



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

Monday, December 16, 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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CITY HALL CLOSURE DATES

Tue, Jan 1 - New Year's Day
Mon, Jan 21 - Martin Luther King Jr. Day
Mon, Feb 18 - President's Day
Mon, May 27 - Memorial Day
Thu, Jul 4 - Independence Day
Mon, Sep 2 - Labor Day
Mon, Nov 11 - Veterans Day
Fri, Nov 28 - Thanksgiving Day
Thu, Nov 28 - Day After Thanksgiving Day
Tue, Dec 24 - Christmas Eve
Wed, Dec 25 - Christmas Day
Thurs, Dec 26 - Tues, Dec 31 Winter Break

2014 - Proposed

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CITY HALL CLOSURE DATES

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Mon, Sep 1 - Labor Day
Tue, Nov 11 - Veteran's Day
Thu, Nov 27 - Thanksgiving Day
Fri, Nov 28 - Day After Thanksgiving Day
Wed, Dec 24 - Christmas Eve
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Fri, Dec 26 - Day After Christmas Day
Tue, Dec 31 - New Year's Eve

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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**

Monday, December 16, 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

- 3.1 Cub Scout Pack 305 will perform a flag ceremony and lead the pledge.

4. INVOCATION

Mayor Budge will call on someone to give the invocation.

5. SPECIAL CEREMONIES

- 5.1 Swearing in of Vice Mayor McGarvey by Wife Terri McGarvey.
5.2 Swearing in of Mayor Skoglund by Son Jeff Skoglund.
5.3 Presentation to Outgoing Mayor Budge by Incoming Mayor Skoglund.

6. CELEBRATORY BREAK

7. PRESENTATIONS

- 7.1 Presentation by Jeff Leatherman, County Regional Parks Director, Regarding the American River Oak Mitigation Project.
- 7.2 Introduction of New City Employee: Building Permit Technician, Ildiko Portlock by Public Works Director/Chief Building Official, Cyrus Abhar.

8. 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.

9. COUNCIL REPORTS

10. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 10.1 **Subject:** Meeting Minutes of December 2, 2013 Regular Meeting and December 4, 2013 Special Meeting.
Recommendation: Adopt minutes.
- 10.2 **Subject:** Approval of Council Member Appointments to Regional Boards, Commissions and Committees for 2014.
Recommendation: That Council confirms their 2014 commitments to serve on other agency boards, commissions and committees.
Result of Recommended Action: The City Council will continue to serve in leadership roles throughout the region.
Staff Report: Mindy Cuppy, City Clerk.
Advances Goal: 4.
- 10.3 **Subject:** Approval of 2014 City Council Meeting Schedule.
Recommendation: Staff recommends that Council approve its meeting schedule for 2014.
Result of Recommended Action: Action on this item will solidify the 2014 Council Meeting schedule. The City Clerk will update online calendars so that the public is well aware of the meeting schedule.
Staff Report: Ted A. Gaebler, City Manager's Office and Mindy Cuppy, City Clerk's Office.
Advances Goal: 5.

- 10.4 **Subject:** A Resolution of the City Council of the City of Rancho Cordova Approving an Economic Development Treatment Capacity Bank Program (Econ Bank) Agreement with the Sacramento Regional County Sanitation District.
Recommendation: Adopt Resolution No. 139-2013.
Result of Recommended Action: Adoption of this resolution will allow the City to receive an additional 36.9 Sewer Credits to be used to promote economic development within Rancho Cordova.
Staff Report: Curt Haven, Economic Development Director and Michelle Mingay, Sr. Finance Analyst.
Advances Goal: 6.
- 10.5 **Subject:** A Resolution of the City Council of the City of Rancho Cordova Making Certain Findings and Determinations Related to, and Accepting, the FY 2011-12 Development Impact Fee Report for the AB1600 Development Fees.
Recommendation: Adopt Resolution No. 137-2013.
Result of Recommended Action: Adoption of this resolution will bring the City into compliance with California Government Code Section 66000, et seq.
Staff Report: Michelle Mingay, Sr. Finance Analyst.
Advances Goal: 5.
- 10.6 **Subject:** Ordinance No. 43-2013, Amending Chapters 1.01, 6.60, 6.90, 6.120, 8.04, 9.80 and 16.18 of the Rancho Cordova Municipal Code Regarding Criminal, Administrative, and Civil Code Enforcement Authority and Increasing Fines for Code Violations as Allowed Under State Law.
Recommendation: Introduce and read by title only Ordinance No. 43-2013.
Result of Recommended Action: This Ordinance makes amendments to the Municipal Code which are necessary to ensure that the newly established prosecution services program may be successful in enforcing the code through criminal remedies. The amendments eliminate some conflicting code provisions which exist because the City inherited its code from Sacramento County; these conflicts could prevent successful criminal prosecution of individuals who violate the Municipal Code. These amendments will also allow the City more flexibility in code enforcement by making it clear that criminal, administrative, and civil remedies are available for any provision of the code when so allowed under State law. These amendments also increase the fines for misdemeanors and infractions to the maximum amounts allowed under State law.
Staff Report: Adam Lindgren, City Attorney.
Advances Goals: 1, 2, 5.

11. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

NONE.

12. PUBLIC HEARING ITEMS

- 12.1 **Subject:** Public Hearing and Resolution Approving an Update to the Transportation Capital Improvement Plan and Nexus Study for the Development Impact Fee Program to Reduce Such Fees.
Recommendation: Adopt Resolution No. 138-2013.
Result of Recommended Action: Adoption of Resolution No. 138-2013 approves the update to the Transportation CIP and the Nexus Study for the Development Impact Fee Program and adopts reduced transportation development impact fees in the new development area.

Staff Report: Cyrus Abhar, Public Works Director and Elizabeth Sparkman, Senior Engineer.

Advances Goals: 1, 4, 6.

- 12.2 **Subject:** Adoption of the 2013-2021 Housing Element Update (Continued from November 4, 2013 Regular Meeting).

Recommendation: Approve Resolution No. 119–2013, thereby adopting the 2013-2021 Housing Element Update of the City's General Plan, and approving the associated Addendum to the General Plan's Final Environmental Impact Report.

Result of Recommended Action: Adoption of the 2013-2021 Housing Element and the subsequent certification by the State will ensure that the City's General Plan remains consistent and enforceable. Adoption will also ensure that the City's General Plan remains compliant with California Environmental Quality Act requirements.

Staff Report: Jessica Hayes, Housing & Neighborhood Development Analyst and Reed Flory, Housing Services Administrator.

Advances Goals: 1, 2, 5, 6.

- 12.3 **Subject:** Folsom Boulevard Specific Plan Amendment – Specific Plan Amendment and General Plan Amendment.

Recommendation: Staff recommends the City Council take the following actions in order:

1. Adopt Resolution 140-2013; and
2. Introduce and waive first reading of Ordinance 44-2013.

Result of Recommended Action: Adoption of Resolution 140-2013 would amend the City's General Plan Land Use Map to remove 147 acre of land from the Folsom Boulevard Planning Area and to apply General Plan land use designations to these lands that are consistent with existing land uses. Adoption of Ordinance 44-2013 would amend the Folsom Boulevard Specific Plan consistent with direction provided by City Council. Major changes include streamlining the Specific Plan, amending land use designations to be more consistent with existing land uses, and incorporate strategies to encourage redevelopment and investment on Folsom Boulevard. This action would also apply city zoning designations to 147 acres of land to be removed from the FBSP.

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

Advances Goals: 1, 2, 6.

13. REGULAR CALENDAR ITEMS

- 13.1 **Subject:** Discuss Proposed Self-Storage Facility on Douglas Road Adjacent to Previously Approved Shopping Center.

Recommendation: Provide preliminary direction to staff and project proponents regarding this proposed project.

Result of Recommended Action: No formal action is requested of Council at this time. Council direction will allow the project proponents to decide whether they wish to proceed with their application. If Council approval is unlikely, then the applicants might choose to withdraw the project and avoid the expenses associated with the project review.

Staff Report: Paul Junker, Planning Director and William Campbell, Principal Planner.

Advances Goals: 2, 6.

14. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

15. CITY MANAGER'S REPORT

16. ADJOURNMENT

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

17. CLOSED SESSION - CALL TO ORDER/ROLL CALL

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

18. CLOSED SESSION

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

PUBLIC EMPLOYEE APPOINTMENT (if needed)
Title: City Manager
Pursuant to Government Code Section 54957

19. OPEN SESSION - REPORT FROM CLOSED SESSION

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

20. ADJOURNMENT

ADDITIONAL INFORMATION

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

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

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

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

UPCOMING MEETINGS	
<i>Monday, January 6, 2014</i>	<i>City Council Special Meeting (4:00 PM) and Regular Meeting (5:30 PM)</i>
<i>Tuesday, January 14, 2014</i>	<i>City Council Special Meeting (5:30 PM)</i>
<i>Tuesday, January 21, 2014</i>	<i>City Council Regular Meeting (5:30 PM)</i>
<i>Monday, February 3, 2014</i>	<i>City Council Special Meeting (4:00 PM) and Regular Meeting (5:30 PM)</i>
<i>Tuesday, February 11, 2014</i>	<i>City Council Special Meeting (5:30 PM)</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 Division	(916) 851-8784
Human Resources Department	(916) 851-8740
IT Department	(916) 851-8700
Neighborhood Services – Animal Services	(916) 851-8770
Parks & Recreation (Cordova Recreation & Park District)	(916) 362-1841
Planning Department	(916) 851-8750
Public Works Department	(916) 851-8710
Rancho Cordova Police Department	(916) 875-9600
Redevelopment Department	(916) 851-8780
Sac Metro Fire District	(916) 859-4300

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

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

CERTIFICATION OF POSTING OF AGENDA

I, Mindy Cuppy, CMC, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Monday, December 16, 2013 Regular Meeting of the Rancho Cordova City Council/Successor Agency to the CRA/RCFC was posted and available for review on Thursday, December 12, 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 Thursday, December 12, 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 02, 2013

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

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

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

Council Members Absent: None

Staff Members Present: Sparkman, George, Gaebler, Lindgren, Cuppy, Abhar, Chinn, Junker, Holt, Snipes, Bane, Ulm, Nobriga, Chief Goold, Stricker

Mayor Budge called the regular meeting to order in the David B. Roberts Council Chambers at 5:36 PM.

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedules.

3. PLEDGE OF ALLEGIANCE

Brit Snipes led the pledge.

4. INVOCATION

Mayor Budge led a moment of silence.

5. PRESENTATIONS

- 5.1 Presentation Regarding Trim Your Waste Contest Presented by Republic Services Municipal Manager, Johnnie Downs.
- 5.2 Presentation by Sacramento Area Council of Governments (SACOG) on the Efforts to Promote Plug-in Electric Vehicle (PEV) Infrastructure Readiness in the Region.
- 5.3 VSP Day of Service Recognition and Presentation Given by Lorianne Ulm.
- 5.4 Public Works and Facilities Annual Report to Council.

6. PUBLIC COMMENT

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

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

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

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

- 8.1 **Subject:** Meeting Minutes of November 18, 2013 Special and Regular Meeting.
Recommendation: Adopt Minutes.

- 8.2 **Subject:** Second Reading of Ordinance No. 41-2013, Approving the SunCreek Specific Plan, with attached exhibits Public Facilities Finance Plan and Phasing Plan; and Ordinance No. 42-2013, Approving Development Agreements for each of the Six Ownerships in the SunCreek Specific Plan.

Recommendation: Waive the second reading and adopt Ordinance Nos. 41-2013 and 42-2013.

Result of Recommended Action: The approval of the SunCreek Specific Plan (SCSP) would ensure the project area will develop in a logical and phased sequence, be environmentally sensitive to natural resources and contribute to the financial sustainability of the City. The SCSP captures the essence of many of the goals and policies of the City's General Plan Elements that promote city building, but not at the expense of the environment. The approved plan would interconnect with the adjoining properties, which in their own time will develop and complement the pedestrian and bike trails, blend into the integrated road system that links open space, residential neighborhood and shopping/employment centers within the developing area of the City.

Staff Report: William Campbell, Principal Planner.

Advances Goals: 1, 2, 5, 6.

- 8.3 **Subject:** Resolution Authorizing the City Manager to Execute Contract Change Order No. 1 with RSC General & Engineering, Inc. for Construction of the 2014 ADA Sidewalk Improvement Project.

Recommendation: Adopt Resolution No. 136-2013.

Result of Recommended Action: Adoption of this resolution will authorize the City Manager to execute Contract Change Order No. 1 with RSC General & Engineering, Inc. to increase the current contract amount from \$104,855 to \$132,855 for the construction of the 2014 ADA Sidewalk Improvement Project.

Staff Report: Cyrus Abhar, Public Works Director and Ben Chan, Assistant Civil Engineer.

Advances Goals: 1, 2, and 5.

9. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

NONE.

10. PUBLIC HEARING ITEMS

NONE.

11. REGULAR CALENDAR ITEMS

- 11.1 **Subject:** Resolutions of the City Council of the City of Rancho Cordova Consenting to the Inclusion of Land/Properties within the City in Voluntary Pace Programs.

Recommendation: Adoption of Resolution:

1. No. 134-2013 – Consenting to the Inclusion of Land within the Territorial Jurisdiction of the City of Rancho Cordova in the County of Sacramento Community Facilities District 2012-1 (Clean Energy)

2. No. 135-2013 – Consenting to the Inclusion of Properties within the City of Rancho Cordova's Jurisdiction in the California HERO Program and approving an amendment to a certain Joint Powers Agreement related thereto.

Result of Recommended Action: Adoption of these resolutions will allow non-residential property owners in Rancho Cordova to voluntarily participate in PACE financing for the acquisition, installation and improvement of energy efficiency, water conservation and renewable energy improvements to or on their real property.

Staff Report: Donna Silva and Michelle Mingay, Finance Department.

Advances Goals: 6.

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

- John Law, in support of item 11.1.

Mayor Budge closed the public comment period.

ACTION: Motion to approve by Sander second by McGarvey;
Carried by a 4:0 roll call vote (Terry recused).
Council adopted Resolution No. 135-2013.
Council did not take action on Resolution No. 134-2013.

11.2 Subject: 2014 City Council Meeting Schedule.

Recommendation: Staff recommends Council review its meeting schedule for 2014 and provide staff with any conflicts prior to the next meeting. Council will be asked to approve the calendar at the December 16, 2013 meeting.

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

Staff Report: Ted A. Gaebler, City Manager's Office and Mindy Cuppy, City Clerk's Office.

Advances Goal: 5.

ACTION: Discussion item only; no action taken.

11.3 Subject: Selection of 2014 Mayor and Vice Mayor.

Recommendation: That Council select its Mayor and Vice Mayor for 2014.

Result of Recommended Action: Council will appoint its leadership officers, per Resolution No. 5-2004. The ceremonial seating of the new Mayor and Vice Mayor will take place at the next regular Council meeting on December 16, 2013.

Staff Report: Mindy Cuppy, CMC, City Clerk's Department.

Advances Goal: 5.

ACTION: Motion to nominate Bob McGarvey as Vice Mayor by Sander second by Terry;
Motion to nominate Dan Skoglund as Mayor by Sander second by Terry;
Carried by a 5:0 vote.

12. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

13. CITY MANAGER'S REPORT

14. ADJOURNMENT

Mayor Budge adjourned the meeting in memory of Oscar Satow at 7:32 PM.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Mayor Budge called the special meeting to order in the Community Board Room at 7:43 PM.

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

Council Members Absent: Budge present for the first item only (Public Employee Appointment)

Staff Members Present: Gaebler, Lindgren, Cuppy, Chinn, Junker, Silva, Abhar, Haven, Samuelson, Peterson, Baenziger

16. CLOSED SESSION

PUBLIC EMPLOYEE APPOINTMENT

Title: City Manager

Pursuant to Government Code Section 54957

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

Council Members Absent: None

Staff Members Present: Gaebler, Lindgren, Cuppy, Peterson, Baenziger

ACTION: Discussion item only; no action taken.

CONFERENCE WITH REAL PROPERTY NEGOTIATORS:

Property: Zinfandel Drive at the Southern City Boundary, APN: 072-2860-004.

Agency negotiators: Ted Gaebler, Joe Chinn, Donna Silva, Cyrus Abhar, Adam Lindgren, and John Samuelson.

Negotiating parties: Stonecreek Industrial LLC

Under negotiation: Price and terms of payment.

Council Members Present: McGarvey, Sander, Terry, Skoglund

Council Members Absent: Budge

Staff Members Present: Gaebler, Lindgren, Chinn, Junker, Silva, Abhar, Haven, Samuelson

ACTION: Discussion item only; no action taken.

CONFERENCE WITH REAL PROPERTY NEGOTIATORS:

Property: Data and Disk Drives, APN: 072-0680-072.

Agency negotiators: Ted Gaebler, Joe Chinn, Donna Silva, Cyrus Abhar, and Adam Lindgren.

Negotiating parties: Beazer Homes Holding.

Under negotiation: Price and terms of payment.

Council Members Present: McGarvey, Sander, Terry, Skoglund

Council Members Absent: Budge

Staff Members Present: Gaebler, Lindgren, Chinn, Junker, Silva, Abhar, Haven, Samuelson

ACTION: Discussion item only; no action taken.

17. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported there was no reportable action from closed session.

18. ADJOURNMENT

At 9:50 PM Vice Mayor Skoglund adjourned the meeting to Tuesday, December 3, 2013 at 9:00 AM at the Sacramento Marriott Rancho Cordova, 11211 Point East Drive, Rancho Cordova

Mindy Cuppy, CMC, City Clerk



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

City Hall
2729 Prospect Park Drive, Rancho Cordova

Wednesday, December 04, 2013

1:00 PM – Special Meeting
Titan Conference Room

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Mayor Budge called the special meeting to order in the Titan Conference Room at 4:41 PM.

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

Council Members Absent: None

Staff Members Present: Gaebler, Lindgren, Peterson

2. PUBLIC COMMENT

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

3. SPECIAL MEETING ITEM

3.1 **Subject:** Appointment of Labor Negotiators.

Recommendation: Appoint Ted A. Gaebler, Colin Baenziger, Sean Baenziger, and Adam Lindgren as Labor Negotiators.

Result of Recommended Action: This action will designate representatives authorized to negotiate salary and fringe benefits for the position of City Manager.

ACTION: Council did not take action on this item.

4. CLOSED SESSION

PUBLIC EMPLOYEE APPOINTMENT

Title: City Manager

Pursuant to Government Code Section 54957

ACTION: Discussion item only; no action taken.

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Ted A. Gaebler, Colin Baenziger, Sean Baenziger, and Adam Lindgren

Unrepresented employee: City Manager

Pursuant to Government Code Section 54957

ACTION: Council did not discuss this item.

5. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported there was no reportable action from closed session.

6. ADJOURNMENT

Mayor Budge adjourned the meeting at 5:29 PM.

Mindy Cuppy, CMC, City Clerk

MEMORANDUM



DATE: December 16, 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 2014**

RECOMMENDATION

That Council confirms their 2014 commitments to serve on other agency boards, commissions, and committees.

RESULT OF RECOMMENDED ACTION

The City Council will continue to serve in leadership roles throughout the region. The City Clerk will notify each agency boards, commissions, or committees of changes or reappointments 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. By confirming their appointments annually the members of the Council are committing their time to serve in these important leadership roles.

ATTACHMENT

2014 Proposed - City of Rancho Cordova Council Member Appointments to Regional Boards, Commissions, and Committees.

2014 DRAFT - City of Rancho Cordova
Council Member Appointments to Other Agency Boards, Commissions and Committees

Agency	2013 Appointment	2014 Changes
Local Appointments		
Capital Southeast Connector (Originally called: Elk Grove/Folsom/RC/ El Dorado Connector JPA)	Sander Alt: Budge	
City Selection Committee of Sacramento County	Mayor if needed	Skoglund (Mayor if needed)
Folsom Lake College Foundation Meets 2/14, 4/11, 6/13, 2013 from 11:30-1:00	Was McGarvey but he termed out, ok for 2014	McGarvey
Mather Community Campus Community Advisory Committee	McGarvey	
Mayors & Board Chair Forum	Budge, Skoglund and Gaebler	Skoglund, McGarvey and City Manager
Sacramento Area Council of Governments (SACOG)/Capitol Valley Regional SAFE	Sander Alt: Budge	
Sacramento Regional Sanitation District (Meets with Sacramento Area Sewer District)	Skoglund (Chair 2013) Alt: McGarvey	
Sacramento Area Sewer District (Meets with Regional Sanitation District)	Skoglund (Chair 2013) Alt: McGarvey	
Sacramento County Criminal Justice Cabinet	Budge	Skoglund
Sacramento County Human Rights/Fair Housing Commission Governing Board	Terry	
Sacramento Local Agency Formation Commission (LAFCo)	No Seat 2013	Will Hold Seat 1/1/21--12/31/22 (Alternate 1/1/19-12/31/20)
Sacramento Metro Cable Television Commission (Ex Officio Member)	Terry Alt: Skoglund	
Sacramento Metropolitan Air Quality Management District (SMAQMD)	Terry	Terry Alt: McGarvey
Sacramento Placerville Transportation Corridor Joint Powers Authority	Sander Alt: Budge	
Sacramento Public Library Authority Governing Board	Budge Alt: Sander	
Sacramento Regional Transit (RT) District Board of Directors	Budge Alt: Sander	
Sacramento Transportation Authority (STA)	McGarvey Alt: Terry	
Sacramento-Yolo Mosquito & Vector Control District Board	McGarvey Alt: Sander	
South Sacramento Habitat Conservation Plan (SSHCP) Elected Advisory Board	Budge Alt: Skoglund	

Agency	2013 Appointment	2014 Changes
Council Subcommittees		
Building Industry Association (BIA) Subcommittee	Sander, Terry	
Kilgore Cemetery Council Subcommittee	Budge, McGarvey	
Strong Neighborhoods Council Subcommittee	Sander, McGarvey	
2 x 2 Meetings		
Folsom Cordova Unified School District 2x2	Sander, Terry	
Sacramento County 2x2	Budge, Skoglund (M/VM)	Skoglund, McGarvey (M/VM)
Cordova Recreation and Park District 2x2	Sander, Skoglund	
Sac Metro Fire 2x2	McGarvey, Budge	
SMUD 2x2	Budge, Skoglund (M/VM)	Skoglund, McGarvey (M/VM)
Elk Grove Unified School District 2x2	McGarvey, Terry	
Golden State Water 2x2	Budge, Skoglund (M/VM)	Skoglund, McGarvey (M/VM)
Sacramento City Unified School District 2x2	Sander, Terry	

MEMORANDUM

Date: December 16, 2013

To: Honorable Mayor and Council Members

From: Ted A. Gaebler, City Manager
Mindy Cuppy, CMC, City Clerk

Subject: 2014 CITY COUNCIL MEETING SCHEDULE



RECOMMENDATION

Staff recommends that Council adopt the 2014 city council meeting schedule.

RESULT OF RECOMMENDED ACTION

Action on this item will confirm the 2014 Rancho Cordova City Council meeting schedule and will direct the City Clerk to update our website and notify relevant parties.

BACKGROUND

In early December, as part of its annual business planning for the upcoming year, the City Council reviews the next year's calendar and determines its meeting schedule for the following year.

Below are the proposed City Council Meeting dates for 2014:

Monday, January 6	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, January 14	5:30 PM Special Meeting/Work Session
Tuesday , January 21	5:30 PM Regular Meeting (Tuesday due to holiday)
Tuesday and Wednesday, January 28-29	All Day City Council and Staff Learning Retreat
Monday, February 3	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, February 11	5:30 PM Special Meeting/Work Session
Tuesday , February 18	5:30 PM Regular Meeting (Tuesday due to holiday)
Monday, March 3	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Monday, March 17	5:30 PM Regular Meeting
Tuesday, March 25	5:30 PM Special Meeting/Work Session

Monday, April 7	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, April 15	5:30 PM Special Meeting/Work Session
Monday, April 21	5:30 PM Regular Meeting
Tuesday, April 29	5:30 PM Special Meeting/Work Session
Monday, May 5	PROPOSE TO CANCEL REGULAR MEETING CAP-TO-CAP CONFLICT
Monday, May 19	5:30 PM Regular Meeting
Tuesday, May 27	5:30 PM Special Meeting/Work Session
Monday, June 2	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, June 10	5:30 PM Special Meeting/Work Session
Monday, June 16	5:30 PM Regular Meeting
Tuesday, June 24	5:30 PM Special Meeting/Work Session
Monday, July 7	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, July 15	5:30 PM Special Meeting/Work Session
Monday, July 21	5:30 PM Regular Meeting
Tuesday, July 29	5:30 PM Special Meeting/Work Session
Monday, August 4	PROPOSE TO CANCEL REGULAR MEETING COUNCIL DARK DAY
Monday, August 18	5:30 PM Regular Meeting
Tuesday, August 26	5:30 PM Special Meeting/Work Session
Tuesday , September 2	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting (Tuesday due to holiday)
Tuesday, September 9	5:30 PM Special Meeting/Work Session
Monday, September 15	5:30 PM Regular Meeting
Tuesday, September 23	5:30 PM Special Meeting/Work Session
Monday, October 6	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, October 14	5:30 PM Special Meeting/Work Session
Monday, October 20	5:30 PM Regular Meeting
Tuesday, October 28	5:30 PM Special Meeting/Work Session
Monday, November 3	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Wednesday , November 12	5:30 PM Special Meeting/Closed Session for City Manager Evaluation (Wednesday due to holiday)
Monday, November 17	5:30 PM Regular Meeting

Monday, December 1	4:00 PM Special Meeting/Study Session 5:30 PM Regular Meeting
Tuesday, December 9	5:30 PM Special Meeting/Work Session
Monday, December 15	5:30 PM Regular Meeting

To ensure maximum attendance of council members and the community in our legislative process, we constantly monitor local, state, and national events, including the League of California Cities, the National League of Cities, the California Redevelopment Association, the American Society for Public Administration, and various other events and conferences that the council and the community may be participating in. Attached is a detailed calendar showing such events.

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

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

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

ATTACHMENT

2014 DRAFT Council Meeting, Conference and Community Event Calendar

January 2014

DRAFT Council Meeting, Conference and Community Event Calendar

January 2014							February 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	

Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Dec 29		30		31		Jan 1, 14		2		3		4	
						Kwanzaa Ends New Year's Day Holiday - City Hall Close		2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		Timesheets Due			
5		6		7		8		9		10		11	
		City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy				9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento)		Leadership Rancho Cordova - Leadership Breakfast (RCPD, Canfield Room) 1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers) 2:00pm 4:00pm RCPD New Year Breakfast (RCPD, Canfield Room)		Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)		5:00pm 9:00pm Martin Luther King Jr. Celebration (Sacramento Convention Center, Grand Ballroom, 1400 J Street)	
12		13		14		15		16		17		18	
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		City Council Special Meeting/Work Session		6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)		7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board 12:00pm 2:00pm Mayors and Board Chair Forum Executive Management 6:00pm 8:00pm FCUSD - School District		Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms) 5:30pm 9:00pm North State BIA Installation of Officers Banquet (CA Aerospace Museum, 3200 Freedom Park Drive, McClellan)			
19		20		21		22		23		24		25	
		Martin Luther King, Jr. Holiday - City Hall		City Council Regular Meeting 10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove) 5:30pm 11:00pm Regular City Council Meeting - Tuesday Due to Holiday (Community Board Room; Council Chambers) - Mindy Cuppy		LOCC New Mayors and Council Members Academy (Sheraton Grand, Sacramento) US Conference of Mayors - Winter Meeting (Washington, D.C.) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers) 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)		Pay Day			
26		27		28		29		30		31		Feb 1	
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		CITY COUNCIL/STAFF RETREAT				5:00pm 7:00pm Annual RC Chamber of Commerce Crab Feed (Rancho Cordova Events Center)		Semi-Annual Campaign Statements (FPF) Timesheets Due 5:00pm 7:00pm Sac Metro Chamber Dinner (Tentative Date, Time and Location TBD)			

February 2014

DRAFT Council Meeting, Conference and Community Event Calendar

February 2014							March 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1							1
2	3	4	5	6	7	8	2	3	4	5	6	7	8
9	10	11	12	13	14	15	9	10	11	12	13	14	15
16	17	18	19	20	21	22	16	17	18	19	20	21	22
23	24	25	26	27	28		23	24	25	26	27	28	29
							30	31					

January 2014							February 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Jan 26	27	28	29	30	31	Feb 1							
2	3	4	5	6	7	8							
Super Bowl	City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy			LOCC City Manager's Department Meeting (Long Beach, CA)	2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Winter Olympics (Sochi, Russia) Pay Day 6:00pm 11:00pm Sacramento Hispanic Chamber of Commerce Business Awards and Recognition Gala (Sacramento State University Ballroom)							
9	10	11	12	13	14	15							
	5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Special Meeting/Work Session 6:00pm 7:30pm RCPD Neighborhood Meeting	Winter Olympics (Sochi, Russia) Lincoln's Birthday MMANC Winter Forum	Leadership Rancho Cordova - Land Use 1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Timesheets Due Valentine's Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)								
16	17	18	19	20	21	22							
2:00pm 6:00pm 2014 NBA All Star Game	Presidents Day Holiday - City Hall Closed	City Council Regular Meeting 10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove) 5:30pm 11:00pm Regular City Council Meeting - Tuesday Due to Holiday (Community Board Room; Council Chambers)	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments Board Meeting 12:00pm 2:00pm Mayors and Board Chair Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting	Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)								
23	24	25	26	27	28	Mar 1							
Winter Olympics (Sochi, Russia)	5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		9:30am 11:30am Sacramento Regional Transit Board Meeting	9:30am 10:30am Sacramento Metropolitan Water Board Meeting	Timesheets Due								
					3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)	6:00pm 8:00pm 15th Cordova Community Council Volunteer Awards (City Hall)							

Jan 26 - Feb 1

Feb 2 - 8

Feb 9 - 15

Feb 16 - 22

AGENDA ITEM 10.3

March 2014

DRAFT Council Meeting, Conference and Community Event Calendar

March 2014							April 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1			1	2	3	4	5
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30			
30	31												

Sunday							Monday							Tuesday							Wednesday							Thursday							Friday							Saturday						
Feb 23							24							25							26							27							28							Mar 1						
2							3							4							5							6							7							8						
							City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy							Mardi Gras							Ash Wednesday							2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Pay Day							NLC Congressional City Conference (Washington, D.C.)						
9							10							11							12							13							14							15						
Daylight Savings Time Begins - Spring Forward 1 Hour							5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							6:00pm 7:30pm RCPD Neighborhood Meeting							9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							Leadership Rancho Cordova - Education 1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)							ASPA Annual Conference (TBD) Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)							6:00pm 7:00pm FCCP Cork and Fork (Tentative)						
16							17							18							19							20							21							22						
ASPA Annual Conference (TBD)							City Council Regular Meeting St Patrick's Day 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy							10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)							6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)							7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments Board Meeting 12:00pm 2:00pm Mayors and Board Chair Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting							Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)													
23							24							25							26							27							28							29						
							5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							City Council Special Meeting/Work Session							9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (City Hall) 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (City Hall)							Timesheets Due 7:30am 3:00pm Business Outlook Economic Forecast and Corporate Report (TBD)													
30							31							Apr 1							2							3							4							5						

April 2014

DRAFT Council Meeting, Conference and Community Event Calendar

April 2014							May 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5					1	2	3
6	7	8	9	10	11	12	4	5	6	7	8	9	10
13	14	15	16	17	18	19	11	12	13	14	15	16	17
20	21	22	23	24	25	26	18	19	20	21	22	23	24
27	28	29	30				25	26	27	28	29	30	31

Sunday							Monday							Tuesday							Wednesday							Thursday							Friday							Saturday						
Mar 30							31							Apr 1							2							3							4							5						
																					FPPC Form 700: Statement of Economic							Great Places to Work Annual Conference (New Orleans) 2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)							Pay Day													
6							7							8							9							10							11							12						
							City Council Special Meeting (4:00) and F 4:00pm 11:00pm City Council Special Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy							CAPIO Annual Conference (Santa Barbara) 6:00pm 7:30pm RCPD Neighborhood Meeting							9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							Leadership Rancho Cordova - Public Saf 1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)							Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)													
13							14							15							16							17							18							19						
							5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							FCUSD, EGUSD, SCUSD Spring Break City Council Special Meeting/Work Sessi Taxes Due 10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)							6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)							7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meetin 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Boa 12:00pm 2:00pm Mayors and Board Chai 6:00pm 8:00pm FCUSD - School District							Good Friday Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)													
20							21							22							23							24							25							26						
Easter							City Council Regular Meeting 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy							Administrative Professionals Week CCAC Annual Conference (Pasadena) Transforming Local Government Conference (Denver, CO) Administrative Professionals Day 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)							League of California Cities Legislative A 9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (C 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (Co							IAAP Rancho Cordova Chapter Administ Timesheets Due							25th Annual Kids Day in the Park - Cord													
27							28							29							30							May 1							2							3						
							5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)							City Council Special Meeting/Work Sessi							4:30pm 8:00pm Mayors and Board Chair Forum Core Group Meeting and possible MBCF Reception & Dinner (TBD)																											

Mar 30 - Apr 5

Apr 6 - 12

Apr 13 - 19

Apr 20 - 26

AGENDA ITEM 10.3

June 2014

DRAFT Council Meeting, Conference and Community Event Calendar

June 2014							July 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7			1	2	3	4	5
8	9	10	11	12	13	14	6	7	8	9	10	11	12
15	16	17	18	19	20	21	13	14	15	16	17	18	19
22	23	24	25	26	27	28	20	21	22	23	24	25	26
29	30						27	28	29	30	31		

Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Jun 1		2		3		4		5		6		7	
Jun 1 - 7		City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy		Primary Election				2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)		IAAP California Division Meeting/Conference (Sacramento, CA) Timesheets Due			
8		9		10		11		12		13		14	
Jun 8 - 14		IAAP California Division Meeting/Conference		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		City Council Special Meeting/Work Session		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)		1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)		National Civic League All America City Awards Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	
												Flag Day	
15		16		17		18		19		20		21	
Jun 15 - 21		National Civic League All America City Awards Father's Day		City Council Regular Meeting 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers) 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy		10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)		7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board 12:00pm 2:00pm Mayors and Board Chair Forum Executive Management 6:00pm 8:00pm FCUSD - School District		82nd Annual Conference of Mayors (Dallas, Texas) Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
22		23		24		25		26		27		28	
Jun 22 - 28		82nd Annual Conference of Mayors (Dallas, Texas)		City Council Special Meeting/Work Session				9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers)		American Library Association (ALA) Annual Conference (Las Vegas, NV) Pay Day			
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)											
29		30		Jul 1		2		3		4		5	
		American Library Association (ALA) Annual Conference (Las Vegas, NV)											

July 2014

DRAFT Council Meeting, Conference and Community Event Calendar

July 2014							August 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5						1	2
6	7	8	9	10	11	12	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23
27	28	29	30	31			24	25	26	27	28	29	30
							31						

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Jun 29	30	Jul 1	2	3	4	5
Jun 29 - Jul 5			American Library Association (ALA) Annual Meeting (June 29 - July 1) City of Rancho Cordova Anniversary (June 30 - July 1)		Rancho Cordova 4th of July Celebration Timesheets Due 2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Independence Day Holiday - City Hall Closed	
	6	7	8	9	10	11	12
Jul 6 - 12		City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy		9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	California State Fair Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	Sister Cities Annual Conference (Florida)
	13	14	15	16	17	18	19
Jul 13 - 19	California State Fair						
	Sister Cities Annual Conference (Florida)		City Council Special Meeting/Work Session	6:30pm 8:30pm Cordova Recreation and	7:30am 9:00am Rancho Cordova IAAP Meeting	Timesheets Due	Eppie's Great Race
			10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting 12:00pm 2:00pm Mayors and Board Chair Forum 6:00pm 8:00pm FCUSD - School District	11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
	20	21	22	23	24	25	26
Jul 20 - 26	California State Fair						
	Candidate Filing Period for November 4, 2014 Election						
	9:00am 3:30pm CEPO - MMACN Summer Signature Symposium (Shannon Community Center, Dublin, CA)	City Council Regular Meeting 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers) 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)	Pay Day	IAAP Annual Conference (Milwaukee, WI)
	27	28	29	30	31	Aug 1	2
	California State Fair	5:00pm 7:00pm Sacramento Regional Transportation Authority Board Meeting	City Council Special Meeting/Work Session		8:00am 8:30am Semi-Annual Campaign		
	Candidate Filing Period for November 4, 2014 Election						
	IAAP Annual Conference (Milwaukee, WI)				4:30pm 8:00pm Mayors and Board Chair Forum Core Group Meeting and possible MBCF Reception & Dinner (TBD)		

AGENDA ITEM 10

August 2014

DRAFT Council Meeting, Conference and Community Event Calendar

August 2014							September 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
					1	2		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28	29	30				
31													

Jul 27 - Aug 2	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Jul 27	28	29	30	31	Aug 1	2
						Candidate Filing Period for November 4, 2014 Election	
Aug 3 - 9						Timesheets Due	
						Candidate Filing Period for November 4, 2014 Election	
		PROPOSE TO CANCEL REGULAR MEETING	National Night Out		CEPO - Collaborative Community Transformation (La Casa de Maria, Santa Barbara, CA)	Pay Day	
Aug 10 - 16	10	11	12	13	14	15	16
	Extended Candidate Filing Period for November 4, 2014 Election - IF INCUMBENT DOES NOT FILE BY 8/8				Secretary of State Determines Order of	Timesheets Due	
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
Aug 17 - 23	17	18	19	20	21	22	23
	APWA International Congress and Exposition (Toronto, Ontario, Canada)				7:30am 9:00am Rancho Cordova IAAP M	Pay Day	
		City Council Regular Meeting 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy	10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	8:00am 9:30am Rancho Cordova Chamb 9:00am 12:00pm Sacramento Area Coun 10:00am 2:00pm Chamber of Commerce 12:00pm 2:00pm Mayors and Board Chai 3:00pm 5:00pm Sacramento Public Librar 6:00pm 8:00pm FCUSD - School District		
Aug 24 - 30	24	25	26	27	28	29	30
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Special Meeting/Work Session	9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers)	Timesheets Due	
	31	Sep 1	2	3	4	5	6
AGENDA ITEM 10							

Jul 27 - Aug 2

Aug 3 - 9

Aug 10 - 16

Aug 17 - 23

24 - 30

AGENDA ITEM 10.3

DRAFT Council Meeting, Conference and Community Event Calendar

September 2014							October 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
7	1	2	3	4	5	6	5	6	7	1	2	3	4
14	15	16	17	18	19	20	12	13	14	15	16	17	18
21	22	23	24	25	26	27	19	20	21	22	23	24	25
28	29	30					26	27	28	29	30	31	

Aug 31 - Sep 6	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Aug 31	Sep 1	2	3	4	5	6
		Labor Day Holiday - City Hall Closed	City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy		LOCC Annual Conference & Expo (Los Angeles, CA) 2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Pay Day	California Capital Airshow
	7	8	9	10	11	12	13
	California Capital Airshow	Write in Candidate Filing Period for November 4, 2014 Election					
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Special Meeting/Work Session (5:00pm 7:00pm) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy	9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	
Sep 7 - 13	14	15	16	17	18	19	20
	Write in Candidate Filing Period for November 4, 2014 Election						
	ICMA Annual Conference (Charlotte/Mecklenburg County, North Carolina)					Pay Day	
		City Council Regular Meeting 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy	10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Governments (SACOG) Board Meeting 12:00pm 2:00pm Mayors and Board Chair Meeting 6:00pm 8:00pm FCUSD - School District Board Meeting	11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
Sep 14 - 20	21	22	23	24	25	26	27
	Write in Candidate Filing Period for November 4, 2014 Election						
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Special Meeting/Work Session (5:00pm 7:00pm) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy	9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Air Quality Management District (SMAQMD) Board Meeting (County Board of Supervisors Chambers) 3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)	Leadership Rancho Cordova Retreat Timesheets Due	
	28	29	30	Oct 1	2	3	4
Sep 21 - 27	Write in Candidate Filing Period for November 4, 2014 Election						

October 2014

DRAFT Council Meeting, Conference and Community Event Calendar

October 2014							November 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29
							30						

Sep 28 - Oct 4	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Sep 28	29	30	Oct 1	2	3	4
				Write in Candidate Filing Period for November 4, 2014 Election			
					2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambers,) 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Chamber of Commerce Golf Tournament Pay Day	Relay for Life (Mills Middle School) Yom Kippur
	5	6	7	8	9	10	11
Oct 5 - 11	Write in Candidate Filing Period for November 4, 2014 Election						
	Relay for Life (Mills Middle School)			Customer Service Week			
		City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy		9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Timesheets Due 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	
	12	13	14	15	16	17	18
Oct 12 - 18	Write in Candidate Filing Period for November 4, 2014 Election						
		Columbus Day 5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Special Meeting/Work Session	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	Bosses Day 7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamber of Commerce Board Meeting 9:00am 12:00pm Sacramento Area Council of Mayors and Board Chair 12:00pm 2:00pm Mayors and Board Chair 6:00pm 8:00pm FCUSD - School District	Pay Day 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
	19	20	21	22	23	24	25
Oct 19 - 25	Write in Candidate Filing Period for November 4, 2014 Election			9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H Street, Suite 1450, Sacramento)	9:30am 10:30am Sacramento Metropolitan Library Authority Governing Board (County Board of Supervisors Chambers)	Timesheets Due	
		City Council Regular Meeting Last Day to Register to Vote for November 4, 2014 Election 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy	CACEO Conference (Monterey Bay)				
			10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)		3:00pm 5:00pm Sacramento Public Library Authority Governing Board (County Board of Supervisors Chambers)		
	26	27	28	29	30	31	Nov 1
		5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	City Council Special Meeting/Work Session		4:30pm 8:00pm Mayors and Board Chair Forum Core Group Meeting and possible MBCF Reception & Dinner (TBD)	Halloween Pay Day	

AGENDA ITEM 10

November 2014

DRAFT Council Meeting, Conference and Community Event Calendar

November 2014							December 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1		1	2	3	4	5	6
2	3	4	5	6	7	8	7	8	9	10	11	12	13
9	10	11	12	13	14	15	14	15	16	17	18	19	20
16	17	18	19	20	21	22	21	22	23	24	25	26	27
23	24	25	26	27	28	29	28	29	30	31			
30													

November 2014							December 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1		1	2	3	4	5	6
2	3	4	5	6	7	8	7	8	9	10	11	12	13
9	10	11	12	13	14	15	14	15	16	17	18	19	20
16	17	18	19	20	21	22	21	22	23	24	25	26	27
23	24	25	26	27	28	29	28	29	30	31			
30													

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Oct 26	27	28	29	30	31	Nov 1
2	3	4	5	6	7	8
Daylight Savings Time Ends - Fall Back	City Council Special Meeting (4:00) and Regular Meeting (4:00) and Regular Meeting (5:30) (American River North; Community Board Room; Council Chambers) - Mindy Cuppy	General Election		Rancho Cordova State of the City (Time 2:30pm 3:30pm Sacramento Metro Cable Television Commission Board Meeting (County Board of Supervisors Chambe 6:00pm 8:00pm FCUSD - School District Board Meeting (1965 Birkmont Drive, Rancho Cordova)	Timesheets Due	
9	10	11	12	13	14	15
	5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)	Veterans Day Holiday - City Hall Closed	City Council Special Meeting/Work Session 9:00am 10:30am Sacramento Central Groundwater Authority Board (10600 Goethe Road, Sacramento) 9:30am 11:30am Sacramento Regional Sanitation District/Sacramento Area Sewer District Board Meeting (700 H S	1:30pm 2:30pm Sacramento Transportation Authority (STA) Board Meeting (Sacramento County Board of Supervisors Chambers)	Pay Day 8:30am 10:30am Capital Southeast Connector JPA (City Council Chambers)	
16	17	18	19	20	21	22
	City Council Regular Meeting 5:30pm 11:00pm City Council Regular Meeting (Community Board Room; Council Chambers) - Mindy Cuppy	National League of Cities Congress of Cities and Exposition (Austin, TX)				
		10:00am 12:00pm Sacramento-Yolo Mosquito & Vector Control District Board (8631 Bond Road, Elk Grove)	6:30pm 8:30pm Cordova Recreation and Park District (CRPD) Board Meeting (David B. Roberts Council Chambers)	7:30am 9:00am Rancho Cordova IAAP Meeting (City Hall) 8:00am 9:30am Rancho Cordova Chamb 9:00am 12:00pm Sacramento Area Coun 12:00pm 2:00pm Mayors and Board Chai 6:00pm 8:00pm FCUSD - School District	Timesheets Due 11:30am 1:00pm Rancho Cordova Luncheon (American River Community Rooms)	
23	24	25	26	27	28	29
	5:00pm 7:00pm Sacramento Regional Transit (RT) Board Meeting (5:00 Closed Session, 6:00 Open Session) (Regional Transit Library (Room 222), 1400 29th Street, Sacramento)			Thanksgiving Day Holiday - City Hall Closed	Day After Thanksgiving Holiday - City Hall Closed Pay Day	
30	Dec 1	2	3	4	5	6
4:00pm 7:00pm 15th Annual Cordova Community Council Christmas Tree Lighting (Time and Location TBD)						

Oct 26 - Nov 1

Nov 2 - 8

Nov 9 - 15

Nov 16 - 22

23 - 29

AGENDA ITEM 10.3

December 2014

DRAFT Council Meeting, Conference and Community Event Calendar

December 2014							January 2015						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6					1	2	3
7	8	9	10	11	12	13	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17
21	22	23	24	25	26	27	18	19	20	21	22	23	24
28	29	30	31				25	26	27	28	29	30	31

AGENDA ITEM 10

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

MEMORANDUM



DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Curt Haven, Economic Development Director
Michelle Mingay, Sr. Finance Analyst

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA APPROVING AN ECONOMIC DEVELOPMENT TREATMENT CAPACITY BANK PROGRAM AGREEMENT WITH THE SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

RECOMMENDATION

Adopt Resolution No. 139-2013.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will allow the City to receive an additional 36.9 Sewer Credits to be used to promote economic development within Rancho Cordova.

BACKGROUND

Starting in 2001, the Sacramento Regional County Sanitation District (SRCSD) converted excess sewer capacity it purchased from industrial customers into sewer credits to be used for economic development in the region. These credits, totaling 19,151 over the life of the program, were transferred into the Economic Development Treatment Capacity Bank (Econ Bank) and distributed to its member Agencies, including the City of Rancho Cordova. The City has received a total of 92 Econ Bank credits which have all been used to promote economic development within Rancho Cordova.

Sewer impact fees have changed substantially since the inception of the Econ Bank Program in 2001. For the 12 years the Econ Bank Program has been in existence, over 50 percent of the Econ credits remain. In acknowledgement that the fees have changed and Econ Bank credits remain, SRCDS staff initiated discussion with member Agencies to restructure the Econ Bank Program to minimize long-term liability to SRCSD and give flexibility to member Agencies in their use of the credits. These changes have been incorporated into the Agreement presented in Attachment I.

The new Agreement has a number of features that give flexibility to member Agencies in their use of the Econ Bank credits. Key new features include a December 31, 2020 sunset date for any remaining credits and member Agency flexibility to liquidate credits in exchange for revenue from SRCSD. In connection with these new features, the City of Rancho Cordova will receive 36.9 new credits. The sunset date associated with the 36.9 new credits in June 30, 2015. SRCSD will pay the City, at the rate of \$1,462 per credit, upon liquidation of credits at either the

City's request or upon credit liquidation by SRCSD in the event credits remain on the credit sunset date.

Econ Bank credits may also be transferred between the member Agencies. Since the City did not receive its allocation of sewer credits upon incorporation, and the City has already used the 92 Econ Bank credits it received during the first modification to the program in 2005, staff has requested the County transfer 263.1 of its Econ Bank credits to the City for use in Rancho Cordova. This, in addition to the 36.9 Econ Bank credits being allocated by SRCSD, will provide the City of Rancho Cordova a total of 300 new credits to be used in Rancho Cordova. The County Board approved this requested transfer during their December 10th Board meeting.

ATTACHMENT

1. Resolution No. 139-2013, including Exhibit A: Economic Development Treatment Capacity Bank Program Agreement.

CITY OF RANCHO CORDOVA

RESOLUTION NO. 139-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING AN ECONOMIC DEVELOPMENT TREATMENT CAPACITY BANK PROGRAM
AGREEMENT WITH THE SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT**

WHEREAS, on June 30, 1999, the Sacramento Regional County Sanitation District (the "District") Board of Directors enacted a District Treatment Capacity Buyback Ordinance whereby the District purchased unused industrial treatment capacity; and

WHEREAS, pursuant to the provisions of that Ordinance, the District purchased \$15.3 million dollars worth of excess wastewater treatment capacity from industries within the jurisdictional limits of the District; and

WHEREAS, the excess treatment capacity purchase was converted to Econ Bank credits which corresponded to Equivalent Single-family Dwelling (ESDs) units; and

WHEREAS, the purpose of the Econ Bank is to encourage economic development within the District's jurisdictional limits in that the purchased Econ Bank credit could be used as a discount to reduce the sewer impact fees; and

WHEREAS, the Agencies acknowledged that their abilities to offer Econ Bank credits will assist them in encouraging economic development; and

WHEREAS, the District determined that it is in the best interests of the District and its ratepayers to distribute the Econ Bank credits to the Agencies; and

WHEREAS, on September 6, 2005 the City entered into an agreement with the Sacramento county Regional Sanitation District (SCRSD) regarding the allocation of the Economic Development Treatment Capacity Bank Program, and in return received 92 sewer credits to use to incentives business and affordable housing developments; and

WHEREAS, the Agencies and the District recognize and acknowledge that it is in the best interest of each jurisdiction to continue to participate in the Econ Bank Program; and

WHEREAS, the Agencies and the District desire to revise and replace all prior agreements to allow the Agencies and the District flexibility to utilize the credits to promote all types of development; and

WHEREAS, the City desires to continue to participate in the new Economic Development Treatment Capacity Bank Program and receive an additional 36.9 credits to be used to promote economic development in Rancho Cordova.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA that the City Council of the City of Rancho Cordova authorizes the City Manager to execute an Economic Development Treatment Capacity Bank Program Agreement (**Exhibit A**) with the Sacramento Regional County Sanitation District, 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:

Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT**ECONOMIC DEVELOPMENT TREATMENT CAPACITY BANK PROGRAM AGREEMENT**

This Agreement is made and entered into on this ____ day of _____, 2013 between the Sacramento Regional County Sanitation District, a county sanitation district pursuant to and operating under the authority of the County Sanitation District Act, commencing at Health and Safety Code section 4700, hereinafter referred to as "SRCSD" or "District", and the City of Rancho Cordova, a municipal corporation of the state of California (hereinafter referred to as "Agency"). The term "Agencies" hereinafter refers to those jurisdictions, including the Agency, that participate in the SRCSD Economic Development Treatment Capacity Bank (hereinafter referred to as "Econ Bank") Program.

RECITALS

WHEREAS, on June 30, 1999, the SRCSD Board of Directors enacted a District Treatment Capacity Buyback Ordinance whereby the District purchased unused industrial treatment capacity; and

WHEREAS, pursuant to the provisions of that Ordinance, the District purchased \$15.3 million dollars worth of excess wastewater treatment capacity from industries within the jurisdictional limits of the District; and,

WHEREAS, the excess treatment capacity purchase was converted to Econ Bank credits which correspond to Equivalent Single-family Dwelling (ESDs) units; and,

WHEREAS, the District found that it was in the best interests of the District and its ratepayers to place the Econ Bank credits in the Econ Bank; and,

WHEREAS, the purpose of the Econ Bank is to encourage economic development within the District's jurisdictional limits in that the purchased Econ Bank credits could be used as a discount to reduce the sewer impact fees; and,

WHEREAS, the Agencies acknowledged that their abilities to offer Econ Bank credits will assist them in encouraging economic development; and,

WHEREAS, the District determined that it is in the best interests of the District and its ratepayers to distribute the Econ Bank credits to the Agencies; and,

WHEREAS, in 2001, the District and the Agencies entered into an agreement to distribute the 16,606 credits among the Agencies and the District; and

WHEREAS, the SRCSD and each Agency entered into a new agreement in 2003 to provide flexibility to allow Agencies and the District to utilize their Econ bank credits to promote the construction of affordable housing; and

WHEREAS, the SRCSD was authorized to execute a new agreement with the Agencies on March 23, 2005 and Agencies entered into the new agreement with SRCSD to re-establish the Econ Bank program guidelines and disbursement criteria and allocate the additional 2,545

Econ Bank credits purchased in 2002 among various Agencies and the District, resulting in a total of 19,151 Econ Bank credits under the Program; and

WHEREAS, the Agencies and SRCSD recognize and acknowledge that it is in the best interest of each jurisdiction to continue to participate in the Econ Bank Program; and

WHEREAS, the Agencies and SRCSD desire to revise and replace all prior agreements to allow the Agencies and the District the flexibility to utilize the credits to promote all types of development; and

WHEREAS, the Econ Bank Program has lasted significantly longer than originally envisioned and it does not have the ability to reflect the sewer impact fee changes that have occurred over time.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. Prior Agreements.

This Agreement is intended to amend, replace and supercede all prior agreements and resolutions between the parties hereto, related to the operation, allocation and use of the Econ Bank credits.

2. Economic Development Treatment Capacity Bank.

As historical reference, SRCSD established the Econ Bank and transferred to the Econ Bank a total of 19,151 Econ Bank credits in units of ESDs to Agencies and the District. Table 1 shows the distribution of the 19,151 Econ Bank credits and balance available as of June 30, 2013 for each Agency and SRCSD.

Table 1. Econ Bank Credit Allocation and Balance

Agency	Allocation of Econ Bank Credits (in ESDs)	Remaining Econ Bank Credits as of June 30, 2013* (in ESDs)
SRCSD	1,434	802.9
City of Sacramento	8,727	3472.19
County of Sacramento	5,284	3581.38
City of Citrus Heights	1,206	978.12
City of Folsom	712	505.4
City of Elk Grove	1,146	712.11
City of Rancho Cordova	92	0
City of West Sacramento	550	124.27

*Remaining credits for all jurisdictions exclude credits assigned to projects that are undergoing or have undergone the plan check process as of June 30, 2013, with the exception of West Sacramento where the 124.27 credits includes the 100 credits assigned to Riverfront Hotel by the West Sacramento City Council.

3. Ownership of Econ Bank Credits.

The Agency acknowledges that the Econ Bank credits allocated are not and shall not become the property of the Agency. An Econ Bank credit is a right to discharge into the SRCSD sewerage system. Each Econ Bank credit is specific to the assigned parcel of real property when assignment of the Econ Bank credit is made by the Agency. The Econ Bank credits assigned to a parcel shall not be used as security in any agreement between the Agency and a customer. The Agency agrees that once an assignment of Econ Bank credits has been made

and permits have been issued to a parcel, such assignment cannot be rescinded or revoked by the Agency. The capacity acquired through the use of Econ Bank credits may not be transferred to other real property except for industrial customers whose flow and load capacities are transferrable, as set forth in the SRCSD Consolidated Ordinance.

4. Use of Econ Bank Credits.

The Agency acknowledges that the Econ Bank credits allocated by SRCSD to all Agencies and the District are intended to promote the goal of economic development within the region. The Econ Bank credits may be assigned, by the Agency, to parcels for industrial, commercial, governmental, non-profit or residential users. The Agency shall define its own guidelines for entitlement to the Econ Bank credits allocated to it, and how the Agency dedicates those credits to the user or the number of credits granted to a user.

Further, the Agency agrees that the Econ Bank credits allocated by this Agreement shall not be used as an incentive to lure established industrial or commercial businesses from one Agency to another.

5. Payment for Econ Bank Credits.

The use of Econ Bank credits will entitle the user to a discount in sewer impact fees. The user shall pay the difference between the then existing sewer impact fee and the discount shown in Table 2, but not less than \$923 to ensure SRCSD cost recovery. Alternatively, the Agencies, at their sole discretion, may use additional Econ Bank credits (based on cash value) to make payment for the difference between the then existing sewer impact fee and the discount as shown in Table 2.

Table 2. Sewer Impact Fee Discount^a

Fiscal Year	Infill Area – Discount per ESD Credit Used	New Area - Discount per ESD Credit Used
FY2013/14 (Effective January 1, 2014)	\$1,712	\$3,076
FY2014/15	\$1,952	\$3,042
FY2015/16	\$2,191	\$3,009
FY 2016/17	\$2,430	\$2,976
FY 2017/18	\$2,670	\$2,942
FY 2018/19	\$2,909	\$2,909

^a Discount value is inflated at 3.5% a year.

For example, if the impact fees were \$2,854 per ESD for the Infill Area and \$4,743 per ESD for the New Area in FY2014/15, the discounted impact fee in the Infill Area would still be \$923 per ESD because the difference between the Infill Area Impact Fee of \$2,854 and the Infill Area Discount of \$1,952 (from Table 2) is \$902, which is less than \$923. The discounted impact fee in the New Area for FY2014/15 would be \$1,701, which is the difference between the New Area impact fee of \$4,743 and New Area Discount of \$3,042 (from Table 2). In this example, if the Agency wishes to use additional Econ Bank credits in lieu of requiring the user to make cash payment, the Agency may use an additional 0.63 ESD (\$923/\$1462) if the use is in Infill Area or an additional 1.16 ESD (\$1701/\$1462) if the use is in the New Area.

Starting in FY2019/20, the discount will be inflated according to the change in the Engineering News-Record (ENR) Construction Cost Index (CCI).

For example, if the ENR CCI were to be 12,000 in FY2018/19 and 12,300 in FY2019/20, then the discount for both the Infill and New areas in FY2019/20 would be:

$$\$2,982 = (12,300/12,000) \times \$2,909$$

where \$2,909 was the discount from FY2018/19 per Table 2.

6. Inter-Agency Transfers.

The Agency may transfer the Econ Bank credits allocated to it to any of the other Agencies. In the event of such a transfer, the Agency shall provide SRCSD with written notice of the identity of the transferee and the number of Econ Bank credits transferred. By execution of the Agreement, the Agency receiving such a transfer will be liable to SRCSD for the sewer impact fee payment as set forth in Section 5.

7. Distribution of SRCSD's Remaining Econ Bank Credits

SRCSD's remaining Econ Bank credits (total of 802.9 per Table 1) will be distributed to the Agency once an agreement in the form of this Agreement has been approved and executed by each Agency. Distribution of the credits will be in the amounts shown in Table 3, and the distribution is approximately proportional to the population count (based on 2010 census data) within each Agency's geographical boundary in the SRCSD service area.

Table 3. Allocation of SRCSD's Remaining Econ Bank Credits

Agency	Allocation of SRCSD's Econ Bank Credits (in ESDs)
City of Citrus Heights	47.4
City of Elk Grove	85.4
City of Folsom	41.1
City of Rancho Cordova	36.9
City of Sacramento	266.1
County of Sacramento (unincorporated area)	298.2
City of West Sacramento	27.8

Agencies agree to use or liquidate the newly allotted credits listed in Table 3 by June 30, 2015. If liquidated, the newly allotted credits will receive a cash payment of \$1462 per ESD. Use and liquidation of the previously allotted Econ Bank credits as indicated in Section 2 will be subject to the terms and conditions in Section 14. If the Agency does not execute this Agreement by December 31, 2013, the Agency will lose any and all rights to the additional Econ Bank credits to be received from the above distribution.

8. Procedure.

If the Agency determines to assign all or a portion of its allocated Econ Bank credits, it shall contact SRCSD for application of that portion of Econ Bank credits to a user of a designated parcel. The application shall set forth the nature of the new business or project and parcel location. If the Agency is not already aware of the number of credits necessary to serve that parcel, SRCSD staff shall determine the number of Econ Bank credits required to serve the parcel based upon the intended use of the parcel. Said determination of the amount of Econ Bank credits necessary shall be made pursuant to the methods for estimating sewer service capacity in SRCSD Consolidated Ordinance. Consistent with the direction of the Agency assigning the units, SRCSD shall then assign the Econ Bank credits to the specified parcel. SRCSD shall provide the Agency written notice as to the number of Econ Bank credits assigned, including credits assigned to Infill and New areas respectively.

9. Accounting and Audit.

The Agency shall prepare and file with SRCSD an accounting of its use and transfer of its allocated Econ Bank credits during the previous calendar year in the Infill and New areas, respectively. Said accounting must be in writing and submitted to SRCSD on or before January 31st of each calendar year. SRCSD shall keep record of the number of Econ Bank credits allotted to the Agency, along with the used and remaining credits the Agency has available for use.

SRCSD shall have the right to conduct periodic audits as to the Agency's use of Econ Bank credits, upon thirty (30) days written notice to the Agency. A payment is delinquent if not made as set forth in Section 5. If it is determined from that audit that the Agency is delinquent in payment to SRCSD for the use of Econ Bank credits allocated herein, SRCSD shall provide the Agency with a Notice of Delinquency, setting forth the amount due to SRCSD. Payment of the delinquent amount, together with interest at the rate of ten (10) percent per annum, shall be payable to SRCSD within thirty (30) days of the date of the written Notice of Delinquency. If payment is not received by SRCSD within the time specified, SRCSD may suspend the Agency from participation in the Econ Bank Program until the delinquent amount has been paid.

10. Party Contacts.

The Agency and SRCSD shall each designate a representative to act as a contact person between SRCSD and the Agency.

11. Mediation of Disputes.

In the event a dispute arises in the performance of this Agreement, the parties to that dispute agree to seek non-binding mediation of the dispute.

12. Litigation.

By execution of this Agreement, the Agency waives all right to filing any claims or taking any legal action against SRCSD related to the legality of the Econ Bank Program, including the allocation, use and transfer of the Econ Bank credits. Nothing in this wavier would prevent the Agency from filing a claim or taking legal action relating to payment of Econ Bank Credits.

13. Transfers and Assignments.

The Agency may not transfer or assign any of the Econ Bank credits allocated to it except in the manner and procedure described in this Agreement. No parties may be added to this Agreement, and only the agencies listed in Section 2 are entitled to participate in the Econ Bank Program.

14. Liquidation

The Econ Bank Program will sunset on December 31, 2020. If the Agency has unused Econ Bank credits upon sunset of the program, it will receive financial compensation from SRCSD by March 1, 2021 at the rate of \$1,462 per unused Econ Bank credit.

Alternatively, the Agency may voluntarily liquidate, with 60-calendar days' advance written notice, up to the full amount of unused credits at the rate of \$1,462 per unused Econ Bank credit. SRCSD and the Agency will reconcile the credit balance within 30 calendar days of SRCSD receiving the written request for liquidation. SRCSD will make a good faith effort to furnish payment for the liquidated credits within 60 calendar days of SRCSD receiving the written request for liquidation.

15. Term of Agreement

This Agreement terminates on June 30, 2021.

16. Amendments.

Any amendment to this Agreement must be in writing and executed by the parties.

17. Termination.

Termination of the Agreement for any reason other than as forth in Sections 15 must be in writing and executed jointly between the District and the Agency. Termination of the Agreement between the District and Agency does not affect the validity or enforceability of any Agreement between the District and any of the other Agencies.

18. Severability.

If any portion of this Agreement is found to be void or unenforceable, the remainder of the Agreement shall remain in full force and effect.

19. Counterparts.

This Agreement may be signed in counterparts.

20. Entire Agreement.

This Agreement represents the entire Agreement between the parties to the Econ Bank Program regarding the allocation, use and transfer of Econ Bank credits.

21. Failure to Execute.

The failure of any of the Agencies listed in Section 2 to approve and execute an agreement in the form of this Agreement will not nullify or render this Agreement void or unenforceable.

22. Effective Date.

Upon execution of this Agreement by its governing board, **or their designee**, the Agency shall be bound to the terms and conditions set forth above.

(SIGNATURE PAGE FOLLOWS)

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

**CITY OF RANCHO CORDOVA, a
municipal corporation of the state of
California**

By: _____

Title: _____

Date: _____

Signed under the authority delegated by

Resolution No. _____

Agenda Date: _____

Item Number: _____

APPROVED AS TO FORM:

City Attorney/County Counsel:

Date: _____

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

By: _____

Prabhakar Somavarapu, District
Engineer

Sacramento Regional County
Sanitation District (SRCS D)

Date: _____

Agreement Approved by the Board of
Directors with Authority Delegated to the
District Engineer to execute the
Agreement on behalf of District
Agenda Date: _____

Item Number: _____

Resolution No.: _____

APPROVED AS TO FORM:

District Counsel: _____

Lisa A. Travis
Supervising Deputy County Counsel

Date: _____

MEMORANDUM

DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Michelle Mingay, Sr. Finance Analyst

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATED TO, AND ACCEPTING, THE FY 2011-12 DEVELOPMENT IMPACT FEE REPORT FOR THE AB1600 DEVELOPMENT FEES



RECOMMENDATION

Adopt Resolution 137-2013.

RESULT OF RECOMMENDED ACTION

Adoption of this resolution will bring the City into compliance with California Government Code Section 66000, *et seq.*

BACKGROUND

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

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

- A brief description of the type of fee in the account or fund
- The amount of the fee
- The beginning and ending balance of the account or fund
- The amount of the fees collected and interest earned
- An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees

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

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

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

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

Although both the annual report and the five year findings are required by State law, many jurisdictions, including the City of Rancho Cordova, have not prepared these reports on a regular basis. Staff feels it is important to be in compliance with State law in order to protect this revenue source, and as such has prepared the attached Development Impact Fee Report (the "Report"), starting with FY 2011-12 (the last delinquent report). Additionally, staff has put systems in place to ensure we remain in compliance with this reporting requirement in future years.

The report must be reviewed by the City Council at a regularly scheduled public meeting, not less than 15 days after the information is made available to the public. In addition, notice of the time and place of the meeting shall be mailed at least 15 days prior to the meeting to any interested party who files a written request with the local agency for such a mailed notice, of which the City has none. The report was filed with the City Clerk's office and available for public review on November 27, 2013.

The FY 2011-12 Development Impact Fee Report has been prepared to include both the annual and most of the five year requirements for the City, with the other five year requirements being met in the attached resolution. It should also be noted that the Report includes fees that were in place on June 30, 2012 and does not represent the fees that are currently being collected due to the fee reductions approved by the Council in 2013. These fee reductions will be captured in the FY 2012-13 Development Impact Fee Report.

Currently the City has five different impact fee programs as described in the Report, the Community Facility Fee Program, Housing Trust Development Impact Fee, Sunrise Douglas Fee Program, Transportation Impact Fee Program and the Villages of Zinfandel Fee Program.

The Community Facility Fee Program has multiple components, with a combined total of \$2,437,049, which has been held beyond the five year period as described in AB1600. These components include the Corporation Year (\$210,244), Library (\$425,320), Museum (\$833,560), Parking Structure (\$893,577), Animal Services (\$69,928) and Records Management (\$4,420). Each of these programs are accumulating funds for facilities that either i) have not reached a population which requires the construction of the facility or ii) have not accumulated enough funding to construct the facility.

The Housing Trust Development Impact Fee Fund has not held funds beyond the five year period described in AB1600.

The Sunrise Douglas Fee Program has multiple components, with a combined total of \$6,539,711, which has been held beyond the five year period as described in AB1600. These components include Program Updates (\$53,989), Library (\$1,374,532), Park (\$4,045,544), Roadway (\$336,467), Transit (\$348,664) and Program Admin (\$380,515). Each of these programs are accumulating funds for facilities/services that either i) have not reached a population which requires the construction of the facility or ii) have not accumulated enough funding to construct the facility.

The Transportation Impact Fee Program has held \$11,070,375 beyond the five year period as described in AB1600. This Fund is accumulating funds for major construction projects that either i) have not reached a population which requires the construction of the facilities or ii) have not accumulated enough funding to construct the facility (like the Rancho Cordova Parkway Interchange, estimated to cost \$100,000,000 and International Drive from Sunrise Blvd to Rancho Cordova Parkway Loop, estimated to cost \$57,688,000).

The Villages of Zinfandel Fee Program has multiple components, with a combined total of \$412,633, which have been held beyond the five year period as described in AB1600. These components include Library (\$168,917), Transportation (\$239,257) and Program Admin (\$4,459). Each of these programs are accumulating funds for facilities/services that either i) have not reached a population which requires the construction of the facility or ii) have not accumulated enough funding to construct the facility.

ATTACHMENTS

1. Resolution No. 137-2013.
2. Development Impact Fee Report (FY 2011-12).

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 137-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATED TO, AND
ACCEPTING, THE FY 2011-12 PUBLIC FACILITIES FEE REPORT FOR
THE AB 1600 DEVELOPMENT FEES**

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

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

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

WHEREAS, California Government Code Section 66001(d) also requires cities to prepare a report every fifth fiscal year following the first deposit of development impact fees, and every five years thereafter. Cities are required to make findings with respect to the funds collected and that portion of the funds remaining unexpended, whether committed or uncommitted; and

WHEREAS, the Development Impact Fee Report, for the Fiscal Year Ending June 30, 2012, (the "Report"), attached hereto as **Exhibit "A"**, provides a description of each fee, its amount, and various information required by Government Code section 66006(b)(1) to be reported on an annual basis and also provides the information required by Government Code section 66001(d) for five year reports; and

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

- **Housing Trust Development Impact Fee:** On December 1, 2003, the City Council approved Ordinance No. 26-2003 continuing the Housing Trust Development Impact Fee in effect when the City incorporated, which is to be used to finance municipal public facilities to reduce the impacts caused by future developments in the Rancho Cordova area on the housing stock, including but not limited to very low income housing facilities; and
- **Villages of Zinfandel Public Facilities Financing Plan Development Fees:** On December 15, 2003, the City Council approved Resolution No. 80-2003 establishing the Villages of Zinfandel Public Facilities Financing Plan Development Fees to finance development within the Villages of Zinfandel Special Plan Area; and

ATTACHMENT 1

- **Sunrise Douglas Community Plan Development Impact Fees:** On June 21, 2004, the City Council approved Resolution No. 79-2004 establishing the Sunrise Douglas Community Plan Development Impact Fee Program to finance the required roadways, transit shuttle, supplemental offsite water, interim sewer, park and library facilities necessary to service development in the Sunridge Specific Plan, as well as defray the cost of periodic updated to and routine administration of the Sunrise Douglas Community Plan Development Fee Program; and
- **Community Facilities Fee Program:** On June 21, 2004, the City Council approved Resolution No. 101-2004 establishing a Community Facilities Fee Program to fund a portion of the future municipal facilities required to serve an increased City population due to anticipated future development; and
- **Transportation Impact Fee Program:** On December 19, 2005, the City Council approved Ordinance 33-2005 establishing a Transportation Impact Fee Program to finance transportation improvements necessary to offset the impacts to the City's transportation system of new development in the City, to ensure that adequate funding is provided for improvements required to meet the demands of such new development, and to fund administration of the Fee Program; and
- **Supplemental Community Facilities Fees:** On February 6, 2006, the City Council approved Resolution No. 6-2006 establishing Supplemental Community Facilities Fees to fund a portion of additional municipal facilities which were identified after the Community Facilities Fee Program was originally established; and

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

WHEREAS, the Report was made available to the public on the City's website on November 26, 2013; and

WHEREAS, on December 16, 2013, the City Council reviewed the report and approved it pursuant to Government Code sections 66001 and 66006.

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

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

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

- A. A brief description of the type of fee in the account or fund (Report pg. 4-6);
- B. The amount of the fee (Report pg. 7-9);
- C. The beginning and ending balance of the account or fund (Report pg. 10-13);

ATTACHMENT 1

- D. The amount of the fees collected and interest earned (Report pg. 10-13);
- E. An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees (Report pg. 42-46);
- F. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement (Report pg. 42-46);
- G. A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest that the account or fund will receive on the loan (Report pg. 39-40); and
- H. The amount of refunds made due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded (Report pg. 41).

Section 3. The City Council further finds that the nexus studies and ordinances or resolutions adopting the above listed development impact fees, which describe the purpose(s) for which the fees were collected and the nexus between the fees and purpose for which the fees are charged, are still valid and are still the purpose for which the fees will be used. This finding, along with the Report, satisfies the requirements of California Government Code section 66001(d) for a five year report. The nexus studies, this Resolution and the Report provide the following information:

- A. The purpose to which the fee is to be put;
- B. A reasonable relationship between the fee and purpose for which it is charged;
- C. All sources and amounts of funding anticipated to complete financing in incomplete improvements;
- D. Designates the approximate dates on which the funding is expected to be deposited into the appropriate account or fund; and
- E. For any action imposing a fee as a condition of approval of a development project by the City, the nexus studies, this Resolution and the Report demonstrate that there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

Section 4. The City Council hereby finds that all reportable fees, collections and expenditures have been received, deposited, invested and expended in compliance with the relevant sections of the California Government Code and all other applicable laws for the fiscal year 2011-12.

Section 5. The City Council hereby finds that no refunds and allocations of reportable fees, as required by California Government Code section 66001, are deemed payable at this time.

Section 6. The City Council hereby finds the City is in compliance with California Government Code section 66000, *et seq.*, relative to receipt, deposit, investment, expenditure or refund of

ATTACHMENT 1

reportable fees received and expended relative to the individual impact fee programs in place for new development in fiscal year 2011-12.

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:

Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

2203215.1



Fiscal Year Ended June 30, 2012

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City of Rancho Cordova

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LEGAL REQUIREMENTS

A. REQUIREMENTS FOR DEVELOPMENT IMPACT FEES

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

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

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

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

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

LEGAL REQUIREMENTS (Continued)

B. ADDITIONAL NOTES

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

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

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

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

The City's Capital Improvement Plan (CIP) projects are financed, in part, by the development impact fees outlined in the description of the development impact fees below. The City's CIP provide infrastructure to the residents and businesses in Rancho Cordova in order to keep pace with ongoing development in, and adjacent to, the community. Estimated project costs, and the summary of fee apportionment to each development fee type, are detailed within the adopted Nexus Studies establishing the individual Development Impact Fee program(s) and are on file with the City Clerk's Office.

Information on projects in the Development Impact Fee Program(s) can be found on pages 42-45. The information in these tables include: Current Projects, Project Phase, Construction Estimated Start Date, Construction Estimated Completion Date, Estimated Project Cost and Development Fee information including Funding to Date, Budget to Date and % of Total Project Cost.

LEGAL REQUIREMENTS (Continued)**D. FUNDING OF INFRASTRUCTURE**

The 2011/12 - 2015/16 Capital Improvement Plan (CIP) identifies all funding sources and amounts for individual projects through 2015/16. The CIP is updated annually to reflect the current infrastructure needs of the City. As a CIP project is identified, the project is evaluated to determine the portion of the project that will service existing residents and businesses versus new development.

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

E. CURRENT PROJECTS

Construction is currently underway on the following projects:

CP05-2009 – International Drive (Kilgore Rd to Sunrise Blvd)

CP06-2021 – Air Park Drive (Mather Blvd to International Dr)

CP06-2022 – Chrysanthy Boulevard (Sunrise Blvd to Jaeger Rd)

CP06-2024 – Douglas Road (Sunrise Blvd to Americanos Blvd)

CP06-2027 – N. Mather Blvd (Mather Fld Plaza to Zinfandel Dr)

CP06-2028 – Sunrise Blvd (Douglas Rd to Keifer Blvd) (Credit Prgm)

CP07-2033 – Folsom Blvd and Mather Field Road Enh II

CP07-2035 – Rancho Cordova Pkwy (Douglas Rd to Kiefer Blvd)

CP07-2036 – Keifer Blvd (Sunrise Blvd to Jaeger Rd) (Credit Prgm)

CP07-2038 – Sunrise Blvd (Keifer Blvd to St. Rte 16)

CP09-2067 – Villages of Zinfandel Traffic Signals

CP09-2071 – Sunrise Blvd North of White Rock Rd

CP09-2078 – Douglas Road Bike and Pedestrian Safety Improv

CP10-2086 – Crossing at New Rancho

CP10-2090 – Kilgore Police Station and Service Building

DESCRIPTION OF DEVELOPMENT IMPACT FEES

Community Facilities Fee (CFF) Program – This program was established by the City to cover the costs of municipal facilities required to serve an increased population as a result of new development. These facilities include a city hall, community center, corporation yard, library, city museum, parking structure, police station, animal services, records management system, telecommunications and computer systems and the ongoing administration of the CFF program.

City Hall Impact Fee – To provide for new development's share of city hall facilities, furnishing and equipment to service the City.

Community Center Impact Fee – To provide for new development's share of a new community center building, furnishings, equipment, financing and the purchase of land.

Corp Yard Impact Fee – To provide for new development's share of a corporation yard building, furnishings, equipment, financing and the purchase of land.

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

Museum Impact Fee – To provide for new development's share of a museum building, furnishings, equipment, financing and the purchase of land.

Parking Structure Impact Fee – To provide for new development's share of a parking structure, financing and the purchase of land.

Police Impact Fee – To provide for new development's share of a police station, land acquisition, financing cost and police vehicles.

CFF Administration Impact Fee – To provide for new development's share of the administrative duties associated with the CFF program.

Animal Services Impact Fee – To provide for new development's share of the construction of an animal shelter, the related equipment for the shelter, land acquisition, financing and patrol equipment.

Records Management Impact Fee – To provide for new development's share of the capital cost for records management system including mobile shelving system, file tracker and a Council agenda software system.

Telecommunication Impact Fee – To provide for new development's share of equipment including a telephone system, computer network structure and computers.

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

DESCRIPTION OF DEVELOPMENT IMPACT FEES (Continued)

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

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

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

SD Library Impact Fee – To provide funding for the construction of a 20,000 square foot library to serve residents within the SDCP area.

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

SD Supplemental Offsite Water Impact Fee – To provide funding for the construction of offsite water improvements to serve the SRSP area. Upon application by the property owner or his authorized agent, the City may authorize the construction of any offsite water facilities, or portions thereof, as designated in the SDCP Impact Fee Program in lieu of all, or a portion of, the supplemental offsite water development fee.

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

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

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

DESCRIPTION OF DEVELOPMENT IMPACT FEES (Continued)

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

Traffic Mitigation Impact Fee – To provide funding for roadway improvements, transit improvements, bikeways and walkways that will be needed to mitigate the impacts of new development in the City. Upon application by the property owner or his authorized agent, the City may authorize the construction of any transportation facilities, or portions thereof, in order of priority as designated on the priority list for the transportation impact fee program. The developer will then either be reimbursed for these cost from fees collected from other developers, only to the extent the funds are available, or a credit in lieu of all, or a portion of the required transportation impact fee.

Traffic Mitigation Administration Impact Fee – To provide funding for the administrative duties associated with the Traffic Mitigation Impact Fee program.

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

VOZ Library Impact Fee – To provide funding for the construction of offsite library facilities to serve residents within the Villages of Zinfandel Public Facilities Financing Plan area.

VOZ Roadway Impact Fee – To provide funding for the construction of offsite roadway mitigation facilities to serve residents within the Villages of Zinfandel Public Facilities Financing Plan area. Upon application by the property owner or his authorized agent, the City may authorize the construction of any offsite roadway mitigation facilities, or portions thereof, as designated in the Public Facilities Financing Plan – Offsite Roadway Mitigation Fee Program. The developer will then either be reimbursed for these cost from impact fees collected within the VOZ Public Facilities Financing Plan area, only to the extent the funds are available, or a credit for such in lieu construction will be provide to the property owner to be used within the VOZ Public Facilities Financing Plan area.

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

CURRENT FEE SCHEDULE

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

DEVELOPMENT IMPACT FEES					
at June 30, 2012					
Fee Category	Residential		Non-Residential		
	Single Family Per Unit	Multi- Family Per Unit	Office Per Sq. Ft	Commercial Per Sq. Ft	Industrial Per Sq. Ft
Community Facility Impact Fees:					
City Hall	662.72	517.99	0.18	0.11	0.05
Community Center	801.10	625.90	0.23	0.14	0.05
Corporation Yard	238.68	186.63	0.06	0.04	0.01
Library	622.09	486.25	n/a	n/a	n/a
Museum	271.69	212.02	n/a	n/a	n/a
Parking Structure	278.04	217.10	0.08	0.05	0.03
Police	870.93	680.49	0.24	0.14	0.06
Program Admin	144.71	113.09	0.03	0.02	0.01
Animal Services	62.52	48.88	n/a	n/a	n/a
Records Mgmt.	3.41	2.84	0.0009	0.0006	0.0002
Telecommunications	47.74	37.51	0.010	0.008	0.003
Total Fees	\$ 4,003.63	\$ 3,128.70	\$ 0.83	\$ 0.51	\$ 0.21

CURRENT FEE SCHEDULE (Continued)

DEVELOPMENT IMPACT FEES							
at June 30, 2012							
Fee Category	Residential	Non-Residential					
		Office	Hotel	Research & Dev	Commercial	Manufacturing	Warehouse
		Per Sq. Ft	Per Sq. Ft	Per Sq. Ft	Per Sq. Ft	Per Sq. Ft	Per Sq. Ft
Very Low Income Housing Impact Fee							
Impact Fee	n/a	0.97	0.92	0.82	0.77	0.61	0.26
Program Admin	n/a	Between \$30 and \$100 as determined by Plan Review					

DEVELOPMENT IMPACT FEES				
at June 30, 2012				
Fee Category	Residential		Non-Residential	
	Single Family	Multi-Family	Office	Commercial
	Per Unit	Per Unit	Per Sq. Ft	Per Sq. Ft
Sunrise Douglas (SD) Impact Fees:				
Fee Program Update	74.16	21.68	0.02	0.03
Interim Sewer	864.72	648.54	0.18	0.09
Library	580.75	454.10	n/a	n/a
Park*	6,945.69	5,426.39	0.92	0.63
Supp. Offsite Water	1,254.07	940.83	0.39	0.46
Roadway	12,890.33	8,485.10	11.32	14.15
Transit Shuttle	70.74	176.85	0.23	0.39
Program Admin	568.28	385.24	0.45	0.57
Total Fees	\$ 23,248.74	\$ 16,538.73	\$ 13.51	\$ 16.32

* Non-Development Agreement Fee; Development Agreement Fees vary based on Park Projects located within the development.

City of Rancho Cordova

Development Impact Fee Report

CURRENT FEE SCHEDULE (Continued)

DEVELOPMENT IMPACT FEES							
at June 30, 2012							
Fee Category	Residential			Non-Residential			
	Detached Per Unit	Attached Per Unit	Mobile Home Per Unit	Lodging Per Unit	Commercial Per Sq. Ft	Office Per Sq. Ft	Industrial Per Sq. Ft
Traffic Mitigation Impact Fees:							
Area 1							
Traffic Mitigation	8,899.52	5,941.40	4,655.50	4,681.77	8.36	8.10	5.49
Admin Fee	177.99	118.83	93.11	93.64	0.17	0.16	0.11
Total Fees	\$ 9,077.51	\$ 6,060.23	\$ 4,748.61	\$4,775.41	\$ 8.53	\$ 8.26	\$ 5.60
Area 2							
Traffic Mitigation	18,915.31	12,629.18	9,895.41	5,896.53	14.04	10.78	5.49
Admin Fee	378.31	252.58	197.91	117.93	0.28	0.22	0.11
Total Fees	\$ 19,293.62	\$ 12,881.76	\$ 10,093.32	\$6,014.46	\$ 14.32	\$ 11.00	\$ 5.60

DEVELOPMENT IMPACT FEES						
at June 30, 2012						
Fee Category	Residential			Non-Residential		
	Single Family Low Density Per Unit	Cluster Low Density Per Unit	Medium Density Per Unit	Office Per Sq. Ft	Commercial Per Sq. Ft	Industrial Per Sq. Ft
Villages of Zinfandel (VOZ) Impact Fees:						
Library	349.34	349.34	349.34	n/a	n/a	n/a
Roadway	269.03	239.13	209.24	0.34	0.40	0.35
Program Admin	18.55	17.65	16.76	0.01	0.01	0.01
Total Fees	\$ 287.58	\$ 256.78	\$226.00	\$0.35	\$0.41	\$0.36

City of Rancho Cordova

Financial Summary Report

Statement of Revenues, Expenditures and Changes in Fund Balance

For Year Ending June 30, 2012

	Community Facilities Fee Program						
Description	City Hall	Comm. Center	Corp Yard	Library	Museum	Parking Structure	Police
REVENUES							
Fees	133,685	159,942	51,060	9,844	47,026	56,217	176,178
Interest	-	-	7,289	4,791	8,791	9,518	571
Other Revenues	-	-	521,097	-	-	-	-
Total Revenues	<u>\$ 133,685</u>	<u>\$ 159,942</u>	<u>\$ 579,446</u>	<u>\$ 14,635</u>	<u>\$ 55,817</u>	<u>\$ 65,735</u>	<u>\$ 176,749</u>
EXPENDITURES							
Expenditures	379,001	-	-	-	-	-	-
Transfer Out	-	463,223	-	-	-	-	902,532
Total Expenditures	<u>\$ 379,001</u>	<u>\$ 463,223</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 902,532</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ (245,316)</u>	<u>\$ (303,281)</u>	<u>\$ 579,446</u>	<u>\$ 14,635</u>	<u>\$ 55,817</u>	<u>\$ 65,735</u>	<u>\$ (725,783)</u>
Fund Balance, Beginning of Year	\$ (101,586)	\$ (135,073)	\$ 416,562	\$ 588,141	\$ 1,065,058	\$ 1,146,372	\$ (366,308)
Fund Balance, End of Year	\$ (346,902) ⁽¹⁾	\$ (438,354) ⁽²⁾	\$ 996,008	\$ 602,776	\$ 1,120,875	\$ 1,212,107	\$ (1,092,091) ⁽³⁾

Notes:

- (1) The Community Facility Fees (CFF) - City Hall Fund reports a negative fund balance as a result of the decline in development activity and project timing which is expected to be corrected overtime. The City financed the construction of a permanent City Hall through the issuance of Certificates of Participations. 28.4% of the new facility is attributable to new development and therefor 28.4% of the annual debt service is paid from these fees. This type of fiscal management is mandatory to support the infrastructure needed to accommodate the planned development.
- (2) The Community Facility Fees (CFF) - Community Center Fund reports a negative fund balance as a result of the decline in development activity and project timing which is expected to be corrected overtime. The City financed the construction of a permanent City Hall, which is also used as a community center, through the issuance of Certificates of Participations. 34.7% of the new facility is attributable to new development and therefor 34.7% of the annual debt service is paid from these fees. This type of fiscal management is mandatory to support the infrastructure needed to accommodate the planned development.
- (3) The Community Facility Fees (CFF) - Police Fund reports a negative fund balance as a result of the decline in development activity and project timing which is expected to be corrected overtime. The City financed the purchase of property and a portion of the construction of a permanent Police Station through the issuance of Certificates of Participations. 63.1% of the new facility is attributable to new development and therefor 63.1% of the annual debt service is paid from these fees. This type of fiscal management is mandatory to support the infrastructure needed to accommodate the planned development.

City of Rancho Cordova

Financial Summary Report (Continued)

Statement of Revenues, Expenditures and Changes in Fund Balance

For Year Ending June 30, 2012

Description	Community Facilities Fee Program				Very Low Income Housing	Sunrise Douglas Fee Program	
	Program Admin.	Animal Services	Records Mgmt	Telecom		Fee Program Update	Interim Sewer
REVENUES							
Fees	23,721	9,708	719	8,934	104,688	12,014	136,627
Interest	900	927	62	-	1,413	775	1,437
Other Revenues	43	-	-	-	-	-	-
Total Revenues	<u>\$ 24,664</u>	<u>\$ 10,635</u>	<u>\$ 781</u>	<u>\$ 8,934</u>	<u>\$ 106,101</u>	<u>\$ 12,789</u>	<u>\$ 138,064</u>
EXPENDITURES							
Expenditures	-	-	-	-	35,308	-	20,754
Transfer Out	17,900	-	-	-	75,482	-	-
Total Expenditures	<u>\$ 17,900</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 110,790</u>	<u>\$ -</u>	<u>\$ 20,754</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ 6,764</u>	<u>\$ 10,635</u>	<u>\$ 781</u>	<u>\$ 8,934</u>	<u>\$ (4,689)</u>	<u>\$ 12,789</u>	<u>\$ 117,310</u>
Fund Balance, Beginning of Year	\$ 96,899	\$ 116,830	\$ 7,216	\$ (43,100)	\$ 101,819	\$ 89,723	\$ 118,680
Fund Balance, End of Year	\$ 103,663	\$ 127,465	\$ 7,997	\$ (34,166) ⁽⁴⁾	\$ 97,130	\$ 102,512	\$ 235,990

Notes:

(4) The Community Facility Fees (CFF) - Telecom Fund reports a negative fund balance as a result of the decline in development activity and project timing which is expected to be corrected overtime. The City purchased software for the building inspectors to use on while out in the field performing inspections. Due to the necessity, this software was purchased before enough fees had been accumulated. This type of fiscal management is mandatory to support the infrastructure needed to accommodate the planned development

City of Rancho Cordova

Financial Summary Report (Continued)

Statement of Revenues, Expenditures and Changes in Fund Balance

For Year Ending June 30, 2012

Sunrise Douglas Fee Program (Continued)						
Description	Library	Park	Suppl Offsite Water	Roadway	Transit	Program Admin
REVENUES						
Fees	94,082	933,483	189,365	2,004,310	11,459	91,574
Interest	14,137	54,724	609	90,206	3,316	6,338
Other Revenues	-	-	-	2,509,190	-	-
Total Revenues	\$ 108,219	\$ 988,207	\$ 189,974	\$ 4,603,706	\$ 14,775	\$ 97,912
EXPENDITURES						
Expenditures	-	131,171	131,548	6,626	-	114,667
Transfer Out	-	-	-	799,307	-	-
Total Expenditures	\$ -	\$ 131,171	\$ 131,548	\$ 805,933	\$ -	\$ 114,667
REVENUES OVER (UNDER) EXPENDITURES	\$ 108,219	\$ 857,036	\$ 58,426	\$ 3,797,773	\$ 14,775	\$ (16,755)
Fund Balance, Beginning of Year	\$ 1,703,238	\$ 6,357,761	\$ 49,163	\$ 9,996,135	\$ 405,208	\$ 803,770
Fund Balance, End of Year	\$ 1,811,457	\$ 7,214,797	\$ 107,589	\$ 13,793,908	\$ 419,983	\$ 787,015

Notes:

City of Rancho Cordova

Financial Summary Report (Continued)

Statement of Revenues, Expenditures and Changes in Fund Balance

For Year Ending June 30, 2012

Description	Traffic Mitigation		Village of Zinfandel Fee Program		
	Impact Fee	Admin	Library	Roadway	Program Admin
REVENUES					
Fees	2,042,997	39,037	1,397	37,358	1,163
Interest	162,654	2,031	1,543	2,460	54
Other Revenues	1,151,109	-	-	-	-
Total Revenues	\$ 3,356,760	\$ 41,068	\$ 2,940	\$ 39,818	\$ 1,217
EXPENDITURES					
Expenditures	137,002	36,128	-	-	90
Transfer Out	1,763,757	1,973	-	8,076	-
Total Expenditures	\$ 1,900,759	\$ 38,101	\$ -	\$ 8,076	\$ 90
REVENUES OVER (UNDER) EXPENDITURES	\$ 1,456,001	\$ 2,967	\$ 2,940	\$ 31,742	\$ 1,127
Fund Balance, Beginning of Year	\$ 19,039,034	\$ 241,969	\$ 191,162	\$ 271,287	\$ 5,663
Fund Balance, End of Year	\$ 20,495,035	\$ 244,936	\$ 194,102	\$ 303,029	\$ 6,790

Notes:

City of Rancho Cordova

Capital Facility Fees (CFF) - City Hall

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	216,007	216,727	158,773	107,939	133,685
Interest	22,873	8,402	3,135	2,650	-
Other Revenues	-	-	-	-	-
Total Revenues	238,880	225,129	161,908	110,589	133,685
EXPENDITURES					
Expenditures	360,523	370,966	373,403	379,577	379,001
Transfer Out	-	-	-	-	-
Total Expenditures	360,523	370,966	373,403	379,577	379,001
REVENUES OVER (UNDER) EXPENDITURES	(121,643)	(145,837)	(211,495)	(268,988)	(245,316)
Fund Balance, Beginning of Year	646,377	524,734	378,897	167,402	(101,586)
Fund Balance, End of Year	\$ 524,734	\$ 378,897	\$ 167,402	\$ (101,586)	\$ (346,902)

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	360,523	370,966	167,402	-	-
Prior Year (2-yr Old Funds)	164,211	7,931	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 524,734	\$ 378,897	\$ 167,402	\$ -	\$ -

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Community Center

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	264,391	261,793	191,893	130,833	159,942
Interest	27,811	10,135	3,711	3,138	-
Other Revenues	-	-	-	-	-
Total Revenues	292,202	271,928	195,604	133,971	159,942
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	440,640	453,403	456,380	463,927	463,223
Total Expenditures	440,640	453,403	456,380	463,927	463,223
REVENUES OVER (UNDER) EXPENDITURES	(148,438)	(181,475)	(260,776)	(329,956)	(303,281)
Fund Balance, Beginning of Year	785,572	637,134	455,659	194,883	(135,073)
Fund Balance, End of Year	\$ 637,134	\$ 455,659	\$ 194,883	\$ (135,073)	\$ (438,354)

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	292,202	271,928	194,883	-	-
Prior Year (2-yr Old Funds)	344,932	183,731	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 637,134	\$ 455,659	\$ 194,883	\$ -	\$ -

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Corporation Yard

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	77,530	76,785	53,813	40,002	51,060
Interest	28,777	17,386	9,275	9,057	7,289
Other Revenues	-	-	-	-	521,097 ⁽¹⁾
Total Revenues	106,307	94,171	63,088	49,059	579,446
EXPENDITURES					
Expenditures	-	-	-	521,097 ⁽¹⁾	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	521,097	-
REVENUES OVER (UNDER) EXPENDITURES	106,307	94,171	63,088	(472,038)	579,446
Fund Balance, Beginning of Year	625,034	731,341	825,512	888,600	416,562
Fund Balance, End of Year	\$ 731,341	\$ 825,512	\$ 888,600	\$ 416,562	\$ 996,008

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	106,307	94,171	63,088	49,059	579,446
Prior Year (2-yr Old Funds)	167,484	106,307	94,171	63,088	49,059
Prior Year (3-yr Old Funds)	244,765	167,484	106,307	94,171	63,088
Prior Year (4-yr Old Funds)	212,785	244,765	167,484	106,307	94,171
Prior Year (5-yr Old Funds)	-	212,785 ⁽²⁾	244,765 ⁽²⁾	103,937 ⁽²⁾	106,307 ⁽²⁾
Greater than Five Prior Fiscal Years	-	-	212,785 ⁽²⁾	-	103,937 ⁽²⁾
Total Revenues	\$ 731,341	\$ 825,512	\$ 888,600	\$ 416,562	\$ 996,008

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽²⁾

(1) The City used Community Facility Fees - Corp Yard Funds on the Gold Tailing construction project with the intent to use a portion of the building as a temporary corp yard. It was later determined the facility was not large enough to support this use and the funds were returned.

(2) The Community Facility Fees - Corp Yard Fund reports funds being held beyond the five-years as described by AB1600. These fund will be expended on the purchase and construction of a permanent Corp Yard once the economic and housing market recovers and therefor must be retained.

City of Rancho Cordova

Capital Facility Fees (CFF) - Library

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	52,654	100,386	32,154	3,645	9,844
Interest	16,134	10,624	7,659	9,353	4,791
Other Revenues	-	-	-	-	-
Total Revenues	68,788	111,010	39,813	12,998	14,635
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	68,788	111,010	39,813	12,998	14,635
Fund Balance, Beginning of Year	355,532	424,320	535,330	575,143	588,141
Fund Balance, End of Year	<u>\$ 424,320</u>	<u>\$ 535,330</u>	<u>\$ 575,143</u>	<u>\$ 588,141</u>	<u>\$ 602,776</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	68,788	111,010	39,813	12,998	14,635
Prior Year (2-yr Old Funds)	148,810	68,788	111,010	39,813	12,998
Prior Year (3-yr Old Funds)	40,666	148,810	68,788	111,010	39,813
Prior Year (4-yr Old Funds)	166,056	40,666	148,810	68,788	110,010
Prior Year (5-yr Old Funds)	-	166,056 ⁽¹⁾	40,666 ⁽¹⁾	148,810 ⁽¹⁾	68,788 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	166,056 ⁽¹⁾	206,722 ⁽¹⁾	356,532 ⁽¹⁾
Total Revenues	\$ 424,320	\$ 535,330	\$ 575,143	\$ 588,141	\$ 602,776

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Museum

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	69,383	77,771	60,770	44,210	47,026
Interest	33,082	18,513	13,417	16,817	8,791
Other Revenues	-	-	-	-	-
Total Revenues	102,465	96,284	74,187	61,027	55,817
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	102,465	96,284	74,187	61,027	55,817
Fund Balance, Beginning of Year	731,095	833,560	929,844	1,004,031	1,065,058
Fund Balance, End of Year	<u>\$ 833,560</u>	<u>\$ 929,844</u>	<u>\$ 1,004,031</u>	<u>\$ 1,065,058</u>	<u>\$ 1,120,875</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	102,465	96,284	74,187	61,027	55,817
Prior Year (2-yr Old Funds)	183,906	102,465	96,284	74,187	61,027
Prior Year (3-yr Old Funds)	274,387	183,906	102,465	96,284	74,187
Prior Year (4-yr Old Funds)	272,802	274,387	183,906	102,465	96,284
Prior Year (5-yr Old Funds)	-	272,802 ⁽¹⁾	274,387 ⁽¹⁾	183,906 ⁽¹⁾	102,465 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	272,802 ⁽¹⁾	547,189 ⁽¹⁾	731,095 ⁽¹⁾
Total Revenues	\$ 833,560	\$ 929,844	\$ 1,004,031	\$ 1,065,058	\$ 1,120,875

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Parking Structure

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	91,086	89,702	62,719	46,596	56,217
Interest	35,265	21,191	14,471	18,116	9,518
Other Revenues	-	-	-	-	-
Total Revenues	126,351	110,893	77,190	64,712	65,735
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	126,351	110,893	77,190	64,712	65,735
Fund Balance, Beginning of Year	767,226	893,577	1,004,470	1,081,660	1,146,372
Fund Balance, End of Year	<u>\$ 893,577</u>	<u>\$ 1,004,470</u>	<u>\$ 1,081,660</u>	<u>\$ 1,146,372</u>	<u>\$ 1,212,107</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	126,351	110,893	77,190	64,712	65,735
Prior Year (2-yr Old Funds)	197,030	126,351	110,893	77,190	64,712
Prior Year (3-yr Old Funds)	287,279	197,030	126,351	110,893	77,190
Prior Year (4-yr Old Funds)	282,917	287,279	197,030	126,351	110,893
Prior Year (5-yr Old Funds)	-	282,917 ⁽¹⁾	287,279 ⁽¹⁾	197,030 ⁽¹⁾	126,351 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	282,917 ⁽¹⁾	570,196 ⁽¹⁾	767,226 ⁽¹⁾
Total Revenues	\$ 893,577	\$ 1,004,470	\$ 1,081,660	\$ 1,146,372	\$ 1,212,107

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Police

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	281,076	283,432	208,635	141,896	176,178
Interest	66,421	36,041	20,515	22,501	571
Other Revenues	-	-	-	1,491,285	-
Total Revenues	347,497	319,473	229,150	1,655,682	176,749
EXPENDITURES					
Expenditures	-	-	89,011	-	-
Transfer Out	322,109	378,989	464,761	3,395,089	902,532
Total Expenditures	322,109	378,989	553,772	3,395,089	902,532
REVENUES OVER (UNDER) EXPENDITURES	25,388	(59,516)	(324,622)	(1,739,407)	(725,783)
Fund Balance, Beginning of Year	1,731,849	1,757,237	1,697,721	1,373,099	(366,308)
Fund Balance, End of Year	\$ 1,757,237	\$ 1,697,721	\$ 1,373,099	\$ (366,308)	\$ (1,092,091)

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	347,497	319,473	229,150	-	-
Prior Year (2-yr Old Funds)	591,655	347,497	319,473	-	-
Prior Year (3-yr Old Funds)	818,085	591,655	347,497	-	-
Prior Year (4-yr Old Funds)	-	439,096	476,979	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 1,757,237	\$ 1,697,721	\$ 1,373,099	\$ -	\$ -

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Program Administration

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	43,038	44,513	30,434	20,027	23,721
Interest	14,971	6,338	1,850	2,699	900
Other Revenues	-	-	-	-	43
Total Revenues	58,009	50,851	32,284	22,726	24,664
EXPENDITURES					
Expenditures	-	19,678	9,582	6,341	-
Transfer Out	105,000	220,000	19,418	12,000	17,900
Total Expenditures	105,000	239,678	29,000	18,341	17,900
REVENUES OVER (UNDER) EXPENDITURES	(46,991)	(188,827)	3,284	4,385	6,764
Fund Balance, Beginning of Year	325,048	278,057	89,230	92,514	96,899
Fund Balance, End of Year	\$ 278,057	\$ 89,230	\$ 92,514	\$ 96,899	\$ 103,663

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	58,009	50,851	32,284	22,726	24,664
Prior Year (2-yr Old Funds)	92,885	38,379	50,851	32,284	22,726
Prior Year (3-yr Old Funds)	127,163	-	9,379	41,889	32,284
Prior Year (4-yr Old Funds)	-	-	-	-	23,989
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 278,057	\$ 89,230	\$ 92,514	\$ 96,899	\$ 103,663

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

City of Rancho Cordova

Capital Facility Fees (CFF) - Animal Services

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	16,338	17,887	13,983	10,173	9,708
Interest	2,494	1,782	1,354	1,723	927
Other Revenues	344	-	-	-	-
Total Revenues	19,176	19,669	15,337	11,896	10,635
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	19,176	19,669	15,337	11,896	10,635
Fund Balance, Beginning of Year	50,752	69,928	89,597	104,934	116,830
Fund Balance, End of Year	<u>\$ 69,928</u>	<u>\$ 89,597</u>	<u>\$ 104,934</u>	<u>\$ 116,830</u>	<u>\$ 127,465</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	19,176	19,669	15,337	11,896	10,635
Prior Year (2-yr Old Funds)	38,188	19,176	19,669	15,337	11,896
Prior Year (3-yr Old Funds)	12,564	38,188	19,176	19,669	15,337
Prior Year (4-yr Old Funds)	-	12,564	38,188	19,176	19,669
Prior Year (5-yr Old Funds)	-	-	12,564 ⁽¹⁾	38,188 ⁽¹⁾	19,176 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	12,564 ⁽¹⁾	50,752 ⁽¹⁾
Total Revenues	\$ 69,928	\$ 89,597	\$ 104,934	\$ 116,830	\$ 127,465

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

(1) The Community Facility Fees - Animal Service Fund reports funds being held beyond the five-years as described by AB1600. These fund are being collected for the future construction of an animal shelter and related equipment and therefor must be retained until enough fees have been collected to start construction of the project.

City of Rancho Cordova

Capital Facility Fees (CFF) - Records Management

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	1,142	1,171	749	569	719
Interest	158	114	85	108	62
Other Revenues	-	-	-	-	-
Total Revenues	1,300	1,285	834	677	781
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	1,300	1,285	834	677	781
Fund Balance, Beginning of Year	3,120	4,420	5,705	6,539	7,216
Fund Balance, End of Year	\$ 4,420	\$ 5,705	\$ 6,539	\$ 7,216	\$ 7,997

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	1,300	1,285	834	677	781
Prior Year (2-yr Old Funds)	2,423	1,300	1,285	834	677
Prior Year (3-yr Old Funds)	697	2,423	1,300	1,285	834
Prior Year (4-yr Old Funds)	-	697	2,423	1,300	1,285
Prior Year (5-yr Old Funds)	-	-	697 ⁽¹⁾	2,423 ⁽¹⁾	1,300 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	697 ⁽¹⁾	3,120 ⁽¹⁾
Total Revenues	\$ 4,420	\$ 5,705	\$ 6,539	\$ 7,216	\$ 7,997

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

(1) The Community Facility Fees - Records Management Fund reports funds being held beyond the five-years as described by AB1600. These funds are being collected for the future purchase or development of a records management system and therefore must be retained for future projects.

City of Rancho Cordova

Capital Facility Fees (CFF) - Telecommunication

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	16,882	15,206	10,729	8,019	8,934
Interest	2,089	(39)	100	44	-
Other Revenues	-	-	-	-	-
Total Revenues	18,971	15,167	10,829	8,063	8,934
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	135,721	-	-	-	-
Total Expenditures	135,721	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	(116,750)	15,167	10,829	8,063	8,934
Fund Balance, Beginning of Year	39,591	(77,159)	(61,992)	(51,163)	(43,100)
Fund Balance, End of Year	\$ (77,159)	\$ (61,992)	\$ (51,163)	\$ (43,100)	\$ (34,166)

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	-	-	-	-	-
Prior Year (2-yr Old Funds)	-	-	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ -	\$ -	\$ -	\$ -	\$ -

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

City of Rancho Cordova

Very Low Income Housing

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	359,013	185,604	15,863	16,240	104,688
Interest	21,620	18,471	10,961	5,960	1,413
Other Revenues	-	-	-	77,453	-
Total Revenues	380,633	204,075	26,824	99,653	106,101
EXPENDITURES					
Expenditures	4,051	1,955	47,054	56,111	35,308
Transfer Out	-	14,100	768,319	-	75,482
Total Expenditures	4,051	16,055	815,373	56,111	110,790
REVENUES OVER (UNDER) EXPENDITURES	376,582	188,020	(788,549)	43,542	(4,689)
Fund Balance, Beginning of Year	282,224	658,806	846,826	58,277	101,819
Fund Balance, End of Year	\$ 658,806	\$ 846,826	\$ 58,277	\$ 101,819	\$ 97,130

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	380,633	204,075	26,824	99,653	97,130
Prior Year (2-yr Old Funds)	54,078	380,633	31,453	2,166	-
Prior Year (3-yr Old Funds)	78,326	54,078	-	-	-
Prior Year (4-yr Old Funds)	68,390	78,326	-	-	-
Prior Year (5-yr Old Funds)	77,379	68,390	-	-	-
Greater than Five Prior Fiscal Years	-	61,324	-	-	-
Total Revenues	\$ 658,806	\$ 846,826	\$ 58,277	\$ 101,819	\$ 97,130

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

City of Rancho Cordova

Sunrise Douglas(SD) - Program Update Fee

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	11,044	8,902	12,607	10,617	12,014
Interest	2,460	1,313	996	1,299	775
Other Revenues	-	-	-	-	-
Total Revenues	13,504	10,215	13,603	11,916	12,789
EXPENDITURES					
Expenditures	31,896	58	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	31,896	58	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	(18,392)	10,157	13,603	11,916	12,789
Fund Balance, Beginning of Year	72,439	54,047	64,204	77,807	89,723
Fund Balance, End of Year	\$ 54,047	\$ 64,204	\$ 77,807	\$ 89,723	\$ 102,512

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	13,504	10,215	13,603	11,916	12,789
Prior Year (2-yr Old Funds)	38,710	13,504	10,215	13,603	11,916
Prior Year (3-yr Old Funds)	1,833	38,710	13,504	10,215	13,603
Prior Year (4-yr Old Funds)	-	1,775	38,710	13,504	10,215
Prior Year (5-yr Old Funds)	-	-	1,775 ⁽¹⁾	38,710 ⁽¹⁾	13,504 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	1,775 ⁽¹⁾	40,485 ⁽¹⁾
Total Revenues	\$ 54,047	\$ 64,204	\$ 77,807	\$ 89,723	\$ 102,512

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Sunrise Douglas(SD) - Interim Sewer

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	187,925	83,020	158,384	122,863	136,627
Interest	19,434	12,460	2,674	4,135	1,437
Other Revenues	-	-	-	-	-
Total Revenues	207,359	95,480	161,058	126,998	138,064
EXPENDITURES					
Expenditures	63,556	330,339	413,663	61,468	20,754
Transfer Out	-	-	-	-	-
Total Expenditures	63,556	330,339	413,663	61,468	20,754
REVENUES OVER (UNDER) EXPENDITURES	143,803	(234,859)	(252,605)	65,530	117,310
Fund Balance, Beginning of Year	396,811	540,614	305,755	53,150	118,680
Fund Balance, End of Year	\$ 540,614	\$ 305,755	\$ 53,150	\$ 118,680	\$ 235,990

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	207,359	95,480	53,150	118,680	138,064
Prior Year (2-yr Old Funds)	333,255	207,359	-	-	97,926
Prior Year (3-yr Old Funds)	-	2,916	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 540,614	\$ 305,755	\$ 53,150	\$ 118,680	\$ 235,990

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

City of Rancho Cordova

Sunrise Douglas(SD) - Library

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	82,923	66,950	98,781	83,100	94,082
Interest	55,457	31,645	21,326	26,904	14,137
Other Revenues	-	-	-	-	-
Total Revenues	138,380	98,595	120,107	110,004	108,219
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	138,380	98,595	120,107	110,004	108,219
Fund Balance, Beginning of Year	1,236,152	1,374,532	1,473,127	1,593,234	1,703,238
Fund Balance, End of Year	\$ 1,374,532	\$ 1,473,127	\$ 1,593,234	\$ 1,703,238	\$ 1,811,457

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	138,380	98,595	120,107	110,004	108,219
Prior Year (2-yr Old Funds)	296,855	138,380	98,595	120,107	110,004
Prior Year (3-yr Old Funds)	545,893	296,855	138,380	98,595	120,107
Prior Year (4-yr Old Funds)	393,404	545,893	296,855	138,380	98,595
Prior Year (5-yr Old Funds)	-	393,404 ⁽¹⁾	545,893 ⁽¹⁾	296,855 ⁽¹⁾	138,380 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	393,404 ⁽¹⁾	939,297 ⁽¹⁾	1,236,152 ⁽¹⁾
Total Revenues	\$ 1,374,532	\$ 1,473,127	\$ 1,593,234	\$ 1,703,238	\$ 1,811,457

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

(1) The Sunrise Douglas Library Fund reports funds being held beyond the five-years as described by AB1600. These fund are being collected for the future construction of a Library Branch to serve the Sunrise Douglas Community Plan Area and therefor must be retained until enough fees have been collected to start construction of the project.

City of Rancho Cordova

Sunrise Douglas(SD) - Park

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	1,588,816	299,377	809,552	739,233	933,483
Interest	345,513	131,523	90,341	70,277	54,724
Other Revenues	-	-	-	40,743	-
Total Revenues	1,934,329	430,900	899,893	850,253	988,207
EXPENDITURES					
Expenditures	6,229,325	(145,172)	190,365	1,349,408	131,171
Transfer Out	-	-	-	-	-
Total Expenditures	6,229,325	(145,172)	190,365	1,349,408	131,171
REVENUES OVER (UNDER) EXPENDITURES	(4,294,996)	576,072	709,528	(499,155)	857,036
Fund Balance, Beginning of Year	9,866,312	5,571,316	6,147,388	6,856,916	6,357,761
Fund Balance, End of Year	<u>\$ 5,571,316</u>	<u>\$ 6,147,388</u>	<u>\$ 6,856,916</u>	<u>\$ 6,357,761</u>	<u>\$ 7,214,797</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	1,934,329	430,900	899,893	850,253	988,207
Prior Year (2-yr Old Funds)	2,768,418	1,934,329	430,900	899,893	850,253
Prior Year (3-yr Old Funds)	868,569	2,768,418	1,934,329	430,900	899,893
Prior Year (4-yr Old Funds)	-	1,013,741	2,768,418	1,934,329	430,900
Prior Year (5-yr Old Funds)	-	-	823,376 ⁽¹⁾	2,242,386 ⁽¹⁾	1,934,329 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	-	2,111,215 ⁽¹⁾
Total Revenues	\$ 5,571,316	\$ 6,147,388	\$ 6,856,916	\$ 6,357,761	\$ 7,214,797

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Sunrise Douglas(SD) - Supplemental Offsite Water

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	279,140	219,609	222,067	186,963	189,365
Interest	21,190	20,064	4,333	4,216	609
Other Revenues	-	-	-	-	-
Total Revenues	300,330	239,673	226,400	191,179	189,974
EXPENDITURES					
Expenditures	66,556	357,825	659,235	220,497	131,548
Transfer Out	-	-	-	-	-
Total Expenditures	66,556	357,825	659,235	220,497	131,548
REVENUES OVER (UNDER) EXPENDITURES	233,774	(118,152)	(432,835)	(29,318)	58,426
Fund Balance, Beginning of Year	395,694	629,468	511,316	78,481	49,163
Fund Balance, End of Year	\$ 629,468	\$ 511,316	\$ 78,481	\$ 49,163	\$ 107,589

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	300,330	239,673	78,481	49,163	107,589
Prior Year (2-yr Old Funds)	329,138	271,643	-	-	-
Prior Year (3-yr Old Funds)	-	-	-	-	-
Prior Year (4-yr Old Funds)	-	-	-	-	-
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 629,468	\$ 511,316	\$ 78,481	\$ 49,163	\$ 107,589

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

City of Rancho Cordova

Sunrise Douglas(SD) - Roadway

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	2,820,447	2,201,633	2,370,301	1,944,354	2,004,310
Interest	340,093	194,718	159,231	180,014	90,206
Other Revenues	-	1,803,484	-	-	2,509,190
Total Revenues	3,160,540	4,199,835	2,529,532	2,124,368	4,603,706
EXPENDITURES					
Expenditures	3,085,839	13,449	15,017	10,467	6,626
Transfer Out	1,746,807	1,705,255	3,077,612	2,557,704	799,307
Total Expenditures	4,832,646	1,718,704	3,092,629	2,568,171	805,933
REVENUES OVER (UNDER) EXPENDITURES	(1,672,106)	2,481,131	(563,097)	(443,803)	3,797,773
Fund Balance, Beginning of Year	10,194,010	8,521,904	11,003,035	10,439,938	9,996,135
Fund Balance, End of Year	\$ 8,521,904	\$ 11,003,035	\$ 10,439,938	\$ 9,996,135	\$ 13,793,908

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	3,160,540	4,199,835	2,529,532	2,124,368	4,603,706
Prior Year (2-yr Old Funds)	5,361,364	3,160,540	4,199,835	2,529,532	2,124,368
Prior Year (3-yr Old Funds)	-	3,642,660	3,160,540	4,199,835	2,529,532
Prior Year (4-yr Old Funds)	-	-	550,031	1,142,400	4,199,835
Prior Year (5-yr Old Funds)	-	-	-	-	336,467 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 8,521,904	\$ 11,003,035	\$ 10,439,938	\$ 9,996,135	\$ 13,793,908

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

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

City of Rancho Cordova

Sunrise Douglas(SD) - Transit

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	12,298	14,595	12,036	10,127	11,459
Interest	14,272	7,957	5,271	6,558	3,316
Other Revenues	-	-	-	-	-
Total Revenues	26,570	22,552	17,307	16,685	14,775
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	26,570	22,552	17,307	16,685	14,775
Fund Balance, Beginning of Year	322,094	348,664	371,216	388,523	405,208
Fund Balance, End of Year	\$ 348,664	\$ 371,216	\$ 388,523	\$ 405,208	\$ 419,983

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	26,570	22,552	17,307	16,685	14,775
Prior Year (2-yr Old Funds)	206,835	26,570	22,552	17,307	16,685
Prior Year (3-yr Old Funds)	67,351	206,835	26,570	22,552	17,307
Prior Year (4-yr Old Funds)	47,908	67,351	206,835	26,570	22,552
Prior Year (5-yr Old Funds)	-	47,908 ⁽¹⁾	67,351 ⁽¹⁾	206,835 ⁽¹⁾	26,570 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	47,908 ⁽¹⁾	115,259 ⁽¹⁾	322,094 ⁽¹⁾
Total Revenues	\$ 348,664	\$ 371,216	\$ 388,523	\$ 405,208	\$ 419,983

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Sunrise Douglas(SD) - Program Administration

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	89,140	80,124	96,660	81,328	91,574
Interest	44,324	21,811	13,171	15,494	6,338
Other Revenues	-	-	-	-	-
Total Revenues	133,464	101,935	109,831	96,822	97,912
EXPENDITURES					
Expenditures	144,454	137,811	203,884	172,421	114,667
Transfer Out	-	-	-	-	-
Total Expenditures	144,454	137,811	203,884	172,421	114,667
REVENUES OVER (UNDER) EXPENDITURES	(10,990)	(35,876)	(94,053)	(75,599)	(16,755)
Fund Balance, Beginning of Year	1,020,288	1,009,298	973,422	879,369	803,770
Fund Balance, End of Year	<u>\$ 1,009,298</u>	<u>\$ 973,422</u>	<u>\$ 879,369</u>	<u>\$ 803,770</u>	<u>\$ 787,015</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	133,464	101,935	109,831	96,822	97,912
Prior Year (2-yr Old Funds)	263,391	133,464	101,935	109,831	96,822
Prior Year (3-yr Old Funds)	500,075	263,391	133,464	101,935	109,831
Prior Year (4-yr Old Funds)	112,368	474,632	263,391	133,464	101,935
Prior Year (5-yr Old Funds)	-	-	270,748 ⁽¹⁾	263,391 ⁽¹⁾	133,464 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	98,327 ⁽¹⁾	247,051 ⁽¹⁾
Total Revenues	\$ 1,009,298	\$ 973,422	\$ 879,369	\$ 803,770	\$ 787,015

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Traffic Mitigation

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	4,811,126	2,224,824	1,521,621	702,084	2,042,997
Interest	863,126	467,449	284,899	347,023	162,654
Other Revenues				520,000	1,151,109
Total Revenues	5,674,252	2,692,273	1,806,520	1,569,107	3,356,760
EXPENDITURES					
Expenditures	1,081,004	20,368	34,049	440,826	137,002
Transfer Out	4,729,245	2,994,902	2,242,932	1,422,657	1,763,757
Total Expenditures	5,810,249	3,015,270	2,276,981	1,863,483	1,900,759
REVENUES OVER (UNDER) EXPENDITURES	(135,997)	(322,997)	(470,461)	(294,376)	1,456,001
Fund Balance, Beginning of Year	20,262,865	20,126,868	19,803,871	19,333,410	19,039,034
Fund Balance, End of Year	<u>\$ 20,126,868</u>	<u>\$ 19,803,871</u>	<u>\$ 19,333,410</u>	<u>\$ 19,039,034</u>	<u>\$ 20,495,035</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	5,674,252	2,692,273	1,806,520	1,569,107	3,356,760
Prior Year (2-yr Old Funds)	9,320,626	5,674,252	2,692,273	1,806,520	1,569,107
Prior Year (3-yr Old Funds)	5,131,990	9,320,626	5,674,252	2,692,273	1,806,520
Prior Year (4-yr Old Funds)	-	2,116,720	9,160,365	5,674,252	2,692,273
Prior Year (5-yr Old Funds)	-	-	-	7,296,882 ⁽¹⁾	5,674,252 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	-	5,396,123 ⁽¹⁾
Total Revenues	\$ 20,126,868	\$ 19,803,871	\$ 19,333,410	\$ 19,039,034	\$ 20,495,035

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

(1) The Traffic Mitigation Fund reports funds being held beyond the five-years as described by AB1600. While projects are being completed on an annual basis, this fund is accumulating funds for the development and construction of a new interchange, a multimillion dollar projects which is not expected to start construction in the next five year CIP funding cycle but the funds must be retained.

