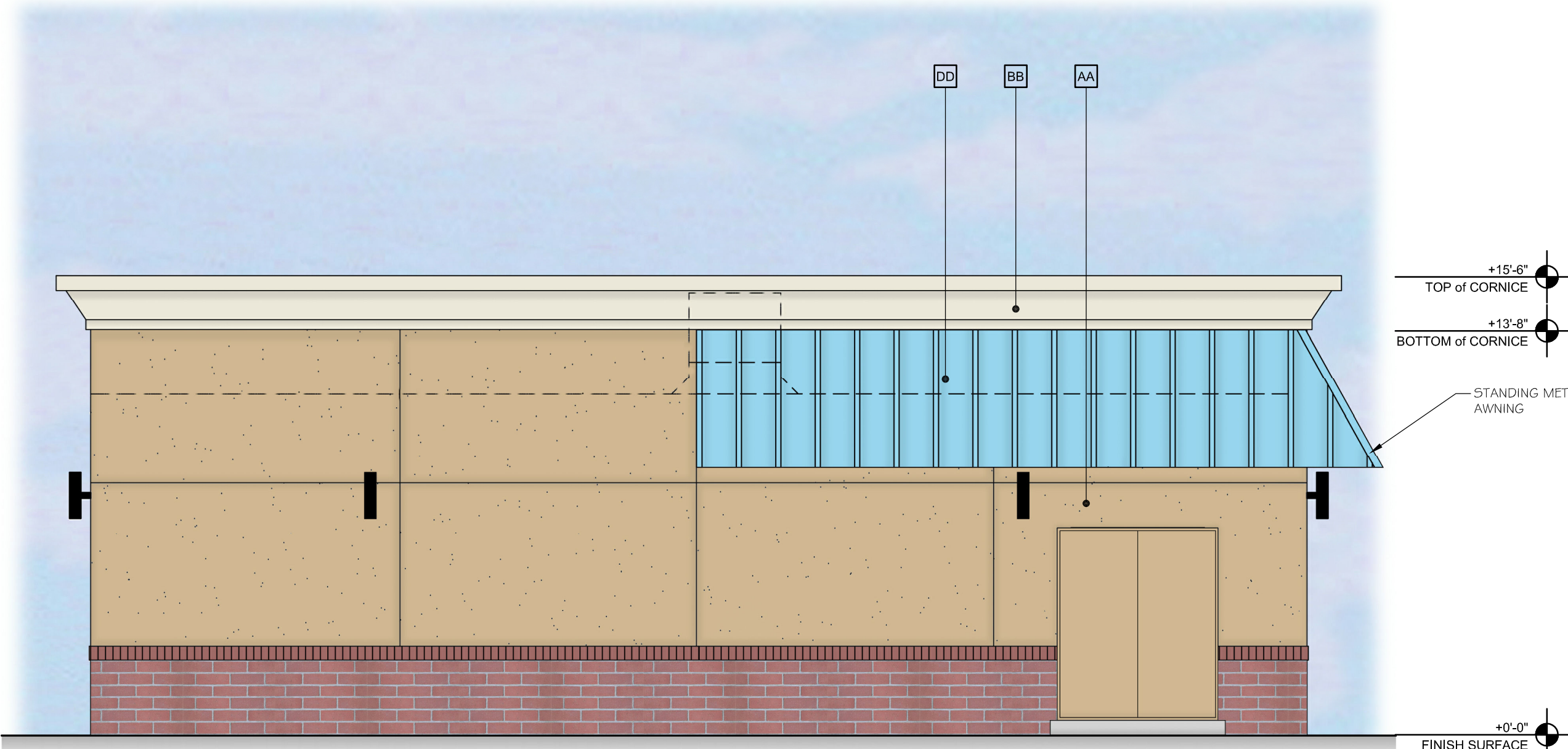
ACTIVITY ID. 25-1746-000-0001
10605 FOLSOM BOULEVARD
RANCHO CORDOVA, CA 95670

SHEET TITLE
PRELIMINARY
SITE
PHOTOMETRIC
PLAN

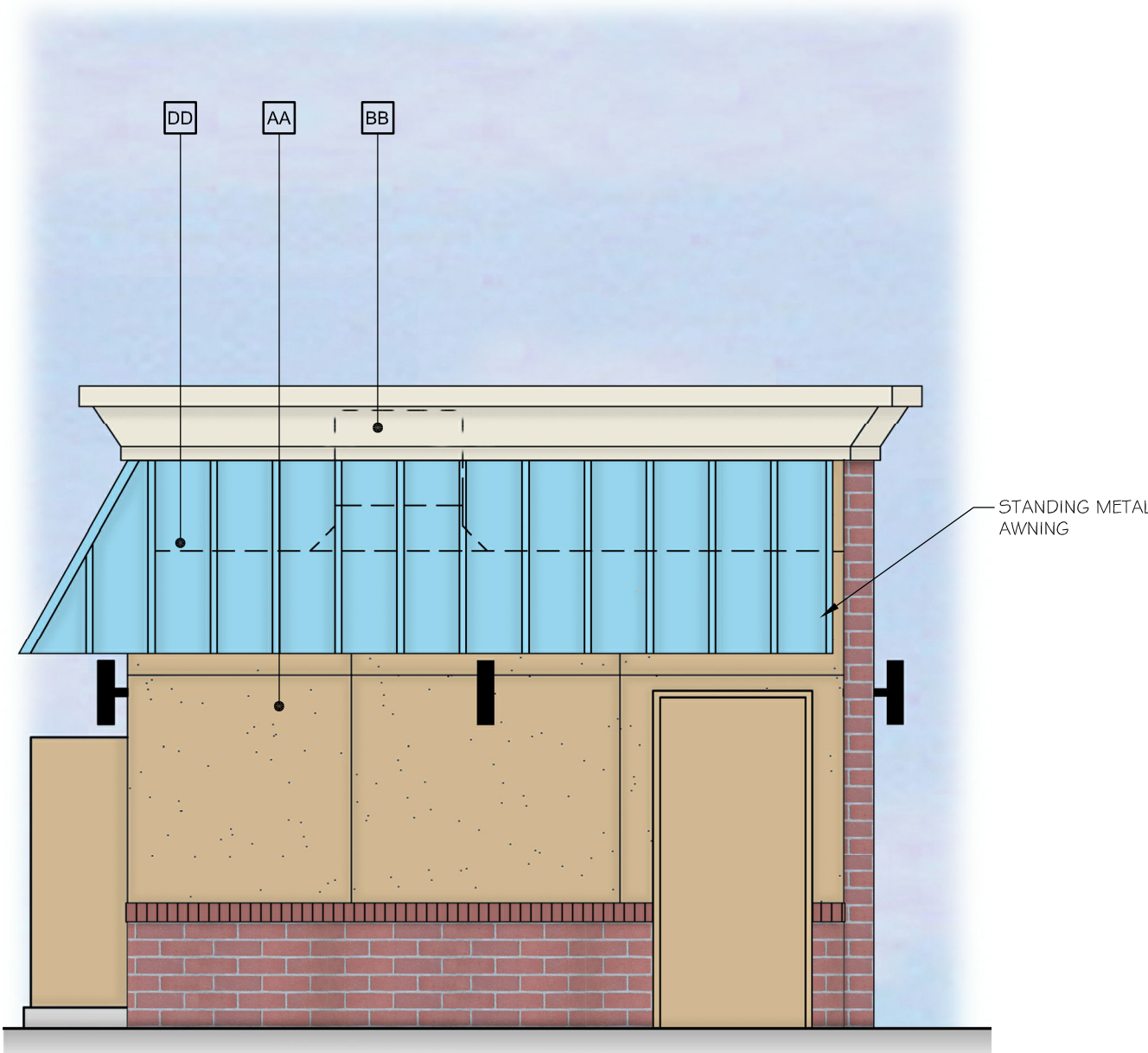
SHEET NO.
C-75



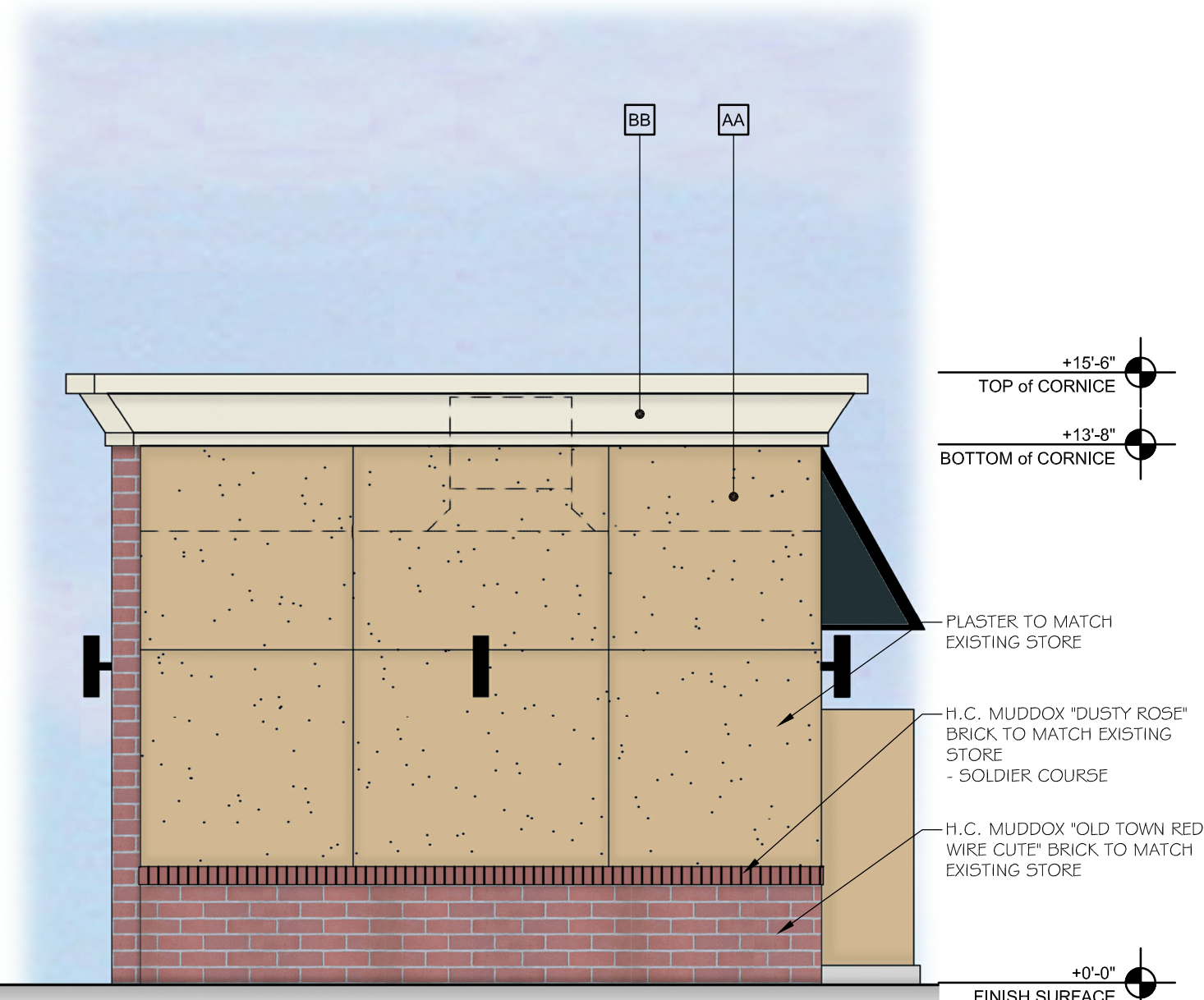
2 FRONT ELEVATION
1/4" = 1'-0"



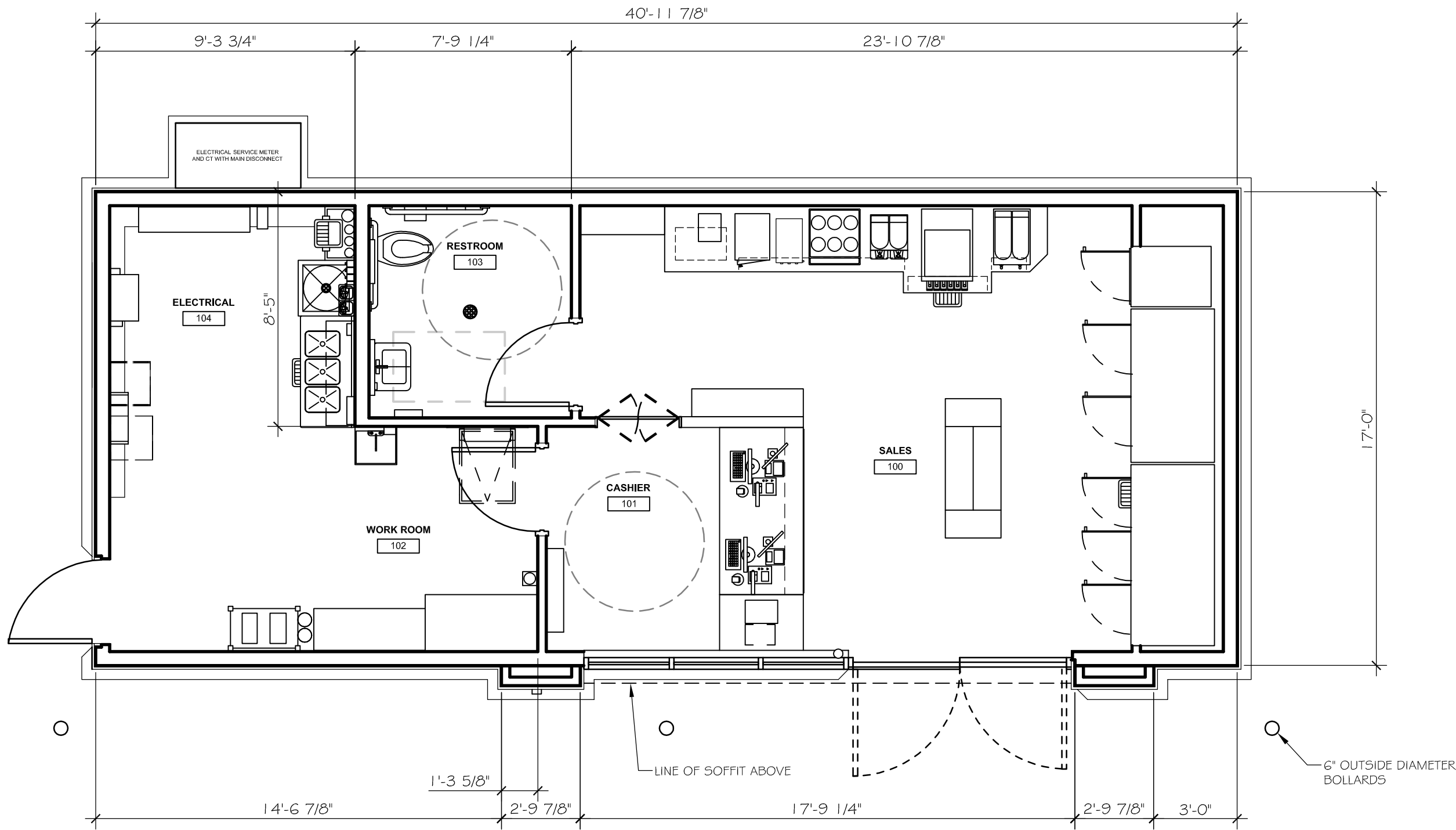
3 REAR ELEVATION
1/4" = 1'-0"



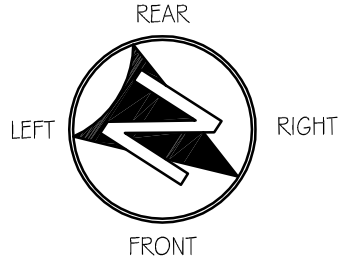
4 LEFT ELEVATION
1/4" = 1'-0"



5 RIGHT ELEVATION
1/4" = 1'-0"



1 FLOOR PLAN
1/4" = 1'-0"



6 COLOR SCHEME

RE: [No]

AA ICI DULUX - "DESERT VALLEY" - ICI #620 - PLASTER.
BB GLIDDEN - "PARCHMENT WHITE" - ICI #724 - FLAT FINISH.
CC GLIDDEN - "SWISS COFFEE" - ICI #816 - PLASTER.
DD ARKEMA INC. - "JADE" - KYNAR 500 - STANDING SEAM METAL AWNING.

NOTE: COLORS SCHEME AND MATERIAL FINISHES ARE INTENDED TO MATCH THE EXISTING COLOR PALETTE AT THE SAFEWAY STORE.

Exhibit A


SAFEGWAY

STAMP

REVISION SCHEDULE
DELTA NUMBER DATE

BASED ON CRITERIA MASTER
ISSUED: 03/25/11

SUBMITAL DATES

OWNER: SAFEGWAY

BUILDING DEPT:

O.T.B.:


architecture
engineering

LHB & Associates, Ltd.

867 Pacific Street, Suite 120
San Luis Obispo, CA 93401
ph 805.540.5240
fax 805.540.5241
www.LHBassoc.com

PROJECT NO.
11-10-1746
DRAWN BY:
JRB
CHECKED BY:
JRB

SAFEWAY #1746

ACTIVITY ID. 25-1746-000-0001

10605 FOLSOM BOULEVARD

RANCHO CORDOVA, CA 95670

SHEET TITLE

KIOSK FLOOR PLAN, AND EXTERIOR ELEVATIONS

SHEET NO.

A' 96

BASED ON CRITERIA MASTER
ISSUED: 03/25/11

SUBMITAL DATES

OWNER: SAFEWAY

BUILDING DEPT:

O.T.B.:



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867 Pacific Street, Suite 120
San Luis Obispo, CA 93401
ph 805.540.5240
fax 805.540.5241
www.LHBassoc.com

PROJECT NO.

11-10-1746

DRAWN BY:

JRB

CHECKED BY: _____

JRB

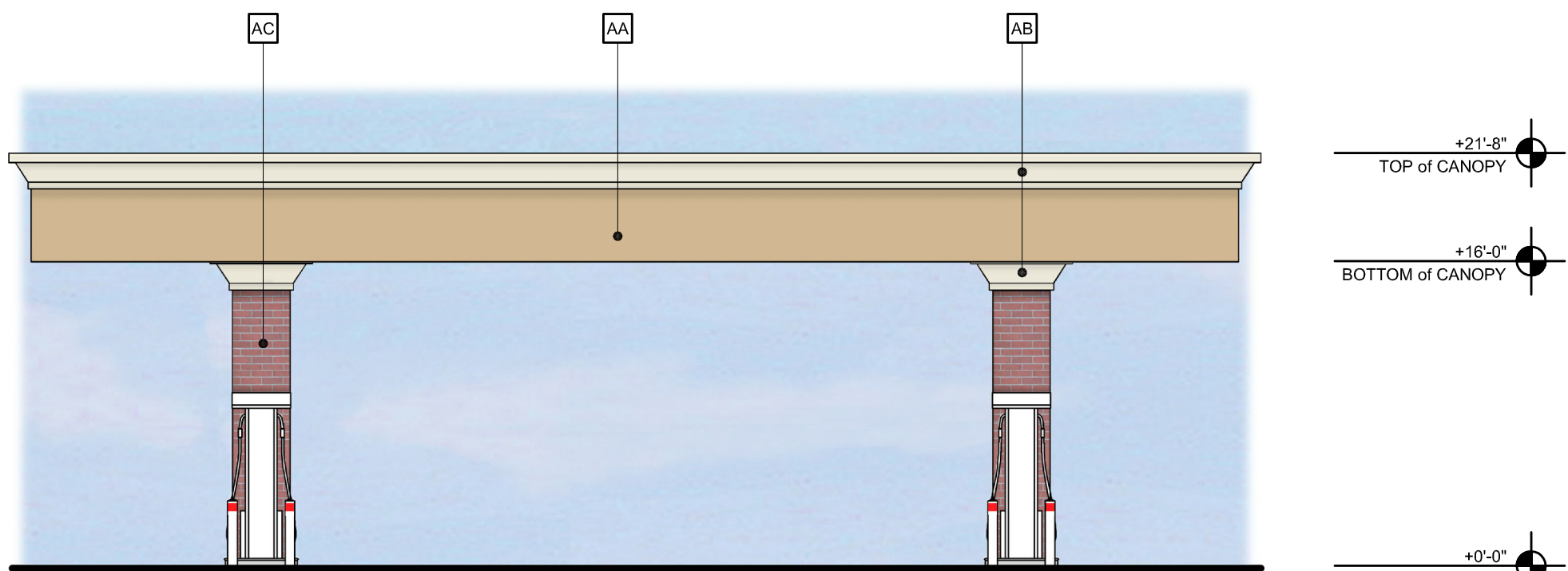
SAFEWAY #1746

ACTIVITY ID. 25-1746-000-0001
10605 FOLSOM BOULEVARD
RANCHO CORDOVA. CA 95670

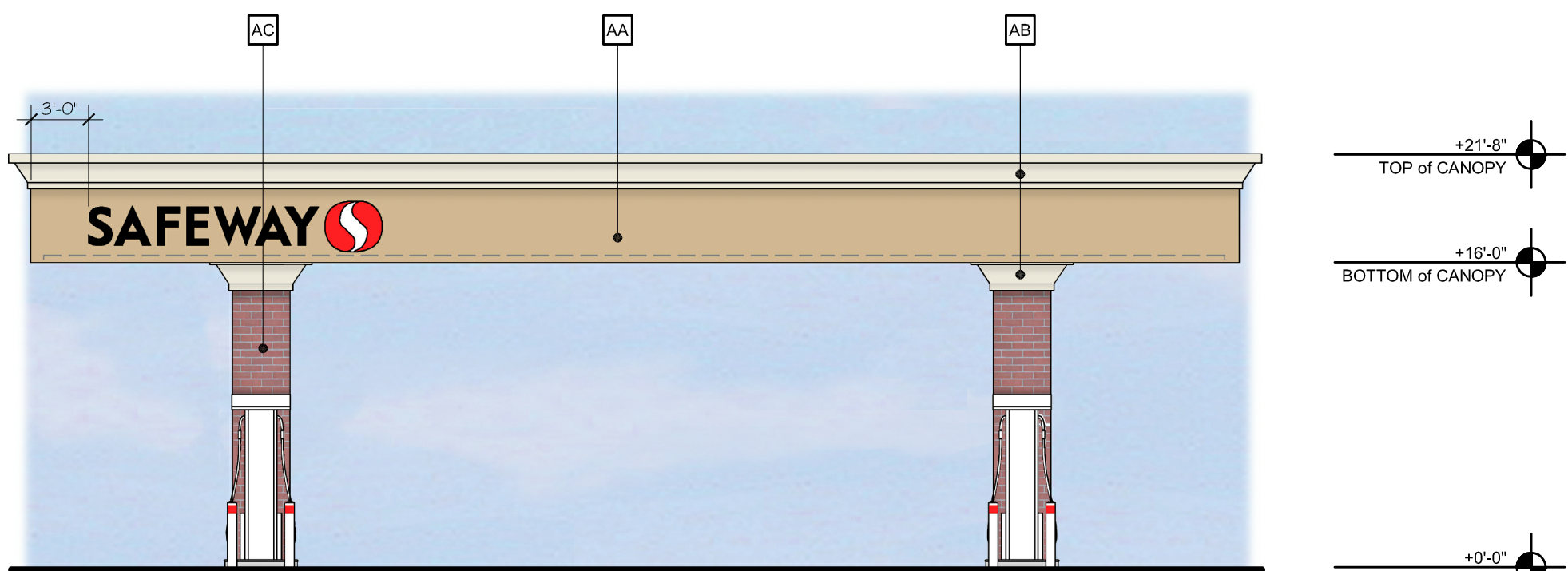
SHEET TITLE
CANOPY PLAN,
KIOSK FLOOR
PLAN, AND
EXTERIOR
ELEVATIONS

SHEET NO.

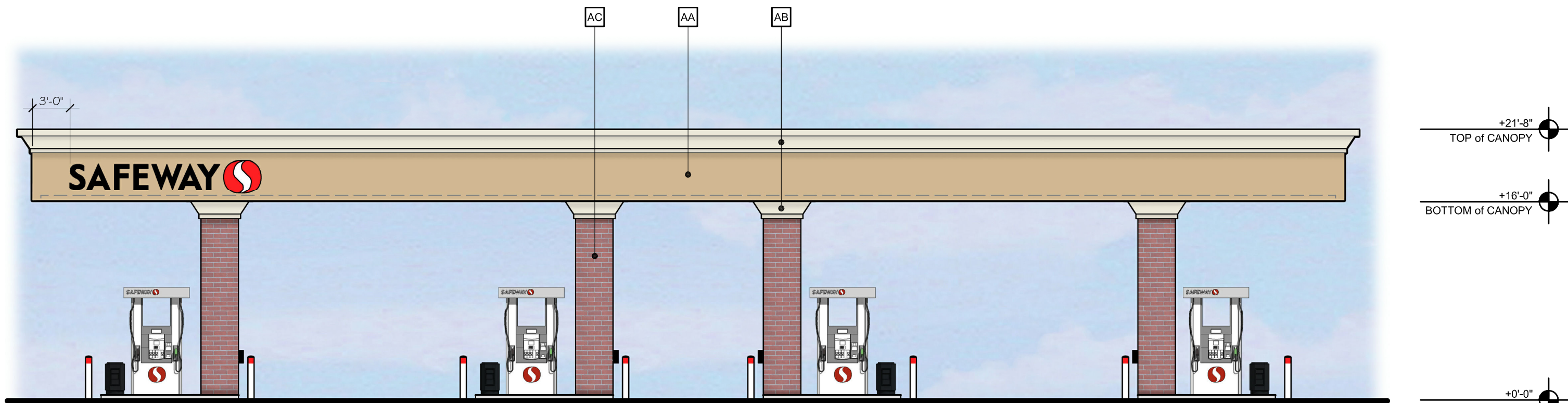
CA 97



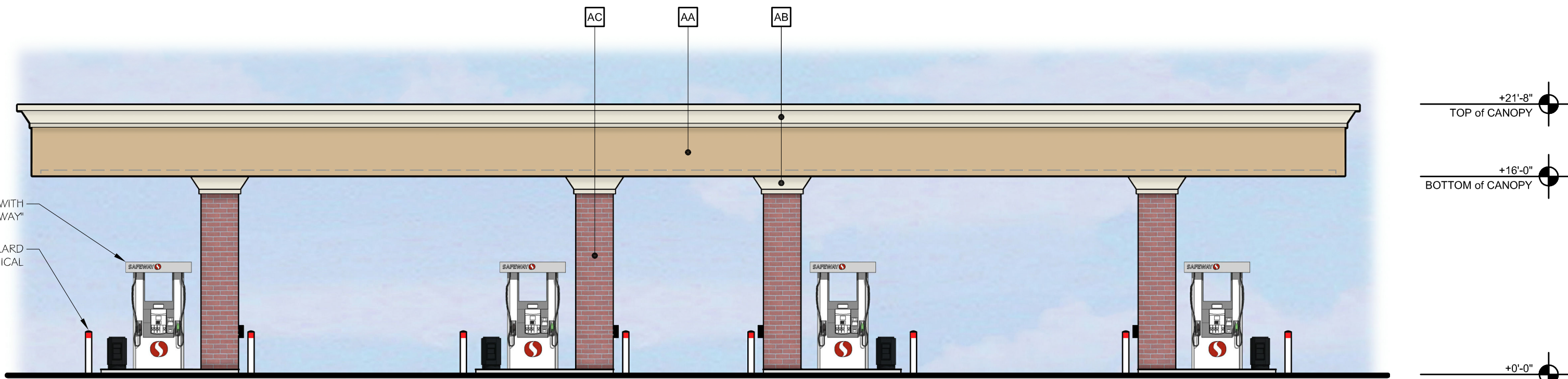
2 NORTH ELEVATION
1/8" = 1'-0"
RE:



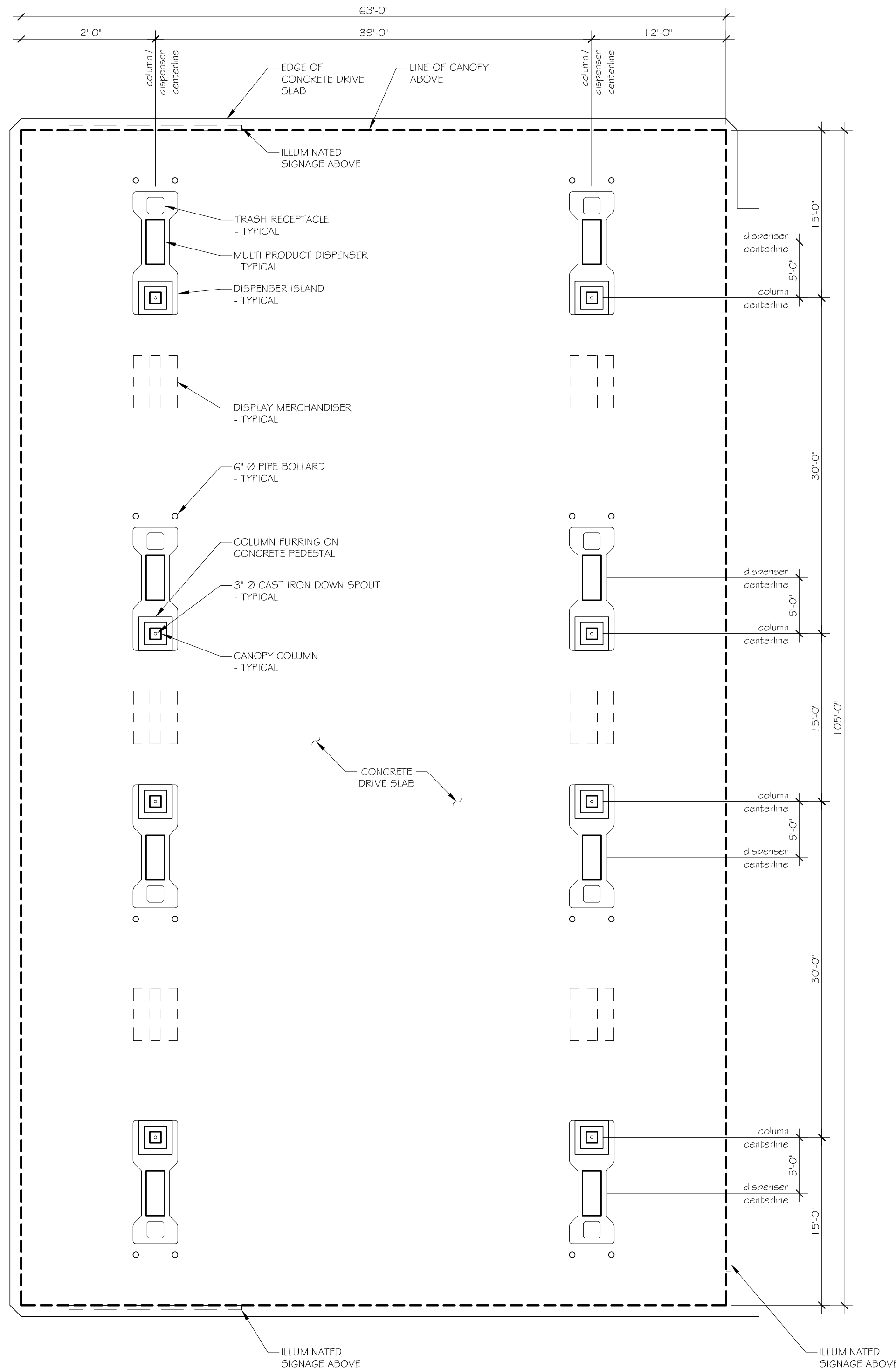
3 SOUTH ELEVATION



4 EAST ELEVATION



5 WEST ELEVATION



1 CANOPY PLAN



6 COLOR SCHEME

AA ICI DULUX PAINT "DESERT VALLEY" - ICI #629.
AB GLIDDEN PAINT "PARCHMENT WHITE" - ICI #724.
AC H.C. MUDDOX "OLD TOWN RED WIRE CUT".

NOTE: COLORS SCHEME AND MATERIAL FINISHES ARE INTENDED TO MATCH THE EXISTING COLOR PALETTE AT THE SAFEWAY STORE.



REVISION SCHEDULE		
DELTA	NUMBER	DATE

BASED ON CRITERIA MASTER		
ISSUED: 03/25/11		
SUBMITAL DATES		
OWNER: SAFEWAY		
BUILDING DEPT:		
O.T.B.:		



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867 Pacific Street, Suite 120
San Luis Obispo, CA 93401
ph 805.540.5240
fax 805.540.5241
www.LHBassoc.com

PROJECT NO.	11-10-1746
DRAWN BY:	JRB
CHECKED BY:	JRB

SAFeway #1746
ACTIVITY ID. 25-1746-000-0001
10605 FOLSOM BOULEVARD
RANCHO CORDOVA, CA 95670

SHEET TITLE	
PLANTING PLAN	
SHEET NO.	
1 of 1	

IRRIGATION NOTES

ALL PLANTS WILL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM USING A DRIP SYSTEM. THE DESIGN OF THE IRRIGATION SYSTEM WILL COMPLY WITH CURRENT WATER USE CODES, RESTRICTIONS AND REGULATIONS.

WATER CONSERVATION TECHNIQUES:

1. CORRECTLY LOCATED IRRIGATION VALVE CIRCUITS TO CORRESPOND TO HYDROZONES.
2. DESIGNED IRRIGATION VALVE CIRCUITS TO ACHIEVE MATCHED PRECIPITATION RATES THROUGH HYDROZONES.
3. WILL USED DROUGHT TOLERANT PLANTS IN LANDSCAPE BEDS TO COMPLY WITH CURRENT WATER USE CODES, RESTRICTION AND REGULATIONS.
4. USING A DEEP, 3" LAYER OF MULCH IN PLANTING BEDS.
5. USING DRIP SYSTEM TO CONSERVE WATER.
6. USE A RAIN SENSOR TO TURN-OFF IRRIGATION SYSTEM DURING INCLEMENT WEATHER.
7. USE A "SMART" CONTROLLER CONNECTED TO LOCAL ET DATABASE FOR SEASONAL ADJUSTMENT.

PLANT LEGEND

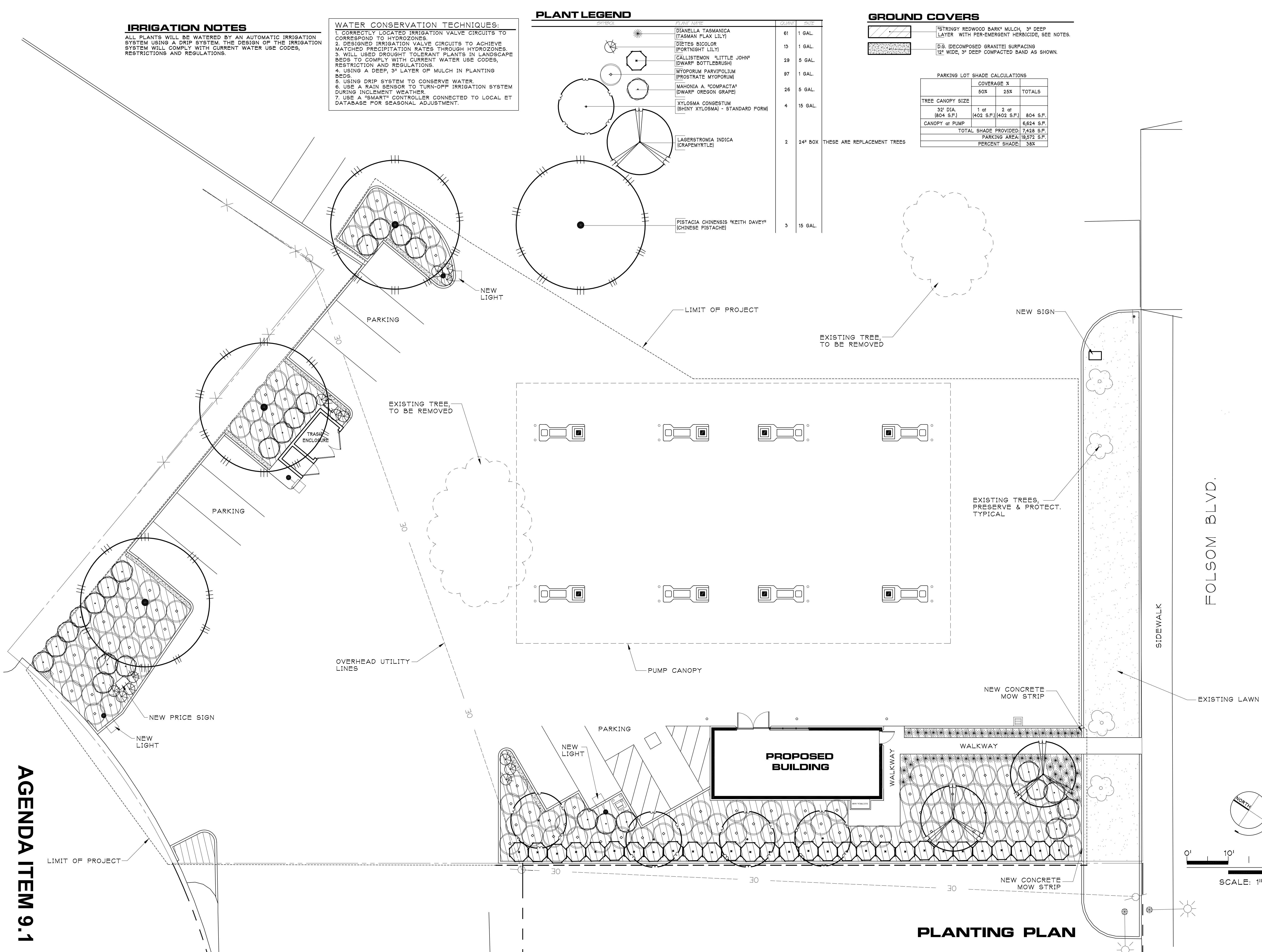
SYMBOL	PLANT NAME	QUANTITY	SIZE
	DIANELLA TASMANICA (TASMAN FLAX LILY)	61	1 GAL.
	DIETES BICOLOR (PORTNIGHT LILY)	13	1 GAL.
	CALLISTEMON "LITTLE JOHN" (DWARF BOTTLEBRUSH)	28	5 GAL.
	MYOPORUM PARVIFOLIUM (PROSTRATE MYOPORUM)	97	1 GAL.
	MAHONIA A. "COMPACTA" (DWARF OREGON GRAPE)	26	5 GAL.
	XYLOSMA CONGESTUM (SHINY XYLOSMAL - STANDARD FORM)	4	15 GAL.
	LAGERSTROMIA INDICA (CRAPEMYRTLE)	2	24" BOX
	PISTACIA CHINENSIS "KEITH DAVEY" (CHINESE PISTACHE)	3	15 GAL.

THESE ARE REPLACEMENT TREES

GROUND COVERS

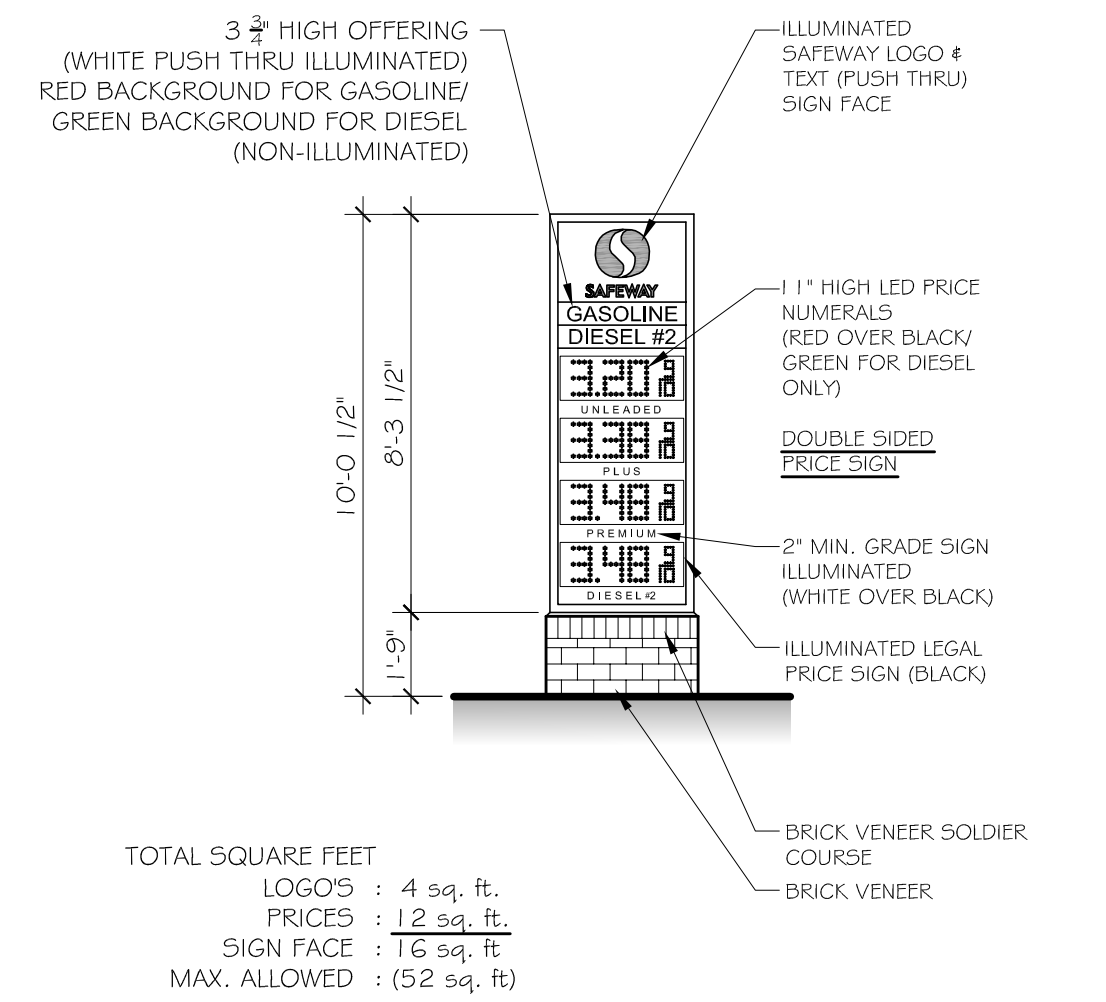
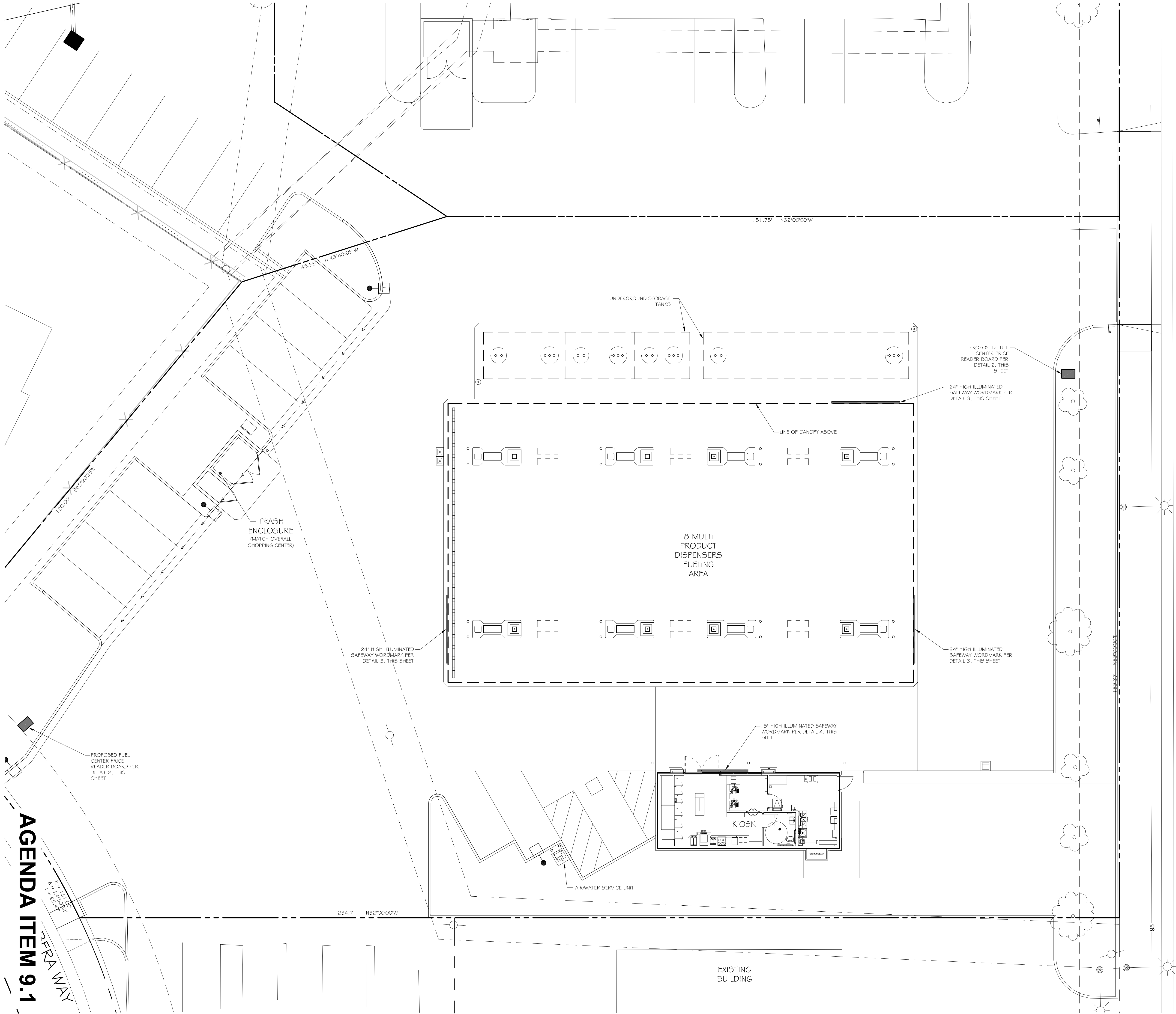
- 10" STRINGY REDWOOD BARK* MULCH, 3" DEEP LAYER WITH PER-EMERGENT HERBICIDE, SEE NOTES.
- D.G. (DECOMPOSED GRANITE) SURFACING 12" WIDE, 3" DEEP COMPACTED BAND AS SHOWN.

