

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING Tuesday, September 7, 2021

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

**City Hall
2729 Prospect Park Drive, Rancho Cordova**

In response to Governor’s Executive Order N-29-20 and the Resolution Declaring the Existence of a Local Emergency Relating to the COVID-19 Pandemic adopted by the City of Rancho Cordova, the City is following the state and local guidelines. This meeting will also be available to the public via video/teleconferencing.

Join the Meeting Via Zoom Link:

<https://cityofranhocordova.zoom.us/j/91024912226?pwd=bDI2ZFpDaDRaXBFMnZJN3Z6SEdxUT09>

Join the Meeting via the Zoom Phone Number

Zoom Phone Number: US: +1 669 900 6833, +1 253 215 8782, 888 475 4499 (Toll Free)

Webinar ID: 910 2491 2226

Password: 874870

Instructions to Make Public Comment

Submitting Public Comment via Email

Members of the public who wish to provide public comment via email will need to submit comments to CityClerk@cityofranhocordova.org no later than 3:00 p.m. on Tuesday, September 7, 2021. All comments submitted later than 3:00 p.m. will be sent to the City Council for their review and may not be read during the meeting.

Listening to a Zoom Meeting by Zoom Video Conference

To make a public comment using the Zoom platform, please use the “raise hand” feature at the bottom center of the screen. Please make sure to enable audio controls once access has been given

by the City Clerk's office to speak. Please wait to be called upon by the City Clerk.

Listening to a Zoom Meeting by Phone Only

You can join a Zoom meeting via teleconferencing/audio conferencing using a cell phone or traditional landline phone. To request to make a public comment by phone press *9 to raise your hand. Please wait to be called upon by the City Clerk.

All public comments will be limited to three-minutes.

If you have questions related to the City Council Meeting or the use of Zoom, please contact the City Clerk's Office at (916) 851-8720 Tuesday, September 7, 2021 before 3:00 p.m.

AGENDA

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Council Members Linda Budge, Siri Pulipati, David Sander, Donald Terry and Mayor Garrett Gatewood.

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

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

3. PLEDGE OF ALLEGIANCE

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

4. INVOCATION

There will be a moment of silence in lieu of an invocation.

5. PRESENTATIONS

5.1. Presentation of Proclamation Designating September 2021 as Prostate Cancer Awareness Month.

5.2. Introduction of New Employee: Chad Tibbs, Information Technology Analyst II and Sarah Nichols, Accountant, by Kim Juran, Administrative Services Director.

5.3. Recognize the Retirement of Rancho Cordova Police Department Police Chief Kate Adams.

6. PUBLIC COMMENT

Citizens wishing to address the Council for any matter not on the agenda may do so at this time via teleconference or by completing and submitting a Speaker Card to the City Clerk.

If you want to make a public comment via teleconference, please use the "raise hand" feature at the bottom center of the screen. If you are participating by telephone and you want to make a public comment, please press *9 to raise your hand. For those participating by Zoom or telephone, please wait to be called upon by the City Clerk.

For items on the agenda, speakers will be called by the Mayor at the point on the agenda when the item will be heard.

Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence. Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking immediate action on any item not on the agenda unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

7. COUNCIL REPORTS

8. CITY MANAGER'S REPORT

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

- 9.1. **Subject:** Meeting Minutes from the Regular City Council Meeting of August 16, 2021 and the Special Meeting of August 24, 2021, August 26, 2021, and August 31, 2021.

Recommendation: Adopt the Minutes.

- 9.2. **Subject:** Second Reading of an Ordinance Amending Title 23 Zoning Code, Article 1 Administration, Section 104 Approval Authority, Section 110 Application Processing and Add Section 141 Major Design Review; Article 7 Site Planning and Development Standards, Section 710 Housing Incentives and Add Section 707 Objective Design Standards; and Article 9 Specific Use Provisions, Repeal and Replace Section 901 Accessory Dwelling Units.

Recommendation: Waive the second reading and adopt the Ordinance.

- 9.3. **Subject:** A Resolution Authorizing the Acquisition of Property at 10599 Folsom Boulevard, Rancho Cordova, and Authorizing Execution of a Purchase and Sale Agreement, Assignment and Assumption Agreement, Certificate of Acceptance, and Recordation of a Grant Deed.

Recommendation: Adopt the Resolution.

- 9.4. **Subject:** A Resolution of Intention to Modify the Rancho Cordova Tourism Business Improvement District Management District Plan.

Recommendation: Adopt the Resolution declaring the City's intention to modify the existing Rancho Cordova Tourism Business Improvement District Management District Plan.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

- 10.1. **Subject:** A Resolution Declaring a Protest Hearing and Authorizing the Mailing of Property Owner Ballot Relating to the Imposition of the Annual Stormwater Utility Fee for the Sunrise Palms Project.

Recommendation: Adopt the Resolution.

- 10.2. **Subject:** A Resolution Declaring a Protest Hearing and Authorizing the Mailing of Property Owner Ballot Relating to the Imposition of the Annual Stormwater Utility Fee for the Falconer Commercial Building Project.

Recommendation: Adopt the Resolution.

- 10.3. **Subject:** A Resolution Creating Special Tax Area Zone 30 and an Ordinance Establishing a Special Tax for Transit-Related Services for the Falconer Commercial Building Project.

Recommendation: Adopt the Resolution creating special tax area Zone 30 and introduce and waive the first reading of the Ordinance, establishing a Special Tax for Transit-Related services for the Falconer Commercial Building project.

- 10.4. **Subject:** White Rock Center Major Design Review Amendment; Project No. PLND0821-0001.

Recommendation: Adopt the Resolution approving the Major Design Review Amendment for the White Rock Center building colors.

- 10.5. **Subject:** The Ranch Phase I: Villages 4, 5, 6, and 9 Major Design Review Permit Project No. DD10060.

Recommendation: Find the project is exempt under CEQA Exemption 15182, Residential Projects Pursuant to a Specific Plan. The project was analyzed as part of the Ranch Special Planning Area Environmental Impact Report (EIR); and adopt the Resolution for the Ranch Phase I: Villages 4, 5, 6, and 9 Major Design Review.

- 10.6. **Subject:** An Ordinance Cancelling a Development Agreement by and Between the City of Rancho Cordova and Jaeger Road 530, LLC Relative to The Preserve at Sunridge Project.

Recommendation: Waive the first reading and introduce the Ordinance.

11. PUBLIC HEARING ITEMS

None.

12. REGULAR CALENDAR ITEMS

- 12.1. **Subject:** Community Engagement Division Update.

Recommendation: Receive Community Engagement Division Update.

- 12.2. **Subject:** Presentation on the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project Alternatives.

Recommendation: Receive staff presentation on the proposed Alternatives for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project and provide direction.

- 12.3. **Subject:** Inform Council of the Intent and Progress to Complete a Local Road Safety Plan.

Recommendation: Receive information regarding development of the City of Rancho Cordova Local Road Safety Plan.

- 12.4. **Subject:** A Resolution Adopting Senate Bill 743 Guidelines for the Analysis of Vehicle Miles Traveled Under the California Environmental Quality Act.

Recommendation: Adopt the Resolution.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURN TO CLOSED SESSION

Mayor Gatewood will adjourn the meeting to closed session.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Council Members Budge, Pulipati, Sander, Terry, and Mayor Gatewood.

16. CLOSED SESSION

Council will meet in closed session to discuss the following item:

CONFERENCE WITH LABOR NEGOTIATORS -- pursuant to Government Code Section 54957. Agency designated representatives (Cyrus Abhar, City Manager and Adam Lindgren, City Attorney).

17. OPEN SESSION - REPORT FROM CLOSED SESSION

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

18. ADJOURNMENT

ADDITIONAL INFORMATION

SPECIAL MEETINGS LISTED BELOW ARE SUBJECT TO CHANGE/CANCELLATION WITHOUT FURTHER NOTICE.

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

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

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

UPCOMING MEETINGS

September 20, 2021	5:30 PM Regular Meeting
September 28, 2021	5:30 PM Special Meeting/Work Session
October 4, 2021	4:00 PM Special Meeting/Regular Meeting
October 12, 2021	5:30 PM Special Meeting/Closed Session
October 18, 2021	5:30 PM Regular Meeting
October 26, 2021	5:30 PM Special Meeting/Closed Session
November 1, 2021	4:00 PM Special Meeting/Regular Meeting
November 9, 2021	5:30 PM Special Meeting/Work Session

If you have any technical questions related to the agenda items, please contact City Hall at (916) 851-8700.

The Rancho Cordova City Council meeting will be videotaped in its entirety and will be cablecast without interruption on Metro Cable 14, the Government Affairs Channel on the Comcast, Consolidated Communications and AT&T U-Verse Systems. Closed Captioning will be available on the playback cablecast. 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.

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, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the September 7, 2021 Regular Meeting of the Rancho Cordova City Council was posted and available for review on September 2, 2021 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 September 7, 2021 at Rancho Cordova, California.

A handwritten signature in blue ink that reads "Stacy Leitner". The signature is written in a cursive style with a horizontal line extending from the end of the name.

Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Monday, August 16, 2021

5:30 PM – Regular Meeting

David B. Roberts Council Chambers

City Hall

2729 Prospect Park Drive, Rancho Cordova

In response to Governor’s Executive Order N-29-20 and the Resolution Declaring the Existence of a Local Emergency Relating to the COVID-19 Pandemic adopted by the City of Rancho Cordova, the City is following the state and local guidelines. This meeting will also be available to the public via video/teleconferencing.

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called the Regular meeting to order in the David B. Roberts Council Chambers at 5:34 p.m.

Council Members Present: Linda Budge, Siri Pulipati, David Sander, and Vice Mayor Donald Terry

Council Members Absent: Mayor Garrett Gatewood

Staff Members Present: Cyrus Abhar, Adam Lindgren, Stacy Leitner and Persephonie Riley

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

The City Clerk read the meetings recordings and playback schedule.

3. PLEDGE OF ALLEGIANCE

City Manager Cyrus Abhar led the pledge.

4. INVOCATION

Dr. Dan DeShong with River City Christian gave the invocation.

5. PRESENTATIONS

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, August 16, 2021

5.1. Utility Box Art Wrap Program Results

5.2. Employee Milestone Anniversary Presentations.

6. PUBLIC COMMENT

Vice Mayor Terry opened the public comment period. The following individuals addressed the Council or submitted public comment via email:

1. Jordan Schneider
2. Donald Childs
3. Rick Sloan
4. Fayzah Mughal

Vice Mayor Terry closed the public comment period.

7. COUNCIL REPORTS

Council reported on events since the last meeting.

8. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

9. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Vice Mayor Terry requested that Item 9.4 be pulled for separate discussion.

ACTION: Motion to approve item 9.1 through 9.3 and 9.5 through 9.8 by Budge second by Pulipati;
Motion passed with a 4:0 vote.

AYES: Budge, Pulipati, Sander and Vice Mayor Terry

NOES: None

ABSENT: Mayor Gatewood

ABSTAIN: None

9.1. **Subject:** Meeting Minutes from the Regular City Council Meeting of August 2, 2021.

Recommendation: Adopt the Minutes.

9.2. **Subject:** A Resolution Designating Voting Delegate and Alternates for the 2021 League of California Cities Annual Conference to Be Held September 22-24, 2021 in Sacramento, California.

Recommendation: Adopt the Resolution.

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

Recommendation: Adopt the Resolution.

9.4. **Subject:** A Resolution Authorizing the City Council of the City of Rancho Cordova to Modify the Measure H/Community Enhancement Fund Citizen Oversight Board to Broaden their Duties to Include a Review of how Tax Revenues from both Measure H and Measure R are Spent by the City and Provide Feedback.

Recommendation: Adopt the Resolution.

Vice Mayor Terry opened the public comment period. The following individuals addressed the Council or submitted public comment via email:

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, August 16, 2021

1. Fayzah Mugual

Vice Mayor Terry closed the public comment period.

ACTION: Motion to approve item 9.4 by Budge second by Sander;
Motion passed with a 4:0 vote.

AYES: Budge, Pulipati, Sander, and Vice Mayor Terry

NOES: None

ABSENT: Mayor Gatewood

ABSTAIN: None

- 9.5. **Subject:** Approval of the Annexation Boundary Map for the Falconer Commercial Building project and Annexation to the City of Rancho Cordova Community Facilities District No. 2008-1 (Street Lighting and Road Maintenance).

Recommendation: Adopt the Resolution.

- 9.6. **Subject:** A Resolution Declaring City's Intention to Impose an Annual Stormwater Utility Fee for the Maintenance of Storm Drainage and Flood Protection Systems for the Sunrise Palms Project.

Recommendation: Adopt the Resolution.

- 9.7. **Subject:** A Resolution Declaring City's Intention to Impose an Annual Stormwater Utility Fee for the Maintenance of Storm Drainage and Flood Protection Systems for the Falconer Commercial Building Project.

Recommendation: Adopt the Resolution.

- 9.8. **Subject:** A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Infinity Technologies in the Amount of \$1,019,400 to Provide Geographic Information System (GIS) Consulting Services.

Recommendation: Adopt the Resolution authorizing the City Manager to enter into a Contract with Infinity Technologies for GIS Services.

10. **CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE**

Vice Mayor Terry opened the public comment period. Seeing no speakers. Vice Mayor Terry closed the public comment period.

ACTION: Motion to approve item 10.1 by Budge second by Pulipati;
Motion passed with a 4:0 vote

AYES: Budge, Pulipati, Sander, and Vice Mayor Terry

NOES: None

ABSENT: Mayor Gatewood

ABSTAIN: None

- 10.1. **Subject:** An Ordinance Amending Title 23 Zoning Code, Article 1 Administration, Section 104 Approval Authority, Section 110 Application Processing and Add Section 141 Major Design Review; Article 7 Site Planning and Development Standards, Section 710 Housing Incentives and Add Section 707 Objective Design Standards; and Article 9 Specific Use Provisions, Repeal and Replace Section 901 Accessory Dwelling Units; and A Resolution Adopting Citywide Multifamily Housing Design Guidelines.

Recommendation: Waive the first reading and introduce the Ordinance and adopt the Resolution.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, August 16, 2021

11. PUBLIC HEARING ITEMS

- 11.1. **Subject:** Eco Site II, Cellular Telecommunication Tower at the Southeast Corner of Zinfandel Drive and Folsom Boulevard Conditional Use Permit Project DD10018.

Recommendation: Find the project is exempt under California Environmental Quality Act (CEQA) Exemption 15303, New Construction or Conversion of Small Structures); and adopt the Resolution for Eco Site II, Cellular Telecommunication Tower at the southeast corner of Zinfandel Drive and Folsom Boulevard Conditional Use Permit.

Vice Mayor Terry opened the public comment period. Seeing no speakers. Vice Mayor Terry closed the public comment period.

ACTION: Motion to approve item 11.1 by Budge second by Pulipati;
Motion passed with a 4:0 vote.

AYES: Budge, Pulipati, Sander, and Vice Mayor Terry

NOES: None

ABSENT: Mayor Gatewood

ABSTAIN: None

12. REGULAR CALENDAR ITEMS

- 12.1. **Subject:** Presentation of Results from the 2021 Resident Satisfaction Survey.

Recommendation: Receive presentation of the results from the 2021 Resident Satisfaction Survey.

Vice Mayor Terry opened the public comment period. The following individuals addressed the Council or submitted public comment via email:

1. Autumn Eberhardt
2. Fayzah Mughal

Vice Mayor Terry closed the public comment period.

ACTION: Input was received regarding the Presentations of Results from the 2021 Resident Satisfaction Survey.

- 12.2. **Subject:** Manufactured Home Parks Local Control Discussion.

Recommendation: Receive presentation, provide feedback and discussion.

Vice Mayor Terry opened the public comment period. The following individuals addressed the Council or submitted public comment via email:

1. Kathy Neal
2. Mike Salmon
3. Helen Fredericks
4. Robert Van Cleef
5. Robert Van Cleef
6. Barbara Thomen
7. Fayzah Mughal
8. Mike Patterson
9. Helen Fredericks
10. Autumn Eberhardt

Vice Mayor Terry closed the public comment period.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, August 16, 2021

ACTION: Input was received regarding Manufactured Home Parks Local Control Discussion.

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

1. Electric Charging Stations.

14. ADJOURN TO CLOSED SESSION

Vice Mayor Terry adjourned the meeting in memory of George Hudson Jr. to closed session at 9:32 p.m.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called closed session to order at 9:32 p.m.

Council Members Present: Budge, Pulipati, Sander, and Vice Mayor Terry

Council Members Absent: Mayor Gatewood

Staff Members Present: Cyrus Abhar and Adam Lindgren

16. CLOSED SESSION

Council will meet in closed session to discuss the following item:

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION: Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) (One Case).

17. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that staff was given direction and there was no reportable action taken in closed session.

18. ADJOURNMENT

Vice Mayor Terry adjourned the meeting at 10:41 p.m.

Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Tuesday, August 24, 2021

5:30 PM –Special Meeting/Work Session
David B. Roberts Council Chambers

City Hall
2729 Prospect Park Drive, Rancho Cordova

In response to Governor’s Executive Order N-29-20 and the Resolution Declaring the Existence of a Local Emergency Relating to the COVID-19 Pandemic adopted by the City of Rancho Cordova, the City is following the state and local guidelines. This meeting will also be available to the public via video/teleconferencing.

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called the Special meeting to order in the David B. Roberts Council Chambers at 5:36 p.m.

Council Members Present: Siri Pulipati, David Sander, and Vice Mayor Donald Terry

Council Members Absent: Linda Budge and Mayor Garrett Gatewood

Staff Members Present: Cyrus Abhar, Adam Lindgren, Stacy Leitner and Persephonie Riley

2. PUBLIC COMMENT

Vice Mayor Terry opened the public comment period. Seeing no speakers. Vice Mayor Terry closed the public comment period.

3. SPECIAL MEETING

3.1. Subject: Discussion and Direction on Reinstating a Planning Commission.

Recommendation: Receive a report on Planning Commission qualifications, structure and selection process. Provide staff with any feedback or direction on the information presented.

Vice Mayor Terry opened the public comment period. The following individuals

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Special Meeting of Tuesday, August 24, 2021

addressed the Council or Submitted public comment via email:

1. Donald Childs
2. Lisa Phenix
3. Helen Whelan-Bashaw
4. Cornelious Burke
5. Diann Rogers

Vice Mayor Terry closed the public comment period.

ACTION: Input was received regarding Discussion and Direction on Reinstating a Planning Commission.

3.2. **Subject:** Discussion and Direction on Commercial Real Estate Signs.

Recommendation: Receive a report on real estate professional outreach and suggested ordinance amendments related to Commercial Real Estate Signs.

Vice Mayor Terry opened the public comment period. The following individuals addressed the Council or submitted public comment via email:

1. Helen Whelan-Bashaw
2. Diann Rogers
3. Chris Lemmon

Vice Mayor Terry closed the public comment period.

ACTION: Input was received regarding Discussion and Direction on Commercial Real Estate Signs.

3.3. **Subject:** Discussion and Direction on Parking Policy Updates and Electric Vehicle Charging Stations.

Recommendation: Receive presentation; provide feedback and direction.

ACTION: Discussion and Direction on Parking Policy Updates and Electric Vehicle Charging Stations was continued to a date uncertain.

4. ADJOURNMENT

Vice Mayor Terry adjourned the meeting at 6:42 p.m.

Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Thursday, August 26, 2021

**1:00 PM – Special Meeting/Closed Session
David B. Roberts Council Chambers**

**City Hall
2729 Prospect Park Drive, Rancho Cordova**

In response to Governor’s Executive Order N-29-20 and the Resolution Declaring the Existence of a Local Emergency Relating to the COVID-19 Pandemic adopted by the City of Rancho Cordova, the City is following the state and local guidelines. This meeting will also be available to the public via video/teleconferencing.

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called the Special meeting to order in the David B. Roberts Council Chambers at 1:02 p.m.

Council Members Present: Siri Pulipati, David Sander, and Vice Mayor Donald Terry

Council Members Absent: Linda Budge and Mayor Garrett Gatewood

Staff Members Present: Adam Lindgren, Stacy Leitner, Persephonie Riley, and Micah Runner

2. PUBLIC COMMENT

Vice Mayor Terry opened the public comment period. Seeing no speakers. Vice Mayor Terry closed the public comment period.

3. ADJOURN TO CLOSED SESSION

Vice Mayor Terry adjourned the meeting to closed session at 1:06 p.m.

4. CLOSED SESSION - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called closed session to order at 1:07 p.m.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Thursday, August 26, 2021

Council Members Present: Linda Budge (joined at 1:47 pm.), Siri Pulipati, David Sander, and Vice Mayor Donald Terry

Council Members Absent: Mayor Garrett Gatewood

Staff Members Present: Micah Runner and Adam Lindgren

5. CLOSED SESSION

Council met in closed session to discuss the following items:

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (pursuant to California Government Code Section 54956.9(d)(1)) Cordova Recreation and Park District v. City of Rancho Cordova, Sacramento Superior Court Case No. 34-2021-80003705.

6. OPEN SESSION - REPORT FROM CLOSED SESSION

City Attorney Adam Lindgren reported that staff was given direction and no reportable action was taken in closed session.

7. ADJOURNMENT

Mayor Gatewood adjourned the meeting at 2:24 p.m.

Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Tuesday, August 31, 2021

12:00 PM – Special Meeting

David B. Roberts Council Chambers

City Hall

2729 Prospect Park Drive, Rancho Cordova

DRAFT MINUTES

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Vice Mayor Terry called the Special meeting to order in the David B. Roberts Council Chambers at 12:02 p.m.

Council Members Present: Siri Pulipati, David Sander, and Vice Mayor Donald Terry

Council Members Absent: Linda Budge and Mayor Garrett Gatewood

Staff Members Present: Cyrus Abhar, Adam Lindgren, Stacy Leitner and Kelly Thompson

2. PUBLIC COMMENT

Vice Mayor Terry opened the public comment period. Seeing no speakers. Vice Mayor Terry closed the public comment period.

3. SPECIAL MEETING ITEMS

- 3.1. **Subject:** Possible Direction to Permanently Table, and Take no Further Actions to Adopt or Proceed Forward with all the Actions Taken by the City Council on Agenda Item 10.1 "Amendment to the General Plan and Certain Entitlement for the Rio Del Oro Specific Plan Area Regarding Parks in Rio Del Oro" on the June 7, 2021 City Council Meeting Agenda.

Recommendation: Possible Roll Call vote directing staff and legal counsel to permanently table, and take no further actions to adopt or proceed forward with all the actions taken by the City Council on Agenda Item 10.1 "Amendment to the General Plan and Certain Entitlement for the Rio Del Oro Specific Plan Area Regarding Parks in Rio Del Oro" on the June 7, 2021 City Council Meeting Agenda. To the extent that June 7,

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Tuesday, August 31, 2021

2021 actions encompass any act by the City Council that would require rescission, the permanent tabling shall be deemed to rescind the City Council's June 7, 2021 actions.

Vice Mayor Terry opened the public comment period. Seeing no speakers. Vice Mayor Terry closed the public comment period.

ACTION: Motion to approve item 3.1 by Sander second by Pulipati;
Motion passed with a 3:0 vote.

AYES: Pulipati, Sander, and Vice Mayor Terry

NOES: None

ABSENT: Budge and Mayor Gatewood

ABSTAIN: None

4. ADJOURNMENT

Vice Mayor Terry adjourned the meeting at 12:09 p.m.

Stacy Leitner, CMC
City Clerk

MEMORANDUM



ITEM 9.2.

DATE: September 7, 2021

TO: Honorable Mayor and Council Members

FROM: Darcy Goulart, Planning Manager

SUBJECT: **SECOND READING OF AN ORDINANCE AMENDING TITLE 23 ZONING CODE, ARTICLE 1 ADMINISTRATION, SECTION 104 APPROVAL AUTHORITY, SECTION 110 APPLICATION PROCESSING AND ADD SECTION 141 MAJOR DESIGN REVIEW; ARTICLE 7 SITE PLANNING AND DEVELOPMENT STANDARDS, SECTION 710 HOUSING INCENTIVES AND ADD SECTION 707 OBJECTIVE DESIGN STANDARDS; AND ARTICLE 9 SPECIFIC USE PROVISIONS, REPEAL AND REPLACE SECTION 901 ACCESSORY DWELLING UNITS**

RECOMMENDATION

Waive the second reading and adopt the Ordinance.

RESULT OF RECOMMENDED ACTION

Approval of the Ordinance would Amend Title 23 Zoning of the Rancho Cordova Municipal Code.

BACKGROUND

On August 16, 2021 the City Council waived the first reading and passed to a second reading for an Ordinance amending Title 23 Zoning Code, Article 1 Administration, Section 104 Approval Authority, Section 110 Application Processing and Add Section 141 Major Design Review; Article 7 Site Planning and Development Standards, Section 710 Housing Incentives and Add Section 707 Objective Design Standards; and Article 9 Specific Use Provisions, Repeal and Replace Section 901 Accessory Dwelling Units.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact.

ATTACHMENT(S)

1. Ordinance

2. Exhibit A to the Ordinance

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2021

AN ORDINANCE AMENDING TITLE 23 ZONING CODE, ARTICLE 1 ADMINISTRATION, SECTION 104 APPROVAL AUTHORITY, SECTION 110 APPLICATION PROCESSING AND ADD SECTION 141 MAJOR DESIGN REVIEW; ARTICLE 7 SITE PLANNING AND DEVELOPMENT STANDARDS, SECTION 710 HOUSING INCENTIVES AND ADD SECTION 707 OBJECTIVE DESIGN STANDARDS; AND ARTICLE 9, SPECIFIC USE PROVISIONS, REPEAL AND REPLACE SECTION 901 ACCESSORY DWELLING UNITS; AND A RESOLUTION ADOPTING CITYWIDE MULTIFAMILY HOUSING DESIGN GUIDELINES THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Purpose and Declarations.

WHEREAS, the City conducts periodic updates of the provisions of the Rancho Cordova Municipal Code (RCMC) to ensure compliance with current laws, changes in local policy, consistency with adopted plans and programs, clarify ambiguities, address changing market conditions, reflect best practices, and to address issues or concerns with current regulations; and

WHEREAS, certain amendments to Title 23 (Zoning Code), Article 1, Administration, Article 7 Site Planning and Development Standards and Article 9 Specific Use Provisions which provide clarification of approval authority, processing and permit procedures for the multifamily housing streamlined design review permit process and updated accessory dwelling unit provisions that are consistent with State law; and

WHEREAS, on August 16, 2021 the City Council held a properly noticed public hearing for this Ordinance and considered all oral and written testimony.

Section 2: Findings. The City Council hereby finds:

- A. **CEQA Compliance.** CEQA requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” (CEQA Guidelines, § 15378.) As reflected in State CEQA Guideline 15061 (b) (3), an activity is not subject to CEQA, “[where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment...” The proposed amendments are not a “project” within the meaning of CEQA because the amendments seek to provide clarification of approval authority, processing and permit procedures for the multifamily housing streamlined design review permit process and updated accessory dwelling unit provisions that are consistent with State law. Because no expansion of uses or activities is reasonably anticipated, no possibility exists that the ordinance will result in a significant effect on the environment. Thus, the proposed ordinance is not subject to the requirements of CEQA. However, in the event that adoption of the ordinance is considered a CEQA project, it would nonetheless qualify for categorical exemptions as set forth below.

CEQA Guidelines Section 15061(b)(3) states that a project is exempt from CEQA “where it can be seen with certainty that there is no possibility that the activity in question may have a

significant effect on the environment.” The approval of the code amendments set forth in the proposed ordinance does not approve any physical development and it would not result in a direct or indirect physical changes in the environment. Any specific development projects that may result from these changes will be subject to environmental review. The proposed amendments are consistent with the City’s General Plan. For these reasons, the proposed amendments would not have the potential to result in individually or cumulatively significant effects on the environment and these Municipal Code amendments are exempt from review under CEQA and no further environmental review is necessary.

B. The proposed amendment is consistent with the General Plan. The attached Municipal Code Amendments (“Amendment”) are consistent with the General Plan. The amendments would provide clarification of approval authority, processing and permit procedures for the multifamily housing streamlined design review permit process and updated accessory dwelling unit provisions that are consistent with State law. Additionally, modifications to the permit requirement would provide a mechanism to streamline the construction of multifamily projects, consistent with the Housing Elements goals and policies to facilitate this type of construction, as well as provide consistency with State law.

C. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The attached amendments would provide clarification of approval authority, processing and permit procedures for the multifamily housing streamlined design review permit process and updated accessory dwelling unit provisions that are consistent with State law. Additionally, modifications to the permit requirement would provide a mechanism to streamline the construction of multifamily projects, consistent with the Housing Elements goals and policies to facilitate this type of construction, as well as provide consistency with State law. None of these proposed amendments will be detrimental to the public interest, health, safety, convenience, or welfare of the City.

D. The proposed amendments are internally consistent with other applicable provisions of this zoning code. The Amendments have been reviewed for consistency with the entirety of the Municipal Code and is consistent with other applicable provisions of the Municipal Code.

Section 3. Amendments to Title 23 Zoning Code

The City Council hereby adopts the amendments to Title 23 Zoning Code of the Rancho Cordova Municipal Code, as shown and incorporated in Exhibit A to this ordinance.

Section 4. Severability

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

Section 5. Effective Date

ITEM 9.2.

ATTACHMENT 1

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Garrett Gatewood, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

Rancho Cordova

Municipal Code Amendments

Title 23, Zoning Code

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*).**

Chapter 23.104

APPROVAL AUTHORITY

Sections:

- 23.104.010 Purpose.
- 23.104.020 Planning agency.
- 23.104.030 Recommending and approval authority.
- 23.104.040 Referrals to council.

23.104.010 Purpose.

The purpose of this chapter is to establish the administrative responsibilities of the zoning code and to identify the basic responsibilities of the officials and bodies charged with its administration. This chapter describes which review body makes the final decision on various types of planning and land use entitlement applications. The zoning code uses a combination of nondiscretionary and discretionary reviews to evaluate land use proposals for compliance with the use and development requirements of this code. The nondiscretionary reviews provide the certainty needed in most situations by providing clear and objective criteria. Discretionary reviews provide needed flexibility by allowing more subjective criteria and by providing for the modification of regulations in response to specific site conditions. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.2.010)].

23.104.020 Planning agency.

California Government Code Section 65100 requires each jurisdiction to establish a planning agency to carry out the planning and land use functions of the jurisdiction. The functions of the planning agency are assigned as designated by this code. In the absence of an assignment, the council shall retain responsibility and authority to function as the planning agency. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.2.020)].

23.104.030 Recommending and approval authority.

A. Approval Types. The zoning code establishes which planning body recommends, makes final determinations, and hears appeals for each planning and land use entitlement request. This approval authority is determined by the type of approval required for each planning and land use entitlement. The approval types are as follows:

1. Nondiscretionary Administrative. Decisions do not require interpretation or exercise of policy or legal judgment in evaluating approval criteria because the decision is made according to specific criteria where no discretion is involved. Permits may be issued over the counter by staff. The director is the approval authority for nondiscretionary actions. The action of the director is not subject to appeal.
2. Limited Discretion. Approval or denial is based on discretionary standards that regulate the physical characteristics of a use or structure. Decisions must be consistent with the adopted criteria. Notice of decision is required with opportunity to request public hearing. The action of the director may be appealed to the council.
3. Discretionary (Quasi-Judicial). Decisions involve the application of discretionary approval standards to site-specific applications. The director makes recommendations to the council for final decisions with specific findings. A public hearing is required. Decisions of the council are not subject to appeal.
4. Discretionary (Legislative). Decisions must be made by the city council. Legislative land use decisions apply to the general population and prescribe policy, requiring the greatest amount of discretion and evaluation of subjective approval criteria. City council is the approval authority for legislative land use permits. The director

ITEM 9.2.**ATTACHMENT 2
Exhibit A to the Ordinance**

makes recommendations to the city council. Generally, a recommendation is requested from staff and/or another recommending body on legislative entitlements. A public hearing is required and these decisions cannot be appealed.

B. Public Hearings Required. Table 23.104-1 identifies the type of public hearing required by entitlement, as applicable.

C. Review and Approval Authority. Table 23.104-1 establishes the responsibilities of the city's decision-making bodies by entitlement:

Table 23.104-1: Approval Authority for Entitlements

Entitlement	Approval Type	Public Hearing Required	Designated Approval Authority "F" = Final Approval Authority "A" = Appeal Body "R" = Recommendation	
			Director	Council
Zoning Certification	Nondiscretionary	No	F ⁽²⁾	
Temporary Use Permit	Nondiscretionary	No	F	
Similar Use Determination	Limited Discretion	No	F	A
Unified Sign Program	Limited Discretion	No ⁽¹⁾	F	A
Administrative Use Permit	Limited Discretion	No ⁽¹⁾	F	A
Reasonable Accommodation	Limited Discretion	No ⁽¹⁾	F	A
Adjustment	Limited Discretion	No ⁽¹⁾	F	A
Nonconforming Use Permit	Limited Discretion	No ⁽¹⁾	F	A
Minor Design Review	Limited Discretion	No ⁽¹⁾	F	A
Multifamily Housing Streamlined Design Review Permit	Limited Discretion	No ⁽¹⁾	F	A
Conditional Use Permit	Discretionary (Quasi-Judicial)	Council	R	F
Major Design Review	Discretionary (Quasi-Judicial)	Council	R	F
Variance	Discretionary (Quasi-Judicial)	Council	R	F
Special Planning Areas	Discretionary (Legislative)	Council	R	F
Zoning Amendments	Discretionary (Legislative)	Council	R	F
Specific Plans	Discretionary (Legislative)	Council	R	F
General Plan Amendments	Discretionary (Legislative)	Council	R	F
Development Agreements	Discretionary (Legislative)	Council	R	F

(1) Notice of decision is required with the opportunity to request a public hearing. If no public hearing is requested, decision is rendered and notice of decision provided in accordance with Chapter 23.110 RCMC (Application Processing).

(2) See RCMC 23.113.090.

[Ord. 4-2017 § 3 (Exh. B); Ord. 13-2013 § 4 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.2.030)].

23.104.040 Referrals to council.

The director may refer any entitlement with limited discretion for which the director is the final approval authority to the council for action.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

A. Referral. The director may refer any item to council for consideration. The director may refer an item with or without making a final determination or a recommendation for action.

B. Council Review. The council shall review the referred item at a noticed meeting and take one of the following actions:

1. Refer the item back to the director for review and final action. Referral back to the director does not preclude the item being appealed or being called up by council following final action.
2. Cause the item to be scheduled at the next regularly scheduled council meeting, allowing for public hearing notice.

C. Public Hearing Required. A public hearing shall be required for all items referred to and accepted by the council for action in accordance with the following:

1. Public Hearing Notice. A notice for public hearing shall be provided for in accordance with RCMC 23.110.120 (Notice of public hearing).
2. Public Hearing Procedure. A public hearing shall be held in accordance with RCMC 23.110.130 (Public hearing procedures). [Ord. 4-2017 § 3 (Exh. B)]

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*).**

Chapter 23.110**APPLICATION PROCESSING**

Sections:

- 23.110.010 Purpose and applicability.
- 23.110.020 Consolidated review.
- 23.110.030 Initiation of application.
- 23.110.040 Application requirements.
- 23.110.050 Determination of completeness.
- 23.110.060 Withdrawal of land use application.
- 23.110.070 Extension of land use entitlement.
- 23.110.080 Environmental assessment.
- 23.110.090 Pre-application conference.
- 23.110.100 Neighborhood meeting.
- 23.110.110 Notice of pending director determination and opportunity to request hearing.
- 23.110.120 Notice of public hearing.
- 23.110.130 Public hearing procedures.
- 23.110.140 Notice of decision.
- 23.110.150 Transfer of approval rights.
- 23.110.160 Appeals.
- 23.110.170 Council call-ups.
- 23.110.180 Amendments.

23.110.010 Purpose and applicability.

This chapter describes the general procedures that apply to land use entitlement reviews. This chapter applies to all land use entitlement applications, unless stated otherwise. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.010)].

23.110.020 Consolidated review.

A. Where a proposal involves more than one entitlement for the same property, then all entitlements shall be reviewed in a consolidated manner by the highest review authority.

B. In the event an appeal is filed regarding a decision on one of multiple entitlements concurrently granted for a single project, all concurrently granted city entitlements for the project shall be automatically appealed and shall be considered and acted upon in a consolidated manner. [Ord. 4-2017 § 3 (Exh. B); Ord. 13-2013 § 4 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.020)].

23.110.030 Initiation of application.

Land use entitlement applications may be initiated as follows:

A. General Plan Amendment. An amendment to the General Plan may be initiated by either of the following:

1. A request by any party; or
2. Council action passed by a simple majority of the entire council.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

B. All other entitlement requests may be initiated by any of the following:

1. All the owners or all the contract purchasers of the subject property, or any person authorized in writing to act as agent of the owner or contract purchasers;
2. Public agencies or utilities that have statutory rights of eminent domain for projects they have the authority to construct;
3. The director; or
4. Council action passed by a simple majority of the entire council. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.030)].

23.110.040 Application requirements.

A. Filing. All applications for land use entitlements shall be submitted to the department on an application form provided by the department, together with all fees, plans, maps, and other information required by the department.

B. Fees. The council shall, by resolution, establish a schedule of fees for entitlements pertaining to this zoning code. The schedule of fees may be changed or modified only by resolution of the council. Until all applicable fees have been paid in full, review shall not commence on any application. The city is not required to continue processing any application unless its fees are paid in full. Failure to pay the applicable fees is grounds for determination of incompleteness.

C. New Information. Information submitted by the applicant to the city after the date the application is deemed complete that results in a substantial change from the original application shall require review as a new application. The director shall determine whether a substantial change from the original application has been proposed.

D. Application Denial and Refiling. If an application is denied, a new application for the same or similar request may be accepted with no waiting period. [Ord. 4-2017 § 3 (Exh. B); Ord. 13-2013 § 4 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.040)].

E. Application Requirements for Multi-Family Housing Development Projects. A Multi-Family Housing application form provided by the City shall be submitted for the review of multi-family housing development projects (as defined in Government Code Section 65589).

23.110.050 Determination of completeness.

A. Within 30 calendar days of application submittal, the director shall determine whether or not the application is complete in compliance with Government Code Sections 65090 through 65092.

B. The applicant shall be notified in writing if additional information is necessary to complete the application. The correspondence may identify preliminary information regarding the areas in which the submitted plans are not in compliance with city standards and requirements.

C. If additional materials are required and the application is not made complete within six months of the completeness determination letter, the application may be withdrawn pursuant to RCMC 23.110.060 (Withdrawal of land use application).

D. A determination of incompleteness shall be based solely on failure to address and supply information required by the application or this code and/or failure to provide information requested by the director in a pre-application conference or otherwise, as determined necessary to adequately evaluate the proposal. The determination of incompleteness shall not be based on differences of opinion as to quality or accuracy.

E. Acceptance of an application as complete indicates only that the application is ready for review. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.050)].

F. The City has 30 days to consider the completeness of a application for a housing development project (as defined in Government Code Section 65589). If the City determines that the application for the housing development project

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

is still not complete (pursuant to Government Code section 65943), the applicant must submit the specific information needed to complete the application within 90 days of receiving the agency's written identification of the necessary information. Once the applicant has provided the required information to complete an application, the application shall be determined to be complete.

23.110.060 Withdrawal of land use application.

The following procedure allows for the withdrawal of land use applications:

A. Request. The director may approve the withdrawal of any application upon written request by the applicant, prior to the final determination on the entitlement.

B. Incomplete Applications. An application determined to be incomplete for a period longer than six months shall be considered withdrawn unless all required materials listed in the incompleteness determination letter are provided. The six-month time period may be extended at the discretion of the director, provided a written request for extension is filed by the applicant prior to conclusion of the six-month period.

C. Fees Refunded. Fees for withdrawn applications may be refunded upon written request by the applicant, less the actual costs incurred by the city in processing the application. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.060)].

23.110.070 Extension of land use entitlement.

The director, at the applicant's request, may extend the expiration date of a land use entitlement assuming the following criteria are met:

A. Requests for extension must be filed in writing with the director prior to the expiration date of the original approval or expiration date of an approved extension.

B. No single extension of time shall exceed a one-year period.

C. The cumulative extension time granted shall not exceed three years.

D. Extensions shall not be approved where the effect of the extension would violate any provisions of this code or any amendments made following the effective expiration date.

E. Extensions shall not modify the original decision. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.070)].

23.110.080 Environmental assessment.

After determination of a complete application, the project shall be reviewed as required by the California Environmental Quality Act (CEQA) to determine whether the project is exempt from the requirements of CEQA or is not a project as defined by CEQA, whether a negative declaration may be issued, or whether an environmental impact report (EIR) shall be required. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.080)].

For multi-family housing or mixed-use projects (with two-thirds of the development as residential) that require an EIR, the City must approve or deny the project within 90 days after the project is EIR certified. If the project includes affordable housing with public financing, the City must approve or deny a project within 60 days after the project is EIR certified.

23.110.090 Pre-application conference.

A pre-application conference is available to acquaint applicants with the requirements of this code, the General Plan, and other relevant criteria. To schedule a pre-application conference, the applicant shall submit a written request and provide submittal requirements identified by the department. The director shall schedule the pre-application conference with planning staff or with a project review team composed of department and/or agency representatives. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.090)].

23.110.100 Neighborhood meeting.

A neighborhood meeting may be required for certain entitlements as follows:

A. Purpose. Provide for community outreach early in the application process to involve neighborhood stakeholders in a collaborative review of proposed development applications. The neighborhood meeting is intended to result in an application that is responsive to neighborhood concerns, reducing the likelihood for delays and appeals of the application.

B. Expectations. The city expects an applicant to take the reasonable concerns and recommendations of the neighborhood into consideration when preparing an application. The city expects the neighbors will work with the applicant to provide such input.

C. The director shall require a neighborhood meeting for an entitlement request that has the potential to raise concerns of neighborhood or community impact. The need for the neighborhood meeting shall be determined by the director and shall be decided within seven days of the application being deemed complete.

D. If a neighborhood meeting is required, such meeting shall be conducted before the director will schedule a public hearing for the entitlement request.

E. The director or a designee shall be invited to the neighborhood meeting and may attend, but attendance is not required.

F. Requirements.

1. A sign-in sheet must be completed on the night of the neighborhood meeting and submitted to the city as verification that the meeting was held. The sign-in sheet should indicate the date, time, and location of the meeting, a brief heading describing the subject of the proposal, and the signatures of those in attendance at the meeting.

2. Those notified of the neighborhood meeting shall, at a minimum, include all owners and occupants of properties located within 500 feet of the subject property, active homeowners associations, and any other interested parties identified by the director.

3. A presentation at a neighborhood meeting shall include, at a minimum:

- a. Map depicting the location of subject property.
- b. Visual description of the project including a site plan and elevation drawings of any structure.
- c. A description of the nature of the use including sizes, heights of structures, proposed lot sizes, and densities.
- d. The expected or anticipated impacts from development.
- e. Any mitigation proposed by applicant to alleviate the expected and anticipated impacts.
- f. Opportunity for public comment.

4. Applicants shall provide the city with a summary of the meeting and the above meeting materials for inclusion in the land use file, including public concerns that were raised and if those concerns can be addressed by the proposal and how the concerns were addressed. Applicants are encouraged to reconcile and propose modifications to the project to address public concerns prior to a public hearing. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.100)].

23.110.110 Notice of pending director determination and opportunity to request hearing.

A. Notice of Pending Determination. Written notice of scheduled date of director determination for an entitlement with limited discretion shall be provided at least seven calendar days prior to the director action. Notice shall be provided to the applicant, interested parties having requested notices in writing, neighborhood associations within

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

proximity of the subject parcel, owners and occupants of real property within 500 feet of the subject parcel as measured from the property line, and members of the council. The notice shall include:

1. The application request;
2. The planned date of determination to be taken by the director;
3. A brief statement explaining the criteria and standards to be considered relevant to the decision;
4. The opportunity to request a public hearing on the matter including deadlines, instructions, and contact information; and
5. Information regarding subsequent follow-up notice of decision and opportunity for appeal. [Ord. 4-2017 § 3 (Exh. B)].

23.110.120 Notice of public hearing.

A. Applicability. The following notice of public hearing requirements shall apply to discretionary entitlements decided by the council and limited discretionary decisions by the director as requested in accordance with RCMC 23.110.140 (Notice of decision).

B. Hearing Notice. Unless otherwise required by law, notice of time, date, and place of the hearing, the identity of the hearing body, a general explanation of the matter to be considered, and a general description, in text or by diagram, of the location of real property which is the subject of the hearing, shall be given at least 10 calendar days prior to the hearing by all of the following procedures:

1. By publication once in a newspaper of general circulation within the city.
2. By mailing or delivering to the owner of the subject real property or the owner's duly authorized agent, and to the project applicant.
3. By mailing or delivering to each local agency expected to provide water, sewerage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.
4. By mailing or delivering to all owners and occupants of real property as shown on the latest equalized assessment roll within 500 feet of the real property that is the subject of the hearing as measured from the property line. If the number of owners to whom notice would be mailed or delivered pursuant to this section is greater than 1,000, a local agency, in lieu of mailed or delivered notice, may provide notice by placing a display advertisement of at least one-eighth page in at least one newspaper of general circulation within the city.
5. By mailing or delivering to neighborhood associations within proximity of the subject site, as determined by the director.
6. By mailing or delivering to any person who has filed a written request with the department.
7. By posting in at least three public places within the boundaries of the city, including one public place in the area directly affected by the proceeding.
8. By any additional manner deemed necessary or desirable, as required by the director.

C. Continuances. Unless otherwise required by law, no additional notice shall be required if the reviewing body, before the adjournment or recess of a duly noticed hearing, continues the hearing by publicly announcing the date, time, and place to which the hearing will be continued.

D. Any applications under this code in which any identified or anticipated use is in any way related to religious exercise should be referred to the city attorney prior to consideration or decision. "Religious exercise" for purposes of this section includes prayer, religious gatherings, religious practices, religious education, and church administration. [Ord. 4-2017 § 3 (Exh. B)].

23.110.130 Public hearing procedures.

A. Applicability. The following public hearing procedures shall apply to public hearings by the council and by the director as requested in accordance with RCMC 23.110.140 (Notice of decision):

B. Scheduling of Public Hearing. A public hearing upon an application shall be set before the appropriate reviewing body when:

1. The director has determined that the application complies with all applicable requirements; and
2. All procedures and review required by CEQA have been completed.

C. Public Hearing Procedures.

1. Hearing. A public hearing shall be held at the date, time, and place described in the required public notice.
2. Hearing Comments. During a public hearing, the applicant for a project shall have the right to be represented, provide testimony, and present evidence. All other persons shall have the right to comment on any relevant aspect of the application under consideration.
3. Action. Following the completion of testimony at a public hearing, action shall be taken to approve, approve with conditions, deny, continue, or take under advisement the subject of the public hearing. [Ord. 4-2017 § 3 (Exh. B)].

D. Public Hearing Limits for a Qualifying Development Projects

1. Limit on Number of Public Hearings. No more than five hearings shall be held to consider and approve or disapprove a qualifying housing development project that complies with all applicable general plan, zoning, and objective design standards in effect at the time an application is deemed complete.

23.110.140 Notice of decision.

A. Director Limited Discretion Decisions. Written notice of decision shall be provided within three business days of the date of decision to the applicant; all parties who submitted comments orally or in writing at or prior to the public hearing or who provided contact information to receive notice; and to members of the council. The notice shall include:

1. The application request as acted upon by the director;
2. The action taken by the director;
3. A brief statement explaining the criteria and standards considered relevant to the decision;
4. A statement of the standards relied upon in rendering the decision;
5. Findings as listed for each entitlement for the decision based on the criteria, standards, and facts set forth; and
6. The deadlines, criteria, and fees for filing an appeal.

B. Council Discretionary Decisions. Written notice of decision shall be provided within three business days of the date of decision to the applicant and all parties who submitted comments orally or in writing at or prior to the public hearing and provided contact information to receive notice. The notice shall include:

1. The application request as acted upon by the council; and
2. The action taken by the council. [Ord. 4-2017 § 3 (Exh. B)].

23.110.150 Transfer of approval rights.

Unless stated otherwise in the city's entitlement decision, any approval granted under this code runs with the land and is transferred with ownership of that land. Any conditions, time limits, or other restrictions imposed with an entitlement approval shall bind all subsequent owners of the property for which the entitlement was granted. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.4.140). Formerly 23.110.140].

23.110.160 Appeals.

A. Applicability. Only the following types of decisions are subject to appeal:

1. Limited discretion approval type decisions as listed in Table 23.104-1;
2. Official interpretations of the zoning code made by the director in accordance with RCMC 23.107.030 (Official interpretations); and
3. Any determination by the director in accordance with RCMC 23.110.050 (Determination of completeness) that a permit application is deemed incomplete.

B. Scope of Appeal. An appeal of a decision on an entitlement shall be limited to issues raised at a public hearing, or in writing prior to the final determination, or information that was not known at the time of the decision that is being appealed.

C. Filing. An appeal may be filed by:

1. Any person affected by a decision or action by the director; or
2. Any person who, in person or through a representative, presented testimony at a public hearing in connection with the decision being appealed, or who otherwise informed the city in writing of the nature of their concerns.

D. Timing and Form of Appeal. Appeals shall be filed with the department within 10 calendar days following the date of the final determination being appealed. All appeals shall be submitted in writing, together with the name, address, phone number, and signature of the appellant, and the required filing fee. The written appeal shall specifically state the pertinent facts of the case and the basis for the appeal.

E. Processing.

1. Scheduling of Hearing. After an appeal has been received in accordance with subsection (D) of this section, the city clerk shall schedule the matter for a council hearing within 45 days of receipt of the appeal.
2. Public Hearing Notice. Appeal items shall be noticed for public hearing in accordance with RCMC 23.110.120 (Notice of public hearing). If more than one party files an appeal on a land use action, the appeals shall be consolidated and noticed and heard as one proceeding.
3. Withdrawal of an Appeal. An appeal may be withdrawn, in writing, by an appellant at any time prior to the rendering of a final decision. The appeal proceedings shall terminate as of the date the withdrawal is received by the city. If multiple appeals are received, then withdrawal of all appeals received must be made prior to terminating appeal proceedings.
4. Scope of Review. The council may consider any issue associated with the decision under consideration, in addition to the specific grounds for appeal. The council may also consider any environmental determination applicable to the permit or decision under consideration.
5. New Evidence. If new or different evidence is presented during the appeal hearing, the council may refer the matter back to the original approval authority as applicable for a report on the new or different evidence prior to final decision.
6. Effective Date of Decision. A decision by the council on an appeal is effective as of the date of the decision.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

7. The findings, decision, and action of the hearing body shall be final unless otherwise stated in this code. [Ord. 4-2017 § 3 (Exh. B)].

23.110.170 Council call-ups.

A. Applicability. The council may elevate only the following types of decisions for review and action:

1. Limited discretion decisions as listed in Table 23.104-1;
2. Official interpretations of the zoning code made by the director in accordance with RCMC 23.107.030 (Official interpretations).

B. Filing. A council call-up may be requested by any member of the council.

C. Timing and Form of Appeal. Requests for call-up shall be filed with the department within 10 calendar days following the date of the final determination being appealed. All requests shall be submitted in writing, together with the name and signature of the council member(s). The written appeal shall specifically state the pertinent facts of the case and the basis for the appeal; but the council member shall not state their opinion on the matter or give any indication of how they intend to vote.

D. Processing.

1. Scheduling of Hearing. After a council call-up request has been received in accordance with subsection (C) of this section, the city clerk shall schedule the matter for the next regularly scheduled council agenda.
2. Public Hearing Notice. Council call-up items shall be noticed for public hearing in accordance with RCMC 23.110.120 (Notice of public hearing). If more than one council member requests to call an item up, the requests shall be consolidated and noticed and heard as one proceeding.
3. Withdrawal of a Request. A request may be withdrawn by the requesting council member at any time prior to the rendering of a final decision. The council call-up proceedings shall terminate as of the date the withdrawal is received by the city. If multiple requests for call-up were received, then withdrawal of all call-up requests received must be made to terminate proceedings.
4. Scope of Review. The council may consider any issue associated with the decision under consideration, in addition to the specific grounds for call-up. The council may also consider any environmental determination applicable to the permit or decision under consideration.
5. New Evidence. If new or different evidence is presented during the call-up hearing, the council may refer the matter back to the original approval authority as applicable for a report on the new or different evidence prior to final decision.
6. Effective Date of Decision. A decision by the council on any item called up for review and action is effective as of the date of the decision.
7. The findings, decision, and action of the council shall be final. [Ord. 4-2017 § 3 (Exh. B)].

23.110.180 Amendments.

An applicant may request an amendment to a land use permit after the final written decision is issued. Amendments shall be processed as follows:

A. Substantial Conformance. The director may approve minor changes to a previously approved permit at the administrative level if the proposed changes are in substantial conformance with the existing permit and this code, as determined by the director. This subsection does not apply to changes called out in subsection (B) of this section, Minor Amendment, or subsection (C) of this section, Major Amendment, as defined herein.

B. Minor Amendment. Minor amendments to a previously approved permit shall be processed as follows:

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

1. Applicability. A minor amendment is a nonsubstantive change of a previously approved plan or permit. Minor amendments include:

- a. Floor plan changes which do not result in more than a five percent or 5,000 square foot change in total square footage, whichever is less.
- b. Parking and circulation configurations which do not change the basic parking areas or circulation concept and do not reduce the number of parking spaces.
- c. Building placements which do not change the general location of the building or layout of the site.
- d. Landscape modifications which do not alter the general concept or reduce the effect or amount originally intended.
- e. Architectural changes which do not change the basic form and theme of the project.
- f. Exterior material or color changes which do not conflict with the original architectural form and theme, and which are consistent and compatible with the original materials and colors.
- g. Changes to allow fulfillment of a condition of approval in a manner that may vary from that specified in the original conditions; provided, that the intent and purpose of such original condition is fully met.
- h. Other requests similar to the above-listed minor amendments, as determined by the director.

2. Review Process. The director is the approval authority for minor amendments. No public hearing shall be required. A notice of decision shall be issued in accordance with RCMC 23.110.140 (Notice of decision).

C. Major Amendment. Major amendments to a previously approved permit shall be processed as follows:

1. Applicability. A major amendment is a significant change of a previously approved plan or permit. Major amendments include:

- a. Floor plan changes which result in more than a five percent or 5,000 square foot change in total square footage, whichever is less.
- b. Parking and circulation configurations which change the basic parking areas or circulation concept or result in a reduction of the number of parking spaces.
- c. Building placements which change the general location of the building or layout of the site.
- d. Landscape modifications which alter the general concept or reduce the effect or amount originally intended.
- e. Architectural changes which change the basic form and theme of the project.
- f. Exterior material or color changes which conflict with the original architectural form and theme, and which are not consistent and compatible with the original materials and colors.
- g. Changes to a condition of approval in a manner that changes the effect of the condition from its original form and intent.
- h. All amendments to an approved development agreement.
- i. Other requests similar to the above-listed major amendments, as determined by the director.

2. Review Process. A major amendment shall be processed in the same manner and subject to the same standards as the original application. [Ord. 4-2017 § 3 (Exh. B)].

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*).**

Chapter 23.137

MULTIFAMILY HOUSING STREAMLINED DESIGN REVIEW PERMIT

Sections:

- 23.137.010 Purpose
- 23.137.020 Applicability
- 23.137.030 Application Review Process
- 23.137.040 Environmental Review
- 23.137.050 Withdrawal of Application
- 23.137.060 Expiration of Approvals
- 23.137.070 Amendments
- 23.137.080 Findings

23.137.010 Purpose.

The purpose of this section is to provide a streamlined review of multifamily developments that are determined to substantially comply with the City's Multi-Family Design Guidelines or meet the eligibility requirements of Chapter 23.707 Objective Design Standards for Multifamily Development. The intent of this streamlined review is to facilitate construction of multi-family housing to meet the needs of residents and enhance the quality of the community.

23.137.020 Applicability.

The review procedures of this Chapter shall be applied to eligible multi-family housing projects as described herein.

A. Eligibility. A multi-family housing project is eligible for a streamlined, ministerial approval process described in this Chapter if the development satisfies the eligibility criteria specific below:

1. Multifamily Residential Development. The project must involve the development of two or more attached residential units.
2. Designated for Residential Uses. The project complies with the zoning and general plan designations of the project site.
3. Mixed Use. If a mixed-use project, at least 2/3 of the square footage of the development shall be residential.
4. Substantially conforms with City's Multi-Family Design Guidelines (see Multi-Family Design Guidelines for determining substantial conformity); or meets the eligibility requirements of the City's Objective Design Standards for Multifamily Development in Chapter 23.707.
5. Lack of substantial conformity. If a project application does not substantially conform with the City's Multi-Family Design Guidelines, the project will be subject to the City's Major Design Review process as established by Zoning Code Chapter 23.141.

B. Verification of eligibility. Applicants for a multi-family streamlined design review permit must provide supporting documentation to demonstrate eligibility and substantial conformance with the City's Multi-Family Design Guidelines.

23.137.030 Application review process.

A. Application Required. An application for a multi-family streamlined design review permit shall be filed in accordance with RCMC 23.110.040 (Application requirements). Additionally, all such applications shall be

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

accompanied by materials as required by the Community Development Director to verify compliance with the requirements of this section.

B. Timing. Within 30 days (if the project consists of 150 or fewer units) or 60 days (if the project consists of more than 150 units), the City will issue a written determination of consistency with the development standards and design guidelines in place at the time the project application was submitted.

C. Approval authority. Applications for multi-family streamlined design review permits shall be reviewed by the Community Development Director.

D. Approval required for conforming projects and required findings. The Community Development Director shall approve an application for multi-family streamlined design review permit if the proposal:

1. Meets the eligibility criteria for Streamlined Review of Multi-Family Housing; and
2. Substantially conforms with the City's Multi-Family Design Guidelines and multi-family design standards contained in the Rancho Cordova Zoning Code.

E. No public hearing. No public hearing shall be required for the review of a multi-family streamlined design review permit.

F. Notification of Decision. The Community Development Director shall transmit notice of his/her decision to approve or deny an application for a multi-family streamlined design review permit to the project applicant within one calendar day of the date of decision.

1. If the Community Development Director determines the project meets the findings in Chapter 23.137.80, then they shall approve the project and no further review of the project entitlement shall be required.
2. If the Community Development Director determines the project application does not meet the findings in Chapter 23.137.080, then the applicant shall be notified in writing of the determination and the basis of the determination.

G. Subsequent review of denied project. An applicant for a multi-family streamlined design review permit that is determined to not substantially conform to the City's Multi-Family Design Guidelines may either:

1. Amend the project design and resubmit the application, with additional fees as specified by the City, for a subsequent review.
2. Submit a subsequent application for major design review as provided under RCMC Chapter 23.141 (Major Design Review).

H. Appeals. The decision of the Community Development Director to approve or deny an application for multi-family streamlined design review permit may be appealed by the applicant per the provisions of this Code. The City Council's review of an appeal shall be limited to determining whether the project substantially conforms with the Multi-Family Design Guidelines. Appeals of a multi-family streamlined design review permit may be filed in accordance with RCMC 23.110.160 (Appeals).

23.137.040 Environmental Review.

Environmental review in accordance with California Environmental Quality Act (CEQA) is required. No action may be taken on a multi-family streamlined design review permit until the requirements of CEQA have been addressed.

23.137.050 Withdrawal of Application

The withdrawal of an application shall follow the procedures set forth in Section 23.110.060 of the RCMC.

23.137.060 Expiration of Approvals

An approval for Streamlined Review of Multi-Family Housing pursuant to this Chapter shall expire pursuant to Government Code Section 65913. A one-year time extension may be granted pursuant to state law if the applicant provides reasonable documentation to prove there has been significant progress toward getting the project construction-ready, such as filing a building permit application.

23.137.070 Amendments

An applicant may request an amendment to an approved multi-family streamlined design review permit, subject to the provisions of Section 23.110.180 Amendments in the RCMC.

23.137.080 Findings

A. Determination of Findings for a Multi-Family Housing Project. The Community Development Director shall make the following findings in the review of a multi-family housing project using the City's Multi-Family Design Guidelines:

1. The project substantially conforms with the standards of the Multi-Family Design Guidelines.
2. The project architectural style is either consistent with one of the type-specific architectural styles as established by the City or presents a cohesive architectural style and design with identifiable design features consistent with the chosen style.
3. The project presents to fronting streets in a positive manner and provides frontage improvements that will support and encourage pedestrian circulation.
4. The development is harmonious with existing and anticipated development of the area.
5. The project consists of high-quality design and materials, with architectural variety and appropriate articulation of facades.

B. Determination of Findings for an Affordable Multi-Family Housing Project. The Planning Director shall make the following findings in the review of a multi-family housing project using the City's Multi-Family Objective Design Standards:

1. The project conforms with the eligibility requirements and meets all of the objective design standards in the Multi-Family Objective Design Standards in Chapter 23.707 of the RCMC.

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*).**

Chapter 23.141**MAJOR DESIGN REVIEW**

Sections:

- 23.141.010 Purpose.
- 23.141.020 Applicability.
- 23.141.030 Application required.
- 23.141.040 Approval authority.
- 23.141.050 Public hearing notice and procedure.
- 23.141.060 Notice of decision.
- 23.141.070 Approval findings.
- 23.141.075 Additional approval findings for single-family residential subdivisions.
- 23.141.080 Conditions of approval.
- 23.141.090 Appeals.
- 23.141.100 Permit expiration.
- 23.141.110 Amendments.

Prior legislation: Ord. 13-2013.

23.141.010 Purpose.

The purpose of the design review process is to establish discretionary review of development projects that require additional site and design considerations beyond conformance with minimum standards of the zoning code. The intent of design review is to promote orderly and harmonious growth within the city. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.14.010). Formerly 23.140.010].

23.141.020 Applicability.

A. Permit Required. Major design review is required for the following:

1. Single-family residential subdivisions.
2. Master home plans for single-family residential subdivisions.
3. New construction of or expansions of multifamily residential development not eligible for a streamlined review process.
4. Integrated developments.
5. New construction of or expansions of existing nonresidential buildings or structures equal to or greater than 5,000 square feet in all zoning districts, except industrial zoning districts LIBP, OIMU, M-1, and M-2.
6. Nonresidential facade renovations that involve 200 linear feet or more of facade frontage of an existing building.
7. New construction of or expansions of existing nonresidential buildings or structures equal to or greater than 10,000 square feet in industrial zoning districts LIBP, OIMU, M-1, and M-2.
8. Public/quasi-public developments (e.g., public safety facilities, library, city facilities).

B. Exemptions. The following structures and improvements are exempt from major design review. However, such projects may require additional permits, such as a use permit or building permit, to ensure compliance with adopted building code standards and applicable zoning code provisions.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

1. Projects subject to minor design review pursuant to Chapter 23.140 RCMC (Minor Design Review).
2. Projects exempt from minor design review pursuant to Chapter 23.140 RCMC (Minor Design Review).
3. Projects subject to Chapter 23.137 RCMC (Multi-Family Streamlined Design Review Permit).

[Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.14.020). Formerly 23.140.020].

23.141.030 Application required.

An application for a major design review permit shall be filed in accordance with RCMC 23.110.040 (Application requirements). [Ord. 4-2017 § 3 (Exh. B)].

23.141.040 Approval authority.

Major design review permits are a discretionary decision by the council pursuant to RCMC 23.104.030 (Recommending and approval authority). [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.14.040). Formerly 23.140.040].

23.141.050 Public hearing notice and procedure.

A public hearing and hearing notice shall be required for review and processing of a major design review permit in accordance with the following:

A. Public Hearing Notice. A notice for public hearing shall be provided in accordance with RCMC 23.110.120 (Notice of public hearing).

B. Public Hearing Procedure. A public hearing shall be held in accordance with RCMC 23.110.130 (Public hearing procedures). [Ord. 4-2017 § 3 (Exh. B)].

23.141.060 Notice of decision.

The notice of decision shall be issued in accordance with RCMC 23.110.140 (Notice of decision). [Ord. 4-2017 § 3 (Exh. B)].

23.141.070 Approval findings.

The council may approve or approve with conditions an application for major design review after finding all of the following. If the council does not make all of these findings, the major design review permit shall not be approved.

A. The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova design guidelines.

B. The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

C. The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

D. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.14.050). Formerly 23.141.050].

23.141.075 Additional approval findings for single-family residential subdivisions.

The council may approve or approve with conditions an application for a major design review of single-family residential subdivision maps after finding all of the following. If the council does not make all of these findings, the major design review permit shall not be approved.

A. The residential subdivision is well integrated with the city's street network.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

B. Unique neighborhood environments are created.

C. Traditional or modern architectural styles are consistently applied.

D. Pedestrian-friendly environments are created. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.14.060). Formerly 23.141.060].

23.141.080 Conditions of approval.

The council may require modifications to plans in whole or in part and may condition the major design review application to ensure specific design features, construction materials, and conformance with all applicable provisions of this chapter. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 1.14.070). Formerly 23.141.070].

23.141.090 Appeals.

Appeals of a major design review permit may be filed in accordance with RCMC 23.110.160 (Appeals). [Ord. 4-2017 § 3 (Exh. B)].

23.141.100 Permit expiration.

Major design review permits shall expire three years from the date of approval, unless:

A. Substantial construction of the permitted use has commenced and is diligently pursued to completion; clear documentation is provided to establish that the permit holder has made a good faith effort to commence work upon the use; the permitted use has clearly been established; actual occupancy of an existing building or land occurs under the terms of the permitted use.

B. An extension is filed for and approved in accordance with RCMC 23.110.070 (Extension of land use entitlement).

Notice of expiration of a major design review permit shall be issued to permit holder in writing at least 10 days prior to the expiration becoming final. The permit holder may make a written request for a hearing before the director to challenge the expiration. Such hearing must be held prior to the final expiration date, unless an extension is granted by the director. Director decisions following the hearing are final. [Ord. 4-2017 § 3 (Exh. B)].

23.141.110 Amendments.

An applicant may request an amendment to a major design review permit after the final written decision is issued. Amendments shall be processed in accordance with RCMC 23.110.180 (Amendments). [Ord. 4-2017 § 3 (Exh. B)].

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*).**

Chapter 23.707

OBJECTIVE DESIGN STANDARDS FOR MULTI-FAMILY DEVELOPMENTS

Sections:

23.707.010	Purpose.
23.707.020	Applicability.
23.707.030	Approval Authority
23.707.040	Site Planning
23.707.050	Landscaping and Lighting
23.707.060	Architectural Design
23.707.070	Accessory Features

23.707.010 Purpose.

The objective design standards set forth in this Chapter supplement the development standards in the Zoning Ordinance (the “Code”) and serve as minimum requirements for multifamily residential development and mixed-use development that contains residential uses. The objective design standards also further the goals, policies, and actions of the General Plan, which encourage high quality design in the City of Rancho Cordova.

An objective design standard is one that involves no personal or subjective judgment by a public official and is verifiable by reference to an external and uniform benchmark, including criteria available and known to both an applicant and the public official.

23.719.020 Applicability.

For a multifamily residential development or mixed-use residential development to be eligible for a streamlined ministerial approval process using objective design standards, the development must meet the specific eligibility criteria set forth in Government Code section 65913.4. If the eligibility requirements are met, an applicant may obtain a Multi-Family Housing Streamlined Design Review Permit per Chapter 23.137 of the Rancho Cordova Municipal Code.

The discretionary design review process described in Chapter 23.141 Major Design Review of this Code shall be used for all multifamily residential developments that are not eligible for streamlined review. Applicants requesting exceptions and/or modifications to these standards will be reviewed under the discretionary review process described in Chapter 23.141.

23.719.030 Approval Authority

The Planning Director shall use the objective design standards set forth in this Chapter to approve developments that meet all of the criteria set forth in Government Code Section 65913.4.

The Planning Director’s approval can be appealed pursuant to Section 23.110.160 of this Code.

23.719.040 Site Planning

The following design and development standards apply to the location of buildings and site features within a multi-family development:

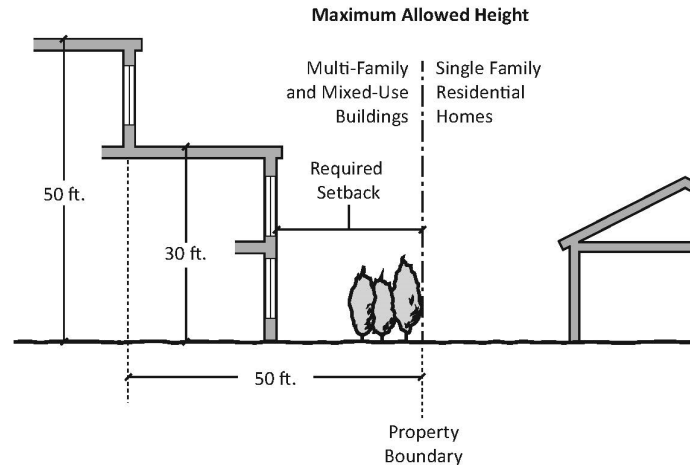
A. Neighborhood Compatibility

1. Residential developments located across the street from single-family neighborhoods shall orient the following features toward the street: individual entries, patio areas and landscaping.
 - a. Multifamily units abutting single-family neighborhoods shall include individual front doors and interior stairs (when stairs are needed).

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

- b. Parking lot areas and carports shall not be located on street frontages in single-family neighborhoods.
2. When located adjacent to one- or two-story single-family detached homes, the design of multi-unit structures along the development edge shall be designed to transition in scale. New multi-family residential development directly adjacent to existing single-family homes shall be limited to 30 feet in height within 50 feet of the shared property line. The height of the multi-family building may be increased to a maximum of 50 feet beyond 50 feet of the shared property line.



B. Pedestrian Access and Open Space

The following standards apply to the design of pedestrian and open space features within a multifamily development.

1. On-site pedestrian circulation and access shall be provided according to the following standards:
 - a. Pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
 - b. An on-site walkway shall connect the primary building entry or entries to a public sidewalk along each street right-of-way.
 - c. Walkways shall be a minimum of four feet wide and paved with concrete.
2. Common open space is required for all multifamily developments with more than 10 units and shall be provided according to the following standards:
 - a. Common open space shall be incorporated into the site plan as a primary design feature and not just as remnant pieces of land used as open space. The open space shall be centrally located and positioned within the viewshed of the nearest units, such that the residents can watch over the area.
 - b. Common open space shall be provided at a rate of 50 square feet of open space per dwelling unit. Required front, side, and rear setbacks shall not be counted toward meeting open space requirements.
 - c. Common open space is open space used commonly by residents of a building, having a minimum dimension of fifteen feet in any direction and a minimum area of three hundred square feet.
 - d. Common open space may be comprised of the following: patios with picnic tables and BBQ area with shade structure(s), community gardens, swimming pools, tot-lots/play structures, and sports courts (e.g. tennis, basketball, volleyball), and other active/passive recreation areas accessible to building residents and their visitors.
 - e. Common open space shall not include driveways, pedestrian access to units from common pedestrian walkways, parking areas or required front, side or rear setback areas.

- f. Accent elements shall be used to demarcate pedestrian entrances to a multifamily development and common open space areas on the interior of a development site. Accent elements shall include the following: wood trellises, arches, arbors, columns, or low monument features.
- 3. Private open space is required for each dwelling in multifamily developments, either at ground level or above ground level, seeking approval through the subjective streamlined ministerial approval process. The following requirements shall apply:
 - a. Private open space areas at ground level, such as patios, shall have a minimum of 120 square feet of private outdoor space directly adjacent to the unit.
 - b. Private open space above ground level, such as balconies, shall have a minimum of 60 square feet of area with no dimension less than five feet.
 - c. Private outdoor space shall be delineated by a wall, fence, or hedge.
 - d. Private open space is useable open space adjoining and directly accessible to a dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests. Examples include patios, screened decks, or balconies.

C. Parking and Garages

- 1. Parking shall be accommodated in an underground garage, surface lot behind the building, a tuck-under, or a combination thereof.
- 2. Surface parking lots shall be located behind the building where lot size permits and screened from adjacent streets with walls, fences, and hedges.
- 3. Where an alley is not present, parking entrances to garages and/or driveways shall be located as close to the side or rear property line as possible.
- 4. To facilitate development of attached housing forms (such as townhouses), rear alleys must be used for accessing garages, off street parking, utilities and trash facilities.
- 5. Carports, detached garages, and accessory structures shall use similar or complementary materials, colors, and details equivalent to the principal buildings of a development.

23.719.050 Landscaping and Lighting

The following standards apply to the design of landscaping and lighting within the multifamily development.

A. Landscaping

- 1. Landscaping around the building perimeter is required.
- 2. Within the landscaped area between the right-of-way and buildings, trees shall be planted twenty-five feet on center in landscaped area. Trees shall be located between four (4) and ten (10) feet from the back of the sidewalk. The landscaped area shall also include shrubs, ground covers, and other natural growth, or stormwater quality features and drainage treatments.
- 3. All planting areas, plant materials, and irrigation shall conform with the City's water-efficient landscaping regulations.
- 4. Parking lot landscaping.
 - a. Parking areas, covered and uncovered, must be screened from view from public roadways with landscaping. Landscaped screening is defined as a natural or man-made feature which separates land uses. Landscape screening may be accomplished through the following: landscaping (groundcover, plantings, and trees), a planted earth berm (no greater than two feet in height), hedge, wall, or some combination of the above.
 - b. A perimeter landscaped strip at least ten feet wide shall be provided for any parking area adjacent to a public street or to the side or rear property line. The perimeter landscaped strip may be located within a required setback area.
 - c. Trees shall be planted and maintained in all parking lots at a minimum ratio of one tree for every six parking spaces. Trees shall be evenly distributed throughout the entire parking area.
 - d. Surface parking areas that are covered by solar panels are allowed to reduce the tree planting requirements by 50%.
 - e. A well colored, varied, complementing pallet of native plantings shall be used within the site.

- f. Provide a minimum ten foot width landscaped area between parking areas/drive aisles and residential units.

B. Lighting

1. All entryways, pathways, open spaces, and parking lots shall be illuminated pursuant to City standards.
2. Lighting on buildings shall be oriented toward pedestrians in terms of scale, design, and location.
3. Applicants shall use LED and other technologies to maximize energy efficiency. High pressure sodium lights are prohibited.
4. High-efficiency, warm white light shall be used.
5. Lighting shall be designed to direct light away from adjacent residential properties.
6. All exterior lighting shall use full-cutoff luminaries and be directed toward the areas to be lit to limit spill-over onto off-site uses.

23.719.060 Architectural Design

The following standards apply to the architectural design of the multifamily development.

A. Massing and Articulation

1. A minimum three-foot offset is required for any wall plane that exceeds 30 feet in length.
2. Buildings over two stories tall shall have massing breaks at least every 100 feet along any street frontage adjacent to a public park, publicly accessible outdoor space, or designated open space. Breaks in massing may be provided through the use of varying setbacks and/or building entries. Massing breaks, or modulation of building facades, shall be a minimum of two feet deep and four feet wide and extend the full height of the building. Building entrances and front porches may count toward meeting this requirement.
3. Variation of roof forms shall be used on buildings of over 50 feet in length along the street frontage and accomplished through the use of differences in roof height and/or form.
4. Varied roof form shall be used as appropriate to the architectural style, such as the following: hipped roofs, gabled roofs, varying pitches, and roof dormers.
5. Design of rooflines with changes in ridgeline direction and configuration shall be used to ensure variation in rooflines between structures.
6. Upper stories shall not project beyond the ground floor footprint, except for bay windows or balconies.
7. A minimum of two architectural features shall be incorporated into each building as appropriate to the architectural style of the building, including: dormers, bay windows, enhanced individualized entries, and accent materials.
8. Attached housing (such as townhouses) shall look like separate units by the use of clearly identified entries, style and design details, and differing roof forms.
9. All primary entrances into residential buildings or individual units shall provide weather protection extending a minimum of four feet from the building facade.

B. Façade Detailing and Materials

1. While diversity of architecture is encouraged, each multifamily dwelling or building shall be designed with a single architectural style.
2. Where placement within the site allows, the front door to each unit shall be clearly visible from the adjacent street. The use of distinctive architectural elements and materials to denote prominent entrances is required.
3. Where the side façade at the end of a building is oriented to a street, driveway, paseo, or common open space area, massing and level of detailing of the side façade shall be consistent with the front façade. Articulation of the side façade may include windows, doors, and porches.
4. All building facades visible from the public right-of-way shall incorporate two or more of the following details as appropriate to the architectural style of the building: window recesses, cornices, changes in materials or other design elements.
5. Window trim shall be a minimum of four inches in width and one inch in depth. In lieu of exterior window trim, windows may be recessed from a wall plane by a minimum of four inches.
6. A unified palette (color, texture, sheen) of materials shall be used on all sides of buildings. Every building shall have at least two complementary colors.
7. At least two materials shall be used on any building frontage, in addition to glazing and railings. One material must comprise at least 20% of the building facade.

8. The facade shall be compatible with the surrounding residential architectural character and include the following materials: stone, brick, stucco, or painted wood clapboard. The following materials are prohibited: concrete block, T111 plywood, vinyl siding, and metal siding (architectural metal treatments may be considered).
9. Natural materials such as stone, river rock, and slate, which are intended to be seen in their natural state shall not be painted.
10. Roofing materials shall consist of the following: dimensional composite shingles, clay tile, concrete, and standing seam metal. Wood shingles shall be prohibited.
11. Front porches shall be functional with a minimum depth of six feet;
12. The front door to each unit shall be clearly visible from the adjacent street. The use of distinctive architectural elements and materials to denote prominent entrances is required.
13. Doors shall complement the architectural style and be of high quality and include high-quality, durable hardware.
14. Window molding, shaped frames and sills and other techniques shall be used to enhance openings with additional architectural relief.

Section 23.707.070 Accessory Features

The following standards apply to the design of accessory features within the multi-family development.

A. Walls and Fences

1. Fences, walls, and hedges shall be compatible with the architectural design and materials of the building that they enclose.
2. Solid perimeter walls shall be constructed of high-quality enduring construction materials such as masonry or ornamental metal. Concrete block is prohibited when visible from the street.
3. Solid perimeter walls shall be constructed of high-quality enduring construction materials, such as masonry or ornamental metal. Concrete block and interlocking concrete pavers (such as keystone) shall not be visible from the street.
4. Fences shall be constructed of wood or vinyl. Chain link fencing is prohibited.
5. Fences, walls, or hedges shall not exceed three feet in height in front yards and street facing side yards or six feet in height in rear yards.
6. Fences and walls located along the side or rear property lines that are not along street frontages shall be solid fences or walls. Open fences, which feature wrought iron/tubular steel, are permitted to capture scenic views offered by a property line that adjoins a permanent open space area, and where the yard does not require screening.
7. Fencing between private yards and common open spaces shall be a minimum of four feet in height.
8. Where screening is necessary as part of the site design, block walls may be constructed within the front yard setback and along the street frontage, but must be decorative masonry, have a decorative cap, and feature a landscape setback.
9. Exterior trash, refuse storage, utility boxes, and electric and gas meters shall be screened from the public right of way with landscaping, fences, or walls.
10. Service, utility, and mechanical functions shall be located in alleys whenever present. When alleys are not present, service, utility, and mechanical functions shall be placed behind buildings and provisions for access shall be made.

B. Refuse Containers

1. Developments with four or fewer units may be designed so that units are provided with individual refuse containers. Residents must be provided with a location to store refuse containers out of view from pedestrian walkways and internal and external roadways.
2. In developments with five units or more, shared refuse containers shall be provided, which shall be located within an enclosure or building. The applicant shall provide the City with information from the refuse pickup provider verifying the size and number of dumpsters required for the development.
3. Refuse enclosure walls shall be a minimum of seven feet tall and of an adequate size to accommodate the needed refuse and recycling containers.
4. Design of refuse enclosures shall incorporate design features of the associated residential structures.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

5. Refuse enclosures and gates shall be designed and made with durable materials to withstand heavy use. Wheel stops or curbs shall be installed to prevent dumpsters from banging into walls of enclosure.
6. Refuse enclosures shall include a door to allow resident access without opening large gates.
7. Lighting shall be provided at refuse enclosures for night-time security and use.
8. Refuse enclosures shall be located so that no dwelling is closer than 20 feet (including those on abutting properties), or more than 100 feet from a residential unit.
9. The entrance of refuse enclosures shall not be visible, unless setback a minimum of 100 feet, from public rights of way.

C. Private Storage Space

1. Each unit shall have at least 25 square feet of enclosed, weather-proofed, and lockable private storage space outside of the unit. The storage unit shall have a minimum horizontal dimension of four feet.

D. Monument Signage

1. All monument signs shall be architecturally compatible with the building(s) on the site on which the monument sign is to be located.
Monument signs shall meet all additional size and locational requirements found in Section 23.

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*)**.

Chapter 23.710 HOUSING INCENTIVES/DENSITY BONUS PROVISIONS

Sections:

- 23.710.010 Purpose.
- 23.710.020 Eligibility for incentives and bonuses.
- 23.710.030 General provisions for incentives and bonuses.
- 23.710.040 Number and types of incentives and bonuses allowed.
- 23.710.050 Location of bonus units.
- 23.710.060 Continued availability.
- 23.710.070 Process for approval or denial.

23.710.010 Purpose.

The purpose of this chapter is to provide incentives for the production of housing for very low, low, and moderate income, special needs, and senior households in accordance with Government Code Sections 65915 through 65918. In enacting this chapter, it is the intent of the council to facilitate the development of affordable housing and to implement the goals and policies of the city's General Plan housing element. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.010)].

23.710.020 Eligibility for incentives and bonuses.

The city of Rancho Cordova shall grant one density bonus, with concessions or incentives, as specified in RCMC 23.710.040 (Number and types of incentives and bonuses allowed), or provide other incentives or concessions of equivalent financial value based upon the land cost per dwelling unit, when the applicant for the housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to this chapter, that will contain at least one of the following:

- A. Ten percent of the total units of a housing development for lower income households.
- B. Five percent of the total units of a housing development for very low income households.
- C. Housing for special needs populations.
- D. A senior citizen housing development as defined in Sections 51.3 and 51.12 of the California [Civil Code](#) pursuant to 65915(b)(1)(C), or a mobilehome park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.
- E. Ten percent of the total dwelling units in a common interest development as defined in Section 4100 of the California Civil Code for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, provided, that all units in the development are offered to the public for purchase. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.030). Formerly 23.710.030].
- F. Ten percent of the total units of a housing development for transitional foster youth, as defined in Section 66025.9 of the Education Code, disabled veterans, as defined in Section 18541, or homeless persons, as defined in the federal McKinney-Vento Homeless Assistance Act (42 U.S.C. Sec. 11301 et seq.). The units described in this subparagraph shall be subject to a recorded affordability restriction of 55 years and shall be provided at the same affordability

level as very low income units. Twenty percent of the total units for lower income students in a student housing development shall meet the requirements of 65915(b).

G. One hundred percent of all units in the development, including total units and density bonus units, but exclusive of a manager's unit or units, are for lower income households, as defined by Section 50079.5 of the Health and Safety Code, except that up to 20 percent of the units in the development, including total units and density bonus units, may be for moderate-income households, as defined in Section 50053 of the Health and Safety Code.

23.710.030 General provisions for incentives and bonuses.

The following general provisions apply to the application and determination of all incentives and bonuses:

- A. All density calculations resulting in fractional units shall be rounded up to the next whole number.
- B. The granting of a density bonus shall not be interpreted, in and of itself, to require a General Plan amendment, rezone, or other discretionary approval.
- C. The density bonus shall not be included when determining the number of housing units that is equal to five or 10 percent of the total.
- D. Upon request by the applicant, the city shall not require that a housing development meeting the requirements of RCMC 23.710.020 (Eligibility for incentives and bonuses) provide a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds the following:
 - 1. Zero (studio) to one bedrooms: one on-site parking space per unit.
 - 2. Two to three bedrooms: one and one-half on-site parking spaces per unit.
 - 3. Four and more bedrooms: two and one-half parking spaces per unit.
- E. If the total number of parking spaces required for a housing development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subsection, a development may provide on-site parking through tandem parking or uncovered parking, but not through on-street parking.
- F. The city shall not apply any development standard that would have the effect of precluding the construction of a housing development meeting the requirements of RCMC 23.710.020 (Eligibility for incentives and bonuses) at the densities or with the incentives permitted by this chapter. An applicant may submit to the city a proposal for the waiver or reduction of development standards. Nothing in this subsection, however, shall be interpreted to require the city to waive or reduce development standards if the waiver or reduction would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5 of the California Government Code, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which the city determines there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Furthermore, the applicant shall be required to prove that the waiver or modification is necessary to make the target units economically feasible. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.040). Formerly 23.710.040].

23.710.040 Number and types of incentives and bonuses allowed.

A. General Project Density Bonus. A housing development that satisfies all applicable provisions of this chapter shall be entitled to the following density bonus:

- 1. For developments providing lower income target units, a 20 percent base density bonus plus a one-and-one-half percent supplemental increase over that base for every one percent increase in low income units from 10 to 20 percent. A 35 percent base density bonus plus an additional 3.75 density bonus shall be added with each

incremental increase starting from 20 to 24 percent of affordable units. The maximum density bonus allowed including supplemental increases is 50 percent.

2. For developments providing very low income target units, a 20 percent base density bonus plus a two-and-one-half percent supplemental increase over that base for every one percent increase in very low income units from five to ten percent. A 35 percent base density bonus plus an additional 3.75 density bonus shall be added with each incremental increase starting from 11 to 15 percent of affordable units. The maximum density bonus allowed including supplemental increases is 50 percent.

3. For developments providing moderate income target units, a 50 percent density bonus is eligible for when 44% of units are set aside (for-sale units only).

4. An applicant for a senior citizen housing development or a mobile home park that limits residency based on age requirements for housing for older persons pursuant to Civil Code Sections 798.76 or 799.5 is entitled to a density bonus of 20 percent of the number of senior citizen housing development units and up to a maximum of 50 percent (Government Code Section 65915(b)(1)(C) and 65915(f)(3)).

5. For common interest developments providing moderate income target units, a five percent base density bonus plus a one percent increase in moderate-income units above 10 percent. The maximum density bonus allowed including supplemental increases is 35 percent.

B. Number of Incentives or Concessions. In addition to the eligible density bonus percentage described in this section, an applicant may request one or more incentives or concessions in connection with its application for a density bonus as follows:

1. One incentive or concession for projects that include at least 10 percent of the total units for lower income households, at least five percent for very low income households, or at least 10 percent for persons and families of moderate income in a common interest development.
2. Two incentives or concessions for projects that include at least 17 percent of the total units for lower income households, at least 10 percent for very low income households, or at least 20 percent for persons and families of moderate income in a common interest development.
3. Three incentives or concessions for projects that include at least 24 percent of the total units for lower income households, at least 15 percent for very low income households, or at least 30 percent for persons and families of moderate income in a common interest development.
4. Four incentives or concessions for projects with one hundred percent of all units in the development (including total units and density bonus units) are for lower income households, or 20 percent of the units in the development is for moderate-income households, as defined in Section 50053 of the Health and Safety Code. If the project is located within one-half mile of a major transit stop, the applicant shall also receive a height increase of up to three additional stories, or 33 feet.

Table X: Affordable Housing Incentives/Concessions

Number of Incentives/Concessions	Very Low Income Percentage	Low Income Percentage	Moderate Income Percentage
1	5%	10%	10%
2	10%	17%	20%

3	15%	24%	30%
4	100% Low/Very Low/Mod (20% Moderate allowed)	100% Low/Very Low/Mod (20% Moderate allowed)	100% Low/Very Low/Mod (20% Moderate allowed)

C. Available Incentives and Concessions. The following incentives and concessions are available for compliance with this chapter:

1. A reduction in the site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5, Section 18907 of Division 13 of the Health and Safety Code, including but not limited to a reduction in setback and square footage requirements and in ratio of vehicle parking spaces that would otherwise be required and that results in identifiable, financially sufficient, and actual cost reductions.
2. Approval of mixed-use development in conjunction with the housing development if the nonresidential land uses will reduce the cost of the housing development and the nonresidential land uses are compatible with the housing development and surrounding development.
3. Other regulatory incentives or concessions proposed by the applicant or that the city determines will result in identifiable, financially sufficient, and actual cost reductions.
4. Priority processing of a housing development that provides income-restricted units.
5. The City may provide additional waivers or reductions in development standards for projects located within a one-half mile radius of a major transit stop. A major transit stop is defined as an existing rail or bus rapid transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
6. The City shall provide further reduced parking standards for eligible residential projects which provide the following: unobstructed access to a major transit stop; or units that are restricted to for-rent housing for individuals who are 62 years of age or older with paratransit service or unobstructed access to a fixed bus route that operates at least eight (8) times per day.
7. A floor area ratio density bonus may be granted to an eligible housing development, upon request of the developer, in lieu of a density bonus awarded based on dwelling units per acre.
 - a. In calculating the floor area ratio bonus pursuant to this section, the allowable gross residential area in square feet shall be the product of the following amounts:
 - i. The allowable residential base density in dwelling units per acre.
 - ii. The site area in square feet, divided by 43,560.
 - b. If an eligible housing development is zoned for mixed-use purposes, any floor area ratio requirement under a zoning ordinance or land use element of the General Plan applicable to the nonresidential portion of the eligible residential development, shall continue to apply notwithstanding the award of a floor area ratio bonus in accordance with this section.
 - c. An applicant for a floor area ratio bonus may also submit to the City a proposal for specific incentives or concessions pursuant to this Chapter.

8. An applicant seeking to develop an eligible residential development shall be allowed to calculate impact fees based on square feet, instead of on a per-unit basis.

D. Density bonus for housing developments with 100 percent affordable housing.

1. **Criteria.** For a density bonus to be granted under this subsection, 100 percent of the total units, exclusive of a manager's unit or units, are restricted to very low, low, and moderate income households (maximum 20% moderate).

2. **Density Bonus Allowance.** An applicant for a housing development with 100 percent affordable housing is entitled to:

- a. Except as otherwise provided, the density bonus shall be up to 80 percent of the number of units for very low and low income households.