City of Rancho Cordova

Traffic Mitigation Program Administration

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	97,066	42,382	32,255	22,390	39,037
Interest	13,815	6,565	4,244	3,952	2,031
Other Revenues	-	-	-	109,685	-
Total Revenues	110,881	48,947	36,499	136,027	41,068
EXPENDITURES					
Expenditures	133,665	36,224	17,456	109,723	36,128
Transfer Out	-	19,871	90,085	-	1,973
Total Expenditures	133,665	56,095	107,541	109,723	38,101
REVENUES OVER (UNDER) EXPENDITURES	(22,784)	(7,148)	(71,042)	26,304	2,967
Fund Balance, Beginning of Year	316,639	293,855	286,707	215,665	241,969
Fund Balance, End of Year	\$ 293,855	\$ 286,707	\$ 215,665	\$ 241,969	\$ 244,936

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	110,881	48,947	36,499	136,027	41,068
Prior Year (2-yr Old Funds)	138,912	110,881	48,947	36,499	136,027
Prior Year (3-yr Old Funds)	44,062	126,879	110,881	48,947	36,499
Prior Year (4-yr Old Funds)	-	-	19,338	20,496	31,342
Prior Year (5-yr Old Funds)	-	-	-	-	-
Greater than Five Prior Fiscal Years	-	-	-	-	-
Total Revenues	\$ 293,855	\$ 286,707	\$ 215,665	\$ 241,969	\$ 244,936

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

City of Rancho Cordova

Villages of Zinfandel (VOZ) - Library

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	1,033	1,397	5,240	6,288	1,397
Interest	7,059	3,535	2,457	3,328	1,543
Other Revenues	-	-	-	-	-
Total Revenues	8,092	4,932	7,697	9,616	2,940
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	-	-	-	-	-
Total Expenditures	-	-	-	-	-
REVENUES OVER (UNDER) EXPENDITURES	8,092	4,932	7,697	9,616	2,940
Fund Balance, Beginning of Year	160,825	168,917	173,849	181,546	191,162
Fund Balance, End of Year	<u>\$ 168,917</u>	<u>\$ 173,849</u>	<u>\$ 181,546</u>	<u>\$ 191,162</u>	<u>\$ 194,102</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	8,092	4,932	7,697	9,616	2,940
Prior Year (2-yr Old Funds)	8,655	8,092	4,932	7,697	9,616
Prior Year (3-yr Old Funds)	39,670	8,655	8,092	4,932	7,697
Prior Year (4-yr Old Funds)	98,045	39,670	8,655	8,092	4,932
Prior Year (5-yr Old Funds)	14,455 ⁽¹⁾	98,045 ⁽¹⁾	39,670 ⁽¹⁾	8,655 ⁽¹⁾	8,092 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	14,455 ⁽¹⁾	112,500 ⁽¹⁾	152,170 ⁽¹⁾	160,825 ⁽¹⁾
Total Revenues	\$ 168,917	\$ 173,849	\$ 181,546	\$ 191,162	\$ 194,102

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Villages of Zinfandel (VOZ) - Roadway

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	3,998	1,076	4,035	4,843	37,358
Interest	25,188	5,438	3,780	4,782	2,460
Other Revenues	-	-	-	-	-
Total Revenues	29,186	6,514	7,815	9,625	39,818
EXPENDITURES					
Expenditures	-	-	-	-	-
Transfer Out	312,802	32,586	873	10,036	8,076
Total Expenditures	312,802	32,586	873	10,036	8,076
REVENUES OVER (UNDER) EXPENDITURES	(283,616)	(26,072)	6,942	(411)	31,742
Fund Balance, Beginning of Year	574,444	290,828	264,756	271,698	271,287
Fund Balance, End of Year	<u>\$ 290,828</u>	<u>\$ 264,756</u>	<u>\$ 271,698</u>	<u>\$ 271,287</u>	<u>\$ 303,029</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	29,186	6,514	7,815	9,625	39,818
Prior Year (2-yr Old Funds)	261,642	29,186	6,514	7,815	9,625
Prior Year (3-yr Old Funds)	-	229,056	29,186	6,514	7,815
Prior Year (4-yr Old Funds)	-	-	228,183	29,186	6,514
Prior Year (5-yr Old Funds)	-	-	-	218,147 ⁽¹⁾	29,186 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	-	-	210,071 ⁽¹⁾
Total Revenues	\$ 290,828	\$ 264,756	\$ 271,698	\$ 271,287	\$ 303,029

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

City of Rancho Cordova

Villages of Zinfandel (VOZ) - Program Administration

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

Description	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
REVENUES					
Fees	1,015	167	575	100	1,163
Interest	264	109	71	92	54
Other Revenues	-	-	-	-	-
Total Revenues	1,279	276	646	192	1,217
EXPENDITURES					
Expenditures	1,273	1,144	-	38	90
Transfer Out	-	-	-	-	-
Total Expenditures	1,273	1,144	-	38	90
REVENUES OVER (UNDER) EXPENDITURES	6	(868)	646	154	1,127
Fund Balance, Beginning of Year	5,725	5,731	4,863	5,509	5,663
Fund Balance, End of Year	<u>\$ 5,731</u>	<u>\$ 4,863</u>	<u>\$ 5,509</u>	<u>\$ 5,663</u>	<u>\$ 6,790</u>

Five Year Revenue Test Using First In First Out Method

Available Revenue	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12
Current Year	1,279	276	646	192	1,217
Prior Year (2-yr Old Funds)	437	1,279	276	646	192
Prior Year (3-yr Old Funds)	2,203	437	1,279	276	646
Prior Year (4-yr Old Funds)	1,812	2,203	437	1,279	276
Prior Year (5-yr Old Funds)	-	668 ⁽¹⁾	2,203 ⁽¹⁾	437 ⁽¹⁾	1,279 ⁽¹⁾
Greater than Five Prior Fiscal Years	-	-	668 ⁽¹⁾	2,833 ⁽¹⁾	3,180 ⁽¹⁾
Total Revenues	\$ 5,731	\$ 4,863	\$ 5,509	\$ 5,663	\$ 6,790

Result: Five Year Revenue Test met in accordance with Government Code 66001 ⁽¹⁾

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

Development Impact Fee Report

NOTES TO THE DEVELOPMENT IMPACT FEE REPORT

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

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

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

The Community Facilities Fee – Police is responsible for 63.10% of the principal and interest attributable to the 2005 COP - Series A. As of June 30, 2012, the Community Facilities Fee – Police gross repayment obligation, including interest, totaled \$3,461,151. During FY 2011-12 the CFF – Police fee made payments totaling \$147,790, including bank fees. Future payments on these COP's are as follows:

For the Year Ending June 30	2005 A & B COP'S CFF - Police Fee Obligation		
	Principal	Interest	Total
2013	53,635	91,472	145,107
2014	56,790	89,511	146,301
2015	56,790	87,438	144,228
2016	59,945	85,234	145,179
2017	63,100	82,818	145,918
2018-2022	347,050	373,444	720,494
2023-2027	432,235	289,518	721,753
2028-2032	539,505	180,663	720,168
2033-2036	523,730	48,272	572,002
Total Payments Due	2,132,780	1,328,371	\$ 3,461,151

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

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

The Community Facilities Fee – City Hall is responsible for 28.4% and the Community Facilities Fee – Community Center is responsible for 34.7% of the principal and interest attributable to these COP’s. As of June 30, 2012, the Community Facilities Fee – City Hall and Community Center gross repayment obligation, including interest, totaled \$19,310,648. During FY 2011-12 the CFF – City Hall and Community Center fees made payments totaling \$842,224, including bank fees. Future payments on these COP’s are as follows:

For the Year Ending June 30	2007 A & B COP CFF - City Hall Fee Obligation			2007 A & B COP CFF - Comm Center Fee Obligation		
	Principal	Interest	Total	Principal	Interest	Total
2013	123,540	254,042	377,582	150,945	310,396	461,341
2014	130,640	247,309	377,949	159,620	302,169	461,789
2015	137,740	240,189	377,929	168,295	293,470	461,765
2016	146,260	232,682	378,942	178,705	284,298	463,003
2017	151,940	224,711	376,651	185,645	274,559	460,204
2018-2022	905,960	983,793	1,889,753	1,106,930	1,202,029	2,308,959
2023-2027	1,174,340	716,275	1,890,615	1,434,845	875,167	2,310,012
2028-2032	1,455,500	433,554	1,889,054	1,778,375	529,730	2,308,105
2033-2036	1,038,020	94,828	1,132,848	1,268,285	115,863	1,384,148
Total Payments Due	5,263,940	3,427,382	<u>\$ 8,691,322</u>	6,431,645	4,187,681	<u>\$ 10,619,326</u>

NOTE #3 – DEFERRED IMPACT FEES

In May of 2008, the City enacted a Temporary Fee Deferral Program for certain development impact fees. This program allows residential and non-residential developers to defer eligible impact fees normally paid at the time of building permit issuance to the earlier of final inspection, issuance of temporary or final certificate of occupancy, or one-year from the date the fee deferral application was approved. Although originally set to expire after one year, through various Council actions the program has been extended to June 30, 2013.

This program was not used during FY 2011/12 therefore there was no outstanding balance at June 30, 2012.

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

When the City no longer needs the funds for the purposed collected, or if the City fails to make required findings or perform certain administrative tasks prescribed by AB1600, the City may be required to refund, on a prorated basis, to property owners of the properties upon which the fees for the improvement were imposed, the monies collected for that project and any interest earned on those funds. At this time, all fees being collected pursuant to the Development Impact Fee Program(s) have been earmarked for current or future capital projects necessary to maintain the current levels of service within existing services area to serve new development.

DEVELOPMENT FEE PROJECT IDENTIFICATION - *California Government Code Section 66006 and 66001 require the City to make certain findings and meet reporting requirements on the use of development fees.*

The following table, on pages 42-45, illustrates several of the reporting requirements defined in the Legal Requirement section on pages 1-3.

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

All of the current projects including all funding sources and approximate dates on funding can be found in the 2011/12 – 2015/16 Capital Improvement Program (CIP). Some projects identified as “Future” in the Project Phase column will not be identified in the CIP but will be found in the corresponding Development Fee Program instead.

City of Rancho Cordova

Development Fee Program Identification

Development Impact Fees						Development Impact Fees		
Project Number	Current Project(s)	Project Phase ⁽¹⁾	Estimated Start Date	Estimated Completion Date	Estimated Project Cost	Budget to Date ⁽²⁾	Funding to Date ⁽²⁾	Est. % Attrib. to New Dev
Community Facility Fee - City Hall								
	Debt Service Payment(s) - Acquisition & Construction Prospect Park Dr. Property	Debt Service	2005	2035	37,259,947	10,581,825	3,004,758	63%
Community Facility Fee - Comm. Center								
	Debt Service Payment(s) - Acquisition & Construction Prospect Park Dr. Property	Debt Service	2005	2035	37,259,947	12,929,202	3,663,566	63%
Community Facility Fee - Corp Yard								
PM10-7101	City Police Project	Complete	2010	2011	966,892	-	-	63%
	Public Works Corporation Yard Facility	Future	2014	2016	11,356,108	-	-	63%
Total Community Facility Fee - Corp Yard					\$ 12,323,000	\$ -	\$ -	
Community Facility Fee - Library								
	Regional Library Facility	Future	Post 2015-16	Post 2015-16	46,863,050	-	-	79%
Community Facility Fee - Museum								
	Museum	Future	Post 2015-16	Post 2015-16	12,938,000	-	-	67%
Community Facility Fee - Parking Structure								
	Parking Structure	Future	Post 2015-16	Post 2015-16	14,416,000	-	-	63%
Community Facility Fee - Police								
PM10-7101	City Police Project	Complete	2010	2011	966,892	610,109	610,108	63%
	Debt Service Payment(s) - Acquisition & Construction Kilgore Property (excluding vacant land)	Debt Service	2005	2035	6,808,976	4,296,464	2,057,713	63%
CP10-2090	Kilgore Police Station, Service Building & Corp Yard Renovation	Construction	2010	2011	5,934,000	3,744,000	3,560,231	63%
Total Community Facility Fee - Police					\$ 13,709,868	\$ 8,650,573	\$ 6,228,052	
Community Facility Fee - Program Admin.								
	Administrative Duties associated with Community Facilities Fee Program (including updates)	Admin	2004	Post 2015-16	n/a	466,784	466,784	100%
Community Facility Fee - Animal Services								
	Animal Shelter (including animal control services and equipment)	Future	Post 2015-16	Post 2015-16	3,218,000	-	-	69%
Community Facility Fee - Records Mgmt.								
	Agenda Software/Imaging System	Future	Post 2015-16	Post 2015-16	110,000	-	-	83%
	File Tracker System	Future	Post 2015-16	Post 2015-16	25,000	-	-	83%
	Mobile Shelving System	Future	Post 2015-16	Post 2015-16	75,000	-	-	83%
Total Community Facility Fee - Records Mgmt.					\$ 210,000	\$ -	\$ -	
Community Facility Fee - Telecom								
	Computer Network Structure	Future	Post 2015-16	Post 2015-16	250,000	-	-	83%
	Financial Software and Equipment	Preliminary	2008	Post 2015-16	2,350,000	135,818	135,818	83%
	Telephone System	Future	Post 2015-16	Post 2015-16	200,000	-	-	83%
Total Community Facility Fee - Telecom					\$ 2,800,000	\$ 135,818	\$ 135,818	

City of Rancho Cordova

Development Fee Program Identification

Development Impact Fees						Development Impact Fees		
Project Number	Current Project(s)	Project Phase (1)	Estimated Start Date	Estimated Completion Date	Estimated Project Cost	Budget to Date (2)	Funding to Date (2)	Est. % Attrib. to New Dev
Housing Trust Development Impact Fee								
	Administrative Duties associated with Housing Program	Admin	2007	Post 2015-16	n/a	233,300	230,899	100%
CP10-2086	Crossing at New Rancho	Construction	2010	2012	807,000	55,604	55,604	7%
CP10-2094	Senior's Crossing at New Rancho	Preliminary	2010	Post 2015-16	1,826,000	713,475	715,876	39%
Total Housing Trust Development Impact Fee					\$ 2,633,000	\$ 1,002,379	\$ 1,002,379	
Sunrise Douglas - Fee Program Update								
	Administrative Duties associated with Sunrise Douglas Fee Program (including program updates)	Admin	2004	Post 2015-16	n/a	118,165	118,165	100%
Sunrise Douglas - Interim Sewer								
	Chrysanthy Blvd Lift Station	Future	Post 2015-16	Post 2015-16	1,466,569	-	-	16%
	Chrysanthy Blvd Trunk Sewer	Future	Post 2015-16	Post 2015-16	1,506,556	-	-	28%
	Douglas Blvd Lift Station	Future	Post 2015-16	Post 2015-16	1,188,000	-	-	100%
	Folsom South Canal Crossing: Sewer Costs	Future	Post 2015-16	Post 2015-16	1,545,991	-	-	19%
	Kiefer Lift Station	Reimb/Credit	2003	2006	1,431,280	1,431,280	1,428,040	100%
	Sewer Forcemain: Chrysanthy Blvd Lift Station to Mayhew Road Outfall	Future	Post 2015-16	Post 2015-16	5,802,192	-	-	17%
	Sewer Forcemain: Douglas Lift station to Chrysanthy Blvd	Reimb/Credit	2003	2007	660,607	660,607	-	100%
	Sewer Forcemain: Kiefer Blvd lift station to Chrysanthy Blvd	Reimb/Credit	2003	2006	1,766,886	1,766,886	648,400	100%
	Sewer Studies	Future	Post 2015-16	Post 2015-16	30,000	-	-	100%
Total Sunrise Douglas - Interim Sewer					\$ 15,398,081	\$ 3,858,773	\$ 2,076,440	
Sunrise Douglas - Library								
	Sunrise Douglas Service Area - 20,000 Sq. Ft. Community Library	Future	Post 2015-16	Post 2015-16	10,340,805	4,647,000	-	100%
Sunrise Douglas - Park								
	Administrative Duties associated with Sunrise Douglas Park Fee Program	Admin	2005	Post 2015-16	n/a	562,240	562,240	100%
	Anatolia Bike Trail	Reimb/Credit	2004	2007	934,523	930,146	481,805	100%
	Developer Fee Credits	Reimb/Credit	2005	Post 2015-16	n/a	663,705	663,705	100%
	Park A - Community Park	Preliminary	2004	2015	7,411,814	7,411,814	1,037,981	100%
	Park B - Sandpiper Park	Complete	2004	2007	1,565,522	1,568,223	1,568,223	100%
	Park C - Eagle's Nest Park	Complete	2004	2007	1,782,634	1,893,434	1,893,434	100%
	Park E - Argonaut Park	Complete	2004	2007	1,899,041	1,939,936	1,939,936	100%
Total Sunrise Douglas - Park					\$ 13,593,534	\$ 14,969,498	\$ 8,147,324	
Sunrise Douglas - Suppl Offsite Water								
	Anatolia GTWP, Excelsior Raw Water Line, Vineyard Wells 1-3	Reimb/Credit	2003	2007	29,771,437	7,015,347	2,653,030	28%
	Folsom South Canal Crossing: Water Costs	Future	Post 2015-16	Post 2015-16	1,566,583	-	-	18%
	North Douglas Tank Site Land	Reimb/Credit	2003	2007	1,386,000	969,000	175,000	100%
	Vineyard Wells 4-7	Future	Post 2015-16	Post 2015-16	3,520,000	-	-	10%
Total Sunrise Douglas - Suppl Offsite Water					\$ 36,244,020	\$ 7,984,347	\$ 2,828,030	
Sunrise Douglas - Roadway								
	Americanos Blvd, Douglas Rd to Chrysanthy Blvd	Preliminary	2008	2016	2,925,000	521,000	192,503	100%
	Americanos Blvd Phase II, Chrysanthy Blvd to Kiefer Blvd	Future	Post 2015-16	Post 2015-16	3,142,000	-	-	100%
	Americanos Blvd Phase III, International Dr. to Douglas Rd	Future	Post 2015-16	Post 2015-16	7,204,000	-	-	100%
	Anatolia III Major Roads Intersection	Complete	2008	2008	7,116,000	5,399,000	1,497,500	76%
	Chrysanthy Blvd Phase II, Rancho Cordova Pkwy to Grant Line Rd	Future	Post 2015-16	Post 2015-16	9,463,000	-	-	100%

AGENDA ITEM 10

City of Rancho Cordova

Development Fee Program Identification

Project Number	Current Project(s)	Project Phase (1)	Estimated Start Date	Estimated Completion Date	Estimated Project Cost	Development Impact Fees		
						Budget to Date (2)	Funding to Date (2)	Est. % Attrib. to New Dev
CP06-2022	Chrysanthy Blvd, Sunrise Blvd to Rancho Cordova Pkwy	Construction	2006	2013	3,345,000	1,783,000	1,485,126	89%
CP07-2032	Douglas Road, Americanos Blvd to Grant Line Rd	Preliminary	2007	Post 2015-16	6,488,000	12,000	2,562	99%
CP09-2078	Douglas Road Bike and Pedestrian Safety Improvement	Construction	2009	2012	350,000	99,000	24,097	28%
CP06-2024	Douglas Road Phase I, Rancho Cordova Pkwy to Borderlands Dr.	Construction	2006	2011	5,825,000	2,166,000	273,424	100%
CP10-2083	Douglas Road, Rancho Cordova Pkwy to Americanos Blvd	Preliminary	2010	2013	5,900,000	1,000	542	100%
CP09-2074	Kiefer Blvd Phase II, Sunrise Blvd to Grant Line Rd	Preliminary	2009	Post 2015-16	7,451,000	10,000	78	100%
CP07-2036	Kiefer Blvd, Sunrise Blvd to Jaeger Road	Reimb/Credit	2007	Post 2015-16	6,344,767	3,311,443	3,311,443	83%
PM12-7122	Project Development	Planning	2012	Post 2015-16	200,000	90,000	5,908	80%
PM08-7070	PW Project Special Fund Tracking - Consultants & Staff	Planning	2008	Post 2015-16	1,350,411	21,226	18,226	83%
PM11-7108	PW Project Special Impact Fee Fund Tracking	Planning	2011	Post 2015-16	939,669	143,774	467	98%
CP07-2034	Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Blvd	Preliminary	2007	2008	257	257	257	100%
CP07-2035	Rancho Cordova Parkway, Douglas Rd to Kiefer Blvd	Construction	2007	Post 2015-16	6,490,000	310,000	1,370	100%
CP05-2003	Rancho Cordova Parkway Interchange	Preliminary	2005	2016	100,000,000	1,720,000	720,000	11%
CP06-2048	Right of Way (ROW) Program/Contingency	Ongoing	2006	Post 2015-16	859,000	114,000	-	46%
CP06-2028	Sunrise Blvd, Douglas Rd to Kiefer Blvd	Reimb/Credit	2006	Post 2015-16	14,817,311	12,834,324	12,834,324	91%
CP07-2038	Sunrise Blvd, Keifer Blvd to State Route 16	Construction	2007	2011	1,503,000	145,000	151,005	33%
CP09-2071	Sunrise Blvd North of White Rock Road	Construction	2009	2011	305,000	245,000	244,381	80%
CP06-2029	Sunrise Blvd, Sunrise Park to Douglas Road	Complete	2006	2008	1,000	1,000	1,169	100%
CP11-2100	Sunrise Blvd Widening and Intersection Improvements, Keifer Blvd to State Rte. 16	Preliminary	2011	2015	12,000,000	1,076,000	13,600	11%
PM11-7106	Transportation Master Plan and Project Development Program	Planning	2011	Post 2015-16	413,046	145,000	20,718	100%
CP06-2025	Zinfandel/Douglas Extension, Douglas Rd to Villages of Zinfandel	Preliminary	2006	2011	197,000	94,000	84,027	100%
CP08-2065	Zinfandel Dr. at International Drive Intersection Improvements	Complete	2008	2008	918,000	233,000	232,986	100%
Total Sunrise Douglas - Roadway					\$ 205,547,460	\$ 30,475,024	\$ 21,115,714	
Sunrise Douglas - Transit								
	Acquisition of 20 transit shuttles	Future	2004	Post 2015-16	1,100,000	1,100,000	-	100%
Sunrise Douglas - Admin								
	Administrative Duties associated with the Sunrise Douglas Fee Program	Admin	2004	Post 2015-16	n/a	817,923	817,923	100%
Traffic Mitigation - Impact Fee								
CP06-2021	Air Park Drive - Femoryer Road	Construction	2006	2013	973,000	965,000	32,975	100%
CP12-2108	Bicycle Traffic Signal Detection Project	Preliminary	2011	2013	190,000	190,000	30,065	100%
	Centennial Drive, International Drive to Grant Line Road	Future	Post 2015-16	Post 2015-16	7,770,000	-	-	100%
n/a	City of Rancho Cordova - Staffing & Software	Admin	2006	2006	269,000	269,000	269,000	100%
CP05-2007	Coloma Road at Cordova Lane Signal	Complete	2005	2008	976,447	315,340	315,340	32%
CP07-2031	Data at Zinfandel Intersection Improvements	Complete	2005	2005	816,770	816,770	816,770	100%
CP07-2032	Douglas Road, Americanos Blvd to Grant Line Rd	Preliminary	2007	Post 2015-16	6,488,000	-	-	99%
C 2078	Douglas Road Bike and Pedestrian Safety Improvement	Construction	2009	2015	350,000	-	14,215	28%
P -7078	Drainage Staff Tracking	Planning	2008	Post 2015-16	1,775,855	1,775,715	902,550	100%
C 2093	Easton Valley Parkway (6th Ave), Sunrise Blvd to City Limits	Future	2011	Post 2015-16	9,758,000	-	-	1%
C 2033	Folsom Boulevard Enhancements Phase II	Construction	2007	2012	14,343,000	919,000	66,436	6%
C 2026	International Drive at Bridgeway Drive Intersection Improvements	Complete	2006	2008	300,000	-	235	100%
C 2018	International Drive at Prospect Park Intersection Improvements	Complete	2006	2008	809,000	609,000	624,637	100%
C 2009	International Drive, Kilgore Rd to Sunrise Blvd	Construction	2005	2011	13,168,000	3,037,000	3,370,158	25%
C 2069	International Drive, Sunrise Blvd to Rancho Cordova Pkwy Loop	Preliminary	2009	Post 2015-16	57,688,000	1,000	-	100%

City of Rancho Cordova

Development Fee Program Identification

Project Number	Current Project(s)	Project Phase (1)	Estimated Start Date	Estimated Completion Date	Estimated Project Cost	Development Impact Fees		
						Budget to Date (2)	Funding to Date (2)	Est. % Attrib. to New Dev
CP07-2036	Kiefer Blvd, Sunrise Blvd to Jaeger Road	Reimb/Credit	2007	Post 2015-16	6,344,767	1,958,608	1,958,608	83%
CP05-2006	Kilgore Road at Trade Center Signal	Complete	2006	2007	611,350	304,683	304,683	50%
CP06-2027	North Mather Blvd, Mather Blvd Connection to Villages of Zinfandel	Construction	2006	2012	105,000	10,000	6,449	33%
PM12-7122	Project Development	Planning	2012	Post 2015-16	200,000	70,000	3,701	80%
PM08-7071	PW General Engineering - Consultants	Planning	2008	Post 2015-16	536,500	536,500	131,006	100%
PM08-7070	PW Project Special Fund Tracking - Consultants & Staff	Planning	2008	Post 2015-16	1,350,411	300,571	265,249	83%
PM11-7108	PW Project Special Impact Fee Fund Tracking	Planning	2011	Post 2015-16	939,669	179,429	36,656	98%
PM08-7072	PW Traffic Engineering - Consultants	Planning	2008	Post 2015-16	352,700	352,700	17,810	100%
CP07-2035	Rancho Cordova Parkway, Douglas Rd to Kiefer Blvd	Construction	2007	Post 2015-16	6,490,000	-	180	100%
CP06-2050	Rancho Cordova Parkway, Douglas Rd to White Rock Rd	Preliminary	2006	Post 2015-16	19,875,000	3,000	1,280	100%
CP05-2003	Rancho Cordova Parkway Interchange	Preliminary	2005	2016	100,000,000	4,890,000	2,394,073	11%
	Rancho Cordova Parkway South, Kiefer Blvd to Grant Line Rd	Future	Post 2015-16	Post 2015-16	2,971,000	-	-	100%
CP06-2048	Right of Way (ROW) Program/Contingency	Ongoing	2006	Post 2015-16	859,000	103,000	-	46%
CP09-2070	Rio Del Oro Parkway, Sunrise Blvd to White Rock Rd	Future	Post 2015-16	Post 2015-16	12,795,000	-	-	100%
CP07-2052	South Mather Roads Project	Complete	2007	2008	461,000	461,000	425,017	100%
PM07-7028	Sunridge Specific Plan EIR Amendment	Planning	2007	Post 2015-16	320,000	230,000	48,808	72%
CP06-2028	Sunrise Blvd, Douglas Rd to Kiefer Blvd	Reimb/Credit	2006	Post 2015-16	14,817,311	711,493	711,493	91%
CP07-2038	Sunrise Blvd, Keifer Blvd to State Route 16	Complete	2007	2011	1,503,000	358,000	321,432	33%
CP11-2100	Sunrise Blvd Widening and Intersection Improvements, Keifer Blvd to State Rte. 16	Preliminary	2011	2015	12,000,000	202,000	42,175	11%
PM06-7000	Transportation Infrastructure Phasing Plan	Planning	2006	Post 2015-16	70,888	10,468	10,468	15%
PM11-7106	Transportation Master Plan and Project Development Program	Planning	2011	Post 2015-16	413,046	188,046	172,986	100%
	Villagio, Douglas Rd to White Rock Rd	Future	Post 2015-16	Post 2015-16	2,616,000	-	-	100%
CP07-2055	White Rock Road Improvements, Sunrise to City Limits	Preliminary	2007	2014	14,262,000	762,000	399,137	16%
CP06-2025	Zinfandel/Douglas Extension, Douglas Rd to Villages of Zinfandel	Preliminary	2006	2011	197,000	103,000	103,034	100%
CP12-2115	Zinfandel Dr. and Folsom Blvd. Intersection Improvements	Preliminary	2012	2013	230,000	80,000	11,578	35%
CP08-2065	Zinfandel Dr. at International Drive Intersection Improvements	Complete	2008	2008	918,000	685,000	442,035	100%
Total Traffic Mitigation - Impact Fee					\$ 316,913,713	\$ 21,397,322	\$ 14,250,238	
Traffic Mitigation - Admin								
	Administrative Duties associated with Traffic Mitigation Fee Program (including updates)	Admin	2004	Post 2015-16	n/a	489,234	489,234	100%
CP09-2067	Villages of Zinfandel Traffic Signals	Construction	2009	2015	1,766,000	6,000	2,244	100%
Total Traffic Mitigation - Admin					\$ 1,766,000	\$ 495,234	\$ 491,478	
Villages of Zinfandel - Library								
	Sunrise Douglas Service Area - Community Library	Future	Post 2015-16	Post 2015-16	6,393,400	527,001	-	100%
Villages of Zinfandel - Roadway								
CP06-2021	Air Park Drive - Femoryer Road	Construction	2006	2013	973,000	8,000	10,326	100%
C 2009	International Drive, Kilgore Rd to Sunrise Blvd	Construction	2005	2011	13,168,000	280,000	280,000	25%
C 2018	International Drive at Prospect Park Intersection Improvements	Complete	2006	2008	809,000	200,000	199,967	100%
C 2027	North Mather Blvd, Mather Blvd Connection to Villages of Zinfandel	Construction	2006	2012	105,000	25,000	30,033	33%
C 2048	Right of Way (ROW) Program/Contingency	Ongoing	2006	Post 2015-16	859,000	175,000	-	46%
Total Villages of Zinfandel - Roadway					\$ 15,914,000	\$ 688,000	\$ 520,326	
Villages of Zinfandel - Program Admin								
	Admin. Duties associated with the Villages of Zinfandel (VOZ) Fee Program (including updates)	Admin	2005	Post 2015-16	n/a	466,784	5,870	100%

MEMORANDUM

DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Adam U. Lindgren, City Attorney

SUBJECT: **ORDINANCE NO. 43-2013, AMENDING CHAPTERS 1.01, 6.60, 6.90, 6.120, 8.04, 9.80, AND 16.18 OF THE RANCHO CORDOVA MUNICIPAL CODE RELATED TO CODE ENFORCEMENT AUTHORITY AND INCREASING FINES FOR CRIMINAL VIOLATIONS OF THE MUNICIPAL CODE AS ALLOWED UNDER STATE LAW**



RECOMMENDATION

Waive first reading and introduce Ordinance No. 43-2013, amending Chapters 1.01, 6.60, 6.90, 6.120, 8.04, 9.80 and 16.18 of the Rancho Cordova Municipal Code related to code enforcement authority and increasing fines for violations of the Municipal Code.

RESULT OF RECOMMENDED ACTION

This Ordinance makes amendments to the Municipal Code which are necessary to ensure that the prosecution services program may be successful in enforcing the code through criminal remedies. These amendments allow the City more flexibility in code enforcement by making it clear that criminal, administrative, and civil remedies are available for any provision of the code when so allowed under state law. These amendments also increase the fines for misdemeanors and infractions to the maximum amounts allowed under state law.

BACKGROUND

On September 16, 2013, the City Council approved the contract for prosecution services with the City of Sacramento City Attorney's Office. This was the culmination of months of investigation and assessment regarding options for bringing a community prosecutor back to the City. The purpose of the prosecution services contract is to have criminal prosecution available to the City for certain violations of its Municipal Code. Due to budget cuts, the Sacramento County District Attorney is not prosecuting misdemeanor violations of city municipal codes.

The City Attorney's office and the Sacramento City Attorney's office have been working on Phase 1 of the contract, laying the groundwork necessary to begin prosecutions for violations of the Municipal Code. This groundwork included a thorough analysis of the Municipal Code provisions that are most likely to be the subject of the prosecutions. These include provisions on trespassing, marijuana cultivation, animal code violations, graffiti, aggressive panhandling, and open containers. Because the City inherited many code provisions from Sacramento County, this review revealed that amendments are necessary to ensure the inherited provisions do not conflict with newly adopted code provisions. Amendments are also necessary to ensure that the City has all remedies — criminal, civil, and administrative — available to enforce its Municipal Code. The ordinance amends Section 1.01.190 of the Municipal Code to include provisions on code enforcement

authority that are currently scattered throughout the code. Adding them to the code section on general code enforcement ensures that such authority exists for all of the Municipal Code and not simply certain isolated provisions.

The amendments proposed in the attached ordinance will also give the City an additional tool related to its administrative notice and orders; if these citations are not complied with, the City will have the authority to charge a misdemeanor for the noncompliance. Notice and orders are used most often to enforce the housing and building codes. The ability to issue a misdemeanor citation for noncompliance with an administrative order may encourage some code violators to comply in order to avoid a criminal record.

Finally, the ordinance amends the fines for criminal violations to allow for the maximum amount. State law allows a city to charge up to \$1,000 for a criminal misdemeanor violation of its code and \$100 for first-time infractions, \$200 for second-time infractions, and \$500 for additional infractions of the same ordinance within a year. The City currently charges \$500 for misdemeanor violations of the Municipal Code and only half of the maximum allowed for infractions.

REQUESTED MOTION

1. “ I move that the City Council waive the first reading and introduce Ordinance No. 43-2013, an ordinance of the City Council of the City of Rancho Cordova amending Chapters 1.01, 6.60, 6.90, 6.120, 8.04, 9.80, and 16.18 of the Municipal Code regarding code enforcement authority and increasing fines for criminal violations of the municipal code as allowed under state law.”

ATTACHMENT

Ordinance No. 43-2013

2208038.1

CITY OF RANCHO CORDOVA

ORDINANCE NO. 43-2013

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AMENDING CHAPTERS 1.01, 6.60, 6.90, 6.120, 8.04, 9.80, and 16.18 OF THE MUNICIPAL
CODE REGARDING CODE ENFORCEMENT AUTHORITY AND INCREASING FINES FOR
CRIMINAL VIOLATIONS OF THE MUNICIPAL CODE
AS ALLOWED UNDER STATE LAW**

WHEREAS, the Rancho Cordova Municipal Code is periodically amended to ensure that the Code continues to reflect the goals, policies, and implementation measures of the City's General Plan, complies with all applicable federal and state laws, and remains accurate and usable; and

WHEREAS, the amendments to the Municipal Code under this Ordinance will allow for more flexibility in enforcement of the Municipal Code, aim to increase compliance with the Municipal Code, and ensure that the newly established city prosecutor may enforce the code through criminal prosecution; and

WHEREAS, the amendments to the Municipal Code under this Ordinance make it clear that the City may enforce its code through criminal, administrative, and civil remedies; and

WHEREAS, the amendments to the Municipal Code under this Ordinance will increase the fines charged for misdemeanors and infractions under the code to the maximum amount allowed under state law; and

WHEREAS, amendments are adopted by Ordinance by the City Council at a duly noticed public meeting; now therefore,

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

Section 1. Amendments to Chapter 1.01, "Code Adoption," of Title 1, "General Provisions," of the Rancho Cordova Municipal Code.

Section 1.01.190, "Penalty for violation," is hereby amended to read as follows:

1.01.190 Code enforcement and penalties

A. In the event any provisions within this code regarding enforcement or penalties conflict with the provisions in this Section 1.01.190, this Section 1.01.190 shall prevail.

B. The city may pursue any and all legal and equitable remedies related to the enforcement of the provisions of this code, including criminal, civil, and administrative remedies and penalties and any related cost recovery authorized pursuant to this code and state law.

C. Separate offenses. Each person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this code is committed, continued, or permitted by any such person, and he or she shall be punished accordingly.

D. Property owner liable. The owner of any property, building, or structure within the city is responsible for keeping such property, building, or structure free of violations of this code related to its use or condition. The owner of such property, building, or structure may be separately liable for violations committed by tenants, occupants, or guests relative to the use or condition of the property.

E. Criminal enforcement. Any violation of this code, including a failure to comply with an administrative order issued hereunder, may be prosecuted as a criminal offense. Except as otherwise provided, any person who violates any of the provisions of this code, or who fails to comply with any of the regulatory or administrative requirements of this code, is guilty of a misdemeanor, and upon conviction may be punished by a fine not in excess of \$1,000.00 or by imprisonment in jail for not more than six months, or by both fine and imprisonment, pursuant to Government Code section 36901.

1. Whenever in this code an act or failure to act is prohibited or declared unlawful yet no specific remedy is provided therefore, the violation shall be deemed a misdemeanor and shall be punished as set forth in subsection E of this Section.

2. The City Council shall establish, by resolution, a recommended bail schedule for criminal violations of this code, which may be amended from time to time.

F. Notwithstanding the above provisions, a violation of any provision of this code may be an infraction when the code specifies as such or when the prosecutor files a complaint charging the offense as an infraction or reduces the charge to an infraction.

1. Any person convicted of an infraction under this code shall be punished by a fine of not more than \$100.00 for the first violation; a fine of not more than \$200.00 for a subsequent violation of the same code section within one year; or a fine of \$500.00 for each additional violation of the same code section within one year, pursuant to Government Code section 36900. Fines for infractions stemming from building and safety code violations may be higher, pursuant to Government Code section 36900(c).

2. Multiple infractions. Any offense which would otherwise be an infraction may be a misdemeanor if the defendant has been convicted of the same offense three or more times within the twelve- (12) month period immediately preceding the commission of the offense and the convictions are alleged in the accusatory pleading. For this purpose, a bail forfeiture shall be deemed a conviction of the offense charged.

G. Causing, permitting, aiding, abetting, contributing to, or concealing a violation of any provision of this code shall constitute a violation of such provision.

H. Enforcement officers may enforce this code. "Enforcement officer" means any city official or employee authorized by the city manager to enforce provisions of this code, including but not limited to those from the neighborhood services department, police department and the public works department, as well as any contract agent authorized by the city to enforce this code.

I. Public nuisance. A violation of this code, including any continuing violation of this code, is hereby declared to be a public nuisance. The city may elect to pursue any remedies for nuisance abatement as provided within this code or under any applicable state or federal law, including criminal prosecution as set forth in Section 1.01.190 RCMC.

J. Civil action. The provisions of this code may be enforced by a civil court action prosecuted by the District Attorney or the City Attorney, or his or her authorized designee. The city may take any actions as are allowed for enforcement of a civil judgment as provided for pursuant to the Enforcement of Judgments Law, California Code of Civil Procedure, Sections 680.010 et seq., and all other applicable laws.

K. Failure to obey notice and order. Any person who fails, neglects, or refuses to comply with a final administrative citation, or a notice and order, issued pursuant to this code shall be guilty of a misdemeanor. An administrative citation, or notice and order, becomes final by a failure to file a timely appeal, or after a hearing officer's decision on an appeal is rendered.

Section 2. Amendments to Chapter 6.60, "Enforcement," of Title 6, "Health and Sanitation," of the Rancho Cordova Municipal Code.

Section 6.60.020 of the Rancho Cordova Municipal Code, "Penalty," is hereby amended to read as follows:

6.60.020 Penalty.

A. Except as otherwise provided in Title 6 of this code, a violation of any of the provisions of this title, or failure to comply with any of the regulatory requirements of this title, is an infraction subject to the procedures described in Section 19.6 and 19.7 of the California Penal Code and Section 1.01.190 RCMC.

B. Except as otherwise provided in Title 6 of this code, any person, whether as a principal or agent, employer or employee, who violates any of the provisions of this title, or the rules and regulations established pursuant to the provisions of this title is, upon conviction, guilty of an infraction, and each day that conditions or actions in violation of this title shall continue shall be deemed to be a separate and distinct offense.

C. Every infraction of this title is punishable by:

1. A fine not exceeding \$100.00 for a first violation;
2. A fine not exceeding \$200.00 for a second violation of the same ordinance provision within one year;
3. A fine not exceeding \$500.00 for each additional violation of the same ordinance provision within one year.

Section 3. Amendments to Chapter 6.90, "Marijuana Cultivation," of Title 6, "Health and Sanitation," of the Rancho Cordova Municipal Code.

Section 6.90.070, "Penalty for violation," is hereby amended to read as follows:

6.90.070 Penalty for violation.

A. Cultivation of marijuana on parcels within the city that does not comply with this chapter is a misdemeanor subject to the penalties and enforcement as provided in Sections 1.01.190 and 6.60.010 RCMC.

B. The remedies and penalties provided herein are cumulative, alternative and nonexclusive. The use of one does not prevent the use of any others, including those in Section 1.01.190 and Chapter 16.18 RCMC, and none of these penalties and remedies prevent the city from using any other remedy at law or in equity which may be available to enforce this chapter or to abate a public nuisance.

Section 4. Amendments to Chapter 6.120, "Abatement of Graffiti," of Title 6, "Health and Sanitation," of the Rancho Cordova Municipal Code.

Section 6.120.020(H) of the Rancho Cordova Municipal Code is hereby amended to read as follows:

H. "Enforcement officer" means any city official or employee authorized by the city manager to enforce provisions of this chapter, including, but not limited to, those from the neighborhood services department, police department and the public works department, as well as any contract agent authorized by the city to abate graffiti nuisances described in this chapter.

Section 5. Amendments to Chapter 8.04, "Enforcement," of Title 8, "Animals," of the Rancho Cordova Municipal Code.

Section 8.04.050, "Violations and penalties," of the Rancho Cordova Municipal Code is hereby amended to read as follows:

8.04.050 Violations and penalties.

The maintenance of any animal in violation of any provision of this title or any order of a hearing officer issued pursuant to this title may be charged as a misdemeanor, in addition to other remedies provided for in this Title 8. The maintenance of any animal in violation of any provision of this title or any order of a hearing officer issued pursuant to this title constitutes a public nuisance and therefore shall be subject to such criminal, administrative, and/or civil penalties as provided in Sections 1.01.190 and 16.18.205(A), (F), (G), and (H) of this code. Failure to obey a final administrative citation, or notice and order, issued under this title shall be a misdemeanor, as set forth in Section 1.01.190(K) RCMC.

Section 6. Amendments to Chapter 9.80, "Trespass on Private Property," of Title 9, "Public Peace, Morals, and Safety," of the Rancho Cordova Municipal Code.

A. The title of Chapter 9.80 of the Rancho Cordova Municipal Code is hereby amended to read as follows:

**Chapter 9.80
Trespass on Private Property or Business Premises**

B. The title of Section 9.80.010 of the Rancho Cordova Municipal Code is hereby amended to read as follows:

9.80.010 Trespass on private property or business premises prohibited.

C. Section 9.80.040 of the Rancho Cordova Municipal Code is hereby amended to read as follows:

9.80.040 Penalties.

Violation of any of the provisions of RCMC 9.80.010 shall be a misdemeanor, punishable under the provisions of Section 1.01.190(E) RCMC.

Section 7. Amendments to Chapter 16.18, "Nuisance Code," of Title 16, "Buildings and Construction," of the Rancho Cordova Municipal Code.

Section 16.18.205(D) of the Rancho Cordova Municipal Code is hereby amended to read as follows:

D. Notwithstanding subsections (A), (B) and (C) of this section, the prosecuting authority may file a misdemeanor for any violation of this code, including a failure to obey an administrative citation as described in Section 1.01.190(K) of this code. In addition, the city attorney or his or her authorized designee may take other steps and apply to such court to seek any and all legal or equitable relief as permitted under law.

Section 8. Severability. If any provision of this Ordinance, or the application thereof to any person or circumstance, is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the ____ day of _____, 201__, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

2207021.1

MEMORANDUM



DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director
Elizabeth Sparkman, Senior Engineer

SUBJECT: PUBLIC HEARING AND RESOLUTION APPROVING AN UPDATE TO THE TRANSPORTATION CAPITAL IMPROVEMENT PLAN AND NEXUS STUDY FOR THE DEVELOPMENT IMPACT FEE PROGRAM TO REDUCE SUCH FEES

RECOMMENDATION

Adopt Resolution No. 138-2013.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution No. 138-2013 approves the update to the Transportation CIP and the Nexus Study for the Development Impact Fee Program and adopts reduced transportation development impact fees in the new development area.

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.

From 2011 to 2013, City Staff worked with representatives of the development community 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 reflected a 20% reduction from the current fee. The reduced fee was adopted by Council on January 22, 2013 and direction was provided to staff to continue to work with the development community on an effort to modify the transportation fee program to shorten the horizon year, reduce the projected development, and revise transportation improvements to match the projected development.

Over the past year, City staff have worked with development community representatives to explore a shorter horizon for the fee program as well as potential changes in the methodologies used to allocate costs and calculate fees. The technical work and analysis of the effort showed that this strategy did not achieve the desired objectives, including a reduction in the fees. Due to the uncertainty of where development would occur with the

reduction in projected development, there was no certainty to the development community that all projects necessary to support their development would be included in the fee program without a significant increase in fees.

As a result, it was jointly determined that the fee program update should be maintained at the current longer development horizon with a renewed focus on project scoping and costs. The City retained the engineering firm of Wood Rodgers to update the roadway and intersection cost estimates with current 2013 construction costs for use in this fee program update. Using the 2013 unit costs provided by Wood Rodgers, the City conducted a thorough review of the definition of the improvement projects and applied the updated unit costs. That effort has resulted in a further reduction to the cost per DUE and the fee rates from those approved in January 2013.

DISCUSSION

The revisions to the Transportation Development Impact Fee (TDIF) Program and Nexus Study (**Attachment 1**) reflect cost estimates based on current unit pricing, refined project scoping, and adjustments to bike, pedestrian, and transit facilities.

In keeping with previous directives from Council for lowering fees for non-residential land uses, the fee reduction is also being applied as a percentage reduction to the existing non-residential rates in the new development area.

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 already 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 proposed 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. The updated transportation fees would go into effect immediately upon adoption of the Resolution.

Proposed Transportation Development Impact Fees Effective Immediately			
		New Growth Area	
		Existing Fee	Revised Fee
Single Family Detached > 1,200 SF	<i>per Unit</i>	\$ 15,499	\$ 14,996
Single Family Detached ≤ 1,200 SF	<i>Per Unit</i>	\$ 13,639	\$ 13,196
Single Family Attached	<i>per Unit</i>	\$ 13,639	\$ 13,196
Multi-Family	<i>per Unit</i>	\$ 10,849	\$ 10,497
Commercial	<i>per SF</i>	\$ 11.37	\$ 11.00
Office	<i>per SF</i>	\$ 8.73	\$ 8.45
Industrial/Manufacturing (entire City)	<i>per SF</i>	\$ 4.45	\$ 4.30
[1] Fee rates are inclusive of administrative charges. [2] Revised fees are at current rates so next inflationary adjustment will be January 1, 2015. [3] 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 equivalent method			

City staff and representatives of the development community have agreed to continue conversations and to work collaboratively to revisit a broad range of transportation policies, including level of service policies, when the General Plan is updated. Based on future Council direction, that effort would lead to an update of the Transportation CIP and the the Development Impact Fee Program.

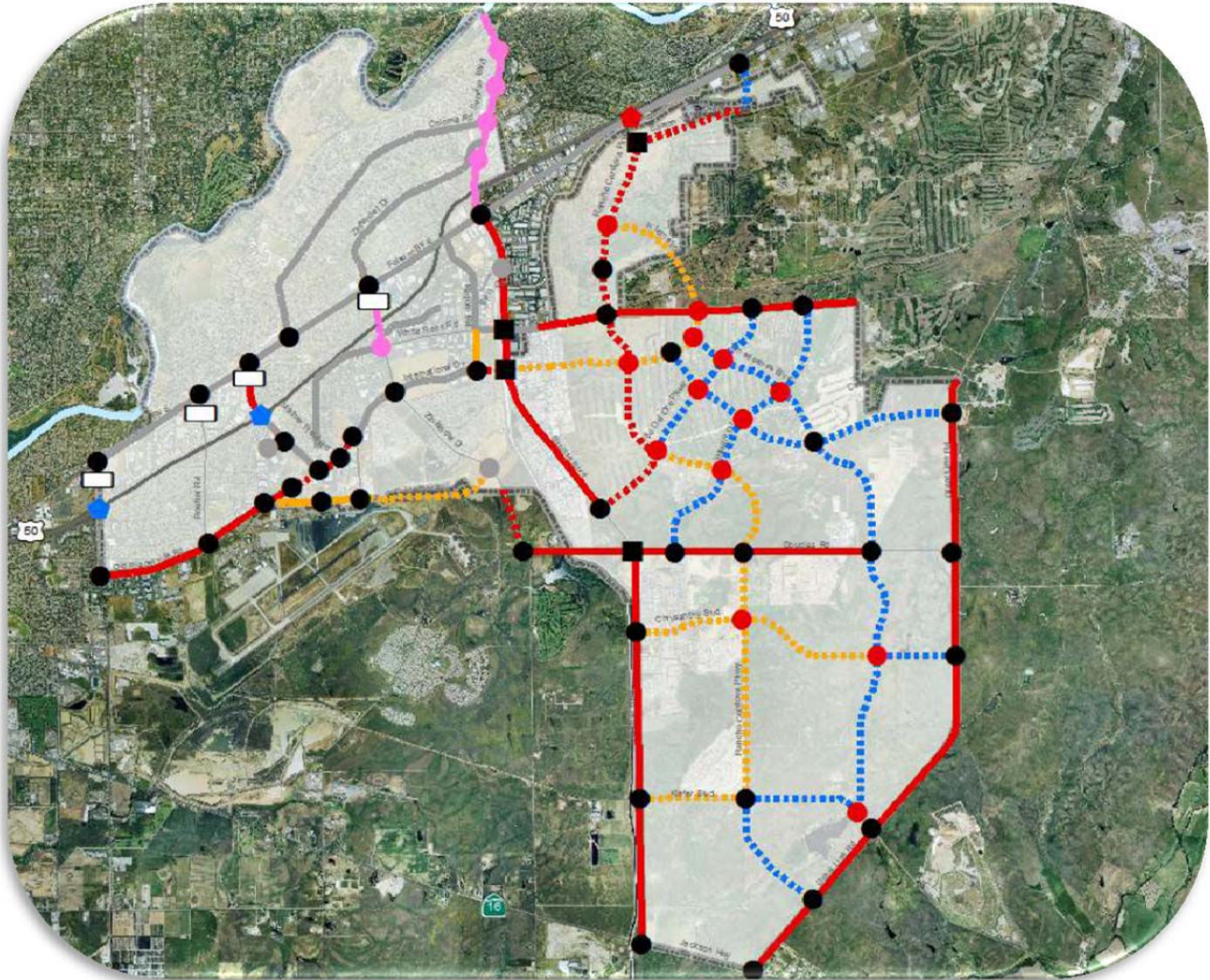
REQUESTED MOTION

"I move that the City Council adopt Resolution No. 138-2013 approving the update to the Transportation Development Impact Fee Program and Nexus Study, and approve the Fee Schedule."

ATTACHMENTS

1. Transportation Development Impact Fee (TDIF) Program and Nexus Study.
2. Resolution No. 138-2013 with Exhibit A.

Update to the 2035 Transportation CIP and the Nexus Study for the Development Impact Fee Program



Prepared for:

CITY OF RANCHO CORDOVA

Prepared by:

DKS Associates

December 2013





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Appendix A: Land Use and Development Assumptions

Appendix B: Detailed Cost Allocation for Roadway and Intersection Improvements

Appendix C: Improvement Cost Estimation Methodology



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 were projected 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.

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 first transportation impact fee program which replaced the outdated County roadway fee.

In 2012 the City determined that an update to the TDIF Program was necessary and a new Nexus Study with updated fee rates was prepared in December 2012. The updated TDIF Program was then approved by the City Council in January 2013.

Over the last year, the City has had additional discussions with representatives of the building industry who are concerned about the magnitude of current fee rates. The City first explored a shorter horizon for the fee program as well as potential changes in the methodologies used to allocate costs and calculate fees. After an analysis of those strategies, the City determined that modifications to the horizon or to methodologies were not warranted. However, during 2013, the City has conducted a thorough review of 1) the definition of the improvement projects and 2) the estimated costs of the improvements. That effort has resulted in a modest reductions in the cost per DUE and fee rates from those approved in January 2013. It has also given City staff confidence that the updated project definitions and cost estimates are sound.

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 \$2 billion.
- The needs analysis determined that about \$341 million of roadway, transit and bikeway improvements may not be required until after 2035.

Figure 1
Project Costs Allocated to
New Development

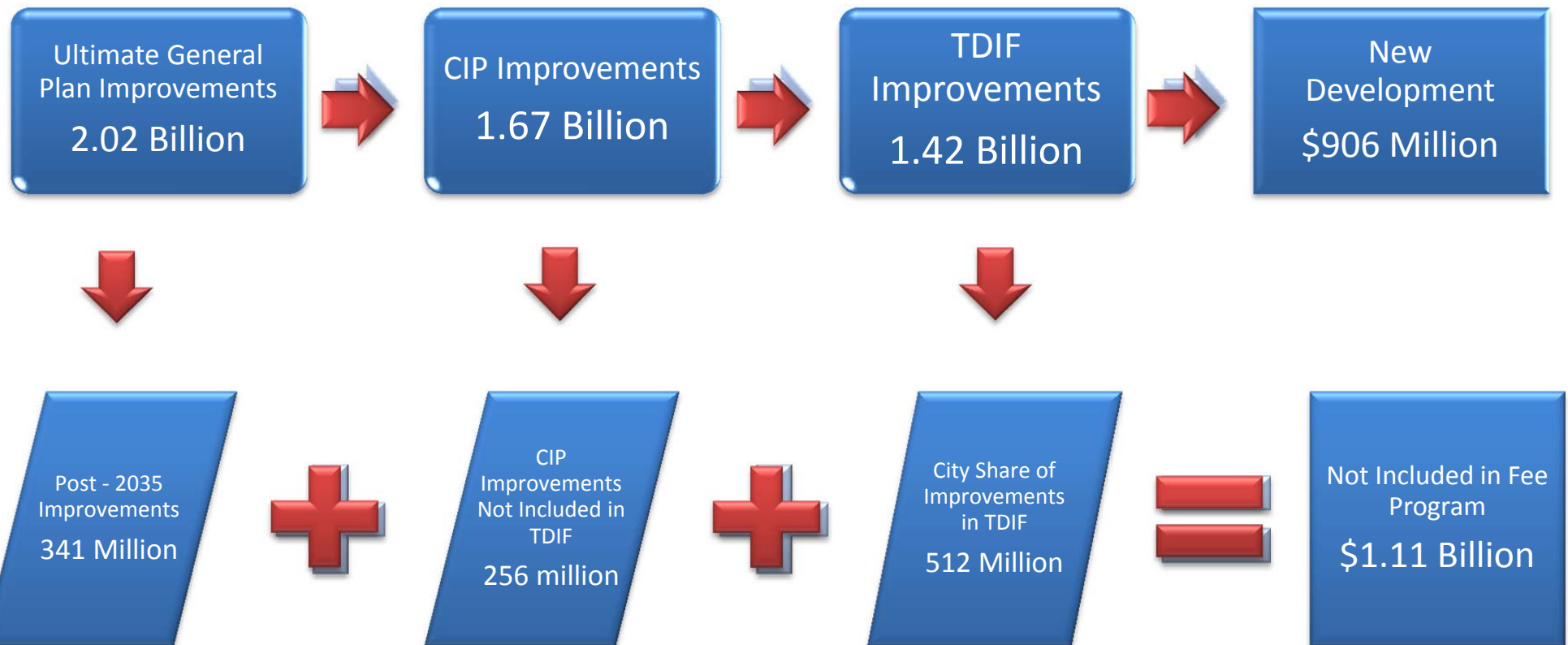




Table 1	
Summary of Costs in CIP and TDIF Program	
	Costs
Ultimate General Plan Improvements	
Roadways, Intersections, Interchanges and Signal System	\$1,354,728,000
Transit	\$366,496,000
Bikeways	\$115,622,000
Pedestrian Facilities and ADA Implementation	\$20,500,000
Pavement Maintenance	\$80,495,000
Project Contingency	\$77,514,000
Total	\$2,015,355,000
Post-2035 Improvements	
Roadways, Intersections, Interchanges and Signal System	\$119,631,000
Transit	\$186,300,000
Bikeways	\$22,250,000
Project Contingency	\$13,127,000
Total	\$341,308,000
CIP Improvements	
Roadways, Intersections, Interchanges and Signal System	\$1,235,373,000
Transit	\$180,196,000
Bikeways	\$93,372,000
Pedestrian Facilities and ADA Implementation	\$20,500,000
Pavement Maintenance	\$80,495,000
Project Contingency	\$64,397,000
Total	\$1,674,333,000
CIP Improvements not included in TDIF Program	
Roadway Improvements Needed to Accommodate Growth in Thru Trips	\$12,514,000
Non-Capacity Roadway Improvements	\$118,686,000
Pavement Maintenance	\$80,495,000
Bikeways	\$14,370,000
Pedestrian Facilities and ADA Implementation	\$20,500,000
Project Contingency	\$9,863,000
Total	\$256,428,000
TDIF Program Improvements	
Roadways, Intersections, Interchanges and Signal System	\$1,104,173,000
Transit	\$180,196,000
Bikeways	\$79,002,000
Project Contingency	\$54,535,000
Total	\$1,417,906,000
Source: DKS Associates, 2013	



- The CIP analysis determined that about \$1.24 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 \$12.5 million in roadway improvements that were determined to accommodate the growth in thru trips.
- The TDIF Program also does not include about \$220 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.

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 \$56.5 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 \$182 million in outside funding.

Table 2 shows that of the total \$1.42 billion in transportation improvements that are included in the TDIF Program, the City's obligation would be about \$512 million while about \$906 million 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	\$360,132,202	\$744,041,370	\$1,104,173,572
Transit	\$95,686,400	\$84,509,600	\$180,196,000
Bikeways	\$36,747,200	\$42,254,800	\$79,002,000
Project Contingency	\$19,702,632	\$34,832,231	\$54,534,863
Total	\$512,268,434	\$905,638,000	\$1,417,906,435
Source: DKS Associates, 2012			

Table 3 summarizes the elements and costs that are funded by the TDIF Program and the estimated "cost per DUE".

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 then refined/updated in 2012 for the TDIF Program adopted in January 2013. For this update of the TDIF, the descriptions of the improvement projects were reviewed and refined as necessary and costs have again updated to reflect the most current unit cost data available.



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	\$744,041,370
Transit	\$84,509,600
Bikeways	\$42,254,800
Project Contingencies	\$34,832,231
Total	\$905,638,000
Fees Collected by City from July 2003 to January 2007	\$33,143,248
Total Remaining Costs Funded by TDIF	\$872,494,752
Total Growth in DUES	60,364
Cost per DUE	\$14,454
Administrative Cost (3.75%) per DUE	\$542
Total Fee per DUE	\$14,996
Source: DKS Associates, 2012	



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 first transportation impact fee program which replaced the outdated County roadway fee.

In 2012 the City determined that an update to the TDIF Program was necessary for the following reasons:

- Since 2005, the City had 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 updated fee estimates.
- In February 2007, the City Planning Department released new long-range (2035) development forecasts for the City. Those development forecasts were used to conduct a long-range roadway needs analysis.
- The City re-evaluated the definitions and cost estimates for a number of improvement projects that were originally prepared in 2004/2005.
- The City made some adjustments 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 new development would help fund.

A Nexus Study with updated fee rates was prepared in December 2012 and an updated TDIF Program was then approved by the City Council in January 2013.

Over the past year, the City has worked with representatives of the building industry to explore a shorter horizon for the TDIF Program as well as potential changes in the methodologies used to allocate costs and calculate fees. After technical work was performed and analysis of these strategies was evaluated, it was jointly determined by City staff and developer representatives that the efforts did not achieve desired objectives, including a reduction in the fees. Because of the uncertainty of where development would occur, there



was also no certainty to the development community that all projects necessary to support development would be included in the fee program without a significant increase in fees.

As a result, it was jointly determined that the fee program update should be restored back to the longer development horizon with a renewed focus on project scoping and costs. The City retained Wood Rodgers to update the roadway and intersection cost estimates with current 2013 construction costs for use in this fee program update. Using the 2013 unit costs provided by Wood Rodgers, the City also conducted a thorough review of the definition of the improvement projects and applied the updated unit costs. That effort has resulted in a further reduction to the cost per DUE and the fee rates from those approved in January 2013.

This report documents the methodology and assumptions used to update the Nexus Study for the TDIF Program

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. [Appendix A](#) describes the assumptions and methodology used to prepare those development forecasts. [Table 4](#) shows the estimated housing and jobs in the City for 2007 (the Base Year for this update of the TDIF Program) 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.

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				
Single-Family Detached	Dwelling Unit	14,384	36,014	21,630
Single-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 six 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 the 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 a roadway widening is required if the roadway segment has a projected v/c ratio of 0.9 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	\$837,230,948	\$780,136,838
Intersections	\$323,721,607	\$261,461,476
Freeway Interchanges	\$140,000,000	\$140,000,000
Signal System	\$53,775,000	\$53,775,000
Pavement Maintenance	\$80,495,000	\$80,495,000
Subtotal	\$1,435,222,555	\$1,315,868,314
Transit, Bikeway and Pedestrian Facilities		
Transit	\$366,496,000	\$180,196,000
Bikeways and Walkways	\$115,622,000	\$93,372,000
Pedestrian ADA Improvements	\$20,500,000	\$20,500,000
Subtotal	\$502,618,000	\$294,068,000
Project Contingency (4%)	\$77,513,622	\$64,937,453
Total	\$2,015,354,177	\$1,674,333,766
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 roadways 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. 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 an intersection improvement is required if the v/c ratio is 0.9 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 City recognizes that future detailed analyses may indicate that either less or more turn lanes may be appropriate at some intersections but the CIP analysis provides a good foundation for the determination of the system-wide roadway improvement costs.

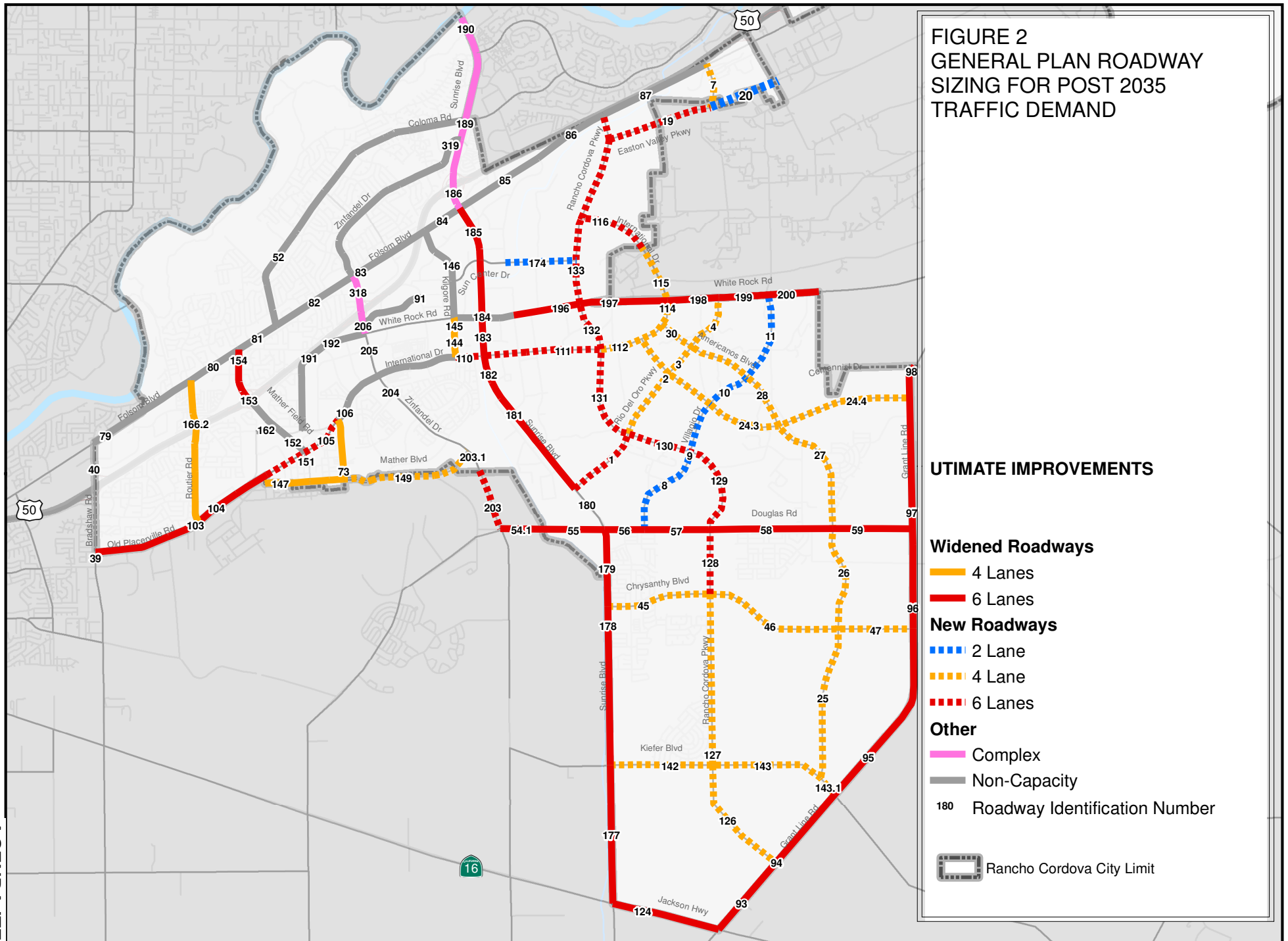
The General Plan and 2035 roadway needs analysis indicate the need for a series of capacity improvements along Zinfandel Drive and Sunrise Boulevard in the form of roadway widening, at-grade intersection improvements, and grade separations. Due to the close spacing of intersections along these two corridors, the TDIF combines these individual projects into groups referred to as “complexes”.

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
20		Rio Del Oro	Hazel Avenue		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	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	4		-	1,500	1,400		A	A

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	-	6			-	34,100	32,500	-	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

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	Kiefer Blvd	Sunrise Blvd	Rancho Cordova Pkwy	-	4			-	8,800	8,600	-	A	A
143		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

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			6,000	32,300	29,100	A	A	A
198		International Dr	Rio Del Oro Pkwy	2	6			6,000	35,000	29,000	A	B	A
199		Rio Del Oro Pkwy	Villagio Dr	2	6			6,000	32,900	27,000	A	B	A
200		Villagio Dr	City Limit	2	6			6,000	34,000	27,300	A	B	A
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, 2013													



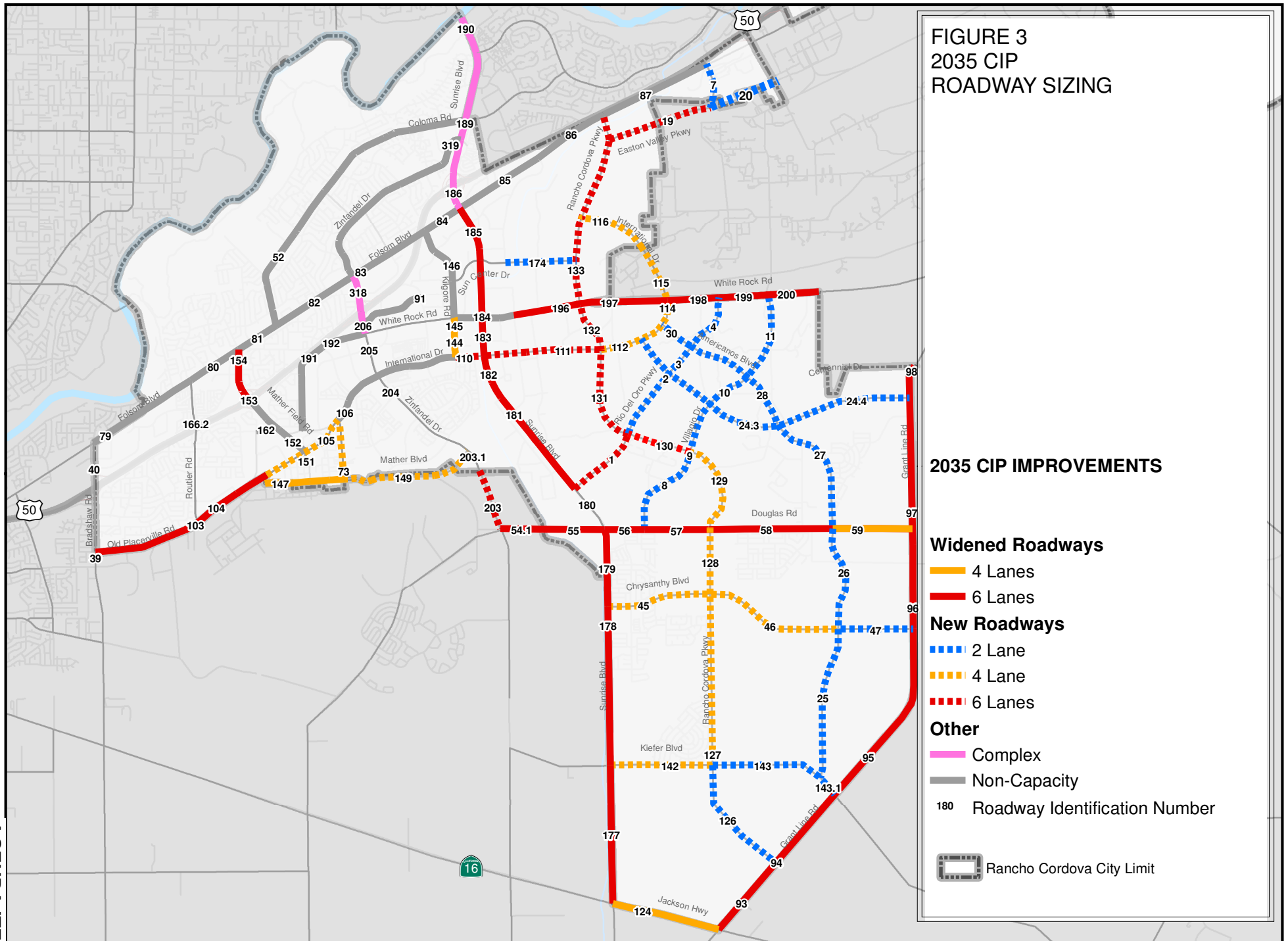
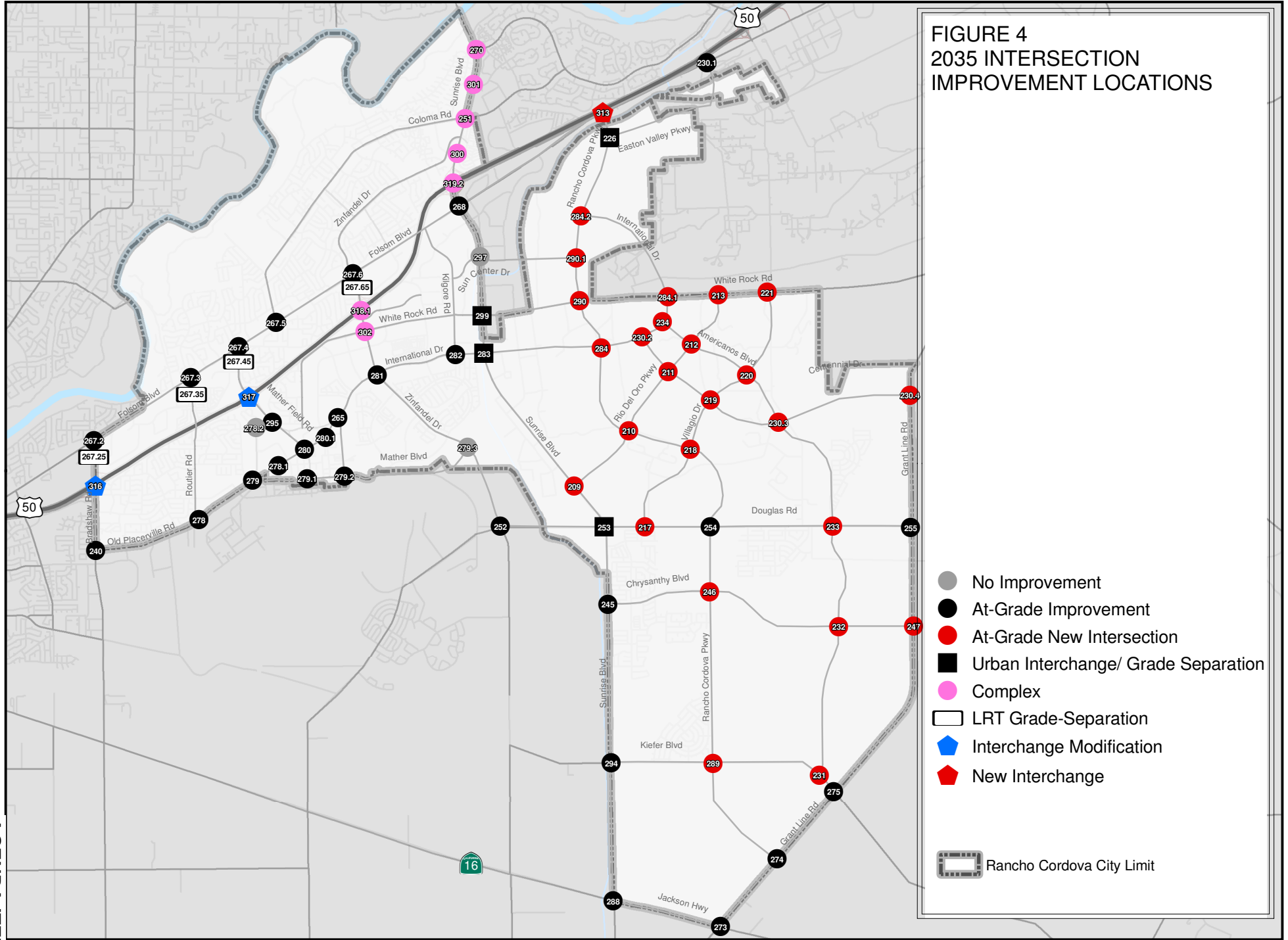


Table 7
Intersection Lane Requirements from 2035 Needs Analysis

Project ID NO	Intersection ¹	General Plan Roadway Sizing	Revised 2035 Need	Revised Need 2035 Without Thru Trips	2035		2035 Without Thru Trips	
					LOS ²	V/C ²	LOS ²	V/C ²
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 / Chrysanthy 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	Chrysanthy Blvd / Sunrise Blvd	4 x 6		2 x 6	B	0.618	B	0.618
246	Chrysanthy 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	Chrysanthy 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 The volume/capacity and LOS reflect an analysis of at-grade improvements. An acceptable LOS would be provided by a grade separation. ² See Figure 4 for location of intersection improvements Source: DKS Associates, 2012								





Zinfandel Complex

The Zinfandel Complex includes at-grade intersection improvements including additional turning at intersections along Zinfandel Drive, as well as widening of Zinfandel Drive to accommodate additional through lanes on some segments from south of White Rock Road to Folsom Boulevard. It also includes some modifications to the existing interchange at US 50.

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 City's CIP, the assumed improvement concept 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 performed 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 separating various movements and these improvements are included in the TDIF Program.



3.5 Existing LOS Deficiencies

Roadway Segments Deficiencies

An analysis of traffic demand in the 2007 Base Year of this update of the TDIF Program shows that about five miles of roadways in the City of Rancho Cordova operated 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)

Since 2007, Sunrise Boulevard has been widened and thus no longer is an existing deficiency. The 2007 “Base Year” for the TDIF Program remains for this 2013 update of the Program. By maintaining this Base Year, future development will help fund improvements that have already been constructed (such as the widening of Sunrise Boulevard) and that now have excess capacity that can be utilized by future development.

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.

A BRT route will be built along the Sunrise Corridor between the Sunrise RT light rail station and the American river connecting to an exclusive lane built on the Sunrise Bridge over the River. The Rancho Cordova Transit Signature Route will be implemented on Rancho Cordova Parkway with shared lanes and using enhancements such as transit signal priority. 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 until streetcar expansion becomes feasible.

Twenty station sites have been identified along the Signature Route, five of which will be Regional Transit Centers providing travel information services, fare purchase centers and other transit supportive amenities. 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.

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 is identified in the City's ADA Transition Plan which was approved by City Council in 2005. The 2011 Council Approved Bicycle Master Plan and Pedestrian Master Plan guide the requirements for cycling and walking facilities.



4.0 Improvement Costs

4.1 Roadway Improvements

Capital costs for roadway, intersection, and interchange projects in the TDIF Program are shown in [Tables B-1 and B-2 of Appendix B](#). These cost estimates were developed based on updated standard unit costs prepared by Wood Rogers. The methodology used to prepare these unit costs is described in [Appendix C](#). Some individual project costs for improvements that have already been constructed were provided by City staff. The costs shown herein are only those considered for inclusion in the impact fee program and do not include roadway and intersection frontage improvements considered to be the obligation of the adjacent land owner.

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 2006 Transit Master Plan. URS right-of-way 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](#) provides 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 BRT, Transit Stations, Promenade Transit Lanes	\$81,616,000
305	City Transit System, Street Cars, Shuttles and Transit Facilities	Transit Maintenance Facility, Streetcar (Stage 1 & 2 only), Streetcar Vehicles, Bus Shuttles	\$87,970,000
305.1	Completion of Signature Route - Post 2035	Street car technology on remaining 13.3 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			\$366,496,000
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 was prepared by MIG Associates, Inc. The bicycle and pedestrian system costs are based on the Rancho Cordova 2011 Bicycle Master Plan and 2011 Pedestrian Master Plan, prepared by PMC. The City is currently in the process of updating the Bicycle Master Plan and has added new bicycle system improvements that were not considered in the 2011 Bicycle Master Plan. [Table 10](#) provides 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	\$20,500,000
307	Grade Separations (Bike Bridges)	Class I system over and under crossings	\$51,650,000
307.1	Vision Bridges - Post 2035	Remaining over and under crossings	\$14,370,000
307.2	Feasibility Locations		\$22,250,000
308	Routes and Connections	Infill trails and gaps east of Sunrise Blvd	\$27,352,000
Total			\$136,122,000
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 B-1 and B-2](#) in [Appendix B](#) 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:
Walkway/Bikeway Improvements	Portion of Draft Pedestrian Master Plan and General Plan. Bike Trails needed by 2035	2007 to 2035 growth in total person trips generated in the City as a percent of total 2035 person trips
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 B-1 and B-2 in Appendix B 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 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	\$9,679,000	0.92	2.37	0.79	8.0%	92.0%	1	\$8,904,680
178	Kiefer Blvd to Chrysanthy Blvd	Widen to 6 Lanes	\$7,732,000	1.00	2.23	0.74	17.3%	82.7%	1	\$6,394,364
179	Chrysanthy Blvd to Douglas Rd	Widen to 6 Lanes	\$4,158,700	1.11	2.56	0.85	15.2%	84.8%	1	\$3,526,578
Intersection Improvements										
267.4	Folsom / Mather Field	4 x 6 Intersection	\$1,547,000	0.99	1.14	1.00	0.0%	100.0%	1	\$1,547,000
273	Grant Line Rd / Jackson Hwy	6 x 6 Intersection	\$833,350	1.04	2.45	0.80	14.5%	85.5%	1	\$712,514
288	Jackson Hwy / Sunrise Blvd	6 x 6 Intersection	\$8,872,000	0.97	2.02	0.90	6.3%	93.7%	1	\$8,313,064
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			\$380,257,050	Total						\$188,463,823

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, 2013



Table 13 shows the nexus-based allocation of transit improvement costs in the TDIF Program, which yields about \$106 million allocated to new development and results in about \$1,764 per DUE for transit improvements. The City has decided that a lower level of transit funding of \$1,400 per DUE from new development is appropriate, which would generate about \$84.5 million and require the City to seek additional funding from other sources.

Table 13 Allocation of CIP Transit Improvements		
	Cost	Percent
Nexus-Based Allocation of Transit Improvements in TDIF Program		
City Obligation	\$73,700,164	40.9%
New Development's Share	\$106,495,836	59.1%
Total	\$180,196,000	100.0%
Selected Allocation of Transit Improvements in TDIF Program¹		
City Obligation	\$95,686,400	53.1%
New Development's Share ¹	\$84,509,600	46.9%
Total	\$180,196,000	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	\$366,496,000	
¹ Selected allocation results in \$1,400 per DUE in transit funding for new development, which is less than the nexus-based allocation.		
Source: DKS Associates, 2013		

5.3 Bikeway and Walkway Improvements

The costs of three elements shown in Table 10 were not included in the Fee Program: 1) improvements to meet ADA requirements, 2) post-2035 "vision" bike bridges and 3) the "feasibility locations" category of bike bridges. Table 14 shows the allocation of walkway and bikeway improvements to the TDIF Program. Like transit improvements, the nexus-based allocation of the remaining \$79 million of walkway and bikeway improvements to new development 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. This allocation yields about \$46.7 million to new development, or about \$773 per DUE. The City has decided that a lower level of transit funding of \$700 per DUE from new development is appropriate, which would generate about \$42.3 million.

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.

Table 14		
Allocation of CIP Walkway and Bikeway Improvements		
	Improvements	
	Cost	Percent
Nexus-Based Allocation of Bikeway Improvements in TDIF Program		
City Obligation	\$32,311,818	40.9%
New Development's Share	\$46,690,182	59.1%
Total	\$79,002,000	100.0%
Selected Allocation of Bikeway Improvements in TDIF Program ¹		
City Obligation	\$36,747,200	62.9%
New Development's Share ¹	\$42,254,800	37.1%
Total	\$79,002,000	100.0%
Bikeway and Pedestrian Improvements Not Included in TDIF Program		
Post-2035 Walkway and Bikeway Improvements	\$22,250,000	
Pedestrian Facilities and ADA Implementation	\$20,500,000	
Ultimate General Plan System		
Total	\$117,314,000	
¹ Selected allocation results in \$700 per DUE in transit funding for new development, which is less than the nexus-based allocation.		
Source: DKS Associates, 2012		

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 \$120 million. An estimated \$119 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 \$12.5 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 \$56.5 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 \$182 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 (bike bridges), estimated at \$22.2 million, which were assumed to be post-2035 improvements. The “feasibility locations” category of bike bridges, estimated at about \$14.4 million is needed by 2035 but was not included in the TDIF Program. The TDIF Program also does not include walkway improvements needed to satisfy ADA sidewalk gap and pedestrian appurtenances requirements estimated to cost \$20.5 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	\$119,631,000
Transit	\$186,300,000
Bikeway and Walkway	\$22,250,000
Project Contingency	\$13,127,000
Subtotal	\$341,308,000
CIP Improvements not Included in TDIF Program	
Roadway Improvements needed to Accommodate Growth in Thru Trips	\$12,514,000
Non-Capacity Roadway Improvements	\$118,686,000
Pavement Maintenance	\$80,495,000
Bikeways	\$14,370,000
Pedestrian Facilities and ADA Implementation	\$20,500,000
Project Contingency	\$9,863,000
Subtotal	\$256,428,000
City Obligation to Improvements in TDIF Program	
Existing Roadway and Intersection Deficiencies	\$191,385,718
Reductions in Development Funding for Key Projects	\$146,752,484
Signal System	\$21,994,000
Transit Improvements	\$95,686,400
Bikeway Improvements	\$36,747,200
Project Contingency	\$19,703,000
Subtotal	\$512,268,802
Total	\$1,109,717,802
Source: DKS Associates, 2013	



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
Single-Family Detached	9.57	Dwelling Unit	5.1	100	48.81	1.00
Single-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 Appendix A						
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 which is calculated by applying the DUE per unit rates in Table 16 to the estimated development growth shown in Table 4.



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
Single-Family Detached	Dwelling Unit	21,630	1.00	21,630
Single-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 new development in the TDIF Program and the resulting costs per DUE.

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	\$744,041,370
Transit ²	\$84,509,600
Bikeways ³	\$42,254,800
Project Contingencies ⁴	\$34,832,231
Total	\$905,638,000
Fees Collected by City from July 2003 to January 2007	\$33,143,248
Total Remaining Costs Funded by TDIF	\$872,494,752
Total Growth in DUEs	60,364
Cost per DUE	\$14,454
Administrative Cost (3.75%) per DUE	\$542
Total Fee per DUE	\$14,996
¹ See Tables B-1 and B-2 in Appendix B 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 Source: DKS Associates, 2013	



The 2007 “Base Year” for the TDIF Program remains for this 2013 update of the Program, including the definition of existing improvements. By maintaining this Base Year, future development will help fund improvements that have already been constructed (such as the widening of Sunrise Boulevard from White Rock Road to Kiefer Boulevard) and that now have excess capacity that can be utilized by future development.

7.0 TDIF Nexus Findings

A nexus analysis has been prepared on the City’s TDIF Program in accordance with the procedural guidelines established in AB1600 which is codified in California Government Section 66000 *et seq.* These code sections set forth the procedural requirements for establishing and collecting various development impact fees. These procedures require that “a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.” Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed; and,
- Demonstrate a reasonable relationship between the amount of the fee and the cost of public facility or portion of the public facility attributable to the development on which the fee is imposed.

The prior sections of this report identify the facilities that are included in the City’s General Plan and updated CIP and TDIF Program, summarize the updated costs of those facilities and show how shares of those costs were allocated to new development to mitigate its transportation impacts. All of that information is used in this section to demonstrate that the resulting fees meet the AB 1600 nexus requirements, as outlined below.

7.1 Purpose of Fees

The purpose of the TDIF Program is to fund improvements to the County’s major roadway, transit, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development in the City through 2035.

The TDIF Program will help meet the City’s General Plan policies including maintaining adequate levels of service and safety for roadway facilities. New development in the City will increase the demand for all modes of travel (including walking, biking, transit, automobile and truck/goods movement) and thus the need for improvements to transportation facilities. The TDIF Program will help fund transportation facilities necessary to accommodate residential and non-residential development in the City.



7.2 Use of Fees

The fees from new development in the TDIF Program will be used to fund additions and improvements to the transportation system needed to accommodate future travel demand resulting from residential and non-residential development. The TDIF Program will help fund improvements to roadways (include the widening or extensions of arterial and collector roadways and intersection improvements) transit facilities, bikeways and walkways. The transportation improvements wholly or partially funded by the program are described in more detail in **Section 4**.

7.3 Relationship between use of Fees and Type of Development

Fee revenues generated by the TDIF Program will be used to develop the transportation improvements as outlined in **Section 4**. New development in the City will generate resident and employees who will demand new and expanded roadway, transit, bicycle and pedestrian facilities. All of these improvements increase the capacity of those segments of the transportation system affected by new development. The results of the transportation modeling analysis summarized in this report demonstrates that new development, both new residential and non-residential uses, will benefit from these improvements by improving service above levels that would occur if these improvements were not completed. Consequently, the cost of transportation improvements is allocated to both residential and non-residential development in the City.

7.4 Relationship between Need for Facility and Type of Development

The projected residential and non-residential development described in **Section 3** will add to the incremental need for transportation facilities by increasing the amount of demand on the transportation system. The transportation improvements outlined in **Section 4** are required to minimize the degradation in current levels of service caused by new development.

7.5 Relationship between Amount of Fees and the Cost of Facility Attributed to Development upon which Fee is Imposed

Construction of necessary transportation improvements will directly serve residential and non-residential development within the City and will directly benefit new development. The basis for allocating improvement costs to development is described in **Section 6**.

To define the required roadway and intersection improvements that would be included in the TDIF Program, the roadway segment and intersection level of service (LOS) analysis was performed first with total 2035 travel demand and then a second time with the growth in “thru trips” removed. 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, the TDIF Program would only include the cost of the reduced improvement.



For existing deficiencies (roadways or intersections 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

The fee that a developer pays for a new residential unit or commercial building varies by the type of development based on its impact on the transportation system. Each development type is assigned a “dwelling unit equivalent” or “DUE” rate based on its estimated vehicle-miles of travel (VMT) per unit of development.

DUE’s are numerical measures of how the trip-making characteristics of a land use type compares to a single-family residential unit. 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. Also considered in the calculation of DUE’s are “percent new” trips. The DUE rates were thus based on estimates of the average daily vehicle-miles of travel (VMT) generated by each land use type.



8.0 On-Going Administration of the TDIF Program

8.1 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.

8.2 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, the TDIF for each type of development will automatically be adjusted by the increase, if any, in the 20-city Construction Cost Index (CCI) as reported in the Engineering News Record for the twelve-month period ending October of the prior year. For example, the adjustment for January 2015 will be determined by calculating the increase, if any, from October 2013 to October 2014 in the 20-city CCI.

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.



8.3 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.

8.4 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.
- c. 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.

8.5 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.

The nexus-based calculation of fee per Dwelling Unit Equivalent (DUE) documented in Sections 1 through 6 is based on general land use categories (single family, multi-family, retail, office, and industrial) which are the categories used in the transportation forecasting process. When a developer gets a building permit and pays fees, a more specific land use is known and the number of DUEs for some specific land use will be based on specific DUE rates for that category. Those DUE rates are based on estimates of the average vehicle-miles of travel (VMT) generated on an average weekday for each land use type. [Table 19](#) shows the calculation of DUE factors for each detailed land use type.

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 19](#).

Table 19
Detailed DUE Rates

Land Use	Weekday trip Rate	Trip Length (miles)	Percent New Trips	Vehicle Miles of Travel (VMT)	Due Rate
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.



Appendix A

Land Use and Development Assumptions For CIP and TDIF Program

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 this 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 A-1](#) below lists the new growth project areas and the corresponding land plan used for the 2007 i-PLACE³S land use model.



**Table A-1
New Growth Project Area 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
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
Source: City of Rancho Cordova	

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 this report 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) 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, Includes all single family detached residential units with 1,200



1,200 sq. ft. or less:	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 a living area less than 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.



Appendix B

Detailed Cost Allocation for Roadway and Intersection Improvements

Table B-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	Rio Del Oro Pkwy	Sunrise Blvd	Rancho Cordova Pkwy	New 6 Lanes		4	\$2,582,000	\$2,582,000	\$2,134,000		\$0	\$2,134,000	\$2,134,000
2		Rancho Cordova Pkwy	Centennial Dr	New 4 Lanes	2		\$1,975,000	\$1,545,000	\$1,545,000		\$0	\$1,545,000	\$1,545,000
3		Centennial Dr	Americanos Blvd	New 4 Lanes	2		\$677,000	\$530,000	\$530,000		\$0	\$530,000	\$530,000
4		Americanos Blvd.	White Rock Rd.	New 4 Lanes	2		\$1,241,000	\$971,000	\$971,000		\$0	\$971,000	\$971,000
7		Easton Valley Pkwy	Folsom Blvd	New 4 Lanes	2		\$4,559,000	\$4,350,000	\$4,350,000		\$0	\$4,350,000	\$4,350,000
8	Villagio Dr	Douglas Rd	Rancho Cordova Pkwy	New 2 Lanes			\$0	\$0	\$0	Not in fees	\$0	\$0	\$0
9		Rancho Cordova Pkwy	Centennial Dr	New 2 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
10		Centennial Dr	Americanos Blvd	New 2 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
11		Americanos Blvd	White Rock Rd.	New 2 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
19	Easton Valley Pkwy	Rancho Cordova Pkwy	Rio Del Oro Pkwy	New 6 Lanes			\$2,466,000	\$2,466,000	\$2,466,000		\$0	\$2,466,000	\$2,466,000
20		Rio Del Oro Pkwy	Hazel Ave	New 6 Lanes			\$3,434,000	\$3,434,000	\$3,434,000			\$3,434,000	\$3,434,000
24.1	Centennial Dr	International Dr	Rio Del Oro Pkwy	New 4 Lanes	2		\$734,000	\$574,000	\$574,000		\$0	\$574,000	\$574,000
24.2		Rio Del Oro Pkwy	Villagio Dr	New 4 Lanes	2		\$1,016,000	\$795,000	\$795,000		\$0	\$795,000	\$795,000
24.3		Villagio Dr	Americanos Blvd	New 4 Lanes	2		\$1,524,000	\$1,192,000	\$1,192,000		\$0	\$1,192,000	\$1,192,000
24.4		Americanos Blvd	Grant Line Rd	New 4 Lanes	2		\$3,217,000	\$3,217,000	\$3,217,000		\$0	\$3,217,000	\$3,217,000
25	Americanos Blvd	Kiefer Blvd	Chrysanthy Blvd.	New 4 Lanes	2		\$4,013,000	\$3,276,000	\$3,276,000		\$0	\$3,276,000	\$3,276,000
26		Chrysanthy Blvd.	Douglas Rd.	New 4 Lanes	2		\$2,709,000	\$2,119,000	\$2,119,000		\$0	\$2,119,000	\$2,119,000
27		Douglas Rd	Centennial Dr	New 4 Lanes	2		\$4,182,000	\$3,408,000	\$3,408,000		\$0	\$3,408,000	\$3,408,000
28		Centennial Dr	Villagio Dr	New 4 Lanes	2		\$1,411,000	\$1,104,000	\$1,104,000		\$0	\$1,104,000	\$1,104,000
29		Villagio Dr	Rio Del Oro	New 4 Lanes	2		\$1,411,000	\$1,104,000	\$1,104,000		\$0	\$1,104,000	\$1,104,000
30		Rio Del Oro	International Dr.	New 4 Lanes	2		\$564,000	\$441,000	\$441,000		\$0	\$441,000	\$441,000
39	Bradshaw Rd	Old Placerville Rd	US 50-Interchange	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
40		US 50-Interchange	Folsom Blvd	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
45	Chrysanthy Blvd	Sunrise Blvd	Rancho Cordova Pkwy	New 4 Lanes			\$2,596,000	\$2,596,000	\$2,596,000		\$0	\$2,596,000	\$2,596,000
46		Rancho Cordova Pkwy	Americanos Blvd	New 4 Lanes			\$3,449,000	\$3,449,000	\$3,449,000		\$0	\$3,449,000	\$3,449,000
47		Americanos Blvd	Grant Line Rd	New 4 Lanes	2		\$2,596,000	\$2,031,000	\$2,031,000		\$0	\$2,031,000	\$2,031,000
52	Coloma Rd	Folsom Blvd	Sunrise Blvd	Improve Pavement			\$4,988,000	\$4,988,160	\$0	Not in fees	\$0	\$0	\$0
54.1	Douglas Rd	Eagles Nest Rd	West City Limit	Formerly part of 312.3			\$2,843,000	\$2,843,000	\$2,843,000		\$0	\$2,843,000	\$2,843,000
55		West City Limit	Sunrise Blvd.	Widen to 6 Lanes			\$15,802,000	\$15,802,000	\$15,802,000		\$0	\$15,802,000	\$15,802,000
56		Sunrise Blvd	Villagio Dr	Widen to 6 Lanes		4	\$1,040,000	\$1,040,000	\$734,000		\$0	\$734,000	\$734,000
57		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		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		Americanos Blvd	Grant Line Rd	Widen to 6 Lanes	4		\$5,202,000	\$4,446,000	\$4,446,000		\$0	\$4,446,000	\$4,446,000
73	Femoyer St	Mather Blvd	International Dr	Widen/New 4 Lanes			\$2,120,000	\$1,210,000	\$1,210,000		\$0	\$1,210,000	\$1,210,000
79	Folsom Blvd	Bradshaw Rd	Routier Rd.	Improvements			\$17,019,000	\$17,019,000	\$0	Not in fees	\$0	\$0	\$0
80		Routier Rd	Mather Field Rd.	Improvements			\$8,370,000	\$8,370,000	\$0		\$0	\$0	\$0
81		Mather Field Rd	Coloma Rd.	Improvements			\$6,417,000	\$6,417,000	\$0		\$0	\$0	\$0
82		Coloma Rd	Zinfandel Dr.	Improvements			\$12,957,000	\$12,957,000	\$0		\$0	\$0	\$0
83		Zinfandel Dr	Kilgore Rd.	Improvements			\$11,180,000	\$11,180,000	\$0		\$0	\$0	\$0
84		Kilgore Rd	Sunrise Blvd.	Improvements			\$7,254,000	\$7,254,000	\$0		\$0	\$0	\$0
85		Sunrise Blvd	Mercantile Dr.	Improvements			\$13,671,000	\$13,671,000	\$0		\$0	\$0	\$0
86		Mercantile Dr	Rancho Cordova Pkwy	Improvements			\$9,765,000	\$9,765,000	\$0		\$0	\$0	\$0
87		Rancho Cordova Pkwy	Rio Del Oro Pkwy	Improvements			\$18,414,000	\$18,414,000	\$0		\$0	\$0	\$0
91	Gold Center Dr	Zinfandel Dr	Prospect Park Dr (East)	Pavement			\$429,000	\$429,000	\$0			\$0	\$0
93	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		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		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		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		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		Centennial Dr	City Limit	Widen to 6 Lanes Exprwy			\$841,000	\$585,990	\$457,560		\$0	\$457,560	\$457,560

Table B-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	Old Placerville Rd	Bradshaw Rd	Routier Rd.	Widen to 6 Lanes Exprwy			\$19,262,000	\$19,262,000	\$19,262,000		\$0	\$19,262,000	\$19,262,000
104		Routier Rd	McCuen	Widen to 6 Lanes Exprwy			\$16,676,000	\$16,676,000	\$16,676,000		\$0	\$16,676,000	\$16,676,000
105	International Dr	McCuen	Airpark	New 6 Lanes Exprwy			\$17,571,000	\$17,571,000	\$17,571,000	Not in fees	\$0	\$17,571,000	\$17,571,000
106		Airpark	Zinfandel Dr.	Non Capacity			\$1,068,000	\$1,068,000	\$0		\$0	\$0	\$0
107		White Rock Rd	Femoyer St.	Not Used			\$0	\$0	\$0		\$0	\$0	\$0
108		Femoyer St	Zinfandel Dr.	Not Used			\$0	\$0	\$0		\$0	\$0	\$0
109		Zinfandel Dr	Kilgore Rd.	Non Capacity			\$1,399,000	\$1,399,000	\$0	Not in fees	\$0	\$0	\$0
110		Kilgore Rd	Sunrise Blvd.	6 Lanes New			\$13,815,721	\$13,815,721	\$13,815,721		\$0	\$13,815,721	\$13,815,721
111		Sunrise Blvd	Rancho Cordova Pkwy	New 4 Lanes			\$30,950,000	\$30,950,000	\$30,950,000		\$0	\$30,950,000	\$30,950,000
112		Rancho Cordova Pkwy	Centennial Dr	New 4 Lanes		2	\$1,066,527	\$1,066,527	\$834,341		\$0	\$834,341	\$834,341
113		Centennial Dr	Americanos Blvd	New 4 Lanes		2	\$474,000	\$474,000	\$371,000		\$0	\$371,000	\$371,000
114		Americanos Blvd	White Rock Rd.	New 4 Lanes			\$237,000	\$237,000	\$237,000		\$0	\$237,000	\$237,000
115		White Rock Rd	City Limit	New 4 Lanes		2	\$3,558,000	\$2,941,000	\$2,038,000		\$0	\$2,038,000	\$2,038,000
116		City limit	Rancho Cordova Pkwy	New 6 Lanes		4	\$2,965,000	\$2,451,000	\$1,698,000		\$0	\$1,698,000	\$1,698,000
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	Jackson Hwy	Sunrise Blvd	Grant Line Rd.	Widen to 6 Lanes Exprwy	4		\$3,586,000	\$3,586,000	\$3,586,000	Excludes County funding	\$0	\$3,586,000	\$3,586,000
126	Rancho Cordova Pkwy	Grant Line Rd	Kiefer Blvd.	New 4 Lanes	2		\$3,273,000	\$2,560,000	\$2,560,000		\$0	\$2,560,000	\$2,560,000
127		Kiefer Blvd	Chrysanthy Blvd.	New 4 Lanes			\$6,061,000	\$6,061,000	\$6,061,000		\$0	\$6,061,000	\$6,061,000
128		Chrysanthy Blvd	Douglas Rd.	New 6 Lanes	4		\$1,734,000	\$1,734,000	\$1,734,000		\$0	\$1,734,000	\$1,734,000
129		Douglas Rd	Villagio Dr	New 6 Lanes	4		\$3,499,000	\$3,499,000	\$3,499,000		\$0	\$3,499,000	\$3,499,000
130		Villagio Dr	Rio Del Oro Pkwy	New 6 Lanes	4		\$1,667,000	\$1,667,000	\$1,667,000		\$0	\$1,667,000	\$1,667,000
131		Rio Del Oro Pkwy	International Dr.	New 6 Lanes			\$3,387,000	\$3,387,000	\$3,387,000		\$0	\$3,387,000	\$3,387,000
132		International Dr	White Rock Rd.	New 6 Lanes		4	\$1,290,000	\$1,290,000	\$1,067,000		\$0	\$1,067,000	\$1,067,000
133		White Rock Rd	International Dr.	New 6 Lanes Exprwy			\$4,572,000	\$4,572,000	\$4,572,000		\$0	\$4,572,000	\$4,572,000
134	International Dr	Easton Valley Pkwy	New 6 Lanes Exprwy			\$847,000	\$847,000	\$847,000	\$0	\$847,000	\$847,000		
142	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		Rancho Cordova Pkwy	Americanos Blvd	New 4 Lanes	2		\$2,674,000	\$2,158,000	\$2,158,000		\$0	\$2,158,000	\$2,158,000
143.1		Americanos Blvd	Grant Line Rd.	New 4 Lanes	2		\$621,000	\$486,000	\$486,000		\$0	\$486,000	\$486,000
144	Kilgore Rd	International Dr	White Rock Rd.	Widen to 4 Lanes			\$693,000	\$693,000	\$693,000	Not in fees	\$0	\$693,000	\$693,000
145		White Rock Rd	Sun Center Dr.	Improve Pavement			\$169,000	\$169,000	\$0		\$0	\$0	\$0
146		Sun Center Dr	Folsom Blvd.	Improve Pavement			\$338,000	\$338,000	\$0		\$0	\$0	\$0
147	Mather Blvd	McCuen (International)	Whitehead (Mather Field)	Widen to 4 Lanes			\$7,050,000	\$7,050,000	\$7,050,000		\$0	\$7,050,000	\$7,050,000
148		Whitehead (Mather Field)	Femoyer St.	Widen to 4 Lanes			\$4,502,000	\$4,502,000	\$4,502,000		\$0	\$4,502,000	\$4,502,000
149		Femoyer St	Zinfandel Dr.	New 4 Lanes			\$5,714,000	\$5,714,000	\$5,714,000		\$0	\$5,714,000	\$5,714,000
151	Mather Field Rd	(Von Kaman & Whitehead) - Mather Blvd	McCuen	Improve 2 Way Couplet			\$422,000	\$422,000	\$0	Not in fees	\$0	\$0	\$0
152		McCuen Blvd	Rockingham Rd.	Non Capacity			\$428,000	\$428,000	\$0		\$0	\$0	\$0
153		Rockingham Rd	US 50-Interchange	Non Capacity			\$463,000	\$463,000	\$0	Not in fees	\$0	\$0	\$0
154		US 50-Interchange	Folsom Blvd.	Widen to 6 Lanes		4	\$1,527,000	\$1,527,000	\$0		\$0	\$0	\$0
162	Rockingham Rd	Mather Blvd. (Old Placerville Rd.)	Mather Field Rd.	Improve Pavement Only			\$1,428,000	\$1,428,000	\$0	Not in fees	\$0	\$0	\$0
166	Routier Rd	Old Placerville Rd	Hwy. 50	Widen to 4 Lanes	2		\$2,705,000	\$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		\$998,000	\$0	\$0		\$0	\$0	\$0
172	Sun Center Dr	Kilgore Rd	Sunrise Blvd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
173		Sunrise Blvd	Folsom South Canal / City Limit	New Canal Crossing (Post 2035)			\$10,555,000	\$0	\$0		Not in fees	\$0	\$0

Table B-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	Sunrise Blvd	Jackson Hwy	Kiefer Blvd.	Widen to 6 Lanes			\$10,364,000	\$10,364,000	\$9,679,000	Excludes assumed County funding	\$774,320	\$8,904,680	\$9,679,000
178		Kiefer Blvd	Chrysanthy Blvd.	Widen to 6 Lanes			\$7,732,000	\$7,732,000	\$7,732,000		\$1,337,636	\$6,394,364	\$7,732,000
179		Chrysanthy Blvd	Douglas Rd.	Widen to 6 Lanes			\$4,158,700	\$4,158,700	\$4,158,700		\$632,122	\$3,526,578	\$4,158,700
180		Douglas Rd	Rio Del Oro Pkwy	No Fee Work			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
181		Rio Del Oro Pkwy	Fitzgerald Rd.	Widen to 6 Lanes			\$3,275,000	\$3,275,000	\$3,275,000		\$0	\$3,275,000	\$3,275,000
182		Fitzgerald Rd	International Dr. (Monier)	6 Lane Special			\$2,966,000	\$2,966,000	\$2,966,000		\$0	\$2,966,000	\$2,966,000
183		International Dr. (Monier)	White Rock Rd.	6 Lane Special			\$1,711,000	\$1,711,000	\$1,711,000		\$0	\$1,711,000	\$1,711,000
184		White Rock Rd	Sun Center Dr.	6 Lane Special			\$4,983,000	\$4,983,000	\$4,983,000		\$0	\$4,983,000	\$4,983,000
185		Sun Center Dr	Folsom Blvd.	6 Lane Special			\$3,236,000	\$3,236,000	\$3,236,000		\$0	\$3,236,000	\$3,236,000
186		Folsom Blvd	US 50-Interchange	All work contained in 319.1			\$0	\$0	\$0		\$0	\$0	\$0
187		US 50-Interchange	Zinfandel Dr.	All work contained in 319.1			\$0	\$0	\$0		\$0	\$0	\$0
188		Zinfandel Dr	Coloma Rd.	All work contained in 319.1			\$0	\$0	\$0		\$0	\$0	\$0
189		Coloma Rd	Gold Country Blvd.	6 Lane Special			\$2,023,000	\$2,023,000	\$2,023,000		\$1,082,305	\$940,695	\$2,023,000
190		Gold Country Blvd	American River	6 Lane Special			\$1,020,000	\$1,020,000	\$1,020,000		\$607,920	\$412,080	\$1,020,000
191	White Rock Rd	International Dr	Capitol Center Drive.	Improve Pavement Only			\$979,000	\$979,000	\$0	Not in fees	\$0	\$0	\$0
192		Capitol Center Drive	Zinfandel Dr.	Improve 4 Lanes add Median			\$425,000	\$425,000	\$0		\$0	\$0	\$0
193		Zinfandel Dr	Kilgore Rd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
194		Kilgore Rd	Sunrise Blvd.	Improve 6 Lanes add Median			\$534,000	\$534,000	\$534,000		\$0	\$534,000	\$534,000
196		Sunrise Blvd	Rancho Cordova Pkwy	Widen to 6 Lanes			\$4,197,000	\$4,197,000	\$4,197,000		\$0	\$4,197,000	\$4,197,000
197		Rancho Cordova Pkwy	City Limit	Widen to 6 Lanes			\$12,926,000	\$12,926,000	\$12,926,000		\$0	\$12,926,000	\$12,926,000
203	Zinfandel Dr	Douglas Rd	City Limit	Formerly part of 312.3			\$4,816,000	\$4,816,000	\$4,816,000	Not in fees	\$0	\$4,816,000	\$4,816,000
203.1		City Limit	North Mather Blvd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
204		North Mather Blvd	International Dr.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
205		International Dr	White Rock Rd.	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
206		White Rock Rd	US 50-Interchange	All work contained in 318.1			\$0	\$0	\$0		\$0	\$0	\$0
207		US 50-Interchange	Folsom Blvd.	Widen to 6 Lanes			\$0	\$0	\$0		\$0	\$0	\$0
208		Folsom Blvd	Sunrise Blvd.	Sidewalk Improvements			\$541,000	\$541,000	\$0		\$0	\$0	\$0
						Total	\$486,949,948	\$429,855,838	\$302,690,512		\$4,434,303	\$298,256,209	\$302,690,512
COMPLEXES													
318.1	Zinfandel Drive	White Rock Road	US-50 Interchange	Zinfandel Dr Complex			\$51,449,000	\$51,449,000	\$51,449,000	Existing deficiency	\$24,776,152	\$26,672,848	\$51,449,000
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
Source: DKS Associates, 2012													

Table B-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	Rio del Oro Pkwy / Sunrise Blvd	6 x 6 Tee		4 x 6 Tee	\$1,174,000	\$1,174,000	\$1,117,000		\$0	\$1,117,000	\$1,117,000
210	Rio del Oro Pkwy / Rancho Cordova Pkwy	6 x 6 New	4 x 4 New		\$1,854,000	\$1,624,000	\$1,624,000		\$0	\$1,624,000	\$1,624,000
211	Rio del Oro Pkwy / International Dr	4 x 4 New	2 x 2 New		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
212	Rio del Oro Pkwy / Americanos Rd	4 x 4 New	2 x 2 New		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
213	Rio del Oro Pkwy / White Rock Rd	4 x 6	2x4		\$1,055,000	\$847,000	\$847,000		\$0	\$847,000	\$847,000
215	Rio del Oro Pkwy / Easton Valley Pkwy	4 x 6 New			\$1,620,000	\$0	\$0			\$0	\$0
216	Rio del Oro Pkwy / Folsom Blvd	4 x 4			\$1,138,000	\$0	\$0			\$0	\$0
217	Villagio Dr / Douglas Rd	4 x 6 Tee	2 x 6 Tee	2 x 4 Tee	\$1,404,000	\$1,336,000	\$1,149,000		\$0	\$1,149,000	\$1,149,000
218	Villagio Dr / Rancho Cordova Pkwy	4 x 6 New	2 x 4 New		\$1,620,000	\$1,412,000	\$1,412,000		\$0	\$1,412,000	\$1,412,000
219	Villagio Dr / International Dr	4 x 4 New	2 x 2 New		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
220	Villagio Dr / Americanos Blvd	4 x 4 New	2 x 2 New		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
221	Villagio Dr / White Rock Rd	4 x 6	2 x 4		\$888,000	\$680,000	\$680,000		\$0	\$680,000	\$680,000
226	Easton Valley Pkwy / Rancho Cordova Pkwy	Urban Interchange			\$30,400,000	\$30,400,000	\$30,400,000		\$0	\$30,400,000	\$30,400,000
227	Easton Valley Pkwy / Hazel Ave	Partial Grade Separation			\$0	\$0	\$0			\$0	\$0
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	\$1,138,257	\$1,445,126	\$988,710		\$0	\$988,710	\$988,710
230.3	Centennial Dr / Americanos Blvd	4 x 4	2 x 2 New		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
230.4	Centennial Dr / Grant Line Rd	4 x 2 x 6 x 6	2 x 6		\$1,900,000	\$1,790,000	\$1,790,000		\$0	\$1,790,000	\$1,790,000
231	Americanos Blvd / Keifer Blvd	4 x 4 Tee New	2 x 2 Tee New		\$1,138,000	\$989,000	\$989,000		\$0	\$989,000	\$989,000
232	Americanos Blvd / Chrysanthy Blvd	4 x 4 New	2 x 2 New		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
233	Americanos Blvd / Douglas Rd	4 x 6	2 x 4		\$1,459,000	\$1,251,000	\$1,251,000		\$0	\$1,251,000	\$1,251,000
234	Americanos Blvd / International Dr	4 x 4 New	2 x 4		\$1,547,000	\$1,445,000	\$1,445,000		\$0	\$1,445,000	\$1,445,000
240	Bradshaw Rd / Old Placerville Rd	6 x 6 Tee		4 x 6 Tee	\$1,383,000	\$1,383,000	\$0	Existing deficiency; no improvement necessary without thru trips	\$0	\$0	\$0
245	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	Chrysanthy Blvd / Rancho Cordova Pkwy	4 x 4 x 4 x 6 New	4 x 4	2 x 4	\$1,826,000	\$1,826,000	\$1,692,000		\$0	\$1,692,000	\$1,692,000
247	Chrysanthy Blvd / Grant Line Rd	4 x 2 x 6 x 6	2 x 6	2 x 4	\$1,505,000	\$1,505,000	\$1,406,000		\$0	\$1,406,000	\$1,406,000
251	Coloma Rd / Sunrise Blvd	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
252	Douglas Rd/Zinfandel (was part of 312.3)	4x6			\$3,004,000	\$3,004,000	\$3,004,000		\$0	\$3,004,000	\$3,004,000
253	Douglas Rd / Sunrise Blvd	Urban Interchange	Lt Turn Separation	Lt Turn Separation	\$19,480,000	\$2,603,000	\$2,603,000	Developer funded portion reduced to cost of 6x6 at-grade improvement	\$0	\$2,603,000	\$2,603,000
254	Douglas Rd / Rancho Cordova Pkwy	6 x 6	6 x 4	4 x 4	\$2,530,000	\$2,415,000	\$2,415,000		\$0	\$2,415,000	\$2,415,000
255	Douglas Rd / Grant Line Rd	4 x 6		4 x 4	\$1,557,000	\$1,557,000	\$1,484,000	Excludes assumed portion funded by Co	\$0	\$1,484,000	\$1,484,000
265	Femoyer St / International Dr	4 x 6			\$1,364,000	\$1,364,000	\$1,364,000		\$0	\$1,364,000	\$1,364,000
267.2	Folsom Blvd / Bradshaw Rd	4 x 6			\$1,620,000	\$1,620,000	\$1,620,000		\$0	\$1,620,000	\$1,620,000
267.3	Folsom Blvd / Routier Rd	4 x 6	4 x 2		\$1,620,000	\$1,412,000	\$1,412,000		\$0	\$1,412,000	\$1,412,000
267.4	Folsom Blvd / Mather Field Rd	4 x 6		4 x 4	\$1,620,000	\$1,620,000	\$1,547,000	Existing deficiency	\$0	\$1,547,000	\$1,547,000
267.5	Folsom Blvd / Coloma Rd	4 x 4 Tee			\$1,138,000	\$1,138,000	\$1,138,000		\$0	\$1,138,000	\$1,138,000
267.6	Folsom Blvd / Zinfandel Dr	4 x 4			\$1,547,000	\$1,547,000	\$1,547,000		\$0	\$1,547,000	\$1,547,000
268	Folsom Blvd / Sunrise Blvd	Enhanced at Grade			\$2,000,000	\$2,000,000	\$2,000,000		\$0	\$2,000,000	\$2,000,000
270	Gold Country Blvd / Sunrise Blvd	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
273	Grant Line Rd / Jackson Hwy	6 x 6	6 x 4	4 x 4	\$833,350	\$833,350	\$833,350	Excludes assumed portion funded by Co	\$120,836	\$712,514	\$833,350
274	Grant Line Rd / Rancho Cordova Pkwy	6 x 4 Tee	6 x 2	4 x 2	\$1,054,000	\$1,321,000	\$1,149,000		\$0	\$1,149,000	\$1,149,000
275	Grant Line Rd / Keifer Blvd.	6 x 4 Tee	6 x 2	4 x 2	\$1,198,000	\$1,385,000	\$1,198,000	Excludes assumed portion funded by Co	\$0	\$1,198,000	\$1,198,000
278	Old Placerville Rd / Routier Rd	6 x 6	6 x 2		\$3,031,000	\$2,717,000	\$2,717,000		\$0	\$2,717,000	\$2,717,000
278.1	Old Placerville / McCuen extension	6 x 4 x 6 Tee			\$5,201,000	\$5,201,000	\$5,201,000		\$0	\$5,201,000	\$5,201,000
278.2	Old Placerville Rd / Rockingham	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0

Table B-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	International Dr / Mather Blvd	6 x 4			\$1,620,000	\$1,620,000	\$1,620,000		\$0	\$1,620,000	\$1,620,000
279.1	Mather Blvd / Mather Field Rd	4 x 4			\$5,351,000	\$5,351,000	\$5,351,000		\$0	\$5,351,000	\$5,351,000
279.2	Mather Blvd / Femoyer St	4 x 4 x 4 x 2			\$5,480,000	\$5,480,000	\$5,480,000		\$0	\$5,480,000	\$5,480,000
279.3	Mather Blvd / Zinfandel Dr	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
280	International Dr. / Mather Field Rd	6 x 6			\$9,994,000	\$9,994,000	\$9,994,000		\$0	\$9,994,000	\$9,994,000
280.1	International Dr / McCuen extension	4 x 6 x 6 Tee			\$6,168,000	\$6,168,000	\$6,168,000		\$0	\$6,168,000	\$6,168,000
281	International Dr. / Zinfandel Dr	6 x 6			\$0	\$0	\$0		\$0	\$0	\$0
282	International Dr / Kilgore Rd	6 x 4			\$524,000	\$524,000	\$524,000		\$0	\$524,000	\$524,000
283	International Dr / Sunrise Blvd.	Urban Interchange	Lt Turn Separation	Lt Turn Separation	\$50,123,000	\$19,480,000	\$19,480,000	Developer funded portion reduced to cost of 6x6 at-grade improvement	\$15,666,000	\$3,814,000	\$19,480,000
284	International Dr / Rancho Cordova Pkwy	6 x 4 x 6 x 6 New	4 x 6		\$1,739,000	\$1,739,000	\$1,739,000		\$0	\$1,739,000	\$1,739,000
284.1	International Dr / White Rock Rd	4 x 6 x 6 x 6 New	4 x 6	2x4	\$1,146,000	\$1,146,000	\$857,000		\$0	\$857,000	\$857,000
284.2	International Dr / Rancho Cordova Pkwy	6 x 6 Tee New	2 x 6		\$1,390,000	\$1,289,000	\$1,289,000		\$0	\$1,289,000	\$1,289,000
288	Jackson Hwy / Sunrise Blvd	6 x 6	4 x 6		\$9,139,000	\$9,005,000	\$8,872,000	Existing deficiency	\$558,936	\$8,313,064	\$8,872,000
289	Rancho Cordova Pkwy / Keifer Blvd	4 x 4	2 x 2		\$1,547,000	\$1,347,000	\$1,347,000		\$0	\$1,347,000	\$1,347,000
290	Rancho Cordova Pkwy / White Rock Rd	Enhanced at Grade			\$6,003,000	\$6,003,000	\$6,003,000		\$0	\$6,003,000	\$6,003,000
290.1	Rancho Cordova Pkwy at Sun Center	6 x 2 Tee			\$1,015,000	\$1,015,000	\$1,015,000		\$0	\$1,015,000	\$1,015,000
294	Keifer Blvd / Sunrise Blvd	4 x 6			\$1,864,000	\$1,864,000	\$1,864,000		\$0	\$1,864,000	\$1,864,000
295	Mather Field Rd / Rockingham Rd	6 x 4			\$0	\$0	\$0		\$0	\$0	\$0
297	Sun Center Dr / Sunrise Blvd	At Ultimate			\$0	\$0	\$0		\$0	\$0	\$0
299	Sunrise Blvd / White Rock Rd.	Urban Interchange			\$19,480,000	\$10,500,000	\$10,500,000	Developer funded portion reduced to cost of at-grade improvement	\$0	\$10,500,000	\$10,500,000
300	Sunrise Blvd / Zinfandel Dr	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
301	Sunrise Blvd / Gold Express Dr	Sunrise Viaduct			\$0	\$0	\$0	Existing deficiency	\$0	\$0	\$0
302	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 calcaultion	\$6,250,000	\$6,250,000	\$12,500,000
267.35	Routier Rd	LRT Grade Sep			\$25,000,000	\$25,000,000	\$25,000,000		\$12,500,000	\$12,500,000	\$25,000,000
267.45	Mather Field Rd	LRT Grade Sep			\$25,000,000	\$25,000,000	\$25,000,000		\$12,500,000	\$12,500,000	\$25,000,000
267.65	Zinfandel Dr	LRT Grade Sep			\$25,000,000	\$25,000,000	\$25,000,000		\$12,500,000	\$12,500,000	\$25,000,000
				Total Ints	\$323,721,607	\$261,461,476	\$257,427,060		\$60,095,772	\$197,331,288	\$257,427,060
Interchanges											
313	Rancho Cordova Parkway /US 50	New Interchange			\$110,000,000	\$110,000,000	\$110,000,000		\$0	\$110,000,000	\$110,000,000
316	Bradshaw Rd. / US 50	Interchange Mod			\$10,000,000	\$10,000,000	\$10,000,000		\$0	\$10,000,000	\$10,000,000
317	Mather Field Rd / US 50	Interchange Mod			\$20,000,000	\$20,000,000	\$20,000,000		\$0	\$20,000,000	\$20,000,000
				Total Intx	\$140,000,000	\$140,000,000	\$140,000,000		\$0	\$140,000,000	\$140,000,000
Source: DKS Associates, 2012											



Appendix C

Improvement Cost Estimation Methodology



TECHNICAL MEMORANDUM

TO: City of Rancho Cordova

FROM: Mark Rayback P.E., Project Manager
Steven Robinson P.E., Project Engineer

DATE: December 6, 2013

SUBJECT: Rancho Cordova Fee Program 2013 Update: Unit Cost and Cost Estimate Methodology

Wood Rodgers was tasked by the City of Rancho Cordova (City) to update the roadway and intersection cost estimates with current 2013 construction costs for use in the 2013 Fee Program update. This memorandum summarizes the methodology used to develop the item unit costs and cost estimates.