PARKING LOT SHADE CALCULATIONS			
TREE CANOPY SIZE	COVERAGE %		TOTALS
	50%	25%	
32' DIA (804 S.F.)	1 at (402 S.F.)	2 at (402 S.F.)	804 S.F.
CANOPY of PUMP			6,624 S.F.
TOTAL SHADE PROVIDED:			7,428 S.F.
PARKING AREA:			19,572 S.F.
PERCENT SHADE:			38%



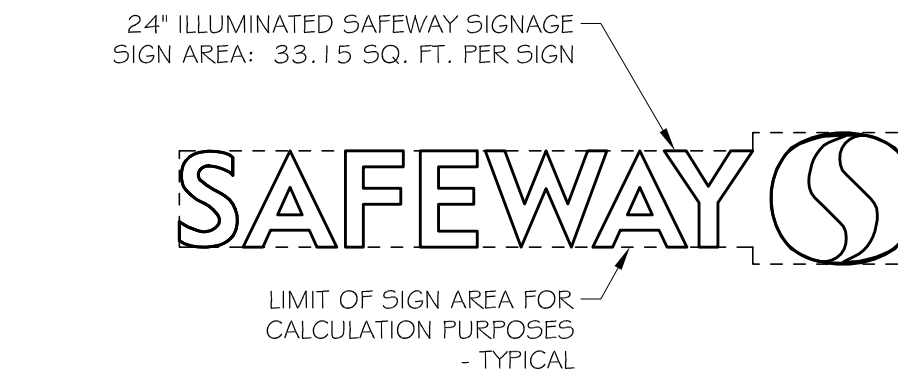
AGENDA ITEM 9.1

PLANTING PLAN



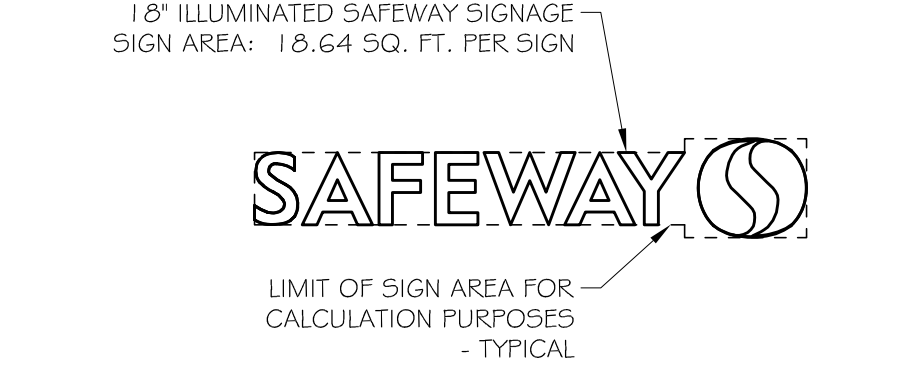
2 SAFEWAY PRICE SIGN READER BOARD

1/4"=1'-0"
RE:



3 SAFEWAY WORDMARK - 24" HIGH

1/4"=1'-0"
RE:



4 SAFEWAY WORDMARK - 18" HIGH

1/4"=1'-0"
RE:

FOLSOM BOULEVARD

TOTAL SIGNAGE SQUARE FEET (FREE STANDING)		TOTAL SIGNAGE SQUARE FEET (BUILDING ATTACHED)	
SIGN LOCATION	TOTAL	SIGN LOCATION	TOTAL
MONUMENT SIGN LOGO / TEXT PRICING	8 sq. ft. 24 sq. ft.	CANOPY TEXT/ LOGO	100 sq. ft.
		KIOSK TEXT/ LOGO	19 sq. ft.
TOTAL SIGNAGE:	32 sq. ft.	TOTAL SIGNAGE:	119 sq. ft.
MAXIMUM ALLOWED:	52 sq. ft.	MAXIMUM ALLOWED:	125 sq. ft.

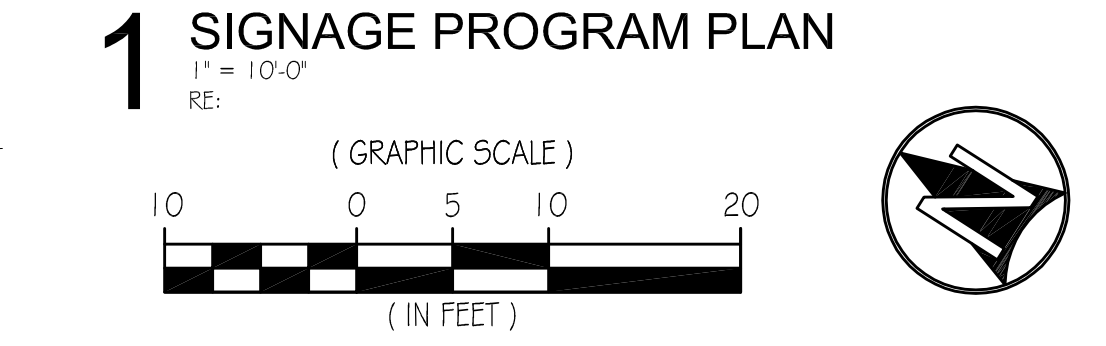


Exhibit A

STAMP

REVISION SCHEDULE
DELTA NUMBER DATE

BASED ON CRITERIA MASTER
ISSUED: 03/25/11

SUBMITAL DATES

OWNER: SAFEWAY
BUILDING DEPT:

O.T.B.:

LHB & Associates, Ltd.
867 Pacific Street, Suite 120
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fax 805.540.5241
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PROJECT NO.
11-10-1746
DRAWN BY:
JRB
CHECKED BY:
JRB

SAFEWAY #1746
ACTIVITY ID. 25-1746-000-0001
10605 FOLSOM BOULEVARD
RANCHO CORDOVA, CA 95670

SHEET TITLE
PRELIMINARY
SIGNAGE
PROGRAM

SHEET NO.

Conditions of Approval

		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date & Signature)</u>
1.	The new fueling center is approved for a eight (8) multi-product fueling dispensers under a 6,615 square foot canopy, along with a 700 square foot convenience store. No alcoholic beverages are allowed to be sold from the convenience store. Station hours of operation will be limited to 5 AM to 11 PM of the same day, Monday through Sunday.	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.	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.	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@cityoffranchocordova.org for the status of your account with the City.	ON-GOING	FINANCE	
6.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	ON-GOING	Public Works	

Conditions of Approval

	Prior to Issuance of Improvement Plans or Building Permits				
7.	<i>Applicant shall complete improvement plans to the satisfaction of the Public Works Department. Improvement plans shall include, but shall not be limited to:</i> <i>• All onsite civil improvements.</i> <i>• Civil plan shall include an ADA access plan</i> <i>• All facilities, including but not limited to, sidewalk, driveways, etc. on Folsom Boulevard shall be upgraded to meet current ADA requirements and City Standards. Sidewalk on entire property frontage does not conform to ADA guidelines. All sidewalks on Folsom Boulevard Frontage shall be removed and replaced and the Driveway shall be replaced with type A Driveway. Any obstructions to the sidewalk shall be relocated behind back of walk.</i> <i>• Broken curb and gutter shall be removed and replaced.</i> <i>• Utility laterals</i> <i>• Public improvement plans shall clearly delineate all transitions to existing improvements.</i> <i>All improvements to be designed and constructed to the satisfaction of the Public Works Department.</i>	PRIOR TO APPROVAL OF IMPROVEMENT PLANS	PUBLIC WORKS	Modified by Public Works- Albert 12.19.12	
8.	Enter into a frontage agreement and bond for construction of public improvements and erosion control measures per the approved Public Works plans to the satisfaction of the Public Works Department. Number, size, and location of driveways are subject to approval by the Public Works Department.	PRIOR TO APPROVAL OF IMPROVEMENT PLANS	PUBLIC WORKS		
9.	Applicant shall submit landscaping plans demonstrating conformance with the Water Use and Conservation provisions.	PRIOR TO APPROVAL OF IMPROVEMENT PLANS	PUBLIC WORKS		

Conditions of Approval

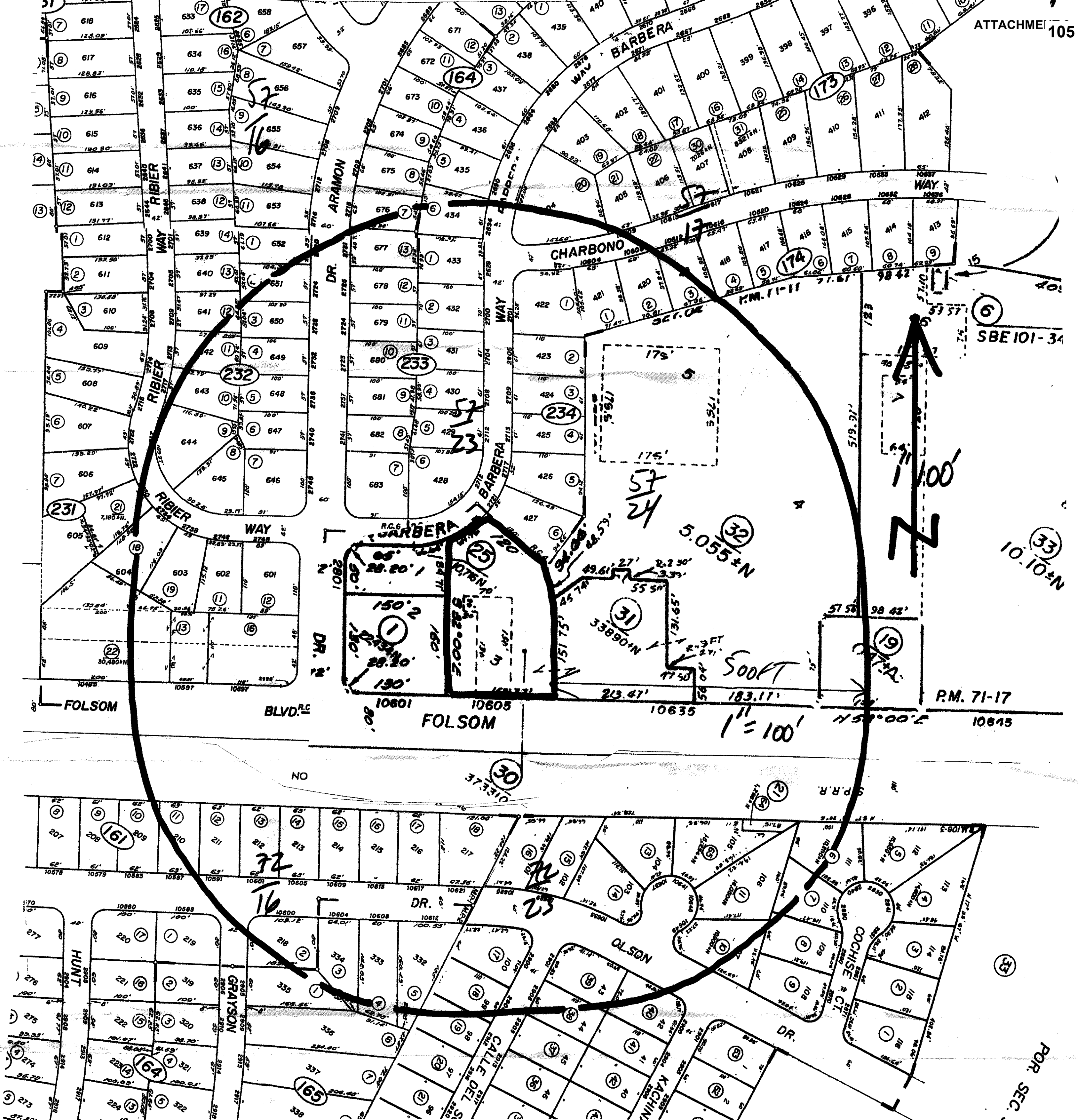
10.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	PRIOR TO APPROVAL OF IMPROVEMENT PLANS	PUBLIC WORKS	
11.	On-site source control measures shall be required for this project in accordance with the latest version of the <i>Stormwater Quality Design Manual for the Sacramento & South Placer Region</i> ¹ , Chapter 4, Table FA-1 on page FA-2, "Design Requirements for Fueling Areas to Protect Water Quality".	PRIOR TO APPROVAL OF IMPROVEMENT PLANS	PUBLIC WORKS	
12.	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	Site does not exceed one acre, condition does not apply.
13.	Applicant shall verify with the City's Finance Department that their account is in good standing. If any balance is due, it shall be paid in full prior to Building Permit Review. For account status, please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	PRIOR TO BUILDING PERMIT ISSUANCE	FINANCE	
14.	Rancho Cordova Police Department shall review and approve the security lighting plan and the closed circuit video monitoring for the site. Additionally, RCPD recommends installing a security peep hole in the rear entry door.	PRIOR TO BUILDING PERMIT ISSUANCE	PLANNING	
15.	The Planning Department shall review and approve the construction plans in accordance with the approved plans that include the site plan, elevations, all required access provisions and final landscape plan. A 6-foot masonry wall shall be required along the northern property line, adjacent to the residential-zoned property. Particular review of the landscape installation along Folsom Blvd, as to choice of materials and screening height, so as to not block site visibility for egress vehicles from the site. Substantial changes to the plans may require the City Council approval.	PRIOR TO BUILDING PERMIT ISSUANCE	PLANNING	

Conditions of Approval

16.	Property Owner/Applicant shall participate in 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, and street lights. This may be accomplished through annexation to the City Road Maintenance Community Facilities District. All costs associated with the annexation shall be borne by the Property Owner/Applicant. Contact: Elizabeth Sparkman at (916) 851-8714 as there may be a 2-3 month lead time to satisfy this condition.	PRIOR TO BUILDING PERMIT ISSUANCE	PUBLIC WORKS	
17.	<i>Developing this property may require a one-time connection fee to be determined by and paid to the Sacramento Area Sewer District. Proof of payment will be required to obtain building permits.</i> Developing this property may require the payment of supplemental sewer impact fees (one-time connection fees). If applicable, the impact fees shall be paid to Sacramento Area Sewer District.	PRIOR TO BUILDING PERMIT ISSUANCE	PUBLIC WORKS	
	Prior to Final Inspection or Occupancy			
18.	Applicant shall verify with the City's Finance Department that their account is in good standing. If any balance is due, it shall be paid in full prior to Final Occupancy. For account status, please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	PRIOR TO OCCUPANCY	FINANCE	
19.	The Planning Department shall inspect the project to ensure it has been built in substantial conformance with the approved Design Review plans.	PRIOR TO OCCUPANCY	PLANNING	
20.	Connection to the District's sewer system shall be required to the satisfaction of the District. District Design Standards apply to all sewer construction for all new buildings.	PRIOR TO OCCUPANCY	PUBLIC WORKS	

Conditions of Approval

21.	As-Built reproducible grading and improvement plans, as well as a compact disc containing said plans in AutoCAD and pdf format, shall be submitted and approved by the Public Works Department.	PRIOR TO OCCUPANCY	PUBLIC WORKS	
22.	Designer shall certify that installed landscaping conforms to City water conserving landscape requirements.	PRIOR TO OCCUPANCY	PUBLIC WORKS	
23.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	PRIOR TO OCCUPANCY	PUBLIC WORKS	
24.	Install public improvements per the approved Public Works plans and to the satisfaction of the Public Works Department.	PRIOR TO OCCUPANCY	PUBLIC WORKS	



057-0240-030-0000
TRESTLE CORDOVA II LLC
419 WAVERLEY ST
PALO ALTO CA 94301

057-0164-005-0000
CARL W & JOY L YOUNG
2690 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0164-006-0000
DOMINIQUE & DOMINIQUE YANEZ
2694 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0164-007-0000
BARBARA M PRICE
8934 MADISON AVE
FAIR OAKS CA 95628

057-0164-007-0000
OCCUPANT
2715 ARAMON DR
RANCHO CORDOVA CA 95670

057-0164-008-0000
TRUST B GAGLIARDI FAMILY TRUST
1663 YALE DR
MOUNTAIN VIEW CA 94040

057-0164-008-0000
OCCUPANT
2709 ARAMON DR
RANCHO CORDOVA CA 95670

057-0173-020-0000
CECELIA LYNCH
2693 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0173-021-0000
LIVIOUS & AURELIA ANA
5121 ARROYO ST
FAIR OAKS CA 95628

057-0173-021-0000
OCCUPANT
10609 CHARBONO WAY
RANCHO CORDOVA CA 95670

057-0174-001-0000
RONALD B & GRACIELA PHIPPS
10604 CHARBONO WAY
RANCHO CORDOVA CA 95670

057-0174-002-0000
RONALD B & GRACIELA PHIPPS
10608 CHARBONO WAY
RANCHO CORDOVA CA 95670

057-0174-003-0000
IVAN VERSTIVSKIY
10612 CHARBONO WAY
RANCHO CORDOVA CA 95670

057-0174-004-0000
CHRISTEL J & ROBERT K STAUB
10616 CHARBONO WAY
GOLD RIVER CA 95670

057-0231-006-0000
ANA VILLEGAS
2722 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0231-007-0000
WA CHAN
2720 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0231-011-0000
SACTO METRO FIRE DIST
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-011-0000
OCCUPANT
2742 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0231-012-0000
SACRAMENTO METROPOLITAN FIRE
DIST
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-012-0000
OCCUPANT
2746 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0231-013-0000
SACTO METROPOLITAN FIRE DIST
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-013-0000
OCCUPANT
10597 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0231-016-0000
JEANETTE D ORSI TRUST
AGREEMENT 2006
15150 EL CAMINO SENDA
SARATOGA CA 95070

057-0231-016-0000
OCCUPANT
10599 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0231-016-0000
OCCUPANT
10597 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0231-018-0000
SACRAMENTO METROPOLITAN FIRE
DISTRICT
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-018-0000
OCCUPANT
2734 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0231-019-0000
SACTO METRO FIRE DIST
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-019-0000
OCCUPANT
2738 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0231-021-0000
SACRAMENTO METROPOLITAN FIRE
DISTRICT
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-021-0000
OCCUPANT
2730 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0231-022-0000
SACRAMENTO METROPOLITAN FIRE
DISTRICT
2101 HURLEY WAY
SACRAMENTO CA 95825

057-0231-022-0000
OCCUPANT
10595 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0232-001-0000
CHA SOON MCPHERSON
2720 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-002-0000
LOREEN R DAVIS
2724 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-003-0000
LUCY K HILDEBRAND
2728 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-004-0000
FEDERAL NATL MTG ASSOCIATION
14221 DALLAS PKWY #100
DALLAS TX 75254

057-0232-004-0000
OCCUPANT
2732 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-005-0000
BRICE JUAREZ
1443 S SHELTON ST
SANTA ANA CA 92707

057-0232-005-0000
OCCUPANT
2736 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-006-0000
GLADYS CARILLO
2740 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-007-0000
JAMES LEROY MOLZAHN
2746 ARAMON DR
RANCHO CORDOVA CA 95670

057-0232-008-0000
MELODY A LAMBSON
260 CURTISS CT
GALT CA 95632

057-0232-008-0000
OCCUPANT
2737 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0232-009-0000
KAREN F PARROFF
7901 LOCKE RD
VACAVILLE CA 95688

057-0232-009-0000
OCCUPANT
2725 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0232-010-0000
SHARON MCCARTHY
2717 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0232-011-0000
PATRICIA & THOMAS A MAHONY
2713 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0232-012-0000
LIBORIO MORALES
2709 RIBIER WAY
GOLD RIVER CA 95670

057-0232-013-0000
RIBIER WY TRUST
PO BOX 72802
DAVIS CA 95617

057-0232-013-0000
OCCUPANT
2705 RIBIER WAY
RANCHO CORDOVA CA 95670

057-0233-001-0000
ROGER JAMES & BARBARA A
TOMPKINS
4521 MARBLE WAY
CARMICHAEL CA 95608

057-0233-001-0000
OCCUPANT
2698 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0233-002-0000
LINDA L BROWN
2700 BARBERA WAY
GOLD RIVER CA 95670

057-0233-003-0000
BILLY LAVELL & OMER A L JOHNSON
2704 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0233-004-0000
DAVID A & ZELDA L TROUTMAN
2708 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0233-005-0000
KENNETH L & JANET A HAINES
2712 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0233-006-0000
AN THIEN HUYNH
2720 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0233-007-0000
MANUEL & LAURA J APARICIO
2747 ARAMON DR
RANCHO CORDOVA CA 95670

057-0233-008-0000
MARY ANN
2741 ARAMON DR
RANCHO CORDOVA CA 95670

057-0233-009-0000
CESAR M VACA
2526 FURMINT WAY
RANCHO CORDOVA CA 95670

057-0233-009-0000
OCCUPANT
2737 ARAMON DR
RANCHO CORDOVA CA 95670

057-0233-010-0000
JANIS R FALCY REVOCABLE TRUST
2733 ARAMON DR
RANCHO CORDOVA CA 95670

057-0233-011-0000
LAUREN N TAYLOR
2729 ARAMON DR
RANCHO CORDOVA CA 95670

057-0233-012-0000
VIRGINIA L DECORTE
2725 ARAMON DR
RANCHO CORDOVA CA 95670

057-0233-013-0000
CATHY G PETREE
6320 MCKEON PONDEROSA WAY
FORESTHILL CA 95631

057-0234-001-0000
ROSIE D GALSTELUM
2701 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0234-002-0000
TERRY C & DEBRA L PHILLIPS
2705 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0234-003-0000
BARBARA PRICE
PO BOX 627
FAIR OAKS CA 95628

057-0234-003-0000
OCCUPANT
2709 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0234-004-0000
ROBERT L PRICE
PO BOX 779
SHINGLE SPRING CA 95682

057-0234-004-0000
OCCUPANT
2713 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0234-005-0000
ROBERT L PRICE
3976 BLACK OAK DR
SHINGLE SPGS CA 95682

057-0234-005-0000
OCCUPANT
2717 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0234-006-0000
BARBARA M PRICE
PO BOX 627
FAIR OAKS CA 95628

057-0234-006-0000
OCCUPANT
2721 BARBERA WAY
RANCHO CORDOVA CA 95670

057-0240-001-0000
GOODMAN FAMILY TRUST
1241 LOMA VISTA
BEVERLY HILLS CA 90210

057-0240-001-0000
OCCUPANT
10601 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0240-019-0000
TRESTLE CORDOVA II LLC
419 WAVERLEY ST
PALO ALTO CA 94301

057-0240-019-0000
OCCUPANT
10641 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0240-025-0000
D & A DETOX CENTER INC
9978 FOLSOM BLVD
SACRAMENTO CA 95827

057-0240-025-0000
OCCUPANT
2801 ARAMON DR
RANCHO CORDOVA CA 95670

057-0240-031-0000
TRESTLE CORDOVA II LLC
419 WAVERLEY ST
PALO ALTO CA 94301

057-0240-031-0000
OCCUPANT
10607 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0240-032-0000
TRESTLE CORDOVA LLC
7423 WINDING WAY
FAIR OAKS CA 95628

057-0240-032-0000
OCCUPANT
10635 FOLSOM BLVD
RANCHO CORDOVA CA 95670

057-0240-033-0000
PROPS INCORPORATED AJM
PO BOX 8050
BENTONVILLE AR 72712

057-0240-033-0000
OCCUPANT
10600 FOLSOM BLVD
RANCHO CORDOVA CA 95670

072-0161-010-0000
PAULA GRIDER
10583 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-011-0000
CHERYL SAVAGE
11873 POINT ROCK WAY
GOLD RIVER CA 95670

072-0161-011-0000
OCCUPANT
10587 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-012-0000
WERNER FAMILY LIVING TRUST
10591 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-013-0000
JOHN C & GERALDINE J HANNAHS
10601 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-014-0000
WILLIAM A CASILLAS
10605 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-015-0000
D J & JANET M SEKANY TRUST
6241 FERNWOOD DR
SHINGLE SPRING CA 95682

072-0161-015-0000
OCCUPANT
10609 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-016-0000
VICKI A PFINGST TRUST
2521 GARDEN HWY
SACRAMENTO CA 95833

072-0161-016-0000
OCCUPANT
10613 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-017-0000
NICK L ABAIGAR
10617 OLSON DR
RANCHO CORDOVA CA 95670

072-0161-018-0000
VICKI A PFINGST TRUST
2521 GARDEN HWY
SACRAMENTO CA 95833

072-0161-018-0000
OCCUPANT
10621 OLSON DR
RANCHO CORDOVA CA 95670

072-0164-001-0000
GEVORG MNATSAKANYAN
10588 OLSON DR
RANCHO CORDOVA CA 95670

072-0165-001-0000
GALINA IURCO
2905 GRAYSON WAY
RANCHO CORDOVA CA 95670

072-0165-002-0000
MARGIE HAYNES
10600 OLSON DR
RANCHO CORDOVA CA 95670

072-0165-003-0000
LEONID UDODIK
10604 OLSON DR
RANCHO CORDOVA CA 95670

072-0165-004-0000
DONALD C & TERESA M WENIG
4990 SCREECH OWL CRK RD
EL DORADO HILL CA 95762

072-0165-004-0000
OCCUPANT
10608 OLSON DR
RANCHO CORDOVA CA 95670

072-0165-005-0000
THOMAS EUGENE VANDEVER
10612 OLSON DR
RANCHO CORDOVA CA 95670

072-0210-070-0000
TRANSPORTATION CORR JOINT
POWERS AUTHO SAC-PLCRVLE
PO BOX 2110
SACRAMENTO CA 95812

072-0320-006-0000
MILLER DAVID
2489 HIGHLAND HILLS DR
EL DORADO HILL CA 95762

072-0320-006-0000
OCCUPANT
2840 COCHISE CT
GOLD RIVER CA 95670

072-0320-006-0000
OCCUPANT
2842 COCHISE CT
GOLD RIVER CA 95670

072-0320-007-0000
SARAH J FARRELLY REVOCABLE
LIVING TRUST
2850 COCHISE CT
RANCHO CORDOVA CA 95670

072-0320-007-0000
2852 COCHISE CT
RANCHO CORDOVA CA 95670

072-0320-008-0000
ALEXANDRIA M CONNER
3229 HORNBY ISLAND ST
WEST SACRAMENT CA 95691

072-0320-008-0000
OCCUPANT
2860 COCHISE CT
RANCHO CORDOVA CA 95670

072-0320-008-0000
OCCUPANT
2862 COCHISE CT
RANCHO CORDOVA CA 95670

072-0320-010-0000
RITCHHART REVOCABLE TRUST
3074 VISTA LEFONTI
EL DORADO HILL CA 95762

072-0320-010-0000
OCCUPANT
10649 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-010-0000
OCCUPANT
10651 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-011-0000
KAISER HENRY D & ANN M
2804 WOOD CT
ALBUQUERQUE NM 87112

072-0320-011-0000
OCCUPANT
10645 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-011-0000
OCCUPANT
10647 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-013-0000
DENNIS CHARLES BEELER
MCDANIEL
154 LOMBARD ST #45
SAN FRANCISCO CA 94111

072-0320-013-0000
OCCUPANT
10637 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-013-0000
OCCUPANT
10639 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-014-0000
LINDA A KING
1932 FLOWERS ST
SACRAMENTO CA 95825

072-0320-014-0000
OCCUPANT
10633 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-014-0000
OCCUPANT
10635 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-015-0000
MARIA ARACELI
10629 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-015-0000
OCCUPANT
10631 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-016-0000
BYPASS TRUST
337 N WINDSOR BLVD
LOS ANGELES CA 90004

072-0320-016-0000
OCCUPANT
10625 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-016-0000
OCCUPANT
10627 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-017-0000
LOUIS E & DONNA R HAMPTON
103 YANKTON ST
FOLSOM CA 95630

072-0320-017-0000
OCCUPANT
2900 CALLE DEL SOL WAY
RANCHO CORDOVA CA 95670

072-0320-018-0000
GLENN E & WILDA H RICKARD
TRUST
10857 ALANDALE WAY
RANCHO CORDOVA CA 95670

072-0320-018-0000
OCCUPANT
2908 CALLE DEL SOL WAY
RANCHO CORDOVA CA 95670

072-0320-019-0000
GENEVA PUTMAN
2912 CALLE DEL SOL WAY
RANCHO CORDOVA CA 95670

072-0320-037-0000
GARY & WYRENE DAVIS
2909 CALLE DEL SOL WAY
RANCHO CORDOVA CA 95670

072-0320-038-0000
BRIAN S & SAVANNAH M REINALDO
2905 CALLE DEL SOL WAY
RANCHO CORDOVA CA 95670

072-0320-039-0000
GERALD & PAMELA AIKEN
2901 CALLE DEL SOL WAY
RANCHO CORDOVA CA 95670

072-0320-040-0000
THU T TON
2900 KACHINA WAY
RANCHO CORDOVA CA 95670

072-0320-041-0000
MGER ISMAILYAN
2904 KACHINA WAY
RANCHO CORDOVA CA 95670

072-0320-064-0000
SACRAMENTO REGIONAL TRANSIT
DIST
PO BOX 2110
SACRAMENTO CA 95812

072-0320-065-0000
DENNIS CHARLES BEELER
MCDANIEL
154 LOMBARD ST #45
SAN FRANCISCO CA 94111

072-0320-065-0000
OCCUPANT
10641 OLSON DR
RANCHO CORDOVA CA 95670

072-0320-065-0000
OCCUPANT
10643 OLSON DR
RANCHO CORDOVA CA 95670

DD-7653 Safeway Fueling Station

Rancho Cordova City Council
William Campbell, Project Planner
January 22, 2013



Project Request

- Safeway Market is requesting eight (8) multi-product fueling dispensers under a 6,615 square foot canopy, along with a 700 square foot convenience store on the site of the former BBQ restaurant. The fueling station requires approval of a Use Permit per the Folsom Boulevard Specific Plan and Design Review by the City Council. No alcoholic beverages will be sold from the convenience store.

Location Map

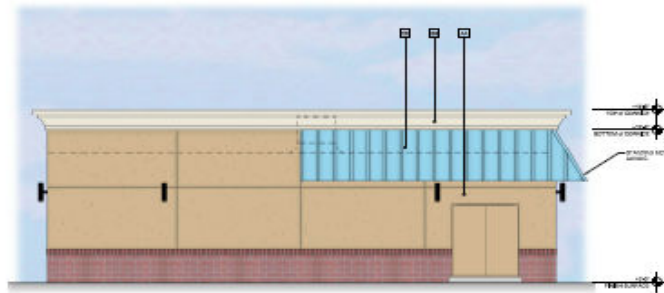


The site plan illustrates a proposed multi-family development. The main building is a large rectangle with a grid of units. To the west, along Barbera Way, are existing buildings and a parking area. To the east, along Folsom Boulevard, is a landscaped area with trees and a sidewalk. The plan includes various annotations for site features, setbacks, and landscaping. A title block in the bottom right corner identifies the drawing as '1 SITE PLAN' and includes a graphic scale and north arrow.

Building and Canopy Elevations



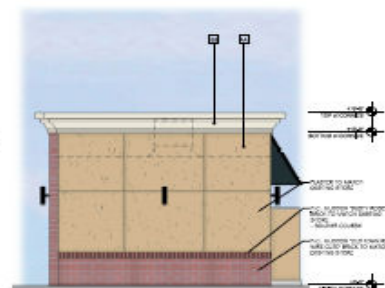
2 FRONT ELEVATION
1/8" = 1'-0"



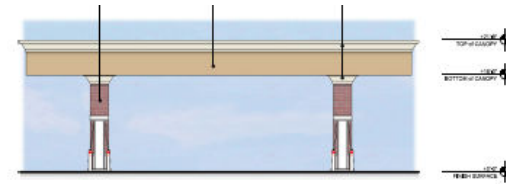
3 REAR ELEVATION
1/8" = 1'-0"



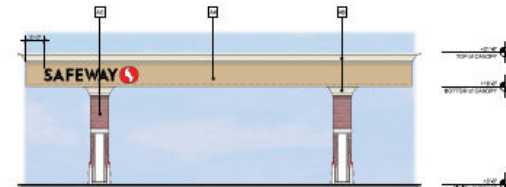
4 LEFT ELEVATION
1/8" = 1'-0"



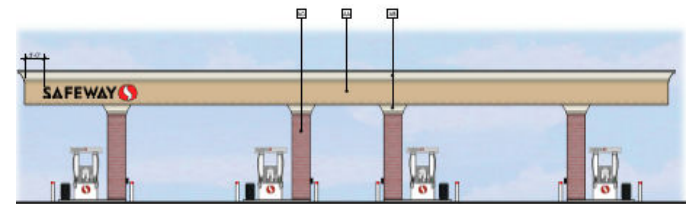
5 RIGHT ELEVATION
1/8" = 1'-0"



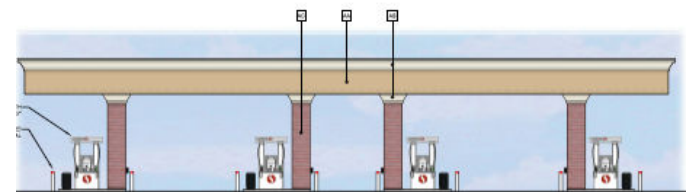
2 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"

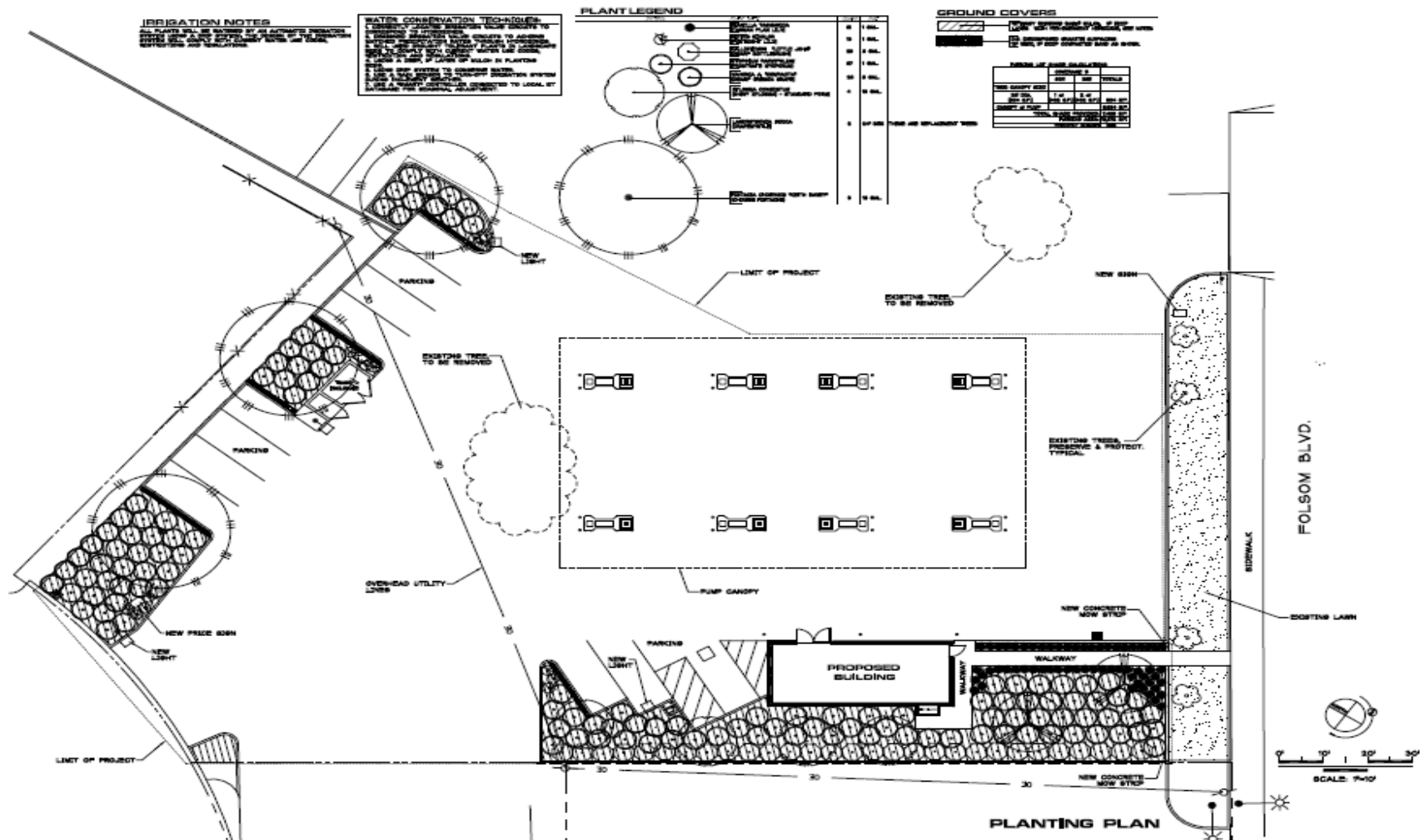


5 WEST ELEVATION
1/8" = 1'-0"

Northern Property Fence Line



Landscape Plan



Environmental Review

The project is Exempt under Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act Guidelines, findings are provided in the Resolution 120-2012.

Recommended Motion

- Move the City Council determine the project is consistent with the Environmental Impact Report prepared for the Folsom Boulevard Specific Plan, which adequately addressed the environmental impacts for small in-fill projects, and is therefore Categorically Exempt from further environmental review subject to Section 15332 of the California Environmental Quality Act; and adopt Resolution No. 120- 2012 approving the Conditional Use Permit and the Design Review to operate a Safeway fueling station, subject to the attached Design Review Package (**Exhibit A**) and Conditions of Approval (**Exhibit B**).

MEMORANDUM

DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: William Campbell, Principal Planner

SUBJECT: **RANCHO CORDOVA TRAVEL AND TOURISM MULTI-SPORT FACILITY ADMINISTRATIVE USE PERMIT AND VARIANCE; PROJECT NO. DD7735 – LOCATED AT 2561 MERCANTILE DRIVE.**



PROPERTY OWNER: Drake Enterprises, Inc. Mr. Glenn Drake 490 Watt Drive Fairfield, CA 94534	APPLICANT/DEVELOPER: Rancho Cordova Travel and Tourism Mr. Jeffery Stone 2729 Prospect Park Drive, Suite 117 Rancho Cordova, CA 95670
---	--

PROJECT: Multi Sport Facility- Administrative Use Permit and Variance FILE: DD7735 LOCATION: 2561 Mercantile Drive APN: 072-0350-015 PLANNER: William Campbell

RECOMMENDATION

Adopt Resolution 1-2013.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will allow an indoor multi-use sports facility within a 71,628 square foot building that will be capable of hosting basketball, volleyball and other indoor oriented tournaments. Rancho Cordova Travel and Tourism (RCT&T) will be able to accomplish one of its main goals to increase tourism and overnight stays in the City during the weekends. The facility will also cater to the regular weekday training and workout schedules for local area teams, club teams and individuals. See **Attachment 2** for the Executive Summary of the intended use.

ADVANCES GOALS: 1, 2, and 6

BACKGROUND

The RCT&T came to the City about a year ago and asked for assistance with developing a multi-use sports facility in the City of Rancho Cordova. The City had been approached by other sports groups, but due to the lack of funds, many of the groups could not afford the improvement cost associated with converting large industrial buildings into high occupancy assembly buildings. This change in occupancy would trigger the high cost of retro-fitting bathrooms, providing additional accessibility requirements and not having sufficient parking to

support the large number of people using these facilities during tournament play. RCT&T has been fortunate to find a building that will meet their program needs and allow them to convert the large space in an economical way.



Figure 1 Aerial Vicinity Map

Table 1 – Land Use Relationships with Adjacent Properties

	General Plan Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial SBSPA	M-1 Light Industrial	warehouse
North	Light Industrial SBSPA	M-1 Light Industrial	Warehouse/industrial
East	Light Industrial SBSPA	M-1 Light Industrial	Folsom South Canal
South	Light Industrial SBSPA	M-1 Light Industrial	Warehouse/industrial
West	Light Industrial SBSPA	M-1 Light Industrial	Warehouse/industrial services

General Plan Abbreviations: SBSPA= Sunrise Boulevard South Planning Area Figure LU-31

The project will need approval of an Administrative Use Permit for the indoor recreation facility. A variance is required for the reduction of on-site parking caused by the tournament schedule and an exception to the parking lot shading (tree planting) requirement. Each approval request will be discussed in greater detail in the following sections.

Administrative Use Permit (AUP)

This permit would normally be processed by staff, however due to the need of City Council approval for the parking and site development Variance, the whole package should be heard by the City Council. The sports complex is a conditionally allowed use the light industrial zone and the AUP gives the City an opportunity to impose reasonable conditions to control the activity. This use will be exclusively indoors, with no exterior modifications to the building or activity to be conducted outside; therefore, the conditions for this project are mainly code related. The project has been reviewed according to all findings outlined in Section 23.125.030 of the Zoning Code. The required findings and the evidence to support them are included in Resolution No. 1-2013 (**Attachment 1**).

Variance

According to the project description, the tournament play will exceed the on-site parking capacity and the sports complex will need to provide off-site facilities. The parking lot leaseholds will need to be secured by RCT&T prior to any tournament play to accommodate the excess parking need. Unfortunately, the available parking facilities that RCT&T could secure are greater than 1000 feet from the complex, as specified in Section 23.719.100 A. The applicant plans to provide shuttle service to and from the lots and to and from the hotels they plan to use to house the visiting teams. The on-site parking capacity is sufficient to support the parking needs of the facility during weekday activities. Staff believes the applicant has provided a satisfactory solution to the parking issue and recommends support of their request, subject to the condition of approval that requires written proof of the off-site parking agreements.

Another aspect of the Variance request by the applicant is to defer the code requirement for parking lot shading (tree planting), as specified in Section 23.716.070 C (4). Increasing the parking lot shading would reduce the total amount of on-site parking that can be provided. RCT&T is leasing this facility and they are not modifying the exterior of the building. Staff recommends the deferment of the parking lot shading requirement as part of the Variance request, which would expire when the sports complex no longer occupies the building. A condition of approval has been added to permit the deferment of the parking lot shading requirement, as long as RCT&T occupies the building.

The project has been reviewed according to all findings outlined defined in Zoning Code Section 1.15.040. The required findings and the evidence to support them are included in Resolution No. 1-2013 (**Attachment 1**).

ATTACHMENT(S)

1. Resolution 1-2013, including the Site Plan (**Exhibit A**) and Conditions of Approval (**Exhibit B**).
2. Project Summary
3. 500' radius map and labels

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 1-2013

**A RESOLUTION OF THE CITY COUNCIL APPROVING A ADMINISTRATIVE USE PERMIT
FOR A MULTI-SPORT FACILITY AND A VARIANCE TO SECTIONS 23.716.070 C (4)
MINIMUM PARKING LOT SHADING AND SECTION 23.719.100 (A) EXCEEDING THE
MAXIMUM ALLOWED DISTANCE FOR OFF-SITE PARKING,
PROJECT NO. DD7735**

WHEREAS, Rancho Cordova Travel and Tourism (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for an Administrative Use Permit for the indoor multi-sport facility in the Light Industrial Zone and a Variance to exceed the maximum distance for off-site parking and deferring the parking lot shade tree planting requirement, as established in the Rancho Cordova Zoning Code. The project is located at 2561 Mercantile Drive (Assessor's Parcel Number: 072-0350-015); and

WHEREAS, the Planning Director would have been the appropriate authority to hear and take action on the Administrative Use Permit; however, due to the co-application of a variance to certain development standards the project will be combined, and

WHEREAS, the City Council is the appropriate authority to hear and take action on the combined 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, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
HEREBY RESOLVES AS FOLLOWS:**

- A. Determine that the project site was adequately analyzed according to the California Environmental Quality Act (CEQA) Guidelines and is consistent with the Environmental Impact Report prepared for the Folsom Boulevard Specific Plan and is Categorically Exempt under Section 15332, In-Fill Development, as supported by the following Findings and Evidence:
 - A. *Finding: The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. Evidence: The project site is designated Light Industrial (LI) in both the General Plan and the adopted Zoning Map of the City. The proposed use is an allowed use in the Light Industrial Zone*
 - B. *Finding: The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. Evidence: The project site is approximately 3.80 acres, with a 71,628 square foot building and entirely surrounded by urban commercial and industrial uses of similar scale and intensity.*
 - C. *Finding: The project site has no value as habitat for endangered, rare or threatened species. Evidence: The current site is fully developed with a 71,628 square foot structure and support parking. The total site has been disturbed and therefore no habitat or endangered species will be impacted by the proposed use.*

ATTACHMENT 1

- D. *Finding: Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. Evidence: The new use will not generate new significant levels of traffic or noise impacts to the immediate area, due to the off-site parking facilities that will support the project. The new project will improve the existing conditions related to on-site drainage and water quality by the new improvement measures required by the current codes.*
- E. *Finding: The site can be adequately served by all required utilities and public services. Evidence: The site can be served by all required utilities that are currently in the area, which currently serves the existing building on site.*
2. Approve the Administrative Use Permit (AUP), subject to the Site Plan (**Exhibit A**) and Conditions of Approval (**Exhibit B**); supported by the following Findings and Evidence, as defined in Zoning Code Section 23.125.030;
- A. *Finding: The Proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code, Municipal Code, General Plan and any applicable Specific Plans or City regulations/standards. Evidence: The proposed use is allowed subject to the approval of an AUP. The AUP process was crafted to allow property owners the ability to increase their marketability by attracting other uses not customarily located in industrial zones. The AUP gives the city the opportunity to impose reasonable conditions on the use to ensure the peace, safety and welfare of the community. A set of conditions has been developed to ensure the operation will not impact neighboring properties.*
- B. *Finding: The site is physically suited for the type, density, and intensity of the proposed use including access, utilities, and the absence of physical constraints and can be conditioned to meet all related performance criteria and development standards. Evidence: The multi-sport facility property is sufficiently large enough to accommodate the normal weekday use for individual conditioning, team coaching and informal team scrimmage, and will be supported by sufficient off-site parking facilities to accommodate tournaments that will draw larger groups. Adequate transportation facilities will be provided in the form of shuttle buses to and from the parking lots and hotel sites supporting the tournament teams.*
- C. *Finding: Granting the permit would not be detrimental to the public interested, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located. Evidence: Typically, indoor recreation facilities are not customary in industrial park settings; however, due to the size of the buildings and ceiling clearance height, the large industrial buildings lend themselves to these types of indoor facilities. Commercial gymnasiums located in commercial based zones are very expensive for these multi-sport complexes and the building sizes needed are best found in industrial areas. The major use of the facility will not impact the neighboring businesses due to the sports complex hours that are after normal 8AM to 5PM business hours and weekends when most area businesses are closed.*

ATTACHMENT 1

3. Approve the Variance, subject to the Conditions of Approval (see **Exhibit B**); supported by the following Findings and Evidence, as defined in Zoning Code Section 23.143.030;
- A. *Finding:* *The Variance will be an incentive to, and a benefit for, the non-residential development.* *Evidence:* The secured off-site parking lots will support both the multi-sport complex and the existing hotels, which are in close proximity to the lots. The tournaments will bring in local and traveling teams that will reserve hotel rooms over the weekend, when the vacancy rates in the area hotels are much higher than the work week vacancy rates. The off-site parking facilities will also allow the tournament organizers better control over their site for team buses, sports vendors and exhibits to support the tournaments. Additionally, deferring the required amount of on-site tree planting to shade the lot will maintain the greatest amount of on-site parking spaces. Within the industrial zone, the area used for loading and unloading of trucks is not shaded per the Code, and when the sport complex leaves the site, the added parking lot shading would need to be removed to accommodate the truck traffic and turning motions.
- B. *Finding:* *The Variance will facilitate access to the non-residential development by patrons of public transit facilities.* *Evidence:* The off-site parking facilities are the parking lots for the light rail system, which will be used during the off peak times of commuter traffic. The light rail stations are in close proximity to the hotels along Folsom Boulevard that will be supporting the tournament accommodations. Shuttle bus service will be provided to and from the parking lots to the tournament center, thereby reducing the demand for on-site parking and on-street parking congestion. The reduced landscape request would not facilitate public transit use; however it would preserve the greatest amount of on-site parking and relieve the burden of over flow parking on the street.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2013 by the following vote:

AYES:

NOES:

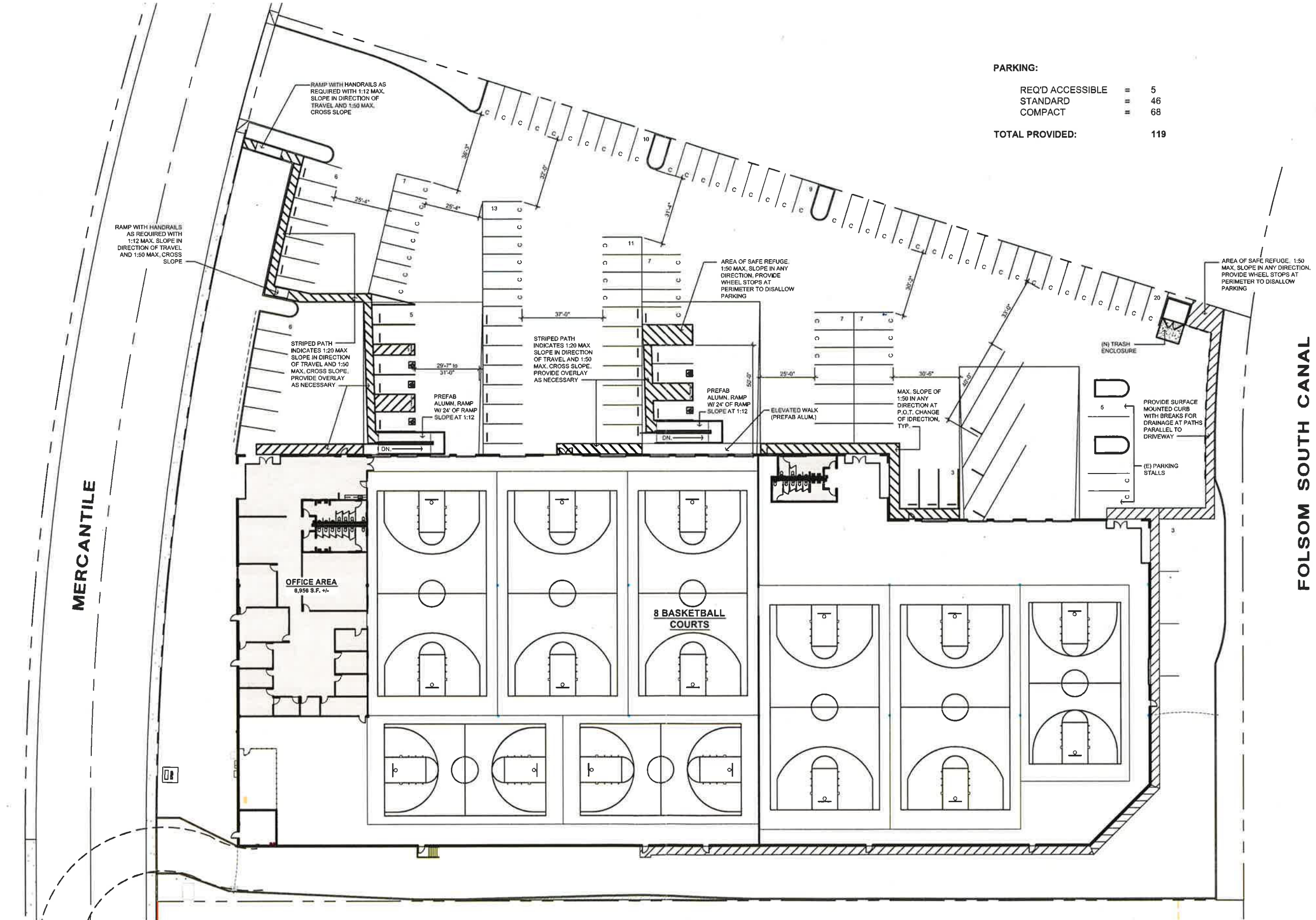
ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk



PARKING:

REQ'D ACCESSIBLE	=	5
STANDARD	=	46
COMPACT	=	68
TOTAL PROVIDED:		119

MERCANTILE

FOLSOM SOUTH CANAL



SITE PLAN
SCALE: 1" = 20'-0"

Preliminary Design For:
Rancho Cordova Sports Complex
2561 Mercantile Drive



KLW/OX 2012080.00 11.09.12

Conditions of Approval

	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date & Signature)</u>
1.	This approval will permit Rancho Cordova Travel and Tourism (RCT&T) an indoor multi-use sports facility within a 71,628 square foot building that will be capable of hosting basketball and volleyball tournaments. The facility will also cater to the regular weekday training and workout schedules for local area teams, club teams, and individuals.	PLANNING	
2.	The approval of this Variance will permit Rancho Cordova Travel and Tourism to provide off-site parking facilities that are greater than the 1000 feet from the facility and defer the required parking lot shading as long as RCT&T uses the site. The off-site parking agreements and parking lot landscape deferral will automatically expire when RCT&T vacates the site.	PLANNING	
3.	In the event of a legal challenge, this permit shall be withheld pending the outcome of the legal process.	PLANNING	
4.	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	PLANNING	
5.	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.	PLANNING	
6.	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 delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the	FINANCE	

Conditions of Approval

	status of your account with the City.				
	Prior to Building Permit or Improvement Plan Issuance.				
7.	The Applicant shall verify with the City's Finance Department that their account is in good standing. If any balance is due, it shall be paid in full prior to Building Permit Review and Building Permit Issuance. For account status, please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	PRIOR TO BUILDING PERMIT SUBMITTAL / PRIOR TO BUILDING PERMIT ISSUANCE	FINANCE		
8.	The Applicant shall apply for an encroachment permit from the Public Works Department to upgrade the south driveway to a Type A Driveway and any other replacement of damaged sidewalk, driveways, curb and gutter along property frontage to the satisfaction of the Public Works Department. Sidewalk panels shall be replaced to the nearest joint. In addition, sidewalk and driveway sections not meeting ADA guidelines shall be removed and replaced.	PRIOR TO BUILDING PERMIT ISSUANCE	PUBLIC WORKS		
9.	Applicant shall provide a copy of the off-site parking agreements that will serve the needed over flow parking requirements for the tournament play.	PRIOR TO BUILDING PERMIT ISSUANCE	PLANNING		
10.	Site plan shall provide for two onsite trash enclosures, or one multi-bin enclosure, per the Zoning Code Section 23.731.080 A5. The on-site parking area shall be stripped according to the approved plan and be removed when RCT&T vacates the property.	PRIOR TO BUILDING PERMIT ISSUANCE	PLANNING		
	Prior to Occupancy				

Conditions of Approval

11.	Any new sidewalk and driveway repairs shall be accepted as complete.	PRIOR TO OCCUPANCY	PUBLIC WORKS	
12.	Applicant shall provide a copy of the shuttle bus plan to and from the sports complex and the off-site parking lots, prior to the first tournament.	PRIOR TO OCCUPANCY	PLANNING	

The HUB at Rancho Cordova

The HUB at Rancho Cordova is a planned multi use sports facility located at 2561 Mercantile Dr. in Rancho Cordova. The building is a 71,000 square foot warehouse space that is being updated to accommodate indoor sports and recreation activities. The space allows for 8 basketball courts, or up to 11 volleyball courts. The indoor surface will include hardwood and composite flooring to accommodate indoor activities and sports including; basketball, volleyball, futsal, wrestling, karate, tae kwon do, judo, badminton, table tennis, and other events.