3. **Other Allowances.**

- a. If the project is located within one-half mile of a major transit stop as defined in subdivision (b) of Section 21155 of the Public Resources Code:
 - i. The applicant may also receive a height increase of up to three additional stories or 33 feet.
 - ii. The jurisdiction shall not impose any maximum controls on density. If no maximum controls on density are imposed on a project, then no other waivers or reductions of development standards would be allowed.

E. Additional Density Bonus and Incentives and Concessions for Donation of Land to the City.

1. When an applicant for a tentative subdivision map, parcel map, or other residential development approval donates land to the city and agrees to include a minimum of 10 percent of the total units before the density bonus for very low-income households, as provided for in this subsection, the applicant shall be entitled to a 15 percent base density bonus plus a one percent supplemental increase for each additional percentage of very low income units, to a maximum density bonus of 35 percent.

2. The density bonus provided in this subsection shall be in addition to any other density bonus provided by this chapter to a maximum combined density bonus of 35 percent.

3. The applicant shall be eligible for the increased density bonus described in this subsection if all of the following conditions are met:

- a. The applicant donates and transfers the land no later than the date of approval of the final subdivision map, parcel map, or residential development application.
- b. The developable acreage and zoning designation of the land being transferred are sufficient to permit construction of units affordable to very low income households in an amount not less than 10 percent of the number of residential units of the proposed development.
- c. The transferred land is at least one acre in size or is of sufficient size to permit development of at least 40 units, has the appropriate General Plan land use and zoning designations, and is or will be served by all required public facilities and infrastructure.
- d. The transferred land and the affordable units shall be subject to a deed restriction ensuring continued affordability of the units consistent with the requirements of this chapter.
- e. The land is transferred to the city or to a housing developer approved by the city.

f. The transferred land shall be within the boundary of the proposed development or, at the city's approval, within one-quarter mile of the boundary of the proposed development.

4. Nothing in this subsection shall be construed to enlarge or diminish the authority of the city to require a developer to donate land as a condition of development.

F. Additional Density Bonus and Incentives and Concessions for Development of Child Care Facility.

1. Housing developments meeting the requirements of RCMC 23.710.020 (Eligibility for incentives and bonuses) and including a child care facility that will be located on the premises of, as part of, or adjacent to the housing development shall receive either of the following:

- a. An additional density bonus that is an amount of square footage of residential space that is equal to or greater than the amount of square footage in the child care facility.
- b. An additional incentive or concession that contributes significantly to the economic feasibility of the construction of the child care facility.

2. The density bonus housing agreement for the housing development shall ensure that:

- a. The child care facility shall remain in operation for a period of time that is as long as or longer than the period of time during which the target units are required to remain affordable; and
- b. Of the children who attend the child care facility, the children of very low income households, lower income households, or persons or families of moderate income shall equal a percentage that is equal to or greater than the percentage of target units that are required pursuant to RCMC 23.710.020 (Eligibility for incentives and bonuses).

3. The city shall not be required to provide a density bonus or incentive or concession for a child care facility if it makes a written finding, based upon substantial evidence, that the community has adequate child care facilities.

[Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.050). Formerly 23.710.050].

23.710.050 Location of bonus units.

As required by state law, the location of density bonus units in the housing development may be at the discretion of the developer. However, the inclusionary units shall be dispersed throughout the development (where feasible); shall contain, on average, the same number of bedrooms as the noninclusionary units in the development; and shall be compatible with the design or use of the remaining units in terms of appearance, materials, and quality finish. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.060). Formerly 23.710.060].

23.710.060 Continued availability.

A. If a housing development providing low or very low income target units receives only a density bonus, the target units must remain restricted to low or very low income households for a minimum of 30 years from the date of issuance of the certificate of occupancy.

B. If a housing development providing low or very low income target units receives both a density bonus and an additional incentive, the target units must remain restricted to low or very low income households for a minimum of 50 years from the date of issuance of the certificate of occupancy.

C. In the case of a common interest housing development providing moderate income target units, the initial occupant of the target unit must be a person or family of moderate income. Upon resale, the seller of the target units shall retain the value of any improvements, the down payment, and the seller's proportionate share of appreciation, which shall be used within three years for any of the purposes described in subdivision (e) of Section 33334.2 of the California Health and Safety Code that promote homeownership. The city's proportionate share shall be equal to the percentage by which the initial sale price to the moderate income household was less than the fair market value of the home at the time of the initial sale. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.070). Formerly 23.710.070].

23.710.070 Process for approval or denial.

A. Process for Approval. The density bonus and incentive(s) and concession(s) request shall be considered in conjunction with any necessary development entitlements for the project. The designated approval authority for density bonuses shall be the council. In approving the density bonus and any related incentives or concessions, the city and applicant shall enter into a density bonus agreement. The form and content of the density bonus agreement shall be determined by the city.

B. Approval Required Unless Denial Findings Made. The city shall grant the density bonus, incentive(s), and concession(s) requested by the applicant unless the city makes a written finding, based upon substantial evidence, of either of the following:

1. The incentive or concession is not required in order to provide for affordable housing costs or affordable rents.
2. The incentive or concession would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5 of the California Government Code, upon public health and safety or physical environment or any real property that is listed in the California Register of Historical Resources and for which the city determines there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate income households. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.4.080). Formerly 23.710.080].

Note to Reader: Section placeholders to indicate the sections between changed subsections remain the same are indicated with three stars (*).**

**CHAPTER 23.901
RESIDENTIAL USES**

23.901.060 Accessory Dwelling Units

A. Purpose and Intent. This section establishes regulations and a ministerial review process for Accessory Dwelling Units. Accessory Dwelling Units are intended to expand housing opportunities for low income and moderate income or elderly households by increasing the number of rental units available within existing neighborhoods while maintaining the architectural character of the area.

B. Applicability. This section applies to all Accessory Dwelling Units, including Junior Accessory Dwelling Units, as defined.

C. Where Permitted. Accessory dwelling units are permitted by right in any zoning district which permits single-family or multi-family homes.

D. Relationship to General Plan and Zoning

A. Any Accessory Dwelling Unit which conforms with the requirements of this Chapter shall be deemed to be consistent with the General Plan designation and zoning for the parcel, regardless of any limitations on residential density imposed by the General Plan or zoning.

B. Accessory Dwelling Units shall not be counted when determining residential density for conformance with General Plan or Zoning.

E. Permits and Approval

1. Ministerial Action. Approval or denial of an Accessory Dwelling Unit or Junior Accessory Dwelling Unit is a ministerial action and subject to compliance with the standards in this Section.

2. Building Permit. All Accessory Dwelling Unit or Junior Accessory Dwelling Units shall require a building permit, subject to all the standard application and processing fees and procedures that apply to building permits generally. No other separate planning-related permit is required.

3. Issuance of Permit. The City shall issue a building permit for an Accessory Dwelling Unit within 60 calendar days from the date on which the City received a completed submittal package application, unless either:

- a. The applicant requests a delay, in which case the 60-day time period is put on hold for the period of the requested delay; or
- b. The application to create an Accessory Dwelling Unit or Junior Accessory Dwelling Unit is submitted with an application to create a new single-unit dwelling on the parcel. The City may delay acting on the permit application for the Accessory Dwelling Unit or Junior Accessory Dwelling Unit until the City acts on the permit application to create the new single-unit dwelling.

F. Definitions

The following words and phrases shall, for the purposes of this chapter, have the meanings respectively ascribed to them by this section, as follows:

1. "Accessory Dwelling Unit or ADU." An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary dwelling. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation and shall be

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

constructed on the same parcel as the single-family or multifamily dwelling unit that is the primary dwelling unit or will be situated. An accessory dwelling unit also includes the following: (a) an efficiency unit, as defined in Section 17958.1 of the Health & Safety Code, and (b) a manufactured home, as defined in Section 18007 of the Health & Safety Code. This definition shall be interpreted as consistent with and including the definition of accessory dwelling unit found in Government Code Section 65852.2.

2. "Accessory Structure." A structure that is accessory and incidental to a dwelling located on the same parcel. This definition shall be interpreted as consistent with and including the definition of accessory structure found in Government Code Section 65852.2.

3. "Car Share." A program that allows customers hourly access to shared vehicles from a dedicated home location, with the vehicles required to be returned to that same location at the end of the trip.

4. "Efficiency Kitchen." A cooking facility that includes all of the following:

- a. A sink with a drain.
- b. An appliance for cooking.
- c. A food preparation counter.
- d. Food storage cabinets that are of reasonable size in relation to size of the unit.

5. "Efficiency Unit." As defined in Section 17958.1 of the Health and Safety Code.

6. Junior Accessory Dwelling Unit or JADU. A Junior Accessory Dwelling Unit means a unit that is contained entirely within a single-unit primary dwelling. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the primary dwelling. This definition shall be interpreted as consistent with and including the definition of junior accessory dwelling unit found in Government Code Section 65852.22.

7. "Living Area." The interior habitable area of a dwelling unit, including basements and attics, but does not include a garage or any accessory structure. This definition shall be interpreted as consistent with and including the definition of living area found in Government Code Section 65852.2.

8. "Passageway." A pathway that is unobstructed clear to the sky and extends from a street or alley to one entrance of the accessory dwelling unit. This definition shall be interpreted as consistent with and including the definition of passageway found in Government Code Section 65852.2.

9. "Primary Dwelling." An existing or proposed residential structure on a lot with an accessory dwelling unit.

10. "Public Transit." A location, including but not limited to a bus stop or train station, where the public may access buses, trains, subway, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

11. "Single-unit and multi-unit." Single-unit means the same as a single-family dwelling and multi-unit means multi-family dwellings with two or more units.

12. "Tandem Parking." Two or more automobiles parked on a driveway or in any other location on a parcel, lined up behind one another.

G. Types of Accessory Dwelling Units. The following are the types of Accessory Dwelling Units:

1. Accessory Dwelling Unit, Attached and Detached, as defined below.

- a. Attached. An Accessory Dwelling Unit that is attached to an existing or proposed primary dwelling, such as through a shared wall, floor, or ceiling, including attached garages, storage areas or similar uses, or within an accessory structure. An attached Accessory Dwelling Unit can be created by converting a portion of an existing primary dwelling, by constructing a new primary dwelling with an integral Accessory Dwelling Unit, or by constructing an addition to an existing primary dwelling.

- b. Detached. An Accessory Dwelling Unit that is physically detached or separated from the primary dwelling. Detached includes a second-story addition above an existing detached structure. A detached Accessory Dwelling Unit can be new construction or the conversion or expansion of an existing structure.
2. Junior Accessory Dwelling Unit. An attached Accessory Dwelling Unit that is a unit that meets specific criteria as specified below.
- a. Maximum of 500 square feet in size.
 - b. Contained entirely within a single-unit primary dwelling.
 - c. Has a separate entrance from the main entrance to the primary dwelling.
 - d. Has a bathroom that is either in the Junior ADU or in the primary dwelling.
 - e. Includes an efficiency kitchen.

H. Number of Accessory Dwelling Units or Junior Accessory Dwelling Units Per Lot or Parcel in Zones Which Allow Single Family Homes. The following number of Accessory Dwelling Units apply in all zoning districts that allow single family homes as a permitted use:

- 1. One attached or detached Accessory Dwelling Unit shall be allowed on a parcel with a primary dwelling unit.
- 2. One Junior Accessory Dwelling Unit shall be allowed on a parcel with primary dwelling.
- 3. Up to one attached or detached Accessory Dwelling Unit and one Junior Accessory Dwelling Unit shall be allowed on a single parcel.

I. Type and Number of Accessory Dwelling Units Per Lot with an Existing Multi-Family Home. The following apply to Accessory Dwelling Units in all zoning districts that allow multi-family homes as a permitted use:

- 1. Attached Accessory Dwelling Units.
 - a. At least one ADU or up to 25 percent of the existing multi-family units shall be allowed within an existing multi-family dwelling.
 - b. Attached Accessory Dwelling Units in a multi-family development may be created only through the conversion of parts of existing multifamily dwelling structures that are not used as livable space, including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages.
- 2. Detached Accessory Dwelling Units. Up to two detached Accessory Dwelling Units shall be allowed on a parcel with existing multi-family structures, subject to compliance with the development standards for Detached Accessory Dwelling Units in this Chapter.

J. Development Standards for Attached and Detached Accessory Dwelling Units. The following standards apply to Accessory Dwelling Units.

- 1. Attached Accessory Dwelling Units
 - a. Location. Attached Accessory Dwelling Units shall be located on the same lot or parcel as an existing or proposed primary dwelling unit and be attached to the primary dwelling unit by at least one wall or by a ceiling (above or below the primary dwelling unit) on a lot that is zoned to allow single-family or multifamily dwelling residential use and includes a proposed or existing dwelling.
 - b. Size. The total floor area of an Attached Accessory Dwelling Unit shall not exceed 850 square feet for a one-bedroom unit or 1,000 square feet for an Accessory Dwelling Unit that provides more than one bedroom. If there is an existing primary dwelling, the total floor area of an attached Accessory Dwelling Unit shall not exceed 50 percent of the existing primary dwelling. These limits do not

include up to 150 square feet of area added to the primary dwelling for the sole purpose of providing ingress and egress to the Accessory Dwelling Unit.

- c. Setbacks.
 - i. Front yard setback: Per the zoning district standard for the primary dwelling
 - ii. Side yard: Four (4) feet
 - iii. Rear yard: Four (4) feet
 - iv. No setback shall be required for an existing living area or accessory structure or a structure constructed in the same location and to the same dimensions as an existing structure that is converted to an accessory dwelling unit or to a portion of an accessory dwelling unit.
- d. Height. Per the zoning district standard for the primary dwelling.
- e. Access. An attached Accessory Dwelling Unit shall have direct exterior access separate from the main entrance to the primary dwelling.
- f. Design. Accessory dwelling units shall be compatible with the architectural style, materials, and colors of the primary dwelling unit.
- g. Passageway. No passageway shall be required in conjunction with the construction of an accessory dwelling unit.
- h. Fire Sprinklers. An attached Accessory Dwelling Unit shall not be required to provide fire sprinklers if they are not required for the primary dwelling.
- i. Landscape. Landscaped areas within setbacks shall meet the requirements of this code.
- j. Before permit issuance, the City shall be provided with a copy of the recorded deed restriction, which shall run with the land, using the City's form pursuant to Government Code Section 65852.2.
- k. No provisions within this Section, including lot coverage or legal nonconformity, shall preclude an attached minimum 800 square foot accessory dwelling unit that is at least sixteen (16) feet in height with four-foot side yard and rear yard setbacks, and that is constructed in compliance with all other development standards.

2. Detached Accessory Dwelling Unit Development Standards

- a. Location. Detached Accessory Dwelling Unit shall be located on the same lot or parcel as an existing or proposed primary dwelling on a lot that is zoned to allow single-family or multifamily dwelling residential use and includes a proposed or existing dwelling.
- b. Size. A Detached Accessory Dwelling Unit shall not exceed 850 square feet for a one-bedroom unit or 1,000 square feet for an Accessory Dwelling Unit that provides more than one bedroom.
- c. Setbacks.
 - i. Front yard setback: Per the zoning district standard for the primary dwelling
 - ii. Side yard: Four (4) feet
 - iii. Rear yard: Four (4) feet
- d. Height. The maximum height of an Accessory Dwelling Unit shall be 16 feet for new structures built specifically as an Accessory Dwelling Unit. Existing structures taller than 16 feet can be converted to an Accessory Dwelling Unit consistent with the requirements of this Chapter.
- e. Design. Detached accessory dwelling units shall be compatible with the architectural style, materials, and colors of the primary dwelling unit.
- f. Passageway. No passageway shall be required in conjunction with the construction of an accessory dwelling unit.

- g. Fire Sprinklers. An attached Accessory Dwelling Unit shall not be required to provide fire sprinklers if they are not required for the primary dwelling.
- h. Landscape. All setback areas shall be landscaped as required by this code.
- i. Before permit issuance, the City shall be provided with a copy of the recorded deed restriction, which shall run with the land, using the City's form pursuant to Government Code Section 65852.2.
- j. Building Separation. An accessory dwelling unit shall comply with the building separation requirements of the underlying zone, but in no case shall said requirement prohibit an accessory dwelling unit that is a minimum of 800 square feet, maximum of 16 feet in height with four-foot side and rear yard setbacks.
- k. No provisions within this Section, including lot coverage or legal nonconformity, shall preclude a detached minimum 800 square foot accessory dwelling unit that is at least sixteen (16) feet in height with four-foot side yard and rear yard setbacks, and that is constructed in compliance with all other development standards.

3. Junior Accessory Dwelling Unit Development Standards

- a. Location. Shall be located on the same lot or parcel as a primary dwelling unit and be within the walls of the single-family residence, including an attached garage, of the primary dwelling unit by at least one wall or by a ceiling. The Junior Accessory Dwelling Unit may be located above or below the primary dwelling unit.
- b. Size. Maximum of 500 square feet of living area.
- c. Setbacks. If the primary dwelling unit is expanded to create the Junior Accessory Dwelling Unit, the addition shall maintain setbacks of four feet from side and rear yards or the same setback as the existing structure, whichever is less. Front setback shall be the same as the existing structure or per the zoning district for the primary structure, whichever is less. Larger setbacks shall apply if required by Fire or Building codes on a case-by-case basis.
- d. Access. A Junior Accessory Dwelling Unit shall have a separate entrance separate from the main entrance to the primary dwelling.
- e. Kitchen. Each Junior Accessory Dwelling Unit shall include an efficiency kitchen which must include
 - a) a cooking facility with appliances and b) a food preparation counter and storage cabinets that are of reasonable size in relation to the side of the Junior Accessory Dwelling Unit.
- f. Utilities.
 - i. A Junior Accessory Dwelling Unit shall not be considered a separate or new dwelling unit for the purposes of calculating connection fees or capacity charges for utilities, including water, sewer, or power service, or impact fees.
 - ii. No new or separate utility connection between the Junior Accessory Dwelling Unit and the utility shall be required, although the property owner may voluntarily install a submeter for the Junior Accessory Dwelling Unit.
 - iii. Any utility charges or fees shall be consistent with state law.
- g. Parking. No additional off-street parking is required for the Junior Accessory Dwelling Unit.
- h. Owner Occupancy and Deed Restriction
 - i. A person with legal or equitable title to the primary dwelling shall reside on the property in either the primary dwelling or Junior Accessory Dwelling Unit as that person's legal domicile and permanent residence.
 - ii. The owner occupancy requirement does not apply if the property is entirely owned by a governmental agency, land trust, or non-profit housing organization.

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

- iii. Prior to issuance of a Building Permit for a Junior Accessory Dwelling Unit, a deed restriction shall be recorded in the chain of title of the primary single-unit property. The form of the deed restriction shall be approved by the City Attorney pursuant to Government Code Section 65852.2.
- iv. The deed restriction shall run with the land and shall be enforced against future property owners.

K. Impact Fees

1. Impact Fee Requirements

- a. No City-imposed impact fees shall be charged for an Accessory Dwelling Unit that is less than 750 square feet in size.
- b. For Accessory Dwelling Units 750 square feet or larger, City-imposed impact fees shall be charged proportionately in relation to the square footage of the primary dwelling.
- c. Impact fees do not include any connection fee or capacity charge charged by a local agency, special district, or water corporation.

L. Required Parking for Accessory Dwelling Units.

1. Number of Parking Spaces. Parking for Accessory Dwelling Units shall be provided per the following:

- a. One off-street parking space, covered or uncovered, is required for each Attached and Detached Accessory Dwelling Unit or bedroom, whichever is less. These spaces may be provided as tandem parking on a driveway.
- b. Notwithstanding any other section, no off-street parking is required for an Attached or Detached Accessory Dwelling Unit if one or more of the following applies:
 - i. The Accessory Dwelling Unit is located within one-half mile walking distance of public transit, including transit stations and bus stations.
 - ii. When on-street parking permits are required by the City, but not offered to the occupant of the Accessory Dwelling Unit.
 - iii. The Accessory Dwelling Unit is part of the proposed or existing primary residence.
 - iv. The Accessory Dwelling Unit is located within an architecturally and historically significant historic district.
 - v. When there is a car share vehicle located within one block of the Accessory Dwelling Unit.
- c. Off-street parking shall be permitted in setback areas in locations determined by the City or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions.

2. When a garage, carport, or covered parking structure is demolished to allow for the construction of an Accessory Dwelling Unit or for the conversion of a structure to an Accessory Dwelling Unit shall not be required to be replaced.

3. Guest parking spaces shall not be required for Accessory Dwelling Units under any circumstances.

MEMORANDUM



ITEM 9.3.

DATE: September 7, 2021

TO: Honorable Mayor and Council Members

FROM: Stefan Heisler, Reinvestment Analyst

SUBJECT: A RESOLUTION AUTHORIZING THE ACQUISITION OF PROPERTY AT 10599 FOLSOM BOULEVARD, RANCHO CORDOVA, AND AUTHORIZING EXECUTION OF A PURCHASE AND SALE AGREEMENT, ASSIGNMENT AND ASSUMPTION AGREEMENT, CERTIFICATE OF ACCEPTANCE, AND RECORDATION OF A GRANT DEED

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize the City Manager to proceed with the execution of documents necessary to purchase and take possession of the property located at 10599 Folsom Blvd (the "Property") for a future determined use for the amount of \$1,100,000.

BACKGROUND

Although no specified use is projected for the site at this time, the Property's location with frontage along Folsom Blvd and Aramon Drive is ideal for development and makes it a good candidate for multiple State and Federal grant programs around Transit Oriented Development due to its close proximity within ¼ mile of the Regional Transit Gold Line Zinfandel Station light rail stop and the Olson Drive regional shopping center.

Additionally, the site is adjacent to the existing Sacramento Metropolitan Fire District (Sac Metro Fire) Station 61 and the additional vacant properties that are envisioned to encompass a future redesigned Fire Station 61. This adjacency opens up the possibility of collaborating with Sac Metro Fire on a wholistic project along the corner of Folsom Blvd and Aramon Drive.

The site is currently occupied by a 2,400 square foot retail building, which has a current lease to Eco Liquor, the only tenant. The term of this lease expires on October 1, 2022. In purchasing the Property, the City will be assuming the lease for the remaining term.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (Section 21000, et. seq. of the California Public Resources Code, hereafter CEQA) requires analysis of agency approvals of discretionary

“projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” The acquisition of property by a public agency is a project as defined by CEQA. Pursuant to CEQA Guidelines Section 15061(b)(3), an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The activity is not subject to CEQA where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

As noted above, no specified use is currently proposed or being considered for the site by the City. Further, while future development of the site is assumed, the type and intensity of development cannot be determined and it would be speculative to identify the type and level of development that would ultimately be constructed on site and the potential effects of that development. Pursuant to CEQA Guidelines Section 15145, if an impact is too speculative for evaluation the agency not required to, nor should it, engage in speculation and should terminate the discussion. It should be noted that, at such time as development is proposed for the site, a project-level analysis can and will be prepared to disclose potential environmental impacts of that development. However, because the current action would only result in the change of ownership of the property and no physical changes would occur on the site that could result in physical environmental effects, the activity is not subject to CEQA pursuant to CEQA Guidelines section 15061(b)(3).

FISCAL IMPACT

The purchase price for the land is \$1,100,000. It is anticipated that minor additional funds will be needed for closing costs, including legal and environmental review. The City’s General Fund reserves will be used to pay for the land purchase and closing costs. A funding source for future improvements to this property has not been identified at this time.

The City will receive lease payments from the current tenant during the final year of the lease beginning in October 2021 and ending on October 1, 2022. This is estimated to be \$59,000.

If purchased, this property will require annual property maintenance and security costs not expected to exceed \$3,000 per year until it is developed or disposed of in some other way.

ATTACHMENTS

1. Resolution
2. Site Map
3. CEQA Notice of Exemption
4. Purchase and Sale Agreement
5. Assignment and Assumption Agreement

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2021

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO
CORDOVA AUTHORIZING THE ACQUISITION OF PROPERTY AND
AUTHORIZING EXECUTION OF A PURCHASE AND SALE AGREEMENT
AND A CERTIFICATE OF ACCEPTANCE AND RECORDATION OF A
GRANT DEED**

WHEREAS, the owners of the property at 10599 Folsom Boulevard ("Property"), located near the Zinfandel light rail station and the Olson Drive regional shopping center, is willing to sell the Property and the City of Rancho Cordova ("City") desires to acquire the Property for a currently unspecified use; and

WHEREAS, the Property has a 2,400 square foot retail building that is occupied by one tenant, Eco Liquor, whose lease expires on October 1, 2022, and the City agrees to take an assignment of the lease; and

WHEREAS, the Property is located adjacent to the future redesigned Sacramento Metropolitan Fire District Station 61, which creates the possibility of collaborating on a wholistic project on the corner of Folsom Boulevard and Aramon Drive for a redevelopment that will create a compact, urban and walkable environment that is prioritized in the City's Housing Element policies of targeting underutilized and transit-oriented properties on Folsom Boulevard to increase mixed use and reuse in that corridor; and

WHEREAS, pursuant to California Government Code Section 27281, a resolution or Certificate of Acceptance must be attached to any grant deed conveying an interest in real property to a government agency; and

WHEREAS, the acquisition and lack of identified proposed use of the Property are not inconsistent with the applicable general plan land use designation and zoning and the acquisition of the Property is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Chapter 3, Division 6 (State CEQA Guidelines) Section 15061 (General Rule Exemption).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rancho Cordova hereby:

1. Authorizes the City Manager and/or his designees to execute a Purchase and Sale Agreement and Assignment and Assumption of Lease Agreement for the acquisition of the Property at a purchase price not to exceed \$1,100,000, which Agreement shall be in a form approved by the City Attorney, and to execute such other documents and to take such other actions as necessary to consummate the transaction contemplated by this resolution, including without limitation, the payment of deposits as required pursuant to the Purchase and Sale Agreement and the execution of contracts required in connection with any environmental evaluation and/or physical inspection of the Property.

ITEM 9.3.

ATTACHMENT 1

2. Consents to the execution of a Certificate of Acceptance and the recordation of a grant deed conveying the Property to the City upon close of escrow for the purchase of property.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 7th day of September 2021, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

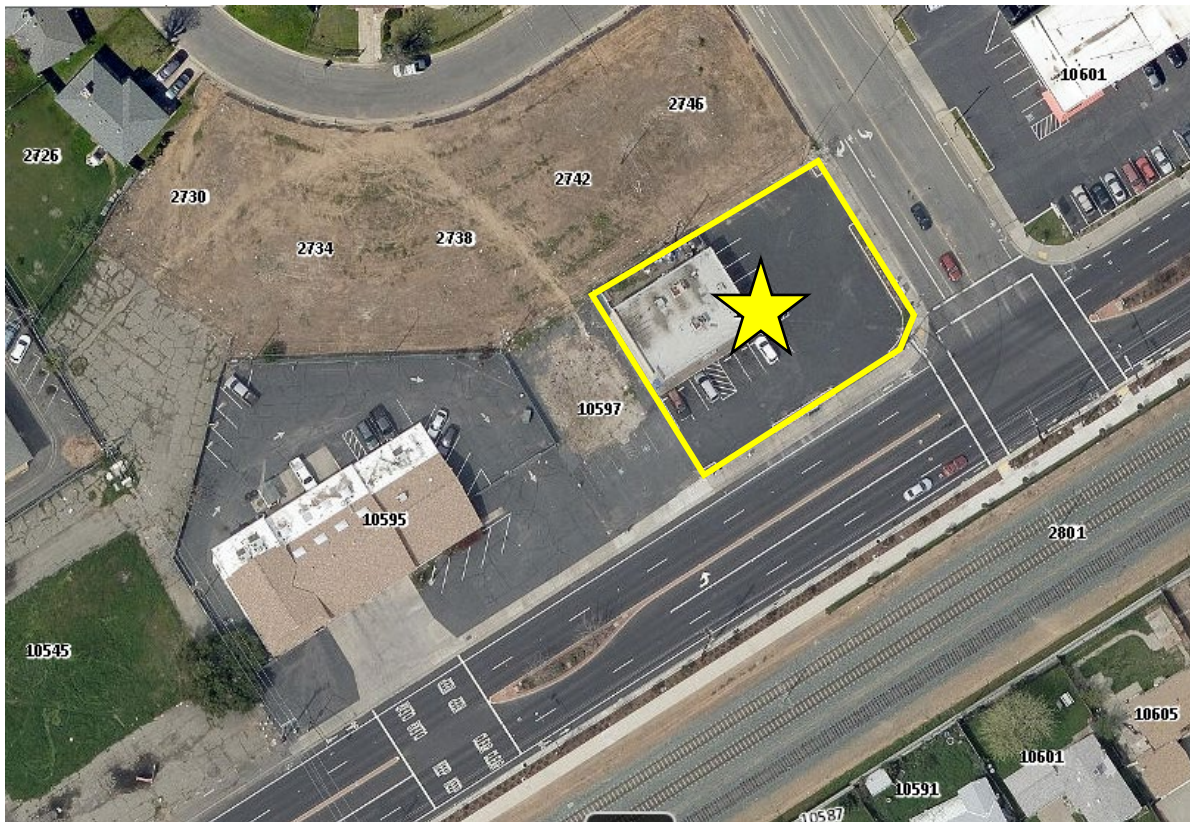
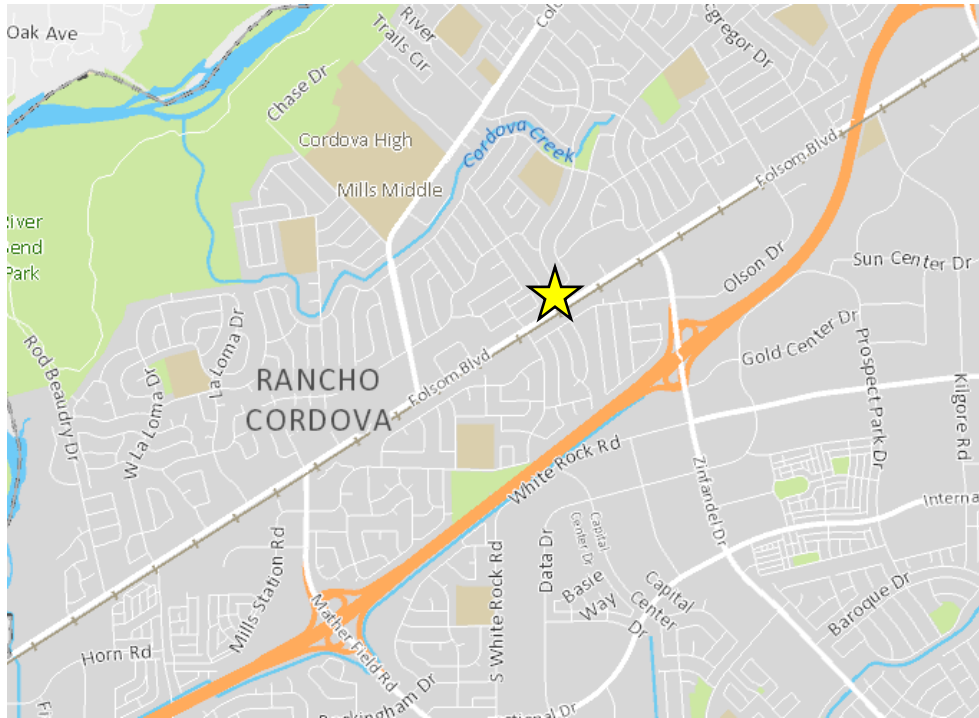
Garrett Gatewood, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

Site Map

10599 Folsom Boulevard



To: ☐ Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

☒ County Clerk-Recorder
Sacramento County
600 8th Street
Sacramento, CA 95814

From: City of Rancho Cordova
Public Works Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Project Title: **ACQUISITION OF PROPERTY LOCATED AT 10599 FOLSOM BLVD**

Project Location: 10599 Folsom Blvd

Assessor's Parcel Number(s): 057-0231-016

Project Description: The City of Rancho Cordova proposes to purchase a 14,630 square foot property, occupied by a 2,400 square foot retail structure, located at 10599 Folsom Blvd. No construction is proposed for the site and no new use has not been identified for the site at this time.

Lead Agency: City of Rancho Cordova

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

Exemption Status: ☐ Ministerial [Section 21080(b); 15268];
☐ Declared Emergency [Section 21080(b)(3); 15269(a)];
☐ Emergency Project [Section 21080(b)(4); 15269(b)(c)];
☒ **General Rule [Section 15061(b)(3)];**
☐ Categorical Exemption [Section 15301(a), Existing Facilities];
☐ Approval of Rates, Tolls, Fares, and Charges [Section 21080(b)(8)(D)];
☐ Statutory Exemption [Section 15273(a)(4)].

REASONS WHY THIS PROJECT IS EXEMPT OR DOES NOT REQUIRE FURTHER ENVIRONMENTAL DOCUMENTATION:

The project is exempt under State CEQA Guidelines [Section 15061(b)(3)], which states:

(b) A project is exempt from CEQA if:

(3) The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

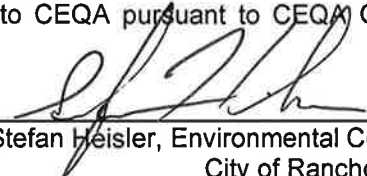
The California Environmental Quality Act (Section 21000, et. seq. of the California Public Resources Code, hereafter CEQA) requires analysis of agency approvals of discretionary "projects." A "project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." The acquisition of property by a public agency is a project as defined by CEQA. Pursuant to CEQA Guidelines Section

ITEM 9.3.**ATTACHMENT 3**

15061(b)(3), an activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The activity is not subject to CEQA where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

The City is currently purchasing the property. While future development of the property is assumed, the type and intensity of development cannot be determined, and it would be speculative to identify the type and level of development that would ultimately be constructed on site and the potential effects of that development. Pursuant to CEQA Guidelines Section 15145, if an impact is too speculative for evaluation the agency not required to, nor should it, engage in speculation and should terminate the discussion. It should be noted that, at such time as development is proposed for the site, a project-level analysis can and will be prepared to disclose potential environmental impacts of that development. However, because the current action would only result in the change of ownership of the property and no physical changes would occur on the site that could result in physical environmental effects, the activity is not subject to CEQA pursuant to CEQA Guidelines section 15061(b)(3).

By


Stefan Heisler, Environmental Coordinator
City of Rancho Cordova
(916) 851-8757
March 5, 2021

**PURCHASE AND SALE AGREEMENT
AND JOINT ESCROW INSTRUCTIONS**

THIS PURCHASE AND SALE AGREEMENT AND JOINT ESCROW INSTRUCTIONS (this “**Agreement**”) is entered into as of August __, 2021 (the “**Effective Date**”), by and among Jeanette D. Orsi, Trustee of the Jeanette D. Orsi Trust Agreement of 2006, created June 6, 2006, Diva Romanini, Trustee under the Revocable Trust Agreement dated October 13, 1993 and Ann B. Ghilarducci, as Trustee of the Lee J. and Ann B. Ghilarducci Revocable Trust, established July 31, 2004, Norman Papini, Victor Papini, Linda Forney, Adam D. Lazarraga and Justine Fanthrope, as their interest may appear of record (collectively, the “**Seller**” or the “**Sellers**”) and the City of Rancho Cordova, a California municipal corporation (the “**City**” or the “**Buyer**”). Seller and Buyer are collectively referred to herein as the “**Parties**.”

RECITALS

A. Seller is the owner of certain real property located at 10599 Folsom Boulevard also known as Sacramento County Assessor’s Parcel Number 057-0231-016-0000, in the City of Rancho Cordova (the “**Property**”), as more particularly described in Exhibit A attached hereto and incorporated herein by this reference.

B. The City desires to purchase the Property and has agreed to pay One Million One Hundred Thousand Dollars (\$1,100,000) (the “**Purchase Price**”) to Seller for the purchase of the Property.

C. Upon the execution of this Agreement, Seller agrees that Seller will not market the Property to any other potential third party buyer so long as this Agreement is in full force and effect.

D. Seller has entered into that certain lease dated October 1, 2012 with Sukjhinder Singh (the “**Lease**”) for the use of the Property. The Lease expires on October 1, 2022.

E. The City agrees to take an assignment of the Lease at closing pursuant to an assignment and assumption agreement (the “**Assignment Agreement**”) substantially in the form attached as Exhibit B.

D. Buyer agrees to purchase the Property, and Seller agrees to sell the Property to Buyer, subject to the terms and conditions of this Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements contained in this Agreement, and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged by the parties, Seller and Buyer hereby agree as follows:

1. INCORPORATION OF RECITALS AND EXHIBITS. The Recitals set forth above and the Exhibits attached to this Agreement are each incorporated into the body of this Agreement as if set forth in full.

2. PURCHASE AND SALE.

2.1 Agreement to Buy and Sell. Subject to the terms and conditions set forth herein, Seller agrees to sell the Property to Buyer, and Buyer hereby agrees to acquire the Property from Seller. For purposes of this Agreement, the term "Property" consists of the following:

(a) Land. As described in Exhibit A.

(b) Appurtenances. All privileges, rights, easements appurtenant to the Land, including without limitation all minerals, oil, gas, and other hydrocarbon substances on and under the Land: all development rights, air rights, water, water rights, and water stock relating to the Land: all right, title, and interest of Seller in and to streets, alleys, passages, water and sewer taps, sanitary or storm drain capacity or reservations and rights under utility agreements, and other easements and other rights-of-way included in, adjacent to, or used in connection with the beneficial use and enjoyment of the Land, if any (collectively, the "Appurtenances").

(c) Improvements. All buildings, structures, fences, or improvements located upon the Property or upon the Improvements, including fixtures, systems, and equipment attached to the Property or Improvements and used in connection with the operations or occupancy of the Property and Improvements, if any (collectively, the "Improvements", which together with the Property and the Appurtenances are called the "Property".

(d) Personal Property. All tangible personal property and all intangible property owned by Seller that is located on or in or is used in connection with the use or operation of any of the Property ("Personal Property"). Personal Property includes without limitation, all of the following: (i) all licenses and permits related to the property and (ii) all plans, drawings, reports, records and engineering studies located within, used in connection with, or related to the Property.

2.2 Purchase Price. The Purchase Price for the Property to be paid by Buyer to Seller is One Million One Hundred Thousand Dollars (\$1,100,000). The Purchase Price will be paid in immediately available funds to Seller on the Closing Date (defined below) at the address of Seller,

2.3 as provided in Section 10.8 of this Agreement.

3. ESCROW.

3.1 Escrow Account. Seller has opened an escrow account (the "**Escrow**") maintained by Placer Title Company, 301 University Ave, Suite 120,

Sacramento, CA 95825 Attn: Jenny Vega (the “**Escrow Holder**”), with interest accruing to the benefit of Buyer. Escrow Holder shall perform all escrow and title services in connection with this Agreement.

3.2 Opening of Escrow. Within seven (7) business days after the Effective Date, the Parties will deposit into Escrow the fully executed Agreement, or executed counterparts thereto. The date such fully executed Agreement is received by Escrow Holder will be deemed the “**Opening of Escrow**” and Escrow Holder will give written notice to the Parties of such occurrence.

3.3 Buyer’s Deposit. Within ten (10) business days after the Opening of Escrow, the Buyer shall deposit the sum of Twenty Thousand Dollars (\$20,000) in Escrow (“**Deposit**”).

3.4 Satisfaction of Due Diligence Contingency. Buyer shall have the right, in its sole discretion, to terminate this Agreement for any reason prior to the expiration of the Due Diligence Contingency Period (as defined in Section 5(a) below) and receive a refund of the Deposit. Buyer hereby agrees to provide written notice to Seller prior to the expiration of the Due Diligence Contingency Period if Buyer disapproves any due diligence items or approves all due diligence items (“**Approval Notice**”). If Buyer disapproves any items through the delivery of the Approval Notice to Seller before 5:00 p.m. on the last day of the Due Diligence Contingency Period, this Agreement shall terminate, and all amounts deposited by Buyer into escrow, together with interest thereon, if any, will be returned to Buyer, and neither party shall have any further rights or obligations hereunder except those which expressly survive the termination hereof.

4. PROPERTY DISCLOSURE REQUIREMENTS.

4.1 Condition of Title/Preliminary Title Report. Escrow Holder shall deliver a Preliminary Title Report for the Property (the “**Preliminary Report**”) to Buyer within three (3) days after the Opening of Escrow. Buyer shall have until the end of the Due Diligence Contingency Period to approve the condition of title to the Property. If Buyer delivers the Approval Notice, Buyer agrees to take title to the Property subject to the following “**Permitted Exceptions**” exclusively: (a) standard printed exceptions in the Preliminary Report acceptable to the Buyer; (b) general and special real property taxes and assessments constituting a lien not yet due and payable; and (c) exceptions to the title referenced in the Approval Notice.

4.2 Environmental and Natural Hazards Disclosure. California Health & Safety Code section 25359.7 requires owners of non-residential real property who know, or have reasonable cause to believe, that any release of hazardous substances are located on or beneath the real property to provide written notice of same to the buyer of real property. Other applicable laws require Seller to provide certain disclosures regarding natural hazards affecting the Property. Seller agrees to make all

necessary disclosures required by law within fifteen (15) business days after the Opening of Escrow.

5. CLOSING AND PAYMENT OF PURCHASE PRICE.

5.1 Closing. The closing (the “**Closing**” or “**Close of Escrow**”) will occur no later than sixty (60) days after the Effective Date (“**Closing Date**”). In the event the Closing has not occurred within sixty (60) days after the Opening of Escrow due to a delay beyond Buyer’s control, then Close of Escrow may be extended up to an additional thirty (30) days (the “**Extension Period**”). If Close of Escrow has not occurred by the end of the Extension Period, Buyer may elect to terminate this Agreement, in which event the Deposits shall be returned to Buyer and neither Party shall have any further rights or obligations hereunder.

5.2 Buyer’s Conditions to Closing. Buyer’s obligation to purchase the Property is subject to the satisfaction of all of the following conditions or Buyer’s written waiver thereof (in Buyer’s sole discretion) on or before the Closing Date:

(a) Buyer shall have sixty (60) days from Opening of Escrow (the “**Due Diligence Contingency Period**”) to complete physical inspections of the Property and due diligence related to the purchase of the Property. Seller shall provide to Buyer copies of all reasonably available and known documents, records, maps, memoranda, reports, data, whether in electronic or physical format relating to the ownership and operation of the Property, including but not limited to plans, permits and reports (environmental, structural, mechanical, engineering and land surveys) (collectively the “**Property Documents**”) that Seller has in its possession not later than five (5) business days following the execution and delivery of this Agreement. In the event that Seller provides the Property Documents later than five (5) business days following Opening of Escrow, the Due Diligence Contingency Period will be extended by each day the Property Documents are late. All physical inspections must be coordinated with Seller’s representative and require twenty-four (24) hour prior notice to Seller.

(b) Seller has performed all obligations to be performed by Seller pursuant to this Agreement.

(c) Seller’s representations and warranties herein are true and correct in all material respects as of the Closing Date.

(d) The Title Company is irrevocably committed to issue an ALTA Title Policy to Buyer, effective as of the Closing Date, insuring title to Buyer in the full amount of the Purchase Price subject only to the Permitted Exceptions.

5.3 Seller's Conditions to Closing. The Close of Escrow and Seller's obligation to sell and convey the Property to Buyer are subject to the satisfaction of the following conditions or Seller's written waiver (in Seller's sole discretion) of such conditions on or before the Closing Date:

(a) Buyer has performed all obligations to be performed by Buyer pursuant to this Agreement before Closing Date.

(b) Buyer has executed the Assignment Agreement.

(b) Buyer's representations and warranties set forth herein are true and correct in all material respects as of the Closing Date.

5.4 Conveyance of Title. Seller will deliver marketable fee simple title to Buyer at the Closing, subject only to the Permitted Exceptions and the Lease. The Property will be conveyed by Seller to Buyer in an "as is" condition, provided, however, that the foregoing shall not relieve Seller from disclosure of any conditions of which Seller has actual knowledge.

5.5 Deliveries at Closing.

(a) Deliveries by Seller. Seller shall deposit into the Escrow for delivery to Buyer at Closing: (i) a grant deed; (ii) the executed Assignment Agreement; (iii) an affidavit or qualifying statement which satisfies the requirements of paragraph 1445 of the Internal Revenue Code of 1986, as amended, any regulations thereunder (the "**Non-Foreign Affidavit**"); and (iv) a California Franchise Tax Board form 590 to satisfy the requirements of California Revenue and Taxation Code Section 18805(b) and 26131.

(b) Deliveries by Buyer. No less than one (1) business day prior to the close of escrow, Buyer shall deposit into escrow immediately available funds in the amount, which together with the Earnest Money Deposit plus interest thereon, if any, is equal to: (i) the Purchase Price as adjusted by any prorations between the Parties; (ii) the escrow fees and recording fees; (iii) the executed Assignment Agreement; and (iv) the cost of the Title Policy.

(c) Closing. Upon Closing, Escrow Holder shall: (i) record the grant deed; (ii) disburse to Seller the Purchase Price, less Seller's share of any escrow fees, costs and expenses; (iii) deliver to Buyer the Assignment Agreement, the Non-Foreign Affidavit, the California Certificate and the original recorded grant deed; (iv) pay any broker commissions and other expenses payable through escrow; (v) distribute to itself the payment of escrow fees and expenses required hereunder; and (vi) deliver the title policy to the Buyer.

(d) Closing Costs. Buyer and seller will split all escrow and recording fees 50/50. Buyer will pay title insurance and title report costs and Seller will

pay all governmental conveyance fees and all transfer taxes. All other costs and fees shall be paid in accordance with custom and practice in Sacramento County.

(e) Pro-Rations. At the close of escrow, the Escrow Agent shall make the following prorations: (i) property taxes will be prorated as of the Close of Escrow based upon the most recent tax bill available, including any property taxes which may be assessed after the close of escrow but which pertain to the period prior to the transfer of title to the Property to Seller, regardless of when or to whom notice thereof is delivered; (ii) any bond or assessment that constitutes a lien on the Property at the Close of Escrow will be assumed by Seller as of the date of closing; (iii) the monthly rent and operating expenses will be prorated as of the Close of Escrow based on the amount paid in the month of Closing and the actual days in the month of Closing. Buyer does not pay ad valorem taxes.

6. REPRESENTATIONS, WARRANTIES AND COVENANTS.

6.1 Seller's Representations, Warranties and Covenants. In addition to the representations, warranties and covenants of Seller contained in other sections of this Agreement, Seller hereby represents, warrants and covenants to Buyer that the statements below in this Section 6.1 are each true and correct as of the Closing Date provided however, if to Seller's actual knowledge any such statement becomes untrue prior to Closing, Seller will notify Buyer in writing and Buyer will have fifteen (15) business days thereafter to determine if Buyer wishes to proceed with Closing. If Buyer determines it does not wish to proceed, this Agreement shall terminate and all Deposits shall be returned to the Buyer.

(a) Authority. Sellers are individuals and trusts. The trusts are lawfully formed, in existence and in good standing under the laws of the State of California. Sellers have the full right, capacity, power and authority to enter into and carry out the terms of this Agreement. This Agreement has been duly executed by Sellers, and upon delivery to and execution by Buyer is a valid and binding agreement of Seller.

(b) Encumbrances. Other than the Lease, Seller has not alienated, encumbered, transferred, mortgaged, assigned, pledged, or otherwise conveyed its interest in the Property or any portion thereof, nor entered into any agreement to do so, and there are no liens, encumbrances, mortgages, covenants, conditions, reservations, restrictions, easements or other matters affecting the Property, except as disclosed in the Preliminary Report. Seller will not, directly or indirectly, alienate, encumber, transfer, mortgage, assign, pledge, or otherwise convey its interest prior to the Close of Escrow, as long as this Agreement is in force.

(c) Conflicts. There are no agreements affecting the Property except those which have been disclosed by Seller. There are no agreements, other than the Lease, which will be binding on the Buyer or the Property after the Close of Escrow, which cannot be terminated on thirty (30) days prior written notice.

(d) Condition of Property. Seller hereby represents and warrants to the best of its knowledge that, except as disclosed in writing to Buyer, as of the Effective Date and as of the close of escrow: (i) Seller has received no notice, warning, notice of violation, administrative complaint, judicial complaint, or other formal or informal notice alleging that conditions on the Property are or have ever been in violation of any Environmental Law or informing Seller that the Property is subject to investigation or inquiry regarding Hazardous Materials on the Property or the potential violation of any Environmental Law; (ii) there is no monitoring program required by the Environmental Protection Agency or any other governmental agency concerning the Property; (iii) Seller has disclosed to Buyer all information, records, and studies in Seller's possession or reasonably available to Seller relating to the Property concerning Hazardous Materials; (iv) Seller has not received any notice from any governmental authority of any threatened or pending zoning, building, fire, or health code violation or violation of other governmental regulations concerning the Property that have not previously been corrected, and no condition on the Property violates any health, safety, fire, environmental, sewage, building, or other federal, state or local law, ordinance or regulation; (v) no contracts, licenses, leases or commitments regarding the maintenance or use of the Property or allowing any third party rights to use the Property are in force; (vi) there are no threatened or pending actions, suits, or administrative proceedings against or affecting the Property or any portion thereof or the interest of Seller in the Property; (vii) there are no threatened or pending condemnation, eminent domain, or similar proceedings affecting the Property or any portion thereof; (viii) Seller has not received any notice from any insurer of defects of the Property which have not been corrected; (ix) all information that Seller has delivered to Buyer, either directly or through Seller's agents, is accurate and complete; and (x) Seller has disclosed all material facts concerning the Property in Seller's possession.

(e) Condemnation. There is no (i) pending or threatened any contemplated annexation or condemnation proceeding relating to, or otherwise affecting, or which may affect, all or any portion of the Property, (ii) proposed or pending proceeding to change or redefine the zoning classification of all or any portion of the Property, or (iii) proposed change in road patterns or grades which may adversely affect access to the roads providing a means of ingress to or egress from the Property.

(f) Violations. There is not pending or threatened from any Federal, State, City or local authority, litigation, suit of judgment relating to the Property. Seller has not been formally notified in writing (including by service of process) by any governmental or quasi-governmental entity that the property is in violation of any environmental laws.

(g) Litigation. There is no litigation, arbitration or adversary proceeding pending or threatened before any court or administrative agency that relates to or affects the Property. Seller's performance hereunder, or which will result in any unsatisfied lien, charge, encumbrance or judgment against any part of or any interest in the Property.

(h) No Contracts. Other than the Lease, Seller has not entered into any contracts, agreements, or understandings, verbal or written, which are still in effect for the sale, transfer, or alienation of any portion of the Property, or any option, right of refusal, right of first offer or other right relating to any of the foregoing. Between the Effective Date and Closing, no part of the Property shall be alienated, encumbered or transferred in a manner which will be binding on Buyer after Closing.

(i) No Breach. The execution and delivery of this Agreement and all instruments and agreements associated herewith, and the consummation of the transactions contemplated hereby will not: (i) constitute or result in the breach of, or default under, any oral or written agreement to which Seller is a party or which affects the Property; (ii) constitute or result in violation of any order, decree, or injunction with respect to which Seller and the Property, or either of them, are bound; (iii) cause or entitle any party to have a right to accelerate or declare a default under any oral or written agreement to which Seller is a party; and/or (iv) to the best of Seller's actual knowledge, violate any provisions of any Municipal, State or Federal law, statutory or otherwise, to which Seller or the Property is or may be subject.

(j) Lease. The Lease is in full force and effect and Seller is not in default under any terms of the Lease.

The truth and accuracy of each of the representations and warranties, and the performance of all covenants of Seller contained in this Agreement are conditions precedent to Buyer's obligation to proceed with the Closing hereunder. The foregoing representations and warranties shall survive the expiration, termination, or close of escrow of this Agreement and shall not be deemed merged into the deed upon closing.

6.2 Buyer's Representations and Warranties. In addition to the representations, warranties and covenants of Buyer contained in other sections of this Agreement, Buyer hereby represents, warrants and covenants to Seller that the statements below in this Section 6.5 are each true as of the Effective Date, and, if to Buyer's actual knowledge any such statement becomes untrue prior to Closing, Buyer shall so notify Seller in writing and Seller shall have fifteen (15) business days thereafter to determine if Seller wishes to proceed with Closing.

(a) Buyer is a California municipal corporation in good standing under the laws of the State of Delaware. Buyer has the full right, capacity, power and authority to enter into and carry out the terms of this Agreement. This Agreement has been duly executed by Buyer, and upon delivery to and execution by Seller shall be a valid and binding agreement of Buyer.

(b) Buyer is not bankrupt or insolvent under any applicable federal or state standard, has not filed for protection or relief under any applicable bankruptcy or creditor protection statute, and has not been threatened by creditors with an involuntary application of any applicable bankruptcy or creditor protection statute.

The truth and accuracy of each of the representations and warranties, and the performance of all covenants of Buyer contained in this Agreement are conditions precedent to Seller's obligation to proceed with the Closing hereunder.

7. REMEDIES In the event of a breach or default under this Agreement by Seller, if such breach or default occurs prior to Close of Escrow, Buyer reserves the right to either (a) seek specific performance from Seller or (b) to do any of the following: (i) to waive the breach or default and proceed to close as provided herein; (ii) to extend the time for performance and the Closing Date until Seller is able to perform; or (iii) to terminate this Agreement upon written notice to Seller, whereupon Seller shall cause Escrow Holder to return to Buyer any and all sums placed into the Escrow by Buyer, and except for the rights and obligations expressly provided to survive termination of this Agreement, neither party shall have any further obligations or liabilities hereunder. IN THE EVENT OF A BREACH OR DEFAULT HEREUNDER BY BUYER AND THE CLOSING DOES NOT OCCUR DUE TO SUCH DEFAULT, SELLER'S SOLE REMEDY SHALL BE TO RETAIN THE DEPOSITS AS LIQUIDATED DAMAGES. THE PARTIES AGREE THAT IN SUCH INSTANCE, THE DEPOSITS REPRESENT A REASONABLE APPROXIMATION OF SELLER'S DAMAGES AND ARE NOT INTENDED AS A FORFEITURE OR PENALTY BUT RATHER AN ENFORCEABLE LIQUIDATED DAMAGES PROVISION PURSUANT TO CALIFORNIA CIVIL CODE SECTION 1671, ET SEQ. IN NO EVENT SHALL EITHER PARTY BE ENTITLED TO LOST PROFITS OR CONSEQUENTIAL DAMAGES AS A RESULT OF THE OTHER PARTY'S BREACH OF THIS AGREEMENT.

Buyer's Initials

Seller's Initials

8. BROKERS. Buyer has retained Daniel Mueller from Century 21 Select Real Estate, Inc. ("**Buyers Broker**") to represent Buyer in the negotiation of the purchase of the Property. Seller is solely responsible for payment of the five percent (5%) broker fee owed to Buyer's Broker at Closing. Seller shall indemnify, hold harmless and defend Buyer from any and all claims, actions and liability for any breach of the preceding sentence, and any commission, finder's fee, or similar charges arising out of Buyers conduct.

9. ASSIGNMENT. Absent an express signed written agreement between the Parties to the contrary, neither Seller nor Buyer may assign its rights or delegate its duties under this Agreement without the express written consent of the other, which consent may not be unreasonably withheld. No permitted assignment of any of the rights or obligations under this Agreement shall result in a novation or in any other way release the assignor from its obligations under this Agreement.

10. MISCELLANEOUS.

10.1 Attorneys' Fees. If any party employs counsel to enforce or interpret this Agreement, including the commencement of any legal proceeding whatsoever (including insolvency, bankruptcy, arbitration, mediation, declaratory relief

or other litigation), the prevailing party shall be entitled to recover its reasonable attorneys' fees and court costs (including the service of process, filing fees, court and court reporter costs, investigative fees, expert witness fees, and the costs of any bonds, whether taxable or not) and shall include the right to recover such fees and costs incurred in any appeal or efforts to collect or otherwise enforce any judgment in its favor in addition to any other remedy it may obtain or be awarded. Any judgment or final order issued in any legal proceeding shall include reimbursement for all such attorneys' fees and costs. In any legal proceeding, the "prevailing party" shall mean the party determined by the court to most nearly prevail and not necessarily the party in whose favor a judgment is rendered.

10.2 Interpretation. This Agreement has been negotiated at arm's length and each party has been represented by independent legal counsel in this transaction and this Agreement has been reviewed and revised by counsel to each of the Parties. Accordingly, each party hereby waives any benefit under any rule of law (including Section 1654 of the California Civil Code) or legal decision that would require interpretation of any ambiguities in this Agreement against the drafting party.

10.3 Survival. All indemnities, covenants, representations and warranties contained in this Agreement shall survive Close of Escrow.

10.4 Successors. Except as provided to the contrary in this Agreement, this Agreement shall be binding on and inure to the benefit of the Parties and their successors and assigns.

10.5 Governing Law. This Agreement shall be construed and interpreted in accordance with the laws of the State of California.

10.6 Integrated Agreement; Modifications. This Agreement contains all the agreements of the Parties concerning the subject hereof and cannot be amended or modified except by a written instrument executed and delivered by the parties. There are no representations, agreements, arrangements or understandings, either oral or written, between or among the parties hereto relating to the subject matter of this Agreement that are not fully expressed herein. In addition there are no representations, agreements, arrangements or understandings, either oral or written, between or among the Parties upon which any party is relying upon in entering this Agreement that are not fully expressed herein.

10.7 Severability. If any term or provision of this Agreement is determined to be illegal, unenforceable, or invalid in whole or in part for any reason, such illegal, unenforceable, or invalid provisions or part thereof shall be stricken from this Agreement, any such provision shall not be affected by the legality, enforceability, or validity of the remainder of this Agreement. If any provision or part thereof of this Agreement is stricken in accordance with the provisions of this Section, then the stricken provision shall be replaced, to the extent possible, with a legal, enforceable and valid provision this is in keeping with the intent of the Parties as expressed herein.

10.8 Notices. Any delivery of this Agreement, notice, modification of this Agreement, collateral or additional agreement, demand, disclosure, request, consent, approval, waiver, declaration or other communication that either party desires or is required to give to the other party or any other person shall be in writing. Any such communication may be served personally, or by nationally recognized overnight delivery service (i.e., Federal Express) which provides a receipt of delivery, or sent by prepaid, first class mail, return receipt requested to the party's address as set forth below:

To Buyer: City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 94565
Attn: City Manager

To Seller: _____

Attn: _____

To Escrow Holder: Placer Title Company
301 University Avenue, Suite 120
Sacramento, CA 95825
Attn: Jenny Vega

Any such communication shall be deemed effective upon personal deliver or on the date of first refusal to accept delivery as reflected on the receipt of delivery or return receipt, as applicable. Any party may change its address by notice to the other party. Each party shall make an ordinary, good faith effort to ensure that it will accept or receive notices that are given in accordance with this section and that any person to be given notice actually receives such notice.

10.9 Time. Time is of the essence to the performance of each and every obligation under this Agreement.

10.10 Days of Week. If any date for exercise of any right, giving of any notice, or performance of any provision of this Agreement falls on a Saturday, Sunday or holiday, the time for performance will be extended to 5:00 p.m. on the next business day.

10.11 Reasonable Consent and Approval. Except as otherwise provided in this Agreement, whenever a party is required or permitted to give its consent or approval under this Agreement, such consent or approval shall not be unreasonably withheld or delayed. If a party is required or permitted to give its consent or approval in its sole and absolute discretion or if such consent or approval may be unreasonably withheld, such consent or approval may be unreasonably withheld but shall not be unreasonably delayed.

10.12 Further Assurances. The Parties shall at their own cost and expense execute and deliver such further documents and instruments and shall take such other actions as may be reasonably required or appropriate to carry out the intent and purposes of this Agreement.

10.13 Waivers. Any waiver by any party shall be in writing and shall not be construed as a continuing waiver. No waiver will be implied from any delay or failure to take action on account of any default by any party. Consent by any party to any act or omission by another party shall not be construed to be a consent to any other subsequent act or omission or to waive the requirement for consent to be obtained in any future or other instance.

10.14 Signatures/Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Any one of such completely executed counterparts shall be sufficient proof of this Agreement.

10.15 Date and Delivery of Agreement. Notwithstanding anything to the contrary contained in this Agreement, the parties intend that this Agreement shall be deemed effective, and delivered for all purposes under this Agreement, and for the calculation of any statutory time periods based on the date an agreement between parties is effective, executed, or delivered, as of the Effective Date.

10.16 Representation on Authority of Parties. Each person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance with its terms.

SIGNATURES ON FOLLOWING PAGE

ITEM 9.3.

ATTACHMENT 4

IN WITNESS WHEREOF, this Agreement is executed by Buyer and Seller as of the Effective Date.

Seller:

Jeanette D. Orsi, Trustee of the Jeanette D. Orsi Trust Agreement of 2006, created June 6, 2006, Diva Romanini, Trustee under the Revocable Trust Agreement dated October 13, 1993 and Ann B. Ghilarducci, as Trustee of the Lee J. and Ann B. Ghilarducci Revocable Trust, established July 31, 2004, Norman Papini, Victor Papini, Linda Forney, Adam D. Lazarraga and Justine Fanthrope

By: _____
Name: _____

By: _____
Name: _____

By: _____
Name: _____

By: _____
Name: _____

By: _____
Name: _____

By: _____
Name: _____

By: _____
Name: _____

Buyer:

City of Rancho Cordova

By: _____

City Manager

Attest:

City Clerk

Approved as to Form:

City Attorney

EXHIBIT A
LEGAL DESCRIPTION

3837829.2

3837829.1

- A-1 -

ASSIGNMENT AND ASSUMPTION OF LEASE

(Lease for 10599 Folsom Blvd)

THIS Assignment and Assumption Agreement (this “**Assignment**”) is entered into as of _____, 2021 (the “**Effective Date**”), by and among Jeanette D. Orsi, Trustee of the Jeanette D. Orsi Trust Agreement of 2006, created June 6, 2006, Diva Romanini, Trustee under the Revocable Trust Agreement dated October 13, 1993 and Ann B. Ghilarducci, as Trustee of the Lee J. and Ann B. Ghilarducci Revocable Trust, established July 31, 2004, Norman Papini, Victor Papini, Linda Forney, Adam D. Lazarraga and Justine Fanthrope, as their interest may appear of record (collectively, the “**Assignor**”) and the City of Rancho Cordova, a California municipal corporation (the “**Assignee**” or the “**City**”). Assignor and City are collectively referred to herein as the “**Parties**.”

Recitals:

A. City has entered into that certain purchase and sale agreement (the “PSA”) with Assignor dated August __, 2021 pursuant to which City will purchase certain real property located at located at 10599 Folsom Boulevard also known as Sacramento County Assessor’s Parcel Number 057-0231-016-0000, in the City of Rancho Cordova (the “**Property**”), as more particularly described in Exhibit A attached hereto and incorporated herein by this reference.

B. Assignor has entered into that certain lease dated October 1, 2012 with Sukjhinder Singh (the “**Lease**”), a copy of which is attached as Exhibit B and incorporated herein by this reference.

C. The PSA contemplate a “Closing” for the purchase of the Property by on September __, 2021. The date upon which the closing of the purchase of the Property occurs pursuant to the PSA is hereinafter referred to as the “**Closing Date**”.

D. The City agrees to take an assignment of the Lease on the Closing Date pursuant to an assignment and assumption agreement

E. Assignor desires to assign to City all of Assignor’s right, title, and interest, under the Lease, and City desires to assume all of Assignor’s right, title, and interest, but under the Lease, subject to the terms and conditions contained herein, all to be effective at the Closing Date.

Agreement:

NOW, THEREFORE, for and in consideration of the foregoing and the mutual covenants hereof, the parties hereto stipulate, covenant, and agree as follows:

1. Incorporation of Recitals; Defined Terms. The foregoing recitals are incorporated herein as agreements and acknowledgment of the City and the Assignor. All

undefined initially capitalized terms used in this Assignment not otherwise defined in this Assignment shall have the meaning ascribed thereto in the Lease.

2. Assignment and Assumption. As of the Closing Date, Assignor assigns to City all of Assignor's right, title and interest in the Lease and City Assumes all of Assignor's right, title and interest in the Lease.

3. Miscellaneous. This Assignment may be executed in counterparts, any one of which will be deemed an original and all of which, taken together, will constitute one and the same document. Facsimile and electronic signatures shall be effective as original signatures with regard to this Assignment. This Assignment shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

4. Severability. In the event any one or more provisions contained in this Assignment shall be held invalid or unenforceable, to that extent, such provision shall be deemed severable from the remaining provisions of this Assignment, which shall remain fully enforceable to the extent permitted by law.

5. No Modification Except in Writing. No modification, extension, discharge, termination or waiver of any provision of this Assignment will be effective unless in writing, signed by the Person(s) against whom enforcement is sought, and will be effective only in the specific instance for which it is given.

6. Governing Law. This Assignment shall be construed under and enforced in accordance with the laws of the State of California.

[Signature pages to follow]

ITEM 9.3.

ATTACHMENT 5

IN WITNESS WHEREOF, Assignor and City have executed this Assignment as of the day and year first above written.

ASSIGNOR:

Jeanette D. Orsi, Trustee of the Jeanette D. Orsi Trust Agreement of 2006, created June 6, 2006, Diva Romanini, Trustee under the Revocable Trust Agreement dated October 13, 1993 and Ann B. Ghilarducci, as Trustee of the Lee J. and Ann B. Ghilarducci Revocable Trust, established July 31, 2004, Norman Papini, Victor Papini, Linda Forney, Adam D. Lazarraga and Justine Fanthrope

By: _____

Name: _____

By: _____

Name: _____

By: _____

Name: _____

By: _____

Name: _____

By: _____

Name: _____

By: _____

Name: _____

By: _____

Name: _____

City:

City of Rancho Cordova

By: _____

City Manager

Attest:

City Clerk

Approved as to Form:

City Attorney

EXHIBIT A
(to Assignment and Assumption Agreement)
LEGAL DESCRIPTION

3853038.1

MEMORANDUM



ITEM 9.4.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Amanda Norton, Economic Development Manager
SUBJECT: **A RESOLUTION OF INTENTION TO MODIFY THE RANCHO CORDOVA TOURISM BUSINESS IMPROVEMENT DISTRICT MANAGEMENT DISTRICT PLAN**

RECOMMENDATION

Adopt the Resolution declaring the City's intention to modify the existing Rancho Cordova Tourism Business Improvement District Management District Plan.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will result in a public hearing on September 20, 2021 on the modification of the Rancho Cordova Tourism Business Improvement District (RCTBID) Management District Plan (MDP).

BACKGROUND

The RCTBID is a benefit assessment district that was approved in 2010 and began operations in 2011 and was subsequently renewed in 2013 and 2021. The RCTBID was created to fund marketing and sales promotion efforts for assessed lodging businesses. The RCTBID currently includes all lodging businesses within the boundaries of the City of Rancho Cordova.

The Property and Business Improvement District Law of 1994, Streets and Highways Code §36600 et seq., allows for the Owners' Association to request the City Council to modify the MDP. The RCTBID Owners' Association, the Rancho Cordova Travel and Tourism Corporation (RCTTC), has provided written request to the City Council to modify the RCTBID. The proposed modification of the RCTBID MDP will update exemption language erroneously included in the Plan. The modified Plan will reflect exemption verbiage as it was written in the Plan from the prior term.

DISTRICT MODIFICATION PROCESS

September 7, 2021: RESOLUTION OF INTENTION HEARING.

Upon written request by the RCTTC, the City Council may adopt a resolution of intention which states the proposed modification to the RCTBID. The RCTTC provided a written request for the proposed modification to the City Council dated August 24, 2021. Receipt of this written request allows the City Council to initiate proceedings for the RCTBID MDP modification at the September 7, 2021 meeting.

September 10, 2021: NOTICE

The Property and Business Improvement District Law of 1994 requires the City to publish the Resolution of Intention in a newspaper of general circulation in the City at least seven (7) days before the public hearing and mail a complete copy of the Resolution of Intention to each business owner affected by the proposed modification at least ten (10) days before the public hearing.

September 20 2021: PUBLIC HEARING & RESOLUTION OF MODIFICATION

The City Council shall hold a public hearing on the proposed RCTBID MDP modifications. If the City Council, following the public hearing, decides to modify the RCTBID, the City Council shall adopt a Resolution of Modification.

FISCAL IMPACT AND FUNDING SOURCE

None

ATTACHMENT(S)

1. Resolution
2. RCTT BID Modification Request
3. RCTBID Renewal MDP Amended 8-20-21 redline
4. RCTBID Renewal MDP Amended 8-25-21_Final

CITY OF RANCHO CORDOVA**RESOLUTION NO. XX-2021**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, DECLARING ITS INTENTION TO MODIFY THE MANAGEMENT
DISTRICT PLAN OF THE RANCHO CORDOVA TOURISM BUSINESS IMPROVEMENT
DISTRICT, FIXING THE TIME AND PLACE OF A PUBLIC HEARING THERON, AND GIVING
NOTICE THEREOF**

WHEREAS, on April 19, 2021 the City Council of the City of Rancho Cordova ("City Council" adopted Resolution Number 40-2021 adopting the Management District Plan ("MDP") and renewing the Rancho Cordova Tourism Improvement District (RCTBID); and

WHEREAS, the Property and Business Improvement District Law of 1994, Streets and Highways Code §36600 et seq authorizes the City to modify the MDP at the request of the Owners' Association; and

WHEREAS, the City received a recommendation from the RCTBID Owners' Association, the Rancho Cordova Travel and Tourism Corporation ("RCTTC"), recommending modification of the MDP; and

**NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY
OF RANCHO CORDOVA:**

1. The recitals set forth herein are true and correct
2. The City Council declares its intention to modify the RCTBID MDP
3. The proposed modification of the RECTBID MDP will update exemption language erroneously included in the Plan. The modified Plan will reflect exemption verbiage as it was written in the Plan from the prior term.
4. The time and place for a public hearing on modification of the RCTBID MDP is set for 5:30 PM or as soon thereafter as the matter may be heard on September 20, 2021 at Council Chambers located at 2729 Prospect Park Drive, Rancho Cordova, CA 95670.
5. This resolution shall take effect immediately upon its adoption by the City Council.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ITEM 9.4.

ATTACHMENT 1

Garrett Gatewood, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk



August 24, 2021

Mr. Micah Runner
Deputy City Manager
City of Rancho Cordova
2729 Prospect Park Dr
Rancho Cordova, CA 95670

Re: Rancho Cordova Tourism Business Improvement District Modification Request

Dear Mr. Runner,

As the Rancho Cordova Tourism Business Improvement District (RCTBID) Owners' Association, Rancho Cordova Travel and Tourism Corporation (RCTTC) hereby requests modification of the RCTBID Management District Plan, pursuant to Streets and Highways Code §36635.

Specifically, we are requesting a modification to the current authorized Management District Plan (Plan). The modification would consist of updating language erroneously included surrounding exemptions. Upon approval, the modified Plan will reflect the exemption verbiage as it was previously written in RCTBID's previous term's Plan.

We ask that you consider this item at the City Council meeting on September 7, 2021. It is our understanding that a public hearing will also be necessary to complete the modification; we ask that you set the public hearing for September 20, 2021.

Should you have any questions regarding the RCTBID or the modification, please feel free to contact me directly at marc@visitranhocordova.com or (916) 290-5166.

Best Regards,

A handwritten signature in black ink, appearing to read "Marc Sapoznik". The signature is fluid and stylized, with a long horizontal stroke at the end.

Marc Sapoznik
Executive Director
Rancho Cordova Travel & Tourism



Photo Credit: City of Rancho Cordova

RANCHO CORDOVA TOURISM BUSINESS IMPROVEMENT DISTRICT MANAGEMENT DISTRICT PLAN

Contents

I.	OVERVIEW	3
II.	BACKGROUND.....	5
III.	RANCHO CORDOVA TRAVEL & TOURISM CORPORATION ACCOMPLISHMENTS	6
IV.	BOUNDARY.....	9
V.	BUDGET AND SERVICES	10
A.	Annual Service Plan	10
B.	Annual Budget	13
C.	California Constitutional Compliance	14
D.	Assessment.....	16
E.	Penalties and Interest	16
F.	Time and Manner for Collecting Assessments.....	17
VI.	GOVERNANCE.....	18
A.	Owners' Association	18
B.	Brown Act and California Public Records Act Compliance.....	18
C.	Annual Report.....	18
	APPENDIX 1 – LAW.....	19
	APPENDIX 2 – ASSESSED BUSINESSES	30

Prepared by
Civitas



(800)999-7781

www.civitasadvisors.com



I. OVERVIEW

Developed by Rancho Cordova Travel & Tourism Corporation (RCTTC) and Rancho Cordova hoteliers, the Rancho Cordova Tourism Business Improvement District (RCTBID) is an assessment district proposed to provide specific benefits to payors, by funding marketing and sales promotion efforts for assessed businesses. This approach has been used successfully in other destination areas throughout the country to provide the benefit of additional room night sales directly to payors.

Location: RCTBID includes all lodging businesses with two (2) rooms or more located within the boundaries of the City of Rancho Cordova as shown on the map in Section III.

Services: RCTBID is designed to provide specific benefits directly to payors by increasing awareness and demand for room night sales. Marketing and sales promotions, destination development, and destination recovery and crisis response programs will increase demand for overnight tourism and market payors as tourist, meeting and event destinations, thereby increasing demand for room night sales.

Budget: The total RCTBID annual budget for the initial year of its ten (10) year operation is anticipated to be approximately \$2,464,000. This amount may fluctuate as room sales do.

Cost: The annual assessment rate is four and one half of one percent (4.5%) of gross room rental revenue. At the City of Rancho Cordova City Council's discretion, assessments collected may be used to repay a capital infrastructure bond if the City Council chooses to issue bonds. Until and unless bonds are issued, any funds collected by the RCTBID will be used towards the services outlined in this Plan. The assessment of four and one half of one percent (4.5%) of gross room rental revenue as levied pursuant to this Plan will also not be collected on stays pursuant to contracts executed prior to July 1, 2021. Stays pursuant to contracts executed between September 1, 2013 and June 30, 2021 shall instead be subject to assessment at the rate of \$1.50 per paid occupied room per night. During the ten (10) year term, the assessment rate may be increased annually by the RCTBID Owners' Association by a maximum of one percent (1%) of gross room rental revenue per year, as described in Section IV. The total assessment rate may not exceed ten percent (10%).

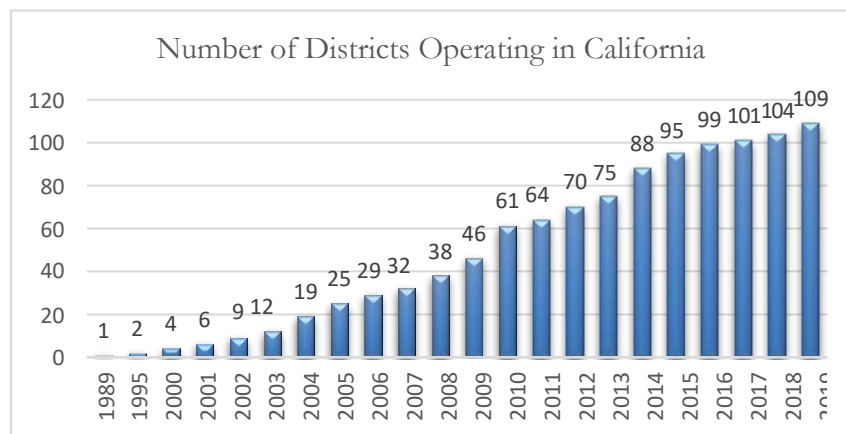
Collection: The City of Rancho Cordova (City) will be responsible for collecting the assessment on a monthly basis (including any delinquencies, penalties and interest) from each lodging business in their respective jurisdictions located in the boundaries of the RCTBID. The City shall take all reasonable efforts to collect the assessments from each lodging business.

Duration: RCTBID will have a ten (10) year life, beginning July 1, 2021 through June 30, 2031. Once per year, beginning on the anniversary of RCTBID renewal, there is a thirty (30) day period in which owners paying fifty percent (50%) or more of the assessment may protest and initiate a City Council hearing on RCTBID termination.

Management: Rancho Cordova Travel and Tourism Corporation (RCTTC) will continue to serve as the RCTBID Owners' Association. The Owners' Association is charged with managing funds and implementing programs in accordance with this Plan, and must provide annual reports to the City Council.

II. BACKGROUND

TBIDs are an evolution of the traditional Business Improvement District. The first TBID was formed in West Hollywood, California in 1989. Since then, over 100 California destinations have followed suit. In recent years, other states have begun adopting the California model – Montana, South Dakota, Washington, Colorado, Texas and Louisiana have adopted TBID laws. Several other states are in the process of adopting their own legislation. The cities of Wichita, Kansas and Newark, New Jersey used an existing business improvement district law to form a TBID. And, some cities, like Portland, Oregon and Memphis, Tennessee have utilized their home rule powers to create TBIDs without a state law.



California's TBIDs collectively raise over \$275 million annually for local destination marketing. With competitors raising their budgets, and increasing rivalry for visitor dollars, it is important that Rancho Cordova lodging businesses continue to invest in stable, lodging-specific marketing programs.

TBIDs utilize the efficiencies of private sector operation in the market-based promotion of tourism districts. TBIDs allow lodging business owners to organize their efforts to increase demand for room night sales. Lodging business owners within the TBID pay an assessment and those funds are used to provide services that increase demand for room night sales.

In California, most TBIDs are formed pursuant to the Property and Business Improvement District Law of 1994. This law allows for the creation of a benefit assessment district to raise funds within a specific geographic area. *The key difference between TBIDs and other benefit assessment districts is that funds raised are returned to the private non-profit corporation governing the district.*

There are many benefits to TBIDs:

- Funds must be spent on services and improvements that provide a specific benefit only to those who pay;
- Funds cannot be diverted to general government programs;
- They are customized to fit the needs of payors in each destination;
- They allow for a wide range of services;
- They are **designed, created and governed by those who will pay** the assessment; and
- They provide a stable, long-term funding source for tourism promotion.

III. RANCHO CORDOVA TRAVEL & TOURISM CORPORATION ACCOMPLISHMENTS

Established in 2010, but formally organized in 2011, the Rancho Cordova Tourism Business Improvement District (RCTBID) set out to increase the number of district visitors, improve the brand of the destination and increase market share for the hotels in Rancho Cordova. Through robust marketing, brand positioning and consistent relationship management, the Visit Rancho Cordova brand, managed by Rancho Cordova Travel & Tourism Corporation (RCTTC) has accomplished these goals and continues to serve as an asset to the Rancho Cordova community. Since the formation of RCTBID in 2011 through year-end 2019, Occupancy rate increased 49.2%, Average Daily Rate (ADR) increased by 44.1%, and RevPAR increased by 77.6%. Over this same timeframe, nationally the Occupancy rate increased 15.1%. (Source: Statista).

Mission:

To enhance the Rancho Cordova community through the economic and social contributions of travelers to the region. To achieve this, RCTTC markets domestically and internationally and ensures the guest's experience in Northern California is world class.

Vision:

To welcome the world to Rancho Cordova, California.

Values:

Kaizen, Respect, Integrity, Alignment, Innovation

Brand Promise:

When you visit Rancho Cordova, you see the promise of America.

Visitor Promise:

No matter where you're from, you will always be welcome.

Events Sponsored by RCTTC through sponsorship, grant or marketing programs

Events were entirely or in-part contingent on sponsorship bid from RCTTC

- Two-time Host City U.S. Rowing Youth Nationals
- US Rowing Southwest Juniors Championship
- Pac-12 Rowing Championship
- NCAA Rowing Championships
- Amgen Tour of California 2019
- Technique Gymnastics tournaments including the U12 Statewide Championships, Flower Power Invitational, etc.
- Little League Best of the West Tournament
- KOT Rugby Tournament
- Rio Strada Golden State Race Series
- Hangtown Motocross
- California Capital Airshow

Digital Impact

- Average of 50 million impressions per year 2018 and 2019 from digital advertising
- 31k followers across owned social channels with 3.1 million impressions, 43.6k engagements and 10.5k clicks from channels in 2019, alone
- 3,100 e-distribution list with an average open rate of 37.7% (2020) despite national averages being between 15%-20%

RCTBID Management District Plan
September 7, 2021



- Expert digital marketing partnerships earning over 268k website visits since March of 2018
- Leisure media marketing earning more than \$122,129 in attributed revenue from 479 bookings for 2019, alone
- Website marketing earning more than \$55,523 in attributed revenue from 138 bookings in 2019, alone

Media Familiarization Tours

- Visit California Gold Rush Rally
 - Multi-day, multi-destination FAM in partnership with Visit California
- Visit California Canada Media FAM
 - In partnership with Visit California
- Amgen 2019 FAM
 - In partnership with the AMGEN Tour of California and Visit California

Community Impact

- Multiyear Sacramento Children's Museum Exhibit Sponsor
- Leadership Rancho Cordova
 - In addition to sponsoring Leadership attendees, RCTTC has sponsored Leadership led community projects such as the Hagan Park Dog Park and custom bike racks
 - RCTTC presents Tourism module for each annual Leadership class
- CH&LA PPE - \$200,000 + value
 - Through the Rancho Cordova Travel & Tourism group membership with California Hotel & Lodging Association (CH&LA), the organization was able to distribute \$200k+ in PPE (personal protection equipment) to Rancho Cordova hotels in 2020.
- Established RCPD Hotel Watch Program
- RCTTC fought to remove tax on assessment for district hotels in 2019
- RCTTC represents the interest of Rancho Cordova hotels at the Sacramento County DA/RCPD Crime Reduction Meetings
- 2020 Restaurant business campaigns and engagements in response to the COVID-19 pandemic
- Welcome/Hygiene bags for wildfire evacuees displaced in Rancho Cordova hotels

Trade Shows and Events

- San Diego Travel Show (2018)
- Bay Area Travel Show (2018-2019)
- Visit California Canada Media Mission (2018/2019)
- Cordova Community Council Christmas Tree Lighting (2014-2019)
 - Magic Maker Sponsorship
- IFest (2019)
- Kids Day in the Park (2019)
- Cordova Golf Tournament (2019)
- Rancho Cordova Chamber Golf Scramble (2017-2019)
- LGBTQ Pride Festival (2019)
- CalSAE Seasonal Spectacular (2017-2019)
- Ride the Parkway (2019)
- Run the Parkway (2019)
- Sacramento State Homecoming (2019)
- Business Expo with Rancho Cordova Chamber of Commerce (2015-2019)

RCTBID Management District Plan
September 7, 2021



Organization Awards

- HSMIA International Marketing Campaign Award – Silver (2020)

RCTTC staff represents the organization on the following Boards, Committees and Associations:

- California Capital Airshow
 - Board Member (2015- present)
- Rancho Cordova Chamber of Commerce
 - Board Member (2015- present)
 - Government Affairs Committee (2019-present)
- California Travel Association
 - Board Member (2019-present)
 - Advocacy Committee
 - COVID Task Force Committee
- Meeting Professionals International (MPI)
 - MPI Global Young Professionals Advisory Council (2019-2020)
 - MPI Sacramento Sierra Nevada Chapter Recruitment Committee (2018-2020)
 - Chair 2020
- Cal SAE
- Gold Country Visitors Association
- Destinations International
- Highway 50 Bike Share Task Force (2018)

Industry recognition

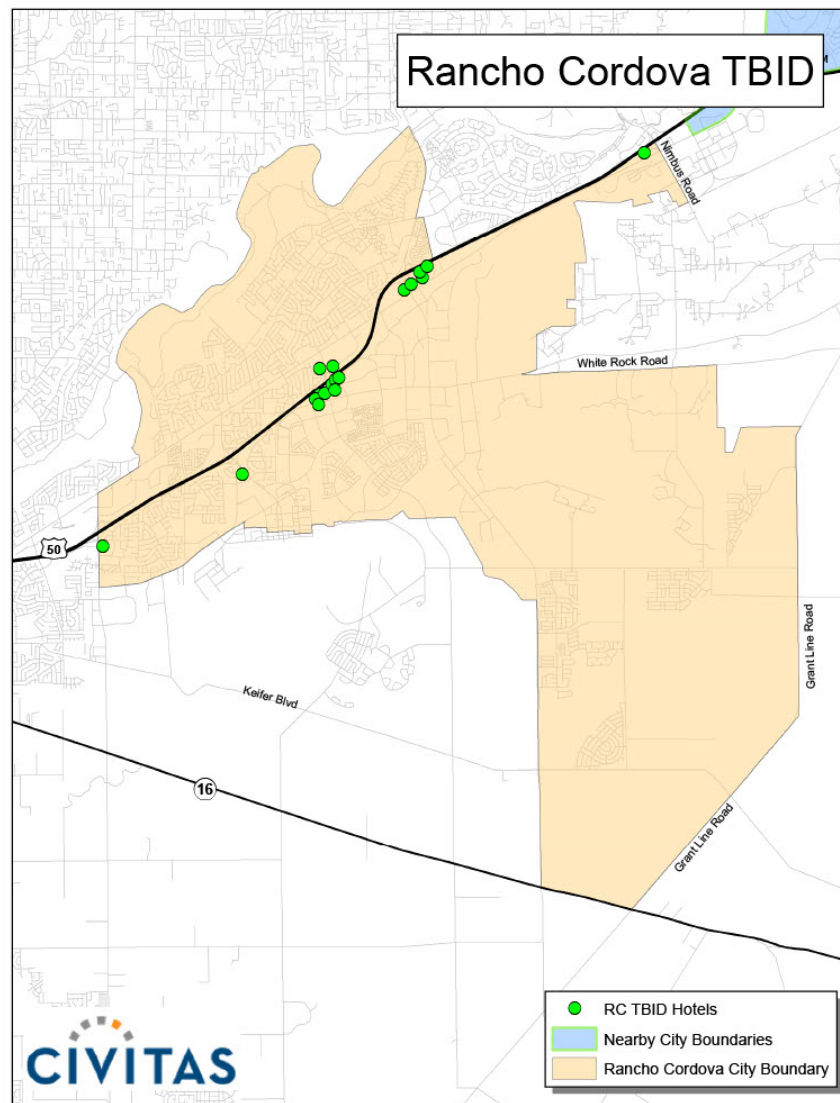
- Executive Director, Marc Sapoznik awarded CDME (Certified Destination Management Executive) 2020
- Marketing Manager, Leena Riggs awarded Cal Travel Association's "30 under 30" 2019

IV. BOUNDARY

The RCTBID will include all lodging businesses existing and in the future with two (2) rooms or more, available for public occupancy within the boundaries of the City of Rancho Cordova.

Lodging business means: any structure, or any portion of any structure, which is occupied or intended or designed for occupancy by transients for dwelling, lodging or sleeping purposes, and includes any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, lodging house, rooming house, apartment house, dormitory, public or private club, mobile home or house trailer at a fixed location, or other similar structure or portion thereof.

The boundary, as shown in the map below, currently includes seventeen (17) lodging businesses. A complete listing of lodging businesses within the RCTBID can be found in Appendix 2.

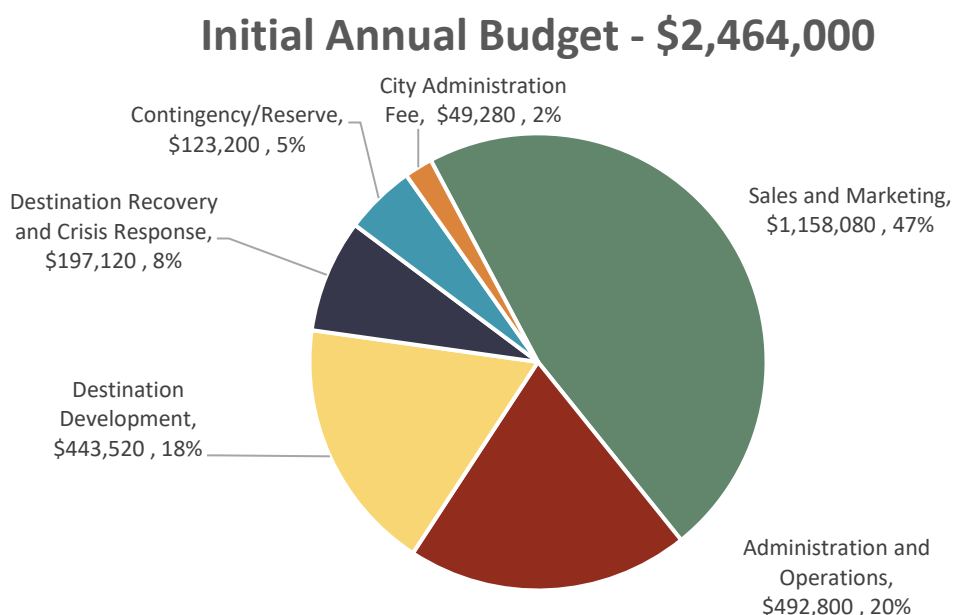


V. BUDGET AND SERVICES

A. Annual Service Plan

Assessment funds will be spent to provide specific benefits conferred or privileges granted directly to assessed businesses, that are not provided to those not charged, and which do not exceed the reasonable cost to the City of conferring the benefits or granting the privileges. The privileges and services provided with the RCTBID funds are sales and marketing promotions, destination development, and destination recovery & crisis response programs available only to assessed businesses.

A service plan budget has been developed to deliver services that benefit the assessed businesses. A detailed annual budget will be developed and approved by RCTTC. The table below illustrates the initial annual budget allocations. The total initial budget is \$2,464,000.



Although actual revenues will fluctuate due to market conditions, the proportional allocations of the budget shall remain the same. However, the City and the RCTTC board shall have the authority to adjust budget allocations between the categories by no more than fifteen percent (15%) of the total budget per year. A description of the proposed improvements and activities for the initial year of operation is below. The same activities are proposed for subsequent years. In the event of a legal challenge against the RCTBID, any and all assessment funds may be used for the costs of defending the RCTBID.

Each budget category includes all costs related to providing that service. For example, the sales and marketing budget includes the cost of staff time dedicated to overseeing and implementing the sales and marketing program. Staff time dedicated purely to administrative tasks is allocated to the administrative portion of the budget. The costs of an individual staff member may be allocated to multiple budget categories. The staffing levels necessary to provide the services below will be determined by the RCTTC on an as-needed basis.