UNIT COSTS

The City provided Wood Rodgers with cost estimates and bid results (dated between March 2011 and March 2013) from 14 different projects located in the Sacramento area. These 14 projects consisted of a wide range of project types, including the Suncreek and Cordova Hills Specific Plans, various County of Sacramento roadway improvement projects, a City of Folsom landscaping project, and the State Route 99/Elverta Road interchange. Using a construction item list that was consistent with previous cost assumptions, along with a few new items needed for phasing purposes, Wood Rodgers extracted the unit costs from the provided bids and cost estimates and compiled them into a single spreadsheet. This spreadsheet is provided in Attachment 1. Not every bid and estimate had every construction item, so only those items that were in the bid and estimate are included in the spreadsheet. Also, the costs were provided in a variety of different price per units. For example, within the 14 bids/estimates, Aggregate Base was priced per Square Foot, per Cubic Yard, and per Ton. To be consistent, each cost was converted into the same price per unit as those used in the City's previous unit cost evaluation.

For each item, the minimum, maximum, and average unit cost was calculated from the compiled costs. Some of the costs from the bids and estimates were significantly higher or lower than the overall average unit cost. These costs were considered to be outside of the reasonable cost range for the item, and were removed from the unit cost calculations. These values are shown in red in Attachment 1. Comparing the minimum, maximum, and average unit costs, Wood Rodgers used its engineering judgment to determine a unit cost for each construction item. These costs are shown in Attachment 1 under the column "Proposed Unit Cost." Costs were included for items both within the Fee portion and the Developer portion of the roadways and intersections.

UNIT COSTS FROM OTHER SOURCES

A few costs could not be directly determined from the provided cost estimates and bid results because they were either not provided, or insufficient information was available to compare (e.g. a different cost breakdown was used, only one cost was available, etc.). For these few items, Wood Rodgers used costs from other recent project estimates Wood Rodgers has prepared and recent Caltrans bid results to develop a unit cost.

The unit cost for storm drain system was developed assuming a storm drain main of 24-inch reinforced concrete pipe at \$85 per linear foot, 2 drain inlets (DI) at a cost of \$2,500 each, 12-inch lateral pipes at \$70 per linear foot (assumed 60-foot wide road), and one manhole at \$4,000, all of which occurs over 500 feet of roadway.

$$(\$85/\text{Ft } 24'' \text{ Pipe} \times 500 \text{ Ft} + \$2,500 \times 2 \text{ DI} + \$70/\text{Ft } 12'' \text{ Pipe} \times 60 \text{ Ft} + \$4,000 \text{ Manhole}) / 500 \text{ Ft} \approx \$112 \text{ per foot}$$

Only two cost estimates included costs for frontage street lighting, and Wood Rodgers believes both to be low. Based on several roadway projects Wood Rodgers has recently been involved with, we have found street lights to cost between \$5,000 and \$7,000 each. City street lighting standards require street lights to be spaced approximately 180 feet apart. At this spacing, 10 street lights will be needed for every 1,000 feet of road (5 each side).

$$(\$5,000 \times 10 \text{ Street Lights}) / 1,000 \text{ feet} = \$50 \text{ per foot}$$

The cost for Storm Water Pollution Prevention Plan (SWPPP) was always a lump sum cost in the bids/estimates, which was of little use in establishing a unit cost. The City's 2007 unit cost evaluation had a price of \$9 per linear foot. However, new regulations put in place since 2007 have increased the cost of implementing a SWPPP. It is difficult to put an overall price on a SWPPP, as every project will have different requirements and costs. However, it is Wood Rodgers judgment that the new regulations could double the cost of implementing a SWPPP from what it would have cost before, hence the proposed unit price of \$18 per linear foot.

ROADWAY COST ESTIMATES

The City provided Wood Rodgers the roadway segment calculation spreadsheet used in the 2007 unit cost evaluation. This spreadsheet was set up to calculate the Fee and Developer funded portions of the cost per foot of a typical 2-lane, 4-lane, and 6-lane roadway section. Using this spreadsheet as a template, Wood Rodgers created new 4-lane and 6-lane roadway sections based on possible phased construction per DKS Associates new future traffic demand model. New quantities were calculated for each new phase, and the updated 2013 item unit costs were applied to calculate an overall roadway cost per linear foot. Asphalt concrete and aggregate base thicknesses were assumed to be the same as those used in 2007. The new detailed phased roadway cost calculations are shown in Attachment 2 and are highlighted in blue. Wood Rodgers also updated the unit costs for the roadway sections that widen or rehabilitate an existing road, but did not modify the quantities. These are also shown in Attachment 2 but are not highlighted.

DEVELOPER FUNDED PORTION

Consistent with the assumptions used in the previous cost evaluation, it was assumed that the Developer funded portion of the roadway consists of the outside frontage landscaping, curb, gutter, sidewalk, and street lighting. Also included is the outside 15 feet of roadway, consisting of any asphalt concrete, aggregate base, striping, and storm drainage. The Developer funded portion includes all excavation and clearing and grubbing required between the right of way line and the outside 15 feet of roadway. It is assumed that the Developer will be responsible for drain inlets and storm drain laterals between the drain inlet and main storm drain pipe. Since the cost of drain inlets and laterals is small compared to the cost of the main pipe on a per foot basis (the main pipe is assumed to be within the Fee portion of the roadway), the Developer's portion of the storm drain cost has been set at \$12 per foot. The Developer funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase. The Developer is assumed to cover the entire cost of the storm drain system and SWPPP when no City (Fee) work is required, such as on 2-lane roads.

FEE FUNDED PORTION

The Fee funded portion of the roadway consists of all roadway and features not included in the Developer funded portion, which includes the No. 1 lanes and median on a 4-lane roadway, and the No. 1 and No. 2 lanes and median on a 6-lane roadway. Included in this work is the roadway excavation and clear and grubbing for those lanes and median, asphalt concrete (AC), aggregate base (AB), median curb, temporary and permanent median landscaping, striping, and remaining storm drain system not included in the Developer funded portion. The Fee funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase. However, the Fee is assumed to pay the entire SWPPP cost during any phase that does not include Developer work. Also included in the Fee funded portion is an item for signal interconnect. Unless otherwise noted in Attachment 2, a 20 percent contingency is included on all roadway sections that involve widening to cover stage construction/traffic handling and any unknown costs that may arise from widening an existing road.

ROADWAY PHASING

It is assumed that if a roadway is phased (i.e. only partially built at first and then widened in the future), the outside lanes would be constructed first, with the inside lane(s) constructed in the future. This results in the Developer funded portion of the roadway always being constructed under Phase 1. This also requires that the storm drain system always be constructed under Phase 1, as the gutter and DI's installed by the Developer need the main storm drain pipe to drain to. It is also assumed that signal interconnect is installed in Phase 1, as most if not all major intersections will be signalized in the first phase.

When a roadway is phased, the Fee funded portion will include a two foot wide inside paved shoulder and AC dike to separate the roadway from the median. Median area intended to be converted to roadway in a future phase will be minimally landscaped with temporary plants and/or ground cover. The portion of the median that is intended to always be median (permanent) will be landscaped with permanent plants and ground cover.

For each future phase, the temporary median being converted to roadway will require excavation, clearing and grubbing, AC, AB, striping of the new lane, and median curb if it is the final phase or AC dike if it is not. A new SWPPP is also assumed to be required at full cost to the Fee. A 20 percent contingency is included on all future phases to cover stage construction/traffic handling and any unknown costs that may arise from widening an existing road.

INTERSECTION COST ESTIMATES

The intersection cost estimates were developed to provide a single total cost for each intersection configuration. Intersection costs include any and all features on each leg of the roadway within 450 feet of the center of the intersection. Similar to the roadway estimates, a spreadsheet was set up to calculate the Fee and Developer funded portions for each intersection configuration per DKS Associates new future traffic demand model. Phased construction of the intersection has been considered, and it is assumed that no intersection would ever have more than two construction phases. New quantities were calculated for up to two phases for each intersection configuration, and the updated 2013 item unit costs were applied to calculate a total intersection cost. The detailed intersection cost calculations are shown in Attachment 3. Based on direction from the City, it is assumed that only a 4x4 intersection or 4x4 Tee intersection would have right turn lanes with “pork chop” raised median islands. No other configuration would have such islands.

DEVELOPER FUNDED PORTION

Consistent with the assumptions used in the previous cost evaluation, it is assumed that the Developer funded portion of the intersection consists of the outside frontage landscaping, curb, gutter, sidewalk (see Fee Funded Portion for exception), and street lighting. Also included is the outside 15 feet of roadway, consisting of any asphalt concrete, aggregate base, striping, and storm drainage. The Developer funded portion includes all excavation and clearing and grubbing required between the right of way line and the outside 15 feet of roadway. It is assumed that the Developer will be responsible for drain inlets and storm drain laterals between the drain inlet and main storm drain pipe. Since the cost of drain inlets and laterals is small compared to the cost of the main pipe on a per foot basis (the main pipe is assumed to be within the Fee funded portion of the roadway), the Developer funded portion of the storm drain cost is set at \$12 per foot. The Developer funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase. The Developer is assumed to cover the entire cost of the storm drain system and SWPPP when no City (Fee) work is required, such as on 2-lane roads.

FEE FUNDED PORTION

The Fee funded portion of the intersection consists of all construction items not included in the Developer funded portion. Included in this work is the roadway excavation and clearing and grubbing for the inside lanes and median, AC, AB, median curb, temporary and permanent median landscaping, striping, and remaining storm drain system not included in the Developer funded portion. Also included is the curb, gutter, and sidewalk at the curb returns, plus 25 feet in

either direction. The Developer funded portion does not include this 70± feet of hardscape. The “pork chop” raised median islands on 4x4 intersections are also included in the Fee funded portion. The Fee funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase. However, the Fee is assumed to pay the entire SWPPP cost during any phase that does not include Developer work. Also included in the Fee funded portion is an item for signal interconnect and all traffic signal costs.

INTERSECTION PHASING

It is assumed that if an intersection is phased, the outside lanes would be constructed first, with the inside lane(s) constructed in the future. This results in the Developer funded portion of the intersection always being constructed under Phase 1. This also requires that the storm drain system always be constructed under Phase 1, as the gutter and DI's installed by the Developer need the main storm drain pipe to drain to. It is also assumed that signal interconnect and traffic signal is installed in Phase 1, as it is expected that most if not all major intersections will be signalized in the first Phase.

When an intersection is phased, the Fee funded portion will include a two foot wide inside paved shoulder and AC dike on the travel lanes approaching the intersection to separate the roadway from the median. Median area intended to be converted to roadway in a future phase will be minimally landscaped with temporary plants and/or ground cover. The portion of the median that is intended to always be median (permanent) will be landscaped with permanent plants and ground cover.

For each future phase, the temporary median being converted to roadway will require excavation, clearing and grubbing, AC, AB, striping of the new lane, and median curb if it is the final phase or AC dike if it is not. A new SWPPP is also assumed to be required at full cost to the Fee. It is also assumed that any future phase will require signal modification to accommodate the additional travel lanes (e.g. extending a mast arm, adding or moving a signal head, etc.), so a signal modification cost is included. A 20 percent contingency is included on all future phases to cover stage construction/traffic handling and any unknown costs that may arise from widening an existing road.

ATTACHMENTS

Attachment 1 – Unit Cost Comparison
Attachment 2 – Roadway Segment Cost Estimates
Attachment 3- Intersection Cost Estimates

ATTACHMENT 1

UNIT COST COMPARISON

ITEM	UNIT	CALTRANS/ WR	SUNCREEK SP (MACKAY & SOMPS)	COUNTY OF SACRAMENTO WHITE ROCK ROAD WIDENING APRIL 2012			COUNTY OF SACRAMENTO ELVERTA INTERCHANGE APRIL 2012					COUNTY OF SACRAMENTO FAIR OAKS BLVD AT MARCONI AVE IMPROVEMENT FEBRUARY 2012								
				Estimate	Bid 1	Bid 2	Bid 3	Bid 1	Bid 2	Bid 3	Bid 4	Bid 5	Bid 1	Bid 2	Bid 3	Bid 4	Bid 5	Bid 6	Bid 7	Bid 8
Clearing and Grubbing	SF	\$0.10	\$0.10																	
Roadway Excavation	CY	\$12.00	\$5.00	\$1.00	\$10.00	\$17.00	\$8.50	\$18.00	\$8.00	\$15.00	\$11.00									
6" Asphalt Concrete	SF	\$3.50	\$3.24	\$3.64	\$3.38	\$3.56	\$2.60	\$2.52	\$2.91	\$3.56	\$3.29	\$3.87	\$3.56	\$3.87	\$5.04	\$5.42	\$4.49	\$5.46	\$5.73	\$7.17
6.5" Asphalt Concrete	SF	\$3.75	\$3.51	\$3.93	\$3.65	\$3.85	\$2.80	\$2.72	\$3.14	\$3.85	\$3.56	\$4.19	\$3.85	\$4.19	\$5.44	\$5.86	\$4.86	\$5.90	\$6.20	\$7.74
14" Aggregate Base	SF	\$1.30	\$1.61	\$1.65	\$1.36	\$1.10	\$1.12	\$1.08	\$1.53	\$1.59	\$1.72	\$2.78	\$2.97	\$2.54	\$4.24	\$8.06	\$5.09	\$5.60	\$6.62	\$6.79
16" Aggregate Base	SF	\$1.50	\$1.84	\$1.88	\$1.54	\$1.25	\$1.27	\$1.23	\$1.74	\$1.81	\$1.98	\$3.16	\$3.38	\$2.89	\$4.82	\$9.16	\$5.79	\$6.36	\$7.52	\$7.71
AC Dike (Type A)	LF	\$3.00		\$2.00	\$4.00	\$4.50														
Curb & Gutter (Type 2)	LF	\$24.00	\$18.00									\$39.80	\$24.00	\$41.00	\$23.10	\$18.50	\$31.00	\$16.00	\$37.00	\$31.00
Curb (Type 3)	LF	\$16.00	\$14.00									\$17.00	\$18.00	\$22.00	\$18.90	\$17.00	\$23.00	\$18.00	\$27.00	\$22.00
Curb (Type 4)	LF	\$16.00	\$13.00	\$9.00	\$12.00	\$25.00						\$12.50	\$16.00	\$13.00	\$21.50	\$12.00	\$11.00	\$13.00	\$18.00	\$20.00
Thermoplastic Striping	LF	\$0.75		\$1.00	\$0.90	\$0.80	\$0.75	\$1.00	\$0.75	\$0.88	\$0.75	\$1.05	\$1.00	\$1.50	\$1.35	\$1.26	\$1.27	\$1.23	\$1.56	\$1.16
Storm Drain (2 DI,MH & DI lead @ 500', 1lf 24"D/lf Road)	LF	\$100.00	\$100.00	\$116.00	\$118.00															
Median Landscaping and Irrigation (Permanent)	SF	\$7.00	\$4.00																	
Median Landscaping (Temporary)	SF	\$3.00																		
Median PCC Island	SF	\$6.75		\$8.00																
Sidewalk (7' wide)	SF	\$6.75	\$4.00	\$8.00								\$6.15	\$6.50	\$8.00	\$4.50	\$3.30	\$8.50	\$4.00	\$6.00	\$6.50
Frontage Landscaping	SF	\$7.00	\$4.50																	
Frontage Street Lighting (Cost per LF of Road)	LF	\$50.00	\$25.00																	
New Traffic Signal (Cost per Leg)	EA	\$50,000.00		\$53,000.00	\$55,000.00	\$50,000.00														
Modify Traffic Signal (Cost per Leg)	EA																			
Traffic Signal Interconnect	LF	\$12.00	\$6.00																	
SWPPP	LF	\$18.00																		

ITEM	UNIT	COUNTY OF SACRAMENTO FREEDOM PARK DRIVE APRIL 2011			COUNTY OF SACRAMENTO AUBURN BLVD JULY 2011		COUNTY OF SACRAMENTO EL CAMINO AVE NOVEMBER 2012			COUNTY OF SACRAMENTO MARCONI AVE STREET AND SIDEWALK IMPROVEMENT JANUARY 2013									
		Bid 1	Bid 2	Bid 3	Bid 1	Bid 2	Bid 1	Bid 2	Bid 3	Bid 1	Bid 2	Bid 3	Bid 4	Bid 5	Bid 6	Bid 7	Bid 8	Bid 9	Bid 10
Clearing and Grubbing	SF																		
Roadway Excavation	CY	\$10.00	\$35.00	\$56.00															
6" Asphalt Concrete	SF	\$3.49	\$4.65	\$4.42	\$6.28	\$3.49													
6.5" Asphalt Concrete	SF	\$3.77	\$5.02	\$4.77	\$6.78	\$3.77													
14" Aggregate Base	SF	\$1.87	\$2.97	\$2.54	\$5.68	\$3.82	\$3.39	\$3.39	\$4.75	\$2.37	\$2.39	\$3.31	\$9.33	\$2.12	\$3.39	\$4.66	\$5.91	\$4.66	\$3.99
16" Aggregate Base	SF	\$2.12	\$3.38	\$2.89	\$6.46	\$4.34	\$3.86	\$3.86	\$5.40	\$2.70	\$2.71	\$3.76	\$10.61	\$2.41	\$3.86	\$5.30	\$6.72	\$5.30	\$4.53
AC Dike (Type A)	LF																		
Curb & Gutter (Type 2)	LF	\$34.00	\$22.00	\$18.00	\$16.80	\$20.00	\$23.00	\$21.50	\$24.70	\$17.00	\$21.80	\$24.00	\$19.50	\$35.00	\$19.60	\$23.00	\$44.70	\$20.00	\$32.00
Curb (Type 3)	LF	\$19.00	\$16.00	\$12.00	\$22.00	\$45.00	\$16.00	\$16.00	\$17.95	\$8.00	\$13.75	\$28.00	\$16.00	\$25.00	\$10.45	\$17.00	\$25.00	\$22.00	\$21.00
Curb (Type 4)	LF	\$11.00	\$16.00	\$16.00	\$10.36	\$15.00	\$16.00	\$17.00	\$17.70	\$10.00	\$17.20	\$17.00	\$17.50	\$13.75	\$10.45	\$15.00	\$13.50	\$15.00	\$13.00
Thermoplastic Striping	LF	\$1.31	\$0.81	\$0.78	\$1.60	\$1.20	\$1.26	\$1.05	\$1.39	\$1.14	\$1.21	\$1.16	\$0.98	\$1.04	\$1.23	\$1.14	\$1.26	\$0.94	\$1.43
Storm Drain (2 DI,MH & DI lead @ 500', 1lf 24"D/lf Road)	LF																		
Median Landscaping and Irrigation (Permanent)	SF																		
Median Landscaping (Temporary)	SF																		
Median PCC Island	SF																		
Sidewalk (7' wide)	SF	\$6.50	\$4.50	\$4.75			\$4.50	\$5.00	\$4.50	\$3.50	\$3.20	\$6.30	\$5.00	\$6.50	\$3.92	\$7.00	\$8.50	\$5.00	\$8.00
Frontage Landscaping	SF																		
Frontage Street Lighting (Cost per LF of Road)	LF																		
New Traffic Signal (Cost per Leg)	EA																		
Modify Traffic Signal (Cost per Leg)	EA	\$43,300.00	\$44,300.00	\$44,300.00			\$35,500.00	\$37,875.00	\$42,220.00	\$35,060.00	\$33,925.00	\$39,250.00	\$30,250.00	\$31,750.00	\$46,550.00	\$32,500.00	\$31,750.00	\$29,750.00	\$29,750.00
Traffic Signal Interconnect	LF																		
SWPPP	LF																		

ITEM	UNIT	COUNTY OF SACRAMENTO GATEWAY 5 - DUDLEY BLVD IMPROVEMENTS MARCH 2011												CITY OF FOLSOM MADISON/GREENBACK MARCH 2013					COUNTY OF SACRAMENTO WATT AVE INTERCHANGE AUGUST 2012			COUNTY OF SACRAMENTO ORANGE GROVE AVE PED IMPROVEMENT AUGUST 2012				
		Bid 1	Bid 2	Bid 3	Bid 4	Bid 5	Bid 6	Bid 7	Bid 8	Bid 9	Bid 10	Bid 11	Bid 12	Bid 1	Bid 2	Bid 3	Bid 4	Bid 5	Bid 1	Bid 2	Bid 3	Bid 1	Bid 2	Bid 3	Bid 4	Bid 5
Clearing and Grubbing	SF																									
Roadway Excavation	CY	\$16.50	\$15.00	\$24.00	\$12.90	\$25.00	\$35.25	\$25.00	\$23.00	\$21.00	\$28.00	\$13.00	\$20.70						\$13.00	\$5.00	\$16.00					
6" Asphalt Concrete	SF	\$3.06	\$2.71	\$2.91	\$2.83	\$3.29	\$3.19	\$3.16	\$3.49	\$3.41	\$3.37	\$3.18	\$3.54						\$3.22	\$3.10	\$3.25	\$5.39	\$4.65	\$6.32	\$5.81	\$7.75
6.5" Asphalt Concrete	SF	\$3.31	\$2.93	\$3.14	\$3.06	\$3.56	\$3.44	\$3.41	\$3.77	\$3.68	\$3.64	\$3.43	\$3.82						\$3.47	\$3.35	\$3.52	\$5.82	\$5.02	\$6.82	\$6.28	\$8.37
14" Aggregate Base	SF	\$2.43	\$1.87	\$6.36	\$2.35	\$2.54	\$2.05	\$2.54	\$2.97	\$3.05	\$3.82	\$3.22	\$2.08						\$1.44	\$2.46	\$2.12	\$4.96	\$3.82	\$3.73	\$3.39	\$8.48
16" Aggregate Base	SF	\$2.76	\$2.12	\$7.23	\$2.67	\$2.89	\$2.33	\$2.89	\$3.38	\$3.47	\$4.34	\$3.66	\$2.36						\$1.64	\$2.80	\$2.41	\$5.64	\$4.34	\$4.24	\$3.86	\$9.64
AC Dike (Type A)	LF																		\$3.00	\$2.65	\$3.00					
Curb & Gutter (Type 2)	LF	\$18.90	\$15.00	\$13.50	\$16.20	\$15.00	\$19.50	\$17.00	\$14.00	\$17.70	\$16.00	\$16.00	\$23.75						\$18.00	\$25.00	\$16.00					
Curb (Type 3)	LF	\$13.80	\$15.00	\$9.50	\$11.40	\$11.00	\$10.30	\$15.90	\$9.50	\$11.00	\$21.00	\$13.00	\$20.50						\$15.00	\$24.00	\$15.00					
Curb (Type 4)	LF	\$12.80	\$10.00	\$8.50	\$9.00	\$8.40	\$13.20	\$11.00	\$8.50	\$9.00	\$11.00	\$10.00	\$11.80						\$11.00	\$9.00	\$10.00					
Thermoplastic Striping	LF	\$0.64	\$1.40	\$0.56	\$0.63	\$0.56	\$0.52	\$0.52	\$0.56	\$0.59	\$0.57	\$0.67	\$0.54						\$1.17	\$1.05	\$1.17	\$1.65	\$1.25	\$1.15	\$1.00	\$0.90
Storm Drain (2 DI,MH & DI lead @ 500', 1lf 24"D/lf Road)	LF																		\$111.00	\$97.00	\$173.00					
Median Landscaping and Irrigation (Permanent)	SF																									
Median Landscaping (Temporary)	SF													\$1.35	\$1.25	\$1.30	\$1.50	\$1.32								
Median PCC Island	SF													\$9.25	\$16.00	\$21.00	\$13.80	\$13.00								
Sidewalk (7' wide)	SF	\$3.90	\$4.25	\$2.80	\$3.50	\$3.50	\$6.40	\$3.00	\$3.00	\$3.75	\$4.00	\$3.31	\$4.15						\$3.00	\$4.00	\$3.00	\$5.70	\$9.00	\$5.50	\$6.00	\$4.00
Frontage Landscaping	SF																									
Frontage Street Lighting (Cost per LF of Road)	LF																									
New Traffic Signal (Cost per Leg)	EA																									
Modify Traffic Signal (Cost per Leg)	EA																									
Traffic Signal Interconnect	LF																									
SWPPP	LF																									

ITEM	UNIT	COUNTY OF SACRAMENTO FEMOYER STREET INTERSECTION MARCH 2013							CORDOVA HILLS SPA (MACKAY & SOMPS)	MIN	AVERAGE	MAX	PROPOSED UNIT COST	2007 UNIT COSTS
		Bid 1	Bid 2	Bid 3	Bid 4	Bid 5	Bid 6	Bid 7						
Clearing and Grubbing	SF								\$0.18	\$0.10	\$0.13	\$0.18	\$0.10	\$0.10
Roadway Excavation	CY								\$30.00	\$5.00	\$16.31	\$35.25	\$12.00	\$15.00
6" Asphalt Concrete	SF	\$2.91	\$3.10	\$3.68	\$3.41	\$3.35	\$4.26	\$3.56	\$4.20	\$2.52	\$3.28	\$3.87	\$3.25	\$3.35
6.5" Asphalt Concrete	SF	\$3.14	\$3.35	\$3.98	\$3.68	\$3.62	\$4.60	\$3.85	\$4.55	\$2.72	\$3.55	\$4.19	\$3.50	\$3.60
14" Aggregate Base	SF	\$1.36	\$1.70	\$1.87	\$2.29	\$1.53	\$2.09	\$1.70	\$3.92	\$1.08	\$2.40	\$3.99	\$1.75	\$2.25
16" Aggregate Base	SF	\$1.54	\$1.93	\$2.12	\$2.60	\$1.74	\$2.37	\$1.93	\$4.48	\$1.23	\$2.74	\$4.53	\$2.00	\$2.60
AC Dike (Type A)	LF									\$2.00	\$3.16	\$4.50	\$3.00	
Curb & Gutter (Type 2)	LF	\$15.00	\$10.30	\$23.00	\$24.00	\$30.80	\$26.50	\$28.50	\$25.00	\$10.30	\$19.85	\$34.00	\$20.00	\$20.00
Curb (Type 3)	LF									\$9.50	\$14.60	\$19.00	\$14.00	\$14.00
Curb (Type 4)	LF	\$9.00	\$10.00	\$7.50	\$8.50	\$9.25	\$8.25	\$10.50		\$7.50	\$12.22	\$18.00	\$12.00	\$14.00
Thermoplastic Striping	LF	\$1.03	\$0.92	\$1.05	\$0.90	\$0.92	\$0.82	\$1.10	\$2.00	\$0.52	\$1.03	\$2.00	\$1.25	\$1.40
Storm Drain (2 DI,MH & DI lead @ 500', 1lf 24"D/lf Road)	LF									\$97.00	\$107.00	\$118.00	\$110.00	\$123.00
Median Landscaping and Irrigation (Permanent)	SF								\$6.00	\$4.00	\$5.67	\$7.00	\$6.00	\$5.00
Median Landscaping (Temporary)	SF									\$1.25	\$1.62	\$3.00	\$3.00	\$3.00
Median PCC Island	SF									\$6.75	\$12.54	\$21.00	\$15.00	
Sidewalk (7' wide)	SF	\$3.00	\$5.75	\$5.00	\$6.00	\$7.20	\$3.80	\$6.50	\$6.00	\$2.80	\$5.14	\$9.00	\$6.00	\$5.60
Frontage Landscaping	SF									\$4.50	\$5.75	\$7.00	\$6.00	\$5.00
Frontage Street Lighting (Cost per LF of Road)	LF								\$13.00	\$25.00	\$37.50	\$50.00	\$50.00	\$23.00
New Traffic Signal (Cost per Leg)	EA								\$75,000.00	\$50,000.00	\$56,600.00	\$75,000.00	\$55,000.00	\$75,000.00
Modify Traffic Signal (Cost per Leg)	EA								\$37,500.00	\$29,750.00	\$36,795.88	\$46,550.00	\$37,500.00	\$50,000.00
Traffic Signal Interconnect	LF								\$13.00	\$6.00	\$10.33	\$13.00	\$12.00	\$25.00
SWPPP	LF									\$18.00	\$18.00	\$18.00	\$18.00	\$9.00

ATTACHMENT 2

ROADWAY SEGMENT COST ESTIMATES

FEE or CITY PORTION					DEVELOPER PORTION				
SPECIAL SECTIONS									
M	Construct Median Improvements								
		Quantity	Unit	\$/unit	\$				
		Import Fill	0.3 cy	\$15.00	\$4.50				
		Minor Excavation & Saw cut	1 sf	\$20.00	\$20.00				
		Med Landscape	13 sf	\$6.00	\$78.00				
		Curb (Type 3)	2 lf	\$14.00	\$28.00				
		SWPPP	1 lf	\$18.00	\$18.00				
		Subtotal			\$148.50				
					20%				
		*Unit Price Increase for Type of Work			Total	\$178.20			
C&G	Curb & Gutter								
	Construct 4ft bike lane, C & G, sidewalk and landscaping (one side) per unit price below.								
		Quantity	Unit	\$/unit	\$				
		Excavation	0.5 cy	\$12.00	\$6.00				
	Depth of AC	6.5		\$3.50	\$22.00				
	Depth of AB	16		\$2.00					
		Curb & Gutter (Type 2)	1 lf	\$20.00	\$20.00				
		Clear & Grub	22 sf	\$0.10	\$2.20				
		SWPPP	1 lf	\$18.00	\$18.00				
		Sidewalk	7 sf	\$6.00	\$42.00				
	Drainage	1 lf	\$12.00	\$12.00					
	Street Lights	1 lf	\$25.00	\$25.00					
	Landscape	8 sf	\$6.00	\$48.00					
	Subtotal			\$195.20					
				20% *					
	*Unit Price Increase for Type of Work			Total	\$234.24				
GRANT LINE 4 Lane Ultimate; 2 Lanes constructed in City R/W (one side) per unit price below (No Phasing).									
	Fee								
	Quantity	Unit	\$/unit	\$					
	Excavation	5 cy	\$12.00	\$60.00					
Depth of AC	10		\$5.40	\$54.00					
Depth of AB	25		\$3.15	\$333.45					
	Striping	3 lf	\$1.25	\$3.75					
	Clear & Grub	100 sf	\$0.10	\$10.00					
	SWPPP	1 lf	\$9.00	\$9.00					
	Signal Interconnect	1 lf	\$6.00	\$6.00					
	Subtotal			\$422.20					
				20%					
	Contingency included to cover stage construction costs and unknowns.			Total	\$506.64				
JACKSON 4 Lane Ultimate; 2 Lanes constructed in City R/W (one side) per unit price below (No Phasing).									
	Fee								
	Quantity	Unit	\$/unit	\$					
	Excavation	3 cy	\$12.00	\$36.00					
Depth of AC	10		\$5.40	\$54.00					
Depth of AB	25		\$3.15	\$171.00					
	Striping	3 lf	\$1.25	\$3.75					
	Clear & Grub	35 sf	\$0.10	\$3.50					
	Sidewalk	7 sf	\$6.00	\$42.00					
	Curb and Gutter (Type 2)	1 lf	\$20.00	\$20.00					
	Frontage Landscape	8 sf	\$6.00	\$48.00					
	Drainage	1 lf	\$56.00	\$56.00					
	SWPPP	1 lf	\$9.00	\$9.00					
	Signal Interconnect	1 lf	\$6.00	\$6.00					
	Street Lights	1 lf	\$25.00	\$25.00					
	Subtotal			\$395.25					
				20%					
	Contingency included to cover stage construction costs and unknowns.			Total	\$474.30				
2 LANE ULTIMATE									
101 2 Lane Ultimate; construct new 2 lane street, R/W line to R/W line.									
	Developer								
	Quantity	Unit	\$/unit	\$					
	Excavation	2.4 cy	\$12.00	\$28.80					
Depth of AC	6		\$3.25	\$19.50					
Depth of AB	14		\$1.75	\$24.50					
	Striping	3 lf	\$1.25	\$3.75					
	Sidewalk	14 sf	\$6.00	\$84.00					
	Clear & Grub	64 sf	\$0.10	\$6.40					
	Curb & Gutter (Type 2)	2 lf	\$20.00	\$40.00					
	Drainage	1 lf	\$112.00	\$112.00					
	SWPPP	1 lf	\$18.00	\$18.00					
	Signal Interconnect	1 lf	\$12.00	\$12.00					
	Street Lights	1 lf	\$50.00	\$50.00					
	Subtotal			\$517.45					
				20%					
				Total	\$517.45				
101-B 2 Lane Ultimate; construct new 2 lane street, r/w line to r/w line.									
	Developer								
	Quantity	Unit	\$/unit	\$					
	Cold Plane Pavement	32.5 sf	\$0.25	\$8.13					
Depth of AC	2		\$1.30	\$2.60					
Depth of AB	0		\$0.00	\$42.25					
	Striping	3 lf	\$1.25	\$3.75					
	Sidewalk	14 sf	\$6.00	\$84.00					
	Clear & Grub	30 sf	\$0.10	\$3.00					
	Curb & Gutter (Type 2)	2 lf	\$20.00	\$40.00					
	Drainage	1 lf	\$112.00	\$112.00					
	SWPPP	1 lf	\$18.00	\$18.00					
	Street Lights	1 lf	\$50.00	\$50.00					
	Subtotal			\$361.13					
				20%					
				Total	\$433.35				
101-C 2 lane ultimate; repave and restripe. Drainage and curb & gutter already exist.									
	Developer								
	Quantity	Unit	\$/unit	\$					
	Cold Plane Pavement	32.5 sf	\$0.25	\$8.13					
Depth of AC	2		\$1.30	\$2.60					
Depth of AB	0		\$0.00	\$42.25					
	Striping	3 lf	\$1.25	\$3.75					
	SWPPP	1 lf	\$18.00	\$18.00					
	Subtotal			\$72.13					
				30% *					
				Total	\$93.76				
*Because this work is performed in an existing street location, traffic control will be necessary. In addition, the									

FEE or CITY PORTION					DEVELOPER PORTION				
4 LANE ULTIMATE									
102-U 4 Lane Ultimate; 4 Lanes constructed per unit price below (No Phasing, 2 sides).					104-U 4 Lane Ultimate; 4 Lanes constructed per unit price below (No Phasing, 2 sides).				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	1.7 cy		\$12.00	\$20.40	Excavation	2.8 cy		\$12.00	\$33.60
Depth of AC	6		\$3.25	\$120.00	Depth of AC	6		\$3.25	\$150.00
Depth of AB	14		\$1.75		Depth of AB	14		\$1.75	
Striping	4 lf		\$1.25	\$5.00	Striping	2 lf		\$1.25	\$2.50
Med Landscape	13 sf		\$6.00	\$78.00	Frontage Landscape	16 sf		\$6.00	\$96.00
Clear & Grub	38 sf		\$0.10	\$3.80	Clear & Grub	66 sf		\$0.10	\$6.60
Curb (Type 3)	2 lf		\$14.00	\$28.00	Curb & Gutter (Type 2)	2 lf		\$20.00	\$40.00
Storm Drain Sys.	1 lf		\$100.00	\$100.00	Sidewalk	14 sf		\$6.00	\$84.00
SWPPP	1 lf		\$9.00	\$9.00	Storm Drain Sys.	1 lf		\$12.00	\$12.00
Signal Interconnect	1 lf		\$12.00	\$12.00	SWPPP	1 lf		\$9.00	\$9.00
Subtotal				\$376.20	Street Lights	1 lf		\$50.00	\$50.00
Assumes 102 is constructed together with 104 and prior to 106					Assumes 104 is constructed together with 102				
Total \$376.20					Total \$483.70				
102-P1 PHASE 1 - 4 Lane Ultimate; 2 Outside Lanes + median actually constructed per unit price below (2 sides).					104 PHASE 1 - 4 Lane Ultimate; 2 Outside Lanes + frontage actually constructed per unit price below (2 sides).				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	0.25 cy		\$12.00	\$3.00	Excavation	2.8 cy		\$12.00	\$33.60
Depth of AC	6		\$3.25	\$20.00	Depth of AC	6		\$3.25	\$150.00
Depth of AB	14		\$1.75		Depth of AB	14		\$1.75	
Striping	2 lf		\$1.25	\$2.50	Striping	2 lf		\$1.25	\$2.50
Med Landscape (Temporary)	20 sf		\$3.00	\$60.00	Frontage Landscape	16 sf		\$6.00	\$96.00
Med Landscape	13 sf		\$6.00	\$78.00	Clear & Grub	66 sf		\$0.10	\$6.60
Clear & Grub	38 sf		\$0.10	\$3.80	Curb & Gutter (Type 2)	2 lf		\$20.00	\$40.00
AC Dike (Type A)	2 lf		\$3.00	\$6.00	Sidewalk	14 sf		\$6.00	\$84.00
Storm Drain Sys.	1 lf		\$100.00	\$100.00	Storm Drain Sys.	1 lf		\$12.00	\$12.00
SWPPP	1 lf		\$9.00	\$9.00	SWPPP	1 lf		\$9.00	\$9.00
Signal Interconnect	1 lf		\$12.00	\$12.00	Street Lights	1 lf		\$50.00	\$50.00
Subtotal				\$294.30	Subtotal				\$483.70
Assumes 102 is constructed together with 104 and prior to 106					Assumes 104 is constructed together with 102				
Total \$294.30					Total \$483.70				
102-P2 PHASE 2 - 4 Lane Ultimate; 2 Inside Lanes constructed per unit price below (2 sides).					104 PHASE 1 - 4 Lane Ultimate; 2 Outside Lanes + frontage actually constructed per unit price below (1 side).				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	1.4 cy		\$12.00	\$16.80	Excavation	1.4 cy		\$12.00	\$16.80
Depth of AC	6		\$3.25	\$100.00	Depth of AC	6		\$3.25	\$75.00
Depth of AB	14		\$1.75		Depth of AB	14		\$1.75	
Striping	4 lf		\$1.25	\$5.00	Striping	1 lf		\$1.25	\$1.25
Clear & Grub	20 sf		\$0.10	\$2.00	Frontage Landscape	8 sf		\$6.00	\$48.00
Curb (Type 3)	2 lf		\$14.00	\$28.00	Clear & Grub	33 sf		\$0.10	\$3.30
SWPPP	1 lf		\$18.00	\$18.00	Curb & Gutter (Type 2)	1 lf		\$20.00	\$20.00
Subtotal				\$169.80	Sidewalk	7 sf		\$6.00	\$42.00
Assumes 102 and 104 are constructed prior to 106					Storm Drain Sys.				
Contingency included to cover stage construction costs.					1 lf \$6.00 \$6.00				
Total \$203.76					SWPPP 1 lf \$4.50 \$4.50				
					Street Lights 1 lf \$25.00 \$25.00				
					Subtotal \$241.85				
					Assumes 104 is constructed together with 102				
					Total \$241.85				
102-Sunrise 4 Lane Ultimate; 2 Lanes + median actually constructed per unit price below.									
Fee					No Developer Work				
	Quantity	Unit	\$/unit	\$					
Excavation	3 cy		\$12.00	\$36.00					
Depth of AC	7		\$3.80	\$144.00					
Depth of AB	17		\$2.20						
Striping	4 lf		\$1.25	\$5.00					
Med Landscape	13 sf		\$6.00	\$78.00					
Clear & Grub	46 sf		\$0.10	\$4.60					
Curb (Type 3)	2 lf		\$14.00	\$28.00					
Storm Drain Sys.	1 lf		\$100.00	\$100.00					
SWPPP	1 lf		\$18.00	\$18.00					
Signal Interconnect	1 lf		\$12.00	\$12.00					
Street Lights	0 lf		\$50.00	\$0.00					
Subtotal				\$425.60					
Assumes 102 is constructed prior to 104									
Total \$425.60									
106 Section 106 (Fee) - 4 Lane Ultimate; Existing 2 Lanes upgraded by removing and replacing structural section and median added per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Excavation	1.8 cy		\$12.00	\$21.60					
Depth of AC	6		\$3.25	\$120.00					
Depth of AB	14		\$1.75						
Striping	6 lf		\$1.25	\$7.50					
Med Landscape	13 sf		\$6.00	\$78.00					
Curb (Type 3)	2 lf		\$14.00	\$28.00					
Drainage	1 lf		\$100.00	\$100.00					
SWPPP	1 lf		\$18.00	\$18.00					
Signal Interconnect	1 lf		\$12.00	\$12.00					
Subtotal				\$385.10					
Assumes 106-A (Fee) - 4 Lane Ultimate; Existing 2 Lanes upgraded by cold planing 2" AC & repaving with 2" AC and median added per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Import fill for Median	0.3 cy		\$15.00	\$4.50					
Depth of AC	2		\$1.30	\$31.20					
Depth of AB	0		\$0.00						
Striping	6 lf		\$1.25	\$7.50					
Med Landscape	13 sf		\$6.00	\$78.00					
Curb (Type 3)	2 lf		\$14.00	\$28.00					
Cold Plane Pavement	24 sf		\$0.25	\$6.00					
SWPPP	1 lf		\$18.00	\$18.00					
Subtotal				\$173.20					
Assumes 106-A (Fee) - 4 Lane Ultimate; Existing 2 Lanes upgraded by cold planing 2" AC & repaving with 2" AC and median added per unit price below.									
Total \$207.84									

FEE or CITY PORTION					DEVELOPER PORTION								
6 LANE ULTIMATE													
103-U 6 Lane Ultimate: 6 Lanes constructed per unit price below (No Phasing, 2 sides).					105-U 6 Lane Ultimate: 6 Lanes constructed per unit price below (No Phasing, 2 sides).								
Fee					Developer								
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$				
Excavation	3.2 cy		\$12.00	\$38.40	Excavation	2.8 cy		\$12.00	\$33.60				
Depth of AC	6.5		\$3.50	\$23.00	Depth of AC	6.5		\$3.50	\$23.00				
Depth of AB	16		\$2.00	\$253.00	Depth of AB	16		\$2.00	\$165.00				
Striping	6 lf		\$1.25	\$7.50	Striping	2 lf		\$1.25	\$2.50				
Med Landscape	14 sf		\$6.00	\$84.00	Frontage Landscape	16 sf		\$6.00	\$96.00				
Clear & Grub	60 sf		\$0.10	\$6.00	Clear & Grub	66 sf		\$0.10	\$6.60				
Curb (Type 3)	2 lf		\$14.00	\$28.00	Curb & Gutter (Type 2)	2 lf		\$20.00	\$40.00				
Storm Drain Sys.	1 lf		\$100.00	\$100.00	Sidewalk	14 sf		\$6.00	\$84.00				
SWPPP	1 lf		\$9.00	\$9.00	Storm Drain Sys.	1 lf		\$12.00	\$12.00				
Signal Interconnect	1 lf		\$12.00	\$12.00	SWPPP	1 lf		\$9.00	\$9.00				
Subtotal				\$537.90	Street Lights	1 lf		\$50.00	\$50.00				
				Total					\$498.70				
Assumes 103-U is constructed together with 105-U					Assumes 105-U is constructed together with 103-U								
				Total					\$498.70				
103-P1 PHASE 1 - 6 Lane Ultimate; 2 Outside Lanes + median actually constructed per unit price below (2 sides).					105 PHASE 1 - 6 Lane Ultimate; 2 Outside Lanes + Frontage constructed per unit price below (2 sides).								
Fee					Developer								
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$				
Excavation	0.3 cy		\$12.00	\$3.60	Excavation	2.8 cy		\$12.00	\$33.60				
Depth of AC	6.5		\$3.50	\$22.00	Depth of AC	6.5		\$3.50	\$165.00				
Depth of AB	16		\$2.00	\$2.50	Depth of AB	16		\$1.25	\$2.50				
Striping	2 lf		\$1.25	\$2.50	Striping	2 lf		\$1.25	\$2.50				
Med Landscape	14 sf		\$6.00	\$84.00	Frontage Landscape	16 sf		\$6.00	\$96.00				
Med Landscape (Temporary)	21 sf		\$3.00	\$63.00	Clear & Grub	66 sf		\$0.10	\$6.60				
Clear & Grub	60 sf		\$0.10	\$6.00	Curb & Gutter (Type 2)	2 lf		\$20.00	\$40.00				
AC Dike (Type A)	2 lf		\$3.00	\$6.00	Sidewalk	14 sf		\$6.00	\$84.00				
Storm Drain Sys.	1 lf		\$100.00	\$100.00	Storm Drain Sys.	1 lf		\$12.00	\$12.00				
SWPPP	1 lf		\$9.00	\$9.00	SWPPP	1 lf		\$9.00	\$9.00				
Signal Interconnect	1 lf		\$12.00	\$12.00	Street Lights	1 lf		\$50.00	\$50.00				
Subtotal				\$308.10	Subtotal				\$498.70				
				Total					\$498.70				
Assume 103-P1 is constructed at same time as 105 and prior to 103-P2					Assume 105 is constructed at same time as 103								
				Total					\$498.70				
103-P2 PHASE 2 - 6 Lane Ultimate; 2 Middle Lanes constructed per unit price below (2 sides).					105 6 Lane Ultimate; 2 Outside Lanes + Frontage constructed per unit price below (1 side).								
Fee					Developer								
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$				
Excavation	1.5 cy		\$12.00	\$18.00	Excavation	1.4 cy		\$12.00	\$16.80				
Depth of AC	6.5		\$3.50	\$121.00	Depth of AC	6.5		\$3.50	\$82.50				
Depth of AB	16		\$2.00	\$2.00	Depth of AB	16		\$2.00	\$1.25				
Striping	4 lf		\$1.25	\$5.00	Striping	1 lf		\$1.25	\$1.25				
Clear & Grub	22 sf		\$0.10	\$2.20	Frontage Landscape	8 sf		\$6.00	\$48.00				
AC Dike (Type A)	2 lf		\$3.00	\$6.00	Clear & Grub	33 sf		\$0.10	\$3.30				
SWPPP	1 lf		\$18.00	\$18.00	Curb & Gutter (Type 2)	1 lf		\$20.00	\$20.00				
Subtotal				\$170.20	Sidewalk	7 sf		\$6.00	\$42.00				
				20%	Storm Drain Sys.	1 lf		\$6.00	\$6.00				
				Total	SWPPP	1 lf		\$4.50	\$4.50				
Assume 103-P2 is constructed after 103-P1 and prior to 103-P3					Street Lights					1 lf		\$25.00	\$25.00
Contingency included to cover stage construction costs.									Subtotal			\$249.35	
				Total					0%			\$249.35	
103-P3 PHASE 3 - 6 Lane Ultimate; 2 Inside Lanes constructed per unit price below (2 sides).					Assume 105 is constructed at same time as 103								
Fee					Total								
	Quantity	Unit	\$/unit	\$									
Excavation	1.4 cy		\$12.00	\$16.80									
Depth of AC	6.5		\$3.50	\$110.00									
Depth of AB	16		\$2.00	\$110.00									
Striping	4 lf		\$1.25	\$5.00									
Clear & Grub	20 sf		\$0.10	\$2.00									
Curb (Type 3)	2 lf		\$14.00	\$28.00									
SWPPP	1 lf		\$18.00	\$18.00									
Subtotal				\$179.80									
				20%									
				Total									
Assume 103-P3 is constructed after 103-P2													
Contingency included to cover stage construction costs.													
103-P1A PHASE 1 - 6 Lane Ultimate; 4 Outside Lanes + median actually constructed per unit price below (2 sides).													
Fee													
	Quantity	Unit	\$/unit	\$									
Excavation	1.8 cy		\$12.00	\$21.60									
Depth of AC	6.5		\$3.50	\$143.00									
Depth of AB	16		\$2.00	\$2.00									
Striping	4 lf		\$1.25	\$5.00									
Med Landscape	14 sf		\$6.00	\$84.00									
Med Landscape (Temporary)	20 sf		\$3.00	\$60.00									
Clear & Grub	60 sf		\$0.10	\$6.00									
AC Dike (Type A)	2 lf		\$3.00	\$6.00									
Storm Drain Sys.	1 lf		\$100.00	\$100.00									
SWPPP	1 lf		\$9.00	\$9.00									
Signal Interconnect	1 lf		\$12.00	\$12.00									
Subtotal				\$446.60									
				Total									
Assume 103-P1A is constructed at same time as 105 and prior to 103-P3													
Phase 2 is 103-P3													
103-Sunrise Section 103 (Fee) - 6 Lane Ultimate; 4 Lanes + median actually constructed per unit price below.					105-Sunrise Section 105 (Developer) - 6 Lane Ultimate; 1 Lane, 1 bike lane, curb & gutter & sidewalk constructed on one side only per unit price below.								
Fee					Developer								
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$				
Excavation	5 cy		\$12.00	\$60.00	Excavation	1.7 cy		\$12.00	\$20.40				
Depth of AC	7		\$3.80	\$276.00	Depth of AC	7		\$3.80	\$90.00				
Depth of AB	17		\$2.20	\$2.20	Depth of AB	17		\$2.20	\$2.20				
Striping	6 lf		\$1.25	\$7.50	Sidewalk	7 sf		\$6.00	\$42.00				
Med Landscape	13 sf		\$6.00	\$78.00	Med Landscape	8 sf		\$6.00	\$48.00				
Clear & Grub	68 sf		\$0.10	\$6.80	Clear & Grub	30 sf		\$0.10	\$3.00				
Curb (Type 3)	2 lf		\$14.00	\$28.00	Striping	2 lf		\$1.25	\$2.50				
Storm Drain Sys.	1 lf		\$100.00	\$100.00	Curb & Gutter (Type 2)	1 lf		\$20.00	\$20.00				
SWPPP	1 lf		\$18.00	\$18.00	Drainage	1 lf		\$12.00	\$12.00				
Signal Interconnect	1 lf		\$12.00	\$12.00	SWPPP	1 lf		\$18.00	\$18.00				
Subtotal				\$586.30	Street Lights	1 lf		\$50.00	\$50.00				
				Total					\$305.90				
Assume 103 is constructed prior to 105					Assume 105 constructed after 103								
				Total					20%			\$367.08	

FEE or CITY PORTION					DEVELOPER PORTION	
107	Section 107 (Fee) - 6 Lane Ultimate; <u>Existing 4 Lanes upgraded</u> by removing and replacing structural section and median added per unit price below.					
	Fee					
	Excavation	Quantity	Unit	\$/unit		
		3.4 cy		\$12.00		
	Depth of AC			\$3.50		
	Depth of AB	46 sf		\$2.00		
	Striping misc	6 lf		\$1.25		
	Med Landscape	13 sf		\$6.00		
	Curb (Type 3)	2 lf		\$14.00		
	Drainage	1 lf		\$100.00		
107-A	Section 107-A (Fee) - 6 Lane Ultimate; <u>Existing 4 Lanes upgraded</u> by cold planing 2" AC & repaving with 2" AC and median added per unit price below.					
	Fee					
	Import fill for Median	Quantity	Unit	\$/unit		
		0.3 cy		\$15.00		
	Depth of AC			\$1.30		
	Depth of AB	46 sf		\$0.00		
	Striping misc	6 lf		\$1.25		
	Med Landscape	13 sf		\$6.00		
	Curb (Type 3)	2 lf		\$14.00		
	Cold Plane Pavement	46 sf		\$0.25		
108	Section 108 (Fee) - Upgrade <u>4 Lane</u> street by removing and replacing structural section from median curb to gutter lip per unit price below. Assumes existing drainage in place.					
	Fee					
	Excavation	Quantity	Unit	\$/unit		
		4 cy		\$12.00		
	Depth of AC			\$3.25		
	Depth of AB	54 sf		\$1.75		
	Striping misc	6 lf		\$1.25		
	SWPPP	1 lf		\$18.00		
	Signal Interconnect	1 lf		\$12.00		
	Street Lights	1 lf		\$50.00		
108-A	Section 108-A (Fee) - Upgrade <u>4 Lane</u> street by cold planing pavement and repaving from median curb to gutter lip. Assumes existing drainage in place.					
	Fee					
	Cold Plane Pavement	Quantity	Unit	\$/unit		
		54 sf		\$0.25		
	Depth of AC			\$1.30		
	Depth of AB	54 sf		\$0.00		
	Striping misc	6 lf		\$1.25		
	SWPPP	1 lf		\$18.00		
	Subtotal					
109	Section 109 (Fee) - Upgrade <u>6 Lane</u> street by removing and replacing structural section from median curb to gutter lip per unit price below. Assumes existing drainage in place.					
	Fee					
	Excavation	Quantity	Unit	\$/unit		
		5.6 cy		\$12.00		
	Depth of AC			\$3.50		
	Depth of AB	76 sf		\$2.00		
	Striping misc	8 lf		\$1.25		
	SWPPP	1 lf		\$18.00		
	Signal Interconnect	1 lf		\$12.00		
	Street Lights	1 lf		\$50.00		
109-A	Section 109-A (Fee) - Upgrade <u>6 Lane</u> street by cold planing pavement and repaving from median curb to gutter lip per unit price below. Assumes existing drainage in place.					
	Fee					
	Cold Plane Pavement	Quantity	Unit	\$/unit		
		76 sf		\$0.25		
	Depth of AC			\$1.30		
	Depth of AB	76 sf		\$0.00		
	Striping misc	8 lf		\$1.25		
	SWPPP	1 lf		\$18.00		
	Subtotal					

NOTES:
P1 = Phase 1
P2 = Phase 2
P3 = Phase 3
U = Ultimate

ATTACHMENT 3

INTERSECTION COST ESTIMATES

FEE or CITY PORTION					DEVELOPER PORTION				
4x4 LANE ULTIMATE INTERSECTION									
4x4 4x4 Ultimate (No Phasing) constructed per unit price below.					4x4 4x4 Ultimate (No Phasing) constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	3671 cy		\$12.00	\$44,052.00	Excavation	4331 cy		\$12.00	\$51,972.00
Depth of AC	6		\$3.25		Depth of AC	6		\$3.25	
Depth of AB	14	56550 sf	\$1.75	\$282,750.00	Depth of AB	14	67200 sf	\$1.75	\$336,000.00
Striping	6925 lf		\$1.25	\$8,656.25	Striping	4880 lf		\$1.25	\$6,100.00
Med Landscape	22348 sf		\$6.00	\$134,088.00	Frontage Landscape	24330 sf		\$6.00	\$145,980.00
Clear & Grub	78900 sf		\$0.10	\$7,890.00	Clear & Grub	125440 sf		\$0.10	\$12,544.00
Curb (Type 2)	272 lf		\$20.00	\$5,440.00	Curb (Type 2)	2825 lf		\$20.00	\$56,500.00
Sidewalk	1632 sf		\$6.00	\$9,792.00	Sidewalk	19650 sf		\$6.00	\$117,900.00
Median PCC (Ped Island)	3190 sf		\$15.00	\$47,850.00	Storm Drain Sys.	1800 lf		\$12.00	\$21,600.00
Curb (Type 3)	3780 lf		\$14.00	\$52,920.00	SWPPP	1800 lf		\$9.00	\$16,200.00
Storm Drain Sys.	1800 lf		\$100.00	\$180,000.00	Street Lights	1800 lf		\$50.00	\$90,000.00
SWPPP	1800 lf		\$9.00	\$16,200.00					
Signal Interconnect	1800 lf		\$12.00	\$21,600.00					
Traffic Signal	4 leg		\$55,000.00	\$220,000.00					
	Subtotal			\$1,031,238.25		Subtotal			\$854,796.00
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
Total					Total				
\$1,031,238.25					\$854,796.00				

4x4 LANE ULTIMATE INTERSECTION - 2x2 LANE PHASE 1									
2x2 PHASE 1 - 4x4 Ultimate; 2x2 Outside Lanes + median actually constructed per unit price below.					2x2 PHASE 1 - 4x4 Ultimate; 2x2 Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	1552 cy		\$12.00	\$18,624.00	Excavation	4331 cy		\$12.00	\$51,972.00
Depth of AC	6		\$3.25		Depth of AC	6		\$3.25	
Depth of AB	14	22230 sf	\$1.75	\$111,150.00	Depth of AB	14	67200 sf	\$1.75	\$336,000.00
Striping	4450 lf		\$1.25	\$5,562.50	Striping	4880 lf		\$1.25	\$6,100.00
Med Landscape (Temporary)	34320 sf		\$3.00	\$102,960.00	Frontage Landscape	24330 sf		\$6.00	\$145,980.00
Med Landscape	22348 sf		\$6.00	\$134,088.00	Clear & Grub	125440 sf		\$0.10	\$12,544.00
Clear & Grub	78900 sf		\$0.10	\$7,890.00	Curb (Type 2)	2825 lf		\$20.00	\$56,500.00
Curb (Type 2)	272 lf		\$20.00	\$5,440.00	Sidewalk	19650 sf		\$6.00	\$117,900.00
AC Dike (Type A)	3250 lf		\$3.00	\$9,750.00	Storm Drain Sys.	1800 lf		\$12.00	\$21,600.00
Sidewalk	1632 sf		\$6.00	\$9,792.00	SWPPP	1800 lf		\$9.00	\$16,200.00
Median PCC (Ped Island)	3190 sf		\$15.00	\$47,850.00	Street Lights	1800 lf		\$50.00	\$90,000.00
Curb (Type 3)	530 lf		\$14.00	\$7,420.00					
Storm Drain Sys.	1800 lf		\$100.00	\$180,000.00					
SWPPP	1800 lf		\$9.00	\$16,200.00					
Signal Interconnect	1800 lf		\$12.00	\$21,600.00					
Traffic Signal	4 leg		\$55,000.00	\$220,000.00					
	Subtotal			\$898,326.50		Subtotal			\$854,796.00
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
Total					Total				
\$898,326.50					\$854,796.00				

4x4 PHASE 2 - Inside lanes added to 2x2 intersection to create 4x4 per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Excavation	2119 cy		\$12.00	\$25,428.00					
Depth of AC	6		\$3.25						
Depth of AB	14	34320 sf	\$1.75	\$171,600.00					
Striping	6925 lf		\$1.25	\$8,656.25					
Clear & Grub	34320 sf		\$0.10	\$3,432.00					
Curb (Type 3)	3250 lf		\$14.00	\$45,500.00					
SWPPP	1800 lf		\$18.00	\$32,400.00					
Traffic Signal Modification	4 leg		\$12,000.00	\$48,000.00					
	Subtotal			\$335,016.25					
Assumes 2x2 is constructed prior to 4x4									
Contingency included to cover stage construction costs									
Total									
\$402,019.50									

2x4 PHASE 1A - 4x4 Ultimate; 2x4 Outside Lanes + median actually constructed per unit price below.					2x4 PHASE 1A - 4x4 Ultimate; 2x4 Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	2611 cy		\$12.00	\$31,332.00	Excavation	4331 cy		\$12.00	\$51,972.00
Depth of AC	6		\$3.25		Depth of AC	6		\$3.25	
Depth of AB	14	39390 sf	\$1.75	\$196,950.00	Depth of AB	14	67200 sf	\$1.75	\$336,000.00
Striping	1632 lf		\$1.25	\$2,040.00	Striping	4880 lf		\$1.25	\$6,100.00
Med Landscape (Temporary)	17160 sf		\$3.00	\$51,480.00	Frontage Landscape	24330 sf		\$6.00	\$145,980.00
Med Landscape	22348 sf		\$6.00	\$134,088.00	Clear & Grub	125440 sf		\$0.10	\$12,544.00
Clear & Grub	78900 sf		\$0.10	\$7,890.00	Curb (Type 2)	2825 lf		\$20.00	\$56,500.00
Curb (Type 2)	272 lf		\$20.00	\$5,440.00	Sidewalk	19650 sf		\$6.00	\$117,900.00
AC Dike (Type A)	1625 lf		\$3.00	\$4,875.00	Storm Drain Sys.	1800 lf		\$12.00	\$21,600.00
Sidewalk	1632 sf		\$6.00	\$9,792.00	SWPPP	1800 lf		\$9.00	\$16,200.00
Median PCC (Ped Island)	3190 sf		\$15.00	\$47,850.00	Street Lights	1800 lf		\$50.00	\$90,000.00
Curb (Type 3)	2420 lf		\$14.00	\$33,880.00					
Storm Drain Sys.	1800 lf		\$100.00	\$180,000.00					
SWPPP	1800 lf		\$9.00	\$16,200.00					
Signal Interconnect	1800 lf		\$12.00	\$21,600.00					
Traffic Signal	4 leg		\$55,000.00	\$220,000.00					
	Subtotal			\$963,417.00		Subtotal			\$854,796.00
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
Total					Total				
\$963,417.00					\$854,796.00				

4x4 PHASE 2A - Inside lanes added to 2x2 intersection to create 4x4 per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Excavation	1060 cy		\$12.00	\$12,720.00					
Depth of AC	6		\$3.25						
Depth of AB	14	17160 sf	\$1.75	\$85,800.00					
Striping	3463 lf		\$1.25	\$4,328.75					
Clear & Grub	17160 sf		\$0.10	\$1,716.00					
Curb (Type 3)	1625 lf		\$0.00	\$0.00					
SWPPP	900 lf		\$18.00	\$16,200.00					
Traffic Signal Modification	2 leg		\$12,000.00	\$24,000.00					
	Subtotal			\$144,764.75					
Assumes 2x4 is constructed prior to 4x4									
Contingency included to cover stage construction costs									
Total									
\$173,717.70									

FEE or CITY PORTION					DEVELOPER PORTION				
4x4 LANE TEE ULTIMATE INTERSECTION									
4x4 TEE 4x4 Tee Ultimate (No Phasing) constructed per unit price below.					4x4 TEE 4x4 Tee Ultimate (No Phasing) constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	2688 cy		\$12.00	\$32,256.00	Excavation	3921 cy		\$12.00	\$47,052.00
Depth of AC	6		\$3.25		Depth of AC	6		\$3.25	
Depth of AB	14	42413 sf	\$1.75	\$212,065.00	Depth of AB	14	50400 sf	\$1.75	\$252,000.00
Striping	5194 lf		\$1.25	\$6,492.50	Striping	3735 lf		\$1.25	\$4,668.75
Med Landscape	16761 sf		\$6.00	\$100,566.00	Frontage Landscape	18848 sf		\$6.00	\$113,088.00
Clear & Grub	59175 sf		\$0.10	\$5,917.50	Clear & Grub	95205 sf		\$0.10	\$9,520.50
Curb (Type 2)	204 lf		\$20.00	\$4,080.00	Curb (Type 2)	2194 lf		\$20.00	\$43,880.00
Sidewalk	1224 sf		\$6.00	\$7,344.00	Sidewalk	15263 sf		\$6.00	\$91,578.00
Median PCC (Ped Island)	1595 sf		\$15.00	\$23,925.00	Storm Drain Sys.	1350 lf		\$12.00	\$16,200.00
Curb (Type 3)	2703 lf		\$14.00	\$37,842.00	SWPPP	1350 lf		\$9.00	\$12,150.00
Storm Drain Sys.	1350 lf		\$100.00	\$135,000.00	Street Lights	1350 lf		\$50.00	\$67,500.00
SWPPP	1350 lf		\$9.00	\$12,150.00					
Signal Interconnect	1350 lf		\$12.00	\$16,200.00	Subtotal				\$657,637.25
Traffic Signal	3 leg		\$55,000.00	\$165,000.00					
Subtotal				\$758,838.00					
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
Total \$758,838.00					Total \$657,637.25				

4x4 LANE TEE ULTIMATE INTERSECTION - 2x2 LANE TEE PHASE 1									
2x2 TEE PHASE 1 - 4x4 Tee Ultimate; 2x2 Tee Outside Lanes + median actually constructed per unit price below.					2x2 TEE PHASE 1 - 4x4 Tee Ultimate; 2x2 Tee Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	1098 cy		\$12.00	\$13,176.00	Excavation	3921 cy		\$12.00	\$47,052.00
Depth of AC	6		\$3.25		Depth of AC	6		\$3.25	
Depth of AB	14	16673 sf	\$1.75	\$83,365.00	Depth of AB	14	50400 sf	\$1.75	\$252,000.00
Striping	3338 lf		\$1.25	\$4,172.50	Striping	3735 lf		\$1.25	\$4,668.75
Med Landscape (Temporary)	25740 sf		\$3.00	\$77,220.00	Frontage Landscape	18848 sf		\$6.00	\$113,088.00
Med Landscape	16761 sf		\$6.00	\$100,566.00	Clear & Grub	95205 sf		\$0.10	\$9,520.50
Clear & Grub	59175 sf		\$0.10	\$5,917.50	Curb (Type 2)	2194 lf		\$20.00	\$43,880.00
Curb (Type 2)	204 lf		\$20.00	\$4,080.00	Sidewalk	15263 sf		\$6.00	\$91,578.00
AC Dike (Type A)	2438 lf		\$3.00	\$7,314.00	Storm Drain Sys.	1350 lf		\$12.00	\$16,200.00
Sidewalk	1224 sf		\$6.00	\$7,344.00	SWPPP	1350 lf		\$9.00	\$12,150.00
Median PCC (Ped Island)	1595 sf		\$15.00	\$23,925.00	Street Lights	1350 lf		\$50.00	\$67,500.00
Curb (Type 3)	265 lf		\$14.00	\$3,710.00					
Storm Drain Sys.	1350 lf		\$100.00	\$135,000.00	Subtotal				\$657,637.25
SWPPP	1350 lf		\$9.00	\$12,150.00					
Signal Interconnect	1350 lf		\$12.00	\$16,200.00					
Traffic Signal	3 leg		\$55,000.00	\$165,000.00					
Subtotal				\$659,140.00					
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
Total \$659,140.00					Total \$657,637.25				

4x4 TEE PHASE 2 - Inside lanes added to 2x2 Tee intersection to create 4x4 Tee per unit price below.				
Fee				
	Quantity	Unit	\$/unit	\$
Excavation	1590 cy		\$12.00	\$19,080.00
Depth of AC	6		\$3.25	
Depth of AB	14	25740 sf	\$1.75	\$128,700.00
Striping	5194 lf		\$1.25	\$6,492.50
Clear & Grub	25740 sf		\$0.10	\$2,574.00
Curb (Type 3)	2438 lf		\$14.00	\$34,132.00
SWPPP	1350 lf		\$18.00	\$24,300.00
Traffic Signal Modification	3 leg		\$12,000.00	\$36,000.00
Subtotal				\$251,278.50
				20%
Assumes 2x2 Tee is constructed prior to 4x4 Tee				
Contingency included to cover stage construction costs				
Total \$301,534.20				

4x6 LANE ULTIMATE INTERSECTION									
4x6 4x6 Ultimate (No Phasing) constructed per unit price below.					4x6 4x6 Ultimate (No Phasing) constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	5244 cy		\$12.00	\$62,928.00	Excavation	5126 cy		\$12.00	\$61,512.00
Depth of AC	6.5		\$3.25		Depth of AC	6.5		\$3.25	
Depth of AB	16	73602 sf	\$1.75	\$368,010.00	Depth of AB	16	58926 sf	\$1.75	\$294,630.00
Striping	8532 lf		\$1.25	\$10,665.00	Striping	6072 lf		\$1.25	\$7,590.00
Med Landscape	20972 sf		\$6.00	\$125,832.00	Frontage Landscape	25176 sf		\$6.00	\$151,056.00
Clear & Grub	94584 sf		\$0.10	\$9,458.40	Clear & Grub	115764 sf		\$0.10	\$11,576.40
Curb (Type 2)	404 lf		\$20.00	\$8,080.00	Curb (Type 2)	2788 lf		\$20.00	\$55,760.00
Sidewalk	2360 sf		\$6.00	\$14,160.00	Sidewalk	19544 sf		\$6.00	\$117,264.00
Curb (Type 3)	3080 lf		\$14.00	\$43,120.00	Storm Drain Sys.	1800 lf		\$12.00	\$21,600.00
Storm Drain Sys.	1800 lf		\$100.00	\$180,000.00	SWPPP	1800 lf		\$9.00	\$16,200.00
SWPPP	1800 lf		\$9.00	\$16,200.00	Street Lights	1800 lf		\$50.00	\$90,000.00
Signal Interconnect	1800 lf		\$12.00	\$21,600.00					
Traffic Signal	4 leg		\$55,000.00	\$220,000.00	Subtotal				\$827,188.40
Subtotal				\$1,080,053.40					
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
Total \$1,080,053.40					Total \$827,188.40				

FEE or CITY PORTION					DEVELOPER PORTION				
4x6 LANE ULTIMATE INTERSECTION - 2x4 LANE PHASE 1									
2x4 PHASE 1 - 4x6 Ultimate; 2x4 Outside Lanes + median actually constructed per unit price below.					2x4 PHASE 1 - 4x6 Ultimate; 2x4 Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	2790	cy	\$12.00	\$33,480.00	Excavation	5126	cy	\$12.00	\$61,512.00
Depth of AC	6.5		\$3.25		Depth of AC	6.5		\$3.25	
Depth of AB	16	38268 sf	\$1.75	\$191,340.00	Depth of AB	16	58926 sf	\$1.75	\$294,630.00
Striping	4744	lf	\$1.25	\$5,930.00	Striping	6072	lf	\$1.25	\$7,590.00
Med Landscape (Temporary)	35334	sf	\$3.00	\$106,002.00	Frontage Landscape	25176	sf	\$6.00	\$151,056.00
Med Landscape	20972	sf	\$6.00	\$125,832.00	Clear & Grub	115764	sf	\$0.10	\$11,576.40
Clear & Grub	94584	sf	\$0.10	\$9,458.40	Curb (Type 2)	2788	lf	\$20.00	\$55,760.00
Curb (Type 2)	404	lf	\$20.00	\$8,080.00	Sidewalk	19544	sf	\$6.00	\$117,264.00
AC Dike (Type A)	3080	lf	\$3.00	\$9,240.00	Storm Drain Sys.	1800	lf	\$12.00	\$21,600.00
Sidewalk	2360	sf	\$6.00	\$14,160.00	SWPPP	1800	lf	\$9.00	\$16,200.00
Storm Drain Sys.	1800	lf	\$100.00	\$180,000.00	Street Lights	1800	lf	\$50.00	\$90,000.00
SWPPP	1800	lf	\$9.00	\$16,200.00					
Signal Interconnect	1800	lf	\$12.00	\$21,600.00					
Traffic Signal	4 leg		\$55,000.00	\$220,000.00					
					Subtotal				\$827,188.40
				\$941,322.40					
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
				Total					Total
				\$941,322.40					\$827,188.40
4x6 LANE ULTIMATE INTERSECTION - 2x6 LANE PHASE 1									
2x6 PHASE 1A - 4x6 Ultimate; 2x6 Outside Lanes + median actually constructed per unit price below.					2x6 PHASE 1A - 4x6 Ultimate; 2x6 Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	4085	cy	\$12.00	\$49,020.00	Excavation	5126	cy	\$12.00	\$61,512.00
Depth of AC	6.5		\$3.25		Depth of AC	6.5		\$3.25	
Depth of AB	16	58810 sf	\$1.75	\$294,050.00	Depth of AB	16	58926 sf	\$1.75	\$294,630.00
Striping	6956	lf	\$1.25	\$8,695.00	Striping	6072	lf	\$1.25	\$7,590.00
Med Landscape (Temporary)	11174	sf	\$3.00	\$33,522.00	Frontage Landscape	25176	sf	\$6.00	\$151,056.00
Med Landscape	20972	sf	\$6.00	\$125,832.00	Clear & Grub	115764	sf	\$0.10	\$11,576.40
Clear & Grub	94584	sf	\$0.10	\$9,458.40	Curb (Type 2)	2788	lf	\$20.00	\$55,760.00
Curb (Type 2)	404	lf	\$20.00	\$8,080.00	Sidewalk	19544	sf	\$6.00	\$117,264.00
AC Dike (Type A)	1540	lf	\$3.00	\$4,620.00	Storm Drain Sys.	1800	lf	\$12.00	\$21,600.00
Curb (Type 3)	1540	lf	\$14.00	\$21,560.00	SWPPP	1800	lf	\$9.00	\$16,200.00
Sidewalk	2360	sf	\$6.00	\$14,160.00	Street Lights	1800	lf	\$50.00	\$90,000.00
Storm Drain Sys.	1800	lf	\$100.00	\$180,000.00					
SWPPP	1800	lf	\$9.00	\$16,200.00					
Signal Interconnect	1800	lf	\$12.00	\$21,600.00					
Traffic Signal	4 leg		\$55,000.00	\$220,000.00					
				\$1,006,797.40					\$827,188.40
				20%					
				Total					Total
				\$1,006,797.40					\$827,188.40
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
4x6 LANE ULTIMATE INTERSECTION - 2x6 LANE PHASE 1									
2x6 PHASE 2A - Inside lanes added to 2x6 intersection to create 4x6 per unit price below.					2x6 PHASE 2A - Inside lanes added to 2x6 intersection to create 4x6 per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	1192	cy	\$12.00	\$14,304.00	Excavation	5126	cy	\$12.00	\$61,512.00
Depth of AC	6.5		\$3.25		Depth of AC	6.5		\$3.25	
Depth of AB	16	17160 sf	\$1.75	\$85,800.00	Depth of AB	16	58926 sf	\$1.75	\$294,630.00
Striping	3376	lf	\$1.25	\$4,220.00	Striping	6072	lf	\$1.25	\$7,590.00
Clear & Grub	17160	sf	\$0.10	\$1,716.00	Frontage Landscape	25176	sf	\$6.00	\$151,056.00
Curb (Type 3)	1540	lf	\$14.00	\$21,560.00	Clear & Grub	115764	sf	\$0.10	\$11,576.40
SWPPP	900	lf	\$18.00	\$16,200.00	Curb (Type 2)	2788	lf	\$20.00	\$55,760.00
Traffic Signal Modification	2 leg		\$12,000.00	\$24,000.00	Sidewalk	19544	sf	\$6.00	\$117,264.00
				\$167,800.00	Storm Drain Sys.	1800	lf	\$12.00	\$21,600.00
				20%	SWPPP	1800	lf	\$9.00	\$16,200.00
				Total	Street Lights	1800	lf	\$50.00	\$90,000.00
				\$201,360.00					
Assumes 2x6 is constructed prior to 4x6					Assumes 2x6 is constructed prior to 4x6				
Contingency included to cover stage construction costs					Contingency included to cover stage construction costs				
				Total					Total
				\$201,360.00					\$827,188.40

FEE or CITY PORTION					DEVELOPER PORTION					
4x6 LANE ULTIMATE INTERSECTION - 4x4 LANE PHASE 1										
4x4 PHASE 1B - 4x6 Ultimate; 4x4 Outside Lanes + median actually constructed per unit price below.					4x4 PHASE 1B - 4x6 Ultimate; 4x4 Outside Lanes + median actually constructed per unit price below.					
Fee					Developer					
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$	
Excavation	4058	cy	\$12.00	\$48,696.00	Excavation	5126	cy	\$12.00	\$61,512.00	
Depth of AC	6.5		\$3.25	\$292,175.00	Depth of AC	6.5		\$3.25	\$294,630.00	
Depth of AB	16	58435 sf	\$1.75		Depth of AB	16	58926 sf	\$1.75		
Striping	33622.5	lf	\$1.25	\$42,028.13	Striping	6072	lf	\$1.25	\$7,590.00	
Med Landscape (Temporary)	8870	sf	\$3.00	\$26,610.00	Frontage Landscape	25176	sf	\$6.00	\$151,056.00	
Med Landscape	20972	sf	\$6.00	\$125,832.00	Clear & Grub	115764	sf	\$0.10	\$11,576.40	
Clear & Grub	94584	sf	\$0.10	\$9,458.40	Curb (Type 2)	2788	lf	\$20.00	\$55,760.00	
Curb (Type 2)	404	lf	\$20.00	\$8,080.00	Sidewalk	19544	sf	\$6.00	\$117,264.00	
AC Dike (Type A)	1540	lf	\$3.00	\$4,620.00	Storm Drain Sys.	1800	lf	\$12.00	\$21,600.00	
Curb (Type 3)	1540	lf	\$14.00	\$21,560.00	SWPPP	1800	lf	\$9.00	\$16,200.00	
Sidewalk	2360	sf	\$6.00	\$14,160.00	Street Lights	1800	lf	\$50.00	\$90,000.00	
Storm Drain Sys.	1800	lf	\$100.00	\$180,000.00						
SWPPP	1800	lf	\$9.00	\$16,200.00						
Signal Interconnect	1800	lf	\$12.00	\$21,600.00						
Traffic Signal	4 leg		\$55,000.00	\$220,000.00						
					Subtotal				\$827,188.40	
				\$1,031,019.53						
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer					
				Total	Total				\$827,188.40	
Total					Total					
\$1,031,019.53					\$827,188.40					
4x6 PHASE 2B - Inside lanes added to 4x4 intersection to create 4x6 per unit price below.										
Fee										
	Quantity	Unit	\$/unit	\$						
Excavation	1218	cy	\$12.00	\$14,616.00						
Depth of AC	6.5		\$3.25							
Depth of AB	16	17535	sf	\$1.75	\$87,675.00					
Striping	4353	lf	\$1.25	\$5,441.25						
Clear & Grub	17535	sf	\$0.10	\$1,753.50						
Curb (Type 3)	1540	lf	\$14.00	\$21,560.00						
SWPPP	900	lf	\$18.00	\$16,200.00						
Traffic Signal Modification	2 leg		\$12,000.00	\$24,000.00						
				\$171,245.75						
				20%						
Assumes 4x4 is constructed prior to 4x6					Assumes 4x4 is constructed prior to 4x6					
Contingency included to cover stage construction costs					Contingency included to cover stage construction costs					
				Total	Total					
				\$205,494.90	\$205,494.90					

4x6 LANE TEE ULTIMATE INTERSECTION										
4x6 TEE 4x6 Tee Ultimate (No Phasing) constructed per unit price below.					4x6 TEE 4x6 Tee Ultimate (No Phasing) constructed per unit price below.					
Fee					Developer					
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$	
Excavation	4322	cy	\$12.00	\$51,864.00	Excavation	3927	cy	\$12.00	\$47,124.00	
Depth of AC	6.5		\$3.25	\$304,030.00	Depth of AC	6.5		\$3.25	\$225,990.00	
Depth of AB	16	60806	sf	\$1.75		Depth of AB	16	45198	sf	\$1.75
Striping	6822	lf	\$1.25	\$8,527.50	Striping	4532	lf	\$1.25	\$5,665.00	
Med Landscape	26632	sf	\$6.00	\$159,792.00	Frontage Landscape	18942	sf	\$6.00	\$113,652.00	
Clear & Grub	75673	sf	\$0.10	\$7,567.30	Clear & Grub	86861	sf	\$0.10	\$8,686.10	
Curb (Type 2)	300	lf	\$20.00	\$6,000.00	Curb (Type 2)	2162	lf	\$20.00	\$43,240.00	
Sidewalk	1748	sf	\$6.00	\$10,488.00	Sidewalk	14795	sf	\$6.00	\$88,770.00	
Curb (Type 3)	2321	lf	\$14.00	\$32,494.00	Storm Drain Sys.	1350	lf	\$12.00	\$16,200.00	
Storm Drain Sys.	1350	lf	\$100.00	\$135,000.00	SWPPP	1350	lf	\$9.00	\$12,150.00	
SWPPP	1350	lf	\$9.00	\$12,150.00	Street Lights	1350	lf	\$50.00	\$67,500.00	
Signal Interconnect	1350	lf	\$12.00	\$16,200.00						
Traffic Signal	3 leg		\$55,000.00	\$165,000.00						
				\$909,112.80	Subtotal				\$628,977.10	
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer					
				Total	Total				\$628,977.10	
				\$909,112.80						

4x6 LANE TEE ULTIMATE INTERSECTION - 2x4 LANE TEE PHASE 1										
2x4 TEE PHASE 1 - 4x6 Tee Ultimate; 2x4 Tee Outside Lanes + median actually constructed per unit price below.					2x4 TEE PHASE 1 - 4x6 Tee Ultimate; 2x4 Tee Outside Lanes + median actually constructed per unit price below.					
Fee					Developer					
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$	
Excavation	2472	cy	\$12.00	\$29,664.00	Excavation	3927	cy	\$12.00	\$47,124.00	
Depth of AC	6.5		\$3.25	\$170,870.00	Depth of AC	6.5		\$3.25	\$225,990.00	
Depth of AB	16	34174	sf	\$1.75		Depth of AB	16	45198	sf	\$1.75
Striping	3771	lf	\$1.25	\$4,713.75	Striping	4532	lf	\$1.25	\$5,665.00	
Med Landscape (Temporary)	26632	sf	\$3.00	\$79,896.00	Frontage Landscape	18942	sf	\$6.00	\$113,652.00	
Med Landscape	15816	sf	\$6.00	\$94,896.00	Clear & Grub	86861	sf	\$0.10	\$8,686.10	
Clear & Grub	75673	sf	\$0.10	\$7,567.30	Curb (Type 2)	2162	lf	\$20.00	\$43,240.00	
Curb (Type 2)	300	lf	\$20.00	\$6,000.00	Sidewalk	14795	sf	\$6.00	\$88,770.00	
AC Dike (Type A)	2321	lf	\$3.00	\$6,963.00	Storm Drain Sys.	1350	lf	\$12.00	\$16,200.00	
Sidewalk	1748	sf	\$6.00	\$10,488.00	SWPPP	1350	lf	\$9.00	\$12,150.00	
Storm Drain Sys.	1350	lf	\$100.00	\$135,000.00	Street Lights	1350	lf	\$50.00	\$67,500.00	
SWPPP	1350	lf	\$9.00	\$12,150.00						
Signal Interconnect	1350	lf	\$12.00	\$16,200.00						
Traffic Signal	3 leg		\$55,000.00	\$165,000.00						
				\$739,408.05	Subtotal				\$628,977.10	
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer					
				Total	Total				\$628,977.10	
				\$739,408.05						

4x6 TEE PHASE 2 - Inside lanes added to 2x4 Tee intersection to create 4x6 Tee per unit price below.										
Fee										
	Quantity	Unit	\$/unit	\$						
Excavation	1850	cy	\$12.00	\$22,200.00						
Depth of AC	6.5		\$3.25							
Depth of AB	16	26632	sf	\$1.75	\$133,160.00					
Striping	6822	lf	\$1.25	\$8,527.50						
Clear & Grub	26632	sf	\$0.10	\$2,663.20						
Curb (Type 3)	2321	lf	\$14.00	\$32,494.00						
SWPPP	1350	lf	\$18.00	\$24,300.00						
Traffic Signal Modification	3 leg		\$12,000.00	\$36,000.00						
				\$259,344.70						
				20%						
Assumes 2x4 is constructed prior to 4x6					Assumes 2x4 is constructed prior to 4x6					
Contingency included to cover stage construction costs					Contingency included to cover stage construction costs					
				Total	Total					
				\$311,213.64	\$311,213.64					

FEE or CITY PORTION					DEVELOPER PORTION					
6x6 LANE ULTIMATE INTERSECTION										
6x6 6x6 Ultimate (No Phasing) constructed per unit price below.										
Fee					Quantity	Unit	\$/unit	\$		
Excavation					6625	cy	\$12.00	\$79,500.00		
Depth of AC	6.5						\$3.50	\$23,250.00		
Depth of AB	16				95390	sf	\$2.00	\$191,780.00		
Striping					8705	lf	\$1.25	\$10,881.25		
Med Landscape					17740	sf	\$6.00	\$106,440.00		
Clear & Grub					113125	sf	\$0.10	\$11,312.50		
Curb (Type 2)					416	lf	\$20.00	\$8,320.00		
Curb (Type 3)					3052	lf	\$14.00	\$42,728.00		
Sidewalk					2348	sf	\$6.00	\$14,088.00		
Storm Drain Sys.					1800	lf	\$100.00	\$180,000.00		
SWPPP					1800	lf	\$9.00	\$16,200.00		
Signal Interconnect					1800	lf	\$12.00	\$21,600.00		
Traffic Signal					4	leg	\$55,000.00	\$220,000.00		
Subtotal								\$1,235,714.75		
Assumes Fee is constructed together with Developer					Total					\$1,235,714.75

6x6 LANE ULTIMATE INTERSECTION - 4x4 LANE PHASE 1										
4x4 PHASE 1 - 6x6 Ultimate; 4x4 Outside Lanes + median actually constructed per unit price below.										
Fee					Quantity	Unit	\$/unit	\$		
Excavation					4190	cy	\$12.00	\$50,280.00		
Depth of AC	6.5						\$3.50	\$22,750.00		
Depth of AB	16				60320	sf	\$2.00	\$120,640.00		
Striping					6870	lf	\$1.25	\$8,587.50		
Med Landscape (Temporary)					35070	sf	\$3.00	\$105,210.00		
Med Landscape					17740	sf	\$6.00	\$106,440.00		
Clear & Grub					113125	sf	\$0.10	\$11,312.50		
Curb (Type 2)					416	lf	\$20.00	\$8,320.00		
AC Dike (Type A)					3052	lf	\$3.00	\$9,156.00		
Sidewalk					2348	sf	\$6.00	\$14,088.00		
Storm Drain Sys.					1800	lf	\$100.00	\$180,000.00		
SWPPP					1800	lf	\$9.00	\$16,200.00		
Signal Interconnect					1800	lf	\$12.00	\$21,600.00		
Traffic Signal					4	leg	\$55,000.00	\$220,000.00		
Subtotal								\$1,082,954.00		
Assumes Fee is constructed together with Developer					Total					\$1,082,954.00

6x6 LANE ULTIMATE INTERSECTION - 4x6 LANE PHASE 1										
6x6 PHASE 2 - Inside lanes added to 4x4 intersection to create 6x6 per unit price below.										
Fee					Quantity	Unit	\$/unit	\$		
Excavation					2435	cy	\$12.00	\$29,220.00		
Depth of AC	6.5						\$3.50	\$22,750.00		
Depth of AB	16				35070	sf	\$2.00	\$70,140.00		
Striping					8705	lf	\$1.25	\$10,881.25		
Clear & Grub					35070	sf	\$0.10	\$3,507.00		
Curb (Type 3)					3052	lf	\$14.00	\$42,728.00		
SWPPP					1800	lf	\$18.00	\$32,400.00		
Traffic Signal Modification					4	leg	\$12,000.00	\$48,000.00		
Subtotal								\$359,621.25		
Assumes 4x4 is constructed prior to 6x6					Total					\$431,545.50
Contingency included to cover stage construction costs										

6x6 LANE ULTIMATE INTERSECTION - 4x6 LANE PHASE 1										
4x6 PHASE 1 - 6x6 Ultimate; 4x6 Outside Lanes + median actually constructed per unit price below.										
Developer					Quantity	Unit	\$/unit	\$		
Excavation					5204	cy	\$12.00	\$62,448.00		
Depth of AC	6.5						\$3.50	\$22,750.00		
Depth of AB	16				58332	sf	\$2.00	\$116,664.00		
Striping					6050	lf	\$1.25	\$7,562.50		
Frontage Landscape					24825	sf	\$6.00	\$148,950.00		
Clear & Grub					114200	sf	\$0.10	\$11,420.00		
Curb (Type 2)					2745	lf	\$20.00	\$54,900.00		
Sidewalk					19248	sf	\$6.00	\$115,488.00		
Storm Drain Sys.					1800	lf	\$12.00	\$21,600.00		
SWPPP					1800	lf	\$9.00	\$16,200.00		
Street Lights					1800	lf	\$50.00	\$90,000.00		
Subtotal								\$849,394.50		
Assumes Fee is constructed together with Developer					Total					\$849,394.50

6x6 LANE ULTIMATE INTERSECTION - 4x6 LANE PHASE 1										
6x6 PHASE 2 - Inside lanes added to 4x6 intersection to create 6x6 per unit price below.										
Fee					Quantity	Unit	\$/unit	\$		
Excavation					1218	cy	\$12.00	\$14,616.00		
Depth of AC	6.5						\$3.50	\$22,750.00		
Depth of AB	16				17535	sf	\$2.00	\$35,070.00		
Striping					4353	lf	\$1.25	\$5,441.25		
Clear & Grub					17535	sf	\$0.10	\$1,753.50		
Curb (Type 3)					1526	lf	\$14.00	\$21,364.00		
SWPPP					900	lf	\$18.00	\$16,200.00		
Traffic Signal Modification					2	leg	\$12,000.00	\$24,000.00		
Subtotal								\$179,817.25		
Assumes 4x6 is constructed prior to 6x6					Total					\$215,780.70
Contingency included to cover stage construction costs										

6x6 LANE ULTIMATE INTERSECTION - 4x2 LANE PHASE 1

4x2

PHASE 1 - 6x6 Ultimate; 4x2 Outside Lanes + median actually constructed per unit price below.

Fee

	Quantity	Unit	\$/unit	\$
Excavation	2856	cy	\$12.00	\$34,272.00
Depth of AC	6.5		\$3.50	
Depth of AB	16	39211	\$2.00	\$215,660.50
Striping	4744	lf	\$1.25	\$5,930.00
Med Landscape (Temporary)	35334	sf	\$3.00	\$106,002.00
Med Landscape	20972	sf	\$6.00	\$125,832.00
Clear & Grub	94584	sf	\$0.10	\$9,458.40
Curb (Type 2)	404	lf	\$20.00	\$8,080.00
AC Dike (Type A)	3080	lf	\$3.00	\$9,240.00
Sidewalk	2360	sf	\$6.00	\$14,160.00
Storm Drain Sys.	1800	lf	\$100.00	\$180,000.00
SWPPP	1800	lf	\$9.00	\$16,200.00
Signal Interconnect	1800	lf	\$12.00	\$21,600.00
Traffic Signal	4	leg	\$55,000.00	\$220,000.00
Subtotal				\$966,434.90

Assumes Fee is constructed together with Developer

Total\$966,434.90

6x6

PHASE 2 - Inside lanes added to 4x2 intersection to create 6x6 per unit price below.

Fee

	Quantity	Unit	\$/unit	\$
Excavation	2454	cy	\$12.00	\$29,448.00
Depth of AC	6.5		\$3.50	
Depth of AB	16	35334	\$2.00	\$194,337.00
Striping	8526	lf	\$1.25	\$10,657.50
Clear & Grub	35334	sf	\$0.10	\$3,533.40
Curb (Type 3)	3052	lf	\$14.00	\$42,728.00
SWPPP	1800	lf	\$18.00	\$32,400.00
Traffic Signal Modification	4	leg	\$12,000.00	\$48,000.00
Subtotal				\$361,103.90

Assumes 4x2 is constructed prior to 6x6

Contingency included to cover stage construction costs

Total\$433,324.68

6x6 LANE ULTIMATE INTERSECTION - 6x2 LANE PHASE 1

6x2

PHASE 1C - 6x6 Ultimate; 6x2 Outside Lanes + median actually constructed per unit price below.

Fee

	Quantity	Unit	\$/unit	\$
Excavation	4012	cy	\$12.00	\$48,144.00
Depth of AC	6.5		\$3.50	
Depth of AB	16	57769	\$2.00	\$317,729.50
Striping	6299	lf	\$7.873.75	
Med Landscape (Temporary)	17404	sf	\$3.00	\$52,212.00
Med Landscape	20972	sf	\$6.00	\$125,832.00
Clear & Grub	94584	sf	\$0.10	\$9,458.40
Curb (Type 2)	404	lf	\$20.00	\$8,080.00
AC Dike (Type A)	1518	lf	\$3.00	\$4,554.00
Sidewalk	2360	sf	\$6.00	\$14,160.00
Storm Drain Sys.	1800	lf	\$100.00	\$180,000.00
SWPPP	1800	lf	\$9.00	\$16,200.00
Signal Interconnect	1800	lf	\$12.00	\$21,600.00
Traffic Signal	4	leg	\$55,000.00	\$220,000.00
Subtotal				\$1,025,843.65

Assumes Fee is constructed together with Developer

Total\$1,025,843.65

6x6 LANE ULTIMATE INTERSECTION - 6x2 LANE PHASE 1

6x2

PHASE 1C - 6x6 Ultimate; 6x2 Outside Lanes + median actually constructed per unit price below.

Developer

	Quantity	Unit	\$/unit	\$
Excavation	5204	cy	\$12.00	\$62,448.00
Depth of AC	6.5		\$3.50	
Depth of AB	16	58332	\$2.00	\$320,826.00
Striping	6050	lf	\$1.25	\$7,562.50
Frontage Landscape	24825	sf	\$6.00	\$148,950.00
Clear & Grub	114200	sf	\$0.10	\$11,420.00
Curb (Type 2)	2745	lf	\$20.00	\$54,900.00
Sidewalk	19248	sf	\$6.00	\$115,488.00
Storm Drain Sys.	1800	lf	\$12.00	\$21,600.00
SWPPP	1800	lf	\$9.00	\$16,200.00
Street Lights	1800	lf	\$50.00	\$90,000.00
Subtotal				\$849,394.50

Assumes Fee is constructed together with Developer

Total\$849,394.50

6x6 LANE TEE ULTIMATE INTERSECTION

6x6 TEE

6x6 Tee Ultimate (No Phasing) constructed per unit price below.

Fee

	Quantity	Unit	\$/unit	\$
Excavation	4969	cy	\$12.00	\$59,628.00
Depth of AC	6.5		\$3.50	
Depth of AB	16	71543	\$2.00	\$393,486.50
Striping	6529	lf	\$1.25	\$8,161.25
Med Landscape	13305	sf	\$6.00	\$79,830.00
Clear & Grub	84844	sf	\$0.10	\$8,484.40
Curb (Type 2)	512	lf	\$20.00	\$10,240.00
Curb (Type 3)	2289	lf	\$14.00	\$32,046.00
Sidewalk	1761	sf	\$6.00	\$10,566.00
Storm Drain Sys.	1350	lf	\$100.00	\$135,000.00
SWPPP	1350	lf	\$9.00	\$12,150.00
Signal Interconnect	1350	lf	\$12.00	\$16,200.00
Traffic Signal	3	leg	\$55,000.00	\$165,000.00
Subtotal				\$926,792.15

Assumes Fee is constructed together with Developer

Total\$926,792.15

6x6 LANE TEE ULTIMATE INTERSECTION

6x6 TEE

6x6 Tee Ultimate (No Phasing) constructed per unit price below.

Developer

	Quantity	Unit	\$/unit	\$
Excavation	3927	cy	\$12.00	\$47,124.00
Depth of AC	6.5		\$3.50	
Depth of AB	16	45198	\$2.00	\$248,589.00
Striping	4532	lf	\$1.25	\$5,665.00
Frontage Landscape	18942	sf	\$6.00	\$113,652.00
Clear & Grub	86861	sf	\$0.10	\$8,686.10
Curb (Type 2)	2162	lf	\$20.00	\$43,240.00
Sidewalk	14795	sf	\$6.00	\$88,770.00
Storm Drain Sys.	1350	lf	\$12.00	\$16,200.00
SWPPP	1350	lf	\$9.00	\$12,150.00
Street Lights	1350	lf	\$50.00	\$67,500.00
Subtotal				\$651,576.10

Assumes Fee is constructed together with Developer

Total\$651,576.10

FEE or CITY PORTION					DEVELOPER PORTION				
6x2 LANE TEE ULTIMATE INTERSECTION									
6x2 TEE 6x2 Tee Ultimate (No Phasing) constructed per unit price below.					6x2 TEE 6x2 Tee Ultimate (No Phasing) constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	3313 cy		\$12.00	\$39,756.00	Excavation	3927 cy		\$12.00	\$47,124.00
Depth of AC	6.5		\$3.50		Depth of AC	6.5		\$3.50	
Depth of AB	16	47695 sf	\$2.00	\$262,322.50	Depth of AB	16	45198 sf	\$2.00	\$248,589.00
Striping	4353 lf		\$1.25	\$5,441.25	Striping	4532 lf		\$1.25	\$5,665.00
Med Landscape	8870 sf		\$6.00	\$53,220.00	Frontage Landscape	18942 sf		\$6.00	\$113,652.00
Clear & Grub	56563 sf		\$0.10	\$5,656.30	Clear & Grub	86861 sf		\$0.10	\$8,686.10
Curb (Type 2)	208 lf		\$20.00	\$4,160.00	Curb (Type 2)	2162 lf		\$20.00	\$43,240.00
Curb (Type 3)	1526 lf		\$14.00	\$21,364.00	Sidewalk	14795 sf		\$6.00	\$88,770.00
Sidewalk	1761 sf		\$6.00	\$10,566.00	Storm Drain Sys.	1350 lf		\$45.34	\$61,209.00
Storm Drain Sys.	900 lf		\$100.00	\$90,000.00	SWPPP	1350 lf		\$12.00	\$16,200.00
SWPPP	900 lf		\$9.00	\$8,100.00	Street Lights	1350 lf		\$50.00	\$67,500.00
Signal Interconnect	900 lf		\$12.00	\$10,800.00					
Traffic Signal	3 leg		\$55,000.00	\$165,000.00					
					Subtotal				\$700,635.10
Subtotal				\$676,386.05	Assumes Fee is constructed together with Developer				
Assumes Fee is constructed together with Developer				Total	Total				\$700,635.10
				\$676,386.05					
6x6 LANE TEE ULTIMATE INTERSECTION - 6x2 LANE TEE PHASE 1									
6x2 TEE PHASE 1 - 6x6 Tee Ultimate; 6x2 Tee Outside Lanes + median actually constructed per unit price below.					6x2 TEE PHASE 1 - 6x6 Tee Ultimate; 6x2 Tee Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	3825 cy		\$12.00	\$45,900.00	Excavation	3927 cy		\$12.00	\$47,124.00
Depth of AC	6.5		\$3.50		Depth of AC	6.5		\$3.50	
Depth of AB	16	55070 sf	\$2.00	\$302,885.00	Depth of AB	16	45198 sf	\$2.00	\$248,589.00
Striping	5432 lf		\$1.25	\$6,790.00	Striping	4532 lf		\$1.25	\$5,665.00
Med Landscape (Temporary)	15676 sf		\$3.00	\$47,028.00	Frontage Landscape	18942 sf		\$6.00	\$113,652.00
Med Landscape	13305 sf		\$6.00	\$79,830.00	Clear & Grub	86861 sf		\$0.10	\$8,686.10
Clear & Grub	84844 sf		\$0.10	\$8,484.40	Curb (Type 2)	2162 lf		\$20.00	\$43,240.00
Curb (Type 2)	312 lf		\$20.00	\$6,240.00	Sidewalk	14795 sf		\$6.00	\$88,770.00
Curb (Type 3)	1516 lf		\$14.00	\$21,224.00	Storm Drain Sys.	1350 lf		\$12.00	\$16,200.00
AC Dike (Type A)	758 lf		\$3.00	\$2,274.00	SWPPP	1350 lf		\$9.00	\$12,150.00
Sidewalk	1761 sf		\$6.00	\$10,566.00	Street Lights	1350 lf		\$50.00	\$67,500.00
Storm Drain Sys.	1350 lf		\$100.00	\$135,000.00					
SWPPP	1350 lf		\$9.00	\$12,150.00					
Signal Interconnect	1350 lf		\$12.00	\$16,200.00					
Traffic Signal	3 leg		\$55,000.00	\$165,000.00					
					Subtotal				\$651,576.10
Subtotal				\$859,571.40	Assumes Fee is constructed together with Developer				
Assumes Fee is constructed together with Developer				Total	Total				\$651,576.10
				\$859,571.40					
6x6 TEE PHASE 2 - Inside lanes added to 6x2 Tee intersection to create 6x6 Tee per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Excavation	1089 cy		\$12.00	\$13,068.00					
Depth of AC	6.5		\$3.50						
Depth of AB	16	15676 sf	\$2.00	\$86,218.00					
Striping	2383 lf		\$1.25	\$2,978.75					
Clear & Grub	15676 sf		\$0.10	\$1,567.60					
Curb (Type 3)	758 lf		\$14.00	\$10,612.00					
SWPPP	450 lf		\$18.00	\$8,100.00					
Traffic Signal Modification	1 leg		\$12,000.00	\$12,000.00					
Subtotal				\$134,544.35					
				20%					
Assumes 6x2 Tee is constructed prior to 6x6 Tee				Total					
				\$161,453.22					
6x6 LANE TEE ULTIMATE INTERSECTION - 6x4 LANE TEE PHASE 1									
6x4 TEE PHASE 1 - 6x6 Tee Ultimate; 6x4 Tee Outside Lanes + median actually constructed per unit price below.					6x4 TEE PHASE 1 - 6x6 Tee Ultimate; 6x4 Tee Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	4360 cy		\$12.00	\$52,320.00	Excavation	3927 cy		\$12.00	\$47,124.00
Depth of AC	6.5		\$3.50		Depth of AC	6.5		\$3.50	
Depth of AB	16	62775 sf	\$2.00	\$345,262.50	Depth of AB	16	45198 sf	\$2.00	\$248,589.00
Striping	6070 lf		\$1.25	\$7,587.50	Striping	4532 lf		\$1.25	\$5,665.00
Med Landscape (Temporary)	8768 sf		\$3.00	\$26,304.00	Frontage Landscape	18942 sf		\$6.00	\$113,652.00
Med Landscape	13305 sf		\$6.00	\$79,830.00	Clear & Grub	86861 sf		\$0.10	\$8,686.10
Clear & Grub	84844 sf		\$0.10	\$8,484.40	Curb (Type 2)	2162 lf		\$20.00	\$43,240.00
Curb (Type 2)	312 lf		\$20.00	\$6,240.00	Sidewalk	14795 sf		\$6.00	\$88,770.00
Curb (Type 3)	1526 lf		\$14.00	\$21,364.00	Storm Drain Sys.	1350 lf		\$12.00	\$16,200.00
AC Dike (Type A)	758 lf		\$3.00	\$2,274.00	SWPPP	1350 lf		\$9.00	\$12,150.00
Sidewalk	1761 sf		\$6.00	\$10,566.00	Street Lights	1350 lf		\$50.00	\$67,500.00
Storm Drain Sys.	1350 lf		\$100.00	\$135,000.00					
SWPPP	1350 lf		\$9.00	\$12,150.00					
Signal Interconnect	1350 lf		\$12.00	\$16,200.00					
Traffic Signal	3 leg		\$55,000.00	\$165,000.00					
					Subtotal				\$651,576.10
Subtotal				\$888,582.40	Assumes Fee is constructed together with Developer				
Assumes Fee is constructed together with Developer				Total	Total				\$651,576.10
				\$888,582.40					
6x6 TEE PHASE 2 - Inside lanes added to 6x4 Tee intersection to create 6x6 Tee per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Excavation	609 cy		\$12.00	\$7,308.00					
Depth of AC	6.5		\$3.50						
Depth of AB	16	8768 sf	\$2.00	\$48,224.00					
Striping	2177 lf		\$1.25	\$2,721.25					
Clear & Grub	8768 sf		\$0.10	\$876.80					
Curb (Type 3)	758 lf		\$14.00	\$10,612.00					
SWPPP	450 lf		\$18.00	\$8,100.00					
Traffic Signal Modification	1 leg		\$12,000.00	\$12,000.00					
Subtotal				\$89,842.05					
				20%					
Assumes 6x2 Tee is constructed prior to 6x6 Tee				Total					
				\$107,810.46					

FEE or CITY PORTION					DEVELOPER PORTION				
6x4 LANE TEE ULTIMATE INTERSECTION - 6x2 LANE TEE PHASE 1									
6x2 TEE PHASE 1 - 6x4 Tee Ultimate; 6x2 Tee Outside Lanes + median actually constructed per unit price below.					6x2 TEE PHASE 1 - 6x4 Tee Ultimate; 6x2 Tee Outside Lanes + median actually constructed per unit price below.				
Fee					Developer				
	Quantity	Unit	\$/unit	\$		Quantity	Unit	\$/unit	\$
Excavation	3719 cy		\$12.00	\$44,628.00	Excavation	3927 cy		\$12.00	\$47,124.00
Depth of AC	6.5		\$3.50		Depth of AC	6.5		\$3.50	
Depth of AB	16	53547 sf	\$2.00	\$294,508.50	Depth of AB	16	45198 sf	\$2.00	\$248,589.00
Striping	5326 lf		\$1.25	\$6,657.50	Striping	4532 lf		\$1.25	\$5,665.00
Med Landscape (Temporary)	15921 sf		\$3.00	\$47,763.00	Frontage Landscape	18942 sf		\$6.00	\$113,652.00
Med Landscape	15814 sf		\$6.00	\$94,884.00	Clear & Grub	86861 sf		\$0.10	\$8,686.10
Clear & Grub	74821 sf		\$0.10	\$7,482.10	Curb (Type 2)	2162 lf		\$20.00	\$43,240.00
Curb (Type 2)	300 lf		\$20.00	\$6,000.00	Sidewalk	14795 sf		\$6.00	\$88,770.00
Curb (Type 3)	1494 lf		\$14.00	\$20,916.00	Storm Drain Sys.	1350 lf		\$12.00	\$16,200.00
AC Dike (Type A)	759 lf		\$3.00	\$2,277.00	SWPPP	1350 lf		\$9.00	\$12,150.00
Sidewalk	1748 sf		\$6.00	\$10,488.00	Street Lights	1350 lf		\$50.00	\$67,500.00
Storm Drain Sys.	1350 lf		\$100.00	\$135,000.00					
SWPPP	1350 lf		\$9.00	\$12,150.00					
Signal Interconnect	1350 lf		\$12.00	\$16,200.00					
Traffic Signal	3 leg		\$55,000.00	\$165,000.00					
	Subtotal			\$863,954.10		Subtotal			\$651,576.10
Assumes Fee is constructed together with Developer					Assumes Fee is constructed together with Developer				
			Total	\$863,954.10			Total		\$651,576.10
6x4 TEE PHASE 2 - Inside lanes added to 6x2 Tee intersection to create 6x4 Tee per unit price below.									
Fee									
	Quantity	Unit	\$/unit	\$					
Excavation	1106 cy		\$12.00	\$13,272.00					
Depth of AC	6.5		\$3.50						
Depth of AB	16	15921 sf	\$2.00	\$87,565.50					
Striping	1684 lf		\$1.25	\$2,105.00					
Clear & Grub	15921 sf		\$0.10	\$1,592.10					
Curb (Type 3)	759 lf		\$14.00	\$10,626.00					
SWPPP	450 lf		\$18.00	\$8,100.00					
Traffic Signal Modification	1 leg		\$12,000.00	\$12,000.00					
	Subtotal			\$135,260.60					
					20%				
Assumes 6x2 Tee is constructed prior to 6x4 Tee									
			Total	\$162,312.72					

CITY OF RANCHO CORDOVA

RESOLUTION NO. 138-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
APPROVING THE UPDATED CITYWIDE TRANSPORTATION DEVELOPMENT IMPACT FEE
PROGRAM AND NEXUS STUDY**

WHEREAS, the Citywide Transportation Development Impact Fee (TDIF) was originally approved by Council on November 7, 2005 and was permanently established through Ordinance No. 33-2005 which created Chapter 16.84 of the Rancho Cordova Municipal Code; and

WHEREAS, on January 22, 2013, Council approved an update to the TDIF Program and Nexus Study, and adopted an updated fee schedule through the adoption of Resolution No. 46-2013; and

WHEREAS, a consultant retained by the City has prepared an updated Transportation Capital Improvement Plan (CIP) Development Impact Fee Program and Nexus Study, DKS Associates, December 2013, which are incorporated herein by this reference; and

WHEREAS, the City Council desires to implement the updated Fee Schedule detailed in Exhibit A, effectively immediately; and

WHEREAS, the City may adopt the Fee Schedule effectively immediately, since the adoption of this Resolution will not result in the increase of fees or impose new fees other than the those in place prior to the approval of the Nexus Study and adoption of the new Fee Schedule; and

WHEREAS, on December 16, 2013, the Council held a properly noticed public hearing on the update to the TDIF Program including the Nexus Study.

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

Section 1. Recitals. The above recitals are true and correct.

Section 2. Findings. 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

ATTACHMENT 2

improvements, and are not imposed on projects that do not contribute to such need, as further set forth in the Nexus Study.

- 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.

Section 3. Approval of Fees and Nexus Study.