The project was initiated by Rancho Cordova Travel and Tourism with 3 primary goals. First, generate incremental room nights to the hotel properties in the TBID by creating demand on weekend nights through sports tourism. Second, operate a financially responsible facility that can operate at a reasonable cost structure and obtain the first objective with a return on investment in line with outlined policies of the organization. Finally, provide a community benefit through the development of sports academic programs through a non-profit organization that will assist underserved kids and provide access to club level sports, travel competitions, academic assistance, college prep assistance, and financial aid for continued education.

Rancho Cordova Travel and Tourism will operate the facility to ensure that the outlined goals are met, and we can provide oversight to ensure the success of the HUB. Many benefits will arise from the development and operation of the HUB. Currently Rancho Cordova offers a limited number of facilities and capacity to attract high level tournaments that will generate incremental room nights. Our existing facilities are run by operators that have a different set of goals for operation and are at a capacity which does not allow for a significant increase in sports tourism and economic impact. The HUB will create a significant expansion in our facilities available for Sports Tourism. We have partnered with the largest competitive sports organization in the Nation, AAU (Amateur Athletic Union) to assist in the development of our tournaments and rapidly expand our marketing capabilities to Teams and Tournament operators. This partnership will allow rapid expansion of incremental room nights and revenue through the existing demand and need of AAU, and partnership with Rancho Cordova Travel and Tourism. Additional benefits that will arise through this venture include a positive extension of the Rancho Cordova Brand nationally through our marketing efforts, an economic impact estimated at \$4.5 million annually through incremental spending in the region by participants, job creation, and recreational opportunities for the community's youth and adult through our leagues and club sports programs. The non-profit organization focusing on academics and athletics is intended to improve the lives of kids in our area by improving quality of life through team building and assisting in the improvement of education to our underserved, but it will also differentiate the facility and strengthen our brand, highlighting Rancho Cordova as a place that takes education and support for our children seriously.

Our financial plan consists of using RCTTC assessment revenue to pay for tenant improvements and equipment cost to open the facility. We will need assistance due to the high cost of renovation and equipment from the City of Rancho Cordova in the form of a line of credit. This line of credit will be secured by ongoing assessment revenue. Once the building is open and operational our financial plan shows a sustainable forecast of revenue to maintain operations, re-pay the line of credit and have reserves to re-invest in the operation. The line of credit will be applied to obtain the necessary equipment to open the facility:

The HUB at Rancho Cordova

LINE OF CREDIT APPLICATION:

City Permits and Fees including traffic impact fee

\$5100 – AUP and variance fee

\$95,628 – Permit and Traffic Impact Fee

Sports Equipment

\$135,000 – Wood and Composite floor

\$25,000 – Volleyball equipment

\$32,000 – Pads, Chairs, Curtains for court separation.

\$10,000 – Facilities equipment, lift, cleaning equipment, racks, fence, storage equipment

Bleachers

Quick Facts:

Location

2561 Mercantile Drive

61,000 Square feet of playing area

10,000 square feet of office space

Primary Focus

Basketball

Volleyball

Year Round Demand

Secondary Opportunities

Wrestling

Jujitsu

Tae Kwon Do

Badminton

Futsal

Table Tennis

Other Uses

Exposition Space

Events

The HUB at Rancho Cordova

Goals

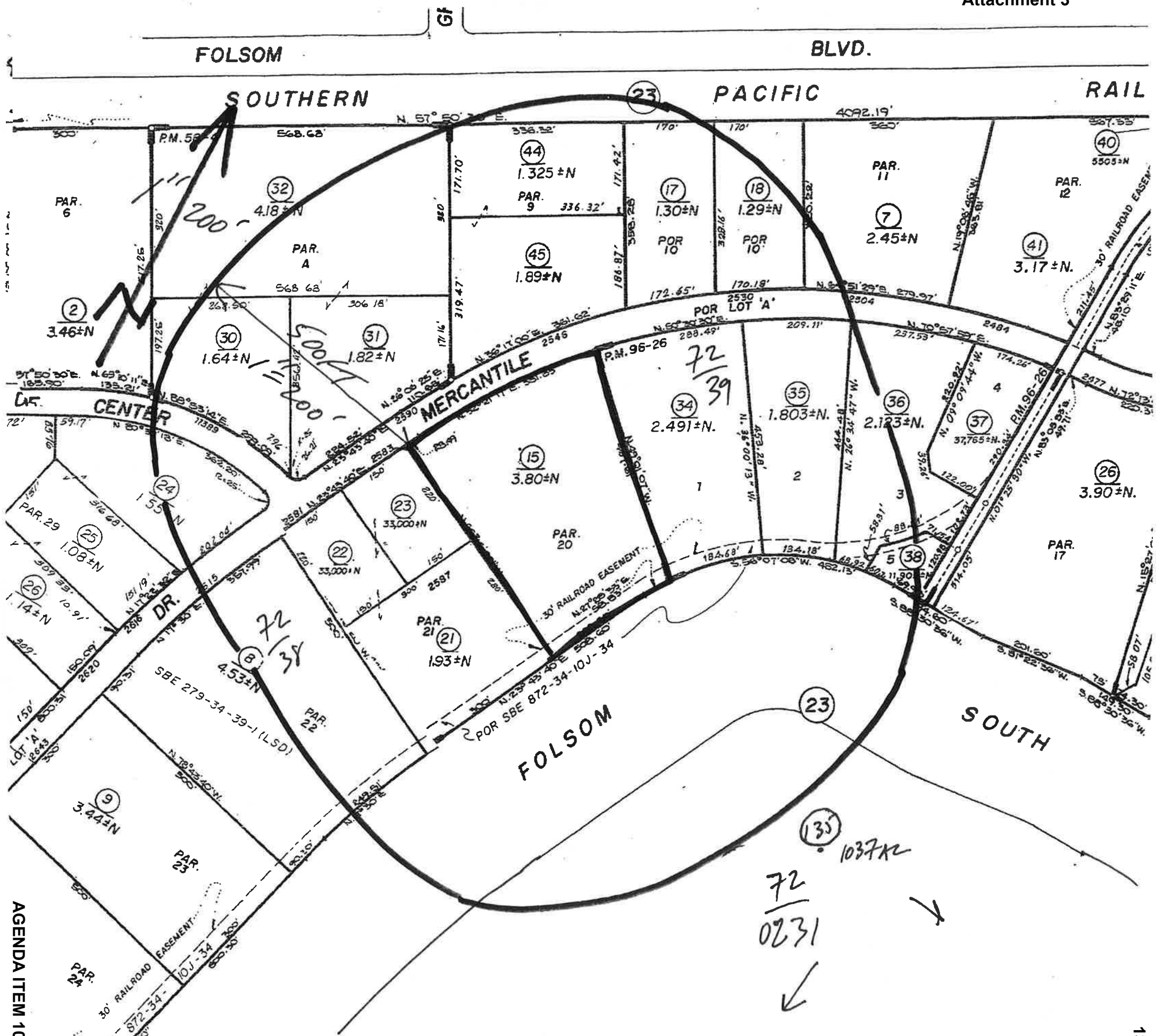
- Incremental weekend room nights for Rancho Cordova Hotels
 - 14,000 annual incremental off peak room nights
- Financial stability
 - Break even revenue or better
- Community Benefit
 - Athletics and Academic assistance to Rancho Cordova Kids
- Most competitive facility in the region
 - Attract travel teams and competitors

Partnerships

- AAU – Amateur Athletic Union Basketball
 - Secondarily Volleyball
 - Wrestling
- NCVA – Northern California Volleyball Association (in discussion)

Risks:

- Parking
- Financial Commitment (TI's)
- Permits



072-0390-015-0000
DRAKE ENTERPRISES INC
490 WATT AVE
FAIRFIELD CA 94585

072-0231-022-0000
UNITED STATES OF AMERICA
PO BOX 3530
RANCHO CORDOVA CA 95741

072-0231-135-0000
AEROJET GENERAL CORPORATION
PO BOX 13222
SACRAMENTO CA 95813

072-0350-011-0000
TRANSPORTATION CORR JOINT
POWERS AUTHO SAC-PLCRVLE
PO BOX 2110
SACRAMENTO CA 95812

072-0380-008-0000
WILMA C THOMAS TRUST
176 MCNEAR DR
SAN RAFAEL CA 94901

072-0380-008-0000
OCCUPANT
2615 MERCANTILE DR
RANCHO CORDOVA CA 95742

072-0380-024-0000
MURRAY FAMILY LIVING TRUST
6730 LAKEVIEW DR
CARMICHAEL CA 95608

072-0380-024-0000
OCCUPANT
11370 TRADE CENTER DR
RANCHO CORDOVA CA 95742

072-0380-025-0000
ADEMA TECHNOLOGIES INC
401 NATIONAL AVE
MOUNTAIN VIEW CA 94043

072-0380-025-0000
OCCUPANT
2616 MERCANTILE DR
RANCHO CORDOVA CA 95742

072-0390-007-0000
HABRA & MASTERS
2504 MERCANTILE DR
RANCHO CORDOVA CA 95742

072-0390-017-0000
TRADE CENTER EIGHT LP
PO BOX 1188
ROSEVILLE CA 95678

072-0390-017-0000
OCCUPANT
2538 MERCANTILE DR #A
RANCHO CORDOVA CA 95742

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OCCUPANT
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H HARRY & MARIANNE L
MUEGGENBURG 1997 LIVING TRUST
3525 BLUFF CT
CARMICHAEL CA 95608

072-0390-018-0000
OCCUPANT
2530 MERCANTILE DR #A
RANCHO CORDOVA CA 95742

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OTIS W & CAROL M MENASCO
5870 VALLE VISTA CT
GRANITE BAY CA 95746

072-0390-021-0000
OCCUPANT
2587 MERCANTILE DR
RANCHO CORDOVA CA 95742

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JED R PARKER
10410 BOOM RUN
NEWCASTLE CA 95658

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OCCUPANT
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RANCHO CORDOVA CA 95742

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OTIS W & CAROL M MENASCO
5870 VALLE VISTA CT
GRANITE BAY CA 95746

072-0390-023-0000
OCCUPANT
2583 MERCANTILE DR
RANCHO CORDOVA CA 95742

072-0390-028-0000
SOUTHERN PACIFIC
TRANSPORATION CO
1400 DOUGLAS ST #1640
OMAHA NE 68179

072-0390-030-0000
KENNETH & REBECA ROLFF
11389 TRADE CENTER DR
RANCHO CORDOVA CA 95742

072-0390-030-0000
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RANCHO CORDOVA CA 95742

072-0390-031-0000
2590 MERCANTILE BUILDING LLC
11639 MELONES CIR
GOLD RIVER CA 95670

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OCCUPANT
2576 MERCANTILE DR #A
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2590 MERCANTILE BLDG LLC
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FJM SUNRISE ASSOCIATES LLC
11230 GOLD EXPRESS DR
GOLD RIVER CA 95670

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GILBERT W STROPPINI
2546 MERCANTILE DR
RANCHO CORDOVA CA 95742

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OCCUPANT
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OCCUPANT
2550 MERCANTILE DR #D
RANCHO CORDOVA CA 95742

072-0390-045-0000
DALMARK ENTERPRISES LLC
2550 MERCANTILE DR
RANCHO CORDOVA CA 95742

DD-7735 Rancho Cordova Tourism and Travel Multi Sport Complex

Rancho Cordova City Council
William Campbell, Project Planner
January 22, 2013



Project Request

- Rancho Cordova Travel and Tourism filed an application for an Administrative Use Permit for the indoor multi-sport facility in the Light Industrial Zone and a Variance to exceed the maximum distance for off-site parking and deferring the parking lot shade tree planting requirement, as established in the Rancho Cordova Zoning Code.

Site Location



Administrative Use Permit

- The sports complex is a conditionally allowed use the light industrial zone.
- This permit would normally be processed by staff, however due to the need of City Council approval for the parking and site development Variance, the whole package should be heard by the City Council.
- This use will be exclusively indoors, with no exterior modifications to the building or activity to be conducted outside; therefore, the conditions for this project are mainly code related.

Variances

- Tournament play will exceed the on-site parking capacity and the sports complex will need to provide off-site facilities.
- Unfortunately, the available parking facilities that RCT&T could secure were greater than 1000 feet from the complex, as specified in Section 23.719.100 A.
- Parking lot leaseholds will need to be secured by RCT&T prior to any tournament play to accommodate the excess parking need.
- Increasing the parking lot shading would reduce the total amount of on-site parking that can be provided, landscape should be differed.
- Staff recommends approval of the two variance requests.

Recommended Motion

- Adopt Resolution 1-2013, including the site plan (**Exhibit A**), and subject to the Conditions of Approval (**Exhibit B**).

MEMORANDUM

DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: RESOLUTION APPROVING AN UPDATE TO THE TRANSPORTATION DEVELOPMENT IMPACT FEE PROGRAM AND NEXUS ANALYSIS



RECOMMENDATION

1. Adopt Resolution No. 7-2013.
2. Waive the first reading and introduce Ordinance No. 3-2013

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 7-2013 approves the update to the Transportation Development Impact Fee Program and Nexus Study and adopts reduced transportation development impact fees in the new development area. Adoption of Ordinance No. 3-2013 makes minor amendments to Chapter 16.84 of the Municipal Code to be consistent with the provisions of the Nexus Study.

BACKGROUND

On November 7, 2005, the Council approved a nexus study establishing a Citywide Transportation Development Impact Fee (TDIF) Program. In considering variations on the approach to establishing fees, the Council selected a fee schedule that implemented a set of transportation development impact fee rates for both the new developing area and lower rates for the infill area.

City Staff have been working with the Building Industry Association (BIA) representatives on a revised Transportation Capital Improvement Plan (CIP) and transportation impact fee update. On November 19, 2012, a joint recommendation was presented to the Council during a transportation fee workshop and direction was provided to staff to implement an interim transportation impact fee of \$15,500 which reflects a 20% reduction from the current fee. The intent was that the fee would remain in effect while the group continued collaboratively working towards an update of the fee program that would shorten the timeframe, reduce the projected development, and revise the transportation improvements to match projected development.

Staff had intended to implement the Council directive by adopting an updated Fee Resolution at the December 17, 2012 Council meeting. However, it was later determined that an updated Nexus Study is needed to satisfy the requirements of the Measure A Transportation Fee Program.

DISCUSSION

The revisions to the Transportation Development Impact Fee (TDIF) Program and Nexus Study (**Attachment 1**) reflect the Council direction to reduce the fee for the single family dwelling unit by 20%. Staff interpreted the Council directive to also apply to commercial and industrial development in the new growth area, and therefore the same percentage reduction is reflected in the proposed Fee Schedule for non-residential development. The revised Nexus Study also satisfies the requirements of the Measure A Fee Program.

The infill fees were originally adopted by the City Council at lower rates. Consistent with the Council's adopted policy, the fee schedule for the infill area, which has lower transportation impact fees than the proposed revised fees in the new growth area, remains unchanged with the exception of industrial rates. Since the current industrial rate for the infill area is the same as the new growth area, the 20% rate reduction will be applied to both areas.

The Fee Schedule shown on Exhibit A of the attached Resolution (**Attachment 2**) will be applied to all new development. The following table provides a summary of the revisions to the fee schedule.

Proposed Transportation Development Impact Fees			
Effective January 1, 2013			
		New Growth Area	
		Existing Fee	Revised Fee
Single Family Detached > 1,200 SF	<i>per Unit</i>	\$ 19,519	\$ 15,499
Single Family Detached ≤ 1,200 SF	<i>Per Unit</i>	\$ 19,519	\$ 13,639
Single Family Attached	<i>per Unit</i>	N/A	\$ 13,639
Multi-Family	<i>per Unit</i>	\$ 13,288	\$ 10,849
Commercial	<i>per SF</i>	\$ 14.32	\$ 11.37
Office	<i>per SF</i>	\$ 10.99	\$ 8.73
Industrial/Manufacturing (entire City)	<i>per SF</i>	\$ 5.60	\$ 4.45

To respond to the diversity of residential home product types being built in the region, the Updated Nexus Study incorporates additional categories of residential land use types than were previously adopted. There is an implied relationship between the size of a house, the number of people living in it, and the number of trips generated. The application of the refined land use categories results in a lower fee for smaller residential unit types of 1,200 sf or less.

Modifications are required to the Municipal Code through the ordinance amendment to reflect the additional land use categories and other minor refinements for consistency with the Nexus Study.

Implementation of the Updated Fee

To take into consideration the original anticipated timeline and the delay because of the requirement to do an Updated Nexus Study, staff recommends that the Council consider a policy direction to implement the revised fees retroactive to January 1, 2013.

Ordinance No. 3-2013 (**Attachment 3**) would amend specific provisions of Chapter 16.84 to refine consistency with the TDIF and Nexus Study. Because the minor revisions to the Ordinance do not affect the total amount of the proposed fee, the timing of the adoption of the ordinance does not restrict the implementation of the reduced fee as recommended. A redline version of the revisions to the Rancho Cordova Municipal Code are attached to the staff report for reference as **Attachment 4**.

REQUESTED MOTIONS

1. "I move that the City Council adopt Resolution No. 7-2013 approving the update to the Transportation Development Impact Fee Program and Nexus Study, and approve the Fee Schedule retroactive to January 1, 2013."
2. "I move that the City Council introduce and waive the first reading of Ordinance No. 3-2013, amending Chapter 16.84 of the Rancho Cordova Municipal Code to refine specific sections for consistency with the TDIF and Nexus Study."

ATTACHMENTS

1. Transportation Development Impact Fee (TDIF) Program and Nexus Study
2. Resolution No. 7-2013 with Exhibit A
3. Ordinance No. 3-2013
4. Redline changes to Chapter 16.84 of RCMC



GOODWIN CONSULTING GROUP

**CITY OF RANCHO CORDOVA
TRANSPORTATION DEVELOPMENT
IMPACT FEE PROGRAM
NEXUS STUDY**

ADMINISTRATIVE DRAFT

January 14, 2013

**CITY OF RANCHO CORDOVA
TRANSPORTATION DEVELOPMENT
IMPACT FEE PROGRAM NEXUS STUDY**

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APPENDICES

Appendix A – TDIF Tables

Appendix B – Transportation CIP and Development Impact Fee Program Report

**City of Rancho Cordova
Transportation Development
Impact Fee Program Nexus Study**

Executive Summary

PURPOSE OF TDIF PROGRAM NEXUS STUDY

As new development continues within the City of Ranch Cordova (“City”), new or expanded backbone transportation improvements will be required to meet the demands of future development. The proposed Transportation Development Impact Fee (“TDIF”) Program will fund roadway improvements, transit improvements, bikeways, and walkways that will be needed to mitigate the impacts of new development in the City. The City is updating its TDIF Program, which was adopted in 2005, to incorporate a portion of the updated facilities and costs from the City’s Transportation Capital Improvement Program (“CIP”). The CIP was prepared by DKS Associates and is included as Appendix B of this report. The updated CIP and TDIF will ensure compliance with the City’s General Plan, which sets forth a series of focused goals regarding the type of transportation system that is needed to serve the City’s residents and employees.

The City retained Goodwin Consulting Group, Inc. to prepare this TDIF Program Nexus Study (“Nexus Study”). The updated TDIF will be established by the Rancho Cordova City Council through the adoption of a fee resolution and minor changes to the municipal code through an ordinance amendment. The TDIF Program is compliant with the requirements set forth in the Mitigation Fee Act, also known as AB 1600, and ensures that a nexus exists between future development in the City and (i) the use and need of the proposed transportation improvements, and (ii) the amount of transportation impact fees assigned to future land uses. This Nexus Study demonstrates that a reasonable relationship exists between the development impact fee to be levied on each type of land use and the cost of the facilities attributable to that land use.

RELATIONSHIP AMONG THE GENERAL PLAN TRANSPORTATION SYSTEM, CIP, & TDIF PROGRAM

The General Plan transportation system (“GP Transportation System”) identifies all transportation improvements needed through buildout of the City’s General Plan and identifies the gross cost of each improvement. However, not all of the facilities in the GP Transportation System are needed to serve projected development through 2035. The CIP included as Appendix B of this report identifies the facilities that the City and DKS Associates determined are needed based on estimated 2035 traffic demands.

Not all of the facilities in the CIP are needed because of increased demand for transportation improvements generated by existing and projected development in the City. Certain facilities, or components of facilities, are included in the CIP but excluded from the TDIF Program because the facilities are sized to accommodate regional trips that neither begin nor end within the City (“thru trips”). In addition, other transportation improvements excluded from the TDIF Program include “non-capacity” roadway improvements (e.g., streetscape improvements), pavement maintenance and pedestrian ADA implementation. Furthermore, a portion of the cost of certain facilities in the TDIF Program will be funded from sources other than the TDIF Program because the improvement (i) remedies an existing deficiency, (ii) is expected to be partially funded in existing County fee programs, or (iii) is expected to be partially funded by other sources. The gross TDIF Program cost was also reduced by (i) a project cost deduction and (ii) fees collected between July 2003 and January 2007 to fund transportation improvements, producing a net cost to be applied to future development in the TDIF Program.

TDIF SUMMARY

The detailed information presented in this report has been used to determine the TDIF that will be collected from new development for transportation improvements that will be needed to accommodate increased traffic volumes as growth in the City continues. Table ES-1 below identifies the updated TDIF for the major land use categories identified by the City. Specialized land uses may have unique trip generation rates, and the City will calculate the appropriate fee for these land uses based on the estimated trips the land use will generate.

TABLE ES-1
CITY OF RANCHO CORDOVA
TDIF PROGRAM
TDIF BY LAND USE

Land Use	TDIF¹
Residential	
Single Family Detached, greater than 1,200 sq. ft.	\$15,499 per Unit
Single Family Detached, less than or equal to 1,200 sq. ft.	\$13,639 per Unit
Single Family Attached	\$13,639 per Unit
Multi-Family	\$10,849 per Unit
Non-Residential	
Commercial	\$18.82 per SF
Office	\$16.40 per SF
Industrial	\$6.96 per SF
Miscellaneous	
Church	\$10.15 per SF
Gasoline/Service Station	\$20,341 per Position
Hotel/Motel	\$9,115 per Room
Mobile Home Park	\$8,082 per Unit

¹ Includes a 3.75% fee to fund the City's program management and administration costs related to the TDIF Program.

FEE ADJUSTMENTS

The TDIF will be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (e.g., state or federal grants), revised costs, or changes in demographics or land use. In addition to such adjustments, in January of each calendar year, the TDIF for each type of development will automatically be adjusted by the average increase, if any, in the 20-city Construction Cost Index (CCI) and the San Francisco CCI as reported in the Engineering News Record. Fee credits and reimbursements will be available as part of the TDIF Program for eligible facilities that meet City standards.

I. INTRODUCTION

The City of Rancho Cordova (“City”) is located in the eastern central portion of Sacramento County along Highway 50, neighboring the cities of Sacramento and Folsom. On July 1, 2003, Rancho Cordova incorporated and became the seventh city in Sacramento County. At the time of incorporation, the City assumed full responsibility for a variety of municipal facilities and services, including long-range and current planning for land uses and development projects as well as for facilities required to serve such projects. In 2005, the City enacted its first citywide impact fee program to fund transportation projects that would be needed to serve new development within the City.

On June 26, 2006, the City adopted its first General Plan to serve as the blueprint for future growth and development in the City. The adopted General Plan includes a circulation element that identifies all transportation facility needs anticipated in the City. The General Plan process spanned over two years and included over 50 public meetings and workshops to define local concerns and the means to address the issues of interest to Rancho Cordova’s residents, businesses and decision makers.

After adoption of the General Plan, the City retained DKS Associates (“DKS”) to prepare a General Plan transportation system (“GP Transportation System”) based on the adopted General Plan as well as a transportation capital improvement program to identify those improvements required to serve development through 2035 (“CIP”). The resulting study prepared by DKS, Transportation CIP and Development Impact Fee Program (“DKS Report”), is attached herein as Appendix B. This updated Transportation Development Impact Fee Program (“TDIF Program”) incorporates the analysis and results from the DKS Report.

PURPOSE OF TDIF PROGRAM NEXUS STUDY

As growth within the City continues, new or expanded backbone transportation improvements, including roadway, transit, bicycle and pedestrian facilities, will be required to meet the demands of future development. The updated CIP and TDIF will ensure compliance with the City’s General Plan, which sets forth a series of focused goals regarding the type of transportation system necessary to serve the City’s residents and employees.

The City retained Goodwin Consulting Group, Inc. to prepare this TDIF Program Nexus Study (“Nexus Study”). The updated TDIF will be established by the Rancho Cordova City Council through the adoption of a fee resolution and minor changes to the municipal code through an ordinance amendment. The TDIF Program is compliant with the requirements set forth in the Mitigation Fee Act, also known as AB 1600, and ensures that a nexus exists between future development in the City and (i) the use and need of the proposed transportation improvements, and (ii) the amount of transportation impact fees assigned to future land uses. This Nexus Study demonstrates that a reasonable relationship exists between the development impact fee to be levied on each type of land use and the cost of the facilities attributable to that land use.

IMPACT FEE NEXUS REQUIREMENTS (AB 1600)

Assembly Bill (AB) 1600, which was enacted by the State of California in 1987, created Section 66000 et. seq. of the Government Code. AB 1600 requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval for a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee will be put.
3. Determine how there is a reasonable relationship between:
 - A. The fee's use and the type of development project on which the fee is imposed.
 - B. The need for the public facility and the type of development project on which the fee is imposed.
 - C. The amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The assumptions, methodology, facility needs, costs, and cost allocation factors that were used to establish the nexus between the TDIF and the development on which it will be levied are summarized in the subsequent sections of this report and in the DKS Report. A summary of the specific nexus findings made in this report is provided in Section VI below.

ORGANIZATION OF REPORT

The remainder of this report has been organized into the following sections:

Section II. Discusses the land use categories to be used in the application of the fees as well as other land use assumptions used in the fee calculation. A summary of the City's land use model is also provided in this section.

Section III. Discusses the methodology used to determine the facilities included in the GP Transportation System, the CIP, and the TDIF Program.

Section IV. Identifies the cost of facilities in the CIP that are included in the TDIF Program, and explains how the costs assigned to new development were determined from the TDIF Program costs.

Section V. Discusses the methodology used to calculate the TDIF for each of the primary land uses anticipated to develop in the City.

Section VI. Presents the nexus findings related to the TDIF Program and a summary of the TDIF for each detailed land use.

Section VII. Summarizes components of the ongoing administration of the TDIF Program, including fee adjustments and exemptions, fee credits and reimbursements, and implementation of the program.

II. LAND USES

LAND USE ASSUMPTIONS

The City's Planning Department created an i-PLACE³S (Internet-based PLAnning for Community Energy, Economic, and Environmental Sustainability) land use model to survey existing land uses within the current City limits and the larger General Plan Planning Area. The model also projected future growth through 2035 and at buildout of the General Plan. The resulting land use estimates and projections are incorporated in the DKS Report and used to develop the City's GP Transportation System and CIP. The land use estimates and projections also serve as the basis for determining which improvements are included the TDIF Program and which improvements are attributable to new growth. A summary of the i-PLACE³S model and its associated assumptions is provided below.

i-PLACE³S

i-PLACE³S is a geographic information system ("GIS") software tool developed by the State of California Energy Commission in partnership with the Oregon Department of Energy and the Washington State Energy Office. The system was originally designed to help jurisdictions enhance the sustainability of their communities, but in recent years, as the software has been further developed and refined, local and regional agencies have been using it to evaluate growth scenarios and the associated impacts.

i-PLACE³S is unique from other GIS mapping tools (including the City's existing GIS system) in that the data is dynamic. When land use categories are applied to a parcel, development characteristics, including dwelling units per acre and employees per acre, are also applied. i-PLACE³S then runs a detailed set of calculations on every parcel in the project to determine the total number of dwelling units, jobs per sector, and building square footage by sector. Because i-PLACE³S is geographically based, data can be summarized for sub-areas within a planning area.

Assumptions and Components of the i-PLACE³S Model

Parcel-based Planning

The 2007 i-PLACE³S land use model was based on the most recent parcel data for the City and the larger General Plan planning area that were available from Sacramento County in January 2007. Utilizing this base geometry, City staff modified the parcels to include recently approved tentative parcel maps for larger development projects (e.g., Sunridge Park and The Preserve). The intent of these changes was to provide a greater level of detail from which to estimate land use assumptions based on recent City approvals.

Land Use Typologies

When assumptions are placed on a parcel, it is done by using a development “Place Type”. Place Types are created from a detailed set of assumptions that include the following:

- Percent of development type by sector (i.e., residential, retail/commercial, office, industrial, public, and other)
- Square footage by sector – the average dwelling unit size per Place Type or average number of square feet of building area per employee
- Parking ratios per 1,000 square feet or per dwelling unit
- Parking distribution (e.g., number of levels and location)
- Landscaping and setback requirements as a percentage of the site area
- Square feet per parking space, including drive aisles
- Residential type
- Average lot size for single-family detached lots
- Maximum height in stories

When i-PLACE³S calculates the resulting development potential (e.g., residential density or employment intensity) of a Place Type, it creates a maximum intensity. As City staff applies the Place Types to parcels, development percentages that reduce the maximum intensity of a category to a likely level are used.

For parcels where more than one Place Type could or should be used, a blended Place Type has been created. Blended Place Types are made up of percentages of development Place Types (i.e., 10% parks, 60% Low Density Residential, 30% Commercial Mixed Use). Development percentages similar to those used for development Place Types have also been applied.

Constraints

The impact of environmental and physical constraints on potential development has also been taken into account as projections have been made. i-PLACE³S includes a constraint function that will hold out a given percentage of land from a geographic area. City staff has estimated this percentage based on previous mapping efforts and studies and has applied them based on the General Plan planning areas. Constraints have been applied only within those Planning Areas that do not have completed detailed mapping or for which a completed detailed land plan was not available at the time the General Plan was under development.

Traffic Analysis Zones – Role in Traffic Modeling and Creating 2035 Data

While the land use model is a parcel-based model, data is summarized based on Traffic Analysis Zones (“TAZ”). Once in this format, the data from the land use mode can be imported into the regional traffic model. The TAZs for the City were provided by Fehr and Peers in 2004 as part of development of the General Plan.

The TAZs also provide a basis for adjustment of the buildout model to an earlier benchmark year. Percent reductions, based on land use type (e.g., residential, retail/commercial, office, and industrial), are applied to each TAZ to reduce the development potential to the 2035 benchmark

year. The percent reductions are calibrated to the existing conditions model for each TAZ. Growth is then extrapolated out from the existing conditions benchmark in five-year increments to buildout based on an average of 1,780 dwelling units per year. Non-residential development follows a similar growth curve; however, the start of non-residential growth is delayed a few years to allow residential uses an opportunity to form a basis for supporting non-residential uses.

Because the percent reduction method provides benchmark year “buildout” data by land use type summarized by TAZ, development that is identified within TAZs that cross jurisdictional boundaries (City/County) must be split between the jurisdictions (i.e., parcel data have been summarized to a larger TAZ level and now must be split between the two jurisdictions). To accomplish this, an analysis of the full buildout data is conducted to see what percentage of the development occurs within each jurisdiction. Those percentages are then applied to the benchmark year data and used to create a summary by jurisdiction (City/County).

Residential Product Types

The i-PLACE³S model generally groups residential development into two categories – detached and attached. These are overarching categories that include a variety of product types from typical single family detached homes to attached townhomes and condominiums to apartments to residential units in a vertical mixed use project. Based on the Place Type assumptions, residential development within these two categories can be further described below.

Detached Residential: Includes all single family detached units that are located within conventional single family developments, typically one residential unit per lot.

Attached Residential: Includes all single family attached units and multi-family units. Single family attached units comprise single family dwellings that share a common exterior wall and typically includes duplexes, condos, and townhomes, but only to a maximum of 18 units per acre. Multi-family units comprise apartments, apartment-style condos, residential development that is part of a “town center” or “village center” development, and residential that is part of an office development (e.g., condos or penthouses in multi-story office buildings).

Existing Conditions

City staff has surveyed the existing conditions of the City and General Plan area as described below:

- April–June 2004: Review of existing land uses within the City
- October–November 2004: Review of existing land uses within the City’s Sphere of Influence
- April 2005: Review of existing land uses in Rosemont, Larchmont, and Gold River
- January 2007: Field survey of new growth areas, review of aerial photography in the built areas of the City, and review of building permit data for new home construction.

In addition, the Sacramento Area Council of Governments (“SACOG”) has supplied information on existing land uses in portions of the General Plan planning area that have not been surveyed in detail by staff (e.g., Jackson Planning Area, Grant Line South Planning Area, East Planning

Area). City staff has reviewed the SACOG data and compared it to the latest aerial photography on record to make it as accurate as possible.

Based on this collected data, an existing conditions model is created in i-PLACE³S. This is a parcel-based model that attributes existing development (e.g., dwelling units and square footage) to each parcel within the study area.

Buildout and 2035 Benchmark Year

The i-PLACE³S model is based on buildout of the General Plan. It looks at the full extent of urban development across the entire General Plan planning area, including both areas within and just outside of the City. In addition to providing City-wide data on development within the City, this practice provides contextual land use information for the surrounding unincorporated area.

While the 2007 land use model is generally the same as the General Plan model, there were two areas of the City where staff made adjustments, consistent with the General Plan, based on recent planning efforts. These are described below in detail.

Redevelopment Areas

In redevelopment areas of the City (e.g., Folsom Boulevard, Capital Center Business Park, and Sunrise Boulevard), the General Plan model was utilized as a base but was supplemented by updated zoning information from the Folsom Boulevard Specific Plan and 2006 General Plan Implementation Rezoning (November 2006) which included the creation of several new mixed use districts and the rezoning of over 200 parcels within the Folsom Boulevard, Sunrise Boulevard, and Zinfandel Drive/Downtown Rancho Cordova areas.

New Growth Areas

The land use model that covers new growth areas of the City is based on a combination of approved and pending development plans, consistent with the development potential outlined in the General Plan. Because the 2007 i-PLACE³S model utilizes a more detailed parcel data set than the General Plan model, several land plans were updated with more detailed information. Table II.1 below lists the new growth project areas and the corresponding land plan used for the 2007 i-PLACE³S land use model:

Table II.1
New Growth Project Areas and Land Use Plans

Project	Land Plan Used
Westborough	December 2004 map provided by Fehr & Peers, as provided by GenCorp, consistent with General Plan
Glenborough	Consistent with the adopted General Plan
Rio del Oro	February 2005 draft Specific Plan Land Use Map; consistent with the General Plan
Suncreek	Consistent with General Plan
Sunridge East	Approved land plan (February 2006 edition)
Sunridge Park	Approved land plan (June 2006)
Sunridge (all others)	Consistent with the General Plan's parcel-specific designations and updated to reflect approved tentative maps
The Arboretum	Consistent with the General Plan

Land Use Summary

Using the i-PLACE³S land use model, the City's Planning Department estimates that, as of January 1, 2007, there are approximately 24,500 residential units and approximately 19.9 million square feet of retail/commercial, office, and industrial uses in the City. Existing residential development is comprised of 14,387 single family detached units, 3,757 single family attached units, and 10,069 multifamily units; existing non-residential development is comprised of 3.8 million square feet of retail/commercial, 9.5 million square feet of office, and 6.6 million square feet of industrial uses.

The Planning Department projects that approximately 49,800 additional residential units and 14.8 million square feet of retail/commercial, office, and industrial land uses remain to be developed in the City through 2035. Trip generation factors were applied to this projected growth to calculate the number of dwelling unit equivalents (DUEs) that would impact and, therefore, contribute to the cost of new roadway improvements. Table 17 in the DKS Report, included as Appendix B of this Nexus Study, shows the total DUE calculation.

In all, total development in the City is expected to grow to approximately 74,300 residential units and 34.7 million square feet of non-residential land uses through 2035.

TDIF PROGRAM LAND USE CATEGORIES

The Mitigation Fee Act requires that a reasonable relationship exist between the need for public facilities and the type of development on which an impact fee is imposed. General and detailed land use categories have been defined in order to distinguish between the number of trips generated by residents and employees associated with various types of land use. Existing and projected land uses generated by the i-PLACE³S model are classified by general land use types (e.g., single family detached, single family attached, multi-family, retail/commercial, office, and industrial), which are incorporated in the DKS Report and serve as the basis for the cost per dwelling unit equivalent calculation included in this Nexus Study. However, detailed land use categories, as defined below, have been established for purposes of implementing the TDIF Program. These categories have been created to differentiate specific impacts from each detailed land use on transportation facilities. For example, residential land use categories are defined based on characteristics related to unit type (e.g., detached and attached) and unit size as discussed further below.

Data from the American Housing Survey and SACOG implies an indirect relationship between the size of a housing unit and the number of trips generated by a housing unit. The data indicates a negligible difference in trip generation for medium to large single family homes; however, a significant reduction in overall trip generation applies to homes that are 1,200 square feet or less. Based on these findings, a 1,200 square feet cutoff is used to delineate between residential land uses for purposes of this Nexus Study. Specifically, the American Housing Survey for the Sacramento region suggests a proportional relationship between the square footage of a dwelling unit and the number of persons residing in that unit – generally, persons per unit increases as the size of a residential unit increases. In addition, data on travel characteristics from SACOG's 2000 Household Travel Survey suggests a proportional relationship between the number of persons in a home and the number of trips generated by that household, namely that trips per household increase as persons per household increase. Based on combined data from these two sources, it can be concluded that the average number of trips generated per day is proportionally related to the number of people living in the dwelling unit, which is generally related to the size of the dwelling unit.

A TDIF has been calculated per dwelling unit for residential land uses and per square-foot of building space for most non-residential land use categories. Exceptions in the non-residential land use categories include the following: (i) gasoline/service stations for which impacts are calculated per vehicle position; (ii) mobile home parks impacts for which impacts are calculated per dwelling unit, and (iii) hotels and motels for which impacts are calculated per room. Specifically, the following detailed land use categories are identified for purposes of the TDIF Program:

**Single Family Detached,
greater than 1,200 sq. ft.:**

Includes all single family detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit.

Single Family Detached, 1,200 sq. ft. or less:	Includes all single family detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit.
Single Family Attached:	Includes the following: • All units within a structure that has 2-4 attached units, whether such units are all offered for rent or for sale to individual owners. • All units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area greater than 1,200 square feet.
Multi-Family:	Includes the following: • All units within a structure that has 5 or more units, all of which are offered for rent to the general public. • All units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have living areas less than or equal to 1,200 square feet.
Retail/Commercial:	Includes, but is not limited to, retail stores, clothing stores, book stores, video rental stores, drug stores, professional services (e.g., barber shops, dry cleaners), restaurants, supermarkets, hospitals, movie theaters, appliance and electronics stores, home supply stores, tire stores, auto parts stores, and other businesses providing auto-related products and services.
Office:	Includes, but is not limited to, buildings in which professional, banking, insurance, real estate, administrative or in-office medical or dental activities are conducted.
Industrial:	Includes, but is not limited to, all forms of industrial, manufacturing, and warehousing land uses. Specific portions of any building space within this category that are used distinctly for retail/commercial sales, office space, or other such specific use may be charged the representative fees according to use. Remaining portions of the building will be charged fees on the industrial rate.

Miscellaneous: Includes churches, gas stations, hotels/motels, and mobile home parks.

City staff will make the final determination as to which land use category a particular development type will be assigned. Staff will determine the land use category that corresponds most directly to the development or, alternatively, can determine that none of the land use categories in this Nexus Study adequately correspond to the development in question and may work in conjunction with other members of City staff to determine the applicable fee amounts based on trip DUE factors.

III. GP TRANSPORTATION SYSTEM AND CIP

As discussed above, the City's General Plan sets forth a variety of goals and policies related to the City's transportation network. The Circulation Element of the General Plan identifies the long-range transportation system that is needed to accommodate travel demand at full buildout of the City. Detailed analysis was conducted to identify traffic volumes and patterns in order for the engineers to determine the size, configuration, and approximate cost of the needed transportation improvements. The result of this effort is the City's GP Transportation System, which identifies improvements that will be part of the City's comprehensive circulation system at buildout of the City.

Transportation improvements in the GP Transportation System were subsequently categorized as either CIP improvements (i.e., improvements required to serve development through 2035) or post-CIP improvements (i.e., improvements required to serve development beyond 2035). Those included in the CIP were further scrutinized to determine which improvement costs, or portion thereof, are attributable to existing development and projected future growth in the City by 2035, and which costs are **not** attributable to development in the City. Non-city costs include improvements attributable to demand from regional trips that neither begin nor end within the City ("thru trips").

Only costs attributable to existing and projected land uses in the City are included in the TDIF Program. These costs are further delineated between costs associated with new growth and costs related to existing growth. Costs associated with new growth are further reduced by approximately \$196 million to account for outside funding for several roadway projects, as discussed in detail in Section IV below. The resulting net cost is used to calculate the TDIF. The City will need to find alternate funding sources to finance those costs related to existing deficiencies, non-city costs, and all other costs that are not included in the TDIF calculation.