Sales and Marketing

A sales and marketing program will promote assessed businesses as tourist, meeting, and event destinations. The sales and marketing program will have a central theme of promoting Rancho Cordova as a desirable place for overnight visits. The program will have the goal of increasing demand for overnight visitation and room night sales at assessed businesses, and may include the following activities:

- Internet marketing efforts to increase awareness and optimize internet presence to drive demand for overnight visitation and room sales to assessed businesses;
- Print ads in magazines and newspapers, television ads, and radio ads targeted at potential visitors to drive demand for overnight visitation and room sales to assessed businesses;
- Attendance of trade shows to promote assessed businesses;
- Sales blitzes for assessed businesses;
- Familiarization tours of assessed businesses;
- Preparation and production of collateral promotional materials such as brochures, flyers and maps featuring assessed businesses;
- Attendance of professional industry conferences and affiliation events to promote assessed businesses;
- Lead generation activities designed to attract tourists and group events to assessed businesses;
- Director of Sales and General Manager meetings to plan and coordinate tourism promotion efforts for assessed businesses; and
- Development and maintenance of a website designed to promote assessed businesses.

Destination Development

Destination Development (DD) will be eighteen percent (18%) of the annual budget. As the total number of rooms sold and room prices increases over time, the amount of available funds for projects are anticipated to increase. Working collaboratively with the City Manager, the RCTTC will develop specific DD funding criteria. The City and the RCTTC shall have equal input to make recommendations to the RCTTC Board for final project approval. The award of any public works project contract DD must be done in accordance with City Charter and Municipal Code requirements. Policies and procedures acceptable to both the RCTTC and the City will be developed. These DD projects may include:

- Comprehensive and integrated wayfinding signage system including signage to parking decks and lots;
- Rubber tire trolley transportation program connecting hotels with downtown and other attractions, to increase room night sales;
- Art and cultural projects, to attract overnight visitors;
- Gateway enhancements, to attract overnight visitors;
- Enhancements to environmental experiences which attract overnight visitors, and shall expose visitors to the value of the vital ecosystems;
- Improvements to existing parks and sports facilities utilized by overnight visitors;
- Safe and fun entertainment complex for young teens and adults utilized by overnight visitors;
- Live music venue which attracts overnight visitors;
- Infrastructure improvements that enhance Destination competitive position to attract desirable special events year around and attract overnight visitors; and

- Improvements to the City's downtown parking deck that make the overnight visitor experience more desirable.

Destination Recovery and Crisis Response

A destination recovery and crisis response program is designed to respond to present and future challenges posed by the COVID-19 pandemic. Development and implementation of a recovery plan and crisis response program for Rancho Cordova will outline phases to market the destination to increase demand for overnight visitation and room sales to assessed businesses, with an emphasis on cleanliness measures and safety precautions in the era of COVID-19. These phases could include targeting local marketing, followed by drive markets, short-fly markets, long-fly markets, and eventually key international markets. These programs may include, but are not limited to:

- Develop messaging for recovery efforts to ensure that Rancho Cordova is top-of-mind when travel restrictions ease to increase demand for overnight visitation to assessed businesses;
- Development and implementation of a recovery plan for Rancho Cordova that will outline phases to market the destination to increase demand for overnight visitation and room sales to assessed businesses; phases could include targeting local marketing, followed by drive markets, short-fly markets, long-fly markets, and eventually key international markets;
- Utilize research to determine recovery factors that dictate consumer sentiment towards travel to assessed businesses;
- Development and implementation of a 'clean and safe' campaign to attract overnight visitation to assessed businesses; and
- Appointment of a cleanliness manager who is responsible for developing a cleanliness plan, implementing the plan, and training lodging business employees in an effort to improve the visitor experience and increase demand for overnight visitation to assessed businesses.

Administration and Operations

The administration and operations portion of the budget shall be utilized for administrative staffing costs, office costs, advocacy, and other general administrative costs such as insurance, legal, and accounting fees.

City Administration Fee

The City of Rancho Cordova shall be paid a fee equal to two percent (2%) of the amount of assessment collected, to cover its costs of collection and administration.

Contingency/Reserve

The budget includes a contingency line item to account for uncollected assessments, if any. If there are contingency funds collected, they may be held in a reserve fund or utilized for other program, administration or renewal costs at the discretion of the RCTTC Board. Policies relating to contributions to the reserve fund, the target amount of the reserve fund, and expenditure of monies from the reserve fund shall be set by the RCTTC Board. Contingency/reserve funds may be spent on District programs or administrative and renewal costs in such proportions as determined by the RCTTC Board. The reserve fund may be used for the costs of renewing the RCTBID.

B. Annual Budget

The total ten (10) year improvement and service plan budget is projected at approximately \$2,464,000 annually, and for a total amount of \$64,760,489 through 2031 if the maximum assessment rate increases are adopted. This budget is expected to fluctuate as room sales change and if the assessment rate is increased. If the maximum annual assessment increases are adopted by the Owners' Association upon approval from City Council, the annual budget will increase as illustrated in the table below. The initial annual assessment rate is four and one half of one percent (4.5%) of gross room rental revenue. The Owners' Association may increase the assessment rate by a maximum of one percent (1%) per year to a maximum rate of ten percent (10%).

The assessment rate might not increase starting in 2022, the increases may be implemented in later years at the discretion of the Owners' Association. The table below demonstrates the maximum with the assumption that the rates will be increased in annually from 2022 through 2027 as it is a required disclosure, it is not the anticipated course of action. Alternate courses of action may be taken in regards to implementing the assessment rate increase other than what is demonstrated in the chart below, within the parameters of this Management District Plan. For example, increases may be implemented in years 2028-2031, with the stipulation that each annual increase is no more than one percent (1%) and that the total assessment rate may not exceed ten percent (10%). Additionally, a three percent (3%) annual increase in the total budget is shown, to account for estimated increased room night sales as a result of RCTBID efforts. This three percent (3%) annual increase is a conservative estimate based on the effects of similarly sized TBID budgets.

**Estimated Annual Budget If Maximum Assessment Rates Are Adopted
2021-2031**

Year	Sales & Marketing	Administration	Destination Development	Destination Recovery	Contingency/ Reserve	City Fee	Total
2021-22	\$1,158,080	\$492,800	\$443,520	\$197,120	\$123,200	\$49,280	\$2,464,000
2022-23	\$1,457,868	\$620,369	\$558,332	\$248,148	\$155,092	\$62,037	\$3,101,846
2023-24	\$1,774,595	\$755,147	\$679,632	\$302,059	\$188,787	\$75,515	\$3,775,734
2024-25	\$2,109,136	\$897,505	\$807,754	\$359,002	\$224,376	\$89,750	\$4,487,524
2025-26	\$2,461,993	\$1,047,657	\$942,891	\$419,063	\$261,914	\$104,766	\$5,238,283
2026-27	\$2,834,322	\$1,206,095	\$1,085,485	\$482,438	\$301,524	\$120,609	\$6,030,473
2027-28	\$4,455,807	\$1,896,088	\$1,706,479	\$758,435	\$474,022	\$189,609	\$9,480,441
2028-29	\$4,589,481	\$1,952,971	\$1,757,674	\$781,188	\$488,243	\$195,297	\$9,764,854
2029-30	\$4,727,166	\$2,011,560	\$1,810,404	\$804,624	\$502,890	\$201,156	\$10,057,800
2030-31	\$4,868,981	\$2,071,907	\$1,864,716	\$828,763	\$517,977	\$207,191	\$10,359,534
Total	\$30,437,430	\$12,952,098	\$11,656,888	\$5,180,839	\$3,238,024	\$1,295,210	\$64,760,489

The table below demonstrates the annual improvement and service plan budget with the assumption that the rates will not be increased during the district's ten (10) year term. Additionally, a three percent (3%) annual increase in the total budget is shown, to account for estimated increased room night sales as a result of RCTBID efforts.

**Estimated Annual Budget If Maximum Assessment Rates Are Not Adopted
2021-2031**

Year	Sales & Marketing	Administration	Destination Development	Destination Recovery	Contingency /Reserve	City Fee	Total
2021-22	\$1,158,080	\$492,800	\$443,520	\$197,120	\$123,200	\$49,280	\$2,464,000
2022-23	\$1,192,822	\$507,584	\$456,826	\$203,034	\$126,896	\$50,758	\$2,537,920
2023-24	\$1,228,607	\$522,812	\$470,530	\$209,125	\$130,703	\$52,281	\$2,614,058
2024-25	\$1,265,465	\$538,496	\$484,646	\$215,398	\$134,624	\$53,850	\$2,692,479
2025-26	\$1,303,429	\$554,651	\$499,186	\$221,860	\$138,663	\$55,465	\$2,773,254
2026-27	\$1,342,532	\$571,290	\$514,161	\$228,516	\$142,823	\$57,129	\$2,856,451
2027-28	\$1,382,808	\$588,429	\$529,586	\$235,372	\$147,107	\$58,843	\$2,942,145
2028-29	\$1,424,292	\$606,082	\$545,474	\$242,433	\$151,520	\$60,608	\$3,030,409
2029-30	\$1,467,021	\$624,264	\$561,838	\$249,706	\$156,066	\$62,426	\$3,121,321
2030-31	\$1,511,032	\$642,992	\$578,693	\$257,197	\$160,748	\$64,299	\$3,214,961
Total	\$13,276,089	\$5,649,400	\$5,084,460	\$2,259,760	\$1,412,350	\$564,940	\$28,246,999

C. California Constitutional Compliance

The RCTBID assessment is not a property-based assessment subject to the requirements of Proposition 218. Courts have found Proposition 218 limited the term 'assessments' to levies on real property.¹ Rather, the RCTBID assessment is a business-based assessment, and is subject to Proposition 26. Pursuant to Proposition 26 all levies are a tax unless they fit one of seven exceptions. Two of these exceptions apply to the RCTBID, a "specific benefit" and a "specific government service." Both require that the costs of benefits or services do not exceed the reasonable costs to the City of conferring the benefits or providing the services.

1. Specific Benefit

Proposition 26 requires that assessment funds be expended on, "a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege."² The services in this Plan are designed to provide targeted benefits directly to assessed businesses, and are intended only to provide benefits and services directly to those businesses paying the assessment. These services are tailored not to serve the general public, businesses in general, or parcels of land, but rather to serve the specific businesses within the RCTBID. The activities described in this Plan are specifically targeted to increase demand for room night sales for assessed lodging businesses within the boundaries of the RCTBID, and are narrowly tailored. RCTBID funds will be used exclusively to provide the specific benefit of increased demand for room night sales directly to the assessees. Assessment funds shall not be used to feature non-assessed lodging businesses in RCTBID programs, or to directly generate sales for non-assessed businesses. The activities paid for from assessment revenues are business services constituting and providing specific benefits to the assessed businesses.

¹ *Jarvis v. the City of San Diego* 72 Cal App. 4th 230

² Cal. Const. art XIII C § 1(e)(1)

The assessment imposed by this RCTBID is for a specific benefit conferred directly to the payors that is not provided to those not charged. The specific benefit conferred directly to the payors is an increase in demand for room night sales. The specific benefit of an increase in demand for room night sales for assessed lodging businesses will be provided only to lodging businesses paying the district assessment, with marketing and sales programs promoting lodging businesses paying the RCTBID assessment. The marketing and sales programs will be designed to increase room night sales at each assessed lodging businesses. Because they are necessary to provide the marketing and sales promotions, destination development, and destination recovery and crisis response programs that specifically benefit the assessed lodging businesses, the administration and contingency services also provide the specific benefit of increased demand for room night sales to the assessed lodging businesses.

Although the RCTBID, in providing specific benefits to payors, may produce incidental benefits to non-paying businesses, the incidental benefit does not preclude the services from being considered a specific benefit. The legislature has found that, "A specific benefit is not excluded from classification as a 'specific benefit' merely because an indirect benefit to a nonpayer occurs incidentally and without cost to the payor as a consequence of providing the specific benefit to the payor."³

2. Specific Government Service

The assessment may also be utilized to provide, "a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product."⁴ The legislature has recognized that marketing and promotions services like those to be provided by the RCTBID are government services within the meaning of Proposition 26⁵. Further, the legislature has determined that "a specific government service is not excluded from classification as a 'specific government service' merely because an indirect benefit to a nonpayer occurs incidentally and without cost to the payor as a consequence of providing the specific government service to the payor."⁶

3. Reasonable Cost

RCTBID services will be implemented carefully to ensure they do not exceed the reasonable cost of such services. The full amount assessed will be used to provide the services described herein. Funds will be managed by the RCTTC, and reports submitted on an annual basis to the City. Only assessed lodging businesses will be featured in marketing materials, receive sales leads generated from RCTBID-funded activities, be featured in advertising campaigns, and benefit from other RCTBID-funded services. Non-assessed lodging businesses will not receive these, nor any other, RCTBID-funded services and benefits.

The RCTBID-funded programs are all targeted directly at and feature only assessed businesses. It is, however, possible that there will be a spill over benefit to non-assessed

³ Government Code § 53758(a)

⁴ Cal. Const. art XIII C § 1(e)(2)

⁵ Government Code § 53758(b)

⁶ Government Code § 53758(b)

businesses. If non-assessed lodging businesses receive incremental room nights, that portion of the promotion or program generating those room nights shall be paid with non-RCTBID funds. RCTBID funds shall only be spent to benefit the assessed businesses, and shall not be spent on that portion of any program which directly generates incidental room nights for non-assessed businesses.

D. Assessment

The annual assessment rate is four and one half of one percent (4.5%) of gross room rental revenue. At the City Council's discretion, assessments collected may be used to repay a capital infrastructure bond if Council chooses to issue bonds. Until and unless bonds are issued, any funds collected by the RCTBID will be used towards the services outlined in this Plan. The assessment of four and one half of one percent (4.5%) of gross room rental revenue as levied pursuant to this Plan will also not be collected on stays pursuant to contracts executed prior to July 1, 2021. Stays pursuant to contracts executed between September 1, 2013 and June 30, 2021 shall instead be subject to assessment at the rate of \$1.50 per paid occupied room per night. During the ten (10) year term, the assessment rate may be increased annually by the Owners' Association by a maximum of one percent (1%) of gross room rental. The total assessment rate may not exceed ten percent (10%).

The term "gross room rental revenue" as used herein means: the consideration charged, whether or not received, for the occupancy of space in a lodging business valued in money, whether to be received in money, goods, labor or otherwise, including all receipts, cash, credits and property and services of any kind or nature, without any deduction therefrom whatsoever. Gross room rental revenue shall not include any federal, state or local taxes collected, including but not limited to transient occupancy taxes.

The assessment is levied upon and a direct obligation of the assessed lodging business. However, the assessed lodging business may, at its discretion, pass the assessment on to transients. The amount of assessment, if passed on to each transient, shall be disclosed in advance and separately stated from the amount of rent charged and any other applicable taxes, and each transient shall receive a receipt for payment from the business. If the RCTBID assessment is identified separately it shall be disclosed as the "RCTBID Assessment." As an alternative, the disclosure may include the amount of the RCTBID assessment and the amount of the assessment imposed pursuant to the California Tourism Marketing Act, Government Code § 13995 et seq. and shall be disclosed as the "Tourism Assessment." The assessment is imposed solely upon, and is the sole obligation of the assessed lodging business even if it is passed on to transients. The assessment shall not be considered revenue for any purpose, including calculation of transient occupancy taxes.

Bonds may be issued.

E. Penalties and Interest

The RCTBID shall reimburse the City of Rancho Cordova for any costs associated with collecting unpaid assessments. If sums in excess of the delinquent RCTBID assessment are

RCTBID Management District Plan
September 7, 2021



sought to be recovered in the same collection action by the City, the RCTBID shall bear its pro rata share of such collection costs. Assessed lodging businesses which are delinquent in paying the assessment shall be responsible for paying:

1. *Original Delinquency.* When an assessment becomes delinquent, any owner who fails to remit any assessment imposed by this Plan within the time required shall pay a penalty of 10 percent (10%) of the amount of the assessment in addition to the amount of the assessment.
2. *Continued Delinquency.* Any owner who fails to remit any delinquent remittance on or before a period of thirty (30) days following the date on which the remittance first became delinquent shall pay a second delinquency penalty of ten percent (10%) of the amount of the assessment in addition to the amount of the assessment and the ten percent (10%) penalty first imposed.
3. *Fraud.* If the City determines that the nonpayment of any remittance due under this chapter is due to fraud, a penalty of twenty-five percent (25%) of the amount of the assessment shall be added thereto in addition to the penalties stated in subsections (1) and (2) of this section.
4. *Interest.* In addition to the penalties imposed, any owner who fails to remit any assessment imposed by this Plan shall pay interest at the rate of one and one-half percent (1.50%) per month or fraction thereof, compounded, on the amount of the assessment, exclusive of penalties, from the date on which the remittance first became delinquent until paid.
5. *Penalties Merged with Assessment.* Every penalty imposed and such interest as accrues under the provisions of this section shall become a part of the assessment herein required to be paid.

F. Time and Manner for Collecting Assessments

The RCTBID assessment will be implemented beginning July 1, 2021 and will continue for ten (10) years through June 30, 2031. The City will be responsible for collecting the assessment on a monthly basis (including any delinquencies, penalties and interest) from each lodging business. The City shall take all reasonable efforts to collect the assessments from each lodging business. The City shall forward the assessments collected to the Owners' Association.

Concurrent with the remittal of assessment funds to the Owners Association, the City shall also provide monthly reports stating details surrounding businesses that are default on expected payments, as well as the term of their delinquency and any other relevant information for the Owners Association to reasonably determine which assessed businesses are in compliance with the RCTBID assessment.

VI. GOVERNANCE**A. Owners' Association**

The City Council, through adoption of this Management District Plan, has the right, pursuant to Streets and Highways Code §36651, to identify the body that shall implement the proposed program, which shall be the Owners' Association of the RCTBID as defined in Streets and Highways Code §36612. The City Council has determined that Rancho Cordova Travel and Tourism Corporation (RCTTC) will serve as the Owners' Association for the RCTBID.

B. Brown Act and California Public Records Act Compliance

An Owners' Association is a private entity and may not be considered a public entity for any purpose, nor may its board members or staff be considered to be public officials for any purpose. The Owners' Association is, however, subject to government regulations relating to transparency, namely the Ralph M. Brown Act and the California Public Records Act. These regulations are designed to promote public accountability. The Owners' Association acts as a legislative body under the Ralph M. Brown Act (Government Code §54950 et seq.). Thus, meetings of the RCTTC board and certain committees must be held in compliance with the public notice and other requirements of the Brown Act. The Owners' Association is also subject to the record keeping and disclosure requirements of the California Public Records Act. Accordingly, the Owners' Association shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

C. Annual Report

The RCTTC shall present an annual report at the end of each fiscal year of operation to the City Council, and shall file the annual report with the City of Rancho Cordova City Clerk, pursuant to Streets and Highways Code §36650 (see Appendix 1). The annual report shall include:

- Any proposed changes in the boundaries of the improvement district or in any benefit zones or classification of businesses within the district.
- The improvements and activities to be provided for that fiscal year.
- An estimate of the cost of providing the improvements and the activities for that fiscal year.
- The method and basis of levying the assessment in sufficient detail to allow each business owner to estimate the amount of the assessment to be levied against his or her business for that fiscal year.
- The estimated amount of any surplus or deficit revenues to be carried over from a previous fiscal year.
- The estimated amount of any contributions to be made from sources other than assessments levied pursuant to this part.

APPENDIX 1 – LAW

*** THIS DOCUMENT IS CURRENT THROUGH THE 2020 SUPPLEMENT ***
(ALL 2019 LEGISLATION)

STREETS AND HIGHWAYS CODE
DIVISION 18. PARKING
PART 7. PROPERTY AND BUSINESS IMPROVEMENT DISTRICT LAW OF 1994

CHAPTER 1. General Provisions**ARTICLE 1. Declarations****36600. Citation of part**

This part shall be known and may be cited as the “Property and Business Improvement District Law of 1994.”

36601. Legislative findings and declarations; Legislative guidance

The Legislature finds and declares all of the following:

- (a) Businesses located and operating within business districts in some of this state’s communities are economically disadvantaged, are underutilized, and are unable to attract customers due to inadequate facilities, services, and activities in the business districts.
- (b) It is in the public interest to promote the economic revitalization and physical maintenance of business districts in order to create jobs, attract new businesses, and prevent the erosion of the business districts.
- (c) It is of particular local benefit to allow business districts to fund business related improvements, maintenance, and activities through the levy of assessments upon the businesses or real property that receive benefits from those improvements.
- (d) Assessments levied for the purpose of conferring special benefit upon the real property or a specific benefit upon the businesses in a business district are not taxes for the general benefit of a city, even if property, businesses, or persons not assessed receive incidental or collateral effects that benefit them.
- (e) Property and business improvement districts formed throughout this state have conferred special benefits upon properties and businesses within their districts and have made those properties and businesses more useful by providing the following benefits:
 - (1) Crime reduction. A study by the Rand Corporation has confirmed a 12-percent reduction in the incidence of robbery and an 8-percent reduction in the total incidence of violent crimes within the 30 districts studied.
 - (2) Job creation.
 - (3) Business attraction.
 - (4) Business retention.
 - (5) Economic growth.
 - (6) New investments.
- (f) With the dissolution of redevelopment agencies throughout the state, property and business improvement districts have become even more important tools with which communities can combat blight, promote economic opportunities, and create a clean and safe environment.
- (g) Since the enactment of this act, the people of California have adopted Proposition 218, which added Article XIII D to the Constitution in order to place certain requirements and restrictions on the formation of, and activities, expenditures, and assessments by property-based districts. Article XIII D of the Constitution provides that property-based districts may only levy assessments for special benefits.
- (h) The act amending this section is intended to provide the Legislature’s guidance with regard to this act, its interaction with the provisions of Article XIII D of the Constitution, and the determination of special benefits in property-based districts.
 - (1) The lack of legislative guidance has resulted in uncertainty and inconsistent application of this act, which discourages the use of assessments to fund needed improvements, maintenance, and activities in property-based districts, contributing to blight and other underutilization of property.
 - (2) Activities undertaken for the purpose of conferring special benefits upon property to be assessed inherently produce incidental or collateral effects that benefit property or persons not assessed. Therefore, for special benefits to exist as a separate and distinct category from general benefits, the

incidental or collateral effects of those special benefits are inherently part of those special benefits. The mere fact that special benefits produce incidental or collateral effects that benefit property or persons not assessed does not convert any portion of those special benefits or their incidental or collateral effects into general benefits.

(3) It is of the utmost importance that property-based districts created under this act have clarity regarding restrictions on assessments they may levy and the proper determination of special benefits. Legislative clarity with regard to this act will provide districts with clear instructions and courts with legislative intent regarding restrictions on property-based assessments, and the manner in which special benefits should be determined.

36602. Purpose of part

The purpose of this part is to supplement previously enacted provisions of law that authorize cities to levy assessments within property and business improvement districts, to ensure that those assessments conform to all constitutional requirements and are determined and assessed in accordance with the guidance set forth in this act. This part does not affect or limit any other provisions of law authorizing or providing for the furnishing of improvements or activities or the raising of revenue for these purposes.

36603. Preemption of authority or charter city to adopt ordinances levying assessments

Nothing in this part is intended to preempt the authority of a charter city to adopt ordinances providing for a different method of levying assessments for similar or additional purposes from those set forth in this part. A property and business improvement district created pursuant to this part is expressly exempt from the provisions of the Special Assessment Investigation, Limitation and Majority Protest Act of 1931 (Division 4 (commencing with Section 2800)).

36603.5. Part prevails over conflicting provisions

Any provision of this part that conflicts with any other provision of law shall prevail over the other provision of law, as to districts created under this part.

36604. Severability

This part is intended to be construed liberally and, if any provision is held invalid, the remaining provisions shall remain in full force and effect. Assessments levied under this part are not special taxes.

ARTICLE 2. Definitions

36606. “Activities”

“Activities” means, but is not limited to, all of the following that benefit businesses or real property in the district:

- (a) Promotion of public events.
- (b) Furnishing of music in any public place.
- (c) Promotion of tourism within the district.
- (d) Marketing and economic development, including retail retention and recruitment.
- (e) Providing security, sanitation, graffiti removal, street and sidewalk cleaning, and other municipal services supplemental to those normally provided by the municipality.
- (f) Other services provided for the purpose of conferring special benefit upon assessed real property or specific benefits upon assessed businesses located in the district.

36606.5. “Assessment”

“Assessment” means a levy for the purpose of acquiring, constructing, installing, or maintaining improvements and providing activities that will provide certain benefits to properties or businesses located within a property and business improvement district.

36607. “Business”

“Business” means all types of businesses and includes financial institutions and professions.

36608. “City”

“City” means a city, county, city and county, or an agency or entity created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code, the public member agencies of which includes only cities, counties, or a city and county, or the State of California.

36609. “City council”

“City council” means the city council of a city or the board of supervisors of a county, or the agency, commission, or board created pursuant to a joint powers agreement and which is a city within the meaning of this part.

36609.4. “Clerk”

“Clerk” means the clerk of the legislative body.

36609.5. “General benefit”

“General benefit” means, for purposes of a property-based district, any benefit that is not a “special benefit” as defined in Section 36615.5.

36610. “Improvement”

“Improvement” means the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more including, but not limited to, the following:

- (a) Parking facilities.
- (b) Benches, booths, kiosks, display cases, pedestrian shelters and signs.
- (c) Trash receptacles and public restrooms.
- (d) Lighting and heating facilities.
- (e) Decorations.
- (f) Parks.
- (g) Fountains.
- (h) Planting areas.
- (i) Closing, opening, widening, or narrowing of existing streets.
- (j) Facilities or equipment, or both, to enhance security of persons and property within the district.
- (k) Ramps, sidewalks, plazas, and pedestrian malls.
- (l) Rehabilitation or removal of existing structures.

36611. “Management district plan”; “Plan”

“Management district plan” or “plan” means a proposal as defined in Section 36622.

36612. “Owners’ association”

“Owners’ association” means a private nonprofit entity that is under contract with a city to administer or implement improvements, maintenance, and activities specified in the management district plan. An owners’ association may be an existing nonprofit entity or a newly formed nonprofit entity. An owners’ association is a private entity and may not be considered a public entity for any purpose, nor may its board members or staff be considered to be public officials for any purpose. Notwithstanding this section, an owners’ association shall comply with the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code), at all times when matters within the subject matter of the district are heard, discussed, or deliberated, and with the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code), for all records relating to activities of the district.

36614. “Property”

“Property” means real property situated within a district.

36614.5. “Property and business improvement district”; “District”

“Property and business improvement district,” or “district,” means a property and business improvement district established pursuant to this part.

36614.6. “Property-based assessment”

“Property-based assessment” means any assessment made pursuant to this part upon real property.

36614.7. “Property-based district”

“Property-based district” means any district in which a city levies a property-based assessment.

36615. “Property owner”; “Business owner”; “Owner”

“Property owner” means any person shown as the owner of land on the last equalized assessment roll or otherwise known to be the owner of land by the city council. “Business owner” means any person recognized by the city as the owner of the business. “Owner” means either a business owner or a property owner. The city council has no obligation to obtain other information as to the ownership of land or businesses, and its determination of ownership shall be final and conclusive for the purposes of this part. Wherever this part requires the signature of the property owner, the signature of the authorized agent of the property owner shall be sufficient. Wherever this part requires the signature of the business owner, the signature of the authorized agent of the business owner shall be sufficient.

36615.5. “Special benefit”

“Special benefit” means, for purposes of a property-based district, a particular and distinct benefit over and above general benefits conferred on real property located in a district or to the public at large. Special benefit includes incidental or collateral effects that arise from the improvements, maintenance, or activities of property-based districts even if those incidental or collateral effects benefit property or persons not assessed. Special benefit excludes general enhancement of property value.

36616. “Tenant”

“Tenant” means an occupant pursuant to a lease of commercial space or a dwelling unit, other than an owner.

ARTICLE 3. Prior Law**36617. Alternate method of financing certain improvements and activities; Effect on other provisions**

This part provides an alternative method of financing certain improvements and activities. The provisions of this part shall not affect or limit any other provisions of law authorizing or providing for the furnishing of improvements or activities or the raising of revenue for these purposes. Every improvement area established pursuant to the Parking and Business Improvement Area Law of 1989 (Part 6 (commencing with Section 36500) of this division) is valid and effective and is unaffected by this part.

CHAPTER 2. Establishment**36620. Establishment of property and business improvement district**

A property and business improvement district may be established as provided in this chapter.

36620.5. Requirement of consent of city council

A county may not form a district within the territorial jurisdiction of a city without the consent of the city council of that city. A city may not form a district within the unincorporated territory of a county without the consent of the board of supervisors of that county. A city may not form a district within the territorial jurisdiction of another city without the consent of the city council of the other city.

36621. Initiation of proceedings; Petition of property or business owners in proposed district

- (a) Upon the submission of a written petition, signed by the property or business owners in the proposed district who will pay more than 50 percent of the assessments proposed to be levied, the city council may initiate proceedings to form a district by the adoption of a resolution expressing its intention to form a district. The amount of assessment attributable to property or a business owned by the same property or business owner that is in excess of 40 percent of the amount of all assessments proposed to be levied, shall not be included in determining whether the petition is signed by property or business owners who will pay more than 50 percent of the total amount of assessments proposed to be levied.
- (b) The petition of property or business owners required under subdivision (a) shall include a summary of the management district plan. That summary shall include all of the following:
- (1) A map showing the boundaries of the district.
 - (2) Information specifying where the complete management district plan can be obtained.
 - (3) Information specifying that the complete management district plan shall be furnished upon request.
- (c) The resolution of intention described in subdivision (a) shall contain all of the following:
- (1) A brief description of the proposed improvements, maintenance, and activities, the amount of the proposed assessment, a statement as to whether the assessment will be levied on property or businesses within the district, a statement as to whether bonds will be issued, and a description of the exterior boundaries of the proposed district, which may be made by reference to any plan or map that is on file with the clerk. The descriptions and statements do not need to be detailed and shall be sufficient if they enable an owner to generally identify the nature and extent of the improvements, maintenance, and activities, and the location and extent of the proposed district.
 - (2) A time and place for a public hearing on the establishment of the property and business improvement district and the levy of assessments, which shall be consistent with the requirements of Section 36623.

36622. Contents of management district plan

The management district plan shall include, but is not limited to, all of the following:

- (a) If the assessment will be levied on property, a map of the district in sufficient detail to locate each parcel of property and, if businesses are to be assessed, each business within the district. If the assessment will be levied on businesses, a map that identifies the district boundaries in sufficient detail to allow a business owner to reasonably determine whether a business is located within the district boundaries. If the assessment will be levied on property and businesses, a map of the district in sufficient detail to locate each parcel of property and to allow a business owner to reasonably determine whether a business is located within the district boundaries.
- (b) The name of the proposed district.
- (c) A description of the boundaries of the district, including the boundaries of benefit zones, proposed for establishment or extension in a manner sufficient to identify the affected property and businesses included, which may be made by reference to any plan or map that is on file with the clerk. The boundaries of a proposed property assessment district shall not overlap with the boundaries of another existing property assessment district created pursuant to this part. This part does not prohibit the boundaries of a district created pursuant to this part to overlap with other assessment districts established pursuant to other provisions of law, including, but not limited to, the Parking and Business Improvement Area Law of 1989 (Part 6 (commencing with Section 36500)). This part does not prohibit the boundaries of a business assessment district created pursuant to this part to overlap with another business assessment district created pursuant to this part. This part does not prohibit the boundaries of a business assessment district created pursuant to this part to overlap with a property assessment district created pursuant to this part.
- (d) The improvements, maintenance, and activities proposed for each year of operation of the district and the maximum cost thereof. If the improvements, maintenance, and activities proposed for each year of operation are the same, a description of the first year's proposed improvements, maintenance, and activities and a statement that the same improvements, maintenance, and activities are proposed for subsequent years shall satisfy the requirements of this subdivision.
- (e) The total annual amount proposed to be expended for improvements, maintenance, or activities, and debt service in each year of operation of the district. If the assessment is levied on businesses, this amount may be estimated based upon the assessment rate. If the total annual amount proposed to be expended in each year

of operation of the district is not significantly different, the amount proposed to be expended in the initial year and a statement that a similar amount applies to subsequent years shall satisfy the requirements of this subdivision.

(f) The proposed source or sources of financing, including the proposed method and basis of levying the assessment in sufficient detail to allow each property or business owner to calculate the amount of the assessment to be levied against his or her property or business. The plan also shall state whether bonds will be issued to finance improvements.

(g) The time and manner of collecting the assessments.

(h) The specific number of years in which assessments will be levied. In a new district, the maximum number of years shall be five. Upon renewal, a district shall have a term not to exceed 10 years. Notwithstanding these limitations, a district created pursuant to this part to finance capital improvements with bonds may levy assessments until the maximum maturity of the bonds. The management district plan may set forth specific increases in assessments for each year of operation of the district.

(i) The proposed time for implementation and completion of the management district plan.

(j) Any proposed rules and regulations to be applicable to the district.

(k) (1) A list of the properties or businesses to be assessed, including the assessor's parcel numbers for properties to be assessed, and a statement of the method or methods by which the expenses of a district will be imposed upon benefited real property or businesses, in proportion to the benefit received by the property or business, to defray the cost thereof.

(2) In a property-based district, the proportionate special benefit derived by each identified parcel shall be determined exclusively in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the activities. An assessment shall not be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit conferred on that parcel. Only special benefits are assessable, and a property-based district shall separate the general benefits, if any, from the special benefits conferred on a parcel. Parcels within a property-based district that are owned or used by any city, public agency, the State of California, or the United States shall not be exempt from assessment unless the governmental entity can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit. The value of any incidental, secondary, or collateral effects that arise from the improvements, maintenance, or activities of a property-based district and that benefit property or persons not assessed shall not be deducted from the entirety of the cost of any special benefit or affect the proportionate special benefit derived by each identified parcel.

(l) In a property-based district, the total amount of all special benefits to be conferred upon the properties located within the property-based district.

(m) In a property-based district, the total amount of general benefits, if any.

(n) In a property-based district, a detailed engineer's report prepared by a registered professional engineer certified by the State of California supporting all assessments contemplated by the management district plan.

(o) Any other item or matter required to be incorporated therein by the city council.

36623. Procedure to levy assessment

(a) If a city council proposes to levy a new or increased property assessment, the notice and protest and hearing procedure shall comply with Section 53753 of the Government Code.

(b) If a city council proposes to levy a new or increased business assessment, the notice and protest and hearing procedure shall comply with Section 54954.6 of the Government Code, except that notice shall be mailed to the owners of the businesses proposed to be assessed. A protest may be made orally or in writing by any interested person. Every written protest shall be filed with the clerk at or before the time fixed for the public hearing. The city council may waive any irregularity in the form or content of any written protest. A written protest may be withdrawn in writing at any time before the conclusion of the public hearing. Each written protest shall contain a description of the business in which the person subscribing the protest is interested sufficient to identify the business and, if a person subscribing is not shown on the official records of the city as the owner of the business, the protest shall contain or be accompanied by written evidence that the person subscribing is the owner of the business or the authorized representative. A written protest that does not comply with this section shall not be counted in determining a majority protest. If written protests are received from the owners or authorized representatives of businesses in the proposed district that will pay 50 percent or more of the assessments proposed to be levied and protests are not withdrawn so as to reduce the protests to less than 50 percent, no further proceedings to levy the proposed assessment against such

businesses, as contained in the resolution of intention, shall be taken for a period of one year from the date of the finding of a majority protest by the city council.

(c) If a city council proposes to conduct a single proceeding to levy both a new or increased property assessment and a new or increased business assessment, the notice and protest and hearing procedure for the property assessment shall comply with subdivision (a), and the notice and protest and hearing procedure for the business assessment shall comply with subdivision (b). If a majority protest is received from either the property or business owners, that respective portion of the assessment shall not be levied. The remaining portion of the assessment may be levied unless the improvement or other special benefit was proposed to be funded by assessing both property and business owners.

36624. Changes to proposed assessments

At the conclusion of the public hearing to establish the district, the city council may adopt, revise, change, reduce, or modify the proposed assessment or the type or types of improvements, maintenance, and activities to be funded with the revenues from the assessments. Proposed assessments may only be revised by reducing any or all of them. At the public hearing, the city council may only make changes in, to, or from the boundaries of the proposed property and business improvement district that will exclude territory that will not benefit from the proposed improvements, maintenance, and activities. Any modifications, revisions, reductions, or changes to the proposed assessment district shall be reflected in the notice and map recorded pursuant to Section 36627.

36625. Resolution of formation

(a) If the city council, following the public hearing, decides to establish a proposed property and business improvement district, the city council shall adopt a resolution of formation that shall include, but is not limited to, all of the following:

(1) A brief description of the proposed improvements, maintenance, and activities, the amount of the proposed assessment, a statement as to whether the assessment will be levied on property, businesses, or both within the district, a statement on whether bonds will be issued, and a description of the exterior boundaries of the proposed district, which may be made by reference to any plan or map that is on file with the clerk. The descriptions and statements need not be detailed and shall be sufficient if they enable an owner to generally identify the nature and extent of the improvements, maintenance, and activities and the location and extent of the proposed district.

(2) The number, date of adoption, and title of the resolution of intention.

(3) The time and place where the public hearing was held concerning the establishment of the district.

(4) A determination regarding any protests received. The city shall not establish the district or levy assessments if a majority protest was received.

(5) A statement that the properties, businesses, or properties and businesses in the district established by the resolution shall be subject to any amendments to this part.

(6) A statement that the improvements, maintenance, and activities to be conferred on businesses and properties in the district will be funded by the levy of the assessments. The revenue from the levy of assessments within a district shall not be used to provide improvements, maintenance, or activities outside the district or for any purpose other than the purposes specified in the resolution of intention, as modified by the city council at the hearing concerning establishment of the district. Notwithstanding the foregoing, improvements and activities that must be provided outside the district boundaries to create a special or specific benefit to the assessed parcels or businesses may be provided, but shall be limited to marketing or signage pointing to the district.

(7) A finding that the property or businesses within the area of the property and business improvement district will be benefited by the improvements, maintenance, and activities funded by the proposed assessments, and, for a property-based district, that property within the district will receive a special benefit.

(8) In a property-based district, the total amount of all special benefits to be conferred on the properties within the property-based district.

(b) The adoption of the resolution of formation and, if required, recordation of the notice and map pursuant to Section 36627 shall constitute the levy of an assessment in each of the fiscal years referred to in the management district plan.

36627. Notice and assessment diagram

Following adoption of the resolution establishing district assessments on properties pursuant to Section 36625, the clerk shall record a notice and an assessment diagram pursuant to Section 3114. No other provision of Division 4.5 (commencing with Section 3100) applies to an assessment district created pursuant to this part.

36628. Establishment of separate benefit zones within district; Categories of businesses

The city council may establish one or more separate benefit zones within the district based upon the degree of benefit derived from the improvements or activities to be provided within the benefit zone and may impose a different assessment within each benefit zone. If the assessment is to be levied on businesses, the city council may also define categories of businesses based upon the degree of benefit that each will derive from the improvements or activities to be provided within the district and may impose a different assessment or rate of assessment on each category of business, or on each category of business within each zone.

36628.5. Assessments on businesses or property owners

The city council may levy assessments on businesses or on property owners, or a combination of the two, pursuant to this part. The city council shall structure the assessments in whatever manner it determines corresponds with the distribution of benefits from the proposed improvements, maintenance, and activities, provided that any property-based assessment conforms with the requirements set forth in paragraph (2) of subdivision (k) of Section 36622.

36629. Provisions and procedures applicable to benefit zones and business categories

All provisions of this part applicable to the establishment, modification, or disestablishment of a property and business improvement district apply to the establishment, modification, or disestablishment of benefit zones or categories of business. The city council shall, to establish, modify, or disestablish a benefit zone or category of business, follow the procedure to establish, modify, or disestablish a property and business improvement district.

36630. Expiration of district; Creation of new district

If a property and business improvement district expires due to the time limit set pursuant to subdivision (h) of Section 36622, a new management district plan may be created and the district may be renewed pursuant to this part.

CHAPTER 3. Assessments

36631. Time and manner of collection of assessments; Delinquent payments

The collection of the assessments levied pursuant to this part shall be made at the time and in the manner set forth by the city council in the resolution levying the assessment. Assessments levied on real property may be collected at the same time and in the same manner as for the ad valorem property tax, and may provide for the same lien priority and penalties for delinquent payment. All delinquent payments for assessments levied pursuant to this part may be charged interest and penalties.

36632. Assessments to be based on estimated benefit; Classification of real property and businesses; Exclusion of residential and agricultural property

(a) The assessments levied on real property pursuant to this part shall be levied on the basis of the estimated benefit to the real property within the property and business improvement district. The city council may classify properties for purposes of determining the benefit to property of the improvements and activities provided pursuant to this part.

(b) Assessments levied on businesses pursuant to this part shall be levied on the basis of the estimated benefit to the businesses within the property and business improvement district. The city council may classify businesses for purposes of determining the benefit to the businesses of the improvements and activities provided pursuant to this part.

(c) Properties zoned solely for residential use, or that are zoned for agricultural use, are conclusively presumed not to benefit from the improvements and service funded through these assessments, and shall not be subject to any assessment pursuant to this part.

36633. Time for contesting validity of assessment

The validity of an assessment levied under this part shall not be contested in an action or proceeding unless the action or proceeding is commenced within 30 days after the resolution levying the assessment is adopted pursuant to Section 36626. An appeal from a final judgment in an action or proceeding shall be perfected within 30 days after the entry of judgment.

36634. Service contracts authorized to establish levels of city services

The city council may execute baseline service contracts that would establish levels of city services that would continue after a property and business improvement district has been formed.

36635. Request to modify management district plan

The owners' association may, at any time, request that the city council modify the management district plan. Any modification of the management district plan shall be made pursuant to this chapter.

36636. Modification of plan by resolution after public hearing; Adoption of resolution of intention

(a) Upon the written request of the owners' association, the city council may modify the management district plan after conducting one public hearing on the proposed modifications. The city council may modify the improvements and activities to be funded with the revenue derived from the levy of the assessments by adopting a resolution determining to make the modifications after holding a public hearing on the proposed modifications. If the modification includes the levy of a new or increased assessment, the city council shall comply with Section 36623. Notice of all other public hearings pursuant to this section shall comply with both of the following:

- (1) The resolution of intention shall be published in a newspaper of general circulation in the city once at least seven days before the public hearing.
- (2) A complete copy of the resolution of intention shall be mailed by first class mail, at least 10 days before the public hearing, to each business owner or property owner affected by the proposed modification.
- (b) The city council shall adopt a resolution of intention which states the proposed modification prior to the public hearing required by this section. The public hearing shall be held not more than 90 days after the adoption of the resolution of intention.

36637. Reflection of modification in notices recorded and maps

Any subsequent modification of the resolution shall be reflected in subsequent notices and maps recorded pursuant to Division 4.5 (commencing with Section 3100), in a manner consistent with the provisions of Section 36627.

CHAPTER 3.5. Financing**36640. Bonds authorized; Procedure; Restriction on reduction or termination of assessments**

(a) The city council may, by resolution, determine and declare that bonds shall be issued to finance the estimated cost of some or all of the proposed improvements described in the resolution of formation adopted pursuant to Section 36625, if the resolution of formation adopted pursuant to that section provides for the issuance of bonds, under the Improvement Bond Act of 1915 (Division 10 (commencing with Section 8500)) or in conjunction with Marks-Roos Local Bond Pooling Act of 1985 (Article 4 (commencing with Section 6584) of Chapter 5 of Division 7 of Title 1 of the Government Code). Either act, as the case may be, shall govern the proceedings relating to the issuance of bonds, although proceedings under the Bond Act of 1915 may be modified by the city council as necessary to accommodate assessments levied upon business pursuant to this part.

(b) The resolution adopted pursuant to subdivision (a) shall generally describe the proposed improvements specified in the resolution of formation adopted pursuant to Section 36625, set forth the estimated cost of those improvements, specify the number of annual installments and the fiscal years during which they are to

be collected. The amount of debt service to retire the bonds shall not exceed the amount of revenue estimated to be raised from assessments over 30 years.

(c) Notwithstanding any other provision of this part, assessments levied to pay the principal and interest on any bond issued pursuant to this section shall not be reduced or terminated if doing so would interfere with the timely retirement of the debt.

CHAPTER 4. Governance

36650. Report by owners' association; Approval or modification by city council

(a) The owners' association shall cause to be prepared a report for each fiscal year, except the first year, for which assessments are to be levied and collected to pay the costs of the improvements, maintenance, and activities described in the report. The owners' association's first report shall be due after the first year of operation of the district. The report may propose changes, including, but not limited to, the boundaries of the property and business improvement district or any benefit zones within the district, the basis and method of levying the assessments, and any changes in the classification of property, including any categories of business, if a classification is used.

(b) The report shall be filed with the clerk and shall refer to the property and business improvement district by name, specify the fiscal year to which the report applies, and, with respect to that fiscal year, shall contain all of the following information:

- (1) Any proposed changes in the boundaries of the property and business improvement district or in any benefit zones or classification of property or businesses within the district.
- (2) The improvements, maintenance, and activities to be provided for that fiscal year.
- (3) An estimate of the cost of providing the improvements, maintenance, and activities for that fiscal year.
- (4) The method and basis of levying the assessment in sufficient detail to allow each real property or business owner, as appropriate, to estimate the amount of the assessment to be levied against his or her property or business for that fiscal year.
- (5) The estimated amount of any surplus or deficit revenues to be carried over from a previous fiscal year.
- (6) The estimated amount of any contributions to be made from sources other than assessments levied pursuant to this part.

(c) The city council may approve the report as filed by the owners' association or may modify any particular contained in the report and approve it as modified. Any modification shall be made pursuant to Sections 36635 and 36636.

The city council shall not approve a change in the basis and method of levying assessments that would impair an authorized or executed contract to be paid from the revenues derived from the levy of assessments, including any commitment to pay principal and interest on any bonds issued on behalf of the district.

36651. Designation of owners' association to provide improvements, maintenance, and activities

The management district plan may, but is not required to, state that an owners' association will provide the improvements, maintenance, and activities described in the management district plan. If the management district plan designates an owners' association, the city shall contract with the designated nonprofit corporation to provide services.

CHAPTER 5. Renewal

36660. Renewal of district; Transfer or refund of remaining revenues; District term limit

(a) Any district previously established whose term has expired, or will expire, may be renewed by following the procedures for establishment as provided in this chapter.

(b) Upon renewal, any remaining revenues derived from the levy of assessments, or any revenues derived from the sale of assets acquired with the revenues, shall be transferred to the renewed district. If the renewed district includes additional parcels or businesses not included in the prior district, the remaining revenues shall be spent to benefit only the parcels or businesses in the prior district. If the renewed district does not include parcels or businesses included in the prior district, the remaining revenues attributable to these parcels shall be refunded to the owners of these parcels or businesses.

(c) Upon renewal, a district shall have a term not to exceed 10 years, or, if the district is authorized to issue bonds, until the maximum maturity of those bonds. There is no requirement that the boundaries, assessments, improvements, or activities of a renewed district be the same as the original or prior district.

CHAPTER 6. Disestablishment

36670. Circumstances permitting disestablishment of district; Procedure

(a) Any district established or extended pursuant to the provisions of this part, where there is no indebtedness, outstanding and unpaid, incurred to accomplish any of the purposes of the district, may be disestablished by resolution by the city council in either of the following circumstances:

(1) If the city council finds there has been misappropriation of funds, malfeasance, or a violation of law in connection with the management of the district, it shall notice a hearing on disestablishment.

(2) During the operation of the district, there shall be a 30-day period each year in which assesses may request disestablishment of the district. The first such period shall begin one year after the date of establishment of the district and shall continue for 30 days. The next such 30-day period shall begin two years after the date of the establishment of the district. Each successive year of operation of the district shall have such a 30-day period. Upon the written petition of the owners or authorized representatives of real property or the owners or authorized representatives of businesses in the district who pay 50 percent or more of the assessments levied, the city council shall pass a resolution of intention to disestablish the district. The city council shall notice a hearing on disestablishment.

(b) The city council shall adopt a resolution of intention to disestablish the district prior to the public hearing required by this section. The resolution shall state the reason for the disestablishment, shall state the time and place of the public hearing, and shall contain a proposal to dispose of any assets acquired with the revenues of the assessments levied within the property and business improvement district. The notice of the hearing on disestablishment required by this section shall be given by mail to the property owner of each parcel or to the owner of each business subject to assessment in the district, as appropriate. The city shall conduct the public hearing not less than 30 days after mailing the notice to the property or business owners. The public hearing shall be held not more than 60 days after the adoption of the resolution of intention.

36671. Refund of remaining revenues upon disestablishment or expiration without renewal of district; Calculation of refund; Use of outstanding revenue collected after disestablishment of district

(a) Upon the disestablishment or expiration without renewal of a district, any remaining revenues, after all outstanding debts are paid, derived from the levy of assessments, or derived from the sale of assets acquired with the revenues, or from bond reserve or construction funds, shall be refunded to the owners of the property or businesses then located and operating within the district in which assessments were levied by applying the same method and basis that was used to calculate the assessments levied in the fiscal year in which the district is disestablished or expires. All outstanding assessment revenue collected after disestablishment shall be spent on improvements and activities specified in the management district plan.

(b) If the disestablishment occurs before an assessment is levied for the fiscal year, the method and basis that was used to calculate the assessments levied in the immediate prior fiscal year shall be used to calculate the amount of any refund.

APPENDIX 2 – ASSESSED BUSINESSES

Business Name	Address	
Best Western Plus Rancho Cordova Inn	10713 White Rock Rd	Rancho Cordova
Comfort Inn & Suites near Folsom Lake	12249 Folsom Blvd	Rancho Cordova
Courtyard Sacramento Rancho Cordova	10683 White Rock Rd	Rancho Cordova
Days Inn & Suites Rancho Cordova	3240 Mather Field Rd	Rancho Cordova
Doubletree Suites by Hilton-Rancho Cordova	11260 Point East Dr	Rancho Cordova
Extended Stay America	10721 White Rock Rd	Rancho Cordova
Fairfield Inn & Suites Rancho Cordova	10745 Gold Center Dr	Rancho Cordova
Hampton Inn Sacramento Rancho Cordova	10755 Gold Center Dr	Rancho Cordova
Holiday Inn Sacramento Rancho Cordova	11269 Point East Dr	Rancho Cordova
HomeTowne Studios by Red Roof	11299 Point East Dr	Rancho Cordova
Homewood Suites by Hilton Rancho Cordova Sacramento	10700 White Rock Rd	Rancho Cordova
Hyatt Place Sacramento Rancho Cordova	10744 Gold Center Dr	Rancho Cordova
La Quinta Inn & Suites -Rancho Cordova	11131 Folsom Blvd	Rancho Cordova
Motel 6 Rancho Cordova	10694 Olson Dr	Rancho Cordova
California Inn Rancho Cordova	10800 Olson Dr	Rancho Cordova
Residence Inn Sacramento Rancho Cordova	2779 Prospect Park Dr	Rancho Cordova
Sacramento Marriott Rancho Cordova	11211 Point East Dr	Rancho Cordova



Photo Credit: City of Rancho Cordova

RANCHO CORDOVA TOURISM BUSINESS IMPROVEMENT DISTRICT MANAGEMENT DISTRICT PLAN

Contents

I.	OVERVIEW	3
II.	BACKGROUND.....	5
III.	RANCHO CORDOVA TRAVEL & TOURISM CORPORATION ACCOMPLISHMENTS	6
IV.	BOUNDARY.....	9
V.	BUDGET AND SERVICES	10
A.	Annual Service Plan	10
B.	Annual Budget	13
C.	California Constitutional Compliance	14
D.	Assessment.....	16
E.	Penalties and Interest	16
F.	Time and Manner for Collecting Assessments.....	17
VI.	GOVERNANCE.....	18
A.	Owners' Association	18
B.	Brown Act and California Public Records Act Compliance.....	18
C.	Annual Report.....	18
	APPENDIX 1 – LAW.....	19
	APPENDIX 2 – ASSESSED BUSINESSES	30

Prepared by
Civitas



(800)999-7781

www.civitasadvisors.com



I. OVERVIEW

Developed by Rancho Cordova Travel & Tourism Corporation (RCTTC) and Rancho Cordova hoteliers, the Rancho Cordova Tourism Business Improvement District (RCTBID) is an assessment district proposed to provide specific benefits to payors, by funding marketing and sales promotion efforts for assessed businesses. This approach has been used successfully in other destination areas throughout the country to provide the benefit of additional room night sales directly to payors.

Location: RCTBID includes all lodging businesses with two (2) rooms or more located within the boundaries of the City of Rancho Cordova as shown on the map in Section III.

Services: RCTBID is designed to provide specific benefits directly to payors by increasing awareness and demand for room night sales. Marketing and sales promotions, destination development, and destination recovery and crisis response programs will increase demand for overnight tourism and market payors as tourist, meeting and event destinations, thereby increasing demand for room night sales.

Budget: The total RCTBID annual budget for the initial year of its ten (10) year operation is anticipated to be approximately \$2,464,000. This amount may fluctuate as room sales do.

Cost: The annual assessment rate is four and one half of one percent (4.5%) of gross room rental revenue. At the City of Rancho Cordova City Council's discretion, assessments collected may be used to repay a capital infrastructure bond if the City Council chooses to issue bonds. Until and unless bonds are issued, any funds collected by the RCTBID will be used towards the services outlined in this Plan. The assessment of four and one half of one percent (4.5%) of gross room rental revenue as levied pursuant to this Plan will also not be collected on stays pursuant to contracts executed prior to July 1, 2021. Stays pursuant to contracts executed between September 1, 2013 and June 30, 2021 shall instead be subject to assessment at the rate of \$1.50 per paid occupied room per night. During the ten (10) year term, the assessment rate may be increased annually by the RCTBID Owners' Association by a maximum of one percent (1%) of gross room rental revenue per year, as described in Section IV. The total assessment rate may not exceed ten percent (10%).

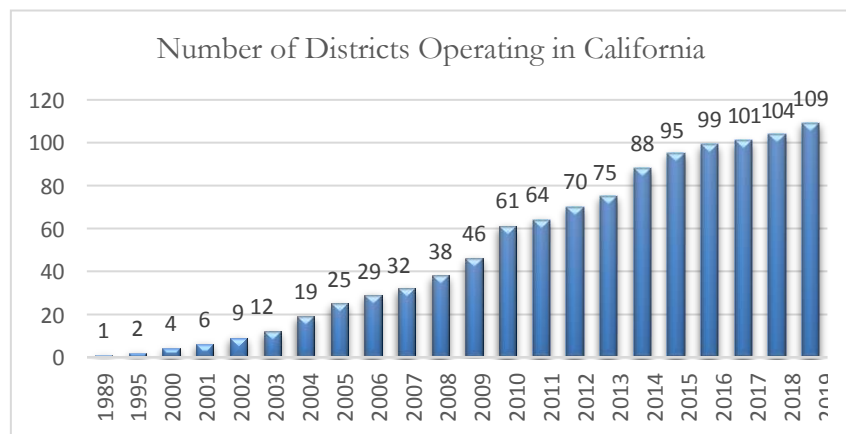
Collection: The City of Rancho Cordova (City) will be responsible for collecting the assessment on a monthly basis (including any delinquencies, penalties and interest) from each lodging business in their respective jurisdictions located in the boundaries of the RCTBID. The City shall take all reasonable efforts to collect the assessments from each lodging business.

Duration: RCTBID will have a ten (10) year life, beginning July 1, 2021 through June 30, 2031. Once per year, beginning on the anniversary of RCTBID renewal, there is a thirty (30) day period in which owners paying fifty percent (50%) or more of the assessment may protest and initiate a City Council hearing on RCTBID termination.

Management: Rancho Cordova Travel and Tourism Corporation (RCTTC) will continue to serve as the RCTBID Owners' Association. The Owners' Association is charged with managing funds and implementing programs in accordance with this Plan, and must provide annual reports to the City Council.

II. BACKGROUND

TBIDs are an evolution of the traditional Business Improvement District. The first TBID was formed in West Hollywood, California in 1989. Since then, over 100 California destinations have followed suit. In recent years, other states have begun adopting the California model – Montana, South Dakota, Washington, Colorado, Texas and Louisiana have adopted TBID laws. Several other states are in the process of adopting their own legislation. The cities of Wichita, Kansas and Newark, New Jersey used an existing business improvement district law to form a TBID. And, some cities, like Portland, Oregon and Memphis, Tennessee have utilized their home rule powers to create TBIDs without a state law.



California's TBIDs collectively raise over \$275 million annually for local destination marketing. With competitors raising their budgets, and increasing rivalry for visitor dollars, it is important that Rancho Cordova lodging businesses continue to invest in stable, lodging-specific marketing programs.

TBIDs utilize the efficiencies of private sector operation in the market-based promotion of tourism districts. TBIDs allow lodging business owners to organize their efforts to increase demand for room night sales. Lodging business owners within the TBID pay an assessment and those funds are used to provide services that increase demand for room night sales.

In California, most TBIDs are formed pursuant to the Property and Business Improvement District Law of 1994. This law allows for the creation of a benefit assessment district to raise funds within a specific geographic area. *The key difference between TBIDs and other benefit assessment districts is that funds raised are returned to the private non-profit corporation governing the district.*

There are many benefits to TBIDs:

- Funds must be spent on services and improvements that provide a specific benefit only to those who pay;
- Funds cannot be diverted to general government programs;
- They are customized to fit the needs of payors in each destination;
- They allow for a wide range of services;
- They are **designed, created and governed by those who will pay** the assessment; and
- They provide a stable, long-term funding source for tourism promotion.

III. RANCHO CORDOVA TRAVEL & TOURISM CORPORATION ACCOMPLISHMENTS

Established in 2010, but formally organized in 2011, the Rancho Cordova Tourism Business Improvement District (RCTBID) set out to increase the number of district visitors, improve the brand of the destination and increase market share for the hotels in Rancho Cordova. Through robust marketing, brand positioning and consistent relationship management, the Visit Rancho Cordova brand, managed by Rancho Cordova Travel & Tourism Corporation (RCTTC) has accomplished these goals and continues to serve as an asset to the Rancho Cordova community. Since the formation of RCTBID in 2011 through year-end 2019, Occupancy rate increased 49.2%, Average Daily Rate (ADR) increased by 44.1%, and RevPAR increased by 77.6%. Over this same timeframe, nationally the Occupancy rate increased 15.1%. (Source: Statista).

Mission:

To enhance the Rancho Cordova community through the economic and social contributions of travelers to the region. To achieve this, RCTTC markets domestically and internationally and ensures the guest's experience in Northern California is world class.

Vision:

To welcome the world to Rancho Cordova, California.

Values:

Kaizen, Respect, Integrity, Alignment, Innovation

Brand Promise:

When you visit Rancho Cordova, you see the promise of America.

Visitor Promise:

No matter where you're from, you will always be welcome.

Events Sponsored by RCTTC through sponsorship, grant or marketing programs

Events were entirely or in-part contingent on sponsorship bid from RCTTC

- Two-time Host City U.S. Rowing Youth Nationals
- US Rowing Southwest Juniors Championship
- Pac-12 Rowing Championship
- NCAA Rowing Championships
- Amgen Tour of California 2019
- Technique Gymnastics tournaments including the U12 Statewide Championships, Flower Power Invitational, etc.
- Little League Best of the West Tournament
- KOT Rugby Tournament
- Rio Strada Golden State Race Series
- Hangtown Motocross
- California Capital Airshow

Digital Impact

- Average of 50 million impressions per year 2018 and 2019 from digital advertising
- 31k followers across owned social channels with 3.1 million impressions, 43.6k engagements and 10.5k clicks from channels in 2019, alone
- 3,100 e-distribution list with an average open rate of 37.7% (2020) despite national averages being between 15%-20%

**RCTBID Management District Plan
September 7, 2021**



- Expert digital marketing partnerships earning over 268k website visits since March of 2018
- Leisure media marketing earning more than \$122,129 in attributed revenue from 479 bookings for 2019, alone
- Website marketing earning more than \$55,523 in attributed revenue from 138 bookings in 2019, alone

Media Familiarization Tours

- Visit California Gold Rush Rally
 - Multi-day, multi-destination FAM in partnership with Visit California
- Visit California Canada Media FAM
 - In partnership with Visit California
- Amgen 2019 FAM
 - In partnership with the AMGEN Tour of California and Visit California

Community Impact

- Multiyear Sacramento Children's Museum Exhibit Sponsor
- Leadership Rancho Cordova
 - In addition to sponsoring Leadership attendees, RCTTC has sponsored Leadership led community projects such as the Hagan Park Dog Park and custom bike racks
 - RCTTC presents Tourism module for each annual Leadership class
- CH&LA PPE - \$200,000 + value
 - Through the Rancho Cordova Travel & Tourism group membership with California Hotel & Lodging Association (CH&LA), the organization was able to distribute \$200k+ in PPE (personal protection equipment) to Rancho Cordova hotels in 2020.
- Established RCPD Hotel Watch Program
- RCTTC fought to remove tax on assessment for district hotels in 2019
- RCTTC represents the interest of Rancho Cordova hotels at the Sacramento County DA/RCPD Crime Reduction Meetings
- 2020 Restaurant business campaigns and engagements in response to the COVID-19 pandemic
- Welcome/Hygiene bags for wildfire evacuees displaced in Rancho Cordova hotels

Trade Shows and Events

- San Diego Travel Show (2018)
- Bay Area Travel Show (2018-2019)
- Visit California Canada Media Mission (2018/2019)
- Cordova Community Council Christmas Tree Lighting (2014-2019)
 - Magic Maker Sponsorship
- IFest (2019)
- Kids Day in the Park (2019)
- Cordova Golf Tournament (2019)
- Rancho Cordova Chamber Golf Scramble (2017-2019)
- LGBTQ Pride Festival (2019)
- CalSAE Seasonal Spectacular (2017-2019)
- Ride the Parkway (2019)
- Run the Parkway (2019)
- Sacramento State Homecoming (2019)
- Business Expo with Rancho Cordova Chamber of Commerce (2015-2019)

Organization Awards

- HSMAI International Marketing Campaign Award – Silver (2020)

RCTTC staff represents the organization on the following Boards, Committees and Associations:

- California Capital Airshow
 - Board Member (2015- present)
- Rancho Cordova Chamber of Commerce
 - Board Member (2015- present)
 - Government Affairs Committee (2019-present)
- California Travel Association
 - Board Member (2019-present)
 - Advocacy Committee
 - COVID Task Force Committee
- Meeting Professionals International (MPI)
 - MPI Global Young Professionals Advisory Council (2019-2020)
 - MPI Sacramento Sierra Nevada Chapter Recruitment Committee (2018-2020)
 - Chair 2020
- Cal SAE
- Gold Country Visitors Association
- Destinations International
- Highway 50 Bike Share Task Force (2018)

Industry recognition

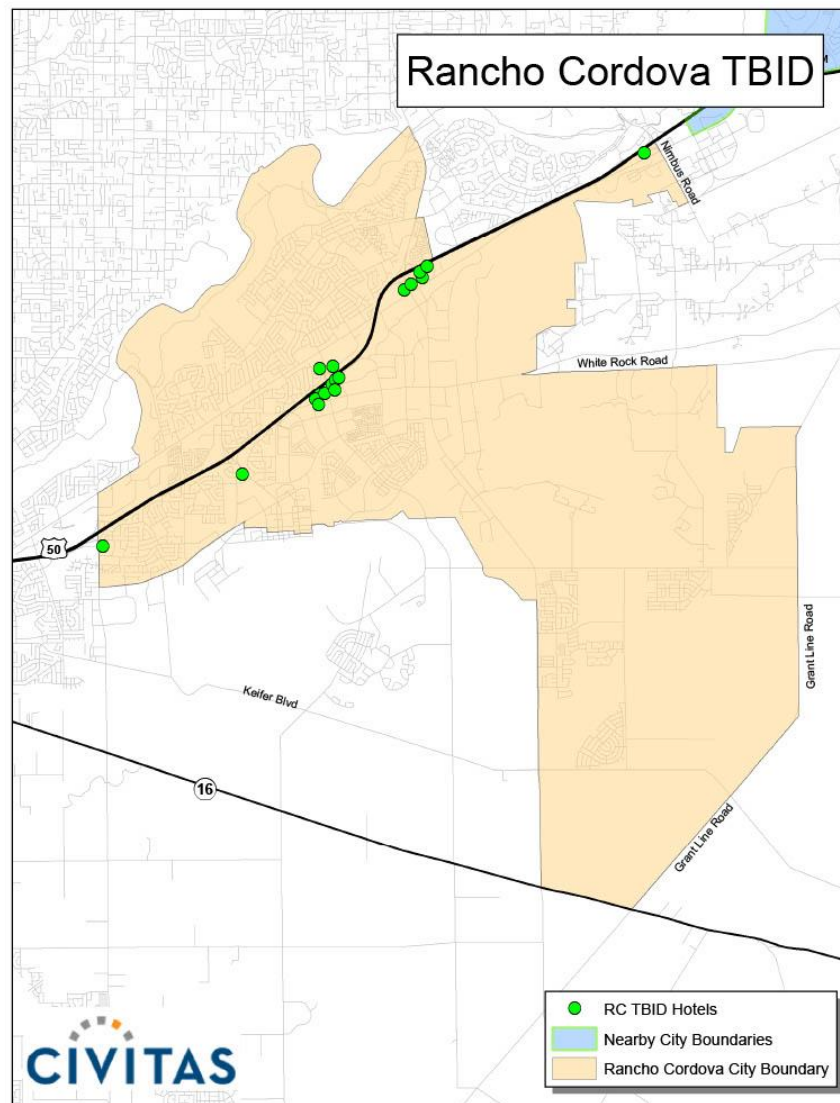
- Executive Director, Marc Sapoznik awarded CDME (Certified Destination Management Executive) 2020
- Marketing Manager, Leena Riggs awarded Cal Travel Association's "30 under 30" 2019

IV. BOUNDARY

The RCTBID will include all lodging businesses existing and in the future with two (2) rooms or more, available for public occupancy within the boundaries of the City of Rancho Cordova.

Lodging business means: any structure, or any portion of any structure, which is occupied or intended or designed for occupancy by transients for dwelling, lodging or sleeping purposes, and includes any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, lodging house, rooming house, apartment house, dormitory, public or private club, mobile home or house trailer at a fixed location, or other similar structure or portion thereof.

The boundary, as shown in the map below, currently includes seventeen (17) lodging businesses. A complete listing of lodging businesses within the RCTBID can be found in Appendix 2.

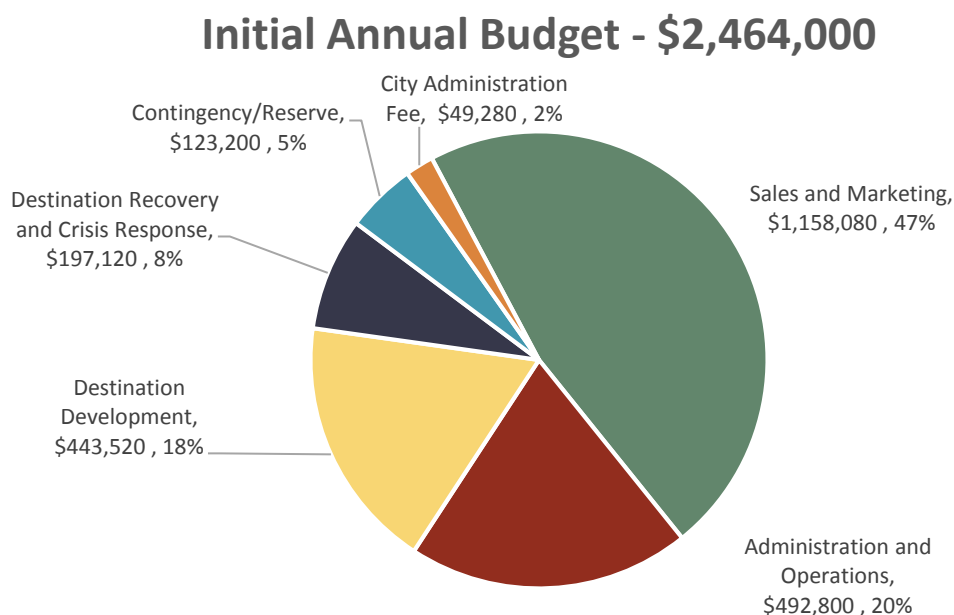


V. BUDGET AND SERVICES

A. Annual Service Plan

Assessment funds will be spent to provide specific benefits conferred or privileges granted directly to assessed businesses, that are not provided to those not charged, and which do not exceed the reasonable cost to the City of conferring the benefits or granting the privileges. The privileges and services provided with the RCTBID funds are sales and marketing promotions, destination development, and destination recovery & crisis response programs available only to assessed businesses.

A service plan budget has been developed to deliver services that benefit the assessed businesses. A detailed annual budget will be developed and approved by RCTTC. The table below illustrates the initial annual budget allocations. The total initial budget is \$2,464,000.



Although actual revenues will fluctuate due to market conditions, the proportional allocations of the budget shall remain the same. However, the City and the RCTTC board shall have the authority to adjust budget allocations between the categories by no more than fifteen percent (15%) of the total budget per year. A description of the proposed improvements and activities for the initial year of operation is below. The same activities are proposed for subsequent years. In the event of a legal challenge against the RCTBID, any and all assessment funds may be used for the costs of defending the RCTBID.

Each budget category includes all costs related to providing that service. For example, the sales and marketing budget includes the cost of staff time dedicated to overseeing and implementing the sales and marketing program. Staff time dedicated purely to administrative tasks is allocated to the administrative portion of the budget. The costs of an individual staff member may be allocated to multiple budget categories. The staffing levels necessary to provide the services below will be determined by the RCTTC on an as-needed basis.

Sales and Marketing

A sales and marketing program will promote assessed businesses as tourist, meeting, and event destinations. The sales and marketing program will have a central theme of promoting Rancho Cordova as a desirable place for overnight visits. The program will have the goal of increasing demand for overnight visitation and room night sales at assessed businesses, and may include the following activities:

- Internet marketing efforts to increase awareness and optimize internet presence to drive demand for overnight visitation and room sales to assessed businesses;
- Print ads in magazines and newspapers, television ads, and radio ads targeted at potential visitors to drive demand for overnight visitation and room sales to assessed businesses;
- Attendance of trade shows to promote assessed businesses;
- Sales blitzes for assessed businesses;
- Familiarization tours of assessed businesses;
- Preparation and production of collateral promotional materials such as brochures, flyers and maps featuring assessed businesses;
- Attendance of professional industry conferences and affiliation events to promote assessed businesses;
- Lead generation activities designed to attract tourists and group events to assessed businesses;
- Director of Sales and General Manager meetings to plan and coordinate tourism promotion efforts for assessed businesses; and
- Development and maintenance of a website designed to promote assessed businesses.

Destination Development

Destination Development (DD) will be eighteen percent (18%) of the annual budget. As the total number of rooms sold and room prices increases over time, the amount of available funds for projects are anticipated to increase. Working collaboratively with the City Manager, the RCTC will develop specific DD funding criteria. The City and the RCTC shall have equal input to make recommendations to the RCTC Board for final project approval. The award of any public works project contract DD must be done in accordance with City Charter and Municipal Code requirements. Policies and procedures acceptable to both the RCTC and the City will be developed. These DD projects may include:

- Comprehensive and integrated wayfinding signage system including signage to parking decks and lots;
- Rubber tire trolley transportation program connecting hotels with downtown and other attractions, to increase room night sales;
- Art and cultural projects, to attract overnight visitors;
- Gateway enhancements, to attract overnight visitors;
- Enhancements to environmental experiences which attract overnight visitors, and shall expose visitors to the value of the vital ecosystems;
- Improvements to existing parks and sports facilities utilized by overnight visitors;
- Safe and fun entertainment complex for young teens and adults utilized by overnight visitors;
- Live music venue which attracts overnight visitors;
- Infrastructure improvements that enhance Destination competitive position to attract desirable special events year around and attract overnight visitors; and

- Improvements to the City's downtown parking deck that make the overnight visitor experience more desirable.

Destination Recovery and Crisis Response

A destination recovery and crisis response program is designed to respond to present and future challenges posed by the COVID-19 pandemic. Development and implementation of a recovery plan and crisis response program for Rancho Cordova will outline phases to market the destination to increase demand for overnight visitation and room sales to assessed businesses, with an emphasis on cleanliness measures and safety precautions in the era of COVID-19. These phases could include targeting local marketing, followed by drive markets, short-fly markets, long-fly markets, and eventually key international markets. These programs may include, but are not limited to:

- Develop messaging for recovery efforts to ensure that Rancho Cordova is top-of-mind when travel restrictions ease to increase demand for overnight visitation to assessed businesses;
- Development and implementation of a recovery plan for Rancho Cordova that will outline phases to market the destination to increase demand for overnight visitation and room sales to assessed businesses; phases could include targeting local marketing, followed by drive markets, short-fly markets, long-fly markets, and eventually key international markets;
- Utilize research to determine recovery factors that dictate consumer sentiment towards travel to assessed businesses;
- Development and implementation of a 'clean and safe' campaign to attract overnight visitation to assessed businesses; and
- Appointment of a cleanliness manager who is responsible for developing a cleanliness plan, implementing the plan, and training lodging business employees in an effort to improve the visitor experience and increase demand for overnight visitation to assessed businesses.

Administration and Operations

The administration and operations portion of the budget shall be utilized for administrative staffing costs, office costs, advocacy, and other general administrative costs such as insurance, legal, and accounting fees.

City Administration Fee

The City of Rancho Cordova shall be paid a fee equal to two percent (2%) of the amount of assessment collected, to cover its costs of collection and administration.

Contingency/Reserve

The budget includes a contingency line item to account for uncollected assessments, if any. If there are contingency funds collected, they may be held in a reserve fund or utilized for other program, administration or renewal costs at the discretion of the RCTTC Board. Policies relating to contributions to the reserve fund, the target amount of the reserve fund, and expenditure of monies from the reserve fund shall be set by the RCTTC Board. Contingency/reserve funds may be spent on District programs or administrative and renewal costs in such proportions as determined by the RCTTC Board. The reserve fund may be used for the costs of renewing the RCTBID.

B. Annual Budget

The total ten (10) year improvement and service plan budget is projected at approximately \$2,464,000 annually, and for a total amount of \$64,760,489 through 2031 if the maximum assessment rate increases are adopted. This budget is expected to fluctuate as room sales change and if the assessment rate is increased. If the maximum annual assessment increases are adopted by the Owners' Association upon approval from City Council, the annual budget will increase as illustrated in the table below. The initial annual assessment rate is four and one half of one percent (4.5%) of gross room rental revenue. The Owners' Association may increase the assessment rate by a maximum of one percent (1%) per year to a maximum rate of ten percent (10%).

The assessment rate might not increase starting in 2022, the increases may be implemented in later years at the discretion of the Owners' Association. The table below demonstrates the maximum with the assumption that the rates will be increased in annually from 2022 through 2027 as it is a required disclosure, it is not the anticipated course of action. Alternate courses of action may be taken in regards to implementing the assessment rate increase other than what is demonstrated in the chart below, within the parameters of this Management District Plan. For example, increases may be implemented in years 2028-2031, with the stipulation that each annual increase is no more than one percent (1%) and that the total assessment rate may not exceed ten percent (10%). Additionally, a three percent (3%) annual increase in the total budget is shown, to account for estimated increased room night sales as a result of RCTBID efforts. This three percent (3%) annual increase is a conservative estimate based on the effects of similarly sized TBID budgets.

**Estimated Annual Budget If Maximum Assessment Rates Are Adopted
2021-2031**

Year	Sales & Marketing	Administration	Destination Development	Destination Recovery	Contingency/ Reserve	City Fee	Total
2021-22	\$1,158,080	\$492,800	\$443,520	\$197,120	\$123,200	\$49,280	\$2,464,000
2022-23	\$1,457,868	\$620,369	\$558,332	\$248,148	\$155,092	\$62,037	\$3,101,846
2023-24	\$1,774,595	\$755,147	\$679,632	\$302,059	\$188,787	\$75,515	\$3,775,734
2024-25	\$2,109,136	\$897,505	\$807,754	\$359,002	\$224,376	\$89,750	\$4,487,524
2025-26	\$2,461,993	\$1,047,657	\$942,891	\$419,063	\$261,914	\$104,766	\$5,238,283
2026-27	\$2,834,322	\$1,206,095	\$1,085,485	\$482,438	\$301,524	\$120,609	\$6,030,473
2027-28	\$4,455,807	\$1,896,088	\$1,706,479	\$758,435	\$474,022	\$189,609	\$9,480,441
2028-29	\$4,589,481	\$1,952,971	\$1,757,674	\$781,188	\$488,243	\$195,297	\$9,764,854
2029-30	\$4,727,166	\$2,011,560	\$1,810,404	\$804,624	\$502,890	\$201,156	\$10,057,800
2030-31	\$4,868,981	\$2,071,907	\$1,864,716	\$828,763	\$517,977	\$207,191	\$10,359,534
Total	\$30,437,430	\$12,952,098	\$11,656,888	\$5,180,839	\$3,238,024	\$1,295,210	\$64,760,489

The table below demonstrates the annual improvement and service plan budget with the assumption that the rates will not be increased during the district's ten (10) year term. Additionally, a three percent (3%) annual increase in the total budget is shown, to account for estimated increased room night sales as a result of RCTBID efforts.

**Estimated Annual Budget If Maximum Assessment Rates Are Not Adopted
2021-2031**

Year	Sales & Marketing	Administration	Destination Development	Destination Recovery	Contingency /Reserve	City Fee	Total
2021-22	\$1,158,080	\$492,800	\$443,520	\$197,120	\$123,200	\$49,280	\$2,464,000
2022-23	\$1,192,822	\$507,584	\$456,826	\$203,034	\$126,896	\$50,758	\$2,537,920
2023-24	\$1,228,607	\$522,812	\$470,530	\$209,125	\$130,703	\$52,281	\$2,614,058
2024-25	\$1,265,465	\$538,496	\$484,646	\$215,398	\$134,624	\$53,850	\$2,692,479
2025-26	\$1,303,429	\$554,651	\$499,186	\$221,860	\$138,663	\$55,465	\$2,773,254
2026-27	\$1,342,532	\$571,290	\$514,161	\$228,516	\$142,823	\$57,129	\$2,856,451
2027-28	\$1,382,808	\$588,429	\$529,586	\$235,372	\$147,107	\$58,843	\$2,942,145
2028-29	\$1,424,292	\$606,082	\$545,474	\$242,433	\$151,520	\$60,608	\$3,030,409
2029-30	\$1,467,021	\$624,264	\$561,838	\$249,706	\$156,066	\$62,426	\$3,121,321
2030-31	\$1,511,032	\$642,992	\$578,693	\$257,197	\$160,748	\$64,299	\$3,214,961
Total	\$13,276,089	\$5,649,400	\$5,084,460	\$2,259,760	\$1,412,350	\$564,940	\$28,246,999

C. California Constitutional Compliance

The RCTBID assessment is not a property-based assessment subject to the requirements of Proposition 218. Courts have found Proposition 218 limited the term 'assessments' to levies on real property.¹ Rather, the RCTBID assessment is a business-based assessment, and is subject to Proposition 26. Pursuant to Proposition 26 all levies are a tax unless they fit one of seven exceptions. Two of these exceptions apply to the RCTBID, a "specific benefit" and a "specific government service." Both require that the costs of benefits or services do not exceed the reasonable costs to the City of conferring the benefits or providing the services.

1. Specific Benefit

Proposition 26 requires that assessment funds be expended on, "a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege."² The services in this Plan are designed to provide targeted benefits directly to assessed businesses, and are intended only to provide benefits and services directly to those businesses paying the assessment. These services are tailored not to serve the general public, businesses in general, or parcels of land, but rather to serve the specific businesses within the RCTBID. The activities described in this Plan are specifically targeted to increase demand for room night sales for assessed lodging businesses within the boundaries of the RCTBID, and are narrowly tailored. RCTBID funds will be used exclusively to provide the specific benefit of increased demand for room night sales directly to the assessees. Assessment funds shall not be used to feature non-assessed lodging businesses in RCTBID programs, or to directly generate sales for non-assessed businesses. The activities paid for from assessment revenues are business services constituting and providing specific benefits to the assessed businesses.

¹ *Jarvis v. the City of San Diego* 72 Cal App. 4th 230

² Cal. Const. art XIII C § 1(e)(1)

The assessment imposed by this RCTBID is for a specific benefit conferred directly to the payors that is not provided to those not charged. The specific benefit conferred directly to the payors is an increase in demand for room night sales. The specific benefit of an increase in demand for room night sales for assessed lodging businesses will be provided only to lodging businesses paying the district assessment, with marketing and sales programs promoting lodging businesses paying the RCTBID assessment. The marketing and sales programs will be designed to increase room night sales at each assessed lodging businesses. Because they are necessary to provide the marketing and sales promotions, destination development, and destination recovery and crisis response programs that specifically benefit the assessed lodging businesses, the administration and contingency services also provide the specific benefit of increased demand for room night sales to the assessed lodging businesses.

Although the RCTBID, in providing specific benefits to payors, may produce incidental benefits to non-paying businesses, the incidental benefit does not preclude the services from being considered a specific benefit. The legislature has found that, "A specific benefit is not excluded from classification as a 'specific benefit' merely because an indirect benefit to a nonpayer occurs incidentally and without cost to the payor as a consequence of providing the specific benefit to the payor."³

2. Specific Government Service

The assessment may also be utilized to provide, "a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product."⁴ The legislature has recognized that marketing and promotions services like those to be provided by the RCTBID are government services within the meaning of Proposition 26⁵. Further, the legislature has determined that "a specific government service is not excluded from classification as a 'specific government service' merely because an indirect benefit to a nonpayer occurs incidentally and without cost to the payor as a consequence of providing the specific government service to the payor."⁶

3. Reasonable Cost

RCTBID services will be implemented carefully to ensure they do not exceed the reasonable cost of such services. The full amount assessed will be used to provide the services described herein. Funds will be managed by the RCTTC, and reports submitted on an annual basis to the City. Only assessed lodging businesses will be featured in marketing materials, receive sales leads generated from RCTBID-funded activities, be featured in advertising campaigns, and benefit from other RCTBID-funded services. Non-assessed lodging businesses will not receive these, nor any other, RCTBID-funded services and benefits.

The RCTBID-funded programs are all targeted directly at and feature only assessed businesses. It is, however, possible that there will be a spill over benefit to non-assessed

³ Government Code § 53758(a)

⁴ Cal. Const. art XIII C § 1(e)(2)

⁵ Government Code § 53758(b)

⁶ Government Code § 53758(b)

businesses. If non-assessed lodging businesses receive incremental room nights, that portion of the promotion or program generating those room nights shall be paid with non-RCTBID funds. RCTBID funds shall only be spent to benefit the assessed businesses, and shall not be spent on that portion of any program which directly generates incidental room nights for non-assessed businesses.

D. Assessment

The annual assessment rate is four and one half of one percent (4.5%) of gross room rental revenue. At the City Council's discretion, assessments collected may be used to repay a capital infrastructure bond if Council chooses to issue bonds. Until and unless bonds are issued, any funds collected by the RCTBID will be used towards the services outlined in this Plan. The assessment of four and one half of one percent (4.5%) of gross room rental revenue as levied pursuant to this Plan will also not be collected on stays pursuant to contracts executed prior to July 1, 2021. Stays pursuant to contracts executed between September 1, 2013 and June 30, 2021 shall instead be subject to assessment at the rate of \$1.50 per paid occupied room per night. During the ten (10) year term, the assessment rate may be increased annually by the Owners' Association by a maximum of one percent (1%) of gross room rental. The total assessment rate may not exceed ten percent (10%).

The term "gross room rental revenue" as used herein means: the consideration charged, whether or not received, for the occupancy of space in a lodging business valued in money, whether to be received in money, goods, labor or otherwise, including all receipts, cash, credits and property and services of any kind or nature, without any deduction therefrom whatsoever. Gross room rental revenue shall not include any federal, state or local taxes collected, including but not limited to transient occupancy taxes.

The assessment is levied upon and a direct obligation of the assessed lodging business. However, the assessed lodging business may, at its discretion, pass the assessment on to transients. The amount of assessment, if passed on to each transient, shall be disclosed in advance and separately stated from the amount of rent charged and any other applicable taxes, and each transient shall receive a receipt for payment from the business. If the RCTBID assessment is identified separately it shall be disclosed as the "RCTBID Assessment." As an alternative, the disclosure may include the amount of the RCTBID assessment and the amount of the assessment imposed pursuant to the California Tourism Marketing Act, Government Code § 13995 et seq. and shall be disclosed as the "Tourism Assessment." The assessment is imposed solely upon, and is the sole obligation of the assessed lodging business even if it is passed on to transients. The assessment shall not be considered revenue for any purpose, including calculation of transient occupancy taxes.

Bonds may be issued.

E. Penalties and Interest

The RCTBID shall reimburse the City of Rancho Cordova for any costs associated with collecting unpaid assessments. If sums in excess of the delinquent RCTBID assessment are

RCTBID Management District Plan
September 7, 2021



sought to be recovered in the same collection action by the City, the RCTBID shall bear its pro rata share of such collection costs. Assessed lodging businesses which are delinquent in paying the assessment shall be responsible for paying:

1. *Original Delinquency.* When an assessment becomes delinquent, any owner who fails to remit any assessment imposed by this Plan within the time required shall pay a penalty of 10 percent (10%) of the amount of the assessment in addition to the amount of the assessment.
2. *Continued Delinquency.* Any owner who fails to remit any delinquent remittance on or before a period of thirty (30) days following the date on which the remittance first became delinquent shall pay a second delinquency penalty of ten percent (10%) of the amount of the assessment in addition to the amount of the assessment and the ten percent (10%) penalty first imposed.
3. *Fraud.* If the City determines that the nonpayment of any remittance due under this chapter is due to fraud, a penalty of twenty-five percent (25%) of the amount of the assessment shall be added thereto in addition to the penalties stated in subsections (1) and (2) of this section.
4. *Interest.* In addition to the penalties imposed, any owner who fails to remit any assessment imposed by this Plan shall pay interest at the rate of one and one-half percent (1.50%) per month or fraction thereof, compounded, on the amount of the assessment, exclusive of penalties, from the date on which the remittance first became delinquent until paid.
5. *Penalties Merged with Assessment.* Every penalty imposed and such interest as accrues under the provisions of this section shall become a part of the assessment herein required to be paid.

F. Time and Manner for Collecting Assessments

The RCTBID assessment will be implemented beginning July 1, 2021 and will continue for ten (10) years through June 30, 2031. The City will be responsible for collecting the assessment on a monthly basis (including any delinquencies, penalties and interest) from each lodging business. The City shall take all reasonable efforts to collect the assessments from each lodging business. The City shall forward the assessments collected to the Owners' Association.

Concurrent with the remittal of assessment funds to the Owners Association, the City shall also provide monthly reports stating details surrounding businesses that are default on expected payments, as well as the term of their delinquency and any other relevant information for the Owners Association to reasonably determine which assessed businesses are in compliance with the RCTBID assessment.

VI. GOVERNANCE**A. Owners' Association**

The City Council, through adoption of this Management District Plan, has the right, pursuant to Streets and Highways Code §36651, to identify the body that shall implement the proposed program, which shall be the Owners' Association of the RCTBID as defined in Streets and Highways Code §36612. The City Council has determined that Rancho Cordova Travel and Tourism Corporation (RCTTC) will serve as the Owners' Association for the RCTBID.

B. Brown Act and California Public Records Act Compliance

An Owners' Association is a private entity and may not be considered a public entity for any purpose, nor may its board members or staff be considered to be public officials for any purpose. The Owners' Association is, however, subject to government regulations relating to transparency, namely the Ralph M. Brown Act and the California Public Records Act. These regulations are designed to promote public accountability. The Owners' Association acts as a legislative body under the Ralph M. Brown Act (Government Code §54950 et seq.). Thus, meetings of the RCTTC board and certain committees must be held in compliance with the public notice and other requirements of the Brown Act. The Owners' Association is also subject to the record keeping and disclosure requirements of the California Public Records Act. Accordingly, the Owners' Association shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

C. Annual Report

The RCTTC shall present an annual report at the end of each fiscal year of operation to the City Council, and shall file the annual report with the City of Rancho Cordova City Clerk, pursuant to Streets and Highways Code §36650 (see Appendix 1). The annual report shall include:

- Any proposed changes in the boundaries of the improvement district or in any benefit zones or classification of businesses within the district.
- The improvements and activities to be provided for that fiscal year.
- An estimate of the cost of providing the improvements and the activities for that fiscal year.
- The method and basis of levying the assessment in sufficient detail to allow each business owner to estimate the amount of the assessment to be levied against his or her business for that fiscal year.
- The estimated amount of any surplus or deficit revenues to be carried over from a previous fiscal year.
- The estimated amount of any contributions to be made from sources other than assessments levied pursuant to this part.

APPENDIX 1 – LAW

*** THIS DOCUMENT IS CURRENT THROUGH THE 2020 SUPPLEMENT ***
(ALL 2019 LEGISLATION)

STREETS AND HIGHWAYS CODE
DIVISION 18. PARKING
PART 7. PROPERTY AND BUSINESS IMPROVEMENT DISTRICT LAW OF 1994

CHAPTER 1. General Provisions

ARTICLE 1. Declarations

36600. Citation of part

This part shall be known and may be cited as the “Property and Business Improvement District Law of 1994.”