The updated Citywide Transportation Development Impact Fee Program and Nexus Study are hereby adopted. The fees set forth in The Transportation Development Impact Fee Schedule, attached hereto as **Exhibit A**, are hereby approved, effective immediately. The fees established by this Resolution will remain in effect until a new fee schedule is adopted as part of any future update to the TDIF 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:

Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

2207953.1

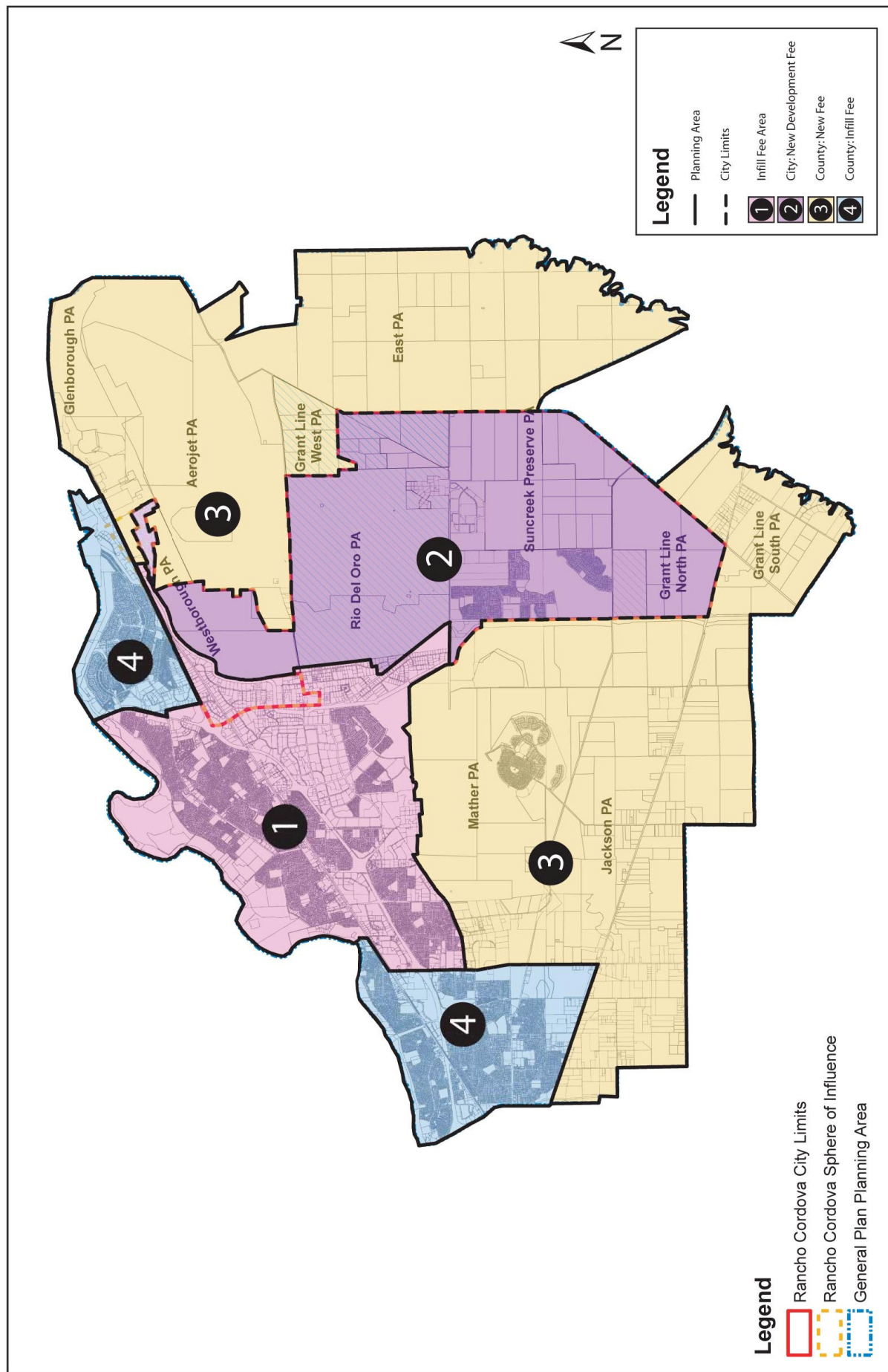
EXHIBIT A

TRANSPORTATION DEVELOPMENT IMPACT FEES		
Effective		
	Area 2 New Development	Area 1 Infill
Single Family Detached, greater than 1,200 SF	\$14,996 <i>per Unit</i>	\$9,077 <i>per Unit</i>
Single Family Detached, less than or equal to 1,200 SF	\$13,196 <i>per Unit</i>	\$6,060 <i>per Unit</i>
Single Family Attached	\$13,196 <i>per Unit</i>	\$6,060 <i>per Unit</i>
Multi-Family	\$10,497 <i>per Unit</i>	\$5,909 <i>per Unit</i>
Commercial	\$11.00 <i>per SF</i>	\$ 8.53 <i>per SF</i>
Office	\$ 8.45 <i>per SF</i>	\$ 8.26 <i>per SF</i>
Industrial/Manufacturing	\$ 4.30 <i>per SF</i>	\$ 4.30 <i>per SF</i>

[1] All fee rates shown are inclusive of administrative charges

[2] Updated fees are at current rates so next inflationary adjustment will be January 1, 2015

[3] 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.



MEMORANDUM



DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Jessica Hayes, Housing & Neighborhood Development Analyst
Reed Flory, Housing Services Administrator

SUBJECT: ADOPTION OF 2013-2021 HOUSING ELEMENT UPDATE

RECOMMENDATION

Approve Resolution No. 119–2013, thereby adopting the 2013-2021 Housing Element Update of the City's General Plan, and approving the associated Addendum to the General Plan's Final Environmental Impact Report.

RESULT OF RECOMMENDED ACTION

Adoption of the 2013-2021 Housing Element and the subsequent certification by the State will ensure that the City's General Plan remains consistent and enforceable. An approved and certified Housing Element is also a key factor in securing housing related grants and improves the City's position with regard to housing related lawsuits.

BACKGROUND

The Housing Element is one of seven required elements of the General Plan that each jurisdiction in the State of California is required to create, maintain, and update. The General Plan guides development and revitalization efforts in the City to ensure development is well planned and to make sure that new and renewed development meets the City's needs and standards. The Housing Element has a regular update schedule that each jurisdiction is required to follow to ensure that their General Plan remains consistent and is in compliance with State Law. The Housing Element is unique in that it is the only element that requires certification by the State of California, a process that is conducted by the Department of Housing and Community Development (HCD)

During the 2013 Housing Element update cycle, HCD announced the shift from a five year update cycle to an eight year update cycle. The new cycle will allow jurisdictions that meet certain deadlines and that had previously certified Housing Elements to update every eight years, while jurisdictions that fail to meet established deadlines or that did not have consistent or certified Housing Elements were moved to four year update cycles. The City of Rancho Cordova met the required deadlines during the update period and is therefore eligible for the eight year update cycle.

The City hosted one public workshop and presented at three publicly noticed City Council hearings during the update process. As a result of the guidance received during these sessions, staff was able to draft a streamlined and cohesive update that also meets the State's

legal requirements that the Housing Element be consistent with the rest of the elements in the General Plan. Specifically, the proposed changes included:

- Removed data tables where data is no longer available for update or that were not required by HCD for Housing Element Certification
- Re-examined RHNA acreage and presented findings in new more concise and usable format
- Consolidated multiple references to various housing programs, such as housing rehabilitation, multi-family development standards, and affordable housing plan development into more concise descriptions with specific performance indicators
- Reduced major goals from 7 to 5 by removing goals that had been completed and combining goals with like themes and outcomes, and reduced the number of policies and actions from 39 and 79 to 18 and 28
- Reduced and merged policies and actions to ensure that actions were actionable and measureable comprehensive programs and to eliminate duplicated programs

By consolidating programs and actions, removing data tables that are not required or that are problematic to consistently update, and by deleting repeated actions, policies, and data points staff has ensured that the updated Housing Element is internally consistent. Staff then cross referenced the Housing Element to the General Plan to ensure that the Element is consistent with the existing General Plan. Staff also reduced the number of tables and other documentation in the Housing Element that is found in other chapters of the General Plan or the Zoning Code. By including references but not duplicating tables, the updated Housing Element will remain consistent even if the General Plan or Zoning Code is amended. Staff also worked closely with the Planning Department to ensure that the updated Housing Element would be consistent with upcoming proposed projects.

On July 30, 2013, staff submitted the 2013-2021 draft Housing Element Update to HCD for review and conditional certification. After making minor edits at the request of HCD, the draft Housing Element was conditionally certified (See attachment 4). No substantial policy or program edits were made during the conditional certification process. HCD's letter of Conditional Certification was sent to the City on September 27, 2013. The City has February 28, 2014 to officially adopt the 2013-2021 Housing Element as part of the City's General Plan.

Concurrent with HCD's review period, the City completed an Addendum to the General Plan's Final Environmental Impact Report (FEIR). The addendum confirms that the 2013-2021 Housing Element update will not result in any new impacts or increase the severity of any previously identified impacts beyond those impacts already analyzed in the General Plan FEIR. The Addendum is in compliance with California Environmental Quality Act (CEQA) requirements pursuant to section 15164 of CEQA.

Staff presented the 2013-2021 Housing Element Update to City Council for adoption on November 4, 2013. The development team for the Rio del Oro development project presented staff with a number of concerns prior to the Council presentation that staff felt required additional attention. The item was continued to allow staff and Rio's development team time to further review the Housing Element and work through any outstanding concerns. The team review resulted in some minor edits to the Rio del Oro Project Description in Appendix A of the Housing Element (pgs. 52-53). Staff also drafted a letter of understanding to the Rio development team that sets the foundation for good-faith negotiation of the Affordable Housing Plan and additional entitlements for the Rio del Oro development project.

ATTACHMENTS

1. 2013-2021 Housing Element Update (With Appendices A and B).
2. Resolution No. 119-2013.
3. Addendum to the General Plan Final EIR for the 2013-2021 Housing Element Update.
4. Letter of Conditional Certification from HCD.

V: HOUSING

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APPENDICES

Appendix A: Housing Needs Assessment

Appendix B: Review of Previous Element

V: HOUSING

INTRODUCTION

The City of Rancho Cordova incorporated in 2003 as a jobs-rich community with aging homes and apartments that did not serve the workforce. While quality new construction ownership units have been added to the City's housing stock, much of the older multi-family rental stock is reaching the end of its economic life. Rancho Cordova's housing and rental prices are generally more affordable than most areas of the region. The City strives to ensure that new development will complement existing communities and that the mix of housing in the future will match the community's housing needs.

Rancho Cordova is committed to a balanced housing strategy that considers the wide-ranging issues associated with housing. In pursuing this strategy, we recognize that housing is many things to many people:

- To the individual or family, housing is a safe shelter, a place for family, an investment, a sense of identity, a place to play/recreate, and a place to learn.
- To the community, housing is neighborhoods, community identity, sense of place, history, culture, and diversity, and a reflection of how people live and circulate.
- To the City, housing is civic pride, quality of life, diversity and unity, and an opportunity to ensure a livable, walkable, and sustainable community.
- To Economic Development, housing establishes market conditions, supports a diverse workforce, and attracts business leaders.
- To the developer, housing is a financial commitment, livelihood, commitment to creating built environment, and identity/reputation.
- To special needs populations, housing is quality of life, programs to support a lifestyle, opportunities, access, and choices.
- To schools, housing provides a stable environment for students that supports successful educational programs.

This Housing Element reflects the City's desire to address our unique housing needs in a manner that creates and sustains a balanced community.

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PURPOSE OF THE HOUSING ELEMENT

The purpose of the Housing Element is to identify housing solutions that solve our local housing problems and to satisfy the Regional Housing Needs Allocation (RHNA, discussed in detail on page 3) requirements. The City recognizes that housing is a need that is met through many resources and interest groups. This Element establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve our identified housing issues.

State Housing Element law requires the Housing Element to be consistent and compatible with other General Plan elements. The Housing Element should provide clear housing policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (Government Code Section 65580 through 65589) mandates the content of the Housing Element and requires an analysis of:

- Population and employment trends;
- The City's fair share of the regional housing needs;
- Household characteristics;
- Land suitable for residential development;
- Governmental and non-governmental constraints on the improvement, maintenance, and development of housing for all income levels;
- Special housing needs;
- Opportunities for energy conservation; and
- Publicly assisted housing developments that may convert to non-assisted housing developments.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules promoting the preservation, improvement, and development of diverse housing types available at a range of costs in Rancho Cordova.

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ISSUES AND CONSIDERATIONS

The Housing Element establishes policies and programs to address the housing concerns listed below, which were identified during the preparation of this General Plan:

- Improving the condition of existing older apartments.
- Enhance the livability of existing, older neighborhoods.
- Facilitate reinvestment in existing neighborhoods as a catalyst for change.
- Incentivize the development of executive housing.
- Ensuring that housing is available for and in proximity to the City's workforce.
- Promoting economic vitality through a balance of residential and employment land uses.
- Providing a range of housing choices that meet the needs of our residents.
- Supporting special needs housing – seniors, veterans, and persons with disabilities.
- Integrating mixed-income housing throughout the community, but with special attention to our newly developing Specific Plan areas.

HOUSING NEEDS

Planning for housing needs is very important at the statewide, regional, and local levels. For the last 35 years in the United States, the gap between incomes and housing costs has dramatically widened. Despite the recent fluctuations in the housing market resulting from the housing boom and bust, housing affordable to low-, very low-, and extremely low-income is still in critically short supply, as evidenced by the demand for subsidized housing and housing vouchers that far outstrips the supply. Additionally, the stall in the home building industry that resulted from the recession that followed the housing bust in 2007-2008 resulted in fewer new homes built, and many cities are experiencing a housing shortage as the economy and the housing market recovers.

REGIONAL HOUSING NEEDS

The first step in addressing state housing needs is the Regional Housing Needs Plan (RHNP), which is mandated by the State of California (Government Code, Section 65584) and requires regions to address housing issues and needs based on future growth projections

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for the area. The State Department of Housing and Community Development (HCD) allocates regional housing needs numbers to regional councils of governments throughout the state. The RHNP for the Sacramento area is developed by the Sacramento Area Council of Governments (SACOG) which allocates to cities and the unincorporated county their “fair share” of the region’s projected housing needs, also known as the Regional Housing Needs Allocation (RHNA). The RHNP allocates the RHNA based on household income groupings over the eight-year planning period for each specific jurisdiction’s Housing Element.

**TABLE H-1
REGIONAL HOUSING NEEDS ALLOCATION**

Jurisdiction	Income Level					Total
	Extremely Low	Very Low	Low	Moderate	Above Moderate	
Citrus Heights	10.5%	10.5%	14.7%	18.7%	45.7%	696
Elk Grove	13.7%	13.7%	19.3%	18.6%	34.6%	7,402
Folsom	13.1%	13.1%	18.4%	18.6%	36.7%	4,633
Galt	9.6%	9.6%	13.4%	18.6%	48.7%	679
Rancho Cordova	11%	11%	15.4%	18.6%	44%	7,008
Isleton	8.7%	8.7%	13%	17.4%	52.2%	23
Sacramento	10.3%	10.3%	14.4%	18.6%	46.5%	24,101
Unincorporated County	11.4%	11.4%	15.9%	18.6%	42.7%	13,844
Sacramento County Total	11.3%	11.3%	15.8%	18.6%	43%	58,386

Source: SACOG, Regional Housing Needs Plan for Sacramento County

The intent of the RHNP is to ensure that local agencies not only address the needs within their jurisdictions but also provide for the housing needs for the entire region. Additionally, a major goal of the RHNP is to assure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. The RHNP jurisdictional allocations are made to ensure that an adequate number of sites with appropriate zoning are provided to address existing and anticipated housing demands during the planning period and to assure that market forces are not inhibited in addressing the housing needs for all facets of a particular community. Table H-2 provides the RHNA target for the planning period 2013 to 2021 (also referred to as “basic construction needs”) for each of the five household income groups for the City of Rancho Cordova.

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**TABLE H-2
CITY OF RANCHO CORDOVA REGIONAL NEEDS
ALLOCATION FOR 2013-2021**

Income Group	2013-2021 RHNA
Extremely Low	770 units
Very Low	770 units
Low	1,079 units
Moderate	1,303 units
Above Moderate	3,087 units
Total	7,008 units

Source: SACOG, Regional Housing Needs Plan for Sacramento County; City of Rancho Cordova.

Based on the state allocation needs, the City of Rancho Cordova will need to demonstrate the capacity, based on appropriately zoned land, to accommodate 770 housing units affordable to extremely low-income households, 770 housing units affordable to very low-income households, and 1,079 housing units available to low-income households during the current RHNA period. In addition, the City will have to demonstrate the capacity to accommodate 1,303 housing units available to moderate-income households and 3,087 housing units available to above moderate-income households.

Since the 2008 Housing Element, the City of Rancho Cordova has added 17 housing units affordable to extremely low-, very low- and low-income households. The City has also produced 636 housing units affordable to moderate-income and above moderate-income households. In order to determine the current land availability to meet the RHNP for the City, HCD considers the existing land “zoned” for residential single- and multi-family development.

While the Land Use Element establishes additional opportunities for mixed-use development including multi-family residential uses, the analysis reflects only those lands currently zoned for such in the City. Zoning designations include areas within adopted Specific Plans and Special Planning Areas designated for residential or mixed-use development. The City of Rancho Cordova currently has 106.82 acres of vacant and under-utilized land available for multi-family residential development. The acreage would have capacity for 2,898 units. Development is based on an average of the density range and a consideration of site constraints. Sites with multiple use designations, such as commercial/multi-family and office/multi-family, are considered appropriate sites to accommodate future multi-family uses.

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The City has 713.87 acres of vacant land available for single-family development. The majority of vacant land in the City is zoned RD-4, -5, -7, and -10 and can accommodate an additional 5,567 single-family homes.

There are also several development projects in various phases of entitlements that could add significant residentially zoned land. In addition to the City's vacant land area, the adopted Folsom Boulevard Specific Plan (FBSP) development strategy will focus efforts on the promotion of new infill development, redevelopment of underutilized properties, and the revitalization of existing development along the Folsom Boulevard corridor.

Table H-3 describes the means by which the City of Rancho Cordova plans to meet the RHNA obligation. See Maps A-1 and A-2 in the appendix for additional information.

**TABLE H-3
RHNA ANALYSIS**

RHNA	EL/VL/L 2,618	M 1,303	AM 3,087
Vacant Infill			
Sunrise North		20	
Mather RDA	241	45	
Folsom Boulevard	357		
Countryside/Lincoln Village		95	
Williamson Ranch		34	
Annexation Sites	425	101	
Bradshaw and Highway 50		29	
Under-Utilized Infill			
Town Center TOD	218		
Folsom Boulevard New Markets		124	
Mather RDA	160		
Greenfield			
Capitol Village SPA		461	
Villages of Zinfandel SPA	368	275	
SunCreek SP	725	82	581
Rio Del Oro SP	312	648	816
The Ranch @ Sunridge		80	120

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	EL/VL/L	M	AM
RHNA	2,618	1,303	3,087
Sunridge Park		78	
Anatolia II	66	170	
Anatolia III			286
Anatolia IV		203	
Montelena		66	655
Sunridge Lot J		35	179
Douglas 103		43	51
Douglas 98			280
North Douglas		62	603
Pending Projects			
Horizons @ New Rancho	48		
Total	2,920	2,573	3,649
Surplus/(Shortfall)	302	1,270	562

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

State law requires that “...the general plan elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies....” The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the City.

The Housing Element of the Rancho Cordova General Plan spans an eight-year time period and focuses on the city limits, while the overall Rancho Cordova General Plan includes goals and policies that will direct the City as well as the Rancho Cordova Planning Area over a 20-year period or longer. According to HCD, cities and counties located in SACOG’s jurisdiction were required to submit their adopted Housing Element to HCD by October 31, 2013, for the planning period 2013 through 2021. Pursuant to state law, the Housing Element will be updated for each subsequent planning period established by the state.

GOALS, POLICIES, AND ACTIONS

The purpose of this section is to provide a plan for meeting the housing needs of the existing and future residents of Rancho Cordova. The plan includes goals, policies, and actions directed toward the preservation, improvement, and development of a range of housing types and choices affordable to all income ranges in Rancho Cordova. Specifically,

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the goals, policies, and actions are designed to address the housing needs identified in the Housing Needs Assessment of this Housing Element. The housing program provides a foundation upon which detailed housing activities can be developed and implemented. The Housing Element includes the following goals:

- Goal H.1: Balance Employment and Housing
- Goal H.2: Neighborhood Preservation and Rehabilitation
- Goal H.3: Encourage Housing Opportunities
- Goal H.4: Pursue Sustainable Design
- Goal H.5: Pursue Housing Resources

GOAL H.1 – SEEK A BALANCE OF HOUSING OPPORTUNITIES APPROPRIATE FOR THE RANGE OF JOBS AVAILABLE AND PLANNED IN THE CITY.

Policy H.1.1 – Improve the City’s jobs-housing balance through ensuring that housing development in Rancho Cordova provides opportunities for all income levels in order to serve the full range of available and projected jobs in the City.

- **Action H.1.1.1** – The City will work with the Economic Development Department to inquire with larger employers in the community to determine salary information and employee preference regarding housing type.

Funding Source:	General Fund
Responsible Agency:	Economic Development Department
Time Frame:	Inquire with employers once every two years.

Policy H.1.2 – Maintain adequate sites that support a range of housing types appropriate for the City’s housing needs, taking into account employment projections, household growth, and the City’s share of regional housing needs.

- **Action H.1.2.1** – Residential development projects of 100 gross acres or more shall include a minimum of 5 percent of the total project residential developable acreage (net) for residential uses of 30 units per acre or higher. This minimum high density acreage requirement is calculated to satisfy projected RHNA to the City. Additionally the City will require a minimum of 5 percent for residential uses of 10 units per acre or higher. Development projects with a requirement of less than 5 acres in either or both categories may opt to designate land off-site, if deemed

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appropriate for the project. If projects propose densities higher than the identified density, the required acreage shall be decreased accordingly.

For example, if a project is required to provide 15 acres at 30 units per acre, that project could alternatively provide 11.25 acres at 40 units per acre. Similarly, if the project's requirement for land with density of 10 units per acre was 6 acres, the project could alternatively provide 4 acres at 15 units per acre.

For the purpose of satisfying the 5 percent for land uses at or above 30 units per acre, sites must meet the following requirements:

- Sites must be zoned exclusively residential.
- Acres used to satisfy RHNA requirements will be required to maintain set minimum densities.
- Sites must be of sufficient size to accommodate a minimum of 16 units per site.
- Sites must be proximate to public transportation routes which provide ready access to fixed rail.

Funding Source: General Fund, Local Housing Trust Fund
 Responsible Agency: Planning Department, Housing Services Division
 Time Frame: Ongoing, as residential applications are received.

Policy H.1.3 – Promote a broader range of housing options for executives.

- **Action H.1.3.1** – The City's Zoning Code accommodates and facilitates the development of executive housing options in Specific Plans and large subdivisions (500+ units) in the Rural Residential (RR) and the Estate Residential (ER) zones.

Funding Source: General Fund
 Responsible Agency: Planning Department
 Time Frame: Ongoing, as projects are possessed through the Planning Department.

Policy H.1.4 – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.

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- **Action H.1.4.1** – As part of an ongoing effort to promote transit oriented development the City will coordinate with regional partners to incentivize the production of housing for persons living and working in same community.
 - SACOG – The City will continue to work with SACOG to identify and apply for grant opportunities aimed at planning and promoting TOD development along the Regional Transit Light Rail lines.
 - Regional Transit – The City will continue to cooperate with Regional Transit in identifying transit needs in the community and working to provide viable solutions. These may include negotiating new bus routes, partnering to provide special or commuter routes, creating and maintaining a discount RT pass program for low-and very low-income residents living in the City's affordable housing, and leveraging new infill development projects around existing mass transit infrastructure (Transit Oriented Development).
 - Local and Regional Complete Streets Advocate groups – The City will continue to work with local and regional Complete Streets Advocate groups to improve transportation options in the City, including bicycle lanes, improved pedestrian access, and better connectivity between existing alternative transportation options and local mass transit (such as dedicated pedestrian pathways), particularly in development projects located immediately adjacent to transit services.

Funding Source:	General Fund
Responsible Agency:	Public Works, Housing Services Division, Planning, and Economic Development departments
Time Frame:	The City will coordinate efforts to apply for funding for transit-oriented developments as Notices of Funding Available (NOFAs) are released and will create project requirements and incentives to encourage reduced auto use in transit nodes.

Policy H.1.5 – Developers of new residential projects within the newly developing areas of the City (generally in the large, vacant areas south of Highway 50) shall prepare an Affordable Housing Plan (Plan) for the project for City review and approval that identifies the project's plan for providing affordable housing.

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- **Action H.1.5.1** – The City has established the following guidelines to provide direction for the review of Affordable Housing Plans associated with individual development projects and to provide direction for the preparation of an Affordable Housing Ordinance if one is to be developed.
 - The Affordable Housing Plan shall be approved in conjunction with the earliest stage of project entitlement, typically with the City Council approval of the Specific Plan, Development Agreement, or other primary land use entitlement.
 - The Affordable Housing Plan shall specify and include the following:
 - A projection of the number of dwelling units that will be developed as affordable to extremely low-, very low-, low-, moderate-, and above moderate-income households.
 - The number of affordable ownership and rental units to be produced. Such split shall be approved by the City Council based on housing needs, market conditions, and other relevant factors. The split of ownership and rental units shall be addressed within the Plan of each individual project.
 - Program options within project-specific Affordable Housing Plans may include but are not limited to the following:
 - Actual production (on-site or off-site) of affordable units (including ownership and rental opportunities in the form of corner units, halfplexes, duplexes, cottages, creative alternative housing products, etc.).
 - Land dedication (on-site and off-site).
 - Rehabilitation of existing residential structures located within existing City neighborhoods.
 - Payment of in-lieu fees.
 - The timing for completion of affordable housing obligations includes the following considerations:

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- For projects proposing to construct affordable housing units or to renovate existing dwellings, the City generally supports construction/renovation of affordable dwellings concurrent with the construction of market-rate housing when feasible.
- For projects providing alternative contributions (land dedication, funds, etc.), timing of such contributions shall be identified in the project specific Affordable Housing Plan, with the expectation that the City will pursue construction of affordable units generally concurrent with construction of project market-rate housing.
- At the City Council's discretion, land or other contributions provided by developers as specified within project-specific Affordable Housing Plans may be utilized to augment City efforts and the efforts of its nonprofit partners to provide affordable housing opportunities to all income levels throughout the community. The City will pursue supplemental funding to allow affordability to households earning less than 50 percent of area median income.
- In order to ensure the production and preservation of housing affordable to the City's workforce, no productive, reasonable program or incentive option will be excluded from consideration within project-specific Affordable Housing Plans. Possible incentives may include, but are not limited to:
 - Density bonuses
 - Fee waivers or deferrals (as reasonably available)
 - Expedited processing/priority processing
 - Reduced parking standards
 - Technical assistance with accessing funding
 - Modifications to development standards (on a case-by-case basis)
 - Other incentives

Funding Source: General Fund

Responsible Agency: Housing Services Division, Planning, and Economic Development Departments

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Time Frame: The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department.

- **Action H.1.5.2** – The City will annually monitor and revise as necessary, the Affordable Housing Plan negotiation and development process to ensure that the planning process does not pose a constraint on the development of housing.

Funding Source: General Fund
Responsible Agency: Housing Services Division

- Time Frame: Annually monitor the Affordable Housing Plan. **Action H.1.5.3** – Together with the developer and nonprofit partners, the City will use maximum efforts to seek available resources to support the construction of affordable housing production, including but not limited to state and federal housing programs and the City programs such as the City's non-residential linkage fee (Local Housing Trust Fund).

Funding Source: State and federal housing programs and the City programs such as the City's non-residential linkage fee (Local Housing Trust Fund)
Responsible Agency: Housing Services Division, Planning, and Economic Development Departments
Time Frame: Apply for funding as available.

GOAL H.2 – ENCOURAGE THE IMPROVEMENT, REHABILITATION, AND REVITALIZATION/REINVESTMENT OF THE CITY'S EXISTING RESIDENTIAL NEIGHBORHOODS

Policy H.2.1 – Provide neighborhood revitalization in existing areas through housing rehabilitation (owner- and renter-occupied units).

Action H.2.1.1 – The City shall continue to apply for federal and state funds to fund the City's housing rehabilitation program to assist in the improvement of owner- and renter-occupied housing units in the City.

Funding Source: Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)

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Responsible Agency: Housing Services Division, Neighborhood Services Division and Economic Development Department

Time Frame: Apply for funding as Notices of Funding Available (NOFAs) are released.

- **Action H.2.1.2** – Continue the use of the City’s Emergency Repair Program to provide health and safety repairs for households falling in the extremely low-, very low-, and low-income ranges. This is a grant for mobile home owners and single family homeowners to address immediate health and safety problems.

Funding Source: Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)

Responsible Agency: Housing Services Division, Neighborhood Services Division and Economic Development Department

Time Frame: The City will provide loans as funding becomes available each year.

- **Action H.2.1.3** – Support churches and service clubs who organize semi-annual community improvement days by providing information about the event at City Hall and on the City’s website. Continue to make information available to the community about other revitalization programs including but not limited to Blight Busters, the Neighborhood Improvement Program, SMUD, and the Sacramento Tree Foundation.

Funding Source: Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)

Responsible Agency: Housing Services Division, Neighborhood Services Division and Economic Development Department

Time Frame: Ongoing, as community improvement days occur and new programs become available.

- **Action H.2.1.4** – Continue to identify the most troubled multi-family projects (in terms of law enforcement, code enforcement, and blight conditions) and aggressively pursue the transformation or conversion of such properties into uses that move the community into a more balanced housing market and that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.

Funding Source: HOME Program and CDBG Program

Responsible Agency: Housing Services Division and Neighborhood Services Division

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Time Frame: Ongoing.

- **Action H.2.1.5** – Continue to implement the Crime Prevention Through Environmental Design (CPTED) standards through the design review process.

Funding Source: General Fund

Responsible Agency: Planning and Building Departments

Time Frame: Implemented as part of the project processing and review of individual development applications.

Policy H.2.2 – Continue to implement the Folsom Boulevard Specific Plan. .

- **Action H.2.2.1** – Continue to identify and implement opportunities on Folsom Boulevard for revitalization that will improve the Folsom Boulevard corridor, especially targeting the following:

-

- Underutilized, blighted, and/or vacant shopping centers on Folsom Boulevard to increase mixed use and reuse in that corridor.

Funding Source: General Fund

Responsible Agency: Housing Services Division, Neighborhood Services Division, and Economic Development Department

Time Frame: Mixed-use and revitalization opportunities are currently being developed through the Folsom Boulevard Specific Plan.

Policy H.2.3 – Ensure that existing housing stock within the City is maintained and remains habitable in order to assist in meeting the housing needs of the community.

- **Action H.2.3.1** – Continue implementing the Housing Stock Conservation Fee which is an annual fee collected on business licenses for multi-family properties. This program supports general code enforcement aimed at ensuring code compliance and general housing habitability. Additional code enforcement activities include targeted inspections by the Neighborhood Services Division to enforce higher standards for building maintenance, parking requirements, and landscaping.

Funding Source: CDBG Funds, General Fund

Responsible Agency: Housing Services Division and Neighborhood Services Division

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Time Frame: Annually

Policy H.2.4 – Preserve housing units at risk of losing affordability status for units that are subsidized with federal, state, or local funds.

- **Action H.2.4.1** – The City will continue to undertake the following programs and activities during the planning period of the Housing Element. The Housing Services Division and Neighborhood Services Division will implement these efforts. The efforts listed below represent a varied strategy to mitigate potential loss of “at-risk” units due to conversion to market-rate units. These local efforts utilize existing City and local resources. They include efforts to secure additional resources from the public and private sector should they become available.
 - Monitor owners of at-risk projects on an ongoing annual basis, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating, or continuing participation in a subsidy program.
 - Maintain and annually update the inventory of “at-risk” projects through the use of existing databases (e.g., California Housing Partnership Corporation (CHPC), HUD, State HCD, and California Tax Credit Allocation Committee).
 - Take all necessary steps to ensure that a project remains in or is transferred to an organization capable of maintaining affordability restrictions for the life of the project, including proactively ensuring notices to qualified entities, coordinating an action plan with qualified entities upon notice, and assisting with financial resources or supporting funding applications.
 - Ensure projects are monitored to see if they are subject to other State or local requirements regarding the provision of assistance to displaced tenants.
 - Annually monitor local investment in projects that have been acquired by non-profit or for-profit entities to ensure that properties are well managed and maintained and are being operated in accordance with the City’s property rehabilitation standards.
 - Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest, and

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identify nonprofit partners and pursue funding and preservation strategy on a project basis.

- Annually meet with stakeholders and housing interests to participate and support, through letters and meetings and technical assistance, local legislators in federal, state, or local initiatives that address affordable housing preservation (e.g., support state or national legislation that addresses at-risk projects, support full funding of programs that provide resources for preservation activities).
- Use available financial resources to restructure federally assisted preservation projects, where feasible, in order to preserve and/or extend affordability.
- Annually identify funding sources for at-risk preservation and acquisition rehabilitation and pursue these funding sources at the federal, state, or local levels to preserve at-risk units on a project-by-project basis.

Funding: Local Housing Trust Fund, CDBG
 Responsible Agency: Housing Services Division and Neighborhood Services Division
 Time Frame: Annually

- **Action H.2.4.2** – Work with interested individuals, nonprofit housing corporations, and for-profit developers to acquire rental housing projects in need of rehabilitation, and transfer ownership, when necessary, to maintain the affordability of the units to low-income households.

Funding Source: General Fund, Local Housing Trust Fund and other subsidies as available
 Responsible Agency: Housing Services Division
 Time Frame: Ongoing

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GOAL H.3 – PROMOTE HOUSING DIVERSITY THROUGH PROVIDING A RANGE OF HIGH-QUALITY HOUSING CHOICES FOR THE COMMUNITY, INCLUDING SINGLE-FAMILY HOMES, DUPLEXES, TOWNHOMES/CONDOMINIUMS, LIVE-WORK UNITS, MIXED-USE, MULTI-FAMILY, EXECUTIVE HOUSING, AND MOBILE HOMES, THAT SERVE ALL HOUSEHOLDS, RANGING FROM THE WORKFORCE TO EXECUTIVES TO SENIORS AND OTHER SPECIAL NEEDS GROUPS.

Policy H.3.1 – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents.

- **Action H.3.1.1** – Continue to review other local jurisdictions’ programs that spread a range of housing types throughout the jurisdiction.

Funding Source: General Fund
Responsible Agency: Housing Services Division
Time Frame: Ongoing

- **Action H.3.1.2** - The City has identified sites B-1, B-2, L-1, L-2, and L-3, in the Land Inventory (see Tables A-18, A-19, and A-20 in the Appendix) as appropriate to meet a portion of the City’s RHNA. These sites are mixed use sites and require a Conditional Use Permit to allow for residential development. The CUP requirement ensures that the commercial uses are compatible with residential development. The sites already meet the location and environmental requirements of the CUP and therefore applications on these sites will be expedited. The City will monitor the development of these sites and upon consultation with developers should the CUP process pose a constraint to the development of Housing, the City will either change the CUP requirement to a Limited Use permit or find alternative sites.

Funding Source: General Fund
Responsible Agency: Planning Department
Time Frame: Annually monitor the CUP process to ensure it doesn’t pose a constraint to any of the sites listed above.

Policy H.3.2 – Provide a range of senior housing opportunities, including senior developments with single-story homes, independent living, assisted living, skilled nursing, and shared housing, and pursue opportunities and funding to convert existing apartment complexes to senior housing facilities.

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- **Action H.3.2.1** – Research feasibility of converting existing multi-family rental housing to senior housing facilities, such as a congregate care or assisted living facility.

Funding Source: General Fund
 Responsible Agency: Planning Department, Housing Services Division, Building Department, and Sacramento Metro Fire District
 Time Frame: Evaluate the feasibility of converting units as sites are identified and funding becomes available.

Policy H.3.3 – Provide housing for the special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households.

- **Action H.3.3.1** – Provide accessibility in housing for persons with physical and developmental disabilities by implementing state and federal requirements by undertaking the following actions:
 - Review regulations and procedures for City-funded or City-operated housing programs to ensure that housing needs for persons with physical and developmental disabilities are addressed. The City will continue to encourage and support housing for persons with physical and developmental disabilities, which will include assessing the need for elevator access, continued review of zoning standards, and implementation of the City's reasonable accommodation program.

Funding Source: General Fund
 Responsible Agency: Planning Department, Building Department, and Housing Services Division
 Time Frame: Ongoing. Provide accessibility in housing for persons with disabilities as projects are processed through the Planning Department.

- **Action H.3.3.2** – Provide incentives for the development of single-room occupancy (SRO) and supportive housing units for identified special needs groups. Incentives may include fee deferrals, reduced parking requirements, density bonus, priority permit processing, technical assistance in project processing, and accessing funding for the special needs. SROs are allowed with a conditional use permit in the RD-20, RD-25, RD-30, and high density residential (HDR) zones. To ensure development standards do not constrain the development of SROs, the City will evaluate adopting development standards which may include:

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- 24-hour on-site management
- Room limitation to single occupancy, with allowance for overnight guests
- Requirements for monthly tenancies
- Units must be 250–300 square feet in size and include kitchen or bathroom
- Parking ratio of one space per unit or less, and bicycle rack storage of one rack per 5 units

The Planning Department and Housing Services Division will review development standards to see if they act as a constraint as SRO applications are submitted.

Funding Source: General Fund, Local Housing Trust Fund, CDBG
 Responsible Agency: Housing Services Division and Planning Department
 Time Frame: Implemented as part of project processing and review of individual development applications

- **Action H.3.3.3** – Participate in regional coordination for homeless services and facilities. The City will continue to support existing facilities and programs (including financial support when appropriate and necessary) and permit homeless facilities in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones. The City will permit and continue to allow transitional and supportive housing in all residential zones subject to the same restrictions that apply to other residential uses of the same type in the same zone. . The City will establish managerial standards for homeless facilities that will include the following: maximum number of beds;
 - Off-street parking based upon demonstrated need;
 - Size and location of on-site waiting and intake areas;
 - Provision of on-site management;
 - Proximity to other shelters;
 - Length of stay;
 - Lighting; and
 - Security during hours when the shelter is open

Funding Source: General Fund, State Emergency Shelter Program, HUD, other specialized funding
 Responsible Agency: Housing Services Division

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Time Frame: Participate in regional coordination on an annual basis.
Develop managerial standards for homeless facilities within one year of adoption of the Housing Element.

Policy H.3.4 – The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation.

- **Action H.3.4.1** – The City will continue implementation of its Fair Housing Plan that works to affirmatively further fair housing. The Plan is part of a new fair housing effort that the City began in fiscal year 2012-2013, and includes:
 - Production, marketing, and distribution of fair housing materials, and marketing in non-English languages
 - Fair housing case intake, and routing of fair housing complaints through the City's Fair Housing Representative
 - Routing of potential fair housing cases to the appropriate entities, including Sacramento Self-Help Housing, HUD, California Department of Fair Employment and Housing, Legal Services of Northern California, and the California Department of Consumer Affairs, etc.
 - Strategic implementation of activities and programs intended to address the impediments to fair housing identified in the City's Analysis of Impediments to Fair Housing (AI) completed in 2010.

Funding Source: General Fund, CDBG funds

Responsible Agency: Housing Services Division

Time Frame: Ongoing

- **Action H.3.4.2** – Per Chapter 1.1.0 of the Zoning Code (Entitlements), the City will allow requests for reasonable accommodation in regard to relief from the various land use or zoning rules, policies, practices, and/or procedures that may be necessary to ensure equal access to housing designed for, intended for occupancy by, or with supportive services for individuals with disabilities as required in the Zoning Code.

Funding Source: General Fund

Responsible Agency: Planning Department

Time Frame: Ongoing

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GOAL H.4 – PURSUE SUSTAINABLE DEVELOPMENT AND ENERGY EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT AND EXISTING HOUSING STOCK.

Policy H.4.1 – Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.

- **Action H.4.1.1** – Partner with SMUD and PG&E to develop model programs for energy efficiency in new development without increasing costs to the homebuyer, and post and distribute information on currently available weatherization and energy conservation programs to residents and property owners as well as encourage participation in SMUD’s photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs. The City will distribute information through the City’s newsletter, annual mailings in City utility billings, distribution of program information to community organizations and at municipal offices, and postings on the City’s website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.

Funding Source:	General Fund
Responsible Agency:	Planning and Building Departments
Time Frame:	Ongoing

GOAL H.5 – PURSUE PUBLIC AND PRIVATE RESOURCES AVAILABLE TO PROMOTE DIVERSE HOUSING OPPORTUNITIES, AND PARTICULARLY TO ASSIST IN THE CREATION OF WORKFORCE HOUSING AND SPECIAL NEEDS HOUSING.

Policy H.5.1 – Partner with private organizations to encourage housing investment in the City.

- **Action H.5.1.1** – Consider creating a local housing foundation/trust that may be funded by for profit and non-profit partners as well as major employers as well as funding from potential in-lieu fees and land grants from new developments.

Funding Source:	General Fund
Responsible Agency:	Economic Development Department
Time Frame:	Determine viability of creating a local housing trust fund by end of fiscal year 2014.

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Policy H.5.2 – Pursue state and federal funding sources needed to achieve the desired range of housing choice.

- **Action H.5.2.1** – Pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of extremely low-, very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by-case basis. (See Program Timeframe and Potential Funding below.) The City will collaborate with nonprofit organizations and agencies such as Northern California Construction Training, Community Housing Opportunity Corporation. Potential funding sources for this program will include the CDBG, HOME, CalHome, and BEGIN programs, the state Multi-Family Housing Program, California Housing Finance Agency programs (such as HELP), tax exempt bond financing, low-income housing tax credits, the Federal Home Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups.

Funding Source: Economic Development Initiations Grant (EDI) CDBG, HOME, CalHome, BEGIN, Multi-Family Housing program, California Housing Finance Agency, HELP Program, HUD Program Section 221(d), Section 202 (elderly), Section 811 (persons with disabilities), Federal Home Loan Bank, Tax Exempt Bonds, Low-Income Housing Tax Credits (state and federal), and Housing Tax Increment Funds, Workforce Housing Reward Program Funds

Responsible Agency: Housing Services Division

Time Frame: Ongoing. The City will apply for all of the above loans and grants as Notices of Funding Available (NOFAs) are released from HCD.

- **Action H.5.2.2** – Work with financial institutions serving Rancho Cordova to solicit interest in providing financing for extremely low-, very low-, low-, and moderate-income housing as part of their responsibilities under the Federal Community Reinvestment Act (CRA). The City will seek specific lending commitments to be used in conjunction with state and federal funds. The City will work with interested lending institutions and developers to use existing CRA-funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.

Funding Source: CDBG, HOME and other funds (as funding becomes available to the City)

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Responsible Agency: Housing Services Division
 Time Frame: Meet with financial institutions serving Rancho Cordova regularly to determine what funding is available for lower-income households.

Policy H.5.3 – Cooperate with affordable housing providers and provide regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to extremely low-, very low-, low-, or moderate-income households.

- **Action H.5.3.1** – To promote the development of affordable housing, the City will market available incentives by advertising on the City’s website, publishing brochures and making referrals. The incentives for developers may include:
 - Financial assistance (based on availability of housing funds)
 - Expedited development review
 - Streamlined processing
 - Density bonuses

Given equal quality of design, priority will be given to projects containing units affordable to extremely low and very low-income households.

Funding Source: General Fund
 Responsible Agency: Housing Services Division and Planning Department
 Time Frame: Offer incentives as projects are processed through the Planning Department.

Policy H.5.4 – Require non-residential development to provide for the affordable housing needs generated or contributed to by their development.

- **Action H.5.4.1** – The City will continue to explore the option of updating the existing Housing Trust Development Impact Fee (fee for non-residential development that funds the Local Housing Trust Fund) to better address the needs and desires of City. The update to the fee program shall include the following:
 - An updated nexus study addressing the extremely low-, very low- and low-income housing needs generated by non-residential development, including the cost to provide a variety of lower-income housing types;
 - A fee structure based on defined types of non-residential development that are consistent with uses identified in the Zoning Code;

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- A fee component to cover administrative costs;
- An annual inflationary adjustment;
- Exempt uses; and
- Allowed uses of the fee, including its use to provide pre-development, construction, and permanent financing for affordable multi-family projects and provide a homebuyer assistance program.

Funding Source: General Fund

Responsible Agency: Housing Services Division

Time Frame: Determine the viability of updating the Housing Trust Development Impact Fee by end of fiscal year 2016. Annually review fee to determine if additional updates are necessary to reflect changes in real estate market.

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QUANTIFIED OBJECTIVES SUMMARY

Based on the policies and actions outlined above, the following objectives (Table H-4) represent a reasonable expectation of the maximum number of new housing units that will be developed, rehabilitated, or conserved, and the number of households that will be assisted over the next eight years.

TABLE H-4
QUANTIFIED OBJECTIVES

Action Item	Extremely Low-Income	Very Low-Income	Low-Income	Moderate-Income	Total
New Construction Units					
City's RHNA	770	770	1,079	1,303	3,921
	770	770	1,079	1,303	3,921
Rehabilitation Units					
Owner Occupied Housing Rehabilitation		40	40	0	80
Subtotal		40	40	0	80¹
Preservation Units					
		71	--		71
Subtotal		71	--		71
Total	770	881	1,119	1,303	4,072

Source: City of Rancho Cordova

¹ This number includes Housing Rehabilitation Loans and Emergency Repair Loans.

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CITIZEN PARTICIPATION

Rancho Cordova, a city that incorporated recently as a result of the long-term efforts of its citizens, prioritizes the involvement of its residents in the development of plans aimed at improving the quality of life in the community, such as the General Plan and Housing Element.

Therefore, Rancho Cordova welcomes that Section 65583[c][8] of the California Government Code requires cities and counties to make a diligent effort to achieve participation by all segments of the community in preparing a Housing Element. Compliance with that regulation is in alignment with Rancho Cordova's approach to citizen participation.

The diligent effort required by state law means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and minority households that might otherwise not participate in the process. Active involvement of all segments of the community may include one or more of the following:

- Outreach to community organizations serving low-income, special needs, and underserved populations;
- Special workshops, meetings, or study sessions that include participation by these groups;
- Establishment of an advisory committee with representatives of various housing interests; and
- Public information materials translated into languages other than English if a significant percentage of the population is not English-proficient.

To meet the requirements of state law, the City of Rancho Cordova has completed the public outreach and community involvement activities described below.

PUBLIC WORKSHOPS AND MEETINGS

In preparation for the update to the Housing Element, the City initiated broad public participation to gather input on Rancho Cordova's housing policies and implementation strategies. All workshops and meetings associated with the Housing Element update are listed below. Meetings were attended by residents of the City, developers, housing advocacy

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representatives, nonprofit housing organizations, and staff from the North State Building Industry Association.

January 2013 – A public workshop was held on January 10, 2013, to inform and educate the community about the Housing Element update process, and to identify housing issues in the City that informed the update process. Attendees included a variety of stakeholder types, including nonprofits, representatives from the development community, housing advocacy representatives, and residents. During the workshop, attendees were informally surveyed to address: 1) who has the greatest need for affordable housing in the community; 2) what income groups need more affordable housing; and 3) what types of affordable housing are needed in Rancho Cordova.

March 2013 – A City Council special meeting was held on March 26, 2013, that served as a general discussion to inform Council Members and the public about the Housing Element update process, and to receive feedback from City Council and attendees on the schedule, update process, and suggestions for topics to include in the updated draft.

July 2013– Upcoming City Council meeting to obtain approval of the first updated draft of Housing Element, to be submitted to HCD.

Public Noticing

The public workshop and City Council meetings were formally noticed in *The Grapevine* (the City's local newspaper) and on the City's website. The public workshop held on January 10th, 2013, was also informally noticed through email to housing stakeholders in the community, including developers, nonprofits, and housing advocacy representatives. The following is a list of organizations that were contacted and attended public meetings during the drafting of the Housing Element.

- Sacramento County Housing Alliance
- Human Rights Fair Housing Commission
- Cordova Recreation and Parks District
- Cordova Community Council
- Sacramento Self-Help Housing
- Sacramento Habitat for Humanity
- Sacramento Housing Alliance
- Sacramento Area Council of Governments
- Volunteers of America
- Housing California
- Eskaton

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- Non-Profit Housing Association of Northern California
- Resources for Independent Living
- Rental Housing Association of Sacramento Valley
- California Coalition for Rural Housing
- NeighborWorks HomeOwnership Center
- Legal Services of Northern California
- North State Building Industry Association
- USA Properties Fund, Inc.
- Easton Development Company, LLC
- Urban Housing Communities, LLC
- Jamboree Housing
- Mercy Housing
- Mutual Housing California
- Lewis Group of Companies
- K Hovnanian Homes
- Eden Housing
- Lennar Corporation
- Brewer Lofgren Attorneys at Law, LLP
- Hefner Stark & Marois, LLP
- County of Sacramento
- City of Sacramento
- City of Roseville
- City of Elk Grove
- City of Citrus Heights
- City of Auburn
- City of Davis

Public Comments

No public comments have been received as of July 9, 2013.

REVIEW OF PREVIOUS ELEMENT

Appendix B included the City's 2008-2013 Housing Element accomplishments.

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APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

INTRODUCTION

The Housing Needs Assessment analyzes population and housing characteristics, identifies special housing needs among certain population groups, evaluates housing conditions, and provides other important information to support the goals, policies, and programs that will meet the needs of current and future Rancho Cordova residents.

The data used to prepare this analysis was collected from 2000 and 2010 US Census reports including both the Decennial Census and the 2006–2010 American Community Survey (ACS), California Department of Finance and Sacramento Area Council of Governments (SACOG) publications, City documents, and various other sources. Since the 2000 Census data was not aggregated for the City of Rancho Cordova's boundaries, the 2000 figures taken from Census data were based on a tabulation of the data that most closely matched the City's boundaries.

The 2010 Census marked a change in the way that the U.S. Census Bureau collected data. The 2010 Census forms were much shorter and collected a fraction of the data previously collected. To supplement the shorter form, the American Community Survey (ACS) was utilized to create sample based data sets. While the ACS provides a much larger range of data, it also comes with a margin of error. There are a few data sets referenced in this table that do not perfectly match totals or percentages. Those inconsistencies are the results of variable margins of error inherent in the ACS data source.

For the sake of consistency and completeness of data, City staff chose to work exclusively with the 2010 Census and the 2006-2010 ACS. This was to reduce confusion about different estimates and to improve overall document consistency. However, there are more current, though less complete, data sets available. In many of the other reports that City staff provide to Council and to the public, best efforts are made to provide the most current and up-to-date information. This is particularly true when data is used to compare the City of Rancho Cordova to other regional cities or to Sacramento County. As the 2006-2010 ACS and the 2010 Census has already aged at the time of this update, the comparisons between the City of Rancho Cordova and the County of Sacramento have been removed from this document to prevent confusion between this report and other reports on the same topics based on more current data. For current comparisons, please see the annual Growing Strong Neighborhoods reports or the Annual City Council Retreat Demographics reports.

The Housing Needs Assessment comprises four sections. The first section focuses on demographic information, including population, ethnicity, age, income, employment, and housing characteristics. The demographic background is followed by an outline of the general characteristics of the community and an identification of those characteristics that may have significant impacts on housing needs in the community.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

The second section describes the City's resources, historic development patterns, and housing opportunities. It also discusses the City's existing housing stock and potential areas for future housing development.

The third section centers on the governmental and non-governmental constraints to housing development in Rancho Cordova. The City established planning, zoning, and building standards that guide residential development patterns and influence housing availability and affordability. There are also numerous non-governmental constraints, such as environmental and housing market conditions, that affect the location, availability, affordability, and type of housing that is constructed in Rancho Cordova. Non-governmental constraints include such factors as the availability and cost of preparing and developing land for housing, as well as the business decisions of individuals and organizations in the home building, finance, real estate, and rental housing industries.

The final section of the Housing Needs Assessment covers energy conservation opportunities that may reduce costs to homeowners and infrastructure costs to the City. A reduction in basic living costs through energy savings will allow more households to afford adequate housing.

HOUSING NEEDS AND OPPORTUNITIES

POPULATION CHARACTERISTICS

Rancho Cordova became an incorporated city on July 1, 2003. It is the seventh community in Sacramento County to incorporate and is also California's 478th city. A part of the greater Sacramento region, Rancho Cordova lies on the Highway 50 corridor between Sacramento and Folsom, and is situated between Mather Field and the American River.

Population by Age

The City of Rancho Cordova continued to grow in population despite the recession that followed the 2006–2007 housing market collapse. **Table A-1** identifies the population distribution in the City of Rancho Cordova by gender and age. The age groups that experienced the largest population increase are people aged 45–54, followed by 25–34 and 55–59. The median age in the City increased from 31 to 33. The 2000 population count was derived from a census block by block population count that best aligned with the City's boundaries. This is because the City incorporated in 2003 and was a Census Designated Place (CDP) in the 2000 Census. The CDP and City boundaries did not quite align, so extra efforts were made during the 2006 Housing Element creation to ensure that the 2000 Census counts recorded in this document are accurate.

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TABLE A-1
POPULATION BY GENDER AND AGE

Census	2000	2010
Male	26,897	31,693
Female	28,163	33,083
Total	55,060	64,776
Under 5	4,343	5,380
5 to 9	4,468	4,587
10 to 14	4,093	4,351
15 to 19	3,779	4,481
20 to 24	3,991	4,653
25 to 34	8,625	10,859
35 to 44	8,490	8,649
45 to 54	6,175	8,757
55 to 59	2,194	3,574
60 to 64	2,082	2,851
65 to 74	3,337	3,679
75 to 84	1,638	2,243
85 and over	390	712
Median Age	31	33

*Source: 2000 Census Summary File 1 – Rancho Cordova CDB
boundaries – prior to city incorporation; 2010 Census Summary
File 1*

Population by Race and Ethnicity

According to the 2010 Census, the largest ethnic group in Rancho Cordova is White, representing 52 percent of the City's total population. Persons of Hispanic origin saw the largest increase in population in the City between 2000 and 2010 and constitute 20 percent of the population in the 2010 Census. Asians make up the third largest ethnic group in the City at 12 percent. African Americans make up the fourth largest ethnic group in the City, representing 10 percent of Rancho Cordova's population. Race and ethnicity characteristics are shown in **Table A-2**.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-2
POPULATION BY RACE AND ETHNICITY

Census	White	Hispanic	African American	American Indian & Alaska Native	Asian	Native Hawaiian & Pacific Islander	Other Race	Two or More Races
2000	33,063	6,896	5,919	389	4,326	256	139	2,617
2010	33,863	12,740	6,286	398	7,645	506	158	3,180

Source: 2000 Census Summary File 1 – Rancho Cordova CDB boundaries – prior to city incorporation; 2010 Census Summary File 1

HOUSEHOLD CHARACTERISTICS

Household Size

According to the 2006–2010 ACS, the average household size for Rancho Cordova is 2.6 persons per household in owner-occupied housing and 2.8 in renter-occupied housing. **Table A-3** shows that in Rancho Cordova the majority of households are one- and two-person households (25 and 30 percent, respectively). The next largest percentage of households in Rancho Cordova was three-person households (18 percent). Large households of five or more persons made up 12 percent of households in the City.

TABLE A-3
HOUSEHOLD SIZE BY TENURE

Total Households	Owner 13,070	Renter 9,860	Total 22,930	% of Total 100%
1-person	2,958	2,816	5,774	25%
2-person	4,639	2,344	6,983	30%
3-person	2,388	1,627	4,015	18%
4-person	1,669	1,782	3,451	15%
5-person	690	689	1,379	6%
6-person	437	246	683	3%
7-or-more person	289	355	644	3%
Average Household Size	2.69	2.84	2.77	

Source: 2006–2010 ACS

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

INCOME CHARACTERISTICS

Household Income

Household income is one of the most significant factors affecting housing choice and opportunity. Income largely determines a household's ability to purchase or rent housing while balancing housing costs with the costs of other necessities. Income levels vary considerably among households, affecting preferences for tenure, location, and housing type. While higher-income households have more discretionary income to spend on housing, lower- and moderate-income households are limited in the range of housing they can afford. Typically, as the income of a household decreases, the incidence of housing cost burdening and overcrowding increases.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the California Department of Housing and Community Development (HCD). For Sacramento County, the applicable median income for a family of four in 2013 is \$76,100. HCD has defined the following income categories for Sacramento County, based on the median income for a household of four persons:

- Extremely low income: 0 to 30 percent of median income (\$0 to \$22,850)
- Very low income: 31 to 50 percent of median income (\$22,851 to \$38,050)
- Low income: 51 to 80 percent of median income (\$38,051 to \$60,900)
- Moderate income: 81 to 120 percent of median income (\$60,901 to \$91,300)
- Above moderate income: Above 120 percent of median income (\$91,301 or more)

HCD does not estimate median income for cities, but information provided by SACOG based on the 2006–2010 ACS indicates that the median four-person household income for Rancho Cordova is approximately \$61,860. **Table A-4** illustrates the income distribution in 2010 by tenure. As shown in **Table A-4**, approximately 3,139, or 14%, of the total households are considered extremely low income.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-4
HOUSEHOLD INCOME DISTRIBUTION BY TENURE

Income	Owner-Occupied Households		Renter-Occupied Households		Total Households	
	Households	Percentage	Households	Percentage	Households	Percentage of Total
Extremely Low (\$0 to \$22,850)	754	6%	2,385	24%	3,139	14%
Very Low (\$22,851 to \$38,050)	1,120	9%	1,985	20%	3,105	14%
Low (\$38,051 to \$60,900)	2,170	17%	2,465	25%	4,635	21%
Moderate (\$60,901 to \$91,300)	3,030	24%	1,495	15%	4,525	20%
Above Moderate (\$91,301 or more)	5,470	44%	1,575	16%	7,045	31%
Total	12,544	100%	9,905	100%	22,449	100%

Source: CHAS 2009

Poverty

The poverty threshold is set nationally and is based on a federally defined level of income for minimum subsistence. The dollar threshold for poverty is adjusted for household size and composition. Poverty rates and income are greatly affected by economic conditions and job availability. **Table A-5** shows the poverty distribution for the City of Rancho Cordova as tabulated in the 2006–2010 American Community Survey.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-5
POVERTY BY FAMILY HOUSEHOLD SIZE AND
COMPOSITION

Number of Persons in Household	Total Number of Family Households	Percentage of Family Households in Poverty	Number of Female-Headed Family Households	Percentage of Female- Headed Households in Poverty
2 persons	6,102	10.2%	1,663	24.8%
3–4 persons	6,599	14.6%	1,886	30.1%
5–6 persons	1,852	17.8%	295	19.3%
7 or more	615	19.0%	87	66.7%
TOTAL	15,168		3,931	

Source: 2006–2010 ACS

According to the 2006–2010 ACS, about 13 percent of families in the City of Rancho Cordova had incomes below the poverty level. Residents 65 years of age or more had the lowest poverty rate in Rancho Cordova, at about 6 percent, while children had the highest poverty rate, at about 24 percent.

EMPLOYMENT CHARACTERISTICS

Area Employment Trends

The work force in the Sacramento metropolitan area encompasses professional, technical, production, transportation, and service occupations. The region's manufacturing sector has grown steadily since the late 1970s, spurred by the expansion of high-technology industries. The major employers in Rancho Cordova and the surrounding vicinity represent a wide range of employment sectors and generally employ from 75 to over 1,000 employees.

According to SACOG, employment in Rancho Cordova is expected to continue to grow throughout the 2013 Housing Element cycle. **Table A-6** shows SACOG's employment predictions for the City of Rancho Cordova.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-6
SACOG EMPLOYMENT ESTIMATES

2008 SACOG Job Estimates	2020 SACOG Job Forecast	2035 SACOG Job Forecast
55,095	62,107	81,471

Source: SACOG Housing Needs

The City has a very strong employment base with an estimated jobs/housing balance of approximately 2:1 meaning there are two job opportunities in Rancho Cordova for every household.¹ While these estimates support the impression of Rancho Cordova as a strong jobs center, it is important to remember that these are estimates, and that the number fluctuates with the economy.

Table A-7 shows employment by industry for civilians in the City of Rancho Cordova, along with the estimated median incomes for those industries. The top three employment sectors in the City are education, health and social services with a median income of \$32,343, followed by professional, scientific, management, administrative, and waste management services second with a median income \$36,244, and retail trade with a median income of \$21,024.

¹A jobs/housing balance under 1.5 is a sign of a bedroom, or mainly residential, community. A jobs/housing balance over 2 is a sign of a jobs-rich community.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-7
EMPLOYMENT BY INDUSTRY

2006–2010 American Community Survey	Estimated Workforce	Estimated Median Income
Employed civilian population 16 years and over	28,733	\$33,050
Agriculture, forestry, fishing and hunting, and mining	124	\$19,500
Construction	2,121	\$34,132
Manufacturing	1,815	\$33,934
Wholesale trade	823	\$37,815
Retail trade	3,345	\$21,024
Transportation and warehousing, and utilities	1,505	\$36,661
Information	592	\$54,022
Finance, insurance, real estate, and rental and leasing	2,083	\$42,290
Professional, scientific, management, administrative, and waste management services	4,101	\$36,244
Educational, health, and social services	5,302	\$32,343
Arts, entertainment, recreation, accommodation, and food services	2,484	\$12,400
Other services (except public administration)	1,270	\$24,167
Public administration	3,168	\$48,628

Source: 2006–2010 ACS

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

SPECIAL HOUSING NEEDS

Household groups with special needs include seniors, mentally and physically disabled persons, large families, female-headed households, agricultural workers, and homeless persons. Households with special housing needs often have greater difficulty finding decent and affordable housing. As a result, these households may more frequently experience cost burdening, overcrowding, and various other significant housing problems.

SENIOR HOUSEHOLDS

Senior households have special housing needs, primarily as a result of physical disabilities or limitations, reduced incomes, and increased health care costs. Senior households may also need in-home support services, assistance with personal care and financial affairs, and networks of care to provide a wide variety of services and daily assistance. According to the 2010 Census, 6,634 persons in Rancho Cordova are 65 years and older, as shown in **Table A-8**, and these seniors account for 10 percent of the City's total population.

**TABLE A-8
POPULATION OVER
65 YEARS OF AGE**

Age Group	Population
65 to 69	1,968
70 to 74	1,711
75 to 79	1,345
80 to 84	898
85 to 89	506
90 to 94	170
95 to 99	29
100 +	7
Total 65+	6,634

Source: 2010 Census

While the City of Rancho Cordova has 6,634 seniors in the City population, there are 2,211 senior households. A senior household is household where the head of the household, or the householder on the Census and ACS is a senior. Of the senior households, approximately 80 percent own their own homes and 20 percent rent homes, as shown in **Table A-9**.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-9
TENURE BY AGE OF HOUSEHOLDER

Tenure	65 to 74 Years	75 to 84 Years	85+ Years	% of Total Renter- Occupied Senior Households
Owner	1,710	1,195	328	80%
Renter	501	259	69	20%
Total	2,211	1,454	397	

Source: 2010 Census

SENIOR HOUSING

Rancho Cordova has one major skilled nursing facility and 10–12 smaller licensed residential care homes, which provide care and assistance to elderly residents who are partially self-sufficient. Assisted living is provided mainly in smaller facilities, although Eskaton Lodge in nearby Gold River offers a total of 94 apartments or rooms to seniors with moderate impairments and Alzheimer’s disease.

The assisted living costs listed below (**Table A-10**) are the monthly prices for a private room, where available. Shared rooms are generally around \$500 less expensive per month. The actual cost of care at many homes varies widely and is based on the amount of care that an individual resident requires.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-10
CITY OF RANCHO CORDOVA RESIDENTIAL
CARE HOMES FOR THE ELDERLY

Facility Name	Address	Capacity (persons)	Vacancies	Type of Facility	Price Range
A Garden Path Care	2554 Vernaccia Circle	6	1	Assisted Living	Unavailable
Anatolia Residence for Seniors	11878 Delavan Circle	6	4	Assisted Living	\$3,000+
Christian Home Society	2015 Klamath River	6	N/A	Assisted Living	Unavailable
Elite Home Care	3292 Oselot Way	6	0	Assisted Living	\$1,500+
McGregor Home	2112 McGregor Drive	6	0	Assisted Living	\$3,000-\$4,000
Ohana Hospitality	5117 Heather Ranch Way	6	1	Assisted Living	\$2,000-\$4,000
Sunriver Senior Care, LLC	11229 Pecos River Court	6	N/A	Assisted Living	Unavailable
Tender Home Senior Care	Ponzi Court	6	N/A	Assisted Living	Unavailable
Rancho Cordova Care Home	10609 Charbono Way	6	0	Assisted Living	\$2,500-\$5,500
Rancho Home Care	10961 Alandale Way	6	3	Assisted Living	\$2,300-\$3,500
St. Francis Home Care	2686/7 Los Amigos Drive	12	3	Assisted Living	Unavailable
Total Residential Care Homes for the Elderly		72		–	–

Source: State of California Community Care Licensing Division, August 2005, and survey of residential care homes, July 2013.

Seniors needing less care than that offered by an assisted living facility may choose to live in a senior-oriented rental complex. As of July 2013, Coloma Woods was the only age-restricted affordable complex for seniors age 62 and older in Rancho Cordova. Coloma Woods has 28 one-bedroom units. The project is federally financed and therefore the rents are 30 percent of each tenant's income, the common standard of affordability.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

DISABLED PERSONS

Disabilities, as defined by the California Government Code, include, but are not limited to, physical and mental disabilities. A mental disability involves any mental or psychological disorder or condition, such as mental retardation, organic brain syndrome, emotional or mental illness, or specific learning disabilities that limit a major life activity. Some mental disabilities are commonly referred to as developmental disabilities. A physical disability covers any physiological disease, disorder, condition, cosmetic disfigurement, or anatomical loss that affects body systems. Possible physical disabilities include those that are neurological, immunological, or musculoskeletal in nature, as well as those which involve the respiratory, cardiovascular, reproductive, genitourinary, hemic and lymphatic, or digestive systems, and those involving the special sense organs, speech organs, skin, or endocrine system. A mental or physical disability limits a major life activity, such as a physical, mental, or social activity, including working, by making the achievement of such activities difficult.

Some physical, mental, or developmental disabilities may prevent a person from working, restrict a person's mobility, or make caring for oneself difficult. Therefore, disabled persons often have special housing needs related to their potentially limited earning capacity, their need for accessible and affordable housing, and the higher health costs associated with their disabilities. Additionally, people with disabilities require a wide range of housing choices, based on the type and severity of their disability. Housing needs can range from institutional care facilities to facilities that support partial or full independence (e.g., group care homes). Supportive services such as living skills training and employment assistance may need to be integrated into the housing situation. Housing may need to be physically accessible as well, to accommodate people with physical disabilities. Examples of accessible features in housing include widened doorways and hallways, ramps, bathroom modifications (e.g., lowered countertops, grab bars, adjustable showerheads), and special sensory devices including smoke alarms and flashing lights.

The 2010 Census defines a disability as a mental, physical, or health condition that lasts over six months. **Table A-11** shows the total number of disabilities by disability type and employment group. Many of these persons have more than one disability, which is why there are a higher number of disabilities than there are disabled persons.

The City of Rancho Cordova incorporates the Federal Fair Housing Act, the California Fair Employment and Housing Act of 1964, and the Americans with Disabilities Act (ADA), as supported in Title 24 of the California Government Code, as part of its building requirements. These three statutes address the fair housing and building standards for persons with disabilities adhered to by the City.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

TABLE A-11
SPECIAL NEEDS – PERSONS WITH A DISABILITY

	Total Disabled Population	In Labor Force	Unemployed	Not in Labor Force
Total with a Disability	5,028	1,745	454	2,829
Hearing Difficulty	1,154	549	61	544
Vision Difficulty	929	375	196	358
Cognitive Difficulty	2,117	289	190	1,683
Ambulatory Difficulty	2,601	736	53	1,812
Self-Care Difficulty	580	16	22	542
Independent Living	1,556	225	17	1,314

Source: 2006–2010 ACS

An analysis of the City’s codes and development procedures was completed to identify any constraints to the development of housing for persons with disabilities. No specific governmental constraints to the development of disabled housing were identified. This Housing Element includes programs to monitor the City’s development procedures and remove constraints if any become apparent.

In order to accommodate persons with disabilities, residential care facilities for six or fewer adults or eight or fewer children are allowed in the City’s residential zones by right. Residential care facilities with more than six adults or eight children are permitted in all land use zones in the City by obtaining a conditional use permit. Additionally, mobile homes used as an accessory dwelling for persons in need of care and supervision are allowed in all zoning designations with a conditional use permit. Other than the requirement of obtaining a conditional use permit, no special design or permitting standards have been established for residential care facilities. The conditional use permits do not have any special provisions required for the development of a residential care facility.

Developmental Disabilities

Senate Bill (SB) 812 requires the City to include in the special housing needs analysis the needs of individuals with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, “developmental disability” means a disability that originates before an individual attains age 18 years, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism.

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Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Alta Regional Center is one of 21 regional centers in California that provide point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The Alta Regional Center designs programs according to age, specialization, and geographic location. The following information (**Table A-12**) from the Alta Regional Center provides a closer look at Rancho Cordova's population of developmentally disabled persons.

TABLE A-12
DEVELOPMENTALLY DISABLED POPULATION

Zip Code	0–14 Years	15–22 Years	23–54 Years	55–65 Years	65+ Years	Total
95670	136	58	95	9	1	299
95742	53	11	10	0	0	74
95827	1	0	1	0	0	2
Total	190	69	106	9	1	375

Source: Alta Regional Center, 2012

There are a number of housing types appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group. Incorporating “barrier-free” design in all new multi-family housing (as required by California and federal fair housing laws) is especially important to provide the widest range of choices for disabled residents.

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Special consideration should also be given to the affordability of housing, as people with disabilities may be living on a fixed income.

In order to assist in the housing needs for persons with developmental disabilities, the City will implement programs to coordinate housing activities and outreach with the Alta Regional Center and encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities. Policy H.3.3 and Action H.3.3.1 implements state and federal requirements to not exclude persons with physical and developmental disabilities from participating in housing programs.

FEMALE-HEADED HOUSEHOLDS

Single-parent households are male- or female-headed households with children under the age of 18 living at home. Single-parent households generally have lower disposable incomes than two-parent households, meaning that their necessary expenses are a larger portion of their total incomes. Therefore, finding affordable, decent, and safe housing is often more difficult for single-parent households and especially female-headed households, who show a generally higher rate of poverty than single-parent male-headed households according to the 2006-2010 ACS. Single-parent and female-headed households may also have special needs involving the availability of daycare or childcare, health care, and other supportive services.

According to data from the 2010 Census, 3,815 households, or 17 percent of all households in Rancho Cordova, are female-headed households. Female-headed households comprise the overwhelming majority of all single-parent households. Of households headed by a female, 64 percent (2,448 households) have related children under 18 present. Of the 2,448 female-headed households with related children under 18, 34 percent are classified as below the poverty level.

LARGE FAMILY HOUSEHOLDS

Large family households are defined as households containing five or more persons. They are considered a special needs group because there is a limited supply of adequately sized housing to accommodate their needs. Generally, as the number of household members increases, the number of bedrooms needed to accommodate the household also increases. For example, a five-person household would require three or four bedrooms, and a six-person household would usually require four bedrooms. According to the 2010 Census, 12 percent of all households in Rancho Cordova (11 percent of owner households and 13 percent of renter households) include five or more persons (totaling 2,711 households). Of the large households, 52 percent (1,416 households) are owners and 48 percent (1,290 households) are renters. According to the 2010 Census, 62 percent of the housing units in

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the area have three or more bedrooms. Approximately 87 percent of the owner-occupied housing units and 31 percent of the renter-occupied housing units have three or more bedrooms, according to the 2010 Census. This means there are approximately 11,310 owner-occupied housing units and 3,008 rental-housing units with three or more bedrooms.

As the majority of three-bedroom or larger units in the City are owner-occupied, rental housing for large family households may be far more difficult to find. There are currently at least 13 apartment complexes with three-bedroom units and 2 apartment complexes with four-bedroom units suitable for larger families. In apartment complexes, there are a minimum of 312 rental units with three or more bedrooms.

AGRICULTURAL WORKERS

Agricultural workers earn their primary income through permanent or seasonal agricultural labor. According to the 2006–2010 ACS, less than 1 percent of all employed persons in Rancho Cordova work in the farming, forestry, and fishing occupation. The types of agricultural production in the City do not require large numbers of migrant and seasonal farm laborers, and a large influx of farm labor does not occur. It is assumed that the housing need for the limited number of farmworkers in the City is met through existing housing.

Employee housing serving six or fewer employees is considered a single-family residence and is allowed in all residential zones. Any application for farmworker housing is treated in the same way as other affordable housing projects, and the resources the City has to offer for affordable housing are available for the development of the project. Incentives such as expedited permitting process, streamlining, and modification of development standards are available for the production of farmworker housing.

HOMELESS PERSONS

Homeless individuals and families have the most immediate housing need of any special needs group. They also have one of the most difficult housing needs to meet, because of the diversity and complexity of the factors that led to their homelessness and as a result of community opposition to facilities serving homeless clients. However, California state law requires that Housing Elements estimate the need for emergency shelter for homeless people.

Due to the transitional nature of homelessness, it is difficult to get a concrete count of homeless persons in the City of Rancho Cordova or of homeless persons in the Sacramento area who identify Rancho Cordova as their place of origin. Every two years, Sacramento County's Continuum of Care does a point-in-time count of homeless persons. While this number fluctuates over the year, the count provides some basis for evaluating the needs for

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homelessness services in Sacramento County. **Table A-13** details the homeless population for Sacramento County in 2007, 2009, and 2011.

TABLE A-13
**CONTINUUM OF CARE STATISTICS FOR HOMELESS
PERSONS**

Year	Sheltered	Unsheltered	Total	Chronic Homeless	Veterans	Persons in Households with Children
2007	1,447	1,005	2,452	718	675	487
2009	1,666	1,194	2,860	468	426	543
2011	1,421	955	2,376	353	297	604

Source: SACOG Housing Data

The only food bank located in the City, Cordova Community Food Locker at 10479 Coloma Road, provides a walk-in food service program and maintains a one- to three-day supply of emergency food.

With the exception of one large countywide-serving transitional housing project located within City boundaries (Mather Community Campus), the City of Rancho Cordova has few resources for homeless persons and has not yet identified any homeless shelters. An effort involving the City, County, and Mather Veterans Hospital is under way to develop permanent supportive housing and additional transitional living resources to disabled and homeless veterans. The majority of other shelters and services for homeless individuals and families are located in the city of Sacramento.

The Mather Community Campus in Rancho Cordova is a transitional housing project that provides housing, job training, and employment to individuals and families on the former Mather Field Air Force Base. Residents are referred either from emergency shelters or from residential substance abuse treatment facilities. The Mather Community Campus has permission to house up to 200 singles and 55 families. Singles are housed in studio units with a bedroom and bathroom, and they share a dining hall area for meals. The family housing contains a kitchen and bathroom, and can be converted to have anywhere from one to four bedrooms, although the most common configuration is three-bedroom units. Currently, the Mather Community Campus is operating at full capacity.

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EMERGENCY SHELTERS

California Health and Safety Code (Section 50801) defines an emergency shelter as “housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay.” Current zoning allows emergency shelters in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones without a conditional use permit. The City does have development and managerial standards that will be consistent with Government Code Section 65583(a)(4).

These standards include such items as:

- Lighting.
- On-site management.
- Maximum number of beds or persons to be served nightly by the facility.
- Off-street parking based on demonstrated need.
- Security during hours that the emergency shelter is in operation.

TRANSITIONAL AND SUPPORTIVE HOUSING

Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms such as group housing and multi-family units and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on-site or off-site services with no limit on the length of stay and occupied by a target population as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focus on retaining housing, living and working in the community, and/or health improvement.

Pursuant to Senate Bill (SB) 2, the current Zoning Code allows transitional housing and supportive housing as a residential use without the requirement of a conditional use permit and subject to the same restrictions that apply to other residential uses of the same type in the same zone.

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EXTREMELY LOW-INCOME HOUSEHOLDS

Assembly Bill 2634 (Lieber, 2006) requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units (SROs).

Extremely low-income households typically comprise persons with special housing needs, including but not limited to persons experiencing homelessness or near-homelessness, persons with substance abuse problems, and farmworkers. As previously mentioned in **Table A-4**, approximately 3,139, or 14%, of the City's households are considered extremely low-income households (CHAS 2009). The City's Zoning Code allows for SROs with a conditional use permit in the RD-20, RD-25, and RD-30 zones.

HOUSING CHARACTERISTICS

HOUSEHOLD TENURE

According to the 2010 Census, there is a higher percentage of owner-occupied households in Rancho Cordova (57 percent) than renter-occupied households (43 percent). According to the 2010 Census, single-family homes in Rancho Cordova comprised 55 percent of the housing stock (**Table A-14**). Multi-family housing units in complexes of five or more units accounted for 23 percent of the housing stock. Subsequent to the 2010 Census and as a result of the large number of mortgage foreclosures and speculative purchases, a significant number of single family home have been converted to rental units. Staff estimates that the total current number of rented single family detached homes is approximately 2,700 units; **Table A-14** provides the 2010 Census count of housing units by structure and the 2012 Department of Finance estimates.

TABLE A-14
HOUSING UNITS BY STRUCTURE

	Total Housing Units	SF Detached	SF Attached	2-4 Units	5+ Units	Mobile Homes
2010	24,786	13,509	2,160	2,025	5,703	1,389

Source: 2010 Census

OVERCROWDED HOUSEHOLDS

Overcrowding occurs where there is more than one person per room (excluding bathrooms) in an occupied housing unit. Overcrowding is often the result of an inadequate supply of affordable and decent housing. Households that are unable to afford larger housing units

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may be forced to rent or purchase housing that is too small to meet their needs. According to the 2006–2010 Comprehensive Housing Affordability Strategy (CHAS) data derived by the US Census for HUD, 4 percent of households in Rancho Cordova were overcrowded and another 2 percent of households were severely overcrowded. There were 1,195 households living in overcrowded situations in the City, which equates to approximately 5.3 percent of the households.

HISTORIC RESIDENTIAL CONSTRUCTION TRENDS

According to the City of Rancho Cordova Building Department, a total of 1,077 single-family homes were permitted between January 1, 2008, and December 31, 2012. During that same period, 18 apartment units were constructed, of which 17 units were affordable to households with incomes below 50 percent of area median income (AMI).

HOUSING VACANCY

Vacancy trends in housing are analyzed using the “vacancy rate,” an indicator of housing supply and demand. For example, if the demand for housing is greater than the supply, the vacancy rate is likely low and the price of housing is increasing. According to “Raising the Roof, California Housing Development Projections and Constraints, 1997–2020,” the desirable vacancy rate in a community is considered to be 5 percent, which accounts for normal turnover in owner-occupied and rental housing. Generally, when the vacancy rate is less than 5 percent, the demand for housing exceeds the supply, and both buyers and renters may see an increase in housing costs. The lack of competition associated with very low rental vacancy rates may have a tendency to reduced incentives for reinvestment and maintenance and may have the potential to result in a rise in the incidence of Fair Housing abuse.

The 2010 Census notes that the vacancy rate in Rancho Cordova was 1.92 percent for homeownership and 4.58 percent for rental housing. These vacancy rates would generally be considered low to very low.

AGE OF HOUSING STOCK

For many communities, the age and condition of housing stock provide an additional measure of housing adequacy and availability. Although the age of housing does not always indicate substandard conditions, neighborhoods with many homes over 30 years old are more likely than recently built neighborhoods to have many homes in need of maintenance, utility and amenity updates, rehabilitation, or replacement. Homes with deferred maintenance usually exhibit signs of aging, such as peeling or faded paint, cracked siding, or missing or broken shingles or shakes, suggesting a need for repair or replacement of those components in the near future. Homes in need of rehabilitation require immediate repair or replacement of components in disrepair to avoid health and safety problems. Homes in need of replacement

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require repair or replacement of so many components that it may be more cost-effective to demolish the home and construct a new dwelling. While Rancho Cordova has some newer neighborhoods and some newly developing areas, a great deal of the City's existing housing stock is 35 or more years old. The 2006–2010 CHAS data suggests that as many as 5,205 or 23 percent of the City's housing stock need either extensive repair or replacement (**Table A-15**).

**TABLE A-15
AGE OF HOUSING**

Year Built	Rancho Cordova	
	Number	Percentage
1939 or earlier	98	<1%
1940–1959	3,578	14%
1960–1969	5,051	20%
1970–1979	6,855	28%
1980–1989	3,629	15%
1990–1999	2,285	9%
2000 -	3,290	13%
TOTAL	24,786	100%

Source: 2000 Census; 2010 Census

CONDITION OF HOUSING STOCK

Without performing a physical inspection, it may be assumed that overcrowded units, units lacking complete plumbing, and units constructed before 1940 exhibit substandard conditions. According to the 2010 Census, all of the occupied housing units in Rancho Cordova had adequate plumbing facilities and less than 1 percent were built before 1940.

REDEVELOPMENT AREA

The City of Rancho Cordova had one of the youngest redevelopment agencies and areas in California when the legislature eliminated redevelopment in June 2011. The blight assessment for the City's redevelopment area was only 6 years old, and the collapse of the housing market contributed to the blighted conditions facing many of the City's neighborhoods. The assessment showed that a great deal of housing in the City was in need of some level of repair. The 2005 assessment suggested that 20 percent of single-family homes, 41 percent of duplexes, 68 percent of apartments, and 24 percent of mobile homes needed some to extensive repairs. While the City has aggressively worked at rehabilitating the

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multi-family complexes in need of extensive repairs, there are still a significant number of housing units in need of rehabilitation or replacement.

HOUSING COSTS AND OVERPAYMENT

FOR-SALE HOUSING COST AND OVERPAYMENT

The residential real estate market had enjoyed an increase in prices resulting from low mortgage rates, decreasing home sales inventory, and a steadily growing labor market through 2005. In 2006, 2007 and 2008, the housing market collapsed, resulting in a dramatic drop in housing prices, a very high foreclosure rate, and a large number of abandoned and foreclosed homes. During 2012 and the first half of 2013, the housing market began to stabilize and even grow; however, prices are still well below the 2005 and 2006 highs. The median home value in the City of Rancho Cordova was \$215,900 in May 2013, according to Zillow.com.

Overpayment compares the total cost of shelter with a household's ability to pay for that shelter. Shelter cost is defined as the monthly cost of owning or renting a home, including the mortgage or rent, property taxes, insurance, and utilities. Specifically, HUD's definition of overpayment is a monthly shelter cost in excess of 30 percent of a household's gross income, and does not include utilities, transportation costs, or other living expenses outside rent or mortgage payments.

Table A-16 shows the estimated monthly housing cost for Rancho Cordova homeowners with and without a mortgage, based on 2006–2010 ACS data. Approximately 39 percent of owner-occupied households are overpaying for housing according to 2006–2010 CHAS data, and 22 percent of households who are overpaying are either low, very low, or extremely low income.

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TABLE A-16
HOUSEHOLDS OVERPAYING

Homeowners with Mortgage			Homeowners without Mortgage		
Monthly Cost	Households	% of Total	Monthly Cost	Households	% of Total
Less than \$300	16	0.1%	Less than \$100	131	1.2%
\$300 to \$499	62	0.6%	\$100 to \$199	186	1.7%
\$500 to \$699	168	1.6%	\$200 to \$299	561	5.2%
\$700 to \$999	787	7.3%	\$300 to \$399	592	5.5%
\$1,000 to \$1,499	1,997	18.5%	\$400 or more	1557	14.5%
\$1,500 to \$1,999	2,475	23.0%	Median Dollars	\$402	
\$2,000 or more	2,238	20.8%			
Median Dollars	\$1,891				

Source: 2006–2010 ACS

RENTAL HOUSING COST AND OVERPAYMENT

Table A-17 shows the monthly housing costs for renters in the City of Rancho Cordova based on 2006–2010 CHAS data. According to the CHAS data, 45 percent of renter households in the City are overpaying (as per HUD’s definition explained above) for housing, 41 percent are lower income, and 21 percent are extremely low income.

TABLE A-17
RENTER MONTHLY HOUSING COSTS

Monthly Cost	Households	% of Total
Less than \$200	210	2.2%
\$200 to \$299	293	3.0%
\$300 to \$499	309	3.2%
\$500 to \$749	1,211	12.5%
\$750 to \$999	3,591	36.9%
\$1,000 to \$1,499	2,980	30.7%
\$1,500 or more	1,125	11.6%
Median Dollars	\$947	

Source: 2010 Census

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MOBILE HOME PARKS

Mobile homes are often a source of affordable housing in communities where stick-built homes are beyond the price range of low- and moderate-income households. In the Sacramento area, there are currently many mobile homes for sale, and they vary considerably in price, quality, and age. Very inexpensive mobile homes are generally those built before 1980, some of which may have structural problems. Newer mobile home models can be quite large, with more than 2,500 square feet and four bedrooms. Amenity upgrades similar to those found in new stick-built homes are offered by many mobile home dealers, and interiors are now comparable in appearance to those of homes in new subdivisions. Although mobile homes have often been stigmatized for their poor construction and lack of appreciation, all new mobile homes now must meet or exceed construction standards set by the US Department of Housing and Urban Development. Mobile home owners generally rent a lot in a mobile home park and pay separately for their utilities. New mobile home buyers usually choose a park in which to locate their home, while most purchasers of used mobile homes leave their home in the park where it was originally located. Rancho Cordova has nine mobile home parks with approximately 1,400 units (**Table A-18**). Lot rents have been increasing almost annually in the City, which has put most of the lot rents, paired with a mortgage and utility costs, out of reach for very low-income families, but lot rents may be affordable to low- and moderate-income households.

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TABLE A-18
MOBILE HOME PARKS IN RANCHO CORDOVA

Name	Address	Units/ Lots	Vacant Lots	Space Rent	Utilities	Utilities Included ¹
Aspen Grove Mobile Home Community	10299 McCracken Drive	22	8	\$406	\$40.00	W/G
Bradshaw Mobile Home Park	3501 Bradshaw Road	140	2	\$500	\$0.00	W/S/G
Briarwood Mobile Home Park	2950 Routier Road	105	14	\$520	\$100.00	None
Centennial Estates	9885 Mills Station Road	183	18	\$475		W
Colonial Estates	10026 Horn Road	144	6	\$575	\$100.00	W/S/G
Cordova Mobilehome Estate	10035 Mills Station Road	177	0	\$475	\$39.51	
Mobile Country Club ²	2473 Sunrise Boulevard	479	1	\$525	\$4.20	
Park Royale Mobile Village	2910 Routier Road	95	2	Morg. Differ.	\$70	W/S/G
Twilight RV and Mobile Home Park	61 Rocket Circle	60	3	\$417		W/S/G
Total	9 properties	1,405	54			

Source: California Department of Housing and Community Development; property managers, July 2013

¹ W/S/G is the abbreviation for water/sewer/garbage.

² This park is restricted to persons 55 years of age or older.

FACTORS CONTRIBUTING TO THE FUTURE HOUSING NEEDS OF RANCHO CORDOVA

The high foreclosure rates that stemmed from subprime mortgages have resulted in tightened lending standards. Fewer households qualify for market-rate financing, though the for-sale market is beginning to rebound and low interest rates have helped stabilize the market-rate mortgage market. However, the number of households requiring affordable rental and owner housing opportunities will continue to grow. Therefore, the need to plan for affordable housing in Rancho Cordova will remain important through 2021.

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REGIONAL HOUSING NEEDS ALLOCATION

A Regional Housing Needs Plan (RHNP) is mandated by the State of California (Government Code Section 65584), and it requires regions to address expected housing issues and needs, which are based on future growth projections for the area. The RHNP is developed by the Sacramento Area Council of Governments (SACOG) and allocates to cities and counties their “fair share” of the region’s projected housing needs or growth. A fair share of housing units is calculated for each of four income groups based projected population growth, and on the jurisdiction’s amount of available vacant land. Fair share needs are allocated over the eight year planning period for every jurisdiction’s Housing Element. The RHNP, which covers a span of 8 years, also identifies and quantifies the existing housing needs for each jurisdiction. SACOG’s current Regional Housing Needs Plan schedule is from July 1, 2013, through January 1, 2021.

The intent of the RHNP is to ensure that local jurisdictions address not only the needs of their immediate areas but also fill the projected housing needs for the entire region. Additionally, a major goal of the RHNP is to ensure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. The RHNP jurisdictional allocations are made to guarantee that adequate sites and zoning are provided to address existing and anticipated housing demands during the planning period and that market forces are not inhibited in addressing the housing needs for all populations within a particular community.

Table A-19 provides the Regional Housing Needs Allocation (RHNA) target for the planning period 2013 through 2021 (also referred to as “basic construction needs”) for each of the four household income groups for the City of Rancho Cordova.

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TABLE A-19
2013–2021 RHNA

Total Number of Units (based on proportion of MTP/SCS 2020 projection)	Number of Units	% of Total
Extremely Low Income	770	11.0%
Very Low Income	770	11.0%
Low Income	1,079	15.4%
Moderate Income	1,303	18.6%
Above Moderate Income	3,087	44.0%
Total Number of Units	7,008	100.0%

Source: SACOG

Based on the above projections, the City of Rancho Cordova will need to provide an additional 2,618 affordable housing units, or 37.4 percent of all new housing units, to people in the very low- to low-income groups in order to comply with SACOG's RHNP allocation targets for these income levels. Of the 1,539 very low-income need, 50 percent (770 units) are presumed to be needed for extremely low-income households (households with incomes below 30 percent AMI). In addition, the City will have to provide 4,390 housing units available to moderate and above moderate income-households. SACOG anticipates a total of 7,008 new housing units for the City of Rancho Cordova by 2021.

There are 1,135 buildable lots currently approved and approximately 28,800 units that are currently being proposed in Specific Plan projects and Special Planning Areas.

FUTURE DEVELOPMENT POTENTIAL

An important component of the Housing Element is the identification of sites for future housing development and evaluation of the adequacy of these sites. The identification of these sites will help in fulfilling the City's share of regional housing needs as determined by SACOG. **Tables A-20, A-21, and A-22** show a detailed analysis of the residential development potential for multi-family and single-family development. The sites listed in **Tables A-20, A-21, and A-22** are opportunity sites. The City is working with developers and property owners to ensure that sufficient sites will be available through the end of the planning period (2021).

The City of Rancho Cordova currently has 56 acres of vacant infill land, 21 acres of underutilized land, and approximately 655 acres of vacant greenfield land available for residential development. An additional 4,000-plus acres of greenfield land in the City has been identified for residential development but is not currently zoned residential located.

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This section provides the inventory of vacant land that is available in the City of Rancho Cordova for both multi- and single-family residential development. **Tables A-20, A-21, and A-22** provide the development information for the vacant, underutilized, and greenfield acreage in the City's land inventory.

AVAILABLE MULTI-FAMILY SITES

The City of Rancho Cordova currently has approximately 53.12 acres of vacant and underutilized infill sites that are currently zoned to accommodate multi-family development. These sites are located adjacent to existing residential developments, indicating that infrastructure is available, and the sites do not have other known constraints to development. The total number of multi-family units that could be developed is based on a holding capacity of 80 percent of the maximum number of units allowed by each zoning designation or by a specific planning area. Sites with residential densities of at least 30 units per acre are anticipated to accommodate housing units affordable to low-income households.

Sites with multiple use designations, such as commercial/multi-family and office/multi-family, are considered appropriate sites to accommodate future multi-family uses. Multi-family development is allowed on sites with Limited Commercial (LC), Shopping Commercial (SC), and Business Professional (BP) zoning based on the same standards and approval process as multi-family development in the RD-20 and RD-40 zones. RD-20 standards apply to LC and SC sites, while RD-40 standards apply to BP sites. Therefore, the City considers these sites both appropriate and adequate for multi-family development. Area Maps A–N found in Appendix C identify the sites listed in the vacant land inventory.

REALISTIC CAPACITY

To demonstrate realistic capacity and that multi-family housing can be accommodated in commercial zones which allow for residential development, the following projects have been or are being processed through the Planning Department. Many projects have been approved and are waiting for developers to move forward.

- Terra Loma. This 11-unit (20 units per acre) zero lot line single-family home project was rezoned from GC (General Commercial) to RD-20. The project is being developed on a .83-acre site and has been approved, but construction has not yet begun.
- AshGrove Apartments. This 203-unit (20 units per acre) housing project was completed in 2006 on a 10.98-acre site. It consists of one-, two-, and three-bedroom apartments that are affordable to moderate-income households.

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- Trinity Gardens. This 20-unit infill (10 units per acre) apartment project (all three-bedroom units) is being developed on a 2.1-acre SC (Shopping Commercial) designated site. The entitlements on this project have been approved, but construction has not yet begun.
- Capital Village. This 827-unit project on approximately 34 acres ranging in densities from 7 to 17 units per acre was rezoned from MP (Office Park Industrial) to Capital Village Special Planning Area. The project is under construction and is in phase three of development. Planning staff processed the application for this project, which consisted of a rezone and development of a master planned community and included complex environmental issues, in six months.
- Sundance-Mather East Project. This 128-unit (10 units per acre) housing project consisting of 104 detached, zero lot line single-family homes and 14 halfplexes is located on an 11.9-acre LC (Limited Commercial) site.

In addition to the vacant land available for multi-family development, the City's adopted Folsom Boulevard Specific Plan (FBSP) establishes policy guidance and regulatory provisions for the development and redevelopment of the FBSP project area. The FBSP area spans a stretch of land along the Sacramento Regional Transit light rail line and includes four existing transit stops. The FBSP contains transit-oriented development (TOD) overlay zones with a maximum residential density of 80 dwelling units per acre

Table A-20 details the vacant infill sites available for multi- and single-family residential development. **Table A-21** details the underutilized infill sites potentially available for single- and multi-family residential development. **Table A-22** details the greenfield development currently working through the planning process. Some of the plans identified in **Table A-22** are expected to break ground during the 2013–2021 Housing Element cycle. There are a number of finished lots ready for development spread throughout the area. **Table A-22** also includes the housing estimates for greenfield development that is not expected to break ground during the 2013–2021 Housing Element cycle.

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TABLE A-20
VACANT INFILL SITES

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Infrastructure	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Vacant Sites Infill													
Sunrise North													
A-1	056-0430-001	1.6	100%	MDR	MDR	RD-20	20	Yes	None	Mod	Vacant	There was an application for a 20-unit townhouse project that has expired. Capacity is based on that project.	Site B-1 in the previous Housing Element.
	Subtotal Mod	1.6					20						
Mather Redevelopment Area													
B-1	067-0010-056	3.72	50%	BP/GC/SC	MF SPA	RD-40	45	Yes	None	Mod	Vacant	Requires a CUP. ¹ (Assumes 80% of 30 du acre for 1/2 of the parcel).	Site D-1 in the previous Housing Element.
B-2	067-0010-063	20.12	50%	BP/GC/SC	MF SPA	RD-40	241	Yes	None	VL/L	Vacant	Requires a CUP. ¹ (Assumes 80% of 30 du acre for 1/2 of the parcel).	Site D-2 in the previous Housing Element.
	Subtotal MOD	1.86					45					The City does not see the CUP process as a constraint to development on these sites but as an opportunity to ensure that development on this site is complementary to the surrounding uses.	
	Subtotal VL/L	10.06					241						
	SUBTOTAL AREA	11.92					286						
Folsom Boulevard Specific Plan													
C-1	075-0450-005	41.99	24%	UR2	FBSP	6.1-40	240	No	None	VL/L	Vacant	10 acres of Folsom Blvd frontage (Assumes 80% of 30 du acre for 10 acres)	Site E-2(b) in the previous Housing Element.
C-2	076-0020-019	1.40	50%	UR2	FBSP	6.1-40	17	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Was not available during last Housing Element.
C-3	076-0020-021	7.34	50%	UR2	FBSP	6.1-40	88	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Site M-1 (a) & (b) in the previous Housing Element
C-4	076-0020-020	0.45	50%	UR2	FBSP	6.1-40	5	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Was not available during last Housing Element.
C-5	076-0020-022	0.58	50%	UR2	FBSP	6.1-40	7	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Was not available during last Housing Element.
	Subtotal VL/L	15					357						

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Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Infrastructure	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Vacant Sites Infill													
Countryside/Lincoln Village Planning Area													
D-1	077-0200-022	0.44	50%	LC	CMU	10-18	3	Yes	None	Mod	Vacant	Assumes 50% of the site will develop residential, at 18 units/acre with an 80% site capacity.	Site I-1 in the previous Housing Element.
D-2	068-0030-044	5.1	50%	VCMU	VCMU	10-18	92	Yes	None	VL/L	Vacant	Assumes density of 18 du acre of full 5.1 acres (92 units) will actually be built on the back half of the parcel resulting is a factual density of 36 du acre.	Site I-2 in the previous Housing Element.
	Subtotal MOD	2.99					95						
	Subtotal VL/L	2.55					92						
	SUBTOTAL AREA	2.99					95						
Williamson Ranch													
E-1	056-0440-050	0.9		SPA	Williamson Ranch Specific Plan	Density based on traffic counts at 10 units per acre.	34	Yes	None	Mod	Vacant	These two sites are designated for a special needs project (senior project) that will exceed 10 units per acre. This site is anticipated for a senior project and will require less traffic. The density is being assumed at 30 units/acre at 80% site capacity.	Site K-1 and K-2 in the previous Housing Element - with corrected APNs.
E-2	056-0440-049	0.83		SPA	Williamson Rancho Specific Plan	Density based on traffic counts at 10 units per acre.		Yes	None	Mod	Vacant		
	Subtotal MOD	1.73					34						
Annexation Sites													
F-1	072-0240-004	5.65		HDR/RMU	HDR/RMU	18.1-80	194	Yes	None	VL/L	Vacant	Unit capacity is based on approved county project in 2008	Site previously included in Sacramento County Land Inventory - annexed to City in 2010.
F-2	058-0270-031	1.04		GC	GC	10-40	5	Yes	None	Mod	Vacant	Unit capacity is based on approved county project in 2008	Site previously included in Sacramento County Land Inventory - annexed to City in 2010.
F-3	058-0270-034	1.41		GC	GC	10-40	34	Yes	None	Mod	Vacant	Unit capacity is based on 30 units/acre at 80% site capacity	New site - annexed to City in 2010.

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Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Infrastructure	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Vacant Sites Infill													
F-4	058-0270-060	2.60		GC	GC	10-40	62	Yes	None	Mod	Vacant	Unit capacity is based on 30 units/acre at 80% site capacity	New site - annexed to City in 2010.
F-5	072-0231-014	12.03	60%	GC	GC	10-40	231	Yes	None	VL/L	Vacant	Assumes 80% of 40 du acre on 60% of parcel	New site - annexed to City in 2010.
	Subtotal VL/L	12.87					425						
	Subtotal MOD	5.05					101						
	SUBTOTAL AREA	17.92					526						
Bradshaw and Highway 50													
G-1	068-0160-083	3.84		OPMU	CS/LCPA	10-18	29	Yes	None	Mod	Vacant	OPMU allows for 49% of the site to be residential with a density of 18 units/acre (80% site capacity). Based on a total residential buildable area of 2.05 acres, 29 units can be accommodated.	Sites L-1 & L-2 in previous Housing Element.
G-2	068-0160-084	1.32		OPMU	CS/LCPA	10-18		Yes	None	Mod	Vacant		
	Subtotal MOD	5.16					29						
VACANT SITES INFILL TOTALS													
	Total VL/L	37.81					1024						
	Total MOD	18.39					324						
TOTAL VACANT INFILL SITES		56.20					1348						
GRAND TOTALS (Including Under-utilized and Greenfield Inventories)													
	Total VL/L	107.03					2872						
	Total MOD	170.26					2573						
	Total ABV MOD	696.50					3649						
	TOTAL SITES	973.79					9094						

Source: City of Rancho Cordova
¹ These units are within areas that include a conditional use permit process. This process includes a review by the City Council that focuses on design compatibility with the surround area. the City does not see this as a constraint to development. See the City's Zoning Code for a complete analysis of the CUP process;

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TABLE A-21
UNDERUTILIZED INFILL SITES

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
Underutilized Sites										
Town Center TOD										
H-1	058-0291-003	8.07		UR1 (TOD)	FBSP	10–80	194	VL/L	Half of parcel is retail and half is vacant land	Assumes 30 units per acre at 80% site capacity.
H-2	072-0280-024	6.97	14%	CMU (TOD)	DTPA	10–80	24	VL/L	Parking lot	Assumes 1 acre built at 30 units per acre at 80% site capacity.
	<i>Subtotal</i>									
	<i>VL/L</i>	<i>9.07</i>					<i>218</i>			
Folsom Boulevard Specific Plan (Potential New Markets Tax Credits Proposal)										
I-1	077-0030-011	1.76		MDR	UR1	6.1–18	25	Mod	Trailer park – interested in moving or selling	Assumes 18 du/acre at 80% site capacity.
I-2	077-0030-010	0.81		MDR	UR1	6.1–18	12	Mod	Trailer park – interested in moving or selling	Assumes 18 du/acre at 80% site capacity.

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Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
I-3	077-0030-013	0.78		MDR	UR1	6.1–18	11	Mod	Dilapidated apartment – interested in selling and have been looking for interested buyers	Assumes 18 du/acre at 80% site capacity.
I-4	077-0181-011	0.99		MDR	UR1	6.1–18	14	Mod	Very dilapidated – interested in selling	Assumes 18 du/acre at 80% site capacity.
I-5	077-0181-021	0.22		MDR	UR1	6.1–18	3	Mod	One duplex, half boarded up, possibly in foreclosure	Assumes 18 du/acre at 80% site capacity.
I-6	077-0181-020	0.28		MDR	UR1	6.1–18	4	Mod	Two duplexes, half boarded up, possibly in foreclosure	Assumes 18 du/acre at 80% site capacity.
I-7	077-0181-023	0.1		MDR	UR1	6.1–18	1	Mod	80% duplex, occupied	Assumes 18 du/acre at 80% site capacity.

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Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
I-8	077-0181-018	0.28		MDR	UR1	6.1–18	4	Mod	Two duplexes, not occupied	Assumes 18 du/acre at 80% site capacity.
I-9	077-0181-022	0.1		MDR	UR1	6.1–18	1	Mod	90% duplex	Assumes 18 du/acre at 80% site capacity.
I-10	077-0181-017	0.12		MDR	UR1	6.1–18	2	Mod	95% duplex	Assumes 18 du/acre at 80% site capacity.
I-11	077-0181-013	0.19		MDR	UR1	6.1–18	3	Mod	Duplex - huge open yard	Assumes 18 du/acre at 80% site capacity.
I-12	077-0181-012	0.23		MDR	UR1	6.1–18	3	Mod	Duplex – huge open yard	Assumes 18 du/acre at 80% site capacity.
I-13	077-0030-012	0.34		CMU		6.1–18	5	Mod	Little business – huge parking lot not needed	Assumes 18 du/acre at 80% site capacity.
I-14	077-0030-008	0.22		CMU		6.1–18	3	Mod	Little business – half of the	Assumes 18 du/acre at 80% site

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Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
									lot not in use, general interest in area	capacity.
I-15	077-0030-009	0.45		CMU		6.1–18	6	Mod	Residence – little house and little garage, general interest in area	Assumes 18 du/acre at 80% site capacity.
I-16	077-0030-005	1.71		CMU		6.1–18	25	Mod	Commercial with back half of the lot vacant – been looking to relocate	Assumes 18 du/acre at 80% site capacity.
	<i>Subtotal MOD</i>	<i>8.58</i>					<i>124</i>			

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Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
Mather Redevelopment Area										
J-1	067-0010-064	3.69		LC/SC	OPMU	18.1–40	160	VL/L	Parking lot and abandoned infirmary building	Assumes 160-unit capacity based on transitional housing project.
	<i>Subtotal</i>									
	<i>VL/L</i>	<i>3.69</i>					<i>160</i>			
UNDERUTILIZED SITES TOTALS										
	<i>Total</i>									
	<i>VL/L</i>	<i>12.76</i>					<i>378</i>			
	<i>Total</i>									
	<i>MOD</i>	<i>8.58</i>					<i>124</i>			
TOTAL UNDERUTILIZED SITES		21.34					501			

Source: City of Rancho Cordova

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TABLE A-22 GREENFIELD DEVELOPMENT

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Capitol Village Special Planning Area														
K-1	072-0680-072 072-305-0001 to -0099; 072-305-0100 to -0199; 072-305-0200 to -0219	5.34	5.34		CVSPA	RD 40	128	128	Yes	None	Mod	Vacant	Loft district. Calculation assumes 80% of 30 du acre.	Site J-1 in previous Housing Element.
K-2		25.6	25.6		CVSPA	10-18	333	334	Yes	None	Mod	Vacant	Unit capacity is based on approved project of 333 single-family townhomes.	Sites j-2 in previous Housing Element.
	Subtotal MOD	30.94					461							
Villages of Zinfandel Special Planning Area														
L-1	072-2360-028	10.3	10.3	50%	BP	RD-40	123	123	Yes	None	VL/L	Vacant	Assuming 30 units/acre and 80% site capacity based on surrounding projects, requires CUP. ²	Site A-1 in previous Housing Element.
L-2	072-2360-029	11.09	11.09	50%	BP	RD-40	133	133	Yes	None	VL/L	Vacant	Assuming 30 units/acre and 80% site capacity based on surrounding projects, requires CUP. ²	Site A-2 in previous Housing Element.
L-3	072-2360-030	9.4	9.4	50%	BP	RD-40	112	112	Yes	None	VL/L	Vacant	Assuming 30 units/acre and 80% site capacity based on surrounding projects, requires CUP. ²	Site A-3 in previous Housing Element.
L-1	072-2360-004	17.19	17.19		MDR	15-20	275	275	Yes	None	Mod	Vacant	Assumes 80% of 20 du acre Sites L-1, L-2 and L-3 are located near existing multifamily development, a school and site L-\$ (a proposed multi-family development at a density of 30 units an acre) The City does not see the CUP process as a constraint on these sites due to the surrounding uses.	Site F-1 in previous Housing Element.
	Subtotal VL/L	15.395	15.395				368	368						
	Subtotal MOD	17.19	17.19				275	275						
	SUBTOTAL AREA	32.59	32.59				643	643						

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Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Sun Creek Specific Plan														
M-1	Multiple APNs	1.7	1.7		HDR	26-50	85	85	Yes	None	VL/L	Vacant	Assume 50 units/acre at 100% site capacity	No sites counted for previous RNHA.
M-2	Multiple APNs	24.6	42.5		HDR	26-40	640	1105	Yes	None	VL/L	Vacant	Assumed 26 units/acre at 100% site capacity	No sites counted for previous RNHA.
M-3	Multiple APNs	5.7	43.7		MDR	12.1-18	82	504	Yes	None	Mod	Vacant	Assumes dwelling unit count identified in August 2012 version of Sun Creek Specific Plan Appendix C Table 3-3	No sites counted for previous RNHA.
M-4	Multiple APNs	44.0	316.0		MDR	6.1-12	422	2286	Yes	None	Abv Mod	Vacant	Assumes 12 units/acre at 80% site capacity. Currently, 322 acres are zoned in this area for MDR, however only 25% has infrastrucutre available to support development.	No sites counted for previous RNHA.
M-5	Multiple APNs	33	176.7		LDR	2.1-6	158	899	Yes	None	Abv Mod	Vacant	Assumes dwelling unit count identified in August 2012 version of Sun Creek Specific Plan Appendix C Table 3-3	No sites counted for previous RNHA.
	Subtotal VL/L	26.30	44.20				725	1190						
	Subtotal MOD	5.70	43.70				82	504						
	Subtotal ABV MOD	77.00	492.70				581	3185						
	SUBTOTAL AREA	109.00	580.60				1387	4879						
Rio Del Oro Specific Plan														
N-1	Multiple APNs	12	98		HDR	18.1-40	312	2548			VL/L	Vacant	Assumes built density of 26 du acre	No sites counted for previous RNHA.
N-2	Multiple APNs	45	256		MDR	6.1-18	648	3680			Mod		Assumes 80% of 18 du acre	No sites counted for previous RNHA.
N-3	Multiple APNs	170	1518.5		LDR	2.1-6	816	7295			Abv Mod		Assumes 80% of 6 du acre	No sites counted for previous RNHA.
	Subtotal VL/L	12	98				312	2548						
	Subtotal MOD	17	256				648	3680						
	Subtotal ABV MOD	170	1518.5				816	7295						
	SUBTOTAL AREA	199	1872.5				1776	13523						

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Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
The Ranch at Sunridge Special Planning Area														
O-1	Multiple APNs	0	12.2		HDR	RD 30 / RD 40	0	378	No	None	VL/L	Vacant	Pending Approved Maps	No sites counted for previous RNHA. No sites counted for previous RNHA. No sites counted for previous RNHA.
O-2	Multiple APNs	5	105.4		MDR/GC	RD 20	80	149	No	None	Mod	Vacant	Pending Approved Maps	
O-3	Multiple APNs	15	142.3		LDR	RD 10	120	1191	No	None	Abv Mod	Vacant	Pending Approved Maps	
	<i>Subtotal VL/L</i>	<i>0</i>	<i>12.2</i>				<i>0</i>	<i>378</i>						
	<i>Subtotal MOD</i>	<i>5</i>	<i>105.4</i>				<i>80</i>	<i>149</i>						
	<i>Subtotal ABV MOD</i>	<i>15</i>	<i>142.3</i>				<i>120</i>	<i>1191</i>						
	<i>SUBTOTAL AREA</i>	<i>20</i>	<i>259.9</i>				<i>200</i>	<i>1718</i>						
Arboretum Specific Plan														
P-1	Multiple APNs	0	29.5		HDR	RD 30 / RD 40	0	825	No	None	VL/L	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA. No sites counted for current RHNA. No sites counted for current RHNA.
P-2	Multiple APNs	0	89		MDR	14 - 29	0	1287	No	None	Mod	Vacant	Not expected to break ground this HE cycle.	
P-3	Multiple APNs	0	402.8		LDR	1 - 13	0	2605	No	None	Abv Mod	Vacant	Not expected to break ground this HE cycle.	
	<i>Subtotal VL/L</i>	<i>0</i>	<i>29.5</i>				<i>0</i>	<i>825</i>						
	<i>Subtotal MOD</i>	<i>0</i>	<i>89</i>				<i>0</i>	<i>1287</i>						
	<i>Subtotal ABV MOD</i>	<i>0</i>	<i>402.8</i>				<i>0</i>	<i>2605</i>						
	<i>SUBTOTAL AREA</i>	<i>0</i>	<i>521.3</i>				<i>0</i>	<i>4717</i>						

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Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Sunridge Specific Plan														
Sunridge Park														
Q-1	Multiple APNs	15.6	188	LDR	RD 4 - RD7		78	950	Yes	None	Abv Mod	Vacant	Single Family Parcels	No sites counted for previous RNHA.
	Subtotal													
	ABV MOD	15.6	188				78	950						
	SUBTOTAL													
	AREA	15.6	188				78	950						
Anatolia II														
R-1	067-0430-037	2.76	2.76		HDR	18.1-20	66	66	Yes	None	VL/L	not vac	Assumes 24 du acre with density bonus	Site G-1 in previous Housing Element.
R-2	067-0430-042	3.04	3.04		HDR	18.1-20	49	49	Yes	None	Mod	not vac	Assumes 80% of 20 du acre	Site G-2 in previous Housing Element.
R-3	067-0430-043	5.9	5.9		HDR	18.1-20	94	94	Yes	None	Mod	not vac	Assumes 80% of 20 du acre	Site G-3 in previous Housing Element.
R-4	067-0430-044	1.17	1.17		HDR	18.1-20	19	19	Yes	None	Mod	not vac	Assumes 80% of 20 du acre	Site G-4 in previous Housing Element.
R-5	067-0030-040	15.96	15.96	50%	LC	10-18	128	128	Yes	None	Mod	Vacant	Assumes 50% of the site will develop residential, at 20 du acre with an 80% site capacity.	Site G-5 in previous Housing Element.
	Subtotal													
	VL/L	2.76	2.76				66	66						
	Subtotal													
	MOD	18.06	18.06				170	170						
	SUBTOTAL													
	AREA	20.82	20.82				236	236						
Anatolia III														
S-1	Multiple APNs	70	203		LDR	RD 4 - RD 5	286	798	Yes	None	Abv Mod	Vacant	Single Family Parcels	No sites counted for previous RNHA.
	Subtotal													
	ABV MOD	70	203				286	798						
	SUBTOTAL													
	AREA	70	203				286	798						
Anatolia IV														
T-1	Multiple APNs	21.6	21.6		MDR	RD 10	203	203	Yes	None	Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for previous RNHA.
	Subtotal													
	MOD	21.6	21.6				203	203						
	SUBTOTAL													
	AREA	21.6	21.6				203	203						

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Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Montelena														
U-1	Multiple APNs	11.8	11.8		MDR	RD 7	66	66	No	None	Mod	Vacant	Pending DA	No sites counted for previous RNHA. No sites counted for previous RNHA.
U-2	Multiple APNs	163.7	163.7		LDR	RD 5	655	655	No	None	Abv Mod	Vacant	Pending DA	
	Subtotal MOD	11.8	11.8				66	66						
	Subtotal ABV MOD	163.7	163.7				655	655						
	SUBTOTAL AREA	175.5	175.5				721	721						
Arista del Sol														
V-1	Multiple APNs	0	158.2		LDR	5-10	0	906	No	None	Abv Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
	Subtotal ABV MOD	0	158.2				0	906						
	SUBTOTAL AREA	0	158.2				0	906						
Sunridge Lot J (Cresleigh)														
W-1	Multiple APNs	4.5	8.9		MDR	RD 10	35	75	No	None	Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA. No sites counted for previous RNHA.
W-2	Multiple APNs	32	55.31		LDR	RD 4 - RD 7	179	294	No	None	Abv Mod	Vacant	Pending Finished Lots	
	Subtotal MOD	4.5	8.9				35	75						
	Subtotal ABV MOD	32	55.31				179	294						
	SUBTOTAL AREA	36.5	64.21				214.2	369						
Douglas 103														
X-1	Multiple APNs	3.6	19.8		MDR	RD 15	43	213	No	None	Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA. No sites counted for previous RNHA.
X-2	Multiple APNs	6.4	19.9		LDR	5-10	51	88	No	None	Abv Mod	Vacant	Pending Finished Lots	
	Subtotal MOD	3.6	19.8				43	213						
	Subtotal ABV MOD	6.4	19.9				51	88						
	SUBTOTAL AREA	10	39.7				94.4	301						

Source: City of Rancho Cordova

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Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Douglas 98														
Y-1	Multiple APNs	35	99.9		LDR	5-10	280	693	No	None	Abv Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	<i>Subtotal ABV MOD</i>	<i>35</i>	<i>99.9</i>				<i>280</i>	<i>693</i>						
	<i>SUBTOTAL AREA</i>	<i>35</i>	<i>99.9</i>				<i>280</i>	<i>693</i>						
Grantline 208														
Z-1	Multiple APNs	0	139.4		LDR	5-10	0	724	No	None	Abv Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
	<i>Subtotal ABV MOD</i>	<i>0</i>	<i>139.4</i>				<i>0</i>	<i>724</i>						
	<i>SUBTOTAL AREA</i>	<i>0</i>	<i>139.4</i>				<i>0</i>	<i>724</i>						
Mather East (Sundance)														
AA-1	067-0040-026	0	12.03		MDR	RD 10	0	129	No	None	Mod	Vacant	Pending Finished Lots	Site H-1 in previous Housing Element - not counted for current RHNA.
	<i>Subtotal MOD</i>	<i>0</i>	<i>12.03</i>				<i>0</i>	<i>129</i>						
	<i>SUBTOTAL AREA</i>	<i>0</i>	<i>12.03</i>				<i>0</i>	<i>129</i>						
North Douglas														
AB-1	Multiple APNs	7.3	7.3		MDR	RD 10	62	62	No	None	Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	Multiple APNs	111.8	111.8		LDR	RD 5 - RD 7	603	603	No	None	Abv Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	<i>Subtotal MOD</i>	<i>7.9</i>	<i>7.3</i>				<i>62</i>	<i>62</i>						
	<i>Subtotal ABV MOD</i>	<i>111.8</i>	<i>111.8</i>				<i>603</i>	<i>603</i>						
	<i>SUBTOTAL AREA</i>	<i>119.7</i>	<i>119.1</i>				<i>665</i>	<i>665</i>						
VACANT SITES GREENFIELD TOTALS														
	<i>Total VL/L</i>	<i>56.46</i>	<i>202.06</i>				<i>1470.84</i>	<i>5375.00</i>						
	<i>Total MOD</i>	<i>143.29</i>	<i>610.78</i>				<i>2125.19</i>	<i>6812.83</i>						
	<i>Total ABV MOD</i>	<i>696.50</i>	<i>3695.51</i>				<i>3649.20</i>	<i>19986.80</i>						
	<i>TOTAL VACANT GREENFIELD SITES</i>	<i>893.49</i>	<i>4505.59</i>				<i>7178.99</i>	<i>32108.63</i>						

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Capitol Village Special Planning Area

The Capitol Village Special Planning Area is almost fully developed. The final phase includes single-family residential town-homes along the southern side of International Drive and a commercial/loft development located on the western side of Bridgeway Drive. The 2013-2021 Housing Element cycle will likely see full build-out of the Capitol Village Special Planning Area. The Capitol Village Special Planning Area does not include an affordable housing requirement. However, the median price of the Capitol Village townhomes will be affordable to moderate income households.