GP TRANSPORTATION SYSTEM AND RELATED COSTS

The list of improvements included in the GP Transportation System was compiled using information contained in the General Plan Circulation Element, including the Roadway System and Sizing Map, Bikeway and Trails Map, and the Transit System Map. The goal of the GP Transportation System is to provide transportation facilities needed in order to support development at full buildout of the City.

Costs for transportation improvements included in the GP Transportation System were primarily developed by City staff and its consultants and are included in the DKS Report attached herein as Appendix B. Total transportation improvement costs equal approximately \$2.2 billion, which include costs related to the construction and/or improvement of roadway segments, intersections, freeway interchanges, signal system, pavement maintenance, transit facilities, bikeways and walkways, and pedestrian ADA improvements.

CIP AND RELATED COSTS

The list of transportation improvements included in the CIP is based on a 2035 roadway needs analysis and findings from the City's master plan efforts on the transit, bikeways, and pedestrian elements of the transportation system. The resulting CIP includes transportation facilities needed to accommodate projected growth within the City through 2035.

The 2035 roadway needs analysis tested the demand for each of the planned long-range improvements under the City's 2035 development forecasts and was guided by the level of service policy in the General Plan. The General Plan requires level of service (LOS) D conditions on all roadways and intersections unless maintaining this standard would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. While the volume/capacity (v/c) ratio for LOS D conditions on roadways and intersections ranges from 0.80 to 0.90, the City requires that roadway or intersection improvements be constructed if the roadway or intersection has a projected v/c ratio of 0.85 or greater. The midpoint (0.85) of the v/c ratio range for LOS D conditions is used in the roadway analysis for various reasons. Primarily, the midpoint was used because of the margin of error associated with long-range development and travel forecasts, and to ensure that a roadway or intersection is improved before substantial congestion occurs.

Table III.1 below provides a summary of the general transportation categories and associated costs included in the GP Transportation System and CIP, as determined by DKS. As shown in this table, total CIP costs are more than \$1.8 billion, and make up more than 82% of the GP Transportation System costs.

Table III.1
Transportation Improvement Costs
GP Transportation System, CIP, and Post-CIP Improvements

Transportation Improvements	GP Transportation System Costs	CIP Costs	Post-CIP Costs
Roadway Segments	\$913,128,500	\$821,044,680	\$92,083,820
Intersections	\$426,188,450	\$354,173,450	\$72,015,000
Freeway Interchanges	\$199,295,500	\$199,295,500	\$0
Signal System	\$53,775,000	\$53,775,000	\$0
Pavement Maintenance	\$80,495,000	\$80,495,000	\$0
Transit Facilities	\$344,996,000	\$158,696,000	\$186,300,000
Bikeways and Walkways	\$86,614,000	\$54,114,000	\$32,500,000
Pedestrian ADA Improvements	<u>\$30,700,000</u>	<u>\$30,700,000</u>	<u>\$0</u>
Subtotal	\$2,135,192,450	\$1,752,293,630	\$382,898,820
Project Contingency (4%)	<u>\$85,407,698</u>	<u>\$70,091,745</u>	<u>\$15,315,953</u>
Total Transportation Costs	\$2,220,600,148	\$1,822,385,375	\$398,214,773

RELATIONSHIP AMONG THE GP TRANSPORTATION SYSTEM, CIP, & TDIF PROGRAM

The GP Transportation System identifies all transportation improvements needed through buildout of the City's General Plan and identifies the gross cost of each improvement. However, not all of the facilities in the GP Transportation System are needed to serve projected development through 2035. The CIP included as Appendix B of this report identifies the facilities that the City and DKS determined are needed based on estimated 2035 traffic demands.

Not all of the facilities in the CIP are needed because of increased demand for transportation improvements generated by existing and projected development in the City. Certain facilities, or components of facilities, are included in the CIP but excluded from the TDIF Program because the facilities are sized to accommodate thru trips. In order to determine which facilities are needed because of thru trips, DKS conducted a supplemental roadway segment analysis that excluded all thru trips. If the analysis identified an improvement in the CIP as necessary even after thru trips were removed, then the total cost of the improvement was included in the TDIF Program. However, if it was determined that a reduced roadway improvement would operate at an acceptable level if it were not for the impact of thru trips, then only the cost of the reduced improvement was included in the TDIF Program.

Other transportation improvements excluded from the TDIF Program include "non-capacity" roadway improvements (e.g., streetscape improvements), pavement maintenance and pedestrian ADA implementation. Table III.2 below contains a summary of the general transportation categories and associated costs included in the CIP, as well as a breakdown of the CIP costs that are included in and excluded from the TDIF Program. Section IV below provides additional details about the specific facility costs that will be funded through the TDIF Program, including amounts attributable to existing development and future development.

Table III.2
Transportation Improvement Costs
CIP, TDIF Program, and Non-TDIF Program

Transportation Improvements	CIP Costs	Total TDIF Program Costs	Non-TDIF Program Costs
Roadways, Intersections, Interchanges and Signal System	\$1,428,288,630	\$1,286,360,650	\$141,927,980 ¹
Pavement Maintenance	\$80,495,000	\$0	\$80,495,000
Transit Facilities	\$158,696,000	\$158,696,000	\$0
Bikeways and Walkways	\$54,114,000	\$54,114,000	\$0
Pedestrian ADA Improvements	<u>\$30,700,000</u>	<u>\$0</u>	<u>\$30,700,000</u>
Subtotal	\$1,752,293,630	\$1,499,170,650	\$253,122,980
Project Contingency (4%)	<u>\$70,091,745</u>	<u>\$59,966,826</u>	<u>\$10,124,919</u>
Total Costs	\$1,822,385,375	\$1,559,137,476	\$263,247,899

¹ Includes \$17.8 million for roadway improvements needed to accommodate growth in thru trips and \$124.2 million for non-capacity roadway improvements.

IV. TDIF PROGRAM

Transportation improvements included in the TDIF Program are differentiated between improvements attributable to existing development and improvements required to serve new development through 2035. Improvements attributable to new development were further evaluated to determine if outside funding sources might be available to offset their costs. For purposes of calculating the TDIF, the City is assuming that approximately \$196 million in outside funding may be received to offset costs associated with new development. In addition, the City applied a 10% reduction, totaling approximately \$103.9 million, to the total TDIF Program cost of approximately \$1.04 billion to reflect a level of uncertainty in the scope and cost estimates of certain improvement projects. As a result, the net cost of transportation improvements to be funded through the TDIF Program is approximately \$934.9 million. Table IV.1 below summarizes the total costs included in the TDIF Program, costs related to existing deficiencies or anticipated to be funded by other sources, and the net cost included in the TDIF Program.

Table IV.1
TDIF Program Improvement Costs

TDIF Program Improvements	Total TDIF Program Costs	City Obligation	Net TDIF Program Costs
Roadways, Intersections, Interchanges and Signal System	\$1,286,360,650	\$413,290,792 ¹	\$873,069,858
Transit Facilities	\$158,696,000	\$64,906,664	\$93,789,336
Bikeways and Walkways	<u>\$54,114,000</u>	<u>\$22,132,626</u>	<u>\$31,981,374</u>
Subtotal	\$1,499,170,650	\$500,330,082	\$998,840,568
Project Contingency (4%)	<u>\$59,966,826</u>	<u>\$20,013,203</u>	<u>\$39,953,623</u>
Total Costs	\$1,559,137,476	\$520,343,285	\$1,038,794,191
Project Cost Deduction (10%)			(\$103,879,419)
Net TDIF Program Cost			\$934,914,772

¹ Includes \$196 million for roadway improvements that is attributable to new development but assumed to be covered by outside funding sources. The remaining portion is comprised of \$209.1 million for existing roadway and intersection deficiencies and \$22.0 million for existing signal system deficiencies.

TDIF FACILITY CATEGORIES

Following is a summary of each transportation category in the TDIF Program as well as a description of the method used to allocate costs between existing and new development. The allocation method ensures that new development is allocated only that portion of the total

improvement costs that is associated with demand from new development, less any cost anticipated to be funded by an alternate source. As discussed further below, a portion of the facility costs will not be funded by TDIF revenues, because the improvement either remedies an existing deficiency or is anticipated to be funded by another source. The City will need to find alternate funding sources for all costs not included in the TDIF Program.

Roadway, Intersections, Interchanges and Signal System Improvements

Roadway, intersection, interchange, and signal system improvements included in the TDIF Program were identified to meet the City's level of service policy based on 2035 travel demand levels after subtracting thru trips, as determined by DKS. Of those improvements included in the TDIF Program, DKS conducted a supplemental analysis to determine which costs are attributable to new development in the City through 2035 and which costs are related to an existing deficiency. Almost \$1.3 billion of roadway, intersection, interchange, and signal improvement costs are included in the TDIF Program, of which approximately \$873.1 million is allocated to new development in the City through 2035. As discussed above, this cost is net of approximately \$196 million that is anticipated to be covered by outside funding sources, as identified in the Costs excluded from the Net TDIF Program subsection of this Nexus Study.

DKS employed two methodologies to determine the roadway, intersection, interchange, and signal system improvements that are allocated to existing and new development. The first method is employed to apportion costs for all roadway improvements except those along Sunrise Boulevard ("Sunrise Complex") and Zinfandel Drive ("Zinfandel Complex"); the second method is used to apportion costs for the Sunrise and Zinfandel Complexes. A discussion of each method is provided below.

All Improvements Other Than the Sunrise and Zinfandel Complexes

For all improvements except the Sunrise and Zinfandel Complexes, DKS employed the following criteria to apportion costs:

- (1) For a roadway, intersection, interchange, or signal system improvement that currently operates at a level of service (LOS) D or better conditions, but would operate at LOS E or F conditions under the 2035 traffic demand without thru trips, the entire cost of the improvement is allocated to future development; and
- (2) For a roadway, intersection, interchange, or signal system improvement that currently operates at LOS E or F, the portion of the cost allocated to future development is equal to the percent of total cost that is needed to return the improvement to existing congestion levels. The percentage allocated to future development is based on the formula below, which is equal to the percentage change of the total change in volume/capacity (v/c) ratio due to the improvement needed to return the v/c ratio to current levels.

$$\% = \frac{A - B}{A - C}$$

The terms above have the following meanings:

- % = the portion of the facility cost allocated to future development
- A = v/c ratio of the facility (without any improvements) under 2035 traffic demand without thru trips
- B = v/c ratio of the facility under current traffic demand
- C = v/c ratio of the improved facility under 2035 traffic demand without thru trips

For example, if the v/c ratio of a two-lane roadway currently equals 0.94 (LOS E conditions) and its v/c ratio under the 2035 traffic demand without thru trips is estimated at 1.24 (LOS F conditions) without any improvements and at 0.62 if the roadway is widened to four lanes, then the portion of the total cost allocated to future development would be 48%, as shown below.

$$\frac{1.24 - 0.94}{1.24 - 0.62} = 48\%$$

Sunrise and Zinfandel Complexes

Various improvements along Sunrise Boulevard and Zinfandel Drive are referred to as the Sunrise Complex and Zinfandel Complex, respectively. Improvements along each of these two roadways are grouped together and referred to as a “complex” due to the close proximity of intersections along each corridor. The Sunrise Complex comprises a grade-separated “thru-traffic bypass” between US 50 and Gold Country Boulevard. The Zinfandel Complex includes at-grade intersection improvements, which comprise additional turning and through lanes at White Rock Road and Zinfandel Drive, as well as widening of the US 50 overcrossing from six to eight lanes.

While existing and future v/c ratios could be determined for all remaining roadway improvements, v/c ratios could not be determined for the Sunrise and Zinfandel Complexes due to the magnitude of and uncertainty related to these facilities. Consequently, DKS developed an alternate methodology to allocate costs for the complexes between existing development and future development. For the Sunrise and Zinfandel Complexes, the portion of the cost allocated to future development is based on the percentage of total 2035 vehicle trips using these roadway segments that are from new development in the City, as calculated by DKS.

Costs Excluded from the Net TDIF Program

As discussed above, the Net TDIF Program cost excludes approximately \$71.1 million for roadway improvements attributable to future development but for which alternate funding sources are anticipated. A brief description of these costs is provided below.

- While new development’s fair share of the Sunrise Complex was estimated at 44.3% (approximately \$131.5 million), the City has decided to allocate \$50 million, which is equal to the amount that Sacramento County has included in their fee program. The City will work with Sacramento County and SACOG to fund the remaining costs for this

regional facility. The revised allocation reduces new development's share of the Sunrise Complex improvement costs by approximately \$81.5 million.

- The DKS analysis indicates the need for left-turn grade separations at both the Sunrise Boulevard/Douglas Road intersection and the Sunrise Boulevard/International Drive intersection, plus a full urban interchange at the Sunrise Boulevard/White Rock Road intersection. However, the City has decided to reduce new development's share of funding for these three intersections to an equivalent cost for at-grade improvements. The revised allocation reduces new development's share of intersection improvements by approximately \$71.3 million.
- The General Plan downgraded Folsom Boulevard from 6-lanes to a 4-lane arterial. To minimize the impact and improve levels of service, the General Plan identifies aggressive operational improvements on Folsom Boulevard. The CIP includes light rail transit grade separations at four locations along Folsom Boulevard. These grade separations would not benefit light rail trains, since crossing gates allow trains to travel across those roadways without delay, but would mitigate traffic congestion along Folsom Boulevard. While new development could be allocated almost all of the \$87.5 million cost for those intersection improvements, the City has decided to reduce new development's share to 50% of the total cost, thereby reducing the cost included in the TDIF by about \$43.7 million.

Transit Improvements

Transit improvements included in the TDIF Program comprise bus lanes, bus stations, street cars, shuttles, light rail facilities, and maintenance facilities. Total transit costs included in the TDIF Program exceed \$158.7 million, of which approximately \$93.8 million are attributable to new development through 2035 and, therefore, are used to derive the TDIF. Transit improvement costs are allocated using the number of "person trips" associated with existing development (2007 person trips) and new development (2007-2035 person trips) as a percent of total person trips in 2035.

DKS estimated travel demand through 2035 using SACOG's travel demand model. The model estimates trip generation in "person trips" on various transportation modes (e.g., roadway facilities, transit services, and bike and pedestrian facilities) based on land use and demographic assumptions (e.g., residential units, non-residential square feet, persons per residential unit, and square feet per employee). The resulting percentage distribution of person trips for all transportation nodes for existing person trips and new person trips is 40.9% and 59.1%, respectively.

Bikeway and Walkway Improvements

The TDIF Program includes various bikeways and walkways, including Class I and Class II system connections and a Class I system of canal and roadway bike trail crossings. The total cost of bikeway and walkway improvements included in the TDIF Program exceeds \$54.1 million, of which approximately \$32.0 million is attributable to new development through

2035 and used in the calculation of the TDIF. Bikeway and walkway improvement costs are also allocated using the number of “person trips” associated with existing development (2007 person trips) and new development (2007-2035 person trips) as a percent of total person trips in 2035.

Similar to the method used to allocate transit improvement costs, DKS used the growth in person trips for all transportation nodes to allocate costs for bikeways and walkways between existing development and future development. The resulting percentage distribution of existing person trips and new person trips for bikeway and walkway costs is the same as the distribution for transit costs, which is 40.9% to existing development and 59.1% to future development through 2035.

OTHER ADJUSTMENTS TO COSTS INCLUDED IN TDIF PROGRAM

The City considered other obligations that could result in a deficiency in the TDIF Program, including costs to administer and update the TDIF Program, and improvement costs that could not be anticipated at the early facility planning stages. In addition, the City determined the current balance in the impact fee account that is available to offset facility costs included in the CIP. In total, the City included the following items in the calculation of the TDIF:

Project Contingency

A 4% contingency has been added to the net TDIF Program cost to pay for costs associated with changes in project scopes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses. The 4% contingency will be managed at the City’s sole discretion and will be first prioritized for regional projects being delivered by the City. In total, the net cost included in the TDIF Program was increased by \$40.0 million to mitigate the risk of under-funding improvements in the program. This upward adjustment results in a revised cost of \$1.04 billion.

Project Cost Deduction

The City applied a 10% reduction to the total TDIF Program cost of approximately \$1.04 billion to reflect a level of uncertainty in the scope and cost estimates of certain improvement projects. The resulting impact to the net cost included in the TDIF Program was a reduction of approximately \$103.9 million, which reduced the amount funded by the TDIF Program to approximately \$934.9 million.

Fund Balances

The City collected approximately \$33.1 million in fees from existing development between July 2003 and January 2007, which will be applied to the net TDIF Program costs. Subtracting this amount from the adjusted cost identified above results in the total net cost of \$901.8 million which has been factored into the TDIF calculation discussed in Section VI below.

V. FEE METHODOLOGY

When impact fees are calculated, an analysis must be presented in enough detail to demonstrate that a logical and thorough consideration was applied in the process of determining how the fee relates to the impacts from new development. Various findings pursuant to AB 1600 must be made to ensure that there is a reasonable relationship between the fee and the development on which that impact fee will be levied. The following section of the report outlines the methodology used in this Nexus Study to calculate the TDIF.

FEE METHODOLOGY

The method used to calculate the TDIF ensures that each land use category funds its equitable share of transportation improvements based on projected impacts residents and employees will have on the improvements. The transportation improvements included in the TDIF Program are designed based on future demand projections through 2035. The City and its consultants analyzed transportation facilities identified in the City's General Plan and various master plans in order to identify future facility needs both at buildout of the General Plan area and through 2035. Following is a summary of the steps used to calculate the TDIF:

- Step 1.** Determine the cost per dwelling unit equivalent (DUE), which is calculated in Table 18 of the DKS Report and summarized in Table V.1 below. The following steps summarize how the cost per DUE is derived:
- Step 1a. Determine the transportation improvements needed to serve full buildout of the General Plan area (i.e., GP Transportation System).
 - Step 1b. Identify existing development and estimate future growth projections through 2035.
 - Step 1c. Determine the transportation improvements needed to serve existing and future development anticipated within the City through 2035 and estimate the total cost of those improvements.
 - Step 1d. Determine that portion of the cost for which future growth will be responsible.
 - Step 1e. Subtract revenues, if any, anticipated from alternative funding sources to identify the net facilities cost to be allocated to future development.
 - Step 1f. Based on projections of residential units and non-residential square feet through 2035, and applying an estimate of vehicle-miles of travel (VMT), calculate a

dwelling unit equivalent (DUE) factor for each land use category. For each general land use type, a VMT amount is calculated using assumptions of average trip rates, average trip lengths, and the percentage of new trips (as opposed to pass-by or diverted trips) associated with each land use type.

Step 1g. Estimate the DUEs generated from future development by multiplying the number of projected residential units and non-residential square feet by the assigned trip DUE factors.

Step 1h. Divide the net facilities cost allocated to future development by the total DUEs generated from future development to calculate the cost per DUE for future development.

Step 2. Multiply the cost per trip from Step 1 by the DUE factor for each detailed land use type to determine the TDIF for each category.

Step 3. Increase the TDIF by 3.75% for program management and administrative costs, as explained further in Section VII below.

Table V.1 below identifies the figures used in the calculation described above. Additional details regarding the TDIF calculation are included in Section VI of this report.

Table V.1
Cost per DUE Calculation

Improvement Type	Cost Allocated to New Development
Roadway, Intersections, Interchanges and Signal System	\$873,069,858
Transit Facilities	\$93,789,336
Bikeways and Walkways	\$31,981,374
Project Contingency (4%)	<u>\$39,953,623</u>
Total Transportation Cost Allocated to New Development	\$1,038,794,191
Less: Project Cost Deduction (10%)	(\$103,879,419)
Less: Fees Collected by the City from July 2003 to January 2007	<u>(\$33,143,248)</u>
Net Cost Allocated to Future Development	\$901,771,524
Total Growth in DUEs from 2007- 2035	60,364
Cost per DUE	\$14,939
Program Management and Administration (3.75%)	<u>\$560</u>
Total Cost per DUE	\$15,499

TRIP DUE FACTORS

As discussed in prior sections, new development leads to an increased demand for transportation facilities. For purposes of this TDIF Program, this added demand is measured by the amount of vehicle trip miles generated from new development during an average weekday. By allocating costs to each land use category based on its anticipated demand for transportation facilities, this Nexus Study ensures that each land use category will fund its fair share of the required facilities. Table A-1 in Appendix A provides a breakdown of trip generation information by land use, including the number of daily trips per land use, the average length of each trip, and the percentage of trips that are considered new trips instead of pass-by trips.

The trip generation associated with each land use is based on weekday trip rates. The weekday trips are shown per-unit for residential development and per-thousand square feet for non-residential development, with the exceptions noted above for gasoline/service stations, mobile home parks, and hotels/motels. The trips generated by non-residential land uses are weighted by the “Percent New Trips” column in Table A-1 to reflect the fact that some stops made at these locations are pass-by trips rather than trip-ends. For example, a resident may stop at a gas station on the way home from work. The stop at the gas station represents a stop on the way to the resident’s final destination (his/her house), and is therefore not counted as an additional trip. The “New Trip” percentages are factored into the trip calculation, along with the average distance of the trip, to generate a DUE factor for each land use.

A DUE is a factor that quantifies different land use types in terms of their equivalence to a specific type of dwelling unit – for purposes of this Nexus Study, a single family detached unit with more than 1,200 square feet of living area is assigned a DUE factor of 1.0. The DUE factor for each of the other land use categories is determined based on the average weekday vehicle trip miles expected for the land use category relative to the trip miles for a single family detached unit that is larger than 1,200 square feet.

For example, a single family detached unit greater than 1,200 square feet is assumed to have 48.81 weekday vehicle trip miles per unit (9.57 weekday trips per unit multiplied by 5.1 miles per trip multiplied by 100% new trips). Conversely, a single family detached unit that is 1,200 square feet or less with an average weekday trip rate of 8.45 trips per unit, an average trip length of 5.1 miles, and 100% new trips would generate 43.10 trip miles. By dividing 43.10 by 48.81, a DUE factor of 0.88 is calculated for the residential unit that is 1,200 square feet or less.

As discussed previously, single family detached units are differentiated by size because of the implied relationship between the size of a dwelling unit and the number of trips generated. Similarly, the square footage of units within the Single Family Attached and Multi-family categories are incorporated in the TDIF Program. Table A-1 in Appendix A shows the calculation of DUE factors for each detailed land use type. The DUE factors are summarized below:

- 1.00 per single family detached unit greater than 1,200 square feet
- 0.88 per single family detached unit less than or equal to 1,200 square feet

- 0.88 per unit within the Single Family Attached category
- 0.70 per unit within the Multi-family category
- 1.21 per thousand square feet for Retail/Commercial land uses
- 1.06 per thousand square feet for Office land uses
- 0.45 per thousand square feet for Industrial land uses
- 0.66 per thousand square feet for Church land uses
- 1.31 per vehicle position for Gasoline/Service Station land uses
- 0.59 per room for Hotel/Motel land uses
- 0.52 per unit for Mobile Home Park land uses

The City will determine the appropriate trip DUE factors for other land uses that may develop within the City that are not shown in Table A-1.

VI. TDIF NEXUS FINDINGS AND SUMMARY

The prior sections of this Nexus Study identify facilities that are included in the City's GP Transportation System, CIP and TDIF Program, summarize the associated facility costs, delineate costs that will be incurred to mitigate impacts from new development, quantify projected land uses, and identify traffic generation factors for various land use categories. All of this information is used in this section to determine the TDIF that must be collected from new development to provide funding for improvements that will be needed to accommodate increased traffic volumes as growth in the City continues.

Future development within the City will increase the demand for transportation improvements needed to serve the growing population. The City analyzed this demand and identified roadway and intersection improvements needed to accommodate the increased traffic volumes. The City also identified transit and bikeway and walkway improvements needed to accommodate increased demand from projected development through 2035; these facilities along with roadway and intersection improvements are identified above in Section IV. The quantities, size, and costs of these facilities were calculated and allocated to future development projected through 2035 based on a nexus methodology outlined in Section V. The TDIF calculated in this section is used to pay the costs of these facilities and meets the AB 1600 nexus requirement, as outlined below.

Purpose of Fee

The purpose of the TDIF is to fund roadway, transit, bicycle and pedestrian facilities that will be needed to mitigate the impacts of new development within the City through 2035.

Use of Fee

TDIF revenue will fund a fair-share portion of the costs of improving and constructing roadway, transit, bicycle, and pedestrian facilities attributable to future development through 2035. These facilities and their costs are summarized in Section IV and identified in Appendix B of this report.

Reasonable Relationship Between the Fee's Use and the Type of Development

New development in the City will generate residents and employees who will demand additional roadway, transit, bicycle and pedestrian improvements. These transportation improvements will be funded by TDIF revenue from both residential and non-residential development in the City. Consequently, the cost of these facilities is allocated to both residential and non-residential development in the City.

Reasonable Relationship Between the Need for the Facility and the Type of Development

New residential and non-residential development will generate additional residents and employees in the City that will increase the demand for transportation facilities. Existing transportation facilities cannot provide adequate circulation, transit, and bicycle and pedestrian facilities for the increased population, and, therefore, new roadway, transit, bicycle and pedestrian facilities will be needed.

Reasonable Relationship Between the Amount of the Fee and the Cost of the Facility

The TDIF Program provides funding for transportation improvements needed to serve future development in the City through 2035. These improvements, as described in the DKS Report included in Appendix B, have been determined to be attributable to future development in the City through 2035. The relationship between the amount of the fee and the portion of the facilities cost attributable to the development type is based on trip DUEs. All future residents and employees benefit from transportation improvements funded through the TDIF Program. As such, a fair-share portion of the cost of these facilities has been allocated to residential and non-residential development based on an estimate of the number of trip DUEs anticipated in the City through 2035. Facilities to cure existing deficiencies or for which alternate funding sources are anticipated are excluded from the TDIF calculation.

TDIF SUMMARY

Using the data set forth in prior sections of this report, and applying the steps identified in Section V above, the following fees have been determined:

TABLE VI.1
CITY OF RANCHO CORDOVA
TDIF PROGRAM
TDIF BY LAND USE

Land Use	TDIF¹
Residential	
Single Family Detached, greater than 1,200 sq. ft.	\$15,499 per Unit
Single Family Detached, less than or equal to 1,200 sq. ft.	\$13,639 per Unit
Single Family Attached	\$13,639 per Unit
Multi-Family	\$10,849 per Unit
Non-Residential	
Commercial	\$18.82 per SF
Office	\$16.40 per SF
Industrial	\$6.96 per SF
Miscellaneous	
Church	\$10.15 per SF
Gasoline/Service Station	\$20,341 per Position
Hotel/Motel	\$9,115 per Room
Mobile Home Park	\$8,082 per Unit

¹ Includes a 3.75% fee to fund the City's program management and administration costs related to the TDIF Program.

Fees are identified above for the major land use categories identified by the City. Specialized land uses may have unique trip generation rates, and the City will calculate the appropriate fee for these land uses based on the estimated trips the land use will generate.

VII. ONGOING ADMINISTRATION OF THE TDIF PROGRAM

ADMINISTRATION FEE

To defray the City's costs associated with administering the TDIF, including program management of CIP projects, project scope refinements, updating engineering studies, tracking fee credits and reimbursements, updating the Nexus Study, and any other necessary studies in support of the TDIF Program, the City will levy and collect an administration charge equal to 3.75% of the total fees. The program administration fee must be paid at building permit issuance, or as designated by the City, and cannot be credited through a fee credit or reimbursement agreement.

TDIF ADJUSTMENTS

The TDIF will be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (e.g., state or federal grants), revised costs, or changes in demographics or land use. In addition to such adjustments, in January of each calendar year, no later than January 15, the TDIF for each type of development will automatically be adjusted by the average increase, if any, in the 20-city Construction Cost Index (CCI) and the San Francisco CCI as reported in the Engineering News Record (ENR) for the twelve-month period ending October of the prior year. For example, the adjustment for January 2014 will be determined by applying the following steps.

- Step 1:** Determine the "mean" CCI for October 2013 by calculating the average of the 20-city CCI and the San Francisco CCI by referring to the October 2013 issue of the ENR.
- Step 2:** Determine the "mean" CCI for October 2012 by calculating the average of the 20-city CCI and the San Francisco CCI by referring to the October 2012 issue of the ENR.
- Step 3:** Compute the adjustment factor by dividing the "mean" CCI determined in Step 1 by the "mean" CCI determined in Step 2.
- Step 4:** The TDIF for January 2014 shall be calculated by multiplying the adjustment factor, as calculated in Step 3, by the TDIF in place prior to the annual adjustment. However, the TDIF for January 2014 shall equal the TDIF in place prior to the annual adjustment if the adjustment factor determined in Step 3 equals less than 1.0.

As discussed in Section V, the fee categories summarized in the prior section may not be applicable to specialized development projects in the City. For example, development of a cemetery, golf course, and/or stadium would not fall under one of these categories. Other examples of specialized development projects are projects that increase trip generation rates, but

do not include building square footage, such as a parking lot expansion. For specialized development projects, the City staff will review traffic generation rates applicable to the specialized development and decide on an applicable fee.

Certain redevelopment projects may also be eligible for a fee adjustment. If, for example, a project applicant demolishes an existing 10,000 square foot building and rebuilds a 20,000 square foot building of the same land use, the applicant may be eligible for a waiver of 50% of the TDIF. If a redevelopment project results in a change of land use on a particular parcel, City staff will determine the appropriate TDIF adjustment to reflect the different trip characteristics of the original and new land uses. The City will review redevelopment requests for fee adjustments on a case-by-case basis. If the previously built structure has been vacant for more than five years, the parcel will be treated as if it was undeveloped, and no such adjustment will be applied.

TDIF CREDITS AND REIMBURSEMENTS

The City established a set of policies and procedures regarding fee credits and reimbursements. These policies are codified in Ordinance No. 33-2005 (“Ordinance”), which was adopted by the City Council on December 19, 2005. The Ordinance added Chapter 16.84 to the Rancho Cordova Municipal Code. Among other things, the Ordinance specifies that the City may authorize and issue a credit toward the construction of any transportation facilities in order of “priority”. In other words, developers who construct “priority” facilities will likely receive credits or reimbursements ahead of those developers who construct “non-priority” facilities. For purposes of this Nexus Study, “priority” facilities are those facilities as determined by the City Engineer to avoid substantial congestion levels on key roadways.

TDIF EXEMPTIONS

All determinations regarding the exemptions provided in this section will be made by the City Manager or his/her designee. Generally, the following uses will be exempt from payment of the TDIF:

Public Agencies

All federal and state agencies, public school districts, and the City will be exempt from the TDIF. Other non-City public agencies will be subject to payment of the TDIF; however, the City may choose to waive some or all of the TDIF in certain cases.

Replacement/Reconstruction

- a. Any replacement or reconstruction (no change in use) of any residential unit that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the TDIF. However, if the residential unit(s) replaced or reconstructed exceeds the documented total number of units of the damaged/destroyed residential structure, the excess units are subject to the TDIF.

- b. Any replacement or reconstruction (no change in use) of any non-residential structure that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the TDIF. However, if the building replaced or reconstructed exceeds the documented total floor area of the damaged/destroyed building, the excess square footage is subject to the TDIF.

If a residential and/or non-residential structure is replaced with an alternative land use, such as replacing an office building with a retail building, then City staff will determine the appropriate TDIF adjustment to reflect the different trip characteristics of the original and new land uses.

Additions/Alterations/Modifications/Temporary Facilities

- a. Additions that increase the living area of a residential unit to more than 1,200 square feet.
- b. Additions to single family residential structures provided no change in use occurs and a second full kitchen is not added.
- c. Additions to multi-family residential structures that are not part of a mixed use type project provided no change in use occurs and no additional units result.
- d. Supporting use square footage in multi-family projects, such as the office and recreation areas required to directly serve the multi-family project. The residential unit fee will provide the full mitigation required in multi-family projects.
- e. Non-habitable residential structures such as decks, pools, pool cabanas, sheds, garages, etc.
- f. Construction of a granny unit that does not have a full kitchen.
- g. Mobile or manufactured homes with no permanent foundation.

FEE IMPLEMENTATION

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. At least ten days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting, and a general explanation of the matter, are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. The City may then adopt the new fees at the second reading.

APPENDIX A:

TDIF Tables

Table A-1
City of Rancho Cordova
Trip DUE Calculation

Land Use	Weekday Trip Rate	Trip Length (Miles)	Percent New Trips	Vehicle Mile Trips (VMT)	Trip DUE Factors
Residential					
Single Family Detached, greater than 1,200 sq. ft. ¹	9.57 per unit	5.1	100%	48.81	1.00
Single Family Detached, less than or equal to 1,200 sq. ft. ²	8.45 per unit	5.1	100%	43.09	0.88
Single Family Attached ³	8.45 per unit	5.1	100%	43.09	0.88
Multi-Family ⁴	6.72 per unit	5.1	100%	34.27	0.70
Non-Residential					
Commercial	42.94 per KSF	2.3	60%	59.26	1.21
Office	11.01 per KSF	5.1	92%	51.66	1.06
Industrial	4.96 per KSF	4.8	92%	21.90	0.45
Miscellaneous					
Church	9.11 per KSF	3.9	90%	31.98	0.66
Gasoline/Service Station	168.56 per position	1.9	20%	64.05	1.31
Hotel/Motel	6.90 per room	6.4	65%	28.70	0.59
Mobile Home Park	4.99 per unit	5.1	100%	25.45	0.52

¹ Includes all single family detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit.

² Includes all single family detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit.

³ Includes (i) all attached units within a structure comprising 2-4 units, regardless of ownership status, and (ii) all attached units within a structure comprising 5 or more units that are greater than 1,200 SF and are available for sale.

⁴ Includes (i) all attached units within a structure comprising 5 or more units that are solely available for rent, and (ii) all attached units structure comprising 5 or more units that are 1,200 SF or less and are available for sale.

Source: City of Rancho Cordova; DKS Associates; Goodwin Consulting Group, Inc.

01/14/2013

Table A-2
City of Rancho Cordova
TDIF Calculation

Assumptions:

Cost per new Trip DUE (per DKS Report)

\$14,939

TDIF Calculation

<u>Residential</u>	<u>Cost per New Trip DUE</u>	<u>Trip DUE</u>	<u>Administration Component</u>	<u>Impact Fee</u>
Single Family Detached, greater than 1,200 sq. ft. ¹	\$14,939	1.00 per unit	3.75%	\$15,499 per unit
Single Family Detached, less than or equal to 1,200 sq. ft. ²	\$14,939	0.88 per unit	3.75%	\$13,639 per unit
Single Family Attached ³	\$14,939	0.88 per unit	3.75%	\$13,639 per unit
Multi-Family ⁴	\$14,939	0.70 per unit	3.75%	\$10,849 per unit
<u>Non-Residential</u>	<u>New Trip DUE</u>	<u>Trip DUE</u>		
Commercial	\$14,939	1.21 per KSF	3.75%	\$18.82 per sf
Office	\$14,939	1.06 per KSF	3.75%	\$16.40 per sf
Industrial	\$14,939	0.45 per KSF	3.75%	\$6.96 per sf
Miscellaneous				
Church	\$14,939	0.66 per KSF	3.75%	\$10.15 per sf
Gasoline/Service Station	\$14,939	1.31 per position	3.75%	\$20,341 per position
Hotel/Motel	\$14,939	0.59 per room	3.75%	\$9,115 per room
Mobile Home Park	\$14,939	0.52 per unit	3.75%	\$8,082 per unit

¹ Includes all single family detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit.

² Includes all single family detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit.

³ Includes (i) all attached units within a structure comprising 2-4 units, regardless of ownership status, and (ii) all attached units within a structure comprising 5 or more units that are greater than 1,200 SF and are available for sale.

⁴ Includes (i) all attached units within a structure comprising 5 or more units that are solely available for rent, and (ii) all attached units structure comprising 5 or more units that are 1,200 SF or less and are available for sale.

Source: City of Rancho Cordova; DKS Associates; Goodwin Consulting Group, Inc.

01/14/2013

APPENDIX B:

**DKS Report:
2035 Transportation CIP and
Development Impact Fee Program**

TRANSPORTATION CIP AND DEVELOPMENT IMPACT FEE PROGRAM

CITY OF RANCHO CORDOVA

Prepared by:

DKS Associates
TRANSPORTATION SOLUTIONS

December 2012



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Appendix A: Detailed Cost Allocation for Roadway and Intersection Improvements

Executive Summary

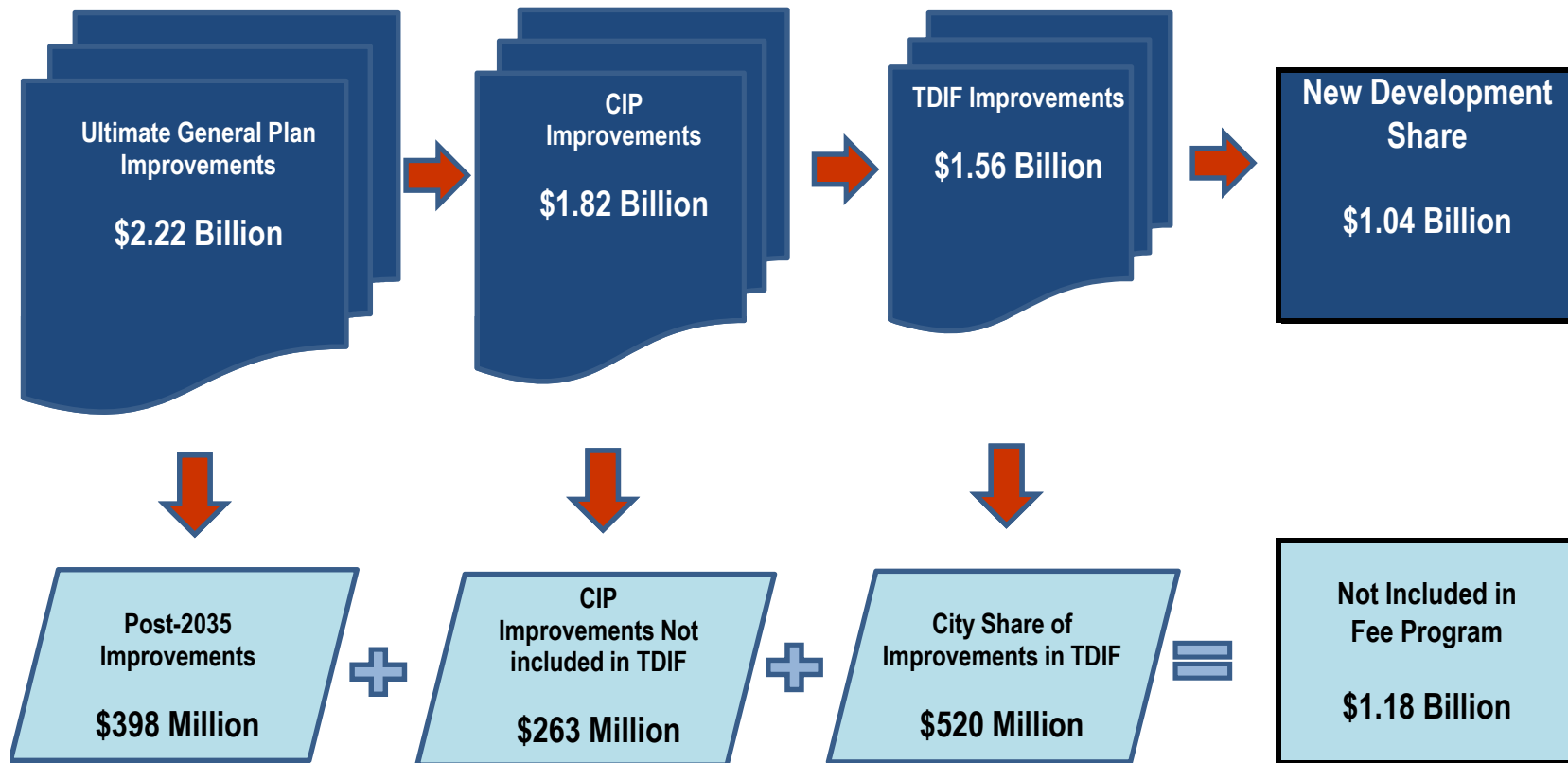
The City of Rancho Cordova's Capital Improvement Program (CIP) identifies major roadway, transit, bicycle and pedestrian facilities that are needed to accommodate projected travel demand through 2035. Between 2007 and 2035, housing units and employment in the City are expected to grow by 204 percent and 95 percent, respectively. The CIP is intended to identify infrastructure projects that will serve existing community needs, and future needs associated with development.

The City has various methods for financing the transportation improvements in the CIP. One of the key methods is the Transportation Development Impact Fee (TDIF) Program. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's quality of life can be maintained.

The TDIF Program does not include funding for post-2035 transportation improvements and for some of the improvements in the CIP. The transportation elements and the costs that are included and excluded from the TDIF Program are shown in [Figure 1](#) and [Table 1](#), and can be summarized as follows:

- The ultimate transportation improvements needed to accommodate full build out of the General Plan is projected to cost about \$2.2 billion.
- The needs analysis determined that about \$398 million of roadway, transit and bikeway improvements may not be required until after 2035.
- The CIP analysis determined that about \$1.43 billion in roadways, intersections, interchanges and signal system improvements would be required to meet the City's level of service policy under 2035 travel demand levels
- The roadway and intersection improvements included in the TDIF Program were identified to meet the City's level of service policy under 2035 travel demand levels after "thru trips" (those with neither trip end within the City) were subtracted from the traffic demand. The TDIF Program excluded about \$17.8 million in roadway improvements that were determined to accommodate the growth in thru trips.
- The TDIF Program also does not include about \$235 million in "non-capacity" roadway improvements (such as streetscape improvements), pavement maintenance and pedestrian ADA implementation.
- A four percent program contingency has been applied to the total CIP costs and the costs allocated to the TDIF Program. The program contingency is intended to cover project scope changes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses.

Figure 1
Project Costs Allocated to
New Development



December 2012

Table 1	
Summary of Costs in CIP and TDIF Program	
	Costs
Ultimate General Plan Improvements	
Roadways, Intersections, Interchanges and Signal System	\$1,592,387,000
Transit	\$344,996,000
Bikeways	\$86,614,000
Pedestrian Facilities and ADA Implementation	\$30,700,000
Pavement Maintenance	\$80,495,000
Project Contingency	\$85,408,000
Total	\$2,220,600,000
Post-2035 Improvements	
Roadways, Intersections, Interchanges and Signal System	\$164,098,000
Transit	\$186,300,000
Bikeways	\$32,500,000
Project Contingency	\$15,316,000
Total	\$398,214,000
CIP Improvements	
Roadways, Intersections, Interchanges and Signal System	\$1,428,289,000
Transit	\$158,696,000
Bikeways	\$54,114,000
Pedestrian Facilities and ADA Implementation	\$30,700,000
Pavement Maintenance	\$80,495,000
Project Contingency	\$70,092,000
Total	\$1,822,386,000
CIP Improvements not included in TDIF Program	
Roadway Improvements Needed to Accommodate Growth in Thru Trips	\$17,764,000
Non-Capacity Roadway Improvements	\$124,164,000
Pavement Maintenance	\$80,495,000
Pedestrian Facilities and ADA Implementation	\$30,700,000
Project Contingency	\$10,125,000
Total	\$263,248,000
TDIF Program Improvements	
Roadways, Intersections, Interchanges and Signal System	\$1,286,361,000
Transit	\$158,696,000
Bikeways	\$54,114,000
Project Contingency	\$59,967,000
Total	\$1,559,138,000
Source: DKS Associates, 2012	

The City will need to secure funding for those projects excluded from the TDIF Program as well as for its share of existing deficiencies and for “existing development’s” share of transit, pedestrian and walkway improvements. The City has also decided to reduce the developer-funded portion of the following major improvements:

- While new development’s fair share of improvements to Sunrise Boulevard north of US 50 (the “Sunrise Complex” described in Section 3.3) was estimated at 44 percent (about \$131.5 million), the City has decided to allocate \$50 million, which is the equivalent amount that Sacramento County has included in their fee program. The City will work with Sacramento County and SACOG to fund the remaining costs for this regional facility. The revised allocation reduces new development’s share of the Sunrise improvements by about \$81.5 million.
- The analysis indicates the need for left-turn grade separations at both the Sunrise Boulevard/Douglas Road intersection and the Sunrise Boulevard/International Drive intersection, plus a full urban interchange at the Sunrise Boulevard/White Rock Road intersection. The City has decided to reduce new development’s share of funding for these three intersections to an equivalent cost of at-grade improvements. The revised allocation reduces new development’s share of intersection improvements by about \$71.3 million.
- The City General Plan downgraded Folsom Boulevard from 6-lanes to a 4-lane arterial. To minimize the impact and improve levels of service, the General Plan identifies aggressive operational improvements on Folsom Boulevard. The CIP includes light rail transit grade separations at four locations along Folsom Boulevard. These grade separations would not benefit light rail trains, since crossing gates allow trains to travel across those roadways without delay, but would mitigate traffic congestion along Folsom Boulevard. While new development could be charged for nearly all of the \$87.5 million cost for those intersection improvements, the City has decided to reduce new development’s share to 50 percent of the total cost, thereby reducing new development’s share of the improvements by about \$43.7 million.

To reduce the developer-funded portion of these key projects, the City needs to secure an additional \$196 million in outside funding.

Table 2 shows that of the total \$1.56 billion in transportation improvements that are included in the TDIF Program, the City’s obligation would be about \$520 million while about \$1.04 billion was allocated to new development in TDIF Program.

Fees are differentiated by the type of development and relative demands on the transportation system. In the allocation of costs, each development type is assigned a “dwelling unit equivalent” or “DUE” rate. DUE’s measure how the trip-making characteristics of a land use type compares to a single-family residential unit. The “cost per DUE” is the development fee for a single family home and fees for other land uses are calculated using DUE ratios.

Table 2**Allocation of Costs of TDIF Program Improvements**

Transportation Element	Cost Allocation		
	City Obligation	New Development	Total
Roadways, Intersections, Interchanges and Signal System	\$413,290,792	\$873,069,858	\$1,286,360,650
Transit	\$64,906,664	\$93,789,336	\$158,696,000
Bikeways	\$22,132,626	\$31,981,374	\$54,114,000
Project Contingency	\$20,013,203	\$39,953,623	\$59,966,826
Total	\$520,343,285	\$1,038,794,191	\$1,559,137,476
Source: DKS Associates, 2012			

Table 3 summarizes the elements and costs that are funded by the TDIF Program and the estimated “cost per DUE”.

Table 3**Estimated Cost per DUE – TDIF Program Update**

Elements of TDIF Program	Cost Allocated to New Development in TDIF Program
Roadways, Intersections, Interchanges and Signal System	\$873,069,858
Transit	\$93,789,336
Bikeways	\$31,981,374
Project Contingencies	\$39,953,623
Total	\$1,038,794,191
Project Cost Deduction (10%)	\$103,879,419
Total with Cost Reduction	\$934,914,772
Fees Collected by City from July 2003 to January 2007	\$33,143,248
Total Remaining Costs Funded by TDIF	\$901,771,524
Total Growth in DUEs	60,364
Cost per DUE	\$14,939
Administrative Cost (3.75%) per DUE	\$560
Total Fee per DUE	\$15,499
¹ The City has decided to apply a ten (10) percent reduction in the overall total project cost that has been allocated to new development, primarily to reflect some uncertainty in the definition and cost estimates of some improvement projects	
Source: DKS Associates, 2012	

The estimated cost per DUE is based on conceptual definitions and preliminary engineering of the improvement projects and then planning-level cost estimates. The cost estimates were originally prepared in 2004/2005 and have been updated to reflect the most current unit cost data available.

After discussions with representatives of the building industry, the City staff has concluded that there is some uncertainty in the definition and cost estimates of some improvement projects. Therefore, they have decided to apply a ten (10) percent reduction in the overall total improvement cost estimate that has been allocated to new development to reflect that uncertainty.