36601. Legislative findings and declarations; Legislative guidance

The Legislature finds and declares all of the following:

- (a) Businesses located and operating within business districts in some of this state’s communities are economically disadvantaged, are underutilized, and are unable to attract customers due to inadequate facilities, services, and activities in the business districts.
- (b) It is in the public interest to promote the economic revitalization and physical maintenance of business districts in order to create jobs, attract new businesses, and prevent the erosion of the business districts.
- (c) It is of particular local benefit to allow business districts to fund business related improvements, maintenance, and activities through the levy of assessments upon the businesses or real property that receive benefits from those improvements.
- (d) Assessments levied for the purpose of conferring special benefit upon the real property or a specific benefit upon the businesses in a business district are not taxes for the general benefit of a city, even if property, businesses, or persons not assessed receive incidental or collateral effects that benefit them.
- (e) Property and business improvement districts formed throughout this state have conferred special benefits upon properties and businesses within their districts and have made those properties and businesses more useful by providing the following benefits:
 - (1) Crime reduction. A study by the Rand Corporation has confirmed a 12-percent reduction in the incidence of robbery and an 8-percent reduction in the total incidence of violent crimes within the 30 districts studied.
 - (2) Job creation.
 - (3) Business attraction.
 - (4) Business retention.
 - (5) Economic growth.
 - (6) New investments.
- (f) With the dissolution of redevelopment agencies throughout the state, property and business improvement districts have become even more important tools with which communities can combat blight, promote economic opportunities, and create a clean and safe environment.
- (g) Since the enactment of this act, the people of California have adopted Proposition 218, which added Article XIII D to the Constitution in order to place certain requirements and restrictions on the formation of, and activities, expenditures, and assessments by property-based districts. Article XIII D of the Constitution provides that property-based districts may only levy assessments for special benefits.
- (h) The act amending this section is intended to provide the Legislature’s guidance with regard to this act, its interaction with the provisions of Article XIII D of the Constitution, and the determination of special benefits in property-based districts.
 - (1) The lack of legislative guidance has resulted in uncertainty and inconsistent application of this act, which discourages the use of assessments to fund needed improvements, maintenance, and activities in property-based districts, contributing to blight and other underutilization of property.
 - (2) Activities undertaken for the purpose of conferring special benefits upon property to be assessed inherently produce incidental or collateral effects that benefit property or persons not assessed. Therefore, for special benefits to exist as a separate and distinct category from general benefits, the

incidental or collateral effects of those special benefits are inherently part of those special benefits. The mere fact that special benefits produce incidental or collateral effects that benefit property or persons not assessed does not convert any portion of those special benefits or their incidental or collateral effects into general benefits.

(3) It is of the utmost importance that property-based districts created under this act have clarity regarding restrictions on assessments they may levy and the proper determination of special benefits. Legislative clarity with regard to this act will provide districts with clear instructions and courts with legislative intent regarding restrictions on property-based assessments, and the manner in which special benefits should be determined.

36602. Purpose of part

The purpose of this part is to supplement previously enacted provisions of law that authorize cities to levy assessments within property and business improvement districts, to ensure that those assessments conform to all constitutional requirements and are determined and assessed in accordance with the guidance set forth in this act. This part does not affect or limit any other provisions of law authorizing or providing for the furnishing of improvements or activities or the raising of revenue for these purposes.

36603. Preemption of authority or charter city to adopt ordinances levying assessments

Nothing in this part is intended to preempt the authority of a charter city to adopt ordinances providing for a different method of levying assessments for similar or additional purposes from those set forth in this part. A property and business improvement district created pursuant to this part is expressly exempt from the provisions of the Special Assessment Investigation, Limitation and Majority Protest Act of 1931 (Division 4 (commencing with Section 2800)).

36603.5. Part prevails over conflicting provisions

Any provision of this part that conflicts with any other provision of law shall prevail over the other provision of law, as to districts created under this part.

36604. Severability

This part is intended to be construed liberally and, if any provision is held invalid, the remaining provisions shall remain in full force and effect. Assessments levied under this part are not special taxes.

ARTICLE 2. Definitions

36606. “Activities

“Activities” means, but is not limited to, all of the following that benefit businesses or real property in the district:

- (a) Promotion of public events.
- (b) Furnishing of music in any public place.
- (c) Promotion of tourism within the district.
- (d) Marketing and economic development, including retail retention and recruitment.
- (e) Providing security, sanitation, graffiti removal, street and sidewalk cleaning, and other municipal services supplemental to those normally provided by the municipality.
- (f) Other services provided for the purpose of conferring special benefit upon assessed real property or specific benefits upon assessed businesses located in the district.

36606.5. “Assessment”

“Assessment” means a levy for the purpose of acquiring, constructing, installing, or maintaining improvements and providing activities that will provide certain benefits to properties or businesses located within a property and business improvement district.

36607. “Business”

“Business” means all types of businesses and includes financial institutions and professions.

36608. “City”

“City” means a city, county, city and county, or an agency or entity created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code, the public member agencies of which includes only cities, counties, or a city and county, or the State of California.

36609. “City council”

“City council” means the city council of a city or the board of supervisors of a county, or the agency, commission, or board created pursuant to a joint powers agreement and which is a city within the meaning of this part.

36609.4. “Clerk”

“Clerk” means the clerk of the legislative body.

36609.5. “General benefit”

“General benefit” means, for purposes of a property-based district, any benefit that is not a “special benefit” as defined in Section 36615.5.

36610. “Improvement”

“Improvement” means the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more including, but not limited to, the following:

- (a) Parking facilities.
- (b) Benches, booths, kiosks, display cases, pedestrian shelters and signs.
- (c) Trash receptacles and public restrooms.
- (d) Lighting and heating facilities.
- (e) Decorations.
- (f) Parks.
- (g) Fountains.
- (h) Planting areas.
- (i) Closing, opening, widening, or narrowing of existing streets.
- (j) Facilities or equipment, or both, to enhance security of persons and property within the district.
- (k) Ramps, sidewalks, plazas, and pedestrian malls.
- (l) Rehabilitation or removal of existing structures.

36611. “Management district plan”; “Plan”

“Management district plan” or “plan” means a proposal as defined in Section 36622.

36612. “Owners’ association”

“Owners’ association” means a private nonprofit entity that is under contract with a city to administer or implement improvements, maintenance, and activities specified in the management district plan. An owners’ association may be an existing nonprofit entity or a newly formed nonprofit entity. An owners’ association is a private entity and may not be considered a public entity for any purpose, nor may its board members or staff be considered to be public officials for any purpose. Notwithstanding this section, an owners’ association shall comply with the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code), at all times when matters within the subject matter of the district are heard, discussed, or deliberated, and with the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code), for all records relating to activities of the district.

36614. “Property”

“Property” means real property situated within a district.

36614.5. “Property and business improvement district”; “District”

“Property and business improvement district,” or “district,” means a property and business improvement district established pursuant to this part.

36614.6. “Property-based assessment”

“Property-based assessment” means any assessment made pursuant to this part upon real property.

36614.7. “Property-based district”

“Property-based district” means any district in which a city levies a property-based assessment.

36615. “Property owner”; “Business owner”; “Owner”

“Property owner” means any person shown as the owner of land on the last equalized assessment roll or otherwise known to be the owner of land by the city council. “Business owner” means any person recognized by the city as the owner of the business. “Owner” means either a business owner or a property owner. The city council has no obligation to obtain other information as to the ownership of land or businesses, and its determination of ownership shall be final and conclusive for the purposes of this part. Wherever this part requires the signature of the property owner, the signature of the authorized agent of the property owner shall be sufficient. Wherever this part requires the signature of the business owner, the signature of the authorized agent of the business owner shall be sufficient.

36615.5. “Special benefit”

“Special benefit” means, for purposes of a property-based district, a particular and distinct benefit over and above general benefits conferred on real property located in a district or to the public at large. Special benefit includes incidental or collateral effects that arise from the improvements, maintenance, or activities of property-based districts even if those incidental or collateral effects benefit property or persons not assessed. Special benefit excludes general enhancement of property value.

36616. “Tenant”

“Tenant” means an occupant pursuant to a lease of commercial space or a dwelling unit, other than an owner.

ARTICLE 3. Prior Law**36617. Alternate method of financing certain improvements and activities; Effect on other provisions**

This part provides an alternative method of financing certain improvements and activities. The provisions of this part shall not affect or limit any other provisions of law authorizing or providing for the furnishing of improvements or activities or the raising of revenue for these purposes. Every improvement area established pursuant to the Parking and Business Improvement Area Law of 1989 (Part 6 (commencing with Section 36500) of this division) is valid and effective and is unaffected by this part.

CHAPTER 2. Establishment**36620. Establishment of property and business improvement district**

A property and business improvement district may be established as provided in this chapter.

36620.5. Requirement of consent of city council

A county may not form a district within the territorial jurisdiction of a city without the consent of the city council of that city. A city may not form a district within the unincorporated territory of a county without the consent of the board of supervisors of that county. A city may not form a district within the territorial jurisdiction of another city without the consent of the city council of the other city.

36621. Initiation of proceedings; Petition of property or business owners in proposed district

- (a) Upon the submission of a written petition, signed by the property or business owners in the proposed district who will pay more than 50 percent of the assessments proposed to be levied, the city council may initiate proceedings to form a district by the adoption of a resolution expressing its intention to form a district. The amount of assessment attributable to property or a business owned by the same property or business owner that is in excess of 40 percent of the amount of all assessments proposed to be levied, shall not be included in determining whether the petition is signed by property or business owners who will pay more than 50 percent of the total amount of assessments proposed to be levied.
- (b) The petition of property or business owners required under subdivision (a) shall include a summary of the management district plan. That summary shall include all of the following:
- (1) A map showing the boundaries of the district.
 - (2) Information specifying where the complete management district plan can be obtained.
 - (3) Information specifying that the complete management district plan shall be furnished upon request.
- (c) The resolution of intention described in subdivision (a) shall contain all of the following:
- (1) A brief description of the proposed improvements, maintenance, and activities, the amount of the proposed assessment, a statement as to whether the assessment will be levied on property or businesses within the district, a statement as to whether bonds will be issued, and a description of the exterior boundaries of the proposed district, which may be made by reference to any plan or map that is on file with the clerk. The descriptions and statements do not need to be detailed and shall be sufficient if they enable an owner to generally identify the nature and extent of the improvements, maintenance, and activities, and the location and extent of the proposed district.
 - (2) A time and place for a public hearing on the establishment of the property and business improvement district and the levy of assessments, which shall be consistent with the requirements of Section 36623.

36622. Contents of management district plan

The management district plan shall include, but is not limited to, all of the following:

- (a) If the assessment will be levied on property, a map of the district in sufficient detail to locate each parcel of property and, if businesses are to be assessed, each business within the district. If the assessment will be levied on businesses, a map that identifies the district boundaries in sufficient detail to allow a business owner to reasonably determine whether a business is located within the district boundaries. If the assessment will be levied on property and businesses, a map of the district in sufficient detail to locate each parcel of property and to allow a business owner to reasonably determine whether a business is located within the district boundaries.
- (b) The name of the proposed district.
- (c) A description of the boundaries of the district, including the boundaries of benefit zones, proposed for establishment or extension in a manner sufficient to identify the affected property and businesses included, which may be made by reference to any plan or map that is on file with the clerk. The boundaries of a proposed property assessment district shall not overlap with the boundaries of another existing property assessment district created pursuant to this part. This part does not prohibit the boundaries of a district created pursuant to this part to overlap with other assessment districts established pursuant to other provisions of law, including, but not limited to, the Parking and Business Improvement Area Law of 1989 (Part 6 (commencing with Section 36500)). This part does not prohibit the boundaries of a business assessment district created pursuant to this part to overlap with another business assessment district created pursuant to this part. This part does not prohibit the boundaries of a business assessment district created pursuant to this part to overlap with a property assessment district created pursuant to this part.
- (d) The improvements, maintenance, and activities proposed for each year of operation of the district and the maximum cost thereof. If the improvements, maintenance, and activities proposed for each year of operation are the same, a description of the first year's proposed improvements, maintenance, and activities and a statement that the same improvements, maintenance, and activities are proposed for subsequent years shall satisfy the requirements of this subdivision.
- (e) The total annual amount proposed to be expended for improvements, maintenance, or activities, and debt service in each year of operation of the district. If the assessment is levied on businesses, this amount may be estimated based upon the assessment rate. If the total annual amount proposed to be expended in each year

of operation of the district is not significantly different, the amount proposed to be expended in the initial year and a statement that a similar amount applies to subsequent years shall satisfy the requirements of this subdivision.

(f) The proposed source or sources of financing, including the proposed method and basis of levying the assessment in sufficient detail to allow each property or business owner to calculate the amount of the assessment to be levied against his or her property or business. The plan also shall state whether bonds will be issued to finance improvements.

(g) The time and manner of collecting the assessments.

(h) The specific number of years in which assessments will be levied. In a new district, the maximum number of years shall be five. Upon renewal, a district shall have a term not to exceed 10 years. Notwithstanding these limitations, a district created pursuant to this part to finance capital improvements with bonds may levy assessments until the maximum maturity of the bonds. The management district plan may set forth specific increases in assessments for each year of operation of the district.

(i) The proposed time for implementation and completion of the management district plan.

(j) Any proposed rules and regulations to be applicable to the district.

(k) (1) A list of the properties or businesses to be assessed, including the assessor's parcel numbers for properties to be assessed, and a statement of the method or methods by which the expenses of a district will be imposed upon benefited real property or businesses, in proportion to the benefit received by the property or business, to defray the cost thereof.

(2) In a property-based district, the proportionate special benefit derived by each identified parcel shall be determined exclusively in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the activities. An assessment shall not be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit conferred on that parcel. Only special benefits are assessable, and a property-based district shall separate the general benefits, if any, from the special benefits conferred on a parcel. Parcels within a property-based district that are owned or used by any city, public agency, the State of California, or the United States shall not be exempt from assessment unless the governmental entity can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit. The value of any incidental, secondary, or collateral effects that arise from the improvements, maintenance, or activities of a property-based district and that benefit property or persons not assessed shall not be deducted from the entirety of the cost of any special benefit or affect the proportionate special benefit derived by each identified parcel.

(l) In a property-based district, the total amount of all special benefits to be conferred upon the properties located within the property-based district.

(m) In a property-based district, the total amount of general benefits, if any.

(n) In a property-based district, a detailed engineer's report prepared by a registered professional engineer certified by the State of California supporting all assessments contemplated by the management district plan.

(o) Any other item or matter required to be incorporated therein by the city council.

36623. Procedure to levy assessment

(a) If a city council proposes to levy a new or increased property assessment, the notice and protest and hearing procedure shall comply with Section 53753 of the Government Code.

(b) If a city council proposes to levy a new or increased business assessment, the notice and protest and hearing procedure shall comply with Section 54954.6 of the Government Code, except that notice shall be mailed to the owners of the businesses proposed to be assessed. A protest may be made orally or in writing by any interested person. Every written protest shall be filed with the clerk at or before the time fixed for the public hearing. The city council may waive any irregularity in the form or content of any written protest. A written protest may be withdrawn in writing at any time before the conclusion of the public hearing. Each written protest shall contain a description of the business in which the person subscribing the protest is interested sufficient to identify the business and, if a person subscribing is not shown on the official records of the city as the owner of the business, the protest shall contain or be accompanied by written evidence that the person subscribing is the owner of the business or the authorized representative. A written protest that does not comply with this section shall not be counted in determining a majority protest. If written protests are received from the owners or authorized representatives of businesses in the proposed district that will pay 50 percent or more of the assessments proposed to be levied and protests are not withdrawn so as to reduce the protests to less than 50 percent, no further proceedings to levy the proposed assessment against such

businesses, as contained in the resolution of intention, shall be taken for a period of one year from the date of the finding of a majority protest by the city council.

(c) If a city council proposes to conduct a single proceeding to levy both a new or increased property assessment and a new or increased business assessment, the notice and protest and hearing procedure for the property assessment shall comply with subdivision (a), and the notice and protest and hearing procedure for the business assessment shall comply with subdivision (b). If a majority protest is received from either the property or business owners, that respective portion of the assessment shall not be levied. The remaining portion of the assessment may be levied unless the improvement or other special benefit was proposed to be funded by assessing both property and business owners.

36624. Changes to proposed assessments

At the conclusion of the public hearing to establish the district, the city council may adopt, revise, change, reduce, or modify the proposed assessment or the type or types of improvements, maintenance, and activities to be funded with the revenues from the assessments. Proposed assessments may only be revised by reducing any or all of them. At the public hearing, the city council may only make changes in, to, or from the boundaries of the proposed property and business improvement district that will exclude territory that will not benefit from the proposed improvements, maintenance, and activities. Any modifications, revisions, reductions, or changes to the proposed assessment district shall be reflected in the notice and map recorded pursuant to Section 36627.

36625. Resolution of formation

(a) If the city council, following the public hearing, decides to establish a proposed property and business improvement district, the city council shall adopt a resolution of formation that shall include, but is not limited to, all of the following:

(1) A brief description of the proposed improvements, maintenance, and activities, the amount of the proposed assessment, a statement as to whether the assessment will be levied on property, businesses, or both within the district, a statement on whether bonds will be issued, and a description of the exterior boundaries of the proposed district, which may be made by reference to any plan or map that is on file with the clerk. The descriptions and statements need not be detailed and shall be sufficient if they enable an owner to generally identify the nature and extent of the improvements, maintenance, and activities and the location and extent of the proposed district.

(2) The number, date of adoption, and title of the resolution of intention.

(3) The time and place where the public hearing was held concerning the establishment of the district.

(4) A determination regarding any protests received. The city shall not establish the district or levy assessments if a majority protest was received.

(5) A statement that the properties, businesses, or properties and businesses in the district established by the resolution shall be subject to any amendments to this part.

(6) A statement that the improvements, maintenance, and activities to be conferred on businesses and properties in the district will be funded by the levy of the assessments. The revenue from the levy of assessments within a district shall not be used to provide improvements, maintenance, or activities outside the district or for any purpose other than the purposes specified in the resolution of intention, as modified by the city council at the hearing concerning establishment of the district. Notwithstanding the foregoing, improvements and activities that must be provided outside the district boundaries to create a special or specific benefit to the assessed parcels or businesses may be provided, but shall be limited to marketing or signage pointing to the district.

(7) A finding that the property or businesses within the area of the property and business improvement district will be benefited by the improvements, maintenance, and activities funded by the proposed assessments, and, for a property-based district, that property within the district will receive a special benefit.

(8) In a property-based district, the total amount of all special benefits to be conferred on the properties within the property-based district.

(b) The adoption of the resolution of formation and, if required, recordation of the notice and map pursuant to Section 36627 shall constitute the levy of an assessment in each of the fiscal years referred to in the management district plan.

36627. Notice and assessment diagram

Following adoption of the resolution establishing district assessments on properties pursuant to Section 36625, the clerk shall record a notice and an assessment diagram pursuant to Section 3114. No other provision of Division 4.5 (commencing with Section 3100) applies to an assessment district created pursuant to this part.

36628. Establishment of separate benefit zones within district; Categories of businesses

The city council may establish one or more separate benefit zones within the district based upon the degree of benefit derived from the improvements or activities to be provided within the benefit zone and may impose a different assessment within each benefit zone. If the assessment is to be levied on businesses, the city council may also define categories of businesses based upon the degree of benefit that each will derive from the improvements or activities to be provided within the district and may impose a different assessment or rate of assessment on each category of business, or on each category of business within each zone.

36628.5. Assessments on businesses or property owners

The city council may levy assessments on businesses or on property owners, or a combination of the two, pursuant to this part. The city council shall structure the assessments in whatever manner it determines corresponds with the distribution of benefits from the proposed improvements, maintenance, and activities, provided that any property-based assessment conforms with the requirements set forth in paragraph (2) of subdivision (k) of Section 36622.

36629. Provisions and procedures applicable to benefit zones and business categories

All provisions of this part applicable to the establishment, modification, or disestablishment of a property and business improvement district apply to the establishment, modification, or disestablishment of benefit zones or categories of business. The city council shall, to establish, modify, or disestablish a benefit zone or category of business, follow the procedure to establish, modify, or disestablish a property and business improvement district.

36630. Expiration of district; Creation of new district

If a property and business improvement district expires due to the time limit set pursuant to subdivision (h) of Section 36622, a new management district plan may be created and the district may be renewed pursuant to this part.

CHAPTER 3. Assessments

36631. Time and manner of collection of assessments; Delinquent payments

The collection of the assessments levied pursuant to this part shall be made at the time and in the manner set forth by the city council in the resolution levying the assessment. Assessments levied on real property may be collected at the same time and in the same manner as for the ad valorem property tax, and may provide for the same lien priority and penalties for delinquent payment. All delinquent payments for assessments levied pursuant to this part may be charged interest and penalties.

36632. Assessments to be based on estimated benefit; Classification of real property and businesses; Exclusion of residential and agricultural property

(a) The assessments levied on real property pursuant to this part shall be levied on the basis of the estimated benefit to the real property within the property and business improvement district. The city council may classify properties for purposes of determining the benefit to property of the improvements and activities provided pursuant to this part.

(b) Assessments levied on businesses pursuant to this part shall be levied on the basis of the estimated benefit to the businesses within the property and business improvement district. The city council may classify businesses for purposes of determining the benefit to the businesses of the improvements and activities provided pursuant to this part.

(c) Properties zoned solely for residential use, or that are zoned for agricultural use, are conclusively presumed not to benefit from the improvements and service funded through these assessments, and shall not be subject to any assessment pursuant to this part.

36633. Time for contesting validity of assessment

The validity of an assessment levied under this part shall not be contested in an action or proceeding unless the action or proceeding is commenced within 30 days after the resolution levying the assessment is adopted pursuant to Section 36626. An appeal from a final judgment in an action or proceeding shall be perfected within 30 days after the entry of judgment.

36634. Service contracts authorized to establish levels of city services

The city council may execute baseline service contracts that would establish levels of city services that would continue after a property and business improvement district has been formed.

36635. Request to modify management district plan

The owners' association may, at any time, request that the city council modify the management district plan. Any modification of the management district plan shall be made pursuant to this chapter.

36636. Modification of plan by resolution after public hearing; Adoption of resolution of intention

(a) Upon the written request of the owners' association, the city council may modify the management district plan after conducting one public hearing on the proposed modifications. The city council may modify the improvements and activities to be funded with the revenue derived from the levy of the assessments by adopting a resolution determining to make the modifications after holding a public hearing on the proposed modifications. If the modification includes the levy of a new or increased assessment, the city council shall comply with Section 36623. Notice of all other public hearings pursuant to this section shall comply with both of the following:

- (1) The resolution of intention shall be published in a newspaper of general circulation in the city once at least seven days before the public hearing.
- (2) A complete copy of the resolution of intention shall be mailed by first class mail, at least 10 days before the public hearing, to each business owner or property owner affected by the proposed modification.
- (b) The city council shall adopt a resolution of intention which states the proposed modification prior to the public hearing required by this section. The public hearing shall be held not more than 90 days after the adoption of the resolution of intention.

36637. Reflection of modification in notices recorded and maps

Any subsequent modification of the resolution shall be reflected in subsequent notices and maps recorded pursuant to Division 4.5 (commencing with Section 3100), in a manner consistent with the provisions of Section 36627.

CHAPTER 3.5. Financing**36640. Bonds authorized; Procedure; Restriction on reduction or termination of assessments**

(a) The city council may, by resolution, determine and declare that bonds shall be issued to finance the estimated cost of some or all of the proposed improvements described in the resolution of formation adopted pursuant to Section 36625, if the resolution of formation adopted pursuant to that section provides for the issuance of bonds, under the Improvement Bond Act of 1915 (Division 10 (commencing with Section 8500)) or in conjunction with Marks-Roos Local Bond Pooling Act of 1985 (Article 4 (commencing with Section 6584) of Chapter 5 of Division 7 of Title 1 of the Government Code). Either act, as the case may be, shall govern the proceedings relating to the issuance of bonds, although proceedings under the Bond Act of 1915 may be modified by the city council as necessary to accommodate assessments levied upon business pursuant to this part.

(b) The resolution adopted pursuant to subdivision (a) shall generally describe the proposed improvements specified in the resolution of formation adopted pursuant to Section 36625, set forth the estimated cost of those improvements, specify the number of annual installments and the fiscal years during which they are to

be collected. The amount of debt service to retire the bonds shall not exceed the amount of revenue estimated to be raised from assessments over 30 years.

(c) Notwithstanding any other provision of this part, assessments levied to pay the principal and interest on any bond issued pursuant to this section shall not be reduced or terminated if doing so would interfere with the timely retirement of the debt.

CHAPTER 4. Governance

36650. Report by owners' association; Approval or modification by city council

(a) The owners' association shall cause to be prepared a report for each fiscal year, except the first year, for which assessments are to be levied and collected to pay the costs of the improvements, maintenance, and activities described in the report. The owners' association's first report shall be due after the first year of operation of the district. The report may propose changes, including, but not limited to, the boundaries of the property and business improvement district or any benefit zones within the district, the basis and method of levying the assessments, and any changes in the classification of property, including any categories of business, if a classification is used.

(b) The report shall be filed with the clerk and shall refer to the property and business improvement district by name, specify the fiscal year to which the report applies, and, with respect to that fiscal year, shall contain all of the following information:

- (1) Any proposed changes in the boundaries of the property and business improvement district or in any benefit zones or classification of property or businesses within the district.
- (2) The improvements, maintenance, and activities to be provided for that fiscal year.
- (3) An estimate of the cost of providing the improvements, maintenance, and activities for that fiscal year.
- (4) The method and basis of levying the assessment in sufficient detail to allow each real property or business owner, as appropriate, to estimate the amount of the assessment to be levied against his or her property or business for that fiscal year.
- (5) The estimated amount of any surplus or deficit revenues to be carried over from a previous fiscal year.
- (6) The estimated amount of any contributions to be made from sources other than assessments levied pursuant to this part.

(c) The city council may approve the report as filed by the owners' association or may modify any particular contained in the report and approve it as modified. Any modification shall be made pursuant to Sections 36635 and 36636.

The city council shall not approve a change in the basis and method of levying assessments that would impair an authorized or executed contract to be paid from the revenues derived from the levy of assessments, including any commitment to pay principal and interest on any bonds issued on behalf of the district.

36651. Designation of owners' association to provide improvements, maintenance, and activities

The management district plan may, but is not required to, state that an owners' association will provide the improvements, maintenance, and activities described in the management district plan. If the management district plan designates an owners' association, the city shall contract with the designated nonprofit corporation to provide services.

CHAPTER 5. Renewal

36660. Renewal of district; Transfer or refund of remaining revenues; District term limit

(a) Any district previously established whose term has expired, or will expire, may be renewed by following the procedures for establishment as provided in this chapter.

(b) Upon renewal, any remaining revenues derived from the levy of assessments, or any revenues derived from the sale of assets acquired with the revenues, shall be transferred to the renewed district. If the renewed district includes additional parcels or businesses not included in the prior district, the remaining revenues shall be spent to benefit only the parcels or businesses in the prior district. If the renewed district does not include parcels or businesses included in the prior district, the remaining revenues attributable to these parcels shall be refunded to the owners of these parcels or businesses.

(c) Upon renewal, a district shall have a term not to exceed 10 years, or, if the district is authorized to issue bonds, until the maximum maturity of those bonds. There is no requirement that the boundaries, assessments, improvements, or activities of a renewed district be the same as the original or prior district.

CHAPTER 6. Disestablishment

36670. Circumstances permitting disestablishment of district; Procedure

(a) Any district established or extended pursuant to the provisions of this part, where there is no indebtedness, outstanding and unpaid, incurred to accomplish any of the purposes of the district, may be disestablished by resolution by the city council in either of the following circumstances:

(1) If the city council finds there has been misappropriation of funds, malfeasance, or a violation of law in connection with the management of the district, it shall notice a hearing on disestablishment.

(2) During the operation of the district, there shall be a 30-day period each year in which assesses may request disestablishment of the district. The first such period shall begin one year after the date of establishment of the district and shall continue for 30 days. The next such 30-day period shall begin two years after the date of the establishment of the district. Each successive year of operation of the district shall have such a 30-day period. Upon the written petition of the owners or authorized representatives of real property or the owners or authorized representatives of businesses in the district who pay 50 percent or more of the assessments levied, the city council shall pass a resolution of intention to disestablish the district. The city council shall notice a hearing on disestablishment.

(b) The city council shall adopt a resolution of intention to disestablish the district prior to the public hearing required by this section. The resolution shall state the reason for the disestablishment, shall state the time and place of the public hearing, and shall contain a proposal to dispose of any assets acquired with the revenues of the assessments levied within the property and business improvement district. The notice of the hearing on disestablishment required by this section shall be given by mail to the property owner of each parcel or to the owner of each business subject to assessment in the district, as appropriate. The city shall conduct the public hearing not less than 30 days after mailing the notice to the property or business owners. The public hearing shall be held not more than 60 days after the adoption of the resolution of intention.

36671. Refund of remaining revenues upon disestablishment or expiration without renewal of district; Calculation of refund; Use of outstanding revenue collected after disestablishment of district

(a) Upon the disestablishment or expiration without renewal of a district, any remaining revenues, after all outstanding debts are paid, derived from the levy of assessments, or derived from the sale of assets acquired with the revenues, or from bond reserve or construction funds, shall be refunded to the owners of the property or businesses then located and operating within the district in which assessments were levied by applying the same method and basis that was used to calculate the assessments levied in the fiscal year in which the district is disestablished or expires. All outstanding assessment revenue collected after disestablishment shall be spent on improvements and activities specified in the management district plan.

(b) If the disestablishment occurs before an assessment is levied for the fiscal year, the method and basis that was used to calculate the assessments levied in the immediate prior fiscal year shall be used to calculate the amount of any refund.

APPENDIX 2 – ASSESSED BUSINESSES

Business Name	Address	
Best Western Plus Rancho Cordova Inn	10713 White Rock Rd	Rancho Cordova
Comfort Inn & Suites near Folsom Lake	12249 Folsom Blvd	Rancho Cordova
Courtyard Sacramento Rancho Cordova	10683 White Rock Rd	Rancho Cordova
Days Inn & Suites Rancho Cordova	3240 Mather Field Rd	Rancho Cordova
Doubletree Suites by Hilton-Rancho Cordova	11260 Point East Dr	Rancho Cordova
Extended Stay America	10721 White Rock Rd	Rancho Cordova
Fairfield Inn & Suites Rancho Cordova	10745 Gold Center Dr	Rancho Cordova
Hampton Inn Sacramento Rancho Cordova	10755 Gold Center Dr	Rancho Cordova
Holiday Inn Sacramento Rancho Cordova	11269 Point East Dr	Rancho Cordova
HomeTowne Studios by Red Roof	11299 Point East Dr	Rancho Cordova
Homewood Suites by Hilton Rancho Cordova Sacramento	10700 White Rock Rd	Rancho Cordova
Hyatt Place Sacramento Rancho Cordova	10744 Gold Center Dr	Rancho Cordova
La Quinta Inn & Suites -Rancho Cordova	11131 Folsom Blvd	Rancho Cordova
Motel 6 Rancho Cordova	10694 Olson Dr	Rancho Cordova
California Inn Rancho Cordova	10800 Olson Dr	Rancho Cordova
Residence Inn Sacramento Rancho Cordova	2779 Prospect Park Dr	Rancho Cordova
Sacramento Marriott Rancho Cordova	11211 Point East Dr	Rancho Cordova

MEMORANDUM



ITEM 10.1.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Elizabeth Sparkman, Community Development Director
SUBJECT: **A RESOLUTION DECLARING A PROTEST HEARING AND AUTHORIZING THE MAILING OF PROPERTY OWNER BALLOT RELATING TO THE IMPOSITION OF THE ANNUAL STORMWATER UTILITY FEE FOR THE SUNRISE PALMS PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will declare the results of the property owner protest and, if there exists less than a majority protest, authorize the mailing of a ballot to the property owner to approve the levy of the fee to pay for maintenance of storm drainage and flood protection systems for the project. The action also sets 1:30 p.m. on September 30, 2021 in the office of the City Clerk, as the time and date for the ballot tabulation for the matter.

BACKGROUND

The Council previously approved the Sunrise Palms project with a condition of approval which requires that the property owner fund operation and maintenance of the storm drainage system. This condition will be satisfied by the participation in the new Stormwater Utility Fee for storm drainage and flood protection services which is the subject of tonight's action.

The property owner of the Sunrise Palms project has requested the City annex the project to the City's Stormwater Utility Fee pursuant to the California Health and Safety Code Section 5471 et seq. to provide the method of financing for storm drainage and flood protection services required to meet the condition.

On August 16, 2021, Council adopted a Resolution which established Procedures for the Conduct of a Protest Hearing and Balloting Relating to a Stormwater Utility Fee (the "Procedures") and designated September 7, 2021 at 5:30 p.m. as the time and place for hearing protests in connection with the annual Stormwater Utility Fee for the Sunrise Palms

project.

DISCUSSION

The property owner has submitted a petition and waiver for the City to institute the proceedings to participate in the Stormwater Utility Fee. This annexation to the Stormwater Utility Fee will include the project generally known as the Sunrise Palms project. Attachment 2. The maintenance services to be funded include the furnishing of services and materials for the ordinary and usual operation, maintenance, and servicing of the storm drain and flood protection systems.

Attachment 1 is the Resolution declaring the results of the property owner protest and authorizing the mailing of the property owner ballot, as required by Article XIII D of the California Constitution (also known as Proposition 218). The Resolution sets forth the tabulation of ballots on September 30, 2021 at 1:30 p.m. in the office of the City Clerk. The results of the mailed ballot election will be presented to City Council at their regularly scheduled meeting October 18, 2021 and additional actions will be recommended based the ballot results.

A "Rate Analysis Report" was approved by City Council on September 4, 2014 by Resolution 103-2014 setting Fiscal Year 2014/2015 maximum annual Stormwater Utility Fee amount for each parcel proportionate to the estimated stormwater runoff for each parcel, see Attachment 3. The maximum annual fee will increase each subsequent Fiscal Year by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics. A sample of the Stormwater Utility Fees for Fiscal Year 2021-2022 are summarized in Attachment 4.

FISCAL IMPACT AND FUNDING SOURCE

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

ATTACHMENT(S)

1. Resolution
2. Boundary Map
3. Stormwater (SWU) Rate and Analysis Report
4. Stormwater Utility Fee- Rate Sheet FY21-22

CITY OF RANCHO CORDOVA**RESOLUTION XX-2021**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, DECLARING THE RESULTS OF THE PROPERTY OWNER
PROTEST AND AUTHORIZING THE MAILING OF A PROPERTY OWNER BALLOT
RELATING TO THE IMPOSITION OF AN ANNUAL STORMWATER UTILITY FEE FOR THE
SUNRISE PALMS PROJECT**

WHEREAS, this Council has received petitions and waivers from the owners of not less than 100% of the area of land proposed to be annexed into the Stormwater Utility Fee; and

WHEREAS, on August 27, 2021, the City Clerk caused a notice of the time and place of the hearing thereon and on the proposed annexation to the Stormwater Utility Fee to be published and such public hearing was opened on September 7, 2021; and

WHEREAS, the Council adopted Resolution 103-2014 approving a written report entitled, "Rate Analysis Report", dated September 4, 2014 (the "Written Report") prepared by Harris & Associates and filed with the City Clerk containing a description of each parcel of real property within the City to which the Stormwater Utility Fee is applicable (collectively, the "Identified Parcels") and the amount of the Stormwater Utility Fee for each such Identified Parcel for Fiscal Year 2014-15. The Written Report is on file in the office of the City Clerk and is available for public inspection; and

WHEREAS, this Council adopted a Resolution which established Procedures for the Conduct of a Protest Hearing and Balloting Relating to a Stormwater Utility Fee (the "Procedures") and set the date of public hearing; and

WHEREAS, this Council has conducted the public hearing and all interested persons have been afforded the opportunity to be heard, and the City Council has considered all protests against the annexation to the Stormwater Utility Fee; and

WHEREAS, there was no majority protest of the owner of the Identified Parcel subject to the Proposed Stormwater Utility Fee.

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

1. The foregoing recitals are true and correct.
2. The City Clerk is hereby authorized and directed to mail a property owner ballot in accordance with law and the Procedures.
3. The date of the ballot tabulation shall be September 30, 2021, at 1:30 pm.
4. The date of the Council Meeting to report the results of the mailed ballot election shall be October 18, 2021, at 5:30 or as soon thereafter as the matter may be heard.

5. The City Council hereby designates Elizabeth Sparkman, Community Development Director, telephone number, (916) 851-8714 to answer inquiries regarding the ballot proceedings and procedural or technical matters.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September 2021 the following vote:

AYES:

NOES:

ABSENT:

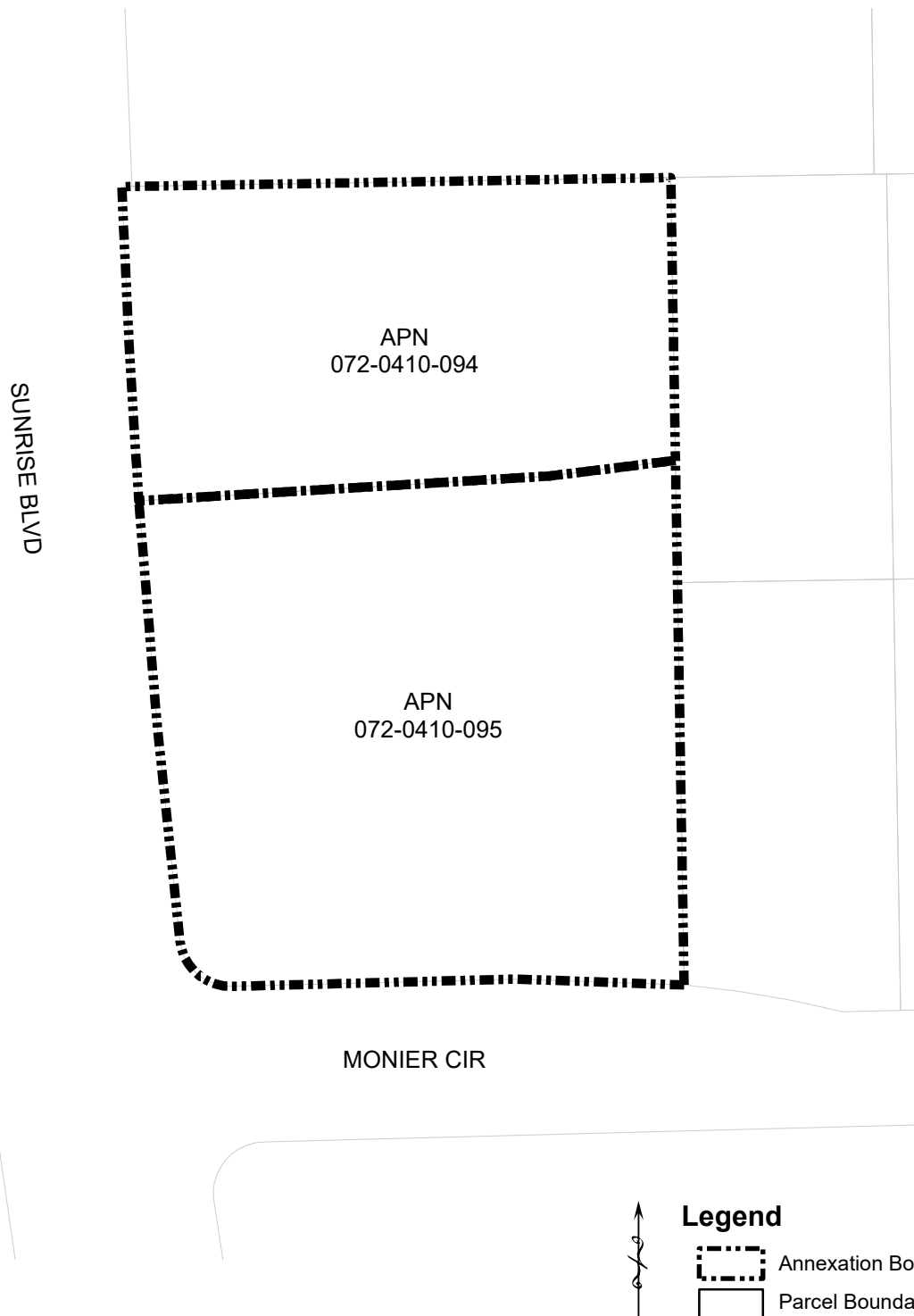
ABSTAIN:

Garrett Gatewood, Mayor

ATTEST:

Stacy Leitner, CMC,
City Clerk

CITY OF RANCHO CORDOVA
STORMWATER UTILITY FEE AREA
ANNEXATION 27
(SUNRISE PALMS PROJECT)





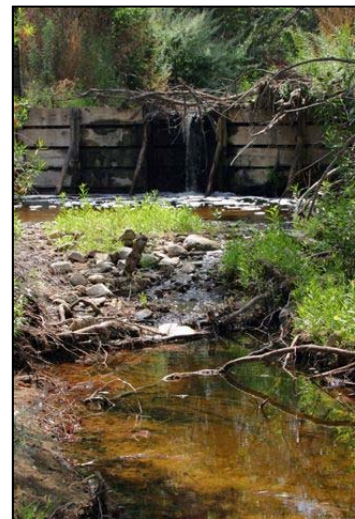
Rate Analysis Report

for the

Stormwater Utility Fee

For the

City of Rancho Cordova



August 7, 2014

Introduction

The City of Rancho Cordova (City) is detaching from the County of Sacramento fee and is creating their own Stormwater Utility Fee, which is being levied per the California Health and Safety Code Section 5471 et seq.

The purpose of this Rate Analysis Report is to:

- Review the Stormwater Utility Fee and improvements to be funded.
- Review the requirements of Article XIID of the State Constitution (Proposition 218) relating to requirements for apportioning the costs associated with the City's stormwater runoff system.
- Analyze and recommend an appropriate rate structure and provide estimated rates based on cost data information provided by the City.

Proposition 218 Requirements

This fee must comply with the provisions of Article XIID of the California Constitution (Proposition 218). Section 6 of Proposition 218 has the following requirements for all "new, extended, imposed or increased" fees and charges:

- 1) "Revenues derived from the fee or charge shall not exceed the funds required to provide the property-related service."
- 2) "Revenues derived from the fee or charge shall not be used for any purpose other than that for which the fee or charge was imposed."
- 3) "The amount of a fee or charge imposed upon any parcel or person as an incident of property ownership shall not exceed the proportional cost of the service attributable to the parcel."
- 4) "No fee or charge may be imposed for a service unless that service is actually used by, or immediately available to, the owner of the property in question. Fees or charges based on potential or future use of service are not permitted. Standby charges, whether characterized as charges or assessments, shall be classified as assessments and shall not be imposed without compliance with [the assessment section of this code]."
- 5) "No fee or charge may be imposed for general governmental services including, but not limited to, police, fire, ambulance or library services where the service is available to the public at large in substantially the same manner as it is to property owners."

Background Information

In accordance with the Federal Clean Water Act of 1972, the United States Environmental Protection Agency (EPA) is required to establish regulations setting forth National Pollution Discharge Elimination System (NPDES) permit standards. The enactment of 1987 amendments to the Federal Clean Water Act (Act) of 1972 imposes permit requirements for discharge of storm waters. The Act allows the EPA to delegate its NPDES permitting authority to states with an approved environmental regulatory program. The State of California is one of the delegated states.

The responsibility for implementing various NPDES permits in the State of California has been delegated to the State Water Resources Control Board (SWRCB). The SWRCB administers NPDES authority through its nine Regional Boards. As an NPDES permittee, the City is required to manage stormwater pollution within its jurisdiction.

In order to provide for the safety of the residents of the City and protect property in the City from the damage associated with flooding and to meet the requirements of the NPDES permit, it is necessary to design, construct, operate, maintain, improve and replace storm drainage facilities which collect storm and surface water runoff and convey and treat such runoff in a safe manner to an acceptable point of discharge. It is also necessary to inspect, monitor, and take enforcement action related to illegal dumping, and illicit discharges. In order to properly fund such facilities and activities, the City has determined that it is necessary to impose on all developing properties in Rancho Cordova a user charge for storm drainage service.

Based on the 2030 General Plan and current specific plan areas, Rancho Cordova is expected to develop as shown in Table 1 below. The proposed boundary for the stormwater utility is shown in Appendix A.

Table 1 – Land Use

	Land Use/ Zoning Description	Total Acres	Total Units
Residential:			
LDR	SF (2.1-6.0 DU/AC)	2,635	13,156
	MD (6.1-12 DU/AC)	322	2,524
MDR	MD (6.1-18.0 DU/AC)	1,852	13,231
	MD (14.0-29.9 DU/AC)	60	885
HDR	HD (18.1-40.0 DU/AC)	192	4,372
	HD (30+ DU/AC)	30	825
	Residential Total	5,090	34,993
Non-Residential:			
VC	Village Commercial	202	
LTC	Local Town Center	134	
RTC	Regional Town Center	172	
BP	Business Park	158	
MP	Industrial Park	283	
Education:			
HS/MS	High School/Middle School	356	
MS	Middle School	20	
ES	Elementary School	102	
Open Space & Public:			
CP	Community Park	313	
P/QP	Public/Quasi Public	37	
NP	Neighborhood Park	194	
SWD	Storm Water Detention	186	
WP	Wetland Preserve	745	
DP	Drainage Parkway	270	
PR	Private Recreation	63	
OS	Open Space	168	
OS/P	Open Space/Preserve	279	
LC	Landscape Corridors	123	
GB	Green Belts	54	
ROW	Right-of-way	596	
BR/WP	Reservoir / Wetland Preserve	528	
S	Sewer Lift Station / Utility Substa	14	
	Vacant (unknown dev plan)	595	
	Total Non-residential	5,590	
	Total Residential & Non-Res	10,680	

A more detailed land use table by development area is shown in Appendix D.

This development is expected to require significant stormwater drainage and flood control facilities. Based on the development area and improvements that were required in four (4) recent developments

within the County of Sacramento, Table 2 summarizes the improvements that are expected once development is complete.

Table 2 – Expected Improvements

Infrastructure Type	Quantity	
Inlets	6,400	LF
Manholes	4,460	LF
66" Pipe	3,950	LF
60" Pipe	10,280	LF
54" Pipe	11,140	LF
48" Pipe	10,210	LF
42" Pipe	28,620	LF
36" Pipe	42,420	LF
30" Pipe	51,050	LF
27" Pipe	540	LF
24" Pipe	91,960	LF
21" Pipe	2,230	LF
18" Pipe	100,300	LF
15" Pipe	101,300	LF
12" Pipe	529,890	0
10" Pipe	4,170	0
Creeks and Channels	80	AC
Basins	320	AC

Services Funded

Expenditures from the revenue generated from the Stormwater Utility Fee are intended to comply with the requirements set forth in the NPDES permit. The activities and services funded by this fee include, but are not limited to:

1. Administration and oversight of the requirements set forth in the NPDES permit to City departments, developments, and local agencies.
2. Respond to and investigate incidents of illicit discharges and illegal connections to the storm drain system.
3. Periodically inspect facilities for proper handling of materials, chemicals, pollutants, garbage, waste, and debris and prevent any discharges to the storm drain system.
4. Regularly clean and maintain catch basins, the flowline, and storm drainage facilities.
5. Installation and maintenance of water quality devices required to keep pollutants out of the storm drain system.
6. Discourage illegal dumping or discharge of pollutants into the storm drain system by stenciling all City-owned catch basins with a "No Dumping" message.
7. Augment public education and outreach programs in regards to the proper use and function of the storm drainage system and the receiving waters.

8. Develop programs to promote, publicize, and facilitate public reporting of illicit discharges to the storm drain system.
9. Encourage the proper disposal of household hazardous waste (HHW) to prevent the improper disposal to the storm drain system or to the sewer system.
10. Discourage the improper disposal of litter, garden clippings, leaves, and pet waste into the street or the storm drain system.
11. Capital replacement of storm drainage and flood control improvements at the end of the expected useful life for such improvements.

Rate Structure Analysis

Section 6.b of Article XIID of the State Constitution (Proposition 218) states that:

“The amount of a fee or charge imposed upon any parcel or person as an incident of property ownership shall not exceed the proportional cost of the service attributable to the parcel.”

and

“No fee or charge may be imposed for a service unless that service is actually used by, or immediately available to, the owner of the property in question.”

By definition, all properties that shed stormwater into the City’s stormwater drainage system use, or are served by, the City’s stormwater drainage system. The amount of use attributed to each parcel is measurable by the amount of storm runoff contributed by the property, which is directly proportional to the amount of impervious area on a parcel (such as buildings and concrete). The more impervious area on a property, the more storm runoff the property generates, the more demand placed on the storm drain system.

The amount each parcel uses the stormwater drainage system is computed by the following formula:

$$(\text{Parcel Area}) \times (\text{Impervious Percentage}) = \text{Drainage Units}$$

The typical percent impervious (% Impervious) for land uses in the City, have been applied for the purposes of estimating the runoff generated by each property. These are shown in Appendix B.

The more Drainage Units a parcel has, the more storm run-off it generates, and the more it uses and impacts the stormwater drainage system.

It is standard practice to relate other land uses to a developed single family residential (SFR) parcel, instead of working exclusively with drainage units. The median size of a SFR parcel will be approximately 0.16 acre. Therefore, it makes sense to relate all parcels to this median residential property. The runoff from a 0.16-acre SFR parcel is set equal to one Drainage Measurement Unit (DMU) and this base DMU is calculated as follows:

$$(0.16 \text{ acres of area}) \times 50\% = 0.0800 \text{ Impervious Area} = 1 \text{ DMU}$$

Single Family Residential Parcels

As a SFR property increases in size over the median parcel size, the typical percentage of impervious area decreases, as shown in Appendix B. Conversely, as a SFR parcel decreases in size below the median parcel size, the typical percentage of impervious area increases, and such increase is typically proportional to the decrease in size. Therefore, SFR properties are separated into five (5) groups. The median parcel area for each group was used and their DMUs are calculated as follows:

<u>SFR Category</u>	<u>DMU/ Formula</u>
SFR1 – SFR parcels 0.16 acres or less	1.00 DMU
SFR2 – SFR parcels 0.17 - 0.25 acres	1.10 DMUs
SFR3 – SFR parcels 0.26 – 0.33 acres	1.175 DMUs
SFR4 – SFR parcels 0.34 – 0.50 acres	1.25 DMUs
SFR5 – SFR parcels greater than 0.50 acres	$1.25 + \frac{[(\text{acres} - 0.50) \times 5\%]}{0.0800} = \text{DMUs}$

Multi-Family Residential Parcels

Multi-Family Residential (MFR) units (including condominiums) are split into categories by the density, or number of dwelling units per acre (DU/Ac) as follows:

<u>MFR Category</u>	<u>Density</u>	<u>% Impervious</u>
MFR1 - High Density	Greater than 18 DU/Ac	75%
MFR 2 - Med Density	10 – 18 DU/Ac	70%

$$\frac{\text{Acreage} \times \% \text{Impervious}}{0.0800} = \text{DMUs}$$

Condominium unit parcel areas are calculated by dividing the total area of the condominium complex (which includes the common area) by the number of condominium units, and the total imperviousness of the entire complex is attributed to each individual condo parcel in the complex. (This divides the runoff of the entire complex to each of the individual units.) Because these condominium common areas are taken into consideration in this manner, they are exempt from the charge.

Non- Residential Parcels

All non-residential parcel DMUs will be based on the impervious area (runoff coefficient) table shown in Exhibit B, using the following formula:

$$\frac{\text{Acreage} \times \% \text{Impervious}}{0.0800} = \text{DMUs}$$

All parcels draining into Rancho Cordova Stormwater Utility Fee-maintained drainage infrastructure are proposed to be charged the same user fee rate per DMU for stormwater runoff treatment. The Rancho Cordova Stormwater Utility Fee is proposed in perpetuity.

For the purposes of this report, City-maintained drainage infrastructure includes streets, pipes, inlets, outlets, and natural drainage courses. Parcels related to these types of property uses are exempt from the runoff charge, as they are part of the infrastructure being funded. Also exempt from the runoff charge is Caltrans right-of-way, because Caltrans handles its own runoff under a separate NPDES permit.

Drainage units may be adjusted based on appeal from the property owner. See the Appeals Process below.

Table 3, below, provides a preliminary summary of DMUs for the various land uses in Rancho Cordova.

Table 3 – Drainage Measurement Unit Summary Table

Landuse Description	Number of Units	Total Area (acres)	Impervious Area (acres)	DMUs
SINGLE FAMILY RESIDENTIAL (SFR1)	15,107	2,028		15,107.00
SINGLE FAMILY RESIDENTIAL (SFR2)	13,790	2,776		15,169.00
SINGLE FAMILY RESIDENTIAL (SFR3)	14	4		16.45
SINGLE FAMILY RESIDENTIAL (SFR4)				-
SINGLE FAMILY RESIDENTIAL (SFR5)				-
MULTI-FAMILY RESIDENTIAL (MFR1)	6,082	282		2,639.06
COMMERCIAL		666	499	6,240.00
INDUSTRIAL		283	226	2,830.00
SCHOOLS		478	239	2,985.00
PRIVATE RECREATION		63	16	195.31
PARKS/GREENBELTS		561	140	1,752.47
PUBLIC		51	15	190.13
TOTAL	34,993	7,190		47,124

Cost Estimate

Table 4 below shows the estimated costs to maintain infrastructure in the developing areas. Unit costs for maintenance were derived using budget information provided by the County, since the County currently maintains the storm drainage system. The budget information is shown in Appendix C.

Table 4 – Estimated Costs

	Estimated Quantity	Unit	Cost (\$/unit)	Frequency	Total Cost/Year
Maintenance Costs:					
Trunk Lines (larger than 24") - TV Lines	158210	LF	\$ 7.50	25 years	\$ 47,463.00
Drainage Lines 10"-24" Cleaning	829850	LF	\$ 3.00	10 years	\$ 248,955.00
Drainage Lines 10"-24" TV	829850	LF	\$ 7.50	25 years	\$ 248,955.00
Creek and Channel Maintenance and Repair	65070	LF	\$ 0.75	1 year	\$ 49,009.83
Pipe Repairs	998920	LF	\$ 0.45	1 year	\$ 451,380.43
Creeks and Channels Mowing	80	AC	\$6,825	1 year	\$ 546,000.00
Creeks and Channels Herbicides	80	AC	\$680	1 year	\$ 54,400.00
HydroMod Basin Maintenance	320	AC	\$4,830	1 year	\$ 1,545,600.00
Basin De-silt	320	AC	\$1,000	25 years	\$ 12,800.00
Basins Herbicides	320	AC	\$761	1 year	\$ 243,360.00
Replacement Costs:					
Inlets	6400	EA	\$2,000	75 years	\$170,667
Manholes	4460	EA	\$3,500	75 years	\$208,133
66" Pipe	3950	LF	\$550	100 years	\$21,725
60" Pipe	10280	LF	\$475	100 years	\$48,830
54" Pipe	11140	LF	\$400	100 years	\$44,560
48" Pipe	10210	LF	\$325	100 years	\$33,183
42" Pipe	28620	LF	\$275	100 years	\$78,705
36" Pipe	42420	LF	\$225	100 years	\$95,445
30" Pipe	51050	LF	\$175	100 years	\$89,338
27" Pipe	540	LF	\$150	100 years	\$810
24" Pipe	91960	LF	\$125	100 years	\$114,950
21" Pipe	2230	LF	\$115	100 years	\$2,565
18" Pipe	100300	LF	\$105	100 years	\$105,315
15" Pipe	101300	LF	\$95	100 years	\$96,235
12" Pipe	529890	LF	\$85	100 years	\$450,407
10" Pipe	4170	LF	\$75	100 years	\$3,128

Total: \$5,011,917

Annual Fee Administration: \$45,000

Operating (Cash Flow) Reserve (10% of Maintenance Costs): \$344,792

Estimated Total: **\$5,401,709**

Fee Calculations

The estimated annual costs for the proposed storm drain improvements are \$5,401,709 as shown in Table 4 above. Dividing that by the total number of proposed DMU's in Rancho Cordova (47,124), the maximum estimated annual Stormwater Utility Fee rate is **\$114.63 per DMU**.

This would be the proposed maximum fee rate for fiscal year 2014-15. The maximum rate will be increased each subsequent Fiscal Year by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics (or a reasonably equivalent index should the stated index be discontinued, as determined by the Director of Public Works).

The actual rate to be levied each year will be as approved by the City at a public hearing, after they consider an Annual Fee Report outlining the estimated annual costs of the program for the ensuing fiscal year.

Table 5 provides sample fee calculations for various land uses and parcel sizes.

Table 5 – Sample Calculations

Land Use Description	Total Area (acres)	Impervious Area (acres)	DMUs	Sample Fee
SINGLE FAMILY RESIDENTIAL (SFR1)	0.16		1.000	\$ 114.63
SINGLE FAMILY RESIDENTIAL (SFR2)	0.22		1.100	\$ 126.09
SINGLE FAMILY RESIDENTIAL (SFR3)	0.30		1.175	\$ 134.69
SINGLE FAMILY RESIDENTIAL (SFR4)	0.40		1.250	\$ 143.28
SINGLE FAMILY RESIDENTIAL (SFR5)	1.00		1.563	\$ 179.10
MULTI-FAMILY RESIDENTIAL (MFR1)	5.00	3.75	46.875	\$ 5,373.12
COMMERCIAL ¹	1.00	0.75	9.375	\$ 1,074.62
INDUSTRIAL	1.00	0.80	10.000	\$ 1,146.27
SCHOOLS	5.00	2.50	31.250	\$ 3,582.08
PRIVATE RECREATION	1.00	0.25	3.125	\$ 358.21
PARKS/GREENBELTS	2.00	0.20	2.500	\$ 286.57
PUBLIC	2.00	0.60	7.500	\$ 859.70

¹ Average of Downtown and Neighborhood Commercial as shown in Appendix B

The Preliminary Charge Roll, which is a listing of each parcel to be charged a fee and its proposed maximum fee for FY 2014-15, is on file in the office of the City Clerk.

Appeals Process

If a property owner disagrees with the calculation of his or her fee, based on the parcel area and estimated impervious percentage assigned to the property, then the property owner may appeal the calculation as follows:

- Property owner must provide written documentation explaining the reason why the charge should be changed. This documentation must include:
 - The name, phone number, mailing address, and email address, if available, of the property owner.
 - The Assessor's Parcel Number (APN) of the property in question.
- If additional documentation is required or insufficient documentation was submitted, a representative of the Department of Public Works (Staff) will notify the property owner in writing.
- Once Staff has determined that sufficient documentation has been submitted, Staff will perform the initial review. Staff will notify the property owner in writing within four (4) weeks from the time sufficient documentation was submitted as to whether or not the fee amount will be changed.
 - If the determination is to change the fee amount, then the new fee amount will be documented within the City's fee database.

- b. If the determination is that the fee should not be changed, the property owner can appeal Staff's decision to the Director of Public Works. The appeal must be made in writing and returned no later than four (4) weeks from the date of mailing of Staff's initial review decision. The Director of Public Works will notify the property owner in writing within four (4) weeks from the date of receipt of the appeal as to whether or not the fee amount will be changed.

If the owner of any parcel shall have reason to feel that the computation of the DMU for his/her parcel is not correct, that person may file an appeal with the Director of Public Works in the manner prescribed by the Director of Public Works. The Director of Public Works will consider all data provided by the appellant and shall render a decision in writing. The decision of the Director of Public Works will be final with respect to City action on the appeal.

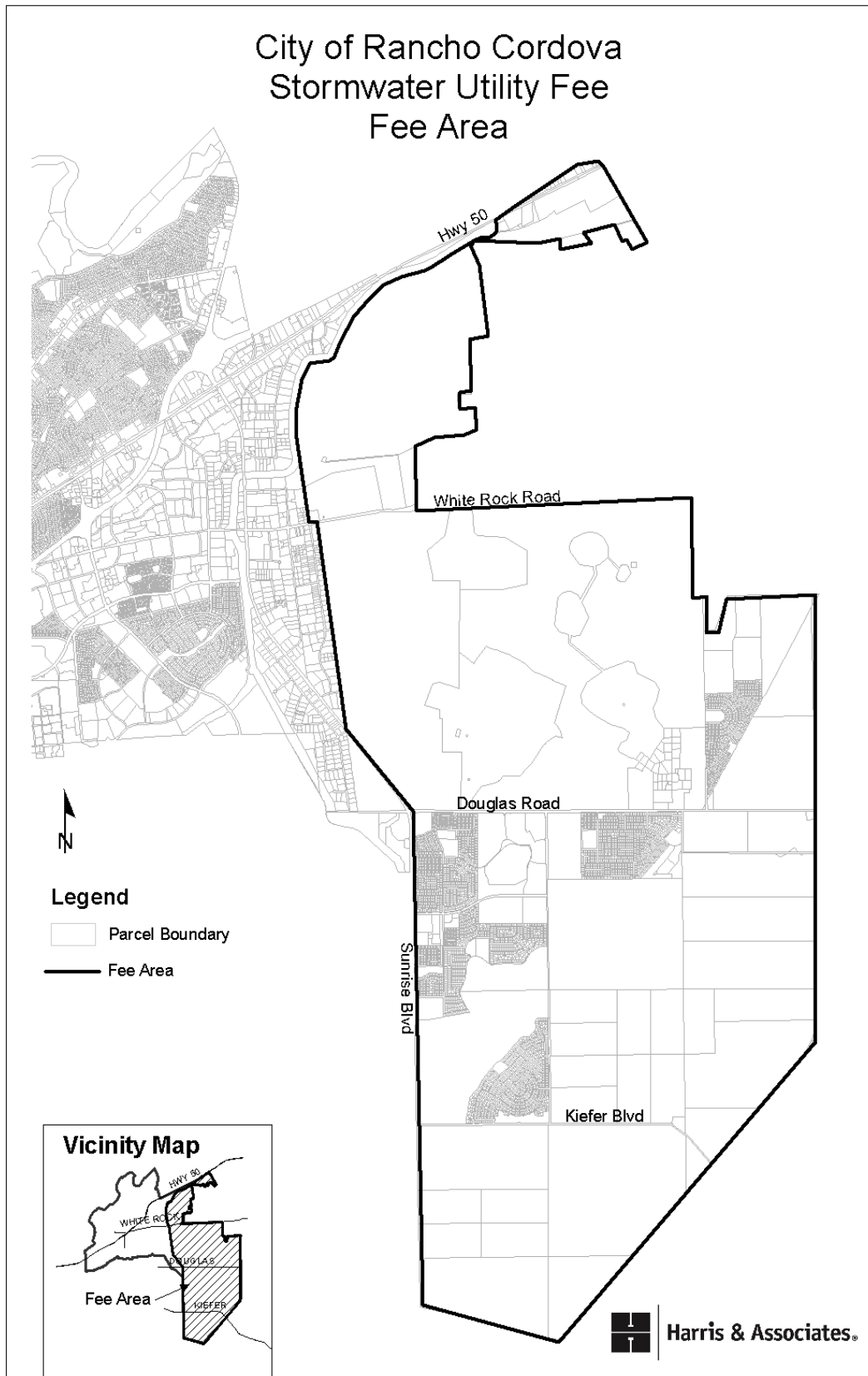
Appeals will be accepted annually up until June 30 for inclusion on the following fiscal year's property tax roll submittal. However, if an appeal is granted by Staff or the Director of Public Works that does not permit inclusion for the following fiscal year's property tax roll submittal, a reimbursement will be provided to the property owner by the City.

Respectfully submitted:

Harris & Associates

Dennis A. Anderson
Senior Project Manager

APPENDIX A



APPENDIX B

Runoff Coefficient

Land Use	Impervious
Single Family Residential less than 0.166 acres	50%
Single Family Residential 0.166 acres to 0.250 acres	40%
Single Family Residential 0.251 acres to 0.330 acres	30%
Single Family Residential 0.331 acres to 0.500 acres	25%
Single Family Residential Over 0.500 acres (excluding the first 0.500 acres)	5%
High-Density Residential (including Apartments and Mobile Home Parks)	75%
Condominiums	70%
Commercial Downtown Areas ¹	80%
Commercial Neighborhood Areas	70%
Industrial	80%
Schools	50%
Parks	25%
Greenbelts	10%

Footnotes:

¹ City of Rancho Cordova Municipal Code Chapter 15.

Sources:

1. Yolo County City/County Drainage Manual, February 2010.
2. Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007.

Appendix C

Cost Information

ITEM 10.1.

ATTACHMENT 3

County of Sacramento/City of Rancho Cordova Current Storm Drain Maintenance Costs

Pipe Repair Costs

Budget Classification		Repair Type	Actual Expenditures for FY 11/12	FY 13/14 Budget
County North	OCUO	Drain Line Upgrade or Repair	\$ 630,912.90	\$ 630,912.90
	OFFO	Fence Repair	\$ 19,343.41	\$ 19,343.41
	OHKO	Inlet Outfall Repair	\$ 455,724.02	\$ 455,724.02
	OMSO	Erosion Control	\$ 26,189.60	\$ 26,189.60
	OY8O	Manhole Repair	\$ 63,362.44	\$ 63,362.44
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	36.39%	\$ 435,026.56	\$ 435,026.56
	Total Budget=		\$ 1,630,558.93	\$ 1,630,558.93
County South	OCUO	Drain Line Upgrade or Repair	\$ 105,317.24	\$ 105,317.24
	OFFO	Fence Repair	\$ 35,802.01	\$ 35,802.01
	OHKO	Inlet Outfall Repair	\$ 214,660.90	\$ 214,660.90
	OMSO	Erosion Control	\$ -	\$ -
	OY8O	Manhole Repair	\$ 8,585.40	\$ 8,585.40
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	23.51%	\$ 85,667.45	\$ 85,667.45
	Total Budget=		\$ 450,033.00	\$ 450,033.00
Rancho Cordova	OCUO	Drain Line Upgrade or Repair	\$ 222,809.74	\$ 229,850.53
	OFFO	Fence Repair	\$ 26,326.14	\$ 27,158.05
	OHKO	Inlet Outfall Repair	\$ 224,877.26	\$ 231,983.38
	OMSO	Erosion Control	\$ -	\$ -
	OY8O	Manhole Repair	\$ 4,498.84	\$ 4,641.00
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	23.51%	\$ 112,504.88	\$ 116,060.03
	Total Budget=		\$ 591,016.86	\$ 609,692.99
Total LF of Pipes				
		County	7,865,755	7,865,755
		Rancho Cordova	1,349,271	1,349,271
Cost/LF of pipe for Repairs				
		County	\$ 0.26	\$ 0.26
		Rancho	\$ 0.44	\$ 0.45

* Costs were increased for 12/13 based on comparing actual expenditures in 11/12 with actual expenditures in 12/13.

County of Sacramento/City of Rancho Cordova
Current Storm Drain Maintenance Costs

Creek and Channel Cleaning

Budget Classification		Repair Type	Actual Expenditures FY 11/12	FY 13/14 Budget
County	OCCO	Inspect Channels	\$ 149,684.06	\$ 149,684.06
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ 203,337.83	\$ 203,337.83
	OF8O	Sandbag Distribution	\$ 5,184.60	\$ 5,184.60
	OFCO	Drainage Response	\$ 82,451.66	\$ 82,451.66
	OFDO	Concrete Channel Cleaning Bobcat	\$ 552,150.54	\$ 552,150.54
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ 191,840.84	\$ 191,840.84
	OLCO	Access Road Maintenance	\$ -	\$ -
	OLDO	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ 2,720.90	\$ 2,720.90
	OMRO	Channel Cleaning Mechanical	\$ 49,087.50	\$ 49,087.50
	OORC	Rodent Control	\$ 32,695.06	\$ 32,695.06
	OTVD	Tree Removal	\$ 79,463.44	\$ 79,463.44
	OVDO	Dry Spoil Dumping	\$ 8,137.34	\$ 8,137.34
	OWCO	Weed Control Chemical		
	Overhead	36.39%	\$ 493,691.29	\$ 493,691.29
	Total Budget=		\$ 1,850,445	\$ 1,850,445
County	OCCO	Inspect Channels	\$ 1,797.15	\$ 1,797.15
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ -	\$ -
	OF8O	Sandbag Distribution	\$ 2,464.80	\$ 2,464.80
	OFCO	Drainage Response	\$ 1,293.11	\$ 1,293.11
	OFDO	Concrete Channel Cleaning Bobcat	\$ 144,294.58	\$ 144,294.58
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ -	\$ -
	OLCO	Access Road Maintenance	\$ 57,345.54	\$ 57,345.54
	OLDO	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ -	\$ -
	OMRO	Channel Cleaning Mechanical	\$ 32,935.75	\$ 32,935.75
	OORC	Rodent Control	\$ -	\$ -
	OTVD	Tree Removal	\$ 214,736.46	\$ 214,736.46
	OVDO	Dry Spoil Dumping	\$ -	\$ -

ITEM 10.1.

ATTACHMENT 3

Budget Classification		Repair Type	Actual Expenditures FY 11/12	FY 13/14 Budget
	OWCO	Weed Control Chemical		
	Overhead	23.51%	\$ 106,945.71	\$ 106,945.71
		Total Budget=	\$ 561,813	\$ 561,813
Rancho Cordova	OCCO	Inspect Channels	\$ -	\$ -
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ 413.30	\$ 413.30
	OF8O	Sandbag Distribution	\$ -	\$ -
	OFCO	Drainage Response	\$ -	\$ -
	OFDO	Concrete Channel Cleaning Bobcat	\$ 65,905.39	\$ 65,905.39
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ -	\$ -
	OLCO	Access Road Maintenance	\$ -	\$ -
	OLD0	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ -	\$ -
	OMRO	Channel Cleaning Mechanical	\$ -	\$ -
	OORC	Rodent Control	\$ -	\$ -
	OTVD	Tree Removal	\$ -	\$ -
	OVDO	Dry Spoil Dumping	\$ -	\$ -
	OWCO	Weed Control Chemical		
	Overhead	23.51%	\$ 15,592.45	\$ 15,592.45
		Total Budget=	\$ 81,911	\$ 81,911
Total LF of Channels				
		Rancho Cordova (unlined)	74,628	74,628
		Rancho Cordova (lined)	37,562	37,562
		Total Rancho Cordova	112,189	112,189
		County (unlined)	1,677,768	1,677,768
		County (lined)	216,153	216,153
		Total County	1,893,920	1,893,920
Cost/LF of Channel for Cleaning:				
		County	\$ 1.27	\$ 1.27
		Rancho	\$ 0.73	\$ 0.75

* Costs were increased for 12/13 based on comparing actual expenditures in 11/12 with actual expenditures in 12/13.

ITEM 10.1.

ATTACHMENT 3

County of Sacramento/City of Rancho Cordova Current Storm Drain Maintenance Costs

Activity	Size/Location	Cost/LF	Frequency	Notes
Pipes/Channels				
Hydro Cleaning	6"-24"	\$ 3.00	10 years	
TV Lines	all	\$ 7.50	25 years	
Creek and Channel Cleaning	Rancho	\$ 0.75	each year	Within SWU Budget
	Sac County	\$ 1.27		
Pump Maintenance	Covered within budget			Per County Staff Assume no pumps in new areas.
Repairs	2 crews year round	SWU funds support this		
Hydromod Basin		cost/ac		
Maintenance		\$ 4,830.00	annul	see detailed estimate
Herbicides		\$ 325.00	2 x's/year	
Additional costs				
Pesticide Control Advisor		\$ 20,000.00	annually	
Engineering admin support with regulatory agencies		10%	of maint costs/year	
Supervisors and managers		5%	of maint costs/year	

Hydromod Basin Maintenance

Basin Maintenance Costs	Cost per Acre
Trash Clean-up and Disposal (4 x's/year)	\$ 1,200
Mowing (2 x's/year)	\$ 200
Inspection 4 x's/year	\$ 1,600
Erosion Repair	\$ 800
Vegetation and Landscape Maintenance	\$ 800
Sub-total	\$ 4,600
Over-head Mark-up (5%)	\$ 230
Total Cost	\$ 4,830

Inspection Includes: Examine gates, fences and access ramp for damage and overgrown vegetation, check basin slopes for erosion, excess vegetation, debris and animal burros, check flow line for excess vegetation and sediment, check for erosion at water line, large/floating debris, and excess vegetation. Check for debris, creacks and instructure, and erosion at inlets and outlets. Also check access control racks for debris and to snrue they are locked and secured. Check riprap at inlet weir

Appendix D

Detailed Land Use Data

		Arista Del Sol		Arboretum		Douglas 98		Douglas 103		Grantline 208		Montelena		Rio Del Oro		Suncreek		The Ranch (Sunridge)			Sunridge Lot J		Westborough		North Douglas II		Heritage Falls		Anatolia IV		Anatolia		Sunridge			
	Land Use/ Zoning Description	AC	Units	AC	Units	AC	Units	AC	Units	AC	Units	AC 2012	Units 2012	AC	Units	AC 2013	Units 2012	AC 2013	Units 2012	Est.	Units 2013	AC	Units	AC	Units	AC	Units	AC	Units	GIS AC	GIS Units	GIS AC	GIS Units	Total Acres	Total Units	
Residential:																																				
LDR	SF (2.1-6.0 DU/AC)	35.3	176	144.8	698			3.7	14	44.7	276	71.4	388	1,518.5	7,593	179.4	899	142.3	694	35.8	179	347.2	1,580	17.70	153.00	72.20	303.00	21.60	203.00					2,635	13,156	
	MD (6.1-12 DU/AC)															321.5	2,524																322	2,524		
MDR	MD (6.1-18.0 DU/AC)	83.8	556	290.0	2,334 ^a	94.2	528	28.2	287	42.8	227	54.4	402	256.0	2,048	43.7	286 ^c	105.4	685	17.5	192	146.8	1,389			92.10	525.00			450.8	2,831	146.4	941	1,852	13,231	
	MD (14.0-29.9 DU/AC)			60.4	885																												60	885		
HDR	HD (18.1-40.0 DU/AC)													98.0	1,960	44.2	980	12.2	378 [*]			30.4	922			6.80	132.00							192	4,372	
	HD (30+ DU/AC)			29.5	825																												30	825		
	Residential Total	119.1	732	524.7	4,742	94.2	528	31.9	301	87.5	503	125.8	790	1,872.5	11,601	588.8	4,689	259.9	1,757	53.3	371	524.4	3,891	17.7	153	171	960	22	203	450.8	2,831	146.4	941	5,090	34,993	
Non-Residential:																																				
VC	Village Commercial			16.9				19.5				16.6		20.0		22.0		13.5				93.3												202		
LTC	Local Town Center			30.4										20.0								83.5												134		
RTC	Regional Town Center			0.9										113.0		58.4																		172		
BP	Business Park	6.6		65.0										86.0																				158		
MP	Industrial Park													283.0																				283		
Education:																																				
HS/MS	High School/Middle School			72.6										78.0		110.9 ^b						94.0 ^b												356		
MS	Middle School													20.0																				20		
ES	Elementary School			21.2						10.6				54.0												5.50			10.8					102		
Open Space & Public:																																				
CP	Community Park	11.4		60.7						7.8				107.0		44.9		29.3				52.3												313		
P/QP	Public/Quasi Public			2.0								3.2		7.5		12.3						10.6								1.1				37		
NP	Neighborhood Park	3.1		3.8		8.2		5.2		3.4		20.8		67.5		17.0		8.6		6.4				0.71		17.20		3.70		21.2		7.0		194		
SWD	Storm Water Detention	4.0								15.0		9.6		39.0		53.5		24.3						4.00		17.40				9.5		9.6		186		
WP	Wetland Preserve	55.8						43.8		81.0		54.5		510.0																				745		
DP	Drainage Parkway													138.0		5.0						104.6				15.30					7.2		270			
PR	Private Recreation													54.0												4.20			4.3					63		
OS	Open Space			144.5										22.0										0.60		0.80								168		
OS/P	Open Space/Preserve													12.0		45.6		174.0				47.7												279		
LC	Landscape Corridors	1.1				2.8								82.0		19.2										2.70		1.30		13.4		0.7		123		
GB	Green Belts							2.6						51.0																				54		
ROW	Right-of-way	9.5		104.3				8.5		5.3		22.4		192.0		82.6		20.5		14.5		127.1				6.90		2.20						596		
BR/WP	Reservoir / Wetland Preserve			302.8												205.1								19.80										528		
S	Sewer Lift Station / Utility Substation			1.0																										6.6		6.4		14		
	Vacant (unknown dev plan)																												567.4		27.3			595		
	Total Non-residential	91.5		826.1		11.0		79.6		123.1		127.1		1,956.0		676.5		270.2		20.9		613.1		25.1	0.0	70.0	0.0	7.2	0.0	634.3		58.2		5,590		
	Total Residential & Non-Res	210.6	732.0	1,350.8	4,742.0	105.2	528.0	111.5	301.0	210.6	503.0	252.9	790.0	3,828.5	11,601.0	1,265.3	4,689.0	530.1	1,757.0	74.1	371.0	1,137.5	3,891.0	42.8	153.0	241.1	960.0	28.8	203.0	1,085.1	2,831.0	204.6	941.0	10,680		

Notes: All data is from recent plans received in Nov 2013 unless specified otherwise.
^a Arboretum has 2 MD residential classifications. The first line is for 6.1-13.9 DU/AC (instead of 6.1-18)
^b Acreage for all schools
^c Suncreek has 2 MD residential classifications. The second line is for 12.1-18 DU/AC (instead of 6.1-18)

Includes April 2012
Amendment

AC estimated

Stormwater Utility Fee

Sample of the Stormwater Utility Fees for Fiscal Year 2021-2022:

Table 1

Land Use Description	Total Area (acres)	Sample Fee
Single Family Residential (SFR1)	0.16	\$137.62
Single Family Residential (SFR2)	0.22	\$151.38
Single Family Residential (SFR3)	0.30	\$161.72
Single Family Residential (SFR4)	0.40	\$172.02
Single Family Residential (SFR5)	1.00	\$172.02
Multi-Family Residential (MFR1)	5.00	\$1,204.35
Commercial	1.00	\$1,290.39
Industrial	1.00	\$1,376.43
Schools	5.00	\$860.26
Private Recreation	1.00	\$430.11
Parks/Greenbelts	2.00	\$172.02
Public Property (with structures)	2.00	\$516.14

MEMORANDUM



ITEM 10.2.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Elizabeth Sparkman, Community Development Director
SUBJECT: **A RESOLUTION DECLARING A PROTEST HEARING AND AUTHORIZING THE MAILING OF PROPERTY OWNER BALLOT RELATING TO THE IMPOSITION OF THE ANNUAL STORMWATER UTILITY FEE FOR THE FALCONER COMMERCIAL BUILDING PROJECT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will declare the results of the property owner protest and, if there exists less than a majority protest, authorize the mailing of a ballot to the property owner to approve the levy of the fee to pay for maintenance of storm drainage and flood protection systems for the project. The action also sets 1:30 p.m. on September 30, 2021 in the office of the City Clerk, as the time and date for the ballot tabulation for the matter.

BACKGROUND

The Council previously approved the Falconer Commercial Building project with a condition of approval which requires that the property owner fund operation and maintenance of the storm drainage system. This condition will be satisfied by the participation in the new Stormwater Utility Fee for storm drainage and flood protection services which is the subject of tonight's action.

The property owner of the Falconer Commercial Building project has requested the City annex the project to the City's Stormwater Utility Fee pursuant to the California Health and Safety Code Section 5471 et seq. to provide the method of financing for storm drainage and flood protection services required to meet the condition.

On August 16, 2021, Council adopted a Resolution which established Procedures for the Conduct of a Protest Hearing and Balloting Relating to a Stormwater Utility Fee (the

“Procedures”) and designated September 7, 2021, at 5:30 p.m. as the time and place for hearing protests in connection with the annual Stormwater Utility Fee for the Falconer Commercial Building project.

DISCUSSION

The property owner has submitted a petition and waiver for the City to institute the proceedings to participate in the Stormwater Utility Fee. This annexation to the Stormwater Utility Fee will include the project generally known as the Falconer Commercial Building project. Attachment 2. The maintenance services to be funded include the furnishing of services and materials for the ordinary and usual operation, maintenance, and servicing of the storm drain and flood protection systems.

Attachment 1 is the Resolution declaring the results of the property owner protest and authorizing the mailing of the property owner ballot, as required by Article XIII D of the California Constitution (also known as Proposition 218). The Resolution sets forth the tabulation of ballots on September 30, 2021, at 1:30 p.m. in the office of the City Clerk. The results of the mailed ballot election will be presented to City Council at their regularly scheduled meeting October 18, 2021, and additional actions will be recommended based the ballot results.

A “Rate Analysis Report” was approved by City Council on September 4, 2014, by Resolution 103-2014 setting Fiscal Year 2014/2015 maximum annual Stormwater Utility Fee amount for each parcel proportionate to the estimated stormwater runoff for each parcel, see Attachment 3. The maximum annual fee will increase each subsequent Fiscal Year by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics. A sample of the Stormwater Utility Fees for Fiscal Year 2021-2022 are summarized in in Attachment 4.

FISCAL IMPACT AND FUNDING SOURCE

There is no impact to the City’s General Fund.

ATTACHMENT(S)

1. Resolution
2. Boundary Map
3. Stormwater (SWU) Rate and Analysis Report
4. Stormwater Utility Fee- Rate Sheet FY21-22

CITY OF RANCHO CORDOVA**RESOLUTION NO. XX-2021**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, DECLARING THE RESULTS OF THE PROPERTY OWNER
PROTEST AND AUTHORIZING THE MAILING OF A PROPERTY OWNER BALLOT
RELATING TO THE IMPOSITION OF AN ANNUAL STORMWATER UTILITY FEE FOR THE
FALCONER COMMERCIAL BUILDING PROJECT**

WHEREAS, this Council has received petitions and waivers from the owners of not less than 100% of the area of land proposed to be annexed into the Stormwater Utility Fee; and

WHEREAS, on August 27, 2021, the City Clerk caused a notice of the time and place of the hearing thereon and on the proposed annexation to the Stormwater Utility Fee to be published and such public hearing was opened on September 7, 2021; and

WHEREAS, the Council adopted Resolution 103-2014 approving a written report entitled, "Rate Analysis Report", dated September 4, 2014 (the "Written Report") prepared by Harris & Associates and filed with the City Clerk containing a description of each parcel of real property within the City to which the Stormwater Utility Fee is applicable (collectively, the "Identified Parcels") and the amount of the Stormwater Utility Fee for each such Identified Parcel for Fiscal Year 2014-15. The Written Report is on file in the office of the City Clerk and is available for public inspection; and

WHEREAS, this Council adopted a Resolution which established Procedures for the Conduct of a Protest Hearing and Balloting Relating to a Stormwater Utility Fee (the "Procedures") and set the date of public hearing; and

WHEREAS, this Council has conducted the public hearing and all interested persons have been afforded the opportunity to be heard, and the City Council has considered all protests against the annexation to the Stormwater Utility Fee; and

WHEREAS, there was no majority protest of the owner of the Identified Parcel subject to the Proposed Stormwater Utility Fee.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY
OF RANCHO CORDOVA**

1. The foregoing recitals are true and correct.
2. The City Clerk is hereby authorized and directed to mail a property owner ballot in accordance with law and the Procedures.
3. The date of the ballot tabulation shall be September 30, 2021, at 1:30 pm.
4. The date of the Council Meeting to report the results of the mailed ballot election shall be October 18, 2021, at 5:30 or as soon thereafter as the matter may be heard.
5. The City Council hereby designates Elizabeth Sparkman, Community Development

ITEM 10.2.

ATTACHMENT 1

Director, telephone number, (916) 851-8714 to answer inquiries regarding the ballot proceedings and procedural or technical matters.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September 2021 by following vote:

AYES:

NOES:

ABSENT:

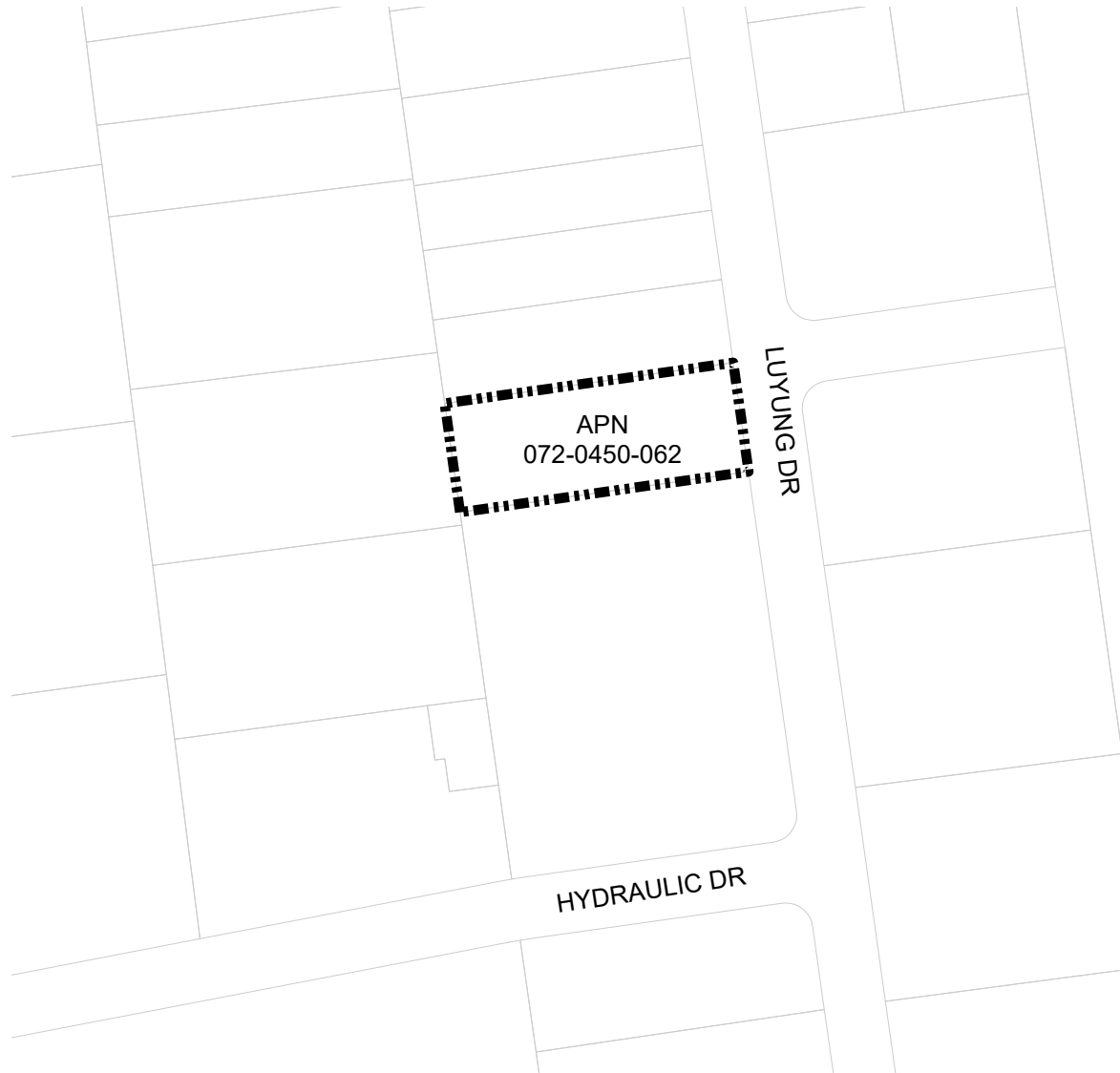
ABSTAIN:

ATTEST:

Garrett Gatewood, Mayor

Stacy Leitner, CMC
City Clerk

CITY OF RANCHO CORDOVA
STORMWATER UTILITY FEE AREA
ANNEXATION 28
(FALCONER COMMERCIAL BUILDING PROJECT)

**Legend**

Annexation Boundary

Parcel Boundary



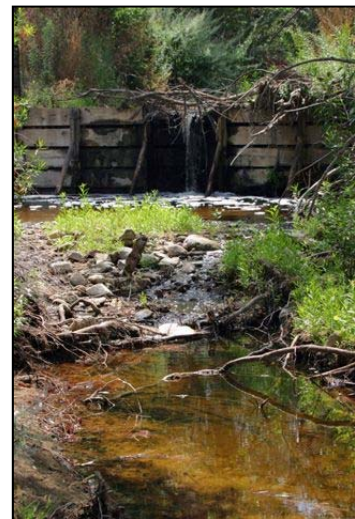
Rate Analysis Report

for the

Stormwater Utility Fee

For the

City of Rancho Cordova



August 7, 2014

Introduction

The City of Rancho Cordova (City) is detaching from the County of Sacramento fee and is creating their own Stormwater Utility Fee, which is being levied per the California Health and Safety Code Section 5471 et seq.

The purpose of this Rate Analysis Report is to:

- Review the Stormwater Utility Fee and improvements to be funded.
- Review the requirements of Article XIID of the State Constitution (Proposition 218) relating to requirements for apportioning the costs associated with the City's stormwater runoff system.
- Analyze and recommend an appropriate rate structure and provide estimated rates based on cost data information provided by the City.

Proposition 218 Requirements

This fee must comply with the provisions of Article XIID of the California Constitution (Proposition 218). Section 6 of Proposition 218 has the following requirements for all "new, extended, imposed or increased" fees and charges:

- 1) "Revenues derived from the fee or charge shall not exceed the funds required to provide the property-related service."
- 2) "Revenues derived from the fee or charge shall not be used for any purpose other than that for which the fee or charge was imposed."
- 3) "The amount of a fee or charge imposed upon any parcel or person as an incident of property ownership shall not exceed the proportional cost of the service attributable to the parcel."
- 4) "No fee or charge may be imposed for a service unless that service is actually used by, or immediately available to, the owner of the property in question. Fees or charges based on potential or future use of service are not permitted. Standby charges, whether characterized as charges or assessments, shall be classified as assessments and shall not be imposed without compliance with [the assessment section of this code]."
- 5) "No fee or charge may be imposed for general governmental services including, but not limited to, police, fire, ambulance or library services where the service is available to the public at large in substantially the same manner as it is to property owners."

Background Information

In accordance with the Federal Clean Water Act of 1972, the United States Environmental Protection Agency (EPA) is required to establish regulations setting forth National Pollution Discharge Elimination System (NPDES) permit standards. The enactment of 1987 amendments to the Federal Clean Water Act (Act) of 1972 imposes permit requirements for discharge of storm waters. The Act allows the EPA to delegate its NPDES permitting authority to states with an approved environmental regulatory program. The State of California is one of the delegated states.

The responsibility for implementing various NPDES permits in the State of California has been delegated to the State Water Resources Control Board (SWRCB). The SWRCB administers NPDES authority through its nine Regional Boards. As an NPDES permittee, the City is required to manage stormwater pollution within its jurisdiction.

In order to provide for the safety of the residents of the City and protect property in the City from the damage associated with flooding and to meet the requirements of the NPDES permit, it is necessary to design, construct, operate, maintain, improve and replace storm drainage facilities which collect storm and surface water runoff and convey and treat such runoff in a safe manner to an acceptable point of discharge. It is also necessary to inspect, monitor, and take enforcement action related to illegal dumping, and illicit discharges. In order to properly fund such facilities and activities, the City has determined that it is necessary to impose on all developing properties in Rancho Cordova a user charge for storm drainage service.