Villages of Zinfandel Special Planning Area

The Villages of Zinfandel Special Planning area is also mostly developed. There are finished lots ready for building along the south-eastern segment of Baroque Drive. There are also some commercial lots, as identified in the Vacant Greenfield Sites list of the above land inventory. These lots would require a Conditional Use Permit to develop as multi-family residential projects. Analysis has indicated that the CUP requirement does not pose a constraint to multi-family development. The single-family residential component of the Villages of Zinfandel Special Planning Area will most likely be fully developed during the 2013-2021 Housing Element Cycle. The commercial segment will develop as viable projects are presented. The Villages of Zinfandel Special Planning Area did not include an affordable housing requirement. However the commercial sites that may be developed residential with a CUP pose unique opportunities for high density multi-family residential development and have been previously considered for a condominium development.

Suncreek Specific Plan

The proposed Suncreek Specific Plan is near Sunrise Boulevard and Douglas Road. Proximity to Sunrise Boulevard and Grant Line Road make the area ideal for public transit. Current proposals include several residential neighborhoods, with some office and commercial development. Mixed-use commercial, recreational parks, trails, and schools are also planned. Presently, the project is in development agreement negotiations with the City. The first phase of actual development is expected to be on the Shalako property, located at the south west end of the plan area, and which has submitted a tentative map for consideration as soon as the development agreement negotiations are complete.

The Suncreek Specific Plan includes an Affordable Housing Plan that will require the dedication of three sites, with the purchase option of a fourth site to the City, as well as a per-door residential in-lieu fee that the City will use to sponsor the development of affordable housing in the planning area. It also includes a significant amount of acreage that has been deemed RHNA obligated, with a development floor of 26 units per acre. The tentative map for the Shalako property includes one of the dedicated sites, and sufficient

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single family development to effectively act as a financial incentive for multi-family development. It is realistic that the Shalako multi-family acreage, including the property dedicated to the City for affordable housing will develop during the 2013-2021 Housing Element cycle.

Rio del Oro Specific Plan

The Rio del Oro Specific Plan (“Plan”) was adopted by the City Council on September 7, 2010. At the same time, the City Council approved a “Tier One Development Agreement” that vested the Specific Plan, land use designations, development densities, and intensity of uses (among other things). The Plan encompasses approximately 3,828 acres of land south of White Rock Road, east of Sunrise Boulevard, and north of Douglas Road. Currently, the area remains mostly undeveloped with dredger tailings, but development is anticipated to begin in phases during the 2013-2021 Housing Element cycle. As approved, the Rio del Oro project area would contain approximately 11,600 residential units at a variety of densities, with several village centers, a local town center, and two regional commercial sites. Future adjustments to the land use plan resulting from amendments to the City’s Open Space policies may result in small increases in total residential units. Approximately one-third of the land area would be retained as natural wetland preserve and improved open space. A network of major roadways, connector streets, and local streets integrate into the City’s planned roadway system and create walkable neighborhoods. The project area also includes both office and light industrial uses, primarily within the Mather Field Noise Contours. Prior to commencement of development, additional “Tier Two” entitlements will be completed, including but not limited to the approval of large lot maps, a financing plan, a phasing plan, and affordable housing plans. The City has begun the affordable housing plan negotiations with the Rio del Oro project as part of their next entitlement phase. The City expects the affordable housing plan to include a residential per-door in-lieu fee with some potential for dedicated land, should it be appropriately located. The affordable housing plan will also indicate a minimum development density for 98 acres of High Density (HD) zoned land. Consistent with the assumptions of this Housing Element, a minimum development density of 26 units per acre will be required for up to 98 acres of land zoned HD with Rio del Oro.

Table A-22 also identifies development density and production assumptions for Medium Density (MD) zoned land within Rio del Oro. The MD assumptions are based on generic formulas that were used to indicate that some portion of the Rio del Oro project is expected to develop during the 2013-2021 Housing Element cycle. These assumptions do not indicate minimum development density floors, nor are they to be referenced as restrictions on the development densities available in the MD range as approved in the Rio del Oro Specific Plan.

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The Ranch at Sunridge Special Planning Area

The Ranch at Sunridge is in the Suncreek Planning Area, but will be developed separately from the rest of the planning area. Formerly used for agriculture, The Ranch is close to several major roads. The Ranch at Sunridge is proposed to be primarily residential, but will incorporate open space and commercial uses, as well as preserve some wetlands on the site. The initial phase of development in the Ranch will most likely include the north west corner and move east to tie into infrastructure that either exists currently, or will be under construction on a concurrent time scale. The most logical second phase of development will include the southern portion of the site.

Arboretum Specific Plan

The proposed Arboretum Specific Plan is located at the southernmost border of the City's undeveloped incorporated land. It is not expected to break ground during this housing element cycle. When development does begin in the Arboretum, it will most likely be phased from the south-western corner and move east and north as infrastructure is completed. The proposed Arboretum Specific Plan will most likely include a negotiated affordable housing plan that will provide for the development of multi-family and affordable housing in the specific planning area.

Sunridge Specific Plan

The Sunridge Specific Plan was approved prior to the City's incorporation and did not include an affordable housing plan or any requirements for multi-family or affordable housing performance. There are some sub-developments in the Sunridge Specific Plan that include RHNA obligated properties or have a multi-family obligation that was negotiated after the City's incorporation.

Sunridge Park

The approved Sunridge Park development is mostly complete with less than 100 unbuilt finished lots still available. The Sunridge Park project did not include a multi-family or affordable housing component at approval and will be almost exclusively single family homes on low-density parcels.

Anatolia II

Anatolia II has several multi-family parcels remaining to be built. Only one of these parcels has a Low-Income RHNA obligation placed on it. The proposed affordable housing project for that parcel would yield 66 low- and very low-income units. The City is in negotiations with the land-owner to evaluate the viability of an affordable housing project on that site.

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Development is expected to be complete in the Anatolia II village within the 2013-2021 Housing Element cycle.

Anatolia III

Anatolia III has 286 low density single family parcels remaining for build-out. The project area is expected to reach build-out during the 2013-2021 Housing Element cycle. The project will have no affordable or multi-family housing components.

Anatolia IV

This project is approved by the City, creating 203 single-family lots, a 2.6-acre park, and four landscape corridor lots. The lots are finished and ready for construction. It is expected that the Anatolia IV project will reach build-out during the 2013-2021 Housing Element cycle.

Montelena (located within the Sunridge Specific Plan)

The approved Montelena project is in the Sunridge Specific Plan Area. The project site is generally bounded by Jaeger Road to the east, the Anatolia I subdivision to the west, Douglas Road to the north, and the Anatolia II subdivision to the south. The Montelena project comprises 251.9 acres and proposes the construction of 721 dwelling units. Although the area will be primarily residential, plans also include a community park area, detention basin, fire station, and wetland preserve. The approved project does not include an affordable housing plan, and has not designated multi-family development planned. It is expected to start construction during the 2013-2021 Housing Element cycle, and may reach build-out within the next eight years.

Arista del Sol

The Arista del Sol project is located on an approximately 158 acres. The project site is remote from existing infrastructure and is not expected to be developed during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

SunRidge Lot J

The Lot J project is located on an approximately 81.1-acre parcel and would include a Tentative Subdivision Map to create 342 residential lots, one park site, and three landscape corridor lots. It is expected to be partially developed during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

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Douglas 103

The Douglas 103 project is located on an approximately 40 acres adjacent to Douglas Road. The project is likely to break ground near the end of the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Douglas 98

The Douglas 98 project is located on an approximately 100 acres and would have a final approved map for 528 residential lots. The project is likely to break ground near the end of the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Grantline 208

The Grantline 208 project is located on an approximately 140 acres. The project site is remote from existing infrastructure and is not expected to be developed during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Mather East

The Mather East project is located on an approximately 12-acre parcel and is adjacent to existing infrastructure. No plans to complete development have been routed through the City. The project does not include an affordable housing plan or a multi-family development obligation, and it is unknown if it will develop during the 2013-2021 Housing Element cycle.

North Douglas

The North Douglas project is located on an approximately 119-acre parcel and includes a Final Subdivision Map that creates 665 residential lots. The project has 603 finished lots and is expected to reach build-out during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family development obligation.

During the 2006–2013 Housing Element cycle, development in the City's greenfield areas ground to a halt. With the exception of projects that had already begun construction prior to the collapse of the housing market in 2008, no new entitlements or large-scale housing developments were approved. During the first half of 2013, the resurgence of the housing market has brought several of the dormant greenfield developments back online. Some of these developments were further in the planning process than others, and some have the

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potential to actually build housing units in the 2013–2021 Housing Element cycle. **Table A-20** is a list of all the proposed developments by specific or special plan. The City has identified the developments that can reasonably be expected to complete the entitlement process and reach the finished lot stage on some portion of the project. This list also captures the developments with finished lots where building halted due to the housing market. While some of the product initially intended for these lots may not be feasible in the new housing market, some of them have already resumed the building permit and plan-check process.

AVAILABLE SINGLE-FAMILY SITES

Table A-20 provides the characteristics of areas available for the development of single-family homes. There is potential for 5,567 single-family dwelling units on 547.83 vacant and underutilized acres in the City. These units are split between the moderate and the above moderate affordability levels, with 2,393 units expected to be affordable to households at a moderate income and 3,174 units available for households with above moderate income. Some development projects have reacted to the changes in the housing market that resulted from the market collapse in 2007 by introducing smaller units on smaller lots that will generally be more affordable. These housing products are generally zoned at 10 to 20 dwelling units per acre. For the purpose of moderate and above moderate housing, land zoned or planned for RD-10 to RD-20 is identified as affordable to households with a moderate income, while land zoned or planned for densities lower than RD-10 are identified as affordable to households with an above moderate income.

LAND INVENTORY ANALYSIS

Table A-23 compares the RHNA requirements to the City's capacity for new housing. The table is broken into affordability ranges and developing areas comparable to the land inventory tables above.

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TABLE A-23
LAND INVENTORY RHNA ANALYSIS

RHNA		VL/L 2,618	M 1,303	AM 3,087
Vacant Infill	Sunrise North		20	
	Mather RDA	241	45	
	Folsom Boulevard	357		
	Countryside/Lincoln Village		95	
	Williamson Ranch		34	
	Annexation Sites	425	101	
	Bradshaw and Highway 50		29	
Underutilized Infill	Town Center TOD	218		
	Folsom Boulevard New Markets		124	
	Mather RDA	160		
Greenfield	Capitol Village SPA		461	
	Villages of Zinfandel SPA	368	275	
	SunCreek SP	725	82	581
	Rio Del Oro SP	312	648	816
	The Ranch @ Sunridge		80	120
	Sunridge Park			78
	Anatolia II	66	170	
	Anatolia III			286
	Anatolia IV		203	
	Montelena		66	655
	Sunridge Lot J		35	179
	Douglas 103		43	51
	Douglas 98			280
	North Douglas		62	603
Pending Projects				
Horizons @ New Rancho		48		
Total		2,920	2,573	3,649
Surplus/(Shortfall)		302	1,270	562

Source: City of Rancho Cordova

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RHNA requires that the City show capacity for a range of housing choice and housing affordability. According to the City's projections, there will be surplus capacity of 280 housing units affordable to very low- and low-income households. Much of that capacity is in the infill areas where infrastructure and access to transportation and services already exists. The City also expects to have surplus capacity of 1,169 units affordable to moderate-income households and 9 surplus units to above moderate-income households. The housing product for moderate- and above moderate-income households does not necessarily have a clear delineation, and the City's projections are based on proposed densities.

HOUSING RESOURCES AND INCENTIVES

AFFORDABLE HOUSING PROJECTS IN RANCHO CORDOVA

There are 17 housing developments located in Rancho Cordova providing subsidized housing, with a total of 1,585 low- and very low-income units. Subsidized units account for approximately 7 percent of the total housing stock. The address, number of affordable units by bedroom size and income level, and source of financing for each affordable development is provided in **Table A-24**.

TABLE A-24
SUBSIDIZED AND AT-RISK AFFORDABLE UNITS

Name	Address	Subsidized Units	Program	Source
Sunrise Meadows	11020 Coloma Rd	44	LMSA	HUD
Mather Community Campus	3665 Bleckely St	219	HTF, TI	
Gold Ridge-El Parque	2605 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2609 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2613 El Parque Cir	2	Public Housing	SHRA
Gold Ridge-El Parque	2617 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2619 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2623 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2701 El Parque Cir	4	Public Housing	SHRA

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Name	Address	Subsidized Units	Program	Source
Gold Ridge-El Parque	2703 El Parque Cir	4	Public Housing	SHRA
Gold Ridge-El Parque	2707 El Parque Cir	4	Public Housing	SHRA
The Cascades	9838 Lincoln Village Dr	112	LIHTC	HUD
2970 Portsmouth	2970 Portsmouth Dr	9	Public Housing	SHRA
Gold Ridge-El Parque	10730 Coloma Rd	24	Public Housing	SHRA
Chesapeake Commons	3600 Data Dr	180	Bond	
Cordova Meadows Apartments	2312 Sierra Madre Court	184	LIHTC	HUD
Rancho Cordova Apartments	10685 Coloma Road	95	LIHTC	HUD
The Crossings @ New Rancho	2708 & 2728 Woodberry Way	17	LIHTC	CTCAC
Mather Transitional Housing	3550 Femoyer St	235	HTF, TI	
10375 Mills Tower Drive	10375 Mills Tower Dr	2	Misc Comm Dev	SHRA
Carriage House I Apartments	10531 Mills Tower Dr	56	Misc Comm Dev	SHRA
Carriage House II Apartments	2830 Mills Park Dr	54	Misc Comm Dev	SHRA
Fountain Crest	2719 Mills Park Dr	71	HOME	SHRA
Park Meadows Apartments (Cordova Meadows)	2335 Sierra Madre Ct	183		SHRA
SUBTOTAL		1514		
At-Risk Units				
La Loma	2088 W La Loma Dr	34	HFDA/8 NC	HUD
Coloma Woods	2300 Heather Glen Ln	28	Sec 8 NC	HUD
Mills Tower Apartments	10499 Mills Tower Dr	9	Sec 8 NC	HUD
SUBTOTAL		71		
TOTAL		1585		

Source: SACOG

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AT-RISK HOUSING

Housing element law in the California Government Code (Section 65583) requires jurisdictions to include a study of all low-income housing units which may at some future time become unaffordable upon the expiration of affordability restrictions. Three general cases create the opportunity for the conversion of affordable units to market rate:

- Prepayment of HUD mortgages Section 221(d)(3), Section 202, and Section 236
- Opt-outs and expirations of project-based Section 8 contracts
- Other cases

A prepayment of HUD mortgages Section 221(d)(3) involves a privately owned project with HUD providing either below-market-interest-rate loans or market-rate loans with subsidy to the tenants. In a Section 236 complex, HUD provides assistance to the owner to reduce the costs to tenants by paying most of the interest on a market-rate mortgage. Additional rental subsidy may be provided to the tenant. With Section 202, HUD provides a direct loan to nonprofit organizations for project development and rental subsidy for low-income tenants. All Section 202 handicapped units (Section 202) are designed for physically handicapped, mentally disabled, and chronically mentally ill residents.

In a Section 8 contract for new construction or substantial rehabilitation, HUD provides a subsidy to the owner for the difference between a tenant's ability to pay and the contract rent. The likelihood for opt-outs increases when the market rents exceed the contract rents.

Other cases that create the opportunity for the conversion of affordable housing include the expiration of low-income use periods of various financing sources, such as Low Income Housing Tax Credit (LIHTC); bond financing; density bonuses; CHFA, CDBG, and HOME funds; and redevelopment funds.

As shown at the bottom of **Table A-24**, three of the federally assisted multi-family housing complexes in Rancho Cordova are at risk of losing their affordability restrictions during the Housing Element planning period.

COST ANALYSIS

The cost of maintaining the assisted units is estimated to be significantly less than the cost required to replace the units through new construction. Conserving assisted units generally requires subsidizing the difference between market-rate and assisted rents.

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The cost of acquiring an apartment complex on the market for use as assisted housing ranges from \$52,100 per dwelling unit to \$100,000 per dwelling unit (sales data of comparable rental housing taken from loopnet.com and realtor.com, June 2013). Based on this information, the acquisition cost of an individual 28- to 34-unit multi-family rental complex in Rancho Cordova would range from \$1.5 to \$3.4 million. The cost to acquire all 71 of the rental units at risk is estimated to be between \$3.7 and \$7.1 million.

Since land prices and land availability are generally the limiting factors to development of low-income housing, it is estimated that subsidizing rents to preserve assisted housing is both more feasible and more economical than constructing new units.

RESOURCES AND INCENTIVES FOR AFFORDABLE HOUSING

Efforts by the City to assist in the development, rehabilitation, and preservation of affordable housing would utilize organizational and financial types of resources. The following programs include local, state, and federal housing programs that are valuable resources in assisting in the development of affordable housing, preserving “at-risk” housing, and for housing rehabilitation.

TABLE A-25
AFFORDABLE HOUSING FUNDING RESOURCES

Program Name	Description	Eligible Activities
Federal Programs		
Community Development Block Grant (CDBG) Program	The Department of Housing and Urban Development (HUD) awards Community Development Block Grants annually to entitlement jurisdictions and states for general activities, including housing, and economic development activities. HUD also offers various other programs that can be utilized by the City and nonprofit and for-profit agencies for the preservation of low-income housing units such as Section 202 and Section 108 loan guarantees. The annual appropriation for CDBG is split between states and local jurisdictions called “entitlement communities.” The City of Rancho Cordova was granted entitlement status in January 2005 and began its funding cycle in July 2006.	Acquisition Rehabilitation Homebuyer Assistance Economic Development Assistance Homeless Assistance Public Services Infrastructure Replacement
HOME Investment Partnerships Program	The Home Investment Partnerships Program (HOME) was created under the Cranston Gonzalez National Affordable Housing Act enacted in November 1990. HOME funds are awarded annually as formula grants to	Acquisition Rehabilitation Homebuyer Assistance

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Program Name	Description	Eligible Activities
	participating jurisdictions. HUD establishes Home Investment Trust Funds for each grantee, providing a line of credit that the jurisdiction may draw upon as needed. The program's flexibility allows states and local governments to use HOME funds for grants, direct loans, loan guarantees, or other forms of credit enhancement or rental assistance or security deposits.	Rental Assistance
Housing Choice Voucher (HCV) Rental Assistance	Provides rental assistance payments to owners of market-rate properties on behalf of very low-income tenants.	Rental Assistance
Section 811	Provides grants to nonprofit developers of supportive housing for disabled persons. The grants may be used to construct or rehabilitate group homes, independent living facilities, and intermediate care facilities. The grants may also have a rental assistance component.	Acquisition Rehabilitation New Construction Rental Assistance
Section 203(k)	Provides fixed-rate, low-interest loans to organizations wishing to acquire and rehabilitate property.	Land Acquisition Rehabilitation Refinancing of Existing Debt
Low Income Housing Tax Credits (LIHTC)	In 1986, Congress created the federal Low Income Housing Tax Credits to encourage private investment in the acquisition, rehabilitation, and construction of low-income rental housing. Because high housing costs in California make it difficult, even with federal credits, to produce affordable rental housing, the California legislature created a state low-income housing tax credit program to supplement the federal credit. The state credit is essentially identical to the federal credit, the Tax Credit Allocation Committee allocates both, and state credits are only available to projects receiving federal credits. Twenty percent of federal credits are reserved for rural areas and 10 percent for nonprofit sponsors. To compete for the credit, rental housing developments have to reserve units at affordable rents to households at or below 46 percent of area median income. The targeted units must be reserved for the target population for 55 years.	New Construction
Mortgage Credit Certificate Program	Offers income tax credits to first-time homebuyers. The County distributes the credits.	Homebuyer Assistance
Supportive Housing Program (SHP)	Offers grants to agencies who offer supportive housing and services to the homeless.	Transitional Housing Housing for Disabled Persons

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Program Name	Description	Eligible Activities
		Supportive Housing Support Services
Community Reinvestment Act	The Community Reinvestment Act (CRA), enacted by Congress in 1977, is intended to encourage depository institutions to help meet the credit needs of the communities in which they operate, including low- and moderate-income neighborhoods, consistent with safe and sound banking operations. The CRA requires that each insured depository institution's record in helping meet the credit needs of its entire community be evaluated periodically. That record is taken into account in considering an institution's application for deposit facilities, including mergers and acquisitions.	New Construction Rehabilitation Acquisition Support Services Supportive Housing Homebuyer Assistance
State Programs		
Emergency Shelter Program	Awards grants to nonprofits for the provision of shelter support services	Support Services
Multi-Family Housing Program (MHP)	Provides loans for new construction, rehabilitation, and preservation of affordable rental housing. Payments on the loans are deferred for a specified period of time.	New Construction Rehabilitation Preservation
California Housing Finance Agency (CHFA) Rental Housing Programs	Offers permanent financing for acquisition and rehabilitation to for-profit, nonprofit, and public agency developers seeking to preserve at-risk housing units. In addition, CalHFA offers low interest predevelopment loans to nonprofit sponsors through its acquisition/rehabilitation program.	New Construction Rehabilitation Acquisition
California Housing Finance Agency (CalHFA) Home Mortgage Purchase Program	CalHFA sells bonds to raise funds for providing below-market-rate loans to qualifying first-time homebuyers.	Homebuyer Assistance
Supportive Housing/Minors Leaving Foster Care	This program provides funds for housing and services for persons who need support services to live independently (e.g., disabled, mentally ill).	Supportive Housing Foster Care
CalHOME	Provides grants to local governments and nonprofit agencies for homebuyer assistance, rehabilitation, and new construction. The agency also finances acquisition, rehabilitation, and replacement of manufactured homes.	Homebuyer Assistance Rehabilitation New Construction
California Self-Help Housing Program	Provides grants for the administration of mutual self-help housing projects.	Homebuyer Assistance New Construction Administrative

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Program Name	Description	Eligible Activities
		Costs
Emergency Housing and Assistance Program	Provides grants to support emergency housing.	Shelters Transitional Housing
CalHFA Programs		
Affordable Housing Partnership Program	Provides lower interest rate CalHFA loans to homebuyers who receive local secondary financing.	Homebuyer Assistance
Self-Help Builder Assistance Program	Provides lower interest rate CalHFA loans to owner-builders who participate in mutual self-help housing projects. Also provides site acquisition, development financing, and construction financing for self-help projects.	Homebuyer Assistance Site Acquisition Site Development Home Construction
California Housing Assistance Program	Provides 3% silent second loans in conjunction with 97% CalHFA first loans to give eligible homebuyers 100% financing.	Homebuyer Assistance
Extra Credit Teacher Program	Provides \$7,500 silent second loan with forgivable interest in conjunction with lower interest rate CalHFA first loans to assist eligible teachers in buying homes.	Homebuyer Assistance
Housing Enabled by Local Partnerships	Provides 3% interest rate loans, with repayment terms up to 10 years, to local government entities for locally determined affordable housing priorities.	Wide Range of Eligible Activities
Low Income Housing Tax Credits	Provides state tax credits for rental housing programs.	New Construction Rehabilitation
Predevelopment Loan Program	The California Department of Housing and Community Development (HCD) administers the program, which provides funds to pay the initial costs of developing affordable housing developments. Priority is given to applications with matching financing from local redevelopment agencies or federal programs.	
Multifamily Housing Program	HCD conducts the acquisition and rehabilitation component of the Multifamily Housing Program to acquire and rehabilitate existing affordable rental housing. Priority is given to projects currently subject to regulatory restrictions that may be terminated. Assistance is provided through low interest construction and permanent loans. Eligible applicants include local government agencies, private nonprofit organizations, and for-profit organizations.	Rental Acquisition Rental Rehabilitation

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Program Name	Description	Eligible Activities
Local Program and Private Sources		
Local Housing Trust Fund	The City of Rancho Cordova has a Local Housing Trust Fund (LHTF) (originally adopted under Sacramento County, funded through the Housing Development Impact Fee), which provides a linkage between the demand for very low-income housing and the development of commercial, office, industrial, and other nonresidential uses that create lower-paying employment opportunities that generate a demand for very low-income housing. Nonresidential developments in Rancho Cordova are required to pay into the LHTF on a square footage basis at building permit. The housing fee is in effect at the time the building permit is to be issued. The fees are as follows: Office \$.97 per square foot Hotel \$.92 per square foot R&D \$.82 per square foot Commercial \$.77 per square foot Manufacturing \$.61 per square foot	New Construction
Public Housing Authority Rental Subsidy	The local PHA is operated by SHRA, which manages housing and community development activities including conventional or low rent public housing and Housing Choice Vouchers program (Section 8 certificate). The conventional housing program involves housing developments that are managed and maintained by SHRA. The Housing Choice Vouchers program involves a tenant-based rental subsidy administered by the agency. Qualified families are selected and certified from a waiting list. A qualified family can utilize the vouchers at any decent, sanitary, and safe housing unit (single-family or multi-family). The tenant's portion of the rent is based on 30% of the adjusted family gross income. SHRA subsidizes the difference between the tenant's portion and the contract rent. However, Fair Market Rents (FMR) restricts the actual contract rent as determined by the US Department of Housing and Urban Development (HUD). The Section 8 voucher program is similar to the certificate program, except the tenant's housing contract rent is not restricted by FMR.	Tenant-based Rental Assistance
Federal Home Loan Bank System	Facilitates Affordable Housing Programs (AHP), which subsidize the interest rates for affordable housing. The San Francisco Federal Home Loan Bank District provides local service within California. Interest rate subsidies under	Acquisition New Construction Rehabilitation

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Program Name	Description	Eligible Activities
	the AHP can be used to finance the purchase, construction, and/or rehabilitation of rental housing. Very low-income households must occupy at least 20% of the units for the useful life of the housing or the mortgage term.	
Tax Exempt Housing Revenue Bond	The City can support low-income housing by issuing housing mortgage revenue bonds requiring the developer to lease a fixed percentage of the units to low-income families at specific rental rates.	New Construction Rehabilitation Acquisition
Federal National Mortgage Association (Fannie Mae)	Fannie Mae offers a variety of mortgages, including traditional fixed-rate, low down payment for underserved low-income areas, and mortgages, which fund the purchase and rehabilitation of a home.	Homebuyer Assistance Rehabilitation
California Community Reinvestment Corporation	Nonprofit mortgage banking consortium designed to provide long-term debt financing for affordable multi-family rental housing. Nonprofit and for-profit developers contact member banks.	New Construction Rehabilitation Acquisition
Freddie Mac Home Works	Provides first and second mortgages that include a rehabilitation loan. The City provides gap financing for the rehabilitation component.	Homebuyer Assistance Rehabilitation

Source: City of Rancho Cordova

INCENTIVES FOR AFFORDABLE HOUSING DEVELOPMENT

In addition to the affordable housing resources listed above, the City anticipates offering incentives to promote the development of housing affordable to very low- and low-income households. Such incentives as the City may offer to encourage the development of affordable housing will include, but are not limited to:

- Financial assistance (based on availability of federal, state, local foundation, and private housing funds)
- Expedited development review
- Streamlined development application processing
- Modification of development requirements such as reduced parking standards for seniors, assisted care, and special needs housing on a case-by-case basis

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QUALIFIED ENTITIES

There are several nonprofit organizations active in the Sacramento County region that have the managerial capacity to own and manage assisted rental housing.

- ACLC, Inc
- Affordable Housing Foundation
- C. Sandidge and Associates
- Christian Church Homes of Northern California, Inc.
- Community Home Builders and Associates
- Community Housing Opportunities Corporation
- Eden Housing, Inc.
- Eskaton Properties Inc.
- Housing Corporation of America
- Nehemiah Progressive Housing Dev. Corp.
- Norwood Family Housing
- Project Go, Inc.
- ROEM Development Corporation
- Rural California Housing Corp
- Sacramento Mutual Housing Assoc
- Sacramento Valley Organizing Community
- Sacramento-Yolo Mutual Housing Association
- Satellite Housing Inc.
- Solano Affordable Housing Foundation
- Transitional Living and Community Support

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HOUSING CONSTRAINTS

GOVERNMENTAL AND NON-GOVERNMENTAL CONSTRAINTS

Various interrelated factors may constrain the ability of the private and public sectors to provide adequate housing that meets the housing needs for all economic sectors of the community. These constraints can be divided into two categories: governmental and non-governmental. Governmental constraints consist of land use controls, development standards, processing fees, development impact fees, code enforcement, site improvement costs, development permit and approval processing, and provision for a variety of housing. Non-governmental constraints include land availability, environment issues, vacancy rates, land cost, construction costs, and availability of financing.

Governmental Constraints

Land Use Controls

The Rancho Cordova General Plan establishes policies that guide all new development, including any residential development. These policies, along with zoning regulations, control the amount and distribution of land allocated for different land uses in the City. The land use designations established by the General Plan that allow single-family and multi-family residential development are provided in **Table A-26**.

TABLE A-26
GENERAL PLAN RESIDENTIAL LAND USE
DESIGNATIONS

Residential Land Uses		
Designations	Dwelling Units per Gross Acre	Notes
Rural Residential (RR)	0.1–0.5	Designates areas near the edge of the City in a more natural setting where larger ranchette-style homes on 2- to 10-acre lots are predominant. May include limited farming and agriculture.
Estate Residential (ER)	0.51–2.0	Generally characterized by larger “executive” homes on generous lots ranging in size from 0.5 acre to 2 acres in size. Appropriate for urban to rural transition areas, significant natural areas, and integrated into neighborhoods with a variety of housing types.

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Low Density Residential (LDR)	2.1+–6.0	Predominantly single-family detached homes in traditional neighborhoods. Representative densities are consistent with the majority of the older housing stock in Rancho Cordova.
Medium Density Residential (MDR)	6.1+ –18.0	Generally characterized by small-lot single-family detached or single-family attached (i.e., condominium/townhome-type) development. The wide variety of site development patterns and architectural styles that represent this density range is often referred to as “Village Residential.”
High Density Residential (HDR)	20.1+–40.0	Predominantly apartments, condominiums, or clustered single-family units, generally in multi-story configurations. Parking is typically provided in traditional surface lots, but parking structures may be used at high densities.
Commercial and Mixed Land Uses		
Designations	Dwelling Units Per Gross Acre	Notes
Residential Mixed Use	6.1–40.0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 40 units per gross acre.
Commercial Mixed Use	2.1–18.0	Multi-family is allowed at a minimum density of 2.1 units per acres and a maximum density of 18 units per gross acre.
Office Mixed Use	2.1–18.0	Multi-family is allowed at a minimum density of 2.1 units per acres and a maximum density of 18 units per gross acre.
Village Center Mixed Use	6.1–18 .0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 18 units per gross acre.
Town Center Mixed Use	6.1–18 .0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 18 units per gross acre.
Transit-Oriented/ Town Center Mixed Use	20–80.0	Multi-family is allowed at a minimum density of 20 units per acres and a maximum density of 80 units per gross acre.
Regional Town Center	6.1–40.0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 40 units per gross acre.
Agriculture		
Designation	Minimum Parcel Size (Gross Acres)	Notes
Rural Agriculture	10–100	Rural areas where some agricultural uses may occur, but where residential homes on lots of 10 to 100 acres are the predominant land use.
General Agriculture	100+	Areas set aside for commercial agricultural production. Minimum parcel size is 100 acres to ensure economic viability for farming operations.
Other Designations		
Designation	Notes	

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Planning Areas	Planning Areas are subject to the preparation of more detailed comprehensive plans.
Folsom Boulevard Planning Area (FBPA)	The Folsom Boulevard Planning Area will serve as the high-intensity development center of the City. The tallest buildings with residential densities near 80 units per acre will be developed here in a mixed-use setting (overall average density assumed is 24 units per acre).
Rio Del Oro Planning Area	The Rio Del Oro Planning Area would contain a mix of low-, medium-, and high-density residential units with an average density of approximately 6 to 8 units per acre. Residential areas would be developed as an interconnected series of walkable neighborhoods served by Neighborhood Center and Village Centers.
Suncreek/Preserve Planning Area	The Suncreek/Preserve Planning Area is within the approved Sunrise Douglas Community Plan area. Based on previous approval and current development requests, land uses in the Suncreek/Preserve Planning Area could result in the development of approximately 1,200 acres of single-family and multi-family residential areas, accompanied by 450 acres of supporting commercial, office, and mixed uses.
Countryside/Lincoln Village Planning Area	This Planning Area is almost entirely developed and includes primarily residential development. Existing residential development contains a high concentration of low- and moderate-income households with limited east-west connectivity.

Source: City of Rancho Cordova

Note: This table provides a summary of land use designations described in additional detail in the Land Use Element and is not intended to establish land uses.

Residential Development Standards

The City of Rancho Cordova Zoning Code is the guiding document for residential development policies. The policies establish and control the type, location, and density of residential development in Rancho Cordova. The zoning regulations serve to protect and promote the health, safety, and general welfare of the community residents and also implement the goals and policies of the General Plan. The specific residential land use zones used in Rancho Cordova and the respective maximum densities are shown in **Table A-27**.

In addition to zoning and minimum lot sizes, the City of Rancho Cordova further controls residential development through development standards. **Table A-28** details the development standards that are applied to residential development in the City. The City's parking requirements for residential projects are dependent on the housing type. Parking requirements may be reduced or negotiated through the entitlement process. **Table A-28** also provides the parking requirements for residential developments. Single-family residential units are required to have two off-street spaces per unit. The number of parking spaces required for multi-family residential units ranges from 1.5 off-street spaces for one-bedroom units to two spaces for units with two or more bedrooms. An additional 0.6 parking spaces per unit are required to accommodate guests in multi-family residential projects. Actual observed parking requirements for affordable senior and special needs developments

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proximate to transit hubs and after completing Design Review are considerably less than the normal standard. Residential lots with a habitable accessory structure must provide two off-street spaces for each dwelling unit. The Zoning Code allows the required off-street parking spaces to be provided in a garage, under a carport, on an open dust-free surface, or any combination of these.

Building setbacks, maximum height limits, and open space requirements are also compulsory for all housing developments in the City. The requirements are minimal and none of these requirements are considered to constrain development, as evidenced by the amount of housing development occurring in the City, and are used to ensure an aesthetically pleasing project that allows for recreational uses and open space areas.

TABLE A-27
RESIDENTIAL LAND USE ZONES AND DENSITIES

Type of Use	Zoning Classification	Maximum Number of Units Per Acre	Minimum Lot Area (Sq. Ft.)	Minimum Lot Width
Single-Family	RD-1	1	1 acre	75
Single-Family	RD-2	2	20,000	75
Single-Family	RD-3	3	10,000	65
Single-Family	RD-4	4	8,500	65
Single-Family	RD-5	5	5,200 (interior lot)	52
		5	6,200 (corner lot)	62
Duplex	RD-7	5	8,500	80
Single-Family		7	4,000 (interior lot)	40
		7	5,200 (corner lot)	52
Duplex		7	6,200 (interior lot)	62
		7	8,500 (corner lot)	80
Single-Family	RD-10	10	4,000 (interior lot)	40
	RD-15	15	5,200 (corner lot)	52
Duplex	RD-20	20	6,200 (interior lot)	62
	RD-25	25	7,200 (corner lot)	72
Multi-family	RD-30	30	5,200 (interior lot)	52
	RD-40	40	6,200 (corner lot)	62

Source: City of Rancho Cordova Zoning Code

Note: Specific Plan Areas and SPAs may incorporate different development standards

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TABLE A-28
RESIDENTIAL DEVELOPMENT STANDARDS

Development Standard	RR	ER	RD-1	RD-2	RD-3	RD-4	RD-5	RD-6	RD-7	RD-10 ²	RD-15 ²	RD-20 ²	RD-25	RD-30	MDR (UR1 in FBSP)	HDR	RMH ¹
Density (gross, neighborhood or development average for product type) ⁵																	
Minimum	1 du/ 10 ac	1 du/ 1.9 ac	1 du/ 2 ac	1 du/ 0.9 ac	2.1 du/ac	3.1 du/ac	4.1 du/ac	5.1 du/ac	6.1 du/ac	7.1 du/ac	10.1 du/ac	18.1 du/ac	20.1 du/ac	25.1 du/ac	6.1 du/ac	20.1 du/ac	7.1 du/ac
Maximum	1 du/ 2 ac	2 du/ac	1 du/ac	2 du/ac	3.0 du/ac	4.0 du/ac	5.0 du/ac	6.0 du/ac	7.0 du/ac	10.0 du/ac	15.0 du/ac	20.0 du/ac	25.0 du/ac	30.0 du/ac	18.0 du/ac	40.0 du/ac	18.0 du/ac
Setbacks (minimum)																	
Front – General		30 ft				20 ft			18 ft	18 ft ²				18 ft			
Front – Living Area			n/a			14 ft					n/a			10 ft		n/a	
Side – Interior Lot/Detached Units	15 ft					5 ft				5 ft			25 ft	3 ft	20 ft	5 ft	
Side – Interior Lot/Attached Units	n/a					n/a				5 ft			n/a	0 ft		n/a	
Side – Street Side/Corner Lot	30 ft						12.5 ft						25 ft	12.5 ft	15 ft	15 ft	
Side – Zero Lot Line	n/a					0 ft/10 ft				0 ft/10 ft			0 ft/10 ft	0 ft/10 ft		n/a	
Rear – In General ⁶					25 ft ⁴					20 ft			20 ft	10 ft	20 ft	20 ft	
Rear – Setback to Alley ROW									3 ft								
Lot Dimensions (minimum)																	
Width/Frontage – Interior Lot	250 ft	75 ft	75 ft		65 ft							n/a					
Width/Frontage – Corner Lot	250 ft	100 ft	75 ft		65 ft							n/a					
Depth	100 ft									n/a							
Height (maximum)																	
Primary Structure/Unit	40 ft						30 ft						40 ft	45 ft	60 ft	30 ft	
Accessory Structure					16 ft						16 ft			26 ft	26 ft	16 ft	
Lot Coverage (maximum)	25%	30%					75%						75%	75%	75%	n/a	
Common Open Space Requirement (minimum) ³						n/a							25%	n/a	25%	n/a	

Source: City of Rancho Cordova Zoning Code

Notes:

1. These development standards address overall development of a mobile home park. Standards for individual mobile home lots within a park or mobile home subdivision can be found in RCMC 23.901.050 (Mobile homes and mobile home parks).
2. Setback standards may be amended during the design review process to accommodate innovative housing types or adjust for unique site conditions.
3. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approving authority.
4. The required minimum rear setback for lots less than 125 feet in depth in RD-1 to RD-10 is 20 percent of minimum lot depth.
5. Residential developers are encouraged to avoid the monotonous use of similar lot sizes on adjacent parcels. This code does not require minimum lot sizes to avoid monotonous lot configurations and home sizes.
6. Encroachments are permitted into the rear yard according to Chapter 23.704 RCMC.
7. Second dwelling units (attached or detached) may be constructed up to the maximum height limit of the primary structure
8. Specific Plan Areas and SPAs may incorporate different development standards

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Specific Plan and Special Planning Areas

Rancho Cordova has Specific Plan (SP) and Special Planning Areas (SPA) that are each distinguished by their location and unique development characteristics. Once adopted, SPs and SPAs replace the zoning of the property with zoning unique to the project area. While SPs rely on the existing development standards in the Zoning Code, SPAs may establish development standards for minimum lot area, building setbacks, lot width and depth, and building height that differ slightly from citywide development standards. Specifically, SPAs are designed to protect certain resources of the City from incompatible land uses and to preserve areas with unique social, architectural, or environmental characteristics not otherwise adequately protected by regular zoning. In general, the intent of an SPA is to allow flexibility in development standards and existing zoning. Developers are encouraged to vary housing designs and densities in these areas, including such types as mixed-use commercial/residential developments and carriage houses. Developers are required to maintain minimum densities based on the established zoning for the area.

In many cases, SPs and SPAs allow unique uses and development standards for the planning area. These unique zoning provisions may increase flexibility for subsequent development within the planning area. All SPs and SPAs must be consistent with the City's General Plan. The SPAs and SPs are not considered to hamper housing development and, in reality, may promote housing development through the easing of some standards.

Overall, the Rancho Cordova residential development standards do not constrain the development of new housing or affordable housing. Significant constraints to the development of affordable housing are generally non-governmental, including high land and construction costs, lack gap financing for affordable projects, and a variety of other market factors.

Design Guidelines

The City of Rancho Cordova recently adopted Design Guidelines that apply to all new development within the City and may apply to modifications within existing developments. The Design Guidelines do not pose a constraint on the development of housing in the City of Rancho Cordova but represent the City's guiding policies with respect to the quality of design expected for all projects within the City. Experience with projects funded by the Low Income Housing Tax Credit demonstrates that well-designed multi-family low- and very low-income apartment complexes contribute to community acceptance and improved living conditions for the residents of such rental housing. These guidelines are intended to:

- Create an integrated community framework.

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- Promote a mix of uses, both at the street level and within individual structures, that capture the essence of the community and contribute to the health and vitality of the City.
- Respect the existing uses and environment while maximizing opportunities for smart, vibrant development that shapes a new identity for the City.
- Encourage pedestrian-oriented development that is successful and attractive to residents and visitors.

The designated approving authority for design review in Rancho Cordova is the City Council. The City Council will review and approve, conditionally approve, or deny design review applications using the guiding principles and design concepts described in the Design Guidelines.

The Design Guidelines allow flexible alternative standards for streets, bikeways, open space, parks, and streetscape design. They encourage many pedestrian-oriented design aspects, including sidewalks separated from the street by landscaping, landscape medians, tree preservation within the right-of-way, traffic circles, curb extensions to slow traffic, and other approved traffic calming devices. To promote the incorporation of separated sidewalks, minimum front and street side yard setbacks may be modified. Street systems are required to be designed to improve traffic circulation in and through the site.

Parks and open space should be consistent with current open space plans adopted by the City. The specific location of parks and open space are to be determined by the Planning Department and the City Council in conjunction with area plans or subdivision map review.

Bikeways are required throughout each project and may be incorporated into the street design or as separate bike/pedestrian pathways.

Streetscape design includes landscaping, lighting, and the use of street furniture to make the street more inviting to the pedestrian.

The City's Design Guidelines would have minimal financial impact on the development of housing and promote sustainable housing by encouraging quality of design and pedestrian-friendly neighborhoods. No specific materials or building techniques are required in the Design Guidelines, and a multitude of designs are acceptable to the City.

The City encourages neighborhood design patterns to utilize a mix of densities and lot sizes to create a diversity of housing products.

By adopting special standards that allow for flexibility in design and an increase in density, the Design Guidelines promote the development of housing affordable to lower-income

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households. The following standards have been incorporated into the Design Guidelines to increase densities and promote affordability:

- On corner lots, the minimum lots sizes and widths in the underlying zoning district shall apply to combined lots for duplexes and halfplexes.
- Minimum building setbacks in the RD-7 zoning districts have been reduced to 18 feet for the front yard, and the rear yard setback was reduced to 10 feet for one-story structures and 15 feet for two-story structures.
- Minimum lot sizes and widths have been eliminated in the RD-10 and RD-15 zoning districts to allow for greater densities and design flexibility.

Provision for a Variety of Housing

The Housing Element must identify adequate sites that are available for the development of housing types for all economic segments of the population. Housing types include single-family residential housing, multi-family residential housing, residential accessory dwelling units, mobile homes, duplexes and halfplexes, and residential care homes. **Table A-29** below identifies allowed uses and corresponding permit requirements for the residential zoning districts, and **Table A-30** identifies allowed uses and permit requirements for mixed-use districts of Rancho Cordova.

Reasonable Accommodations

The City provides housing for special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households. The City provides accessibility in housing for persons with disabilities by implementing state and federal requirements by undertaking the following actions: (1) review regulations and procedures for City-funded or operated housing programs to ensure that they do not exclude participation by persons with disabilities; and (2) include accessibility considerations in the preparation of the City's capital improvement plan and the allocation of funding for capital improvements in support of housing and residential neighborhoods.

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TABLE A-29
ALLOWED USES AND PERMIT REQUIREMENTS FOR
RESIDENTIAL ZONING DISTRICTS

Land Use Category	RR	ER	RD -1	RD -2	RD -3	RD -4	RD -5	RD -6	RD -7	RD -10	RD -15	RD -20	RD -25	RD -30	M DR	HD R	RM H
Residential Uses																	
Adult Day Care Home	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	N	N
Caretaker Housing	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P
Dwelling, Multi-Family	N	N	N	N	N	N	N	N	N	P	P	P	P	P	P	P	N
Dwelling, Second Unit	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Dwelling, Single-Family	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	P
Dwelling, Two-Family	N	N	N	N	N	L	L	L	L	P	P	P	P	P	P	N	N
Emergency Shelter	N	N	N	N	N	N	N	N	N	C	C	C	C	C	C	C	C
Employee Housing	L	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Family Day Care Home, Large	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P	AU P
Family Day Care Home, Small	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

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Land Use Category	RR	ER	RD -1	RD -2	RD -3	RD -4	RD -5	RD -6	RD -7	RD -10	RD -15	RD -20	RD -25	RD -30	M DR	HD R	RM H
Group Residential	C	C	N	N	N	N	N	N	N	C	P	P	P	P	P	P	N
Guest House	P	P	P	P	P	P	P	P	P	P	P	N	N	N	P	N	N
Home Occupations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Live-Work Facility	N	N	N	N	N	N	AU P	AU P	AU P	P	P	P	P	P	P	P	N
Manufactured Home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Mobile Home	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P
Mobile Home Park	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P
Residential Care Home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N
Single Room Occupancy (SRO)	N	N	N	N	N	N	N	N	N	N	N	C	C	C	N	C	N
Transitional /Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

Source: City of Rancho Cordova Zoning Code

Notes:

- 1 Use regulations in the table are shown with representative symbol by use classification listing: “P” symbolizes uses permitted allowed by right, “L” symbolizes uses that require approval of a limited use permit, “C” symbolizes uses that require approval of a conditional use permit, and “N” symbolizes uses that are not permitted.
- 2 Duplexes/halfplexes are permitted (P) on corner lots by right. On interior lots, a limited use permit (L) is required. In such instances, duplexes/halfplexes are exempt from the density requirements of the zoning district, provided that the overall neighborhood or subdivision has an average density within the allowable range.
- 3 Emergency Shelters are permitted without a conditional use permit in the OIMU and LIBP zones; transitional housing shall be treated like similar uses as required by state law (e.g., a single-family home used for transitional housing is subject to same requirements as a typical single-family home).
- 4 Senior independent living facilities are required to meet provisions in Chapter 5.1.

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TABLE A-30
ALLOWED USE AND PERMIT REQUIREMENTS
FOR MIXED-USE DISTRICTS

Land Use Category	RMU	CMU	OPMU	OIMU	LIBP	VC	LTC	RTC
Residential Uses								
Adult Day Care Home	P	N	N	N	N	N	N	N
Caretaker Housing	P	P	P	P	P	P	P	P
Dwelling, Multi-Family	P ¹	P ^{1,2}	P ^{1,2}	N	N	P ¹	P ¹	P ¹
Dwelling, Second Unit	P	N	N	N	N	N	N	N
Dwelling, Single-Family	P ¹	P ^{1,2}	P ^{1,2}	N	N	P ¹	P ¹	P ¹
Dwelling, Two-Family	P ¹	P ^{1,2}	P ^{1,2}	N	N	P ¹	P ¹	P ¹
Emergency Shelter	C	C	C	P	P	N	N	N

Source: City of Rancho Cordova Zoning Code

Notes:

1. See the density restrictions in the underlying zoning district.

2. This use is permitted or conditionally permitted as specified only in conjunction with the predominant use of the mixed-use district. In other words, this use is only allowed as part of an integrated development.

P = Permitted use

S = Permitted use subject to special conditions

C = Permitted use subject to the issuance of a conditional use permit

1 Subject to development plan review by Planning Director. Projects of 80–150 units are subject to development plan review by the City Council. Projects of more than 150 units are subject to development plan review by the City Council.

Density Bonus

State law requires that cities and counties provide a density increase of up to 35 percent over the otherwise maximum allowable residential density (or bonuses of equivalent financial value) when developers agree to construct housing with units affordable to low- or moderate-income households. Adopted in 2008 and updated in 2012, Section 23.710 of the City's Municipal Code provides density bonuses up to 35 percent, consistent with Government Code Section 65915.

Site Improvements, Development Impact Fees, and Processing Fees

Costs associated with site improvements are often a significant part of the total cost of new residential development. Site improvement costs are usually charged for the provision of sanitary sewer and water service and for necessary transportation improvements, as well as to provide any other necessary infrastructure or services to the project. In addition, the City

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may require payment for various off-site improvements as a part of project mitigation measures (e.g., payment for an off-site traffic signal).

Developers of new residential projects are also required to construct all on-site streets, sidewalks, curbs, gutters, and any necessary additions to affected off-site arterials.

Generally, new residential streets are to comply with the City's street standards as outlined in Title 22 of the Municipal Code and as adopted in the current improvement standards. A minor residential street is required to have a right-of-way of 40 feet, with pavement width being 32 feet and two sidewalks each 4 feet (**Table A-31**). Minor residential streets are used when serving fewer than 100 single-family residential units. Primary residential streets are required to have a 50-foot right-of-way, including the pavement width of 42 feet, and may serve up to 400 single-family and duplex units. These standards are considered necessary in order to sustain and improve the quality of life in Rancho Cordova. However, alternative designs to improve the aesthetics, pedestrian experience, or circulation are encouraged with the condition that minimum pavement width for both public and private streets shall be consistent with the City's adopted residential street standards. Examples of alternative designs may include sidewalks separated from the back of curb by a landscape planter strip, landscape medians, traffic circles, and other approved traffic calming devices.

TABLE A-31
SITE IMPROVEMENTS

Type	Service	Street Width	Sidewalk Width (each)	Total
Minor Residential	Up to 99 single-family	32	4	40
Primary Residential	100 to 399 single-family and duplexes	42	4	50
Collector Street	400 or more residential units	48	4	56
Collector Street	Multi-family, industrial, commercial	48	6	60
Arterial Street	N/A	72	6	84

Source: City of Rancho Cordova Improvement Standards

Rancho Cordova collects fees from new development projects to cover the costs of planning review and permit processing, which include plan checks and inspection fees. A more detailed discussion of the development permit and approval processing is provided in the next section.

A variety of development impact fees are often assessed on new residential projects that include City-controlled fees (e.g., development application fees, building permit fees) and

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non-City-controlled fees (e.g., school impact fees, utility connection fees). Other components of total project costs are the utility service connection fees (e.g., sewer and water connection fees).

The various planning review and processing fees, development impact fees, and utility service connection fees collectively can add significantly to the cost of new housing. The City of Rancho Cordova has adopted citywide impact fees for all developments including those of single-family and multi-family projects. A breakdown of the community facility fee for single-family and multi-family projects is shown in **Table A-32**. **Table A-33** provides a listing of planning fees charged by the City of Rancho Cordova. The breakdown of the total fee for a 100-unit single-family residential development, as well as the per-unit fee, is provided in **Table A-34**. Development fees, including building, planning, and impact fees, for a 1,600-square-foot home are estimated to be \$78,204 (**Table A-34**). **Table A-35** provides development fees per multi-family unit and for a multi-family project. The estimated development fees for a 900-square-foot multi-family unit are \$68,416 (**Table A-35**).

TABLE A-32
COMMUNITY FACILITIES FEE

	Single-Family Residential (per unit)	Multi-Family Residential (per unit)
Community Facilities Fee – Facilities	\$2,822	\$2,205
Community Facilities Fee – Library	\$578	\$452
	\$3,400	\$2,657

Source: City of Rancho Cordova 2005 Residential Fee Schedule

Table A-33 lists the planning fees and deposits associated with development projects and use permits.

TABLE A-33
PLANNING FEES

Description	Deposit Amount	Fee Amount
General Plan Amendment	\$15,000	
Rezone	\$15,000	
Specific Plan Initiation	\$5,000	
Special Planning Area Initiation	\$5,000	
Zoning Ordinance Amendment	\$10,000	

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Description	Deposit Amount	Fee Amount
Design Review – Major	\$10,000	
Design Review – Minor	\$5,000	
Design Review Amendment	\$5,000	
Development Agreement	\$10,000	
Development Agreement Amendment	\$5,000	
Conditional Use Permit	\$10,000	
Conditional Use Permit Amendment	\$5,000	
Use Permit – Condo Conversion	\$8,000	
Tentative Parcel Map	\$10,000	
Tentative Parcel Map Extension	\$1,000	
Tentative Parcel Map Resubmission	\$5,000	
Tentative Parcel Map Waiver – Condo	\$3,000	
Tentative Parcel Map Amendment	\$3,000	
Tentative Subdivision Map (1–20 lots)	\$10,000	
Tentative Subdivision Map (21 or more)	\$20,000	
Tentative Subdivision Map Amendment	\$5,000	
Variance	\$10,000	
Nonconforming Use Certificate	\$3,000	
Initial Study Deposit (Negative Declaration/EIR)	\$5,000	
Development Agreement Annual Compliance Review	\$5,000 minimum balance for the term of the Agreement	
Limited Use Permit	\$4,000	
Planning Director Determination – Public Hearing	\$1,500	
Planning Director Determination – No Public Hearing	\$1,000	
Unified Sign Program	\$2,000	
Reasonable Accommodation	\$2,000	
Administrative Use Permit		\$1,184
Adjustment		\$1,231
Temporary Use Permit		\$241
Boundary Line Adjustment		\$942
PCN (Public Convenience & Necessity)		\$1,830
Zoning Verification Letter		\$397
Appeals of Planning Director Decision to City Council		\$4,383
Appeals of Decision to City Council		\$4,373

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Description	Deposit Amount	Fee Amount
Appeal of Zoning Decision to City Council		\$2,590

Source: City of Rancho Cordova Planning Department

TABLE A-34
**DEVELOPMENT FEES FOR A SINGLE-FAMILY
RESIDENTIAL UNIT AND 100-UNIT PROJECT**

	Unit ¹	100-Unit Project
Planning Application/Plan Check Fees		
Building Permit Fee	\$3,290	\$329,000
Plan Review Fee	\$1,316	\$131,600
Zone Check Fee	\$171	\$17,100
Impact Fees		
General Plan Cost Recovery Fee	\$211	\$21,100
Capital Fire Facilities Fee	\$896	\$89,600
Community Facilities Fee	\$3,400	\$340,000
Measure A Impact Fee		
Measure A Impact Fee	\$1,100	\$110,000
Transit Fee		
Zones 2 and 2B	\$87	\$8,700
Zones 3, 3C, and 3S	\$175	\$17,500
Drainage Fee		
Zone 11A	\$14,048	\$1,404,800
Zone 11B	\$9,844	\$984,400
Schools		
Folsom Cordova Unified Fee	\$8,592	\$859,200
Elk Grove Unified Fee	\$7,456	\$745,600
Utility Connection Charges		
Water Connection	\$13,447	\$1,344,700
Sewer Connection		
Sacramento Area Sewer District	\$14,171	\$1,417,100
TOTAL	\$55,389 – \$60,817	\$5,538,900 - \$6,081,700

Source: City of Rancho Cordova Building & Public Works Department

¹ Units are assumed to be 1,600 square feet on 0.25 acre, valued at \$280,000, and built in new subdivisions. Infill development may be somewhat less expensive.

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**TABLE A-35
DEVELOPMENT FEES FOR MULTI-FAMILY
RESIDENTIAL UNIT AND PROJECT**

	Unit ¹	100-Unit Project
Planning Application/Plan Check Fees		
Building Permit Fee	\$2,590	\$259,000
Plan Review Fee	\$1,036	\$103,600
Zone Check Fee	\$135	\$13,500
Impact Fees		
General Plan Cost Recovery Fee	\$145	\$14,500
Capital Fire Facilities Fee	\$675	\$67,500
Community Facilities Fee	\$2,657	\$265,700
Measure A Impact Fee		
Measure A Impact Fee	\$750	\$75,000
Transit Fee		
Zone 2	\$177	\$177,000
Zone 2B	\$177	\$177,000
Zone 3	\$356	\$356,000
Zones 3C and 3S	\$356	\$356,000
Drainage Fee		
Zone 11A	\$17,671	\$1,767,100
Zone 11B	\$12,080	\$1,208,000
Schools		
Folsom Cordova Unified Fee	\$3,213	\$321,300
Elk Grove Unified Fee	\$4,194	\$419,400
Utility Connection Charges		
Water Connection	\$8,033	\$803,300
Sewer Connection		
Sacramento Area Sewer District	\$14,171	\$1,417,100
TOTAL	\$45,662–\$52,413	\$4,566,,200– \$5,241,300

Source: City of Rancho Cordova Building & Public Works Department

¹ Units are assumed to be 900 square feet on 0.05 acre, built in a previously undeveloped area. Infill development may be somewhat less expensive.

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Second Dwelling Units

Second dwellings units are a viable option for providing affordable units in some communities. However, in Rancho Cordova, little interest has been expressed in constructing such units, and therefore the costs are not easily estimated. No second units have been constructed since the City's incorporation, and the amount of undeveloped land existing indicates that affordable housing need may be met through other means.

The City is currently allowing accessory dwelling units by right in single-family residential zones in compliance with Government Code Section 65852.2. However, the City's Zoning Code requires a conditional use permit for the development of accessory units.

Specific Plan Areas

Specific Plan areas in the City of Rancho Cordova (e.g., Sunridge, Villages at Zinfandel) address land distribution, open space availability, infrastructure, and financing mechanisms for portions of the community. Development costs differ between Specific Plan areas and are dependent on the cost of infrastructure, public services, and other associated improvement requirements. **Table A-34** shows the estimated development costs for a single-family home in a Specific Plan area. The estimated development fees including planning, building, and impact fees per unit for a 1,600-square-foot single-family home are \$78,204. Development fees for proposed Specific Plans, such as Rio del Oro and the Suncreek Specific Plan, will be based on infrastructure financing plans that will be developed as the specific plans go through the entitlement process.

Development Permit and Approval Process

Applications for development projects are submitted to the City's Planning Department. The application process varies depending on the type of entitlement that is being requested. In most cases, the planning application process requires a public hearing before the City Council. In case of design review for multi-family or commercial projects, a public hearing will be required before the City Council. The permitting process in Rancho Cordova does not create any unnecessary delays or increases to the cost of housing. In addition, City staff accelerates the application process by allowing concurrent review of the following entitlements:

- Tentative map reviews
- Design review
- Special development permits
- Rezones
- Development agreements

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

The steps in the approval process for housing developments differ with the type and conditions of the development. Single-family subdivisions that do not require any change to the zoning are submitted to the Planning Department, reviewed by staff for their conformance to the Design Guidelines, and presented at a public hearing before the City Council for approval.

Multi-family projects are processed in the same manner, but are subject to design review by the City Council. Specific plans, rezoning requests, subdivisions, and variances require staff and City Council review for approval. Multi-family development in commercial and business zones requires the same procedure as in residential zones. As previously stated, City staff allows concurrent review of entitlements to process multi-family projects in a timely manner, and the City's Design Review process has minimal financial impact on the development of housing and promotes sustainable development by encouraging quality of design and pedestrian-friendly neighborhoods.

Many other factors, such as public sentiment, may also affect the determination of approval of a project. The time frame for processing an application in the City of Rancho Cordova is no longer than that of the majority of jurisdictions in the region and may be considerably shorter. A complete listing of the lengths of estimated application-processing times is given in **Table A-36**.

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TABLE A-36
ESTIMATED APPLICATION PROCESSING TIMES

Applications	Time Frame
One-Story Single-Family	
Building Permit	15 days
Residential Design Review	45–60 days
Two-Story Single-Family	
Building Permit	15 days
Residential Design Review	45–60 days
Variances, Use Permits, Etc.	75–120 days
Tentative Maps	4 months (after environmental study is complete)
Commercial and Multi-Family Design Review	60–75 days
Projects with Environmental Review ¹	
Negative Declaration	Less than 90 days
Environmental Impact Report	Approximately 1 year
Rezoning	4–6 months
General Plan Amendment	4 – 6 months
Boundary Line Adjustment	10 days
Parcel Map	3 months
Subdivision Map (Project)	3–6 months
Conditional Use Permit	75–120 days

Source: City of Rancho Cordova Planning and Building Departments

¹ Estimates are given for time after the City receives the application. Projects with environmental review generally take around one year in total.

Design Review

In 2012, the City Council dissolved the City of Rancho Cordova Planning Commission. The Council's goal was to remove barriers to development and improve the speed and efficiency by which development applications and projects were processed. The responsibilities of the Planning Commission were split between City Planning staff and the City Council. Most of the minor or routine development decisions are made at the staff level, while design review and major project decision are brought before the City Council.

The City Council's design review process for multi-family housing follows a straightforward and efficient path to approval, and worst case scenario would add no more than two weeks

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

to the review process. Prior to construction of multi-family developments, the City requires approval of a Design Review package for the project. Such projects are considered by the City Council and the approval or denial of the project is based on the following four criteria:

- Consistency with the General Plan, any applicable Specific Plan, and the City's design guidelines;
- Project design (architecture and site improvements) that enhance the character of the neighborhood;
- Architecture, scale and design details that are compatible with adjoining or nearby properties; and,
- Project circulation design that will not create conflicts with vehicular, bicycle or pedestrian transportation modes.

Since adoption of the City design guidelines and the establishment of the design review process, the City has never denied a project based on findings that the project design did not meet the required findings established within the Zoning Code. Therefore, the design review is not seen as a constraint to the development of housing.

Code Enforcement

The City of Rancho Cordova Code Enforcement Division enforces a broad range of federal, state, and municipal codes and standards designed to maintain a healthy, safe, and clean environment and preserve the quality of life standards that residents and businesses enjoy in Rancho Cordova. These codes include the 2010 California Building Code, 2010 California Plumbing Code, 2010 California Mechanical Code, 2010 California Electrical Code, 1997 Uniform Code for the Abatement of Dangerous Buildings, 2000 Uniform Swimming Pool Spa and Hot Tub Code, and all appendices thereof, and the Americans with Disabilities Act (ADA) included as a part of CCR, Title 24. The City has not adopted local amendments to these codes. Enforcement of development and building standards does not constrain the production or improvement of housing in the City. The presence of an active code enforcement effort serves to maintain the condition of the City's housing stock.

TABLE A-37
HEALTH AND SAFETY CODE VIOLATIONS

Health and Safety Violation	2008	2009	2010	2011	2012
Water Intrusion/Mold	19	101	126	102	181
Structural Deficiencies	161	1,371	1,471	1,056	1,352

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HVAC/Mechanical/Plumbing	149	513	1,437	905	1,389
Maintenance Deficiencies	173	1,548	728	560	692
Pest Infestation	8	345	293	83	171
Building Code Violations	67	769	583	340	602
Other	0	43	15	68	45
Complaint Total	577	4,690	4,653	3,114	4,432

Sources: City of Rancho Cordova Neighborhood Services Division

INFRASTRUCTURE CAPACITY

Water Supply and Infrastructure

Buildout of the General Plan is estimated to occur around the year 2030 with the addition of 53,480 housing units. The General Plan EIR has determined that buildout of the General Plan will require additional treatment, capacity, storage capacity, and other conveyance facilities to meet the projected water demands. In addition, new development under the General Plan will not proceed without verification and determination that adequate water supply and adequate water supply infrastructure exists, and does not contribute to service area shortfalls.

Wastewater Treatment

The Sacramento Regional Water Treatment Plant currently has permitted capacity of 181 million gallons per day (mgd) for Average Dry Weather Flows (ADWF) and 400 mgd of Average Wet Weather Flows (AWWF). Currently, the Sacramento Regional County Sanitation District is in the process of expanding the water treatment plant to accommodate 250 ADWF and maintaining the 400 mgd for AWWF. The ADWF at the water treatment plant is expected to be 218 mgd in the year 2020, approximately 32 mgd under capacity with proposed expansion improvements in place. These expansions are projected to accommodate all projected regional growth through the year 2020.

Environment

The City of Rancho Cordova incorporates various environmental qualities that require protection and therefore constrain residential development. The most notable environmental constraint is the presence of wetlands. There are no significant portions of the City located in the 100-year floodplain, but much of the newly developing area has significant wetlands. The City is relatively flat and does not incorporate any significant geologic features like hills or ridges.

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

NON-GOVERNMENTAL CONSTRAINTS

Land Cost

The cost of raw, developable land creates a direct impact on the cost for a new home and is considered a non-governmental constraint. A higher cost of land raises the price of a new home. Therefore, developers sometimes seek to obtain City approvals for the largest number of lots allowable on a parcel of land.

Table A-38 shows vacant land for sale and properties with development potential in surrounding communities as of June 2012. There were no sites listed in the City of Rancho Cordova at the time. Depending on the size and location of the parcel, the vacant single-family residential parcels located in areas surrounding Rancho Cordova range from \$9,150 to \$46,000. There were no comparable vacant multi-family zoned parcels currently for sale in the Sacramento area during the preparation of this Housing Element to use in determining per unit parcel costs; however, property prices have depreciated significantly over the last seven years. The range of single-family per-unit parcel costs is about 80 percent lower than the range of costs in 2008. Applying the same discount to the multi-family per-unit land costs would result in a range between \$5,300 and \$13,750 per unit.

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TABLE A-38
VACANT LAND “FOR SALE”¹

Type	Lot Size/ Total Units ¹	Location	Price	Price per Unit
Residential – SF	1.38/8	Sacramento (95828)	\$240,000	\$30,000
Residential – SF	2.06/10	Sacramento (95829)	\$460,000	\$46,000
Residential – SF	1.91/8	Orangevale (95662)	\$230,000	\$46,000
Residential – SF	2.1/10	Citrus Heights (95610)	\$249,000	\$24,900
Residential – SF	14.65/170	Sacramento (95827)	\$3,500,000	\$20,588
Residential – SF	41.5/153	Rancho Cordova (95742)	\$1,400,000	\$9,150

Source: Loopnet.com, Zillow.com, RealEstate.com

¹ The maximum number of units allowed by the Zoning Code was used in calculating total units unless otherwise indicated in property listing. Listings pulled 6/28/2013 from Realtor.com.

Construction and Labor Costs

Many factors affect the cost of building a house, including the type of construction, materials, site conditions, finishing details, amenities, and structural configuration. The cost of raw land is estimated to be \$100,000 per unit. Once a vacant parcel is purchased, the contractor has to make certain site improvements to prepare for building on the property. Such improvements include connections to existing utility systems and rough grading, plus installation of water and sewer lines. The estimated costs for these types of improvements are \$40,000 per unit.

An Internet source of construction cost data (www.building-cost.net), provided by the Craftsman Book Company, estimates the per square foot cost of a single-story home in the Rancho Cordova area to be approximately \$86 per square foot. This cost estimate is based on a 2,000-square-foot house of good-quality construction including a two-car garage and small porch. The total construction costs are estimated at \$241,151, excluding land costs.

If labor or material costs increased substantially, the cost of construction in Rancho Cordova could rise to a level that impacts the price of new construction and rehabilitation. Therefore, increased construction costs have the potential to constrain new housing construction and the rehabilitation of existing housing.

Availability of Financing

The cost of borrowing money to finance the construction of housing or to purchase a house affects the amount of affordably priced housing in Rancho Cordova. Fluctuating interest

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

rates can eliminate many potential homebuyers from the housing market or render a housing project that could have been developed at lower interest rates infeasible. When interest rates decline, sales increase. The reverse has been true when interest rates increase. Over the past decade, there has been a dramatic growth in alternative mortgage products, including graduated mortgages and variable or adjustable rate mortgages (ARMs). These types of loans allow homeowners to take advantage of lower initial interest rates and to qualify for larger home loans.

Nevertheless, the fixed interest rate mortgage remains the preferred type of loan, especially during periods of low, stable interest rates. Most governmental programs that seek to increase homeownership among low- and moderate-income households rely on loan products which provide fixed interest rates below prevailing market rates, either for the principal loan or for a second loan that provides part of the down payment for home purchase. Many programs offer deferred second loans to facilitate homeownership. **Table A-39** shows interest rates for a 15- and 30-year fixed loan in the Rancho Cordova area. Interest rates change on a daily basis.

TABLE A-39
**INTEREST RATES FOR 15- AND 30-YEAR FIXED
LOANS**

15-Year Loan		30-Year Fixed Loan	
Interest Rate	Points	Interest Rate	Points
3.125	0.5	3.375	0.5

Source: Zillow.com

Based on an average loan amount of \$300,000.

Rates for June 2013. Rates are subject to change on a daily basis.

OPPORTUNITIES FOR ENERGY CONSERVATION

Energy-related costs could directly impact the affordability of housing in Rancho Cordova, particularly with California in the midst of an energy crisis. Title 24 of the California Administrative Code sets forth mandatory energy standards for new development and requires the adoption of an “energy budget.” Subsequently, the housing industry must meet these standards and the City is responsible for enforcing the energy conservation regulations. Alternatives that are available to the housing industry to meet the energy standards include:

- A passive solar approach that requires suitable solar orientation, appropriate levels of thermal mass, south-facing windows, and moderate insulation levels.

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- Higher levels of insulation than what was previously required, but not requiring thermal mass or window orientation requirements.
- Active solar water heating in exchange for less stringent insulation and/or glazing requirements.

The utility companies serving Rancho Cordova, including SMUD and PG&E, offer various programs to promote the efficient use of energy and assist lower-income customers.

The Sacramento Municipal Utility District (SMUD) provides electricity to the Sacramento metropolitan area. SMUD has a free shade tree program where homes with eastern, western, or southern exposure that heats up during the day could receive free trees from SMUD. In addition, SMUD provides rebates and financing assistance for the replacement and installation of energy-efficient equipment and materials. Examples of the programs and rebates include the installation of central air conditioning, installation of Energy Star sun reflecting coating, duct improvements, installation of insulation, and installation of a solar water heater.

Pacific Gas and Electric Company (PG&E) provides natural gas to consumers in Rancho Cordova and provides a variety of energy conservation services for residents. In addition, PG&E offers energy assistance programs for lower-income households to help them conserve energy and control utility costs. These programs include the California Alternate Rates for Energy (CARE) and the Relief for Energy Assistance through Community Help (REACH).

The CARE program provides a 15 percent monthly discount on gas and electric rates to households with qualified incomes, certain nonprofit organizations, homeless shelters, hospices, and other qualified nonprofit group living facilities.

The REACH program provides one-time energy assistance to customers who have no other way to pay their energy bill. The intent of REACH is to assist low-income households, particularly the elderly, disabled, sick, working poor, and the unemployed, who experience hardships and are unable to pay for their necessary energy needs.

In addition, the California Department of Health and Human Services funds the Home Energy Assistance Program (HEAP), which provides financial assistance to eligible low-income persons to offset the costs of heating and cooling their housing unit.

State law requires that “...the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies...” The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement and development of housing within the City.

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LAND INVENTORY MAPS

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Greenfield Inventory Map Placeholder

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APPENDIX B – REVIEW OF PREVIOUS HOUSING ELEMENT

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Goal H.1	SEEK A BALANCE OF HOUSING OPPORTUNITIES APPROPRIATE FOR THE RANGE OF JOBS AVAILABLE AND PLANNED IN THE CITY.		
Policy H.1.1, pg 19	Improve the City’s jobs-housing balance through ensuring that housing development in Rancho Cordova provides opportunities for all income levels in order to serve the full range of available and projected jobs in the City.		
Action H.1.1.1, pg 19	The City will work with the Economic Development Department to survey the larger employers in the community to determine actual salary information. (Also see Action H.4.4.3 and H.7.1.1.)	In 2010, the City contracted with Applied Development Economics to prepare a projection of household incomes for two job growth scenarios for the City of Rancho Cordova Southeast Expansion Area. In addition, ADE analyzed the current job base, including buildout of the existing General Plan, with regard to wages and estimated household income for the workforce employed in Rancho Cordova. Also in 2010, the City contracted with Spinnaker Consulting to complete a study of the City's undeveloped area, in order to project buildout needs in both housing and commercial development, including low-income housing.	This program will be combined with H.1.2 and continued. The City will continue to prepare studies regarding housing need and housing preference to help guide housing policies.
Action H.1.1.2, pg 19	Analyze the results from the employer survey to determine employee preferences regarding housing type (e.g., if employees were to live in the community, what type of home would they want and be able to afford).	Results from employer surveys were analyzed and processed to help determine housing type preferences. The information has been incorporated into the City's Consolidated Plan, has been used to inform specific and special plans, and has been utilized in the development of this Housing Element update.	This program will be combined with H.1.1 and continued. The City will continue to evaluate all studies to help determine housing need and preference.
Action H.1.1.3, pg 19	Create a local housing foundation/trust to work with the Redevelopment Agency and private for-profit and nonprofit developers/home builders to receive land dedications and broker deals for the development of new housing for all income levels.	The City has not created a foundation or included any outside partners at this time. In order to use State Local Housing Grant funds, the City instituted the Local Housing Trust Fund, based on development impact fees. The fund has been dedicated as match for the State Local Housing Grant up to \$2,000,000.	This program will be combined with H.7.1.1. The City will continue to explore the option of creating a local housing foundation or trust to partner with developers and to broker deals for the development of new housing for all income levels. The City will modify the action to remove the RDA as an active participant in this action.
Policy H.1.2, pg 19	Maintain adequate sites that support a range of housing types appropriate for the City’s housing needs, taking into account employment projections, household growth, and the City’s share of regional housing needs. (Also see Action H.4.1.2.)		

APPENDIX B – REVIEW OF PREVIOUS
ELEMENT REVIEW DRAFT

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.1.2.1 pg 19	Residential development projects of 100 gross acres or more shall include a minimum of 5 percent of the total project residential developable acreage (net) for residential uses of 30 units per acre or higher, and 5 percent for residential uses of 10 units per acre or higher. Development projects with a requirement of less than 5 acres in either or both categories may opt to designate land off-site, if deemed appropriate for the project. If projects propose densities higher than the identified density, the required acreage shall be decreased accordingly. For example, if a project is required to provide 15 acres at 30 units per acre, that project could alternatively provide 11.5 acres at 40 units per acre. Similarly, if the project’s requirement for land with density of 10 units per acre was 6 acres, the project could alternatively provide 4 acres at 15 units per acre. (Also see Action H.4.1.2) For the purpose of satisfying the 5 percent for land uses at or above 20 units per acre, sites must meet the following requirements: - Sites must be zoned exclusively residential. - Sites must be of sufficient size to accommodate a minimum of 16 units per site. - Sites must be proximate to public transportation routes which provide ready access to fixed rail.	The City has not had any new development projects triggering Action H.1.2.1 since the last Housing Element update.	The City will continue to require development projects of 100 gross acres or more to dedicate 5% of the total developable acreage to a density of 30 units to the acre or more, and 5% to a density of 10 units to the acre or more.
Action H.1.2.2 pg 20	Annually review the amount of land zoned for various residential uses in conjunction with the amount and type of housing produced in the previous year to determine if changes in zoning may be needed to meet City housing needs. Such zoning changes will be adopted annually, if needed. (Also see Action H.4.1.2.)	The Planning Department has regularly reviewed the amount of land zoned for residential uses to determine if zoning changes are required. Any necessary zoning changes have been made.	The City will continue to annually review the amount of land zoned for various residential uses to determine if zoning changes are needed to meet the City's housing needs.
Policy H.1.3 pg 20	Promote a broader range of housing options for executives.		
Action H.1.3.1 pg 20	The City’s Zoning Code accommodates and facilitates the development of executive housing options in Specific Plans and large subdivisions (500+ units) in the Rural Residential (RR) and the Estate Residential (ER) zones.	The City has not had any new development projects triggering Action H.1.2.1 since the last Housing Element update.	The City will continue to encourage the development of executive housing options in Specific Plans and large subdivisions in the interest of supporting a range of housing choice.
Policy H.1.4 pg 21	Promote higher-density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.		

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Action H.1.4.1 pg 21	As part of an ongoing effort to promote transit-oriented development, the City will coordinate with Regional Transit to incentivize the production of housing for living and working in same community.	The City has partnered with Regional Transit to outline a Transit Pass program for the Crossings @ New Rancho, an 18-unit multi-family affordable housing complex completed in 2012 and located at the boundary of the Zinfandel Light Rail TOD. The City will be looking to expand that program with the construction of the Horizons @ New Rancho, 48 units of affordable senior housing located adjacent to Crossings. Additionally, the City was the recipient of a Sustainable Communities sub-grant from SACOG for the planning and design of the TOD located at the Mather/Mills Station Light Rail Station.	The City will continue to partner with Regional Transit whenever possible, both on individual projects and in general planning, to encourage the marriage of housing production and transportation planning.
Policy H.1.5 pg 21	Developers of new residential projects within the newly developing areas of the City (generally in the large, vacant areas south of Highway 50) shall prepare an Affordable Housing Plan (Plan) for the project for City review and approval that identifies the project’s plan for providing affordable housing.		
Action H.1.5.1 pg 21	Consider the adoption of an Affordable Housing Ordinance that specifies the procedures for project reviews, the City’s general expectations for affordable housing obligations, and the requirement that individual projects include an Affordable Housing Plan as part of the overall project approval. Guidelines identified under Policy H.1.6 and subsequent Housing Element actions shall be considered for inclusion within the Affordable Housing Ordinance.	The City has not adopted an ordinance, but has developed an alternative approach to quantifying expectations for affordable housing obligations.	The City will delete Action H.1.5.1. The City has devised a formula that allows developers to incorporate affordable housing projects into new development projects through a customized negotiated Affordable Housing Plan (AHP) attached to the Development Agreement.
Policy H.1.6 pg 21	The City has established the following guidelines to provide direction for the review of Affordable Housing Plans associated with individual development projects and to provide direction for the preparation of an Affordable Housing Ordinance if one is to be developed. If an Affordable Housing Ordinance is adopted, the City shall review this policy and the following actions for consistency and shall amend the General Plan as necessary to maintain consistency.		
Action H.1.6.1 pg 22	The Affordable Housing Plan shall be approved in conjunction with the earliest stage of project entitlement, typically with the City Council approval of the Specific Plan, Development Agreement, or other primary land use entitlement.	The City is currently negotiating the Suncreek Specific Plan, which is the first Specific Plan to be brought to the City since prior to the last Housing Element update. The City has been working with the Suncreek developers to develop an Affordable Housing Plan to be adopted in conjunction with the first City Council–approved entitlement.	The City will continue to require that Affordable Housing Plans are submitted and approved at the earliest phase of entitlement for all new and pending Specific Plans.

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Action H.1.6.2 pg 22	The Affordable Housing Plan shall specify and include the following: - The number of dwelling units that will be developed as affordable to very low-, low-, moderate-, and above moderate-income households. - The number of affordable ownership and rental units to be produced. Such split shall be approved by the City Council based on housing needs, market conditions, and other relevant factors. The split of ownership and rental units shall be addressed within the plan of each individual project. - Program options within project-specific Affordable Housing Plans may include but are not limited to the following: Actual production (on-site or off-site) of affordable units (including ownership and rental opportunities in the form of corner units, halfplexes, duplexes, cottages, creative alternative housing products, etc.) (please refer to Goal H.4 for additional discussion of City promotion of the provision of a range of housing choices and housing diversity). Land dedication (on-site and off-site). Rehabilitation of existing residential structures located within existing City neighborhoods. Payment of in-lieu fees. - The timing for completion of affordable housing obligations. For projects proposing to construct affordable housing units or to renovate existing dwellings, the City generally supports construction/renovation of affordable dwellings concurrent with the construction of market-rate housing when feasible. For projects providing alternative contributions (land dedication, funds, etc.), timing of such contributions shall be identified in the Plan, with the expectation that the City will pursue construction of affordable units generally concurrent with construction of project market-rate housing.	The City is currently negotiating the Suncreek Specific Plan, which is the first Specific Plan to be brought to the City since prior to the last Housing Element update. The City has been working with the Suncreek developers to develop an Affordable Housing Plan that will establish a formula that may be used as a template for future Specific Plans to help ensure that the Affordable Housing Plans adequately address the future need for very low-, low-, and moderate-income households.	This action will be combined with Action H.1.6.3 and Action H.1.6.4.
Action H.1.6.3 pg 23	At the City Council’s discretion, land or other contributions provided by developers as specified within project Affordable Housing Plans (see Policy H.1.6) may be utilized to augment City efforts and the efforts of its nonprofit partners to provide affordable housing opportunities to all income levels throughout the community. The City will pursue supplemental funding to allow affordability to households earning less than 50 percent of area median income.	The City has not yet entitled any Specific Plans that include land or other contributions. However, the City has been successful at securing land and grant funding and partnering with nonprofit developers to provide housing affordable at the 50% area median income. Eighteen units have been built, and an additional 98 units are currently in the planning phase.	This action will be combined with Action H.1.6.2 and Action H.1.6.4. The City will continue to consider land or other contributions provided as part of any given Affordable Housing Plan as potentially available to augment the City's efforts to provide affordable housing. The City will continue to pursue supplemental funding for affordable housing.
Action H.1.6.4 pg 23	In order to ensure the production and preservation of housing affordable to the City’s workforce, no productive, reasonable program or incentive option will be excluded from consideration within project-specific Affordable Housing Plans, in addition to the resources identified in Action H.1.6.6. Possible incentives may include, but are not limited to: - Density bonuses - Fee waivers or deferrals (as reasonably available) - Expedited processing/priority processing - Reduced parking standards - Technical assistance with accessing funding - Modifications to development standards (on a case-by-case basis)	The City has not yet entitled any Specific Plans that have approved Affordable Housing Plans and has not yet applied any additional incentives in the Affordable Housing Plan process. The City has, however, sponsored one completed affordable housing project and two planned projects. All three projects have benefited from the incentives listed in Action H.1.6.4	This action will be combined with Action H.1.6.2 and Action H.1.6.3. The City will continue to offer incentives to help support Affordable Housing Plans and the actual production of affordable housing.

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Action H.1.6.5 pg 24	The City may choose to approve Affordable Housing Plans that provide relief from current housing market conditions. In such cases, the Plan shall specify how the project will ultimately fulfill its affordable housing obligations as residential markets improve. For projects with Affordable Housing Plans that provide relief to current market conditions, the Plans should not exempt the project from future Affordable Housing Fees which might be adopted on a citywide or area basis.	The City has not yet entitled any Specific Plans that included approved Affordable Housing Plans, so no current housing market conditions have been addressed. The Affordable Housing Plans will be negotiated on a one-by-one basis to include the flexibility to respond to a wide variety of housing market conditions.	The City will delete Action H.1.6.5. The Affordable Housing Plans need to address housing market conditions over the life of the Development Agreement. Addressing current housing conditions in a long-term agreement may cause additional problems.
Action H.1.6.6 pg 24	Together with the developer and nonprofit partners, the City will use maximum efforts to seek available resources to support the construction of affordable housing production, including but not limited to state and federal housing programs and the City/Agency programs such as the City’s non-residential linkage fee (Very Low-Income Housing Trust Fund) and the Redevelopment Agency’s Low and Moderate Income 20 percent Housing Set-Aside Fund.	The City has not yet implemented any Affordable Housing Plans. However, the City has supported the construction of the Crossings @ New Rancho, completed in 2012, with the use of Neighborhood Stabilization Program funds obtained via competitive grant application. The City has also supported the planning of the Horizons @ New Rancho project and the Mather Veterans Village project with matching grant funds from the State of California's Affordable Housing Trust Fund Grant program. The City is using the Very Low Income Housing Fee for grant match. The 20% Set Aside from the RDA has been eliminated and the fund balance remitted to the State.	Action H.1.6.6 will be modified to acknowledge the elimination of RDA 20% set-aside as a funding source.
Action H.1.6.7 pg 25	The City expects the housing market to improve substantially by 2012 and therefore shall consider conducting a “mid-term” review and update of the Housing Element and the obligations associated with affordable housing by 2012. In determining whether to update the Element, the City will consider housing market conditions, rate of home construction, and performance of the City and its developers in meeting affordable housing goals. Additionally, the City shall consider the schedule for state-mandated Housing Element updates in determining whether a 2012 mid-term update of the Housing Element is appropriate and feasible.	The City did not conduct a mid-term review, as the housing market did not substantially rebound by 2012.	The City will delete Action H.1.6.7, as it is no longer applicable.
Goal H.2	ENCOURAGE THE IMPROVEMENT, REHABILITATION, AND REVITALIZATION/REINVESTMENT OF THE CITY’S EXISTING RESIDENTIAL NEIGHBORHOODS.		
Policy H.2.1, pg 25	Encourage private investment to increase property values and resale prices.		

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Action H.2.1.1, pg 25	Develop design tools and a pattern book and/or provide design services to assist homeowners who plan to remodel with suggestions for a variety of façade improvements and additions that are integrated and timeless.	The City did not complete a pattern book or design tools for single-family remodeling. Due to changes in the housing market and in the general economy, home reinvestment has slowed.	The City will delete Action H.2.1.1, as City staff have had little opportunity to develop such an effort, and suspect that any effort would have little impact on the existing quality of the City's housing stock. The City will continue to encourage home reinvestment through other venues.
Action H.2.1.2, pg 26	Continue to work with Blight Busters, the Neighborhood Improvement Program, SMUD, and the Sacramento Tree Foundation to develop and host community workshops and/or provide written materials regarding the following topics: - Home improvement and maintenance tips - Weatherization and energy efficiency programs (SMUD) - Availability of shade trees for properties needing landscaping (Sacramento Tree Foundation) In addition, the City will provide information regarding the home improvement program in the form of newspaper postings and bulletins, and on the City’s website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	The City has worked extensively with both volunteer groups and other local and regional partners to encourage neighborhood revitalization. A key component of the Growing Strong Neighborhoods effort has been the focus on improvements at the neighborhood level. These successes have included privately funded renovations of major apartment complexes, both large-scale and local neighborhood cleanup efforts, neighborhood beautification efforts, and community involvement.	This Action will be merged with Action H.2.3 to support neighborhood improvements through private investment and partnerships.
Policy H.2.2, pg 26	Provide neighborhood revitalization in existing areas through housing rehabilitation (owner- and renter-occupied units) and infill reuse/conversion.		
Action H.2.2.1, pg 26	The City shall continue to apply for federal and state funds to develop a housing rehabilitation program to assist in the improvement of owner- and renter-occupied housing units in the City. Assuming the City receives funding, it anticipates assisting 5 to 10 very low- and low-income households per year. The housing rehabilitation program shall: - Include a grant/loan component, when funding is available, for very low- and low-income households residing in housing units in need of rehabilitation. - Be developed in partnership with public and private organizations, such as Rebuilding Together, SMUD, and local community groups. - Include incentives, such as waiver of annual park fees or reduction of permit fees necessary for rehabilitation, to encourage upkeep and rehabilitation of housing by property owners and encourage upgrades to meet minimum energy efficiency standards.	The City has funded almost 60 emergency repair loans for homeowners of single-family homes and mobile homes. This program provides a five-year forgivable loan for emergency repairs. The City also received a Cal-Home Grant from the State for \$720,000 to be used in the Owner-Occupied Rehab program. The City has made two pilot (CDBG-funded) loans under the Rehab program and is working with a consultant to adjust the program to meet Cal-Home's requirements. The City is also in negotiation with SHRA to assist in rehab of SHRA-managed public housing located within the City's boundaries.	The City will continue to operate and apply for funding for grants that assist in both owner-occupied and rental rehabilitation, particularly for emergency health and safety repairs. The City will modify the expected number of assisted households to reflect that home repair loans are reliant on external funding, and while the City currently has funds for these programs, it is unknown if the funding will be available in the long-term. The City will modify the action to remove the RDA as an active participant in this action.

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Action H.2.2.2, pg 27	Continue the use of the City’s Emergency Repair Program to provide health and safety repairs for 10 to 15 households falling in the extremely low- , very low-, and low-income ranges. This is a forgivable loan for mobile home owners and homeowners for a five-year period, as long as the owner continues to occupy the unit.	The City has completed 58 emergency repair loans since the program was initiated in 2006. There are approximately 12 loans pending for the 2012/13 program year. These loans are all CDBG funded.	The City will continue to operate the Emergency Repair Loan Program. The City will modify the action to remove the RDA as an active participant in this action.
Action H.2.2.3 pg 27	Support churches and service clubs who organize semi-annual community improvement days by providing information about the event at City Hall and on the City’s website. The community may volunteer to improve homes and neighborhoods by painting homes and fences throughout a neighborhood, rehabilitating homes of households with severe rehabilitation or improvement needs, and/or retrofitting units to make them accessible to seniors or persons with disabilities.	The City has worked with several churches and volunteer groups to hold community improvement days, particularly through the Neighborhood Services division.	This action will be merged with Action H.2.2.1. The City will continue to partner with church and volunteer groups to encourage neighborhood improvement activities. The City will modify the action to remove the RDA as an active participant in this action.
Action H.2.2.4 pg 28	Continue to identify the most troubled multi-family projects (in terms of law enforcement, code enforcement, and blight conditions) and aggressively pursue the transformation or conversion of such properties into uses that move the community into a more balanced housing market and that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	The City has had significant success in encouraging the renovation of the most blighted multi-family housing complexes. While these complexes have not been converted into ownership units, they have been put into receivership, purchased, and rehabilitated via privately funded investors and owners.	The City will continue to encourage the turnover of blighted and severely mismanaged apartment complexes into the real estate market for purchase and rehabilitation through the courts, Code Enforcement, rental housing inspections, and any other available tools. The City will continue to allow market demand to dictate whether conversion of these units to ownership units is viable or not. The City will modify the action to remove the RDA as an active participant and funding source in this action.
Action H.2.2.5 pg 28	Facilitate the rehabilitation and reuse of current single-family and two- to fourplex units, particularly rentals, through acquisition, substantial rehabilitation and upgrades, and market-rate resale.	The City has not participated in an acquisition, rehabilitation, and market-rate resale program. The volatility of the housing market and the shortage of funding opportunities has made such a program financially infeasible.	The City will delete Action H.2.2.5, as it is not financially feasible due to insufficient available funding and due to the abundance of privately funded acquisition and rehabilitation activities.

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Policy H.2.3, pg 28	Strive for balance in areas of Rancho Cordova developed prior to the City’s incorporation in 2003 to diversify housing type and mix, improve housing quality, and increase ownership opportunities.		
Action H.2.3.1 pg 28	In planning land uses and approving projects in areas of Rancho Cordova developed prior to the City’s incorporation in 2003, attempt to establish a healthy balance of housing that is more in keeping with current statewide averages as follows: - Unit mix of approximately 67 percent single-family units (including detached, attached, and duplexes) and 33 percent multi-family units (three units or more and mobile homes). - Ownership/rental mix of approximately 57 percent ownership units and 43 percent rental units. - Projects that include units affordable to lower-income households and that are consistent with zoning regulations will not be subject to this requirement.	The City's owner-occupied to renter-occupied housing ratios have become more in line with regional and state ratios (due to an increase in ownership in Rancho Cordova and decreases in ownership in the region and in the state). Between 2000 and 2010, owner-occupied housing increased 84% in the census tracts comprising the existing City (not including Mather), while renter-occupied housing in the same area decreased 4%.	The City will delete Action H.2.3.1 as the balance between owner-occupied housing and renter-occupied housing in the City is comparable to the County of Sacramento as a whole.
Action H.2.3.2 pg 29	Actively pursue programs to increase homeownership in areas of Rancho Cordova developed prior to the City’s incorporation in 2003 to a healthy balance more consistent with the state average (currently 57 percent ownership units, 43 percent rental units). Implementation of this action will not be a basis or finding to deny projects that include units affordable to lower-income households.	The City did not actively pursue programs intended to increase homeownership in the pre-existing neighborhoods. The changes in the owner to renter occupancy ratios occurred through natural housing market adjustments and are currently in line with both state and regional ratios.	The City will delete Action H.2.3.2, as the balance between owner-occupied housing and renter-occupied housing in the City is comparable to the County of Sacramento as a whole.
Policy H.2.4, pg 29	Develop and implement standards applicable to all infill and additions/renovations to existing residential projects aimed at improving the personal security of residents and maintaining the units.		
Action H.2.4.1 pg29	Continue to implement the Crime Prevention Through Environmental Design (CPTED) standards through the design review process.	The City has consistently required CPTED standards as part of the design review process.	The City will continue to implement CPTED standards during the design review process. As the standards are identified as part of the design review package.

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Action H.2.4.2 pg 29	Require developers of affordable rental housing projects to submit a management and maintenance plan showing how such projects will be managed to ensure safety of residents, a decent living environment, and maintenance of units in sound condition.	The City has completed one affordable rental housing project in partnership with Urban Housing Communities, called the Crossings @ New Rancho. The developer was required and successfully submitted a management and maintenance plan as part of the project's regulatory agreement.	The City will continue to require developers to provide management and maintenance plans for new affordable housing projects. The City will delete Action H.2.4.1, as it is required as part of the regulatory agreements that fund affordable rental housing projects.
Action H.2.4.3, pg 30	Establish a program by ordinance requiring owners of rental units that are vacated for violation of housing and building codes to pay the costs of relocating displaced residents. The relocation ordinance will specify the conditions under which private relocation payments are required, the tenant eligibility requirements, the amount of relocation benefits and when these benefits are payable, and the administrative procedures for assuring compliance with the ordinance. In adopting an implementing ordinance, the City will seek to provide for private relocation assistance that does not create significant disincentives to removing blighted properties or penalize property owners for blighted conditions created by the occupants of their rental properties.	The City officially adopted the Health and Safety Code Sections 1797—17975.10 that provides relocation obligations for landlords. This action has been completed.	Action H.2.4.3 will be deleted as it has been completed.
Policy H.2.5, pg 30	Folsom BLVD Reuse and Conversion Opportunities		
Action H.2.5.1 pg 30	Identify opportunities in the Redevelopment Area for use of redevelopment tools and tax-increment funding that will improve the Folsom Boulevard corridor, especially targeting the following: - Residential reuse of old motels along Folsom Boulevard; and - Underutilized, blighted, and/or vacant shopping centers on Folsom Boulevard to increase mixed use and reuse in that corridor.	The City was very successful at using redevelopment tools to encourage the improvement of the Folsom Boulevard corridor. These tools included condemnation of the Stagger Inn and the negotiated demolition of abandoned structures on the Lily Co. property and the demolition of the Cordova Inn. As redevelopment has been eliminated through the state legislature, these tools are no longer available.	The City will modify this program to continue to identify revitalization opportunities on Folsom Boulevard through the implementation of the Folsom Boulevard Specific Plan, and to remove reference to the Redevelopment Agency.
Policy H.2.6, pg 31	Ensure that existing housing stock within the City is maintained and remains habitable in order to assist in meeting the housing needs of the community.		
Action H.2.6.1, pg 31	Continue implementing the Housing Stock Conservation Fee which is an annual fee collected on business licenses for multi-family properties. (Also see Action H.3.1.1.)	The City has used the funds generated through this fee to continue to support the Code Enforcement and rental housing inspection activities of the Neighborhood Services Division, which have had a direct impact on improving blighted and troubled multi-family complexes.	The City will continue to collect the Housing Stock Conservation Fee that is charged on business licenses for multi-family properties. The City will merge Action H.2.6.1 with Action H.3.1.1 to consolidate related items under one action.
Policy H.2.7 pg 31	Preserve housing units at risk of losing affordability status for units that are subsidized with federal, state, or local funds.		

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Action H.2.7.1 pg 31	Establish a biennial monitoring program to identify assisted housing units at risk of losing their affordability subsidies or requirements.	The City has not yet created a monitoring program to identify assisted housing units at risk of losing affordability subsidies. The City has been working with the SHRA to address deficiencies in the public and subsidized housing within the City.	The City will continue to monitor and address issues arising from the potential loss of affordable housing subsidies and requirements and to identify at-risk housing units. The City will modify this action to remove the RDA as an active participant in the action. The City will merge Actions H.2.7.1, H.2.7.2, and H.2.7.3 to create a functional and feasible program that will monitor and support the conservation of affordable housing. The City will team with the SHRA to create a functional and feasible affordable housing conservation program.
Action H.2.7.2, pg 31	Implement the City’s Affordable Housing Conservation Ordinance that requires, at a minimum: - At least one year prior to the conversion date, the owner shall provide written notification to residents of the expected date of loan pre-payment or pay-off, at which time the owner will no longer be restricted in the level of rent that can be charged. The notice will also contain an estimate of rent increases at the time that rental restrictions no longer apply. Residents moving into a housing development during this one-year period must also be notified in writing of the pending conversion prior to signing a rental agreement. - Property owners shall provide relocation assistance to those low-income households that are unable to afford rent increases. - The Redevelopment Agency solicits interested nonprofit housing corporations to acquire and maintain such projects as low-income housing. The Redevelopment Agency assists interested nonprofit housing corporations in applying for state or federal assistance for acquisition and redevelopment of properties.	The City did not adopt an Affordable Housing Conservation Ordinance. The City has been actively inspecting and educating the landlords and managers of rental housing facilities, including affordable housing.	Action H.2.7.2 will be merged with Actions H.2.7.1 and H.2.7.3 to create a functional and feasible affordable housing stock conservation program.

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Action H.2.7.3 pg 32	The City will continue or undertake the following programs and activities during the five-year period of the Housing Element. The Housing Department, Redevelopment Agency, and Neighborhood Services Department will implement these efforts. The efforts listed below represent a varied strategy to mitigate potential loss of “at-risk” units due to conversion to market-rate units. These local efforts utilize existing City and local resources. They include efforts to secure additional resources from the public and private sector should they become available. Monitor owners of at-risk projects on an ongoing basis, at least every six months, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating, or continuing participation in a subsidy program. Maintain and annually update the inventory of “at-risk” projects through the use of existing databases (e.g., California Housing Partnership Corporation (CHPC), HUD, State HCD, and California Tax Credit Allocation Committee). Take all necessary steps to ensure that a project remains in or is transferred to an organization capable of maintaining affordability restrictions for the life of the project, including proactively ensuring notices to qualified entities, coordinating an action plan with qualified entities upon notice, and assisting with financial resources or supporting funding applications. Semi-annually coordinate with HUD to monitor projects approved to convert to ensure that any required assistance (or assistance that the owner has agreed to provide) to displaced tenants is carried out in a timely manner. Ensure projects are monitored to see if they are subject to other State or local requirements regarding the provision of assistance to displaced tenants. Annually monitor local investment in projects that have been acquired by non-profit or for-profit entities to ensure that properties are well managed and maintained and are being operated in accordance with the City’s property rehabilitation standards. Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest, and identify nonprofit partners and pursue funding and preservation strategy on a project basis. Annually meet with stakeholders and housing interests to participate and support, through letters and meetings and technical assistance, local legislators in federal, state, or local initiatives that address affordable housing preservation (e.g., support state or national legislation that addresses at-risk projects, support full funding of programs that provide resources for preservation activities). Use available financial resources to restructure federally assisted preservation projects, where feasible, in order to preserve and/or extend affordability. Annually identify funding sources for at-risk preservation and acquisition rehabilitation and pursue these funding sources at the federal, state, or local levels to preserve at-risk units on a project-by-project basis.	The City did not implement a Low Income Housing Trust Fund for the conservation of affordable housing. The affordable public housing in the City is administered by the SHRA, and the loss of redevelopment funding has severely curbed the City's capacity to assist in the conservation of affordable units.	Action H.2.7.3 will be merged with Actions H.2.7.1 and H.2.7.2 to create a functional and feasible affordable housing stock conservation program.
Policy H.2.8, pg 33	Encourage mobile home park maintenance and improvement, including conversion to resident ownership when appropriate.		

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Action H.2.8.1 pg 33	Meet with mobile home park owners to determine their needs in providing a quality living environment in their mobile home parks.	The City has met with some mobile home park owners; however, as the City has an ambiguous regulatory presence in mobile home parks (HCD has primary responsibility) and as funding opportunities have been significantly reduced, there have been few opportunities to encourage reinvestment.	The City will continue to meet with the owners and operators of mobile home parks to encourage park owners to provide a quality living environment in their parks. The City will modify this action to reflect the elimination of the RDA as a participant to the action. The City will merge Action H.2.8.1 with Actions H.2.8.2 and H.2.8.3 to consolidate related actions into a feasible program.
Action H.2.8.2 pg 33	Provide financial assistance for infrastructure and other park improvements when available through local, state, and federal funds to property owners who wish to improve and maintain their parks.	There have been no financial opportunities to assist in the funding of infrastructure and park improvements.	The City will continue to search for funds to provide financial assistance for infrastructure and park improvements. The City will modify this action to reflect the elimination of the RDA as a participant to the action. The City will merge Action H.2.8.1 with Actions H.2.8.2 and H.2.8.3 to consolidate related actions into a feasible program.
Action H.2.8.3 pg 34	If necessary to facilitate a sale to residents, the City will seek state and federal funding to assist residents in purchasing, improving, and managing their parks and/or seek the expertise of a nonprofit organization with experience in mobile home park sales and conversion to resident ownership and management.	City staff have not had the capacity to respond to funding opportunities to assist residents in purchasing their parks.	The City will continue to search for funds to facilitate the sale of the park to residents, when necessary. The City will modify this action to reflect the elimination of the RDA as a participant to the action. The City will merge Action H.2.8.1 with Actions H.2.8.2 and H.2.8.3 to consolidate related actions into a feasible program.
Policy H.2.9, pg 34	The City will continue to allow the development of manufactured homes with permanent foundations on individual lots in all residential zoning districts.		
Action H.2.9.1, pg 34	Provide information at the City permit counter and on the website on policies and regulations for the placement of manufactured housing on permanent foundations. In addition, the City will provide information regarding the placement of manufactured housing in the form of newspaper postings and bulletins, and on the City’s website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	The City has continued to provide information regarding the regulations and policies, including energy efficiency standards, at the City permit counter.	The City will delete Action H.2.9.1, as manufactured housing regulations are covered in the City's zoning through the General Plan.
Action H.2.9.2, pg 34	Require minimum energy efficiency standards in manufactured housing.	The City has required that all manufactured housing meet California and International Building Codes, including minimum energy efficiency standards.	The City will delete Action H.2.9.2, as manufactured housing efficiency regulations are covered by the California and International Building Codes.
Goal H.3	REVITALIZE EXISTING DILAPIDATED MULTI-FAMILY PROPERTIES AND AREAS.		

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Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Policy H.3.1 pg 35	Increase accountability of landlords and require regular building improvements to maintain property in desirable condition.		
Action H.3.1.1 pg 35	Continue to support targeted inspections by the Neighborhood Services Department to enforce higher standards for building maintenance, parking requirements, and landscaping.	The City has successfully and proactively encouraged the renovation of 12 major apartment complexes through the strategic use of the rental housing inspection program.	The City will continue to use the Neighborhood Services Division to encourage rental housing reinvestment and upkeep through the rental housing inspection program.
Action H.3.1.2 pg 35	Continue to provide incentives for conversion of troubled properties to condominiums, senior housing, or other similar use that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	The City has not encouraged the conversion of troubled properties to condominiums or senior housing. The housing market has rendered such conversions generally infeasible. The City has had marked success in working with receivers and new property owners to rehabilitate many of the most troubled properties.	The City will delete Action H.3.1.2, as it is not feasible due to market conditions, structural conditions, and a lack of funding.
Action H.3.1.3 pg 35	Work with interested individuals, nonprofit housing corporations, and for-profit developers to acquire rental housing projects in need of rehabilitation, and transfer ownership, when necessary, to maintain the affordability of the units to low-income households.	The City through the Neighborhood Services Division has worked with several private parties to work out the receivership and purchase of 12 of the City's most dilapidated multi-family housing complexes, which have been rehabilitated and put back on the rental market without becoming unaffordable to low-income households. The City has not worked with nonprofit or for-profit developers in this effort.	The City will continue to work with interested parties to encourage the acquisition and renovation of troubled and blighted multi-family residential housing project. The City will modify this action to reflect the elimination of the RDA as a participant to the action and to include Neighborhood Services as active participants. The City will merge Action H.3.1.3 with Action H.2.2.4 to consolidate like activities.
Goal H.4	PROMOTE HOUSING DIVERSITY THROUGH PROVIDING A RANGE OF HIGH-QUALITY HOUSING CHOICES FOR THE COMMUNITY, INCLUDING SINGLE-FAMILY HOMES, DUPLEXES, TOWNHOMES/CONDOMINIUMS, LIVE-WORK UNITS, MIXED-USE, MULTI-FAMILY, EXECUTIVE HOUSING, AND MOBILE HOMES, THAT SERVE ALL HOUSEHOLDS, RANGING FROM THE WORKFORCE TO EXECUTIVES TO SENIORS AND OTHER SPECIAL NEEDS GROUPS.		
Policy H.4.1 pg 36	Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents. (Also see H.4.4.3)		

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Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.1.1 pg 36	Continue to review other local jurisdictions’ programs that spread a range of housing types throughout the jurisdiction.	The City has consistently reviewed the housing programs promoted by other and neighboring jurisdictions, including tracking tax credit projects, grant-funded projects, inclusionary and in-lieu fee programs, and overall affordable housing production rates.	The City will continue to review and evaluate other jurisdictional practices to look for best practices and to ensure that the City is using its development tools effectively.
Action H.4.1.2 pg 36	Promote development of affordable housing by ensuring adequate sites are available in the City (Policy H.1.2, Actions H.1.2.1 and H.1.2.2), providing resources for developers of affordable housing (Policies H.7.1 through H.7.4 and associated actions), and reviewing amendments and updates to the Zoning Code, Design Guidelines, and other development standards that may increase the cost of providing affordable housing to ensure that development of affordable housing remains feasible. (Also see H.4.4.3)	The City has ensured RHNA compliance over the previous RHNA cycle in ensuring adequate sites for affordable housing are available in the City. It has also worked with developers to help provide affordable housing in the City, including a completed 18-unit large family complex, and two projects in predevelopment— a senior affordable housing project and a disabled and homeless veterans project. The City has also assisted with affordable housing production efforts by adjusting design review guidelines, zoning codes, and other development standards that would otherwise make viable affordable housing projects infeasible.	The City will delete this action to reduce duplicated references to activities already identified in other parts of the Housing Element. It will also modify the referenced actions to ensure that all the necessary components of those actions (as referenced in Action H.4.1.2) are included.
Action H.4.1.3 pg 36	Continue to allow secondary dwelling units by right in single-family residential zones. The City will promote its second unit standards by including information annually in The Grapevine Independent, publishing information on the City’s website to promote this option, and submitting press releases annually to local newspapers. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand. (Also see Action H.7.3.1)	The City has provided information about secondary units to the public via several different media sources.	The City will delete Action H.4.1.3, as it has provided information about secondary units and as the addition of secondary units is allowed by right in residential zones, as memorialized in the City's General Plan and Zoning Code.

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Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.1.4 pg 37	The City will actively support the redevelopment of underutilized mixed-use sites to meet the City’s RHNA allocation and to provide additional affordable housing opportunities throughout the City near transit stops, jobs, and services. The City will assist in the development of these underutilized sites by offering the following assistance: - The City will post a listing of underutilized sites on the City’s website and provide this list of sites to developers interested in developing mixed-use projects in the City. - The City will, where appropriate and when funds are available, assist with the development of affordable housing projects with the use of redevelopment funds on these underutilized sites. - The City will also provide technical assistance with applying for additional funding to construct an affordable mixed-use project on an underutilized site. - The City will provide flexibility in development standards on the construction of an affordable housing project on an underutilized site including but not limited to reduced setback requirements and reduced parking requirements on a case-by-case basis.	The City has actively supported the redevelopment of underutilized sites through direct redevelopment projects, such as the Crossings @ New Rancho. The City has not maintained a list of underutilized sites on the website, as most of those sites are privately owned. There has been no market for mixed-use developments on any of the City's underutilized sites. The only development has been City funded. The City has provided case-by-case analysis of new projects; however, very few new projects have been proposed.	The City will continue to post a list of underutilized mixed-use sites on the City's website and provide this list to interested developers. The City will modify this action to remove obsolete funding sources and to remove actions that are already identified in other parts of the Housing Element. Bullet 1 will be deleted as infeasible, Bullet 2 will be deleted as infeasible (redevelopment funds have been eliminated), Bullet 3 will be merged with H.1.6.6, and Bullet 4 will be merged with H.7.3.1. The remainder of Action H.4.1.4 will be deleted, as it is redundant.
Action H.4.1.5 pg 37	Continue to maintain a supply of vacant land within the city limits to meet the City’s RHNA. Ensure that there is a sufficient supply of land for higher-density housing consistent with preservation of neighborhood character, environmental constraints, and other goals of this General Plan. In order for the City to meet its 2006–2013 regional housing need, the following actions will be taken: - Amend the Folsom Boulevard Specific Plan to increase densities in the RMU and MDR zones from 6.1 to 18 units per acre to 6.1 to 30 units per acre. The sites in the inventory (Tables A-39 and A-40) that will be affected are: 075-0450-005: 4.29 acres; 075-0450-005: 28.25 acres; 057-0221-017: 0.17 acres; 057-0221-016: 0.17 acres; and 057-0221-015: 0.17 acres. Currently 488 units are allowed by right and this amendment will increase the number of units to 781 (a difference of 293 units). - Amend Villages of Zinfandel at Stone Creek Plan to increase the density in the MD zone from 15 to 20 units per acre to 15 to 30 units per acre. The site in the inventory (Table A-39) that will be affected is: 072-2360-004: 17.19 acres. Currently 275 units are allowed by right and this amendment will increase the number of units to 412 (a difference of 137 units).	The City has successfully met its 2006–2013 Regional Housing Need Allocation (RHNA) by amending the Folsom Boulevard Specific Plan to increase densities in the RMU and MDR zones and by amending the Villages of Zinfandel at Zone Creek Special Plan to increase the density of the MD zone. This action has been completed.	The City will modify the components of this action that reference zoning changes. The referenced zoning changes have been completed prior to this Housing Element update.
Action H.4.1.6 pg 38	The City has identified sites A-1, A-2, A-3, D-1, and D-2, in the Land Inventory (see Table A-39) as appropriate to meet a portion of the City’s RHNA. These sites are mixed use sites and currently require a Conditional Use Permit to allow for residential development. The CUP requirement ensures that the commercial uses are compatible with residential development. The sites already meet the location and environmental requirements of the CUP and therefore applications on these sites will be expedited. The City will monitor the development of these sites and upon consultation with developers should the CUP process pose a constraint to the development of Housing, the City will either change the CUP requirement to a Limited Use permit or find alternative sites.	There have been no new applications for development on any of the referenced sites.	The City will continue to consider expedited applications for conditional use permits (CUP) for residential development on these sites. The City will continue to monitor development of these sites and will reassess the potential constraints posed by the CUP process at the initiation of a development application. These sites have been renumbered and re-identified on the new land inventory table.
Policy H.4.2, pg 38	Provide a range of senior housing opportunities, including senior developments with single-story homes, independent living, assisted living, skilled nursing, and shared housing, and pursue opportunities and funding to convert existing apartment complexes to senior housing facilities.		

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Action H.4.2.1 pg 38	Research feasibility of converting existing multi-family rental housing to senior housing facilities, such as a congregate care or assisted living facility.	There were no feasible conversions available. A private developer is in the process of developing a new senior care facility, and the City has proposed the Horizons@ New Rancho senior housing project, to be constructed as soon as funding is available. Neighborhood Services has provided significant support in assisting in the rehabilitation of multi-family housing.	The City will continue to research the feasibility of converting existing multi-family rental housing to senior housing as opportunities arise.
Action H.4.2.2 pg 39	Require single-family developments serving seniors to provide the majority of the homes as one-story units and require multi-family developments to provide elevators.	The City has processed design review for two multi-family senior projects and building permits for one of those projects. The projects meet the requirements for an elevator in a multi-story development.	The City will delete Action H.4.2.2, as it is a function of the design review process and does not need to be reinforced in the Housing Element.
Policy H.4.3. pg 39	Provide density bonuses consistent with the requirements of state law.		
Action H.4.3.1 pg 39	Continue to allow density bonus provisions consistent with the requirements of state law. (Also see H.7.3.1)	The City has allowed density bonus provisions that made possible the development of the affordable large family Crossings @ New Rancho project, as well as the senior multi-family affordable housing project Horizons @ New Rancho, which is currently in pre-development.	The City will delete Action H.4.3.1, as the density bonus provision is supported by state law and providing incentives to developers in addressed though new Action H.5.3.1.
Action H.4.3.2 pg 39	Continue to allow farmworker employee housing (12 or fewer employees) by right in the AG-20 and AG-80 zones.	The City has allowed farmworker employee housing by right in the AG-20 and AG-80 zones.	The City will delete Action H.4.3.2, as farmworker employee housing is allowed by right as per the Zoning Code.
Policy H.4.4. pg 39	Provide housing for the special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households.		

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Action H.4.4.1 pg 39	Provide accessibility in housing for persons with disabilities by implementing state and federal requirements by undertaking the following actions: - Review regulations and procedures for City-funded or City-operated housing programs to ensure that they do not exclude participation by persons with disabilities. - Include accessibility considerations in the preparation of the City’s capital improvement plan and the allocation of funding for capital improvements in support of housing and residential neighborhoods.	The City has taken a lead in ensuring accessibility in all City projects. The building department employs an in-house CASp-certified accessibility specialist to review plans for accessibility compliance. Annual funding is allocated to the Public Works Department to provide ADA upgrades to sidewalks and public pathways. The City is also working with a nonprofit developer on two housing projects that will both be 100% accessible, or conversion ready—the Horizons @ New Rancho senior multi-family housing project and the Mather Veterans Village disabled and homeless veterans housing project. The City's proactive approach to accessibility has made it a valuable resource for architects and developers interested in building projects in the area.	The City will continue to take a proactive approach to accessibility by ensuring that City-funded and/or operated programs are accessible to persons with disabilities and by including accessibility as a key component of the City's Capital Improvement Plan.
Action H.4.4.2 pg 40	Provide incentives for the development of single-room occupancy (SRO) and supportive housing units for identified special needs groups. Incentives may include fee reductions or deferrals, reduced parking requirements, density bonus, priority permit processing, technical assistance in project processing, and accessing funding for the special needs. SROs are allowed with a conditional use permit in the RD-20, RD-25, RD-30, and HDR zones.	The City has been prepared to provide incentives for the development of SRO and supportive housing for special needs groups. No projects have been proposed as of yet. The City is working on a supportive housing proposal with Mercy Housing that should be developed during the upcoming Housing Element cycle.	The City will continue to provide incentives for the development of single-room occupancy (SRO) and supportive housing developments for identified special needs groups. The City will modify the action to remove the RDA as an active participant in this action.
Action H.4.4.3 pg 40	In implementing affordable housing programs, such as Actions H.1.1.1, H.4.1.1, H.4.1.2, H.4.5.1, H.4.8.2, and H.7.2.1, the City will work with housing providers to ensure that special housing needs are addressed for seniors, large families, female-headed households, single-parent households with children, persons with disabilities, homeless individuals and families, and farmworker families. The City will seek to meet these special housing needs through a combination of regulatory incentives, zoning standards, new housing construction programs, housing rehabilitation, homebuyer assistance programs, and supportive services programs.	The City has addresses special housing needs through its first completed multi-family housing community, the Crossings @ New Rancho, which targets large families. It is also working on two additional projects targeted toward residents with special housing needs—the Horizons @ New Rancho, which will provide 48 affordable units for seniors, and the Mather Veterans Village, which will provide 50 new permanent supportive housing units and up to 60 additional dormitory-style transitional housing beds.	The City will delete this action as a duplication of activities and modify the referenced actions to include the implementation clause that ensures affordable housing projects address special housing needs in the applicable Housing Element actions.

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Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.4.4 pg 40	Participate in regional coordination for homeless services and facilities. The City will continue to support existing facilities and programs (including financial support when appropriate and necessary) and permit homeless facilities and service providers under the City’s Zoning Code.	The City has made multiple donations to Sacramento Steps Forward, the new nonprofit managing the Sacramento Area Continuum of Care. The City has also provided supporting documents to ensure that Sacramento Steps Forward continues to be eligible for federal and state funding.	The City will continue to support the Continuum of Care support structure, both financially via donation and administratively, to ensure that it is able to apply for funding and work for solutions to the homelessness problem in the greater Sacramento area.
Action H.4.4.5 pg 41	Pursuant to Senate Bill (SB) 2, transitional housing and supportive housing (as defined in the Health and Safety Code) will continue to be allowed as a residential use in all residential zones without the requirement of a conditional use permit and subject to the same restrictions that apply to other residential uses of the same type in the same zone.	The City has, though its General Plan, allowed supportive and transitional housing in residential zones without conditional use permits.	The City will delete Action H.4.4.5, as it is enforced by state law and is redundant in the Housing Element.
Action H.4.4.6 pg 41	Pursuant to SB 2, emergency shelters will continue to be allowed as a permitted use without a conditional use permit in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones. In addition, the City will consider adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as: - Lighting - On-site management - Maximum number of beds or persons to be served nightly by the facility - Off-street parking based on demonstrated need - Security during hours that the emergency shelter is in operation	The City did not adopt any emergency shelter–specific standards. Instead the City has decided to ensure that as long as the shelters are consistency with state law and with Government Code Section 65583(a)(4), they will be allowed without requiring a conditional use permit.	The City will delete Action H.4.4.6, as it is enforced by state law and is redundant in the Housing Element.
Action H.4.4.7 pg 41	To ensure development standards do not constrain the development of SROs, the City will evaluate adopting development standards which may include: - Requirements for a management plan outlining policies and procedures and annual review of services by City Planning Department - 24-hour on-site management - Room limitation to single occupancy, with allowance for overnight guests - Requirements for monthly tenancies - Units must be 250–300 square feet in size and include kitchen or bathroom - Parking ratio of one space per unit and bicycle rack storage of one rack per 5 units	No SRO projects were proposed in the City. Without projects, it was not feasible to determine whether or not development standards were a constraint to SRO development.	The City will continue to evaluate whether or not development standards are acting as a constraint on the development of SRO units. The City will merge Action H.4.4.7 with Action H.4.4.2 to consolidate SRO actions into a single program.
Policy H.4.5, pg 42	Ensure that adequate parking is available in multi-family rental properties, condominiums, townhomes, and senior facilities.		