1.0 Introduction

The City of Rancho Cordova's Capital Improvement Program (CIP) includes the improvements to the City's major roadway, transit, bicycle and pedestrian facilities that are needed to accommodate projected 2035 travel demand. The City has various methods for financing the transportation improvements in the CIP. One of the key methods is the Transportation Development Impact Fee (TDIF) Program.

The TDIF Program collects funds from new development in the City to finance the portion of the transportation improvements that result from the travel demand generated by new development in the City through 2035. Fees are differentiated by the type of development in relationship to their relative impacts on the transportation system. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's General Plan Circulation policies and quality of life can be maintained.

When the City incorporated in July 2003, the City inherited fee programs established by Sacramento County. In 2005, the City established the costs of the roadways in the City's General Plan and prepared a Nexus Study that resulted in implementation of the City's current transportation impact fee program which replaced the outdated County roadway fee.

The City has determined that an update to the TDIF Program is necessary for the following reasons:

- Since 2005, the City has been preparing Master Plans that identify the transit, bicycle, and pedestrian infrastructure improvements that are necessary to meet the goals of the General Plan and long-range travel demands in the City. The latest projects and costs identified in those efforts were used in the updated fee estimates documented in this report.
- In February 2007, the City Planning Department released new long-range (2035) development forecasts for the City. Those development forecasts were used by DKS to conduct a long-range roadway needs analysis.
- The City determined that a re-evaluation of the definitions and cost estimates for improvement projects should be conducted to ensure a sound basis for the fee program. The cost estimates originally prepared in 2004/2005 have been updated to reflect the most current unit cost data available.
- The City determined that some adjustments should be made to the methods used to determine how much of the CIP cost should be allocated to new development, including the removal of "thru" vehicle trips to identify the capacity need that need development would help fund.

This report documents the methodology and assumptions used to estimate updated cost per DUE that will be used for updated traffic impact fee rates.

2.0 Development Forecasts

The transportation needs and fee allocation for this update of the TDIF Program are based on 2035 development forecasts prepared by the City's Planning Department and released in February 2007. [Table 4](#) shows the estimated housing and jobs in the City for 2007 and 2035 and the growth over that 28-year period. Between 2007 and 2035, housing units and employment in the City are expected to grow by 204 percent and 95 percent, respectfully.

The definitions of the residential and non-residential uses are provided in the Nexus Study for the TDIF Program prepared by Goodwin Consulting Group.

For non-residential uses, fees are based on the square footage of a building while the travel demand model uses jobs to determine the trips generated by non-residential uses. Therefore, both the estimated number of jobs and building square footage by type is shown in [Table 4](#).

Table 4 Summary of Development Forecasts				
Land use	Units	2007	2035	Growth 2007 to 2035
Residential				
Singe-Family Detached	Dwelling Unit	14,384	36,014	21,630
Singe-Family Attached	Dwelling Unit	3,757	22,516	18,759
Multi-Family	Dwelling Unit	6,308	15,762	9,454
Total	Dwelling Unit	24,449	74,292	49,843
Non-Residential				
Retail	jobs	7,603	12,225	4,622
Office	jobs	34,703	77,321	42,618
Industrial	jobs	7,541	7,904	363
Total	jobs	49,847	97,450	47,603
Retail	Square feet	3,801,000	6,112,000	2,311,000
Office	Square feet	9,479,000	21,262,000	11,783,000
Industrial	Square feet	6,636,000	7,351,000	716,000
Total	Square feet	19,916,000	34,725,000	14,810,000
Source: City of Rancho Cordova Planning Department				

3.0 Transportation Improvements

The Circulation Element of the General Plan identifies the long-range transportation system that is needed to accommodate travel demand at full build out of the City. The ultimate General Plan transportation system is outlined in following exhibits in the Circulation Element:

- The Roadway System and Sizing Map
- The Bikeway and Trails Map
- The Transit System Map

Over the last five years, the City has been evaluating the timing of the transportation improvements in the General Plan. That effort has resulted in the following:

- **Core Backbone Improvements** – The City has identified a priority set of improvements that will be needed in the short-term to avoid substantial congestion levels on key roadways.
- **CIP** – This report summarizes the transportation analyses that have defined the transportation improvements that are needed to accommodate projected growth by 2035, including a new long-range roadway needs analysis and the findings from the City's Master Plan efforts on the transit, bikeways, and pedestrian elements of the transportation system.
- **Post-2035 Improvements** – This report also summarizes those portions of the ultimate General Plan transportation system that are not likely to be needed until after 2035.

[Table 5](#) summarizes the elements and costs that are contained in the City's ultimate General Plan transportation system and the Capital Improvement Program that is described in this report. This section describes the transportation analysis that determined the improvement projects that would be included in the CIP as well as those that would be funded in the TDIF Program.

3.1 Roadway Segment Capacity Needs

The roadway needs analysis started with the "Roadway System and Sizing" map in the General Plan that identifies the ultimate roadway needs at full build out of the City. The 2035 travel demand forecasts were prepared using SACOG's regional travel demand model with more detailed traffic analysis zones (TAZs) and roadway and transit networks within the City and surrounding areas. An iterative analysis was conducted to test the need for each of the planned long-range improvements under the City's latest 2035 development forecasts.

The roadway capacity needs analysis was guided by the level of service policy in the Circulation Element of the General Plan, which calls for maintaining LOS D conditions on all roadways and intersections unless maintaining this standard would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. The level of service analysis used in both the General Plan and CIP analyses is based on the volume to capacity (v/c) ratio on roadways and intersections.

Typically, the v/c ratio for LOS D conditions on arterial and collector roadways ranges from 0.80 to 0.90. Due to the margin of error in travel forecasting and to ensure that a roadway is improved before substantial congestion occurs, the City has indicated that a roadway widening is required if the roadway segment has a projected v/c ratio of 0.85 or greater.

However, the maximum number of lanes on a roadway segment would not exceed the number of lanes allowed in the General Plan “Roadway System and Sizing”, which limits the maximum number lanes on most arterial roadways to 6 lanes and limits Folsom Boulevard to 4 lanes. With those limits, the City recognizes that LOS D conditions may not be met on some portions of Sunrise Boulevard and Folsom Boulevard.

Table 5		
Summary of Long-Range Transportation Needs		
Transportation Element	Estimated Costs	
	Ultimate General Plan Improvements	CIP
Roadway, Intersection and Interchange Improvements		
Roadway Segments	\$913,128,500	\$821,044,680
Intersections	\$426,188,450	\$354,173,450
Freeway Interchanges	\$199,295,500	\$199,295,500
Signal System	\$53,775,000	\$53,775,000
Pavement Maintenance	\$80,495,000	\$80,495,000
Subtotal	\$1,672,882,450	\$1,508,783,630
Transit, Bikeway and Pedestrian Facilities		
Transit	\$344,996,000	\$158,696,000
Bikeways and Walkways	\$86,614,000	\$54,114,000
Pedestrian ADA Improvements	\$30,700,000	\$30,700,000
Subtotal	\$462,310,000	\$243,510,000
Project Contingency (4%)	\$85,407,698	\$70,091,745
Total	\$2,220,600,148	\$1,822,385,375
Source: DKS Associates, 2012		

The capacities by roadway type listed in the 2006 EIR for City of Rancho Cordova’s General Plan were used for the roadway segment needs analysis. [Table 6](#) summarizes the roadway capacity improvements, forecasted average daily traffic (ADT), and level of service analysis. The roadway needs analysis indicates that about 74 miles of roadway would need to be widened, extended or created by 2035 to accommodate growth and meet the General Plan LOS policy.

[Figure 2](#) shows the General Plan Roadway Sizing for each roadway segment in [Table 6](#) while [Figure 3](#) shows the CIP roadway sizing.

3.2 Roadway Segment Needs for TDIF Program

The City needs to construct or widen a roadway to accommodate future development. Much of the increase in traffic demand would result from growth within the City, but some of the growth in traffic would be from “thru” vehicle trips that have neither end of the trip within the

City. To define the roadway and intersection improvements that would be included in the TDIF Program, the roadway segment analysis was performed a second time with the growth in “thru trips” removed. The revised roadway system needs analysis with thru trips removed is also summarized in [Table 6](#).

For the purpose of the TDIF Program, if it was determined that the 2035 roadway improvement would still be needed with the growth in thru trips removed, then the TDIF Program would be required to pay for the entire 2035 improvement. However, if it was determined that a reduced roadway improvement would operate at acceptable levels, then the TDIF Program would only include the cost of the reduced improvement.

3.3 Intersection Capacity Needs

The analysis used to identify the required number of intersection turn lanes was based on Sacramento County’s Traffic Impact Guidelines (that were also used in recent EIRs for the City) and involves the Circular 212 methodology with the County’s “critical movement” capacities.

Typically, the v/c ratio for LOS D conditions for a signalized intersection ranges from 0.80 to 0.90. Due to the margin of error in travel forecasting and to ensure that a roadway is improved before substantial congestion occurs, the City has indicated that an intersection improvement is required if the v/c ratio is 0.85 or greater without the improvement.

The number of through lanes at most intersections was determined by the required number of lanes on the adjacent roadway segments. When the number of lanes would change at an intersection, because roadway segments on either side of the intersection require a different number of lanes, then an intersection analysis was performed to determine the number of through lanes required at the intersection. New two-lane roads were assumed to have a single left and a single right turn lane at an intersection approach while new four and six lane roads were assumed to have a double left and a single right turn lane at an intersection approach. At intersections where the General Plan calls for urban interchanges to replace surface street intersections, an intersection analysis was performed to see if an interchange or a left-turn grade separation was required under 2035 traffic volumes.

[Table 7](#) summarizes the 2035 intersection improvement needs and resulting levels of service. [Figure 4](#) shows the location of each intersection in [Table 7](#).

The General Plan and 2035 roadway needs analysis indicate the need for a series of capacity improvements along Zinfandel Drive and Sunrise Boulevard in the form of roadway widening, at-grade intersection improvements, and grade separations. Due to the close spacing of intersections along these two corridors, the TDIF combines these individual projects into groups referred to as “complexes”.

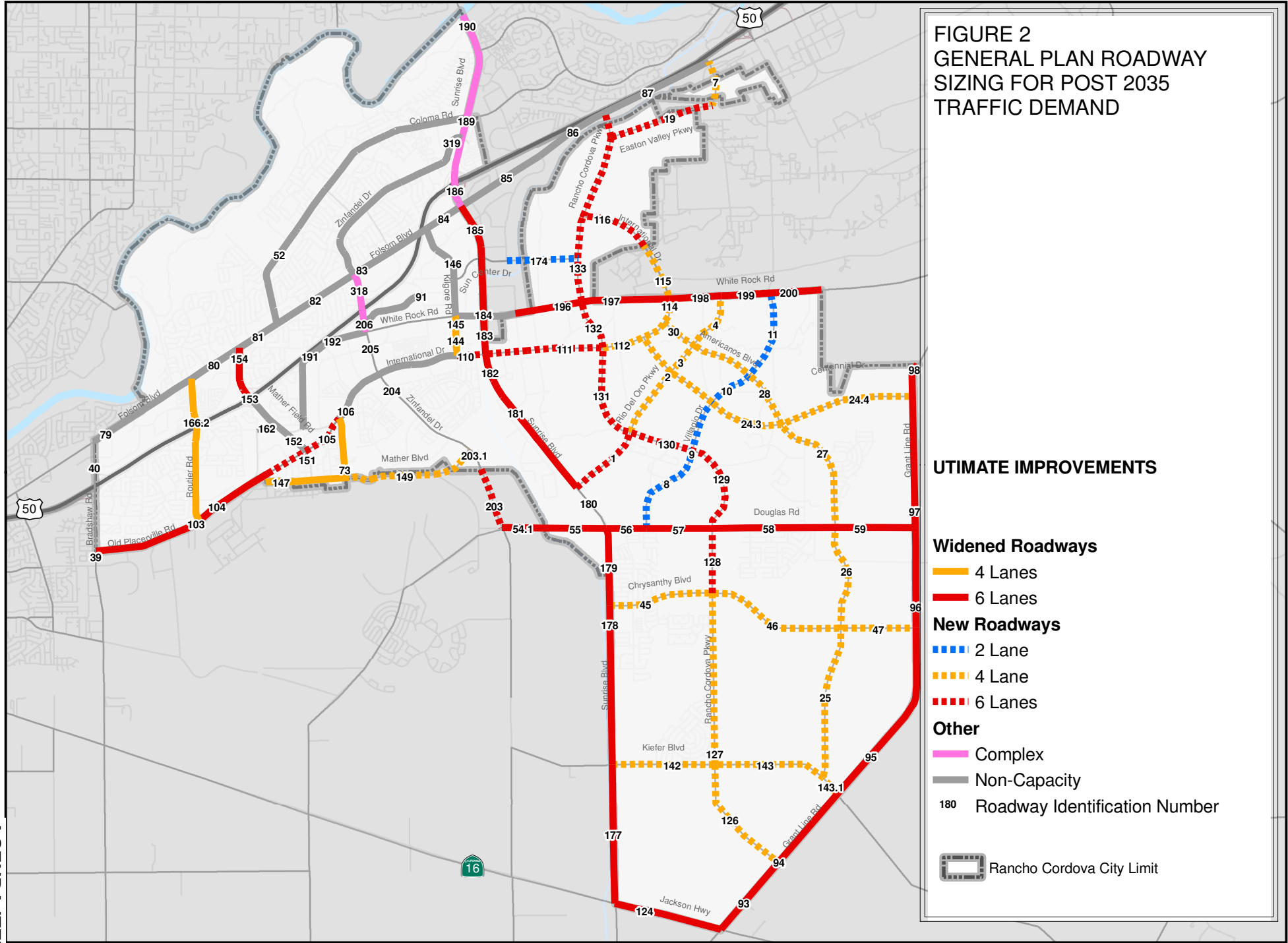
Table 6 Summary of 2035 Roadway Improvement Needs Analysis													
ID #	Roadway	Segment		Travel Lanes				ADT			LOS		
		From	To	2005	General Plan Roadway Sizing ¹	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2005	2035	2035 Without Thru Trips	2005	2035	2035 Without Thru Trips
1	Rio Del Oro Pkwy	Sunrise Blvd	Rancho Cordova Pkwy	-	6		4	-	30,900	27,700		A	C
2		Rancho Cordova Pkwy	Centennial Dr	-	4	2		-	3,300	3,300		A	A
3		Centennial Dr	Americanos Blvd	-	4	2		-	4,400	4,400		A	A
4		Americanos Blvd	White Rock Rd	-	4	2		-	10,100	10,100		A	A
7		Easton Valley Pkwy	Folsom Blvd	-	2	2		-	1,800	1,700		A	A
8	Villagio Dr	Douglas Rd	Rancho Cordova Pkwy	-	2			-	15,800	13,800		D	C
9		Rancho Cordova Pkwy	Centennial Dr	-	2			-	10,300	8,400		A	A
10		Centennial Dr	Americanos Blvd.	-	2			-	6,400	4,700		A	A
11		Americanos Blvd	White Rock Rd.	-	2			-	7,700	5,800		A	A
19	Easton Valley Pkwy	Rancho Cordova Pkwy	Rio Del Oro	-	6			-	48,800	43,700		E	D
24.1	Centennial Dr	International Dr	Rio Del Oro	-	4	2		-	9,100	8,100		A	A
24.2		Rio Del Oro Pkwy	Villagio Dr	-	4	2		-	8,600	7,600		A	A
24.3		Villagio Dr	Americanos Blvd	-	4	2		-	11,000	9,700		B	A
24.4		Americanos Blvd	Grant Line	-	4	2		-	12,000	9,200		B	A
25	Americanos Blvd	Kiefer Blvd	Chrysanthy Blvd.	-	4	2		-	12,900	12,700		C	C
26		Chrysanthy Blvd	Douglas Rd	-	4	2		-	5,500	5,300		A	A
27		Douglas Rd	Centennial Dr	-	4	2		-	9,900	9,400		A	A
28		Centennial Dr	Villagio Dr	-	4	2		-	10,100	8,400		A	A
29		Villagio Dr	Rio Del Oro	-	4	2		-	12,900	11,300		C	B
30		Rio Del Oro	International Dr	-	4	2		-	11,100	9,500		B	A
39	Bradshaw Rd	International Dr (Old Placerville)	US 50-Interchange	6	6			47,100	62,700	34,300	D	F	B
40		US 50-Interchange	Folsom Blvd.	6	6			22,600	29,300	23,900	A	A	B
45	Chrysanthy Blvd	Sunrise Blvd	Rancho Cordova Pkwy	-	4			-	10,100	10,100	-	A	A
46		Rancho Cordova Pkwy	Americanos Rd	-	4			-	17,200	17,200	-	A	A
47		Americanos Rd	Grant Line Rd	-	4	2		-	10,800	10,800	-	B	B
52	Coloma Rd	Folsom Blvd	Sunrise Blvd	4	4			21,400	24,700	23,100	A	B	B
54.1	Douglas Rd	Eagles Nest Rd	West City Limit	2	6			6,000	40,500	34,600	A	C	B
55		West City Limit	Sunrise Blvd.	2	6			6,000	37,600	32,200	A	B	A
56		Sunrise Blvd	Villagio Dr	2	6			6,000	35,000	32,000	A	B	B
57		Villagio Dr	Rancho Cordova Pkwy	2	6			3,800	32,900	31,200	A	B	A
58		Rancho Cordova Pkwy	Americanos Rd.	2	6		4	3,000	25,900	24,200	A	A	B
59		Americanos Rd	Grant Line Rd.	2	6	4		2,300	19,300	17,300	A	A	A
73	Femoyer St	Mather Blvd	International Dr	-	4	2		-	1,500	1,400		A	A

Table 6 Summary of 2035 Roadway Improvement Needs Analysis													
ID #	Roadway	Segment		Travel Lanes				ADT			LOS		
		From	To	2005	General Plan Roadway Sizing ¹	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2005	2035	2035 Without Thru Trips	2005	2035	2035 Without Thru Trips
79	Folsom Blvd	Bradshaw Rd	Routier Rd	4	4			27,100	41,800	40,600	C	F	F
80		Routier Rd	Mather Field Rd	4	4			30,000	41,400	39,600	D	F	E
81		Mather Field Rd	Coloma Rd	4	4			33,500	34,100	32,000	E	E	D
82		Coloma Rd	Zinfandel Dr	4	4			26,100	26,600	26,500	C	C	C
83		Zinfandel Dr	Kilgore Rd	4	4			20,000	16,500	16,500	A	A	A
84		Kilgore Rd	Sunrise Blvd	4	4			17,000	23,100	23,100	A	B	B
85		Sunrise Blvd	Mercantile Dr	4	4			13,300	12,100	12,000	A	A	B
86		Mercantile Dr	Rancho Cordova Pkwy	4	4			13,300	6,500	6,200	A	A	A
87		Rancho Cordova Pkwy	Rio Del Oro	4	4			13,300	14,000	13,800	A	A	C
93	Grant Line Rd	Jackson Hwy	Rancho Cordova Pkwy	2	6		4	7,600	34,600	21,900	A	B	B
94		Rancho Cordova Pkwy	Kiefer Blvd.	2	6		4	7,600	32,000	19,100	A	A	A
95		Kiefer Blvd	Chrysanthy Blvd	2	6		4	7,400	31,000	18,700	A	A	A
96		Chrysanthy Blvd	Douglas Rd	2	6		4	9,600	39,100	26,400	A	B	B
97		Douglas Rd	Centennial Dr	2	6			8,000	44,500	31,800	A	D	A
98		Centennial Dr	City Limit	2	6			8,000	59,300	38,200	A	F	C
103	Old Placerville Rd	Bradshaw Rd	Routier Rd	2	6			20,300	70,200	50,200	F	F	E
104		Routier Rd	McCuen	4	6			13,100	67,200	48,900	A	F	E
105	International Dr	Old Placerville at McCuen	International at Airpark	-	6			-	35,200	34,000		B	B
106		McCuen / Airpark	Zinfandel	4	6			12,000	51,100	48,600	A	E	E
109		Zinfandel Dr	Kilgore Rd.	6	6			6,800	53,600	51,500	A	E	E
110		Kilgore Rd	Sunrise Blvd.	-	6			-	55,900	53,700	-	F	E
111		Sunrise Blvd	Rancho Cordova Pkwy	-	4			-	19,500	17,700	-	A	A
111		Sunrise Blvd	Rancho Cordova Pkwy	-	4			-	19,500	17,700	-	A	A
112		Rancho Cordova Pkwy	Old International	-	4		2	-	16,600	14,800	-	A	D
113		Centennial Dr	Americanos Blvd	-	4		2	-	12,100	11,200	-	A	B
114		Americanos Blvd	White Rock Rd	-	4			-	17,900	15,500	-	A	A
115		White Rock Rd	From White Rock Rd. / City Limit	-	4		2	-	16,200	13,100	-	A	C
116		City limit	Rancho Cordova Pkwy	-	6	4	2	-	18,300	14,600	-	A	D
116		Rancho Cordova Pkwy	Folsom South Canal	-	2			-	13,400	12,500	-	C	B
116		Folsom South Canal	Mercantile	-	2			-	13,400	12,500	-	C	B
124	Jackson Hwy	Sunrise Blvd	Grant Line Rd.	2	6	4		15,400	24,700	15,900	D	B	A

Table 6
Summary of 2035 Roadway Improvement Needs Analysis

ID #	Roadway	Segment		Travel Lanes				ADT			LOS		
		From	To	2005	General Plan Roadway Sizing ¹	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2005	2035	2035 Without Thru Trips	2005	2035	2035 Without Thru Trips
126	Rancho Cordova Pkwy	Grant Line Rd	Kiefer Blvd.	-	4	2		-	2,500	2,400	-	A	A
127		Kiefer Blvd	Chrysanthy Blvd.	-	4			-	16,900	16,700	-	A	A
128		Chrysanthy Blvd	Douglas Rd.	-	6	4		-	28,700	28,500	-	C	C
129		Douglas Rd	Villagio Dr	-	6	4		-	17,400	17,200	-	A	A
130		Villagio Dr	Rio Del Oro Pkwy	-	6	4		-	16,900	16,700	-	A	A
131		Rio Del Oro Pkwy	International Dr.	-	6			-	37,900	34,500	-	C	B
132		International Dr	White Rock Rd.	-	6		4	-	32,400	29,200	-	B	D
133		White Rock Rd	International Dr.	-	6			-	46,400	42,900	-	D	C
134		International Dr	Easton Valley Pkwy	-	6			-	56,900	51,000	-	F	E
142		Sunrise Blvd	Rancho Cordova Pkwy	-	4			-	8,800	8,600	-	A	A
143	Kiefer Blvd	Rancho Cordova Pkwy	Americanos Rd.	-	4	2		-	12,500	12,300	-	B	B
143		Americanos Blvd	Grant Line Rd.	-	4	2		-	11,600	11,200	-	B	B
144	Kilgore Rd	International Dr	White Rock Rd.	4	4			8,600	13,600	13,500	A	A	A
145		White Rock Rd	Sun Center Dr.	2	2			8,300	11,100	11,100	A	B	B
146		Sun Center Dr	Folsom Blvd.	2	2								
147	Mather Blvd	McCuen (International)	Whitehead (Mather Field Rd.)		4			-	34,000	16,000		E	A
148		Whitehead (Mather Field Rd.)	Femoyer St.		4			-	20,000	17,000		A	A
149		Femoyer St	Zinfandel Dr.		4			-	21,300	18,300		A	A
151	Mather Field Rd	(Von Kaman /Whitehead) - Mather Blvd	McCuen		4			-	14,200	11,000		A	B
152		Peter A. McCuen Blvd	Rockingham Rd.		6			-	51,100	46,600		E	D
153		Rockingham Rd	US 50-Interchange	6	6			33,700	62,400	51,800	B	F	E
154		US 50-Interchange	Folsom Blvd.	4	6		4	26,400	30,100	29,200	C	A	D
162	Rockingham Dr	Mather Blvd. (Old Placerville Rd.)	Mather Field Rd.	4	4			-	19,700	13,400		A	A
166	Routier Rd	Old Placerville Rd. (International Dr.)	Hwy. 50	2	4	2		-	9,400	9,000		A	A
166		At Hwy 50	Routier Road at Hwy 50	2	4	2		-	8,700	8,400		A	A
166		Hwy 50	Folsom	2	4	2		-	8,700	8,400		A	A
173	Sun Center Dr	Sunrise Blvd	Folsom South Canal / City Limit	2	2			-	12,800	12,800		C	C
177	Sunrise Blvd	Jackson Hwy	Kiefer Blvd.	2	6			16,500	42,700	38,800	E	C	C
178		Kiefer Blvd	Chrysanthy Blvd.	2	6			18,000	40,100	35,700	F	C	B
179		Chrysanthy Blvd	Douglas Rd.	2	6			20,000	46,000	41,700	F	D	C

Table 6 Summary of 2035 Roadway Improvement Needs Analysis													
ID #	Roadway	Segment		Travel Lanes				ADT			LOS		
		From	To	2005	General Plan Roadway Sizing ¹	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2005	2035	2035 Without Thru Trips	2005	2035	2035 Without Thru Trips
180	Sunrise Blvd	Douglas Rd	Rio Del Oro	4	6			25,500	53,600	46,800	C	E	D
181		Rio Del Oro	Fitzgerald Rd.	4	6			25,500	42,900	39,300	C	C	C
182		Fitzgerald Rd	International Dr. (Monier)	4	6			25,500	54,600	51,000	C	F	E
183		International Dr. (Monier)	White Rock Rd.	4	6			25,500	58,300	54,000	C	F	F
184		White Rock Rd	Sun Center Dr.	6	6			37,200	44,200	39,800	B	D	C
185		Sun Center Dr	Folsom Blvd.	6	6			57,400	70,300	65,600	F	F	F
186		Folsom Blvd	US 50-Interchange	6	6			52,100	70,200	65,800	E	F	F
187		US 50-Interchange	Zinfandel Dr.	6	6			80,000	106,500	95,400	F	F	F
188		Zinfandel Dr	Coloma Rd.	6	6			82,400	100,700	89,800	F	F	F
189		Coloma Rd	Gold Country Blvd.	6	6			80,300	100,300	89,900	F	F	F
190		Gold Country Blvd	American River / Planning Boundary	6	6			84,200	98,500	83,700	F	F	F
191	White Rock Rd	International Dr	Capitol Center Drive.	2	4			14,000	37,000	36,900	C	F	F
192		Capitol Center Drive	Zinfandel Dr.	2	4			14,000	30,500	30,400	C	D	D
193		Zinfandel Dr	Kilgore Rd.	6	6			17,900	26,700	25,100	A	A	B
194		Kilgore Rd	Sunrise Blvd.	6	6			25,400	36,000	34,000	A	B	B
195		Sunrise Blvd	Luyung / City Limit	2	6			13,200	40,300	36,800	C	C	B
196		Luyung / City Limit	Rancho Cordova Pkwy	2	6			8,800	42,500	39,700	A	C	C
197		Rancho Cordova Pkwy	International	2	6		4	6,000	32,300	29,100	A	A	D
198		International Dr	Rio Del Oro Pkwy	2	6		4	6,000	35,000	29,000	A	B	D
199		Rio Del Oro Pkwy	Villagio Dr	2	6		4	6,000	32,900	27,000	A	B	C
200		Villagio Dr	City Limit	2	6		4	6,000	34,000	27,300	A	B	C
203.0	Zinfandel Dr	Douglas Rd	Villages of Zinfandel / City Limit	-	6			-	37,900	34,500	-	C	B
203.1		Villages of Zinfandel / City Limit	North Mather Blvd.	-	6			-	37,900	34,500	-	C	B
204		North Mather Blvd	International Dr.	-	6			-	55,800	55,100	-	F	F
205		International Dr	White Rock Rd.	6	6			19,700	26,700	25,800	A	A	C
206		White Rock Rd	US 50-Interchange ²	6	6			41,900	61,700	58,900	C	F	F
207		Olson Dr	Folsom Blvd.	4	4			22,700	27,600	27,600	B	C	C
208		Folsom Blvd	Sunrise Blvd.	2	2			7,100	13,200	13,200	A	C	C
¹ Ultimate roadway travel lanes defined in the “Roadway System and Sizing” map in the General Plan. See Figure 2 . ² Ultimate improvement does not assume Zinfandel Complex which would provide an acceptable LOS													
Source: DKS Associates, 2008													



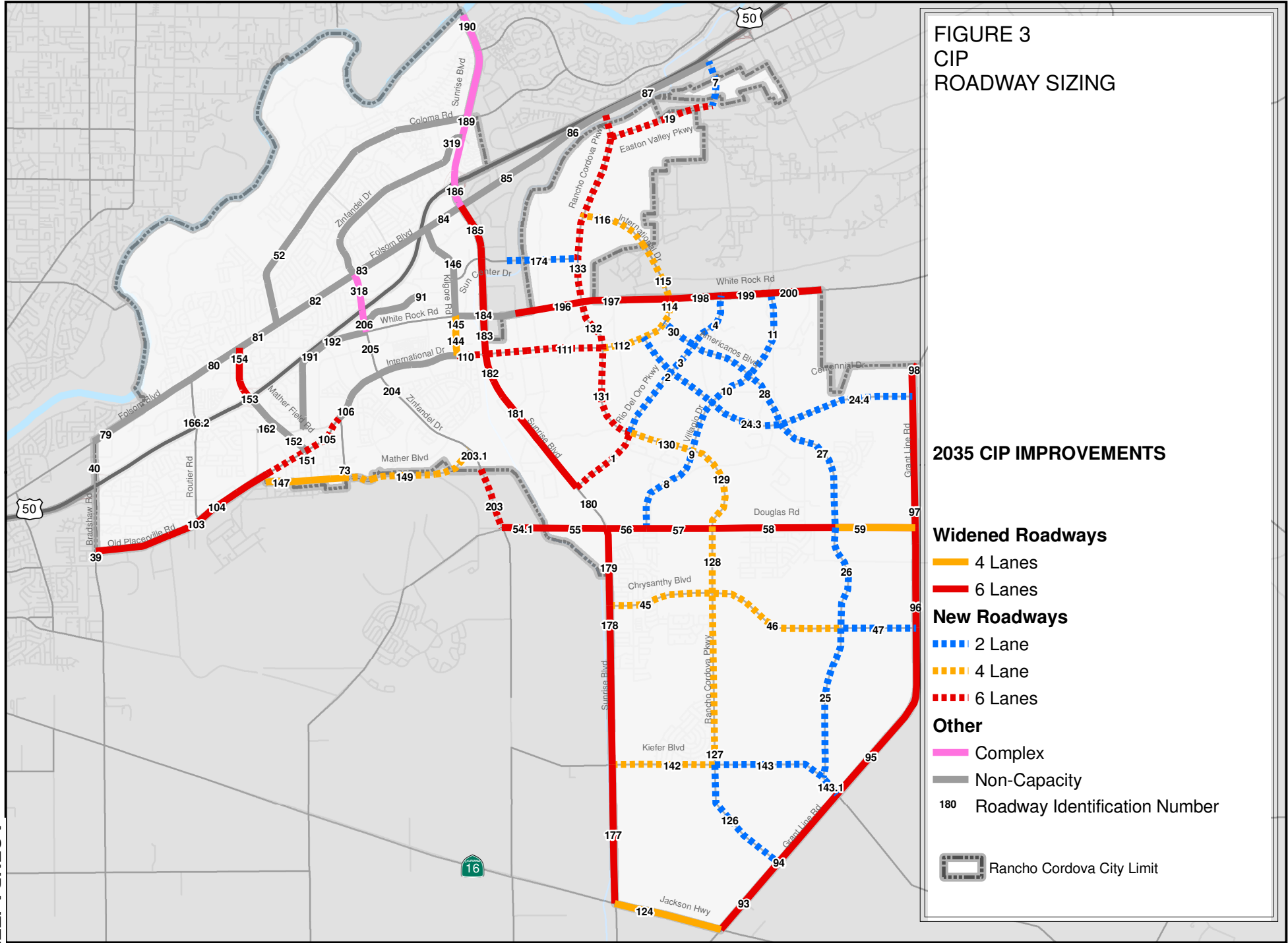
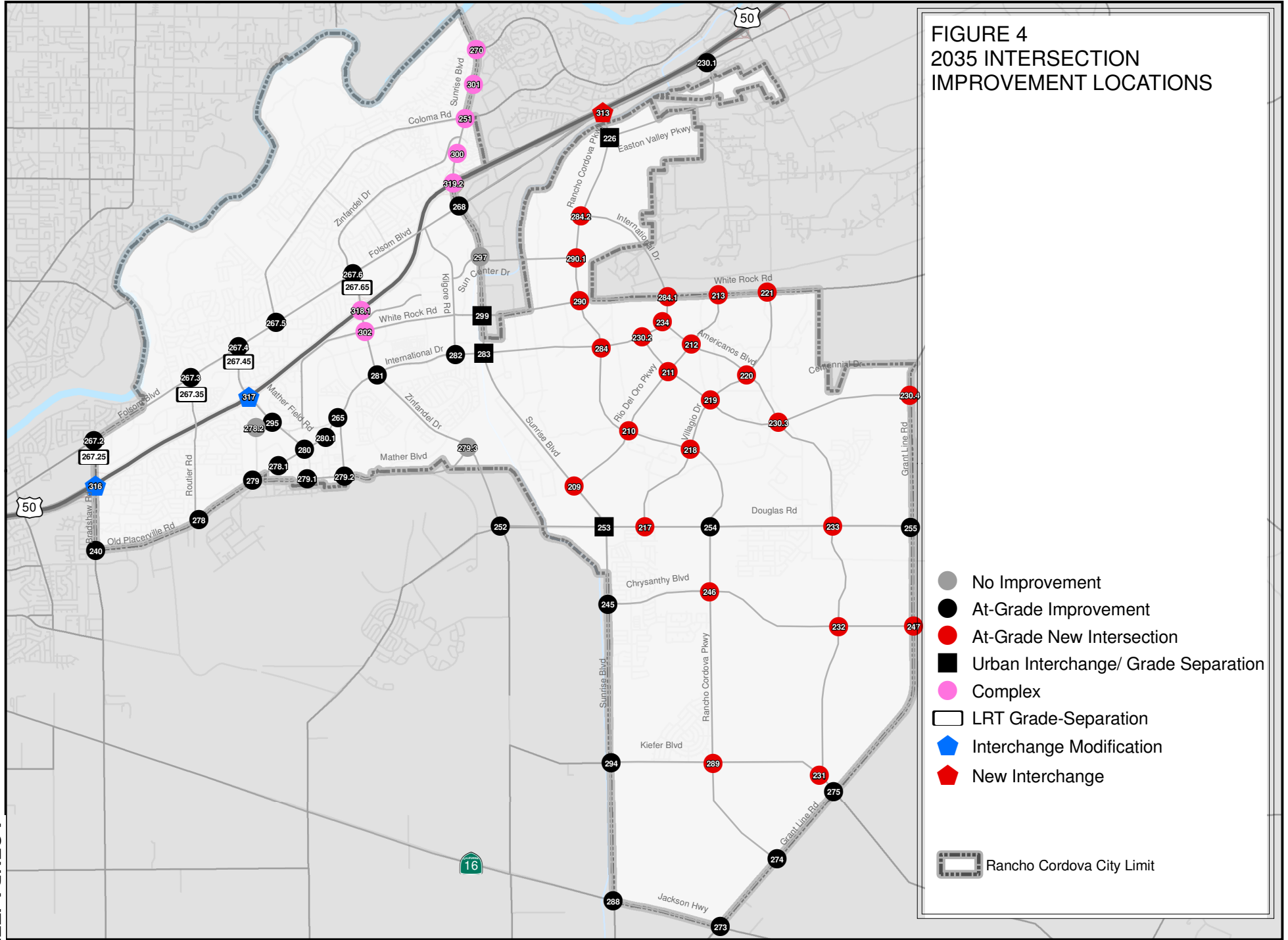


Table 7 Intersection Lane Requirements from 2035 Needs Analysis								
Project ID NO	Intersection¹	General Plan Roadway Sizing	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2035		2035 Without Thru Trips	
					LOS²	V/C²	LOS²	V/C²
209	Rio del Oro Pkwy / Sunrise Blvd	6 x 6 Tee		4 x 6 Tee	C	0.746	C	0.701
210	Rio del Oro / Rancho Cordova Pkwy	6 x 6 New	4 x 4 New					
211	Rio del Oro Pkwy / International Dr	4 x 4 New	2 x 2 New					
212	Rio del Oro Pkwy / Americanos Rd	4 x 4 New	2 x 2 New					
213	Rio del Oro Pkwy / White Rock Rd	4 x 6	2 x 4		C	0.728	B	0.641
217	Villagio Dr / Douglas Rd	4 x 6 Tee	2 x 6 Tee	2 x 4 Tee	A	0.571	A	0.572
218	Villagio Dr / Rancho Cordova Pkwy	4 x 6 New	2 x 4 New					
219	Villagio Dr / International Dr	4 x 4 New	2 x 2 New					
220	Villagio Dr / Americanos Blvd	4 x 4 New	2 x 2 New					
221	Villagio Dr / White Rock Rd	4 x 6	2 x 4		C	0.705	A	0.501
226	Easton Valley Pkwy / Rancho Cordova Pkwy	Urban Interchange			F¹	1.287	F¹	1.197
230.1	7th at Folsom Blvd	4 x 4 Tee	2 x 4 Tee					
230.2	Centennial Dr / International Dr	4 x 4 Tee	2 x 4 Tee	2 x 2 Tee				
230.3	Centennial Dr / Americanos Blvd	4 x 4	2 x 2 New					
230.4	Centennial Dr / Grant Line Rd	4 x 2 x 6 x 6	2 x 6		C	0.77	A	0.485
231	Americanos Blvd / Kiefer Blvd	4 x 4 Tee New	2 x 2 Tee New		A	0.541	A	0.541
232	Americanos Blvd / Chrysanthly Blvd	4 x 4 New	2 x 2 New		B	0.604	B	0.604
233	Americanos Blvd / Douglas Rd	4 x 6	2 x 4		B	0.615	A	0.572
234	Americanos Blvd / International Dr	4 x 4 New	2 x 4					
240	Bradshaw Rd / Old Placerville Rd	6 x 6 Tee			F	1.534	F	1.074
245	Chrysanthly Blvd / Sunrise Blvd	4 x 6		2 x 6	B	0.618	B	0.618
246	Chrysanthly Blvd / Rancho Cordova Pkwy	4 x 4 x 4 x 6 New	4 x 4	2 x 4	C	0.706	C	0.706
247	Chrysanthly Blvd / Grant Line Rd	4 x 2 x 6 x 6	2 x 6	2 x 4	A	0.542	A	0.577
251	Coloma Rd / Sunrise Blvd	Sunrise Complex			F¹	1.027	E¹	0.955

Table 7 Intersection Lane Requirements from 2035 Needs Analysis								
Project ID NO	Intersection¹	General Plan Roadway Sizing	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2035		2035 Without Thru Trips	
					LOS²	V/C²	LOS²	V/C²
253	Douglas Rd / Sunrise Blvd	Urban Interchange	Left turn Separation	Left turn Separation	E¹	0.93	D	0.847
254	Douglas Rd / Rancho Cordova Pkwy	6 x 6	6 x 4	4 x 4	C	0.706	C	0.766
255	Douglas Rd / Grant Line Rd	4 x 6		4 x 4	B	0.698	B	0.679
265	Femoyer St / International Dr	4 x 6						
267.2	Folsom Blvd / Bradshaw Rd	4 x 6			B	0.687	B	0.687
267.3	Folsom Blvd / Routier Rd	4 x 6	4 x 2		D	0.870	D	0.826
267.4	Folsom Blvd / Mather Field Rd	4 x 6		4 x 4	E	0.995	E	0.945
267.5	Folsom Blvd / Coloma Rd	4 x 4 Tee						
267.6	Folsom Blvd / Zinfandel Dr	4 x 4			B	0.639	B	0.601
268	Folsom Blvd / Sunrise Blvd	Enhanced at Grade			F	1.016	E	0.934
270	Gold Country Blvd / Sunrise Blvd	Sunrise Complex			F¹	1.007	E¹	0.927
273	Grant Line Rd / Jackson Hwy	6 x 6	6 x 4	4 x 4	D	0.804	C	0.755
274	Grant Line Rd / Rancho Cordova Pkwy	6 x 4 Tee	6 x 2	4 x 2	A	0.437	A	0.499
275	Grant Line Rd / Kiefer Blvd.	6 x 4 Tee	6 x 2	4 x 2	B	0.606	B	0.613
278	Old Placerville Rd / Routier Rd	6 x 6	6 x 2					
278.1	Old Placerville (International) / Peter McCuen extension	6 x 4 x 6 Tee						
278.2	Old Placerville Rd / Rockingham	At Ultimate						
279	International Dr (Old Placerville Rd) / Mather Blvd	6 x 4			F	1.18	F	1.015
279.1	Mather Blvd / Mather Field Rd	4 x 4						
279.2	Mather Blvd / Femoyer St	4 x 4 x 4 x 2						
279.3	Mather Blvd / Zinfandel Dr	At Ultimate						
280	International Dr. (Peter A McCuen Blvd.) / Mather Field Rd	6 x 6						

Table 7 Intersection Lane Requirements from 2035 Needs Analysis								
Project ID NO	Intersection¹	General Plan Roadway Sizing	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2035		2035 Without Thru Trips	
					LOS²	V/C²	LOS²	V/C²
280.1	International Dr / Peter McCuen extension	4 x 6 x 6 Tee						
281	International Dr. / Zinfandel Dr	6 x 6			F	1.208	F	1.208
282	International Dr / Kilgore Rd	6 x 4						
283	International Dr / Sunrise Blvd.	Urban Interchange	Left turn Separation	Left turn Separation	F¹	1.104	F¹	1.005
284	International Dr / Rancho Cordova Pkwy	6 x 4 x 6 x 6 New	4 x 6		C	0.799	C	0.735
284.1	International Dr / White Rock Rd	4 x 6 x 6 x 6 New	4 x 6	2 x 4	B	0.665	C	0.753
284.2	International Dr / Rancho Cordova Pkwy	6 x 6 Tee New	2 x 6		D	0.829	C	0.730
288	Jackson Hwy / Sunrise Blvd	6 x 6	4 x 6		D	0.813	C	0.740
289	Rancho Cordova Pkwy / Kiefer Blvd	4 x 4	2 x 2		A	0.554	A	0.554
290	Rancho Cordova Pkwy / White Rock Rd	Enhanced at Grade			D	0.871	D	0.810
290.1	Rancho Cordova Pkwy at Sun Center	6 x 2 Tee						
294	Kiefer Blvd / Sunrise Blvd	4 x 6			C	0.795	C	0.795
295	Mather Field Rd / Rockingham Rd	6 x 4						
297	Sun Center Dr / Sunrise Blvd	At Ultimate						
299	Sunrise Blvd / White Rock Rd.	Urban Interchange			E¹	0.939	D¹	0.854
300	Sunrise Blvd / Zinfandel Dr	Sunrise Complex			E¹	0.924	E¹	0.924
301	Sunrise Blvd / Gold Express Dr	Sunrise Complex						
302	White Rock Rd / Zinfandel Dr	Part of 318.1			F¹	1.327	F¹	1.327
¹ See Figure 4 for location of intersection improvements								
² The volume/capacity and LOS reflect an analysis of at-grade improvements. An acceptable LOS would be provided by a grade separation.								
Source: DKS Associates, 2012								



Zinfandel Complex

The Zinfandel Complex includes at-grade intersection improvements including additional turning and through lanes at White Rock Road and Zinfandel Drive, as well as widening of the US50 over crossing from six to eight lanes.

Sunrise Complex

The portion of Sunrise Boulevard between US 50 and Fair Oaks Boulevard is one of the highest volume roadways in the Sacramento region. It carries regional as well as local traffic and thus needs a regional solution. The City's General Plan Circulation Element indicates the need for two partial grade-separated intersections and two full grade-separated urban interchanges along Sunrise Boulevard between US 50 and Gold Country Boulevard. The City has had discussions with Sacramento County about improvements to the Sunrise Boulevard corridor. Alternative concepts include auxiliary lanes, a "thru-traffic bypass", grade separations, Bus Rapid Transit (BRT), Intelligent Transportation Systems (ITS), or any combination of these measures to reduce traffic congestion along Sunrise Boulevard. For the TDIF Program, the assumed improvement is a grade-separated "thru-traffic bypass" between US 50 and north of Gold Country Boulevard.

3.4 Intersection Needs for TDIF Program

The City needs to construct or widen intersections to accommodate future development. Much of the increase in traffic demand would result from growth within the City, but some of the growth in traffic would be from "thru" vehicle trips that have neither end of the trip within the City. To define the intersection improvements that would be included in the TDIF Program, the intersection analysis was preformed a second time with the growth in thru trips removed. The revised intersection needs analysis with thru trips removed is also summarized in [Table 7](#).

For the purpose of the TDIF Program, if it was determined that the 2035 intersection improvement was still needed with the growth in thru trips removed, then the TDIF Program would be required to pay for the entire 2035 improvement. However, if it was determined that a reduced intersection improvement would operate at acceptable levels, then the TDIF Program would include only the cost for the reduced improvement.

The roadway needs analysis indicates that nine intersections would operate at LOS F conditions in 2035 with the roadway widening in the TDIF Program. These intersections are listed in [Table 7](#). These intersection LOS calculations do not take into account grade separations – including urban interchanges, left-turn grade separations and grade separations for light-rail tracks over major roadways near their intersection with Folsom Boulevard. An analysis of 2035 peak hour conditions indicates that significant reductions in congestion could be achieved at about eight of those intersections through the addition of grade separations and these improvements are included in the TDIF Program.

3.5 Existing LOS Deficiencies

Roadway Segments Deficiencies

An analysis of existing traffic demand shows that about five miles of roadways in the City of Rancho Cordova currently operate at LOS E or F conditions. The locations and volume-to-capacity ratio of roadways with “existing LOS deficiencies” are summarized below:

- Sunrise Boulevard – American River to Gold Country Boulevard (1.56)
- Sunrise Boulevard – Gold Country Boulevard to Coloma Road (1.54)
- Sunrise Boulevard – Coloma Road to Zinfandel Drive (1.53)
- Sunrise Boulevard – Zinfandel Drive to U.S. 50 Interchange (1.48)
- Sunrise Boulevard – U.S. 50 Interchange to Folsom Boulevard (0.96)
- Sunrise Boulevard – Folsom Boulevard to Sun Center Drive (1.06)
- Sunrise Boulevard – Douglas Road to Chrysanthy Boulevard (1.11)
- Sunrise Boulevard – Chrysanthy Boulevard to Kiefer Boulevard (1.00)
- Sunrise Boulevard – Kiefer Boulevard to SR-16 (0.92)

The General Plan calls for a maximum of six lanes on the City’s busiest arterial roadways. Some of these roadways already have six lanes. Many two or four lane arterials could be widened under the CIP, but some roadway segments would operate at LOS E or F conditions in 2035 with the maximum of lanes allowed under the General Plan. For 2035 traffic demand, about nine miles of roadway that would operate at LOS E or F conditions even with the maximum of lanes allowed under the General Plan.

Intersection Deficiencies

There are five intersections that currently operate at LOS E or F conditions and are thus existing deficiencies. These intersections are listed in [Table 8](#).