Based on the 2030 General Plan and current specific plan areas, Rancho Cordova is expected to develop as shown in Table 1 below. The proposed boundary for the stormwater utility is shown in Appendix A.

Table 1 – Land Use

	Land Use/ Zoning Description	Total Acres	Total Units
Residential:			
LDR	SF (2.1-6.0 DU/AC)	2,635	13,156
	MD (6.1-12 DU/AC)	322	2,524
MDR	MD (6.1-18.0 DU/AC)	1,852	13,231
	MD (14.0-29.9 DU/AC)	60	885
HDR	HD (18.1-40.0 DU/AC)	192	4,372
	HD (30+ DU/AC)	30	825
	Residential Total	5,090	34,993
Non-Residential:			
VC	Village Commercial	202	
LTC	Local Town Center	134	
RTC	Regional Town Center	172	
BP	Business Park	158	
MP	Industrial Park	283	
Education:			
HS/MS	High School/Middle School	356	
MS	Middle School	20	
ES	Elementary School	102	
Open Space & Public:			
CP	Community Park	313	
P/QP	Public/Quasi Public	37	
NP	Neighborhood Park	194	
SWD	Storm Water Detention	186	
WP	Wetland Preserve	745	
DP	Drainage Parkway	270	
PR	Private Recreation	63	
OS	Open Space	168	
OS/P	Open Space/Preserve	279	
LC	Landscape Corridors	123	
GB	Green Belts	54	
ROW	Right-of-way	596	
BR/WP	Reservoir / Wetland Preserve	528	
S	Sewer Lift Station / Utility Substa	14	
	Vacant (unknown dev plan)	595	
	Total Non-residential	5,590	
	Total Residential & Non-Res	10,680	

A more detailed land use table by development area is shown in Appendix D.

This development is expected to require significant stormwater drainage and flood control facilities. Based on the development area and improvements that were required in four (4) recent developments

within the County of Sacramento, Table 2 summarizes the improvements that are expected once development is complete.

Table 2 – Expected Improvements

Infrastructure Type	Quantity	
Inlets	6,400	LF
Manholes	4,460	LF
66" Pipe	3,950	LF
60" Pipe	10,280	LF
54" Pipe	11,140	LF
48" Pipe	10,210	LF
42" Pipe	28,620	LF
36" Pipe	42,420	LF
30" Pipe	51,050	LF
27" Pipe	540	LF
24" Pipe	91,960	LF
21" Pipe	2,230	LF
18" Pipe	100,300	LF
15" Pipe	101,300	LF
12" Pipe	529,890	0
10" Pipe	4,170	0
Creeks and Channels	80	AC
Basins	320	AC

Services Funded

Expenditures from the revenue generated from the Stormwater Utility Fee are intended to comply with the requirements set forth in the NPDES permit. The activities and services funded by this fee include, but are not limited to:

1. Administration and oversight of the requirements set forth in the NPDES permit to City departments, developments, and local agencies.
2. Respond to and investigate incidents of illicit discharges and illegal connections to the storm drain system.
3. Periodically inspect facilities for proper handling of materials, chemicals, pollutants, garbage, waste, and debris and prevent any discharges to the storm drain system.
4. Regularly clean and maintain catch basins, the flowline, and storm drainage facilities.
5. Installation and maintenance of water quality devices required to keep pollutants out of the storm drain system.
6. Discourage illegal dumping or discharge of pollutants into the storm drain system by stenciling all City-owned catch basins with a "No Dumping" message.
7. Augment public education and outreach programs in regards to the proper use and function of the storm drainage system and the receiving waters.

8. Develop programs to promote, publicize, and facilitate public reporting of illicit discharges to the storm drain system.
9. Encourage the proper disposal of household hazardous waste (HHW) to prevent the improper disposal to the storm drain system or to the sewer system.
10. Discourage the improper disposal of litter, garden clippings, leaves, and pet waste into the street or the storm drain system.
11. Capital replacement of storm drainage and flood control improvements at the end of the expected useful life for such improvements.

Rate Structure Analysis

Section 6.b of Article XIID of the State Constitution (Proposition 218) states that:

“The amount of a fee or charge imposed upon any parcel or person as an incident of property ownership shall not exceed the proportional cost of the service attributable to the parcel.”

and

“No fee or charge may be imposed for a service unless that service is actually used by, or immediately available to, the owner of the property in question.”

By definition, all properties that shed stormwater into the City’s stormwater drainage system use, or are served by, the City’s stormwater drainage system. The amount of use attributed to each parcel is measurable by the amount of storm runoff contributed by the property, which is directly proportional to the amount of impervious area on a parcel (such as buildings and concrete). The more impervious area on a property, the more storm runoff the property generates, the more demand placed on the storm drain system.

The amount each parcel uses the stormwater drainage system is computed by the following formula:

$$(\text{Parcel Area}) \times (\text{Impervious Percentage}) = \text{Drainage Units}$$

The typical percent impervious (% Impervious) for land uses in the City, have been applied for the purposes of estimating the runoff generated by each property. These are shown in Appendix B.

The more Drainage Units a parcel has, the more storm run-off it generates, and the more it uses and impacts the stormwater drainage system.

It is standard practice to relate other land uses to a developed single family residential (SFR) parcel, instead of working exclusively with drainage units. The median size of a SFR parcel will be approximately 0.16 acre. Therefore, it makes sense to relate all parcels to this median residential property. The runoff from a 0.16-acre SFR parcel is set equal to one Drainage Measurement Unit (DMU) and this base DMU is calculated as follows:

$$(0.16 \text{ acres of area}) \times 50\% = 0.0800 \text{ Impervious Area} = 1 \text{ DMU}$$

Single Family Residential Parcels

As a SFR property increases in size over the median parcel size, the typical percentage of impervious area decreases, as shown in Appendix B. Conversely, as a SFR parcel decreases in size below the median parcel size, the typical percentage of impervious area increases, and such increase is typically proportional to the decrease in size. Therefore, SFR properties are separated into five (5) groups. The median parcel area for each group was used and their DMUs are calculated as follows:

<u>SFR Category</u>	<u>DMU/ Formula</u>
SFR1 – SFR parcels 0.16 acres or less	1.00 DMU
SFR2 – SFR parcels 0.17 - 0.25 acres	1.10 DMUs
SFR3 – SFR parcels 0.26 – 0.33 acres	1.175 DMUs
SFR4 – SFR parcels 0.34 – 0.50 acres	1.25 DMUs
SFR5 – SFR parcels greater than 0.50 acres	$1.25 + \frac{[(\text{acres} - 0.50) \times 5\%]}{0.0800} = \text{DMUs}$

Multi-Family Residential Parcels

Multi-Family Residential (MFR) units (including condominiums) are split into categories by the density, or number of dwelling units per acre (DU/Ac) as follows:

<u>MFR Category</u>	<u>Density</u>	<u>% Impervious</u>
MFR1 - High Density	Greater than 18 DU/Ac	75%
MFR 2 - Med Density	10 – 18 DU/Ac	70%

$$\frac{\text{Acreage} \times \% \text{Impervious}}{0.0800} = \text{DMUs}$$

Condominium unit parcel areas are calculated by dividing the total area of the condominium complex (which includes the common area) by the number of condominium units, and the total imperviousness of the entire complex is attributed to each individual condo parcel in the complex. (This divides the runoff of the entire complex to each of the individual units.) Because these condominium common areas are taken into consideration in this manner, they are exempt from the charge.

Non- Residential Parcels

All non-residential parcel DMUs will be based on the impervious area (runoff coefficient) table shown in Exhibit B, using the following formula:

$$\frac{\text{Acreage} \times \% \text{Impervious}}{0.0800} = \text{DMUs}$$

All parcels draining into Rancho Cordova Stormwater Utility Fee-maintained drainage infrastructure are proposed to be charged the same user fee rate per DMU for stormwater runoff treatment. The Rancho Cordova Stormwater Utility Fee is proposed in perpetuity.

For the purposes of this report, City-maintained drainage infrastructure includes streets, pipes, inlets, outlets, and natural drainage courses. Parcels related to these types of property uses are exempt from the runoff charge, as they are part of the infrastructure being funded. Also exempt from the runoff charge is Caltrans right-of-way, because Caltrans handles its own runoff under a separate NPDES permit.

Drainage units may be adjusted based on appeal from the property owner. See the Appeals Process below.

Table 3, below, provides a preliminary summary of DMUs for the various land uses in Rancho Cordova.

Table 3 – Drainage Measurement Unit Summary Table

Landuse Description	Number of Units	Total Area (acres)	Impervious Area (acres)	DMUs
SINGLE FAMILY RESIDENTIAL (SFR1)	15,107	2,028		15,107.00
SINGLE FAMILY RESIDENTIAL (SFR2)	13,790	2,776		15,169.00
SINGLE FAMILY RESIDENTIAL (SFR3)	14	4		16.45
SINGLE FAMILY RESIDENTIAL (SFR4)				-
SINGLE FAMILY RESIDENTIAL (SFR5)				-
MULTI-FAMILY RESIDENTIAL (MFR1)	6,082	282		2,639.06
COMMERCIAL		666	499	6,240.00
INDUSTRIAL		283	226	2,830.00
SCHOOLS		478	239	2,985.00
PRIVATE RECREATION		63	16	195.31
PARKS/GREENBELTS		561	140	1,752.47
PUBLIC		51	15	190.13
TOTAL	34,993	7,190		47,124

Cost Estimate

Table 4 below shows the estimated costs to maintain infrastructure in the developing areas. Unit costs for maintenance were derived using budget information provided by the County, since the County currently maintains the storm drainage system. The budget information is shown in Appendix C.

Table 4 – Estimated Costs

	Estimated Quantity	Unit	Cost (\$/unit)	Frequency	Total Cost/Year
Maintenance Costs:					
Trunk Lines (larger than 24") - TV Lines	158210	LF	\$ 7.50	25 years	\$ 47,463.00
Drainage Lines 10"-24" Cleaning	829850	LF	\$ 3.00	10 years	\$ 248,955.00
Drainage Lines 10"-24" TV	829850	LF	\$ 7.50	25 years	\$ 248,955.00
Creek and Channel Maintenance and Repair	65070	LF	\$ 0.75	1 year	\$ 49,009.83
Pipe Repairs	998920	LF	\$ 0.45	1 year	\$ 451,380.43
Creeks and Channels Mowing	80	AC	\$6,825	1 year	\$ 546,000.00
Creeks and Channels Herbicides	80	AC	\$680	1 year	\$ 54,400.00
HydroMod Basin Maintenance	320	AC	\$4,830	1 year	\$ 1,545,600.00
Basin De-silt	320	AC	\$1,000	25 years	\$ 12,800.00
Basins Herbicides	320	AC	\$761	1 year	\$ 243,360.00
Replacement Costs:					
Inlets	6400	EA	\$2,000	75 years	\$170,667
Manholes	4460	EA	\$3,500	75 years	\$208,133
66" Pipe	3950	LF	\$550	100 years	\$21,725
60" Pipe	10280	LF	\$475	100 years	\$48,830
54" Pipe	11140	LF	\$400	100 years	\$44,560
48" Pipe	10210	LF	\$325	100 years	\$33,183
42" Pipe	28620	LF	\$275	100 years	\$78,705
36" Pipe	42420	LF	\$225	100 years	\$95,445
30" Pipe	51050	LF	\$175	100 years	\$89,338
27" Pipe	540	LF	\$150	100 years	\$810
24" Pipe	91960	LF	\$125	100 years	\$114,950
21" Pipe	2230	LF	\$115	100 years	\$2,565
18" Pipe	100300	LF	\$105	100 years	\$105,315
15" Pipe	101300	LF	\$95	100 years	\$96,235
12" Pipe	529890	LF	\$85	100 years	\$450,407
10" Pipe	4170	LF	\$75	100 years	\$3,128

Total: \$5,011,917

Annual Fee Administration: \$45,000

Operating (Cash Flow) Reserve (10% of Maintenance Costs): \$344,792

Estimated Total: **\$5,401,709**

Fee Calculations

The estimated annual costs for the proposed storm drain improvements are \$5,401,709 as shown in Table 4 above. Dividing that by the total number of proposed DMU's in Rancho Cordova (47,124), the maximum estimated annual Stormwater Utility Fee rate is **\$114.63 per DMU**.

This would be the proposed maximum fee rate for fiscal year 2014-15. The maximum rate will be increased each subsequent Fiscal Year by the annual change in the Consumer Price Index (CPI), during the preceding year, for All Urban Consumers, for the San Francisco-Oakland-San Jose areas, published by the United States Department of Labor, Bureau of Labor Statistics (or a reasonably equivalent index should the stated index be discontinued, as determined by the Director of Public Works).

The actual rate to be levied each year will be as approved by the City at a public hearing, after they consider an Annual Fee Report outlining the estimated annual costs of the program for the ensuing fiscal year.

Table 5 provides sample fee calculations for various land uses and parcel sizes.

Table 5 – Sample Calculations

Land Use Description	Total Area (acres)	Impervious Area (acres)	DMUs	Sample Fee
SINGLE FAMILY RESIDENTIAL (SFR1)	0.16		1.000	\$ 114.63
SINGLE FAMILY RESIDENTIAL (SFR2)	0.22		1.100	\$ 126.09
SINGLE FAMILY RESIDENTIAL (SFR3)	0.30		1.175	\$ 134.69
SINGLE FAMILY RESIDENTIAL (SFR4)	0.40		1.250	\$ 143.28
SINGLE FAMILY RESIDENTIAL (SFR5)	1.00		1.563	\$ 179.10
MULTI-FAMILY RESIDENTIAL (MFR1)	5.00	3.75	46.875	\$ 5,373.12
COMMERCIAL ¹	1.00	0.75	9.375	\$ 1,074.62
INDUSTRIAL	1.00	0.80	10.000	\$ 1,146.27
SCHOOLS	5.00	2.50	31.250	\$ 3,582.08
PRIVATE RECREATION	1.00	0.25	3.125	\$ 358.21
PARKS/GREENBELTS	2.00	0.20	2.500	\$ 286.57
PUBLIC	2.00	0.60	7.500	\$ 859.70

¹ Average of Downtown and Neighborhood Commercial as shown in Appendix B

The Preliminary Charge Roll, which is a listing of each parcel to be charged a fee and its proposed maximum fee for FY 2014-15, is on file in the office of the City Clerk.

Appeals Process

If a property owner disagrees with the calculation of his or her fee, based on the parcel area and estimated impervious percentage assigned to the property, then the property owner may appeal the calculation as follows:

- Property owner must provide written documentation explaining the reason why the charge should be changed. This documentation must include:
 - The name, phone number, mailing address, and email address, if available, of the property owner.
 - The Assessor's Parcel Number (APN) of the property in question.
- If additional documentation is required or insufficient documentation was submitted, a representative of the Department of Public Works (Staff) will notify the property owner in writing.
- Once Staff has determined that sufficient documentation has been submitted, Staff will perform the initial review. Staff will notify the property owner in writing within four (4) weeks from the time sufficient documentation was submitted as to whether or not the fee amount will be changed.
 - If the determination is to change the fee amount, then the new fee amount will be documented within the City's fee database.

- b. If the determination is that the fee should not be changed, the property owner can appeal Staff's decision to the Director of Public Works. The appeal must be made in writing and returned no later than four (4) weeks from the date of mailing of Staff's initial review decision. The Director of Public Works will notify the property owner in writing within four (4) weeks from the date of receipt of the appeal as to whether or not the fee amount will be changed.

If the owner of any parcel shall have reason to feel that the computation of the DMU for his/her parcel is not correct, that person may file an appeal with the Director of Public Works in the manner prescribed by the Director of Public Works. The Director of Public Works will consider all data provided by the appellant and shall render a decision in writing. The decision of the Director of Public Works will be final with respect to City action on the appeal.

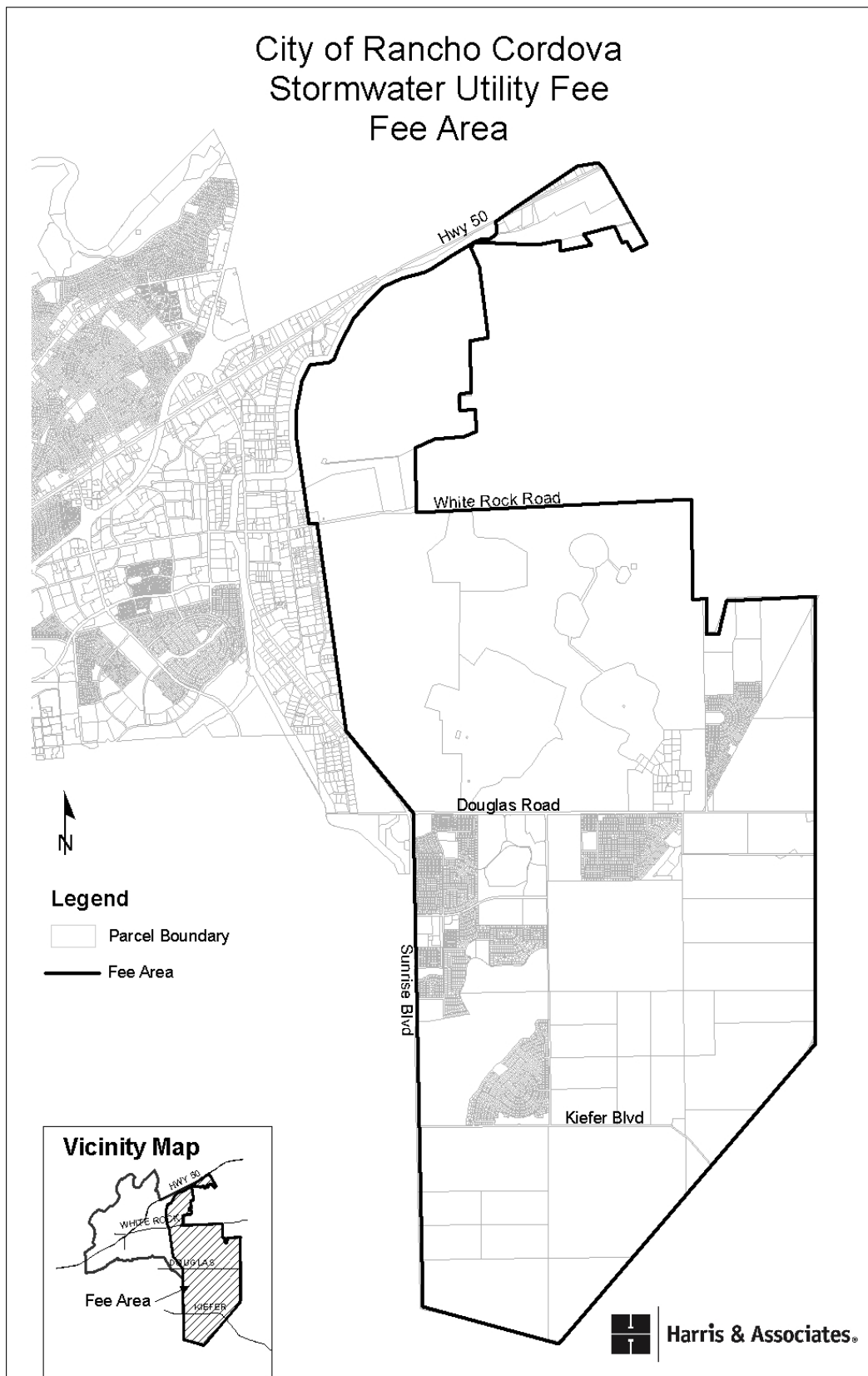
Appeals will be accepted annually up until June 30 for inclusion on the following fiscal year's property tax roll submittal. However, if an appeal is granted by Staff or the Director of Public Works that does not permit inclusion for the following fiscal year's property tax roll submittal, a reimbursement will be provided to the property owner by the City.

Respectfully submitted:

Harris & Associates

Dennis A. Anderson
Senior Project Manager

APPENDIX A



APPENDIX B

Runoff Coefficient

Land Use	Impervious
Single Family Residential less than 0.166 acres	50%
Single Family Residential 0.166 acres to 0.250 acres	40%
Single Family Residential 0.251 acres to 0.330 acres	30%
Single Family Residential 0.331 acres to 0.500 acres	25%
Single Family Residential Over 0.500 acres (excluding the first 0.500 acres)	5%
High-Density Residential (including Apartments and Mobile Home Parks)	75%
Condominiums	70%
Commercial Downtown Areas ¹	80%
Commercial Neighborhood Areas	70%
Industrial	80%
Schools	50%
Parks	25%
Greenbelts	10%

Footnotes:

¹ City of Rancho Cordova Municipal Code Chapter 15.

Sources:

1. Yolo County City/County Drainage Manual, February 2010.
2. Stormwater Quality Design Manual for the Sacramento and South Placer Regions, May 2007.

Appendix C

Cost Information

ITEM 10.2.

ATTACHMENT 3

County of Sacramento/City of Rancho Cordova Current Storm Drain Maintenance Costs

Pipe Repair Costs

Budget Classification		Repair Type	Actual Expenditures for FY 11/12	FY 13/14 Budget
County North	OCUO	Drain Line Upgrade or Repair	\$ 630,912.90	\$ 630,912.90
	OFFO	Fence Repair	\$ 19,343.41	\$ 19,343.41
	OHKO	Inlet Outfall Repair	\$ 455,724.02	\$ 455,724.02
	OMSO	Erosion Control	\$ 26,189.60	\$ 26,189.60
	OY8O	Manhole Repair	\$ 63,362.44	\$ 63,362.44
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	36.39%	\$ 435,026.56	\$ 435,026.56
	Total Budget=		\$ 1,630,558.93	\$ 1,630,558.93
County South	OCUO	Drain Line Upgrade or Repair	\$ 105,317.24	\$ 105,317.24
	OFFO	Fence Repair	\$ 35,802.01	\$ 35,802.01
	OHKO	Inlet Outfall Repair	\$ 214,660.90	\$ 214,660.90
	OMSO	Erosion Control	\$ -	\$ -
	OY8O	Manhole Repair	\$ 8,585.40	\$ 8,585.40
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	23.51%	\$ 85,667.45	\$ 85,667.45
	Total Budget=		\$ 450,033.00	\$ 450,033.00
Rancho Cordova	OCUO	Drain Line Upgrade or Repair	\$ 222,809.74	\$ 229,850.53
	OFFO	Fence Repair	\$ 26,326.14	\$ 27,158.05
	OHKO	Inlet Outfall Repair	\$ 224,877.26	\$ 231,983.38
	OMSO	Erosion Control	\$ -	\$ -
	OY8O	Manhole Repair	\$ 4,498.84	\$ 4,641.00
	RAMP	ADA Compliant Ramp	\$ -	\$ -
	Overhead	23.51%	\$ 112,504.88	\$ 116,060.03
	Total Budget=		\$ 591,016.86	\$ 609,692.99
Total LF of Pipes				
		County	7,865,755	7,865,755
		Rancho Cordova	1,349,271	1,349,271
Cost/LF of pipe for Repairs				
		County	\$ 0.26	\$ 0.26
		Rancho	\$ 0.44	\$ 0.45

* Costs were increased for 12/13 based on comparing actual expenditures in 11/12 with actual expenditures in 12/13.

County of Sacramento/City of Rancho Cordova
Current Storm Drain Maintenance Costs

Creek and Channel Cleaning

Budget Classification		Repair Type	Actual Expenditures FY 11/12	FY 13/14 Budget
County	OCCO	Inspect Channels	\$ 149,684.06	\$ 149,684.06
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ 203,337.83	\$ 203,337.83
	OF8O	Sandbag Distribution	\$ 5,184.60	\$ 5,184.60
	OFCO	Drainage Response	\$ 82,451.66	\$ 82,451.66
	OFDO	Concrete Channel Cleaning Bobcat	\$ 552,150.54	\$ 552,150.54
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ 191,840.84	\$ 191,840.84
	OLCO	Access Road Maintenance	\$ -	\$ -
	OLDO	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ 2,720.90	\$ 2,720.90
	OMRO	Channel Cleaning Mechanical	\$ 49,087.50	\$ 49,087.50
	OORC	Rodent Control	\$ 32,695.06	\$ 32,695.06
	OTVD	Tree Removal	\$ 79,463.44	\$ 79,463.44
	OVDO	Dry Spoil Dumping	\$ 8,137.34	\$ 8,137.34
	OWCO	Weed Control Chemical		
	Overhead	36.39%	\$ 493,691.29	\$ 493,691.29
	Total Budget=		\$ 1,850,445	\$ 1,850,445
County	OCCO	Inspect Channels	\$ 1,797.15	\$ 1,797.15
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ -	\$ -
	OF8O	Sandbag Distribution	\$ 2,464.80	\$ 2,464.80
	OFCO	Drainage Response	\$ 1,293.11	\$ 1,293.11
	OFDO	Concrete Channel Cleaning Bobcat	\$ 144,294.58	\$ 144,294.58
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ -	\$ -
	OLCO	Access Road Maintenance	\$ 57,345.54	\$ 57,345.54
	OLDO	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ -	\$ -
	OMRO	Channel Cleaning Mechanical	\$ 32,935.75	\$ 32,935.75
	OORC	Rodent Control	\$ -	\$ -
	OTVD	Tree Removal	\$ 214,736.46	\$ 214,736.46
	OVDO	Dry Spoil Dumping	\$ -	\$ -

ITEM 10.2.

ATTACHMENT 3

Budget Classification		Repair Type	Actual Expenditures FY 11/12	FY 13/14 Budget
	OWCO	Weed Control Chemical		
	Overhead	23.51%	\$ 106,945.71	\$ 106,945.71
		Total Budget=	\$ 561,813	\$ 561,813
Rancho Cordova	OCCO	Inspect Channels	\$ -	\$ -
	ODSO	Clean, Inspect trach Racks and Box Culverts	\$ 413.30	\$ 413.30
	OF8O	Sandbag Distribution	\$ -	\$ -
	OFCO	Drainage Response	\$ -	\$ -
	OFDO	Concrete Channel Cleaning Bobcat	\$ 65,905.39	\$ 65,905.39
	OHWO	Vegetation Removal County Forces		
	OJZO	Clean and Inspect Outfall Structures	\$ -	\$ -
	OLCO	Access Road Maintenance	\$ -	\$ -
	OLD0	Mowing		
	OMPO	Expose Pipe End Mechanically	\$ -	\$ -
	OMRO	Channel Cleaning Mechanical	\$ -	\$ -
	OORC	Rodent Control	\$ -	\$ -
	OTVD	Tree Removal	\$ -	\$ -
	OVDO	Dry Spoil Dumping	\$ -	\$ -
	OWCO	Weed Control Chemical		
	Overhead	23.51%	\$ 15,592.45	\$ 15,592.45
		Total Budget=	\$ 81,911	\$ 81,911
Total LF of Channels				
		Rancho Cordova (unlined)	74,628	74,628
		Rancho Cordova (lined)	37,562	37,562
		Total Rancho Cordova	112,189	112,189
		County (unlined)	1,677,768	1,677,768
		County (lined)	216,153	216,153
		Total County	1,893,920	1,893,920
Cost/LF of Channel for Cleaning:				
		County	\$ 1.27	\$ 1.27
		Rancho	\$ 0.73	\$ 0.75

* Costs were increased for 12/13 based on comparing actual expenditures in 11/12 with actual expenditures in 12/13.

ITEM 10.2.

ATTACHMENT 3

County of Sacramento/City of Rancho Cordova Current Storm Drain Maintenance Costs

Activity	Size/Location	Cost/LF	Frequency	Notes
Pipes/Channels				
Hydro Cleaning	6"-24"	\$ 3.00	10 years	
TV Lines	all	\$ 7.50	25 years	
Creek and Channel Cleaning	Rancho	\$ 0.75	each year	Within SWU Budget
	Sac County	\$ 1.27		
Pump Maintenance	Covered within budget			Per County Staff Assume no pumps in new areas.
Repairs	2 crews year round	SWU funds support this		
Hydromod Basin		cost/ac		
Maintenance		\$ 4,830.00	annul	see detailed estimate
Herbicides		\$ 325.00	2 x's/year	
Additional costs				
Pesticide Control Advisor		\$ 20,000.00	annually	
Engineering admin support with regulatory agencies		10%	of maint costs/year	
Supervisors and managers		5%	of maint costs/year	

Hydromod Basin Maintenance

Basin Maintenance Costs	Cost per Acre
Trash Clean-up and Disposal (4 x's/year)	\$ 1,200
Mowing (2 x's/year)	\$ 200
Inspection 4 x's/year	\$ 1,600
Erosion Repair	\$ 800
Vegetation and Landscape Maintenance	\$ 800
Sub-total	\$ 4,600
Over-head Mark-up (5%)	\$ 230
Total Cost	\$ 4,830

Inspection Includes: Examine gates, fences and access ramp for damage and overgrown vegetation, check basin slopes for erosion, excess vegetation, debris and animal burros, check flow line for excess vegetation and sediment, check for erosion at water line, large/floating debris, and excess vegetation. Check for debris, creacks and instructure, and erosion at inlets and outlets. Also check access control racks for debris and to snrue they are locked and secured. Check riprap at inlet weir

Appendix D

Detailed Land Use Data

		Arista Del Sol		Arboretum		Douglas 98		Douglas 103		Grantline 208		Montelena		Rio Del Oro		Suncreek		The Ranch (Sunridge)		Sunridge Lot J		Westborough		North Douglas II		Heritage Falls		Anatolia IV		Anatolia		Sunridge						
	Land Use/ Zoning Description	AC	Units	AC	Units		AC	Units	AC	Units	AC	Units	AC 2012	Units 2012	AC	Units	AC 2013	Units 2012		AC 2013	Units 2012		Est.	Units 2013	AC	Units	AC	Units	AC	Units	AC	Units	GIS AC	GIS Units	GIS AC	GIS Units	Total Acres	Total Units
Residential:																																						
LDR	SF (2.1-6.0 DU/AC)	35.3	176	144.8	698				3.7	14	44.7	276	71.4	388	1,518.5	7,593	179.4	899		142.3	694		35.8	179	347.2	1,580	17.70	153.00	72.20	303.00	21.60	203.00					2,635	13,156
	MD (6.1-12 DU/AC)																321.5	2,524																	322	2,524		
MDR	MD (6.1-18.0 DU/AC)	83.8	556	290.0	2,334 ^a	94.2	528	28.2	287	42.8	227	54.4	402	256.0	2,048	43.7	286 ^c		105.4	685		17.5	192	146.8	1,389			92.10	525.00			450.8	2,831	146.4	941	1,852	13,231	
	MD (14.0-29.9 DU/AC)			60.4	885																														60	885		
HDR	HD (18.1-40.0 DU/AC)																98.0	1,960	44.2	980		12.2	378 [*]		30.4	922			6.80	132.00					192	4,372		
	HD (30+ DU/AC)			29.5	825																	* These may be Attached												30	825			
	Residential Total	119.1	732	524.7	4,742	94.2	528	31.9	301	87.5	503	125.8	790	1,872.5	11,601	588.8	4,689		259.9	1,757		53.3	371	524.4	3,891	17.7	153	171	960	22	203	450.8	2,831	146.4	941	5,090	34,993	
Non-Residential:																																						
VC	Village Commercial			16.9					19.5						20.0		22.0								93.3											202		
LTC	Local Town Center			30.4											20.0										83.5											134		
RTC	Regional Town Center			0.9											113.0		58.4																			172		
BP	Business Park	6.6		65.0											86.0																					158		
MP	Industrial Park														283.0																					283		
Education:																																						
HS/MS	High School/Middle School			72.6											78.0		110.9 ^b								94.0 ^b											356		
MS	Middle School														20.0																					20		
ES	Elementary School			21.2							10.6				54.0														5.50			10.8					102	
Open Space & Public:																																						
CP	Community Park	11.4		60.7							7.8				107.0		44.9		29.3						52.3											313		
P/QP	Public/Quasi Public			2.0								3.2			7.5		12.3								10.6								1.1			37		
NP	Neighborhood Park	3.1		3.8		8.2		5.2		3.4		20.8			67.5		17.0		8.6		6.4						0.71		17.20		3.70		21.2		7.0		194	
SWD	Storm Water Detention	4.0													15.0		9.6											4.00		17.40			9.5		9.6		186	
WP	Wetland Preserve	55.8						43.8							81.0		54.5																			745		
DP	Drainage Parkway																																				134	
PR	Private Recreation																								104.6				15.30			7.2				270		
															54.0														4.20						63			
OS	Open Space			144.5											22.0													0.60		0.80						168		
OS/P	Open Space/Preserve														12.0		45.6		174.0						47.7											279		
LC	Landscape Corridors	1.1				2.8									82.0		19.2												2.70		1.30		13.4		0.7		123	
GB	Green Belts								2.6						51.0																					54		
ROW	Right-of-way	9.5		104.3				8.5		5.3		22.4			192.0		82.6		20.5		14.5				127.1			6.90		2.20						596		
BR/WP	Reservoir / Wetland Preserve			302.8													205.1										19.80									528		
S	Sewer Lift Station / Utility Substation			1.0																													6.6	6.4		14		
	Vacant (unknown dev plan)																															567.4	27.3			595		
	Total Non-residential	91.5		826.1		11.0		79.6		123.1		127.1			1,956.0		676.5		270.2		20.9			613.1		25.1	0.0	70.0	0.0	7.2	0.0	634.3		58.2		5,590		
	Total Residential & Non-Res	210.6	732.0	1,350.8	4,742.0	105.2	528.0	111.5	301.0	210.6	503.0	252.9	790.0		3,828.5	11,601.0	1,265.3	4,689.0		530.1	1,757.0	74.1	371.0	1,137.5	3,891.0	42.8	153.0	241.1	960.0	28.8	203.0	1,085.1	2,831.0	204.6	941.0	10,680		

Notes: All data is from recent plans received in Nov 2013 unless specified otherwise.
^a Arboretum has 2 MD residential classifications. The first line is for 6.1-13.9 DU/AC (instead of 6.1-18)
^b Acreage for all schools
^c Suncreek has 2 MD residential classifications. The second line is for 12.1-18 DU/AC (instead of 6.1-18)

Includes April 2012
Amendment

AC estimated

Stormwater Utility Fee

Sample of the Stormwater Utility Fees for Fiscal Year 2021-2022:

Table 1

Land Use Description	Total Area (acres)	Sample Fee
Single Family Residential (SFR1)	0.16	\$137.62
Single Family Residential (SFR2)	0.22	\$151.38
Single Family Residential (SFR3)	0.30	\$161.72
Single Family Residential (SFR4)	0.40	\$172.02
Single Family Residential (SFR5)	1.00	\$172.02
Multi-Family Residential (MFR1)	5.00	\$1,204.35
Commercial	1.00	\$1,290.39
Industrial	1.00	\$1,376.43
Schools	5.00	\$860.26
Private Recreation	1.00	\$430.11
Parks/Greenbelts	2.00	\$172.02
Public Property (with structures)	2.00	\$516.14

MEMORANDUM



ITEM 10.3.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Elizabeth Sparkman, Community Development Director
SUBJECT: **A RESOLUTION CREATING SPECIAL TAX AREA ZONE 30 AND AN ORDINANCE ESTABLISHING A SPECIAL TAX FOR TRANSIT-RELATED SERVICES FOR THE FALCONER COMMERCIAL BUILDING PROJECT**

RECOMMENDATION

Adopt the Resolution creating special tax area Zone 30 and introduce and waive the first reading of the Ordinance, establishing a Special Tax for Transit-Related services for the Falconer Commercial Building project.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution and Ordinance will assist the City in meeting the costs of providing transit-related services by creating a special tax area zone and establishing a special tax for transit-related services for the Falconer Commercial Building project.

BACKGROUND

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

On August 11, 2020, a Minor Design Review permit was approved by the City's Community Development Director for the Falconer Commercial Building project. The building is 7,000 square feet in size with two possible tenant spaces. The provision of funding to provide transit-related services by approving a special tax was made a condition of approval for the design review.

This item will establish tax area Zone 30, the boundaries of which will be contiguous to the boundaries of the Falconer Commercial Building project. In addition to creating the special tax,

the Resolution will also set the date for the transit-related services tax election, which will be held on October 7, 2021, at which time the ballot(s) will be tabulated by the City Clerk, and the results be declared at the City Council meeting on November 1, 2021.

FISCAL IMPACT AND FUNDING SOURCE

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

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution
3. Ordinance
4. Exhibit A to the Ordinance
5. Exhibit B to the Ordinance- Property Land Use Catagory

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2021

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, CREATING SPECIAL TAX AREA ZONE 30 FOR THE FALCONER
COMMERCIAL BUILDING PROJECT**

WHEREAS, it is the intention of the City Council to create Zone 30 within the City of Rancho Cordova Transit-Related Services Special Tax Area and authorize an election; and

WHEREAS, it is the intention of the City Council to adopt an ordinance establishing a special tax for transit-related services within Zone 30; and

WHEREAS, the City recognizes the need for increased transit-related services in Zone 30 and the difficulty of funding the current or increased level of services with revenues now available; and

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

WHEREAS, on August 11, 2020, a Minor Design Review permit was approved by the City's Community Development Director for the Falconer Commercial Building project. The building is 7,000 square feet in size with two possible tenant spaces. The provision of funding to provide transit-related services was made a condition of approval for the project. Condition No. 29 of the Minor Design Approval requires the property owner/applicant to participate in the provision of funding to provide transit-related services for the project. This will be accomplished by the property owner(s) participation in the transit-related services special tax area.

WHEREAS, the transit-related services tax as inflated to Fiscal Year 2021-2022 is \$77.19 per low density residential dwelling unit or low density residential dwelling unit equivalent, \$61.75 per medium density residential dwelling unit or medium density residential dwelling unit equivalent, \$46.31 per high density residential dwelling unit or high density residential dwelling unit equivalent, \$1,979.15 per retail and service commercial acre, \$1,701.27 per business park use or office acre, and \$710.15 per light industrial acre, subject to an annual inflator formula based on the Consumer Price Index for the San Francisco-Oakland-San Jose Area, or six percent, whichever is less. Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the transportation tax); and

WHEREAS, for the purposes of this Resolution, a "voter" entitled to vote on the creation of Zone 30 is a person who owns real property within Zone 30, as shown on the last equalized assessment role prepared by the Sacramento County Assessor's Office, at the time that the City Council submits an ordinance authorizing the imposition of a transit-related services tax to the

voters of Zone 30. At the time that the Council adopted this Resolution, there were zero (0) registered voters residing within Zone 30 and one property owner. Because the Transit-Related Services Special Tax will be imposed on property in Zone 30 and paid by the owner of the property, the Council finds that restricting the vote on the Transit-Related Services Special Tax to property owners in Zone 30 is appropriate and consistent with the principles and requirements of California Constitution article XIII C (Proposition 218).

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA

1. That portion of the City of Rancho Cordova shown on the Map, Exhibit A hereto is established as Zone 30 of the Rancho Cordova Transit-Related Services Special Tax Area.

2. That Ordinance, reviewed and approved by the City Council on the same date as the resolution, is to be presented for approval of the voter of Zone 30 by a mail ballot election, to be held on November 1, 2021. The ballot proposition shall read as follows:

“Shall Ordinance No. XX-2021 of the City Council of the City of Rancho Cordova be approved so as to authorize a special tax on property located in Zone 30 of the Rancho Cordova Transit-Related Services Special Tax Area to maintain the present level of transit-related services and provide additional funding for increased transit-related services?”

3. The City Clerk is directed to take all steps necessary to conduct the election required by this order. Said election shall be conducted by mailed ballot pursuant to Elections Code Section 4000 and shall be held November 1, 2021.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September 2021 by following vote:

AYES:

NOES:

ABSENT:

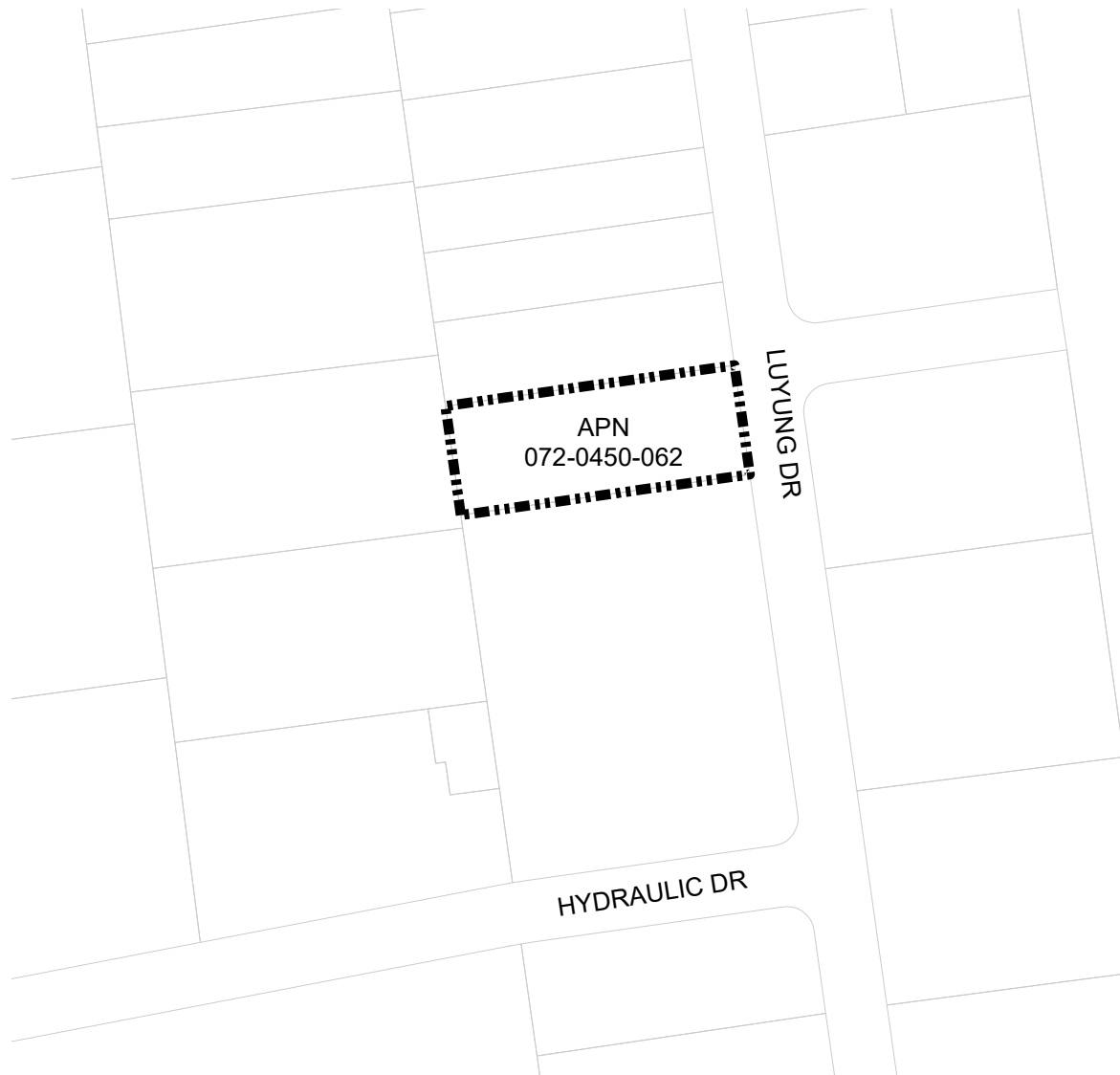
ABSTAIN:

ATTEST:

Garrett Gatewood, Mayor

Stacy Leitner, CMC
City Clerk

CITY OF RANCHO CORDOVA
TRANSIT RELATED SERVICES SPECIAL TAX AREA
ANNEXATION 30
(FALCONER COMMERCIAL BUILDING PROJECT)

**Legend**

Annexation Boundary

Parcel Boundary

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2021

**AN ORDINANCE OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA,
ESTABLISHING A SPECIAL TAX FOR TRANSIT-RELATED SERVICES FOR THE
FALCONER COMMERCIAL BUILDING PROJECT SUBJECT TO VOTER APPROVAL****THE CITY COUNCIL OF THE CITY OF THE RANCHO CORDOVA DOES ORDAIN AS
FOLLOWS:**Section 1. Purpose, Intent and Authority.

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

It is the purpose and intent of this non-codified Ordinance to generate additional funds to pay for transit-related services by authorizing the levy of a tax on improved parcels of real property on the secured property tax roll of Sacramento County that are within Zone 30 of the Rancho Cordova Transit-Related Services Special Tax Area (the "Zone").

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

The revenues raised by this tax are to be used solely for the purpose of providing transit-related services as are deemed necessary by the City Council for the benefit of the residents and/or employees of Zone 30.

At the time that the Council adopted this non-codified Ordinance, there were zero (0) registered voters residing in Zone 30 and one (1) property owner. Because the Transit-Related Services Special Tax will be imposed on property in Zone 30 and paid by the owners of the property, the Council finds that restricting the vote on the Transit-Related Services Special Tax to property owners in Zone 30 is appropriate and consistent with the principles and requirements of California Constitution article XIII C (Proposition 218).

Section 2. Definitions.

The following definitions shall apply throughout this Ordinance.

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

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

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

D. "Parcel" means the land and any improvements thereon, designated by an assessor's parcel map and parcel number and carried on the secured property tax roll of Sacramento County. For the purposes of this Ordinance, parcel does not include any land or improvements outside the boundaries of Zone 30, nor any land or improvements owned by any governmental entity.

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

F. "Rancho Cordova Transit-Related Services Special Tax Area Zone 30 (the "Zone")" means that portion of the incorporated area of the City of Rancho Cordova located within the boundaries as shown on the map Exhibit A.

G. "Transit-Related Services" means providing, operating, maintaining and subsidizing transit services and all supporting facilities, infrastructure, programs and incentives that benefit the residents of the Rancho Cordova Transit-Related Services Special Tax Area, and shall be calculated and set according to the methodology described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 1 County of Sacramento, November 18, 2004, which established the methodology for the original service charge for Benefit Zone No. 1.

H. "Voter" means a person who owns real property within Zone 30, as shown on the last equalized assessment role prepared by the Sacramento County Assessor's Office, at the time that the City Council adopts an ordinance authorizing the imposition of a transit-related services tax to the voters of Zone 30.

Section 3. Amount and Level of Taxes.

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

A. For First Fiscal Year:

The tax per year for the first fiscal year (July 1, 2022 through June 30, 2023) shall be the amount of Tax per Parcel for a Land Use Code Category as set forth on Exhibit B hereto. The use code assigned to each parcel shall be reviewed and updated periodically. Rates in Exhibit B shall be calculated and set according to the methodology described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 1 County of Sacramento, November 18, 2004 which established the methodology for the original service charge for Benefit Zone No. 1.

B. For Subsequent Fiscal Years:

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

In June or July of each year, City Council shall determine the amount of taxes to be levied upon the parcels in Zone 30 for the then current fiscal year, as set forth below.

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

Tax Per Parcel For then Current Fiscal Year	=	Tax Per Parcel For Immediately Preceding X Fiscal Year	Consumer Price Index from April of immediately Preceding Fiscal Year to April of then Current Fiscal Year OR 6 percent, whichever is less
---	---	---	--

Provided, however, that in no event shall the tax per parcel for any fiscal year be less than the amount established for the first fiscal year.

C. Nature of Tax Levy.

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

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

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

B. Collection.

The taxes on each parcel shall be billed on the secured roll tax bills for ad valorem property taxes and are to be collected in the same manner in which Sacramento County collects secured roll ad valorem property taxes. Insofar as feasible and insofar as not inconsistent with this Ordinance, the times and procedures regarding exceptions, due dates,

installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes (as established by Sacramento County) shall be applicable to the collection of this tax. Notwithstanding anything to the contrary in the foregoing, as to this tax:

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

C. Costs of Administration by County.

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

D. Use of Tax Revenue.

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

E. Refunds.

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

F. Initiatives to Affect Tax.

Consistent with the California Constitution (art. XIII C, § 3) the tax imposed by this ordinance may be affected by initiative. The procedures for qualification of such an initiative and the election on a qualified initiative shall be consistent with the California Constitution (art. 2, sec. 8), the California Elections Code (Chapter 3 of Division 9), and the Municipal Code. The minimum number of signatures necessary to qualify an initiative to affect the tax approved by this ordinance shall be equal to 5 percent of the votes in the City for all

candidates for Governor at the last gubernatorial election. The election on a qualified initiative to affect the tax shall be a regular citywide election. An initiative affecting the tax shall be approved only if at least two-thirds of the votes cast on the measure are in favor of its approval.

Section 5. Severability Clause.

If any article, section, subsection, sentence, phrase or clause of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this Ordinance. The voters of Zone 30 hereby declare that they would have adopted the remainder of this Ordinance, including each article, section, subsection, sentence, phrase or clause, irrespective of the invalidity of any other article, section, subsection, sentence, phrase or clause.

Section 6. Effective Date and Posting.

This Ordinance shall take effect immediately upon its approval by two-thirds of the voters voting within the Zone in an election to be held on November 1, 2021, so that taxes shall first be collected hereunder for the tax year beginning July 1, 2022.

PASSED AND ADOPTED, THIS _____ day of _____ 2021 by the following vote:

AYES:

NOES:

ABSENT:

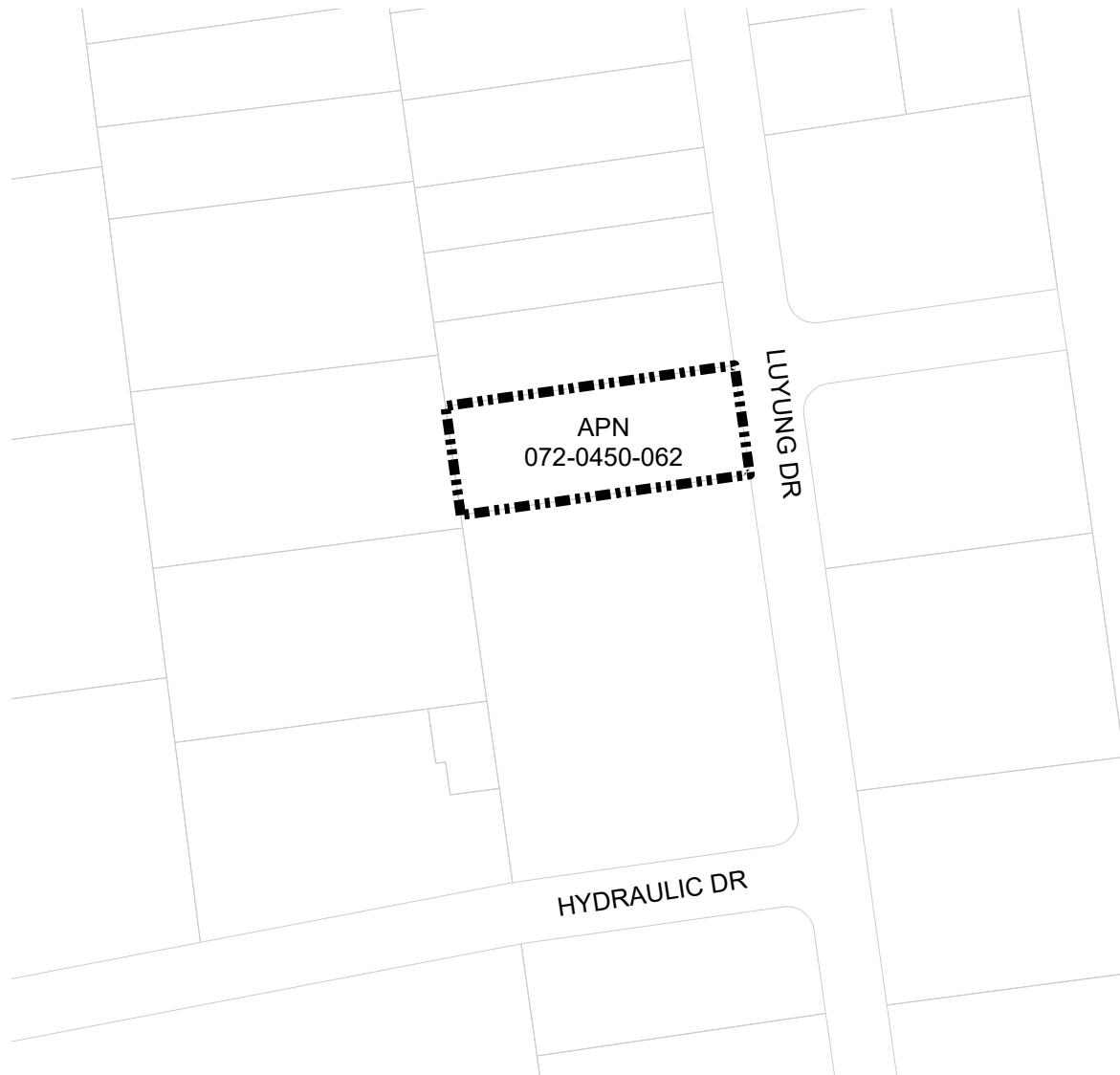
ABSTAIN:

Garrett Gatewood, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

CITY OF RANCHO CORDOVA
TRANSIT RELATED SERVICES SPECIAL TAX AREA
ANNEXATION 30
(FALCONER COMMERCIAL BUILDING PROJECT)

**Legend**

Annexation Boundary

Parcel Boundary

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

As adjusted for inflation from the original base year, the amount of Tax per Parcel for fiscal year 2021-2022 for Residential Land Use Categories shall be \$77.19 per low density residential dwelling unit or low density residential dwelling unit equivalent, \$61.75 per medium density residential dwelling unit or medium density residential dwelling unit equivalent, or \$46.31 per high density residential dwelling unit or high density residential dwelling unit equivalent (Multi-family residential units on a single parcel shall be assessed on a proportionately equivalent basis (e.g., a two-unit attached housing structure, such as a duplex, would be deemed to consist of two residential parcels for purposes of the Transit-Related Services Special Tax).

B. Non-Residential

As adjusted for inflation from the original base year, the amount of Tax per Parcel for fiscal year 2021-2022 for Non-Residential Land Use Categories (except Recreational and Agricultural) shall be \$1,979.15 per retail and service commercial acre, \$1,701.27 per commercial mixed use or office commercial acre, and \$710.15 per light industrial acre.

C. Inflator Formula

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

MEMORANDUM

ITEM 10.4.



DATE: September 7, 2021

TO: Honorable Mayor and Council Members

FROM: June Cowles, Senior Planner

SUBJECT: WHITE ROCK CENTER MAJOR DESIGN REVIEW AMENDMENT; PROJECT NO. PLND-0821-0001

PROPERTY OWNER: SFC Leasing LP 3430 Luyung Drive Rancho Cordova, CA 95742	APPLICANT/DEVELOPER: Greg Leon 3430 Luyung Drive Rancho Cordova, CA 95742
---	---

PROJECT:	The applicant requests a Major Design Review Amendment for the White Rock Center building colors.
FILE:	PLND-0821-0001
LOCATION:	11390 & 11400 White Rock Road (Southwest corner of White Rock Road and Luyung Drive)
APN:	072-0450-118 and 119-0000
PLANNER:	June Cowles, Senior Planner

RECOMMENDATION

Adopt the Resolution approving the Major Design Review Amendment for the White Rock Center building colors.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would revise the approved White Rock Center project building colors.

BACKGROUND

The White Rock Center, located at the southwest corner of White Rock Road and Luyung Drive, was approved on June 15, 2020. **Figure 1: Site Location.** The project included two 15,840 square foot light industrial warehouse buildings with associated office space, including parking, yard area, lighting, and landscaping on 2.87 acres. **Figure 2: Site Plan.**

Figure 1: Site Location

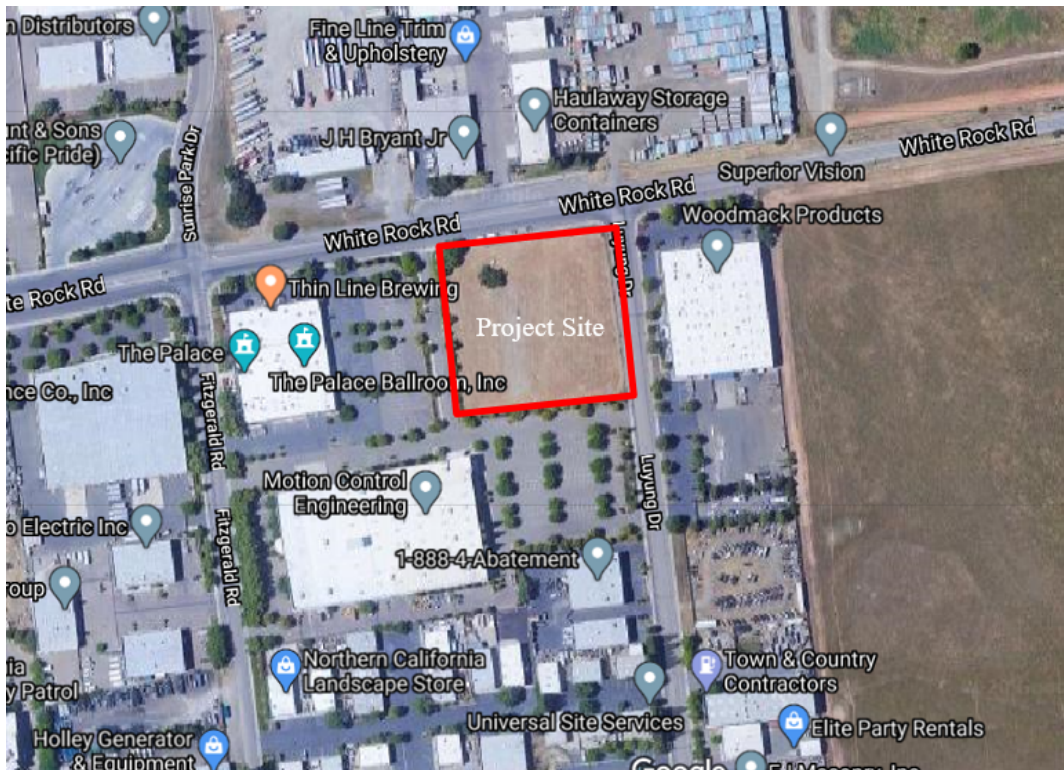
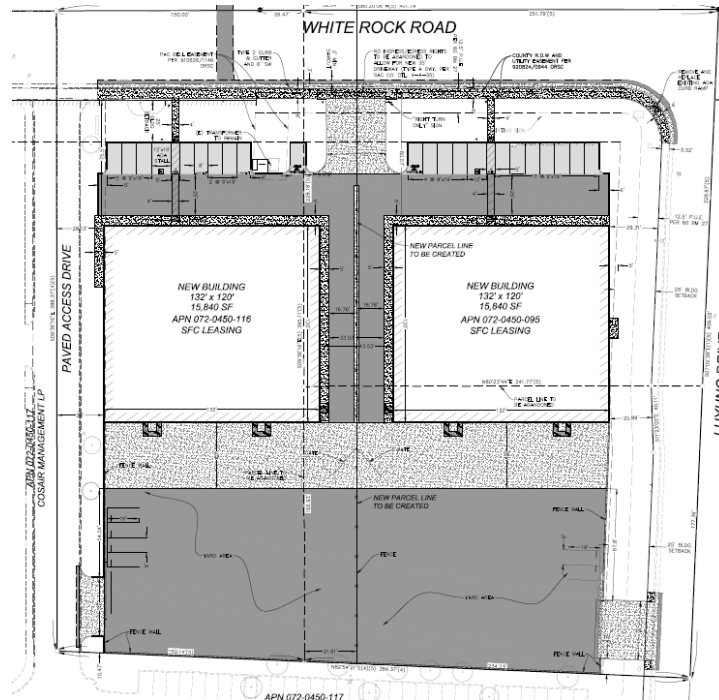


Figure 2: Site Plan



The approved June 15, 2020 building colors included a brick red, dark and light tan, and crème color. **Figure 3: Approved Building Colors:**

Figure 3: Approved Building Colors



February 16, 2021, Staff Approved Substantial Conformance

In February 2021, the applicant requested to revise the building colors. A project condition of approval allows staff to approve minor amendments to the project as follows:

“Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision-making body.”

In addition, per the Zoning Ordinance 23.110.180A. Substantial Conformance, the Director may approve minor changes to a previously approved permit at the administrative level if the proposed changes are in substantial conformance with the existing permit and this code, as determined by the Director.

The revision to the building colors were considered minor modifications because similar building colors were proposed. Therefore, the revision is considered substantial conformance to the original approved building colors.

On February 16, 2021, the Community Development Director approved a substantial conformance for the revision to the building colors. **Figure 4: February 16, 2021, Substantial Conformance Approved Building Colors.**

Figure 4: February 16, 2021 Substantial Conformance Approved Building Colors



July 2021 Project Final Inspection

Planning staff conducted a final inspection in July 2021 and noted that the building colors were not the same as the February 16, 2021 approved building colors. The project building colors were light and dark grey with a black color horizontal awning. **Figure 5: July 2021 Building Colors**

Figure 5: July 2021 Building Colors



Staff stated to the applicant that the July 2021 site building colors are not the same color tones/palette as the approved February 2021 building colors and therefore, would not be considered a minor modification. The applicant chose to submit a Major Design Review Amendment for the building colors.

PROPOSED MAJOR DESIGN REVIEW AMENDMENT

The applicant is requesting a Major Design Review Amendment for the White Rock Center building colors. **Figure 6: Major Design Review Amendment Building Colors.** The requested building colors are as follows:

- Building main color “Lazy Gray”
- Building column color “Morning Fog”
- Corner building column color “Serious Gray”
- Horizontal awning color “Black Swan”

Figure 6: Major Design Review Amendment Building Colors



ANALYSIS

The proposed light and dark grey building colors are consistent with the surrounding existing buildings. The proposed colors of light and dark provide contrast to the building elevations.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project as follows:

- To be in compliance with the California Environmental Quality Act (CEQA) as exempt pursuant to CEQA Guidelines Section 15183;
- Adopt Resolution approving the Major Design Review Amendment for White Rock Center building colors, PLND-0821-0001, Project Plans ([Attachment 2](#)).

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Building Colors and Photos
3. February 16, 2021 Substantial Conformance Approval Letter
4. 500' Radius Map with Mailing Labels

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2021

**A RESOLUTION OF THE CITY COUNCIL
APPROVING A MAJOR DESIGN REVIEW AMENDMENT FOR WHITE ROCK CENTER
BUILDING COLORS PROJECT NO. PLND-0821-0001**

WHEREAS, Greg Leon (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Major Design Review Amendment for the White Rock Center building colors; and

WHEREAS, the project site was previously approved for a Major Design Review Permit on June 15, 2020; and

WHEREAS, on February 16, 2021 the Community Development Director approved a substantial conformance for revised building colors that were in a similar color palette as the June 15, 2020 Major Design Review approval; and

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

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

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

1. Determine the CEQA exemption 15183 is an adequate exemption according to the Guidelines of the California Environmental Quality Act. Staff has reviewed the proposed action and has identified that no further analysis is required pursuant to CEQA Guidelines Section 15183; Projects Consistent with a Community Plan or Zoning
 - a) **Finding:** The project site has been analyzed and is exempt per California Environmental Quality Act exemption 15183; Projects Consistent with a Community Plan or Zoning.

Evidence: The project was previously approved on June 15, 2020 for a Major Design Review which was analyzed as exempt per CEQA 15183; Projects Consistent with a Community Plan or Zoning. The proposed Major Design Review Amendment is for revised building paint colors and therefore does not impact the environment.
2. Approve the Design Review Amendment, subject to the Major Design Review Amendment Package (Attachment 2); supported by the following Findings and Evidence, as required by Zoning Code Section 23.141.070:
 - a) **Finding:** The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova Design Guidelines.

ITEM 10.4.

ATTACHMENT 1

Evidence: The approved project is consistent with the purpose and intent of adopted policies and regulations, including the General Plan Sunrise Boulevard South Planning Area designation, Zoning Code, design guidelines, and the Municipal Code. The Major Design Review Amendment is for revised building colors.

- b) **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The proposed building colors are consistent with the surrounding area. The proposed colors of light and dark provide contrast to the building elevations.

- c) **Finding:** The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed building colors are complimentary and consistent with the adjacent development. The building's use of colors are consistent with the City's Design Guidelines.

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

Evidence: The project was previously approved. The revised building colors do not impact the vehicular, bicycle, and pedestrian circulation.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

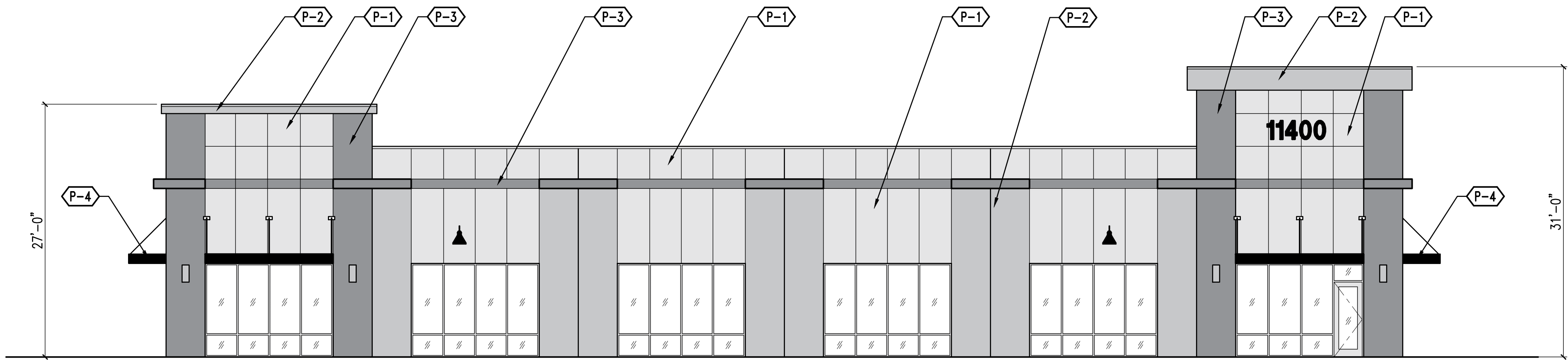
Garrett Gatewood, Mayor

ATTEST:

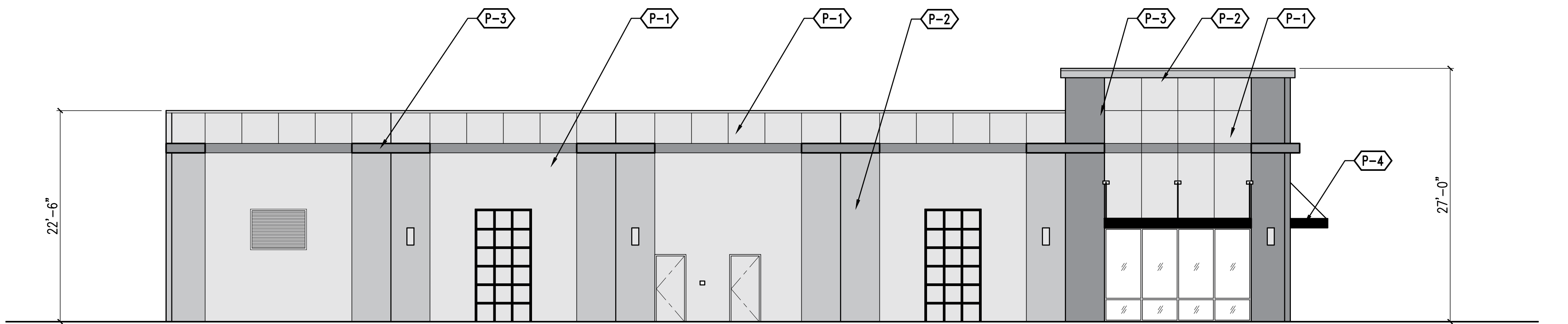
Stacy Leitner, CMC
City Clerk

COLOR NOTES

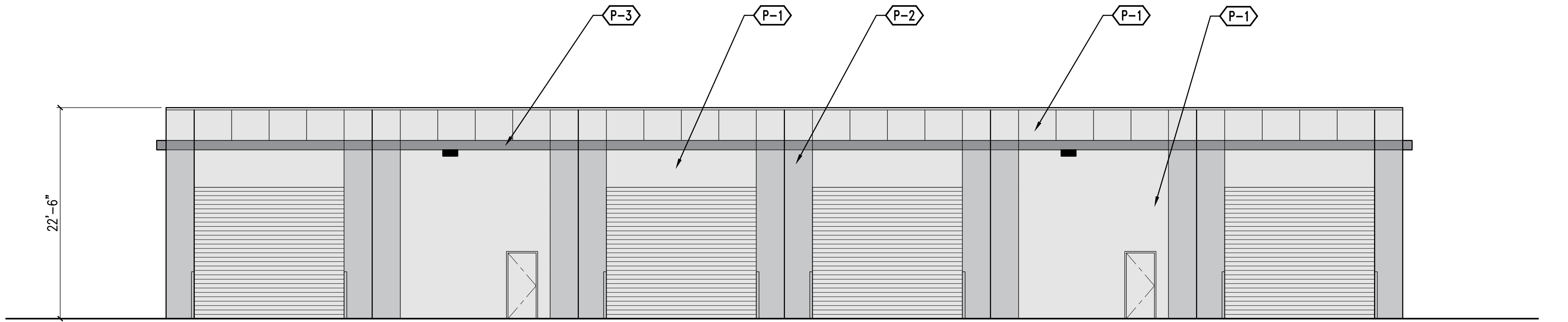
- P-1 SHERWIN WILLIAMS 'LAZY GRAY' SW 6254
P-2 SHERWIN WILLIAMS 'MORNING FOG' SW 6255
P-3 SHERWIN WILLIAMS 'SERIOUS GRAY' SW 6256
P-4 SHERWIN WILLIAMS 'BLACK SWAN' SW 6279



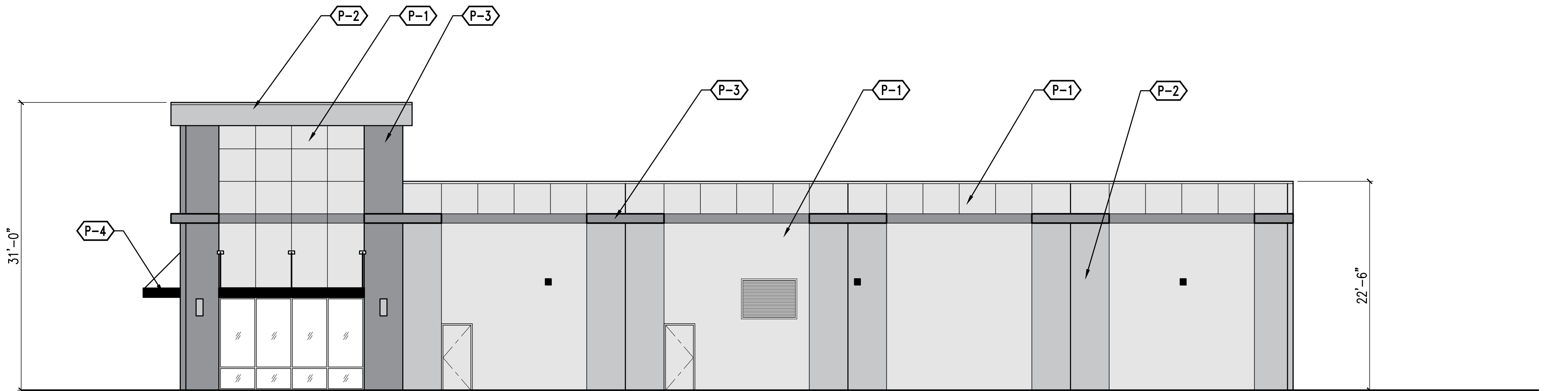
1 NORTH ELEVATION
1/8"=1'-0"



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



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



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



205 23rd Street, Suite 130
Sacramento, CA 95816
916 498-7900



WHITE ROCK CENTER
WHITE ROCK ROAD AND LUYING DRIVE
RANCHO CORDOVA, CA 95742

EXTERIOR
BUILDING
ELEVATIONS

COPYRIGHT © 2024. DRAWINGS, DESIGN AND SPECIFICATIONS ARE
INSTRUMENTS OF SERVICE AND THE PROPERTY OF GRA ARCHITECTS,
ARCHITECTS, INC. (GAI), AND MAY NOT BE REPRODUCED WITHOUT THE
WRITTEN PERMISSION OF GAI.

REVISIONS

DATE JULY 15, 2021

SCALE AS NOTED

DRAWN BY

JOB NO. 18-31

SHEET

A3.0



1 3D PERSPECTIVE
NTS



2 BUILDING PHOTOS
NTS

GRA
architects

205 23rd Street, Suite 130
Sacramento, CA 95816
916 498-7900



WHITE ROCK CENTER
WHITE ROCK ROAD AND LUYING DRIVE
RANCHO CORDOVA, CA 95742

**3D PERSPECTIVE
AND PHOTOS**

COPYRIGHT © 2021. DRAWINGS, VIEWS AND SPECIFICATIONS AS
INDICATED BY OWNER AND THE PROPERTY OF GRAY ROBERTS
ARCHITECTS, INC. (GRI), AND MAY NOT BE REPRODUCED WITHOUT THE
WRITTEN PERMISSION OF GRI.

REVISIONS

DATE **JULY 15, 2021**

SCALE **AS NOTED**

DRAWN BY **-**

JOB NO. **18-31**

SHEET

A3.1

February 16, 2021

Greg Leon
3430 Luyung Drive
Rancho Cordova, CA 95742

Subject: White Rock Center Color Elevation Revision Approval DD9940

Dear Mr. Leon:

The City of Rancho Cordova Planning Department has received your request for a revision to the color elevations for the White Rock Center project located at the southwest corner of White Rock Road and Luyung Drive. In conformance with the project Conditions of Approval #3, as stated:

Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body.

In addition, per the Zoning Ordinance 23.110.180A. Substantial Conformance, the Director may approve minor changes to a previously approved permit at the administrative level if the proposed changes are in substantial conformance with the existing permit and this code, as determined by the Director.

The revision to the colors is considered minor modifications and is considered substantial conformance with the original approved elevation colors. The revised approved color elevation is attached to this letter.

If you have any questions regarding this letter, please feel free to contact me at your earliest convenience.

Sincerely,


Elizabeth Sparkman
Community Development Director

Cc: RC File DD9940

Attachments:

1. White Rock Road Project Revised Color Elevations





ITEM 10.4.

MCMILLAN PROPERTIES LLC
11115 MORGAN RIVER CT
RANCHO CORDOVA CA 95670

CURRENT OCCUPANT
11340 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 110
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 125
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 145
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 105
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 120
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 135
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 150
RANCHO CORDOVA CA 95742

MIRZOYAN KARREN
11194 FRASCATI CT
RANCHO CORDOVA CA 95670

CURRENT OCCUPANT
11340 WHITE ROCK RD # A
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 100
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 115
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 130
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 150
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 110
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 125
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 140
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11355 WHITE ROCK RD
RANCHO CORDOVA CA 95742

ATTACHMENT 4

CR/R INCORPORATED
11292 WESTERN AVE
STANTON CA 90680

CURRENT OCCUPANT
11340 WHITE ROCK RD # B
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 105
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 120
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD # 135
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 100
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 115
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 130
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11354 WHITE ROCK RD STE 145
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11357 WHITE ROCK RD
RANCHO CORDOVA CA 95742

ITEM 10.4.

CURRENT OCCUPANT
11361 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11400 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11403 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11415 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11421 WHITE ROCK RD
RANCHO CORDOVA CA 95742

SK LLC
14341 PIERITE RD
NEVADA CITY CA 95959

EXETER 11380 WHITE ROCK LIMITED
PARTNERSHIP
200 W MADISON ST STE 3900
CHICAGO IL 60606

NDO PROPERTIES LLC
3158 LUYUNG DR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3173 FITZGERALD RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #2
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11380 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11400 WHITE ROCK RD BLDG A
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11405 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11417 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11430 WHITE ROCK RD
RANCHO CORDOVA CA 95742

11361 WHITE ROCK LIMITED
PARTNERSHIP
1475 DONNER AVE
SAN FRANCISCO CA 94124

WELCH REVOCABLE TRUST
212 POWERS DR
EL DORADO HILL CA 95762

PB INVESTMENT PROPERTIES LLC
3162 LUYUNG DR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #3
RANCHO CORDOVA CA 95742

ATTACHMENT 4

CURRENT OCCUPANT
11390 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11401 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11407 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11419 WHITE ROCK RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11721 INTERNATIONAL DR
RANCHO CORDOVA CA 95742

KENT/TRACEY GASCH FAMILY TRUST
152 HOPFIELD DR
FOLSOM CA 95630

CURRENT OCCUPANT
3145 FITZGERALD RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3169 FITZGERALD RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #1
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #4
RANCHO CORDOVA CA 95742

ITEM 10.4.

CURRENT OCCUPANT
3174 LUYUNG DR #5
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #2
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #5
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3177 FITZGERALD RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3181 FITZGERALD RD
RANCHO CORDOVA CA 95742

ALTA VISTA LLC
340 PALLADIO PKWY STE 521
FOLSOM CA 95630

VOLL FAMILY TRUST
4180 CAMERON RD
CAMERON PARK CA 95682

EDWARDS JOHN T
458 MITCHELL CT
FOLSOM CA 95630

KEVIN T/BONNIE M BUSSARD
REVOCABLE FAMILY TRUST
9341 GOLDEN GATE AVE
ORANGEVALE CA 95662

C R/R INC
PO BOX 125
STANTON CA 90680

CURRENT OCCUPANT
3174 LUYUNG DR #6
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #3
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #6
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3179 FITZGERALD RD
RANCHO CORDOVA CA 95742

3181 LUYUNG DRIVE LLC
3181 LUYUNG DR
RANCHO CORDOVA CA 95742

SFC LEASING LP
3430 LUYUNG DR
RANCHO CORDOVA CA 95742

CORBITT LIVING TRUST
429 TROWBRIDGE LN
FOLSOM CA 95630

HACKETT JOHN D
8011 EAGLE VIEW LN
GRANITE BAY CA 95746

D BENVENUTI HOLDINGS LLC
9940 BUSINESS PARK DR STE 135
SACRAMENTO CA 95827

VELLA ENTERPRISES G P
PO BOX 28010
SAN JOSE CA 95159

ATTACHMENT 4

CURRENT OCCUPANT
3174 LUYUNG DR #1
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3174 LUYUNG DR #4
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
3175 FITZGERALD RD
RANCHO CORDOVA CA 95742

ASHWILL CABOT/JOANNA
3181 CAMERON PARK DR STE 105
CAMERON PARK CA 95682

CURRENT OCCUPANT
3183 FITZGERALD RD
RANCHO CORDOVA CA 95742

STEPHEN A/LESLEY J KOONCE
REVOCABLE TRUST
3880 COUNTRY PARK DR
ROSEVILLE CA 95661

BENVENUTI DANIEL/KAREN/BONZI
RUDY/MARY
4378 AUBURN BLVD 300
SACRAMENTO CA 95841

CZAJA FAMILY TRUST
8362 HILLGROVE ST
GRANITE BAY CA 95746

EASTON DEVELOPMENT COMPANY LLC
PO BOX 1209
FOLSOM CA 95763

JAMAL LLC
PO BOX 293870
SACRAMENTO CA 95829

ITEM 10.4.

LUELLA B WILSON 2005 REVOCABLE
TRUST
PO BOX 35
RANCHO CORDOVA CA 95741

CECCHETTINI MARTIN L/COLLEEN A
PO BOX 764
ORANGEVALE CA 95662

ATTACHMENT 4

ITEM 10.4.

SACRAMENTO SANITATION DISTRICT
10060 GOETHE ROAD
SACRAMENTO CA 95827

PG&E
2730 GATEWAY OAKS DRIVE
SACRAMENTO CA 95833

SMUD
6301 S STREET MS B304
SACRAMENTO CA 95817

FOLSOM CORDOVA UNIFIED SCHOOL
DISTRICT
1965 BIRKMONT DRIVE
RANCHO CORDOVA CA 95742

SACRAMENTO REGIONAL COUNTY
SANITATION DISTRICT
10060 GOETHE ROAD
SACRAMENTO CA 95827

PG&E
343 SACRAMENTO STREET
AUBURN CA 95603

SMUD
6301 S STREET MS B404
SACRAMENTO CA 95817

SACRAMENTO COUNTY WATER
AGENCY
827 7TH STREET RM 301
SACRAMENTO CA 95814

ATTACHMENT 4

SACRAMENTO COUNTY WATER
AGENCY
10151 FLORIN ROAD
SACRAMENTO CA 95829

SMUD
6301 S STREET MS B304
SACRAMENTO CA 95817

SACRAMENTO METROPOLITAN FIRE
10545 ARMSTRONG AVE STE 310
MATHER CA 95655

CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DR
RANCHO CORDOVA CA 95670

MEMORANDUM

ITEM 10.5.

DATE: September 7, 2021

TO: Honorable Mayor and Council Members

FROM: June Cowles, Senior Planner



**SUBJECT: THE RANCH PHASE I: VILLAGES 4, 5, 6, AND 9 MAJOR DESIGN REVIEW
PERMIT PROJECT NO. DD10060**

PROPERTY OWNER: K. Hovnanian at Jaeger Ranch LLC 3721 Douglas Boulevard, Suite 150 Roseville, CA 95661	APPLICANT/DEVELOPER: K. Hovnanian at Jaeger Ranch LLC 3721 Douglas Boulevard, Suite 150 Roseville, CA 95661
PROJECT:	Applicant is requesting a Major Design Review for the Ranch Phase I: Villages 4, 5, 6, and 9. The design review includes three different lot sizes with 4 floor plans each and 3 proposed architectural styles.
FILE:	DD10060
LOCATION:	Located within The Ranch Special Planning Area. South of Douglas Road and east of Rancho Cordova Parkway
ZONING:	The Ranch Special Planning Area (Residential)
APN:	067-0040-008-0000
PLANNER:	June Cowles, Senior Planner

RECOMMENDATION:

Find the project is exempt under CEQA Exemption 15182, Residential Projects Pursuant to a Specific Plan. The project was analyzed as part of the Ranch Special Planning Area Environmental Impact Report (EIR); and adopt the Resolution for the Ranch Phase I: Villages 4, 5, 6, and 9 Major Design Review.

RESULT OF RECOMMENDED ACTION

Adoption of the above referenced resolution would approve the Major Design Review to include a total of 12 floor plans located within The Ranch Special Planning Area Phase I: Villages 4, 5, 6 and 9. Approval would allow the applicant to pursue necessary building permits for new construction.

BACKGROUND / PROJECT HISTORY

Approved in February 2020, The Ranch Special Planning Area (SPA) is a project that includes mixed use development on approximately 530 acres east of Rancho Cordova Parkway and south of Douglas Boulevard **Figure 1: The Ranch SPA Location.**

Figure 1: The Ranch SPA Location



The February 2020 project approval included the following entitlements:

- General Plan Amendment
- Rezone
- Development Agreement
- Affordable Housing Plan
- Large Lot and Small Lot Tentative Subdivision Map
- California Environmental Quality Act Environmental Impact Report.

Small Lot Subdivision Map

The small lot subdivision plan includes a public/market rate (yellow) neighborhood and a private (purple) neighborhood location. **Figure 2: Small Lot Subdivision Neighborhood Location.** The Ranch Phase I: Villages 4, 5, 6, and 9 are located within the public/market rate (yellow) area. **Figure 3: Phase I: Villages 4, 5, 6, and 9 Location.**

Figure 2: Public and Private Neighborhood Location

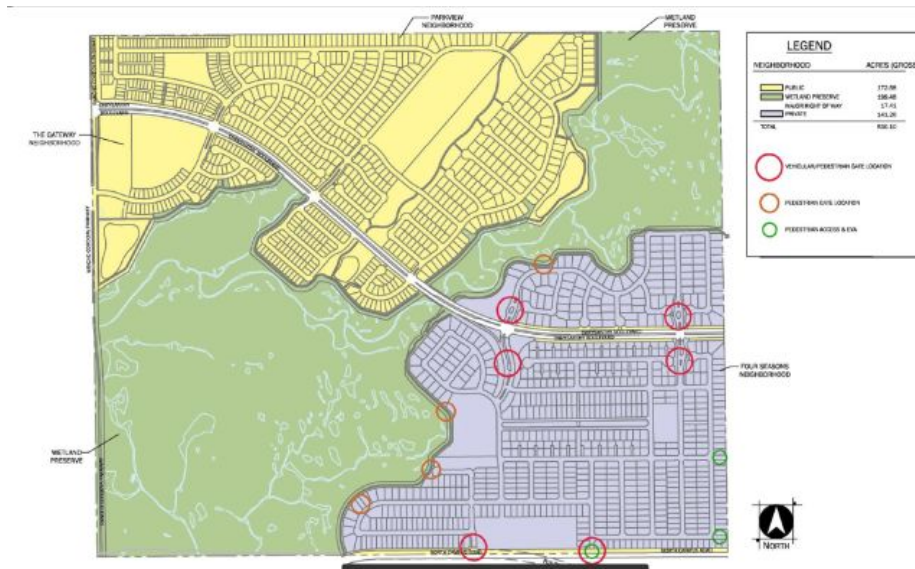
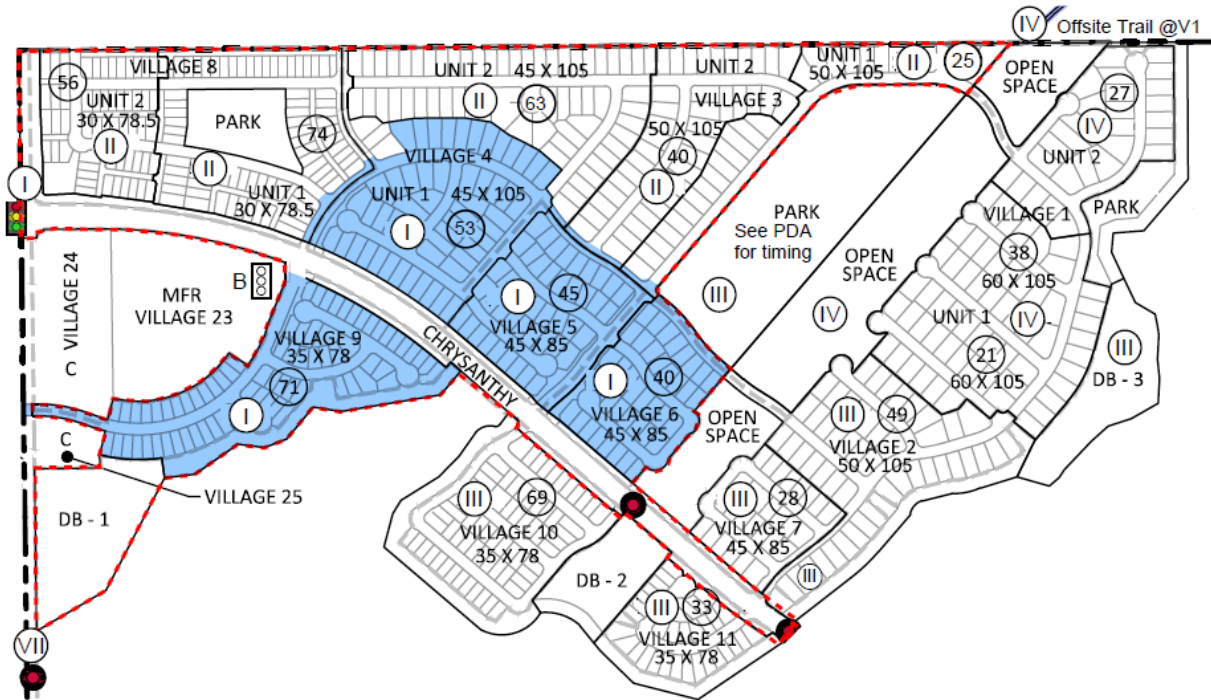


Figure 3: The Ranch Phase I: Villages 4, 5, 6, and 9 Location



PROPOSED PROJECT:

The applicant, K Hovnanian Homes, is proposing a Major Design Review for 3 different lot sizes (35' x 78', 45' x 85', and 45' x 105'), 4 plans each and 3 architectural styles for each plan. The table below identifies the lot size, home square footage and type, architectural style, and characteristics/options. **Table 1: Lot Size, Home Square Footage, Architectural Style, and Characteristics/Options.**

Table 1: Lot Widths, Home Square Footage, Elevations, and Characteristics/Options.

Lot Dimensions	Home Square footage and type	Architectural Style	Additional Characteristics
35' x 78' Village 9	<u>Plan 1</u> : 1,869 (2-story)	Spanish, Tuscan, Contemporary (4 each color schemes)	
35' x 78' Village 9	<u>Plan 2</u> : 1960 (2-story)	Spanish, Tuscan, Contemporary (4 each color schemes)	Living Area on 2 nd Floor and Multi-Generation Option
35' x 78' Village 9	<u>Plan 3</u> : 2007 (2-story)	Spanish, Tuscan, Contemporary (4 each color schemes)	
35' x 78' Village 9	<u>Plan 4</u> : 2150 (2-story)	Spanish, Tuscan, Contemporary (4 each color schemes)	
45' x 85' Village 5 & 6	<u>Plan 1</u> : 2,192 (2-story)	Spanish, Cottage, Craftsman (4 each color schemes)	
45' x 85' Village 5 & 6	<u>Plan 2</u> : 2,342 (2-story)	Spanish, Cottage, Craftsman (4 each color schemes)	
45' x 85' Village 5 & 6	<u>Plan 3</u> : 2,414 (2-story)	Spanish, Cottage, Craftsman (4 each color schemes)	
45' x 85' Village 5 & 6	<u>Plan 4</u> : 2,603 (2-story)	Spanish, Cottage, Craftsman (4 each color schemes)	Multi-Generation Option
45' x 105' Village 4	<u>Plan 1</u> : 1,785 (1-story)	Contemporary, Farmhouse, Spanish (4 each color schemes)	
45' x 105' Village 4	<u>Plan 2</u> : 1,869 (1-story)	Contemporary, Farmhouse, Spanish (4 each color schemes)	
45' x 105' Village 4	<u>Plan 3</u> : 1,974 (1-story)	Contemporary, Farmhouse, Spanish (4 each color schemes)	
45' x 105' Village 4	<u>Plan 4</u> : 2,014 (1-story)	Contemporary, Farmhouse, Spanish (4 each color schemes)	Multi-Generation Option

Proposed Project Plan Front Elevations:

The applicant is proposing a total of 12 floor plans and three architectural styles. **Figure 4: Proposed 35' x 78' Lot Plans (Village 9). Figure 5: Proposed 45'x85' Lot Plans (Village 5 and 6). Figure 6: Proposed 45'x105' Lot Plans (Village 4).**

Figure 4: Proposed 35' x 78' Lot Plans (Village 9)

Streetscape View



Plan 1: 1,869 square feet



Plan 2: 1,960 square feet



Plan 3: 2,007 square feet



ELEVATION

Plan 4: 2,150 square feet



Figure 5: Proposed 45' x 85' Lot Plans (Village 5 and 6)

Streetscape



Plan 1: 2,192 square feet



Plan 2: 2,342 square feet



Plan 3: 2,414 square feet



FRONT ELEVATION



Plan 4: 2,603 square feet



FRONT ELEVATION



Figure 6: Proposed 45' x 105' Lot Plans (Village 4)

Streetscape View



Plan 1: 1,785 square feet



FORM ZB - CONTEMPORARY



FORM WB - FARMHOUSE



FORM VB - SPANISH

Plan 2: 1,869 square feet



7 of 11



Plan 3: 1,974 square feet



Plan 4: 2,014 square feet



ANALYSIS:

The applicant is requesting a Major Design Review for Ranch Phase I: Villages 4, 5, 6, and 9. The proposed project includes three different lot sizes with a total of 12 plans and 3 architectural styles for each plan.