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Action H.4.5.1 pg 42	Continue to modify parking needs of affordable multi-family rental properties, condominiums, townhomes, and senior facilities as requested by the project. .(Also see Action H.7.3.1 and Action H.4.4.3)	The City has worked with the developers of multi-family projects—especially special needs projects—to ensure that the projects have adequate parking without risking the viability of the project. The City provided reduced parking requirements for the Crossings @ New Rancho and allowed street parking to be considered as part of the overall parking allocation. The City is also considering reduced parking requirements for both the Horizons @ New Rancho project and the Mather Veterans Village project to help maximize the projects’ financial viability.	The City will delete Action H.4.5.1, as the design review process ensures that parking requirements and parking needs are adequately addressed.
Policy H.4.6, pg 42	Ensure that housing appropriate for empty-nesters and single persons, such as townhomes or small lot, single-family homes, rather than large single-family homes, is developed.		
Policy H.4.7, pg 42	The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation.		
Action H.4.7.1 pg 42	The City will direct specific fair rights inquiries to the Sacramento Center for Human Rights Law and Advocacy. The City will post newsletters and brochures from the Center for Human Rights Law and Advocacy at the permit counter.	The City has performed a detailed review of the Sacramento Center for Human Rights Law and Advocacy, and its partner JPA, the Sacramento Human Rights and Fair Housing Commission. The review has indicated that the HRFHC is not a good match for the City's fair housing needs. The City has initiated an in-house fair housing plan that includes a multilayered marketing plan, a Fair Housing Representative, extensive fair housing education opportunities, and new relationships with local housing law advocate groups to help meet the City's legal obligations to Fair Housing.	The City will modify this action to incorporate the new Fair Housing Plan and the role of the City's Fair Housing Representative. It will also add CDBG as a funding source.
Action H.4.7.2 pg 43	Per Chapter 1.1.0 of the Zoning Code (Entitlements), the City will allow requests for reasonable accommodation in regard to relief from the various land use or zoning rules, policies, practices, and/or procedures that may be necessary to ensure equal access to housing designed for, intended for occupancy by, or with supportive services for individuals with disabilities as required in the Zoning Code.	The City has continued to allow requests for reasonable accommodation in regard to relief from various land use or zoning rules to ensure equal access to housing.	The City will continue to allow reasonable accommodation for persons with disabilities and persons with developmental disabilities.
Policy H.4.8. pg 43	Promote improved aesthetics and amenities in residential construction.		

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Action H.4.8.1 pg 43	Continue to require a richer diversity of front elevations and increased quality of housing plans through design review.	The City has used the design review process to help ensure that housing projects offer a richer diversity of front elevations, both in single-family projects and in multi-family projects, including affordable projects.	The City will delete Action H.4.8.1, as diversity in front elevations is supported via the Design Review process and is redundant in the Housing Element.
Action H.4.8.2 pg 43	Require that affordable housing projects be designed so that there is no discernable exterior difference in style or design between such projects and market-rate housing projects, without requiring a specific design standard that would render an affordable housing project financially infeasible. (Also see Action H.4.4.3.)	The City has worked with affordable housing developers to ensure that the exteriors of affordable projects are comparable to market rate projects. An example is the Crossings @ New Rancho, which was built in a style intended to complement the nearby single-family homes.	The City will delete Action H.4.8.2, as it is supported via the Design Review process and is redundant in the Housing Element.
Goal H.5	SUBSTANTIALLY INCREASE THE RATE OF HOMEOWNERSHIP.		
Policy H.5.1. pg 43	Pursue funding and resources to develop homeownership programs such as first-time homebuyer, down payment assistance, lease-to-own, mortgage credit certificate, and police-fire-teacher programs.		
Action H.5.1.1 pg 43	The City shall collaborate with the Sacramento County Board of Realtors, local financial institutions, nonprofit organizations, and residential developers in implementing homebuyer assistance programs for low- and moderate-income households. Among the options the City will pursue are: - A City-sponsored homebuyer assistance program funded from state and federal sources such as CDBG and HOME. - A City-sponsored homebuyer assistance program with participation by financial institutions, such as the Federal Home Loan Bank Board’s Affordable Housing Program. - A City-sponsored program to promote the use of mortgage credit certificates and energy efficiency mortgages.	The City has not developed any homebuyer assistance programs for low- and moderate-income households. The volatility of the housing market following the mortgage crisis and the subsequent drop in home prices, combined with dramatically increased restrictions on lending standards, has made homebuyer programs difficult to justify, particularly as funding sources have either been eliminated or severely reduced. The City may consider implementing some sort of homebuyer assistance program in the coming Housing Element cycle.	The City will delete this action, as the housing market has reoriented the owner-to-renter ratio in the City and there are no resources available.
Policy H.5.2. pg 44	Encourage conversion of multi-family complexes to condominiums to provide new and additional homeownership opportunities.		

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Action H.5.2.1 pg 44	Develop and adopt requirements for proposals requesting conversion of rental units to for-sale ownership units. Requirements and evaluation factors shall include a minimum rental vacancy rate (to be determined through an annual market-rate rental survey), maximum number of units allowed to convert annually, relocation assistance to tenants, and affordability of units. Sufficient investment will be required to ensure physical sustainability of buildings. (Implementation of this action will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.)	Due to changes in the housing market, there was no longer any need or interest in the City in pursuing apartment conversions.	The City will delete this action, as the housing market has reoriented the owner-to-renter ratio in the City and there are no resources available.
Goal H.6	PURSUE SUSTAINABLE DEVELOPMENT AND ENERGY EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT AND EXISTING HOUSING STOCK.		
Policy H.6.1. pg 44	Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.		
Action H.6.1.1 pg 45	Incorporate Title 24 requirements into Specific Plans and Development Agreements as appropriate and assess the feasibility of implementing LEED or similar energy saving program requirements. Incentives will be offered (e.g., density bonus, expedited process, fee reduction/waiver) to property owners and developers who exceed California Title 24 energy efficiency standards.	The City has strongly encouraged developers of both Specific Plans and individual housing projects to maximize energy efficiency options. The Crossings @ New Rancho is a LEED Gold project, while the two new housing projects planned by the City offer equal or greater energy efficiency opportunities. The City did not amend the Zoning Code. as the Title 24 requirements are part of the California Building Code.	The City will delete Action H.6.1.1, as Title 24 is law and is a fundamental design principle not open to negotiation. The City will continue to encourage LEED analysis on a project-by-project basis through Design Review.
Action H.6.1.2 pg 45	Partner with SMUD and PG&E to develop model programs for energy efficiency in new development without increasing costs to the homebuyer, and post and distribute information on currently available weatherization and energy conservation programs to residents and property owners as well as encourage participation in SMUD's photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs. The City will distribute information through the City's newsletter, annual mailings in City utility billings, distribution of program information to community organizations and at municipal offices, and postings on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	The City partnered with SMUD to assist in weatherization programs and other energy efficiency programs.	The City will continue to partner with SMUD and PG&E to develop model programs for energy efficiency and to market those programs and educate residents about energy efficiency programs available to them.
Action H.6.1.3 pg 45	Continue to enforce state requirements, including Title 24 of the California Code of Regulations, for energy conservation in new residential projects and encourage residential developers to employ additional energy conservation measures for the siting of buildings, landscaping, and solar access through development standards contained in the Zoning Code, Building Code, and Specific Plans as appropriate. Encourage all new developments to provide bicycle and pedestrian access, thereby facilitating the reduction of automobile air quality impacts in the area.	The City has worked with developers and builders to help encourage high standards regarding energy efficiency. Not only are City Hall and the City's first affordable housing both LEED projects, but a large number of other businesses and projects in the City have achieved LEED certification or ranking.	The City will delete Action H.6.1.3. State requirements are a matter of law and will be enforced through the project approval process.
Goal H.7	PURSUE PUBLIC AND PRIVATE RESOURCES AVAILABLE TO PROMOTE DIVERSE HOUSING OPPORTUNITIES, AND PARTICULARLY TO ASSIST IN THE CREATION OF WORKFORCE HOUSING AND SPECIAL NEEDS HOUSING.		

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Policy H.7.1, pg 46	Partner with private organizations to encourage housing investment in the City. (Also see Action H.4.1.2.)		
Action H.7.1.1, pg 46	Partner with major employers in the community to consider developing a Housing Trust Fund that will be funded by employers. The City will identify incentives for major employers to encourage employees to reside in Rancho Cordova. (Also see Action H.4.1.2 and Action H.1.1.1.)	The City has created a Local Housing Trust Fund that is funded by development impact fees. The City has not yet partnered with any major employers to work on an additional source of income for the Housing Trust.	The City will continue to explore opportunities in partnering with major employers to help fund the Local Housing Trust.
Policy H.7.2, pg 46	Pursue state and federal funding sources needed to achieve the desired range of housing choice.		
Action H.7.2.1 pg 46	Pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by-case basis. (See Program Timeframe and Potential Funding below.) The City will collaborate with nonprofit organizations and agencies such as Northern California Construction Training, Community Housing Opportunity Corporation, and the Sacramento Housing and Redevelopment Agency. Potential funding sources for this program will include the CDBG, HOME, CalHome, and BEGIN programs, the state Multi-Family Housing Program, California Housing Finance Agency programs (such as HELP), tax exempt bond financing, low-income housing tax credits, the Federal Home Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups. (Also see Action H.4.4.3)	The City has successfully obtained funding through the Neighborhood Stabilization Program for both entitlement and competitive grant funds. It has also won grant funding through the CalHOME program and the State's Local Housing Trust Grant. The City is continuing to look for additional grant opportunities to fund affordable and special-needs housing.	The City will continue to pursue state and federal funding sources to support affordable housing development efforts. The City will modify this action to reflect the elimination of the RDA as a funding source and active participant. The City will modify the action to remove the RDA as an active participant in this action.
Action H.7.2.2 pg 47	Work with financial institutions serving Rancho Cordova to solicit interest in providing financing for very low-, low-, and moderate-income housing as part of their responsibilities under the Federal Community Reinvestment Act (CRA). The City will seek specific lending commitments to be used in conjunction with Redevelopment Agency funds and state and federal funds. The City will work with interested lending institutions and developers to use existing CRA-funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.	The City has not directly worked with financial institutions to encourage the use of Community Reinvestment Act funds toward the production of low- and moderate-income housing. The loss of the RDA and of RDA funds has negatively impacted the City's ability to access and leverage funding from outside institutions.	The City will continue to look for opportunities to work with financial institutions with CRA funds and obligations with the goal of providing financing for low- and moderate-income housing. The City will modify the action to remove the RDA as an active participant in this action.
Policy H.7.3, pg 47	Cooperate with affordable housing providers and provide regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to extremely low-, very low-, low-, or moderate-income households.		

APPENDIX B – REVIEW OF PREVIOUS HOUSING ELEMENT

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.7.3.1, pg 47	To promote the development of affordable housing, the City will market available incentives by advertising on the City’s website, publishing brochures and making referrals. The incentives for developers may include: - Financial assistance (based on availability of housing funds); - Expedited development review; - Streamlined processing; - Density bonuses; and - Modification of development standards (i.e., setbacks, lot coverage, floor area ratio, unit size, height requirements, and parking) on a case-by-case basis. Given equal quality of design, priority will be given to projects containing units affordable to extremely low-income households. In addition, the City will consider adopting an Affordable Housing Ordinance (Action 1.5.1) which will require that individual projects include an Affordable Housing Plan as part of the overall project approval.	The City has actively solicited developers interested in the development of affordable housing projects to partner with the City for funding assistance, streamlined processing opportunities, and modified development standards. These efforts have resulting in the completion of one new affordable housing project and two additional projects that are in the pre-development phase. The City has not passed an affordable housing ordinance. However, the City has worked with developers to ensure that qualifying affordable housing projects are viewed as priority projects.	The City will continue to actively promote the development of affordable housing both by offering incentives and partnering opportunities and by giving affordable housing project priority when applicable. The City will modify the action to remove the RDA as an active participant in this action.
Policy H.7.4, pg 48	Require nonresidential development to provide for the affordable housing needs generated or contributed to by their development.		
Action H.7.4.1, pg 48	Update the existing Very Low Income Housing Trust Fund Fee (fee for nonresidential development) to better address the needs and desires of City. The update to the fee program shall include the following: - An updated nexus study addressing both very low- and low-income housing needs generated by non-residential development, including the cost to provide a variety of lower-income housing types; - A fee structure based on defined types of non-residential development that are consistent with uses identified in the Zoning Code; - A fee component to cover administrative costs; - An annual inflationary adjustment; - Exempt uses; and - Allowed uses of the fee, including its use to provide pre-development, construction, and permanent financing for affordable multi-family projects and provide a homebuyer assistance program.	The City has not updated the existing Housing Trust Development Impact Fee. The collapse of the housing market and the subsequent recession slowed all development in the City, and any fee increase has been considered an impediment to development in the constricted economic environment. The City may consider this fee update during the next Housing Element cycle.	The City will continue to explore the option of updating the Housing Trust Development Impact Fee as economic market conditions improve and new development begins to accelerate.
Policy H.7.5, pg 49	Utilize the Redevelopment Area for the generation of redevelopment housing set-aside funds.		
Action H.7.5.1 pg 49	The City will use Redevelopment Set-Aside Funds to support developers interested in building affordable rental and ownership housing projects. As appropriate, the City will prioritize funding for projects that include units affordable to extremely low-, very low-, and low-income households. The City is expected to accrue \$2.5 million in Set-Aside Funds over the five-year planning period and approximately \$750,000 in linkage funds.	The elimination of the RDA has removed the original set-aside funds from the City's control and will not provide for any new funds.	The City will delete this action and policy, as the legislature has eliminated RDAs and traditional redevelopment funding statewide.

ATTACHMENT 2**CITY OF RANCHO CORDOVA****RESOLUTION NO. 119-2013**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
ADOPTING THE 2013-2021 HOUSING ELEMENT OF THE GENERAL PLAN OF THE CITY
OF RANCHO CORDOVA AND ADOPTING THE HOUSING ELEMENT UPDATE ADDENDUM
TO THE FINAL EIR FOR THE CITY**

WHEREAS, State law requires California cities to prepare and adopt a General Plan to guide future development of the City, including a Housing Element as one of the mandatory elements in a City's General Plan; and

WHEREAS, State law requires that each City update its Housing Element at least once every eight years to ensure that plans continue to accommodate for future housing demand; and

WHEREAS, the City of Rancho Cordova last updated its Housing Element in 2008; and

WHEREAS, the City prepared and submitted a draft 2013-2021 Housing Element update to the Department of Housing and Community Development (HCD) for review and approval; and

WHEREAS, HCD reviewed the Housing Element and conditionally certified the Housing Element by letter dated September 27, 2013; and

WHEREAS, in accordance with Section 65351 of the California Government Code, the City has facilitated public participation in the Housing Element amendment process through multiple public workshops and hearings which provided opportunities for the involvement of citizens, public agencies, public utilities, and other community groups; and

WHEREAS, since an Environment Impact Report (EIR) has been certified for the General Plan, no further environmental review for proposed changes to the Housing Element are required under the California Environmental Quality Act ("CEQA") unless the conditions for preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 (Section 21166) and CEQA Guidelines section 15162 and 15163 (Guideline sections 15162 and 15163) are met; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), City staff prepared an addendum to the General Plan Final EIR (Addendum) to determine if further environmental review was required under Section 21166 and Guidelines sections 15162 and 15163. The Addendum determined that the General Plan Final EIR provides sufficient analysis of physical environmental effects and that a subsequent or supplemental EIR is not required pursuant to CEQA Guidelines Sections 15162 and 15164; and

WHEREAS, on December 16, 2013, the City Council held a properly noticed public hearing to consider the staff report, public comment, the proposed amendment to the Housing Element and the Addendum.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does resolve, determine, and order as follows:

ATTACHMENT 2

Section 1. Environmental Findings

Pursuant to CEQA, and in light of the whole record before it, including but not limited to the City's local CEQA Guidelines and thresholds of significance, the proposed addendum to the General Plan Final Environmental Impact Report for the City's 2013-2021 Housing Element Chapter as incorporated therein, any written comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code Sections 21080(e) and 21082.2) within the record and/or provided at the public hearing, the City Council hereby finds and determines as follows:

Finding: An addendum to the General Plan Final Environmental Impact Report for the City's 2013-2021 Housing Element Chapter is appropriate and is in compliance with the provisions of CEQA.

Evidence: The Amendments do not constitute substantial changes to the General Plan that will require major revisions to the General Plan Final EIR due to new significant environmental effects or a substantial increase in severity of previously identified significant effects. Pursuant to Section 15164 of CEQA, an addendum is appropriate for minor technical changes or additions to the Rancho Cordova General Plan Final Environmental Impact Report. The proposed 2012-2021 Housing Element Chapter does not make any changes to the existing land designations of the General Plan. Further, the updated Housing Element makes only minor policy changes necessary to ensure the Element remains consistent with state law.

The City is not aware of any new information of substantial importance or substantial changes in circumstances that would result in new or substantially more severe impacts or meet any other standards in Sections 21166 or Guidelines 15162 and 15163. No further environmental review under CEQA is required for the Amendments because there is no substantial evidence in the record as a whole that any of the standards under Public Resources Code section 21166 or CEQA Guidelines Section 15162 and 15163 are met.

Section 2: General Plan Amendment

Pursuant to Section 2.4 of the City General Plan, the City Council makes the following finding pertaining to the proposed 2013-2021 Housing Element Chapter of the Rancho Cordova General Plan:

Finding: The proposed 2013-2021 Housing Element Chapter of the City's General Plan will cause no internal inconsistencies in the General Plan.

Evidence: The proposed 2013-2021 Housing Element Chapter of the Rancho Cordova General Plan does not make changes to the existing land designation of the General Plan. Further, the Housing Element Chapter makes only minor policy changes necessary to ensure the Element remains consistent with state law. Additionally, the Housing Element Chapter has been streamlined and cross referenced with the General Plan to ensure that it remains consistent through General, Specific, and Special Plan updates. The Housing Element Chapter has also been vetted by HCD to ensure that it meets the State's legal requirements for consistency with the General Plan. The updated Housing Element Chapter did not raise any inconsistency issues during the vetting process.

ATTACHMENT 2

Therefore, the proposed 2013-2021 Housing Element Chapter is consistent with the General Plan.

Section 3. Based upon the findings outlined in Sections 1 and 2 above, the City Council of the City of Rancho Cordova hereby takes the following actions:

- A. Adopt an addendum to the Rancho Cordova General Plan Final Environmental Impact Report for the City's 2013-2021 Housing Element update.
- B. Direct the Planning Director to file a Notice of Determination with the County of Sacramento Clerk of the Board of Supervisors along with the County Clerk and California Department of Fish & Wildlife filing fee within five days of the adoption.
- C. Adopt the 2013-2021 Housing Element Chapter of the City General Plan.
- D. The City Council finds that the Housing Element complies with the requirements of Government Code section 65580 et. seq.
- E. The addendum to the City General Plan Final Environmental Impact Report for the City of Rancho Cordova 2013-2021 Housing Element update, the 2013-2021 Housing Element Chapter of the Rancho Cordova General Plan, and all special studies and documents incorporated therein and forming the record of decision therefore, shall be filed with the Rancho Cordova Planning Department at Rancho Cordova City Hall, and shall be made available for public review upon request.

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:

Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

HOUSING ELEMENT UPDATE

Addendum to the Final EIR



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

September 2013

ADDENDUM TO THE FINAL EIR
FOR THE
HOUSING ELEMENT UPDATE
CITY OF RANCHO CORDOVA, CALIFORNIA



Prepared by:

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September 2013

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SECTION 1.0 INTRODUCTION

1.0 INTRODUCTION

This addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an addendum to the previously certified Rancho Cordova General Plan Final Environmental Impact Report (FEIR), which consists of the Draft EIR and the Final EIR. The City of Rancho Cordova (City) is the lead agency for the environmental review of the proposed Housing Element update (the project).

1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The Rancho Cordova General Plan FEIR (State Clearinghouse No. 2005022137) was certified in June 2006 by the Rancho Cordova City Council. The General Plan EIR is a program EIR (CEQA Guidelines Section 15168). Subsequently, the City prepared an addendum to the FEIR in November 2009 to process a Housing Element update. The adoption of an updated Housing Element is in keeping with the state law requirement that each city and county update the housing element of its general plan every five years in order to establish and update housing and land use strategies reflective of changing needs, resources, and conditions. Minor text changes are proposed to the City's adopted General Plan Housing Element. The proposed changes necessitate the need to determine if further environmental review is required under CEQA. Please refer to Section 2.0, Project Description, for a detailed description of the proposed changes.

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

1.2 BASIS FOR DECISION TO PREPARE ADDENDUM

Since the General Plan Program EIR has been certified, the environmental impacts of subsequent activities must be examined in light of the impact analysis in the certified EIR to determine if additional CEQA documentation must be prepared. One of the standards that apply

1.0 INTRODUCTION

is whether, under Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163, there are new significant effects or other grounds which require preparation of a subsequent EIR or supplemental EIR in support of further agency action on the project. Under these guidelines, a subsequent or supplemental EIR shall be prepared if any of the following criteria are met.

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
 - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

As demonstrated in the environmental analysis provided in Section 3.0, Environmental Analysis, of the addendum to the Rancho Cordova General Plan Final EIR (addendum), the proposed changes do not meet the criteria for preparing a subsequent or supplemental EIR. The project may be approved as an activity covered within the scope of the program EIR. An addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for preparation of a subsequent EIR have occurred.

1.0 INTRODUCTION

1.3 ORGANIZATION AND SCOPE**SECTION 1.0 – INTRODUCTION**

Section 1.0 provides an introduction and overview describing the intended use of the EIR Addendum.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project.

SECTION 3.0 – ENVIRONMENTAL ANALYSIS

This section contains an analysis of environmental topic areas that were addressed in the Rancho Cordova General Plan Final EIR.

SECTION 2.0 PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed changes to the Rancho Cordova General Plan Housing Element. The reader is referred to Section 3.0, Environmental Analysis, for the analysis of environmental effects of this project in relation to the previous analysis provided in the Rancho Cordova General Plan Final EIR (State Clearinghouse No. 2005022137).

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The project location consists of all areas within the incorporated boundaries of the City of Rancho Cordova.

PROJECT SETTING

The City of Rancho Cordova and its General Plan Planning Area are located in Sacramento County in the north-central portion of California. The city is located entirely within the eastern portion of Sacramento County and covers approximately 20,000 acres. The Planning Area consists of the existing incorporated city and a larger study area (combined area of approximately 58,190 acres). The northern boundary of the Planning Area is the American River, and the eastern edge of the Planning Area is the Cosumnes floodplain and the Urban Services Boundary for Sacramento County. The Planning Area ends at Prairie City Road, which is the western boundary of the Folsom Sphere of Influence. The communities of Rosemont and Gold River were included in the Planning Area because of their close proximity to Rancho Cordova and the interaction between these communities and future land uses in the city. The Planning Area boundary extends west to Watt Avenue (to include Rosemont) and extends south of Jackson Highway by at least 1 mile to include entire parcels.

The Planning Area is predominantly flat, with undulating topography near the Cosumnes River floodplain to the south and the American River to the north. The American River Parkway is located on the northern boundary of the Planning Area. Other waterways in the Planning Area include Morrison Creek, Laguna Creek, Elder Creek, Buffalo Creek, Frye Creek, Rebel Hill Ditch, and the Folsom South Canal. The southern portion of the Planning Area includes one of the largest complexes of vernal pools in California. Other natural features in the Planning Area include riparian habitat (primarily located along the American River), oak trees and oak woodlands, grasslands, and land areas substantially disturbed from historic gold dredging activities (specifically in the northern and eastern portions of the Planning Area).

US Highway 50 traverses east to west through the northern portion of the Planning Area, while State Route 16 passes through the southern portion of the Planning Area. Sunrise Boulevard, a major thoroughfare running north and south, bisects the Planning Area. Folsom Boulevard, running northeast to southwest, is located in the Planning Area's northern portion.

The Planning Area currently comprises, but is not limited to, land uses such as residential, commercial, office, industrial, and agricultural. The majority of developed area is located in the northern portion of the Planning Area, with approved and proposed urban development south of Highway 50 and east of Sunrise Boulevard in the south-central portion of the Planning Area. While the northern portion of the Planning Area is developed, vast regions to the south and east are primarily undeveloped. The reader is referred to Rancho Cordova General Plan Draft EIR Section 4.1, Land Use, for a description of land use and applicable land use plans throughout the Planning Area.

2.0 PROJECT DESCRIPTION

Located in the Planning Area, but outside of the existing city limits, is the site of the existing Aerojet/GenCorp operations. This area has been used for rocket testing and development operations since the 1950s that resulted in soil and groundwater contamination through much of the area. Also located within the Planning Area, but outside of current city limits, is the former site of Mather Field Air Force Base. The former air base includes the still operational Mather Field Airport.

2.2 OVERVIEW OF THE RANCHO CORDOVA GENERAL PLAN AND ITS ASSOCIATED EIR

PURPOSE OF A GENERAL PLAN

California law requires each city to adopt a comprehensive, long-term general plan to guide the physical development of the incorporated city and land outside city boundaries that bears a relationship to its planning activities. The general plan serves as a blueprint for future growth and development. As such, the plan contains policies and programs designed to provide decision-makers with a solid foundation for land use and development decisions. The Rancho Cordova General Plan organizes the desires of city residents with respect to the physical, social, economic, and environmental character of the city.

In accordance with California Government Code Section 65302, a general plan must address the issues of land use, circulation, housing, noise, safety, conservation, and open space. The general plan can also address topics of special and unique interest, including urban design, economic development, air quality, historic and cultural resources, infrastructure, services, and finance. These topics are optional but often reflect issues that are important to the community. California Government Code Section 65300.5 specifically requires that the elements and associated policy provisions are internally consistent and that no one element or provision of a general plan carries greater weight than another.

According to state law, the General Plan is the primary document the City of Rancho Cordova utilizes to regulate land use. Consequently, the Zoning Ordinance, specific plans, and individual public and private development proposals must be consistent with General Plan goals, policies, and action items. The General Plan is the policy guide for the development (both public and private) of Rancho Cordova. It is the basis for all land use decisions, including subdivisions, capital improvements, development agreements, and many other actions that must be consistent with the General Plan. The General Plan identifies the City's land use, circulation, environmental, economic, and social goals and policies. It provides a basis for local government decision-making. Additionally, it informs citizens, developers, and decision-makers, as well as other jurisdictions and public agencies, of the ground rules that guide development within the city.

BACKGROUND OF THE RANCHO CORDOVA GENERAL PLAN AND ITS EIR

The City of Rancho Cordova commenced preparation of the General Plan in May 2004. Preparation of the General Plan included development of technical reports on land use, circulation and services, demographics, economic conditions, and natural resource conditions of the Planning Area. The City developed the General Plan vision, policies, and land use map through several public workshops and meetings held before the General Plan Advisory Committee, Planning Commission, and City Council. The General Plan was adopted by the City Council at a public hearing held June 26, 2006. The adopted General Plan includes the State-required elements (Land Use, Housing, Circulation, Conservation, Open Space, Safety, and Noise) as well as five optional elements (Agriculture, Air Quality, Hydrology and Water Quality,

2.0 PROJECT DESCRIPTION

Cultural and Paleontological Resources, and Visual Resources/Light and Glare). The long-term vision for the development of Rancho Cordova is illustrated by the General Plan Land Use Map (see General Plan Land Use Element pages 15 and 16) and the associated 16 Planning Area conceptual land plans (see General Plan Land Use Element pages 49 through 94) as well as the Roadway System and Sizing Map (see General Plan Circulation Element page 11) for roadway improvements, the Bikeways and Trails Plan (see General Plan Circulation Element page 15) and the Transit System Map (see General Plan Circulation Element page 19).

The environmental effects of the adoption and implementation of the General Plan were disclosed and analyzed in the Rancho Cordova General Plan Draft and Final EIR (State Clearinghouse No. 2005022137). The Draft EIR identified General Plan policies and action items that provide mitigation of identified significant environmental impacts and included mitigation measures in the form of additional policies and action items for significant environmental impacts (see Draft EIR pages 2.0-7 through -52). Some General Plan policies, action items, and mitigation measures were refined as a result of input during public review as identified in the Final EIR (see Final EIR pages 2.0-8 through -57). However, several significant environmental effects were identified in the Final EIR as significant and unavoidable in the areas of land use, agriculture, population/housing/employment, traffic, air quality, noise, aggregate resources, water supply, biological resources, cultural resources, wastewater, and visual resources. Consequently, the Rancho Cordova City Council adopted a Statement of Overriding Considerations with the adoption of the General Plan, which identified specific benefits that outweighed these significant impacts, including the following (see City of Rancho Cordova Resolution No. 116-2006):

- Provision of needed residential dwelling units to meet regional housing needs and provide diverse housing opportunities.
- General Plan provides comprehensive land use and transportation planning that maintains a compact urban form inside the Planning Area and implements Smart Growth principles.
- Economic benefits from the implementation of the General Plan through retention of existing businesses and jobs as well as attracting new jobs and businesses.
- The General Plan would accommodate regional growth by proposing a concentrated development pattern that balances employment, residential, retail, and recreational uses, linked to transportation system improvements. Benefits include reduction in vehicle miles traveled in the region.
- Provision of significant park acreage as well as establishment of open space for mitigation of impacts to natural resources.

2.3 PROPOSED HOUSING ELEMENT UPDATE PROJECT

A housing element does not propose development of any residential uses, nor does it require that any residential uses be constructed. The purpose of the Rancho Cordova General Plan Housing Element is to establish local goals, policies, and actions (programs) the City will implement and/or facilitate to solve identified housing issues. As mandated by state law, the Housing Element must be updated every five years in order to establish and update housing and land use strategies reflective of changing needs, resources, and conditions, including strategies to address climate change and the reduction of greenhouse gas emissions.

2.0 PROJECT DESCRIPTION

As part of the Housing Element update process, the City has reviewed the goals and policies contained in the current Housing Element and analyzed the need for any changes. Other components of the Housing Element update have included an assessment of existing and future housing needs, constraints on housing, housing programs, and quantified objectives. The Housing Element also provides the framework for the City to meet its obligation to demonstrate the ability to accommodate Rancho Cordova's share of the regional housing needs, known as the Regional Housing Needs Allocation (RHNA).

The proposed project consists of the following key elements:

HOUSING ELEMENT NEEDS ASSESSMENT

Appendix A of the Housing Element update includes a Housing Element Needs Assessment. This assessment analyzes population and housing characteristics, identifies special housing needs among certain population groups, evaluates housing conditions, and provides other important information to support the goals, policies, and programs that will meet the needs of current and future Rancho Cordova residents. According to the City's projections, there will be surplus capacity of 280 units affordable to very low- and low-income households. The City also expects to have surplus capacity of 1,169 units affordable to moderate-income households and 9 surplus units affordable to above moderate-income households. Therefore, the City has the ability to meet the RHNA requirements, and no changes to the City's Land Use Map and/or Zoning Map are required.

HOUSING ELEMENT TEXT UPDATE

Appendix B of the Housing Element update contains a review of the previous Housing Element, how that Housing Element is meeting its goals and policies, and any changes and or modifications that should be implemented via the Housing Element update. Based on City review of the goals and policies contained in the current Housing Element, various text modifications/additions/deletions have been proposed in order to establish and update housing and land use strategies reflective of changing needs, resources, and conditions present in the city and the region.

SECTION 3.0

ENVIRONMENTAL ANALYSIS

3.0 ENVIRONMENTAL ANALYSIS

INTRODUCTION

This section of the addendum provides analysis and cites substantial evidence that supports the City's determination that the proposed Housing Element update project is covered by the General Plan EIR and no further CEQA environmental review is required. The adoption of an updated Housing Element is in keeping with the state law requirement that each city and county update the housing element of its general plan every five years. The Rancho Cordova Housing Element update is an activity within the scope of the General Plan Program EIR. No further environmental review is required because the proposed project does not meet the criteria for preparing a subsequent or supplemental EIR under State CEQA Guidelines Section 15162. The analysis in this chapter focuses on the criteria under Section 15162.

First, as addressed in the analysis below, the proposed project does not constitute substantial changes to the existing policies and actions in the General Plan. The Housing Element update is consistent with the General Plan. Overall, the project would not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the General Plan Final EIR (State CEQA Guidelines Section 15162[a][1]) that would require major revisions to the General Plan Final EIR. All impacts would be equivalent to the impacts previously analyzed in the General Plan Final EIR.

Second, there are no substantial changes in the circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact requiring major revisions to the General Plan EIR (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions in the City of Rancho Cordova Planning Area not contemplated and analyzed in the General Plan EIR that would result in new or substantially more severe environmental impacts.

Third, as documented below, there is no new information of substantial importance (which was not known or could not have been known at the time of the General Plan adoption in June 2006) that identifies a new significant impact (condition "A" under State CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" State CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives which are considerably different from those analyzed in the General Plan EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" State CEQA Guidelines Section 15162[a][3]). The reader is referred to City Resolution No. 116-2006 regarding findings on the feasibility of alternatives evaluated in the Draft EIR. None of the "new information" conditions listed in State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent or supplemental EIR.

State CEQA Guidelines Section 15164 states, "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.

3.0 ENVIRONMENTAL ANALYSIS

3.1 LAND USE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.1.1 Implementation of the Rancho Cordova General Plan would not result in the physical division of established communities because the General Plan was designed to focus on redevelopment of existing urbanized areas and siting new development in vacant portions of the Planning Area, rather than developing in a way that might divide established communities. The “building block” concept in the proposed General Plan, and relevant policies and action items, would ensure that such division does not occur. Accordingly, adoption of the General Plan is considered a less than significant impact.
- Impact 4.1.2 Implementation of the General Plan could result in incompatibilities or conflicts between existing and future land uses in the Planning Area, including land located outside of the Rancho Cordova city limits. However, implementation of policy provisions of the General Plan would reduce this potential impact to less than significant.
- Impact 4.1.3 Implementation of the proposed General Plan has the potential to conflict with applicable land use plans, policies or regulations of agencies with jurisdiction over parts of the Planning Area that provide for environmental protection. This is considered a significant and unavoidable impact.
- Impact 4.1.4 The Rancho Cordova General Plan has the potential to conflict with the South Sacramento Habitat Conservation Plan, which is the only applicable habitat conservation plan in the Planning Area. This is considered a less than significant impact.
- Impact 4.1.5 When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova General Plan has the potential to contribute to cumulative land use conditions in the region that result in significant impacts to the physical environment. This is considered a cumulatively considerable and significant and unavoidable impact.

These impacts were addressed on Draft EIR pages 4.1-36 through -64 (division of established communities, incompatibilities between land uses, conflicts with relevant land use plans, policies or regulations, conflicts with an applicable habitat conservation plan, and cumulative impacts) with minor refinements to the impact analysis made in the Final EIR (Final EIR page 4.0-4).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant land use impacts beyond what was addressed in the General Plan Final EIR. The minor modifications to the Housing Element are consistent with the development assumptions under the General Plan. The proposed project does not include any rezoning of properties that would result in increased development potential over what is currently shown on the City’s Zoning Map. All potential residential sites identified in the proposed Housing Element were considered in the General Plan EIR, so there would be no change from the General Plan EIR regarding land use incompatibilities or conflicts. While there are no physical improvements proposed as part of the

3.0 ENVIRONMENTAL ANALYSIS

proposed project, all future development projects would be subject to applicable City requirements pertaining to land use, as well as to further CEQA analysis of project-specific impacts.

3.2 AGRICULTURE**PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR**

- Impact 4.2.1 Implementation of the proposed General Plan would result in the loss of important farmlands (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, etc) as designated by the Farmland Mapping and Monitoring Program. This is considered a significant and unavoidable impact.
- Impact 4.2.2 Implementation of the proposed General Plan could result in the placement of urban uses adjacent to agricultural uses within and adjacent to the City. This is considered a significant and unavoidable impact.
- Impact 4.2.3 Implementation of the proposed General Plan could result in a conflict with existing Williamson Act contracts. This is considered a significant and unavoidable impact.
- Impact 4.2.4 Implementation of the General Plan Land Use Map Book along, with other proposed development in Sacramento County, would contribute to the additional conversion of important farmlands to other uses and may increase agriculture/urban interface conflicts. This is a cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail on Draft EIR pages 4.2-17 through -26 (loss and conversion of agricultural land, agricultural/urban interface conflicts, Williamson Act contracts, and cumulative agricultural resource impacts).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant agricultural resource impacts beyond what was addressed in the General Plan Final EIR. The minor modifications proposed by the Housing Element update are consistent with the development under the General Plan. All potential residential sites identified in the proposed Housing Element were considered in the General Plan EIR, so there would be no change from the General Plan EIR regarding the loss and/or conversion of agricultural land; agricultural/urban interface conflicts; Williamson Act contract conflicts; or cumulative agricultural resource impacts. As such, the potential impacts to agricultural resources associated with the proposed project would not be greater than those analyzed in the General Plan EIR, nor would the proposed project result in any agricultural resource impacts not identified in the EIR.

While there are no physical improvements proposed as part of these changes to the Housing Element, all future development projects would be subject to applicable City requirements pertaining to agricultural resources, as well as to further CEQA analysis of project-specific impacts.

3.0 ENVIRONMENTAL ANALYSIS

3.3 POPULATION/HOUSING/EMPLOYMENT

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.3.1 Implementation of the proposed General Plan Land Use Map would include land uses that promote the increase in population, housing, and employment to the area, and thus include substantial growth. This is a significant and unavoidable impact.
- Impact 4.3.2 Implementation of the General Plan may result in the displacement of housing and/or persons due to the construction of infrastructure necessary to serve new development or revitalization efforts. This is considered a less than significant impact.
- Impact 4.3.3 Buildout in the planning area, under the proposed General Plan Land Use Map, would include substantial population, housing unit and employment increases. This is considered a cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail on Draft EIR pages 4.3-10 through -20 (population, housing and employment increases, the displacement of a substantial number of persons or housing, and cumulative impacts).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant population/housing/employment impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development under the General Plan. While there are no physical improvements proposed as part of these changes to the Housing Element, all future development projects would be subject to applicable City requirements pertaining to population/housing/employment, as well as to further CEQA analysis of project-specific impacts.

3.4 HAZARDS AND HUMAN HEALTH

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.4.1 Implementation of the General Plan would include the routine transportation of hazardous materials on Planning Area roadways. Implementation of proposed General Plan policies and action items would result in a less than significant impact.
- Impact 4.4.2 The Planning Area consists of land uses having the potential to result in an increased risk of release of hazardous materials. This is considered a potentially significant impact, but mitigated to less than significant.
- Impact 4.4.3 Implementation of the proposed General Plan would locate development within an airport land use plan, potentially resulting in a safety hazard for people residing or working in the area. This impact is considered less than significant.

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- Impact 4.4.4 Implementation of the proposed General Plan could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (SCMDP). This is considered a less than significant impact.
- Impact 4.4.5 Persons could be exposed to contaminated soil or groundwater during development of previously contaminated sites or sites undergoing remediation. Implementation of the General Plan policies and action items as well as existing regulatory requirements and standards would reduce impacts so that they are considered less than cumulatively considerable.

These impacts were addressed in detail in Draft EIR pages 4.4-22 through -32 (transportation of hazardous materials, release and exposure to hazardous materials, airport safety hazards, conflicts with emergency response plans, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR pages 4.0-4 and -5).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant hazard and human health impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. The potential residential sites identified in the proposed Housing Element were considered in the General Plan EIR, so there would be no change from the General Plan EIR regarding generation of hazardous materials or exposure to existing or new sources of hazardous materials or other hazards. While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to all applicable local, state, and federal regulations regarding the transportation, use, and disposal of hazardous materials, and to regulations regarding sites with contaminated soil or groundwater, as well as to further CEQA analysis of project-specific impacts. Thus, no new or increased severity of significant hazard impacts would occur beyond what was addressed in the General Plan Final EIR.

3.5 TRANSPORTATION AND CIRCULATION

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.5.1 Implementation of the proposed General Plan would result in an increase in traffic volumes that would result in deficient level of service conditions in year 2030. This would be a significant and unavoidable impact.
- Impact 4.5.2 Implementation of the proposed General Plan would exacerbate unacceptable operations on eastbound and westbound U.S. 50 during the a.m. and p.m. peak hours. This is considered a significant and unavoidable impact.
- Impact 4.5.3 Implementation of the proposed General Plan would result in an increase in traffic volumes, which could increase the potential opportunities for safety conflicts as well as potential conflicts with emergency access. This is considered a less than significant impact.

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- Impact 4.5.4 Implementation of the proposed General Plan would result in an increase in the demand for public transit service (e.g., bus and light rail service). This is considered a less than significant impact.
- Impact 4.5.5 Implementation of the proposed General Plan would result in an increase in the demand for pedestrian and bicycle infrastructure. This is considered a less than significant impact.
- Impact 4.5.6 When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova General Plan would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a cumulatively considerable and a significant and unavoidable impact.
- Impact 4.5.7 Implementation of the proposed General Plan would contribute to the cumulative demand for public transit service (e.g., bus and light rail service). The General Plan's contribution is considered less than cumulatively considerable.
- Impact 4.5.8 Implementation of the proposed General Plan would contribute to cumulative demands for pedestrian and bicycle infrastructure. The General Plan's contribution is considered less than cumulatively considerable.

These impacts were addressed in detail on Draft EIR pages 4.5-22 through -76 (study roadway segments, study freeway segments, roadway safety and emergency access, transit system, bicycle and pedestrian system, and cumulative impacts) with minor refinements made in the Final EIR on page 4.0-5.

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant traffic impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. The Housing Element update identifies potential sites for residential development at the same densities as previously considered in the General Plan EIR. Therefore, there would be no change with respect to overall traffic generation or local traffic impacts.

While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to applicable City requirements pertaining to transportation and circulation, as well as to further CEQA analysis of project-specific impacts.

3.6 AIR QUALITY**PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR**

- Impact 4.6.1 Implementation of the proposed City of Rancho Cordova General Plan land uses would conflict with the land use assumptions used 1994 SMAQMD Regional Ozone Attainment Plan. This is considered a significant and unavoidable impact to air quality.

3.0 ENVIRONMENTAL ANALYSIS

- Impact 4.6.2 Implementation of the proposed General Plan would result in short-term emissions generated by construction and demolition activities that would affect local air quality and could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites as well as contribute to particulate matter and regional ozone impacts. This is considered a significant and unavoidable impact to air quality.
- Impact 4.6.3 Implementation of the proposed General Plan would increase air pollutant emissions from operational activities of land uses within the Planning Area and will exceed thresholds for ROG and NO_x, and other federal or state emissions standards. This is considered a significant and unavoidable impact.
- Impact 4.6.4 Implementation of the proposed General Plan would include sources of toxic air contaminants that may affect surrounding land uses. Sensitive land uses may also be located near existing sources toxic air contaminants. This impact is considered significant and unavoidable.
- Impact 4.6.5 Implementation of the proposed General Plan would include sources that may expose sensitive receptors to construction and long-term odorous emissions. This impact is considered a potentially significant impact, but mitigated to less than significant.
- Impact 4.6.6 Implementation of the proposed General Plan along with potential development of the Planning Area would exacerbate existing regional problems with ozone and particulate matter. The proposed General Plan's contribution to these conditions is considered cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail in Draft EIR pages 4.6-14 through -38 (conflicts with attainment plan, construction air pollutants, operational air pollutants, toxic air contaminants, odor impacts, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR pages 4.0-5 through -7).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or substantially increased severity of significant air quality impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. Because there would be no additional housing or other development associated with the proposed Housing Element update, no new or substantially increased severity of air quality impacts would occur beyond what was addressed in the General Plan Final EIR.

While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to applicable local, state, and federal regulations pertaining to air quality, as well as to further CEQA analysis of project-specific impacts.

3.0 ENVIRONMENTAL ANALYSIS

3.7 NOISE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.7.1 Implementation of the proposed General Plan would result in subsequent development projects and cause an increase in construction noise levels that would exceed City of Rancho Cordova noise standards. This is considered a significant and unavoidable impact.
- Impact 4.7.2 Implementation of the proposed General Plan would result in increases in traffic noise levels that would be in excess of City of Rancho Cordova noise standards. This is considered a significant and unavoidable impact.
- Impact 4.7.3 Implementation of the proposed General Plan could result in future stationary noise sources that generate noise levels in excess of applicable noise standards for non-transportation noise sources. This is considered a significant and unavoidable impact.
- Impact 4.7.4 Implementation of the proposed General Plan would result in the creation of new noise-sensitive land uses within the 65 dB CNEL noise contours contained within the Mather Airport CLUP. Additionally, the implementation of the General Plan would result in the creation of new noise-sensitive land uses within over-flight areas of Mather Airport, thereby presenting the potential for annoyance from single event noise. This is considered a significant and unavoidable impact.
- Impact 4.7.5 Implementation of the General Plan could expose future land uses and residents to light rail and public transit related noise. This is considered a less than significant impact.
- Impact 4.7.6 Implementation of the proposed General Plan in combination with regional growth and traffic conditions (pass-through traffic) would increase transportation noise along area roadways. This would be a cumulatively considerable and a significant and unavoidable impact.
- Impact 4.7.7 Implementation of the proposed General Plan, in combination with regional growth in surrounding communities outside of the Planning Area, would increase stationary noise. This is considered a cumulatively considerable and a significant and unavoidable impact.
- Impact 4.7.8 Implementation of the proposed General Plan in combination with regional growth in the Planning Area and surrounding communities would subject more noise-sensitive land uses to airport noise. This is considered a less than cumulatively considerable impact.

These impacts were addressed in detail in Draft EIR pages 4.7-18 through -41 (construction noise, traffic noise, stationary noise, airport noise, light rail and transit noise, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR page 4.0-7).

3.0 ENVIRONMENTAL ANALYSIS

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant noise impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. The amount and location of residential uses would be the same as that analyzed in the General Plan EIR, so there would be no change with regard to noise generation or location of noise-sensitive land uses.

While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to applicable City noise standards, as well as to further CEQA analysis of project-specific impacts.

3.8 GEOLOGY AND SOILS**PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR**

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|--------------|--|
| Impact 4.8.1 | Implementation of the proposed General Plan, and the resulting increase in population, employment, and development activity within the Planning Area, may expose people, structures, and development to ground shaking and seismic hazards as a result of fault activity. This is considered a less than significant impact. |
| Impact 4.8.2 | Implementation of the proposed General Plan would include substantial construction and site preparative activities. These activities increase soil erosion, especially from wind and water, and siltation of local drainages during construction, excavation and grading activities. Implementation of the proposed General Plan policies and future development's compliance with the City's NPDES Permit and the City's Erosion Control Ordinance would reduce these impacts to less than significant. |
| Impact 4.8.3 | Implementation of the proposed General Plan may place development in areas with unstable soils. This impact is considered a less than significant impact. |
| Impact 4.8.4 | Implementation of the proposed General Plan could impact areas where soils may be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. This would be a less than significant impact. |
| Impact 4.8.5 | Implementation of the proposed General Plan would result in the loss of availability of aggregate resources, which are locally important due to their use by the construction community in development of the area. This is considered to be a significant and unavoidable impact. |
| Impact 4.8.6 | Implementation of the proposed General Plan, in combination with existing, planned, proposed and reasonably foreseeable development, would not contribute to cumulative geologic and soil impacts, as the impacts would be site-specific and not additive in character. Thus, the General Plan's contribution would be less than cumulatively considerable. |

3.0 ENVIRONMENTAL ANALYSIS

Impact 4.8.7 Implementation of the proposed General Plan, together with past, present, and probable future projects in the area, would result in a cumulatively significant loss of mineral resources in the region. The General Plan's incremental contribution to the loss of mineral resources is cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail in Draft EIR pages 4.8-18 through -30 (seismic events, soil erosion, soil stability, septic system operation, mineral resources, and cumulative impacts).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant geology and soils impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. All future development projects would be subject to applicable City requirements, including, but not limited to, the requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit and the City's Erosion Control Ordinance. As such, the potential impacts to geology and soils associated with the amendments would not be greater than those analyzed in the General Plan EIR, nor would the proposed project result in any geology and soils impacts not identified in the EIR.

3.9 HYDROLOGY AND WATER QUALITY

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

Impact 4.9.1 Implementation of the proposed General Plan could result in the discharge of polluted runoff, discharge that could cause harm to the biological integrity of waterways, adversely impact water quality standards, or otherwise substantially degrade surface water quality. This is considered a potentially significant impact, but was mitigated to less than significant.

Impact 4.9.2 Implementation of the proposed General Plan could result in the degradation of groundwater quality resulting from future land uses. This is considered a potentially significant impact, but was mitigated to less than significant.

Impact 4.9.3 Implementation of the proposed General Plan would increase impervious surfaces and alter drainage conditions and storm water runoff rates throughout the Planning Area, which could result in potential flooding impacts. However, the General Plan contains adequate General Plan policies and action items that address drainage and flooding issues. This is considered a less than significant impact.

Impact 4.9.4 Implementation of the proposed General Plan would increase demand for water supply and require increased groundwater production and the use of surface water supplies. This additional water supply demand would result in significant effects on the physical environment. This is considered a significant and unavoidable impact.

Impact 4.9.5 Implementation of the proposed General Plan and potential development of the Planning Area would include substantial grading, site preparation, and an increase in urbanized development. Increased development would contribute

3.0 ENVIRONMENTAL ANALYSIS

to cumulative water quality impacts and is considered cumulatively considerable, but was mitigated to less than significant.

Impact 4.9.6 Implementation of the proposed General Plan would increase impervious surfaces and alter drainage conditions and rates in the Planning Area, which could contribute to cumulative flood conditions along the American River, Sacramento River, Cosumnes River, and local waterways. However, the General Plan contains adequate General Plan policies and action items that address drainage and flooding issues. This is considered a less than cumulatively considerable impact.

Impact 4.9.7 Implementation of the proposed General Plan would contribute to an increased demand for water supply requiring increased groundwater production and the use of surface water supplies that could result in significant environmental impacts. This is considered a cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in Draft EIR pages 4.9-33 through -66 (surface water quality, groundwater quality, flooding, increased water supply demand, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR pages 4.0-7 through -11).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant hydrology and water quality impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan, and the proposed Housing Element update does not assume development in locations not previously considered for development in the General Plan EIR. While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to applicable City requirements pertaining to hydrology and water quality. As such, the potential impacts to hydrology and water quality associated with these amendments would not be greater than those analyzed in the General Plan EIR, nor would the proposed project result in any hydrology and water quality impacts not identified in the General Plan EIR.

3.10 BIOLOGICAL RESOURCES

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

Impact 4.10.1 Implementation of the proposed General Plan would result in direct and indirect loss of habitat and individuals of endangered, threatened, rare, proposed, and candidate status as well as plant species identified by the California Native Plant Society with a rating of List 1B (i.e. rare, threatened or endangered plants). This would be a significant and unavoidable impact.

Impact 4.10.2 Implementation of the proposed General Plan would result in direct and indirect loss of habitat and individuals of animal and plant species of concern and other non-listed special status species. This would be a significant and unavoidable impact.

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- Impact 4.10.3 Implementation of the proposed General Plan would result in the loss of foraging habitat for raptors, migratory birds, and other wildlife. This would be a significant and unavoidable impact.
- Impact 4.10.4 Implementation of the proposed General Plan would result in substantial adverse impacts to and the potential loss of jurisdictional waters of the U.S. This would be a significant and unavoidable impact.
- Impact 4.10.5 Implementation of the proposed General Plan would interfere substantially with the movement of several special status and common wildlife species. This would be a significant and unavoidable impact.
- Impact 4.10.6 Implementation of the proposed General Plan would result in the loss of native and landmark trees. This would be a significant and unavoidable impact.
- Impact 4.10.7 Implementation of the proposed General Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any adopted biological resources recovery or conservation plan of any Federal or State agency. This would result in no impact.
- Impact 4.10.8 Implementation of the proposed General Plan, together with past, present, and probable future projects in the Planning Area and larger regional context would result in a cumulatively significant loss of biological resources in the region. The General Plan's incremental contribution to this cumulative impact is cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail in Draft EIR pages 4.10-32 through -68 (endangered species, threatened species, other listed species, species of concern, non-listed special-status species, loss of habitat, jurisdictional waters, wildlife movement corridors, trees, adopted federal and state conservation and recovery plans, and cumulative impacts) with refinements made in the Final EIR on pages 4.0-11 through -13.

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant biological resource impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. The proposed project would not result in the new land disturbance compared to that analyzed in the General Plan EIR, so impacts to biological resources would not differ from those analyzed in the General Plan EIR. No additional conversion of open space lands (that could support protected species) or resource disturbance would result. Thus, no new or increased severity of significant biological impacts would occur beyond what was addressed in the General Plan Final EIR.

While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to applicable local, state, and federal regulations pertaining to biological resources, as well as to further CEQA analysis of project-specific impacts.

3.0 ENVIRONMENTAL ANALYSIS

3.11 CULTURAL AND PALEONTOLOGICAL RESOURCES**PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR**

- Impact 4.11.1 Adoption of the City of Rancho Cordova General Plan could result in the potential disturbance of cultural resources (i.e., prehistoric sites, historic sites, and isolated prehistoric/historic artifacts and features) and human remains. This is considered a significant and unavoidable impact.
- Impact 4.11.2 Adoption of the Rancho Cordova General Plan could result in the potential disturbance of paleontological resources (i.e., fossils and fossil formations). This is considered a potentially significant impact, but was mitigated to less than significant.
- Impact 4.11.3 Adoption of the Rancho Cordova General Plan along with foreseeable development in the region could result in the disturbance of cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) and human remains. This contribution is considered cumulatively considerable and a significant and unavoidable impact.
- Impact 4.11.4 Adoption of the Rancho Cordova General Plan along with any foreseeable development in the region could result in the potential disturbance of paleontological resources (i.e., fossils and fossil formations). This is considered a less than cumulatively considerable impact.

These impacts were addressed in detail on Draft EIR pages 4.11-8 through -19 (prehistoric resources, historic resources, human remains, paleontological resources, and cumulative impacts) with minor refinements in the Final EIR on page 4.0-13.

PROPOSED HOUSING ELEMENT UPDATE

Overall, the proposed project would not result in new or increased severity of significant cultural and paleontological impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. No additional conversion of open space lands (that could contain cultural or paleontological resources) is proposed. The proposed project would not result in the new land disturbance compared to that analyzed in the General Plan EIR, so impacts to cultural resources would not differ from those analyzed in the General Plan EIR. Thus, no new or increased severity of significant cultural or paleontological impacts would occur beyond what was addressed in the General Plan Final EIR.

While there are no physical improvements proposed as part of the changes to the Housing Element, all future development projects would be subject to applicable local, state, and federal regulations pertaining to cultural and paleontological resources, as well as to further CEQA analysis of project-specific impacts.

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3.12 PUBLIC SERVICES AND UTILITIES

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

Fire Protection and Emergency Medical Services

- Impact 4.12.1.1 Implementation of the General Plan would result in the need for additional fire protection and emergency medical equipment and facilities that could result in physical environmental impacts. This would be a less than significant impact.
- Impact 4.12.1.2 Implementation of the proposed General Plan could result in safety hazards associated with wildland fires in residential areas adjacent to open space and natural areas. This is considered a less than significant impact.
- Impact 4.12.1.3 Implementation of the General Plan in combination with other reasonably foreseeable development (based on Sacramento County, and the cities of Folsom, Elk Grove, Citrus Heights, Galt, Lodi, and Sacramento General Plans land use projections), would increase the population within the SMFD service area, requiring additional fire and emergency medical services and related facilities. The City's contribution to the need for expanded fire protection services is considered less than cumulatively considerable.

Law Enforcement

- Impact 4.12.2.1 Implementation of the General Plan would increase the Planning Area population and would result in additional commercial, industrial and recreational uses in the Planning Area uses, which may result in additional law enforcement protection facilities that could result in physical environmental impacts. This would be a less than significant impact.
- Impact 4.12.2.2 The neighborhood design, home design, street design, and other features associated with implementation of the General Plan could reduce the ability of the City of Rancho Cordova Police Department to enforce the law and respond to crime and other emergencies in the project area. This is a less than significant impact.
- Impact 4.12.2.3 Implementation of the General Plan and other reasonably foreseeable development in southeastern Sacramento County (based on Sacramento County land use projections) would increase the population within the Planning Area and surrounding area and would require additional law enforcement services and related facilities under cumulative conditions. This is a less than cumulatively considerable impact.

Water Service

- Impact 4.12.3.1 Implementation of the General Plan would require additional treatment capacity, storage capacity, and other conveyance facilities to meet the projected water demands. This is considered a significant and unavoidable impact.

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- Impact 4.12.3.2 Implementation of the General Plan would contribute to the need for additional treatment capacity, storage capacity, and other conveyance facilities to meet cumulative water demands with SCWA, GSWC and Cal-Am. The General Plan's contribution would be cumulatively considerable and a significant and unavoidable impact.

Wastewater Service

- Impact 4.12.4.1 Implementation of the Rancho Cordova General Plan would substantially increase wastewater flows and require additional infrastructure and may require additional treatment capacity to accommodate anticipated demands that would result in a physical effect on the environment. This impact is considered significant and unavoidable.
- Impact 4.12.4.2 Implementation of the proposed General Plan, in addition to other reasonably foreseeable development in the eastern Sacramento County (based on the land use projections established in the Sacramento County General Plan), would substantially increase in wastewater flows and require additional infrastructure and treatment capacity that would result in a physical effect on the environment. This is considered cumulatively considerable and a significant and unavoidable impact.

Solid Waste

- Impact 4.12.5.1 Implementation of the General Plan would increase solid waste generation and the demand for related services. This is considered a significant impact, but was mitigated to less than significant.
- Impact 4.12.5.2 The proposed project, in addition to proposed and approved projects in the region area, would generate solid waste that would require expanded collection and disposal services. The project's contribution would be less than cumulatively considerable.

Public Schools

- Impact 4.12.6.1 Implementation of the project would increase student enrollment in the Planning Area and require the construction of new schools and related facilities to serve the anticipated demand. This impact is considered less than significant.
- Impact 4.12.6.2 Implementation of the General Plan in combination with other reasonably foreseeable development (based on General Plan land use projections for Sacramento County, Folsom, and Elk Grove) proposed in eastern Sacramento County would result in a cumulative increase in student enrollment and require additional schools and related facilities to accommodate the growth. This is a less than cumulatively considerable impact.

3.0 ENVIRONMENTAL ANALYSIS

Parks and Recreation

- Impact 4.12.7.1 Implementation of the General Plan would increase the demand for existing facilities and require additional parks and recreational facilities to accommodate the anticipated growth associated with the General Plan. This would be a less than significant impact.
- Impact 4.12.7.2 Implementation of the General Plan in combination with other reasonably foreseeable development would require additional park and recreation facilities within the Planning Area boundaries and CRPD's service area boundaries. This would be a less than cumulatively considerable impact.

Electrical, Natural Gas, and Telephone Services

- Impact 4.12.8.1 Implementation of the General Plan would substantially increase demand for electrical, natural gas, telephone and related infrastructure. This is considered a less than significant impact.
- Impact 4.12.8.2 Implementation of the proposed project as well as potential development in the surrounding areas (based on Sacramento County General Plan land use projections) would result in cumulative utility service impacts. The project's contribution would be less than cumulatively considerable.

These impacts were addressed in detail in Draft EIR pages 4.12-5 through -105 (fire protection, emergency medical services, law enforcement, water service, wastewater service, solid waste, public schools, parks and recreation, electrical service, natural gas service, telephone service, and cumulative impacts) with refinements made in the Final EIR on pages 4.0-13 through -21.

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant public services and utilities impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. Therefore, demand for services and utilities would not change from that analyzed in the General Plan EIR.

While there are no physical improvements proposed as part of these changes to the Housing Element, all future development projects would be subject to applicable City requirements pertaining to public services and utilities, as well as to further CEQA analysis of project-specific impacts.

3.13 VISUAL RESOURCES/LIGHT AND GLARE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.13.1 Implementation of the proposed General Plan Land Use Map will not result in substantial damage to scenic resources within a state scenic highway. There is no impact.

3.0 ENVIRONMENTAL ANALYSIS

- Impact 4.13.2 Implementation of the General Plan will encourage new development and redevelopment activities that could potentially degrade existing scenic vistas. This is considered a less than significant impact.
- Impact 4.13.3 Implementation of the General Plan will encourage new development and redevelopment activities that could degrade the existing visual character or quality of the Planning Area. This is considered a significant and unavoidable impact.
- Impact 4.13.4 Implementation of the General Plan Land Use Map would create new sources of daytime glare, and substantially change nighttime lighting and illumination levels in the Planning Area, associated with new and redevelopment activities. This is considered a less than significant impact.
- Impact 4.13.5 Implementation of the General Plan will encourage new development and redevelopment activities that would contribute to the cumulative alteration of existing landscape characteristics of the region. This impact is cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in Draft EIR pages 4.13-5 through -18 (alteration of scenic resources within a scenic highway, degradation of a scenic vista, alteration of visual character, daytime glare and nighttime lighting, and cumulative impacts).

PROPOSED HOUSING ELEMENT UPDATE

The proposed project would not result in new or increased severity of significant visual and light and glare impacts beyond what was addressed in the General Plan Final EIR. The amendments to the Housing Element are consistent with the development assumptions under the General Plan. Housing would be developed in the same locations and at the same densities as assumed in the General Plan EIR. All future development projects would be subject to applicable City requirements pertaining to visual resources, as well as to further CEQA analysis of project-specific impacts.

3.0 ENVIRONMENTAL ANALYSIS

REFERENCES

City of Rancho Cordova. 2006a. *City of Rancho Cordova General Plan*.

City of Rancho Cordova. 2006b. *City of Rancho Cordova General Plan Draft EIR (SCH #2005122037)*.

City of Rancho Cordova. 2006c. *City of Rancho Cordova General Plan Final EIR (SCH #2005122037)*.

City of Rancho Cordova, 2009. *City of Rancho Cordova General Plan Draft Housing Element Update*.

Sacramento County. 2007. *Sacramento County Draft General Plan Update*.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

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September 27, 2013

Mr. Reed Flory
Housing Services Administrator
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Dear Mr. Flory:

RE: Review of the City of Rancho Cordova's 5th Cycle (2013-2021) Draft Housing Element

Thank you for submitting the City of Rancho Cordova's draft housing element update received for review on July 30, 2013, along with additional revisions received on September 24 and 26, 2013. Pursuant to Government Code (GC) Section 65585(b), the Department is reporting the results of its review. A telephone conversation on September 5, 2013 with you, Ms. Jessica Hayes, of your Staff, and Ms. Cynthia Walsh and Ms. Jennifer Gastelum, the City consultants, facilitated the review.

The revised draft element meets the statutory requirements of State housing element law. The revised element will comply with State housing element law (Article 10.6 of the GC) when adopted and submitted to the Department, pursuant to GC Section 65585(g). The Department conducted a streamlined review of the draft housing element based on the City meeting all eligibility criteria detailed in the Department's Housing Element Update Guidance.

To remain on an eight year planning cycle, pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) the City must adopt its housing element within 120 calendar days from the statutory due date of October 31, 2013 for SACOG localities. If adopted after this date, the City will be required to revise the housing element every four years until adopting at least two consecutive revisions by the statutory deadline (GC Section 65588(e)(4)). For more information on housing element adoption requirements, please visit our website at: http://www.hcd.ca.gov/hpd/hrc/plan/he/he_review_adoptionsteps110812.pdf.

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City should continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available and considering and incorporating comments where appropriate.

Mr. Reed Flory
Page 2

The Department is pleased to inform the City that prior 4th cycle housing element compliance meets one of the threshold requirements of the Housing-Related Parks (HRP) Program which rewards local governments for approving housing affordable to lower-income households. The HRP Program, funded by Proposition 1C, provides grant funds to eligible local governments for every qualifying unit permitted since 2010. Grant awards can be used to fund park-related capital asset projects. Specific information about the Program is available on the Department's website at <http://www.hcd.ca.gov/hpd/hrpp/>.

The Department looks forward to receiving Rancho Cordova's adopted housing element. If you have any questions or need additional technical assistance, please contact Melinda Coy, of our staff, at (916) 263-7425.

Sincerely,



Glen A. Campora
Assistant Deputy Director

MEMORANDUM

DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Paul Junker, Planning Director

SUBJECT: **FOLSOM BOULEVARD SPECIFIC PLAN AMENDMENT – SPECIFIC PLAN AMENDMENT AND GENERAL PLAN AMENDMENT.**



RECOMMENDATION

Staff recommends the City Council take the following actions in order:

1. Adopt Resolution 140-2013; and
2. Introduce and waive first reading of Ordinance 44-2013.

RESULT OF RECOMMENDED ACTION

Adoption of Resolution 140-2013 would amend the City's General Plan Land Use Map to remove 147 acre of land from the Folsom Boulevard Planning Area and to apply General Plan land use designations to these lands that are consistent with existing land uses.

Adoption of Ordinance 44-2013 would amend the Folsom Boulevard Specific Plan consistent with direction provided by City Council. Major changes include streamlining the Specific Plan, amending land use designations to be more consistent with existing land uses, and incorporate strategies to encourage redevelopment and investment on Folsom Boulevard. This action would also apply city zoning designations to 147 acres of land to be removed from the FBSP.

OVERVIEW

After multiple amendments to the Folsom Boulevard Specific Plan (FBSP) in recent years, City Council directed a more comprehensive review and fix for the Folsom Boulevard planning document. Specifically, on February 26 City Council provided input about needed changes to FBSP including, but not limited to:

- Feasibility of the vision
- Number of "pulse points" and complexity of regulations
- Requirement for residential development except in key locations
- Land use designations and allowed uses to reduce or eliminate non-conforming issues
- Maintain expectations for quality projects, particularly as it relates to new development
- Maintain special use restrictions

Following the March 28 City Council Study Session to consider project scope, schedule and budget, staff initiated the FBSP amendment process with a series of stakeholder meetings and

evaluation of the existing plan. At the June 11 City Council Study Session, staff presented a summary report of stakeholder input and provided recommendations on the topics of vision, pulse points, and residential use within the Plan area. City Council directed staff to proceed with amendments given specific input on those three topics. Staff then completed the Public Draft FBSP for consideration by the public and decision makers in September. On September 24, City Council held a study session to review the draft document, hear public testimony, and provide direction on any revisions prior to public hearing for consideration and action on the FBSP amendment.

Within the initial assessment of the FBSP, it was determined that the Specific Plan boundaries include existing residential development that is not located directly on Folsom Boulevard and which neither affects or benefits from the implementation of the FBSP. Based on this assessment, a total of approximately 147 acres of land located on the periphery of the Specific Plan will be removed from the FBSP. New general plan and zoning designations will be applied to govern uses on these lands. As these lands are already developed and new designations will match existing uses, these changes will have minimum effect on existing residents and the surrounding neighborhoods. Implementing these changes will require amendments to the General Plan Map and the Zoning Map.

SUMMARY OF FBSP REVISIONS

In response to City Council direction, staff prepared additional changes to the FBSP document (see Public Hearing Draft FBSP dated December 6, 2013). Substantive changes are shown in track changes throughout the document and are summarized below. There were other minor clarifications, word tweaking, and renumbering that were also incorporated into the Public Hearing Draft FBSP that are not shown in track changes.

General Changes

1. Combine Chapters 2 (Land Use Framework and Plan) and 4 (Allowed Land Uses)

Chapter 1 (Introduction)

2. Figure 1-1 (FBSP Area Map) was included as it was inadvertently omitted in the previous draft.
3. In the Relationship to Other Plans and Policies section, a note was added to reference some additional information in Chapter 6 (Public Improvements).
4. Clarified that new development or expansion of buildings equal to or greater than 5000 square feet (regardless of whether the site is located within or outside of a designated opportunity site) is subject to review and approval by the City Council.

Chapter 2 (Land Use Plan and Allowed Uses)

5. Added allowed use provisions from Chapter 4 and renumbered subsequent chapters)
6. Amended Allowed Use Table 2-2 as follows:
 - Removed temporary use listings from the allowed use tables
 - Added new use classification for Artisanal and Specialty Manufacture, Display and Sales
 - Added new use classification for Art, Antique, Collectable
 - Modified listing and description of Event and Office Equipment Sales and Rentals, Massage Parlor, Retail – General, Service Station, and Smoke Shop
 - Modified allowed use regulations in the OIMU district to allow Vehicle Services – Minor use with approval of an Administrative Use Permit

7. Clarified temporary and transitional use description and listing.
8. Updated Figure 2-2 (Land Use Map) to correct a few parcel designations at West La Loma and Folsom Boulevard and along Mather Field Road from OIMU to CMU and slightly expanded the boundary of Mather Mills Opportunity Site to the south.

Chapter 3 (Project Review)

9. Amended the list of exempt projects to address potential issues associated with permitted uses and parcel maps that involve new development or structural changes to existing structures.
10. Clarified entitlements for qualifying minor and major projects.
11. Added an estimated project review time to give readers a better understanding of the application timeline for the various entitlements required for subsequent development within the plan area.

Chapter 4 (Development Standards)

12. Expanded applicability section to reference exempt, minor and major project qualifications listed in Chapter 3.

Chapter 5 (Opportunity Sites)

13. Expanded the description of the Kassis Opportunity Site to include discussion of surroundings and clarification of the future vision of the site.
14. Expanded the description of the Mather Mills Opportunity site to include discussion of surroundings and clarification of the future vision of the site.
15. Amended the boundary of Mather Mills Opportunity Site further to the south along Mather Field Road and updated the land use designation of 2 parcels from OIMU to CMU.
16. For Olson Island Opportunity Site, slightly amended the special development standards for drive-in/drive-through uses and updated the main street exhibit to show a connection from Target to Zinfandel Drive.

Chapter 6 (Public Improvements)

17. Updated the list of service providers in Table 6-1.

Chapter 8 (Glossary)

18. Added new use listings and descriptions for the following uses:
 - Artisanal and Specialty Manufacture, Display and Sales
 - Art, Antique, Collectable
19. Amended use descriptions for the following uses:
 - Event and Office Equipment Sales and Rental
 - Massage Parlor
 - Retail - General
 - Service Station
 - Smoke Shop

REQUIRED PERMITS AND REGULATORY BASIS

Pursuant to the State Government Code, a Specific Plan is required to be consistent with the City's General Plan. Staff completed analysis of the General Plan consistency and determined that the FBSP amendments are consistent with the General Plan.

By law, the Specific Plan is allowed to deviate from citywide zoning regulations. Therefore, where the standards and allowed uses of FBSP deviate from the Zoning Code, the provisions in the FBSP prevail. FBSP does include both unique allowed use regulations and unique development standards that do not apply in other areas of the City.

In addition to the text amendments described in the background section above, the proposed changes to FBSP include amendment to the boundaries of the plan area in order to remove parcels with existing residential development that are not likely to contribute to or benefit from the special provisions of the FBSP. As such, those parcels removed from FBSP require rezoning to one of the existing citywide zoning district designations consistent with current development and use of each parcel. Similarly, because the General Plan designates the land within FBSP as Folsom Boulevard Planning Area, those parcels removed should be designated on the General Plan Land Use Map with one of the existing land use designations consistent with current development and use of each parcel.

CEQA ANALYSIS

An addendum to the Folsom Boulevard Specific Plan Mitigated Negative Declaration (MND) was prepared to analyze the proposed FBSP updates. The addendum concluded no impacts would be greater than analyzed in either the General Plan EIR and or Folsom Boulevard Specific Plan MND. No further CEQA review is required.

ATTACHMENTS

1. Resolution 140-2013, including the Amendment to the Land Use Element of the General Plan (**Exhibit 1A**) and the Addendum to the Folsom Boulevard Specific Plan Mitigated Negative Declaration (**Exhibit 1B**).
2. Ordinance 44-2013, including the Folsom Boulevard Specific Plan (Public Hearing Draft 12-6-13) (**Exhibit 2A**) and the Zoning Map Amendment (**Exhibit 2B**).

ATTACHMENT 1

CITY OF RANCHO CORDOVA

RESOLUTION NO. 140-2013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
 APPROVING GENERAL PLAN AMENDMENTS TO THE LAND USE ELEMENT
 REMOVING CERTAIN PARCELS FROM THE FOLSOM BOULEVARD
 SPECIFIC PLAN AREA AND MAKING FINDINGS REGARDING THE ENVIRONMENTAL
 REVIEW REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, on November 6, 2006, the City of Rancho Cordova (the "City") adopted Ordinance No. 57-2006, establishing the Folsom Boulevard Specific Plan ("FBSP" or "Specific Plan"); and

WHEREAS, the FBSP covers a substantial length of Folsom Boulevard establishing various uses and intensities, including a combination of employment, retail, commercial, public services, and a broad range of residential uses; and

WHEREAS, the FBSP Amendment will restore the zoning of certain properties to reflect existing land use and development patterns. These zones are appropriate and consistent with the General Plan, and are compatible with the intent and vision for the FBSP; and

WHEREAS, on December 16, 2013, the City Council will consider amendments to the FBSP, including removing approximately 147 acres of residentially developed land from the current boundaries of the FBSP ("FBSP Amendment"), amendments to the General Plan Land Use Map and the Zoning Code Map are required to provide land use designations for these properties to be removed from the FBSP; and

WHEREAS, the General Plan Amendment and the proposed FBSP Amendment will not have a significant adverse impact on the environment. Pursuant to CEQA, City staff prepared an Addendum to the Mitigated Negative Declaration prepared for the 2008 amendment to the FBSP ("Addendum"). The Mitigated Negative Declaration ("MND") relied heavily on the certified EIR for the City's General Plan. Staff has determined that the Addendum is sufficient for the FBSP Amendment and General Plan Amendment. CEQA does not require that the Addendum be circulated for agency or public review and comment; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this General Plan Amendment and Addendum; and

WHEREAS, the attached General Plan Amendment (**Exhibit 1A**) and the Addendum (**Exhibit B**) were reviewed by the City Council of the City of Rancho Cordova on December 16, 2013, during a public hearing being duly noticed and advertised in accordance with all legal requirements for General Plan amendments; and

WHEREAS, at the public hearing, the City Council received testimony from the public on the attached General Plan Amendment and the Addendum; and

WHEREAS, all procedural requirements for the adoption of a General Plan amendment have been followed.

ATTACHMENT 1

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

Section 1. Amendment to the Land Use Element of the General Plan (Exhibit 1A) and Approval of the Addendum (Exhibit 1B)

A. California Environmental Quality Act. In compliance with the requirements of CEQA, an Addendum was prepared for the attached General Plan Amendment. The Addendum is to the Folsom Boulevard Specific Plan MND (SCH: 2007112018), adopted in July 2008. The MND was adopted in 2008 to address project specific impacts that were not fully addressed in the General Plan EIR for the FBSP. The 2008 MND was largely based on the Rancho Cordova General Plan Final EIR (SCH #2005022137), which was certified in June 2006 by the City Council. The General Plan EIR is a Program EIR (CEQA Guidelines section 15168).

No significant impacts were identified in the Addendum for the attached General Plan Amendment. On the basis of the Addendum to the MND, comments received, and the whole record, there is no substantial evidence that the General Plan Amendment or the FBSP Amendment will have a significant adverse impact on the environment. The Addendum to the MND reflects the City Council's independent judgment and analysis.

These findings constitute a summary of the information contained in the entire record. The detailed facts to support the findings are set forth in the Addendum and elsewhere in the record. Other facts and information in the record that support each finding that are not included below are incorporated herein by reference:

- i. The Amendment to the Land Use Element does not constitute substantial changes to the General Plan that will require major revisions to the MND or the General Plan Final EIR, due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The General Plan Amendment will not result in new significant impacts that were not analyzed in the MND and General Plan Final EIR.
- ii. The Amendment to the General Plan Land Use Element is limited to land use designation changes for parcels that are being removed from the FBSP and the proposed land use designations are consistent with currently existing land uses.
- iii. Amendments to the FBSP accomplish the following primary objectives: streamline the development process; create a more user friendly planning document; and, apply land use designations that more closely reflect currently existing land uses.
- iv. An addendum to the Folsom Boulevard Specific Plan MND was prepared to analyze the proposed FBSP updates. The Addendum concluded that no impacts would be greater than analyzed in the General Plan EIR and the Folsom Boulevard Specific Plan MND. No further CEQA review is required.

B. General Plan Consistency. The amendment to the Land Use Element, attached hereto as **Exhibit 1A**, is consistent with the overall goals, vision and intent of the General Plan and complies with Section 23.155.040 of the City's Zoning Code requirements as follows:

ATTACHMENT 1

i. The proposed General Plan Amendment amends the boundary of the FBSP to remove 147 acres from the Specific Plan and to apply appropriate General Plan designations to affected parcels.

ii. The parcels affected by this action are substantially developed with residential uses and are unlikely to change in use in the foreseeable future.

iii. Proposed General Plan designations have been selected to match the existing uses of the affected parcels and are consistent with General Plan goals and policies that support providing residential development within and adjacent to Folsom Boulevard.

C. Approval of Addendum. The City Council hereby approves the Addendum, attached hereto as **Exhibit 1B**. The City Council has considered the information in the MND prepared for the FBSP, the General Plan Final EIR, and the Addendum, and approved the Addendum prior to adopting the General Plan Amendment under this Resolution.

D. Adoption of General Plan Amendment. The City Council hereby adopts the amendment to the Land Use Element of the General Plan, as set forth in **Exhibit 1A**, attached hereto and incorporated herein by reference.

Section 2. Severability

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

Section 3. Effective Date of Sections 1 and 2 of this Resolution

This Resolution shall take effect and be enforced (30) days after its adoption.

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:

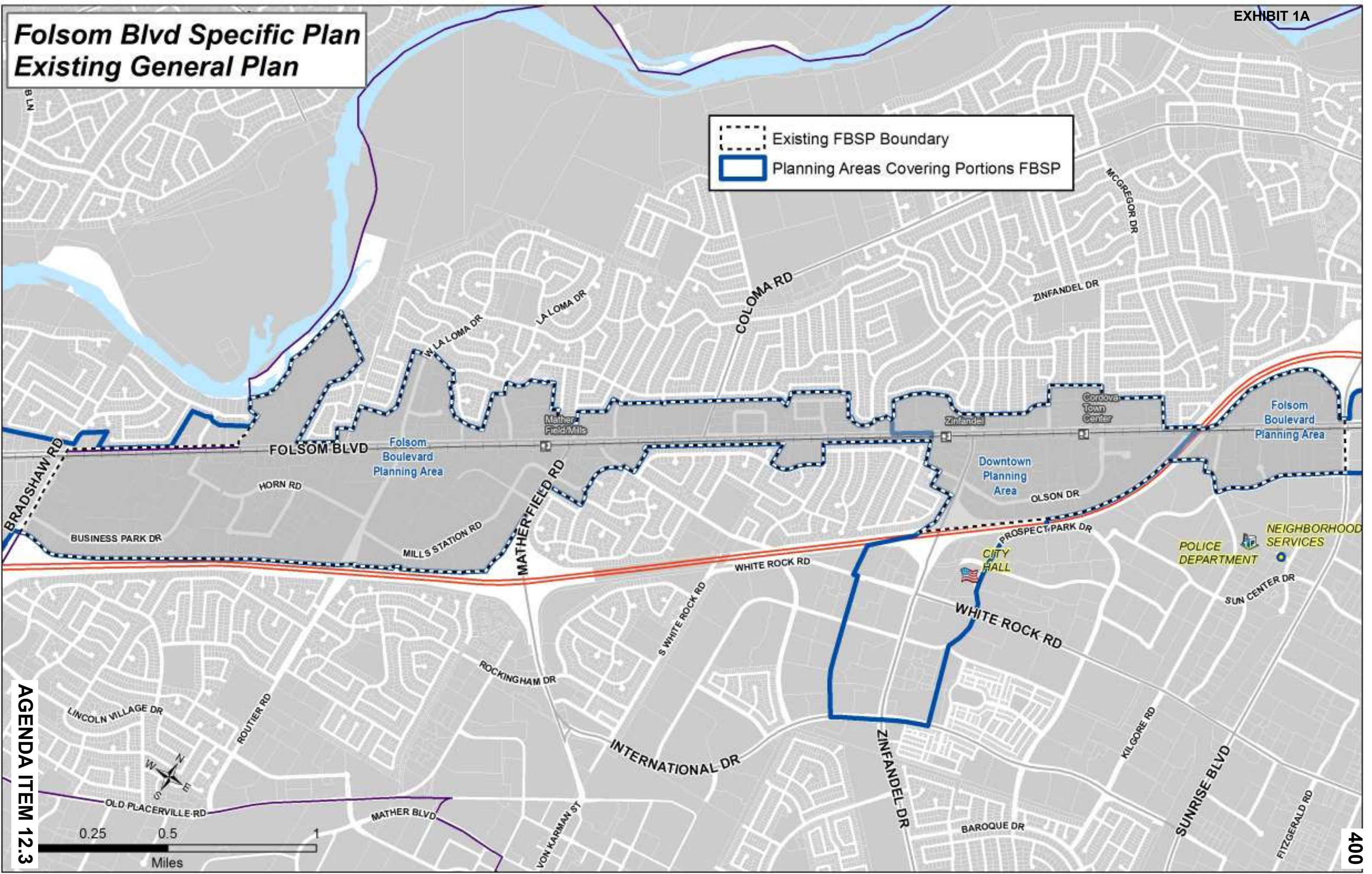
Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

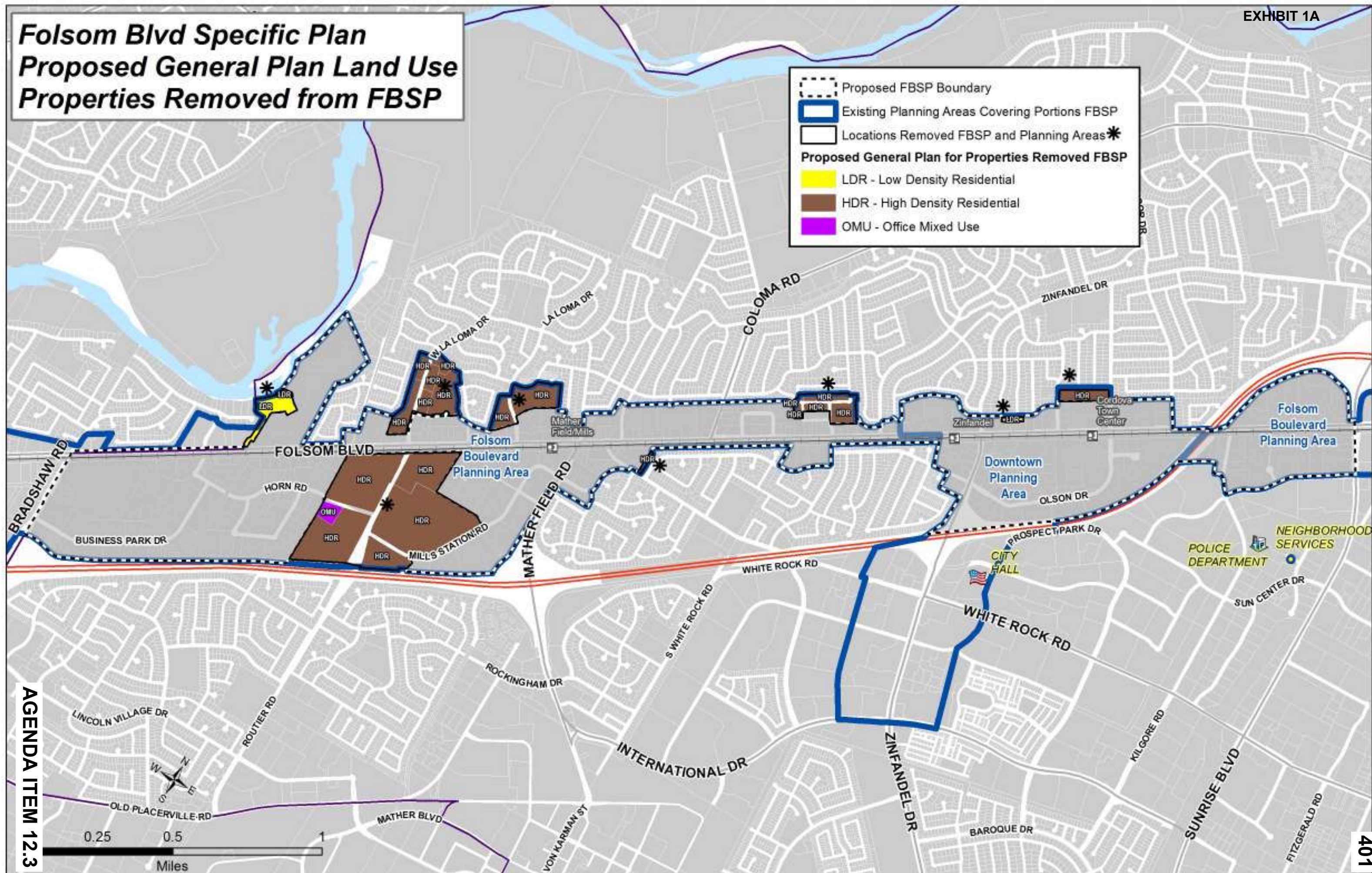
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Folsom Blvd Specific Plan Existing General Plan



Folsom Blvd Specific Plan Proposed General Plan Land Use Properties Removed from FBSP

- Proposed FBSP Boundary
- Existing Planning Areas Covering Portions FBSP
- Locations Removed FBSP and Planning Areas*
- Proposed General Plan for Properties Removed FBSP**
 - LDR - Low Density Residential
 - HDR - High Density Residential
 - OMU - Office Mixed Use



FOLSOM BOULEVARD SPECIFIC PLAN AMENDMENT

Addendum to the Mitigated Negative Declaration



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

December 2013

ADDENDUM TO THE MND
FOR THE
FOLSOM BOULEVARD SPECIFIC PLAN
CITY OF RANCHO CORDOVA, CALIFORNIA



Prepared by:

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DECEMBER 2013

EXHIBIT 1B
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1.0 INTRODUCTION

This addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines to analyze the impacts associated with a City-sponsored amendment of the Folsom Boulevard Specific Plan. This document has been prepared to serve as an Addendum to the previously adopted Folsom Boulevard Specific Plan Mitigated Negative Declaration (MND). The City of Rancho Cordova is the lead agency for the environmental review of the proposed Folsom Boulevard Specific Plan Amendment (project).

1.1 BACKGROUND AND PURPOSE OF THE ADDENDUM

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). Subsequently, the City adopted the Folsom Boulevard Specific Plan MND (SCH: 2007112018) in July 2008 to address project specific impacts that were not fully addressed in the General Plan EIR. The Folsom Boulevard Specific Plan (FBSP) Amendment proposes changes that include reorganizing the document to be more user friendly, modifying allowed use regulations, changing city-wide development standards for major projects, and establishing special provisions for minor projects. Please refer to Section 2.0 (Project Description) for a detailed description of the proposed changes.

In determining whether an Addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

1.2 BASIS FOR DECISION TO PREPARE ADDENDUM

Since the General Plan Program EIR has been certified and the Folsom Boulevard Specific Plan MND has been adopted, the environmental impacts of subsequent activities must be examined in light of the impact analysis in the certified EIR and adopted MND to determine if additional CEQA documentation must be prepared. One of the standards that apply is whether, under Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162, there are

1.0 INTRODUCTION

new significant effects or other grounds which require preparation of a subsequent MND in support of further agency action on the project. Under these Guidelines, a subsequent MND shall be prepared if any of the following criteria are met.

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), of the addendum to the Folsom Boulevard Specific Plan MND (Addendum), the proposed changes do not meet the criteria for preparing a subsequent MND. Implementation of the proposed project has the potential to result in minor changes in land uses and development. However, these changes would be consistent with and would not exceed the significance of the environmental impacts that were analyzed in the General Plan EIR and or Folsom Boulevard Specific Plan MND. There are no physical improvements proposed as part of the proposed project. The Project may be approved as an activity covered within the scope of the Program EIR and subsequent project specific MND. An addendum is appropriate here because, as

explained in Section 3.0, none of the conditions calling for preparation of a subsequent EIR or negative declaration have occurred.

1.3 ASSUMPTIONS

The FBSP MND was tiered from the City of Rancho Cordova General Plan EIR (GP-EIR). This addendum hereby incorporates by reference all analysis included in the General Plan EIR and FBSP MND. The planning area analyzed in the GP-EIR included the City Limits, Sphere of Influence, and General Plan Planning Area (GP PA). The impacts associated with implementation of the General Plan in the proposed project area were considered and mitigated as a part of the GP-EIR. The GP-EIR programmatically discussed the area-wide consequences of implementation of the General Plan; the Folsom Boulevard Specific Plan was one component of the program level analysis found in the GP-EIR. The proposed project is consistent with the General Plan; impacts associated with any future development under zoning designations allowed by the General Plan would be consistent with those evaluated in the GP-EIR. The GP-EIR determined impacts to land use, agriculture, transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural and paleontological resources, and visual resources/light and glare, to be significant and unavoidable. At the time of adoption of the GP-EIR, the City Council adopted Findings of Fact and a Statement of Overriding Considerations, which addressed all significant and unavoidable impacts.

Information and technical analyses from the Rancho Cordova General Plan EIR and Folsom Boulevard Specific Plan MND are utilized throughout this addendum. Relevant passages from these documents (consisting of the Draft EIR, Final EIR, and FBSP MND) are cited and available for review at:

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

1.4 ORGANIZATION AND SCOPE

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the MND Addendum.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project.

SECTION 3.0 – ENVIRONMENTAL ANALYSIS

This section contains an analysis of environmental topic areas that were addressed in the Rancho Cordova General Plan Final EIR and Folsom Boulevard Specific Plan MND.

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed Folsom Boulevard Specific Plan Amendment and is the subject of this addendum. The reader is referred to Section 3.0 (Environmental Analysis) for the analysis of environmental effects of this project in relation to the previous analysis provided in the Rancho Cordova General Plan Final EIR (SCH: 2005022137) and Folsom Boulevard Specific Plan MND (SCH: 2007112018).

2.1 PROJECT LOCATION AND SETTING

FOLSOM BOULEVARD SPECIFIC PLAN

The Folsom Boulevard Specific Plan (FBSP) area consists of land surrounding a segment of Folsom Boulevard and is approximately four miles in length (See **Figure 1** below). The project area is part of the larger General Plan-designated Folsom Boulevard Planning Area, which extends approximately eleven miles between Watt Avenue and Hazel Avenue. The project area includes parcels with frontage on Folsom Boulevard between Bradshaw Road and Sunrise Boulevard, as well as some parcels contiguous to those parcels adjacent to Folsom Boulevard. The Specific Plan area contains portions of the Downtown Planning Area and portions of the Convention Overlay area.

2.2 PROPOSED FOLSOM BOULEVARD SPECIFIC PLAN AMENDMENT PROJECT

The Folsom Boulevard Specific Plan is being updated and amended to be more consistent with the existing land uses currently in the Specific Plan area, as well as simplifying the Plan to be more user-friendly (See the amended Folsom Boulevard Specific Plan for all of the proposed revisions). A summary of the proposed amendments include:

- The FBSP goals and vision have been refined to better reflect the existing land uses, economic realities, and anticipated development to occur in the future.
- Land use categories have been consolidated to 5 total categories to simplify project reviews (See **Figure 1** below for proposed Land Use Map). In re-evaluating the 5 land use categories, land use listings were modified to allow more land uses by right or with discretionary permits. Commercial developments will occur at the same density as previously considered. No increases in development densities are anticipated by these changes to the land use categories. Allowable residential densities remain the same.
- One new land use classification is being introduced (Artisanal and Specialty Manufacture, Display and Sales). This land use is a refinement to the existing Manufacturing-Small Scale land use category.
- The project review process remains mostly the same with the exception of simplifying the review process for minor projects such as small building façade modifications, minor new construction, etc. Such review still requires discretionary action and therefore, subsequent projects may require further CEQA review.
- Development standards have been reduced such that it is anticipated that overall densities will be less than previously anticipated. For example, floor area ratio minimums have been reduced from 0.5 to 0.2.

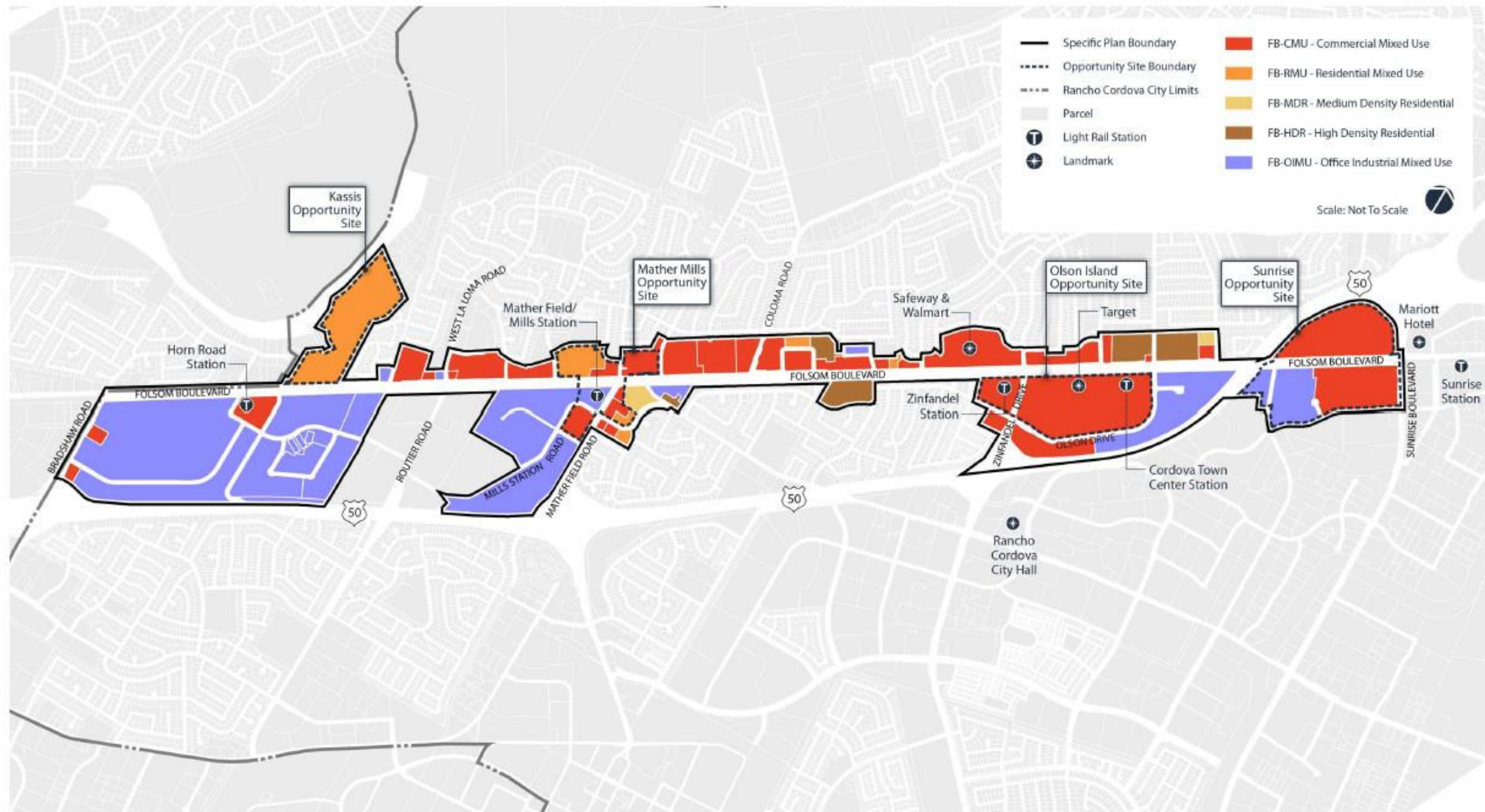
2.0 PROJECT DESCRIPTION

- Development intensity within the Opportunity Sites, previously referred to as Pulse Points, is anticipated to remain the same or be less than previously analyzed. The project includes amendments to the discussion of the opportunity sites, refining the City's desires, but not intensifying the allowable development uses or forms.
- The Public Improvements chapter was reorganized for clarity and duplicate standards to those adopted elsewhere by the City were removed. No new public improvement standards are proposed with this project.

In addition to the modifications above, a total of 147 acres of existing residential land will no longer be regulated by the Specific Plan (See **Figure 1** below). General location of removals: residential on east and west sides of Routier Road, south of Folsom Blvd; residential on east and west side of West La Loma Road, north of Folsom Boulevard; small residential area west side of Cordova Lane, north of Folsom Boulevard. Properties are already developed with typical residential uses. No physical changes on any of these residential areas are proposed with this project. These properties will be zoned consistent with their existing use and no change in land use or density is proposed.

The proposed project will include amendments to the City's General Plan and Zoning Code, in order to maintain consistency between these three documents, and will apply land use and zoning designations to lands that will no longer be in the Specific Plan boundaries.

Figure 1 – Proposed FBSP Land Use Map



3.0 ENVIRONMENTAL ANALYSIS

INTRODUCTION

This section of the addendum provides analysis and cites substantial evidence that supports the City's determination that the proposed Folsom Boulevard Specific Plan Amendment project is covered by the General Plan EIR and Folsom Boulevard MND and no further CEQA environmental review is required. The proposed project is an activity within the scope of the General Plan Program EIR and FBSP MND and no further environmental review is required. Further environmental review is not required because the proposed project does not meet the criteria for preparing a subsequent EIR or Negative Declaration under State CEQA Guidelines Section 15162. The analysis in this chapter focuses on the criteria under Section 15162.

First, as addressed in the analysis below, the proposed project does not constitute substantial changes to the existing policies and actions in the General Plan. The proposed amendments to the Folsom Boulevard Specific Plan are limited in nature and are not substantial changes to existing policies and actions contained in the General Plan. The FBSP amendment is substantially consistent with the General Plan. Overall, the project would not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the General Plan Final EIR or Folsom Boulevard Specific Plan MND (State CEQA Guidelines Section 15162[a][1]) that would require major revisions to the General Plan Final EIR or FBSP MND. All impacts would be nearly equivalent to the impacts previously analyzed in the General Plan Final EIR and FBSP MND.

Second, the City is not aware of any substantial changes in the circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact requiring major revisions to the General Plan EIR or FBSP MND (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions in the Folsom Boulevard Specific Plan Area not contemplated and analyzed in the General Plan EIR and FBSP MND that would result in new or substantially more severe environmental impacts.

Third, as documented in Section 3.0, there is no new information of substantial importance (which was not known or could not have been known at the time of the General Plan adoption in June 2006) that identifies: a new significant impact (condition "A" under State CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" State CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives which are considerably different from those analyzed in the General Plan EIR or FBSP MND which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" State CEQA Guidelines Section 15162[a][3]). The reader is referred to City Resolution No. 116-2006 regarding findings on the feasibility of alternatives evaluated in the Draft EIR. None of the "new information" conditions listed in the State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent EIR.

State CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a subsequent EIR or Negative Declaration have occurred.

3.0 ENVIRONMENTAL ANALYSIS

3.1 LAND USE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.1.1 Implementation of the Rancho Cordova General Plan would not result in the physical division of established communities because the General Plan was designed to focus on redevelopment of existing urbanized areas and siting new development in vacant portions of the Planning Area, rather than developing in a way that might divide established communities. The “building block” concept in the proposed General Plan, and relevant policies and action items, would ensure that such division does not occur. Accordingly, adoption of the General Plan is considered a less than significant impact.
- Impact 4.1.2 Implementation of the General Plan could result in incompatibilities or conflicts between existing and future land uses in the Planning Area, including land located outside of the Rancho Cordova city limits. However, implementation of policy provisions of the General Plan would reduce this potential impact to less than significant.
- Impact 4.1.3 Implementation of the proposed General Plan has the potential to conflict with applicable land use plans, policies or regulations of agencies with jurisdiction over parts of the Planning Area that provide for environmental protection. This is considered a significant and unavoidable impact.
- Impact 4.1.4 The Rancho Cordova General Plan has the potential to conflict with the South Sacramento Habitat Conservation Plan, which is the only applicable habitat conservation plan in the Planning Area. This is considered a less than significant impact.
- Impact 4.1.5 When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova General Plan has the potential to contribute to cumulative land use conditions in the region that result in significant impacts to the physical environment. This is considered a cumulatively considerable and significant and unavoidable impact.

These impacts were addressed on Draft EIR pages 4.1-36 through -64 (division of established communities, incompatibilities between land uses, conflicts with relevant land use plans, policies or regulations, and conflicts with an applicable habitat conservation plan, and cumulative impacts) with minor refinements to the impact analysis made in the Final EIR (Final EIR page 4.0-4).

PROPOSED PROJECT ANALYSIS

The FBSP MND determined that implementation of the Folsom Boulevard Specific Plan would not result in any Land Use impacts that were greater than analyzed in the General Plan EIR. As described in Section 2.0 (Project Description), the proposed project would make minor modifications within the Folsom Boulevard Specific Plan area. The proposed changes are designed to make the FBSP more user friendly and to be more consistent with existing land uses. These changes would not result in impacts to land use any greater than was addressed

and analyzed in the GP-EIR or FBSP MND, nor would the proposed project result in any land use impacts not identified in the GP-EIR or FBSP MND.

3.2 AGRICULTURE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.2.1 Implementation of the proposed General Plan would result in the loss of important farmlands (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, etc) as designated by the Farmland Mapping and Monitoring Program. This is considered a significant and unavoidable impact.

- Impact 4.2.2 Implementation of the proposed General Plan could result in the placement of urban uses adjacent to agricultural uses within and adjacent to the City. This is considered a significant and unavoidable impact.

- Impact 4.2.3 Implementation of the proposed General Plan could result in a conflict with existing Williamson Act contracts. This is considered a significant and unavoidable impact.

- Impact 4.2.4 Implementation of the General Plan Land Use Map Book along, with other proposed development in Sacramento County, would contribute to the additional conversion of important farmlands to other uses and may increase agriculture/urban interface conflicts. This is a cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail on Draft EIR pages 4.2-17 through -26 (loss and conversion of agricultural land, agricultural/urban interface conflicts, Williamson Act contracts, and cumulative agricultural resource impacts).

PROPOSED PROJECT ANALYSIS

The FBSP MND determined that implementation of the Folsom Boulevard Specific Plan would not result in any Agricultural impacts that were greater than analyzed in the General Plan EIR. The proposed changes do not include any parcels that are zoned for agricultural uses and the area is fully urbanized. The proposed project would not result in new or increased severity of significant agricultural resource impacts beyond what was addressed in the General Plan Final EIR. Thus, no new or increased severity of significant agricultural resource impacts would occur beyond what was addressed in the General Plan Final EIR.

3.3 POPULATION/HOUSING/EMPLOYMENT

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.3.1 Implementation of the proposed General Plan Land Use Map would include land uses that promote the increase in population, housing, and employment to the area, and thus include substantial growth. This is a significant and unavoidable impact.

- Impact 4.3.2 Implementation of the General Plan may result in the displacement of housing and/or persons due to the construction of infrastructure necessary to

3.0 ENVIRONMENTAL ANALYSIS

serve new development or revitalization efforts. This is considered a less than significant impact.

- Impact 4.3.3 Buildout in the planning area, under the proposed General Plan Land Use Map, would include substantial population, housing unit and employment increases. This is considered a cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail on Draft EIR pages 4.3-10 through -20 (population, housing and employment increases, and the displacement of a substantial number of persons or housing, and cumulative impacts).

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or increased severity of significant impacts to population, housing and employment beyond what was addressed in the General Plan Final EIR and or the FBSP MND. The minor changes are substantially consistent with the development under the General Plan. The proposed project would not result in a substantial increase in the severity of the previously identified significant population/housing/employment impact as analyzed in the GP-EIR.

3.4 HAZARDS AND HUMAN HEALTH

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.4.1 Implementation of the General Plan would include the routine transportation of hazardous materials on Planning Area roadways. Implementation of proposed General Plan policies and action items would result in a less than significant impact.
- Impact 4.4.2 The Planning Area consists of land uses having the potential to result in an increased risk of release of hazardous materials. This is considered a potentially significant impact, but mitigated to less than significant.
- Impact 4.4.3 Implementation of the proposed General Plan would locate development within an airport land use plan, potentially resulting in a safety hazard for people residing or working in the area. This impact is considered less than significant.
- Impact 4.4.4 Implementation of the proposed General Plan could impair implementation or physically interfere with the Sacramento County Multi-Hazard Disaster Plan (SCMDP). This is considered a less than significant impact.
- Impact 4.4.5 Persons could be exposed to contaminated soil or groundwater during development of previously contaminated sites or sites undergoing remediation. Implementation of the General Plan policies and action items as well as existing regulatory requirements and standards would reduce impacts so that they are considered less than cumulatively considerable.

These impacts were addressed in detail in Draft EIR pages 4.4-22 through -32 (transportation of hazardous materials, release and exposure to hazardous materials, airport safety hazards,

conflicts with emergency response plans, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR pages 4.0-4 and -5).

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or increased severity of significant hazard and human health impacts beyond what was addressed in the General Plan Final EIR or FBSP MND. The proposed changes are consistent with the development under the General Plan. No portion of the proposed project would change any of the GP policies and action items related to hazards and human health nor would the physical setting related to hazardous materials be altered from that analyzed in the GP-EIR or FBSP MND. Additionally, all future development projects would be subject to all applicable local, state, and federal regulations regarding the transportation, use, and disposal of hazardous materials as well as regulations regarding sites with contaminated soil or groundwater. Thus, no new or increased severity of significant hazard impacts would occur beyond what was addressed in the General Plan Final EIR and FBSP MND.

3.5 TRANSPORTATION AND CIRCULATION

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

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| Impact 4.5.1 | Implementation of the proposed General Plan would result in an increase in traffic volumes that would result in deficient level of service conditions in year 2030. This would be a significant and unavoidable impact. |
| Impact 4.5.2 | Implementation of the proposed General Plan would exacerbate unacceptable operations on eastbound and westbound U.S. 50 during the a.m. and p.m. peak hours. This is considered a significant and unavoidable impact. |
| Impact 4.5.3 | Implementation of the proposed General Plan would result in an increase in traffic volumes, which could increase the potential opportunities for safety conflicts as well as potential conflicts with emergency access. This is considered a less than significant impact. |
| Impact 4.5.4 | Implementation of the proposed General Plan would result in an increase in the demand for public transit service (e.g., bus and light rail service). This is considered a less than significant impact. |
| Impact 4.5.5 | Implementation of the proposed General Plan would result in an increase in the demand for pedestrian and bicycle infrastructure. This is considered a less than significant impact. |
| Impact 4.5.6 | When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova General Plan would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a cumulatively considerable and a significant and unavoidable impact. |
| Impact 4.5.7 | Implementation of the proposed General Plan would contribute to the cumulative demand for public transit service (e.g., bus and light rail service). |

3.0 ENVIRONMENTAL ANALYSIS

The General Plan's contribution is considered less than cumulatively considerable.

- Impact 4.5.8 Implementation of the proposed General Plan would contribute to cumulative demands for pedestrian and bicycle infrastructure. The General Plan's contribution is considered less than cumulatively considerable.

These impacts were addressed in detail on Draft EIR pages 4.5-22 through -76 (study roadway segments, study freeway segments, roadway safety and emergency access, transit system, bicycle and pedestrian system, and cumulative impacts) with minor refinements made in the Final EIR on page 4.0-5.

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or substantially increased severity of significant traffic impacts beyond what was addressed in the General Plan Final EIR and FBSP MND. The proposed changes are consistent with the development under the General Plan. No portion of the proposed project would change any of the GP policies and action items related to transportation nor would the physical setting related to transportation be altered from that analyzed in the GP-EIR or FBSP MND. These changes would not alter the number of dwelling units and the number of jobs anticipated to occur within these sites. Thus, no new or substantially increased severity of significant transportation impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND.

3.6 AIR QUALITY

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.6.1 Implementation of the proposed City of Rancho Cordova General Plan land uses would conflict with the land use assumptions used 1994 SMAQMD Regional Ozone Attainment Plan. This is considered a significant and unavoidable impact to air quality.
- Impact 4.6.2 Implementation of the proposed General Plan would result in short-term emissions generated by construction and demolition activities that would affect local air quality and could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites as well as contribute to particulate matter and regional ozone impacts. This is considered a significant and unavoidable impact to air quality.
- Impact 4.6.3 Implementation of the proposed General Plan would increase air pollutant emissions from operational activities of land uses within the Planning Area and will exceed thresholds for ROG and NOx, and other federal or state emissions standards. This is considered a significant and unavoidable impact.
- Impact 4.6.4 Implementation of the proposed General Plan would include sources of toxic air contaminants that may affect surrounding land uses. Sensitive land uses may also be located near existing sources toxic air contaminants. This impact is considered significant and unavoidable.

- Impact 4.6.5 Implementation of the proposed General Plan would include sources that may expose sensitive receptors to construction and long-term odorous emissions. This impact is considered a potentially significant impact, but mitigated to less than significant.
- Impact 4.6.6 Implementation of the proposed General Plan along with potential development of the Planning Area would exacerbate existing regional problems with ozone and particulate matter. The proposed General Plan's contribution to these conditions is considered cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail in Draft EIR pages 4.6-14 through -38 (conflicts with attainment plan, construction air pollutants, operational air pollutants, toxic air contaminants, odor impacts, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR pages 4.0-5 through -7).

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or substantially increased severity of significant air quality impacts beyond what was addressed in the General Plan Final EIR and FBSP MND. The proposed changes are consistent with the development under the General Plan. No portion of the proposed project would change any of the GP policies and action items related to air quality nor would the physical setting related to air quality be altered from that analyzed in the GP-EIR or FBSP MND. Thus, no new or substantially increased severity of air quality impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND.

3.7 NOISE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.7.1 Implementation of the proposed General Plan would result in subsequent development projects and cause an increase in construction noise levels that would exceed City of Rancho Cordova noise standards. This is considered a significant and unavoidable impact.
- Impact 4.7.2 Implementation of the proposed General Plan would result in increases in traffic noise levels that would be in excess of City of Rancho Cordova noise standards. This is considered a significant and unavoidable impact.
- Impact 4.7.3 Implementation of the proposed General Plan could result in future stationary noise sources that generate noise levels in excess of applicable noise standards for non-transportation noise sources. This is considered a significant and unavoidable impact.
- Impact 4.7.4 Implementation of the proposed General Plan would result in the creation of new noise-sensitive land uses within the 65 dB CNEL noise contours contained within the Mather Airport CLUP. Additionally, the implementation of the General Plan would result in the creation of new noise-sensitive land uses within over-flight areas of Mather Airport, thereby presenting the

3.0 ENVIRONMENTAL ANALYSIS

potential for annoyance from single event noise. This is considered a significant and unavoidable impact.

- Impact 4.7.5 Implementation of the General Plan could expose future land uses and residents to light rail and public transit related noise. This is considered a less than significant impact.
- Impact 4.7.6 Implementation of the proposed General Plan in combination with regional growth and traffic conditions (pass-through traffic) would increase transportation noise along area roadways. This would be a cumulatively considerable and a significant and unavoidable impact.
- Impact 4.7.7 Implementation of the proposed General Plan, in combination with regional growth in surrounding communities outside of the Planning Area, would increase stationary noise. This is considered a cumulatively considerable and a significant and unavoidable impact.
- Impact 4.7.8 Implementation of the proposed General Plan in combination with regional growth in the Planning Area and surrounding communities would subject more noise-sensitive land uses to airport noise. This is considered a less than cumulatively considerable impact.

These impacts were addressed in detail in Draft EIR pages 4.7-18 through -41 (construction noise, traffic noise, stationary noise, airport noise, light rail and transit noise, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR page 4.0-7).

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or substantially increased severity of significant noise impacts beyond what was addressed in the General Plan Final EIR and FBSP MND. The proposed changes are consistent with the development under the General Plan. No portion of the proposed project would change any of the GP policies and action items related to transportation nor would the physical setting related to transportation be altered from that analyzed in the GP-EIR or FBSP MND. Thus, no new or substantially increased severity of significant noise impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND. All future development projects would be subject to applicable City noise standards.

3.8 GEOLOGY AND SOILS

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.8.1 Implementation of the proposed General Plan, and the resulting increase in population, employment, and development activity within the Planning Area, may expose people, structures, and development to ground shaking and seismic hazards as a result of fault activity. This is considered a less than significant impact.
- Impact 4.8.2 Implementation of the proposed General Plan would include substantial construction and site preparative activities. These activities increase soil erosion, especially from wind and water, and siltation of local drainages

during construction, excavation and grading activities. Implementation of the proposed General Plan policies and future development's compliance with the City's NPDES Permit and the City's Erosion Control Ordinance would reduce these impacts to less than significant.

- Impact 4.8.3 Implementation of the proposed General Plan may place development in areas with unstable soils. This impact is considered a less than significant impact.
- Impact 4.8.4 Implementation of the proposed General Plan could impact areas where soils are may be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. This would be a less than significant impact.
- Impact 4.8.5 Implementation of the proposed General Plan would result in the loss of availability of aggregate resources, which are locally important due to their use by the construction community in development of the area. This is considered to be a significant and unavoidable impact.
- Impact 4.8.6 Implementation of the proposed General Plan, in combination with existing, planned, proposed and reasonably foreseeable development, would not contribute to cumulative geologic and soil impacts, as the impacts would be site-specific and not additive in character. Thus, the General Plan's contribution would be less than cumulatively considerable.
- Impact 4.8.7 Implementation of the proposed General Plan, together with past, present, and probable future projects in the area, would result in a cumulatively significant loss of mineral resources in the region. The General Plan's incremental contribution to the loss of mineral resources is cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail in Draft EIR pages 4.8-18 through -30 (seismic events, soil erosion, soil stability, septic system operation, mineral resources, and cumulative impacts).

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or substantially increased severity of significant geology and soils impacts beyond what was addressed in the General Plan Final EIR and FBSP MND. The proposed changes are consistent with the development under the General Plan. No portion of the proposed project would change any of the GP policies and action items related to geology and soils nor would the physical setting related to geology and soils be altered from that analyzed in the GP-EIR or FBSP MND. Furthermore, the affected area is highly urbanized and any future construction would be required to comply with the uniform building code (UBC). Thus, no new or substantially increased severity of significant geology and soils impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND.

3.0 ENVIRONMENTAL ANALYSIS

3.9 HYDROLOGY AND WATER QUALITY

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.9.1 Implementation of the proposed General Plan could result in the discharge of polluted runoff, discharge that could cause harm to the biological integrity of waterways, adversely impact water quality standards, or otherwise substantially degrade surface water quality. This is considered a potentially significant impact, but was mitigated to less than significant.
- Impact 4.9.2 Implementation of the proposed General Plan could result in the degradation of groundwater quality resulting from future land uses. This is considered a potentially significant impact, but was mitigated to less than significant.
- Impact 4.9.3 Implementation of the proposed General Plan would increase impervious surfaces and alter drainage conditions and storm water runoff rates throughout the Planning Area, which could result in potential flooding impacts. However, the General Plan contains adequate General Plan policies and action items that address drainage and flooding issues. This is considered a less than significant impact.
- Impact 4.9.4 Implementation of the proposed General Plan would increase demand for water supply and require increased groundwater production and the use of surface water supplies. This additional water supply demand would result in significant effects on the physical environment. This is considered a significant and unavoidable impact.
- Impact 4.9.5 Implementation of the proposed General Plan and potential development of the Planning Area would include substantial grading, site preparation, and an increase in urbanized development. Increased development would contribute to cumulative water quality impacts and is considered cumulatively considerable, but was mitigated to less than significant.
- Impact 4.9.6 Implementation of the proposed General Plan would increase impervious surfaces and alter drainage conditions and rates in the Planning Area, which could contribute to cumulative flood conditions along the American River, Sacramento River, Cosumnes River, and local waterways. However, the General Plan contains adequate General Plan policies and action items that address drainage and flooding issues. This is considered a less than cumulatively considerable impact.
- Impact 4.9.7 Implementation of the proposed General Plan would contribute to an increased demand for water supply requiring increased groundwater production and the use of surface water supplies that could result in significant environmental impacts. This is considered a cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in Draft EIR pages 4.9-33 through -66 (surface water quality, groundwater quality, flooding, increased water supply demand, and cumulative impacts) with minor refinements made in the Final EIR (see Final EIR pages 4.0-7 through -11).