Table 8 Existing Intersection Deficiencies				
Project ID No.	North-South Street	East-West Street	Level of Service	Volume/Capacity
251	Sunrise Boulevard	Coloma Road	E	0.96
267.4	Mather Field Road	Folsom Boulevard	E	0.99
270	Sunrise Boulevard	Gold Country Blvd	F	1.02
273	Grant Line Road	Jackson Road	F	1.04
288	Sunrise Boulevard	Jackson Road	E	0.97
Source: DKS Associates, 2012				

3.6 Transit Facilities

Transit improvements identified in the Capital Improvement Program are directly tied to recommendations from the City of Rancho Cordova Transit Master Plan approved by City Council in September of 2006. Since the adoption of the Master Plan, an implementation

strategy has been initiated and refinements to Bus Rapid Transit (BRT) Routes have been identified. The transit capital improvements included in the Transit Master Plan are supported by SACOG and have been included in the 2035 Metropolitan Transportation Plan.

BRT routes within the City include a Sunrise Corridor alignment which will follow the alignment of the City's General Plan Signature Route along Rancho Cordova Parkway south of Highway 50. A second east-west route along Old Placerville Road, International Drive and White Rock Road will parallel Highway 50 to the south. Exclusive lanes have been set aside between the Sunrise LRT station and the Sunrise Bridge over the American River.

Twenty station sites have been identified along the Signature Corridor, five of which will be Regional Transit centers providing travel information services, fare purchase centers and other transit supportive amenities. An additional 6 BRT stations will be provided along BRT Corridors that are not co-aligned with the Signature Route. Four station rehabilitation projects have also been identified along Regional Transit's Gold Line and new stations sites are proposed at Horn Road and Mine Shaft Road.

Streetcars have been identified as an appropriate technology for the 18 mile long Signature Route, however only a 4.7 mile streetcar loop thorough the downtown area is conceived for the 2035 horizon year. The remainder of the Signature Route will be served by rubber tire vehicles.

The CIP and the TDIF Program include capital costs for transit but not cost for operations and maintenance. Funding transit O&M costs is a considerable challenge.

3.7 Bikeways and Walkways

ADA Implementation and Sidewalk Gap Program projects are identified in the City's ADA Transition Plan and in the Draft Pedestrian Master Plan. The ADA Transition Plan was approved by City Council in 2005. The pedestrian appurtenances CIP item is intended as a placeholder for the purpose of retrofitting pedestrian facility concepts in the City's General Plan. Bike Trails and Canal & Roadway Trail Crossing items have been identified in the on going Bicycle Master Plan effort.

4.0 Improvement Costs

4.1 Roadway Improvements

Capital costs for roadway, intersection, and interchange projects in the TDIF Program are shown in [Tables A-1 and A-2 of Appendix A](#). These cost estimates were developed based on standard unit costs for the various improvements identified in the circulation element of the *City of Rancho Cordova General Plan* adopted in June 2006. Some individual project estimates were subsequently refined by City staff based on specific information, such as cost estimates for projects currently being designed by other engineering firms. The costs shown herein are only those considered for inclusion in the impact fee program (“fee” portion) and, in general, do not include roadway and intersection frontage improvements considered to be the obligation of the adjacent land owner (“development” portion).

4.2 Transit Improvements

HDR prepared cost estimates for the streetcar vehicles, streetcar track work and the transit maintenance facility as part of the City’s Transit Master Plan. URS ROW unit costs were used for transit station and maintenance facility lands, and URS pavement unit costs were used for the BRT bus lanes on the Sunrise Corridor. Costs for bus shuttles, light rail stations, light rail station upgrades, BRT stations and Signature Route stations are based on consultation with Sacramento Regional Transit and other local service providers. [Table 9](#) summarizes the costs for transit improvements.

Table 9 Summary of Transit Improvement Costs			
Project ID No	Facility	Description	Cost
304	Transit Facilities, Bus Lanes and Stations	Sunrise Corridor (RCP south of Douglas Road) Exclusive Bus Lanes, Median Stations, Regional Stations and BRT Stations	\$60,136,000
305	City Transit System, Street Cars, Shuttles and Transit Facilities	Transit Maintenance Facility, Streetcar Track Work, Streetcar Vehicles, Bus Shuttles	\$87,950,000
305.1	Completion of Signature Route - Post 2035	Street car technology on remaining 11 miles of Signature Route	\$186,300,000
306	Transit Facilities, Light Rail	Light Rail station Upgrades and New Light Rail Stations	\$10,610,000
Total			\$344,996,000
Source: City of Rancho Cordova			

Table 9 includes capital costs for transit but not cost for operations and maintenance.

4.3 Bikeway and Walkway Improvements

Costing information for the ADA Transition Plan and the Sidewalk Gap Program were prepared by MIG and Dowling Associates, Inc. respectively. Costs for grade separations were prepared by Parsons Brinkerhoff, and costing for the bicycle trail connections and pedestrian appurtenances are based on planning estimates prepared by other local jurisdictions. Table 10 summarizes the costs for bikeway and pedestrian improvements

Table 10 Summary of Bicycle and Pedestrian Improvement Costs			
Project ID No	Facility	Description	Cost
303	Pedestrian Facilities and ADA Implementation	Implementation of ADA Transition Plan, Sidewalk Gap Program and Pedestrian Appurtenances	\$30,700,000
307	Canal and Roadway Bike Trail Crossings	Class I system over and under crossings	\$42,500,000
307.1	Vision Crossings - Post 2035	Remaining over and under crossings	\$27,500,000
308	Bike Trails	Class I and Class II system connections	\$11,614,000
308.1	Vision Bike Trails - Post 2035	Trail completion and connections	\$5,000,000
Total			\$117,314,000
Source: City of Rancho Cordova			

5.0 Basis for Allocating Improvement Costs

The basis for allocating the cost of transportation improvements for the TDIF program update is summarized in [Table 11](#) and is discussed in the following sections.

5.1 Roadway Capacity Improvements

The improvements included in the TDIF Program Update were identified to meet the City's level of service policy under 2035 travel demand levels after "thru trips" (those with neither trip end within the City) were subtracted from the traffic demand. Roadway capacity improvements were limited by the maximum number of lanes allowed under the General Plan.

[Tables A-1 and A-2](#) in Appendix A list each of the roadway and intersections requiring improvements under the General Plan and show the description and costs of: 1) the ultimate improvements, 2) the CIP improvements needed to accommodate 2035 traffic volumes and 3) the improvements in the Fee Program.

For a roadway that currently operates at LOS D or better conditions but that would operate at LOS E or F conditions under "2035 traffic demand without thru trips", the entire cost of the capacity improvement was allocated to the TDIF Program. The cost of the capacity improvement allocated to the TDIF does not include the following:

- Roadway frontage improvements (i.e. curb travel lane, bike lane, curb and gutter plus sidewalk) where development is expected to occur
- Portion of cross-section on roadways along jurisdictional boundaries that was assumed to be improved by Sacramento County

For existing deficiencies (roadways that currently operate at LOS E or F), the cost of the improvement that is allocated to the TDIF program is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. This allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels.

For example, the v/c ratio of a two-lane roadway currently equals 0.94 (LOS E conditions) and its v/c ratio under "2035 traffic demand without thru trips", is estimated at 1.24 (LOS F conditions) without any improvements and at 0.62 if the roadway is widened to four lanes. The cost allocated to the TDIF program for this example is calculated as follows:

$$(1.24 - 0.94) / (1.24 - 0.62) = 48\%.$$

Under this example, the City will need to secure funding for the remaining 52% of the cost of this improvement from other sources.

Table 11 Basis of Cost Allocation – TDIF Program Update		
Improvement Type	Facility Type	Basis for Allocating Cost to Transportation Development Impact Fee Program
Capacity Improvements on roadways and intersections	Roadway that currently operates at LOS D or better conditions and would operate at LOS E or F conditions in 2035	Full implementation cost
	Existing Deficiencies - Roadway that currently operates at LOS E or F conditions and would operate at LOS E or F conditions in 2035	Cost that is needed to bring roadway to existing congestion level based on: Percentage of the total change in volume/capacity (v/c) ratio due to the improvement that is needed to return the v/c ratio to current levels For the Sunrise and Zinfandel Complexes, the cost allocated to the TDIF Program is based on the percentage of total 2035 vehicle trips using these roadway segments that are from new development in the City
Transit Improvements	Portion of Transit Master Plan needed by 2035	Costs are split between existing and new development based on: 2007 to 2035 growth in total person trips generated in the City as a percent of total 2035 person trips
Walkway/Bikeway Improvements	Portion of Draft Pedestrian Master Plan and General Plan. Bike Trails needed by 2035	
Source: DKS Associates, 2012		

For the Zinfandel Complex, the cost allocated to the TDIF Program is based on the percentage of total 2035 vehicle trips using Zinfandel between White Rock Road and US 50 that are from new development in the City.

The portion of Sunrise Boulevard between US 50 and Fair Oaks Boulevard carries regional as well as local traffic and thus needs a regional solution. While new development's fair share of improvements to that section of Sunrise Boulevard (the "Sunrise Complex" described in Section 3.3) was estimated at 44 percent (about \$131.5 million), the City has decided to allocate \$50 million, which is the equivalent amount that Sacramento County has included in their fee program. The City will work with Sacramento County and SACOG to fund the remaining costs for this regional facility.

Table 12 summarizes how the costs of the 2035 improvements on roadway and intersections that are existing deficiencies were allocated to new development in the TDIF Program.

Tables A-1 and A-2 in Appendix A show the cost allocated to new development in the City through the Fee Program for each roadway and intersection.

5.2 Transit Improvements

SACOG's travel demand model is multimodal and estimates travel demand through the following basic steps:

- It estimates trip generation in "person trips" based on the number of households and their demographics and the number of jobs by type in each traffic analysis zone (TAZ).
- It estimates the origins and destinations of each person trip based on travel time during four periods of a day.
- It estimates the travel mode that would be used by each person trip based on the available transit services and roadway facilities and on general characteristics of bike and pedestrian facilities in an area
- It assigns transit trips by route and vehicle trips by roadway based on estimated travel time during four periods of a day.

New development's "fair share" of transit improvements is based on the estimated growth in daily "person trips" generated by development in the City between 2007 to 2035 growth as a percent of total 2035 person trips. The growth in person trips Citywide is as follows:

Existing (2007) person trips	40.9%
2007 to 2035 person trips	<u>59.1%</u>
Total	100.0%

Table 13 shows the allocation of transit improvements in the CIP to the TDIF Program.

Table 12
Existing Deficiencies

Project ID NO	Segment / Intersection	Description of Improvement	Fee Portion	Volume/Capacity			Percent Allocation			Cost Allocated to New Growth in Fees
				Existing	2035 without Improvement	2035 with Improv ement	Existing	Growth	Method ¹	
Segment Improvements - Sunrise Blvd										
177	Jackson Hwy to Kiefer Blvd	Widen to 6 Lanes	\$9,893,000	0.92	2.37	0.79	8.0%	92.0%	1	\$9,105,267
178	Kiefer Blvd to Chrysanthy Blvd	Widen to 6 Lanes	\$11,895,000	1.00	2.23	0.74	17.3%	82.7%	1	\$9,833,398
179	Chrysanthy Blvd to Douglas Rd	Widen to 6 Lanes	\$6,398,000	1.11	2.56	0.85	15.2%	84.8%	1	\$5,424,391
Intersection Improvements										
267.4	Folsom / Mather Field	4 x 6 Intersection	\$2,232,000	0.99	1.14	1.00	0.0%	100.0%	1	\$2,232,000
273	Grant Line Rd / Jackson Hwy	6 x 6 Intersection	\$2,603,000	1.04	2.45	0.80	14.5%	85.5%	1	\$2,224,382
288	Jackson Hwy / Sunrise Blvd	6 x 6 Intersection	\$5,552,000	0.97	2.02	0.90	6.3%	93.8%	1	\$5,205,000
Sunrise and Zinfandel Complexes										
318.1	Zinfandel Complex		\$48,603,000				45.1%	54.9%	2	\$26,683,047
319.2	Sunrise Complex		\$298,832,000				55.7%	44.3%	2	\$132,382,576
Total			\$386,008,000	Total						\$193,090,061

¹ Allocation Method

1) Percentage of the total change in volume/capacity (v/c) ratio due to the improvement that is needed to return the v/c ratio to current levels

2) Percentage of total 2035 vehicle trips using these roadway segments that are from new development in the City

Source: DKS Associates, 2012

Table 13 Allocation of CIP Transit Improvements		
	Cost	Percent
Transit Improvements in TDIF Program		
City Obligation	\$64,906,664	40.9%
New Development's Share	\$93,789,336	59.1%
Total	\$158,696,000	100.0%
Transit Improvements Not Included in TDIF Program		
Post-2035 Improvements in Transit Master Plan	\$186,300,000	
Ultimate General Plan Transit System		
Total	\$344,996,000	
Source: DKS Associates, 2012		

5.3 Bikeway and Walkway Improvements

New development's "fair share" of walkway and bikeway improvements is based on the estimated growth in daily "person trips" generated by development in the City between 2007 to 2035 growth as a percent of total 2035 person trips. The cost of improvements to meet ADA requirements is not included in the Fee Program.

Table 14 shows the allocation of walkway and bikeway improvements in the CIP to the TDIF Program.

Table 14 Allocation of CIP Walkway and Bikeway Improvements		
	Improvements	
	Cost	Percent
Bikeway Improvements in TDIF Program		
City Obligation	\$22,132,626	40.9%
New Development's Share	\$31,981,374	59.1%
Total	\$54,114,000	100.0%
Bikeway and Pedestrian Improvements Not Included in TDIF Program		
Post-2035 Walkway and Bikeway Improvements	\$32,500,000	
Pedestrian Facilities and ADA Implementation	\$30,700,000	
Ultimate General Plan System		
Total	\$117,314,000	
Source: DKS Associates, 2012		

5.4 Program Contingency

A four percent (4%) program contingency has been applied to the total costs allocated to the TDIF Program Update. The program contingency will be managed at the City's sole discretion to cover project scope changes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses. The program contingency will be first prioritized for regional projects being delivered by the City.

5.5 Improvements and Elements Not Included in TDIF Fee Program

The TDIF Program does not include funding for a number of roadway improvements in the CIP and for roadway maintenance. The City will need to secure funding for those projects as well as for its share of existing deficiencies and its share of transit, pedestrian and walkway improvements. The transportation improvements and costs not allocated to new development in the TDIF Program are summarized below.

Roadways, intersections and interchanges:

The TDIF Program does not include the "ultimate" roadway, intersection and interchange improvements that are needed post-2035. These are estimated to cost about \$164 million. An estimated \$124 million in CIP roadway projects that are non-capacity improvements were not included in the TDIF Program.

The TDIF Program also does not include those CIP improvements that are not warranted when "thru trips" (those with neither the origin nor destination of the trip in the City) are subtracted from the travel demand. These are estimated to cost about \$17.8 million.

The City has also decided to reduce the developer-funded portion of the following major improvements:

- While new development's fair share of improvements to Sunrise Boulevard north of US 50 (the "Sunrise Complex" described in Section 3.3) was estimated at 44 percent (see [Table 12](#)) or about \$131.5 million, the City has decided to allocate \$50 million, which is the equivalent amount that Sacramento County has included in their fee program. The City will work with Sacramento County and SACOG to fund the remaining costs for this regional facility. The revised allocation reduces new development's share of the Sunrise improvements by about \$81.5 million.
- The analysis indicates the need for left-turn grade separations at both the Sunrise Boulevard/Douglas Road intersection and the Sunrise Boulevard/International Drive intersection, plus a full urban interchange at the Sunrise Boulevard/White Rock Road intersection. The City has decided to reduce new development's share of funding for these three intersections to an equivalent cost of at-grade improvements. The revised allocation reduces new development's share of intersection improvements by about \$71.3 million.

- The City General Plan downgraded Folsom Boulevard from 6-lanes to a 4-lane arterial. To minimize the impact and improve levels of service, the General Plan identifies aggressive operational improvements on Folsom Boulevard. The CIP includes grade separations for the light rail tracks over four major roadways near their intersection with Folsom Boulevard: Bradshaw Road, Routier Road, Mather Field Road and Zinfandel Road. These grade separations would not benefit light rail trains since crossing gates allow trains to travel across those roadways without delay. The over-crossings are needed to mitigate traffic congestion at four intersections along Folsom Boulevard. While new development could be charged for nearly all of the \$87.5 million cost for those intersection improvements, the City has decided to reduce new development's share to 50 percent of the cost of those improvements. The revised allocation reduces new development's share of intersection improvements by about \$43.7 million.

To reduce the developer-funded portion of these key projects, the City needs to secure an additional \$196.5 million in outside funding.

Pavement Maintenance

The TDIF Program also does not include an estimated \$80.5 million for pavement maintenance.

Transit:

The TDIF Program does not include completion of the last 13.3 miles of street car technology on the 18-mile Signature Route estimated at \$186.3 million.

The CIP includes capital costs for transit but not cost for operations and maintenance.

Bikeway and Walkways

The TDIF Program does not include the ten "Vision" grade separations, estimated at \$27.5 million which were assumed to be post-2035 improvements. The Trail Completion and Connections, that has a "placeholder" estimate of \$5 million, was also not included in the TDIF Program. The total cost of the "Vision Bike and Pedestrian System" not included in the TDIF Program is \$32.5 million including contingencies. Some of these improvements will require purchase of right-of-way but the cost of right-of-way for the post-2035 bike and pedestrian improvements were not included in the above cost estimates.

The TDIF Program also does not include walkway improvements needed to satisfy ADA sidewalk gap and pedestrian appurtenances requirements estimated to cost \$30.7 million. In addition to the grade separations that are part of the City's CIP, developers will be constructing about \$92 million in grade separations and bike trail construction along the trail system.

Summary

Table 15 summarizes the transportation elements and costs not allocated to new development in the TDIF Program.

Table 15	
Cost Not Allocated to New Development in TDIF Program	
	Costs
Post-2035 Improvements	
Roadways, Intersections and Interchanges	\$164,098,000
Transit	\$186,300,000
Bikeway and Walkway	\$32,500,000
Project Contingency	\$15,316,000
Subtotal	\$398,214,000
CIP Improvements not Included in TDIF Program	
Roadway Improvements needed to Accommodate Growth in Thru Trips	\$17,764,000
Non-Capacity Roadway Improvements	\$124,164,000
Pavement Maintenance	\$80,495,000
Pedestrian Facilities and ADA Implementation	\$30,700,000
Project Contingency	\$10,125,000
Subtotal	\$263,248,000
City Obligation to Improvements in TDIF Program	
Existing Roadway and Intersection Deficiencies	\$209,082,000
Reductions in Development Funding for Key Projects	\$196,535,000
Signal System	\$21,994,000
Transit Improvements	\$64,907,000
Bikeway Improvements	\$22,133,000
Project Contingency	\$20,586,000
Subtotal	\$535,237,000
Total	\$1,196,699,000
Source: DKS Associates, 2012	

6.0 Methodology for Calculating Fees

6.1 Dwelling Unit Equivalents

In the allocation of costs to various types of developments, each development type is assigned a “dwelling unit equivalent” or “DUE” rate. DUE’s are numerical measures of how the trip-making characteristics of a land use type compares to a single-family residential unit. A single-family residential unit is assigned a DUE of 1. Land uses which have greater overall traffic impacts than single-family residential units are assigned values greater than 1, while land uses with lower overall traffic impacts are assigned values less than 1.

DUE’s were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. The DUE’s reflect the relative daily trips generated by each general land use type in the travel demand model. Also considered in the calculation of DUE’s are “percent new” trips since some of the vehicles attracted to non-residential uses would have been on the roadway system regardless of the presence of the traffic generator. Average trip lengths for the remaining "primary" trips generated by a development were then utilized to better reflect overall impact of longer trips on the City’s roadway system.

The DUE rates were thus based on estimates of the average daily vehicle-miles of travel (VMT) generated by each general land use type. The DUE rates used to estimate the fees are shown in [Table 16](#). Thus, 1,000 square feet of retail development is estimated to have a traffic impact on the City’s roadway system which is 1.21 times that of a single-family detached residential unit.

Table 16
DUE Rates

Land Use Category ¹	Daily Trip Rate per Unit ²	Unit	Trip Length (miles)	Percent New trips	VMT per Unit	DUE per Unit
Singe-Family Detached	9.57	Dwelling Unit	5.1	100	48.81	1.00
Singe-Family Attached	8.45		5.1	100	43.09	0.88
Multi-Family	6.72		5.1	100	34.27	0.70
Retail	42.94	1,000 Square Feet	2.3	60	59.26	1.21
Office	11.01		5.1	92	51.66	1.06
Industrial	4.96		4.8	92	21.90	0.45

¹ The definitions of the residential and non-residential uses are provided in the Nexus Study for the TDIF Program prepared by Goodwin Consulting Group.

² ITE Trip Generation 7th Edition

Source: DKS Associates, 2012

Table 17 shows the estimated growth in DUEs in the City between 2007 and 2035.

Table 17 Growth in Citywide DUEs				
Land Use Category	Units	Growth in Units 2007 to 2035	DUE Rate per Unit ²	Growth in DUEs 2007 to 2035
Singe-Family Detached	Dwelling Unit	21,630	1.00	21,630
Singe-Family Attached		18,759	0.88	16,508
Multi-Family		9,454	0.70	6,618
Retail	1,000 Sq Ft	2,311	1.21	2,796
Office		11,783	1.06	12,490
Industrial/Other		716	0.45	322
Total				60,364
Source: DKS Associates, 2012				

6.2 Fees Calculation

Table 18 summarizes the costs allocated to the TDIF Program Update and the resulting costs per DUE.

After discussions with representatives of the building industry, the City staff has concluded that there is some uncertainty in the definition and cost estimates of some improvement projects. Therefore, they have decided to apply a ten (10) percent reduction in the overall total project cost that has been allocated to new development to reflect that uncertainty.

Since its incorporation in 2003, the City has been collecting fees for projects on the TDIF Program list. While a number of improvement projects are currently under construction, none of those projects have been fully reimbursed or accepted. The City has collected about \$33.1 million, which was subtracted from the \$1.3 billion in costs that were allocated to be funded by new development in the TDIF Program.

The City needs to maintain the fee program, which includes financial records, updates to the program, etc. A 3.75 percent administrative cost was estimated to pay for on-going maintenance costs.

Table 18	
Estimated Cost per DUE – TDIF Program Update	
Elements of TDIF Program	Cost Allocated to New Development in TDIF Program
Roadways, Intersections, Interchanges and Signal System ¹	\$873,069,858
Transit ²	\$93,789,336
Bikeways ³	\$31,981,374
Project Contingencies ⁴	\$39,953,623
Total	\$1,038,794,191
Project Cost Deduction (10%) ⁵	\$103,879,419
Total with Cost Reduction	\$934,914,772
Fees Collected by City from July 2003 to January 2007	\$33,143,248
Total Remaining Costs Funded by TDIF	\$901,771,524
Total Growth in DUEs	60,364
Cost per DUE	\$14,939
Administrative Cost (3.75%) per DUE	\$560
Total Fee per DUE	\$15,499
¹ See Tables A-1 and A-2 in Appendix A for summary of costs allocated to TDIF Program ² See Table 13 for summary of costs of transit improvements allocated to TDIF Program ³ See Table 14 for summary of costs of bikeway and pedestrian improvements allocated to TDIF Program ⁴ See Section 5.4 for summary of contingencies allocated to TDIF Program ⁵ The City has decided to apply a ten (10) percent reduction in the overall total project cost that has been allocated to new development, primarily to reflect some uncertainty in the definition and cost estimates of some improvement projects	
Source: DKS Associates, 2012	

Appendix A

Detailed Cost Allocation for Roadway and Intersection Improvements

Table A-1 Summary of Roadway Segment Improvements and Costs in TDIF Program													
Project ID NO	Roadway	Segment		Description of Ultimate Improvement (General Plan Roadway Sizing)	2035 CIP Lanes Based on Needs Analysis (Blank = Same as Ultimate)	Revised Lanes for Fees without Thru Trips (Blank = Same as 2035 Needs)	Estimated Cost (without frontage improvements)			Notes	Cost Allocation		
		From	To				Ultimate Improvement	2035 CIP	Description for Fees		City Obligation for Existing	New City Development	Total
Roadway Improvements													
1.0	Rio Del Oro Pkwy	Sunrise Blvd	Rancho Cordova Pkwy	New 6 Lanes		4	\$3,026,000	\$3,026,000	\$2,614,000		\$0	\$2,614,000	\$2,614,000
2.0		Rancho Cordova Pkwy	Centennial Dr	New 4 Lanes	2		\$2,134,000	\$1,076,250	\$1,076,250		\$0	\$1,076,250	\$1,076,250
3.0		Centennial Dr	Americanos Blvd	New 4 Lanes	2		\$1,067,000	\$369,000	\$369,000		\$0	\$369,000	\$369,000
4.0		Americanos Blvd.	White Rock Rd.	New 4 Lanes	2		\$1,667,000	\$677,000	\$677,000		\$0	\$677,000	\$677,000
7.0		Easton Valley Pkwy	Folsom Blvd	New 4 Lanes	2		\$9,064,000	\$4,123,000	\$4,123,000		\$0	\$4,123,000	\$4,123,000
8.0	Villagio Dr	Douglas Rd	Rancho Cordova Pkwy	New 2 Lanes			\$0	\$0	\$0	Not in fees	\$0	\$0	\$0
9.0		Rancho Cordova Pkwy	Centennial Dr	New 2 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
10.0		Centennial Dr	Americanos Blvd	New 2 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
11.0		Americanos Blvd	White Rock Rd.	New 2 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
19.0	Easton Valley Pkwy	Rancho Cordova Pkwy	Rio Del Oro Pkwy	New 6 Lanes			\$2,813,000	\$2,813,000	\$2,813,000		\$0	\$2,813,000	\$2,813,000
24.1	Centennial Dr	International Dr	Rio Del Oro Pkwy	New 4 Lanes	2		\$867,000	\$400,000	\$400,000		\$0	\$400,000	\$400,000
24.2		Rio Del Oro Pkwy	Villagio Dr	New 4 Lanes	2		\$1,200,000	\$554,000	\$554,000		\$0	\$554,000	\$554,000
24.3		Villagio Dr	Americanos Blvd	New 4 Lanes	2		\$1,801,000	\$830,000	\$830,000		\$0	\$830,000	\$830,000
24.4		Americanos Blvd	Grant Line Rd	New 4 Lanes	2		\$4,622,000	\$2,333,000	\$2,333,000		\$0	\$2,333,000	\$2,333,000
25.0	Americanos Blvd	Kiefer Blvd	Chrysanthy Blvd.	New 4 Lanes	2		\$5,356,000	\$2,472,000	\$2,472,000		\$0	\$2,472,000	\$2,472,000
26.0		Chrysanthy Blvd.	Douglas Rd.	New 4 Lanes	2		\$3,468,000	\$1,476,000	\$1,476,000		\$0	\$1,476,000	\$1,476,000
27.0		Douglas Rd	Centennial Dr	New 4 Lanes	2		\$4,545,000	\$2,564,000	\$2,564,000		\$0	\$2,564,000	\$2,564,000
28.0		Centennial Dr	Villagio Dr	New 4 Lanes	2		\$1,888,000	\$769,000	\$769,000		\$0	\$769,000	\$769,000
29.0		Villagio Dr	Rio Del Oro	New 4 Lanes	2		\$2,001,000	\$769,000	\$769,000		\$0	\$769,000	\$769,000
30.0		Rio Del Oro	International Dr.	New 4 Lanes	2		\$1,067,000	\$308,000	\$308,000		\$0	\$308,000	\$308,000
39.0	Bradshaw Rd	Old Placerville Rd	US 50-Interchange	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
40.0		US 50-Interchange	Folsom Blvd	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
45.0	Chrysanthy Blvd	Sunrise Blvd	Rancho Cordova Pkwy	New 4 Lanes			\$3,068,000	\$3,068,000	\$3,068,000		\$0	\$3,068,000	\$3,068,000
46.0		Rancho Cordova Pkwy	Americanos Blvd	New 4 Lanes			\$3,962,000	\$3,962,000	\$3,962,000		\$0	\$3,962,000	\$3,962,000
47.0		Americanos Blvd	Grant Line Rd	New 4 Lanes	2		\$2,001,000	\$1,415,000	\$1,415,000		\$0	\$1,415,000	\$1,415,000
52.0	Coloma Rd	Folsom Blvd	Sunrise Blvd	Improve Pavement			\$5,553,000	\$5,553,000	\$0	Not in fees	\$0	\$0	\$0
54.1	Douglas Rd	Eagles Nest Rd	West City Limit	Formerly part of 312.3			\$3,222,000	\$3,222,000	\$3,222,000		\$0	\$3,222,000	\$3,222,000
55.0		West City Limit	Sunrise Blvd.	Widen to 6 Lanes			\$15,948,000	\$15,948,000	\$15,948,000		\$0	\$15,948,000	\$15,948,000
56.0		Sunrise Blvd	Villagio Dr	Widen to 6 Lanes		4	\$1,040,000	\$1,040,000	\$734,000		\$0	\$734,000	\$734,000
57.0		Villagio Dr	Rancho Cordova Pkwy	Widen to 6 Lanes			\$2,698,000	\$2,698,000	\$2,698,000		\$0	\$2,698,000	\$2,698,000
58.0		Rancho Cordova Pkwy	Americanos Blvd	Widen to 6 Lanes		4	\$5,828,000	\$5,828,000	\$4,411,000		\$0	\$4,411,000	\$4,411,000
59.0		Americanos Blvd	Grant Line Rd	Widen to 6 Lanes	4		\$4,491,000	\$4,446,000	\$4,446,000		\$0	\$4,446,000	\$4,446,000
73.0	Femoyer St	Mather Blvd	International Dr	Widen/New 4 Lanes	2		\$2,472,000	\$1,029,000	\$1,029,000		\$0	\$1,029,000	\$1,029,000
79.0	Folsom Blvd	Bradshaw Rd	Routier Rd.	Improvements			\$17,019,000	\$17,019,000	\$0	Not in fees	\$0	\$0	\$0
80.0		Routier Rd	Mather Field Rd.	Improvements			\$8,370,000	\$8,370,000	\$0		\$0	\$0	\$0
81.0		Mather Field Rd	Coloma Rd.	Improvements			\$6,417,000	\$6,417,000	\$0		\$0	\$0	\$0
82.0		Coloma Rd	Zinfandel Dr.	Improvements			\$12,957,000	\$12,957,000	\$0		\$0	\$0	\$0
83.0		Zinfandel Dr	Kilgore Rd.	Improvements			\$11,180,000	\$11,180,000	\$0		\$0	\$0	\$0
84.0		Kilgore Rd	Sunrise Blvd.	Improvements			\$7,254,000	\$7,254,000	\$0		\$0	\$0	\$0
85.0		Sunrise Blvd	Mercantile Dr.	Improvements			\$13,671,000	\$13,671,000	\$0		\$0	\$0	\$0
86.0		Mercantile Dr	Rancho Cordova Pkwy	Improvements			\$9,765,000	\$9,765,000	\$0		\$0	\$0	\$0
87.0		Rancho Cordova Pkwy	Rio Del Oro Pkwy	Improvements			\$18,414,000	\$18,414,000	\$0		\$0	\$0	\$0
91.0	Gold Center Dr	Zinfandel Dr	Prospect Park Dr (East)	Pavement			\$429,000	\$429,000	\$0				
93.0	Grant Line Rd	Jackson Hwy	Rancho Cordova Pkwy	Widen to 6 Lanes Exprwy		4 (2 Sac Co)	\$4,556,000	\$1,171,980	\$845,640	Excludes County funding	\$0	\$845,640	\$845,640
94.0		Rancho Cordova Pkwy	Kiefer Blvd.	Widen to 6 Lanes Exprwy		4 (2 Sac Co)	\$4,934,000	\$1,302,200	\$939,600		\$0	\$939,600	\$939,600
95.0		Kiefer Blvd	Chrysanthy Blvd.	Widen to 6 Lanes Exprwy		4 (2 Sac Co)	\$16,452,000	\$2,962,505	\$2,137,590		\$0	\$2,137,590	\$2,137,590
96.0		Chrysanthy Blvd	Douglas Rd.	Widen to 6 Lanes Exprwy		4 (2 Sac Co)	\$5,124,000	\$1,367,310	\$986,580		\$0	\$986,580	\$986,580
97.0		Douglas Rd	Centennial Dr	Widen to 6 Lanes Exprwy			\$5,867,000	\$1,920,745	\$1,499,780		\$0	\$1,499,780	\$1,499,780
98.0		Centennial Dr	City Limit	Widen to 6 Lanes Exprwy			\$841,000	\$585,990	\$457,560		\$0	\$457,560	\$457,560

Table A-1 Summary of Roadway Segment Improvements and Costs in TDIF Program													
Project ID NO	Roadway	Segment		Description of Ultimate Improvement (General Plan Roadway Sizing)	2035 CIP Lanes Based on Needs Analysis (Blank = Same as Ultimate)	Revised Lanes for Fees without Thru Trips (Blank = Same as 2035 Needs)	Estimated Cost (without frontage improvements)			Notes	Cost Allocation		
		From	To				Ultimate Improvement	2035 CIP	Description for Fees		City Obligation for Existing	New City Development	Total
103.0	Old Placerville Rd	Bradshaw Rd	Routier Rd.	Widen to 6 Lanes Exprwy			\$26,541,000	\$26,541,000	\$26,541,000		\$0	\$26,541,000	\$26,541,000
104.0		Routier Rd	McCuen	Widen to 6 Lanes Exprwy			\$23,968,000	\$23,968,000	\$23,968,000		\$0	\$23,968,000	\$23,968,000
105.0	International Dr	McCuen	Airpark	New 6 Lanes Exprwy			\$28,145,000	\$28,145,000	\$28,145,000		\$0	\$28,145,000	\$28,145,000
106.0		Airpark	Zinfandel Dr.	Non Capacity			\$1,068,000	\$1,068,000	\$0	Not in fees	\$0	\$0	\$0
107.0		White Rock Rd	Femoyer St.	Not Used			\$0	\$0	\$0		\$0	\$0	\$0
108.0		Femoyer St	Zinfandel Dr.	Not Used			\$0	\$0	\$0		\$0	\$0	\$0
109.0		Zinfandel Dr	Kilgore Rd.	Non Capacity			\$1,399,000	\$1,399,000	\$0	Not in fees	\$0	\$0	\$0
110.0		Kilgore Rd	Sunrise Blvd.	6 Lanes New			\$16,756,000	\$16,756,000	\$16,756,000		\$0	\$16,756,000	\$16,756,000
111.0		Sunrise Blvd	Rancho Cordova Pkwy	New 4 Lanes			\$43,400,000	\$43,400,000	\$43,400,000		\$0	\$43,400,000	\$43,400,000
111.0		Sunrise Blvd	Rancho Cordova Pkwy	New 4 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
112.0		Rancho Cordova Pkwy	Centennial Dr	New 4 Lanes		2	\$1,400,000	\$1,260,000	\$581,000		\$0	\$581,000	\$581,000
113.0		Centennial Dr	Americanos Blvd	New 4 Lanes		2	\$560,000	\$560,000	\$258,000		\$0	\$258,000	\$258,000
114.0		Americanos Blvd	White Rock Rd.	New 4 Lanes			\$700,000	\$280,000	\$280,000		\$0	\$280,000	\$280,000
115.0		White Rock Rd	City Limit	New 4 Lanes		2	\$3,603,000	\$3,603,000	\$2,018,000		\$0	\$2,018,000	\$2,018,000
116.0		City limit	Rancho Cordova Pkwy	New 6 Lanes	4	2	\$3,475,000	\$3,002,000	\$1,681,000	\$0	\$1,681,000	\$1,681,000	
116.1		Rancho Cordova Pkwy	Folsom South Canal	No Fee Work			\$0	\$0	\$0	\$0	\$0	\$0	
116.2		Folsom South Canal	Mercantile Dr.				\$3,480,000	\$3,480,000	\$3,480,000	\$0	\$3,480,000	\$3,480,000	
124.0	Jackson Hwy	Sunrise Blvd	Grant Line Rd.	Widen to 6 Lanes Exprwy	4		\$12,207,000	\$6,103,000	\$6,103,000	Excludes County funding	\$0	\$6,103,000	\$6,103,000
126.0	Rancho Cordova Pkwy	Grant Line Rd	Kiefer Blvd.	New 4 Lanes	2		\$5,117,000	\$1,901,000	\$1,901,000		\$0	\$1,901,000	\$1,901,000
127.0		Kiefer Blvd	Chrysanthy Blvd.	New 4 Lanes			\$5,845,000	\$6,061,000	\$6,061,000		\$0	\$6,061,000	\$6,061,000
128.0		Chrysanthy Blvd	Douglas Rd.	New 6 Lanes	4		\$2,334,000	\$1,734,000	\$1,734,000		\$0	\$1,734,000	\$1,734,000
129.0		Douglas Rd	Villagio Dr	New 6 Lanes	4		\$4,152,000	\$4,084,000	\$4,084,000		\$0	\$4,084,000	\$4,084,000
130.0		Villagio Dr	Rio Del Oro Pkwy	New 6 Lanes	4		\$3,026,000	\$2,042,000	\$2,042,000		\$0	\$2,042,000	\$2,042,000
131.0		Rio Del Oro Pkwy	International Dr.	New 6 Lanes			\$4,255,000	\$3,972,000	\$3,972,000		\$0	\$3,972,000	\$3,972,000
132.0		International Dr	White Rock Rd.	New 6 Lanes		4	\$1,513,000	\$1,513,000	\$1,307,000		\$0	\$1,307,000	\$1,307,000
133.0		White Rock Rd	International Dr.	New 6 Lanes Exprwy			\$5,362,000	\$5,362,000	\$5,362,000		\$0	\$5,362,000	\$5,362,000
134.0		International Dr	Easton Valley Pkwy	New 6 Lanes Exprwy			\$993,000	\$993,000	\$993,000		\$0	\$993,000	\$993,000
142.0	Kiefer Blvd	Sunrise Blvd	Rancho Cordova Pkwy	New 4 Lanes			\$3,171,000	\$3,171,000	\$3,171,000		\$0	\$3,171,000	\$3,171,000
143.0		Rancho Cordova Pkwy	Americanos Blvd	New 4 Lanes	2		\$4,465,000	\$1,595,000	\$1,595,000		\$0	\$1,595,000	\$1,595,000
143.1		Americanos Blvd	Grant Line Rd.	New 4 Lanes	2		\$734,000	\$338,000	\$338,000		\$0	\$338,000	\$338,000
144.0	Kilgore Rd	International Dr	White Rock Rd.	Widen to 4 Lanes			\$819,000	\$819,000	\$819,000		\$0	\$819,000	\$819,000
145.0		White Rock Rd	Sun Center Dr.	Improve Pavement			\$191,000	\$191,000	\$0	Not in fees	\$0	\$0	\$0
146.0		Sun Center Dr	Folsom Blvd.	Improve Pavement			\$381,000	\$381,000	\$0		\$0	\$0	\$0
147.0	Mather Blvd	McCuen (International)	Whitehead (Mather Field)	Widen to 4 Lanes			\$10,319,000	\$10,319,000	\$10,319,000		\$0	\$10,319,000	\$10,319,000
148.0		Whitehead (Mather Field)	Femoyer St.	Widen to 4 Lanes			\$6,561,000	\$6,561,000	\$6,561,000		\$0	\$6,561,000	\$6,561,000
149.0		Femoyer St	Zinfandel Dr.	New 4 Lanes			\$5,867,000	\$5,867,000	\$5,867,000		\$0	\$5,867,000	\$5,867,000
151.0	Mather Field Rd	(Von Kaman & Whitehead) - Mather Blvd	McCuen	Improve 2 Way Couplet			\$476,000	\$476,000	\$0	Not in fees	\$0	\$0	\$0
152.0		McCuen Blvd	Rockingham Rd.	Non Capacity			\$444,000	\$444,000	\$0		\$0	\$0	\$0
153.0		Rockingham Rd	US 50-Interchange	Non Capacity			\$430,000	\$430,000	\$0	Not in fees	\$0	\$0	\$0
154.0		US 50-Interchange	Folsom Blvd.	Widen to 6 Lanes		4	\$1,167,000	\$1,167,000	\$0		\$0	\$0	\$0
162.0	Rockingham Rd	Mather Blvd. (Old Placerville Rd.)	Mather Field Rd.	Improve Pavement Only			\$1,915,000	\$1,915,000	\$0	Not in fees	\$0	\$0	\$0
166.0	Routier Rd	Old Placerville Rd	Hwy. 50	Widen to 4 Lanes	2		\$3,096,000	\$0	\$0		\$0	\$0	\$0
166.1		At Hwy 50	At Hwy 50	Widen Structure to 4 Lanes	2		\$5,040,000	\$0	\$0		\$0	\$0	\$0
166.2		Hwy 50	Folsom	Widen to 4 Lanes	2		\$1,285,000	\$0	\$0		\$0	\$0	\$0
172.0	Sun Center Dr	Kilgore Rd	Sunrise Blvd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
173.0		Sunrise Blvd	Folsom South Canal / City Limit	New Canal Crossing (Post 2035)			\$14,016,000	\$0	\$0	Not in fees	\$0	\$0	\$0

Table A-1 Summary of Roadway Segment Improvements and Costs in TDIF Program																	
Project ID NO	Roadway	Segment		Description of Ultimate Improvement (General Plan Roadway Sizing)	2035 CIP Lanes Based on Needs Analysis (Blank = Same as Ultimate)	Revised Lanes for Fees without Thru Trips (Blank = Same as 2035 Needs)	Estimated Cost (without frontage improvements)			Notes	Cost Allocation						
		From	To				Ultimate Improvement	2035 CIP	Description for Fees		City Obligation for Existing	New City Development	Total				
177.0	Sunrise Blvd	Jackson Hwy	Kiefer Blvd.	Widen to 6 Lanes			\$6,430,000	\$6,430,000	\$6,430,000	Excludes assumed County funding							
178.0		Kiefer Blvd	Chrysanthy Blvd.	Widen to 6 Lanes			\$7,732,000	\$7,732,000	\$7,732,000		\$514,400	\$5,915,600	\$6,430,000				
179.0		Chrysanthy Blvd	Douglas Rd.	Widen to 6 Lanes			\$4,159,000	\$4,159,000	\$4,158,700		\$1,337,636	\$6,394,364	\$7,732,000				
180.0		Douglas Rd	Rio Del Oro Pkwy	No Fee Work			\$0	\$0	\$0	Existing deficiency	\$632,122	\$3,526,578	\$4,158,700				
181.0		Rio Del Oro Pkwy	Fitzgerald Rd.	Widen to 6 Lanes			\$3,043,000	\$3,043,000	\$3,043,000		\$0	\$0	\$0				
182.0		Fitzgerald Rd	International Dr. (Monier)	6 Lane Special			\$3,402,000	\$3,402,000	\$3,402,000		\$0	\$3,043,000	\$3,043,000				
183.0		International Dr. (Monier)	White Rock Rd.	6 Lane Special			\$3,402,000	\$3,402,000	\$3,402,000		\$0	\$3,402,000	\$3,402,000				
184.0		White Rock Rd	Sun Center Dr.	6 Lane Special			\$2,042,000	\$2,042,000	\$2,042,000		\$0	\$2,042,000	\$2,042,000				
185.0		Sun Center Dr	Folsom Blvd.	6 Lane Special			\$2,042,000	\$2,042,000	\$2,042,000		\$0	\$2,042,000	\$2,042,000				
							\$5,508,000	\$5,508,000	\$5,508,000		\$0	\$5,508,000	\$5,508,000				
							\$3,862,000	\$3,862,000	\$3,862,000		\$0	\$5,508,000	\$5,508,000				
											\$0	\$3,862,000	\$3,862,000				
186.0		Folsom Blvd	US 50-Interchange	All work contained in 319.1			\$0	\$0	\$0			\$0	\$0	\$0			
187.0		US 50-Interchange	Zinfandel Dr.	All work contained in 319.1			\$0	\$0	\$0			\$0	\$0	\$0			
188.0	Zinfandel Dr	Coloma Rd.	All work contained in 319.1			\$0	\$0	\$0	\$0	\$0		\$0					
189.0	Coloma Rd	Gold Country Blvd.	6 Lane Special			\$0	\$0	\$0	\$1,291,472	\$1,123,528		\$2,415,000					
190.0	Gold Country Blvd	American River	6 Lane Special			\$2,415,000	\$2,415,000	\$2,415,000	\$588,158	\$398,842		\$987,000					
						\$987,000	\$987,000	\$987,000									
191.0	White Rock Rd	International Dr	Capitol Center Drive.	Improve Pavement Only			\$1,173,000	\$1,173,000	\$0	Not in fees	\$0	\$0	\$0				
192.0		Capitol Center Drive	Zinfandel Dr.	Improve 4 Lanes add Median			\$509,000	\$509,000	\$0		\$0	\$0	\$0				
193.0		Zinfandel Dr	Kilgore Rd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0				
194.0		Kilgore Rd	Sunrise Blvd.	Improve 6 Lanes add Median			\$709,000	\$709,000	\$709,000	\$0	\$709,000	\$709,000					
195.0		Sunrise Blvd	Luyung / City Limit	Improve 6 Lanes add Median			\$1,241,000	\$1,241,000	\$679,000	\$562K for pavement rehab not in fees							
196.0		Luyung / City Limit	Rancho Cordova Pkwy	Widen to 6 Lanes			\$2,099,000	\$2,099,000	\$2,099,000		\$0	\$679,000	\$679,000				
197.0		Rancho Cordova Pkwy	International	Widen to 6 Lanes		4	\$2,099,000	\$2,099,000	\$3,174,000		\$0	\$2,099,000	\$2,099,000				
198.0		International Dr	Rio Del Oro Pkwy	Widen to 6 Lanes		4	\$3,674,000	\$3,674,000	\$3,174,000		\$0	\$3,174,000	\$3,174,000				
199.0		Rio Del Oro Pkwy	Villagio Dr	Widen to 6 Lanes		4	\$1,787,000	\$1,688,000	\$1,458,000		\$0	\$1,458,000	\$1,458,000				
200.0		Villagio Dr	City Limit	Widen to 6 Lanes		4	\$2,681,000	\$2,184,000	\$1,887,000		\$0	\$1,887,000	\$1,887,000				
203.0	Zinfandel Dr	Douglas Rd	City Limit	Formerly part of 312.3			\$1,936,000	\$1,787,000	\$1,544,000		\$0	\$1,544,000	\$1,544,000				
203.1		City Limit	North Mather Blvd.	At Ultimate			\$5,923,000	\$5,923,000	\$5,923,000		\$0	\$5,923,000	\$5,923,000				
204.0		North Mather Blvd	International Dr.	At Ultimate			\$0	\$0	\$0	Not in fees	\$0	\$0	\$0				
205.0		International Dr	White Rock Rd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0				
206.0		White Rock Rd	US 50-Interchange	All work contained in 318.1			\$0	\$0	\$0		\$0	\$0	\$0				
207.0		US 50-Interchange	Folsom Blvd.	Widen to 6 Lanes			\$4,046,000	\$4,046,000	\$0		\$0	\$0	\$0				
208.0		Folsom Blvd	Sunrise Blvd.	Sidewalk Improvements			\$541,000	\$541,000	\$0		\$0	\$0	\$0				
COMPLEXES																	
318.1	Zinfandel Drive	White Rock Road	US-50 Interchange	Zinfandel Dr Complex			\$48,603,000	\$48,603,000	\$48,603,000		Existing deficiency	\$21,931,152	\$26,671,848	\$48,603,000			
319.2	Sunrise Blvd	Folsom Boulevard	Fair Oaks Boulevard	Sunrise Blvd. Complex			\$298,832,000	\$298,832,000	\$298,832,000	Existing deficiency	\$248,832,000	\$50,000,000	\$298,832,000				
Total											\$913,129,000	\$821,044,980	\$685,771,700		\$275,126,940	\$410,644,760	\$685,771,700
															40.1%	59.9%	100.0%
Source: DKS Associates, 2012																	