GENERAL PLAN CONSISTENCY:

The project site is located within the Ranch Special Planning Area Medium Density Residential designation (4-10 du/ac). The proposed project of 12 single-family floor plans is consistent with the Special Planning Area designation.

ZONING ORDINANCE:

The zoning district within the Ranch Special Planning Area for Phase I: Villages 4, 5, 6, and 9 are the Ranch Special Planning Area (residential). The medium density residential provides a range of attached and detached single-family housing. The building types in this density range would be a variety of dwellings and lot sizes. The proposed projects include a total of 12 single-family floor plans that are consistent with the Special Planning Area zoning and development standards such as setbacks and height.

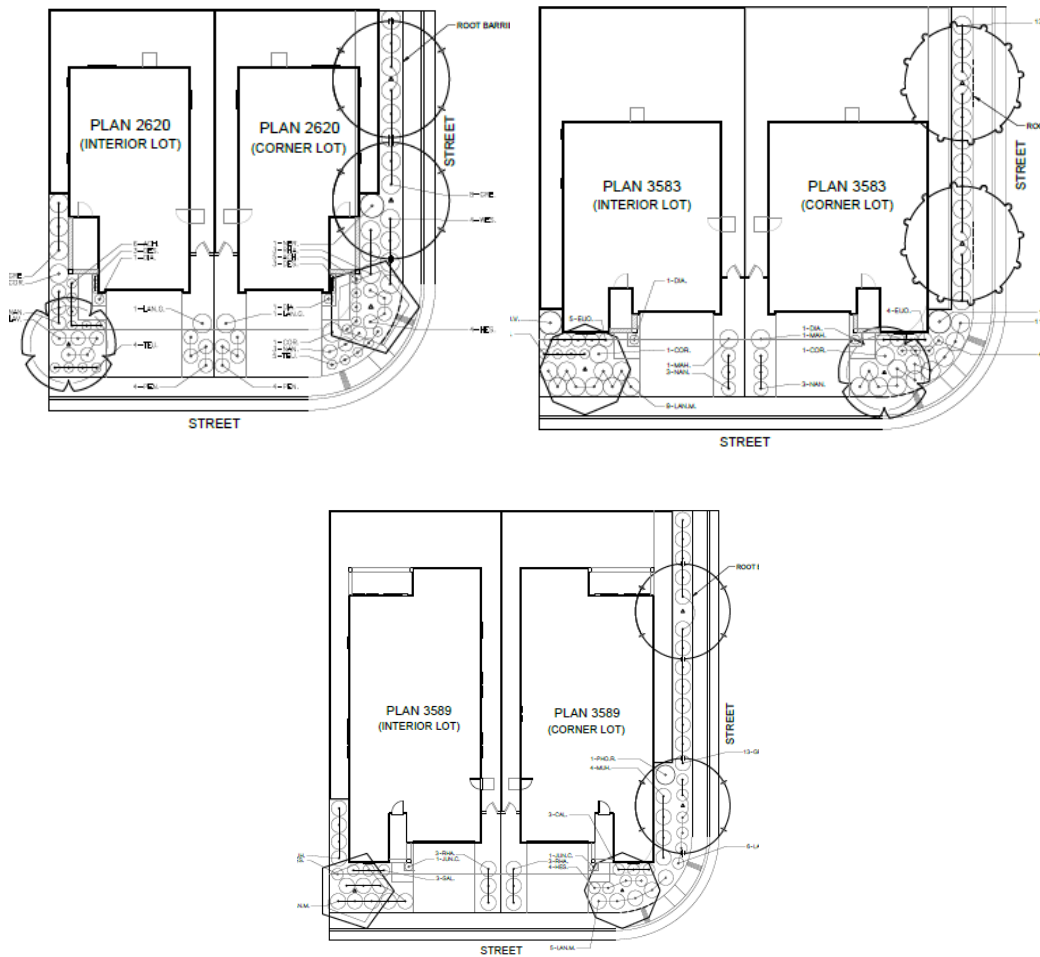
MAJOR DESIGN REVIEW

The proposed projects include a total of 12 floor plans with three architectural styles for each plan and, each with four color schemes (See [Project Plans Attachment 2](#)). Color schemes include colors for body, fascia, trim/garage, and accent colors as well as picture samples of stone and roof materials. All floorplans include living space and/or courtyard and porches forward of the garage.

Landscape Design

The submitted typical landscape plan depicts a variation of drought tolerant trees, shrubs and a small area of drought tolerant grass and natural grasses. **Figure 7: Typical Landscape Plans.** The Model Water Efficient Landscape Ordinance (MWELO) states that new homes can only have lawns that do not exceed 25% of the total front, back and side yard square footage. This restriction is expected to reduce a home's expected water use by 20% or 12,000 gallons per year. The design packet includes street tree layout.

Figure 7: Typical Landscape Plans



A 3-foot wide concrete path will also be provided from the driveway to the garage man-door.

The Ranch Special Planning Area and City Design Guidelines

The Ranch Special Planning Area handbook includes illustrations and graphics of architectural styles that are intended to provide general direction for the homes in all residential areas of the Ranch. The proposed house plans offer clear architecture styles. The proposed project is consistent with The Ranch Special Planning Area handbook and City Design Guidelines as follows;

- The design is visually interesting and establishes streetscape variety with the proposed single-story and two-story product.
- The mass, scale, and form of the homes enhance the public realm with the front yard porches and living spaces.
- The several different rooflines included in each plan and elevation ensure variation.
- Building facades are designed to provide visual surveillance of the public streets, public spaces, sidewalks, and open space areas from inside the buildings.

- Two story rear and side elevation enhancements along public right of way and open space with trails.
- Three of the floor plans (one within each lot size) offer a Multi Generation option.
- Defined building entries that are in scale with the dwelling.
- Use of distinctive architectural elements and materials to denote the entry. The proposed plans offer diversity of architecture, materials and color schemes.
- To ensure variety and interest throughout the villages, a condition of approval has been added to state that no two identical floor plans with the same building elevations within a master home plan series shall be located directly adjacent to each other.
- Popout trim is provided around the windows and doors on all elevations.

DESIGN REVIEW FINDINGS & EVIDENCE

Approval of the Major Design Review, subject to the Design Review Package ([Attachment 2](#)) and the Conditions of Approval ([Attachment 3](#)) must provide sufficient evidence for the Findings required by Zoning Code Section 23.141.070. Findings and supportive evidence are shown below:

- A. **Finding:** The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova Design Guidelines.

Evidence: The project site is located within the Ranch Special Planning Area Medium Density Residential designation (4-10 du/ac). The proposed project of 12 single-family floor plans is consistent with the Special Planning Area designation. The proposed major design review is for three different lots sizes which is consistent with the Special Planning Area regarding density. The project follows all the Ranch Special Planning Area development standards as well as the applicable Special Planning Area handbook architectural styles and the City of Rancho Cordova Design Guidelines including height regulations and architectural detail requirements.

- B. **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The applicant, K Hovnanian, is presenting a design package which includes twelve (12) different floor plans with three elevations per plan and four color schemes. Variations in colors and materials along with living spaces forward of the garage will create a vibrant and welcoming streetscape. Conditions of Approval have been developed to alternate between floor plans and architectural styles throughout the neighborhood to emphasize street variation.

- C. **Finding:** The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed architecture and landscaping are consistent with the Ranch Special Planning Area and the City Design Guidelines. The applicant has provided 3 different lot sizes with 4 different floor plans and 3 architectural elevations each. Floor plans ranging from 1,785 to 2,603 square feet in size. A clear design concept is shown

for each elevation and each design provides consistent characteristics of each stated style. All elevations and architectural style palettes are included in the Design Review Package.

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

Evidence: The subdivision map was approved prior to this Design Review action. Vehicular, bicycle, and pedestrian circulation were studied and accepted as part of that prior approval. This Design Review approval will not impede any of the approved transportation modes.

ENVIRONMENTAL

The proposed project has been analyzed as part of the Ranch Special Planning Area Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). Since the proposed residential project is in conformity with what was reviewed as part of the Specific Plan EIR, the project is then exempt under CEQA Exemption 15182, Residential Projects Pursuant to a Specific Plan.

FISCAL IMPACT ANALYSIS

Approval of the Major Design Review for 12 house plans would allow for the construction of the master home plans within Ranch Special Planning Area Phase I: Villages 4, 5, 6, and 9 within the City of Rancho Cordova. This will benefit the City and the community by providing direct contributions to fund needed public infrastructure for this project and the broader community.

While the project will generate additional demands for municipal services, the project will be subject to existing and new funding mechanisms to pay fair share costs for ongoing operations, maintenance, and services that will offset City costs.

Based upon analysis completed within the project review, approval of the Ranch Phase I: Villages 4, 5, 6, and 9 with a total of 12 master home plans will likely have a net benefit to the City of Rancho Cordova.

RECOMMENDED MOTION

Staff recommends that the City Council take the following action:

- Find that the project is Exempt per Section 15182, Residential Projects Pursuant to a Specific Plan; and
- Approve the Resolution for a Major Design Review for the Ranch Phase I: Villages 4, 5, 6, and 9 Project Number DD10060.

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Project Plans
3. Exhibit B to the Resolution – Conditions of Approval
4. 500' Radius Map with Mailing Labels

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2021

**A RESOLUTION OF THE CITY COUNCIL
APPROVING A MAJOR DESIGN REVIEW PERMIT
FOR THE RANCH PHASE I: VILLAGES 4, 5, 6, AND 9 PROJECT NO. DD10060**

WHEREAS, K. Hovnanian at Jaeger Ranch LLC (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Major Design Review approval for Phase I: Villages 4, 5, 6, and 9 within The Ranch Special Planning Area with 12 new floor plans with three architectural styles each; and

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

WHEREAS, the project site was previously analyzed as a part of The Ranch Special Planning Area Environmental Impact Report (EIR) adopted by the City of Rancho Cordova, thereby satisfying the requirements for the California Environmental Quality Act; and

WHEREAS, the proposed residential project is in conformity with what was reviewed as part of the Specific Plan EIR, and therefore is exempt under CEQA exemption 15182, Residential Projects Pursuant to a Specific Plan; and

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

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

1. Determine the CEQA exemption 15182 is an adequate exemption according to the Guidelines of the California Environmental Quality Act.

- a) **Finding:** The project site has been analyzed and is exempt per California Environmental Quality Act exemption 15182 Residential Projects Pursuant to a Specific Plan.

Evidence: The proposed residential project has been analyzed as part of the Ranch Special Planning Area Environmental Impact Report. Since the proposed project is in conformity with what was reviewed as part of the Special Planning Area EIR, the project is then exempt under CEQA Exemption 15182, Residential Projects Pursuant to a Specific Plan.

2. Approve the Design Review, subject to the Major Design Review Package (Attachment 2) and the Conditions of Approval (Attachment 3) as modified; supported by the following Findings and Evidence, as required by Zoning Code Section 23.141.070:

- a) **Finding:** The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Specific Plan provisions, and special planning area provisions, and is consistent with the applicable Rancho Cordova Design Guidelines.

Evidence: The project site is located within the Ranch Special Planning Area Medium Density Residential designation (4-10 du/ac). The proposed project of 12 single-family floor plans is consistent with the Special Planning Area designation. The proposed major design review is for three different lots sizes which is consistent with the Special Planning Area regarding density. The project follows all the Ranch Special Planning Area development standards as well as the applicable Special Planning Area handbook architectural styles and the City of Rancho Cordova Design Guidelines including height regulations and architectural detail requirements.

- b) **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The applicant, K Hovnanian, is presenting a design package which includes twelve (12) different floor plans with three elevations per plan and four color schemes. Variations in colors and materials along with living spaces forward of the garage will create a vibrant and welcoming streetscape. Conditions of Approval have been developed to alternate between floor plans and architectural styles throughout the neighborhood to emphasize street variation.

- c) **Finding:** The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing, and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The proposed architecture and landscaping are consistent with the Ranch Special Planning Area and the City Design Guidelines. The applicant has provided 3 different lot sizes with 4 different floor plans and 3 architectural elevations each. Floor plans ranging from 1,785 to 2,603 square feet in size. A clear design concept is shown for each elevation and each design provides consistent characteristics of each stated style. All elevations and architectural style palettes are included in the Design Review Package.

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

Evidence: The subdivision map was approved prior to this Design Review action. Vehicular, bicycle, and pedestrian circulation were studied and accepted as part of that prior approval. This Design Review approval will not impede any of the approved transportation modes of circulation.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ITEM 10.5.

ATTACHMENT 1

ABSTAIN:

Garrett Gatewood, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

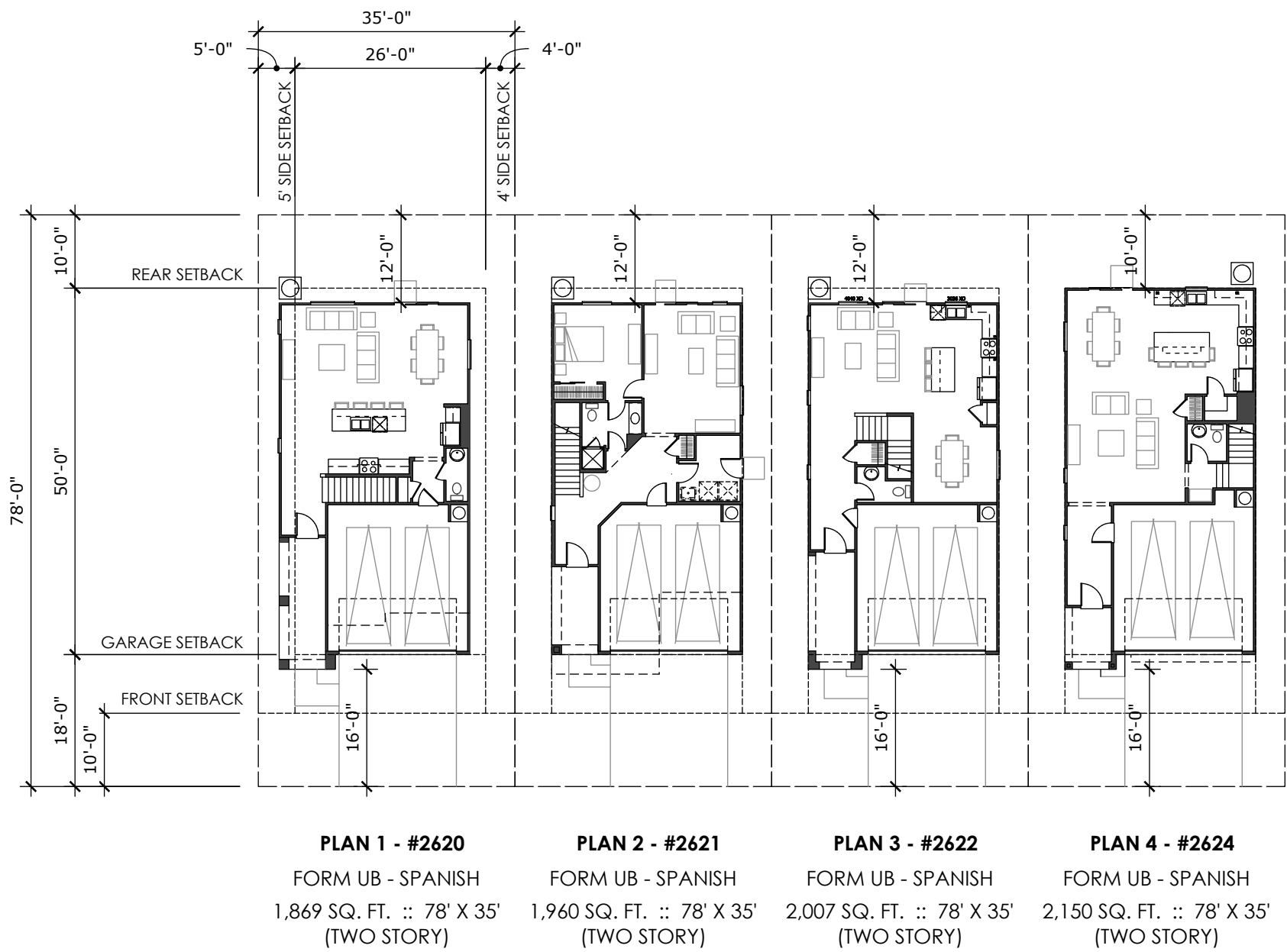
ITEM 10.5.



THE RANCH
26' ASPIRE- 35' x 78' LOTS
RANCHO CORDOVA, CA
DESIGN REVIEW - 08.13.2021

NCD - THE RANCH 26' ASPIRE - Rancho Cordova, CA

26' Aspire				(116) 45' x 105' Lots:													
	Floors	Livable SF	Width	Depth	Max Depth	Bedroom	Bath	Island	Dining	Loft	Den	HOVHub	HOVHall	Extra Suite	Extra Suite+	Garage	Patio
Plan 1 2620	2	1,869	26'	50'-0"	50'-0"	3	2.5	10X3	1	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A
Plan 2 2621	2	1,960	26'	50'-2"	50'-8"	3	3	8X3	1	1	N/A	N/A	N/A	N/A	OPT	2	N/A
Plan 3 2622	2	2,007	26'	50'-0"	50'-0"	3 (Opt.4)	2.5	3x6	1	1	N/A	N/A	N/A	N/A	N/A	2	N/A
Plan 4 2624	2	2,150	26'	52'-0"	52'-0"	4 (Opt.5)	3	7.5X4.5	1	1	N/A	N/A	N/A	N/A	N/A	2	N/A



SETBACK EXHIBIT - BASE HOUSE
SCALE: 1" = 20'-0"



THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

PLAN ITEM #20.5.

PLAN 2 - #2621

PLAN 3 - #2622

PLAN 4 - #2624 Exhibit A to the Resolution



FORM UB - SPANISH



FORM YB - TUSCAN



FORM ZB - CONTEMPORARY



FRONT ELEVATION MATRIX
SCALE: 3/32" = 1'-0"

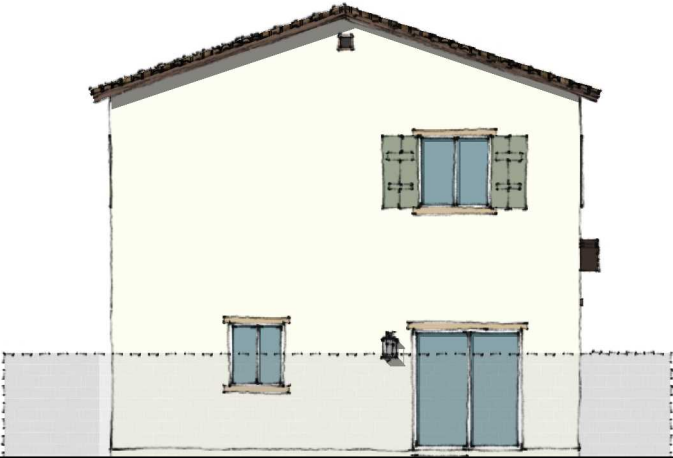
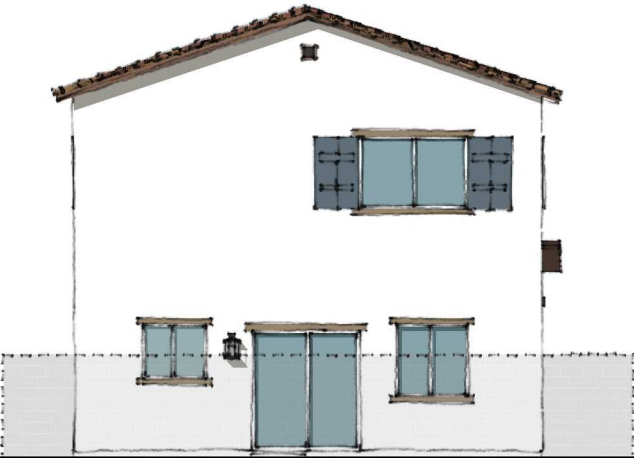
THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

PLAN 1 #2620.5

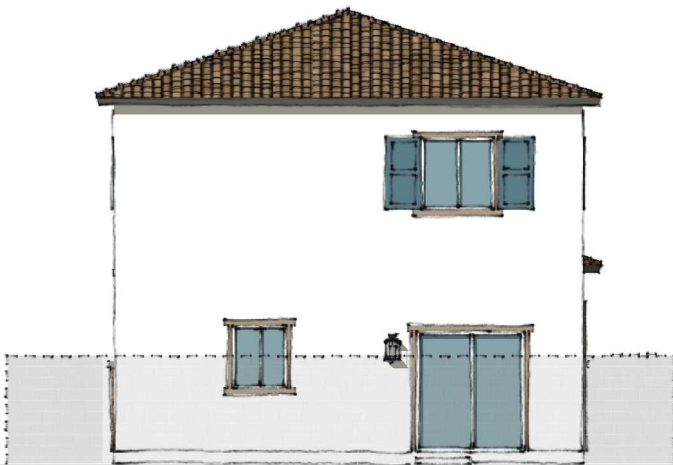
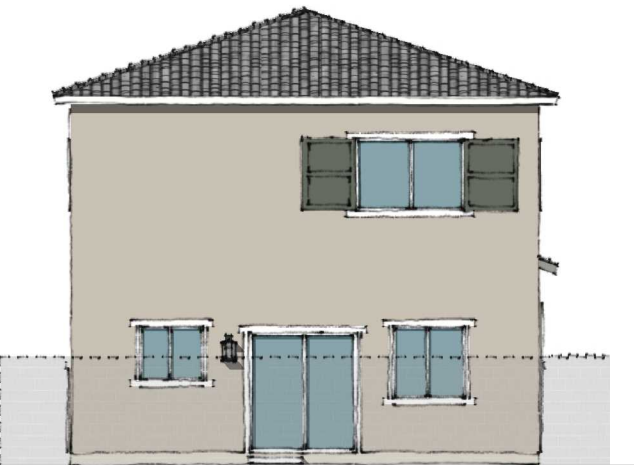
PLAN 2 #2621

PLAN 3 #2622

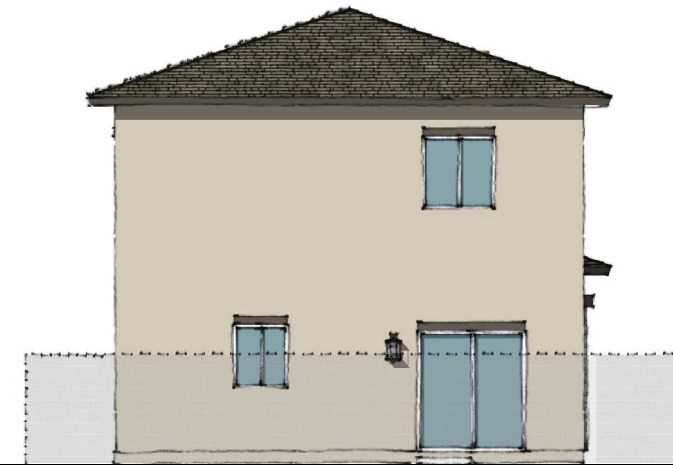
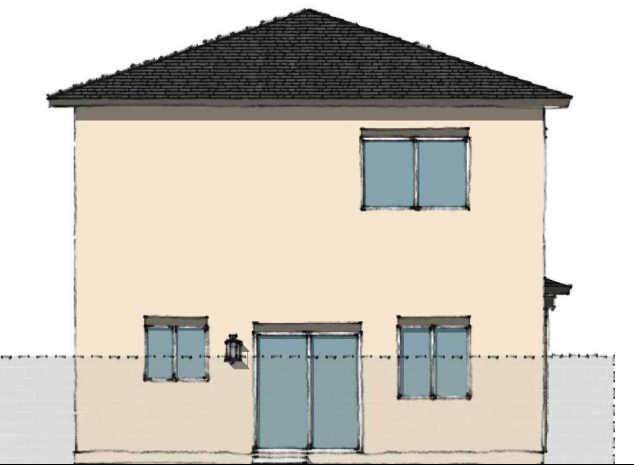
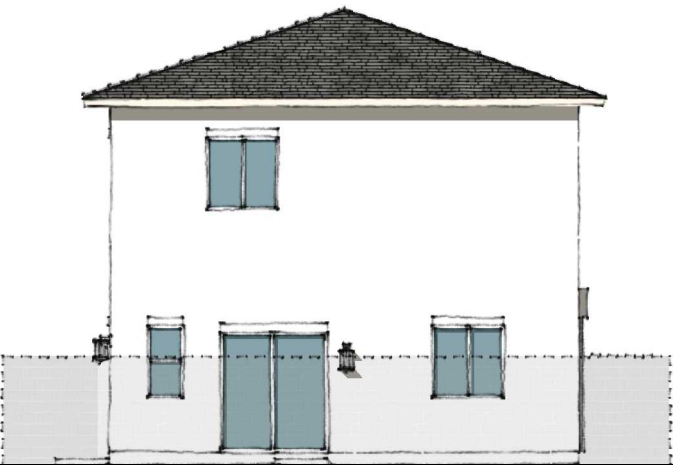
PLAN 4 #2623 Exhibit A to the Resolution



FORM UB - SPANISH



FORM YB - TUSCAN



FORM ZB - CONTEMPORARY



REAR ELEVATION MATRIX
SCALE: 3/32" = 1'-0"

THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

August 13, 2021



PLAN 2 - #2621
FORM YB - TUSCAN

PLAN 4 - #2624
FORM UB - SPANISH

PLAN 1 - #2620
FORM ZB - CONTEMPORARY

PLAN 3 - #2622
FORM YB - TUSCAN

PLAN 4 - #2624
FORM ZB - CONTEMPORARY

PLAN 2 - #2621
FORM UB - SPANISH

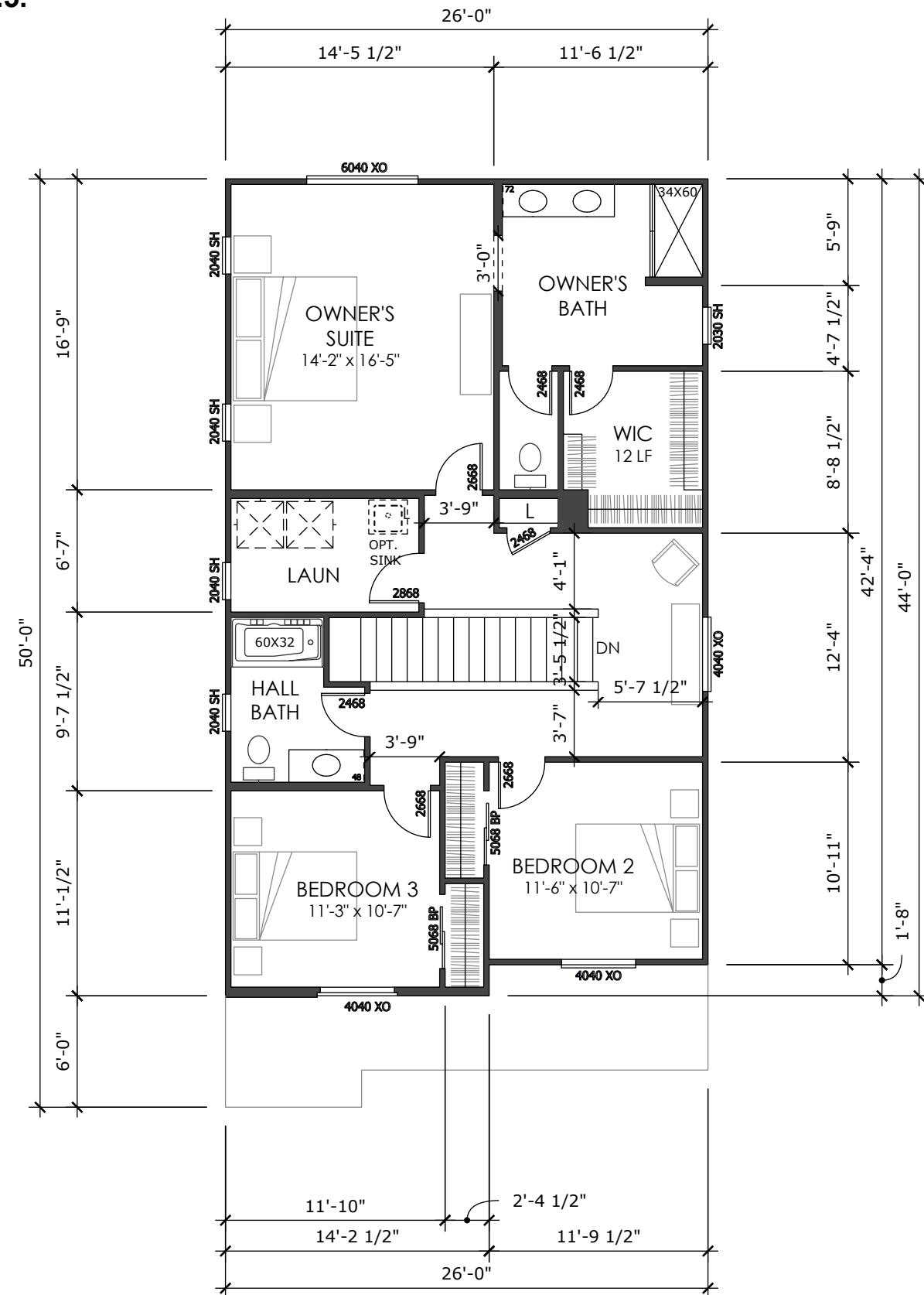


STREET SCENE
SCALE: NTS

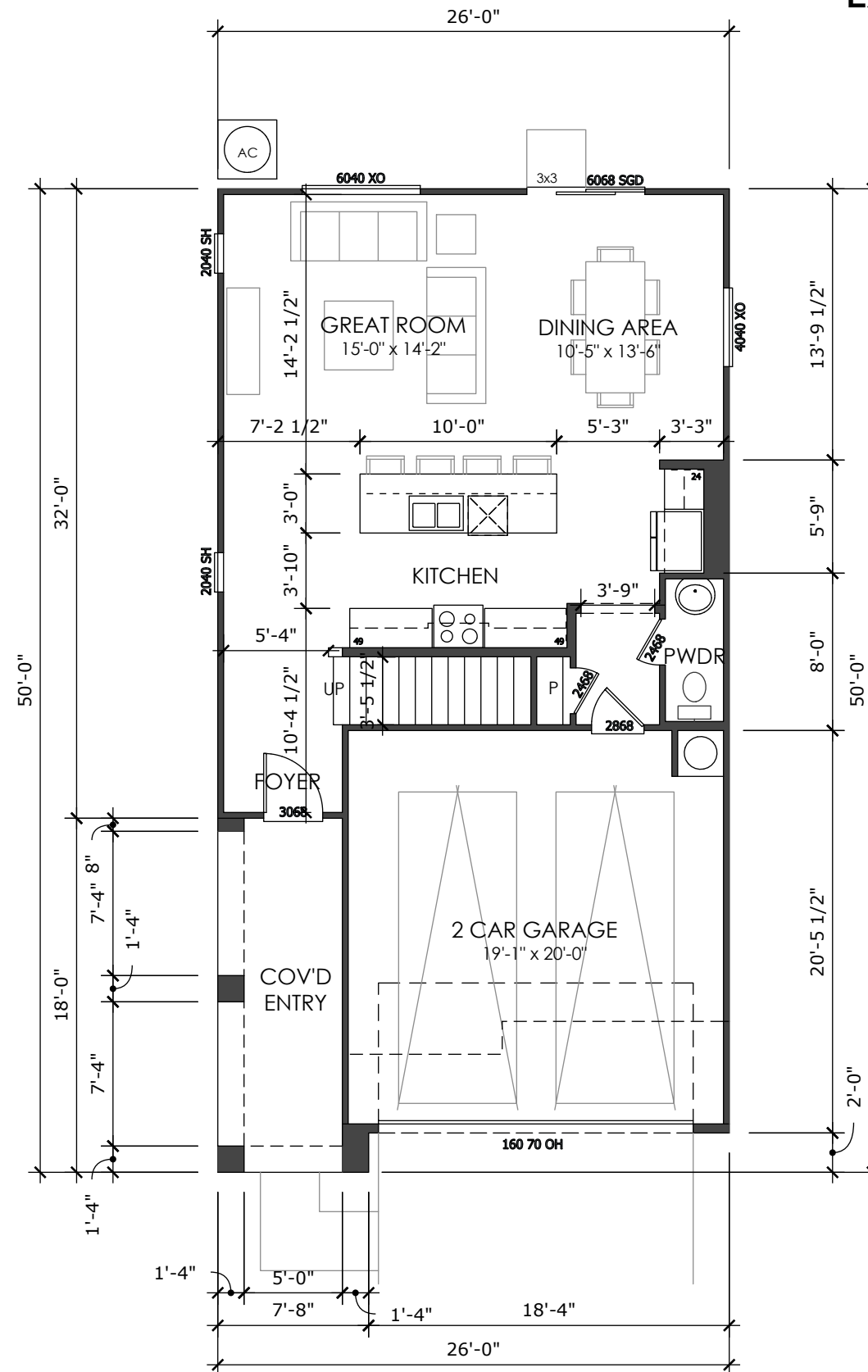
THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

ITEM 10.5.

ATTACHMENT 2
Exhibit A to the Resolution
SERIES WIDTH
26'



2ND FLOOR



1ST FLOOR

LIV. SF: 1,869
PLAN WIDTH: 26'
 PLAN #: 2620
 SCALE: 1/8" = 1'-0"
 NAME: PLAN 1

VITAL STATS

BEDROOM	3
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | LEGACY PRODUCT

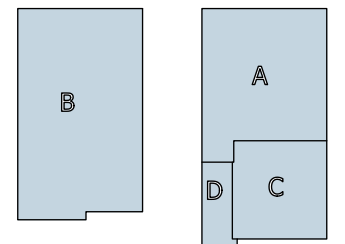
AREA S.F. BREAKDOWN

<u>LIVABLE</u>	
(A) FIRST FLOOR:	745
(B) SECOND FLOOR:	1,124
TOTAL LIVABLE:	1,869
(C) GARAGE:	401
<u>COV'D ENTRY / PORCH</u>	
(D) ELEVATION UB:	116
ELEVATION YB:	116
ELEVATION ZB:	116
(E) OPT. COVERED PATIO:	N/A

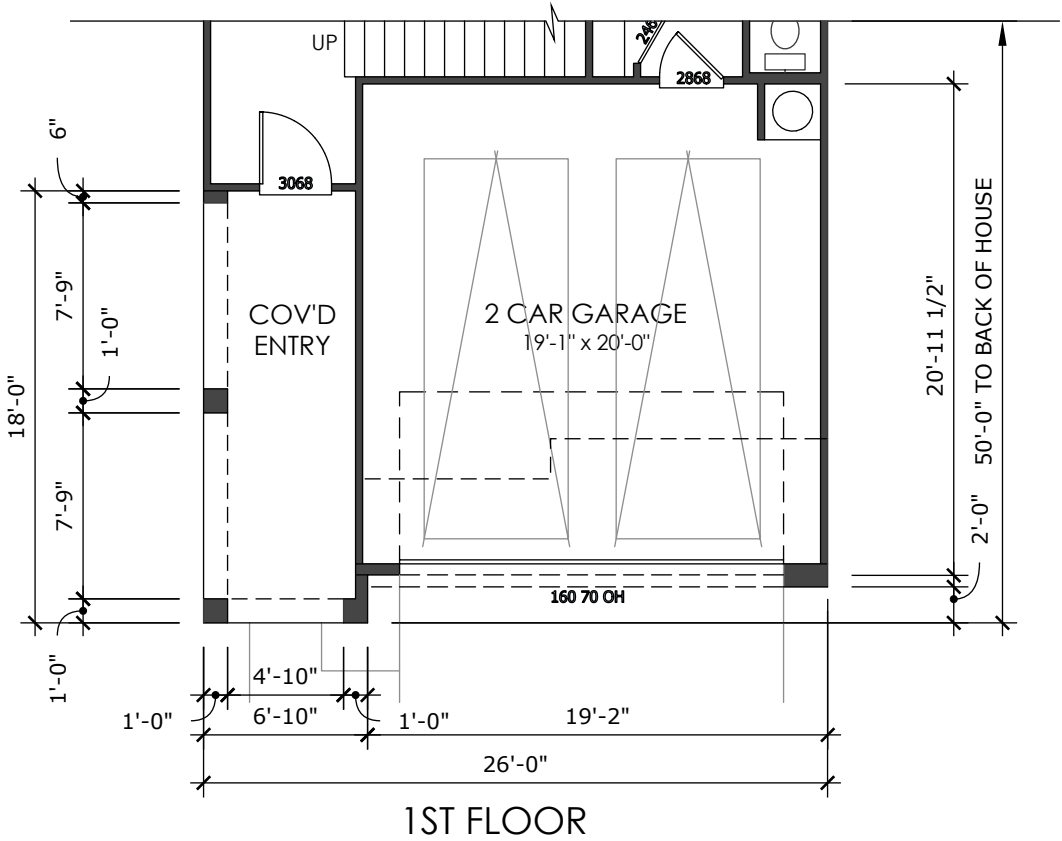
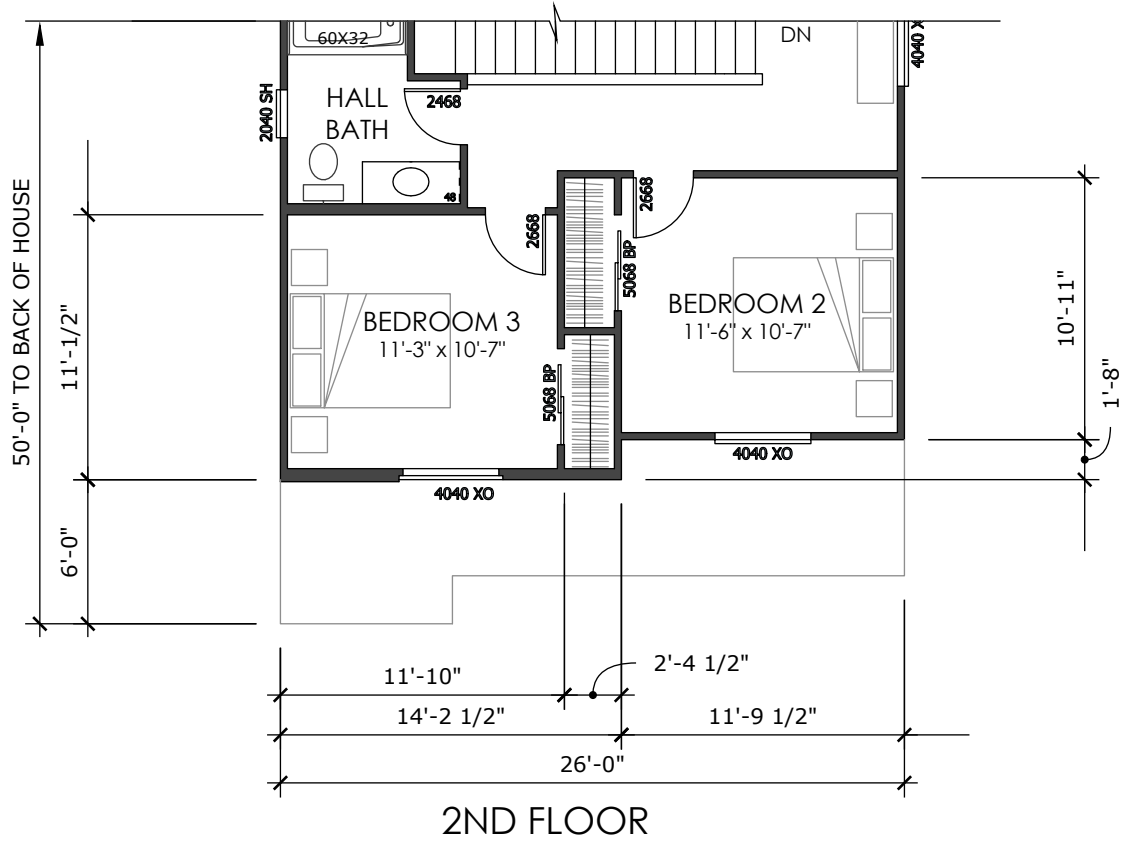
MAX FOOTPRINT: 1,262

TYP LOT SIZE | 35'X78' (2,730 SF)

LOT COVERAGE | $1,262 / 2,730 = 46.2\%$



ITEM 10.5.



LIV. SF: 1,869
PLAN WIDTH: 26'
PLAN #: 2620
SCALE: 1/8" = 1'-0"
NAME: PLAN 1

VITAL STATS
BEDROOM 3
BATH
CAR
CEILING
WINDOW HDR

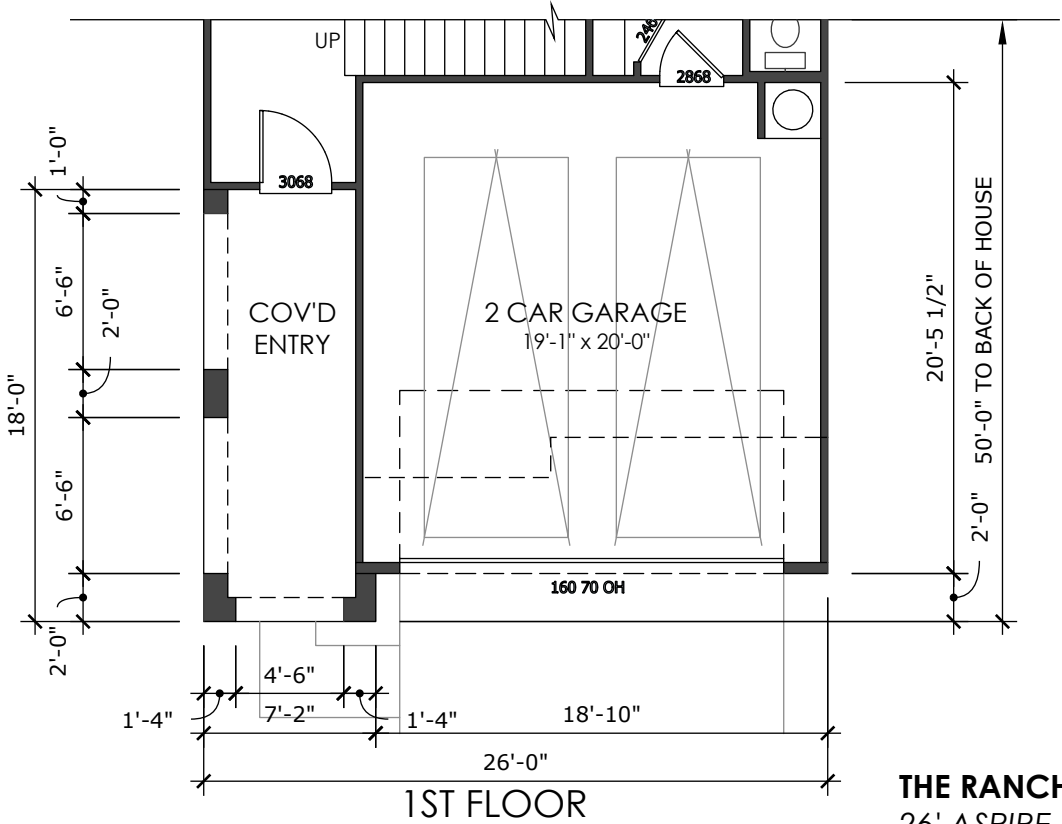
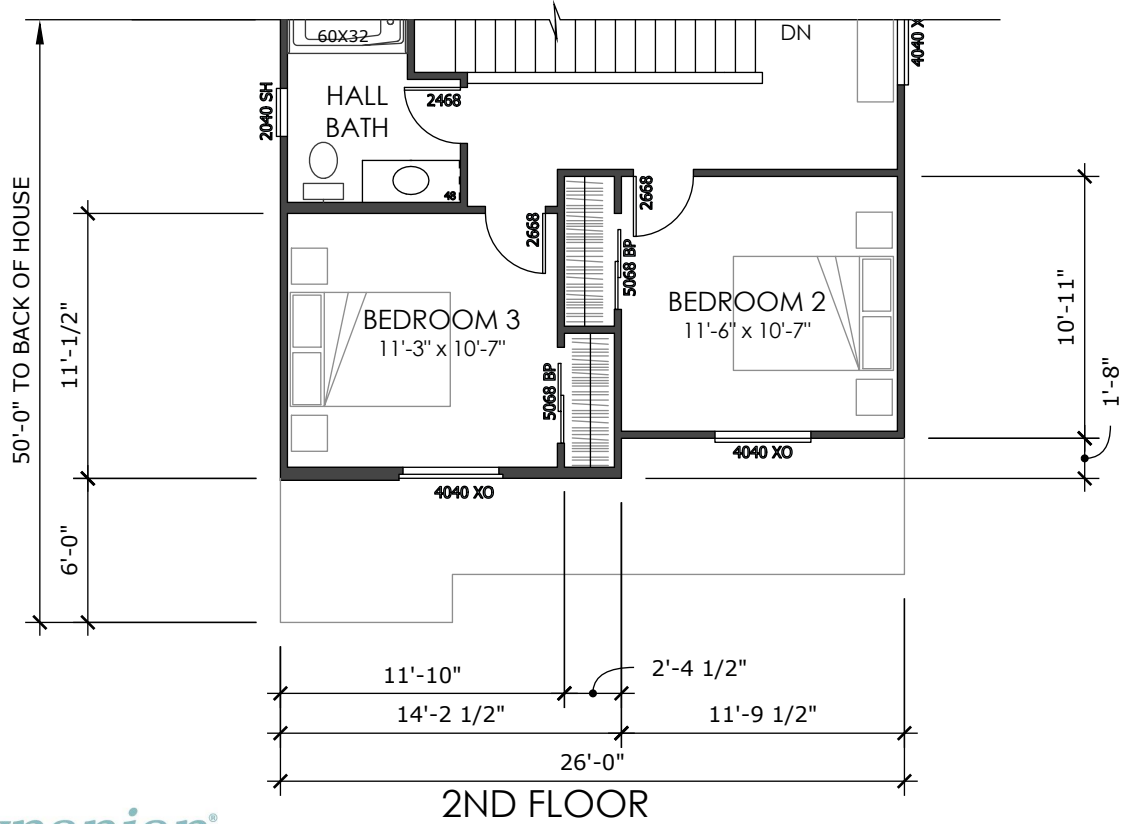
3
2.5
2
9' | 9'
7' | 7'

STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 745
(B) SECOND FLOOR: 1,124
TOTAL LIVABLE: 1,869
(C) GARAGE: 401
COV'D ENTRY / PORCH
(D) ELEVATION UB: 116
ELEVATION YB: 116
ELEVATION ZB: 116
(E) OPT. COVERED PATIO: N/A

MAX FOOTPRINT: 1,262

TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,262 / 2,730 = 46.2%



THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

August 10, 2021

ITEM 10.5.

LIV. SF:1,869

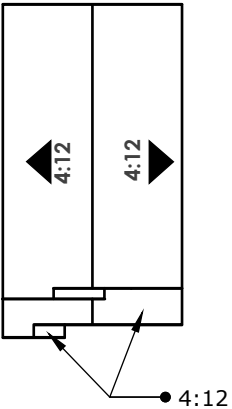
PLAN WIDTH:26'

PLAN #:2620

FORM UB - SPANISH



FORM UB - SPANISH
FRONT VIEW: N.T.S.



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

August 10, 2021

ITEM 10.5.

LIV. SF:1,869

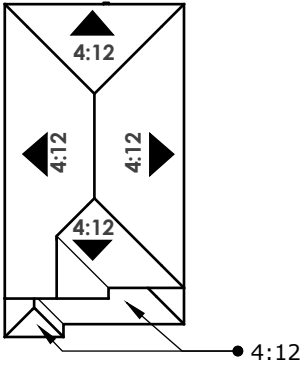
PLAN WIDTH:26'

PLAN #:2620

FORM YB - TUSCAN



FORM YB - TUSCAN
FRONT VIEW: N.T.S.



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE "S" TILES
- 3 12" EAVES
- 4 ARCHED SOFFITS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

August 10, 2021

ITEM 10.5.

LIV. SF:1,869

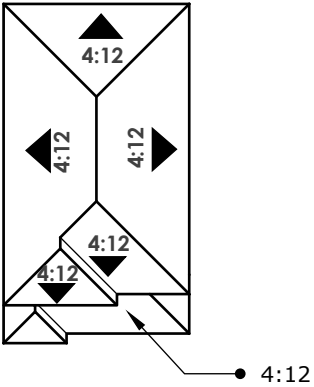
PLAN WIDTH:26'

PLAN #:2620

FORM ZB - CONTEMPORARY



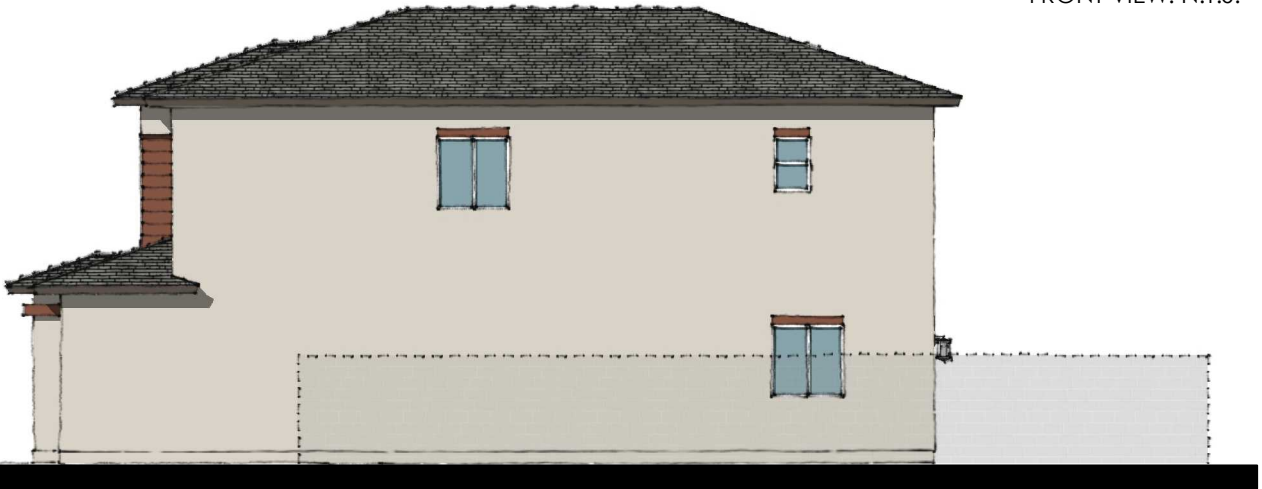
FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



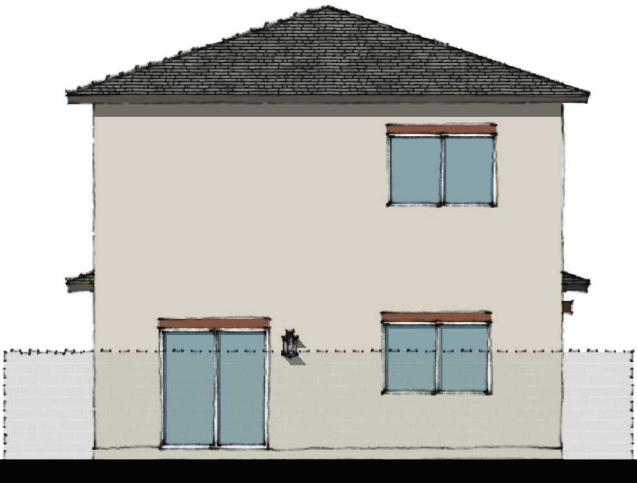
ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

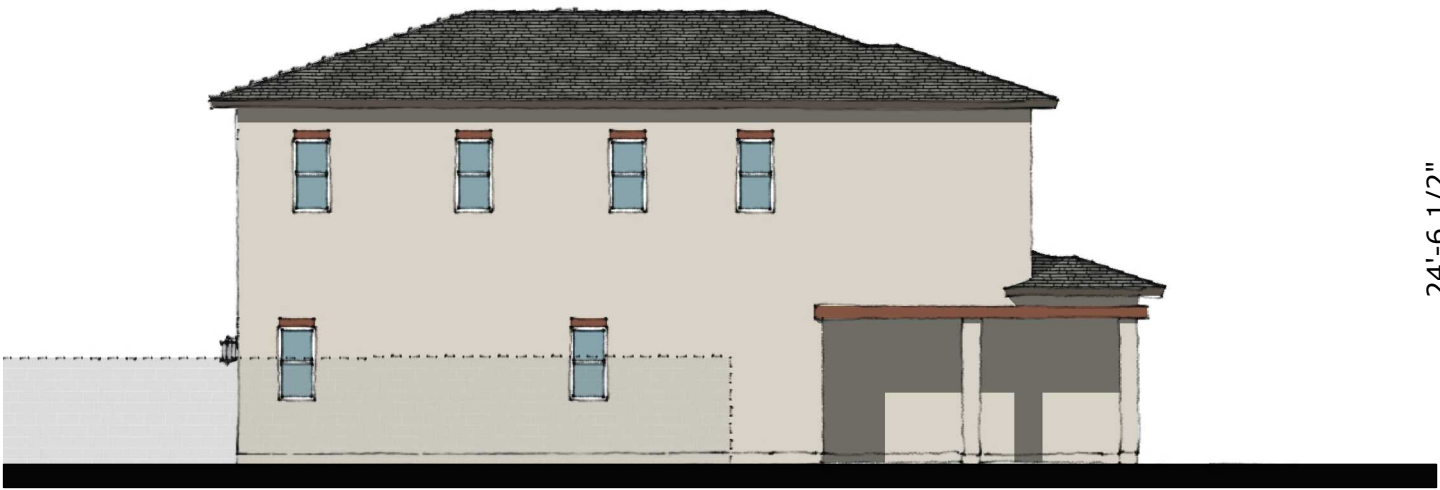
- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

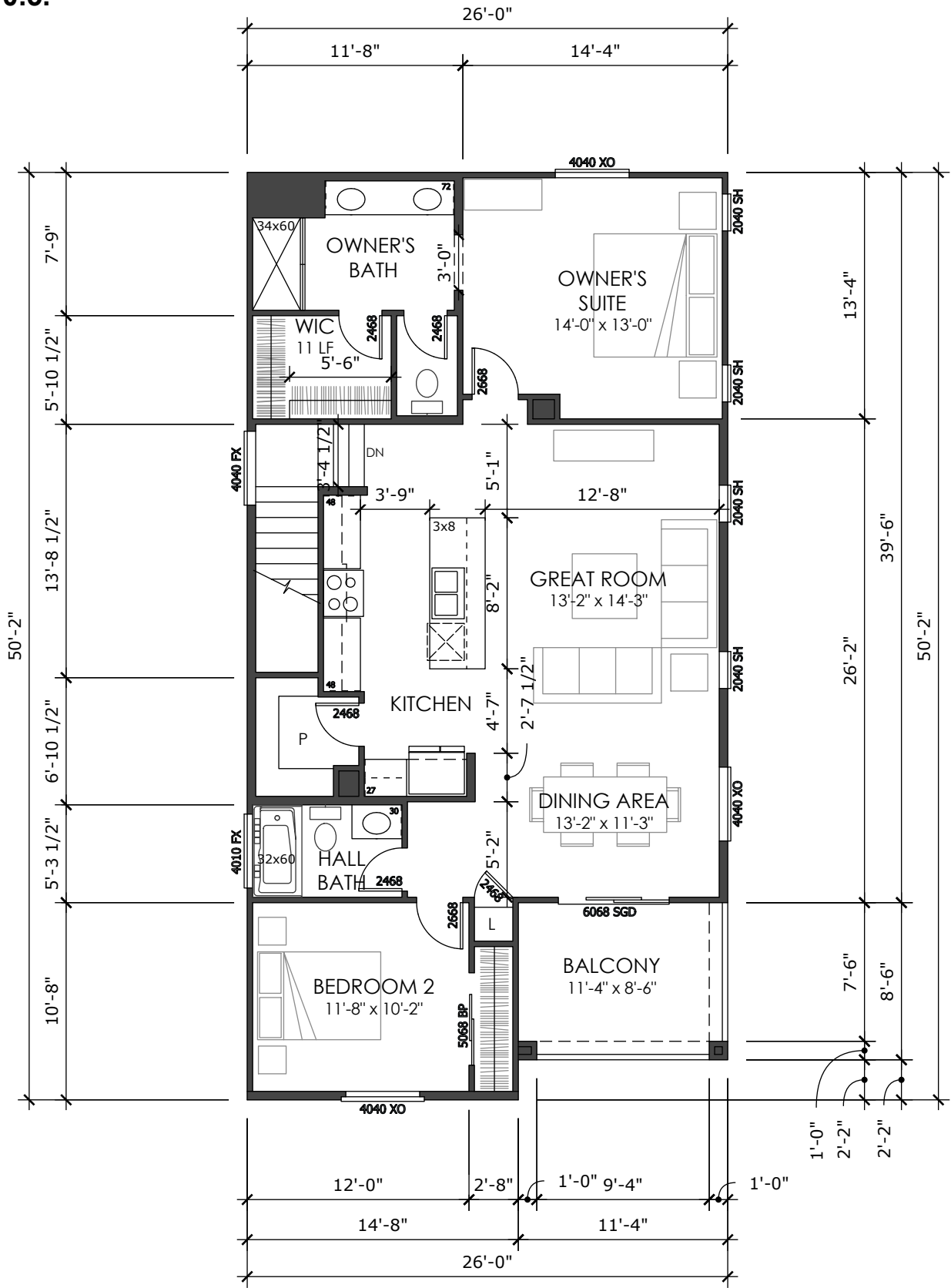
ITEM 10.5.

ATTACHMENT 2

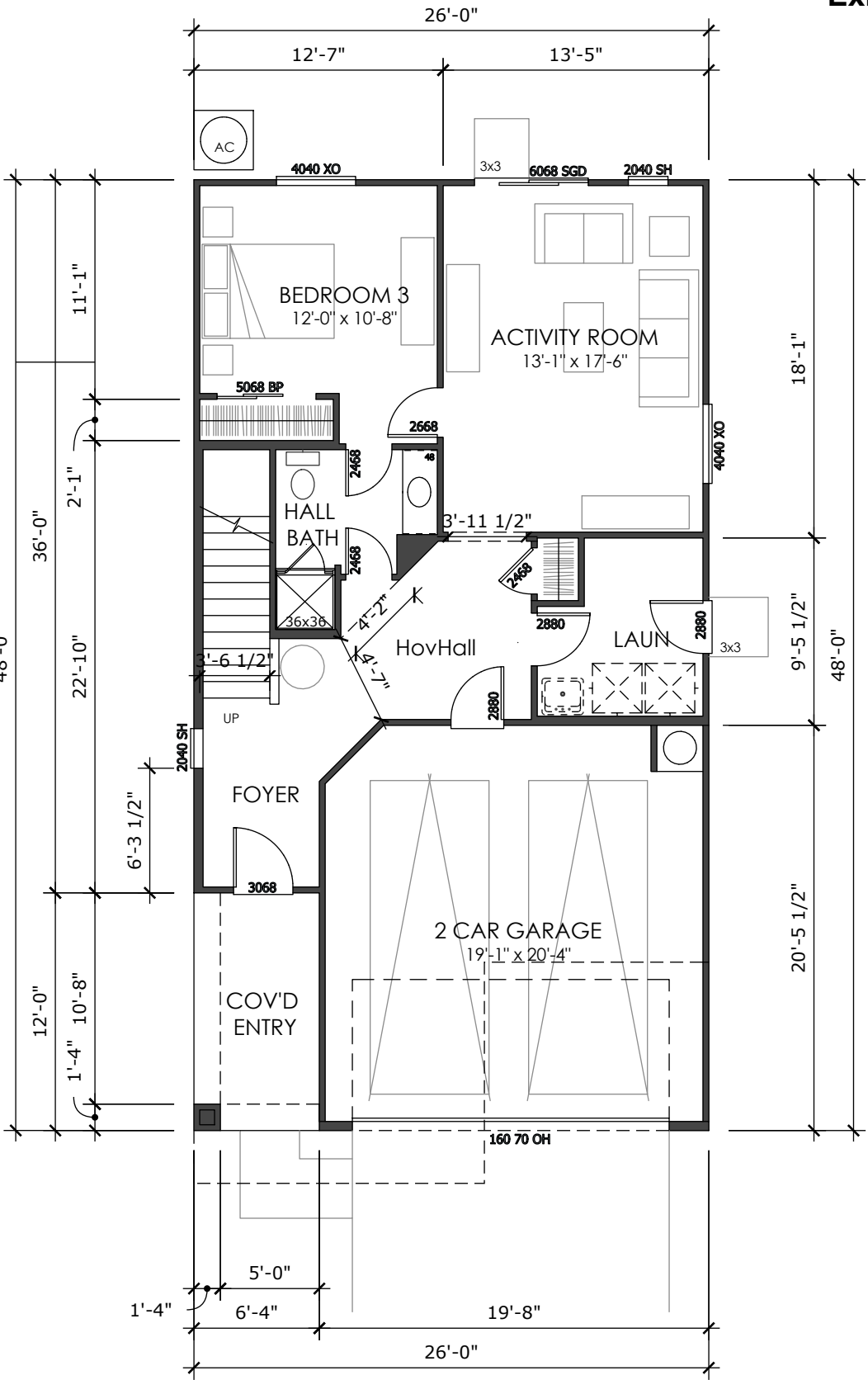
Exhibit A to the Resolution

SERIES WIDTH

26'



2ND FLOOR



1ST FLOOR

LIV. SF:	1,960
PLAN WIDTH:	26'
PLAN #:	2621
SCALE:	1/8" = 1'-0"
NAME:	PLAN 2

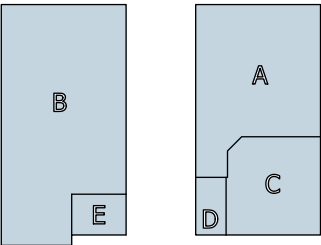
VITAL STATS	
BEDROOM	3
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | LEGACY PRODUCT

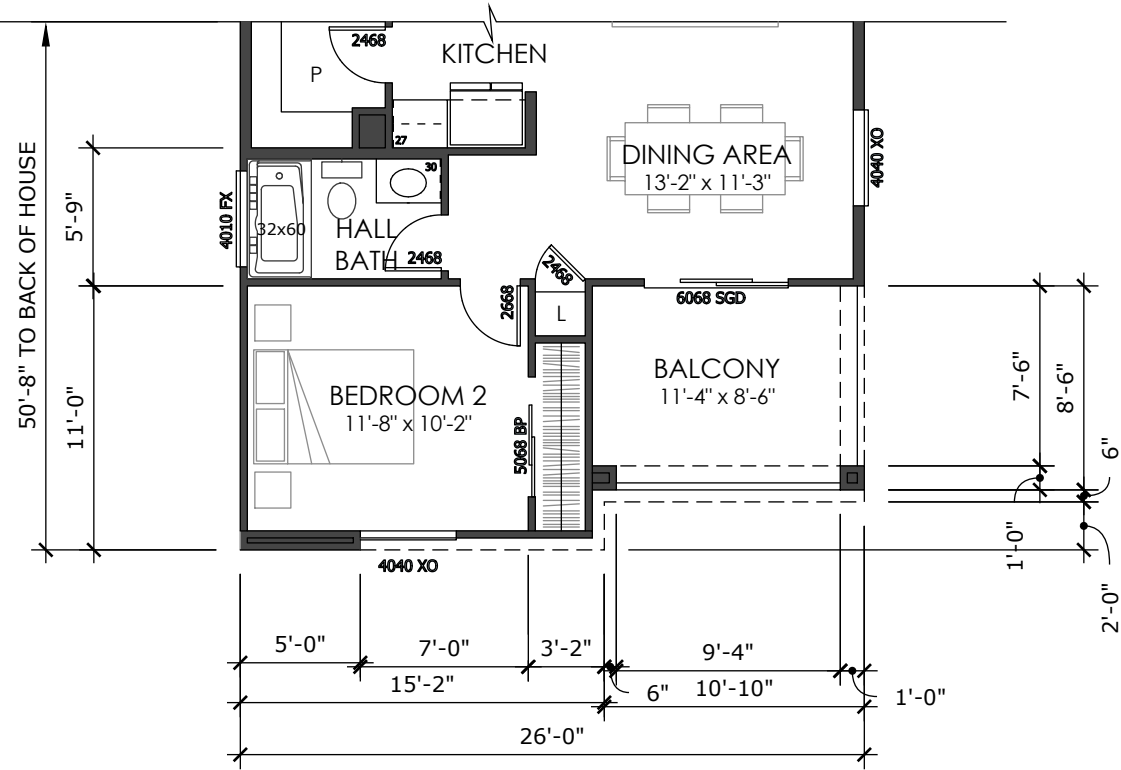
AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	776
(B) SECOND FLOOR:	1,184
TOTAL LIVABLE:	1,960
(C) GARAGE:	396
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	76
ELEVATION YB:	76
ELEVATION ZB:	76
(E) BALCONY:	96

MAX FOOTPRINT: 1,248

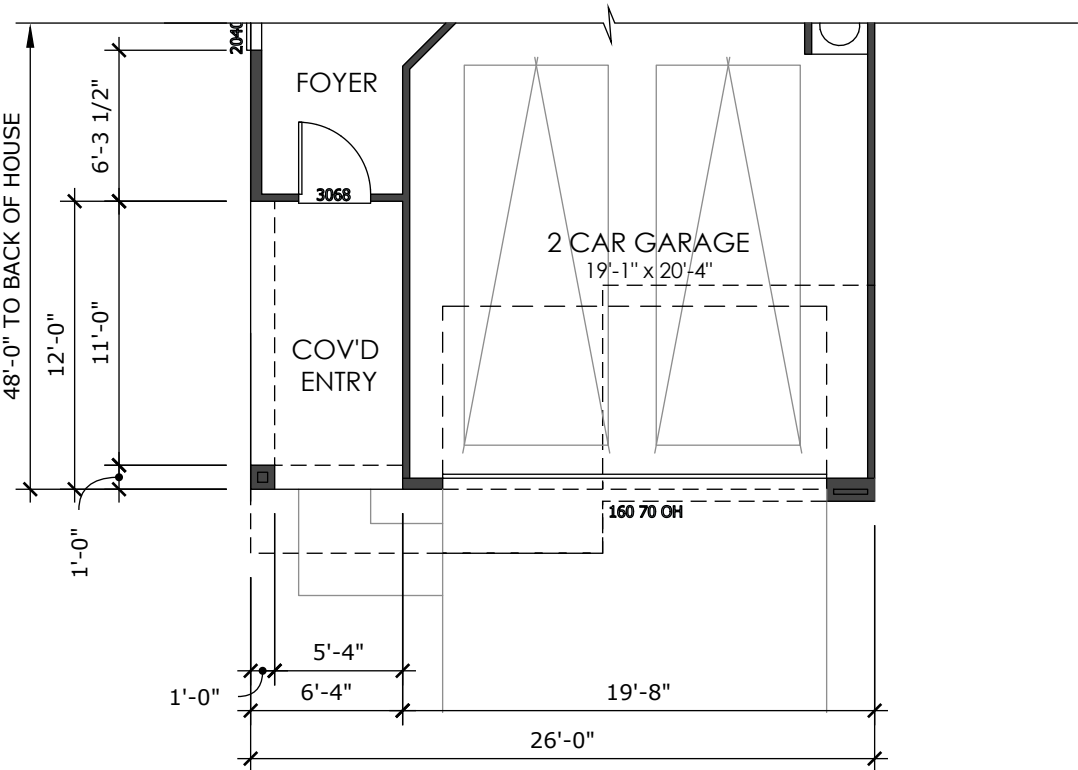
TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,248 / 2,730 = 45.7%



ITEM 10.5.

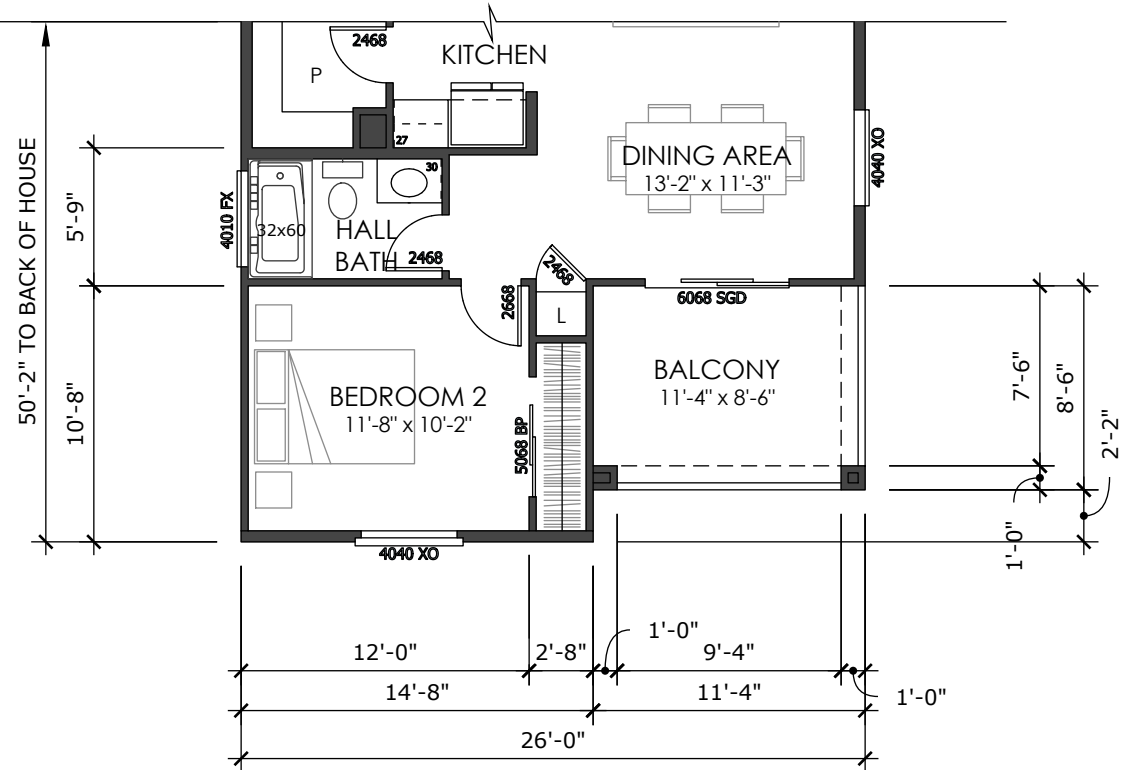


2ND FLOOR

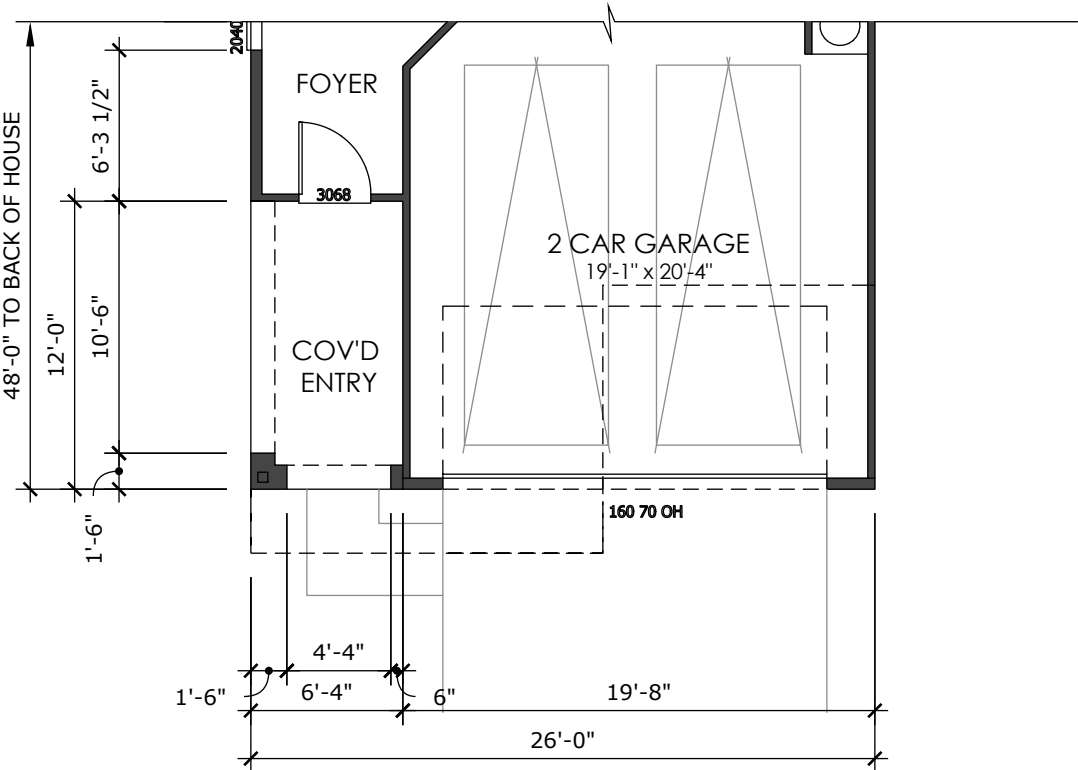


1ST FLOOR

FORM ZB - CONTEMPORARY



2ND FLOOR



1ST FLOOR

FORM YB - TUSCAN

LIV. SF:	1,960
PLAN WIDTH:	26'
PLAN #:	2621
SCALE:	1/8" = 1'-0"
NAME:	PLAN 2

VITAL STATS	
BEDROOM	3
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

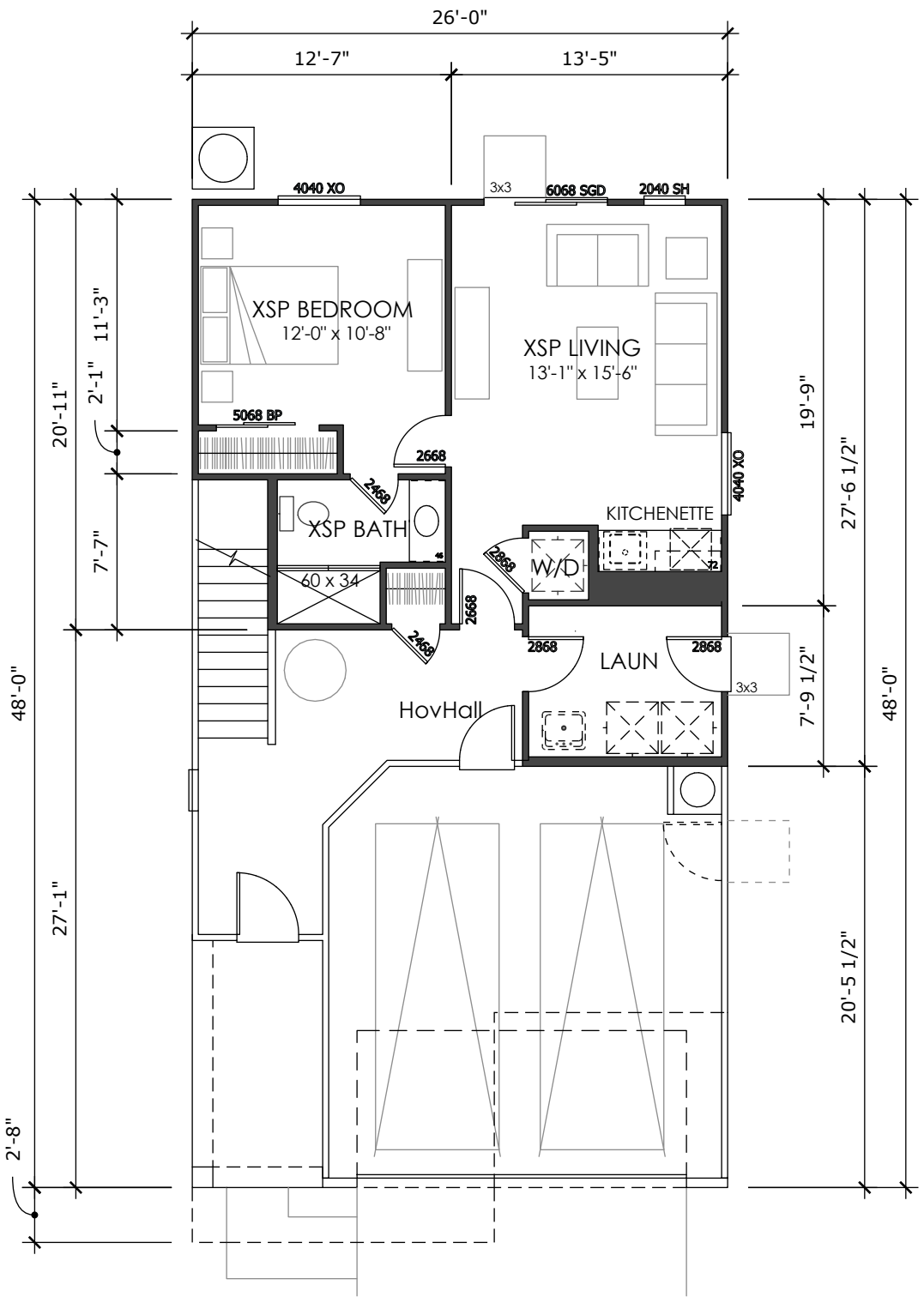
STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	776
(B) SECOND FLOOR:	1,184
TOTAL LIVABLE:	1,960
(C) GARAGE:	396
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	76
ELEVATION YB:	76
ELEVATION ZB:	76
(E) BALCONY:	96

MAX FOOTPRINT: 1,248

TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,248 / 2,730 = 45.7%

ITEM 10.5.



FORM UB - SPANISH

1ST FLOOR - OPTIONS



THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH
26'

LIV. SF:

PLAN WIDTH:

PLAN #:

SCALE:

NAME:

1,960

26'

2621

1/8" = 1'-0"

PLAN 2

VITAL STATS

BEDROOM

BATH

CAR

CEILING

WINDOW HDR

3

2.5

2

9' | 9'

7' | 7'

STATUS

LEGACY PRODUCT

AREA S.F. BREAKDOWN

LIVABLE

(A) FIRST FLOOR:

(B) SECOND FLOOR:

TOTAL LIVABLE:

(C) GARAGE:

COV'D ENTRY / PORCH

(D) ELEVATION UB:

ELEVATION YB:

ELEVATION ZB:

(E) BALCONY:

776

1,184

1,960

396

76

76

76

96

MAX FOOTPRINT:

1,248

TYP LOT SIZE

35'X78' (2,730 SF)

LOT COVERAGE

1,248 / 2,730 = 45.7%

ITEM 10.5.

LIV. SF:1,960

PLAN WIDTH:26'

PLAN #:2621

FORM UB - SPANISH



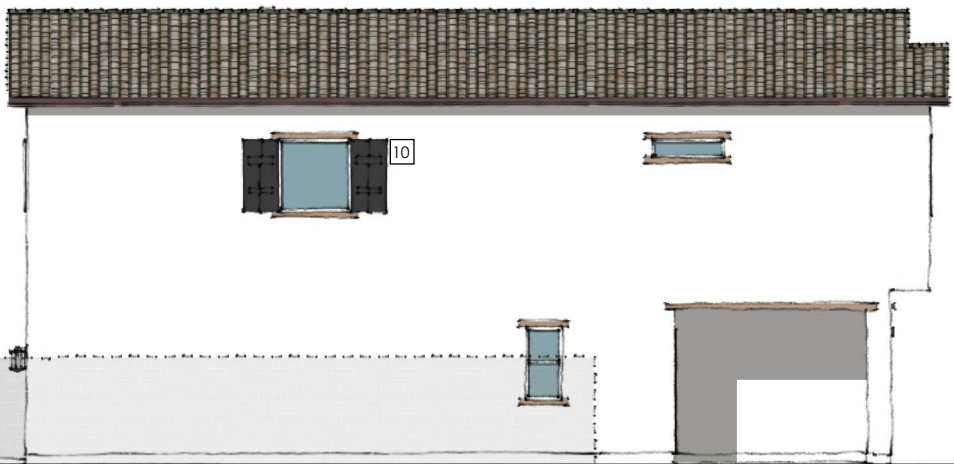
FORM UB - SPANISH
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



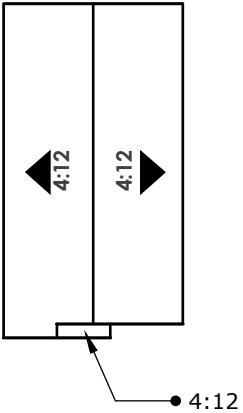
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE CORBELS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET

August 10, 2021

ITEM 10.5.

LIV. SF:1,960

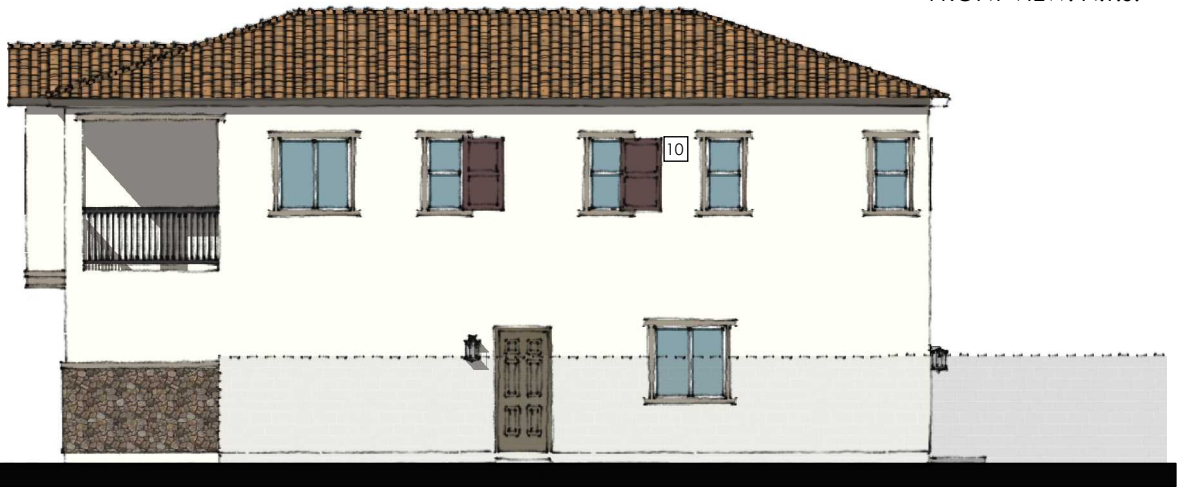
PLAN WIDTH:26'

PLAN #:2621

FORM YB - TUSCAN



FORM YB - TUSCAN
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



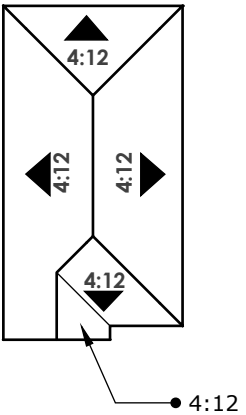
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE "S" TILES
- 3 12" EAVES
- 4 ARCHED SOFFITS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET

August 10, 2021

ITEM 10.5.