PROPOSED ZONING CODE UPDATE AND GENERAL PLAN AMENDMENTS

Overall, the proposed project would not result in new or substantially increased severity of significant hydrology and water quality impacts beyond what was addressed in the General Plan Final EIR and FBSP MND. The proposed changes are consistent with the development under the General Plan. Furthermore, the affected area is highly urbanized and developed. No portion of the proposed project would change any of the GP policies and action items related to hydrology and water quality nor would the physical setting related to hydrology or water quality be altered from that analyzed in the GP-EIR or FBSP MND.

3.10 BIOLOGICAL RESOURCES

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

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| Impact 4.10.1 | Implementation of the proposed General Plan would result in direct and indirect loss of habitat and individuals of endangered, threatened, rare, proposed, and candidate status as well as plant species identified by the California Native Plant Society with a rating of List 1B (i.e. rare, threatened or endangered plants). This would be a significant and unavoidable impact. |
| Impact 4.10.2 | Implementation of the proposed General Plan would result in direct and indirect loss of habitat and individuals of animal and plant species of concern and other non-listed special status species. This would be a significant and unavoidable impact. |
| Impact 4.10.3 | Implementation of the proposed General Plan would result in the loss of foraging habitat for raptors, migratory birds, and other wildlife. This would be a significant and unavoidable impact. |
| Impact 4.10.4 | Implementation of the proposed General Plan would result in substantial adverse impacts to and the potential loss of jurisdictional waters of the U.S. This would be a significant and unavoidable impact. |
| Impact 4.10.5 | Implementation of the proposed General Plan would interfere substantially with the movement of several special status and common wildlife species. This would be a significant and unavoidable impact. |
| Impact 4.10.6 | Implementation of the proposed General Plan would result in the loss of native and landmark trees. This would be a significant and unavoidable impact. |
| Impact 4.10.7 | Implementation of the proposed General Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any adopted biological resources recovery or conservation plan of any Federal or State agency. This would result in no impact. |
| Impact 4.10.8 | Implementation of the proposed General Plan, together with past, present, and probable future projects in the Planning Area and larger regional context would result in a cumulatively significant loss of biological resources in the |

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region. The General Plan's incremental contribution to this cumulative impact is cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in detail in Draft EIR pages 4.10-32 through -68 (endangered species, threatened species, other listed species, species of concern, non-listed special status species, loss of habitat, jurisdictional waters, wildlife movement corridors, trees, adopted federal and state conservation and recovery plans, and cumulative impacts) with refinements made in the Final EIR on pages 4.0-11 through -13.

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or increased severity of significant biological resource impacts beyond what was addressed in the General Plan Final EIR or FBSP MND. The zoning changes are consistent with the development under the General Plan. No portion of the proposed project would change any GP policies and action items related to biological resources. The proposed project would result in the same land disturbance and impacts to biological resources as analyzed in the General Plan EIR and FBSP MND. The Plan Area designated for urban development in the General Plan, so no additional conversion of open space lands (that could support protected species) or resource disturbance would result. Thus, no new or increased severity of significant biological impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND. All future development projects would be subject to applicable City requirements pertaining to biological resources, as well as further CEQA analysis of project-specific impacts.

3.11 CULTURAL AND PALEONTOLOGICAL RESOURCES

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.11.1 Adoption of the City of Rancho Cordova General Plan could result in the potential disturbance of cultural resources (i.e., prehistoric sites, historic sites, and isolated prehistoric/historic artifacts and features) and human remains. This is considered a significant and unavoidable impact.
- Impact 4.11.2 Adoption of the Rancho Cordova General Plan could result in the potential disturbance of paleontological resources (i.e., fossils and fossil formations). This is considered a potentially significant impact, but was mitigated to less than significant.
- Impact 4.11.3 Adoption of the Rancho Cordova General Plan along with foreseeable development in the region could result in the disturbance of cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) and human remains. This contribution is considered cumulatively considerable and a significant and unavoidable impact.
- Impact 4.11.4 Adoption of the Rancho Cordova General Plan along with any foreseeable development in the region could result in the potential disturbance of paleontological resources (i.e., fossils and fossil formations). This is considered a less than cumulatively considerable impact.

These impacts were addressed in detail on Draft EIR pages 4.11-8 through -19 (prehistoric resources, historic resources, human remains, paleontological resources, and cumulative impacts) with minor refinements in the Final EIR on page 4.0-13.

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or increased severity of significant cultural and paleontological impacts beyond what was addressed in the General Plan Final EIR or FBSP MND. The proposed changes are consistent with the development under the General Plan. All of the affected areas are designated for urban development; no additional conversion of open space lands (that could contain cultural or paleontological resources) is proposed. Thus, no new or increased severity of significant cultural or paleontological impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND. All future development projects would be subject to applicable City requirements pertaining to cultural and paleontological resources, as well as further CEQA analysis of project-specific impacts.

3.12 PUBLIC SERVICES AND UTILITIES

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

Fire Protection and Emergency Medical Services

- Impact 4.12.1.1 Implementation of the General Plan would result in the need for additional fire protection and emergency medical equipment and facilities that could result in physical environmental impacts. This would be a less than significant impact.
- Impact 4.12.1.2 Implementation of the proposed General Plan could result in safety hazards associated with wildland fires in residential areas adjacent to open space and natural areas. This is considered a less than significant impact.
- Impact 4.12.1.3 Implementation of the General Plan in combination with other reasonably foreseeable development (based on Sacramento County, and the cities of Folsom, Elk Grove, Citrus Heights, Galt, Lodi, and Sacramento General Plans land use projections), would increase the population within the SMFD service area, requiring additional fire and emergency medical services and related facilities. The City's contribution to the need for expanded fire protection services is considered less than cumulatively considerable.

Law Enforcement

- Impact 4.12.2.1 Implementation of the General Plan would increase the Planning Area population and would result in additional commercial, industrial and recreational uses in the Planning Area uses, which may result in additional law enforcement protection facilities that could result in physical environmental impacts. This would be a less than significant impact.
- Impact 4.12.2.2 The neighborhood design, home design, street design, and other features associated with implementation of the General Plan could reduce the ability of the City of Rancho Cordova Police Department to enforce the law and

3.0 ENVIRONMENTAL ANALYSIS

respond to crime and other emergencies in the project area. This is a less than significant impact.

- Impact 4.12.2.3 Implementation of the General Plan and other reasonably foreseeable development in southeastern Sacramento County (based on Sacramento County land use projections) would increase the population within the Planning Area and surrounding area and would require additional law enforcement services and related facilities under cumulative conditions. This is a less than cumulatively considerable impact.

Water Service

- Impact 4.12.3.1 Implementation the General Plan would require additional treatment capacity, storage capacity, and other conveyance facilities to meet the projected water demands. This is considered a significant and unavoidable impact.
- Impact 4.12.3.2 Implementation of the General Plan would contribute to the need for additional treatment capacity, storage capacity, and other conveyance facilities to meet cumulative water demands with SCWA, GSWC and Cal-Am. The General Plan's contribution would be cumulatively considerable and a significant and unavoidable impact.

Wastewater Service

- Impact 4.12.4.1 Implementation of the Rancho Cordova General Plan would substantially increase wastewater flows and require additional infrastructure and may require additional treatment capacity to accommodate anticipated demands that would result in a physical effect on the environment. This impact is considered significant and unavoidable.
- Impact 4.12.4.2 Implementation of the proposed General Plan, in addition to other reasonably foreseeable development in the eastern Sacramento County (based on the land use projections established in the Sacramento County General Plan), would substantially increase in wastewater flows and require additional infrastructure and treatment capacity that would result in a physical effect on the environment. This is considered cumulatively considerable and a significant and unavoidable impact.

Solid Waste

- Impact 4.12.5.1 Implementation of the General Plan would increase solid waste generation and the demand for related services. This is considered a significant impact, but was mitigated to less than significant.
- Impact 4.12.5.2 The proposed project, in addition to proposed and approved projects in the region area, would generate solid waste that would require expanded collection and disposal services. The project's contribution would be less than cumulatively considerable.

Public Schools

- Impact 4.12.6.1 Implementation of the project would increase student enrollment in the Planning Area and require the construction of new schools and related facilities to serve the anticipated demand. This impact is considered less than significant.
- Impact 4.12.6.2 Implementation of the General Plan in combination with other reasonably foreseeable development (based on General Plan land use projections for Sacramento County, Folsom, and Elk Grove) proposed in eastern Sacramento County would result in a cumulative increase in student enrollment and require additional schools and related facilities to accommodate the growth. This is a less than cumulatively considerable impact.

Parks and Recreation

- Impact 4.12.7.1 Implementation of the General Plan would increase the demand for existing facilities and require additional parks and recreational facilities to accommodate the anticipated growth associated with the General Plan. This would be a less than significant impact.
- Impact 4.12.7.[2] Implementation of the General Plan in combination with other reasonably foreseeable development would require additional park and recreation facilities within the Planning Area boundaries and CRPD's service area boundaries. This would be a less than cumulatively considerable impact.

Electrical, Natural Gas, and Telephone Services

- Impact 4.12.8.1 Implementation of the General Plan would substantially increase demand for electrical, natural gas, telephone and related infrastructure. This is considered a less than significant impact.
- Impact 4.12.8.2 Implementation of the proposed project as well as potential development in the surrounding areas (based on Sacramento County General Plan land use projections) would result in cumulative utility service impacts. The project's contribution would be less than cumulatively considerable.

These impacts were addressed in detail in Draft EIR pages 4.12-5 through -105 (fire protection, law enforcement, water service, wastewater service, solid waste, public schools, parks and recreation, electrical service, natural gas service, telephone service, prehistoric resources, historic resources, human remains, paleontological resources, and cumulative impacts) with refinements made in the Final EIR on pages 4.0-13 through -21.

PROPOSED PROJECT ANALYSIS

Overall, the proposed project would not result in new or increased severity of significant public services and utilities impacts beyond what was addressed in the General Plan Final EIR or FBSP MND. The proposed changes are consistent with the development under the General Plan. Thus, no new or substantially increased severity of significant public services or utilities impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND.

3.0 ENVIRONMENTAL ANALYSIS

All future development projects would be subject to applicable City requirements pertaining to public services and utilities, as well as further CEQA analysis of project-specific impacts.

3.13 VISUAL RESOURCES/LIGHT AND GLARE

PREVIOUSLY IDENTIFIED IMPACTS IN THE RANCHO CORDOVA GENERAL PLAN FINAL EIR

- Impact 4.13.1 Implementation of the proposed General Plan Land Use Map will not result in substantial damage to scenic resources within a state scenic highway. There is no impact.
- Impact 4.13.2 Implementation of the General Plan will encourage new development and redevelopment activities that could potentially degrade existing scenic vistas. This is considered a less than significant impact.
- Impact 4.13.3 Implementation of the General Plan will encourage new development and redevelopment activities that could degrade the existing visual character or quality of the Planning Area. This is considered a significant and unavoidable impact.
- Impact 4.13.4 Implementation of the General Plan Land Use Map would create new sources of daytime glare, and substantially change nighttime lighting and illumination levels in the Planning Area, associated with new and redevelopment activities. This is considered a less than significant impact.
- Impact 4.13.5 Implementation of the General Plan will encourage new development and redevelopment activities that would contribute to the cumulative alteration of existing landscape characteristics of the region. This impact is cumulatively considerable and a significant and unavoidable impact.

These impacts were addressed in Draft EIR pages 4.13-5 through -18 (alteration of scenic resources within a scenic highway, degradation of a scenic vista, alteration of visual character, daytime glare and nighttime lighting, and cumulative impacts).

PROPOSED PROJECT ANALYSIS

Overall, the proposed Project would not result in new or increased severity of significant visual and light and glare impacts beyond what was addressed in the General Plan Final EIR or FBSP MND. The proposed changes are consistent with the development under the General Plan. No portion of the proposed project would change any GP policies and action items related to visual resources or light and glare. The affected area is designated for urban development; so no new visual or light/glare impacts would occur. Thus, no new or increased severity of visual resources/light and glare impacts would occur beyond what was addressed in the General Plan Final EIR or FBSP MND. All future development projects would be subject to applicable City requirements pertaining to visual resources, as well as further CEQA analysis of project-specific impacts.

REFERENCES

- City of Rancho Cordova. *City of Ranch Cordova General Plan*. Rancho Cordova, CA. June 2006.
- City of Rancho Cordova. *City of Rancho Cordova General Plan Draft EIR (SCH #2005122037)*. Rancho Cordova, CA. March 2006.
- City of Rancho Cordova. *City of Rancho Cordova General Plan Final EIR (SCH #2005122037)*. Rancho Cordova, CA. June 2006.
- City of Rancho Cordova. *Folsom Boulevard Specific Plan MND (SCH #2007112018)*. Rancho Cordova, CA. July 2008.
- Sacramento County. *Sacramento County Draft General Plan Update*. Sacramento, CA. June 2007.

ATTACHMENT 2

CITY OF RANCHO CORDOVA

ORDINANCE NO. 44-2013

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
AMENDING THE FOLSOM BOULEVARD SPECIFIC PLAN AND THE ZONING
FOR AREAS WITHIN THE FOLSOM BOULEVARD SPECIFIC PLAN AREA
AND AMENDING THE CITY'S ZONING CODE MAP**

WHEREAS, on November 6, 2006, the City of Rancho Cordova (the "City") adopted Ordinance No. 57-2006, establishing the Folsom Boulevard Specific Plan ("FBSP" or "Specific Plan"); and

WHEREAS, the FBSP covers a substantial length of Folsom Boulevard establishing various uses and intensities, including a combination of employment, retail, commercial, public services, and a broad range of residential uses; and

WHEREAS, the certified Environmental Impact Report ("EIR") that was prepared for the General Plan was found to adequately address all significant environmental impacts associated with the adoption of the FBSP, therefore no additional environmental review was necessary pursuant to the California Environmental Quality Act ("CEQA") Guidelines 15183(a) and California Public Resources Code Section 21083.3; and

WHEREAS, on May 5, 2008, the City Council adopted Ordinance No. 13-2008, thereby amending the FBSP to further implement the goals and objectives of the City's General Plan and to begin the revitalization along the Folsom Boulevard corridor ("2008 Amendment"); and

WHEREAS, a Mitigated Negative Declaration ("MND") was prepared and circulated during the time period of November 6, 2007, to December 6, 2007, in accordance with the requirements of CEQA for the 2008 Amendment. The MND (SCH: 2007112018) was adopted in July 2008; and

WHEREAS, City Staff has been working on updating the FBSP in order to continue providing property owners within the FBSP the greatest opportunity to develop their property in a logical and beneficial manner, which is consistent with the City's General Plan and the City Council's vision for the Boulevard; and

WHEREAS, the attached **Exhibit 2A**, an amended version of the FBSP, will replace in its entirety the previously amended on February 6, 2012; and

WHEREAS, such amendments will streamline the development review process and will more closely align land use designations with existing development patterns, thereby promoting new development and investment within the Folsom Boulevard corridor; and

WHEREAS, in amending the FBSP, staff identified 147 acres within the boundaries of the FBSP that are currently developed for residential uses and will neither benefit from inclusion in the Specific Plan or aid in achieving the goals and vision of the FBSP; and

WHEREAS, the removal of land from inclusion within the FBSP requires that alternate land use designations identified within the City's Zoning Code be applied to such properties; and

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WHEREAS, the attached Zoning Map Amendment, **Exhibit 2B**, applies zoning designations to 147 acres to be removed from the FBSP, and these new zoning designations reflect existing land use and development patterns, are consistent with the General Plan, and are compatible with the intent and vision for the FBSP; and

WHEREAS, the proposed FBSP Amendment and Zoning Code Map Amendment will not have a significant adverse impact on the environment. Pursuant to CEQA, City staff prepared an Addendum to the MND prepared for the 2008 amendment to the FBSP ("Addendum"). The MND relied heavily on the certified EIR for the City's General Plan. Staff has determined that the Addendum is sufficient for the FBSP Amendment and Zoning Code Map Amendment under this Ordinance; and

WHEREAS, on December 16, 2013, the City Council adopted Resolution No. 140-2013, amending the General Plan and approving the Addendum; and

WHEREAS, the Specific Plan Amendment complies with the requirements of California Government Code section 65451 and its adoption complies with Government Code section 65453; and

WHEREAS, the City Council held numerous workshops and study sessions with the intent of informing property owners and residents about the Specific Plan Amendment, soliciting community input and providing direction to staff, including a project initiation meeting on February 26, 2013, a project scoping meeting on March 28, 2013, a presentation to the City Council on stakeholder input held on June 11, 2013, and a study session to review the Draft Folsom Boulevard Specific Plan on September 24, 2013; and

WHEREAS, on December 16, 2013, the City Council held a properly noticed public hearing at which it received a report from City Staff regarding the Project and oral and written testimony from the public, and deliberated on the item.

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.

A. Consistency with the General Plan. The FBSP Amendment and the Zoning Code Map Amendment are consistent with the General Plan as required by Government Code section 65454 and California Government Code section 65860. On the basis of: (a) the foregoing recitals, which are hereby incorporated herein; (b) the City of Rancho Cordova's General Plan and General Plan EIR; (c) the 2008 MND prepared for the FBSP adoption; and (d) the Addendum prepared for the attached FBSP Amendment and Zoning Code Map Amendment, the City Council finds and determines that the FBSP Amendment and the Zoning Code Map Amendment are consistent with the General Plan, as follows:

i. The General Plan identifies key planning areas within the City, including the Folsom Boulevard Planning Area. The generalized descriptions of land uses described under the Folsom Boulevard Planning Area are consistent in type and density with land uses identified within the Folsom Boulevard Specific Plan.

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ii. The General Plan Circulation Element and Land Use Element both describe a multi-modal transportation network for the Folsom Boulevard Corridor. The FBSP is consistent with and provides additional guidance to implement the circulation and transportation system described in the General Plan.

iii. The General Plan Economic Development Element describes numerous goals related to revitalizing and diversifying the business economy with Rancho Cordova. The FBSP implements these goals by streamlining the development review process and expanding the allowed uses for projects located within the FBSP.

iv. The proposed Zoning Code Amendment is consistent with the General Plan because the properties were already substantially developed with predominately residential uses at the time of the previous FBSP adoption, and were consistent with the General Plan. The proposed Zoning Code Amendment restores equivalent land uses in the area and will meet the intent of the original FBSP.

B. Public Interest. The proposed FBSP Amendment and Zoning Code Map Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The FBSP Amendment is expected to result in an improved use of property by removing housing requirements on property better suited for other uses. The FBSP Amendment would also allow a greater range of retail and employment uses on Folsom Boulevard, thereby better meeting the needs of businesses, property owners and members of the community.

The proposed Zoning Code Amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City. By restoring zoning to reflect the existing residential land use development patterns, the intent of the general plan to retain and increase residential land uses along Folsom Boulevard can be accomplished.

C. CEQA Compliance. In compliance with the requirements of CEQA, an Addendum was prepared for the attached FBSP Amendment and Zoning Code Map Amendment. The Addendum is to the Folsom Boulevard Specific Plan MND (SCH: 2007112018), adopted in July 2008. The MND was adopted to address project specific impacts that were not fully addressed in the General Plan EIR for the FBSP. The 2008 MND was largely based on the Rancho Cordova General Plan Final EIR (SCH #2005022137), which was certified in June 2006 by the City Council. The General Plan EIR is a Program EIR (CEQA Guidelines section 15168).

No significant impacts were identified in the Addendum for the attached FBSP Amendment and Zoning Code Map Amendment. On the basis of the Addendum to the MND, comments received, and the whole record, there is no substantial evidence that the FBSP Amendment or Zoning Code Map Amendment will have a significant adverse impact on the environment. The Addendum to the MND reflects the City Council's independent judgment and analysis. On December 16, 2013, the City Council adopted Resolution No. 140-2013, amending the General Plan and approving the Addendum.

D. Findings Related to Opportunity Sites within Folsom Boulevard Specific Plan. The following findings relate to the FBSP Amendment's designation of "Opportunity Sites." These findings are intended to supplement all findings with the FBSP Amendment related to the Opportunity Sites.

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i. Kassis Opportunity Site.

a. The Kassis property is located within an Opportunity Site designated Folsom Boulevard Residential Mixed Use in recognition of its suitability for residential development and its setting within a predominantly residential district. The site does have potential for employment oriented uses (both retail/commercial and office), which allows for the flexible mixed use designation.

b. The total area of the Kassis property exceeds 42 acres, although a small portion of the property is excluded from the Folsom Boulevard Specific Plan. This site is surrounded on three sides by residentially zoned lands (RD-20 and RD-5 to the west, RD-5 to the east and RD-2 to the north) and bordered by Folsom Boulevard on the south. A project with a substantial residential component would be complimentary to the surrounding existing uses.

c. Based upon the Kassis property being among a very few parcels on Folsom Boulevard with a significant area of undeveloped land, and its proximity to the planned Horn Road Light Rail Station, this property was designated within the City's General Plan Housing Element to include at least 10 acres of High Density Residential.

d. Beyond the residential development potential for this site, a retail/commercial or office component could compliment neighboring residents by providing nearby retail and employment opportunities while taking advantage of direct access to Folsom Boulevard and close proximity to the future Light Rail Station.

ii. Mather Mills Opportunity Site

a. The Mather Mills Opportunity Site includes numerous parcels located in close proximity to the Mather Mills Light Rail Station. Proposed land use designations within this Site include Residential, Commercial and Office/Industrial Mixed Use districts. Located adjacent to the Mather Mills Station and at the intersection of Mather Field Road and Folsom Boulevard, this Site presents unique opportunities for future development. These geographic attributes were likely a significant factor in the decision to locate the planned Los Rios Community College Campus at Folsom Boulevard and Paseo Drive.

b. The majority of development potential within this Site is located on the north side of Folsom Boulevard, both to the west and to the east of Paseo Drive. West of Paseo Drive includes approximately 12 acres proposed as Commercial Mixed Use ("CMU") and Residential Mixed Use ("RMU"). This area will contain the future Los Rios Community College campus (land designated as CMU). The balance of this area is designated RMU in recognition of the wide range of development potential presented by the site. As with other sites within the FBSP that are designated RMU or Medium Density Residential ("MDR"), this size of site provides special opportunities to accommodate a well-designed high density residential project. While this site also presents opportunities for commercial development, existing uses along

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the northern boundary of the site are residential, which results in any residential component on the site not being isolated from other residential uses. It is anticipated that higher density residential development along the northern boundary of this site will provide an effective transition between existing residential and future commercial uses along Folsom Boulevard. This RMU site was originally included in the FBSP in 2006 and is being retained in this update of the FBSP; this site's zoning will not be affected through this FBSP Amendment.

c. While the RMU designation requires that a minimum of 50 percent of finished floor area of development on the site must be residential, the RMU designation also allows a substantial non-residential component that will compliment both the on-site residential and the adjacent college campus. The City recognizes that the timing of various types of development can be unpredictable and has therefore modified requirements for the timing of development. Under previous regulations the residential component would have been required to be constructed before the commercial component could begin construction. This requirement has been modified to allow commercial development to proceed in an RMU site as long as it can be demonstrated that the site retains available capacity to meet the RMU residential requirements.

d. Lands within this Opportunity Site located to the east of Paseo Drive have been designated CMU in recognition of several factors, including: the Los Rios Community College District has acquired a portion of these lands and will be developing parking required for the College along the northern boundary of this area.

iii. Olson Island Opportunity Site

a. Olson Island was selected as an opportunity site due to its current uses and location. It is currently a retail commercial center serving the community and the region. The site is envisioned as a shopping destination where people come and have an extended stay to shop, eat, drink, and socialize. This area is expected to mature into an environment where visitors can park once and then walk to a variety of different businesses and public gathering places.

b. A mix of new and expanded retail, office, and entertainment uses are encouraged, with both horizontal and vertical integration. The area will continue to be home to a wide range of large national retailers and small independent businesses. A future international marketplace will capitalize on the synergy of established uses that reflect the diversity of the community (for example, KP International Market).

c. Small-scale civic uses such as a satellite library or community center could strengthen this area as a hub of activity for the entire City. Vibrant public seating or gathering spaces and a variety of social activities could bring residents, workers, and visitors to this central gathering place in the City.

ATTACHMENT 2**iv. Sunrise Opportunity Site**

a. The Sunrise Opportunity Site is characterized by two distinct areas, one north of Folsom Boulevard and one south of the boulevard. The area to the north, referred to as the “north subarea,” will be home to a future convention center and supporting uses, such as hotels, restaurants, and meeting spaces. This area also allows retail and office uses that support a convention center. The north subarea is a prime location for a performing arts and entertainment center/complex. Multi-story buildings are encouraged in this area. A walkable and bikable campus-like setting will host a variety of public gathering places for visitors to eat, relax, and socialize. This area is intended to implement the General Plan Convention Overlay Area and will be a special place in the City that is entertaining, vibrant, and inviting to tourists, visitors, and residents alike.

b. The area to the south, referred to as the “south subarea,” will expand on the current concentration of building supply, construction, furnishing, and material businesses with the intention of becoming a building trade center with interior design showrooms and outdoor demonstration gardens. This area also has potential for a trades building or “make it” business as a collaborative retail and/or work space for the concentration for building material businesses in the area. Other office and industrial uses will continue to thrive in this area. The south subarea will be more auto-oriented in nature with larger roads, developments, and parking and loading areas.

Section 3: Adoption of Folsom Boulevard Specific Plan Amendment.

The City Council hereby adopts the Folsom Boulevard Specific Plan Amendment, attached as **Exhibit 2A**.

Section 4: Amendment to the Rancho Cordova Zoning Code Map

The City Council hereby amends the Rancho Cordova Zoning Code Map for portions of the Folsom Boulevard Specific Plan, removing them from the Specific Plan, as shown on **Exhibit 2B** and amends the zoning designations as follows:

Parcel Number	FBSP Designation	Proposed Designation
075-0450-003	Urban Reserve – 2 (UR2)	Residential 3 (RD-3)
075-0440-008	Urban Reserve – 2 (UR2)	Residential 3 (RD-3)
075-0450-005	Urban Reserve – 2 (UR2)	Residential 3 (RD-3)
075-0313-001	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
075-0111-019	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
075-0121-004	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
075-0033-001	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
075-0033-002	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)

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075-0033-003	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
075-0111-020	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
075-0111-021	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
075-0112-009	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
075-0112-010	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
075-0112-011	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
075-0054-001	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
075-0112-004	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
076-0020-018	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
076-0033-017	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
076-0034-001	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
076-0020-009	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
076-0020-010	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
076-0020-015	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
077-0010-027	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0010-030	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0010-051	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0020-017	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0020-023	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0020-029	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0020-070	Urban Reserve – 1 (UR1)	Residential 25 (RD-25)
077-0010-031	Office Industrial Mixed Use (OIMU)	Office Industrial Mixed Use (OIMU)
077-0010-017	Urban Reserve – 1 (UR1)	Residential Mobile Home (RMH)
077-0171-019	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
077-0171-020	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
077-0171-021	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
077-0171-026	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0152-016	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
057-0152-017	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
057-0222-017	Urban Reserve – 1 (UR1)	High Density Residential (HDR)
057-0223-011	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0223-013	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0223-014	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)

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057-0223-015	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0223-016	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0223-020	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0223-022	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0223-023	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
057-0221-021	Urban Reserve – 1 (UR1)	Residential 20 (RD-20)
057-0221-002	Residential 5 (RD-5)	Residential 20 (RD-20)
057-0254-006	Commercial Mixed Use (CMU)	Residential 5 (RD-5)
057-0254-007	Commercial Mixed Use (CMU)	Residential 5 (RD-5)
057-0254-008	Commercial Mixed Use (CMU)	Residential 5 (RD-5)
057-0254-009	Commercial Mixed Use (CMU)	Residential 5 (RD-5)
057-0254-010	Commercial Mixed Use (CMU)	Residential 5 (RD-5)
057-0293-006	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
058-0034-005	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
058-0034-006	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)
058-0034-007	Urban Reserve – 1 (UR1)	Residential 30 (RD-30)

Section 5: Severability.

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

Section 6: Publication and Effective Date.

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

ATTACHMENT 2

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:

Dan Skoglund, Mayor

ATTEST:

Mindy Cuppy, CMC, City Clerk

2203348.3



PUBLIC HEARING DRAFT FOLSOM BOULEVARD SPECIFIC PLAN

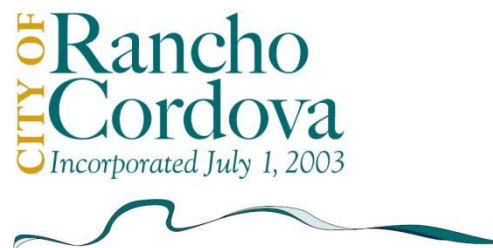


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Vision and Plan Goals

Vision for Folsom Boulevard

Over the next 10 years, Folsom Boulevard will continue its transformation into a safe and desirable place for new businesses to locate, existing businesses to prosper, and residents to congregate. Community events will draw people from around the city to visit the corridor. Public and private investments in businesses and public spaces will enhance the quality and character of the corridor.

Over the next 20 to 30 years, Folsom Boulevard will become an attractive and unique regional destination punctuated by vibrant and walkable commercial hubs of activity along the boulevard. A community college campus and a range of new housing, retail, convention, and trade destinations will attract more people to live, work, shop, and gather along this up-and-coming corridor.



Plan Goals

1. Support the **business community** as it continues to make its recovery.
 2. Establish the boulevard as a **unique and identifiable place** within the city.
 3. Increase **public safety** and improve the **aesthetic quality** of the corridor.
 4. Ensure Folsom Boulevard is **easy to navigate** for pedestrians, cyclists, transit users, and motorists alike.
 5. Revitalize Folsom Boulevard through appropriate **economic development** and **housing options**.
- 🚶 Create **distinct hubs** of commercial activity focused around **community gathering spaces**.

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INTRODUCTION

The Folsom Boulevard Specific Plan (FBSP or Specific Plan) is the primary planning tool the City will use to guide future development and redevelopment within the plan area. It seeks to increase the density of both housing and commercial activity; increase pedestrian, bicycle, and transit trips to, from, and through the area; increase the visibility of the corridor as a destination; and change the dynamic and image to that of a high demand, thriving urban area. While these goals have long been held, various factors have kept much of the vision from being realized. To better promote these goals, the regulatory process of this Plan has been simplified and more emphasis has been placed on encouraging diversity of uses, including transitional and temporary uses.

As a regulatory tool, specific plans implement general plans and guide development in a localized area. While the general plan is the primary guide for growth and development in a community, a specific plan is able to focus on the unique characteristics of an area and customize the planning process and land use rules to apply to that area. Legally, a specific plan is enacted pursuant to Section 65450 et seq. of the California Government Code.

Generally, this Specific Plan replaces the Zoning Code and previous Folsom Boulevard documents by establishing unique zoning districts, allowed uses, and development standards. Where the FBSP is silent

Chapter 1

Introduction

(e.g., sign regulations), it relies on Zoning Code provisions. Where there are conflicts between the zoning provisions in this Plan and the zoning provisions of the Zoning Code, the provisions in this Specific Plan prevail.

A. Purpose and Applicability

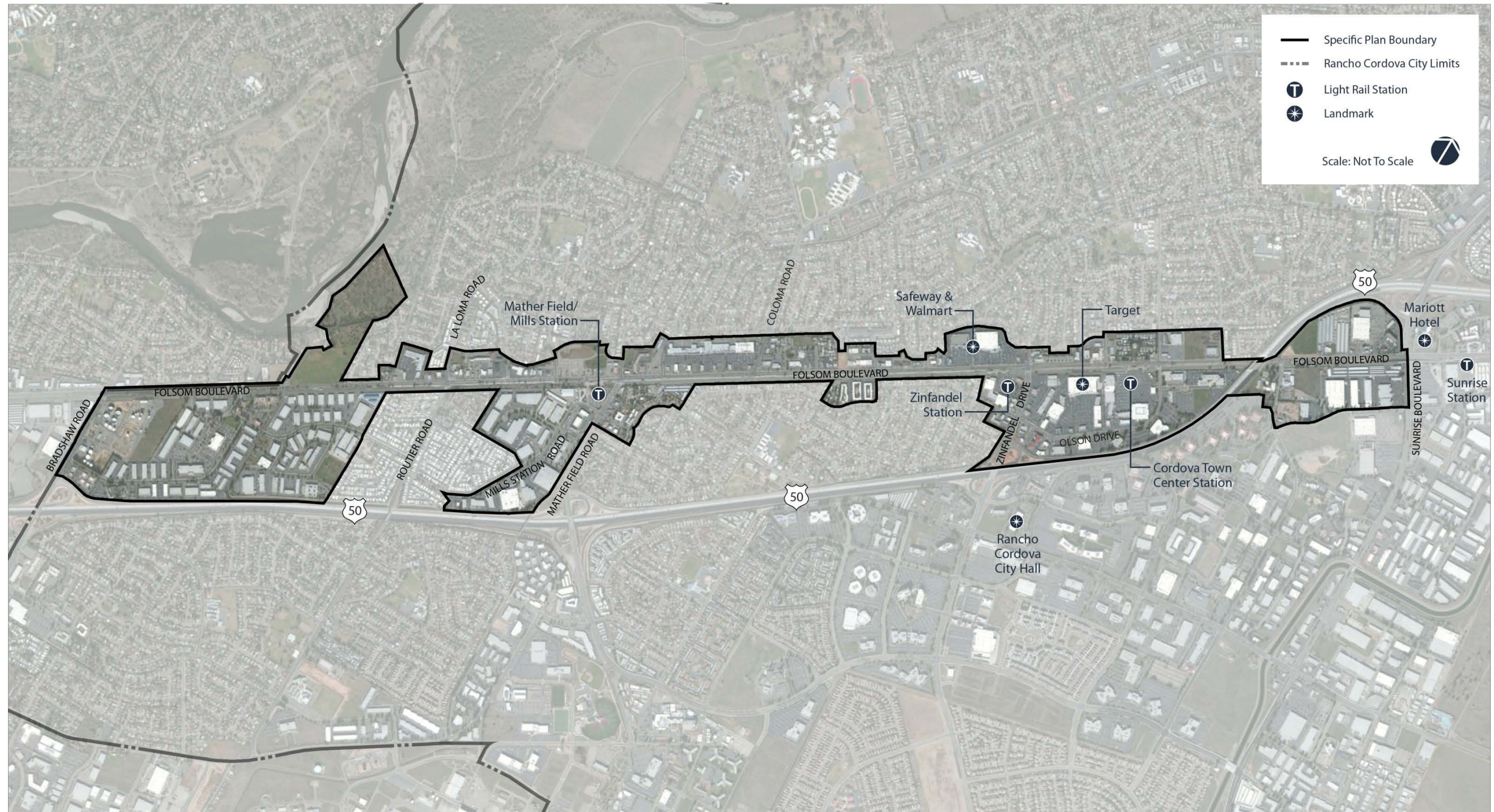
The purpose of the Folsom Boulevard Specific Plan is to establish a policy and regulatory document to assist in the long-term redevelopment of the plan area. It serves to encourage investment and business activity by ensuring a cohesive vision while allowing for a diverse mix of uses and development patterns. As a historic commercial travel corridor, the Boulevard's prime location parallel to US Route 50 (Highway 50), with both fixed heavy and light rail transit, places it in a unique position relative to other regional real estate. The Specific Plan identifies four key intersections (some at transit stops) that are designated as "opportunity sites" that have the greatest current potential to concentrate commercial activity, new residential mixed-use development, and new convention, trade, and employment uses. Because these areas have so much potential, the opportunity sites each have their own vision and modified set of standards that supplement or supersede the overall provisions of the Specific Plan. Finally, the FBSP also allows for the exercise of the Transit Oriented Development (TOD) Overlay Zone provisions outlined in the Zoning Code which extends one-quarter mile in all directions from a light rail transit stop and allows for higher density development.

The provisions in this Specific Plan apply to those parcels within the entire plan area described herein and illustrated in Figure 1-1 (Folsom Boulevard Specific Plan Area Map).

B. Folsom Boulevard Specific Planning Area

The FBSP area as illustrated in Figure 1-1 is approximately 4 miles in length and includes all of the parcels with frontage on Folsom Boulevard between Bradshaw Road and Sunrise Boulevard as well as some parcels contiguous to those adjacent properties. The plan area is part of the larger General Plan-designated Folsom Boulevard Planning Area, which extends along approximately 11 miles of Folsom Boulevard's length between Watt Avenue and Hazel Avenue. The FBSP is primarily a transitional plan for the next 10-year period. However, the long-term viability of larger-scale, integrated development has not been precluded. It is hoped that over time, increased activity and demand will stimulate larger investments in larger, integrated projects more in keeping with the true potential of Folsom Boulevard.

Figure 1: Folsom Boulevard Specific Plan Area Map

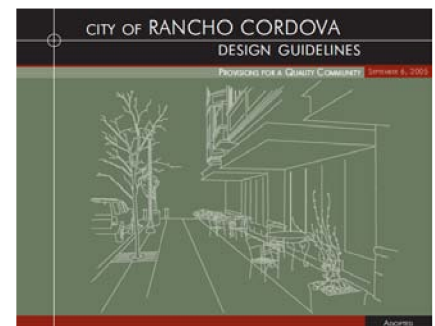
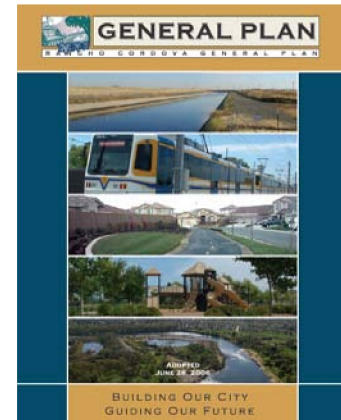


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C. Relationship to Other Plans and Regulations

The Folsom Boulevard Specific Plan relates to the City's other adopted plans as described below.

- **Rancho Cordova General Plan.** The FBSP implements and is required to be consistent with the City's current General Plan, including but not limited to the Land Use, Urban Design, Economic Development, Housing, and Circulation elements. Relevant concepts, policies, and standards from the Downtown Planning Area and Convention Overlay Area have been incorporated and adapted accordingly.
- **Rancho Cordova Zoning Code.** The FBSP replaces the Zoning Code regulations for property within the plan area. Where there is conflict between the provisions of the FBSP and the City's Zoning Code, the Specific Plan shall prevail. However, where the Specific Plan is silent on general site development regulations (e.g., landscaping, signage), the Zoning Code shall apply. This FBSP supersedes standards for the Convention and Downtown Overlay Districts in the citywide Zoning Code. At light rail transit stops, property owners within the designated quarter-mile radius may elect the TOD Overlay Zone development standards to supersede the FBSP.
- **Rancho Cordova Design Guidelines.** The FBSP includes some development and design provisions that are unique to the plan area. However, except as otherwise specifically stated, subsequent development within the plan area will be required to comply with the citywide Design Guidelines.
- **Bicycle, Pedestrian, and Transit Master Plans.** Public and private improvements within the FBSP area will be required to comply with the City's adopted Bicycle Master Plan, Pedestrian Master Plan, and Transit Master Plan. [See additional information in Chapter 6 \(Public Improvements\).](#)
- **Improvement Standards.** Public and private improvements within the plan area will be required to comply with the City's adopted Improvement Standards.



D. How to Use This Plan

The following statements provide simple guidelines for use of this Plan. See Chapter 3 (Project Review) for additional details.

- Citywide Design Guidelines apply to both minor and major development projects as defined in this Plan.
- If a building is simply changing tenants and keeping within the allowed land use table, or basic improvements are proposed for existing buildings, chances are the majority of information in the Plan doesn't apply.
- Generally, if new construction or expansion to an existing building is less than 5,000 square feet, the Planning Director may grant exemptions from certain site plan requirements. This is considered to be minor development reviewed and approved by the Planning Director, whether or not the project is located in an opportunity site.
- Generally, if new construction or expansion to an existing building is equal to or more than 5,000 square feet in size both within or outside ~~and located within~~ any of the four designated opportunity sites, additional development standards apply and review and approval comes from the City Council.



LAND USE PLAN AND ALLOWED USES

A. Land Use Framework

The land use framework provides an organizing structure for where and how new development and redevelopment within the plan area will occur. It takes into consideration the current assets of Folsom Boulevard, such as concentrations of commercial activity at key intersections and access to the freeway and light rail, and provides an organizing framework for how the Specific Plan will build on these assets to successfully revitalize the corridor. This framework also respects historic development patterns and all of the work that has been accomplished over the past 10 years, recognizing the viability of existing buildings and uses. As such, the land use framework assumes an overall gradual revitalization of existing buildings and uses with a focus on change and transformation of key opportunity sites along Folsom Boulevard (see Figure 2-1). These opportunity sites currently appear to have the greatest potential for economic activity with the widest range of new development capacity. The four designated opportunity sites along Folsom Boulevard are:

- 1) Kassis Opportunity Site
- 2) Mather Mills Opportunity Site
- 3) Olson Island Opportunity Site
- 4) Sunrise Opportunity Site

Chapter 2

Land Use Plan and Allowed Uses

Figure 2-1 Land Use Framework Diagram

B. Land Use Plan and Designations

The Folsom Boulevard Specific Plan goals, vision, and land use framework are implemented through the land use designations applied to properties throughout the plan area. The corresponding allowed use provisions are listed in this chapter (Sections C and D). Development standards are found in Chapter 4 and opportunity site provisions (Chapter 5) define the characteristics that new development should take. This section includes a listing and description of the land use designations for the plan area, along with a land use diagram showing where those land use designations apply throughout the FBSP area.

1. Land Use Designations

There are five special land use (zoning) designations within the FBSP, as listed below. Similar corresponding land use designations appear in the citywide Zoning Code. However, the allowed use regulations and development standards within the plan area are slightly different from those in the Zoning Code. Therefore, the symbol for each of the districts within the FBSP area includes an “FB-” preceding the district name.

- Medium Density Residential District (FB-MDR)
- High Density Residential District (FB-HDR)
- Residential Mixed-Use District (FB-RMU)
- Commercial Mixed-Use District (FB-CMU)
- Office Industrial Mixed-Use District (FB-OIMU)

Each of the five land use designations is listed and described below, along with a series of representative images. See the Land Use Plan for specific parcel designations within the plan area.

Land Use Plan and Allowed Uses

Medium Density Residential District (FB-MDR)	This district designates property for the development of a wide range of housing types with a density range between 6.1 and 18.0 dwelling units per acre. The FB-MDR district is intended for higher-density single-family homes (attached or detached), condominiums, and small apartment complexes. This district provides a compatible transition between the lower-density residential neighborhoods of the city and the urban centers.
	
High Density Residential District (FB-HDR)	This district designates property for the development of residential uses with a density between 18.1 and 40.0 dwelling units per acre. The FB-HDR district is intended for higher-density residential development, such as apartments, condominiums, lofts, and other multistory residential uses. This district is typically located along major roadways and transit corridors near and adjacent to or within service and employment centers.
	
Residential Mixed-Use District (FB-RMU)	This district is intended to designate property primarily for the development of medium- and high-density housing (between 6.1 and 40.0 dwelling units per acre). However, properties with this designation may also include office and/or commercial services. Residential and nonresidential uses may be integrated vertically and/or horizontally and may be developed separately in phases consistent with the allowed use and development standards in Chapters 4 and 5, respectively.
	

Chapter 2

Land Use Plan and Allowed Uses

Commercial Mixed-Use District (FB-CMU)	This district is intended to designate property primarily for commercial development. However, properties with this designation may also include office and/or residential uses. In multiple-story buildings, commercial uses are the predominant use on the ground floor, occupying at least 50 percent of the ground-floor area. Commercial retail and service uses (including general retail, and personal services) are permitted by right, and more intense commercial and service uses are conditionally permitted. Business and professional office uses, as well as residential uses with a density between 10 and 18 units per acre, are also permitted by right when integrated vertically or horizontally with commercial uses.	
Office Industrial Mixed-Use District (FB-OIMU)	This district is intended to designate property for a wide range of office and light industrial development. The FB-OIMU district is intended for the seamless integration of office and light industrial uses with supporting retail and service uses. Offices may be developed in an office park setting, but most office and light industrial development stands alone. Commercial and other support services may be integrated vertically and/or horizontally in this district, but the predominant use of integrated developments is office and/or light industrial. Public and quasi-public uses are permitted by right in this district.	

Land Use Plan and Allowed Uses

2. Land Use Plan

The FBSP land use plan (Figure 2-2) shows where the five land use designations listed in the previous section are applied to real property (individual parcels along Folsom Boulevard) within the plan area. Additionally, the land use plan establishes the boundaries for each of the four opportunity sites along the corridor (Kassis, Mather Mills, Olson Island, and Sunrise).

The FBSP land use plan respects existing development patterns and investments throughout the corridor while establishing new opportunities for expansion or redevelopment of existing buildings and the consolidation of neighboring properties. At the four designated opportunity sites, the land use plan establishes a range of mixed-use designations to allow for a wide range of new development in order to maximize corridor locational assets.

C. Allowed Uses by Land Use Designation

The purpose of this section is to establish allowed land uses and corresponding permit requirements for each of the five land use designations within the Folsom Boulevard Specific Plan. Allowed land use provisions herein are consistent with and implement the corresponding land use designations in the City's General Plan. Sections C and D herein include allowed use regulations for both permanent and temporary or transitional uses. For ease of use, the land use tables are divided into two distinct patterns—residential and mixed use.

This plan establishes allowed use regulations that are distinct from similar citywide zoning districts (RMU, CMU, OPMU/OIMU, HDR, MDR). In some cases, FBSP allowed use regulations are less restrictive (e.g., office uses in the commercial designation) and in some cases more restrictive due to existing over concentrations (e.g., check cashing). These distinctions are intended to respect existing uses, expand opportunities to re-tenant existing commercial buildings, and restrict an overconcentration of certain uses along Folsom Boulevard.

1. Land Use Classification

In order to simplify land use regulations, land uses listed in this chapter have been grouped into general categories on the basis of common function, product, or compatibility characteristics. These allowed use categories are called “use classifications.” Use classifications describe one or more uses having similar characteristics but do not list every use or activity that may appropriately be within the classification. For example, “personal services” includes a wide range of individual personal service uses (beauty parlor, dry cleaning, tanning salons, tailors). Rather than listing all such uses individually in the table, “personal services” is listed once. Each land use is described in Chapter 8 (Glossary).

The following rules apply to use classifications:

Chapter 2

Land Use Plan and Allowed Uses

- **Uses Not Listed.** Land uses that are not listed in Tables 2-1 and 2-2 are not allowed, unless determined to be similar in nature (see similar uses below).
- **Similar Uses.** When a use is not specifically listed in this chapter, it shall be understood that the use may be permitted if the Planning Director determines that the use is substantially similar to a listed use based on established criteria and required findings outlined in Zoning Code Section 23.122 (Similar Use Determination). It is further recognized that every conceivable use cannot be identified in this chapter. Anticipating that new uses will evolve over time, the Planning Director may make a Similar Use Determination based on the proposed uses impacts and its compatibility with uses allowed in the given district.
- **Nonconforming Uses.** It is the City's intent to limit the creation of new nonconforming land uses as a result of the adoption this Plan, and no existing businesses will currently be affected by this Plan, unless they are out of business for more than 18 months. Nonconforming activities and structures are addressed thoroughly in Chapter 3 (Project Review).
- **Illegal Uses.** No use that is illegal under local, state, or federal law shall be allowed in any land use designation within the plan area.

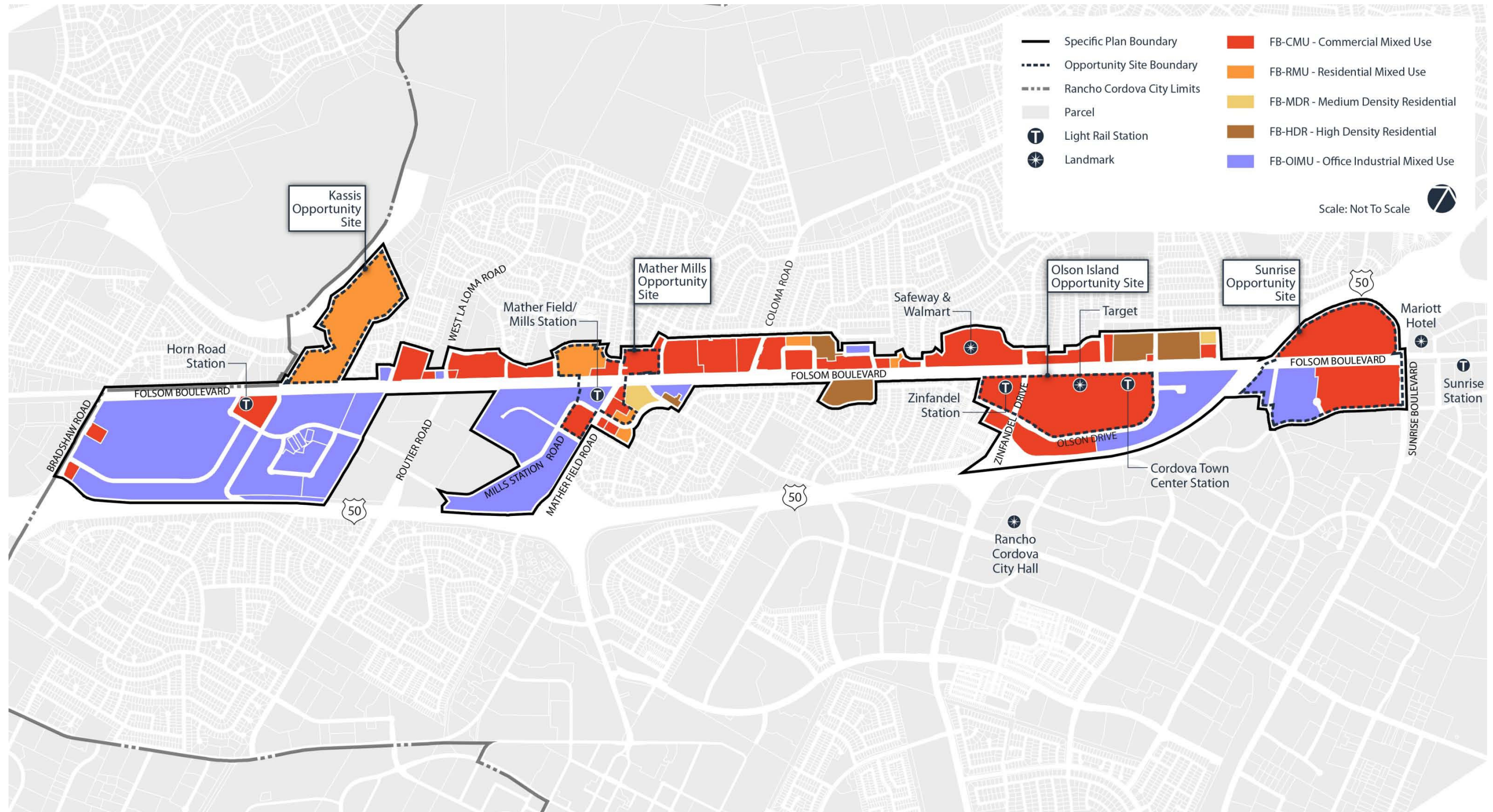
2. Allowed Use Tables

The Allowed Use Tables (Table 2-1 and Table 2-2) establish use regulations for each of the five land use categories within the plan area. There are two residential districts (Table 2-1) and three mixed-use districts (Table 2-2). The mixed-use zoning categories make up the majority of the land use designations within the Specific Plan. The primary difference in each of these mixed use categories is in the primary use, percentage, mix, and orientation of the majority of activity in the district.

Consistent with the description of each mixed-use district, there is an intended primary or predominant use (e.g., retail use in the commercial mixed-use district). As noted in Table 2-2, secondary uses (e.g., office or residential use in the commercial mixed-use district) are generally limited to less than 50 percent of the gross floor area of the integrated development as a secondary use only. Additionally, Chapter 4 (Development Standards) stipulates that the secondary use in a mixed use district may only be developed in advance of or in conjunction with the predominant or primary use. However, there are two noteworthy exceptions related to these allowed use provisions, which are also listed in Chapter 4 (Development Standards):

1. In the FB-CMU district, non-commercial use may exceed 50 percent of the building square footage where two or more stories are proposed with a vertical mixed use project. Under that scenario, the majority of ground floor square footage shall be at least 50 percent commercial use.
2. In the FB-RMU district, non-residential use may be developed in advance of residential use so long as the assumed residential potential of the project site is maintained to the City's satisfaction.

Figure 2-2 FBSP Land Use Plan



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Land Use Plan and Allowed Uses

Permitted use provisions are symbolized in Tables 2-1 and 2-2 as follows:

- P = land use permitted by right
- A = land use permitted with approval of and Administrative Use Permit
- L = land use permitted with approval of a Limited Use Permit
- C = land use permitted with approval of a Conditional Use Permit
- N = land use not permitted

Table 2-1 Use Table for Medium and High Density Residential Classifications

Land Use Classifications	FBSP Land Use Designations	
	FB-MDR	FB-HDR
Residential Use Listings		
Child Day Care Facility	C	C
Caretaker Housing	N	P
Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care)	P	P
Dwelling, Multifamily	P ¹	P ¹
Dwelling, Second Unit	P ²	N
Dwelling, Single-Family	P ¹	L ¹
Dwelling, Two-Family	P ¹	L ¹
Family Day Care Home, Large	C	C
Home Occupation	P	P
Live-Work Facility	P ¹	P ¹
Community Service Use Listings		
Club, Lodge, Private Meeting Hall	L	N
Community Center	L	N
Community Garden	L	N
Library, Museum	P	N
Park, Public Plaza	P	P
Public Safety Facility	P	P
Religious Institution	P	N
School – Public	P	P
School – Private, Special/Studio	P	N

Chapter 2

Land Use Plan and Allowed Uses

Land Use Classifications	FBSP Land Use Designations	
	FB-MDR	FB-HDR
Utility, Transportation, and Communication Use Listings		
Telecommunications Facility	L ³	L ³
Utility Facility or Infrastructure	L ⁴	L ⁴
Retail, Service, and Office Listings		
Bed and Breakfast	L	L
Medical Services – Extended Care	C	N

Notes:

1. For allowed density range, see development standards listed in Chapters 4 (Development Standards) and 5 (Opportunity Sites).
2. Second dwelling units shall be consistent with development standards listed in the City's Zoning Code.
3. Subject to the provisions of the Telecommunications Facility section of the City's Zoning Code (23.907.020).
4. Subject to the provisions of the Utility, Facilities, and Infrastructure section of the City's Zoning Code (23.907.030).

Land Use Plan and Allowed Uses

Table 2-2 Use Table for Mixed Use Classifications

Land Use Classifications	FBSP Land Use Designations		
	FB-RMU	FB-CMU	FB-OIMU
Residential Use Listings			
Child Day Care Facility	P	C	C
Caretaker Housing	P	P	P
Day Care Home (Adult Day Care, Family Day Care (Small), and Residential Care)	P	N	N
Dwelling, Multifamily	P ¹	P ¹	N
Emergency Shelter	P	N	P
Family Day Care Home, Large	C	N	N
Live-Work Facility	P ¹	P ¹	P
Community Service Use Listings			
Club, Lodge, Private Meeting Hall	P ²	P	P
Community Center	P	P	A
Community Garden	P	A	A
Indoor Amusement/Entertainment	C ²	P	P
Indoor Fitness and Sports Facility	C ²	P	A
Library, Museum	P ²	P	P
Outdoor Commercial Recreation	A	A	P
Park, Public Plaza	P ²	P	A
Public Safety Facility	P ²	P	P
Religious Institution	P ²	P	P
School – Public	P ²	P	P
School – Private, Special/Studio	P ²	P	P
Theatre, Auditorium	C ²	P	P
Utility, Transportation, and Communication Use Listings			
Heliport	N	C	C
Park-and-Ride Facility	N	P	P
Telecommunications Facility	L ^{2, 3}	L ³	P ³
Transit Station or Terminal	N	P	P
Utility Facility or Infrastructure	L ^{2, 4}	L ⁴	L ⁴
Retail, Service, and Office Listings			
Alcoholic Beverage Sales	N	C	C

Chapter 2

Land Use Plan and Allowed Uses

Land Use Classifications	FBSP Land Use Designations		
	FB-RMU	FB-CMU	FB-OIMU
Artisan Shop	L	P	P
Artisanal and Specialty Manufacture, Display and Sales	N	A⁵	A⁵
Art, Antique, Collectable	L	P	P
Bank, Financial Services	P ²	P	P
Bar, Nightclub	C ^{6, 2}	C ⁵	C ⁵
Bed and Breakfast	P ²	N	N
Brewery, Winery, Distillery	N	L	L
Building Material Store and Yard	N	P ⁶	L ⁷
Business Support Services	L ^{7, 8, 2}	P	P
Drive-In/Drive-Through Sales/Services	N	C	C
Light Home Repair & Event and Office Equipment Sales and Rental	N	P⁷	P⁷L
Home Improvement Supplies	L ²	L ²	P ⁹
Hotel/Motel	C ²	P	C
Kennel	N	C	L
Medical Services – Extended Care	P ²	C	C
Medical Services – General	P ²	P	P
Medical Services – Hospital	P ²	P	P
Office – Business and Professional	L ^{2, 7}	P	P
Office – Accessory	P ²	P	P
Personal Services	P ^{2, 8}	P	P
Restaurant	L ²	P	L ²
Retail – Accessory	L ²	P	P
Retail – General	L ^{2, 9}	P	P
Veterinary Facility	N	P	P
Automotive and Vehicle Use Listings			
Auto Parts Sales	N	P ⁹	N
Auto/Vehicle Retail Sales/Rental	N	C	N
Car Wash and Detailing	N	C ¹⁰	N
Service Station	N	C	N
Vehicle Services – Minor	N	C ¹⁰	AN

Land Use Plan and Allowed Uses

Land Use Classifications	FBSP Land Use Designations		
	FB-RMU	FB-CMU	FB-OIMU
Industrial, Manufacturing, and Processing Use Listings			
Manufacturing – Minor	N	N	L
Manufacturing – Small-Scale	N	P	P
Printing and Publishing	N	C	P ¹⁰
Research and Development	N	N	P
Storage, Personal	N	N	C
Storage, Warehouse	N	N	P
Special Regulated Uses			
Card Room	N	N	N
Check Cashing Business	N	N	N
Massage Parlor	N	N	N
Pawnshop	N	N	N
Recycling Facility, Collection Facility	N	N	C
Sexually Oriented Business	N	N	N
Smoke Shop	N	N	N
Tattoo Parlor	N	N	N
Thrift Store	N	N	N

Notes:

1. See the density allowance in the development standards for the corresponding land use designation as listed in Chapters 4 (Development Standards) and 5 (Opportunity Sites).
2. Limited to less than 50 percent of the gross floor area of the integrated development as a secondary use only. See exception for vertical mixed use in the FB-CMU as outlined in Chapter 5 (Development Standards).
3. Subject to the provisions of the Telecommunications Facility section of the City's Zoning Code (23.907.020).
4. Subject to the provisions of the Utility, Facilities, and Infrastructure section of the City's Zoning Code (23.907.030).
5. In an effort to add retail vibrancy, formalize display opportunities, and create a free flow of sales interaction along Folsom Boulevard, the minimum amount of interior sales and display space shall be 25% located to maximize public accessibility.
6. All forms of speaker amplification exterior to the building shall be prohibited unless authorized in project approval.
7. All activities shall occur within a completely enclosed building or screened from view behind a fence or wall.
8. Maximum gross floor area is less than 5,000 square feet.
9. All activity and storage must be located within an enclosed structure.
10. No portion of the use shall be located within 500 feet of an intersection within the FB-CMU district.

Chapter 2

Land Use Plan and Allowed Uses

D. Temporary and Transitional Uses

Temporary and Transitional Uses are allowed within any of the mixed use zones of the Folsom Boulevard Specific Plan area through a Temporary Use Permit (TUP) consistent with the process outlined in the Chapter 23.922 of the City's Zoning Code. Consistent with RCMC 23.922.020(B), any temporary or transitional use that will be in place for a time period longer than otherwise allowed by the Code may apply for an Administrative Use Permit (AUP) for said activity. For some transitional uses, an AUP may be more appropriate than a TUP.

1. Temporary Uses

Temporary Uses, as described in the citywide Zoning Code, relate primarily to short duration activities and temporary signs and advertisements. These uses involve little or no permanent physical improvements. By nature they have no inherent rights or intent of permanence, rather they are activities that serve a temporary community need or purpose, such as fundraisers, social events, and seasonal sales such as pumpkins or Christmas trees, tent sales or street fairs. In addition to the TUP requirements, any proposed temporary use is subject to comply with all applicable Building, Fire, and other Agency standards.

2. Transitional Uses

Transitional Uses provide a limited-term option to generate commerce and community activity along Folsom Boulevard. Underutilized shopping centers with vacant tenant spaces and large unused parking areas represent typical sites for Transitional Uses. Transitional uses include, but are not limited to, art installations in vacant storefronts, buildings, parking lots or vacant lots, pop-up retail shops or restaurants, temporary offices in modular structures, parklets, or weekly events/festivals. Allowable transitional uses shall be determined by the Planning Director based on the proposed contribution the use will provide to stabilizing or revitalizing the economic and community environment of the corridor. These uses are intended to serve as a bridge between current underutilized conditions and the ultimate redevelopment of properties on the Boulevard. ~~As such, they involve limited physical investment (no major new construction, no new permanent foundations, etc.) and are developed with a clear understanding of the limited duration of the use.~~

Transitional Uses are intended to provide a range of economic benefits, including but not limited to: increasing foot traffic and overall economic activity in a generally underutilized commercial location; providing income to property owners while "holding" a property for a larger, integrated mixed-use project at a later time; and, allowing use of a property for which traditional new construction is not feasible under current economic conditions. While transitional uses will be developed with the understanding of the limited duration of the proposed use, all applicable Building and Safety regulations must be complied with prior to occupancy of any existing building in the corridor. Any applicant for a transitional use shall coordinate with the City's Building Department prior to issuance of the Planning permits to ensure all standards are met by the project.

Land Use Plan and Allowed Uses

Transitional Uses may be approved for a maximum of one year. As indicated above, a transitional use proposed for a longer duration than one year may request an AUP in lieu of a TUP. ~~However, there is no prohibition for the successive approval of a Transitional Use where it can be demonstrated that the original findings for approval remain valid.~~

In addition to the required findings for a TUP in Chapter 23.116 or an AUP in Chapter 23.125 of the Zoning Code, the Planning Director must make the following additional finding for Transitional Uses:

- The use or activity will contribute to the stabilization or revitalization of the economic and/or community environment of the neighboring properties and/or the corridor in general.

~~Transitional uses along Folsom Boulevard may include, but are not limited to:~~

- ~~1) Art installations in vacant storefronts, buildings, parking lots, or vacant lots.~~
- ~~2) Pop-up retail shops or restaurants, similar in nature to temporary buildings or kiosks that can be installed non-permanently in parking lots, in abandoned rights-of-way, perhaps near transit stops, or in other locations where these uses would complement the other activities in these locations. This is not to be construed as including mobile food carts, which are regulated through vendor licensing and are brought in and removed on a daily basis.~~
- ~~3) Temporary offices, similar to the above but in modular type structures.~~
- ~~4) Parklets. This concept is for the generation of public events and gathering spaces that are associated with supervised children's play areas, or picnic or public community garden spaces, where the activity, investment, and responsibility are made by a group, nonprofit, or neighborhood for a season or two.~~
- ~~— Events/festivals that can occur on a weekly basis, such as an ongoing farmers market, or for a holiday season, such as a Christmas Village for children, craft sales, and shows.~~
- ~~5) Other temporary uses determined by the Planning Director to contribute to the stabilization or revitalization of the economic and/or community environment of neighboring properties and/or the corridor.~~

Land Use Plan and Allowed Uses

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PROJECT REVIEW

A. Plan Administration

The City's designated planning agencies (Planning Department staff and City Council) will have primary responsibility for ensuring implementation of the Folsom Boulevard Specific Plan. As with all development in the city, any entitlement process requires review to ensure consistency with the land use plan and zoning for the area. All properties within the FBSP area are subject to the land use and development standards in this document. This chapter establishes the requirements for review of projects within the FBSP area and the procedures for completing project reviews. The City is committed both to the long-term enhancement of the character and quality of development on the boulevard and to the near-term attraction of private investment to the corridor. Recognizing that many near-term development opportunities will involve small-scale projects, the City has established project review procedures that address three tiers of development—Exempt, Minor, and Major Projects—as described herein.

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Project Review

B. Development Review

New development and redevelopment (reuse and building modification) within the plan area is generally subject to City approval. Approvals may include, but are not limited to, lot mergers and maps, Temporary Use Permits, Conditional Use Permits, and Design Review (minor and major). Individual project applications will be reviewed to determine consistency with the FBSP and other associated regulatory documents. Unless otherwise noted in this Plan, project reviews within the Plan area shall be conducted consistent with the procedures and requirements established in the City of Rancho Cordova Zoning Code. While review procedures in the plan area are typically dictated by the Zoning Code, the allowed uses and the development standards applicable in the plan area are set forth within this FBSP.

C. Project Type and Review Process

Generally, three categories of project types require subsequent review by the City for property located within the plan area, as follows:

- **Lot Changes.** This category of project includes lot mergers, lot splits, parcel and subdivision maps, as well as integrated developments. City rules and processes for these types of projects are the same everywhere within the city limits and are outlined in various locations of the Municipal Code. In other words, no special provisions or processes apply within the FBSP.
- **Land Use Changes.** This category of project includes any change of use within an existing building or site, any new use in a new building or site, and temporary and transitional uses. The FBSP does include allowed use provisions for permanent, temporary, and transitional uses as outlined in Chapter 2 (Land Use Plan and Allowed Uses). This Plan also identifies permit requirements associated with allowed uses (Conditional Use Permit, Limited Use Permit, Administrative Use Permit, and Temporary Use Permit) and refers to the citywide permit process for review of any required use permits consistent with the provisions in this Plan.
- **Structural/Physical Changes.** This category of project includes any structural or physical change to an existing building, any new structure, and temporary structures. The FBSP includes development standards for structural or physical changes, which vary depending on the scale or magnitude of change as outlined in Chapter 4 (Development Standards). Generally, the City requires Design Review for structural/physical changes that are not otherwise exempt. The City defines two levels of Design Review: Minor Design Review is acted upon by the Planning Director and Major Design Review is acted upon by the City Council. The process for Design Review entitlements is consistent with the citywide permit process outlined in the Zoning Code.

To simplify project type and review requirements for subsequent development within the plan area, this chapter of the FBSP defines projects as Exempt, Minor, or Major in subsection 1 below with reference to applicable provisions in subsequent chapters of the Plan. However, the City recognizes that not all projects match the City's regulations perfectly. In some cases, applicants will bring forward projects with demonstrated community benefits that are not consistent with some portion of the City's regulations. In these cases, the City may consider granting an Exception subject to the provisions of subsection D of this chapter. Finally, some uses that were established legally in the past may no longer be consistent with current City regulations. Such uses are referred to as legal non-conforming uses, and subsection E of this chapter explains how these uses are addressed by the City.

1. Exempt Projects, Minor Projects, and Major Projects

Prior to processing a development application, staff will consult with potential applicants to determine what level of review is required and the process for completing that review.

a) Exempt Projects

The following uses, structures, and improvements are considered exempt projects and are not generally subject to review under this FBSP. However, such uses and structures may still require additional permits, such as a City business license or building permit, to ensure compliance with adopted Building Code standards and Zoning Code provisions.

- 1) Uses [in an existing structure](#) that are permitted by right (P) as identified in Chapter 2 (Land Use Plan and Allowed Uses) of this Plan [with little or no changes to the exterior, except in conformance with all other limitations below.](#)
- 2) A single-family custom home on a lot that is consistent with existing zoning.
- 3) An addition to a single-family residential home that is consistent with existing zoning.
- ~~4) Parcel Map for a single-family residence.~~
- ~~5)4) Additions to nonresidential structures less than 1,000 square feet in size.~~
- ~~6)5) Accessory structures consistent with provisions of Zoning Code Chapter 23.734 (Residential Accessory Structures).~~
- ~~7)6) Repairs, maintenance, and restoration of buildings, site improvements, or structures that do not substantially alter the appearance of the site or structures.~~
- ~~8)7) Painting, restoration to original condition, windows and window treatments, door installations, and minor façade improvements that involve less than 100 linear feet of building face.~~
- ~~9)8) Changes to site plan elements that are not specifically required by the citywide Zoning Code (e.g., decorative elements and landscaping that are not specifically required in the citywide landscape requirements).~~

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~~10)9)~~ Interior alterations that do not increase the gross floor area within the structure or change/expand the permitted use of the structure.

~~11)10)~~ Second dwelling units subject to California Government Code Section 65583.1.

~~12)11)~~ Construction, alteration, or maintenance by a public utility or public agency of underground or overhead utilities intended to service existing or nearby approved developments (e.g., water, gas, electric, or telecommunication supply or disposal systems, including wires, mains, drains, sewers, pipes, conduits, cables, fire-alarm boxes, police call boxes, traffic signals, hydrants, and similar facilities and equipment).

b) Minor Projects

The following uses, structures, and improvements are considered Minor Projects, are subject to review under this FBSP, and will require one or more permits or entitlements ~~decided that are~~ acted upon by the Planning Director ~~or the City Council~~ consistent with this Plan.

- 1) Uses allowed subject to an Administrative Use Permit (AUP) or Limited Use Permit (LUP) as identified in FBSP Chapter ~~4-2~~ (Land Use Plan and Allowed Land Uses) ~~which also conform to the other minor structural modifications listed below in this section.~~
- 2) New construction of a nonresidential building or structure or expansion of an existing nonresidential structure that results in less than 5,000 square feet additional building area in all zoning districts unless exempt in Zoning Code Section 23.140.030 are subject to Minor Design Review.
- 3) Nonresidential façade renovations that involve less than 200 linear feet of façade frontage of an existing building, unless exempt in Zoning Code Section 23.140.030, are subject to Minor Design Review.
- 4) Significant changes to multi-family and all nonresidential site plans that impact required site plan elements (e.g., required parking, shade canopy, lighting, landscaping) are subject to Minor Design Review.
- 5) The exterior remodel of multi-family residential buildings or structures are subject to Minor Design Review.

c) Major Projects

The following uses, structures, and improvements are considered Major Projects, are subject to review under this FBSP, and will require one or more permits or entitlements ~~decided that are~~ acted upon by ~~the Planning Director or~~ the City Council consistent with this Plan.

- 1) Uses subject to a Conditional Use Permit (CUP) as identified in FBSP Chapter 2 (Land Use Plan and Allowed Uses).
- 2) Single-family residential subdivision maps are subject to the Major Design Review and Tentative Subdivision Map entitlement processes.

- 3) Master home plans for single-family residential subdivisions [are subject to Major Design Review](#).
- 4) Multi-family residential development [is subject to Major Design Review](#).
- 5) Commercial development equal to or greater than 5,000 square feet in building area (including new construction and expansion to existing structures) [is subject to Major Design Review](#).
- 6) Office development equal to or greater than 5,000 square feet in building area (including new construction and expansion to existing structures) [is subject to Major Design Review](#).
- 7) Industrial development equal to or greater than 5,000 square feet in building area (including new construction and expansion to existing structures) [is subject to Major Design Review](#).
- 8) Public/quasi-public developments (e.g., public safety facilities, library, city facilities) equal to or greater than 5,000 square feet in building area (including new construction and expansion to existing structures) [are subject to Major Design Review](#).
- 8) [Exceptions to Development Standards](#).

2. Project Review Process and Timeline

[As previously identified, the project review process for projects located within FBSP shall comply with the permit processing requirements in the Citywide Zoning Code. However, in order to provide some degree of certainty or predictability, the City has identified the following range of project review timelines for projects located within the plan area. These project review timelines commence with the determination of a complete application for the various entitlements listed below. The range of time takes into consideration varying degrees of project complexity.](#)

Permit or Entitlement Type	Estimated Timeline to Decision/Action
Administrative Use Permit	4 to 6 weeks
Limited Use Permit	4 to 6 weeks
Conditional Use Permit	6 to 10 weeks
Minor Design Review	6 to 10 weeks
Major Design Review	8 to 12 weeks

D. Exceptions

The City Council supports the vision and development standards established in the Folsom Boulevard Specific Plan and encourages all developers to review and adhere to the strict application of these standards when designing future projects. The City Council also recognizes the real-world challenges that the vision and development standards present in a depressed economy and as such, desires to provide additional flexibility for projects that will benefit the community in specific, identified ways. In conjunction with Major Design Review, project-level CEQA review, and any other required entitlements,

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an applicant may request that the City Council approve an exception to allow a development project that does not strictly adhere to the Specific Plan or to other City development standards.

The City Council may grant an Exception for any development standard in the FBSP if the use is permitted as outlined in this Plan and the project meets at least four of the following six conditions:

- 1) Will fulfill a compelling community need, as indicated by an existing City goal, General Plan policy, budget priority, or other Council-adopted policy document.
- 2) Will improve an existing blighted situation by removing 100 percent of the blight located on the subject property.
- 3) Will provide unmet services to a currently underserved community.
- 4) Will create at least 15 new permanent full-time jobs (or new jobs equivalent to at least 15 full-time equivalents) or a minimum of 1 job per 500 square feet.
- 5) Will generate annual sales tax contributions to the City in excess of \$25,000.
- 6) Investments in the property will increase the property tax revenue for the subject parcel(s) by at least 250 percent.

To the extent practical, development projects should comply with FBSP development standards. All projects remain subject to Design Review as established in Sections 23.140 and 23.141 of the Zoning Code. An Exception request must be included and will be reviewed in conjunction with the project's Design Review application. It is the applicant's responsibility to request relief from specific provisions of the FBSP development standards and provide justification for why standards cannot be met. It is also the applicant's responsibility to provide evidence of compliance with at least four of the conditions listed above to support the Exception request. The City Council is the approving authority for all Exception requests.

Under no circumstance shall an Exception result in any of the following:

- Allow a land use not otherwise permitted or conditionally permitted in the zone
- Allow a detrimental environmental impact not adequately analyzed
- Waive payment of applicable impact fees
- Waive a specific prohibition
- Waive or modify a procedural requirement

The procedure for granting Exceptions allowed under this provision is provided in Section 23.110.150(D) of the City's Zoning Code. In granting the Exception, the City Council shall make the following findings:

- 1) The proposed project qualifies for an Exception by meeting at least four of the six conditions required for granting of an Exception as defined above.

- 2) The City Council has determined that the proposed project has adhered to the vision of the Folsom Boulevard Specific Plan to the fullest extent practicable.
- 3) The applicant has provided substantial evidence that the conditions for the Exception will be met following construction and operation of the project. Further, the applicant has agreed to conditions of approval guaranteeing these requirements will be met or exceeded throughout the life of the project.
- 4) Granting the Exception will not adversely affect the interests of the public or the interests of the residents and property owners in the vicinity of the premises in question, and shall not establish a precedent for other project requests.
- 5) Granting the Exception will not endanger the public health and safety.

E. Nonconforming Uses and Structures

The FBSP assumes changes in land use and development patterns from existing conditions over time. This section establishes special considerations and exceptions to the FBSP regulations for nonconforming land uses and structures that were legal uses or structures when first established. If the same uses or development patterns came forward today, they would be prohibited, regulated, or restricted differently under the terms of the FBSP. It is the intent of these regulations to allow the continuation of nonconforming uses and structures, with some limitations as described below.

1. Continuation, Re-Occupancy, and Maintenance of Nonconforming Uses and Structures

- a) A nonconforming use may continue to operate in perpetuity, be transferred, or be sold, provided that the use shall not be enlarged or intensified nor be expanded to occupy a greater area than it lawfully occupied before becoming nonconforming (except as provided in the Nonconforming Use Permit Procedures subsection below). Any use approved as of the date this chapter becomes effective may be carried out as approved. Any extension of such approval, for which the applicant was entitled to apply as of the effective date, may be granted according to the regulations in effect prior to the effective date; if granted, such extension will be considered the same as an approval granted before the effective date.
- b) A nonconforming structure may be maintained or improved as follows:
 - **Maintenance and repair.** A nonconforming structure may be maintained and repaired.
 - **Seismic retrofitting and Building Code compliance.** Repairs, alterations, or reconstruction to reinforce unreinforced masonry structures or to comply with Building Code requirements shall be allowed, provided that the work is exclusively to comply with applicable earthquake safety standards and the Building Code.
 - **Structural alteration** of a nonconforming structure to improve safety or to reduce fire hazard.

2. Modification and Expansion of Nonconforming Uses and Structures

A nonconforming use or structure may be modified or expanded, subject to the provisions of the Nonconforming Use Permit Procedures subsection as follows:

- a) **Structural modification.** Addition, enlargement, extension, or relocation of a nonconforming structure may be allowed if the changes to the structure conform to applicable provisions of this Specific Plan. Such modifications may not expand the extent of the nonconforming aspect of the structure or result in any new nonconforming conditions for the subject property.
- b) **Expansion of use.** Expansion or **modification** of a nonconforming use may be allowed subject to the Nonconforming Use Permit Procedures subsection.
- c) **Exterior improvements** or expansion of structures may also require Design Review approval in keeping with the City's Zoning Code.

3. Destruction and Replacement of Nonconforming Uses and Structures

If a nonconforming structure, or a conforming structure occupied by a nonconforming use, is involuntarily damaged or destroyed, the structure may be repaired or rebuilt and reoccupied in the same manner in which it originally existed, if the restoration is started within one year of the date of the damage and is diligently pursued to completion.

4. Loss of Nonconforming Status

If a nonconforming use is discontinued for a continuous period of 18 months or more, rights to nonconforming status shall terminate. The Planning Director shall base determination of discontinuance on evidence including the removal of equipment, furniture, machinery, structures, or other components of the nonconforming use, disconnected or discontinued utilities, or no business records to document continued operation. Maintenance of a valid business license shall in and of itself not be considered a continuation of the use. Without further action by the City, any subsequent use of the site or structure shall comply with all of the regulations of the applicable district and all other applicable provisions of this Specific Plan and relevant sections of the Zoning Code.

5. Extension of Nonconforming Use Status

A property owner may request of the Planning Director an additional 6 months' extension to the 18-month nonconforming use time period. Such a request must be supported by any of the following:

- a) Evidence of active marketing of the tenant space accompanied with regular maintenance of the property in a manner that supports such marketing efforts.
- b) A signed lease agreement and anticipated occupancy within the extension period.

- c) Issuance of a valid Building Permit for interior or exterior remodel and anticipated occupancy within the extension period.

6. Nonconforming Use Permit Procedures

- a) **Permit requirements.** A Nonconforming Use Permit is required for the expansion or modification of existing nonconforming structures or uses. The intent of this permit is to allow for individual review of requests to expand or modify a nonconforming use in a manner that ensures compatibility with surrounding areas and uses.
- b) **Approving authority.** The City Council shall be the final decision-making body for all Nonconforming Use Permits.
- c) **Required findings.** A Nonconforming Use Permit shall be granted only when the designated approving authority determines that the proposed use or activity complies with all of the following findings.
 - i. The establishment, maintenance, or operation of the use expansion applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.
 - ii. The benefit to the public health, safety, or welfare exceeds the detriment inherent in the expansion of nonconformity.
 - iii. The modified or expanded nonconforming structure or use would not be incompatible with reasonably foreseeable uses as allowed under the applicable zoning regulations.
 - iv. The modified or expanded nonconforming structure or use would be consistent with the General Plan.
- d) **Conditions/guarantees.** The designated approving authority may impose conditions and/or require guarantees for the Nonconforming Use Permit to ensure compliance with this section and other applicable provisions of the citywide Zoning Code and to prevent adverse or detrimental impact to surrounding neighborhoods.

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DEVELOPMENT STANDARDS

A. Purpose and Applicability

1. Purpose

This chapter establishes development standards for the five land use designations in the FBSP area. Development standards set the rules for the physical development of property in terms of building location (e.g., setbacks, orientation), building scale/mass (e.g., height, floor area ratio), and site development (e.g., landscape, public space, parking). These standards are generally consistent with and implement the corresponding land use designations in the City's General Plan, including those areas designated for the Downtown Planning Area and Convention Overlay Area in the General Plan, but are specific to Folsom Boulevard.

As outlined in the FBSP goals, vision, and land use framework, the City recognizes existing development patterns and respects the investment and commitment of current businesses. The City also wants to maximize opportunities for new development and redevelopment to transform the corridor into a more vibrant destination place for community services and activities, as well as for regional commerce.

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Development Standards

In order to promote and support investment on Folsom Boulevard, ~~m~~Minor ~~p~~Projects (e.g., expansions to existing development and new development less than 5000 square feet in size) have more flexible or relaxed standards. Specifically, the City recognizes that smaller projects may not be able to comply with certain site planning (building location, parking lot circulation and improvements, etc.) and density requirements. Projects that are larger in scale and magnitude (e.g., new development and expansions of existing development greater than 5,000 square feet in size) have higher standards to achieve a more desirable development pattern along the corridor. Minor and major projects, as well as exempt projects, are defined in Chapter 3 (Project Review). All projects need to meet the basic development and design standards in architectural treatment, façade, signage, and basic site amenities (signage, lighting, landscaping) outlined herein, within the citywide Zoning Code (where silent in this Plan), and in the citywide Design Guidelines.

In addition to the development standards in this chapter, qualifying major projects that are located in one of the four designated opportunity sites will be required to comply with a few special development standards as established for the specific opportunity site (see Chapter 5). Finally, properties located within one-quarter mile of a designated transit stop may choose to take advantage of additional standards (e.g., increased density) as outlined in the Zoning Code for the Transit-Oriented Development (TOD) Overlay District.

2. Applicability

The ~~following~~ development standards in this chapter shall be applied to new construction and significant modification to existing buildings within the FBSP area. Generally these standards will apply to all development projects subject to Design Review except as noted below ~~under subsections C, Exempt Projects, and D, Minor Projects.~~ Additionally, major projects as defined in Chapter 3 (Project Review) that are located in one of the four opportunity sites (Kassis, Mather Mills, Olson Island, and Sunrise) will be subject to additional development standards as listed in Chapter 5 (Opportunity Sites). ~~Minor projects located in the designated opportunity sites need only comply with the development standards for minor projects listed in subsection C of this chapter.~~

a) Exempt Projects

Structures and improvements defined as exempt from City-required Minor or Major Design Review in Chapter 3 (Project Review) and are not subject to compliance with the development standards in this chapter. However, such structures may require additional permits, such as a use permit or building permit, to ensure compliance with allowed use provisions in Chapter 2 (Land Use Plan and Allowed Uses), adopted Building Code standards, and/or applicable Zoning Code provisions.

b) Minor Projects

The City recognizes that small-scale projects often cannot comply with all the development standards described herein due to the limited scope of individual projects. Proposed development that meets the criteria for minor projects as defined in Chapter 3 (Project Review) may, at the City's discretion, be granted flexibility on specific standards within the Design Review process.

Development Standards

While the City supports full compliance with all development standards described herein, the limitations that apply to minor projects require greater flexibility to ensure these smaller development projects remain feasible. Specifically, the City does not require minor projects to comply with the following development standards:

- Minimum floor area ratios (FAR)
- Maximum front property line building setbacks
- Location of parking lots within a project site

B. Development Standards

Projects within the FBSP area are expected to meet a higher standard of development than what historically exists on the corridor. As such, projects located anywhere along the corridor are subject to compliance with the development standards listed in Table 4-1, unless otherwise specified. Additionally, major projects located in one of the designated opportunity sites will be required to comply with general development standards in this section as well as with any special development standards applicable to the individual opportunity site listed in Chapter 5 (Opportunity Sites).

Table 4-1 Development Standards

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Density ¹					
Minimum	6.1 du/ac	18.1 du/ac	6.1 du/ac	10.0 du/ac	10.0 du/ac
Maximum	18.0 du/ac	40.0 du/ac	40.0 du/ac	18.0 du/ac	18.0 do/ac
Predominant Use Standards					
Predominant Use Type	Residential	Residential	Residential	Commercial	Industrial
Where listed, minimum % of combined building sf of predominant use type is required. Exceptions noted. 2	n/a	n/a	≥50%	≥50% 2	<u>n/a</u>
Rules for timing and order of development	n/a	n/a	Generally, secondary uses must be developed in advance of or in conjunction with predominant/primary use. Exceptions noted. 3		
Floor Area Ratio					
Minimum	n/a	n/a	.2	0.2	0.2
Maximum	n/a	n/a	No maximum	No maximum	No maximum
Setbacks (minimum) ⁴					

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Development Standards

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Front – general	12.5+0 ft	12.5+0 ft	10 ft	10 ft	10 ft
Side – interior lot/detached units	3 ft	20 ft	n/a	n/a	n/a
Side – interior lot/attached units	0 ft	0 ft	0 ft	0 ft	n/a
Side – street-side/corner lot	10 ft	10 ft	10 ft	10 ft	10 ft
Side – zero lot line	0/10 ft	n/a	n/a	n/a	n/a
Rear – in general ⁵	10 ft	20 ft	10 ft	10 ft	10 ft
Rear – setback to alley ROW	3 ft	3 ft	n/a	n/a	n/a
Interior	0 ft	0 ft	0 ft	0 ft	10 ft
Interior – attached units	0 ft	0 ft	0 ft	n/a	n/a
Interior – detached units	5 ft	5 ft	5 ft	n/a	n/a
Interior – zero lot line	0 ft/10 ft	0 ft/10 ft	0 ft/10 ft	n/a	n/a
Setbacks (maximum)					
Front setback along public streets	n/a	n/a	30 ft	20 ft	40 ft
Height (maximum)					
Primary Structures	45 ft	60 ft	50 ft ⁶	50 ft	50 ft
Accessory/Second Dwelling Units	n/a	n/a	26 ft	n/a	n/a
Encroachments/Projections					
Awning, Canopy, Eave, Sill, Cornice, and Similar Features	2 ft	2 ft	2 ft	2 ft	2 ft
Balcony, Fire Escape, Outside Stairway	3 ft	3 ft	3 ft	3 ft	3 ft
Bay Window ⁷	2 ft	2 ft	2 ft	2 ft	2 ft
Front Yard Porch and Stoop ⁸	3 ft	3 ft	3 ft	3 ft	n/a
Common Open Space Requirement (minimum) ⁹	No minimum	25%	No minimum	No minimum	No minimum
Interface with Light Rail Station Refer to TOD Overlay District in Zoning Code Chapter 23.325.030	n/a	For any development abutting a light rail station, it must provide a clear and direct publicly accessible pedestrian and bicycle connection to the adjacent light rail station with a sign directing users to the station.			
Parking Lot Location			For new non-residential or mixed-use projects, parking areas are not permitted in the required front setback area. Parking should be located to the rear, side, or internal to the site. Finally, new parking areas shall not be located adjacent to intersections on corner lots.		
Shared Parking Facilities	• Connect adjacent commercial parking areas through the use of reciprocal				

Development Standards

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
	access agreements. (See Zoning Code Section 23.719.090 for parking reductions awarded to joint vehicle parking.) • Where feasible, use shared driveways to eliminate the need for excessive curb cuts and to reduce the amount of pervious surface. • Where feasible, for individual projects with different users, provide shared parking between users with different peak parking needs. • Where feasible, provide shared parking between several projects, especially in parking structures. • Provide pedestrian pathways for customer access between adjacent commercial projects. • Encourage the use of parking lots in off-peak hours for sport activities or farmers markets.				
Parking Ratio Maximum		The number of vehicle parking spaces provided shall not exceed 150 percent of the minimum parking ratio. Where no parking is required, the maximum parking allowance is two spaces.			
Parking Structure Design		• Parking structures shall be well lit with clearly identified exits and connections to streets and sidewalks. • Design parking structures with open walls, windows, and other design features to allow natural light. • Structures shall be designed compatibly with adjacent buildings, utilizing appropriate massing, scale, modulations, and detail elements.			
Stepbacks	Step back all floors above three stories a minimum of 6 feet.				
Window Transparency	n/a	Ground-floor commercial retail glazing (windows or display windows) along the primary public facade fronting a public street, on-site main street, or public gathering space shall comprise a minimum of 50 percent of the main floor’s exterior wall area.			

Notes:

- The minimum and maximum density standards are only applicable to mixed-use and integrated developments that include residential uses. Residential projects shall include a minimum of four units. The Planning Director may approve residential densities below 10 dwelling units per acres if the units are located above retail or office uses.
- In the FB-CMU district, non-commercial use may exceed 50 percent of the building square footage where two or more stories are proposed with a vertical mixed use project. Under that scenario, the majority of ground floor square footage shall be at least 50 percent commercial use.
- In the FB-RMU district, non-residential use may be developed in advance of residential use so long as the assumed residential potential of the project site is maintained to the City's satisfaction.
- At no time shall any portion of the structure be located within a designated public utility easement.
- Garages may also be accessed from an alley with a minimum 3-foot rear setback.
- No maximum for vertical mixed-use integration.
- The finished floor of the bay window must be at least 15 inches above the finished floor of the room.
- Per Chapter 23.504 of the Zoning Code, porches must conform to the following: minimum of 10 feet tall (clear); minimum of 6 feet deep (clear); porch height must be a minimum of 3 feet above grade; minimum of 10 feet wide. Per Chapter 23.504, stoops must rise to a minimum of 3 feet above grade; minimum 3 feet wide.
- Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approving authority.

Chapter 4

Development Standards

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OPPORTUNITY SITES

A. Introduction

As described in Chapter 2, the land use framework establishes an organizing structure for where and how growth within the plan area will occur. The land use framework identifies four sites with the greatest opportunity for new development and redevelopment. This chapter describes those areas as being vibrant destinations and hubs of activity along Folsom Boulevard. The opportunity sites designate locations where the City will concentrate resources (e.g., economic development incentives, public investment, facilities, outreach, coordination) and community assets (e.g., public gathering places, events, activities) with the goal of catalyzing significant private investment in these areas. The four opportunity sites are shown in Figure 5-1 and include:

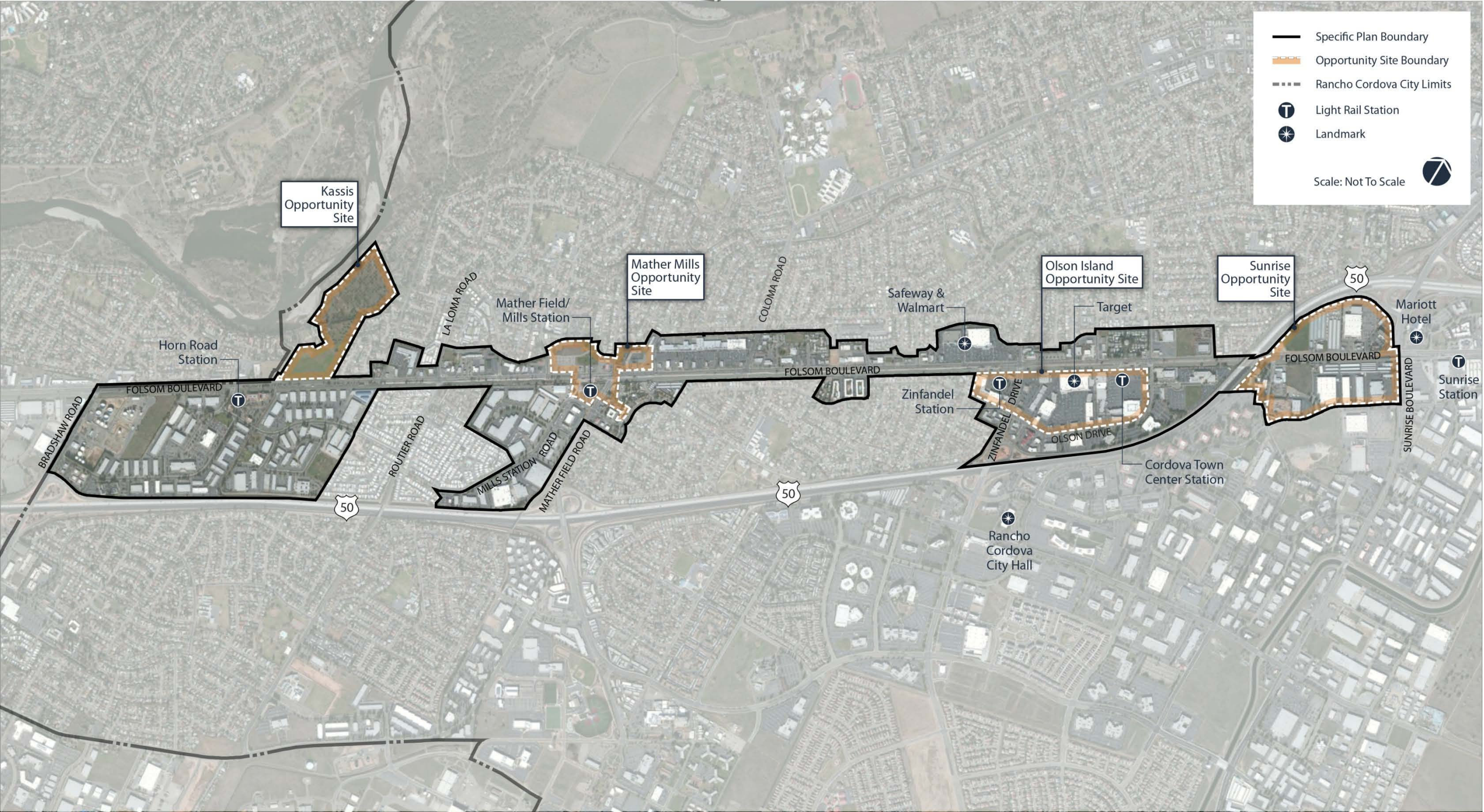
- 1) Kassis Opportunity Site
- 2) Mather Mills Opportunity Site
- 3) Olson Island Opportunity Site
- 4) Sunrise Opportunity Site

Chapter 5

Opportunity Sites

Each opportunity site shown in Figure 5-1 has a distinct character and unique mix of uses. This chapter describes and illustrates each opportunity site with text and a collection of inspired idea images to communicate the vision and desires for each site. To achieve the desired development and design character unique to each opportunity site, an additional set of customized development standards is established in this chapter for each of the four sites. These special standards supplement those standards for the land use districts identified in Chapter 4 (Development Standards) and apply only to major new development. If there are differences in the additional development standards for any opportunity site of this chapter and corresponding standards in Chapter 4 (Table 4-1) for each district, the additional development standards identified in this chapter prevail.

Figure 5-1 Opportunity Sites



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B. Kassis Opportunity Site

1. Description

The Kassis property is designated Folsom Boulevard Residential Mixed Use in recognition of its suitability for residential development and its setting within a predominantly residential district. The site does have potential for employment oriented uses (both retail/commercial and office) that resulted in the flexible mixed use designation.

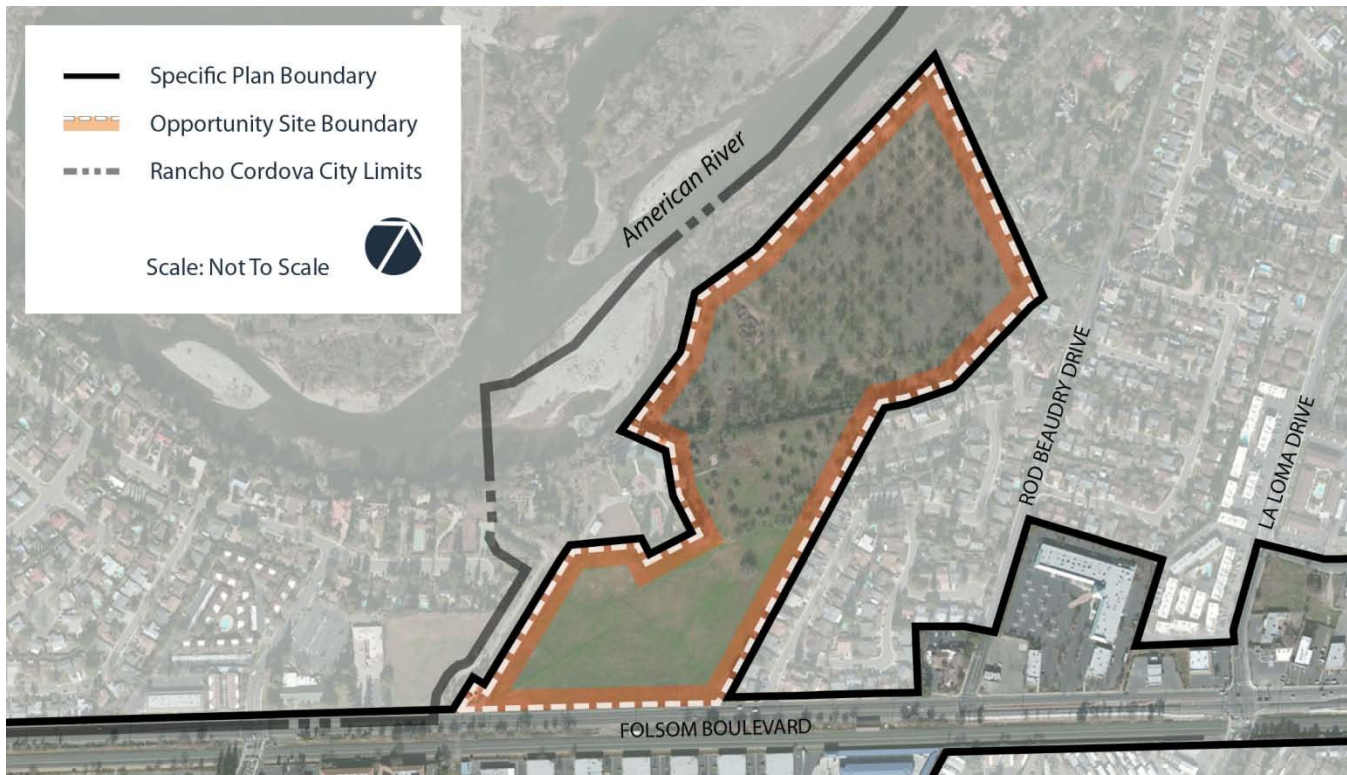
The total area of the Kassis property exceeds 42 acres, although a small portion of the property is excluded from the Folsom Boulevard Specific Plan. This site is surrounded on three sides by residentially zoned lands (RD-20 and RD-5 to the west, RD-5 to the east and RD-2 to the north) and bordered by Folsom Boulevard on the south. A project with a substantial residential component would be complimentary to the surrounding existing uses.

Based upon the property size (it is among a very few parcels on Folsom Boulevard with a significant area of undeveloped land) and its proximity to the planned Horn Road Light Rail Station, this property was designated within the City's General Plan Housing Element to include at least 10 acres of High Density Residential.

Beyond the residential development potential for this site, a retail/commercial or office component could compliment neighboring residents by providing nearby retail and employment opportunities while taking advantage of direct access to Folsom Boulevard and close proximity to the future Light Rail Station.

The Kassis Opportunity Site will be characterized by a suburban and primarily residential environment with limited nonresidential development along Folsom Boulevard. The site will feature a large residential component, including apartments, condominiums, townhouses, and compact single-family homes. At least 10 acres of the site will be developed at a minimum of 24 dwelling units per acre to meet the city's housing requirements. To the extent feasible, nNew residential streets and sidewalks will connect to the existing streets and cul-de-sacs as well as to the American River Parkway. Architectural features such as balconies, porches, and stoops will animate the interface between buildings and the sidewalk. ~~Small-seale~~Primarily neighborhood-serving retail shops and services, restaurants, sports and recreational uses, medical clinics, and/or offices will front the corridor, but not in a conventional strip form. Instead, nonresidential ~~low-profile~~ buildings will locate close to the street frontage (existing and future streets) to define, connect, and activate the sidewalk. Courtyards, community gardens, and central greens will provide opportunities for residents to congregate and socialize.

2. Site Location Map



3. Inspired Ideas Imagery for Kassis Opportunity Site

The following images represent the preferred land uses, development patterns, and public gathering places for the Kassis Opportunity Site. These images are intended to guide and inspire private developers to create quality development with a sense of place.



Small-lot single-family homes



Cluster homes



Garden condominiums



Porch



Townhomes



Apartments



Offices over shops



Office/medical



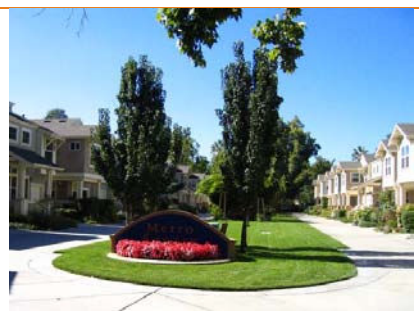
Offices over restaurant or retail



Courtyard



Community garden



Central green

4. Additional Development Standards for Kassis Opportunity Site

Additional development standards are established for major new development projects within the Kassis Opportunity Site. These additional standards address the unique potential of the location, implement relevant goals, policies, and provisions of the General Plan, and ensure consistency with other City-adopted plans. Specifically, additional development standards for this site include housing density, building orientation, public gathering places, parking, access, and site furnishings and wayfinding to implement or ensure consistency with the following plans:

- General Plan Land Use, Housing, and Urban Design elements
- Citywide Design Guidelines

These standards supplement the development standards for the underlying land use. Properties within the Kassis Opportunity Site are designated FB-RMU (residential mixed-use) to reflect the predominant surrounding residential land use and the future Horn Road light rail station. Where the development standards in Table 5-1 deviate from the development standards in Table 4-1, the standards in Table 5-1 apply.

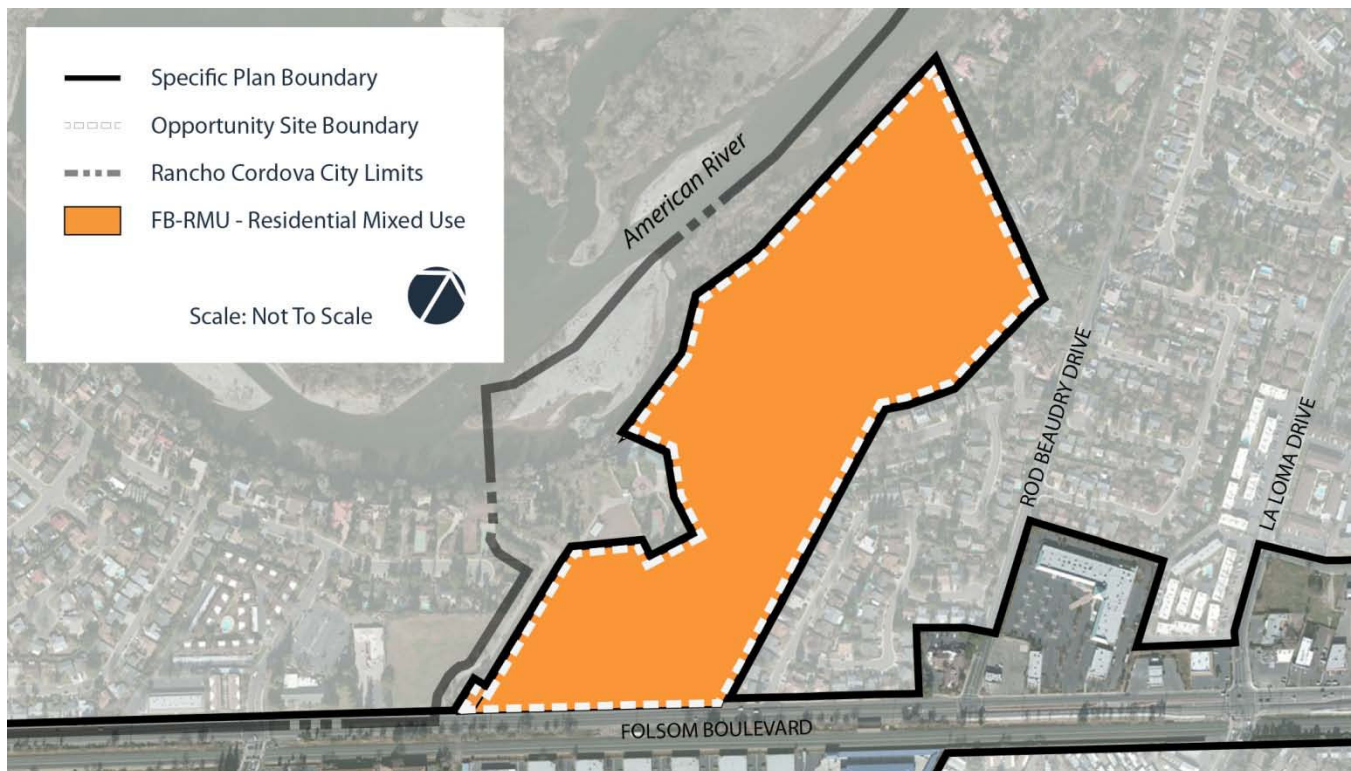


Table 5-1 Kassis Opportunity Site: Additional Development Standards

Standard	Site-wide (FB-RMU)
Density	6.1–40 du/acre At least 10 acres shall be developed at a minimum of 24 du/acre.
Building Orientation	All nonresidential primary building entrances must face a public street or public gathering place.
Public Gathering Places	All major projects shall contribute some form of public gathering place (or portion thereof) as shown in Table 5-5.
Parking	For residential developments with over 20 residential units, commercial, and mixed-use developments, private surface parking lots are not permitted in the front setback. Locate on-site parking to the rear, side, or internal to the block and provide access to parking through alleys and driveways.
Access	To the greatest extent feasible, connect new development, via streets, sidewalks, and pathways, to existing cul-de-sacs and local streets and to the American River Parkway.
Site Furnishings & Wayfinding	For integrated developments, the City encourages uniform site furnishings and wayfinding improvements throughout the project.

C. Mather Mills Opportunity Site

1. Description

The Mather Mills Opportunity Site includes numerous parcels located in close proximity to the Mather Mills Light Rail Station. Proposed land use designations within this Site include Residential, Commercial and Office/Industrial Mixed Use districts. Located adjacent to the Mather Mills Station and at the intersection of Mather Field Road and Folsom Boulevard, this Site presents unique opportunities for future development. These geographic attributes were likely a significant factor in the decision to locate the planned Los Rios Community College Campus at Folsom Boulevard and Paseo Drive.

The majority of development potential within this Site is located on the north side of Folsom Boulevard, both to the west and to the east of Paseo Drive. West of Paseo Drive includes approximately 12 acres proposed as Commercial Mixed Use (FB-CMU) and Residential Mixed Use (FB-RMU). This area will contain the future Los Rios Community College campus (land designated as FB-CMU). The balance of this area is designated FB--RMU in recognition of the wide range of development potential presented by the site. As with other sites within the FBSP that are designated FB-RMU or Medium Density Residential (FB-MDR), this size of this site provides special opportunities to accommodate a well-designed high density residential project. While this site also presents opportunities for commercial development, existing uses along the northern boundary of the site are residential. It is anticipated that higher density residential development along the northern boundary of this site will provide an effective transition between existing residential and future commercial uses.

While the FB-RMU designation requires that a minimum of 50 percent of finished floor area of development on the site must be residential, the FB-RMU designation also allows a substantial non-residential component that will compliment both the on-site residential and the adjacent college campus. The City recognizes that the timing of various types of development can be unpredictable and has therefore modified requirements for the timing of development. Under previous regulations the residential component would have been required to be constructed before the commercial component could begin construction. This requirement has been modified to allow commercial development to proceed in an FB-RMU site as long as it can be demonstrated that the site retains available capacity to meet the FB- RMU residential requirements.

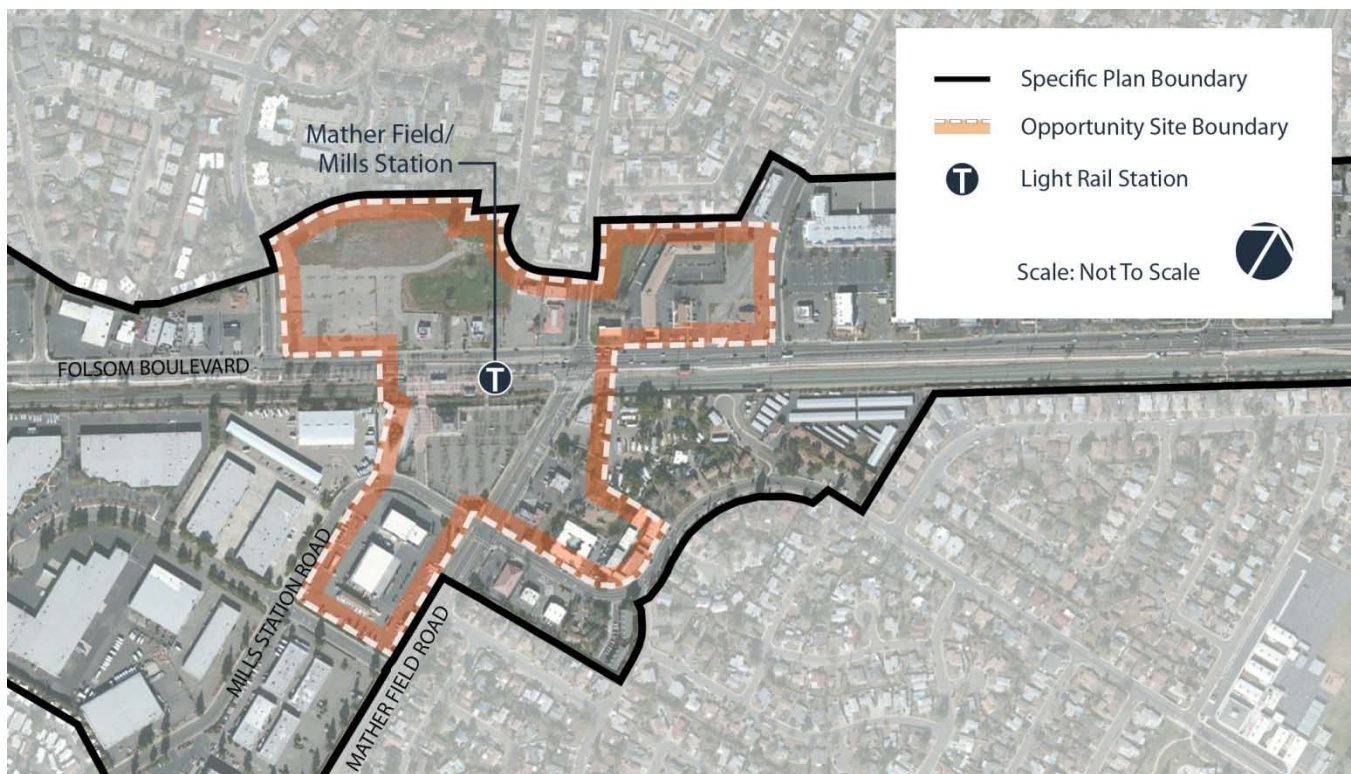
Lands within this Opportunity Site located to the east of Paseo Drive have been designated FB-CMU in recognition of several factors, including: the Los Rios Community College District has acquired a portion of these lands and will be developing parking required for the college along the northern boundary of this area; there are several existing and active commercial uses located in this area; and, the parcelization and fragmented ownership in this area will make developing a larger and well integrated project challenging.

The Mather Mills Opportunity Site will be characterized by a compact, urban, and walkable environment. This site possesses two key assets that will shape new development within this area: the Mather Mills Light Rail Station and the future Los Rios Community College. This opportunity site is envisioned to support transit-oriented uses, such as a mix of educational, residential, retail, and service

Opportunity Sites

activities, both vertically and horizontally. Higher-density residential uses, including two- to four-story condominiums, townhomes, and student apartments, will locate here to provide housing in close proximity to the light rail station and the college. Small-scale retail and commercial services, such as bookstores, cafés, restaurants, pubs, entertainment venues, personal services, and office supply and reproduction services, will support the needs of residents and college students. Uses adjacent to the [community college](#) will be designed to have a positive interface with the college. A safe and convenient pedestrian and bicycle network will connect destinations within the opportunity site. A variety of public spaces, such as outdoor dining and plazas, will invite residents, workers, and students to gather and participate in a vibrant community life. Social events will be organized in these public places, such as farmers markets and food truck fairs, to activate these spaces on weekends and evenings.

2. Site Location Map



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Opportunity Sites

3. Inspired Ideas Imagery for Mather Mills Opportunity Site

The following images represent the preferred land uses, development patterns, and public gathering places for the Mather Mills Opportunity Site. These images are intended to guide and inspire private developers to create active urban places within this opportunity site.



Illustration of Los Rios College



Residential units over commercial



Townhomes, apartments & condominiums



College-serving uses, such as a bookstore



Campus services



Restaurant



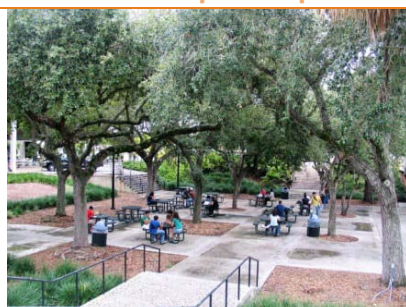
Student-serving uses, such as a bike hub and repair shop



Events, such as food truck fairs



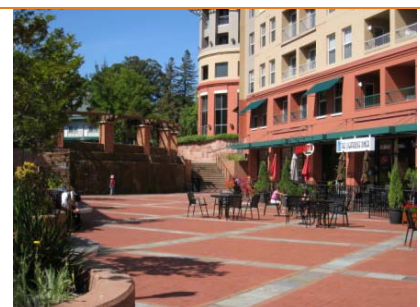
Events, such as a farmers market



Public gathering spaces with seating



Outdoor dining/café seating



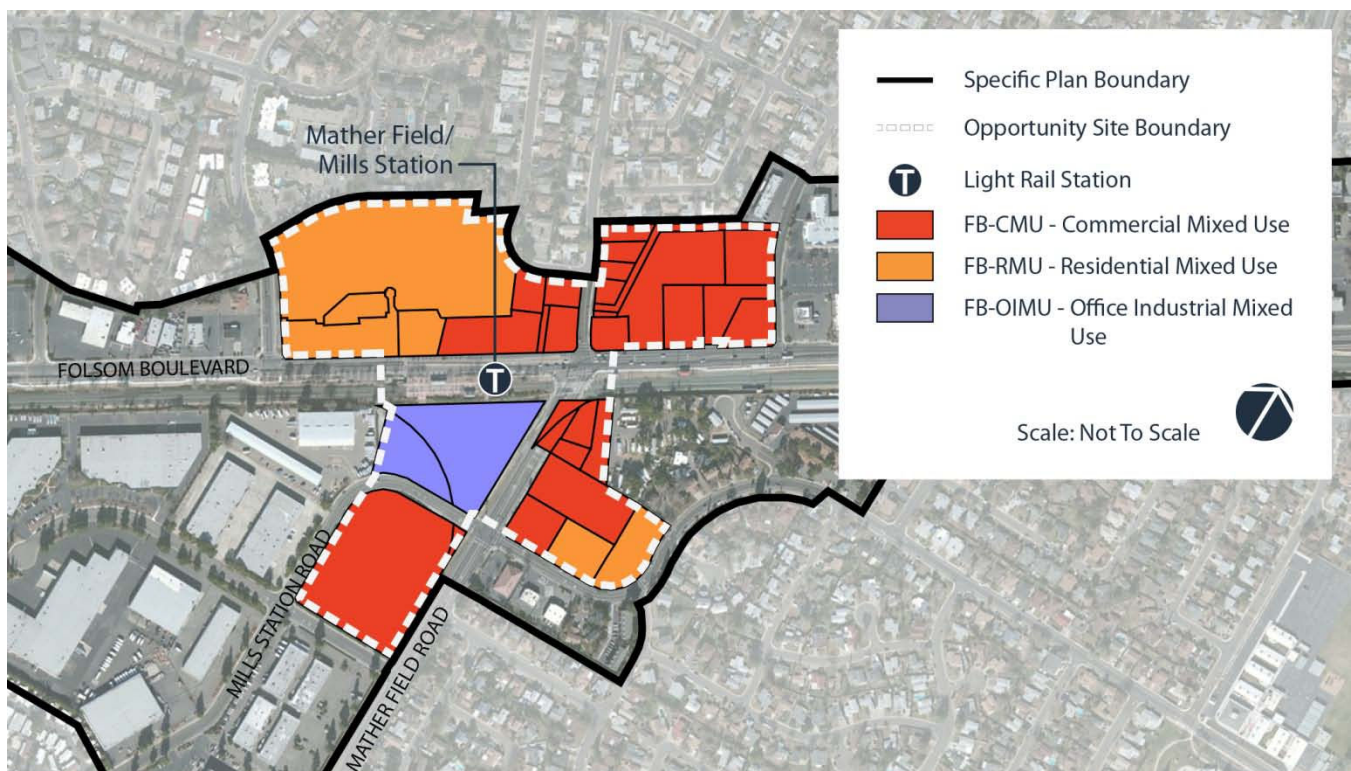
Plaza

4. Additional Development Standards for Mather Mills Opportunity Site

Additional development standards are established for major new development projects within the Mather Mills Opportunity Site. These standards address the unique attributes of the location, implement relevant goals, policies, and provisions of the General Plan, and ensure consistency with other City-adopted plans. Specifically, housing density, floor area ratio, building setbacks and height, pedestrian shelter, bicycle amenities, building orientation, drive-through design, public gathering places, parking, and site furnishings and wayfinding have been included to implement or ensure consistency with the following plans:

- General Plan Land Use, Housing, and Urban Design elements, including special provisions for transit-oriented development
- Citywide Design Guidelines

Properties within the Mather Mills Opportunity Site are designated FB-RMU (residential mixed-use), FB-CMU (commercial mixed-use), or FB-OIMU (office industrial mixed-use), to be compatible with existing surrounding uses while maximizing future potential uses. In addition, any properties (or portions thereof) located within a quarter mile of the light rail stop may develop consistent with the citywide TOD Overlay District standards in the Zoning Code. Where the development standards in Table 5-2 deviate from the development standards in Table 4-1, the standards in Table 5-2 apply to qualifying major projects.