Table A-2 Summary of Intersection and Interchange Improvements and Costs in TDIF Program											
Project ID NO	Intersection	Description of Ultimate Improvement	2035 CIP Lanes Based on Needs Analysis (Blank = Same as Ultimate)	Revised Lanes for Fees without Thru Trips (Blank = Same as 2035 Needs)	Estimated Cost			Notes	Cost Allocation		
					Ultimate Improvement	2035 CIP	Description for Fees		City Obligation	New City Development	Total
Intersections											
209.0	Rio del Oro Pkwy / Sunrise Blvd	6 x 6 Tee		4 x 6 Tee	\$1,410,000	\$1,410,000	\$1,410,000		\$0	\$1,410,000	\$1,410,000
210.0	Rio del Oro Pkwy / Rancho Cordova Pkwy	6 x 6 New	4 x 4 New		\$2,094,000	\$1,932,000	\$1,932,000		\$0	\$1,932,000	\$1,932,000
211.0	Rio del Oro Pkwy / International Dr	4 x 4 New	2 x 2 New		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
212.0	Rio del Oro Pkwy / Americanos Rd	4 x 4 New	2 x 2 New		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
213.0	Rio del Oro Pkwy / White Rock Rd	4 x 6	2x4		\$2,393,000	\$1,191,000	\$1,191,000		\$0	\$1,191,000	\$1,191,000
217.0	Villagio Dr / Douglas Rd	4 x 6 Tee	2 x 6 Tee	2 x 4 Tee	\$1,667,000	\$1,318,000	\$853,000		\$0	\$853,000	\$853,000
218.0	Villagio Dr / Rancho Cordova Pkwy	4 x 6 New	2 x 4 New		\$2,232,000	\$1,031,000	\$1,031,000		\$0	\$1,031,000	\$1,031,000
219.0	Villagio Dr / International Dr	4 x 4 New	2 x 2 New		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
220.0	Villagio Dr / Americanos Blvd	4 x 4 New	2 x 2 New		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
221.0	Villagio Dr / White Rock Rd	4 x 6	2 x 4		\$1,394,000	\$1,025,000	\$1,025,000		\$0	\$1,025,000	\$1,025,000
226.0	Easton Valley Pkwy / Rancho Cordova Pkwy	Urban Interchange			\$42,720,000	\$42,720,000	\$42,720,000		\$0	\$42,720,000	\$42,720,000
230.1	7th at Folsom Blvd	4 x 4 Tee	2 x 4 Tee		\$0	\$0	\$0	Not in City	\$0	\$0	\$0
230.2	Centennial Dr / International Dr	4 x 4 Tee	2 x 4 Tee	2 x 2 Tee	\$1,259,000	\$813,000	\$0		\$0	\$0	\$0
230.3	Centennial Dr / Americanos Blvd	4 x 4	2 x 2 New		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
230.4	Centennial Dr / Grant Line Rd	4 x 2 x 6 x 6	2 x 6		\$1,721,000	\$1,721,000	\$1,721,000		\$0	\$1,721,000	\$1,721,000
231.0	Americanos Blvd / Keifer Blvd	4 x 4 Tee New	2 x 2 Tee New		\$1,259,000	\$0	\$0		\$0	\$0	\$0
232.0	Americanos Blvd / Chrysanthy Blvd	4 x 4 New	2 x 2 New		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
233.0	Americanos Blvd / Douglas Rd	4 x 6	2 x 4		\$2,071,000	\$870,000	\$870,000		\$0	\$870,000	\$870,000
234.0	Americanos Blvd / International Dr	4 x 4 New	2 x 4		\$1,932,000	\$1,031,000	\$1,031,000		\$0	\$1,031,000	\$1,031,000
240.0	Bradshaw Rd / Old Placerville Rd	6 x 6 Tee		4 x 6 Tee	\$650,000	\$650,000	\$0	Existing deficiency; no improvement necessary without thru trips	\$0	\$0	\$0
245.0	Chrysanthy Blvd / Sunrise Blvd	4 x 6		2 x 6	\$2,510,000	\$2,510,000	\$1,719,000		\$0	\$1,719,000	\$1,719,000
246.0	Chrysanthy Blvd / Rancho Cordova Pkwy	4 x 4 x 4 x 6 New	4 x 4	2 x 4	\$2,212,000	\$2,212,000	\$1,310,000		\$0	\$1,310,000	\$1,310,000
247.0	Chrysanthy Blvd / Grant Line Rd	4 x 2 x 6 x 6	2 x 6	2 x 4	\$1,436,000	\$1,436,000	\$1,025,000		\$0	\$1,025,000	\$1,025,000
251.0	Coloma Rd / Sunrise Blvd	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
252.0	Douglas Rd/Zinfandel (was part of 312.3)	4x6			\$3,534,000	\$3,534,000	\$3,534,000		\$0	\$3,534,000	\$3,534,000
253.0	Douglas Rd / Sunrise Blvd	Urban Interchange	Lt Turn Separation	Lt Turn Separation	\$50,123,000	\$19,480,000	\$2,603,000	Developer funded portion reduced to cost of 6x6 at-grade improvement	\$16,877,000	\$2,603,000	\$19,480,000
254.0	Douglas Rd / Rancho Cordova Pkwy	6 x 6	6 x 4	4 x 4	\$3,116,000	\$2,908,000	\$2,608,000				
255.0	Douglas Rd / Grant Line Rd	4 x 6		4 x 4	\$1,192,100	\$1,192,100	\$1,192,100	Excludes assumed portion funded by Co	\$0	\$1,192,100	\$1,192,100
265.0	Femoyer St / International Dr	4 x 6			\$1,627,000	\$1,627,000	\$1,627,000		\$0	\$1,627,000	\$1,627,000
267.2	Folsom Blvd / Bradshaw Rd	4 x 6			\$2,232,000	\$2,232,000	\$2,232,000		\$0	\$2,232,000	\$2,232,000
267.3	Folsom Blvd / Routier Rd	4 x 6	4 x 2		\$1,932,000	\$1,031,000	\$1,031,000		\$0	\$1,031,000	\$1,031,000
267.4	Folsom Blvd / Mather Field Rd	4 x 6		4 x 4	\$2,232,000	\$2,232,000	\$1,932,000	Existing deficiency	\$552,552	\$1,379,448	\$1,932,000
267.5	Folsom Blvd / Coloma Rd	4 x 4 Tee			\$1,259,000	\$1,259,000	\$1,259,000				
267.6	Folsom Blvd / Zinfandel Dr	4 x 4			\$1,932,000	\$1,932,000	\$1,932,000		\$0	\$1,932,000	\$1,932,000
268.0	Folsom Blvd / Sunrise Blvd	Enhanced at Grade			\$2,000,000	\$2,000,000	\$2,000,000		\$0	\$2,000,000	\$2,000,000
270.0	Gold Country Blvd / Sunrise Blvd	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
273.0	Grant Line Rd / Jackson Hwy	6 x 6	6 x 4	4 x 4	\$833,350	\$833,350	\$833,350		\$120,836	\$712,514	\$833,350
274.0	Grant Line Rd / Rancho Cordova Pkwy	6 x 4 Tee	6 x 2	4 x 2	\$1,667,000	\$1,481,000	\$1,070,000	Excludes assumed portion funded by Co			
275.0	Grant Line Rd / Keifer Blvd.	6 x 4 Tee	6 x 2	4 x 2	\$1,716,000	\$1,531,000	\$1,120,000	\$0	\$1,120,000	\$1,120,000	
278.0	Old Placerville Rd / Routier Rd	6 x 6	6 x 2		\$4,555,000	\$3,764,000	\$3,764,000		\$0	\$3,764,000	\$3,764,000
278.1	Old Placerville / McCuen extension	6 x 4 x 6 Tee			\$7,448,000	\$7,448,000	\$7,448,000		\$0	\$7,448,000	\$7,448,000
278.2	Old Placerville Rd / Rockingham	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
279.0	International Dr / Mather Blvd	6 x 4			\$2,232,000	\$2,232,000	\$2,232,000		\$0	\$2,232,000	\$2,232,000
279.1	Mather Blvd / Mather Field Rd	4 x 4			\$8,278,000	\$8,278,000	\$8,278,000		\$0	\$8,278,000	\$8,278,000
279.2	Mather Blvd / Femoyer St	4 x 4 x 4 x 2			\$8,143,000	\$8,143,000	\$8,143,000		\$0	\$8,143,000	\$8,143,000

Table A-2 Summary of Intersection and Interchange Improvements and Costs in TDIF Program											
Project ID NO	Intersection	Description of Ultimate Improvement	2035 CIP Lanes Based on Needs Analysis (Blank = Same as Ultimate)	Revised Lanes for Fees without Thru Trips (Blank = Same as 2035 Needs)	Estimated Cost			Notes	Cost Allocation		
					Ultimate Improvement	2035 CIP	Description for Fees		City Obligation	New City Development	Total
279.3	Mather Blvd / Zinfandel Dr	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
280.0	International Dr. / Mather Field Rd	6 x 6			\$15,287,000	\$15,287,000	\$15,287,000		\$0	\$15,287,000	\$15,287,000
280.1	International Dr / McCuen extension	4 x 6 x 6 Tee			\$9,001,000	\$9,001,000	\$9,001,000		\$0	\$9,001,000	\$9,001,000
281.0	International Dr. / Zinfandel Dr	6 x 6			\$0	\$0	\$0		\$0	\$0	\$0
282.0	International Dr / Kilgore Rd	6 x 4			\$1,135,000	\$1,135,000	\$1,135,000		\$0	\$1,135,000	\$1,135,000
283.0	International Dr / Sunrise Blvd.	Urban Interchange	Lt Turn Separation	Lt Turn Separation	\$50,123,000	\$19,480,000	\$4,681,000	Developer funded portion reduced to cost of 6x6 at-grade improvement	\$14,799,000	\$4,681,000	\$19,480,000
284.0	International Dr / Rancho Cordova Pkwy	6 x 4 x 6 x 6 New	4 x 6		\$2,232,000	\$2,232,000	\$2,232,000		\$0	\$2,232,000	\$2,232,000
284.1	International Dr / White Rock Rd	4 x 6 x 6 x 6 New	4 x 6	2x4	\$2,365,000	\$2,365,000	\$1,164,000		\$0	\$1,164,000	\$1,164,000
284.2	International Dr / Rancho Cordova Pkwy	6 x 6 Tee New	2 x 6		\$1,627,000	\$1,442,000	\$1,442,000		\$0	\$1,442,000	\$1,442,000
288.0	Jackson Hwy / Sunrise Blvd	6 x 6	4 x 6		\$7,103,000	\$7,103,000	\$7,103,000	Existing deficiency	\$447,489	\$6,655,511	\$7,103,000
289.0	Rancho Cordova Pkwy / Keifer Blvd	4 x 4	2 x 2		\$1,932,000	\$1,763,000	\$1,763,000		\$0	\$1,763,000	\$1,763,000
290.0	Rancho Cordova Pkwy / White Rock Rd	Enhanced at Grade			\$7,403,000	\$7,403,000	\$7,403,000		\$0	\$7,403,000	\$7,403,000
290.1	Rancho Cordova Pkwy at Sun Center	6 x 2 Tee			\$1,278,000	\$1,278,000	\$1,278,000		\$0	\$1,278,000	\$1,278,000
294.0	Keifer Blvd / Sunrise Blvd	4 x 6			\$2,476,000	\$2,476,000	\$2,476,000		\$0	\$2,476,000	\$2,476,000
295.0	Mather Field Rd / Rockingham Rd	6 x 4			\$0	\$0	\$0		\$0	\$0	\$0
297.0	Sun Center Dr / Sunrise Blvd	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
299.0	Sunrise Blvd / White Rock Rd.	Urban Interchange			\$50,123,000	\$50,123,000	\$50,123,000	Developer funded portion reduced to cost of at-grade improvement	\$39,623,000	\$10,500,000	\$50,123,000
300.0	Sunrise Blvd / Zinfandel Dr	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
301.0	Sunrise Blvd / Gold Express Dr	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
302.0	White Rock Rd. / Zinfandel Dr.	Contained in 318.1			\$0	\$0	\$0		\$0	\$0	\$0
267.25	Bradshaw Rd	LRT Grade Sep			\$12,500,000	\$12,500,000	\$12,500,000	Developer funded portion reduced from nexux-based calcuation	\$43,750,000	\$43,750,000	\$87,500,000
267.35	Routier Rd	LRT Grade Sep			\$25,000,000	\$25,000,000	\$25,000,000				
267.45	Mather Field Rd	LRT Grade Sep			\$25,000,000	\$25,000,000	\$25,000,000				
267.65	Zinfandel Dr	LRT Grade Sep			\$25,000,000	\$25,000,000	\$25,000,000				
Interchanges											
313.0	Rancho Cordova Parkway /US 50	New Interchange			\$116,895,500	\$116,895,500	\$116,895,500		\$0	\$116,895,500	\$116,895,500
316.0	Bradshaw Rd. / US 50	Interchange Mod			\$41,200,000	\$41,200,000	\$41,200,000		\$0	\$41,200,000	\$41,200,000
317.0	Mather Field Rd / US 50	Interchange Mod			\$41,200,000	\$41,200,000	\$41,200,000		\$0	\$41,200,000	\$41,200,000
				Total Intx	\$625,483,950	\$553,468,950	\$515,137,950		\$116,169,877	\$430,644,073	\$546,813,950
				Total Roads	\$913,129,000	\$821,044,980	\$685,771,700		21.2%	78.8%	100.0%
				Grand Total	\$1,538,612,950	\$1,374,513,930	\$1,200,909,650				
Source: DKS Associates, 2012											

CITY OF RANCHO CORDOVA

RESOLUTION NO. 7-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING THE UPDATE TO THE CITYWIDE TRANSPORTATION DEVELOPMENT
IMPACT FEE PROGRAM AND NEXUS STUDY**

WHEREAS, the Citywide Transportation Development Impact Fee (TDIF) was approved by Council on November 7, 2005 at the rates established by Resolution No. 127-2005 and was permanently established through Ordinance No. 33-2005;

WHEREAS, on October 15, 2007, the Council adopted Resolution No. 122-2007 readopting the findings of and continuing the fees as imposed by Resolution No. 127-2005 until a new fee schedule is adopted as part of a Transportation Impact Fee Program Update;

WHEREAS, the consultants retained by the City have prepared an updated Transportation CIP Development Impact Fee Program, DKS Associates, December 2012 and an updated TDIF Program Nexus Study, Goodwin Consulting Group, January 2013, which are by this reference incorporated herein;

WHEREAS, the City Council desires to implement the updated fee schedule detailed in **Exhibit A** attached, retroactive to January 1, 2013;

WHEREAS, on this date, January 22, 2013, the Council commenced a public hearing on the update to the TDIF Program including the Nexus Analysis, notice of said public hearing having been duly and properly given; and all written and oral presentations having been duly considered by the Council;

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

1. The above recitals are true and correct.
2. The Council finds and determines that:
 - a. The purpose of the Transportation Development Impact Fee Program and the transportation development impact fee is to finance transportation improvements necessary to offset the impacts to the City's transportation system of new development in the City, to ensure that adequate funding is provided for improvements required to meet the demands of such new development, and to fund administration of the Fee Program.
 - b. The use of the Transportation Development Impact Fees is to fund the transportation improvements identified in the Transportation Development Impact Fee Program and to fund administration of the Fee Program.
 - c. There is a reasonable relationship between the use of the Transportation Development Impact Fees and the type of development projects on which the fees will be imposed because the fees will be imposed on commercial and residential development projects in the City that generate or contribute to the need for roadway, transit and/or pedestrian improvements, and are not imposed on projects that do not contribute to such need, as further set forth in the Nexus Study.

ATTACHMENT 2

- d. There is a reasonable relationship between the need for the identified transportation improvements and the type of development project on which the fee is imposed because the need for such improvements varies depending on the type of development project at issue, and the Transportation Development Impact Fee Program takes into account the type of development project at issue by only applying a fee to development that is likely to contribute to such need, and ensuring that such fee is proportional to the need, as further set forth in the Nexus Study.
 - e. There is a reasonable relationship between the amount of the Transportation Development Impact Fees and the cost of the identified transportation improvements or portion of the identified transportation improvements attributable to the development on which the fees are imposed. As discussed in the Nexus Study, the amount of the Transportation Development Impact Fees is based on the type of development at issue, the number of building permits being generated by such development, and the anticipated impact of such development on the City's transportation system. The amount of the fees contemplates the relationship between such development's impact and the cost of roadway improvements that will be required to offset the impacts of such development.
2. **Approval of Fees.** The updated TDIF Program and Nexus Study are hereby adopted. The fees as set forth in **Exhibit A** attached hereto, are hereby approved retroactive to January 1, 2013. The fees established by this Resolution will remain in effect until a new fee is adopted as part of any future update to the transportation development impact fee program.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

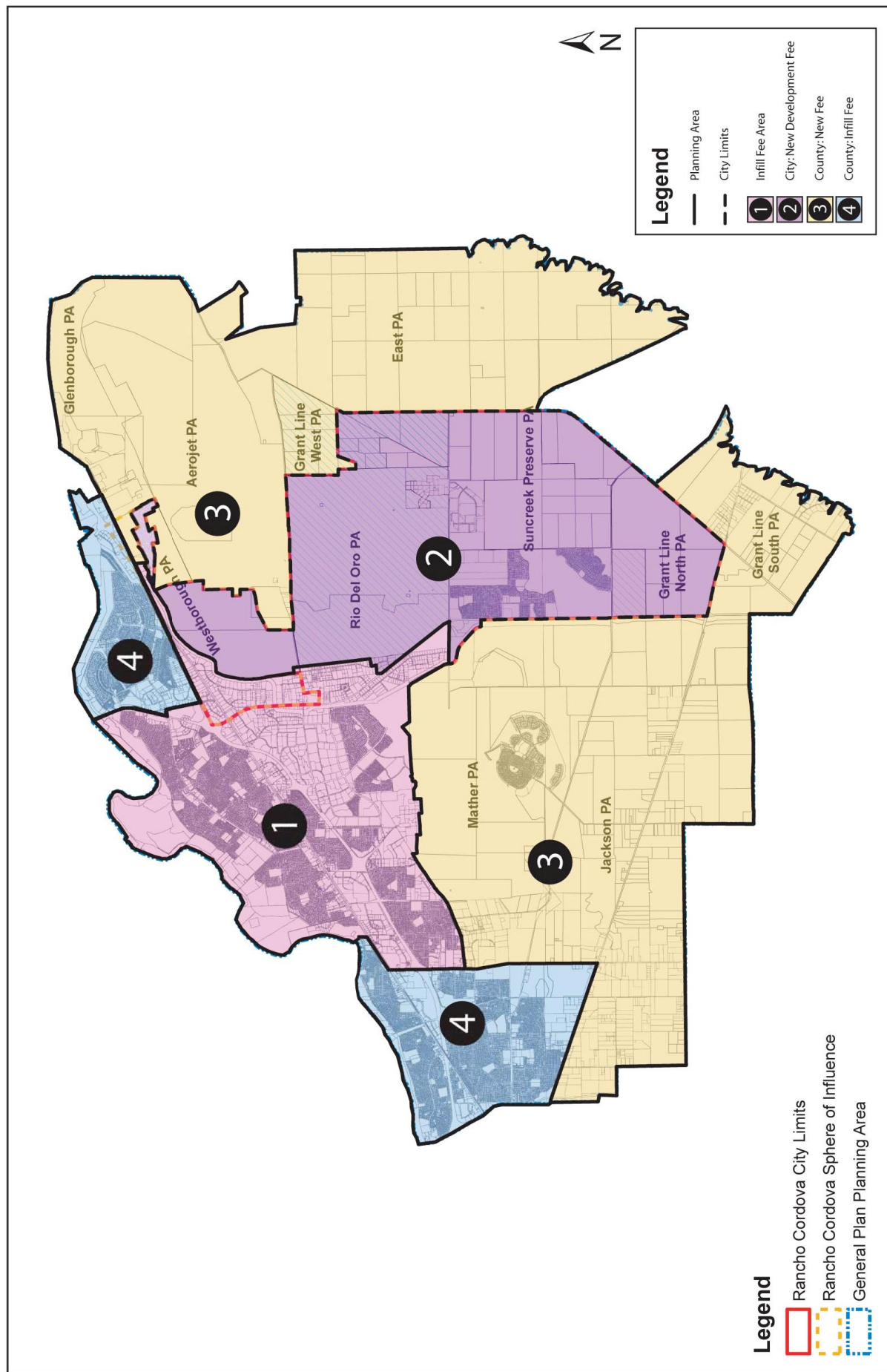
Mindy Cuppy, CMC, City Clerk

EXHIBIT A

TRANSPORTATION DEVELOPMENT IMPACT FEES		
Effective January 1, 2013		
	Area 2 New Development	Area 1 Infill
Single Family Detached, greater than 1,200 SF	\$15,499 <i>per Unit</i>	\$8,900 <i>per Unit</i>
Single Family Detached, less than or equal to 1,200 SF	\$13,639 <i>per Unit</i>	\$5,941 <i>per Unit</i>
Single Family Attached	\$13,639 <i>per Unit</i>	\$5,941 <i>per Unit</i>
Multi-Family	\$10,849 <i>per Unit</i>	\$5,793 <i>per Unit</i>
Commercial	\$11.37 <i>per SF</i>	\$ 8.53 <i>per SF</i>
Office	\$ 8.73 <i>per SF</i>	\$ 8.26 <i>per SF</i>
Industrial/Manufacturing	\$ 4.45 <i>per SF</i>	\$ 4.45 <i>per SF</i>

[1] Fee rates are inclusive of administrative charges

[2]For land uses not shown on this table, the Public Works Director shall determine the applicable rates utilizing the cost per DUE and trip generation data produced by the Institute of Transportation Engineers or other equivalent method.



CITY OF RANCHO CORDOVA

ORDINANCE NO. 3-2013

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AMENDING CHAPTER 16.84 TITLE 16 OF THE MUNICIPAL CODE, TITLED
“ESTABLISHMENT OF DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF
TRANSPORTATION FACILITIES”**

WHEREAS, Title 16, Chapter 16.84 of the Rancho Cordova Municipal Code, entitled “Establishment of Development Impact Fees to Finance the Cost of Transportation Facilities” was added to the Municipal Code in 2005 to establish the transportation development impact fee;

WHEREAS, the provisions of Chapter 16.84 sets forth policies, procedures, and methodologies for collection of the transportation development impact fee;

WHEREAS, the Council has adopted an updated Transportation Capital Improvement Plan and Development Impact Fee Program through the approval of the Transportation Development Impact Fee Program Nexus Study;

WHEREAS, City staff has identified the following necessary amendments to the Municipal Code to ensure consistency with the provisions of the Nexus Study.

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

Section 1. Amendment of Code. Chapter 16.84 of the Rancho Cordova Municipal Code is amended to read as follows:

**Chapter 16.84
DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF
TRANSPORTATION FACILITIES**

Sections:

[16.84.010](#) Purpose.

[16.84.020](#) Definitions.

[16.84.030](#) Establishment and administration of the city of Rancho Cordova transportation fund.

[16.84.040](#) Establishment and administration of the city of Rancho Cordova transportation administration fund.

[16.84.050](#) Imposition of transportation impact fee.

[16.84.060](#) Payment of transportation impact fees.

[16.84.065](#) Payment of transportation fee – Temporary deferral.

[16.84.070](#) Adoption of the transportation system capital improvement program and compliance with priority list of city of Rancho Cordova transportation impact fee program.

[16.84.080](#) Establishment of transportation impact fees and creation of areas.

[16.84.090](#) Calculation of transportation impact fee.

[16.84.100](#) Establishment of costs per unit for land uses within the city of Rancho Cordova.

[16.84.110](#) Credit for construction of transportation facilities.

[16.84.120](#) Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.

[16.84.130](#) Annual program fee adjustment.

[16.84.140](#) Alternative method and compliance with other laws.

Prior legislation: Ords. 19-2003, 27-2003, 32-2005 and 35-2005.

16.84.010 Purpose.

A. The general plan of the city of Rancho Cordova requires that areas chosen for urban expansion shall be capable of being provided, within a reasonable period of time, with an adequate level of public facilities including, but not limited to, roadway facilities and transit facilities.

B. The general plan further requires the preparation of a plan that identifies a mechanism for financing those facilities necessary to serve urban development in areas designated for urban expansion. The general plan also contains additional policies for supporting funding and use of developer dedications, development fees, and other means to pay for an acceptable level of transportation facilities.

C. The purpose of this chapter is to implement the general plan requirements set forth in subsections (A) and (B) of this section and to use the authority in Article XI, Section 7 of the California Constitution by imposing development fees to fund the cost of certain transportation facilities, the need for which is directly or indirectly generated by the type and extent of development proposed in the city of Rancho Cordova on which the fees will be imposed.

D. It is the further purpose of this chapter to require that adequate provision is made for developer-financed public facilities within the city of Rancho Cordova as a condition to any rezoning and prior to approval of certain permits within the city. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.020 Definitions.

“Areas” means those geographic areas established for public facilities financing purposes within the city of Rancho Cordova depicted in Figure 1 attached to the ordinance codified in this chapter and incorporated herein by reference. Area 1 comprises the infill area within the city. Area 2 comprises the new growth area for development within the city. A detailed map of each area depicted on Figure 1 is on file with the city public works department, and such maps are incorporated by reference herein.

“Building permit” means the permit issued or required for residential development, nonresidential development, commercial development, or other development within the city, pursuant to and as further defined by the city of Rancho Cordova building code.

“City” means the city of Rancho Cordova.

“City of Rancho Cordova transportation administration fund” means that special interest-bearing trust fund established pursuant to RCMC [16.84.040](#).

“City of Rancho Cordova transportation fund” means that special interest-bearing trust fund established pursuant to RCMC [16.84.030](#).

“Commercial development” means buildings constructed for the purpose of occupancy by retail, services, and other principally nonoffice businesses located on sites zoned SC shopping center, LC limited commercial, TC travel commercial, AC auto commercial, or GC general commercial in accord with the city of Rancho Cordova zoning code or designated commercial or commercial mixed use (CMU). For purposes of this chapter, residential dwellings constructed on sites designated CMU or another commercial zone pursuant to the zoning code are residential development rather than commercial development.

“Costs” means amounts spent, or authorized to be spent, in connection with the planning, financing, acquisition and development of a public facility or infrastructure including, without limitation, the costs of land, construction and inspection, engineering, administration, and consulting fees.

“Council” or “city council” means the city council of the city of Rancho Cordova.

“Department” means the city of Rancho Cordova public works department.

“Development impact fee” or “transportation development impact fee” or “transportation impact fee” means the fee levied by this chapter and due upon the approval of one or more building permits.

“Development unit” means a dwelling unit, for residential development, or square foot of building floor area, for nonresidential development.

“Director” means the director of the Rancho Cordova public works department.

“Facilities” means those public facilities designated in the Rancho Cordova transportation capital improvement plan and transportation development impact fee program.

“Fee resolution” means the resolution and fee schedule adopted by the city council, as may be amended from time to time, that approves the amount of the transportation development impact fees.

“Improvement plan” means the site plan of property proposed for development showing all required improvements that must be approved by the Rancho Cordova public works department pursuant to Chapter [12.03](#) RCMC prior to the issuance of a building permit for the property.

“Land use category” means detached dwelling units, attached dwelling units, multi-family, commercial, office, or industrial/manufacturing uses as further defined in the fee resolution.

“Multi-Family residential units” means all units within a structure that have 5 or more units, all of which are offered for rent to the general public, or all units within a structure that have 5 or more attached units that (i) are available to sale to individual owners, and (ii) have living areas less than or equal to 1,200 square feet.

“Nonresidential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of buildings other than single-family detached homes, single-family attached homes, duplexes, townhomes, condominiums, apartments, manufactured homes and mobile homes, or improvements thereto. Nonresidential development includes commercial development. Typically, nonresidential development consists of buildings to be occupied by retail, service, or other commercial businesses or by offices as regulated by the city of Rancho Cordova zoning code, but may also include buildings for use by churches, day care centers, private schools, and other institutional uses. Mixed-use buildings consisting of both dwelling units and commercial and/or office areas will have the respective building areas treated as either residential development or nonresidential development for purposes of this chapter.

“Office development” means buildings constructed for the purpose of occupancy by principally business and professional office uses located on sites zoned BP business and professional office in accord with the city of Rancho Cordova zoning code or designated commercial or CMU commercial mixed use.

“Planning director” means the planning director of the city of Rancho Cordova.

“Priority list” means those facilities included in the transportation capital improvement plan and transportation development impact fee program, as identified in order of priority by the Director, to avoid substantial congestion levels on key roadways.

“Program fee per development unit” means the development impact fee per development unit for a particular category of facilities. Such program fees, identified in the fee resolution, were established using an allocation of transportation system costs, as identified in the transportation capital improvement plan and development impact fee program, and dwelling unit equivalents (DUE’s) based on land use categories identified in the nexus study developed for the transportation development impact fee program.

“Programmed cost” means the estimated cost of constructing a facility based upon the unit costs for each construction item plus fixed percentages for engineering, permits and

construction contingency as set forth in the city of Rancho Cordova transportation development impact fee program and its public facilities project cost estimates, as periodically updated and adopted by resolution of the council.

“Residential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of dwelling units for residential use including detached and attached housing for owner or rental occupancy. For purposes of this chapter, residential development includes construction of or improvements to buildings or portions of buildings consisting of dwelling units constructed on sites designated CMU or another commercial zone. Institutional uses or other nonhousing development allowed by special use permit to be constructed on sites zoned for residential use are nonresidential development for purposes of this chapter.

“Single family attached” residential development means all units within a structure that have 2-4 attached units, whether such units are offered for rent or for sale to individual owners, and all units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area greater than 1,200 square feet.

“Single family detached” residential development includes all single family detached residential units.

“Transportation capital improvement plan” means the projects identified and the cost estimates prepared, and as may be updated, for the transportation system facilities identified in the general plan circulation element and on the roadway sizing diagram within the city limits that are needed to meet traffic demands as identified in the Nexus Study.

“Transportation development impact fee program” or “transportation impact fee” means the fee schedule, including any amendments thereto, adopted by resolution by the council for financing of designated public facilities to serve the city of Rancho Cordova, including, but not limited to, a designation of those facilities to be constructed with the development impact fees collected pursuant to this chapter, the priority list (“priority list”) for commencement of construction, the estimated cost of construction of the facilities and the total number of dwelling unit equivalents within each area of the city of Rancho Cordova as established. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.030 Establishment and administration of the city of Rancho Cordova transportation fund.

A. There is hereby created by the department of finance in the city treasury a special interest-bearing trust fund entitled the city of Rancho Cordova transportation fund. All amounts collected from transportation impact fees from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the city of Rancho Cordova or its successor agency

solely to pay the costs identified in the transportation capital improvement plan and/or development impact fee program and nexus study.

B. The transportation fund shall be administered by the director. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.040 Establishment and administration of the city of Rancho Cordova transportation administration fund.

A. There is hereby created by the department of finance in the city treasury a special interest-bearing trust fund entitled the city of Rancho Cordova transportation administration fund. All administration fees collected from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the city of Rancho Cordova or its successor agency solely to pay the costs associated with administering the city of Rancho Cordova transportation impact fee program.

B. Commencing with the updated Nexus Study adopted January 22, 2013, administrative costs are incorporated into the transportation development impact fee. The administrative portion of the transportation development impact fee shall be expended by the City of Rancho Cordova or its successor agency solely to pay the costs associated with administering the transportation development impact fee program.

C. The transportation administration fund shall be administered by the director. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.050 Imposition of transportation impact fee.

No change in a land use zoning designation shall be approved within the city of Rancho Cordova unless payment of the transportation impact fees established by this chapter is required of the property owner as a condition of such approval. No building permit shall be approved for property within the city of Rancho Cordova unless the development fees for that property are paid as required by this chapter. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.060 Payment of transportation impact fees.

The transportation impact fees imposed pursuant to this chapter shall be paid by the property owner to the department, in an amount calculated pursuant to RCMC [16.84.090](#). The fees shall be calculated upon the approval of subdivision maps and shall be paid upon issuance of building permits. For projects that are subject to building permits, but not subdivision map approval, the fees shall be both calculated and paid upon issuance of the building permits. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.065 Payment of transportation impact fee – Temporary deferral.

Notwithstanding any other requirement in RCMC 16.84.060 or this chapter, due to the temporary and acute nationwide slowdown in the housing market, the city manager shall have

the authority to consider and approve requests to defer payment of development impact fees imposed pursuant to this chapter to the earlier of 24 hours prior to scheduling of final inspection, issuance of a temporary or final certificate of occupancy, or one year from the date the deferral is approved by the city manager. This section shall automatically expire and be of no force and effect after June 30, 2013. [Ord. 32-2010 § 3; Ord. 10-2009 § 3; Ord. 14-2008 § 2].

16.84.070 Adoption of the transportation capital improvement plan and compliance with priority list of city of Rancho Cordova transportation development impact fee program.

A. The council shall by resolution adopt the city of Rancho Cordova transportation capital improvement plan of the city of Rancho Cordova transportation system development impact fee program. The council shall review the transportation capital improvement plan not less than annually and may amend it by resolution at its discretion.

B. With the exception of facilities approved by the director for construction by a property owner pursuant to RCMC [16.84.120](#), all facilities shall be funded in accordance with the priority list established for the city of Rancho Cordova transportation development impact fee program. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.080 Establishment of transportation impact fees and creation of areas.

A. A separate transportation impact fee is hereby established for each of the following categories:

1. Specific plan transportation impact fee;
2. Infill transportation impact fee;
3. Regional transportation impact fee;

B. There are hereby created two initial areas of the city of Rancho Cordova, as shown in Figure 1, attached to the ordinance codified in this chapter and incorporated herein by reference.

C. The specific plan transportation impact fee shall apply to property within Area 2. The infill transportation impact fee shall apply to property within Area 1. The regional transportation impact fee shall apply to the Sunridge specific plan area and the Villages of Zinfandel special planning area within Area 2 and Area 1, respectively.

D. Future areas of the transportation development impact fee program may be created as additional public facilities financing plans are implemented for remaining undeveloped areas outside of the city of Rancho Cordova that may be annexed to the city in the future. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.090 Calculation of transportation impact fee.

A. For residential development, the transportation impact fee shall be calculated by multiplying the number of units per land use category by a per unit cost as identified in the transportation impact fee program and fee resolution.

B. For nonresidential development, the transportation impact fee shall be calculated by multiplying the number of building square feet per land use category by a per square foot cost as identified in the transportation development impact fee program and fee resolution.

C. For the purpose of calculating the transportation impact fee for land use categories not specifically named in the transportation impact fee program and fee resolution, the planning director is hereby authorized to determine the land use category that corresponds most directly to the land use in question. Alternatively, the planning director can determine that no land use category adequately corresponds, and request the public works director to determine the transportation impact fee. Said transportation impact fee will be determined using the applicable trip generation factors as found in the Institute of Transportation Engineers Trip Generation Manual or equivalent method.

D. For the purpose of calculating the regional fee, the regional fee shall be calculated as the difference between the transportation impact fee for Area 1 or Area 2 (depending of the location of the property at issue) and the transportation component of the specific plan fee, if any. If no specific plan fee exists, then the regional fee and the transportation impact fee are equivalent.

E. The transportation impact fees shall be paid by the property owner in the amount as calculated pursuant to subsections (A), (B), (C) and (D) of this section for the categories of facilities established by RCMC 16.84.080, and shall include an additional administrative fee per building permit which will be calculated as provided in the transportation development impact fee program nexus study.

F. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for properties with an approved use permit which significantly changes the underlying use of the site or properties within a special planning area, the director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density.

G. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for building permits for land use categories not specifically named in this chapter or the transportation development impact fee program, the director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.100 Establishment of costs per unit for land uses within the city of Rancho Cordova.

A. Fees per unit for various land uses identified in the fee resolution were established using an allocation of transportation system costs as identified in the transportation system capital improvement plan and total additional trip miles based on land use categories identified in the nexus study developed for the transportation impact fee program.

B. For specific land uses not identified in the fee resolution, the cost per dwelling unit equivalent established by the nexus study and the trip generation rates established by the Institute of Traffic Engineers or equivalent method shall be used to calculate the fee per dwelling unit. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.110 Credit for construction of transportation facilities.

A. Upon application by the property owner or his authorized agent, the director may authorize the construction of any transportation facilities, or portions thereof, in order of priority as designated on the priority list for the transportation development impact fee program in lieu of all, or a portion of, the transportation impact fee required by this chapter. If so authorized, the credit toward transportation impact fees, excluding the administrative fee, to be provided to the property owner for such in-lieu construction shall be equal to 80 percent of the programmed cost of the facility, as set forth in the transportation system development impact fee program in effect at the time when the in-lieu construction is so authorized, including, but not limited to, unit prices, quantities and project descriptions. Prior to credit being given and/or issuance of any of the approvals set forth in RCMC [16.84.060](#) (e.g., approvals of building permits, subdivisions or zoning amendments), the construction of any facility authorized by this section must either be accepted by the department, or the property owner must post security for the complete performance of the construction in a form acceptable to the director and the city attorney.

B. Upon acceptance of the completed facility and after reconciliation of the final facility costs, the remaining 20 percent of the programmed cost as designated in the transportation system development impact fee program may be issued as a credit balance to the property owner that may be utilized within the city of Rancho Cordova as determined by the director.

C. Where the amount of the credit is less than the amount of the transportation impact fee otherwise applicable to the development in question, the property owner must pay to the city the difference in accordance with RCMC [16.84.060](#).

D. Where the amount of the credit is greater than the amount of the transportation impact fee, the property owner shall be paid the difference only from the applicable transportation fund within a reasonable time after the project is accepted by the department pursuant to RCMC [16.84.120](#) in order of priority on the priority list in the transportation system development impact fee program when funds are available.

E. Where a facility is proposed for construction by the property owner, the director at his discretion may either (1) provide the property owner with a credit pursuant to this section or (2) enter into a reimbursement agreement with the property owner pursuant to RCMC [16.84.120](#). [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.120 Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.

A. Upon application by the property owner or his authorized agent, the director may enter into a reimbursement agreement authorizing the construction of any transportation facilities, or portions thereof, designated in the transportation system development impact fee program. In addition to the requirements of subsection (D) of this section, the agreement shall set forth the amount to be reimbursed, the time and manner in which payments are to be made, and shall state that reimbursement by the city will only be made from the applicable transportation fund when funds are available.

B. The amount of reimbursement shall be the actual cost of the facility up to the programmed cost of the facility as set forth in the transportation system development impact fee program in effect at the time the construction contract is awarded for that specific facility. The time of reimbursement shall be the end of the fiscal year in which the facility is scheduled for construction, based on the priority list in the transportation system development impact fee program, or as different timing is otherwise authorized by the director.

C. By entering into a reimbursement agreement, a property owner is not relieved of the obligation to pay the transportation impact fees in the manner and amount specified by this chapter.

D. If the director enters into an agreement authorized by subsection (A) of this section, or credit agreement as authorized by RCMC [16.84.110](#)(C), the agreement shall provide that:

1. The general fund of the city is not liable for payment of any obligations arising from the agreement;
2. The credit or taxing power of the city is not pledged for the payment of any obligations arising from the agreement;
3. The landowner shall not compel the exercise of the city taxing power or the forfeiture of any of its property to satisfy any obligations arising from the agreement; and
4. The obligation arising from the agreement is not a debt of the city, nor a legal or equitable pledge, charge, lien, or encumbrance, upon any of its property, or upon any of its income, receipts, or revenues, and is payable only from the transportation impact fees deposited in the applicable transportation fund.

E. The property owner or his authorized agent shall apply for reimbursement as set forth in subsections (A), (B), (C) and (D) of this section no later than four years after the transportation project is constructed and accepted. The property owner shall waive the right of reimbursement for construction costs payable under this section when the reimbursement is not applied for within said four-year limitation. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.130 Annual program fee adjustment.

Commencing January 1, 2014, and thereafter each year no later than January 15th, the finance director shall authorize the adjustment of the program fee per development unit for each type of development in each fee category, which shall be adjusted according to the methodology described in the transportation development impact fee program nexus study.

The estimated cost of the facilities used in the transportation system capital improvement program and for calculating credits and reimbursements pursuant to RCMC [16.84.110](#) and [16.84.120](#) shall be adjusted annually using the same adjustment factor. [Ord. 5-2012 § 1; Ord. 3-2011 § 1; Ord. 5-2010 § 1; Ord. 7-2009 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.140 Alternative method and compliance with other laws.

A. This chapter is intended to establish a supplemental method for funding the cost of certain facilities the need for which is expected to be generated by the level and type of development proposed in the city of Rancho Cordova. Except as provided in Section 4 of the ordinance codified in this chapter (continuance in effect of roadway and transit development fees established by Sacramento County), the provisions of this chapter shall not be construed to limit the power of the council to impose any other fees or exactions or to continue to impose existing ones on development within the city of Rancho Cordova, but shall be in addition to any other fees, exactions or other requirements that the city is authorized to impose, or has previously imposed, as a condition of approving plans, rezonings or other entitlements within the city of Rancho Cordova pursuant to state and local laws. In particular, individual property owners shall remain obligated to fund, construct, and/or dedicate the improvements, public facilities and/or pay other exactions authorized or required by, but not limited to: (1) the city of Rancho Cordova public works department improvement standards; (2) the Sacramento County municipal services agency improvement standards; (3) the Quimby Act (Section 66477 et seq. of the Government Code) and implementing ordinances (Chapter [22.40](#) RCMC); (4) school impact fees (Section 65970 et seq. of the Government Code) and implementing ordinances; and (5) Sacramento County drainage fees (county water agency Ordinance No. 1). Any credits or repayments pursuant to RCMC [16.84.110](#) and [16.84.120](#) shall not include credits or repayment for the funding, construction or dedications described in this section.

B. The construction of facilities by a private owner pursuant to RCMC [16.84.110](#) and [16.84.120](#) shall be performed and contracted for only as required by law, including, but not limited to,

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compliance with the department's improvement standards and requirements for public works, if applicable to the particular facility. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

Section 2. 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 _____, 2013 by the following vote:

AYES:

NOES:

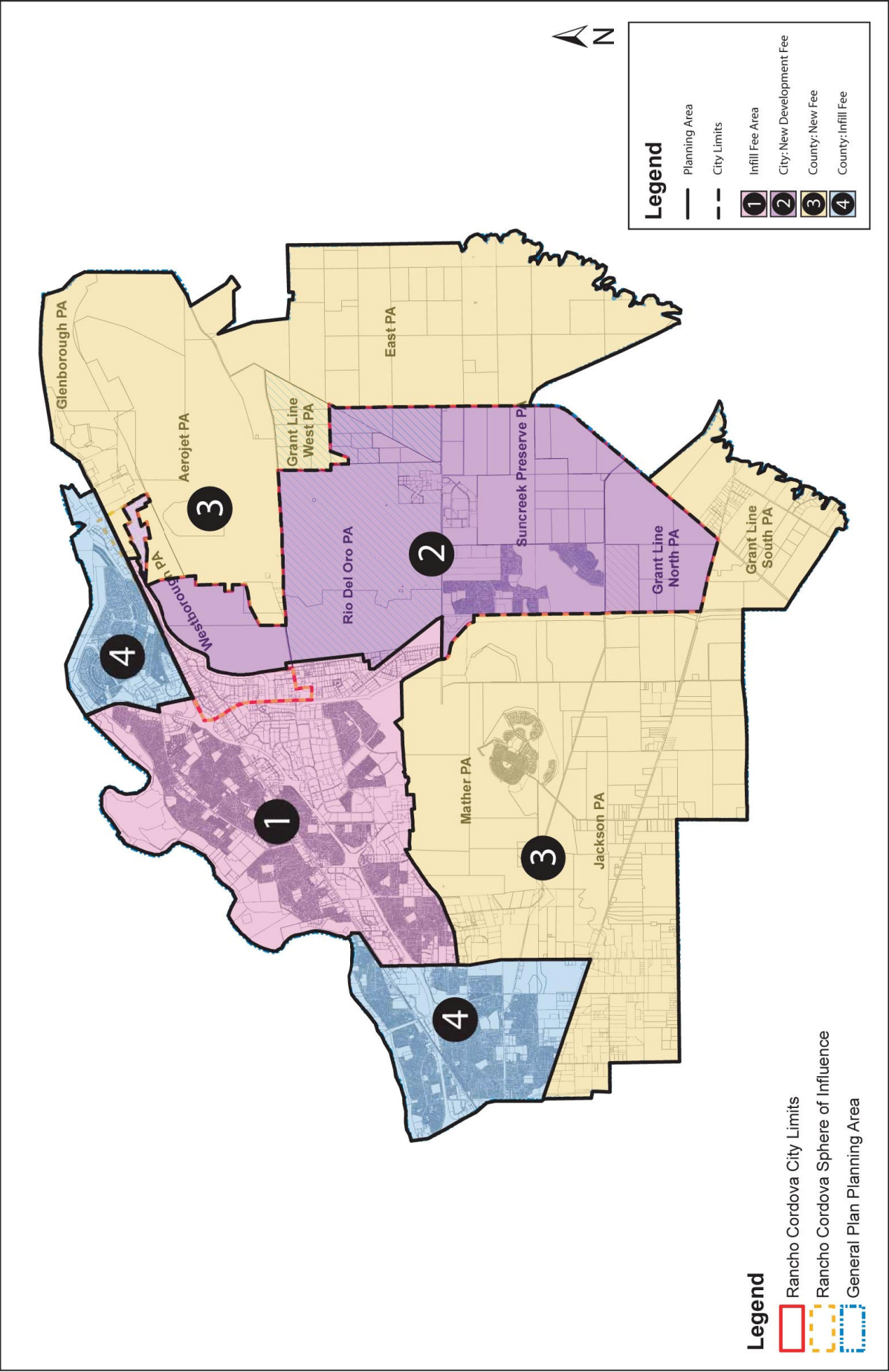
ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk



Chapter 16.84

~~ESTABLISHMENT OF~~ DEVELOPMENT IMPACT FEES TO FINANCE THE COST OF TRANSPORTATION FACILITIES

Sections:

[16.84.010](#) Purpose.

[16.84.020](#) Definitions.

[16.84.030](#) Establishment and administration of the city of Rancho Cordova transportation fund.

[16.84.040](#) Establishment and administration of the city of Rancho Cordova transportation administration fund.

[16.84.050](#) Imposition of transportation impact fee.

[16.84.060](#) Payment of transportation impact fees.

[16.84.065](#) Payment of transportation fee – Temporary deferral.

[16.84.070](#) Adoption of the transportation ~~system~~ capital improvement ~~program-plan~~ and compliance with priority list of city of Rancho Cordova transportation ~~development~~ impact fee program.

[16.84.080](#) Establishment of transportation impact fees and creation of areas.

[16.84.090](#) Calculation of transportation impact fee.

[16.84.100](#) Establishment of costs per unit for land uses within the city of Rancho Cordova.

[16.84.110](#) Credit for construction of transportation facilities.

[16.84.120](#) Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.

[16.84.130](#) Annual program fee adjustment.

[16.84.140](#) Alternative method and compliance with other laws.

Prior legislation: Ords. 19-2003, 27-2003, 32-2005 and 35-2005.

16.84.010 Purpose.

A. The general plan of the city of Rancho Cordova requires that areas chosen for urban expansion shall be capable of being provided, within a reasonable period of time, with an adequate level of public facilities including, but not limited to, roadway facilities and transit facilities.