LIV. SF:1,960

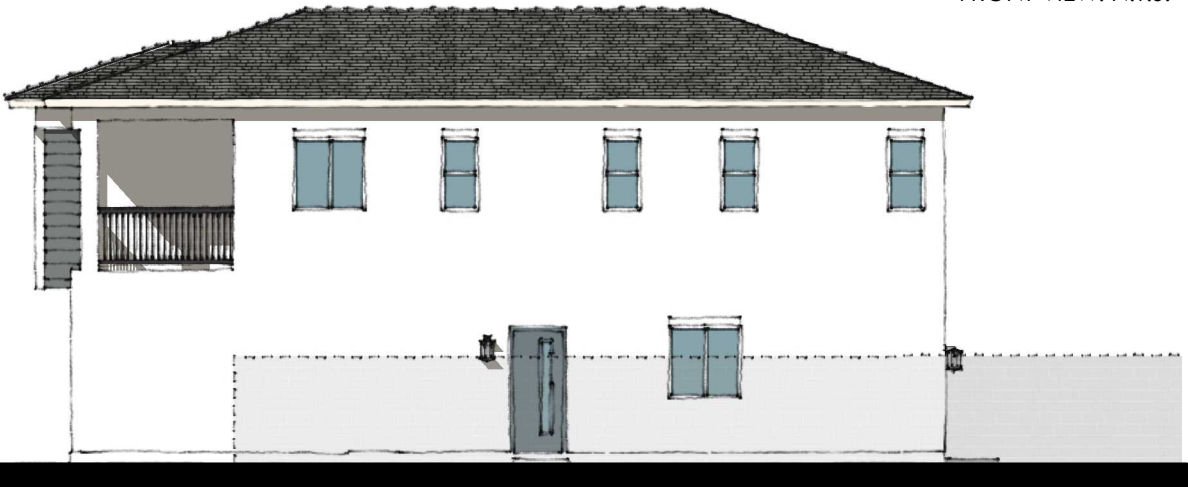
PLAN WIDTH:26'

PLAN #:2621

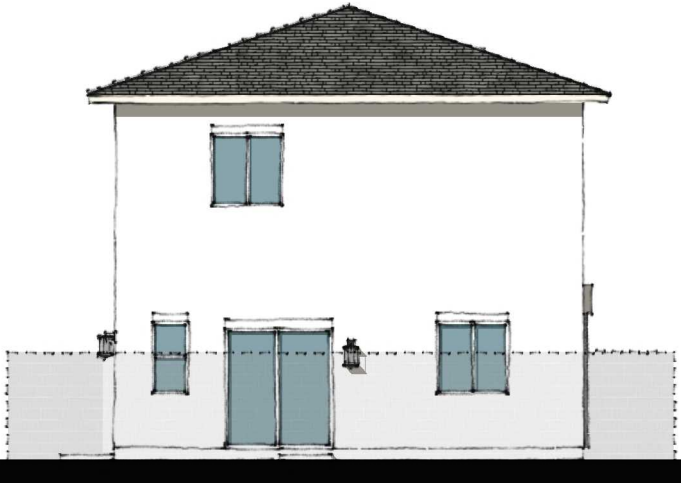
FORM ZB - CONTEMPORARY



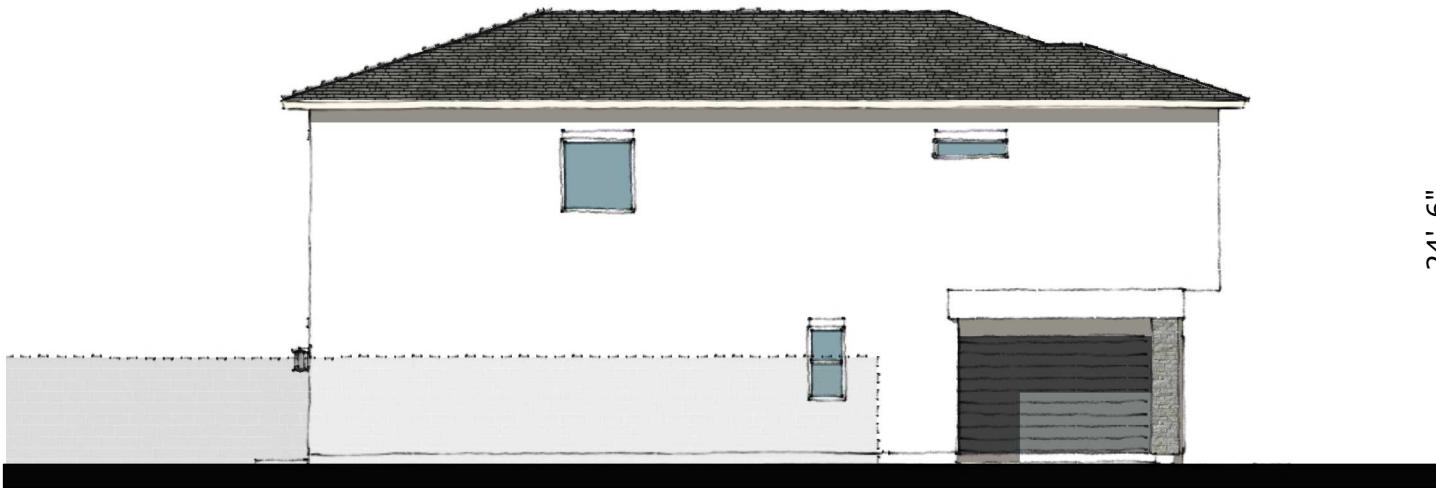
FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



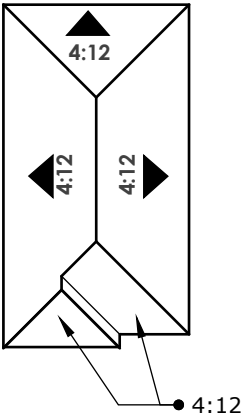
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



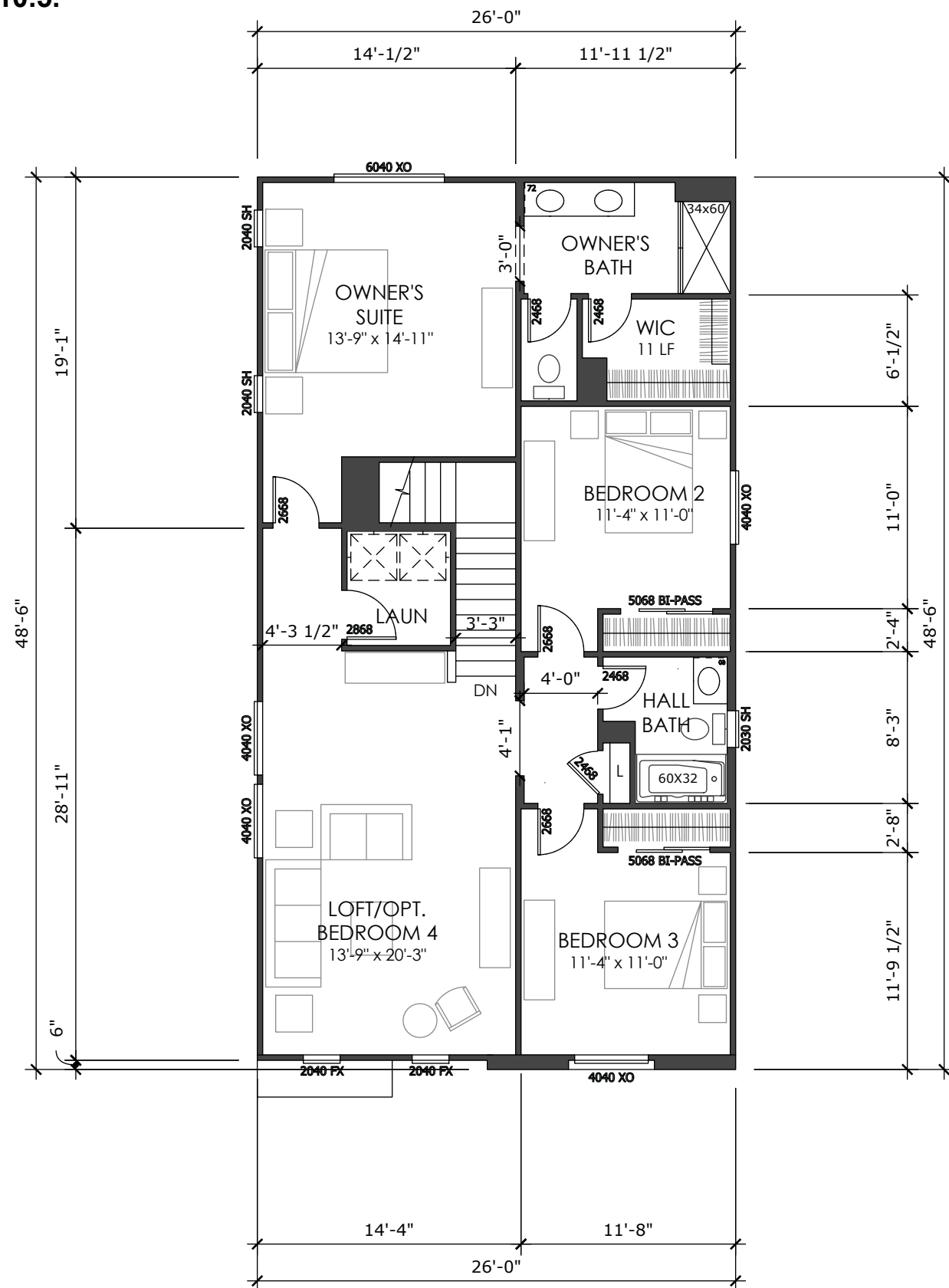
ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

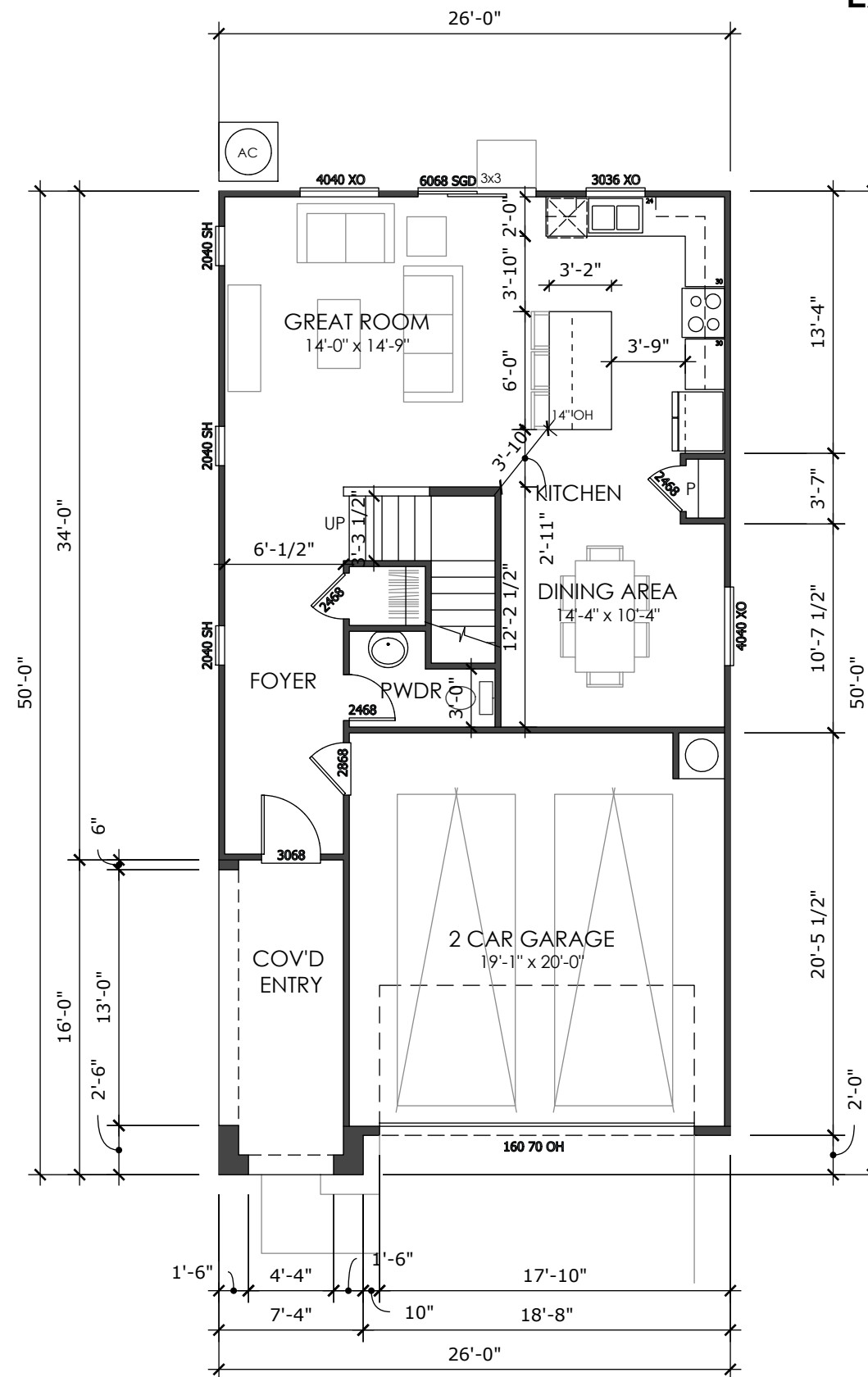
- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET

ITEM 10.5.

ATTACHMENT 2
Exhibit A to the Resolution
SERIES WIDTH
26'



2ND FLOOR



1ST FLOOR

LIV. SF: 2,007
PLAN WIDTH: 26'
 PLAN #: 2622
 SCALE: 1/8" = 1'-0"
 NAME: PLAN 3

VITAL STATS

BEDROOM	3 (OPT. 4)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

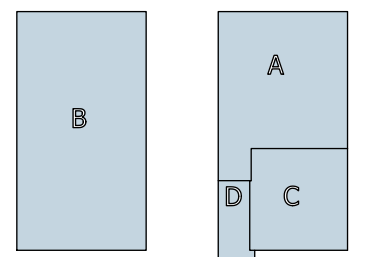
STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
<u>LIVABLE</u>	
(A) FIRST FLOOR:	759
(B) SECOND FLOOR:	1,248
TOTAL LIVABLE:	2,007
(C) GARAGE:	401
<u>COV'D ENTRY / PORCH</u>	
(D) ELEVATION UB:	103
ELEVATION YB:	103
ELEVATION ZB:	103
(E) OPT. COVERED PATIO:	N/A

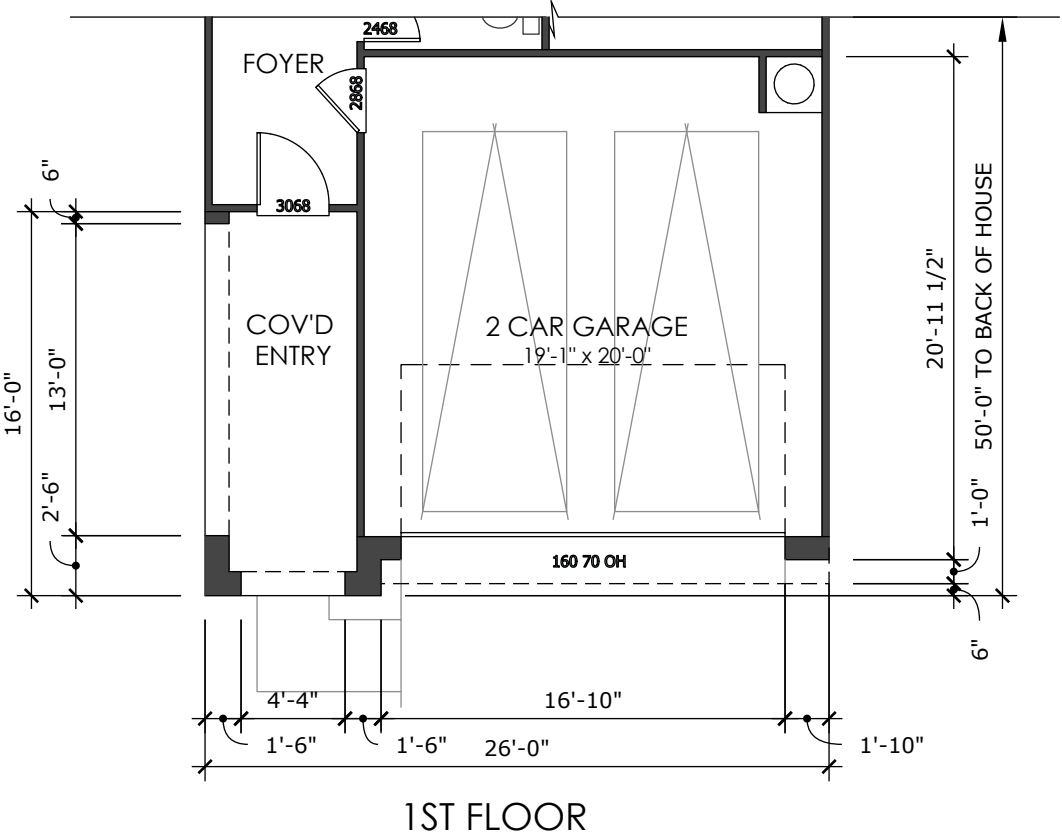
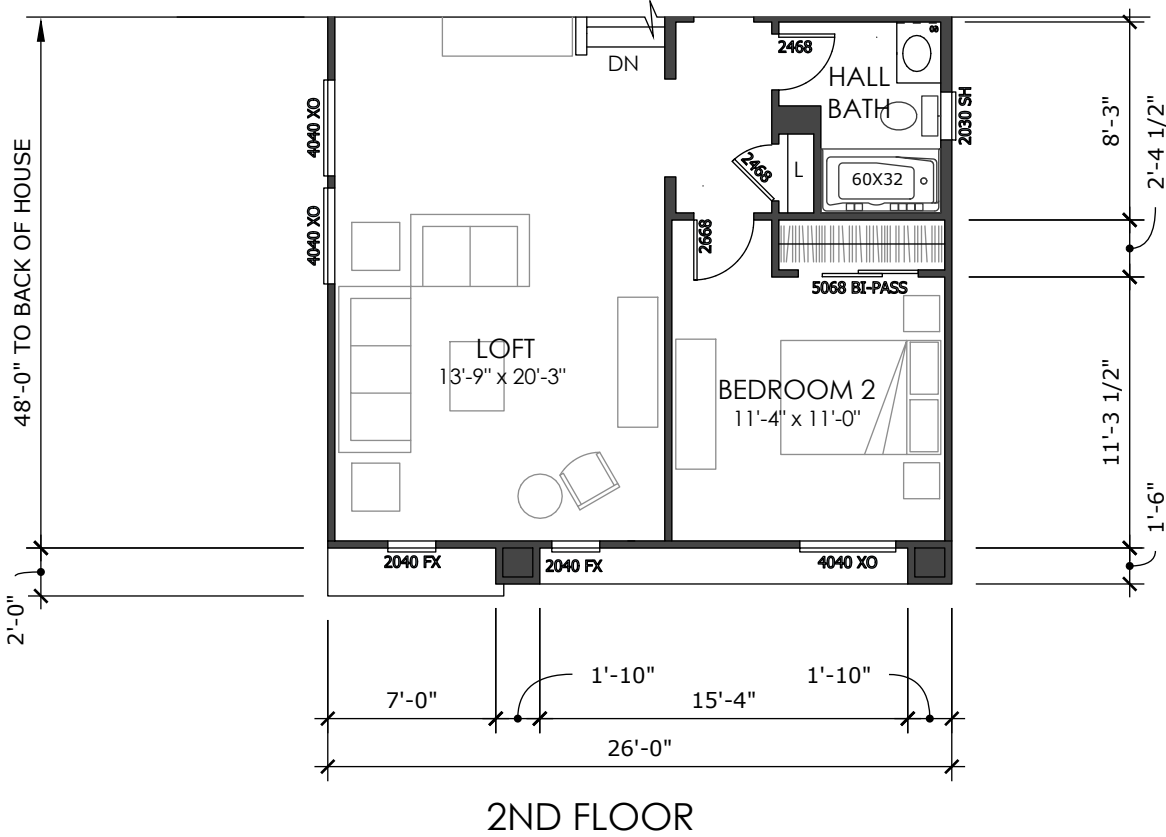
MAX FOOTPRINT: 1,263

TYP LOT SIZE | 35'X78' (2,730 SF)

LOT COVERAGE | $1,222 / 2,730 = 46.2\%$



ITEM 10.5.



LIV. SF:	2,007
PLAN WIDTH:	26'
PLAN #:	2622
SCALE:	1/8" = 1'-0"
NAME:	PLAN 3

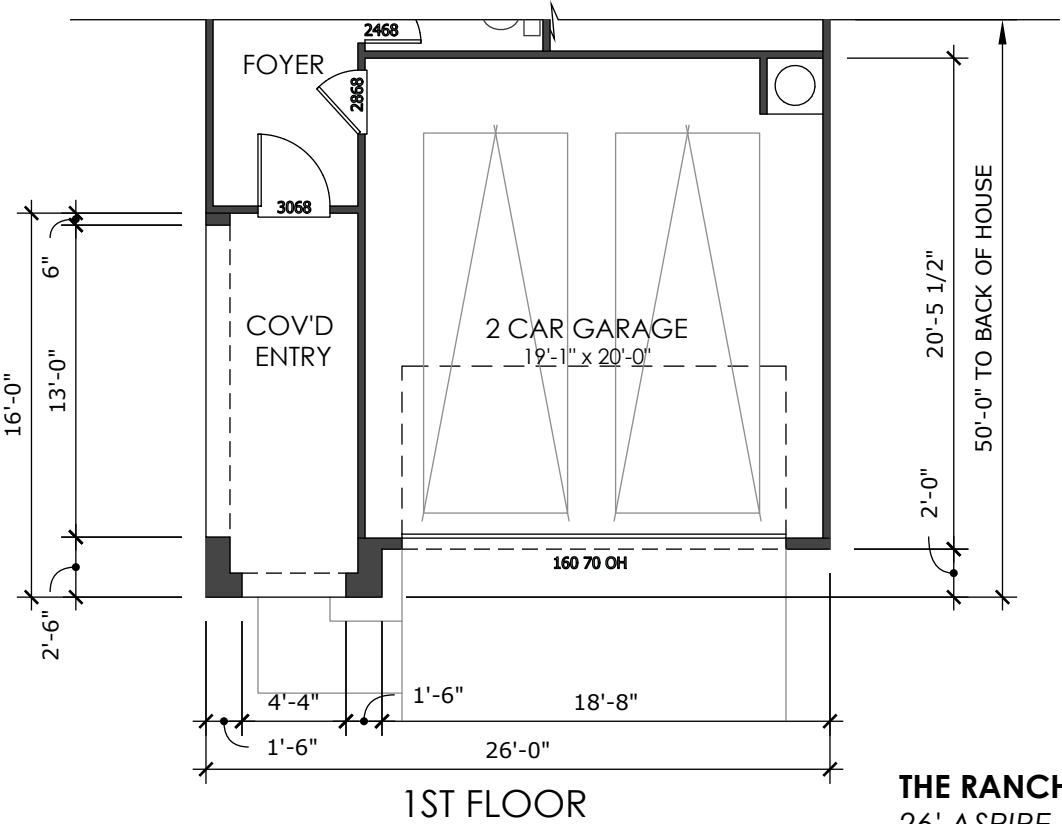
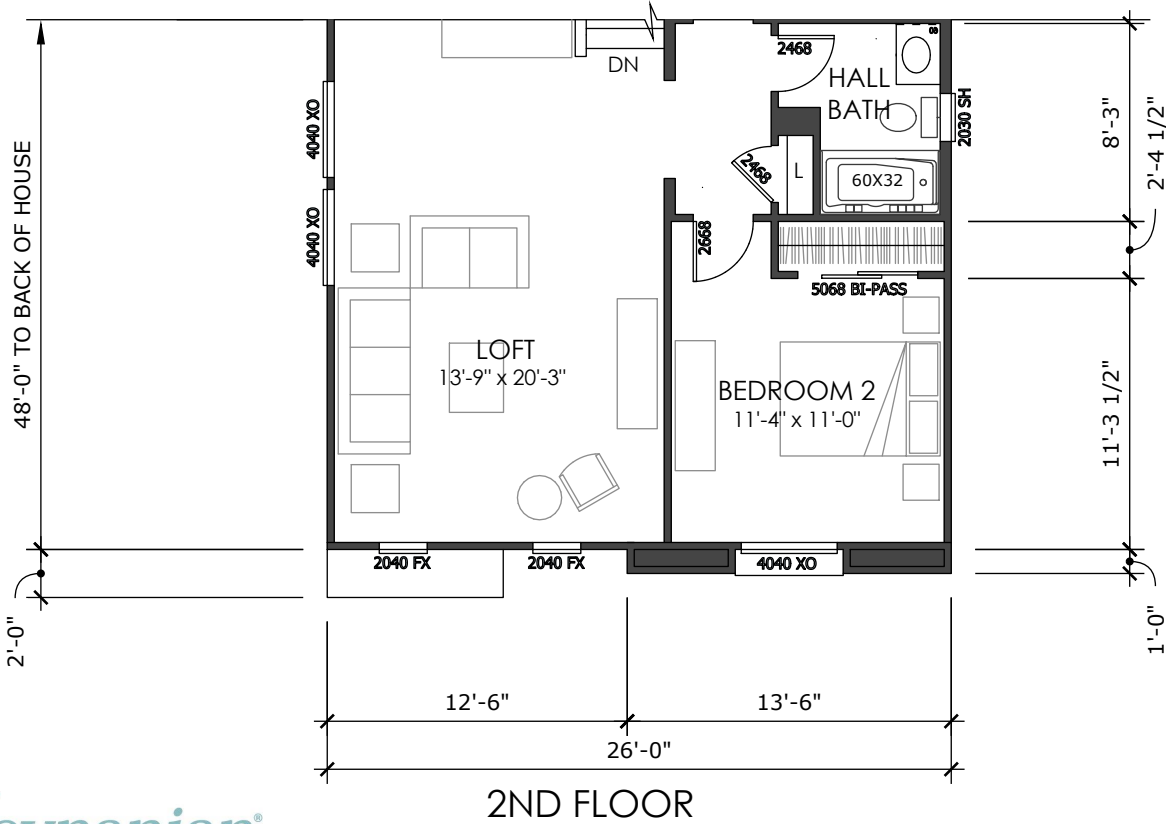
VITAL STATS	
BEDROOM	3 (OPT. 4)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	759
(B) SECOND FLOOR:	1,248
TOTAL LIVABLE:	2,007
(C) GARAGE:	401
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	103
ELEVATION YB:	103
ELEVATION ZB:	103
(E) OPT. COVERED PATIO:	N/A

MAX FOOTPRINT: 1,263

TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,222 / 2,730 = 46.2%



THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

18

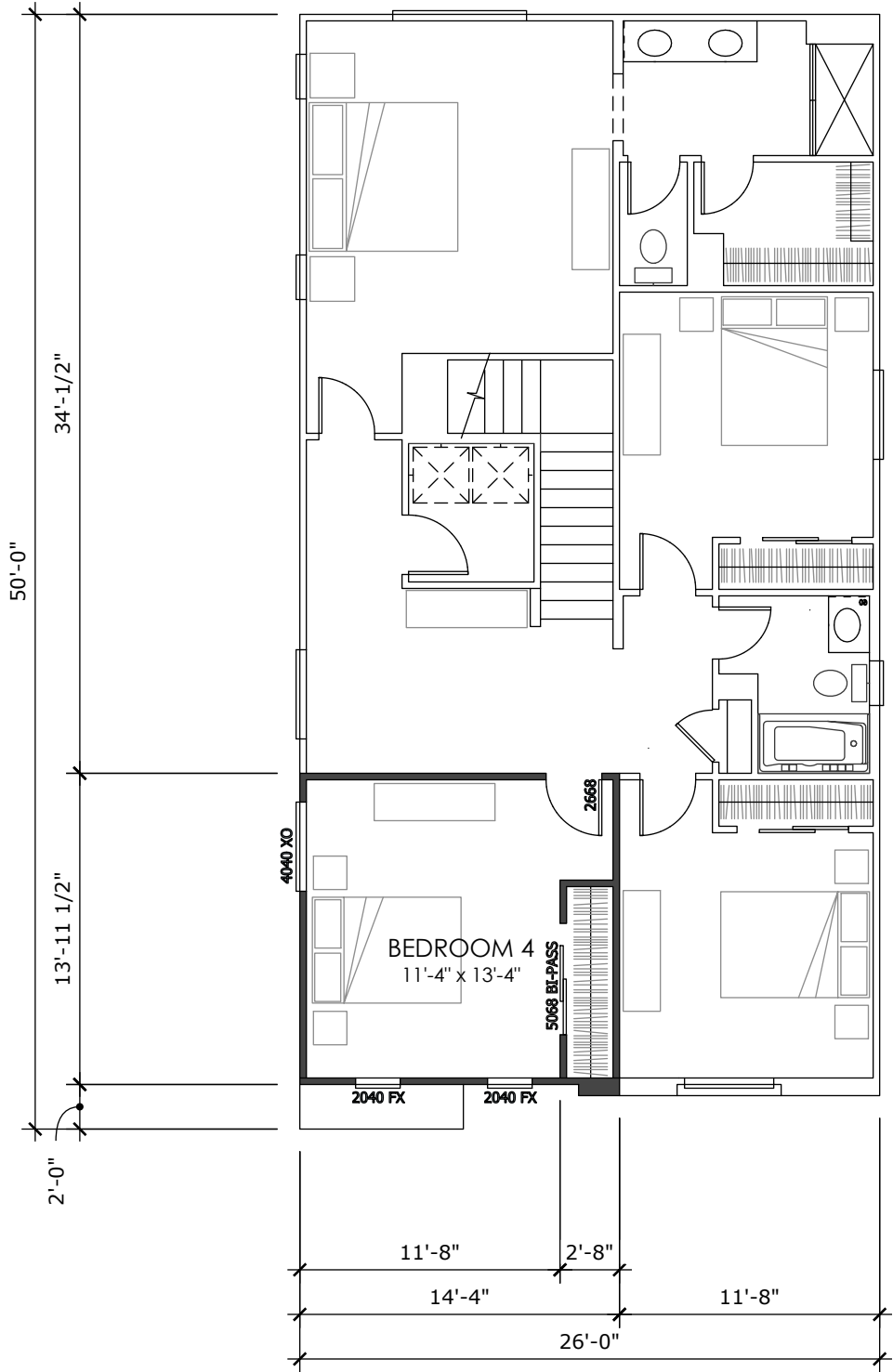
ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

26'



2ND FLOOR - OPTIONS

FORM UB - SPANISH

LIV. SF:	2,007
PLAN WIDTH:	26'
PLAN #:	2622
SCALE:	1/8" = 1'-0"
NAME:	PLAN 3

VITAL STATS	
BEDROOM	3 (OPT. 4)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	759
(B) SECOND FLOOR:	1,248
TOTAL LIVABLE:	2,007
(C) GARAGE:	401
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	103
ELEVATION YB:	103
ELEVATION ZB:	103
(E) OPT. COVERED PATIO:	N/A
MAX FOOTPRINT:	1,263

TYP LOT SIZE | 35'X78' (2,730 SF)

LOT COVERAGE | 1,222 / 2,730 = 46.2%

August 10, 2021

ITEM 10.5.

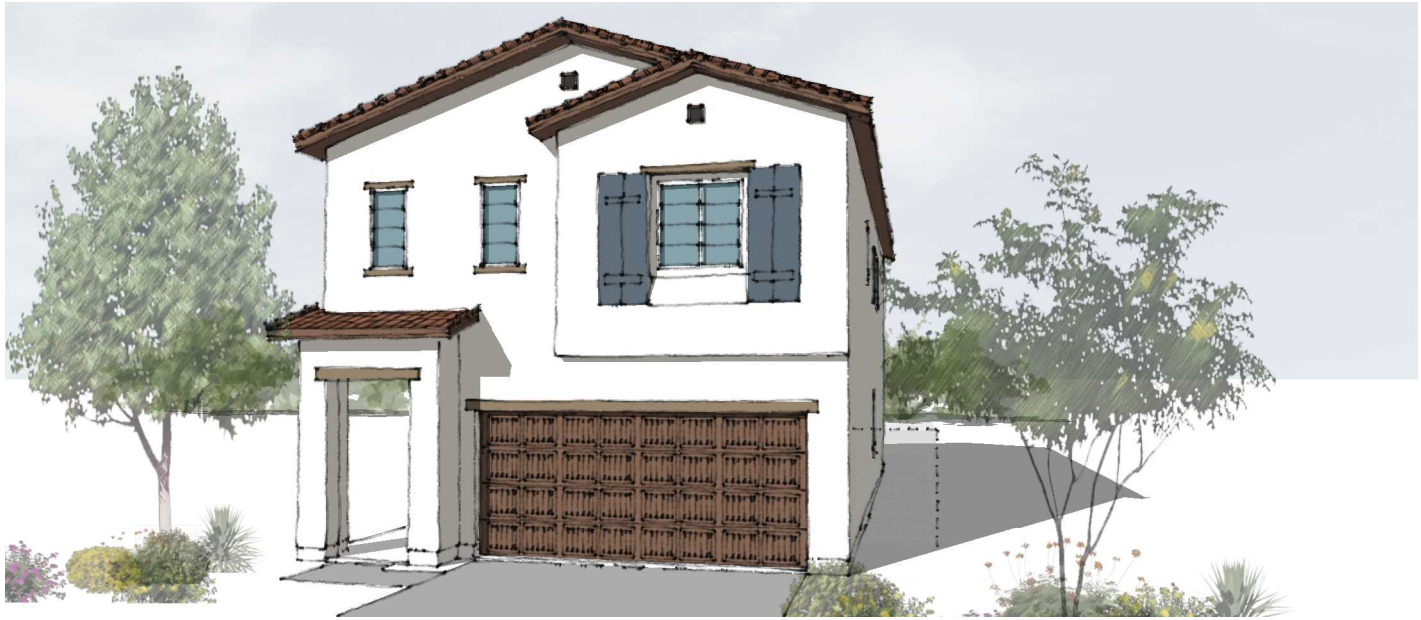
ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

26'

LIV. SF:	2,007
PLAN WIDTH:	26'
PLAN #:	2622
FORM UB - SPANISH	



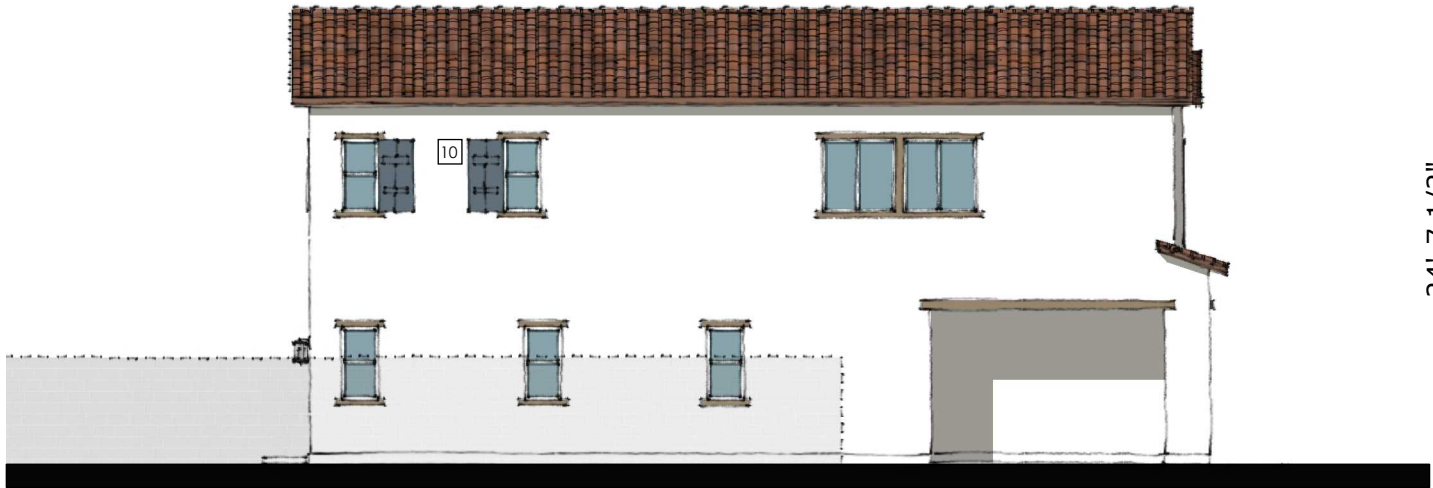
FORM UB - SPANISH
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



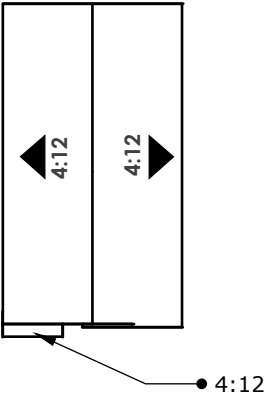
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE CORBELS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET

August 10, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

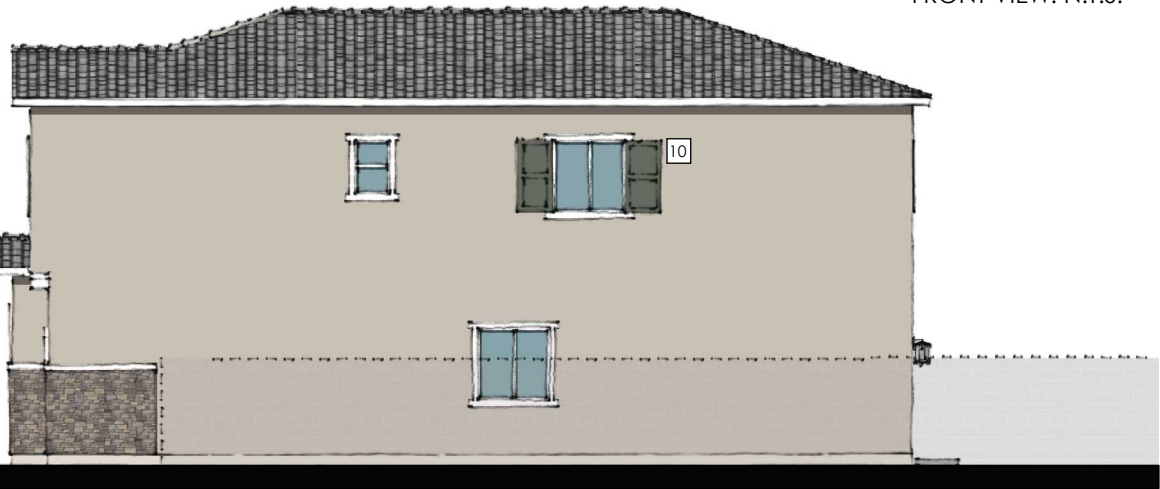
SERIES WIDTH

26'

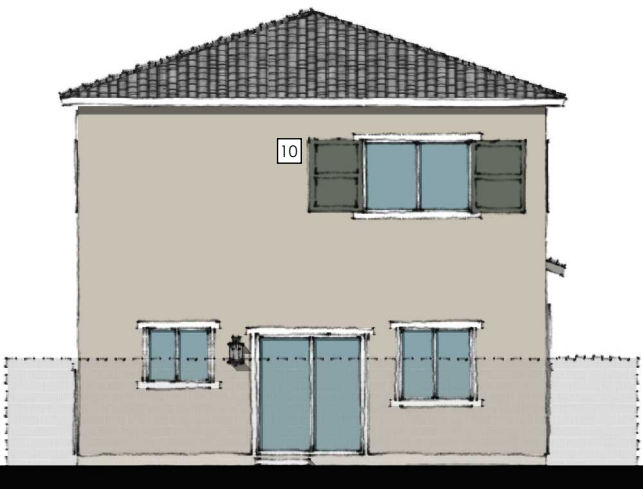
LIV. SF:	2,007
PLAN WIDTH:	26'
PLAN #:	2622
FORM YB - TUSCAN	



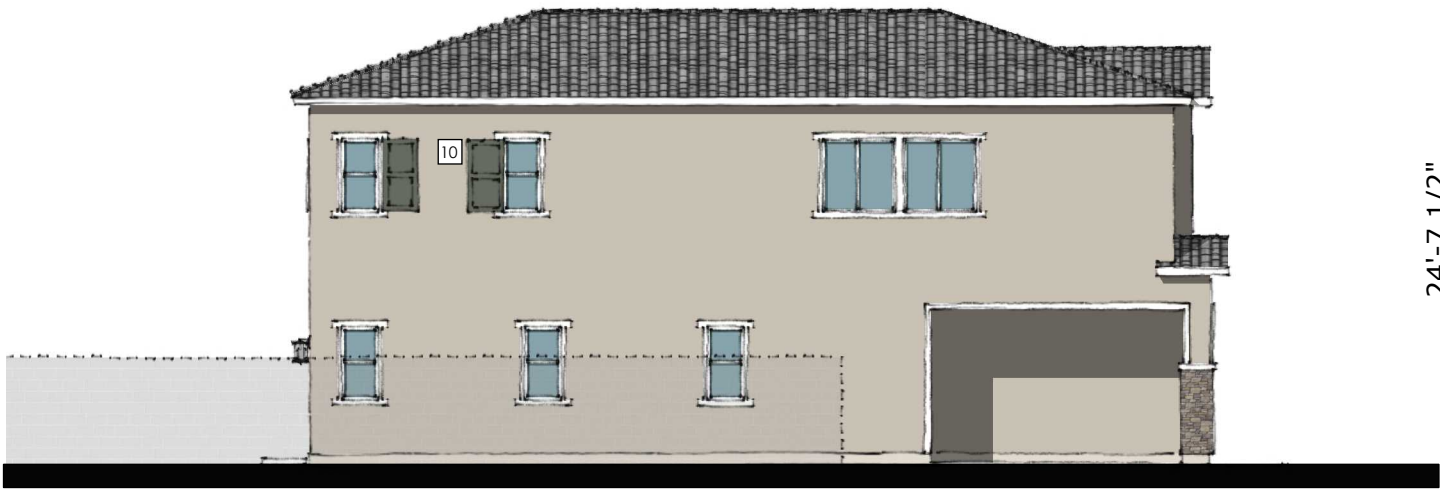
FORM YB - TUSCAN
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



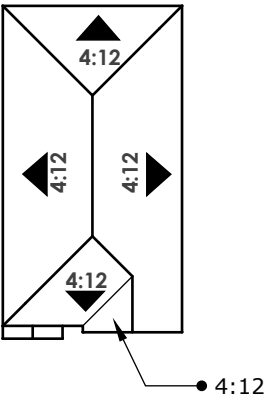
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE "S" TILES
- 3 12" EAVES
- 4 ARCHED SOFFITS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

August 10, 2021

ITEM 10.5.

LIV. SF:2,007

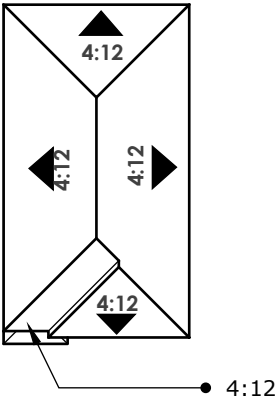
PLAN WIDTH:26'

PLAN #:2622

FORM ZB - CONTEMPORARY



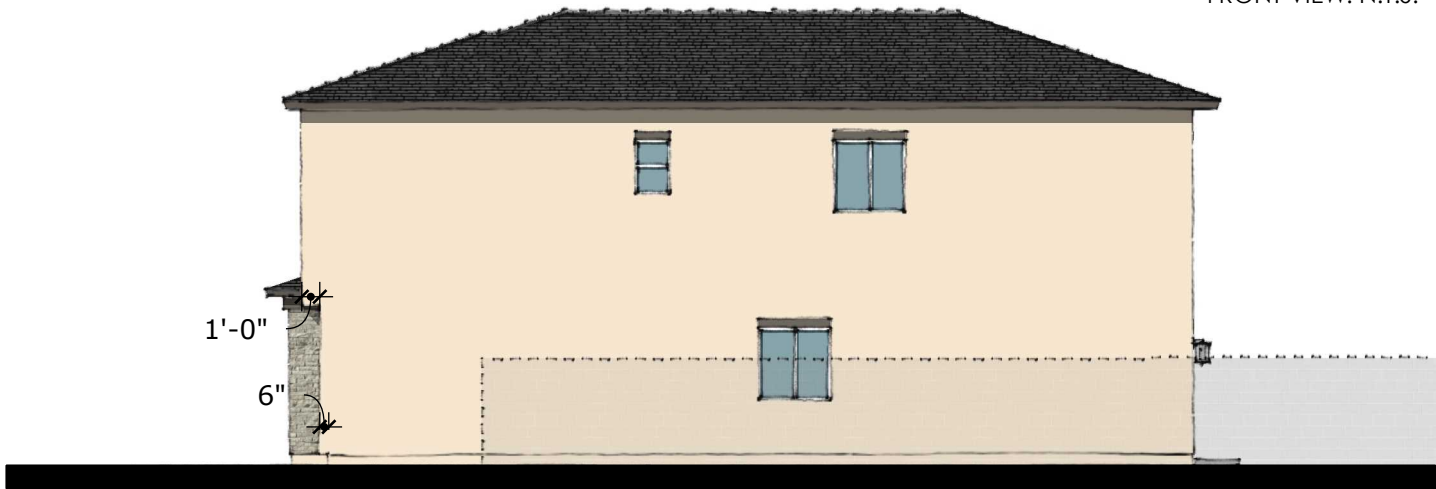
FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



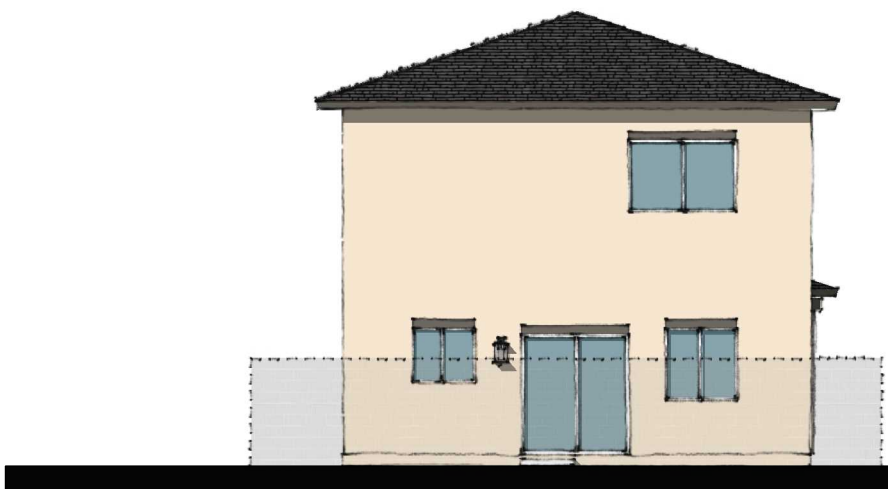
ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

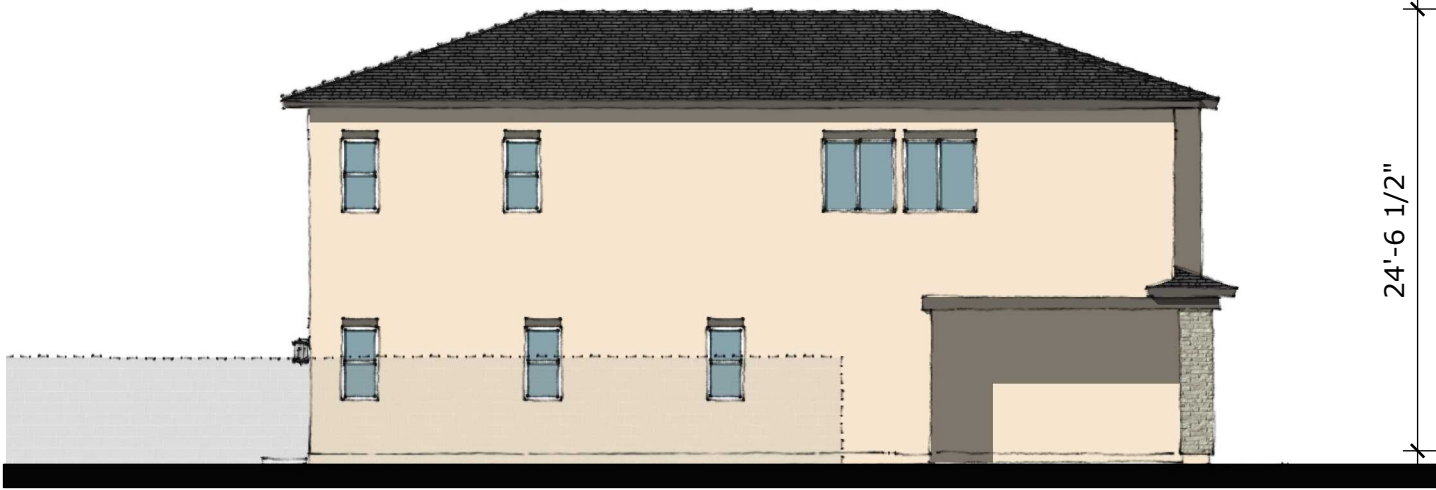
- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

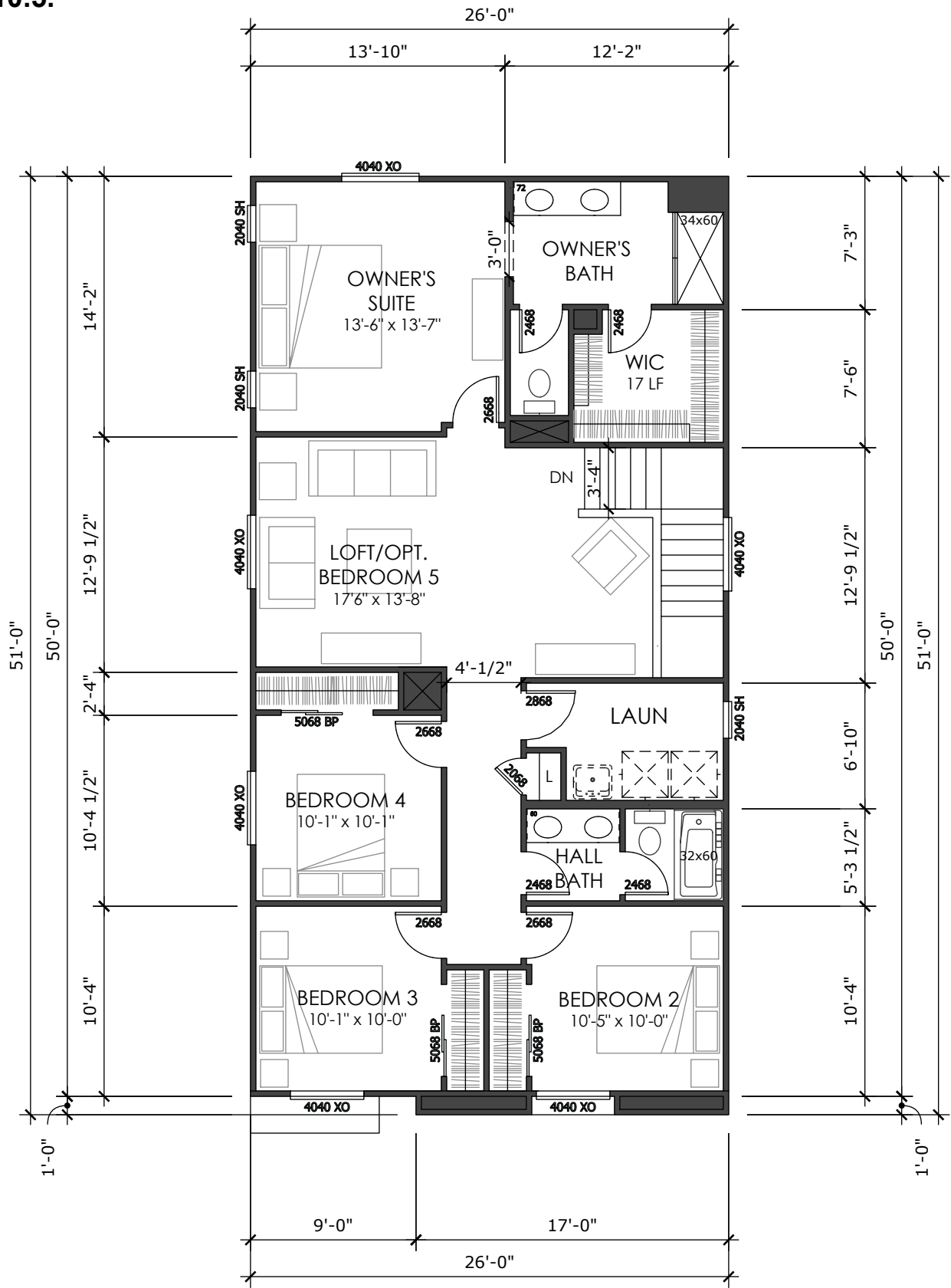
ITEM 10.5.

ATTACHMENT 2

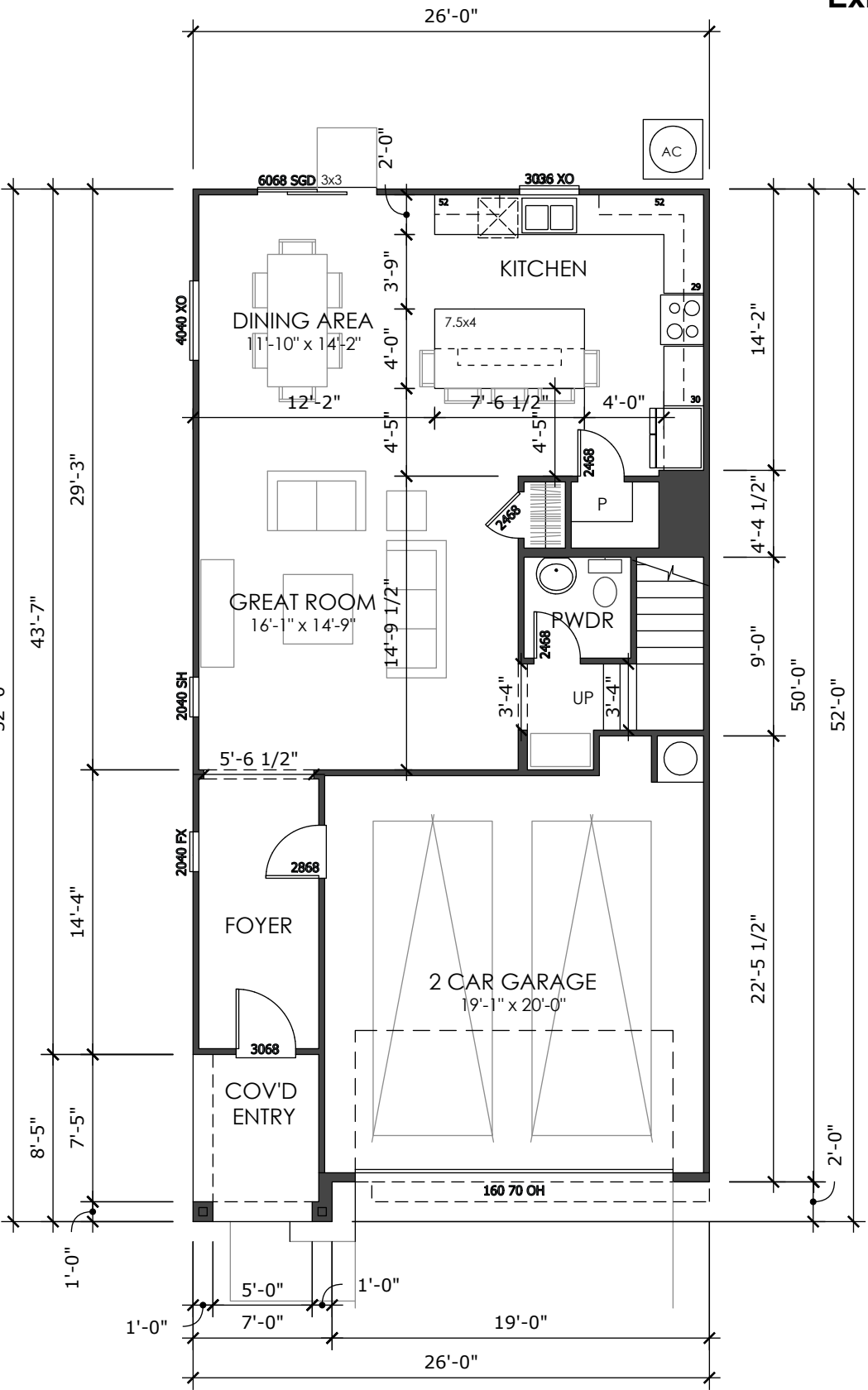
Exhibit A to the Resolution

SERIES WIDTH

26'



2ND FLOOR



1ST FLOOR

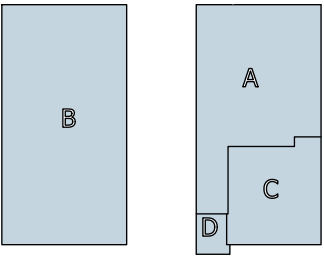
LIV. SF:	2,150
PLAN WIDTH:	26'
PLAN #:	2624
SCALE:	1/8" = 1'-0"
NAME:	PLAN 4

VITAL STATS	
BEDROOM	4 (OPT.5)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	850
(B) SECOND FLOOR:	1,300
TOTAL LIVABLE:	2,150
(C) GARAGE:	409
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	55
ELEVATION YB:	55
ELEVATION ZB:	55
(E) OPT. COVERED PATIO:	N/A
MAX FOOTPRINT:	1,314

TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,314 / 2,730 = 48.1%



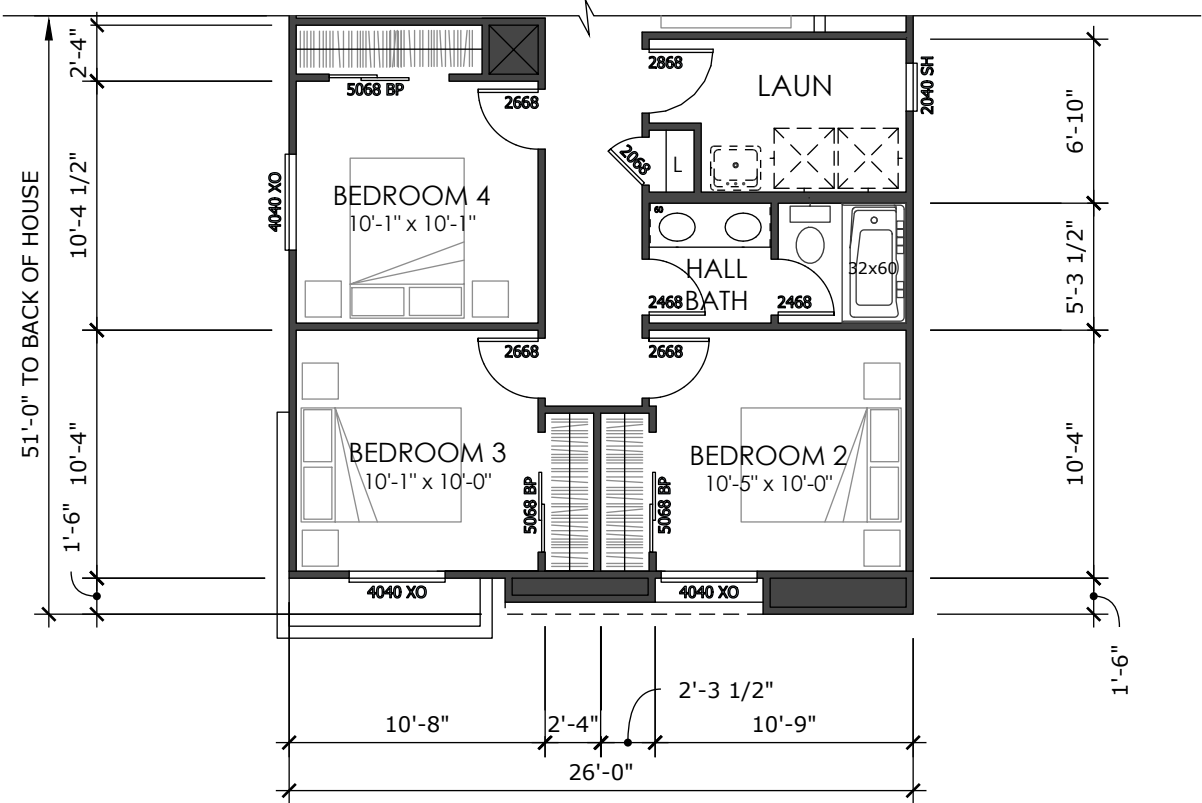
ITEM 10.5.

ATTACHMENT 2

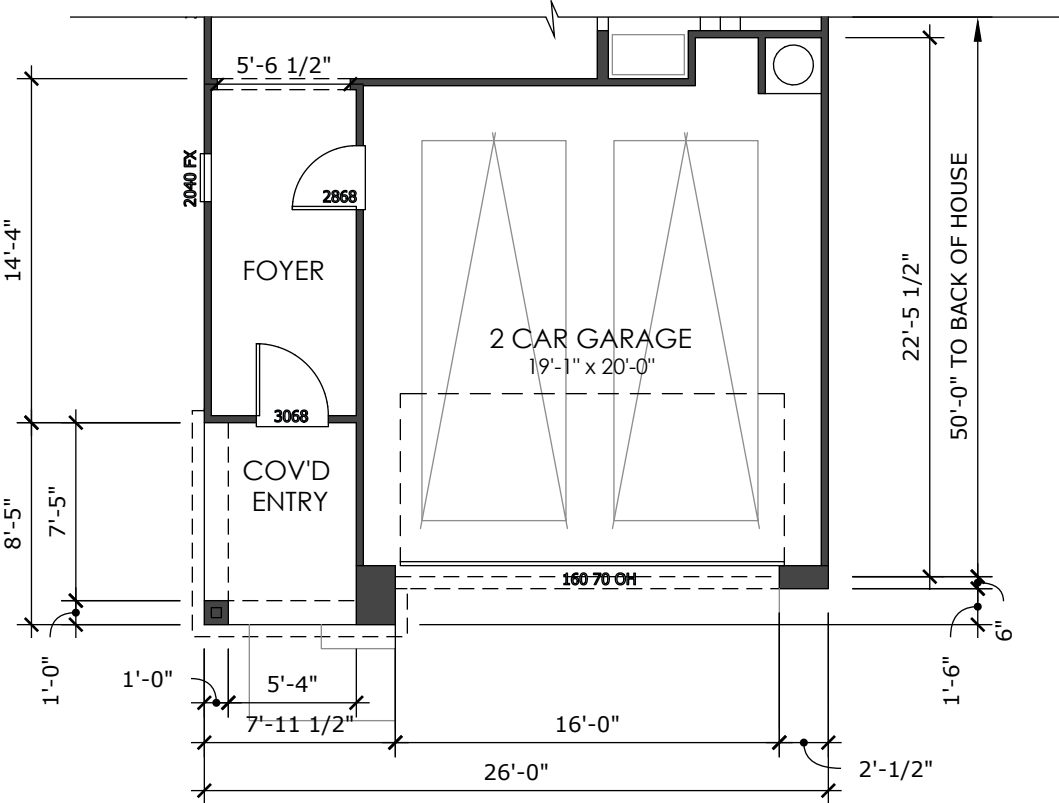
Exhibit A to the Resolution

SERIES WIDTH

26'

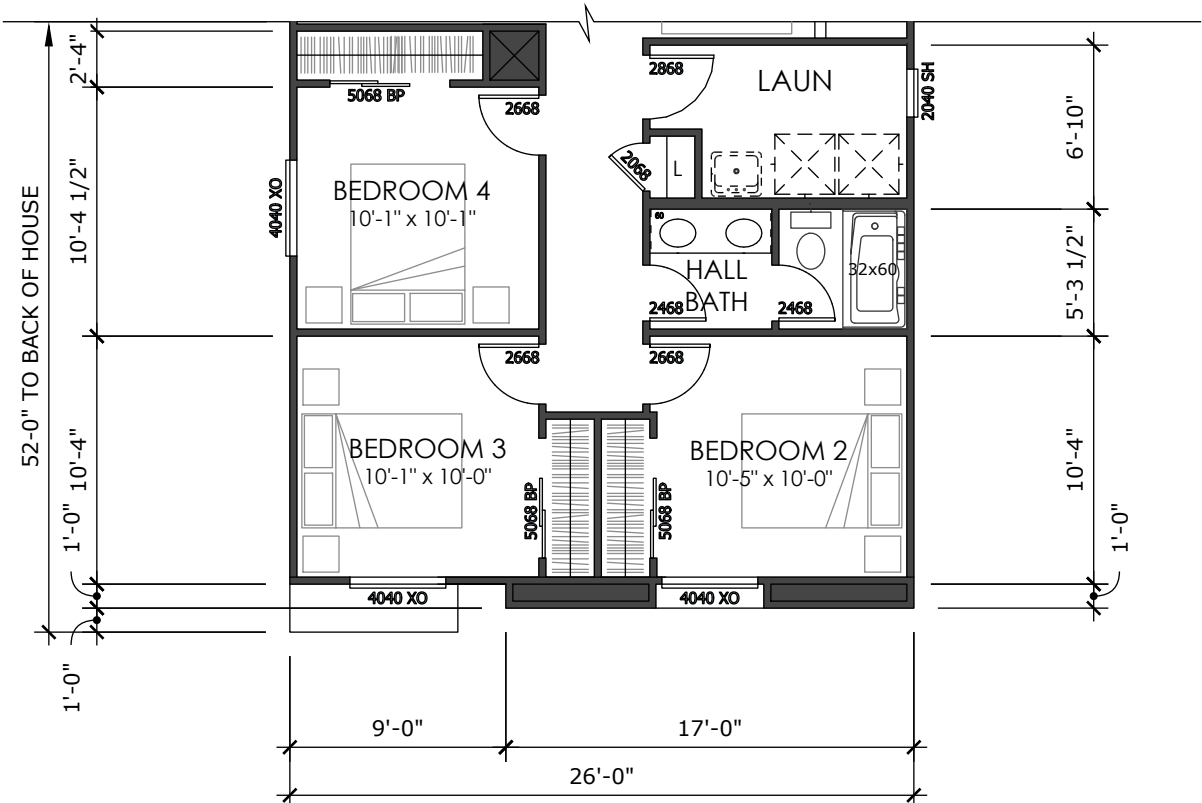


2ND FLOOR

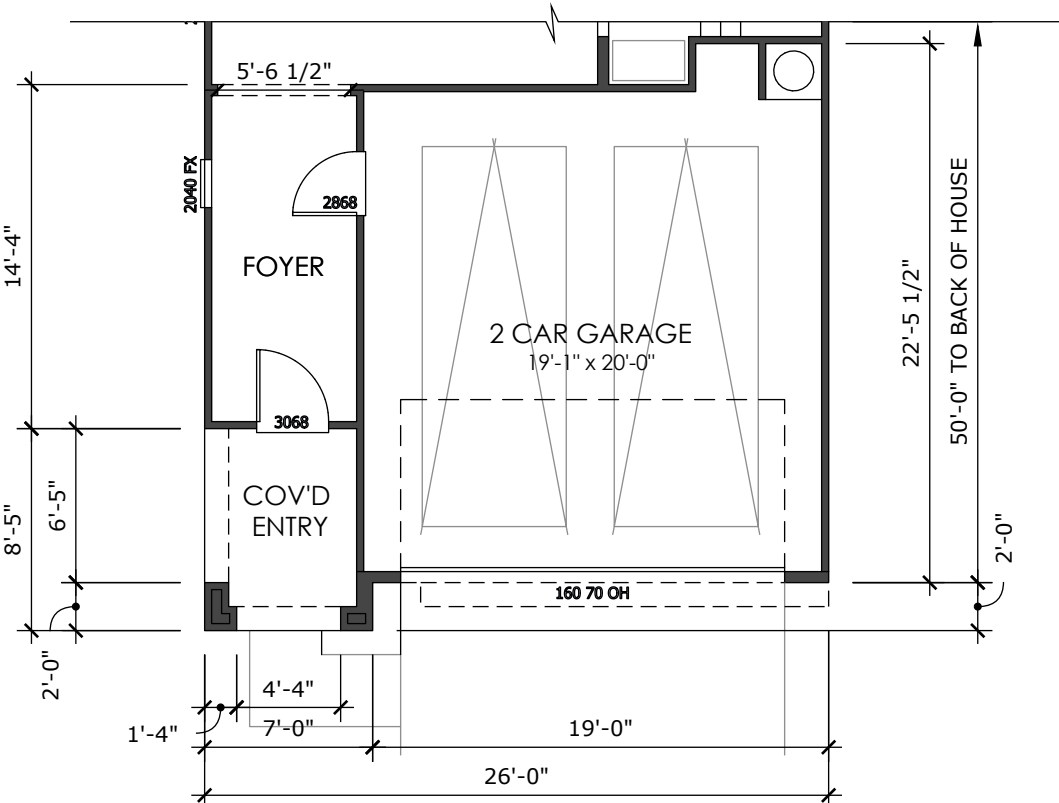


1ST FLOOR

FORM ZB - CONTEMPORARY



2ND FLOOR



1ST FLOOR

FORM YB - TUSCAN

LIV. SF:	2,150
PLAN WIDTH:	26'
PLAN #:	2624
SCALE:	1/8" = 1'-0"
NAME:	PLAN 4

VITAL STATS	
BEDROOM	4 (OPT.5)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

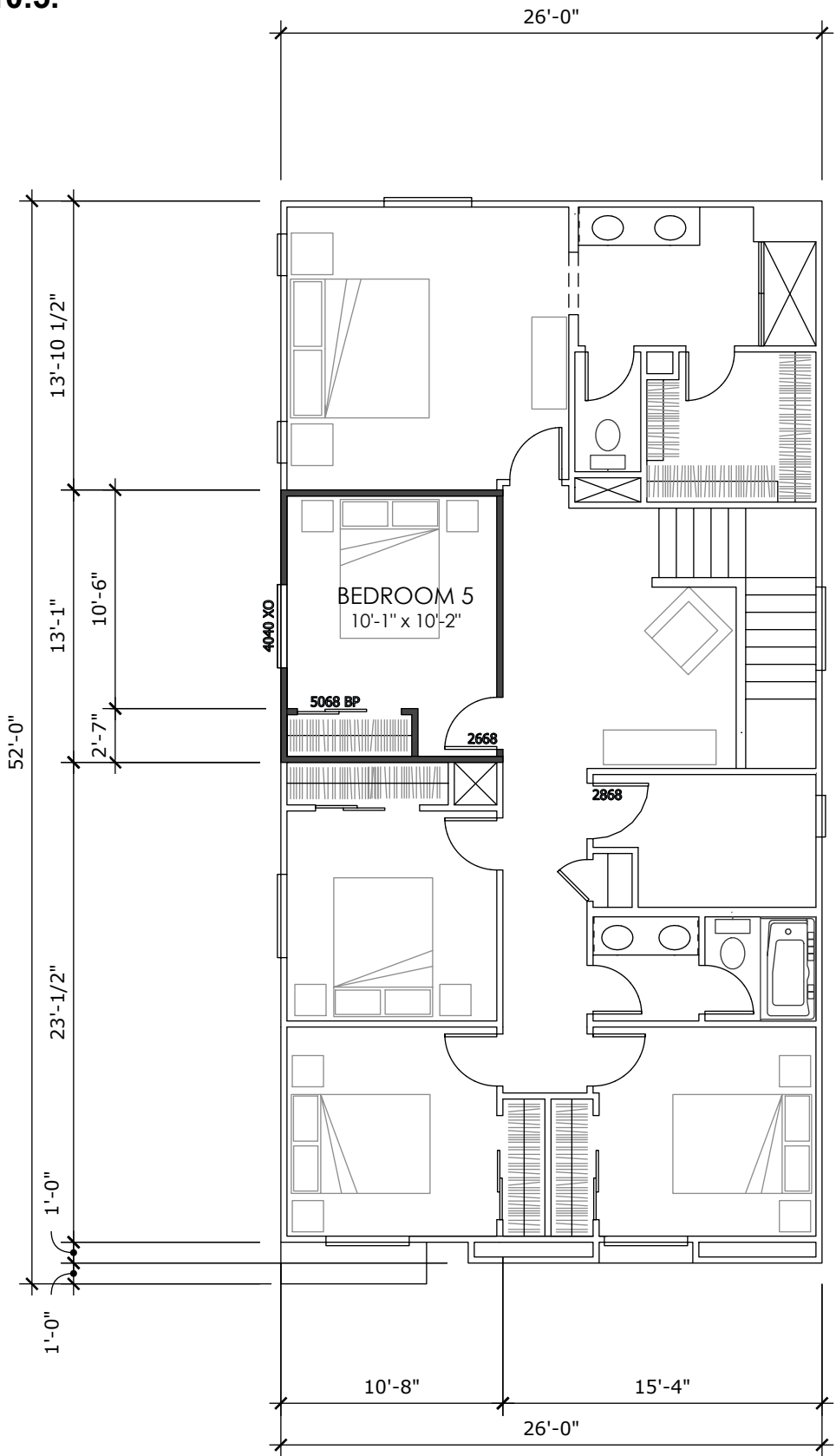
STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	850
(B) SECOND FLOOR:	1,300
TOTAL LIVABLE:	2,150
(C) GARAGE:	409
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	55
ELEVATION YB:	55
ELEVATION ZB:	55
(E) OPT. COVERED PATIO:	N/A

MAX FOOTPRINT: 1,314

TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,314 / 2,730 = 48.1%

ITEM 10.5.



2ND FLOOR - OPTIONS

FORM UB - SPANISH



ATTACHMENT 2
Exhibit A to the Resolution

SERIES WIDTH
26'

LIV. SF:	2,150
PLAN WIDTH:	26'
PLAN #:	2624
SCALE:	1/8" = 1'-0"
NAME:	PLAN 4

VITAL STATS	
BEDROOM	4 (OPT.5)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | LEGACY PRODUCT

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	850
(B) SECOND FLOOR:	1,300
TOTAL LIVABLE:	2,150
(C) GARAGE:	409
COV'D ENTRY / PORCH	
(D) ELEVATION UB:	55
ELEVATION YB:	55
ELEVATION ZB:	55
(E) OPT. COVERED PATIO:	N/A
MAX FOOTPRINT:	1,314

TYP LOT SIZE | 35'X78' (2,730 SF)
LOT COVERAGE | 1,314 / 2,730 = 48.1%

THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

August 10, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

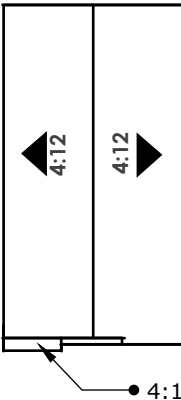
SERIES WIDTH

26'

LIV. SF:	2,150
PLAN WIDTH:	26'
PLAN #:	2624
FORM UB - SPANISH	



FORM UB - SPANISH
FRONT VIEW: N.T.S.



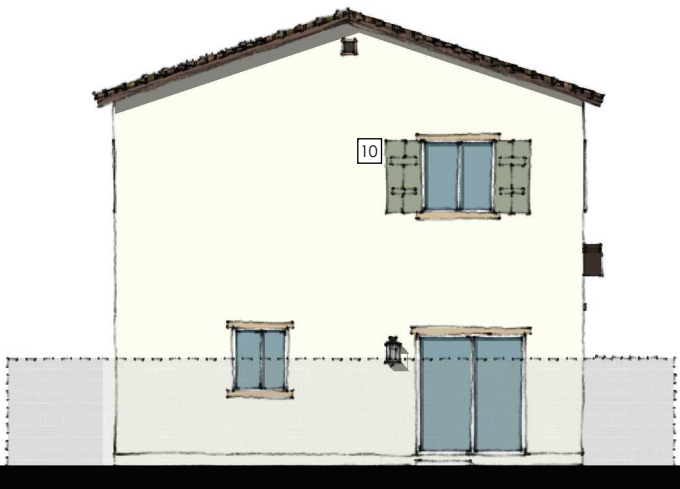
ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

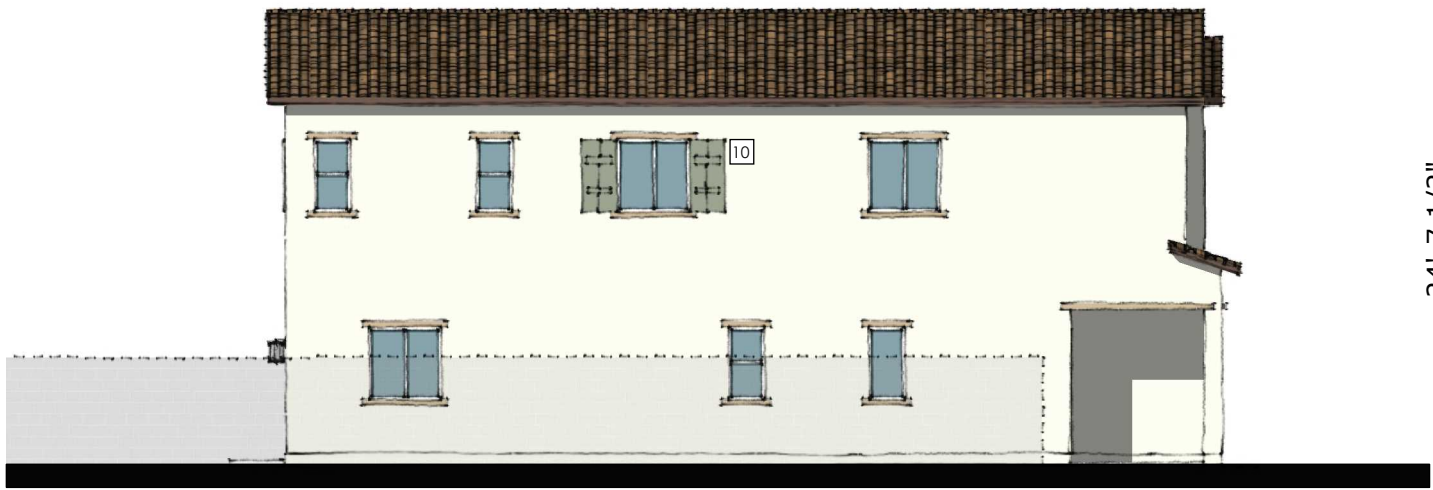
- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



THE RANCH
26' ASPIRE - 35' x 78' LOTS
NCD - RANCHO CORDOVA, CA
08.13.2021

ITEM 10.5.

LIV. SF:2,150

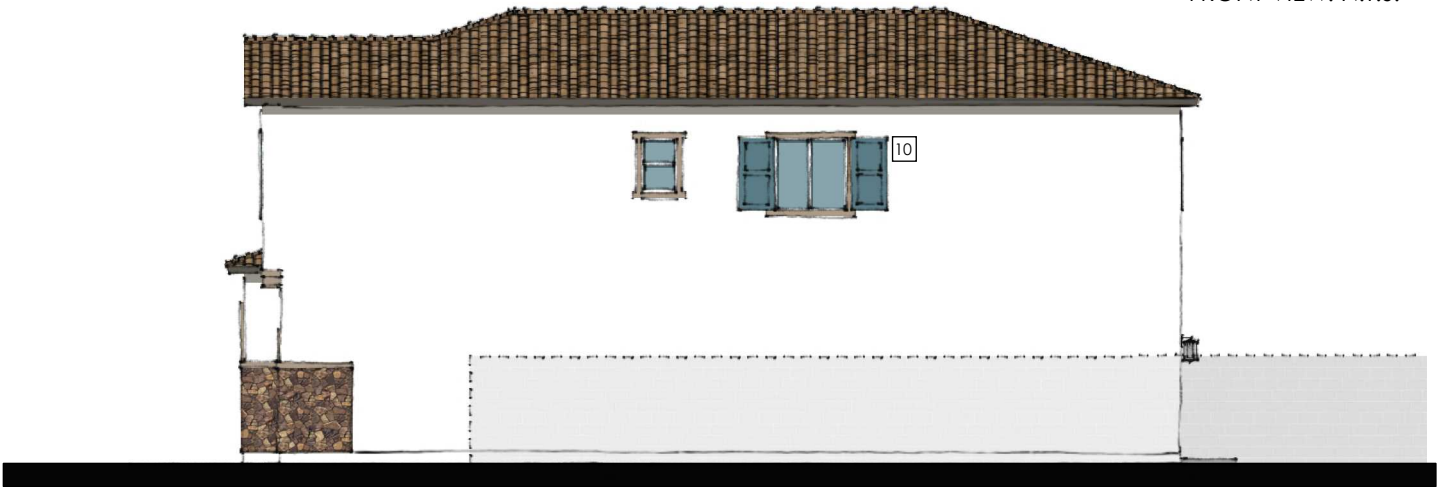
PLAN WIDTH:26'

PLAN #:2624

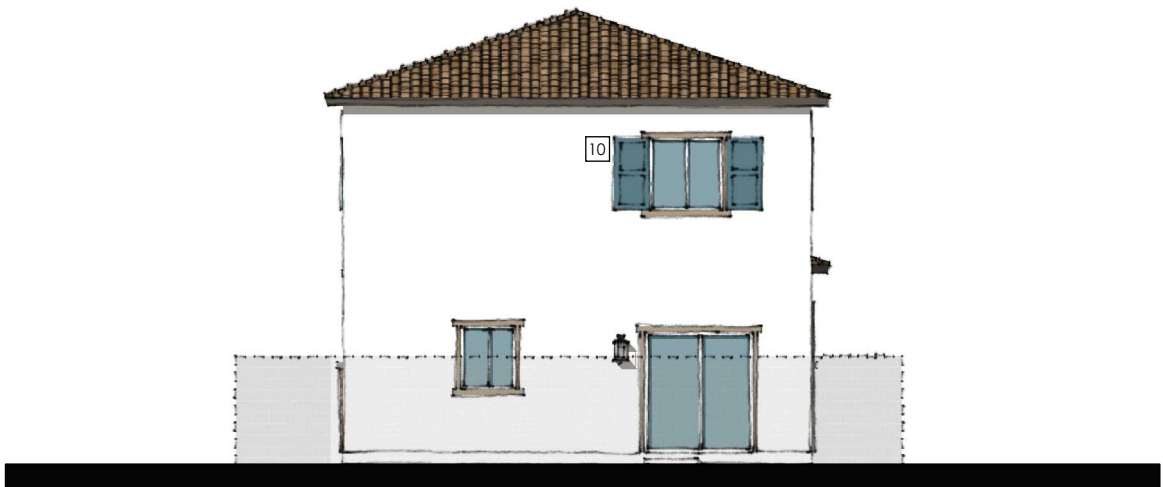
FORM YB - TUSCAN



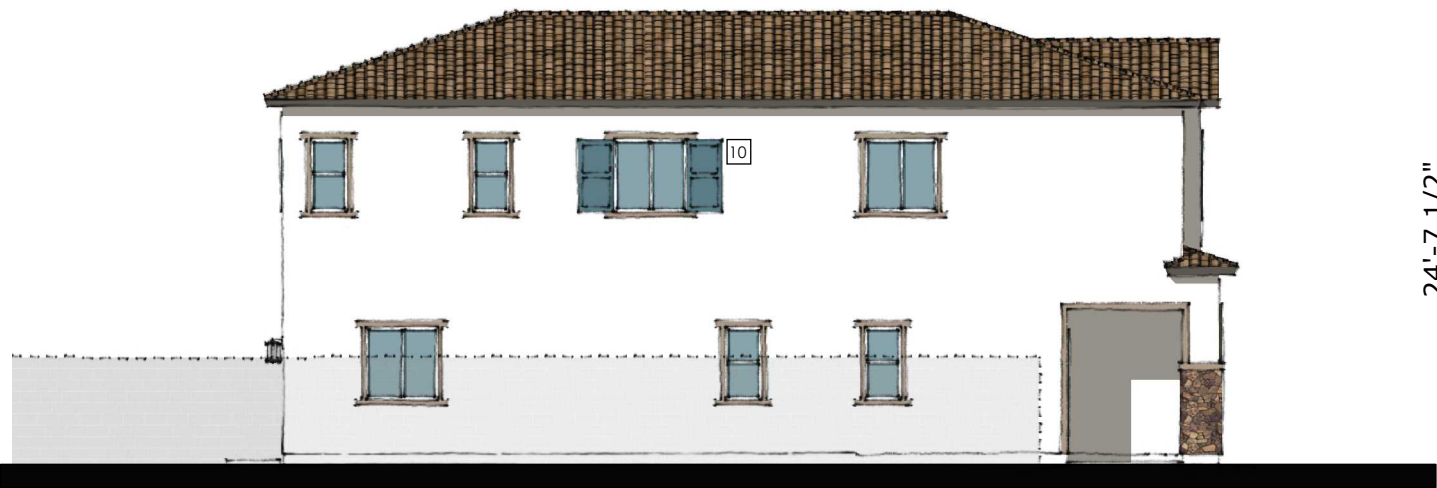
FORM YB - TUSCAN
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



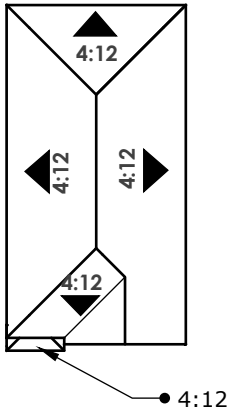
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE "S" TILES
- 3 12" EAVES
- 4 ARCHED SOFFITS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET

ITEM 10.5.

LIV. SF:2,150

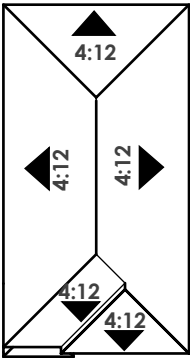
PLAN WIDTH:26'

PLAN #:2624

FORM ZB - CONTEMPORARY



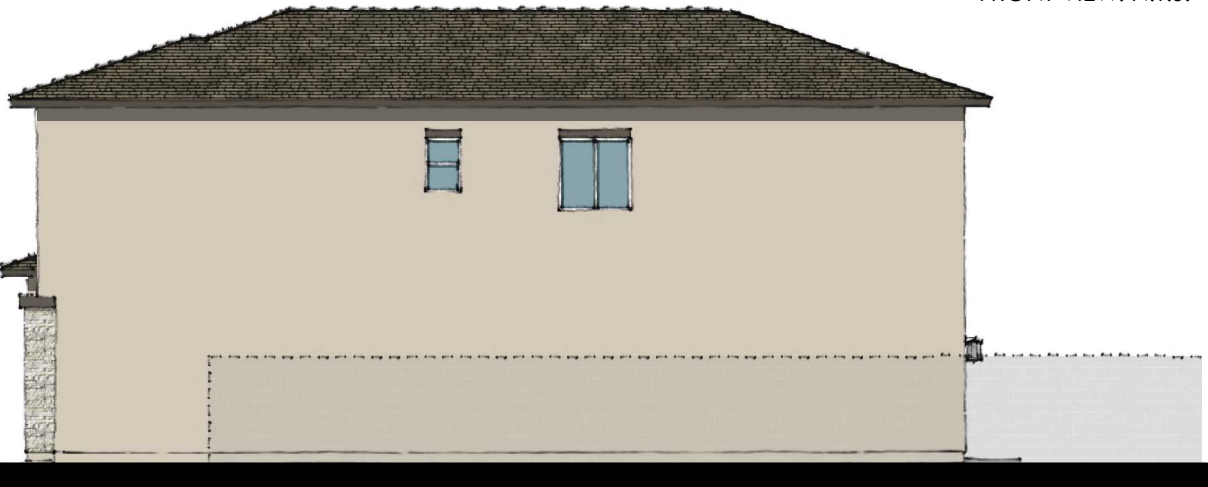
FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



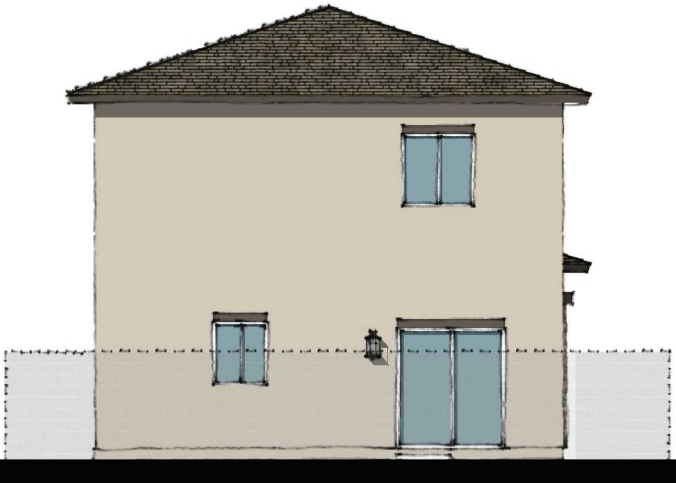
ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 REAR AND SIDE SHUTTERS ONLY WHEN FACING THE STREET



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

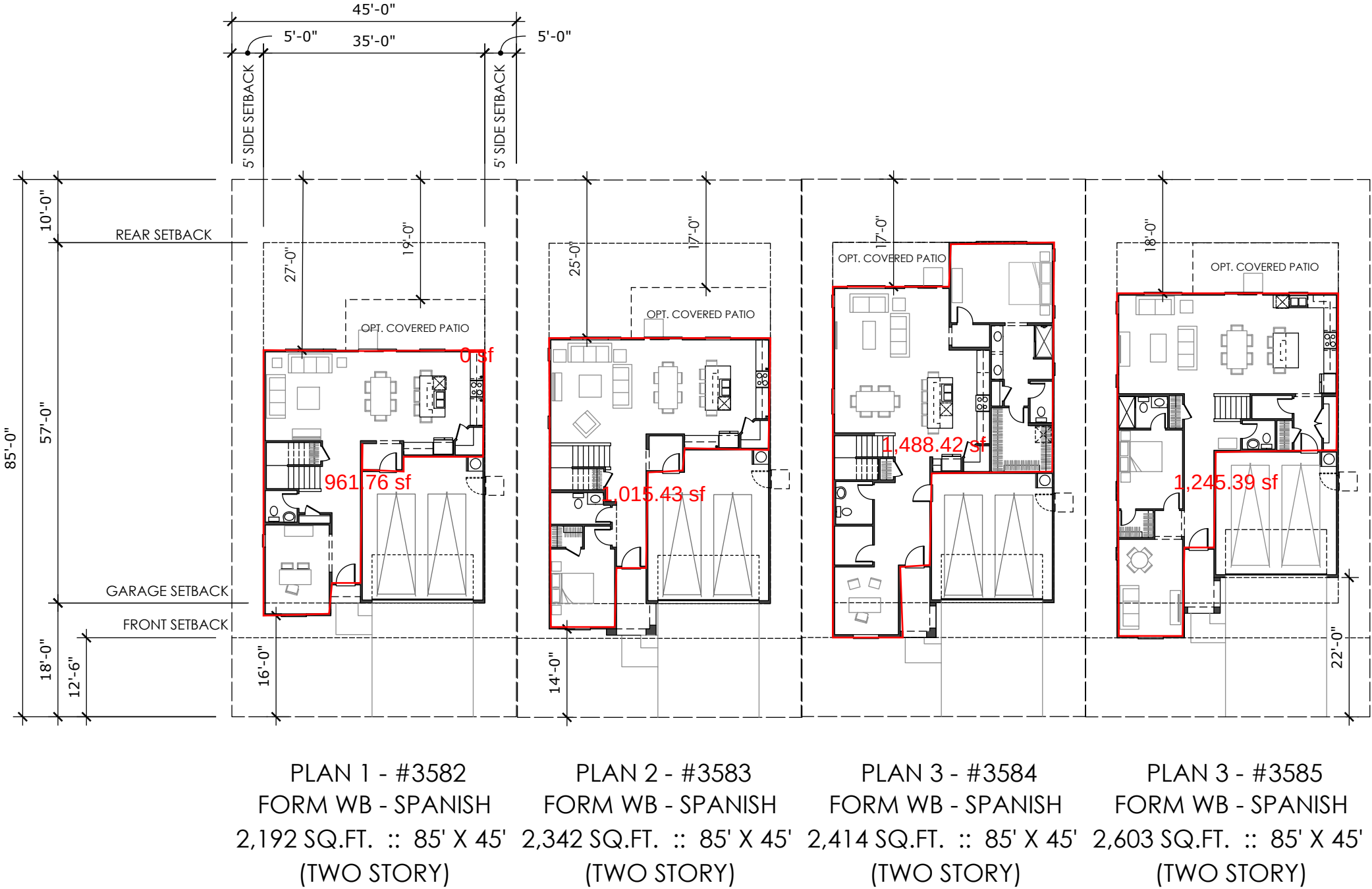


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

NCD - THE RANCH - 35' ASPIRE - Rancho Cordova, CA

35' ASPIRE				(typ.) 45'x85' Lots:										
	Floors	Livable SF	Width	Depth	Bedroom	Bath	Island	Dining	Den	Activity	HOVHall	Extra Suite+	Garage	Patio
Plan 1 3582	2	2,192	35'-0"	52'-0"	3 (OPT. 4)	2.5 (OPT. 3)	4X4.5	1	1	N/A	1	N/A	2	Optional
Plan 2 3583	2	2,342	35'-0"	54'-0"	4	3	4X4.5	1	N/A	N/A	1	N/A	2	Optional
Plan 3 3584	2	2,414	35'-0"	62'-6"	4 (OPT.5)	2.5 (OPT. 3)	4.5x8.5	1	1	N/A	N/A	N/A	2	Optional
Plan 4 3585	2	2,603	35'-0"	62'-6"	4 (OPT.5)	3.5	4X4	1	N/A	1	N/A	OPT.	2	Optional

June 11, 2021



SETBACK EXHIBIT - BASE HOUSE
SCALE: 1" = 20'-0"

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

PLAN 1
ITEM 10.5.