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Opportunity Sites

Table 5-2 Mather Mills Opportunity Site: Additional Development Standards

Standard	FB-RMU	FB-CMU	FB-OIMU
Density	6.1–40 du/acre	10–40 du/acre	n/a
Floor Area Ratio	No minimum No maximum	0.3 minimum No maximum	0.253 minimum No maximum
Front Setback Standards	Along the north side of Folsom Boulevard and along Paseo Drive, there is no minimum front setback. The maximum shall be no more than 10 feet, except where there is outdoor dining, a plaza, a building entry, or a courtyard between the building and the street. Exceptions can be granted for building façades with garage access.		
Primary Building Height	65 feet /4 stories maximum ¹	No maximum ²	65 feet/4 stories maximum
Awnings/ Canopies	Awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least 30% of the building's ground-floor level along the frontage with primary building entrance and where the building abuts a plaza or other public gathering space.		
Bicycle Amenities	Establish common area bicycle facilities to encourage students to use alternative forms of transportation. For example, provide additional bike racks and lockers or other secured bicycle parking areas, shower facilities, and a bike repair kiosk.		
Building Orientation	For properties fronting along Folsom Boulevard, primary building entrances shall be oriented to a public street, a private street designed as an on-site main street, or a public gathering place.		
Public Gathering Places	All major projects shall contribute some form of public gathering place (or portion thereof) as shown in Table 5-5.		
Parking Access & Location	For nonresidential or mixed-use developments, private surface parking lots are not permitted in the required front setback area. Additionally, parking shall not be located between the street and the building façade with the primary entrance. Rather, on-site parking shall be located to the rear, side, or internal to the block and provide access to parking through alleys and driveways. Finally, parking areas on corner lots shall not be located adjacent to intersections.		
Parking Ratio	The number of vehicle parking spaces provided shall not exceed 150% of the minimum parking ratio.		
Site Furnishings & Wayfinding	For integrated developments, the City encourages uniform site furnishings and wayfinding improvements throughout the project.		

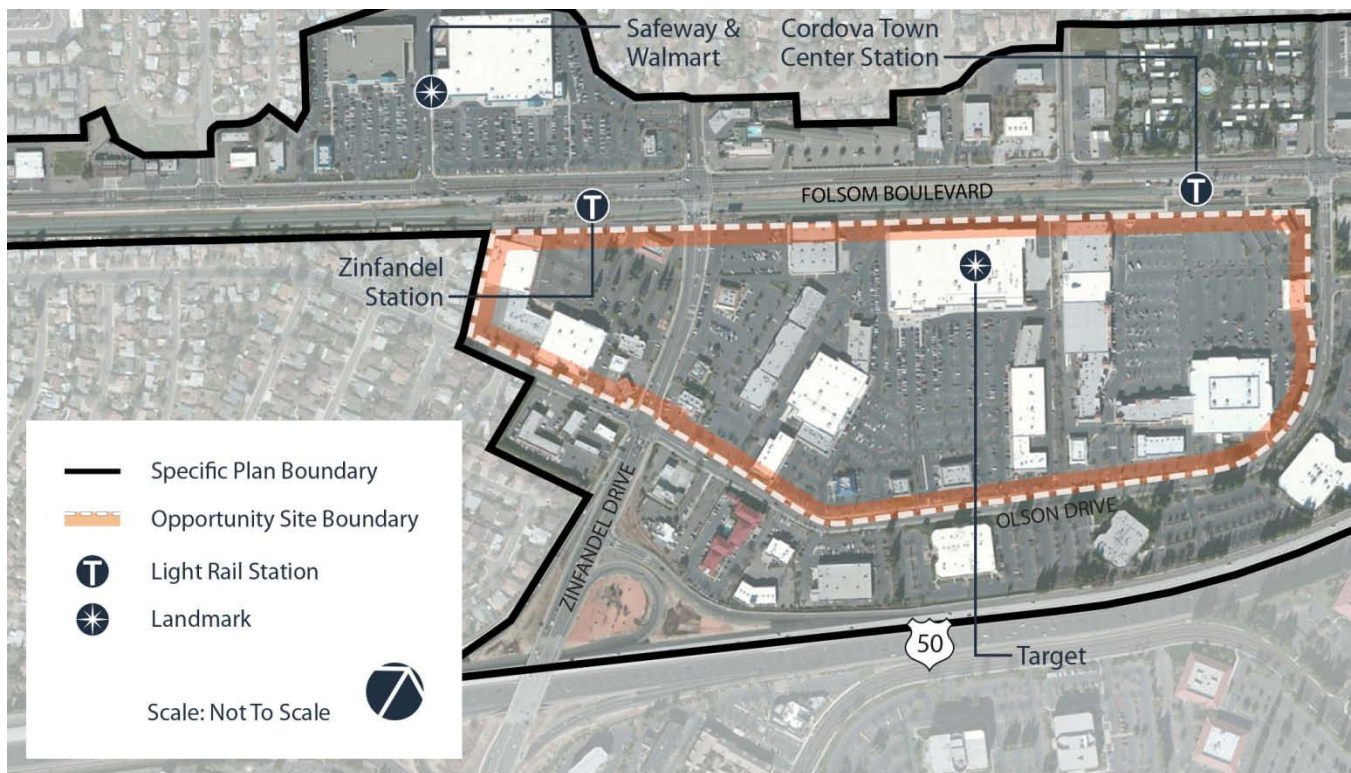
1. No maximum height or number of stories for vertical mixed-use integration where residential use is located above nonresidential. Note #2 below also applies. Defer to TOD Overlay if applicable.
2. While there is no height maximum, the regulations of the Federal Aviation Administration (FAA) limit the height of structures to between 150 and 350 feet based on location. See the Safety Element of the General Plan for more information. FAA approval is required for all structures over 150 feet in height. Defer to TOD Overlay if applicable.

D. Olson Island Opportunity Site

1. Description

Olson Island is currently a retail commercial center serving the community and the region. It is a shopping destination where people come and have an extended stay to shop, eat, drink, and socialize. This area is envisioned to mature into an environment designed so that visitors can park once and then walk to a variety of different businesses and public gathering places. Access and circulation to and throughout the site needs to be improved with limited access driveways that resemble urban main streets, and better pedestrian access to and from the transit stop and throughout the entire commercial hub. A mix of new and expanded retail, office, and entertainment uses are encouraged, with both horizontal and vertical integration. The area will continue to be home to a wide range of large national retailers and small independent businesses. A future international marketplace will capitalize on the synergy of established uses that reflect the diversity of the community (for example, KP International Market). Small-scale civic uses such as a satellite library or community center could strengthen this area as a hub of activity for the entire city. Vibrant public seating or gathering spaces and a variety of social activities could bring residents, workers, and visitors to this central gathering place in the city.

2. Site Location Map



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3. Inspired Ideas Imagery for Olson Island Opportunity Site

The following images represent the preferred land uses, development patterns, and public gathering places for the Olson Island Opportunity Site. These images are intended to guide and inspire private developers to create successful commercial projects and a variety of active public spaces.



Large retail



Restaurants & outdoor dining



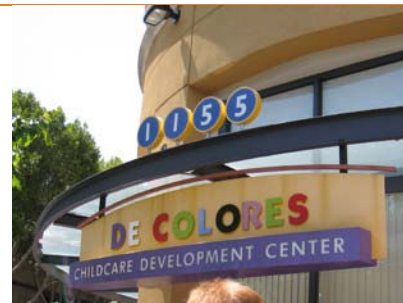
Large retail



Offices over shops and restaurants



On-site main street



Small civic/institutional use



International marketplace



International marketplace



International marketplace



Plaza



Outdoor dining/café seating



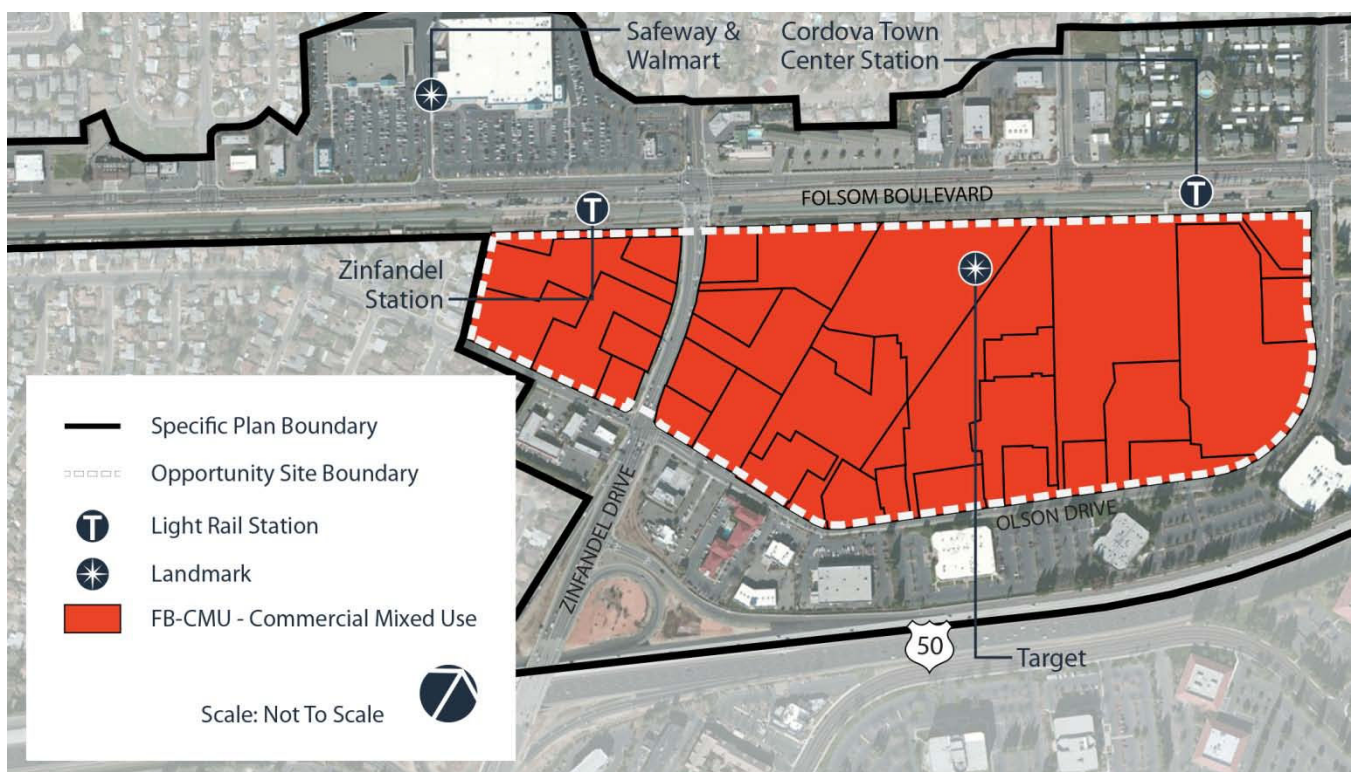
Paseo

4. Additional Development Standards for Olson Island Opportunity Site

Additional development standards are established for major projects within the Olson Island Opportunity Site. These additional development standards address unique site opportunities, implement relevant goals, policies, and provisions of the General Plan, and ensure consistency with other City-adopted plans. Specifically, building height, housing density, floor area ratio, building setbacks, pedestrian shelter, bicycle amenities, drive-through design, on-site main street, public gathering places, site furnishings, pedestrian circulation, wayfinding, and traffic calming have been listed to implement or ensure consistency with the following plans:

- General Plan Land Use, Housing, and Urban Design elements, including special provisions for the downtown and transit-oriented development
- Citywide Design Guidelines
- Main Street Standards

These standards supplement the development standards for the underlying land use districts and apply to all properties within this opportunity site. All properties within the Olson Island Opportunity Site are designated FB-CMU (commercial mixed-use) to reflect its historic and future commercial use. In addition, any properties (or portions thereof) located within a quarter mile of the light rail stop may develop consistent with the citywide TOD Overlay District standards in the Zoning Code. Where the development standards in Table 5-3 deviate from the development standards in Table 4-1, the standards in Table 5-3 apply to qualifying major projects.



Chapter 5

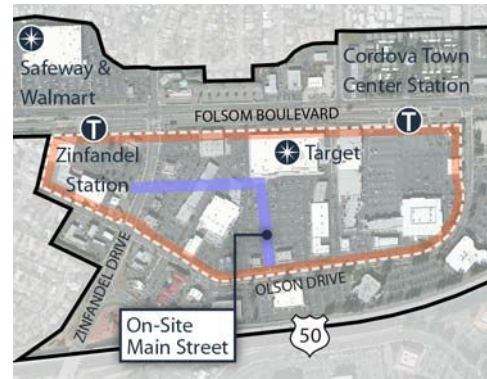
Opportunity Sites

Table 5-3 Olson Island Opportunity Site: Additional Development Standards

Standard	Site-wide (FB-CMU)
Building Height	No maximum
Density	10–40 du/acre
Floor Area Ratio	0.25 minimum No maximum
Front and Street Side Setback Standards	New buildings on property abutting Olson Drive and Zinfandel Drive have no minimum front setback requirement and a maximum front setback requirement of 20 feet. Improvements and expansions to existing buildings, and new buildings that don't abut Olson or Zinfandel drives, will have no minimum or maximum setback requirements.
Drive-Through Design	Drive-Through Aisles. The minimum standards for drive-through aisles are as follows: Drive-through aisles shall have a minimum 10¹⁰-foot interior radius at curves and a minimum 12-foot width. Drive-up windows and remote tellers shall provide at least 180 feet of stacking space for each facility, as measured from the service window or unit to the entry point into the drive-up lane. Non-food and/or non-beverage businesses may reduce the stacking space to a minimum of 60 feet. Each drive-through entrance/exit shall be at least 50 feet from an intersection of public rights-of-way, measured at the closest intersecting curbs, and at least 25 feet from the curb cut on an adjacent property. Exceptions may be granted by the designated approving authority when drive-through pull-out spaces are provided. Each entrance to an aisle and the direction of traffic flow shall be clearly designated by signs and pavement markings. Each drive-through aisle shall be separated from the circulation routes necessary for ingress or egress from the property or from access to a parking space. Landscaping of the Drive-Through Aisle. Landscaping shall be as follows: A 5-foot-wide planter shall be provided between the drive-through aisle and the parking area that includes shade trees consistent with those used in the parking area. An minimum average 3-foot-tall, maximum 4-foot-tall planter with low shrubs that screens the drive-through aisles from the abutting public right-of-way shall be used to minimize the visual impact of readerboard signs and directional signs. At no time shall this landscape barrier be pruned in a manner that allows the vehicle headlights from the drive-through lane to be visible from abutting street rights-of-way. Plantings should also be designed to discourage potential safety issues. Pedestrian Access and Crossings. Pedestrian access shall be provided from each abutting street to the primary entrance with a continuous 4-foot-wide sidewalk or delineated walkway. Pedestrian walkways should not intersect the drive-through drive aisles, but where they do, the walkways shall have clear visibility and shall be delineated by textured and colored paving.

Opportunity Sites

Standard	Site-wide (FB-CMU)
On-Site Main Street	The Olson Island Opportunity Site will include a project-wide on-site main street to improve circulation throughout the opportunity site. See illustration below. The on-site main street shall be located to create a walkable environment by fronting buildings along the street and internal circulation routes and shall be designed as follows: • Narrow travel lane • Limited driveway curb cuts • Wide sidewalks • Optional on-street parking • Buildings close to street frontage • Building frontages detailed with architectural elements
Public Gathering Places	All major projects shall contribute some form of public gathering place (or portion thereof) as shown in Table 5-5.
Site Furnishings & Wayfinding	For integrated developments, the City encourages uniform site furnishings and wayfinding improvements throughout the project.
Traffic Calming	New development shall take into consideration traffic calming improvements (e.g., controlled turning movements, speed reduction measures) to maximize safety.

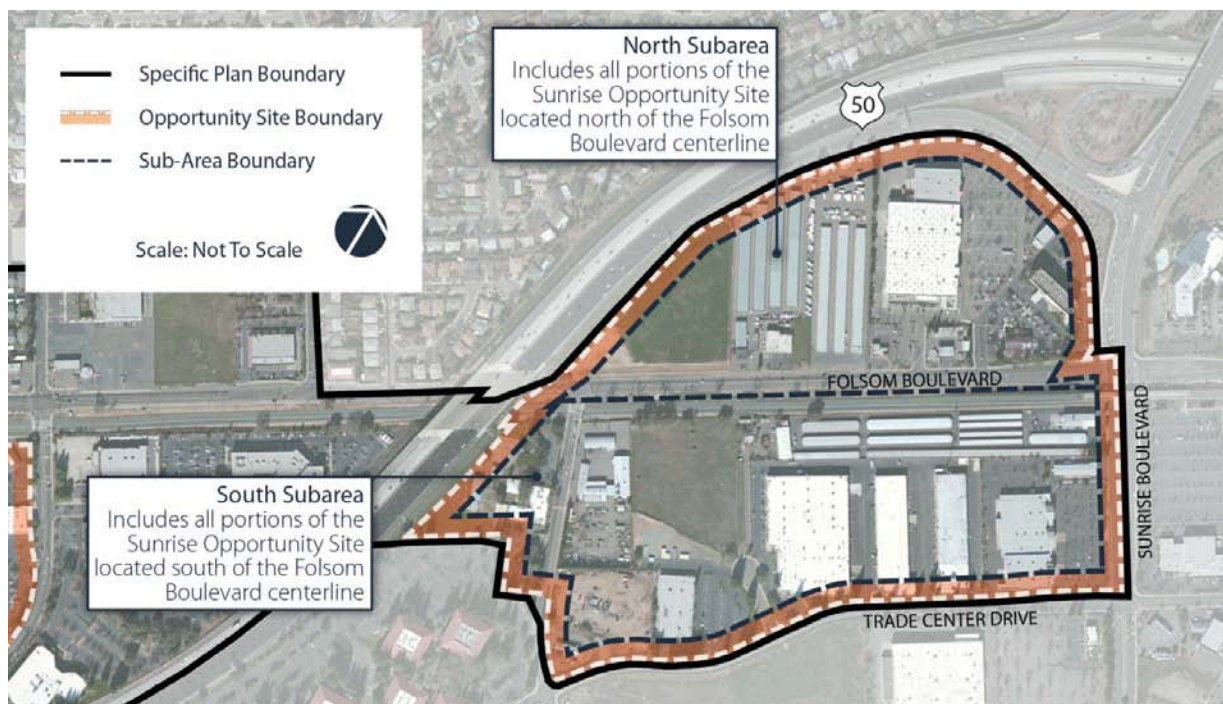


E. Sunrise Opportunity Site

1. Description

The Sunrise Opportunity Site is characterized by two distinct areas, one north of Folsom Boulevard and one south of the boulevard. The area to the north, referred to as the “north subarea,” will be home to a future convention center and supporting uses, such as hotels, restaurants, and meeting spaces. This area also allows retail and office uses that support a convention center. The north subarea is a prime location for a performing arts and entertainment center/complex. Multistory buildings are encouraged in this area. A walkable and bikable campus-like setting will host a variety of public gathering places for visitors to eat, relax, and socialize. This area is intended to implement the General Plan Convention Overlay Area and will be a special place in the city that is entertaining, vibrant, and inviting to tourists, visitors, and residents alike. The area to the south, referred to as the “south subarea,” will expand on the current concentration of building supply, construction, furnishing, and materials businesses with the intention of becoming a building trade center with interior design showrooms and outdoor demonstration gardens. This area also has potential for a trades building or “make it” business as a collaborative retail and/or work space for the concentration for building materials businesses in the area. Other office and industrial uses will continue to thrive in this area. The south subarea will be more auto-oriented in nature with larger roads, developments, and parking and loading areas.

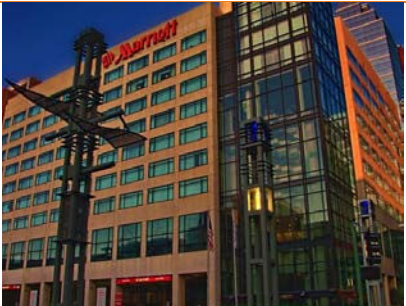
2. Site Location Map



3. Inspired Ideas Imagery for Sunrise Opportunity Site

The following images represent the preferred land uses, development patterns, and public gathering places for the Sunrise Opportunity Site. These images are intended to guide and inspire private developers to vibrant destination places within the opportunity site.

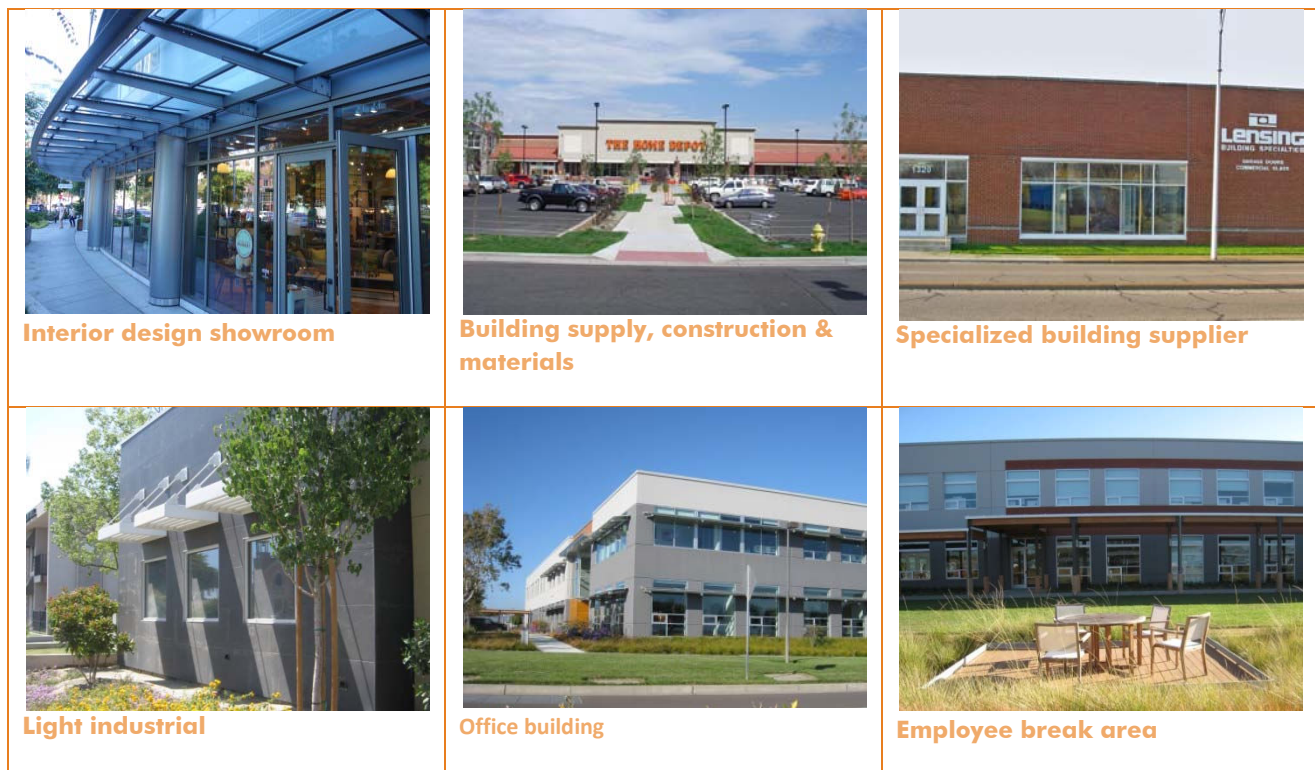
a) Sunrise North Subarea

 Convention center	 Performing arts center	 Hotel
 Restaurants with outdoor dining	 Offices over retail service and cafe	 Plaza

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b) Sunrise South Subarea



4. Additional Development Standards for Sunrise Opportunity Site

Additional development standards are established for major new development projects within the Sunrise Opportunity Site. These standards address unique locational opportunities and implement relevant goals, policies, and provisions of the General Plan, while ensuring consistency with other City-adopted plans. Specifically, including housing density, floor area ratio, building height, public gathering places, site furnishings, and wayfinding will help to implement or ensure consistency with the following plans:

- General Plan Land Use, Housing, and Urban Design elements, including special provisions for the convention district overlay
- Citywide Design Guidelines

Properties within the Sunrise Opportunity Site are designated FB-CMU (commercial mixed-use) or FB-OIMU (office industrial mixed-use) to reflect both existing and neighboring uses. Land use designations are shown on the map below. Where the development standards in Table 5-4 deviate from the development standards in Table 4-1, the standards in Table 5-4 apply.

Opportunity Sites

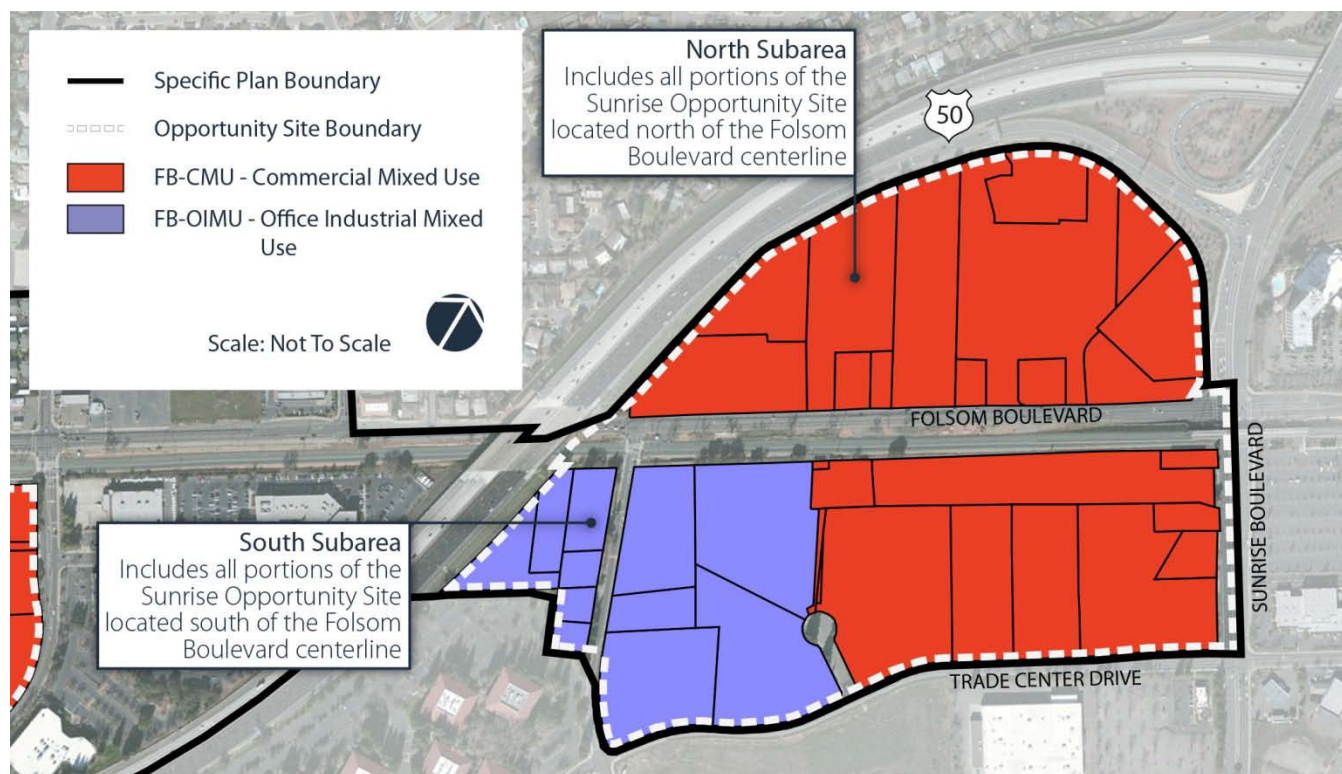


Table 5-4 Sunrise Opportunity Site: Additional Development Standards

Standard	FB-OIMU –North Subarea	FB-OIMU – South Subarea	FB-CMU – South Subarea
Density	n/a	n/a	10–40 du/acre
Floor Area Ratio	0.25 minimum No maximum	No minimum No maximum	0.2 minimum No maximum
Primary Building Height	No maximum	65 feet	65 feet
Public Gathering Places	All major projects shall contribute some form of public gathering place (or portion thereof) as shown in Table 5-5.		
Site Furnishings & Wayfinding	For integrated developments, the City encourages uniform site furnishings and wayfinding improvements throughout the project.		

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F. Menu of Public Gathering Place Types

Table 5-5 Menu of Public Gathering Places

					
Amphitheatre – small	Amphitheatre – large	Courtyard – small commercial	Courtyard – large residential	Outdoor dining – small area	Paseo
					
Building entry space	Central green – commercial	Courtyard – large commercial	Employee break area	Outdoor dining – large area	Plaza – small
					
Central green – residential	Community garden	Courtyard – small residential	On-site main street	Parklet	Plaza – large
					
Rooftop garden					



PUBLIC IMPROVEMENTS

A. Mobility

Folsom Boulevard's importance as a key east–west corridor has evolved over the last several decades and will continue to transform as a result of the continued efforts of this and past specific plans. This former Highway 50 route includes heavy volumes and high speeds of vehicular travel, with both heavy and light rail transit along the southern edge. A key challenge for the City since incorporation has been to improve bicycle and pedestrian circulation throughout the corridor and to enhance the streetscape for improved connectivity, circulation, and aesthetics. Since the first Folsom Boulevard Specific Plan was adopted, the City has invested more than \$25 million in streetscape and all-mode circulation improvements to the corridor. Many of the improvements identified in previous plans have now been implemented, and increased pedestrian and bicycle travel is now becoming more common.

The City has many planning documents addressing all modes of travel: the City General Plan, the Bicycle and Pedestrian Master Plans, and the Transit Master Plan. This chapter provides brief summaries of those plans serving to enhance circulation along Folsom Boulevard.

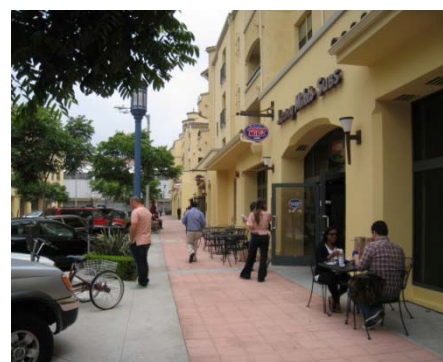
1. City Plans

a) General Plan Circulation Element

The General Plan Circulation Element describes existing and future transportation conditions and systems. The element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network, transit facilities and services, and bicycle and pedestrian facilities. The text, maps, and diagrams are a basis for the development of the City's transportation network as implemented through numerous implementation plans and programs, including the Folsom Boulevard Specific Plan.

b) Bicycle and Pedestrian Master Plans

These plans are intended to promote safe and desirable non-motorized travel for residents and workers in and around Folsom Boulevard and to provide good connections across Highway 50 and to regional trail systems like the American River Parkway Trail. Each master plan contains specific projects that will guide future improvements along Folsom Boulevard and throughout the community, improving the pedestrian and cycling environment. The Class II bike lane system in neighborhoods surrounding the boulevard, called for in previous Folsom Boulevard Specific Plans, has been completed.



c) Transit Master Plan

The adopted Transit Master Plan establishes the framework for future citywide transit service. For the Folsom Boulevard area, service priorities are focused on connecting neighborhoods and businesses, and will be closely coordinated with the Sacramento Regional Transit District's Gold Line service that includes five light rail stations within the plan area. To address light rail transit stop connectivity to other areas in the city, the Rancho CordoVan was initiated providing coordinated service between the Gold Line and communities south of Highway 50, and additional CordoVan connections are planned in future.



In addition to the above-listed resources, the following items are also noteworthy plans, projects, and studies affecting current and future circulation conditions on the corridor:

- Folsom Boulevard and Mather Field Road Streetscape Enhancement Project
- Transit-oriented development study of Mather Mills and Cordova Light Rail Station sites, "Strategic Growth Council's Sustainable Communities Planning Grant"
- City of Rancho Cordova Pedestrian Guidelines
- City of Rancho Cordova Neighborhood Traffic Management Program

2. Circulation Improvements

The FBSP envisions future land uses that will include a circulation system addressing bicycle, pedestrian, and Americans with Disabilities Act (ADA) needs to connect Folsom Boulevard with adjacent and surrounding neighborhoods. These new systems will improve connectivity and create a more efficient network for all modes of transportation. This is particularly true within the four identified opportunity sites (Kassis, Mather Mills, Olson Island, and Sunrise), where streets and paths will provide greater access to key destinations and increased pedestrian activity.

Other improvements planned for Folsom Boulevard that are not specifically called out in the previously listed plans include but are not limited to the following:

d) Mid-Block Crossings

Mid-block pedestrian crossings should be considered where block lengths are greater than 800 feet and where sufficient demand exists to justify the installation of a crosswalk. For example, between the future Horn Road transit station and the Kassis opportunity site, a mid-block crossing may be appropriate to connect a mixed-use residential/commercial center to the adjacent light rail station. The decision to install mid-block crossings will be made by the Public Works Director based on an engineering and safety study of the location.



e) Traffic Calming Devices

In order to slow traffic and improve multimodal interface, the City may consider additional traffic calming devices, including but not limited to:

- Bulbouts – Used at intersections to narrow crossings for alternate modes. Bulbouts can create parking bays where on-street parking is allowed. Bulbouts should extend a minimum of 6 feet into the street adjacent to parallel parking without requiring bicyclists to “take the lane” at intersections.
- Raised crosswalks – Used mid-block on roadways that have low average daily traffic or where there are a high volume of pedestrians, such as internal circulation in large commercial projects.
- Curb extensions – Used mid-block. Curb extensions are designed similarly to bulbouts and can be used in combination with raised crosswalks.



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Public Improvements

f) Reconfiguration of the Right-of-Way



The City's street standards can be found in the Street Improvement Standards and include cross sections for the City's approved street typologies. These cross sections provide details of the envisioned future right-of-way. Reconfiguration for Folsom Boulevard and connecting roadways within the plan area may include elements such as widened sidewalks, storefront plazas for seating, bike parking, entryways or dining, bike lanes, on-street parking, and medians. The objective here is to enhance property accessibility, expand alternative mode use of the right-of-way, and increase landscaping and pedestrian and aesthetic amenities where possible.

g) Introduction of Main Streets

In response to both public projects and private development projects, the City developed a "main street" standard for unique circumstances where a more urban and pedestrian environment is desired. For Folsom Boulevard, this street type is envisioned as a gateway that transitions from typical suburban land use to more urban land use types within the opportunity sites. Main streets will provide direct access to the fronting land uses and can be flexible in design with a variety of widths and configurations.

As shown in the figures below, main streets consist of either two or four travel lanes, bike lanes, landscaped center median islands, and sidewalks separated by on-street parking. On-street parking shall be at the discretion of the Department of Public Works. Figures 6-1 shows two lanes of travel with on-street angled parking, Figure 6-2 shows four lanes of travel with on street parallel parking, and Figure 6-3 shows two lanes of travel with on-street parallel parking.



Figure 6-1 Main Street (2 Lanes with Angled Parking)

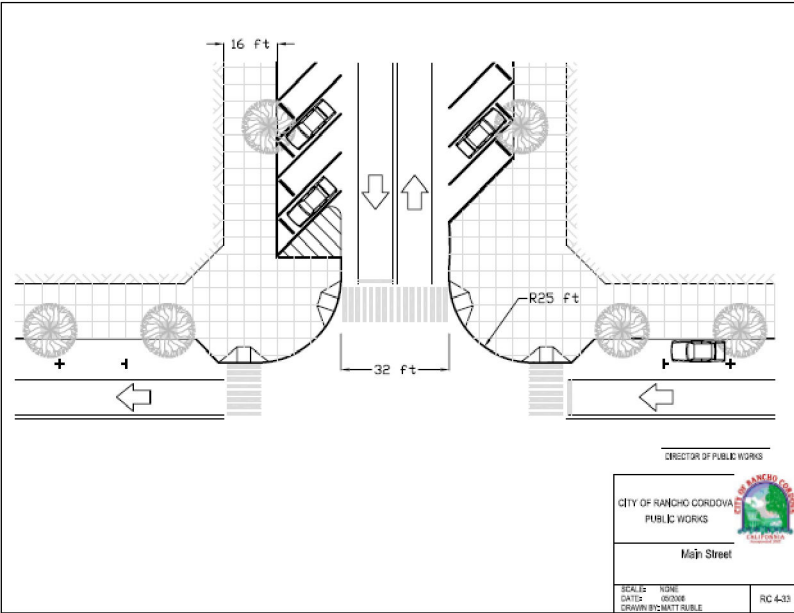


Figure 6-2 Main Street (4 Lanes with Parallel Parking)

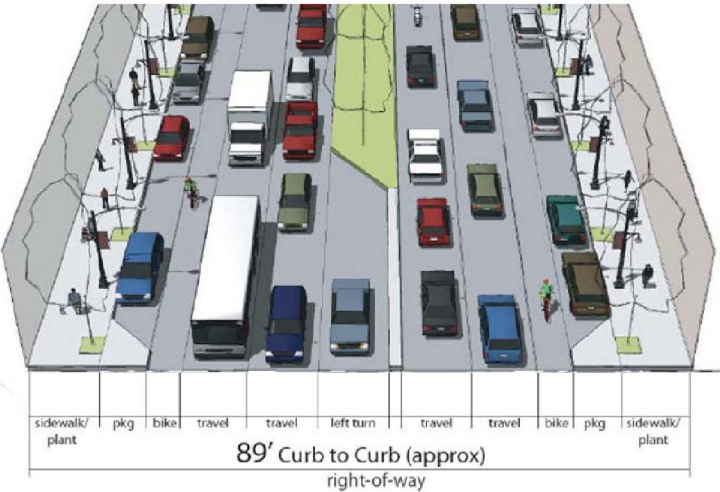
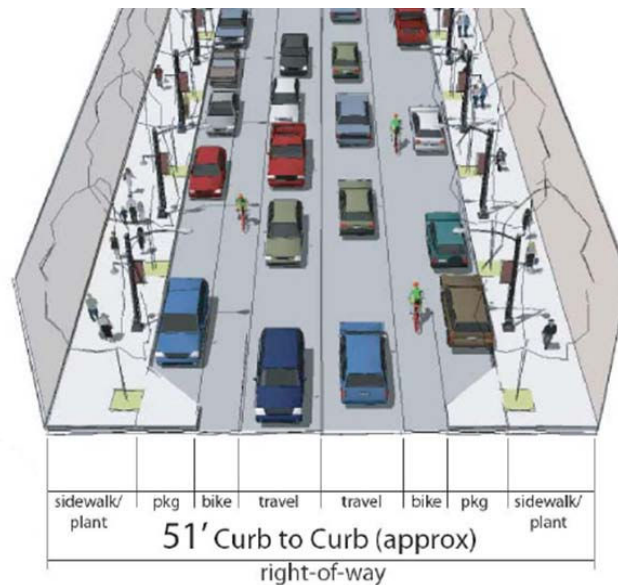


Figure 6-3 Main Street (2 Lanes with Parallel Parking)



B. Infrastructure, Public Utilities, and Services

The FBSP area is developed with existing infrastructure (e.g., roadway network, light rail, water, sewer, storm drainage) and essential services (e.g., police, fire, schools, parks, street lighting, utilities). Infrastructure and services are provided and maintained by the City of Rancho Cordova and several other public and private agencies. The City's General Plan and infrastructure master plans identify policies and actions to improve facilities for the entire city in general, and for the FBSP area in particular.

Future planned development of the FBSP area could exceed infrastructure, utility, or service capacities through buildout of the plan area. However, because actual capacity available in the existing sewer, drainage, water, and utility facilities could depend both on the timing of development and on actual development densities throughout the plan area, analysis will be done at the time new development is proposed to ensure capacity and required standards are met. A complete list of service providers needed to support planned development within the plan area is presented in Table 6-1 below.

Table 6-1 Service Providers in FBSP Area

Service	Service Provider
Sewer	Sacramento County Sanitation District (SRCSD)
	Sacramento Area Sewer District (SASD – formerly CSD-1)
Drainage & Hydrology	Sacramento County Department of Water Resources (SCDWR)
Water	California American Water Company
	Golden State Water Company
Dry Utilities	Electrical: Sacramento Municipal Utility District (SMUD)
	Natural Gas: Pacific Gas & Electric
Public Safety	Police: Rancho Cordova Police Department
	Fire: Sacramento Metropolitan Fire District
School Districts	Sacramento City Unified School District (<i>4 schools serving the plan area</i>)
	Folsom Cordova Unified School District (<i>10 schools serving the plan area</i>)
	Private Schools (<i>7 schools serving the plan area</i>)
Parks and Public Facilities	Library: Rancho Cordova Library, Sacramento Public Library Authority
	Parks: Sacramento County (American River Parkway), Cordova Recreation and Park District (local parks)
	Community centers that provide service to the area include: • Cordova Community Center • Cordova Golf Course • Cordova Senior Activity Center • Cordova Shooting Center • Mather Sports Complex • Riverview Community Center
Public Transportation	Sacramento Regional Transit District – Light Rail Transit
	Sacramento Regional Transit District – Bus Service
	CoroVan – Bus Service

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IMPLEMENTATION STRATEGY

A. Introduction

This chapter establishes a framework for actions needed to revitalize Folsom Boulevard. It contains a broad strategy with measurable steps to be accomplished over the next 10 years. This involves two primary paths: (1) overall corridor programs and policies, and (2) focused efforts at four critical opportunity sites.

As with any plan or vision, the plans and ideas expressed in this document will take a combined effort by the individual and collective landowners and businesses, the City, and regional agencies, as well as financial institutions. It is understood that this plan merely provides the door and the beginning of a vision to a very different Folsom Boulevard and that all of the actions listed below will take a concerted and focused effort on the part of many people and organizations over time.

B. Actions

The following 16 actions can be broken down into both physical and programmatic efforts, and generally serve the entire plan area. However, this section also includes actions specific to the four designated opportunity sites. In total, if these actions were accomplished within the 10-year time horizon, Folsom Boulevard would be a substantially different place.

Each item below provides a general course of action from which outcomes can be measured. Two-year strategic work plans can then be put in place to accomplish tasks and develop creative solutions. Each of the actions below can be accomplished in many different ways. Actions outlined for opportunity sites would be incorporated as part of two-year strategic work plans. The following list is not in any particular order and does not reflect priority of implementation.

Corridor Actions – Programmatic

1) Re-tenant vacant buildings and lots for temporary, transitional, or event uses.

Description Promote the use of vacant buildings along the corridor for temporary commercial or public uses, such as temporary retail shops or art installations. The City should consider issuing building occupancy permits at a reduced fee and/or consider waiving code requirements that are not public safety issues to allow temporary use of the buildings. Temporary signs, such as a banner sign, would be allowed for a temporary period.

Desired Outcome Increase occupancy of, and demand for, vacant buildings in the project area.

Why Is This a Priority? There are a number of vacant buildings in the project area that could be put to better use to revitalize Folsom Boulevard. Temporary use of vacant buildings can quickly bring activity to the corridor and act as a catalyst to encourage new businesses to locate here. Bringing more people to the corridor also creates a safer and more vibrant environment.

2) Create comfortable and safe shopping experiences. Actively support and encourage existing successes and recruit new businesses and entrepreneurs.

Description: Develop or implement specific actions to recruit new businesses and entrepreneurs and increase the perceived safety and comfort of Folsom Boulevard as a destination. Actions include amplifying economic development, Chamber of Commerce and Business Improvement District type activities such as removing real and perceived barriers; setting incentives; establishing desired business/organization recruitment targets; identifying priority business recruitment locations; assembling business recruitment packages; enhancing the Economic Development website; convening networking opportunities; establishing marketing themes; creating positive media stories; and utilizing social media.

Desired Outcome Thriving businesses and diverse community services throughout the corridor.

Why Is This a Priority? Increasing business activity and pedestrian traffic is one of the most effective strategies for addressing safety concerns of shoppers, visitors and the business community.

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3) Capture the workforce market through community events and activities.

Description: Understand what it will take to get the 55,000 workers south of Highway 50 to come and spend time and money on Folsom Boulevard. Consider a survey of employees. Additionally, in recognition of the bordering and surrounding neighborhoods that use Folsom Boulevard daily, this action would serve many purposes in restoring the corridor as a destination. Strategic two-year work plan items may include:

- City- and neighborhood-sponsored food festivals, farmers markets, music nights, movie nights, arts & crafts fairs, etc.
- Neighborhood block parties, yard sales, or socials for holidays

Desired Outcome: In recognition of the bordering and surrounding neighborhoods that use Folsom Boulevard daily, this action would serve many purposes in restoring the corridor as a destination.

Why Is This a Priority? It is critical to reinvestment that the area be perceived as an attractive, fun, functional, and safe destination. What better way to generate interest and a sense of place than to have an event at which people really spend some time.

4) Support and facilitate businesses and adjacent neighborhoods to be part of the transformation.

Description: Encourage businesses to participate in their own success (e.g., Business Association, BID, promotional events, security, maintenance, storefront display contests). Also, engage existing organized community groups and neighborhood associations to contribute to the improvement and transformation of the corridor.

Desired Outcomes: Local stakeholders with a vested interest and investment (of time and money) to improve individual businesses and the corridor as a whole.

Why Is This a Priority? With limited resources for public investment, this is a viable way to get private investment of time and money to cause change. It is also critical that existing businesses and property owners take ownership of the future and ongoing success of the boulevard, realizing that the “whole is greater than the sum of its parts” and that every single success benefits their neighbors.

5) Apply for and receive grant funding for a variety of efforts.

Description: Utilize City staff resources and partner with individuals and groups to pursue grant funding for public and private improvements throughout the corridor. Utilize identified funding sources in the appendix of this Plan and seek other sources of funding for improvements.

Desired Outcome: Public and private investment to improve the corridor.

Why Is This a Priority? With limited resources for local public investment and economic constraints on private investment, grant funding is a viable means to bring about change and transformation of the corridor.

Corridor Actions – Physical

6) Bring diverse housing to the boulevard.

Description: Actively pursue public purchase of property and partnerships to build a wide range of housing types along Folsom Boulevard.

Desired Outcome: New and diverse housing stock at all income levels within the City in general and along Folsom Boulevard in particular.

Why Is This a Priority? New housing along the along Folsom Boulevard will bring new life and additional resources to support local businesses.

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Implementation Strategy

7) Resolve infrastructure gaps and increase capacities where needed.

Description: Identify infrastructure gaps and proactively address them (e.g., water capacity, drainage capacity) for all project types. This will require partnering with local service providers and participation in planned improvements and priorities moving forward.

Desired Outcome: Establishment of multiple shovel-ready sites

Why Is This a Priority? This is an opportunity to set this area of the City apart from regional competition to attract new business opportunities.

8) Partner with regional agencies on corridor revitalization for improved safety, access, maintenance, joint development projects, funding, and ridership.

Description: Work with regional partnerships (e.g., SACOG, Sacramento County, Urban Land Institute) for educational outreach, demonstration projects, funding sources, and shared strategies.

Desired Outcome: Strong partnerships to maximize advantages and improvements throughout the corridor.

Why Is This a Priority? Strategic partnerships with regional agencies and organizations with a shared commitment (plans, studies, resources) will leverage City efforts to revitalize Folsom Boulevard.

9) Work with motivated neighboring property owners to transform clusters of development into attractive, thriving, high destination locations.

Description: Identify and reach out to groups of motivated property owners in and around opportunity sites to promote property assemblage, shared access and parking, and integrated development projects that maximize development opportunities.

Desired Outcome: More integrated development with shared resources at key locations.

Why Is This a Priority? Clusters of motivated property owners have the potential to bring forward significant new development projects that can transform Folsom Boulevard.

10) Transform Olson Island internal circulation into a “main street” experience.

Description: Prioritize the expansion of “main street” circulation and development connecting to both Olson Drive and Zinfandel Drive.

Desired Outcome: Improved circulation and enhanced development patterns for a more efficient shopping experience and a more enjoyable pedestrian environment.

Why Is This a Priority? Existing circulation patterns need improvement, and “main street” development has started with the reinvestment in the Target center.

11) Partner with and support private businesses and owners in façade, sign, and other building renovations and site improvements.

Description: Establish and implement programs to inform and inspire private businesses to invest time and resources to improve their properties (e.g., landscaping, cleanup events, façade improvement program).

Desired Outcome: More attractive storefronts and streetscapes throughout the corridor.

Why Is This a Priority? Given the age and condition of many existing buildings and sites throughout the corridor, these minor improvements can have a major impact both visually and functionally.

Implementation Strategy

Opportunity Site Actions

12) Refine goals, outcomes, constraints, and tasks for each opportunity site.

13) Establish a champion and/or steering committee for each opportunity site, composed of business and property owners, neighborhood leaders, and city volunteer groups.

14) Use the basic outlines in Chapter 5 for each opportunity site to fully map out an achievable area plan.

15) Use community charrettes, university student projects, and neighborhood and business leaders to establish character, feasibility, alternatives, and short- and long-term development agreements.

16) Establish realistic market concepts...who is using the site for what and when? Then market!

C. Incentive Toolbox

Incentives can be a very effective means to promote new development in a community. The City maintains a current list of recommended incentives to attract new development to Folsom Boulevard. The Rancho Cordova Economic Development Department and other working groups can utilize these tools in developing their strategic two-year work plans. Providing a range of different techniques allows the City and developers to “use the right tool for the job” as creative solutions and opportunities arise.

D. Potential Funding and Financing Mechanisms

There are a number of potential funding and financing mechanisms available at the federal, regional, and local level that may be pursued by the City and/or adjoining agencies to implement public improvements as well as to support some annual operations and maintenance costs. The City maintains a current list and description of the potential funding sources and in the following categories:

- Federal Funding Sources (comprising grants and programs)
- Regional Funding Sources (comprising grants and programs)
- Local Funding & Financing Sources (comprising funds, fees, and special districts)
- Private (comprising funds and sponsorships)

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Implementation Strategy

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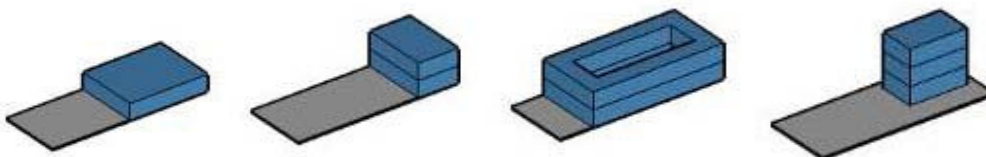


GLOSSARY

A. Terms

Floor area ratio (FAR) is defined as the gross floor area permitted on a site divided by the total gross area of the site. For example, on a site with 10,000 net square feet of land, a floor area ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area (which may be distributed in one or more buildings and single or multiple stories). On the same site, a FAR of 1.5 would allow 15,000 square feet of floor area, a FAR of 2.0 would allow 20,000 square feet, and a FAR of 0.5 would allow only 5,000 square feet. The following illustration is provided to communicate this concept at a FAR of 0.5.

Figure 8-1. Example FAR at 0.5



B. Use Classifications

The permitted land uses districts are unique to this Specific Plan. Where there are conflicts with existing definitions in the City's Zoning Code, the use classifications of this Specific Plan will prevail. The listing of use classifications below is organized alphabetically.

Alcoholic Beverage Sales. The retail sale of beer, wine, and/or other alcoholic beverages for consumption off-premises. On-premises consumption is not included in this definition and is considered accessory to the primary use.

Artisan Shop. A retail store selling art glass, ceramics, jewelry, and other handcrafted items and supplies needed to create finished items, where the facility includes an area for the crafting of the items being sold.

Artisanal and Specialty Manufacture, Display and Sales. The manufacture, display and sales of specialty food and goods requiring the transformation of raw materials into products that may be edible, useful or decorative. Outdoor display, sales and consumption on premises may be included subject to zoning and accessibility requirements, and any other applicable state or local regulations such as, but not limited to, the California Uniform Food Facilities Law (CURFFL). This listing does not include Breweries/Wineries/Distilleries, which are a separate defined use.

Art, Antique, Collectable. Retail sales uses including antique shops, art galleries, curio, gift, and souvenir shops, and the sales of collectable items including sports cards and comic books. Stores selling handcrafted items that are produced on the site are defined separately as "Artisan Shops."

Auto and Vehicle Retail Sales and Rental. Retail establishments selling and/or renting automobiles, trucks, and vans. This use listing includes the sales and rental of mobile homes, recreation vehicles, and boats. May also include repair shops and the sales of parts and accessories, incidental to vehicle dealerships. It does not include the sale of auto parts/accessories separate from a vehicle dealership (see "Auto Parts Sales"), bicycle and moped sales (see "Retail – General"), tire recapping establishments (see "Vehicle Services – Major"), businesses dealing exclusively in used parts, (see "Recycling Facility–Scrap and Dismantling"), or "Service Stations," which are separately defined.

Auto and Vehicle Sales, Wholesale. Wholesale establishments selling new and used vehicles and used vehicle parts.

Auto and Vehicle Storage. Facilities for the storage of operative and inoperative vehicles for limited periods of time. Includes but is not limited to storage of parking tow-aways, impound yards, and storage lots for automobiles, trucks, buses, and recreation vehicles. Does not include vehicle dismantling or retail sales.

Auto Parts Sales. Stores selling new and used automobile parts, tires, and accessories. May also include minor parts installation (see "Vehicle Services"). Does not include tire recapping establishments, which are found under "Vehicle Services – Major" or businesses dealing exclusively in used parts, which are included under "Recycling Facility – Scrap and Dismantling."

Banks and Financial Services. Financial institutions such as banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, and investment companies. Also includes automated teller machines (ATM) that are attached or stand-alone.

Bars and Nightclubs. Any bar, cocktail lounge, discotheque, or similar establishment, which may also provide live entertainment (e.g., music and/or dancing, comedy) in conjunction with alcoholic beverage sales. These facilities do not include bars that are part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. Bars and nightclubs may include outdoor food and beverage areas.

Bed and Breakfast. A residential structure with one family in permanent residence with up to five bedrooms rented for overnight lodging, where meals may be provided subject to applicable Health Department regulations. A bed and breakfast inn with more than five guest rooms is considered a hotel or motel and is included under the definition of "Hotels/Motels."

Brewery, Winery, Distillery. An establishment where beer, wine, or spirituous liquors are manufactured ~~and sold~~. This definition includes tasting rooms and microbreweries or brew pubs [when permitted by State law](#).

Building Materials Stores and Yards. Retail establishments selling lumber and other large building materials, where most display and sales occur indoors. Includes stores selling to the general public, even if contractor sales account for a major proportion of total sales. Includes incidental retail ready-mix concrete operations, except where excluded by a specific zoning district. Establishments primarily selling electrical, plumbing, heating, and air conditioning equipment and supplies are classified in "Warehousing and Distribution." Hardware stores are listed in the definition of "Retail – General," even if they sell some building materials. Also see "Home Improvement Supplies" for smaller specialty stores.

Business Support Services. Establishments primarily within buildings, providing other businesses with services such as maintenance, repair and service, testing, rental, etc. Other support services include but are not limited to equipment repair services (except vehicle repair, see "Vehicle Services – Major"), commercial art and design (production), computer-related services (rental, repair), copying, quick printing, and blueprinting services (other than those defined as "Printing and Publishing"), equipment rental businesses within buildings (a rental yard is a "Storage Yard"), film processing laboratories, heavy equipment repair services where repair occurs on the client site, janitorial services, mail advertising services (reproduction and shipping), mailbox services, other "heavy service" business services, outdoor advertising services, and photocopying and photofinishing.

Card Room. Gambling establishments that offer card games for play by the public.

Caretaker Housing. A residence that is accessory to a nonresidential primary use of the site, where needed for security, 24-hour care or supervision, or monitoring of facilities, equipment, or other conditions on the site.

Car Wash and Detailing. Permanent, drive-through, self-service, and/or attended car washing establishments, including fully mechanized facilities. May include detailing services. Temporary car

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Glossary

washes are typically fundraising activities generally conducted at a service station or other automotive-related business, where volunteers wash vehicles by hand, and the duration of the event is limited to one day, and are not part of this use classification.

Check Cashing Business. An establishment that, for compensation, engages in the business of cashing checks, warrants, drafts, money orders, or other commercial paper serving a similar purpose. Also includes establishments primarily engaged in cashing payroll or personal checks for a fee or advancing funds on future checks. This classification does not include a state or federally chartered bank, savings association, credit union or similar financial institution (see “Banks and financial services”).

Child Day Care Facility. A State-licensed facility which provides nonmedical, care, protection, and supervision to more than 14 children under 18 years of age on a less than 24-hour basis. Commercial or nonprofit child day care facilities include infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility or as an independent land use. Also see “Day Care Home (Adult Day Care, Family Day Care – Small, and Residential Care).”

Clubs, Lodges, and Private Meeting Halls. Permanent meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members (e.g., business associations, civic, social and fraternal organizations, labor unions and similar organizations, political organizations, professional membership organizations).

Community Center. Multipurpose meeting and recreational facility typically consisting of one or more meeting or multipurpose rooms, kitchen, and/or outdoor barbecue facilities that are available for use by various groups for such activities as meetings, parties, receptions, dances, etc.

Community Garden. A privately or publicly owned vacant parcel of land used by the community or a neighborhood for the growing of fruits, vegetables, and culinary herbs for personal consumption and/or to be offered for sale on site or at a local Certified Farmers Market.

Day Care Home (Adult Day Care, Family Day Care – Small, and Residential Care). This classification includes Adult Day Care, Family Day Care – Small, and Residential Care Home as defined by the State. Generally, these homes provides supervision and nonmedical care to six or fewer persons, in the provider’s own home, on a less than 24-hour basis.

Drive-In and Drive-Through Sales and Services. Facilities where food or other products and services may be obtained by motorists without leaving their vehicles. These facilities include but are not limited to fast-food restaurants, drive-through coffee, dairy product, photo stores, drive-up bank teller windows, and dry cleaners. Does not include automatic teller machines (ATMs), automobile service stations, or car washes, which are separately defined.

Dwelling, Multifamily. A building designed and intended for occupancy by three or more families living independently of each other, each in a separate dwelling unit, which may be owned individually or by a single landlord (e.g., apartment, apartment house, townhouse, condominium).

Dwelling, Second Unit. An attached or detached dwelling unit which provides complete independent living facilities for one or more persons, with permanent provisions for living, sleeping, eating, cooking, and sanitation sited on the same parcel as the primary dwelling unit. This definition includes granny flats.

Dwelling, Single-Family. A building designed exclusively for occupancy by one family on one or more lots. This classification includes manufactured homes (defined in California Health and Safety Code Section 18007) and model homes for the first sale of homes within the subdivision.

Dwelling, Two-Family. An attached building (e.g., duplex) designed for occupancy by two families living independently of each other, where both dwellings are located on a single lot. This definition also includes halfplexes (two attached units, each with a separate lot). More than one two-family dwelling may be located on a single lot consistent with the density provisions of the General Plan. Does not include second dwelling units.

Emergency Shelter. Any facility, the primary purpose of which is to provide temporary or transitional shelter for the homeless in general or for specific populations of the homeless.

Event and Office Equipment Sales and Rental. Service establishments ~~with outdoor storage/rental yards,~~ which may offer a wide variety of materials and equipment for rental (e.g., [event table and chairs,](#) [portable dance floors,](#) [office equipment](#)~~construction equipment~~).

Family Day Care Home – Large. A State-licensed facility that provides nonmedical care and supervision of minor children for periods of less than 24 hours within a single-family residence. The occupant of the residence provides care and supervision generally for 7 to 14 children. As described in the California Health and Safety Code, large day care homes may provide services for up to 16 children when specific conditions are met.

Fuel Storage and Distribution. A large-scale facility where fuel (such as propane and gasoline) is stored and distributed without retail sales.

Heliport. A designated, marked area on the ground or on the top of a structure where helicopters may land at any time.

Home Improvement Supplies. Establishments (retail or wholesale) that sell kitchen, bath, furnishings, carpeting, and other home-oriented supplies. Other retail uses are permitted if accessory to the primary use. These uses may include an expansive showroom. This category does not include the sale of lumber and does not permit the outdoor display of merchandise. This use classification is a subcategory of the larger Building Materials Stores and Yards use classification and may be combined with or separate from such uses.

Home Occupation. The conduct of business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property.

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Hotels/Motels. Facilities with guest rooms or suites, provided with or without kitchen facilities, rented to the general public for transient lodging (less than 30 days). Hotels provide access to most guest rooms from an interior walkway, and typically include a variety of services in addition to lodging (e.g., restaurants, meeting facilities, personal services). Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

Indoor Amusement/Entertainment Facilities. Establishments providing indoor amusement and entertainment services for a fee or admission charge (e.g., dance halls and ballrooms, electronic game arcades). Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade; three or less machines are considered accessory to the primary use of the site.

Indoor Fitness and Sports Facilities. Predominantly participant sports and health activities conducted entirely within an enclosed building. Typical uses include bowling alleys, billiard parlors, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer areas, athletic clubs, and health clubs. This use does not include special studios not a part of an athletic or health club (e.g., karate studio, dance studio, etc.). Also see “Schools – Private and Special/Studio.”

Kennels. These facilities provide boarding of animals. May also include day-time boarding and activity for animals (e.g., “doggie day care”).

Libraries, Museums, and Similar Facilities. Public or quasi-public facilities such as aquariums, arboretums, art exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are generally noncommercial in nature.

Live-Work Facility. Rowhouse or conventional house with the first story or the front of the home available as a commercial space. The commercial space may be independently leased or used by an occupant of the residential unit. The building construction must meet the building and fire code based on the use type. The work space shall contain an active use and not be used exclusively for storage or warehousing. For example, the unit may include:

- First-floor storefront for retail or service business activity;
- Restaurant, café, or catering establishment with a complete kitchen and sanitary facilities;
- Minor fabrication activities (e.g., carpentry, light welding, print shop, artist studio); and
- Office space.

Manufacturing – Major. Manufacturing, fabrication, processing, and assembly of materials in a raw form. Uses in this category typically create greater than usual amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on-site or on an adjacent site. Uses include but are not limited to batch plants, rendering plants, aggregate processing facilities, plastics and rubber products manufacturing. Also see “Manufacturing – Minor” and “Manufacturing – Small-Scale.”

Manufacturing – Minor. Manufacturing, fabrication, processing, and assembly of materials from parts that are already in processed form and that, in their maintenance, assembly, manufacture, or plant operation, do not create excessive amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on-site or on an adjacent site. Uses include but are not limited to furniture manufacturing and cabinet shops, laundry and dry cleaning plants, metal products fabrication, food and beverage manufacturing, etc. Also see “Manufacturing – Major” and “Manufacturing – Small-Scale.”

Manufacturing – Small-Scale. Establishments manufacturing and/or assembling small products primarily by hand, including but not limited to jewelry, pottery, and other ceramics, as well as small glass and metal art and craft products. Also see “Manufacturing – Major” and “Manufacturing – Minor.”

Massage Parlor. An establishment ~~where~~ where the primary service is to provide massages to customers can receive a massage. This does not include businesses where massage is a secondary use such as a beauty salon or chiropractor’s office.

Medical Services – Extended Care. Residential facilities providing nursing and health-related care as a primary use with inpatient beds, including but not limited to board and care homes, convalescent and rest homes, extended care facilities, skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under “Day Care Home (Adult Day Care, Family Day Care – Small, and Residential Care).”

Medical Services – General. Facilities primarily engaged in furnishing outpatient medical, mental health, surgical, and other personal health services, but which are separate from hospitals (e.g., medical and dental laboratories, medical, dental and psychiatric offices, outpatient care facilities, allied health service). Counseling services by other than medical doctors or psychiatrists are included under “Offices – Business and Professional.”

Medical Services – Hospitals. Hospitals and similar facilities engaged primarily in providing diagnostic services, and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses (see the separate definition of “Retail – Accessory”), and emergency heliports.

Offices – Accessory. Offices that are accessory to another business or sales activity that is the primary use. This does not apply to incidental office space that is part of the primary tenant space. The qualification criteria for this definition are that the floor area of the accessory office use shall not exceed 50 percent of the total net habitable or leasable floor area of the primary tenant space.

Offices – Business and Professional. This use listing includes offices of administrative businesses providing direct services to consumers (e.g., insurance companies, utility companies), government agency and service facilities (e.g., post office, civic center), professional offices (e.g., accounting, attorneys, employment, public relations), and offices engaged in the production of intellectual property (e.g., advertising, architectural, computer programming, photography studios). This use does not include medical offices (see “Medical Services – General”), temporary offices (see “Offices –

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Temporary”), or offices that are incidental and accessory to another business or sales activity that is the primary use (see “Offices – Accessory”). Outdoor storage of materials is prohibited.

Outdoor Commercial Recreation. Facility for various outdoor participant sports and types of recreation where a fee is charged for use (e.g., amphitheaters, amusement and theme parks, golf driving ranges, health and athletic club with outdoor facilities, miniature golf courses, skateboard parks, stadiums and coliseums, swim and tennis clubs, water slides, zoos).

Park and Ride Facility. A designated area where a vehicle may be left in order to carpool with other commuters or to ride public transit.

Parks and Public Plazas. Public parks including playgrounds and athletic fields/courts and public plazas and outdoor gathering places for community use. If privately owned and restricted to the public (e.g., require payment of fee), the same facilities are included under the definition of “Outdoor Commercial Recreation.”

Pawn Shop. Any room, store, building, or other place in which the business of pawn brokering, or the business of lending money upon personal property, pawns or pledges, or the business of purchasing articles from vendors or their assignees at prices agreed upon at or before the time of such purchase, is engaged in, carried on, or conducted.

Personal Services. Establishments providing nonmedical services as a primary use, including but not limited to barber and beauty shops, clothing rental, dry cleaning pick-up stores with limited equipment, home electronics and small appliance repair, laundromats (self-service laundries), shoe repair shops, and tailors. These uses may also include accessory retail sales of products related to the services provided, massage parlors, spas and hot tubs for rent, and tanning salons.

Printing and Publishing. Establishments engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other establishments serving the printing trade including bookbinding, typesetting, engraving, photoengraving, and electrotyping. This use also includes establishments that publish newspapers, books, and periodicals, and establishments manufacturing business forms and binding devices. Does not include “quick printing” services or desktop publishing, which are included in “Business Support Services.”

Public Safety Facility. A facility operated by public agencies including fire stations, other fire prevention and firefighting facilities, and police and sheriff substations and headquarters, including interim incarceration facilities.

Recycling Facility—Collection. A recycling facility used for the acceptance by donation, redemption, or purchase of recyclable materials from the public that does not occupy more than 500 square feet. This classification may include a mobile unit, kiosk-type units that may include permanent structures, and unattended containers placed for the donation of recyclable materials. This also includes so-called “reverse vending machines,” an automated mechanical device that accepts one or more types of empty beverage containers including, but not limited to, aluminum cans, glass bottles and plastic bottles, and

issues a cash refund or a redeemable credit slip with value of not less than the container's redemption value as determined by the state.

Recycling Facility—Processing. A recycling facility located in a building or enclosed space and used for the collection and processing of recyclable materials. Processing means the preparation of material for efficient shipment or to an end-user's specifications by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, and remanufacturing.

Recycling Facility—Scrap and Dismantling. Uses engaged in the assembling, breaking up, sorting, temporary storage, and distribution of recyclable or reusable scrap and waste materials, including the dismantling or wrecking of automobiles or other motor vehicles, and/or the storage or keeping for sale of parts and equipment resulting from such dismantling or wrecking. The presence on any lot or parcel of land of five or more inoperable vehicles from which parts have been or are to be removed for reuse or sale shall constitute prima facie evidence of an automobile wrecking yard. This use does not include landfills or other terminal waste disposal sites.

Religious Institutions. Facilities operated by religious organizations for worship or the promotion of religious activities (e.g., churches, mosques, synagogues, temples) and accessory uses on the same site (e.g., living quarters for ministers and staff, child day care facilities which where authorized in conjunction with the primary use). Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (e.g., recreational camp), are classified according to their respective activities.

Research and Development. Indoor facilities for scientific research and the design, development, and testing of electrical, electronic, magnetic, optical, and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes but is not limited to chemical and biotechnology research and development. Does not include computer software companies (see "Offices – Business and Professional"), soils and other materials testing laboratories (see "Business Support Services"), or medical laboratories (see "Medical Services – General").

Restaurant. A retail business selling food and beverages prepared and/or served on the site, for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption, and establishments where most customers are served food at tables for on-premise consumption, but may include providing food for take-out. Also includes coffee houses and accessory cafeterias as part of office and industrial uses.

Retail—Accessory. The retail sales of various products (including food service) in a store or similar facility that is located within a health care, hotel, office, or industrial complex. These uses include but are not limited to pharmacies, gift shops, and food service establishments within hospitals, and convenience stores and food service establishments within hotel, office, and industrial complexes. This use category also includes retail associated with industrial uses for the products sold, distributed, or manufactured on-site. Such retail area shall not exceed 25 percent of the total square footage of the tenant space of a single-use development or the combined floor area of an integrated development in a mixed-use project.

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Retail—General. Stores and shops selling multiple lines of merchandise. These stores and lines of merchandise include but are not limited to art galleries, bakeries (all production in support of on-site sales), clothing and accessories, collectibles, [consignment stores](#), department stores, drug and discount stores, dry goods, fabrics and sewing supplies, florists and houseplant stores, furniture, home furnishings and equipment, general stores, gift shops, hardware, hobby materials, musical instruments, parts and accessories, newsstands, pet supplies specialty shops, sporting goods and equipment, stationery, and variety stores.

Schools—Private and Special/Studio. Includes private educational institutions (e.g., boarding schools, business, secretarial, and vocational schools, colleges and universities, establishments providing courses by mail or online) and special schools/studios (e.g., art, ballet and other dance, computers and electronics, drama, driver education, language, music, photography). Also includes facilities, institutions, and conference centers that offer specialized programs in personal growth and development (e.g., fitness training studios, gymnastics instruction and aerobics and gymnastics studios, environmental awareness, arts, communications, management). Also see “Indoor Fitness and Sports Facilities.”

Schools—Public. Public educational institutions such as community colleges, universities, elementary schools, middle/junior high schools, high schools, and military academies.

Service Station. A retail business selling gasoline or other motor vehicle fuels, [which may include a convenience store and/or self-service car wash](#).—Vehicle services which are incidental to fuel [and car wash](#) services are included under “Vehicle Services – Minor.”

Sexually Oriented Business. Adult bookstores, adult motion picture theaters, adult live theaters, adult video stores, or any establishment that consists of a combination of such uses. An adult bookstore is a building or a portion thereof used by an establishment either (A) where 25 percent or more of the floor space of the area of the building open to the public, and actually used for the display of books, magazines, or other publications, is devoted to the sale of books, magazines, or other publications which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18; or (B) where 25 percent or more of the total number of books, magazines, or other publications offered for sale to the public consist of books, magazines, or other publications which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18. An adult motion picture theater is a building or portion thereof or an area, open or enclosed, which regularly features motion pictures distinguished or characterized by an emphasis on matters depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 or specified anatomical areas as defined in RCMC 23.919.060. An adult live theater is a building or portion thereof or an area, open or enclosed, which regularly features live performances distinguished or characterized by an emphasis on matters depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060 or specified anatomical areas as defined in RCMC 23.919.060 for observation by patrons or customers. An adult video store is a building or portion

thereof used by an establishment either (A) where 25 percent or more of the floor space of the area of the building open to the public, and actually used for the display of videos, is devoted to the sale or rental of videos which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060, and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18; or (B) where 25 percent or more of the total number of videos offered for sale or rental to the public consist of videos which are distinguished or characterized by their emphasis on matters explicitly depicting, describing, or relating to specified sexual activities as defined in RCMC 23.919.060, and which, because of their sexually explicit nature, may, pursuant to state law or county regulatory authority, be offered only to persons over the age of 18.

Smoke Shop. An establishment ~~that either devotes more than 15 percent of its total floor area to selling smoking, drug, and/or traditional or electronic tobacco paraphernalia or devotes 15 percent or more of the total floor area to~~ devotes more than a two-foot by four-foot (two feet in depth maximum) section of shelf space for display for sale of smoking, drug, and/or tobacco paraphernalia. selling tobacco products. Limited sales of tobacco products that commonly occur within convenience stores or service stations are not included in this definition.

Storage, Personal. A structure or group of structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand.

Storage Yard. The storage of various materials outside of a structure other than fencing, either as an accessory use or a principal use.

Storage, Warehouse. A facility for the storage of furniture, household goods, or other commercial goods of any nature. Includes cold storage. Does not include warehouse, storage, or mini-storage facilities offered for rent or lease to the general public (see "Storage, personal storage facility") or warehouse facilities in which the primary purpose of storage is for wholesaling and distribution (see "Wholesaling and distribution").

Tattoo Parlor. Any establishment that engages in the business of tattooing and/or branding human beings.

Telecommunications Facility. Facility designed and/or used for the purpose of transmitting, receiving, or relaying voice and/or data signals from various wireless communication devices, including a transmission tower, antenna, and or other facility designed or used for that purpose. Amateur radio transmission facilities, facilities operated exclusively as part of a public safety network, and facilities used exclusively for the transmission of television and/or radio broadcasts are not telecommunication facilities.

Theatres and Auditoriums. Indoor facilities for public assembly and group entertainment, other than sporting events (e.g., civic theaters, facilities for "live" theater and concerts, exhibition and convention halls, motion picture theaters, auditoriums). Does not include outdoor theaters, concert and similar

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entertainment facilities, and indoor and outdoor facilities for sporting events; see “Outdoor Commercial Recreation.”

Thrift Store. A retail establishment selling secondhand goods donated by members of the public.

Transit Stations and Terminals. Passenger stations for vehicular and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, railway, etc.

Utility Facility and Infrastructure. This includes fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091: electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds and disposal fields. These uses do not include office or customer service centers (classified in “Offices”), or equipment and material storage yards.

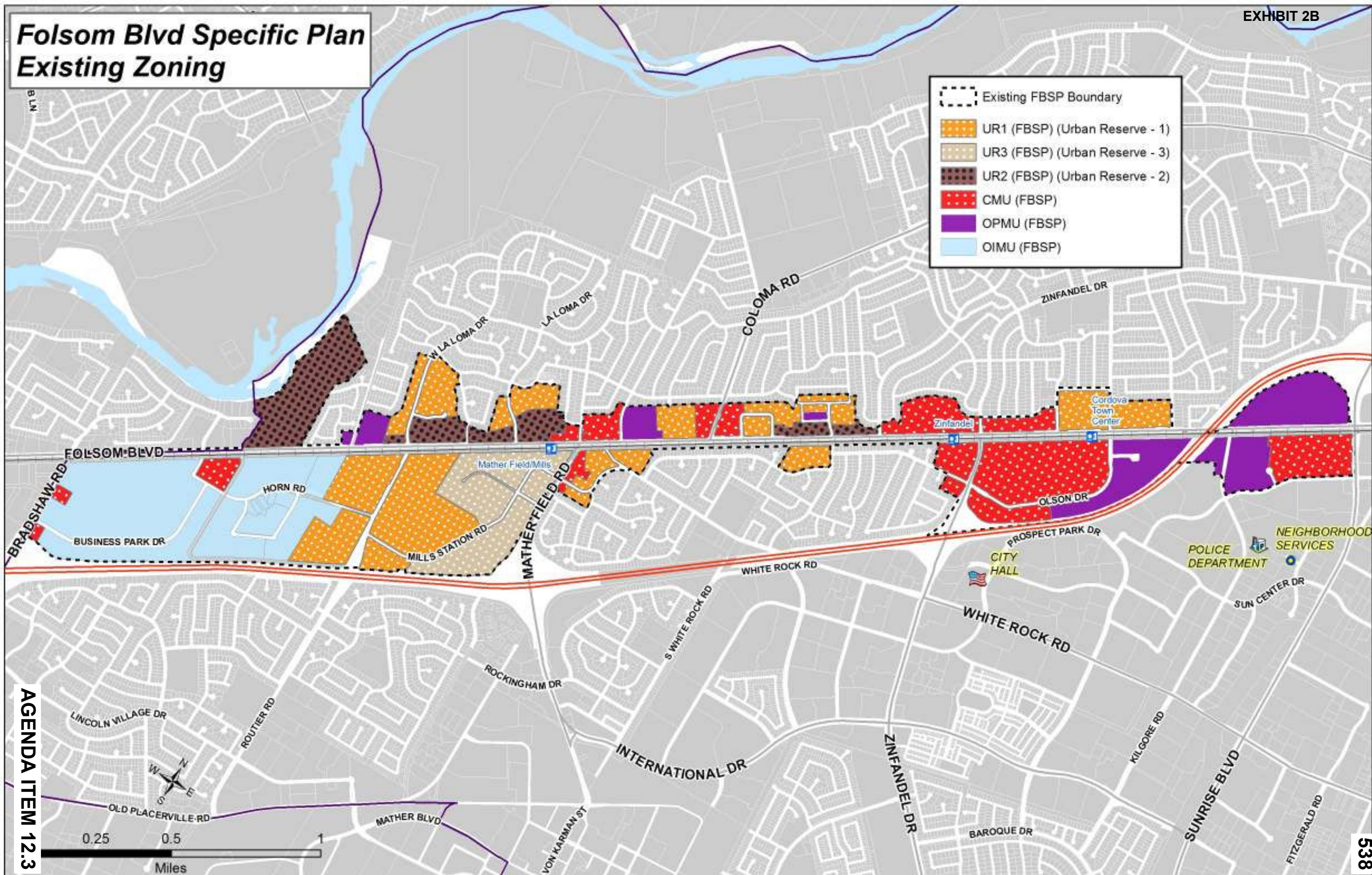
Vehicle Services – Major. The repair, alteration, restoration, towing, painting, cleaning (e.g., attended car washes), or finishing of automobiles, trucks, recreational vehicles, boats, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes major repair and body work-repair facilities dealing with entire vehicles; such establishments typically provide towing, collision repair, other body work, and painting services and may also include tire recapping establishments.

Vehicle Services – Minor. Minor facilities specializing in limited aspects of repair and maintenance (e.g., muffler and radiator shops, quick-lube, smog check, self-service car wash). Does not include repair shops that are part of a vehicle dealership on the same site (see “Auto and Vehicle Sales”) or automobile dismantling yards, which are included under “Recycling Facility – Scrap and Dismantling.”

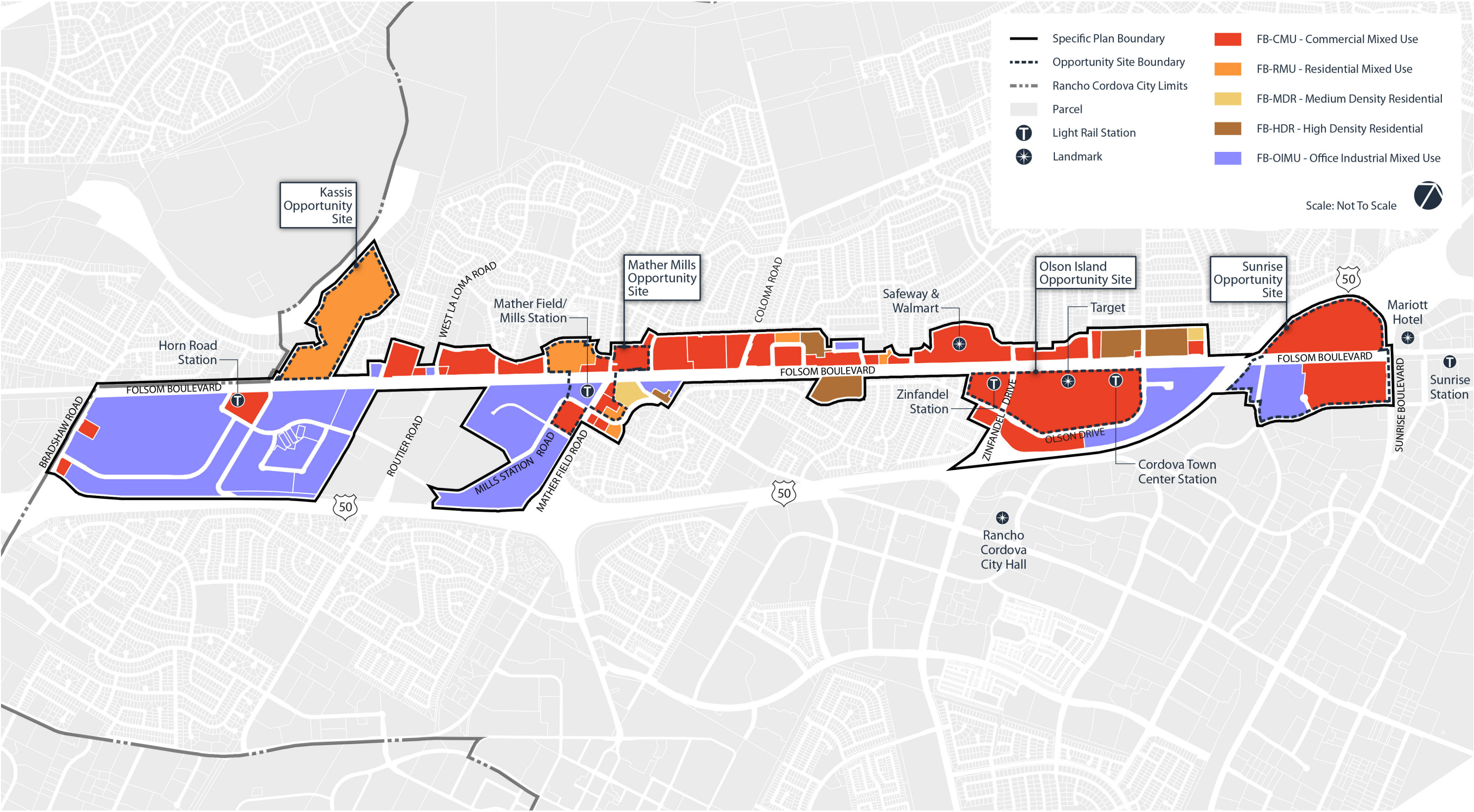
Veterinary Facility. A building that is primarily enclosed, containing only enough cage arrangements as necessary to provide veterinary services for domestic and exotic animals requiring acute medical or surgical care with accessory outdoor use that provides long-term medical care. Grooming and boarding of animals is allowed only if accessory to the facility use.

Wholesaling, Warehousing and Distribution. Establishments engaged in selling merchandise to [retailers](#); [to industrial, commercial, institutional, farm, or professional business users](#); or to other wholesalers;[7](#) or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes such establishments as agents, merchandise or commodity brokers, and commission merchants, assemblers, buyers and associations engaged in the cooperative marketing of farm products, merchant wholesalers, and stores primarily selling electrical, plumbing, and heating and air conditioning supplies and equipment.

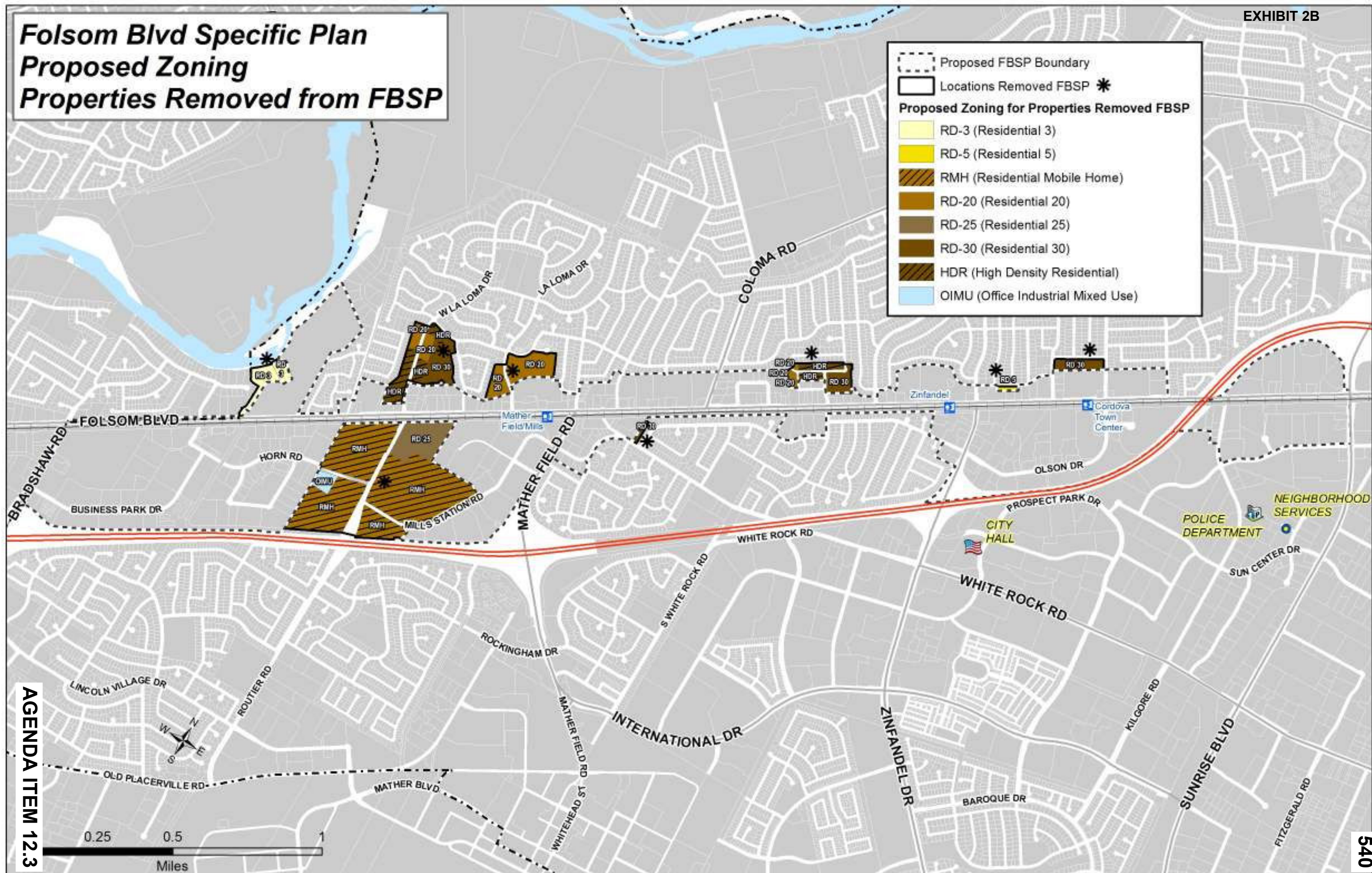
Folsom Blvd Specific Plan Existing Zoning



Folsom Blvd Specific Plan
Proposed Zoning
Properties within the FBSP



Folsom Blvd Specific Plan Proposed Zoning Properties Removed from FBSP



MEMORANDUM



DATE: December 16, 2013

TO: Honorable Mayor and Council Members

FROM: Paul Junker, Planning Director

**SUBJECT: DISCUSS PROPOSED SELF-STORAGE FACILITY ON DOUGLAS ROAD
ADJACENT TO PREVIOUSLY APPROVED SHOPPING CENTER**

PROJECT:	New Self-Storage Facility
FILE:	DD8381
LOCATION:	South of Douglas Road and west of Sunrise Boulevard
APN:	067-0030-051
PLANNER:	William Campbell

RECOMMENDED ACTION

Provide preliminary direction to staff and project proponents regarding this proposed project.

RESULT OF RECOMMENDED ACTION

No formal action is requested of Council at this time. Council direction will allow the project proponents to decide whether they wish to proceed with their application. If Council approval is unlikely, then the applicants might choose to withdraw the project and avoid the expenses associated with the project review.

BACKGROUND

The Planning Department has received an application for a self-storage facility to be located on Douglas Road, west of Sunrise Boulevard. Approval of this request would require at least a Zoning Amendment and possibly a General Plan Amendment, as well as Design Review. Before initiating this work and expending significant funds on behalf of the applicant, staff is requesting a preliminary Council review to determine whether there is general support for this type of project.

The subject property is bounded by the Douglas Road to the north, existing Light Industrial zoned property to the west, the Folsom South Canal to the south, and the Morrison Creek channel corridor and future shopping center to the east. Given the configuration and location of this parcel, either commercial or industrial uses are considered viable options for this property.

The AG-20 zoning of this property is a result of the legal action against the SunRidge Specific Plan that resulted in the City vacating the original approvals of the Specific Plan. Because the zoning of this property was not vested through a development agreement, it reverted to the agricultural zoning

that was in place prior to adoption of the SunRidge Specific Plan. Exhibits of the current General Plan (**Attachment 1**) and Zoning (**Attachment 2**) are attached to this report for reference.

POLICY CONSIDERATIONS

There are a number of factors that merit consideration of a self-storage facility at the proposed location, including:

- Planned shopping centers at the Sunrise/Douglas intersection and in the Regional Town Center in the Rio del Oro Specific Plan will limit this parcel's commercial potential.
- The close proximity of the shooting range across Douglas Road restricts residential uses at this site. Either commercial or industrial land uses could be compatible at this location.
- Immediately west of the subject property is a vacant parcel that is currently designated industrial. North of Douglas Road is the southern extension of the South Sunrise Special Planning Area, which is predominantly auto recycling operations.
- Should the subject property remain "Commercial", then it may be prudent to change the vacant industrial parcel located to the west to "Commercial" as well. The new configuration would give the combined site excellent frontage along Douglas Road and greater flexibility in the land planning of commercial development.
- A survey of the available self-storage facilities in the community (**Attachment 4**) is provided with this report. The accompanying table indicates the facilities name, unit availability and estimated monthly occupancy rate of each facility, if available. Clearly, the majority of the facilities are along the Highway 50 corridor, with the exception of the self-storage on Sunrise Boulevard, south of International Drive. In the future, staff believes more of these types of facilities will seek to locate in the developing areas of the City, closer to the residential developments.
- Nine out of the twelve responded to a staff survey, with an average occupancy of 74.4%. This suggests there are currently adequate options for residents seeking self-storage in Rancho Cordova, but that additional facilities will be needed in the future.

OPTIONS FOR ALLOWING THE PROPOSED USE

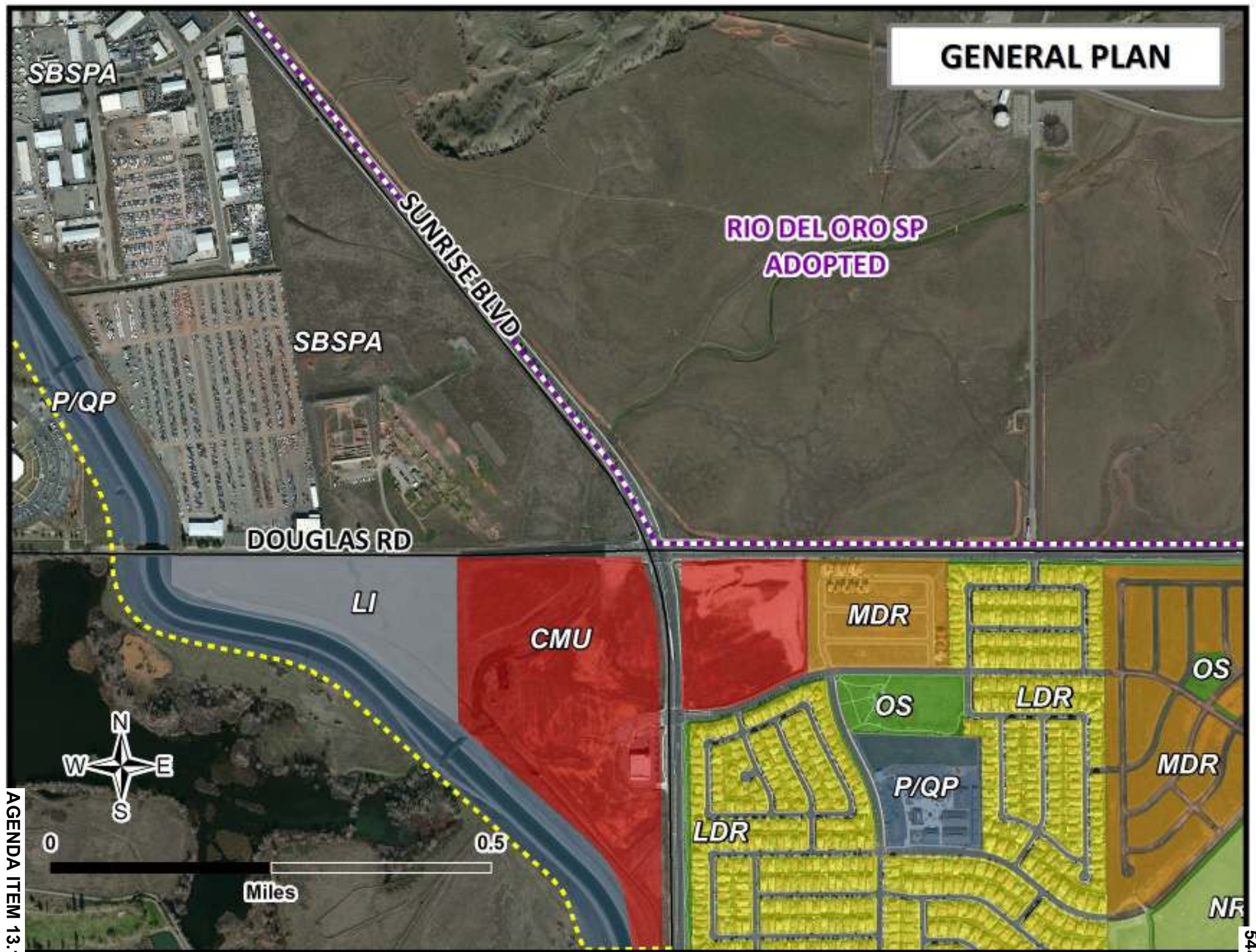
If Council supports the proposed use, then some combination of actions would be required to approve this project. Staff has identified the following two options and the general implications of each approach:

- Modify Land Use Designations
 - This approach would involve amending the current General Plan designation from Commercial Mixed Use (CMU) to Light Industrial (LI), and then amending the current Zoning from AG-20 to Light Industrial (M-1).
 - This approach would rely upon the current City regulations and would not affect other parcels within the City.
- Modify Allowed Uses in Zoning Code
 - This approach would involve changing the allowed uses in the Zoning Code to allow Personal Storage Facilities in the General Commercial (GC).

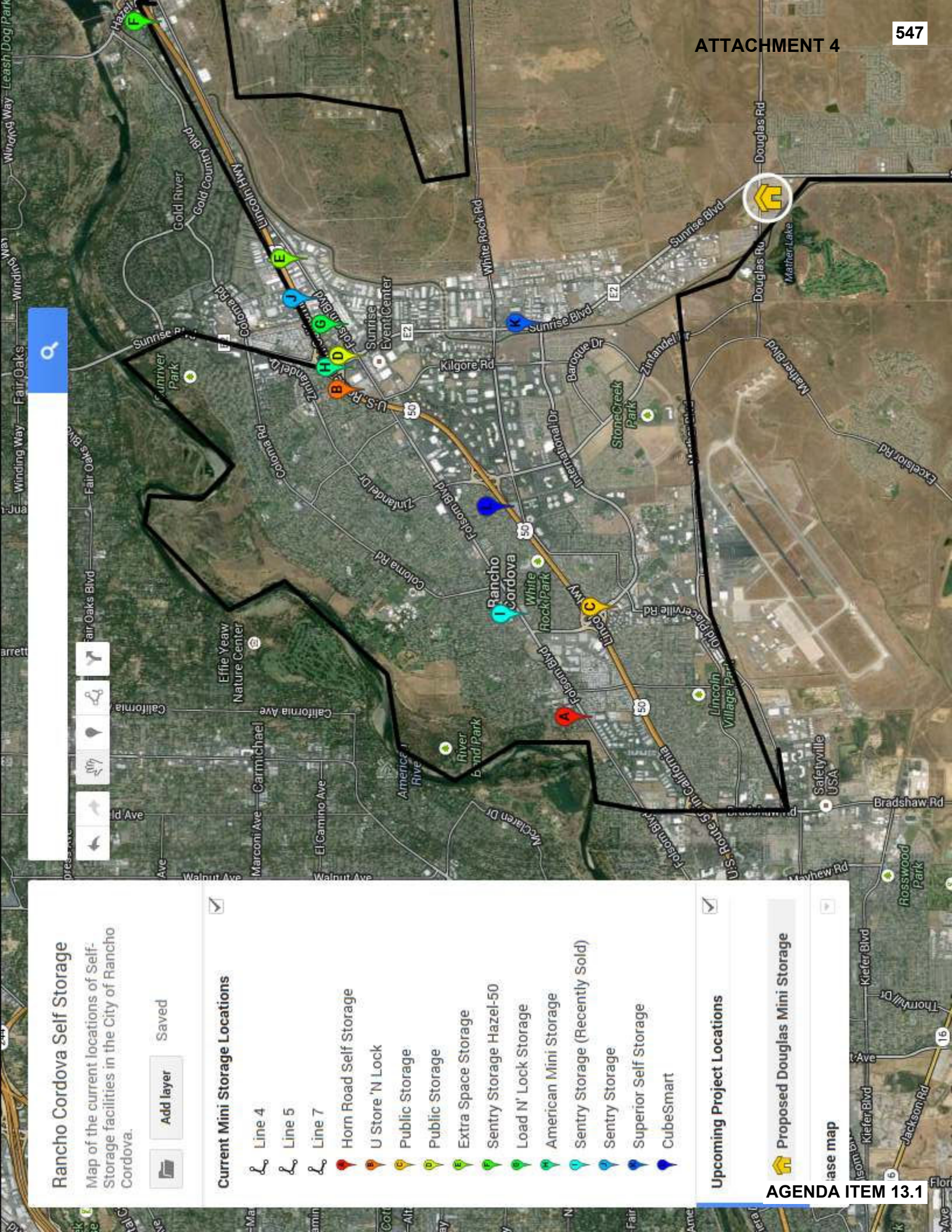
- A second action would involve changing the zoning of the site from AG-20 to GC. No General Plan amendment would be required under this approach.
- This approach would not only allow Personal Storage at the subject property, but would also allow this use at other GC properties within the City, thereby allowing such facilities more broadly in the community.

ATTACHMENTS

1. General Plan Designation in the Project Area.
2. Zoning Designations in the Project Area.
3. Self-Storage Facility Proposed Site Plan.
4. Self-Storage Locations in Rancho Cordova.







Rancho Cordova Self Storage

Map of the current locations of Self-Storage facilities in the City of Rancho Cordova.

Map of the current locations of Self-Storage facilities in the City of Rancho Cordova.

Current Mini Storage Locations

- Line 4
- Line 5
- Line 7
- Horn Road Self Storage
- U Store 'N Lock
- Public Storage
- Public Storage
- Extra Space Storage
- Sentry Storage Hazel-50
- Load N' Lock Storage
- American Mini Storage
- Sentry Storage (Recently Sold)
- Sentry Storage
- Superior Self Storage
- CubeSmart

Upcoming Project Locations

- Proposed Douglas Mini Storage

base map

RANCHO CORDOVA MINI STORAGE LOCATIONS



HORN ROAD SELF STORAGE

9973 Horn Rd.

077-0330-035-0000

(916) 366-6226

Approx. 560 Units

Currently 80% occupied (consistently)



EXTRA SPACE STORAGE

2410 Mercantile Dr.

072-0390-025-0000

(916) 635-5672 or (916) 635-6464

699 Units

Currently 86% occupied (consistently)



U STORE 'N LOCK

11033 Folsom Blvd.

058-0280-010-0000

(916) 635-7316

752 Units

Currently 72% occupied (usually higher)



SENTRY STORAGE HAZEL-50

12233 Folsom Blvd.

069-0160-015-0000

(916) 458-4199

903 Units

Currently 60% occupied (usually higher)



PUBLIC STORAGE

3200 Mather Field Rd.

077-0040-044-0000

(916) 366-6923 or (916) 800-1134

Units (not available)

Currently (not available)



LOAD N' LOCK STORAGE

11297 Trade Center Dr.

072-0380-005-0000

(916) 638-1900

795 Units

Currently 54% occupied (consistently)



PUBLIC STORAGE

2656 Sunrise Blvd.

072-0222-011-0000

(916) 635-4457 or (916) 476-8010

874 Units

Currently 90% Occupied (Consistently)



AMERICAN MINI STORAGE

11055 Folsom Blvd.

058-0280-008-0000

(916) 635-3383

Units (not available)

Currently (Not doing well; RV parking full)

RANCHO CORDOVA MINI STORAGE LOCATIONS



SENTRY STORAGE (RECENTLY SOLD)

10333 White Rock Rd.

077-0010-025-0000 & 077-0010-048-0000

(916) 476-8006

Units (not available)

Currently (not available)



PROPOSED DOUGLAS MINI STORAGE

Self-Storage facility with manager residence above office. Self-Storage 78,376 sq/ft. Office/Residence 3,300 sq/ft. Separate retail center 6 units. 7,2000 sq/ft total.

067-0030-051-0000 & 067-0030-052-0000



SENTRY STORAGE

11319 Folsom Blvd.

069-0090-031-0000

(916) 476-8017

502 Units

Currently 53% Occupied (usually higher)



SUPERIOR SELF STORAGE

3291 Sunrise Blvd.

072-0410-015-0000

(916) 851-1114

460 Units

Currently 90% Occupied (usually lower)



CUBESMART

10651 White Rock Rd.

072-0210-078-0000

(916) 635-3864

457 Units

Currently 85% Occupied (consistently)

DD-8381 Sunrise/Douglas Self Storage Policy Discussion

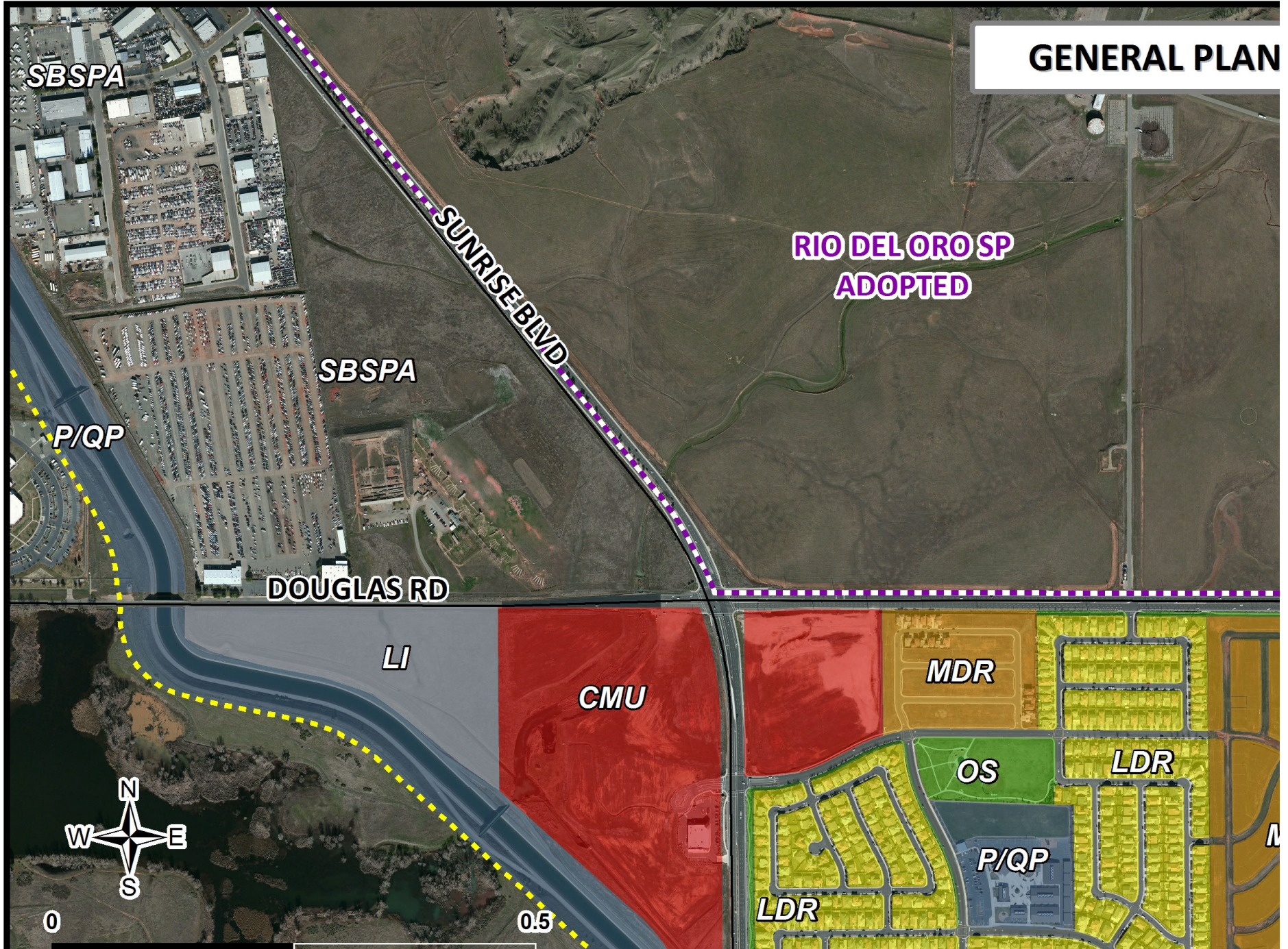
Rancho Cordova City Council
William Campbell, Project Planner
December 16, 2013



Policy Direction Discussion

- The City has received an application for a self storage facility on Douglas Road, west of Sunrise Boulevard.
- The proposed location is designated Commercial Mixed Use in the General Plan and is Zoned AG-20.
- Personal Storage Facilities are only allowed in Industrial zones. Therefore, this use would require amendments to the site's General Plan and Zoning designations.
- Staff is seeking preliminary Council direction on whether this appears to be a reasonable request. If Council is generally favorable, then the applicants will proceed with a formal applications.

GENERAL PLAN

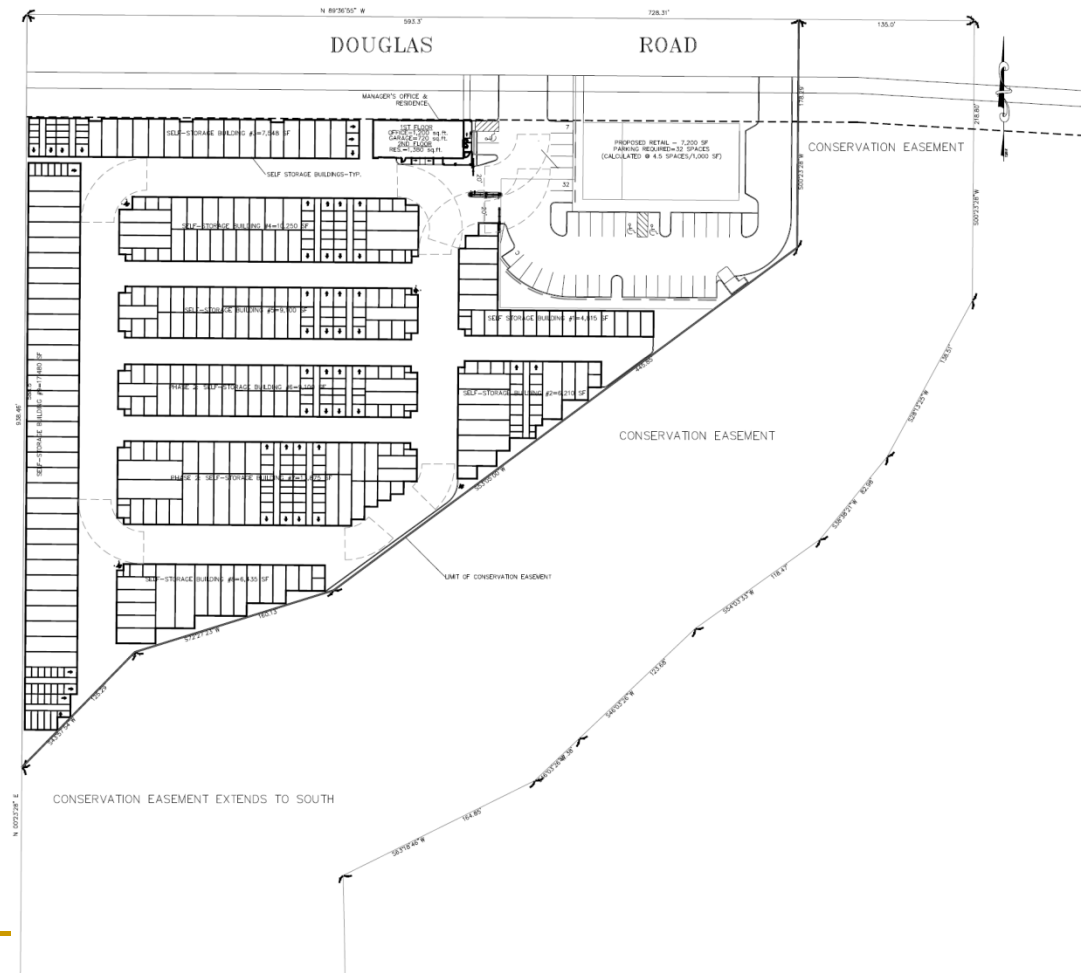




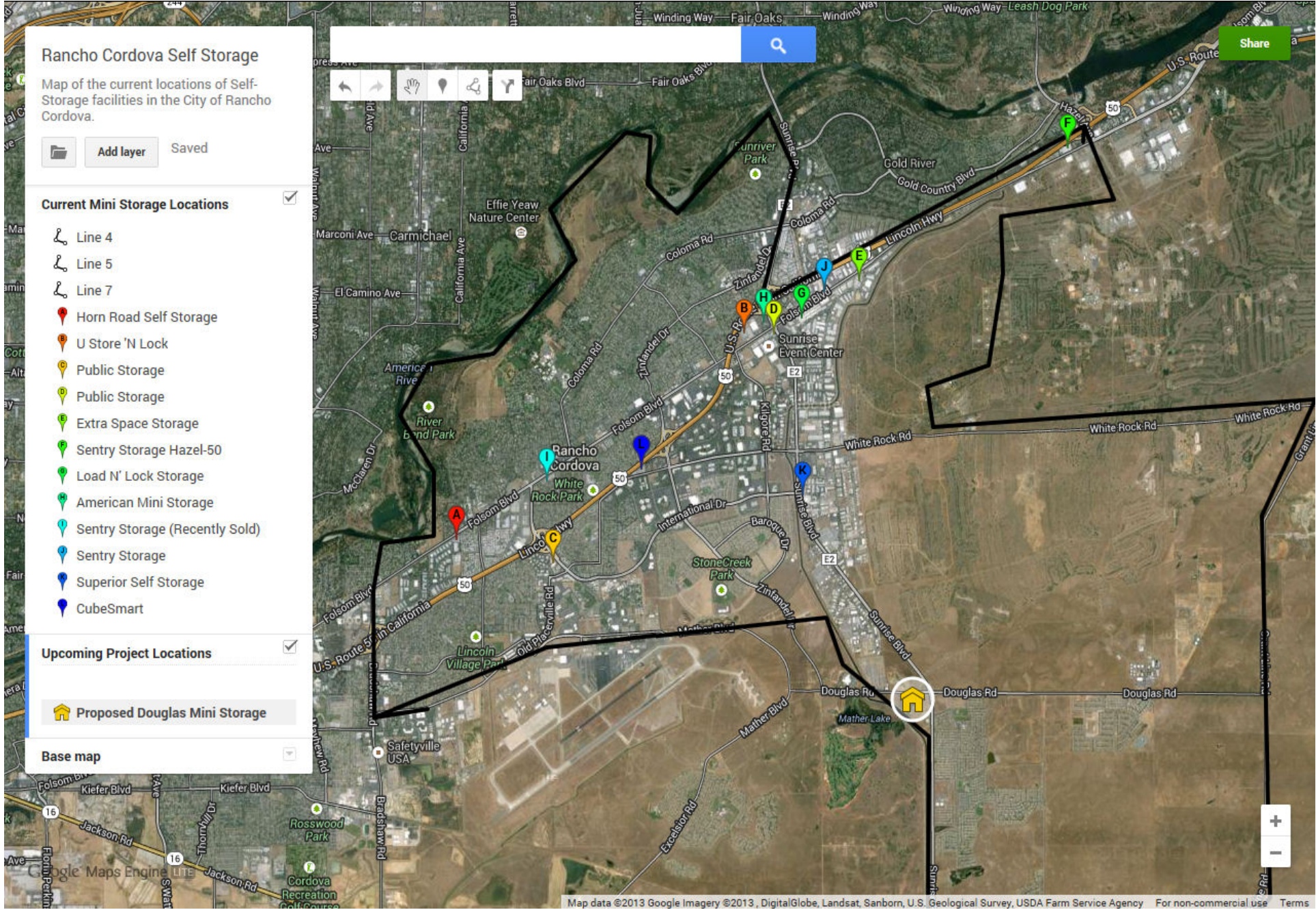
Proposed Site Plan

Douglas Storage

DOUGLAS RD. @ SUNRISE BLVD., RANCHO CORDOVA, CA



1 Overall Site Plan
1" = 50'-0"



Options for Allowing Request

- **Modify Land Use Designations**
 - ❑ Amend GP designation from CMU to Light Industrial (LI)
 - ❑ Amend Zoning from AG-20 to Light Industrial (M-1)

 - **Result of Action**
 - ❑ Would allow Personal Storage at the proposed location
 - ❑ Would expand the Light Industrial uses that currently exist to the west of this site
 - ❑ Would not allow this type of use more broadly in the community
-

Options for Allowing Request

- Modify Allowed Uses in Zoning Code
 - ❑ Amend allowed uses in in the General Commercial (GC) zone to allow Personal Storage Facilities
 - ❑ Amend Zoning from AG-20 to General Commercial (GC)

- Result of Action
 - ❑ Would allow Personal Storage at proposed location **and** more broadly in the community
 - ❑ Desirable if Council supports greater availability of this type of use

Issues for Consideration

- Surrounding Uses
 - ❑ Site is located between Commercial and Industrial designated properties – could be considered compatible with either
 - Proximity to Other Storage Facilities
 - ❑ Customers often desire storage close to homes – this is likely the best location in the SunRidge SP for this type of use
 - Storage Businesses rely on Visibility
 - ❑ Applicants have stated their business is highly dependent on customer visibility, similar to commercial retail uses
-

Requested Council Direction

- Review and discuss policy options for the subject property and provide direction to staff.
- No formal action is requested at this time. Council direction will allow the applicant to determine whether to proceed with the project.