B. The general plan further requires the preparation of a plan that identifies a mechanism for financing those facilities necessary to serve urban development in areas designated for urban expansion. The general plan also contains additional policies for supporting funding and use of developer dedications, development fees, and other means to pay for an acceptable level of transportation facilities.

C. The purpose of this chapter is to implement the general plan requirements set forth in subsections (A) and (B) of this section and to use the authority in Article XI, Section 7 of the California Constitution by imposing development fees to fund the cost of certain transportation facilities, the need for which is directly or indirectly generated by the type and extent of development proposed in the city of Rancho Cordova on which the fees will be imposed.

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D. It is the further purpose of this chapter to require that adequate provision is made for developer-financed public facilities within the city of Rancho Cordova as a condition to any rezoning and prior to approval of certain permits within the city. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.020 Definitions.

“Areas” means those geographic areas established for public facilities financing purposes within the city of Rancho Cordova depicted in Figure 1 attached to the ordinance codified in this chapter and incorporated herein by reference. Area 1 comprises the infill area within the city. Area 2 comprises the ~~specific plan new growth~~ area for ~~new~~ development within the city. A detailed map of each area depicted on Figure 1 is on file with the city public works department, and such maps are incorporated by reference herein.

“Building permit” means the permit issued or required for residential development, nonresidential development, commercial development, or other development within the city, pursuant to and as further defined by the city of Rancho Cordova building code.

“City” means the city of Rancho Cordova.

“City of Rancho Cordova transportation administration fund” means that special interest-bearing trust fund established pursuant to RCMC [16.84.040](#).

“City of Rancho Cordova transportation fund” means that special interest-bearing trust fund established pursuant to RCMC [16.84.030](#).

“Commercial development” means buildings constructed for the purpose of occupancy by retail, services, and other principally nonoffice businesses located on sites zoned SC shopping center, LC limited commercial, TC travel commercial, AC auto commercial, or GC general commercial in accord with the city of Rancho Cordova zoning code or designated commercial or commercial mixed use (CMU). For purposes of this chapter, residential dwellings constructed on sites designated CMU or another commercial zone pursuant to the zoning code are residential development rather than commercial development.

“Costs” means amounts spent, or authorized to be spent, in connection with the planning, financing, acquisition and development of a public facility or infrastructure including, without limitation, the costs of land, construction and inspection, engineering, administration, and consulting fees.

“Council” or “city council” means the city council of the city of Rancho Cordova.

“Department” means the city of Rancho Cordova public works department.

“Development impact fee” or “transportation ~~development~~ impact fee” or “~~transportation impact fee~~” means the fee levied by this chapter ~~and due~~ upon the approval of one or more building permits.

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“Development unit” means a dwelling unit, for residential development, or square foot of building floor area, for nonresidential development.

“Director” means the director of the Rancho Cordova public works department.

“Facilities” means those public facilities designated in the Rancho Cordova transportation ~~system capital improvement plan and transportation~~ development impact fee program.

“Fee resolution” means the resolution and fee schedule adopted by the city council, as may be amended from time to time, that approves the amount of the transportation development impact fees.

“Improvement plan” means the site plan of property proposed for development showing all required improvements that must be approved by the Rancho Cordova public works department pursuant to Chapter 12.03 RCMC prior to the issuance of a building permit for the property.

“Land use category” means detached dwelling units, attached dwelling units, ~~multi-family mobile homes, commercial lodging units, or~~ commercial office, or industrial/manufacturing uses as further defined in the fee resolution.

“Multi-Family residential units” means all units within a structure that have 5 or more units, all of which are offered for rent to the general public, or all units within a structure that have 5 or more attached units that (i) are available to sale to individual owners, and (ii) have living areas less than or equal to 1,200 square feet.

“Nonresidential development” means a subdivision map, parcel map, or permit for the original construction, grading or installation of buildings other than single-family detached homes, single-family attached homes, duplexes, townhomes, condominiums, apartments, manufactured homes and mobile homes, or improvements thereto. Nonresidential development includes commercial development. Typically, nonresidential development consists of buildings to be occupied by retail, service, or other commercial businesses or by offices as regulated by the city of Rancho Cordova zoning code, but may also include buildings for use by churches, day care centers, private schools, and other institutional uses. Mixed-use buildings consisting of both dwelling units and commercial and/or office areas will have the respective building areas treated as either residential development or nonresidential development for purposes of this chapter.

“Office development” means buildings constructed for the purpose of occupancy by principally business and professional office uses located on sites zoned BP business and professional office in accord with the city of Rancho Cordova zoning code or designated commercial or CMU commercial mixed use.

“Planning director” means the planning director of the city of Rancho Cordova.

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"Priority list" means those facilities included in the transportation capital improvement plan and transportation development impact fee program, as identified in order of priority by the Director, to avoid substantial congestion levels on key roadways.

"Program fee per development unit" means the development impact fee per development unit for a particular category of facilities. Such program fees, identified in the fee resolution, were established using an allocation of transportation system costs, as identified in the transportation ~~system~~-capital improvement plan and development impact fee program, and dwelling unit equivalents (DUE's) total additional trip miles based on land use categories identified in the nexus study developed for the transportation ~~system~~-development impact fee program.

"Programmed cost" means the estimated cost of constructing a facility based upon the unit costs for each construction item plus ~~a fixed 30 percent~~fixed percentages for engineering, ~~and~~ permits and ~~a fixed 15 percent for~~ construction contingency as set forth in the city of Rancho Cordova transportation development impact fee program and its public facilities project cost estimates, as periodically updated and adopted by resolution of the council.

"Residential development" means a subdivision map, parcel map, or permit for the original construction, grading or installation of dwelling units for residential use including detached and attached housing for owner or rental occupancy. For purposes of this chapter, residential development includes construction of or improvements to buildings or portions of buildings consisting of dwelling units constructed on sites designated CMU or another commercial zone. Institutional uses or other nonhousing development allowed by special use permit to be constructed on sites zoned for residential use are nonresidential development for purposes of this chapter.

~~"Single family residential development" means buildings consisting of individual dwelling units or no more than two attached dwelling units for residential occupancy as single family detached homes, single family attached homes, duplexes, halfplexes, manufactured homes, mobile homes, and residential accessory dwellings.~~

"Single family attached" residential development includes means all units within a structure that have 2-4 attached units, whether such units are offered for rent or for sale to individual owners, and all units within a structure that have 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area greater than 1,200 square feet.

"Single family detached" residential development includes all single family detached residential units.

~~"Transportation~~ ~~system~~-capital improvement ~~plan~~program" means the projects identified and the cost estimates prepared, and as may be updated, for the transportation system facilities identified in the ~~interim~~-general plan circulation element and on the roadway sizing diagram within the city limits that are needed to meet traffic demands as identified in the Nexus Study.

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“Transportation ~~system~~-development impact fee program” or “transportation impact fee-~~program~~” means the fee schedule, including any amendments thereto, adopted by resolution by the council for financing of designated public facilities to serve the city of Rancho Cordova, including, but not limited to, a designation of those facilities to be constructed with the development impact fees collected pursuant to this chapter, the priority list (“priority list”) for commencement of construction, the estimated cost of construction of the facilities and the total number of dwelling unit equivalents within each area of the city of Rancho Cordova as established. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.030 Establishment and administration of the city of Rancho Cordova transportation fund.

A. There is hereby created by the department of finance in the city treasury a special interest-bearing trust fund entitled the city of Rancho Cordova transportation fund. All amounts collected from transportation impact fees from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the city of Rancho Cordova or its successor agency solely to pay the costs identified in the transportation capital improvement ~~plan~~~~program of the city of Rancho Cordova transit system and/or~~ development impact fee program ~~and nexus study~~.

B. The transportation fund shall be administered by the director. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.040 Establishment and administration of the city of Rancho Cordova transportation administration fund.

A. There is hereby created by the department of finance in the city treasury a special interest-bearing trust fund entitled the city of Rancho Cordova transportation administration fund. All administration fees collected from Area 1 and Area 2 pursuant to this chapter shall be placed in said fund and shall be expended by the city of Rancho Cordova or its successor agency solely to pay the costs associated with administering the city of Rancho Cordova transportation impact fee program.

B. Commencing with the updated Nexus Study adopted January 22, 2013, administrative costs are incorporated into the transportation development impact fee, and shall no longer be placed in a separate fund. The administrative portion of the transportation development impact fee shall be expended by the City of Rancho Cordova or its successor agency solely to pay the costs associated with administering the transportation development impact fee program.

BC. The transportation administration fund shall be administered by the director. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.050 Imposition of transportation impact fee.

No change in a land use zoning designation shall be approved within the city of Rancho Cordova unless payment of the transportation impact fees established by this chapter is required of the property owner as a condition of such approval. No building permit shall be approved for property within the city of Rancho Cordova unless the development fees for that property are paid as required by this chapter. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

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16.84.060 Payment of transportation impact fees.

The transportation impact fees imposed pursuant to this chapter shall be paid by the property owner to the department, in an amount calculated pursuant to RCMC [16.84.090](#). The fees shall be calculated upon the approval of subdivision maps and shall be paid upon issuance of building permits. For projects that are subject to building permits, but not subdivision map approval, the fees shall be both calculated and paid upon issuance of the building permits. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.065 Payment of transportation impact fee – Temporary deferral.

Notwithstanding any other requirement in RCMC [16.84.060](#) or [this chapter](#), due to the temporary and acute nationwide slowdown in the housing market, the city manager shall have the authority to consider and approve requests to defer payment of development impact fees imposed pursuant to this chapter to the earlier of 24 hours prior to scheduling of final inspection, issuance of a temporary or final certificate of occupancy, or one year from the date the deferral is approved by the city manager. This section shall automatically expire and be of no force and effect after June 30, ~~2013~~[2016](#). [Ord. 32-2010 § 3; Ord. 10-2009 § 3; Ord. 14-2008 § 2].

16.84.070 Adoption of the transportation ~~system~~ capital improvement ~~program plan~~ and compliance with priority list of city of Rancho Cordova transportation ~~development~~ impact fee program.

A. The council shall by resolution adopt the city of Rancho Cordova transportation ~~system~~ capital improvement plan of the city of Rancho Cordova transportation system development impact fee program. The council shall review the transportation capital improvement plan not less than annually and may amend it by resolution at its discretion.

B. With the exception of facilities approved by the director for construction by a property owner pursuant to RCMC [16.84.120](#), all facilities shall be funded in accordance with the priority list established for the city of Rancho Cordova transportation ~~development~~ impact fee program. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.080 Establishment of transportation impact fees and creation of areas.

A. A separate transportation impact fee is hereby established for each of the following categories:

1. Specific plan transportation impact fee;
2. Infill transportation impact fee;
3. Regional transportation impact fee;
- ~~4. Transportation administration fee.~~

B. There are hereby created two initial areas of the city of Rancho Cordova, as shown in Figure 1, attached to the ordinance codified in this chapter and incorporated herein by reference.

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C. The specific plan transportation impact fee shall apply to property within Area 2. The infill transportation impact fee shall apply to property within Area 1. The regional transportation impact fee shall apply to the Sunridge specific plan area and the Villages of Zinfandel special planning area within Area 2 and Area 1, respectively. ~~The transportation administration fee shall apply to all property within Areas 1 and 2.~~

D. Future areas of the transportation ~~system~~ development impact fee program may be created as additional public facilities financing plans are implemented for remaining undeveloped areas outside of the city of Rancho Cordova that may be annexed to the city in the future. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.090 Calculation of transportation impact fee.

A. For residential development, the transportation impact fee shall be calculated by multiplying the number of units per land use category by a per unit cost as identified in the transportation impact fee program and fee resolution.

B. For nonresidential development, the transportation impact fee shall be calculated by multiplying the number of building square feet per land use category by a per square foot cost as identified in the transportation ~~system~~ development impact fee program and fee resolution.

C. For the purpose of calculating the transportation impact fee for land use categories not specifically named in the transportation impact fee program and fee resolution, the planning director is hereby authorized to determine the land use category that corresponds most directly to the land use in question. Alternatively, the planning director can determine that no land use category adequately corresponds, and request the public works director to determine the transportation impact fee. Said transportation impact fee will be determined using the applicable trip generation factors as found in the Institute of Transportation Engineers Trip Generation Manual or equivalent method.

D. For the purpose of calculating the regional fee, the regional fee shall be calculated as the difference between the transportation impact fee for Area 1 or Area 2 (depending of the location of the property at issue) and the transportation component of the specific plan fee, if any. If no specific plan fee exists, then the regional fee and the transportation impact fee are equivalent.

~~E. The transportation administration fee per building permit shall be calculated as two percent the percentage identified in the transportation development impact fee program of the sum of the transportation impact fees calculated pursuant to subsection (A), (B) or (C) of this section.~~

~~F.~~ The transportation impact fees shall be paid by the property owner in the amount as calculated pursuant to subsections (A), (B), (C) and (D) of this section for the categories of facilities established by RCMC 16.84.080, and shall include an additional administrative fee per building permit which will be calculated as provided in the transportation development impact fee program nexus study.

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GE. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for properties with an approved use permit which significantly changes the underlying use of the site or properties within a special planning area, the director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density.

HG. For the purpose of calculating transportation impact fees pursuant to subsections (A), (B), (C), and (D) of this section for building permits for land use categories not specifically named in this chapter or the transportation development impact fee program, the director is hereby authorized to determine the per-unit or per-square-foot costs for each fee category that corresponds most directly to the use and density. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.100 Establishment of costs per unit for land uses within the city of Rancho Cordova.

A. Fees per unit for various land uses identified in the fee resolution were established using an allocation of transportation system costs as identified in the transportation system capital improvement plan and total additional trip miles based on land use categories identified in the nexus study developed for the transportation impact fee program.

B. For specific land uses not identified in the fee resolution, the cost per daily trip-miledwelling unit equivalent established by the nexus study and the trip generation rates established by the Institute of Traffic Engineers or equivalent method shall be used to calculate the fee per dwelling unit. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.110 Credit for construction of transportation facilities.

A. Upon application by the property owner or his authorized agent, the director may authorize the construction of any transportation facilities, or portions thereof, in order of priority as designated on the priority list in-for the transportation system development impact fee program in lieu of all, or a portion of, the transportation impact fee required by this chapter. If so authorized, the credit toward transportation impact fees, excluding the administrative fee, to be provided to the property owner for such in-lieu construction shall be equal to 80 percent of the programmed cost of the facility, as set forth in the transportation system development impact fee program in effect at the time when the in-lieu construction is so authorized, including, but not limited to, unit prices, quantities and project descriptions. Prior to credit being given and/or issuance of any of the approvals set forth in RCMC 16.84.060 (e.g., approvals of building permits, subdivisions or zoning amendments), the construction of any facility authorized by this section must either be accepted by the department, or the property owner must post security for the complete performance of the construction in a form acceptable to the director and the city attorney.

B. Upon acceptance of the completed facility and after reconciliation of the final facility costs, the remaining 20 percent of the programmed cost as designated in the transportation system development impact fee program may be issued as a credit balance to the property owner that may be utilized within the city of Rancho Cordova as determined by the director.

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C. Where the amount of the credit is less than the amount of the transportation impact fee otherwise applicable to the development in question, the property owner must pay to the city the difference in accordance with RCMC [16.84.060](#).

D. Where the amount of the credit is greater than the amount of the transportation impact fee, the property owner shall be paid the difference only from the applicable transportation fund within a reasonable time after the project is accepted by the department pursuant to RCMC [16.84.120](#) in order of priority on the priority list in the transportation system development impact fee program when funds are available.

E. Where a facility is proposed for construction by the property owner, the director at his discretion may either (1) provide the property owner with a credit pursuant to this section or (2) enter into a reimbursement agreement with the property owner pursuant to RCMC [16.84.120](#). [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.120 Reimbursement for construction of transportation projects in advance of the transportation system development impact fee program priority list schedule.

A. Upon application by the property owner or his authorized agent, the director may enter into a reimbursement agreement authorizing the construction of any transportation facilities, or portions thereof, designated in the transportation system development impact fee program. In addition to the requirements of subsection (D) of this section, the agreement shall set forth the amount to be reimbursed, the time and manner in which payments are to be made, and shall state that reimbursement by the city will only be made from the applicable transportation fund when funds are available.

B. The amount of reimbursement shall be the actual cost of the facility up to the programmed cost of the facility as set forth in the transportation system development impact fee program in effect at the time the construction contract is awarded for that specific facility. The time of reimbursement shall be the end of the fiscal year in which the facility is scheduled for construction, based on the priority list in the transportation system development impact fee program, or as different timing is otherwise authorized by the director.

C. By entering into a reimbursement agreement, a property owner is not relieved of the obligation to pay the transportation impact fees in the manner and amount specified by this chapter.

D. If the director enters into an agreement authorized by subsection (A) of this section, or credit agreement as authorized by RCMC [16.84.110](#)(C), the agreement shall provide that:

1. The general fund of the city is not liable for payment of any obligations arising from the agreement;
2. The credit or taxing power of the city is not pledged for the payment of any obligations arising from the agreement;

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3. The landowner shall not compel the exercise of the city taxing power or the forfeiture of any of its property to satisfy any obligations arising from the agreement; and

4. The obligation arising from the agreement is not a debt of the city, nor a legal or equitable pledge, charge, lien, or encumbrance, upon any of its property, or upon any of its income, receipts, or revenues, and is payable only from the transportation impact fees deposited in the applicable transportation fund.

E. The property owner or his authorized agent shall apply for reimbursement as set forth in subsections (A), (B), (C) and (D) of this section no later than four years after the transportation project is constructed and accepted. The property owner shall waive the right of reimbursement for construction costs payable under this section when the reimbursement is not applied for within said four-year limitation. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

16.84.130 Annual program fee adjustment.

~~Beginning March 1, 2014¹², annual adjustment of the program fee per development unit for each type of development in each fee category shall be suspended for a period of one year.~~

Commencing ~~March~~ January 1, 2014¹³, and thereafter each year no later than ~~March~~ January 15th, the finance director shall authorize the adjustment of the program fee per development unit for each type of development in each fee category, which shall be adjusted as follows according to the methodology described in the transportation development impact fee program nexus study.:

~~A. A "mean" index will be computed by averaging the index for 20 U.S. cities within the index for San Francisco by resort to the January issue of the Engineering News Record magazine construction cost index of the year in which the calculation is being made.~~

~~B. An adjustment factor shall be computed by dividing the "mean" index as calculated in subsection (A) of this section by the "mean" index for the previous January; however, the March 2014¹³ adjustment factor shall be computed by dividing the "mean" index as calculated in subsection (A) of this section by the "mean" index for January 2013⁰⁸, and if a new program fee has been adopted after January of the previous year, the adjustment factor shall be computed by dividing the "mean" index from the month that the fee was adopted.~~

~~C. The adjusted program fee per development unit shall be calculated by multiplying the adjustment factor, as calculated in subsection (B) of this section, by the program fee per development unit in place prior to the annual adjustment.~~

~~D. The estimated cost of the facilities used in the transportation system capital improvement program and for calculating credits and reimbursements pursuant to RCMC 16.84.110 and 16.84.120 shall be adjusted annually using the same adjustment factor pursuant to subsections (A), (B) and (C) of this section.~~ [Ord. 5-2012 § 1; Ord. 3-2011 § 1; Ord. 5-2010 § 1; Ord. 7-2009 § 1; Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

ATTACHMENT 4**16.84.140 Alternative method and compliance with other laws.**

A. This chapter is intended to establish a supplemental method for funding the cost of certain facilities the need for which is expected to be generated by the level and type of development proposed in the city of Rancho Cordova. Except as provided in Section 4 of the ordinance codified in this chapter (continuance in effect of roadway and transit development fees established by Sacramento County), the provisions of this chapter shall not be construed to limit the power of the council to impose any other fees or exactions or to continue to impose existing ones on development within the city of Rancho Cordova, but shall be in addition to any other fees, exactions or other requirements that the city is authorized to impose, or has previously imposed, as a condition of approving plans, rezonings or other entitlements within the city of Rancho Cordova pursuant to state and local laws. In particular, individual property owners shall remain obligated to fund, construct, and/or dedicate the improvements, public facilities and/or pay other exactions authorized or required by, but not limited to: (1) the city of Rancho Cordova public works department improvement standards; (2) the Sacramento County municipal services agency improvement standards; (3) the Quimby Act (Section 66477 et seq. of the Government Code) and implementing ordinances (Chapter [22.40](#) RCMC); (4) school impact fees (Section 65970 et seq. of the Government Code) and implementing ordinances; and (5) Sacramento County drainage fees (county water agency Ordinance No. 1). Any credits or repayments pursuant to RCMC [16.84.110](#) and [16.84.120](#) shall not include credits or repayment for the funding, construction or dedications described in this section.

B. The construction of facilities by a private owner pursuant to RCMC [16.84.110](#) and [16.84.120](#) shall be performed and contracted for only as required by law, including, but not limited to, compliance with the department's improvement standards and requirements for public works, if applicable to the particular facility. [Ord. 6-2006 § 3; Ord. 33-2005 § 3; Ord. 24-2005 § 3].

Transportation Fee Update

January 22, 2013

November 19, 2012 City Council Meeting

City/BIA Joint Recommendation

- Modify the Transportation Fee Program
 - Shorten the timeframe
 - Reduce projected development
 - Revise transportation improvements to match projected development

November 19, 2012 City Council Meeting

City/BIA Joint Recommendation

Implement an interim Transportation Fee of \$15,500 until the new Transportation Fee Program is adopted.

Interim Transportation Fee

- Nexus Study prepared to satisfy requirements of Measure A Transportation Fee Program.
 - Residential fee established at \$15,500 (20% reduction).
 - 20% reduction also applied to non-residential rates.
 - Existing reduced rates in the infill area maintained.

Fee Update

Proposed Transportation Development Impact Fees Effective January 1, 2013

		New Growth Area	
		Existing Fee	Revised Fee
Single Family Detached > 1200 SF	per Unit	\$ 19,519	\$ 15,499
Single Family Detached ≤ 1200 SF	per Unit	\$ 19,519	\$ 13,639
Single Family Attached	per Unit	N/A	\$ 13,639
Multi-Family	per Unit	\$ 13,288	\$ 10,849
Commercial	per SF	\$ 14.32	\$ 11.37
Office	per SF	\$ 10.99	\$ 8.73
Industrial/Manufacturing	per SF	\$ 5.60	\$ 4.45

Recommendation

- Adopt Fee Resolution and Ordinance
 - Approves Nexus Study and Updated Transportation Development Impact Fee Program (TDIF).
 - Approves Fee Schedule retroactive to January 1, 2013.
 - Makes modifications to RC Municipal Code for minor amendments and consistency with Nexus Study.

Mindy Cuppy

Subject: FW: Support of Impact Fee Reduction
Importance: High

From: Stacy Leitner **On Behalf Of** Ted Gaebler
Sent: Tuesday, January 22, 2013 3:21 PM
To: Mindy Cuppy
Cc: Joe Chinn; Stacy Delaney
Subject: FW: Support of Impact Fee Reduction
Importance: High

Stacy Leitner, CAP-OM

Executive Assistant to the City Manager
 City of Rancho Cordova
 City Manager's Office
 2729 Prospect Park Drive
 Rancho Cordova, CA 95670
Phone/Fax: (916) 851-8805, **Cell:** (916) 342-6633
www.cityofranhocordova.org
www.ranhocordovaiaap.org

From: Joshua Wood [<mailto:joshua@regionbuilders.com>]
Sent: Tuesday, January 22, 2013 1:36 PM
To: David Sander; Robert McGarvey; Donald Terry; Linda Budge; Dan Skoglund
Cc: Joe Chinn; Ted Gaebler
Subject: Support of Impact Fee Reduction

Rancho Cordova City Council,

Region Builders is a building industry coalition that was founded by the Sacramento Regional Builders Exchange in conjunction with 13 local trade and professional associations. We are in support of the item tonight to reduce transportation impact fees on commercial and residential development for new growth areas.

As an industry trade association that is focused on commercial development, we are excited to see that this item will reduce fees on:

- Multi-family development by 21% per unit,
- Commercial development by 21% per square foot,
- Office development by 21% per square foot, and
- Industrial/manufacturing development for the entire city by 19% per square foot.

Our understanding is that these fees will be reviewed through a CIP study and we look forward to working with the city staff on evaluating capital improvements.

We applaud the city's effort for working with the BIA to review fees for new development areas. But,

we would request the opportunity to work with city staff on evaluating fee structures for infill development with special attention to incentivizing commercial development.

If you have any questions, you can reach me at the information below.

--

Sincerely,

Joshua Wood

Executive Director

Region Builders, Inc.

1400 S Street | Sacramento, CA 95811

P: (916) 397-4776 | regionbuilders.com

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MEMORANDUM

DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: Micah Runner, Economic Development Manager

SUBJECT: **ENDORSEMENT OF THE NEXT ECONOMY CAPITAL REGION PROSPERITY PLAN**



RECOMMENDATION

Adopt Resolution 3-2013.

RESULT OF RECOMMENDED ACTION

Adoption of this Resolution will demonstrate City support for the Next Economy Prosperity Plan Executive Summary (Attachment 2) and allow staff to align our current and future initiatives with the effort.

BACKGROUND

Launched in August of 2011, the Next Economy effort is a business and volunteer driven initiative to grow a more diversified, robust and sustainable regional economy. Under the regional leadership of the Sacramento Metro Chamber, the Sacramento Area Commerce and Trade Organization (SACTO), the Sacramento Area Regional Technology Alliance (SARTA) and Valley Vision, a Capital Region Prosperity Plan has been created for the Capital Region (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties). This initiative uncovers competitive strengths and maps out a set of interlocking strategies that can accelerate job and wealth creation and boost new investment across the region.

The year-long research and planning phase is complete and has produced or will produce three different products. First, the **Executive Summary** is the overview of the action plan that lays out the 68 specific strategies based on the research and expert feed back to reach the five overarching goals of the Next Economy. This is the document the Next Economy leadership is requesting the City Council to endorse and is attached to the staff report. The second product is the longer **Strategic Plan** that carries the many details, strategies, the research data and the measures of performance to support the Plan. The third product is an **Implementation Plan** that includes the specific tactics to be undertaken, the champions, and the timeframe to complete the specific actions. The implementation plan, expected to be available sometime in February 2013, will be the document that will help the City review our own strategies and align them with the Next Economy strategies.

Numerous City of Rancho Cordova business leaders, government officials and not-for-profits participated in the process of developing the Plan. Many staff attended the last teleconference briefing by the Next Economy leadership held in December. The City Economic Development initiatives already align well with the strategies laid out in the Next Economy Plan. Endorsement

by the City Council will allow the Economic Development staff to further integrate the economic development initiatives with the Next Economy Prosperity Plan and bring increased economic vitality and job creation to the City of Rancho Cordova and the entire region by working together.

ATTACHMENT(S)

1. Resolution 3-2013
2. Next Economy Executive Summary

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 3-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
 ENDORSING THE NEXT ECONOMY REGIONAL PROSPERITY PLAN AND AUTHORIZING
 THE CITY MANAGER TO ALIGN THE CITY ECONOMIC DEVELOPMENT EFFORTS IN
 SUPPORT OF ITS IMPLEMENTATION**

WHEREAS, the Capital Region has experienced economic hardship and associated lagging recovery as a result of the "Great Recession;" and

WHEREAS, our economy competes and succeeds as a region; and

WHEREAS, our individual jurisdictions strive to work together to improve our region's economy to compete within the state, nation and international economies; and

WHEREAS, the Next Economy is a business-led, volunteer-driven regional effort to grow the \$97 billion annual Capital Region economy; and

WHEREAS, given the size and complexity of the challenges, economic development activities must be strategic and synchronized if they are to have lasting impact; and

WHEREAS, realizing that no single organization can accomplish the broad range of strategies and actions encompassed within the Next Economy, business, government leaders, educational institutions, not-for-profit economic development organizations and private industry must come together to positively impact our regional economy; and

WHEREAS, the public sector, as a leader and integral partner with the private sector in any regional economic development success, must be fully engaged;

WHEREAS, the City of Rancho Cordova has supported the effort both financially, and with staff resources to assist in the development of the plan;

WHEREAS, the current and planned economic development efforts align with the strategies and actions contained in the Next Economy plan.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA endorses the Next Economy Regional Prosperity Plan and authorizes the City Manager to actively engage in shaping and implementing the plan and to integrate it into the City economic development activities.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of ____, 2013 by the following vote:

AYES:

NOES:

ATTACHMENT 1**ABSENT:****ABSTAIN:**

Linda Budge, Mayor**ATTEST:**

Mindy Cuppy, CMC, City Clerk



CALL TO ACTION: Accelerate Job Creation and New Investment in California's Capital Region

Through this action-oriented Prosperity Plan, the Capital Region of California, covering El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, joins together to pursue a competitive and strategic economic development agenda to bring about resiliency, vitality and a wide range of new opportunities for job creation, innovation and increased investment.

Next Economy is a business-led, volunteer-driven regional endeavor that strives to move a \$97 billion annual economy that has suffered economic hardship and a lagging recovery into one that is diversified, robust and sustainable. Recognizing that competition in today's global economy increasingly occurs at the regional level, and that the Region's economic advantages are narrowing under dated models, business leadership from the Sacramento Metro Chamber, the Sacramento Area Commerce and Trade Organization (SACTO), the Sacramento Regional Technology Alliance (SARTA) and Valley Vision launched **Next Economy** as a collective response. This initiative uncovers competitive strengths and maps out a set of interlocking strategies that can accelerate job and wealth creation and boost new investment across the Capital Region.

Given the size and complexity of the challenge, economic development activities must be strategic and synchronized if they are to have lasting impact. It is clear that broad based job creation efforts are necessary to revive economic health on a regional scale and that a series of independent, localized steps will not bring about true economic growth and prosperity for all.

More than a plan, **Next Economy** is a movement. It aims to align regional economic development activities and focus them for maximum impact. To do so, **Next Economy** poses a region-wide **CALL-TO-ACTION**: Mobilize private industry, government, academic and civic leadership to focus on a set of common strategies and actions to accelerate job creation and new investment in *California's Capital Region with the goals of supporting innovation and entrepreneurship, diversifying the regional economy, and improving the business climate for economic growth.*

Realizing that no single organization can accomplish the broad range of strategies and actions encompassed within the Prosperity Plan, **Next Economy** challenges government leaders, educational institutions, not-for-profit economic development organizations and private industry to initiate bold new approaches to bring about economic recovery and to actively work together to make those approaches succeed. In this way, **Next Economy** is deliberately designed to invite direct participation from the broadest array of organizations and people possible who are committed to widespread prosperity across the Region. This Prosperity Plan sets the stage to transform the Region's economy by mobilizing leaders around a **common playbook for action**, enabling organizations to select certain "plays" that suit their strengths and capabilities, and put them in action in ways that fit the needs of those they serve.

In the end, however, success lies in ensuring that **Next Economy** strategies and actions are deeply integrated into organizations' work plans with strong accountability mechanisms and champions across all segments of the Capital Region's leadership. We encourage you to take part in this important movement to accelerate job creation and investment and together we will move the Capital Region to the **Next Economy**.

Mark Otero		Susan Peters		Martha Lofgren		Jim Williams		Brice Harris		Craig McNamara
BioWare		Sacramento County		Brewer Lofgren		Williams + Paddon		CA Community Colleges		Sierra Orchards

Goals

The Capital Region Prosperity Plan lays out five overarching goals:

1. **Foster a strong innovation environment**
2. **Amplify the Region's global market transactions**
3. **Diversify the economy through growth and support of core business clusters**
4. **Grow and maintain a world-class talent base**
5. **Improve the regional business climate for economic growth**

A Unified Vision

By uniting job creating activities against a common vision and activating joint implementation of that vision, the Capital Region becomes poised to engender a new reputation. **Vision**—*Within five years, the Capital Region will be widely regarded as a:*

1. **Sought-after place for business growth, investment and entrepreneurship**
2. **Desirable place for a quality workforce and young professionals to live, study, work, play and contribute**
3. **Diverse economy renowned for its core business clusters and driven in large part by export activity**

Strategic Economic Agenda

The Capital Region Prosperity Plan lays out five overarching goals and a set of associated long range objectives and action-oriented strategies designed to accelerate job creation and investment. To move the Region's Next Economy vision to reality, these objectives and strategies will be activated through a set of high-priority tactics and performance measures to be developed in coordination with regional stakeholders and organizations. Plan implementation is scheduled to begin in first quarter of 2013.

1. FOSTER A STRONG INNOVATION ENVIRONMENT

Objective 1:

BOLSTER UNIVERSITY TECHNOLOGY TRANSFER AND COMMERCIALIZATION

Strategies:

- ◆ Embed regional research, university technology transfer and entrepreneurship programs within the Region
- ◆ Identify regional industry needs and align university research capacity for new discoveries and emerging technologies
- ◆ Develop strong relationships between regional research universities and small business, financing, and incubator and accelerator programs and services on a region-wide basis
- ◆ Encourage linkages between researchers making discoveries with entrepreneurs and companies able to commercialize and deploy
- ◆ Explore opportunities for developing university-industry research centers around regional research strengths and core business clusters

Objective 2:

EXPAND ACCESS TO CAPITAL FOR HIGH GROWTH COMPANIES AND SMALL AND MEDIUM ENTERPRISES

Strategies:

- ◆ Establish a centralized access point for information about the sources of capital available across all stages of a company lifecycle
- ◆ Build new forms of debt and equity capital available to high-growth companies and small and medium enterprises
- ◆ Facilitate effective connections between funders and companies
- ◆ Strengthen relationships with external funding sources interested in regional deal opportunities
- ◆ Leverage public sector investment power to increase the level of regional investment

Objective 3:

BUILD A ROBUST NETWORK OF BUSINESS INCUBATOR AND ACCELERATOR SERVICES

Strategies:

- ◆ Link existing and emerging incubator and accelerator programs into a regional network
- ◆ Expand the scope and capacity of incubator and accelerator services based on potential market demand
- ◆ Connect emerging companies in the Region to appropriate components of the incubator and accelerator network
- ◆ Market the existence and outcomes of the incubator and accelerator network internally and externally
- ◆ Build a targeted retention effort focused on viable companies that have received incubator and accelerator services

2. AMPLIFY THE REGION'S GLOBAL MARKET TRANSACTIONS

Objective 1:

GROW INTERNATIONAL TRADE AND EXPORT ACTIVITY

Strategies:

- ◆ Build a comprehensive regional service provider network that offers effective business assistance, financing, and targeted support services for international trade
- ◆ Market the availability and outcomes of the service provider network internally and externally
- ◆ Develop an ongoing series of foreign trade missions exclusively designed for local company export promotion
- ◆ Form strategic relationships with international business networks, existing foreign companies and foreign government agencies to identify and support international trade opportunities
- ◆ Ensure the Region's transportation infrastructure has the capacity to increase global goods movement and passenger travel

Objective 2:

INCREASE THE LEVEL OF FOREIGN DIRECT INVESTMENT

Strategies:

- ◆ Enhance coordinated marketing efforts focused on foreign direct investment
- ◆ Create a diverse and effective group of lead generation resources for priority foreign direct investment targets
- ◆ Expand the amount and frequency of foreign trade trips targeting specific companies, industry trade shows, and business networks
- ◆ Develop a strategic network of service providers and regional leaders to assist with outreach efforts and foreign company prospects
- ◆ Market investment opportunities within the Region to potential foreign investors

3. DIVERSIFY THE ECONOMY THROUGH GROWTH AND SUPPORT OF CORE BUSINESS CLUSTERS

Objective 1:

FORM FUNCTIONAL BUSINESS NETWORKS AND ESTABLISH SPECIFIC CLUSTER INITIATIVES

Strategies:

- ◆ Recruit members from across the entire value chain to form cluster alliance groups
- ◆ Perform ongoing cluster needs assessments and facilitate effective solutions
- ◆ Develop annual cluster alliance group priorities and action plans that focus on increased jobs and investment, drive implementation of needed growth activities, and monitor progress against stated objectives
- ◆ Maintain cluster-specific resource guides listing relevant regional programs, services, and providers

Objective 2:

CREATE AND ALIGN TARGETED PROGRAMS AND SERVICES TO SUPPORT CLUSTERS

Strategies:

- ◆ Develop marketing materials to build internal and external cluster visibility
- ◆ Align regional business attraction and retention programs with cluster opportunities
- ◆ Build targeted innovation and entrepreneurship resources for cluster activities
- ◆ Explore opportunities to create formal public-private partnerships to foster and grow cluster opportunities

Capital Region Core Business Clusters

- ◆ Advanced Manufacturing
- ◆ Agriculture & Food
- ◆ Clean Energy Technology
- ◆ Education & Knowledge Creation
- ◆ Information & Communications Technology
- ◆ Life Sciences & Health Services

- ◆ Facilitate new domestic business-to-business sales and foreign exports to increase economic base activities within core clusters
- ◆ Encourage the creation of local and regional incentives that support growth of primary jobs across core clusters and other industries

Objective 3:

BUILD STRONG ECONOMIC FOUNDATIONS FOR SUSTAINED CLUSTER GROWTH

Strategies:

- ◆ Align workforce development efforts to address current and anticipated gaps in labor supply and demand within the clusters
- ◆ Advocate for public policy at the state and local levels that supports conditions necessary for cluster growth
- ◆ Build a robust regional network of suppliers and service providers for effective cluster operations
- ◆ Address specialized facilities and infrastructure needs that strengthen connectivity required for cluster growth

4. GROW AND MAINTAIN A WORLD-CLASS TALENT BASE

Objective 1:

CREATE MECHANISMS TO ATTRACT NEW TALENT AND RETAIN EXISTING TALENT

Strategies:

- ◆ Establish connections between active young professionals groups throughout the Region and engage members as ambassadors in talent attraction and retention efforts
- ◆ Execute a talent attraction campaign targeting young professionals, experienced entrepreneurs, and high demand occupations and skills
- ◆ Implement a talent retention strategy focusing on students and recent graduates of regional education and training programs
- ◆ Develop mechanisms to better connect new, existing and prospective students and residents to career opportunities and lifestyle assets in the Region
- ◆ Invest in the Region's cultural infrastructure as a means to retain and attract talent

Objective 2:

ALIGN TRAINING AND EDUCATION PATHWAYS TO INCREASE ECONOMIC PROSPERITY FOR BUSINESSES AND WORKERS

Strategies:

- ◆ Mobilize the community to advance and support continued investment in education and related infrastructure
- ◆ Develop critical career pathways that align with core business clusters across all education and training levels
- ◆ Address critical gaps in workforce supply and demand across core business clusters and other large industry sectors

5. IMPROVE THE REGIONAL BUSINESS CLIMATE FOR ECONOMIC GROWTH

Objective 1:

REMOVE ECONOMIC AND REGULATORY BARRIERS TO STIMULATE GROWTH

Strategies:

- ◆ Partner with the business community and other regions in the state to communicate with and influence state policymakers
- ◆ Coordinate the Region's business advocacy efforts to reduce local and regional regulatory barriers to improve the Region's business climate
- ◆ Build a proactive effort to educate and inform elected officials and local government leaders about key business issues and industry needs
- ◆ Leverage existing regional advocacy programs and, where possible, other state associations' and prominent industry-specific lobbying efforts to influence a reduction of regulatory barriers at the state and federal levels
- ◆ Foster an effective system to respond to company-specific local-level regulatory issues
- ◆ Encourage streamlined and predictable permitting policies and procedures across all local jurisdictions in the Region
- ◆ Pursue local implementation of state and federal regulatory requirements that are uniform, streamlined and cost effective

Objective 2:

AMPLIFY THE REGION'S REPUTATION AND VISIBILITY AMONG KEY AUDIENCES**Strategies:**

- ◆ Mobilize a set of inter-locking campaigns, aligned with the Next Economy vision, that solidify the Region's reputation as the economic, cultural and recreational capital of the State of California
- ◆ Establish a media partner network committed to publishing content that celebrates local and regional achievements internally and externally
- ◆ Establish a mechanism for collecting, assembling, coordinating and disseminating key messages and celebratory content

Objective 3:

INTENSIFY ECONOMIC DEVELOPMENT ACTIVITIES THAT DRIVE GROWTH AND INVESTMENT**Strategies:**

- ◆ Build a significant fund that can be used to directly invest in competitive new company locations or expansions that create high value jobs
- ◆ Establish a formal, region-wide system to retain local companies and good quality jobs
- ◆ Prioritize Next Economy strategies and identify strategic and coordinated funding sources for implementation of actions that offer anticipated high job and wealth creation outcomes
- ◆ Pursue opportunities with state agencies and departments that result in increased investment, procurement, and/or private-sector job creation
- ◆ Educate the public and investors about the Region's economic development activities, the value they offer and the job and wealth creation opportunities they can garner

Objective 4:

DEVELOP A NEXT ECONOMY GOVERNANCE STRUCTURE THAT ENSURES IMPLEMENTATION AND ACCOUNTABILITY**Strategies:**

- ◆ Align strategic objectives of Capital Region non-profit organizations with a goal of collaborating on Next Economy implementation strategies
- ◆ Obtain endorsement from all cities and counties in the Capital Region of Next Economy Goals and Unified Vision, and coordinate Next Economy implementation strategies and objectives with public agency partners
- ◆ Enact a formal Agreement among principal organizations specifying roles and performance obligations toward Next Economy execution
- ◆ Track implementation progress, manage accountability, report regularly, celebrate successes and adjust strategies and actions as necessary for efficiency and maximum return on investment for economic development activities
- ◆ Examine merits associated with completion of a region-wide Comprehensive Economic Development Strategy (CEDS)

-END-

MEMORANDUM

DATE: January 22, 2013

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director
Adam Lindgren, City Attorney

SUBJECT: PRIVATE BUSINESS DIRECTIONAL SIGN POLICY



RECOMMENDATION

That Council consider various policy options related to private business directional signs in the public rights-of-way and provide direction to staff as appropriate.

RESULT OF RECOMMENDED ACTION

Staff will act appropriately given the direction provided by Council.

ADVANCES GOALS: 1, 2, 5, and 6.

BACKGROUND

The City of Rancho Cordova currently has no formal policy guiding directional signs. However, a uniform signage system is desirable. At a May 15, 2012, public Work Session, Council was presented with a directional sign discussion that sought guidance on a policy to determine what should be included on directional signs, and what the look of those signs should be.

Staff's understanding of Council guidance, based on the May discussion, was that a City signage system should include public facilities (such as Hagan Park, City Hall, Police Station, etc.), that it might possibly include certain areas or neighborhoods throughout the City (such as Olson Island, Capital Village, certain neighborhoods, etc.), and that private businesses were not desired as listed points of interest.

Since the May discussion staff has received further guidance that any directional sign designs should be put on hold until such time as the City's branding effort has taken place. The stop to substantive design work was to accommodate the broader desire for a City-wide branded look that will be included on directional signs.

DISCUSSION

Many cities and communities utilize directional signs to help direct traffic, both vehicular and pedestrian, to certain points of interest. Directional signage quality, design, and complexity tend to vary based upon the number and concentration of points of interest, as well as based on the desires of a given community.

Recently, the City received two separate requests from Cordova Casino and National University, to place entity specific directional signs directing traffic to their businesses (it should be noted that other businesses have approached the City in the past with similar signage requests). As part of these new requests for business specific directional signs, there has been an offer to pay for the signs and provide space for directional signs to public facilities as well. This would reduce the overall cost of the signage program to the City.

As a policy discussion, staff is not looking for a definition from Council on the quality, design, or complexity of a signage system at this time. Rather, the intended purpose of the discussion tonight is, instead, to clearly provide policy direction about what points of interest should be included in a signage system in Rancho Cordova, and whether or not those points of interest should include private businesses.

LEGAL CONSIDERATIONS

In addition to policy and branding considerations, the City Attorney advises that allowing private businesses to have directional signs in the City would raise a number of complex legal issues.

The City generally has the authority to prohibit off-site commercial signage as long as:

- 1) It seeks to implement a substantial government interest (such as traffic safety or aesthetics);
- 2) The regulation directly advances that interest; and
- 3) The regulation reaches no further than is necessary to accomplish its legitimate objective.

Sign regulations should be content neutral. "Content neutral" means the regulation of signs is limited to the size, location, and other physical traits of signs, but does not extend to the content of the message on the signs. Thus, if the City allows some businesses to have directional signs, it likely would not be able to prohibit other businesses from having similar signs, particularly if the determination is based on anything other than the physical characteristics of the sign. For example, it would be difficult to justify a sign regulation that allowed certain types of businesses to have a directional sign, but prohibited other types of businesses from having a similar sign based on the nature of the business or the content of the message on the sign. That type of regulation extends beyond the traffic safety and aesthetic rationale for restricting signs, and puts the City in the constitutionally problematic position of deciding which messages it will allow on the signs.

The City may have some very limited discretion to distinguish between different types of commercial speech; however, it has almost no discretion to selectively regulate noncommercial speech. It is also important to note that the City cannot be more restrictive of noncommercial speech than it is of commercial speech. In other words, the City cannot allow off-site commercial advertising in a location where political signs or other noncommercial speech is prohibited. To justify content-based sign regulations of noncommercial speech, the ordinance would have to be necessary to justify a compelling government interest. This is a very difficult test to meet. The constitutional limitations on sign regulations discussed above apply both within and outside of public rights of way.

In addition to these broad constitutional parameters related to the City's regulation of signs, there is also a general prohibition in the California Outdoor Advertising Act against advertising displays within the right of way of any highway. The Business and Professions Code, unlike the Vehicle Code, broadly defines "highway" to include "roads, streets, boulevards, lanes, courts,

places, commons, trails, ways or other rights-of-way or easements used for or laid out and intended for the public passage of vehicles or of vehicles and persons. The Outdoor Advertising Act allows off-site advertising outside of highway rights of way, subject to certain limitations.

If the council provides policy direction to City Staff and the City Attorney to draft a directional sign ordinance, additional legal review, after considering the Council's policy objectives, will be necessary to determine the exact legal limitations on the details of the ordinance. This review can be time consuming, costly and still result in legal risk due to the case law that exists pertaining to sign regulation. The relevant case law is factually intensive, legally complex, and at times inconsistent.

FINANCIAL CONSIDERATIONS

Designed directional signs have a cost of approximately eight to ten thousand (\$8,000 - \$10,000) dollars each, to manufacture and install (this cost does not take into account any design, planning, or staff work). Sign life is generally around ten (10) years. If the City has private businesses included as points of interest then costs could be recovered by private entities placing their name on the signs. If private businesses are not included as points of interest then the City would need to cover the full cost of signs.

Placement of signs throughout the City would depend largely on Council guidance on definition of points of interest. However, general staff discussions have assumed the total number of signs city-wide would be somewhere between eight signs and fourteen signs. This puts total cost for signs in the range of approximately eighty thousand (\$80,000) to one hundred forty thousand (\$140,000) dollars.

POLICY DIRECTION

In light of the requests the legal, financial and practical considerations discussed above, staff is seeking clear policy direction on the following two options:

Option 1 - Private Businesses Allowed – Should private businesses be allowed to place their names on directional signs? If this is Council's direction, some further issues for consideration include:

- In Order to create a uniform procedure for placing business names on City-designed sign system; what are criteria for business selection? How does City determine who gains access to limited space on City designed signs?

Option 2 - Private Businesses NOT Allowed – City precludes private entities from having access to public rights-of-way for directional signs. Further issues to consider:

- Do City-designed directional signs include only public assets (Hagan Park, City Hall, Police Station, etc.)?; or
- Do the signs also include recognizable "places" around the City (i.e. Capital Village, Anatolia, Olson Island, etc.)?