FORM WB - SPANISH

PLAN 2



PLAN 3



PLAN 4



FORM XB - COTTAGE



FORM YM - CRAFTSMAN

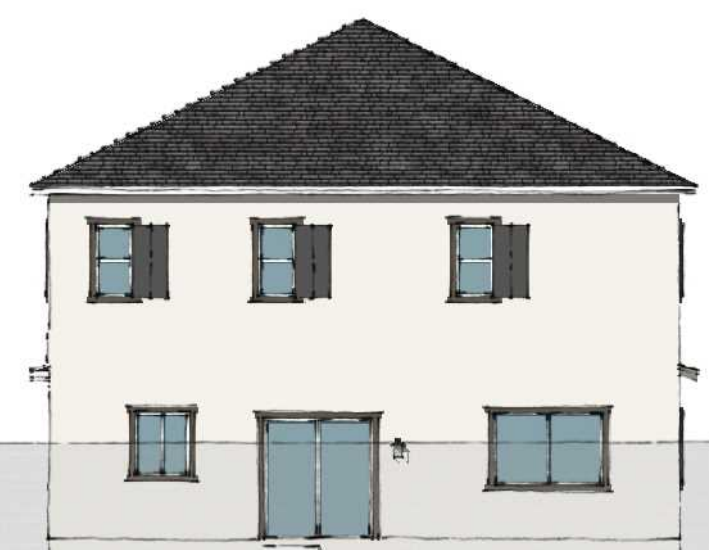




FORM WB - SPANISH



FORM XB - COTTAGE



FORM YM - CRAFTSMAN



June 11, 2021



PLAN 1 - #3582
FORM WB - SPANISH

PLAN 3 - #3584
FORM YB - CRAFTSMAN

PLAN 2 - #3583
FORM XB - COTTAGE

PLAN 4 - #3585
FORM WB - SPANISH

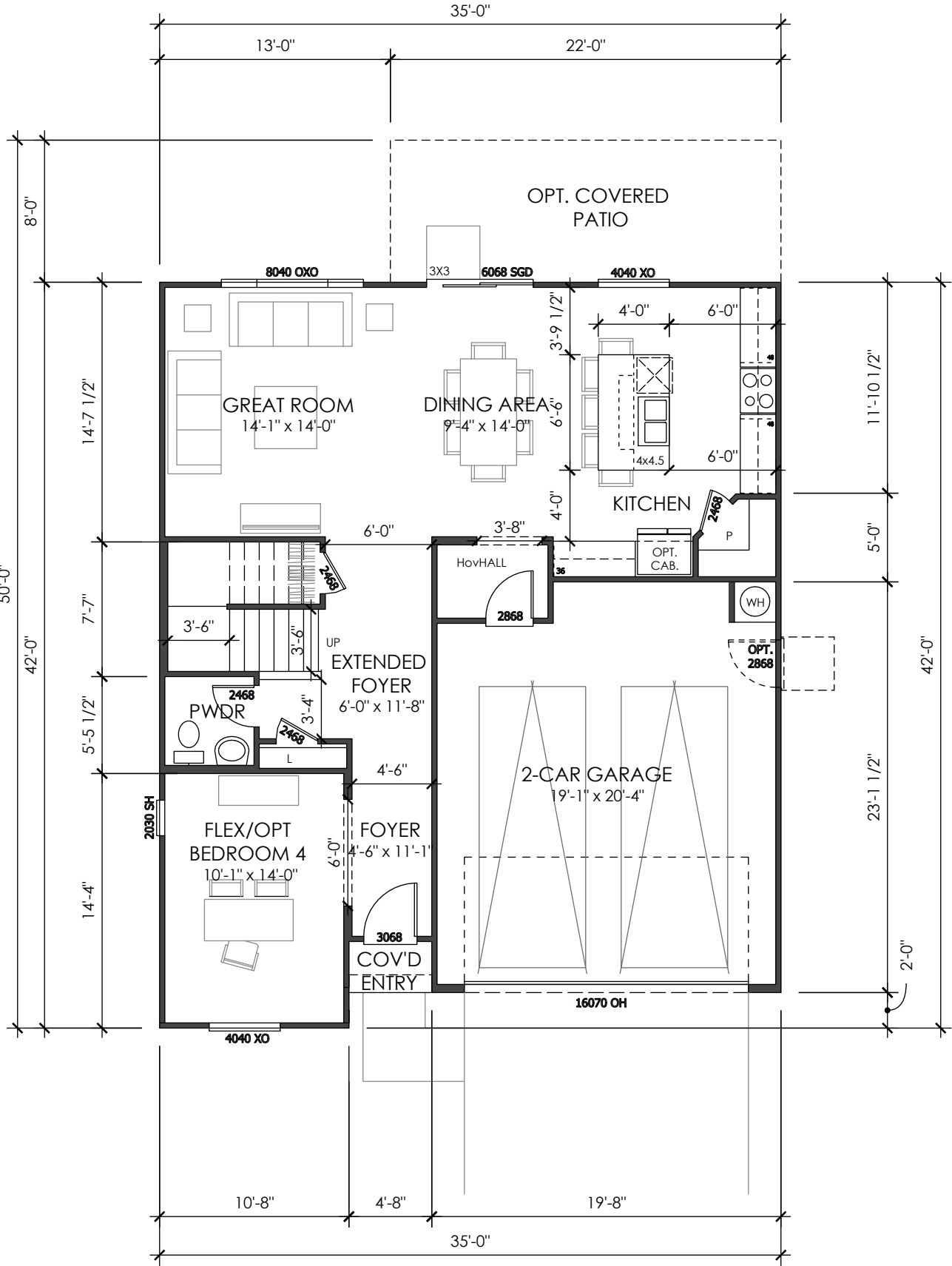
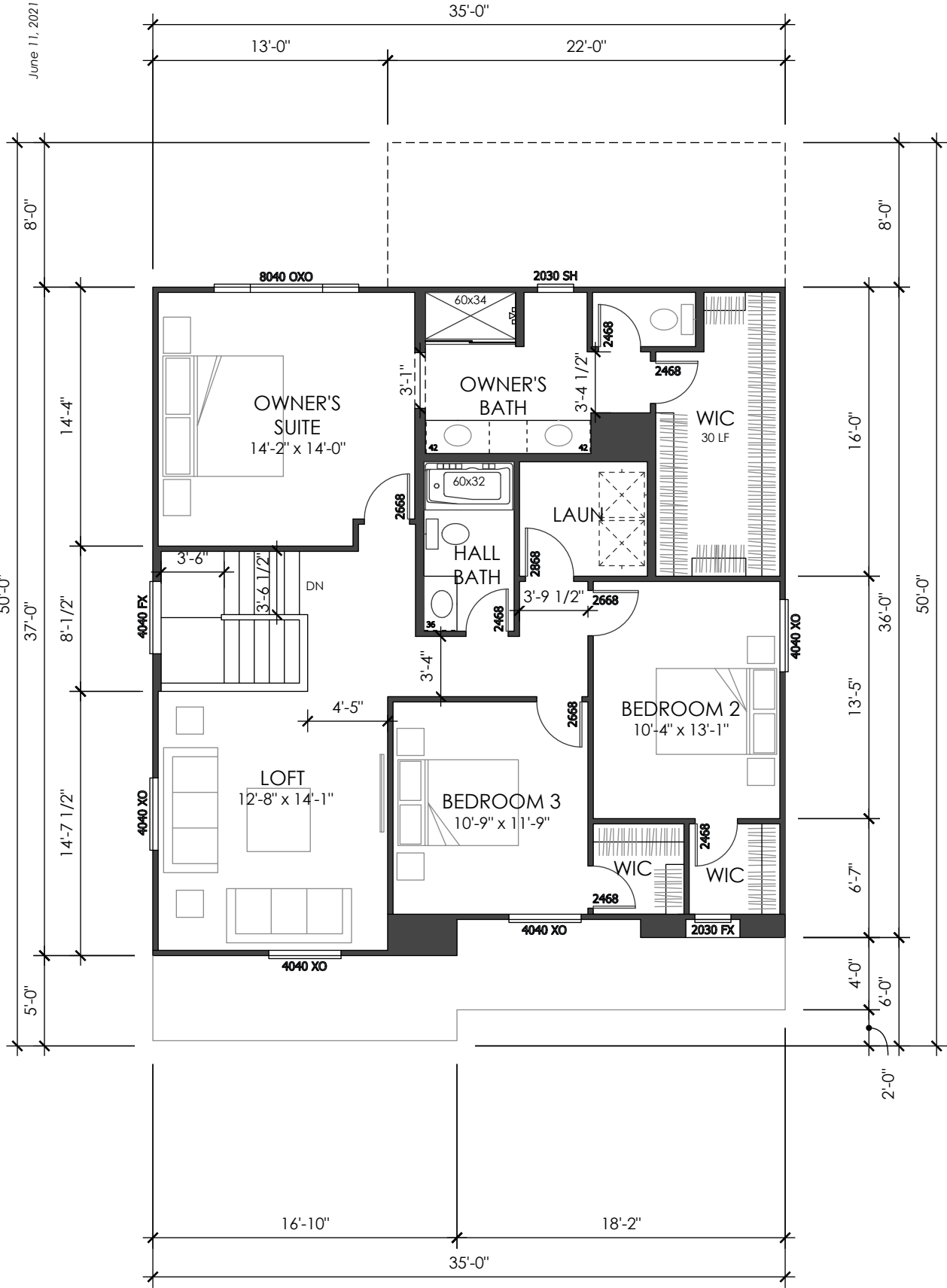
ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'



LIV. SF:	2,192
PLAN WIDTH:	35'
PLAN #:	3582
SCALE:	1/8" = 1'-0"
NAME:	PLAN 1

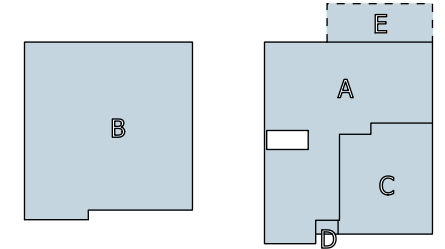
VITAL STATS	
BEDROOM	3 (OPT 4)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | MOD. SCD SIERRA CREST 3555

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	940
(B) SECOND FLOOR:	1,125
TOTAL:	2,192
(C) GARAGE:	434
COV'D ENTRY / PORCH	
(D) ELEVATION A:	13
ELEVATION B:	125
ELEVATION C:	49
(E) COVERED PATIO:	176
MAX FOOTPRINT:	1,709

TYP LOT SIZE | 45'X85' (3,825 SF)

LOT COVERAGE | 1,709 / 3,825 = 45%



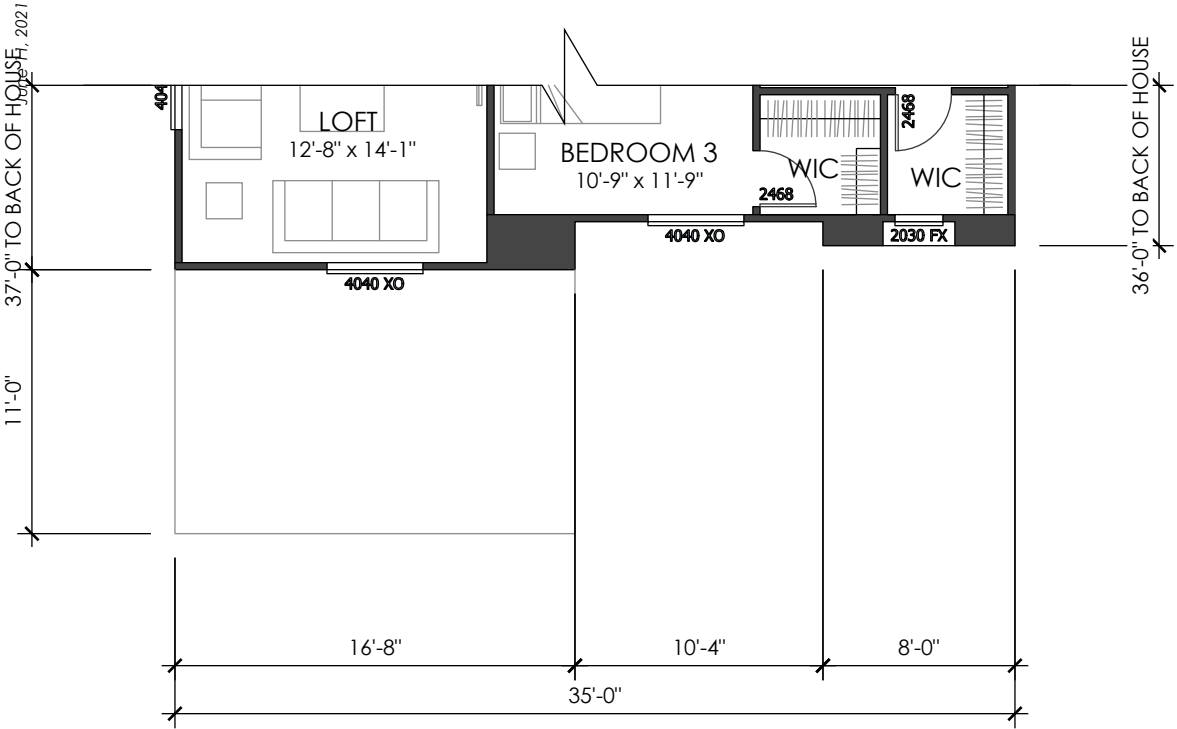
2ND FLOOR

FLOOR PLAN
FORM VB - SPANISH

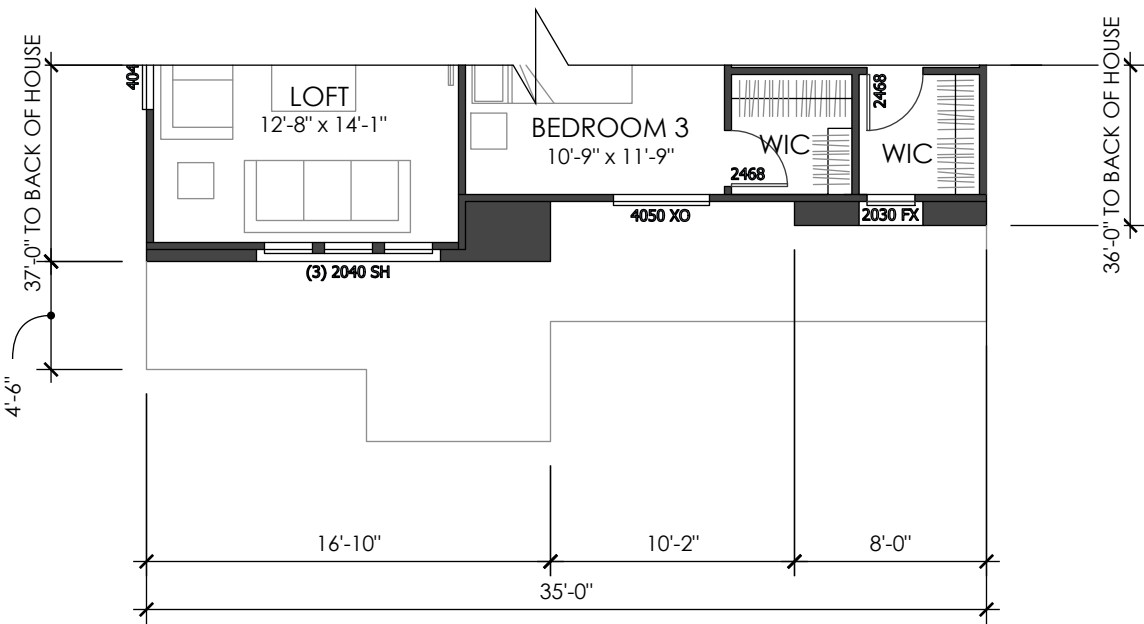
1ST FLOOR

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

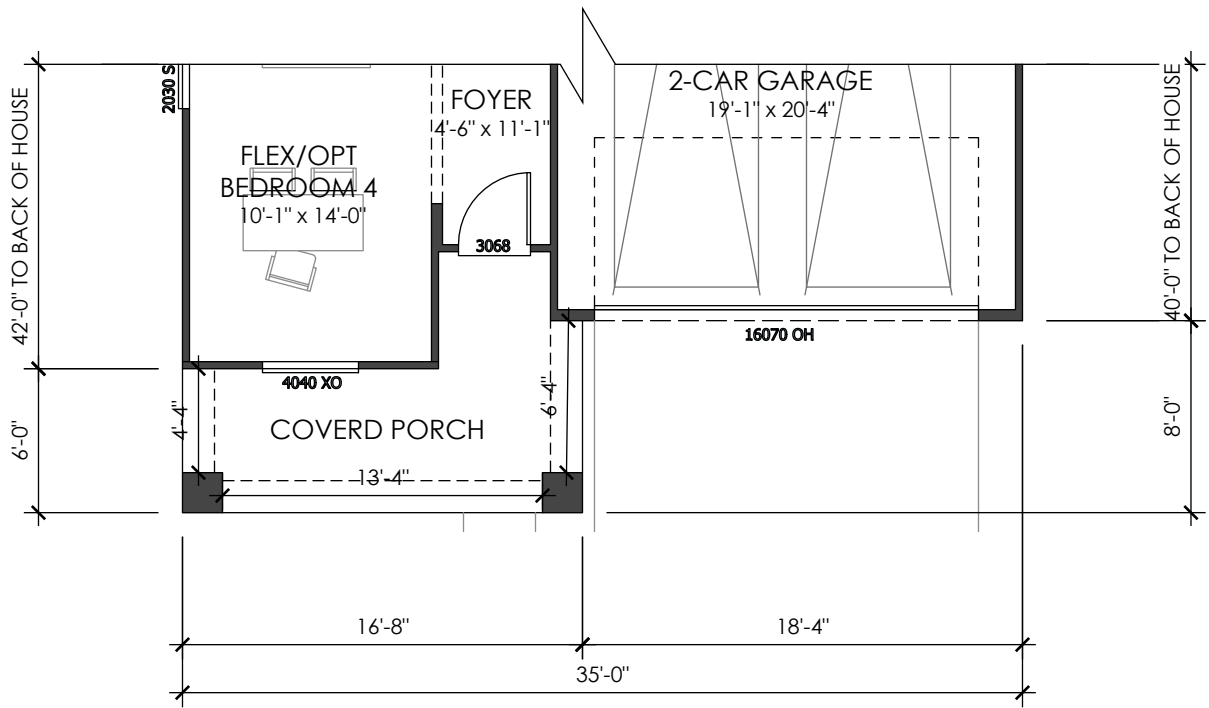
ITEM 10.5.



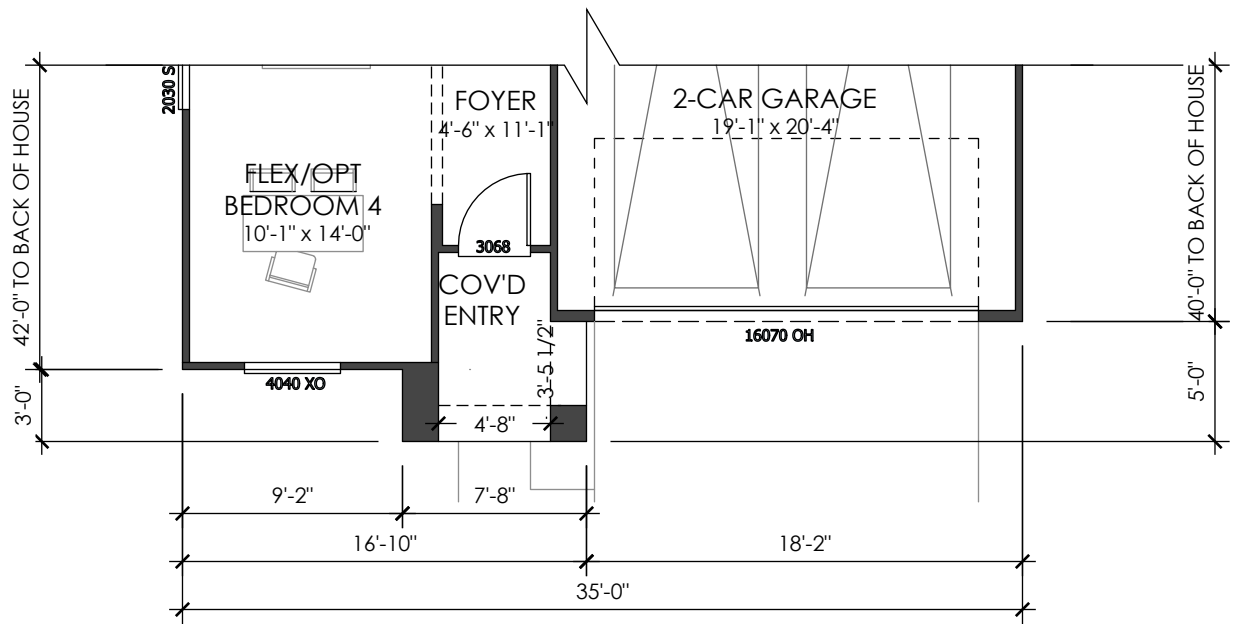
FLOOR PLAN
FORM XB - CRAFTSMAN



2ND FLOOR



1ST FLOOR



1ST FLOOR

ATTACHMENT 2
Exhibit A to the Resolution
SERIES WIDTH
35'

LIV. SF:	2,192
PLAN WIDTH:	35'
PLAN #:	3582
SCALE:	1/8" = 1'-0"
NAME:	PLAN 1

VITAL STATS	
BEDROOM	3 (OPT 4)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | MOD. SCD SIERRA CREST 3555

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	940
(B) SECOND FLOOR:	1,1252
TOTAL:	2,192
(C) GARAGE:	434
COV'D ENTRY / PORCH	
(D) ELEVATION A:	13
ELEVATION B:	125
ELEVATION C:	49
(E) COVERED PATIO:	176
MAX FOOTPRINT:	1,709

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 1,709 / 3,825 = 45%



FLOOR PLAN
FORM XB - COTTAGE

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

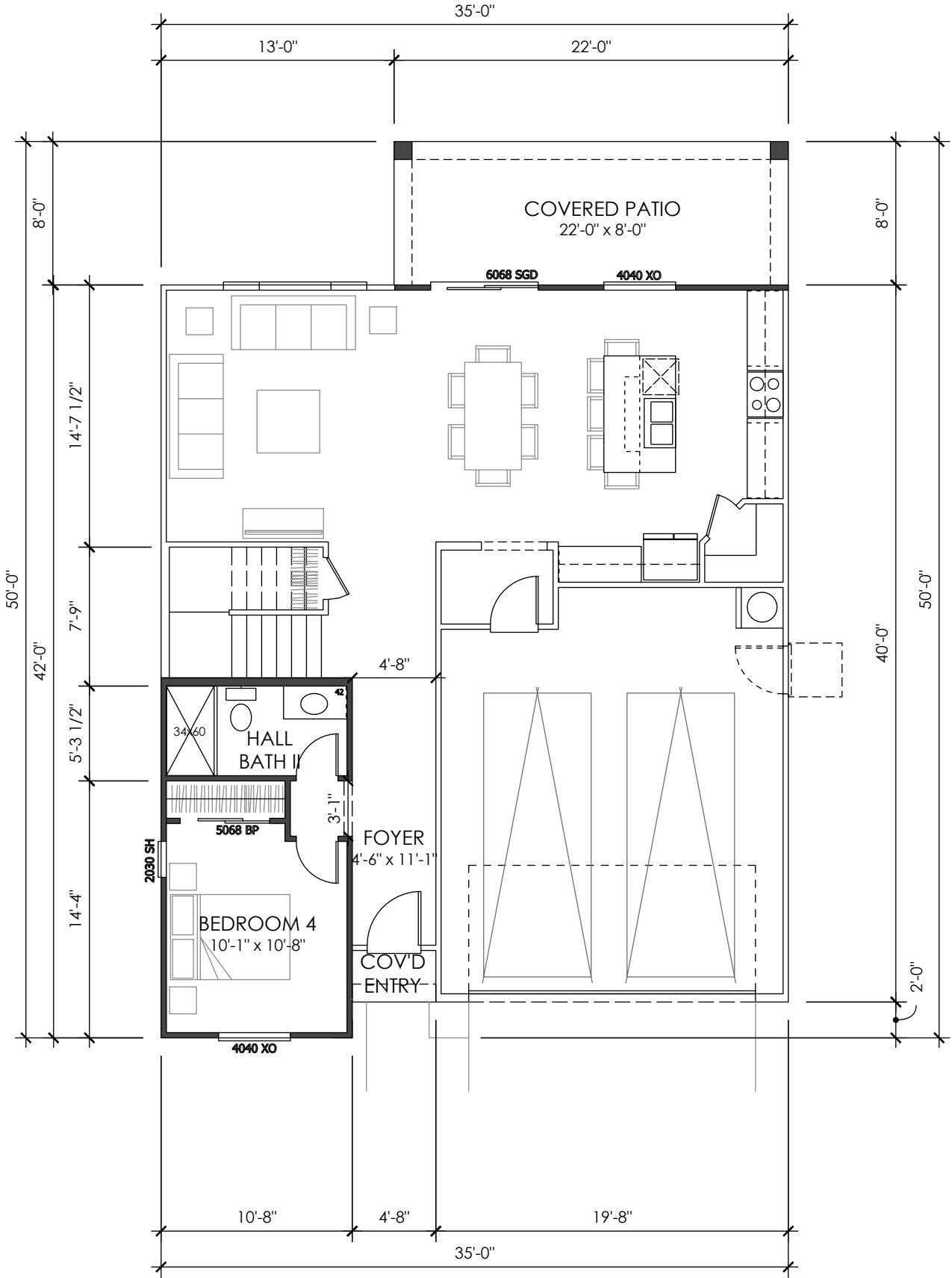
ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'



LIV. SF: 2,192
PLAN WIDTH: 35'
PLAN #: 3582
SCALE: 1/8" = 1'-0"
NAME: PLAN 1

VITAL STATS
BEDROOM 3 (OPT 4)
BATH 2.5
CAR 2
CEILING 9' | 9'
WINDOW HDR 7' | 7'

STATUS | MOD. SCD SIERRA CREST 3555

AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 940
(B) SECOND FLOOR: 1,1252
TOTAL: 2,192
(C) GARAGE: 434
COV'D ENTRY / PORCH
(D) ELEVATION A: 13
ELEVATION B: 125
ELEVATION C: 49
(E) COVERED PATIO: 176
MAX FOOTPRINT: 1,709

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 1,709 / 3,825 = 45%



FLOOR PLAN
FORM VB - SPANISH

1ST FLOOR OPTIONS

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

June 11, 2021

ITEM 10.5.

LIV. SF:2,192

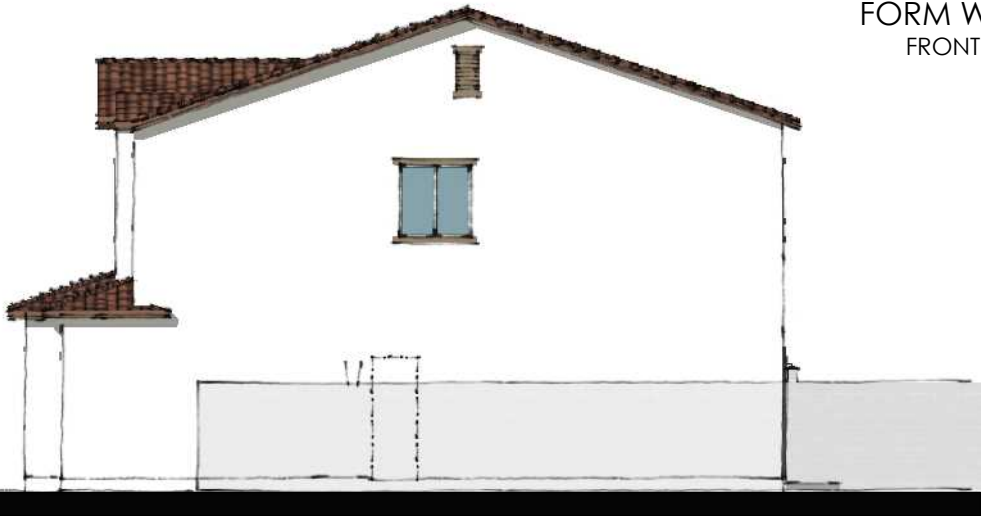
PLAN WIDTH:35'

PLAN #:3582

FORM WB - SPANISH



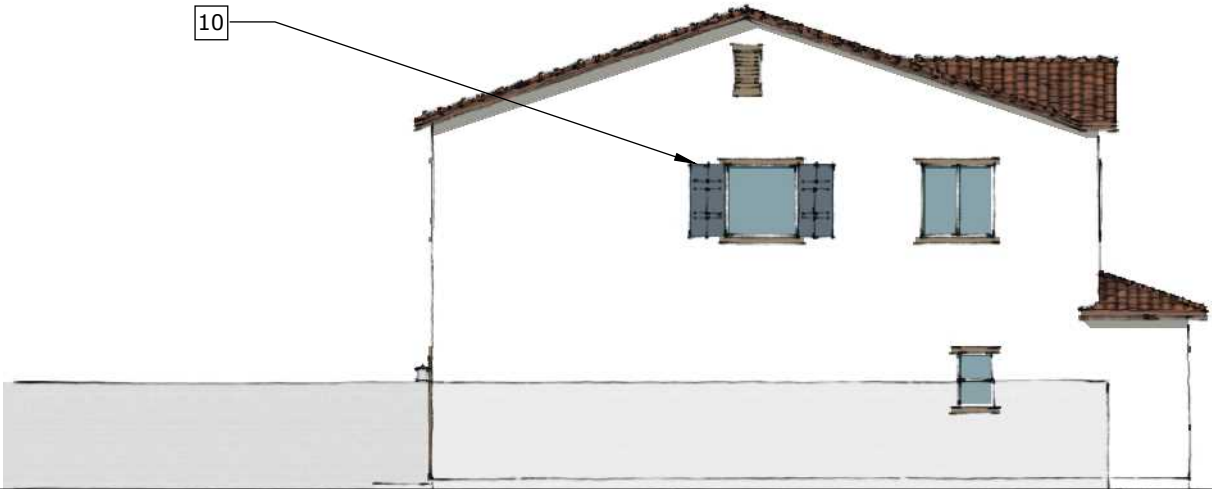
FORM WB - SPANISH
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



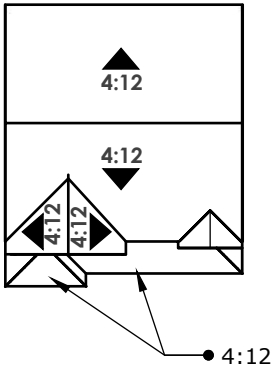
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:2,192

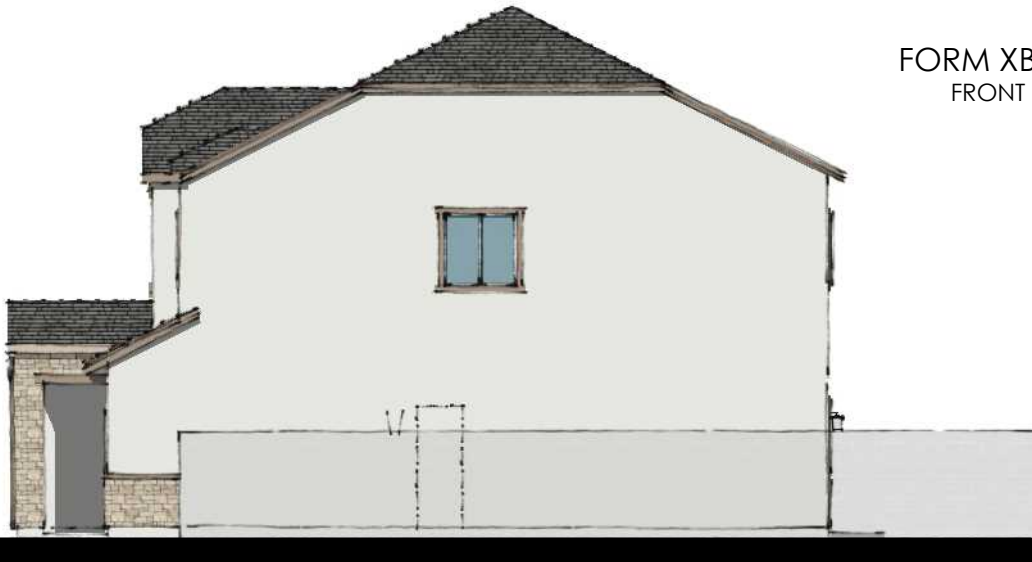
PLAN WIDTH:35'

PLAN #:3582

FORM XB - COTTAGE



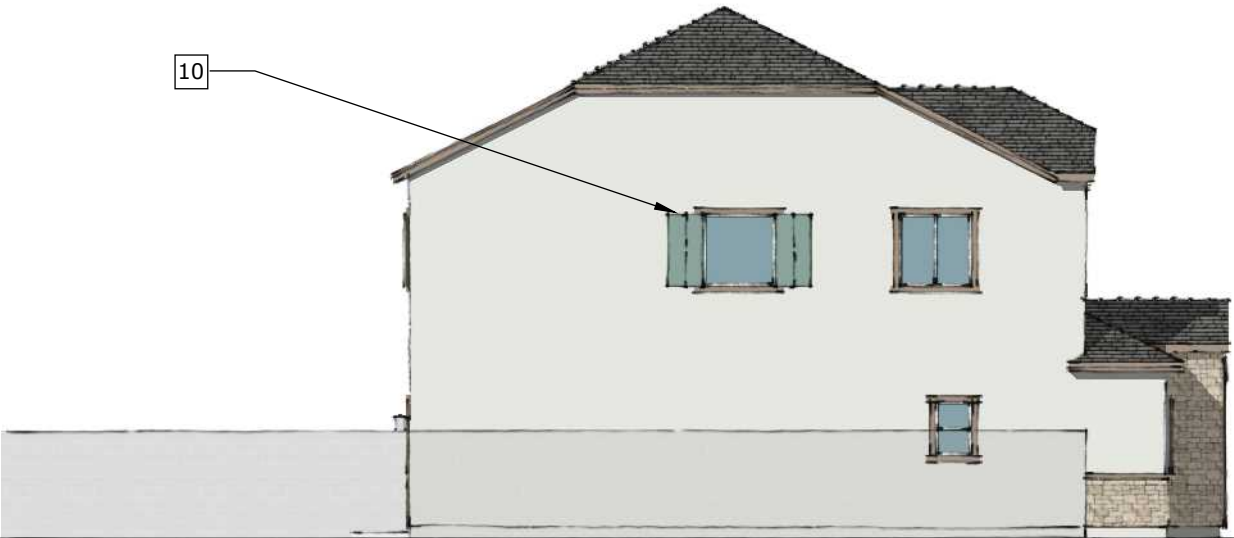
FORM XB - COTTAGE
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



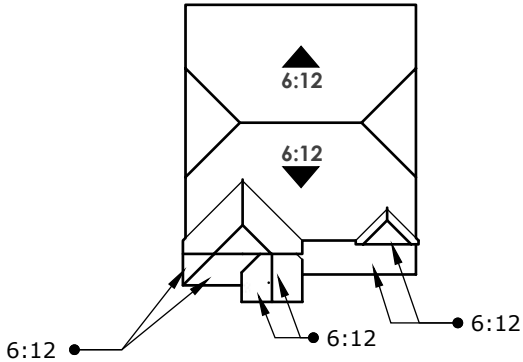
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



THE RANCH

35' - ASPIRE - 45' x 85'

NCD - RANCHO CORDOVA, CA

06.11.2021

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:2,192

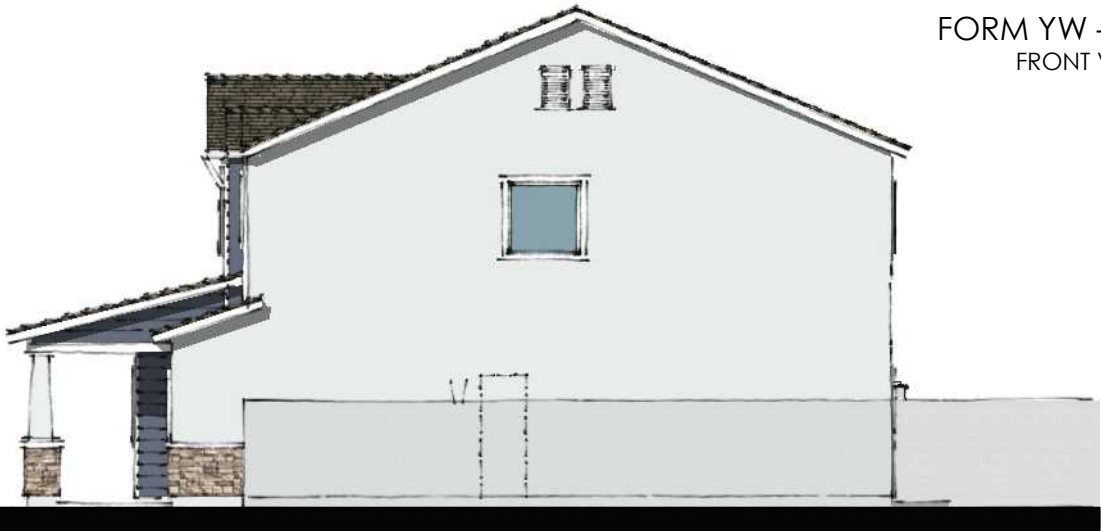
PLAN WIDTH:35'

PLAN #:3582

FORM YW - CRAFTSMAN



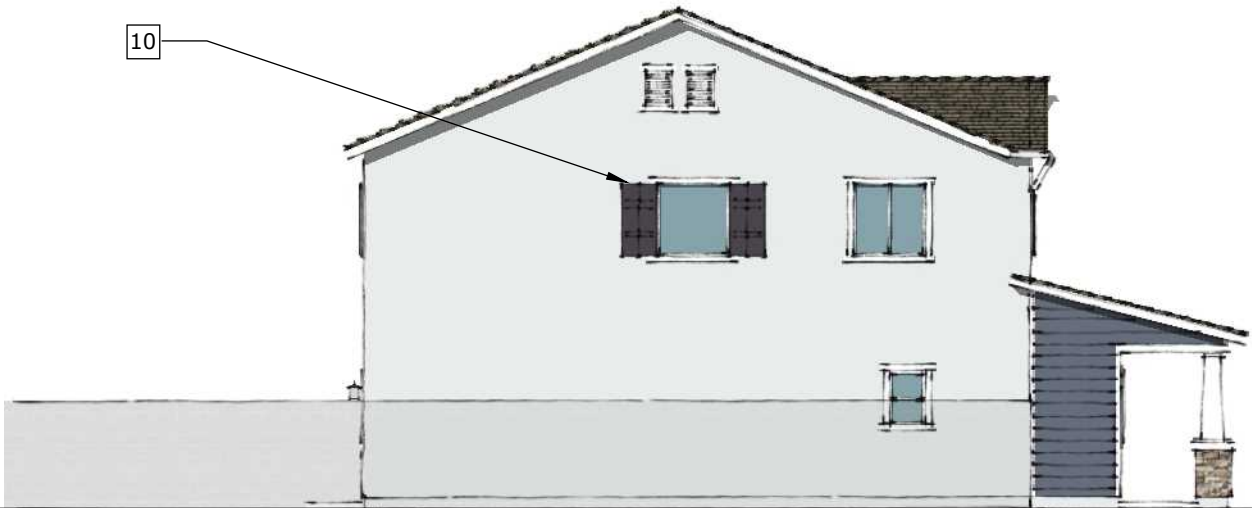
FORM YW - CRAFTSMAN
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



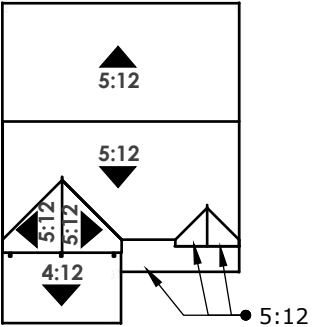
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLELESS
- 2 CONCRETE "FLAT" TILES
- 3 12" RAKES AND EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



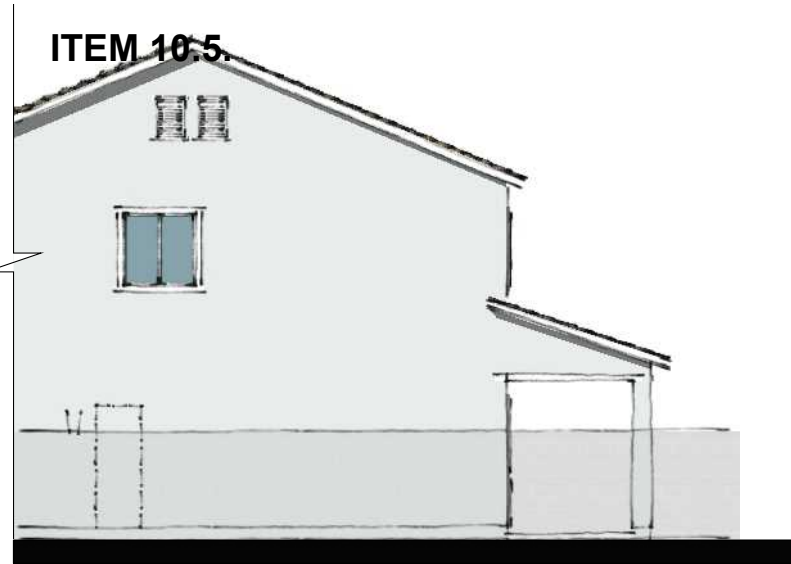
THE RANCH

35' - ASPIRE - 45' x 85'

NCD - RANCHO CORDOVA, CA

06.11.2021

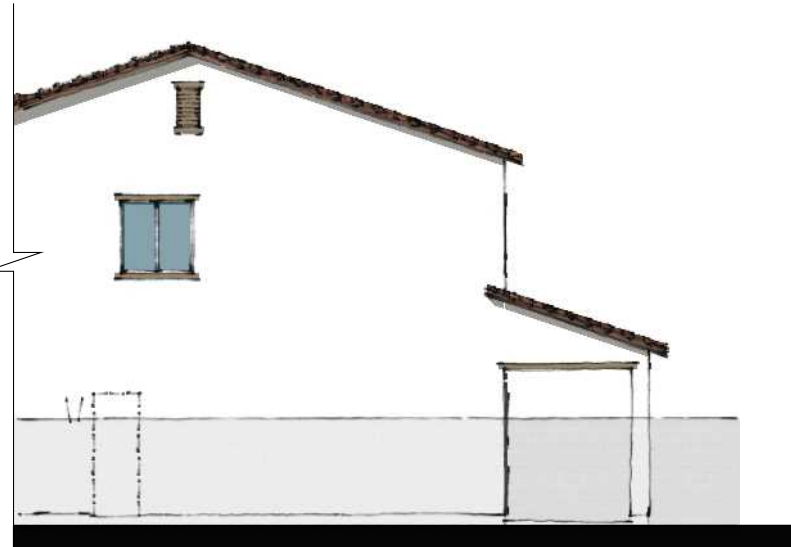
ITEM 10.5



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

KHovnanian
Homes



YB - CRAFTSMAN REAR ELEVATION
SCALE: 3/32" = 1'-0"



XB - COTTAGE REAR ELEVATION
SCALE: 3/32" = 1'-0"



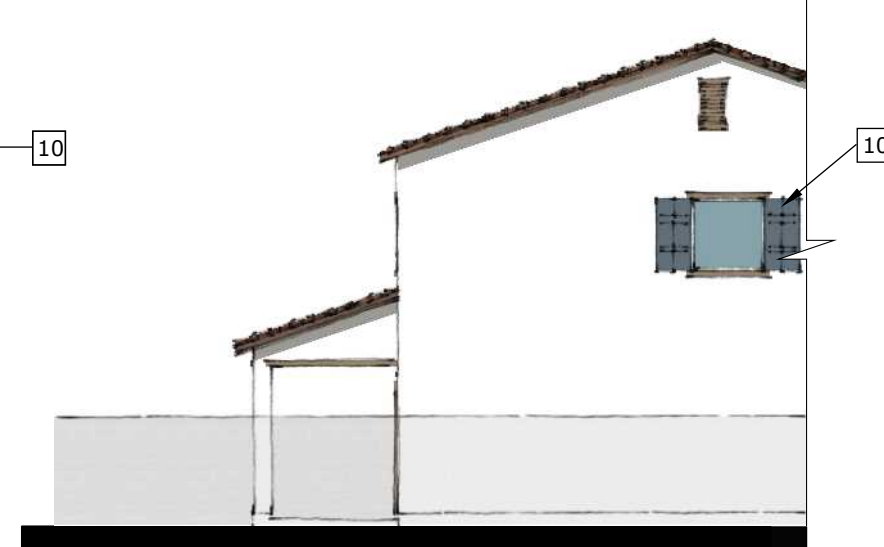
VB - SPANISH REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

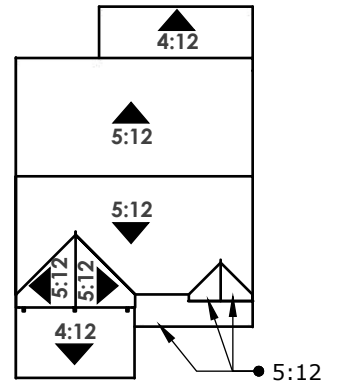


LEFT ELEVATION
SCALE: 3/32" = 1'-0"

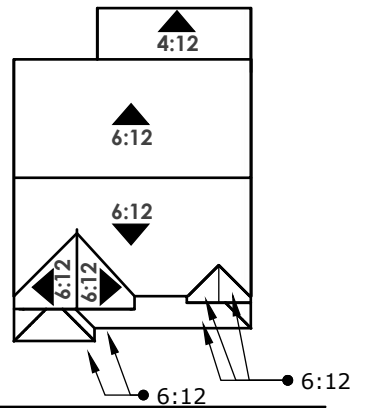
Exhibit A to the Resolution

ATTACHMENT 2
SERIES WIDTH
35'

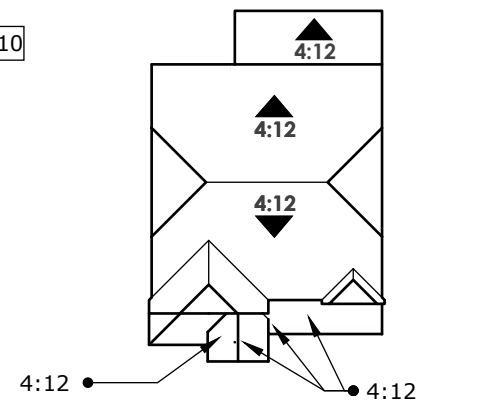
LIV. SF: 2,192
PLAN WIDTH: 35'
PLAN #: 3582
OPT. PATIO 1



ROOF PLAN
SCALE: N.T.S.



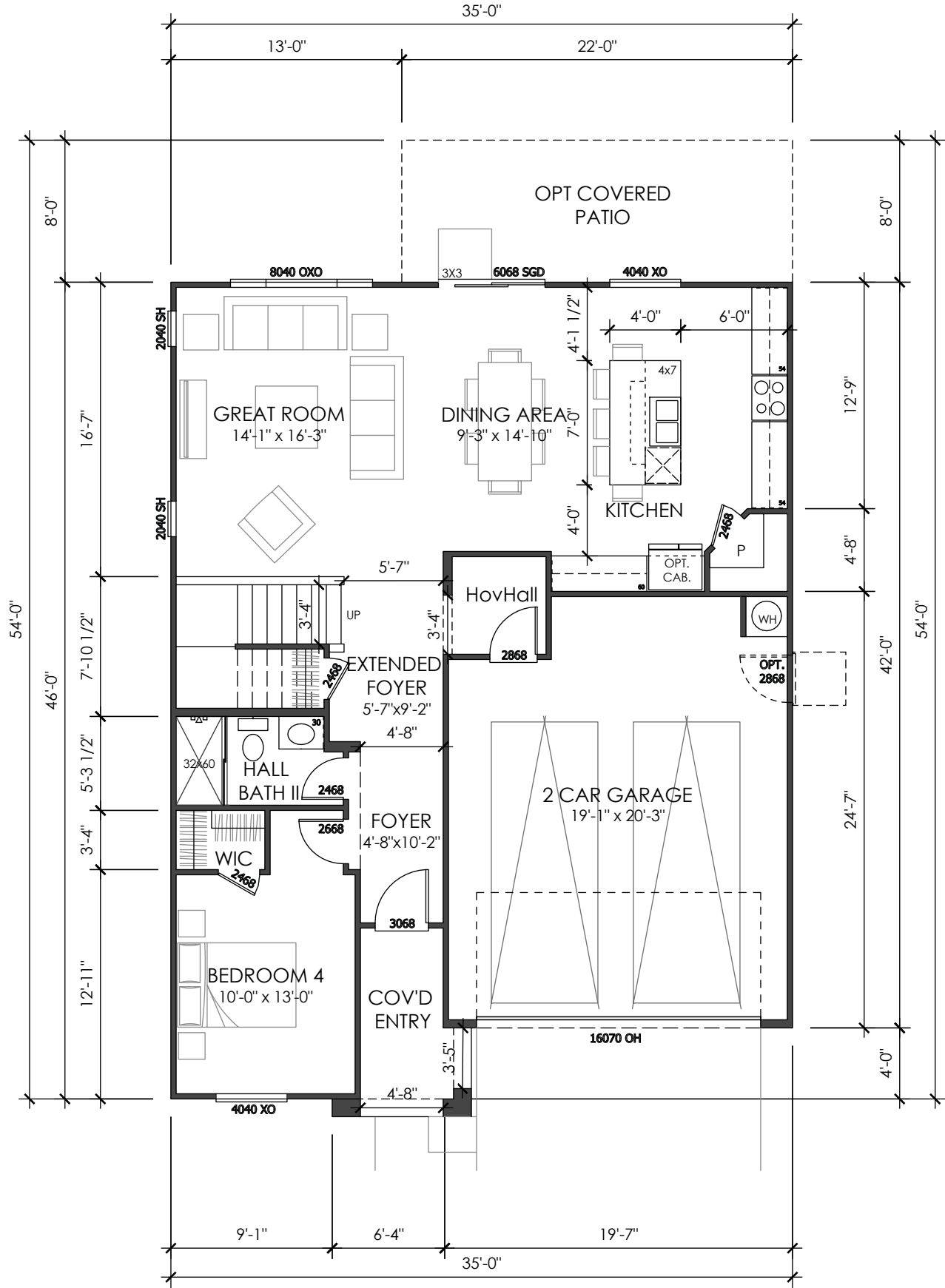
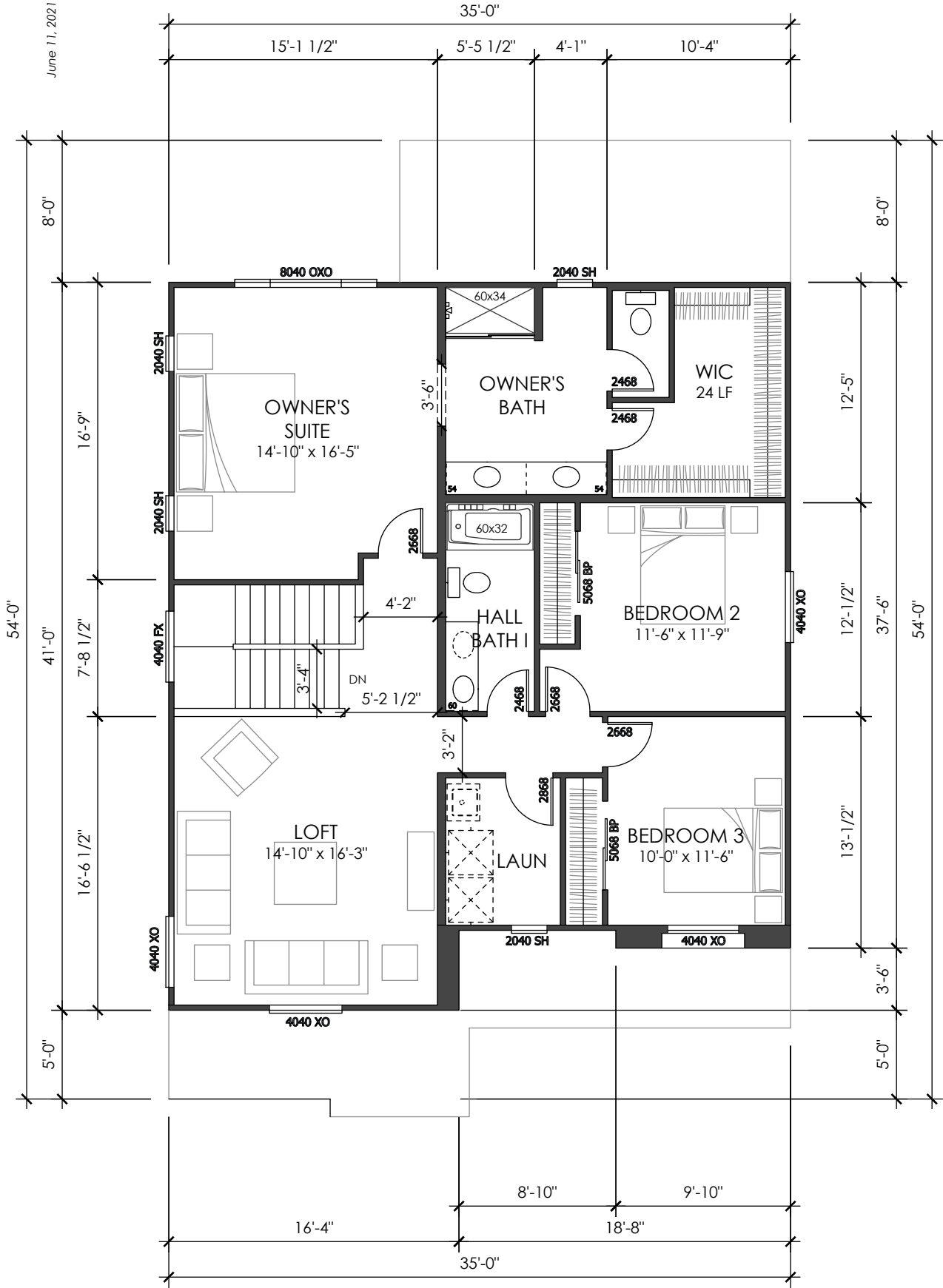
ROOF PLAN
SCALE: N.T.S.



ROOF PLAN
SCALE: N.T.S.

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

ITEM 10.5.



LIV. SF: 2,342

PLAN WIDTH: 35'

PLAN #: 3583

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

NAME: PLAN 2

VITAL STATS

BEDROOM 4

BATH 3

CAR 2

CEILING: 9' | 9'

WINDOW HDR: 7' | 7'

STATUS | MOD SCD SIERRA CREST - 3556

AREA S.F. BREAKDOWN

LIVABLE

(A) FIRST FLOOR: 995

(B) SECOND FLOOR: 1,347

TOTAL: 2,342

(C) GARAGE: 452

COV'D ENTRY / PORCH

(D) ELEVATION A: 59

ELEVATION B: 154

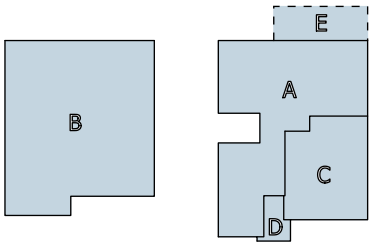
ELEVATION C: 61

(E) COVERED PATIO: 176

MAX FOOTPRINT: 1,711

TYP LOT SIZE | 45'X85' (3,825 SF)

LOT COVERAGE | 1,711 / 3,825 = 45%



2ND FLOOR

FLOOR PLAN

FORM VB - SPANISH

1ST FLOOR

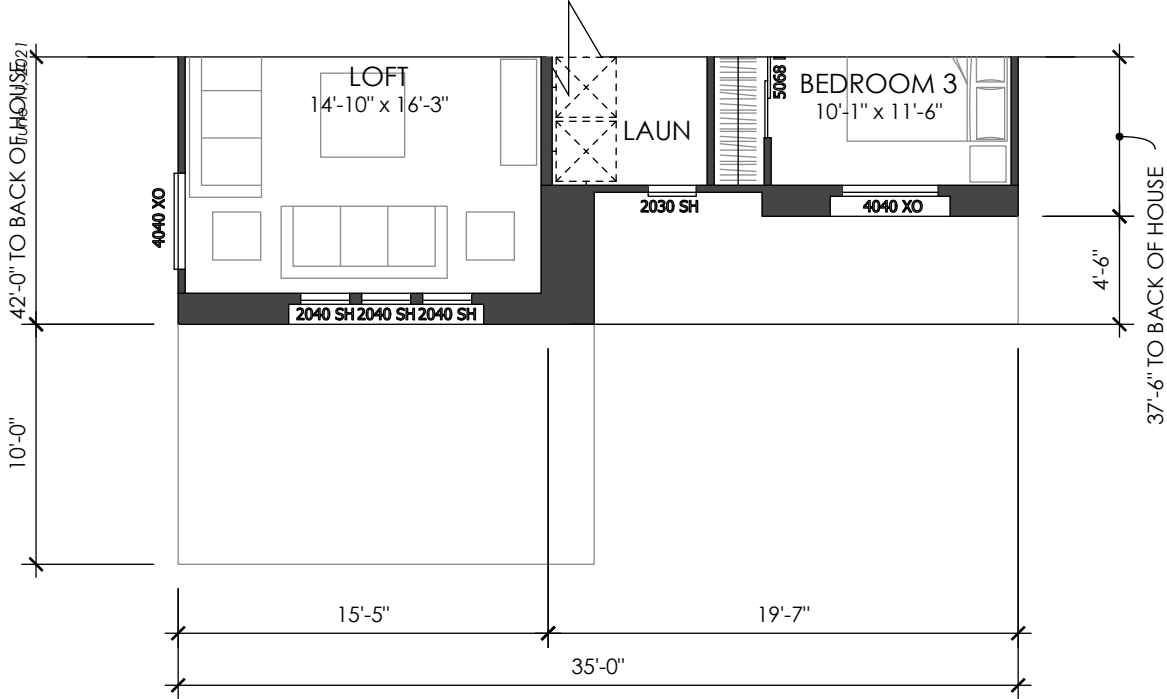
THE RANCH

35' - ASPIRE - 45' x 85'

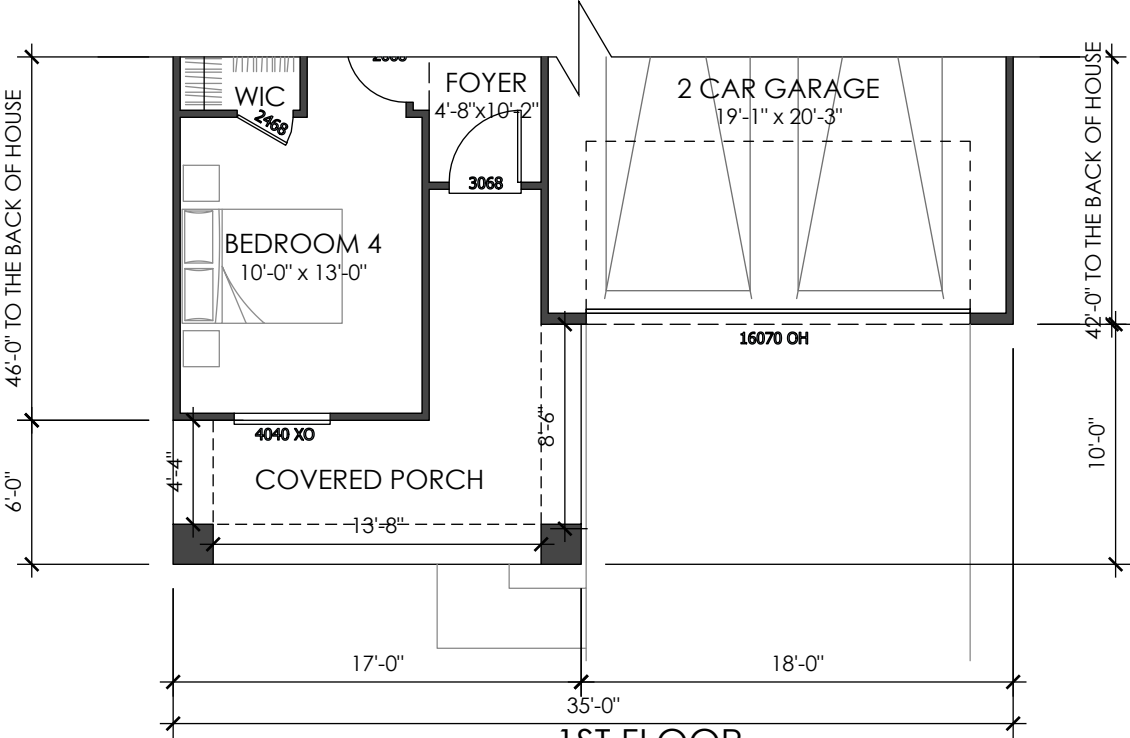
NCD - RANCHO CORDOVA, CA

06.11.2021

ITEM 10.5.

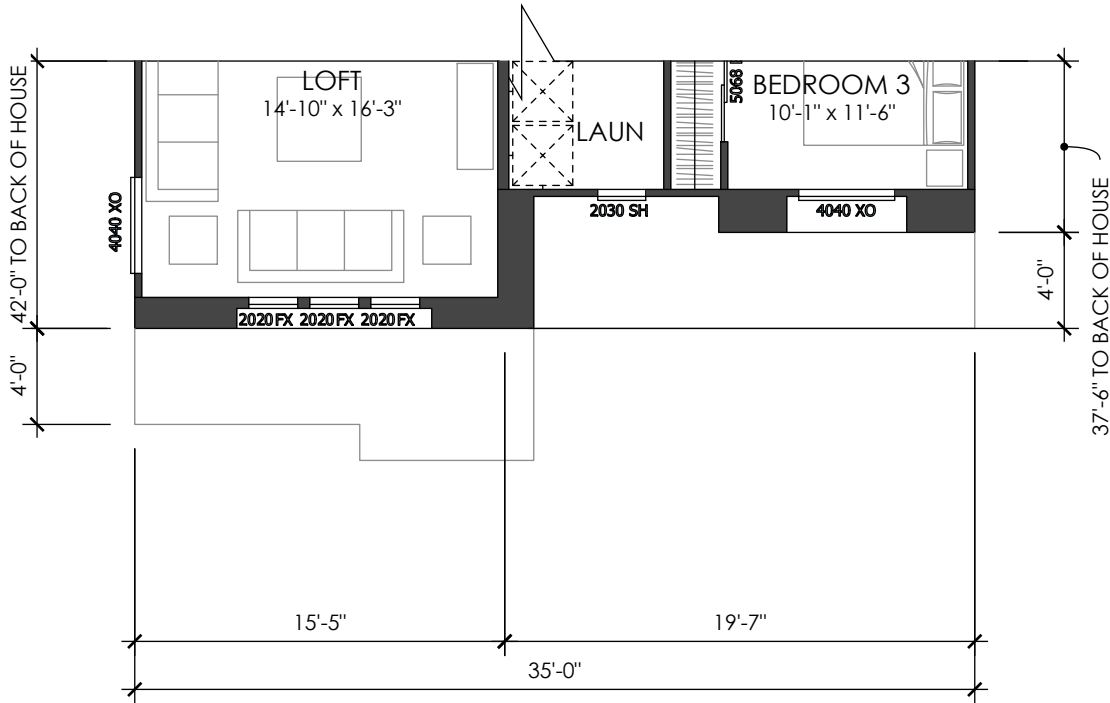


2ND FLOOR

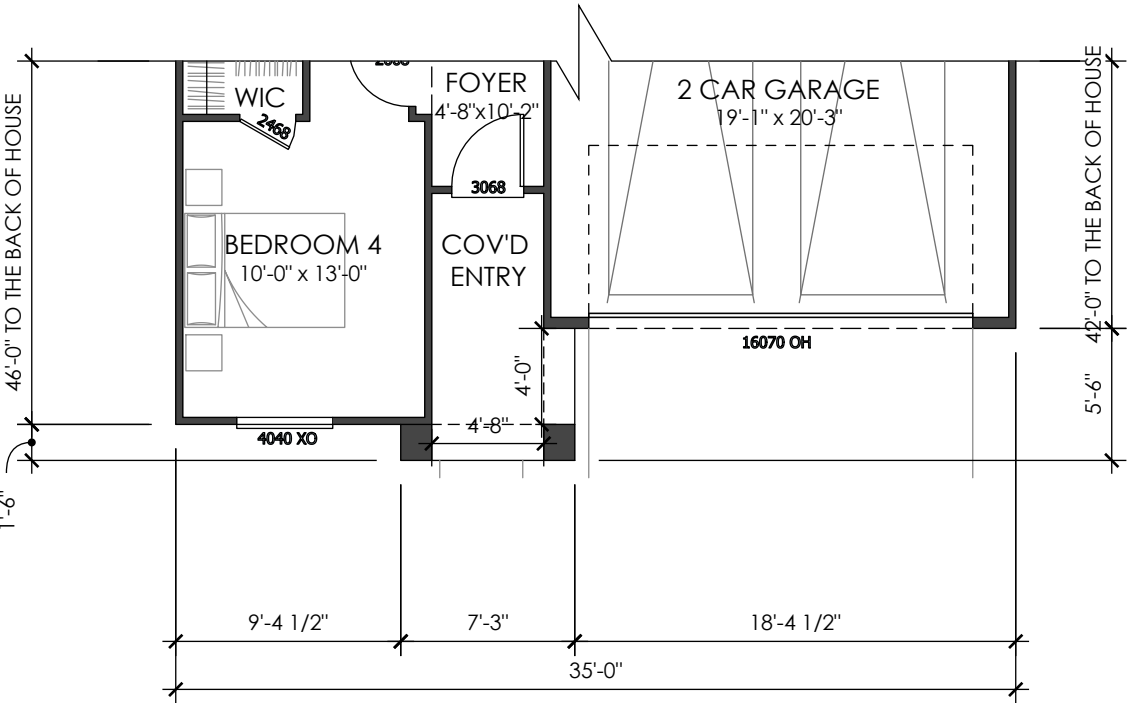


1ST FLOOR

FLOOR PLAN
FORM XB - CRAFTSMAN



2ND FLOOR



1ST FLOOR

FLOOR PLAN
FORM XB - COTTAGE

ATTACHMENT 2
Exhibit A to the Resolution
SERIES WIDTH
35'

LIV. SF:	2,342
PLAN WIDTH:	35'
PLAN #:	3583
SCALE:	1/8" = 1'-0"
NAME:	PLAN 2

VITAL STATS	
BEDROOM	4
BATH	3
CAR	2
CEILING:	9' 9'
WINDOW HDR:	7' 7'

STATUS | MOD SCD SIERRA CREST - 3556

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	995
(B) SECOND FLOOR:	1,347
TOTAL:	2,342
(C) GARAGE:	452
COV'D ENTRY / PORCH	
(D) ELEVATION A:	59
ELEVATION B:	154
ELEVATION C:	61
(E) COVERED PATIO:	176

MAX FOOTPRINT: 1,711

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 1,711 / 3,825 = 45%



THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

June 11, 2021

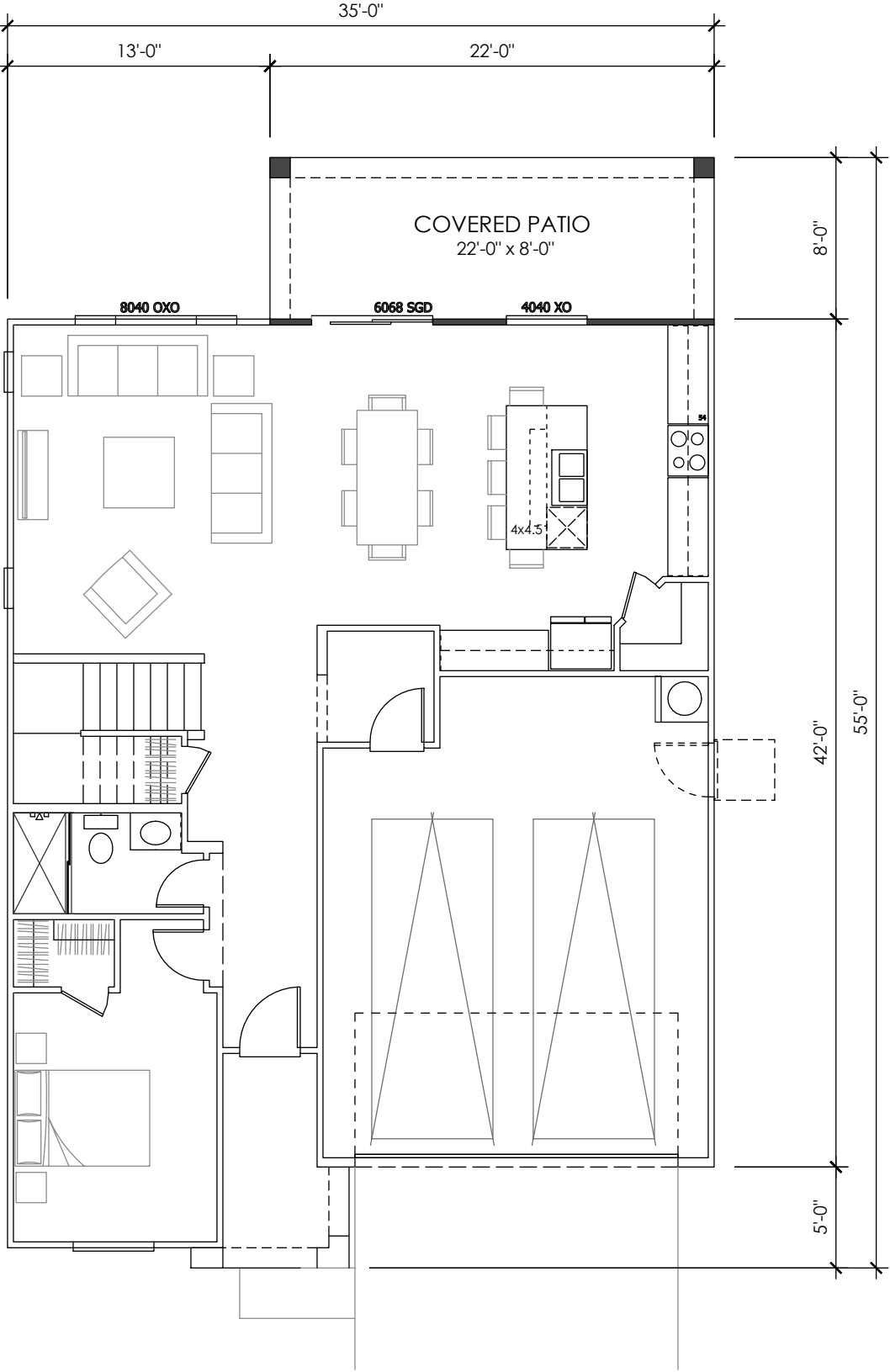
ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'



LIV. SF: 2,342
PLAN WIDTH: 35'
PLAN #: 3583
SCALE: 1/8" = 1'-0"
NAME: PLAN 2

VITAL STATS
BEDROOM 4
BATH 3
CAR 2
CEILING: 9' | 9'
WINDOW HDR: 7' | 7'

STATUS | MOD SCD SIERRA CREST - 3556

AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 995
(B) SECOND FLOOR: 1,347
TOTAL: 2,342
(C) GARAGE: 452
COV'D ENTRY / PORCH
(D) ELEVATION A: 59
ELEVATION B: 154
ELEVATION C: 61
(E) COVERED PATIO: 176

MAX FOOTPRINT: 1,711

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 1,711 / 3,825 = 45%



FLOOR PLAN
FORM VB - SPANISH

1ST FLOOR

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

June 11, 2021

ITEM 10.5.

LIV. SF:2,342

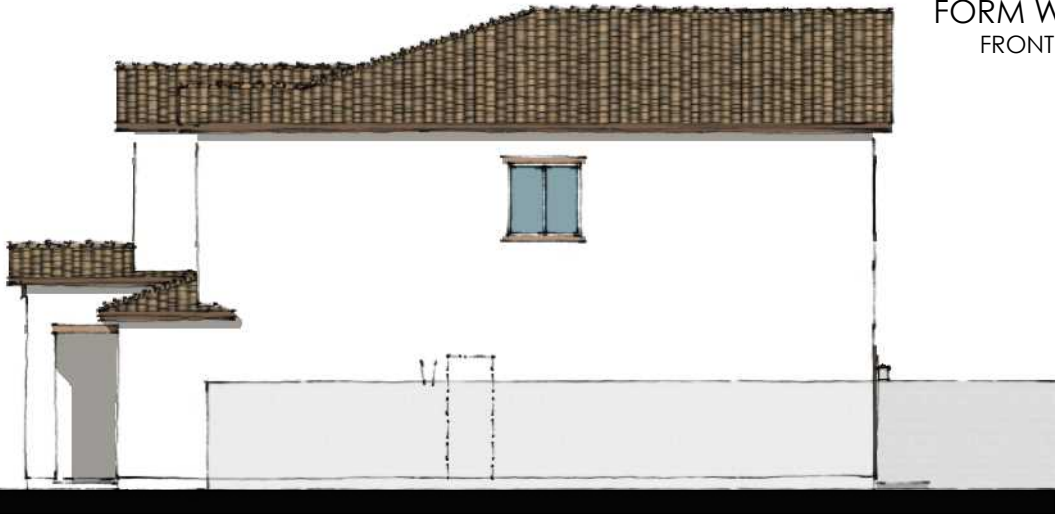
PLAN WIDTH:35'

PLAN #:3583

FORM WB - SPANISH



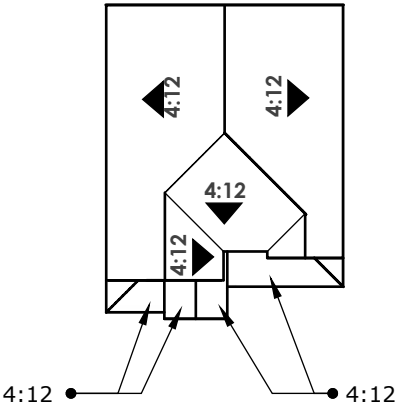
FORM WB - SPANISH
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



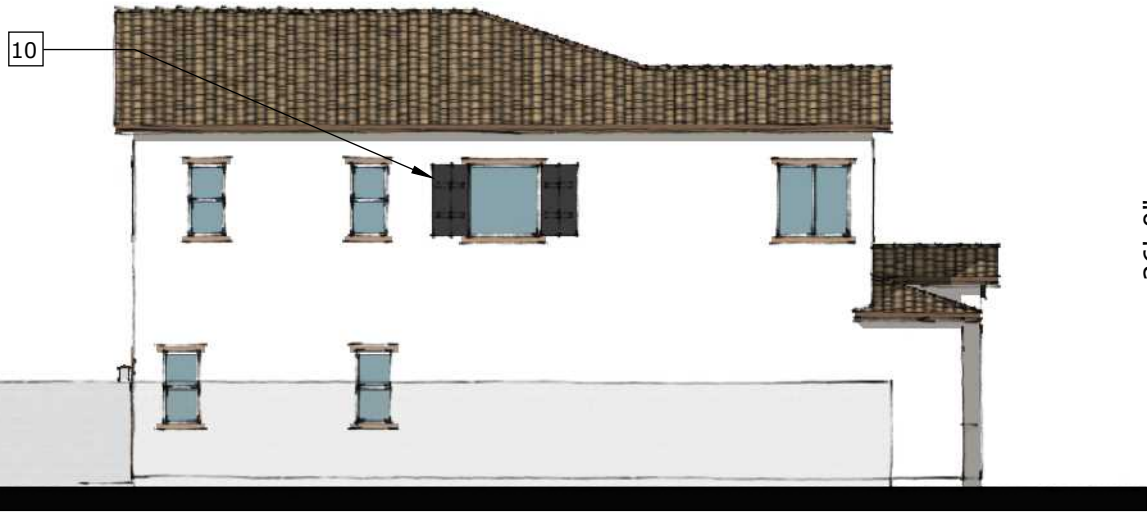
REAR ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

June 11, 2021

ITEM 10.5.

LIV. SF:2,342

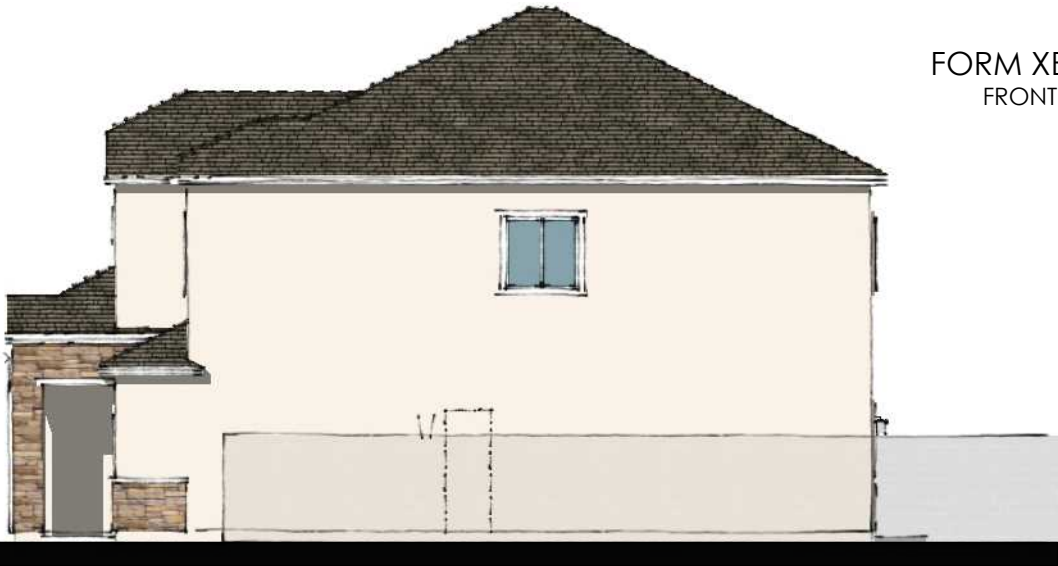
PLAN WIDTH:35'

PLAN #:3583

FORM XB - COTTAGE



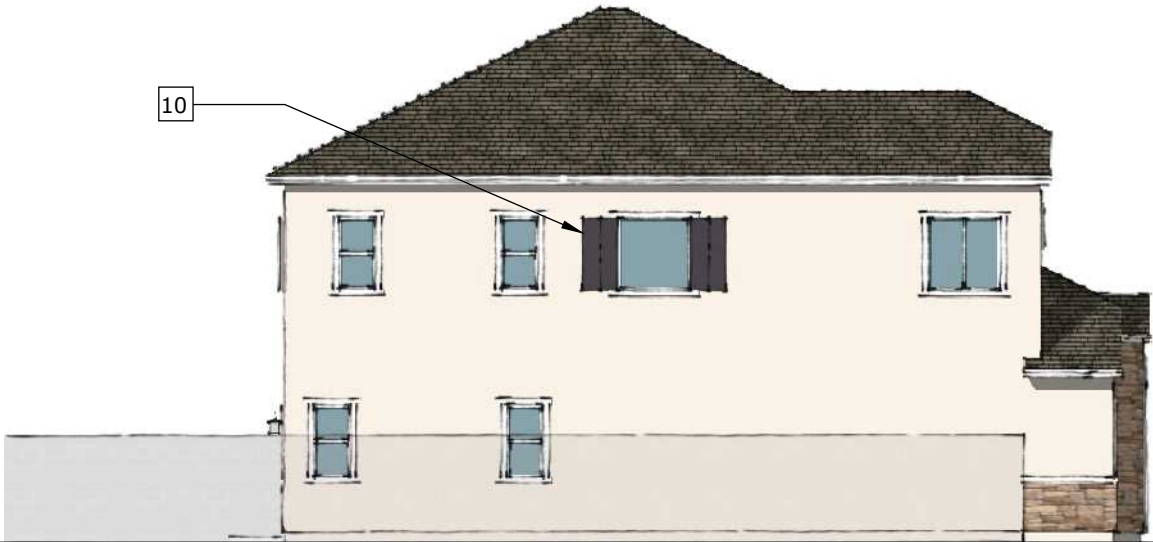
FORM XB - COTTAGE
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



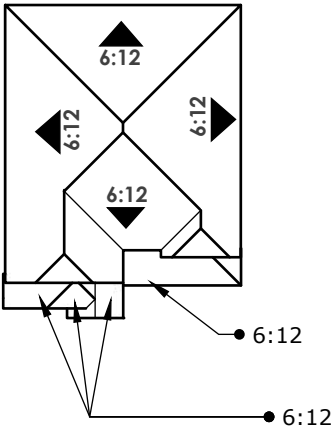
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY

June 11, 2021

ITEM 10.5.

LIV. SF:2,342

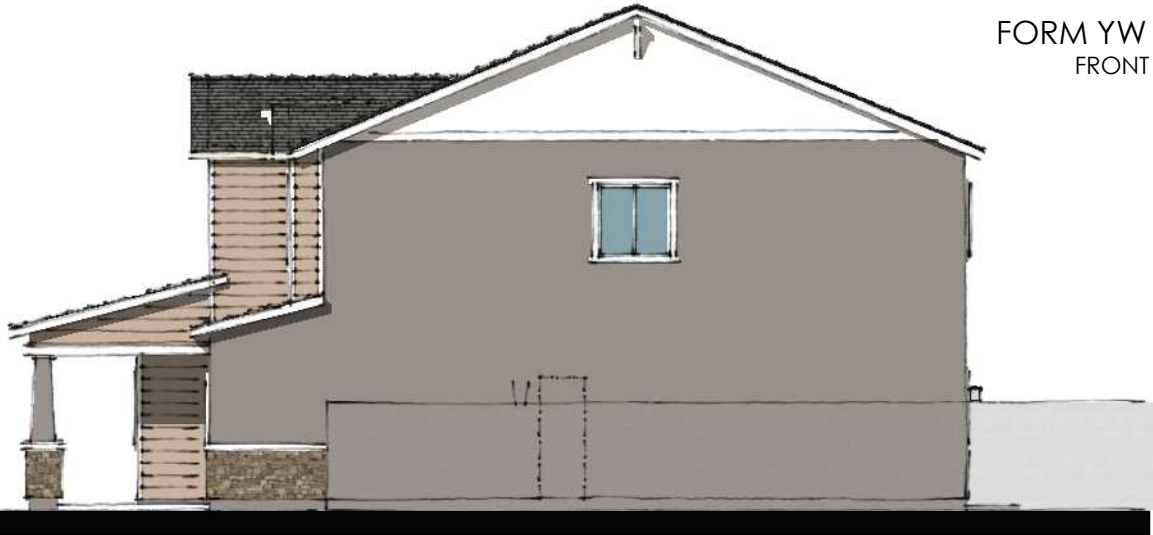
PLAN WIDTH:35'

PLAN #:3583

FORM YW - CRAFTSMAN



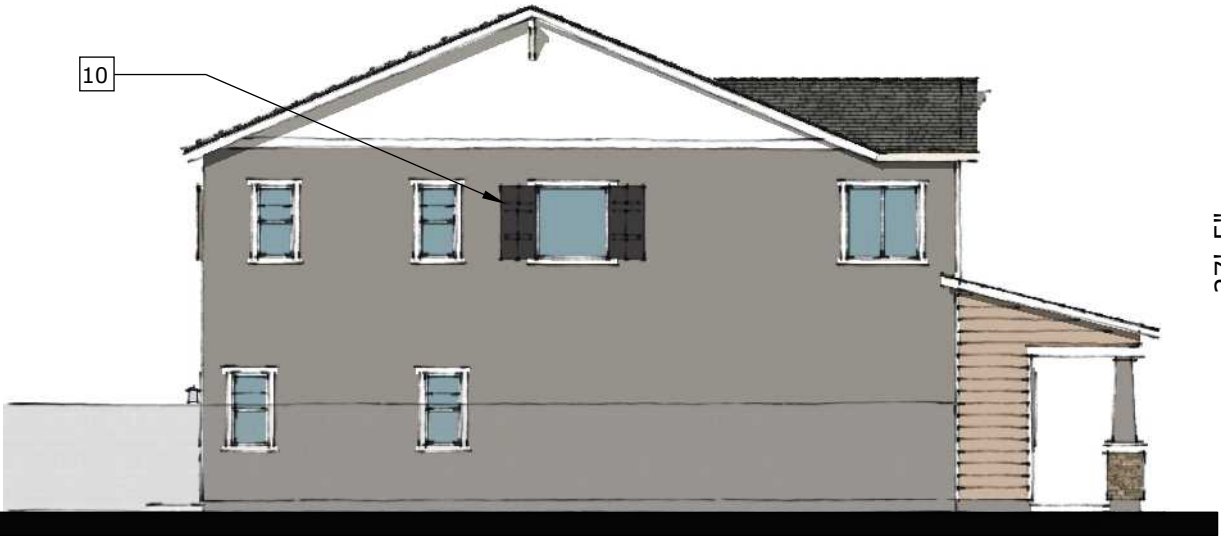
FORM YW - CRAFTSMAN
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



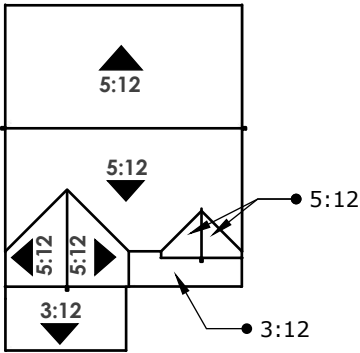
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

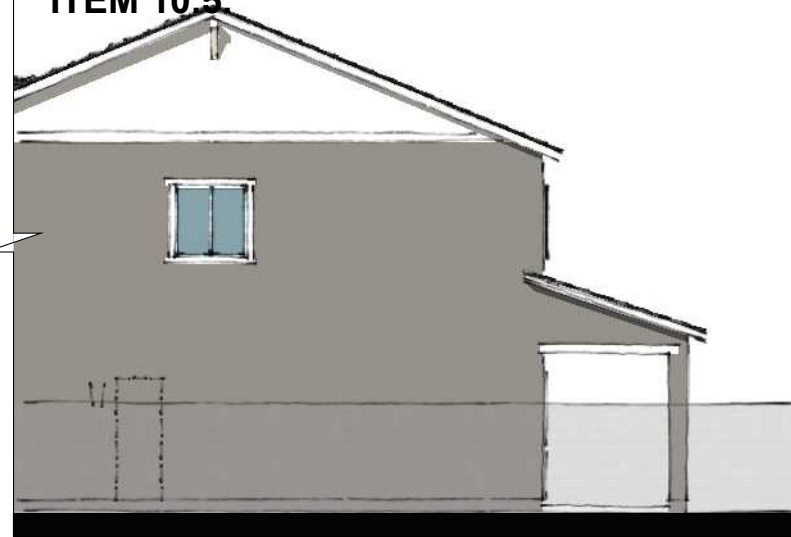


ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLESS
- 2 CONCRETE "FLAT" TILES
- 3 12" RAKES AND EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY

ITEM 10.5



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

KHovnanian
Homes



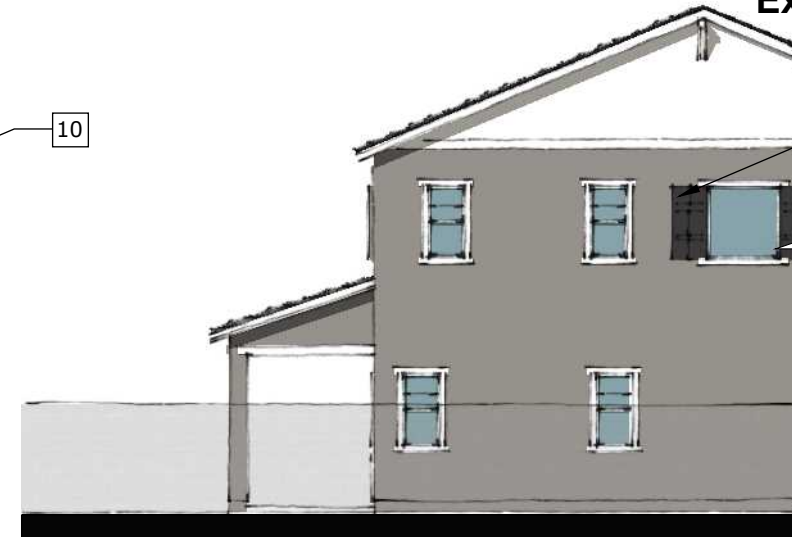
YB - CRAFTSMAN REAR ELEVATION
SCALE: 3/32" = 1'-0"



XB - COTTAGE REAR ELEVATION
SCALE: 3/32" = 1'-0"



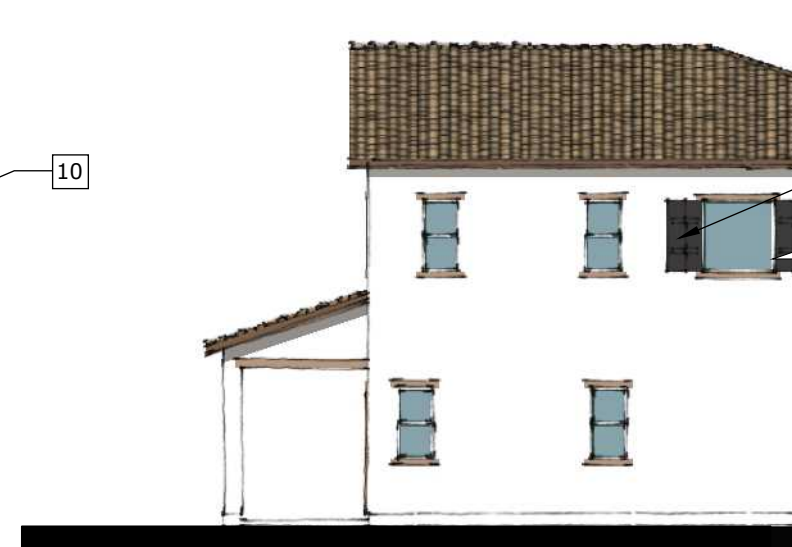
VB - SPANISH REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

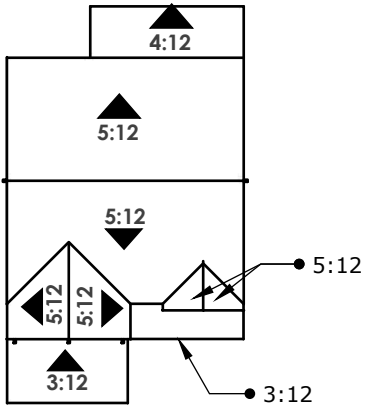


LEFT ELEVATION
SCALE: 3/32" = 1'-0"

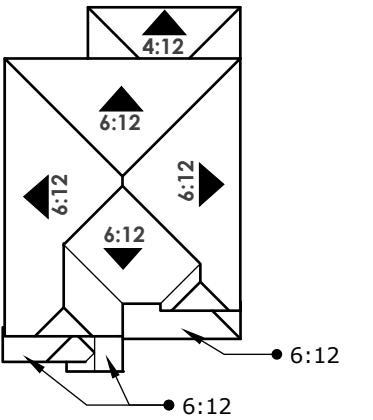
Exhibit A to the Resolution

ATTACHMENT 2
SERIES WIDTH
35'

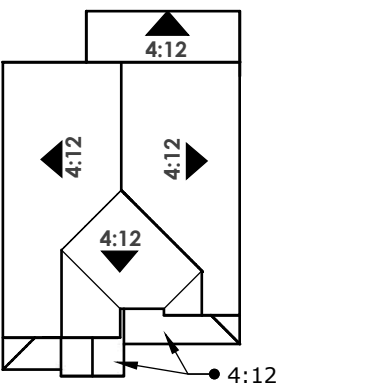
LIV. SF: 2,342
PLAN WIDTH: 35'
PLAN #: 3583
PATIO OPTION



ROOF PLAN
SCALE: N.T.S.



ROOF PLAN
SCALE: N.T.S.



ROOF PLAN
SCALE: N.T.S.

THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

LIV. SF: 2,414
PLAN WIDTH: 35'
PLAN #: 3584
SCALE: 1/8" = 1'-0"
NAME: PLAN 3

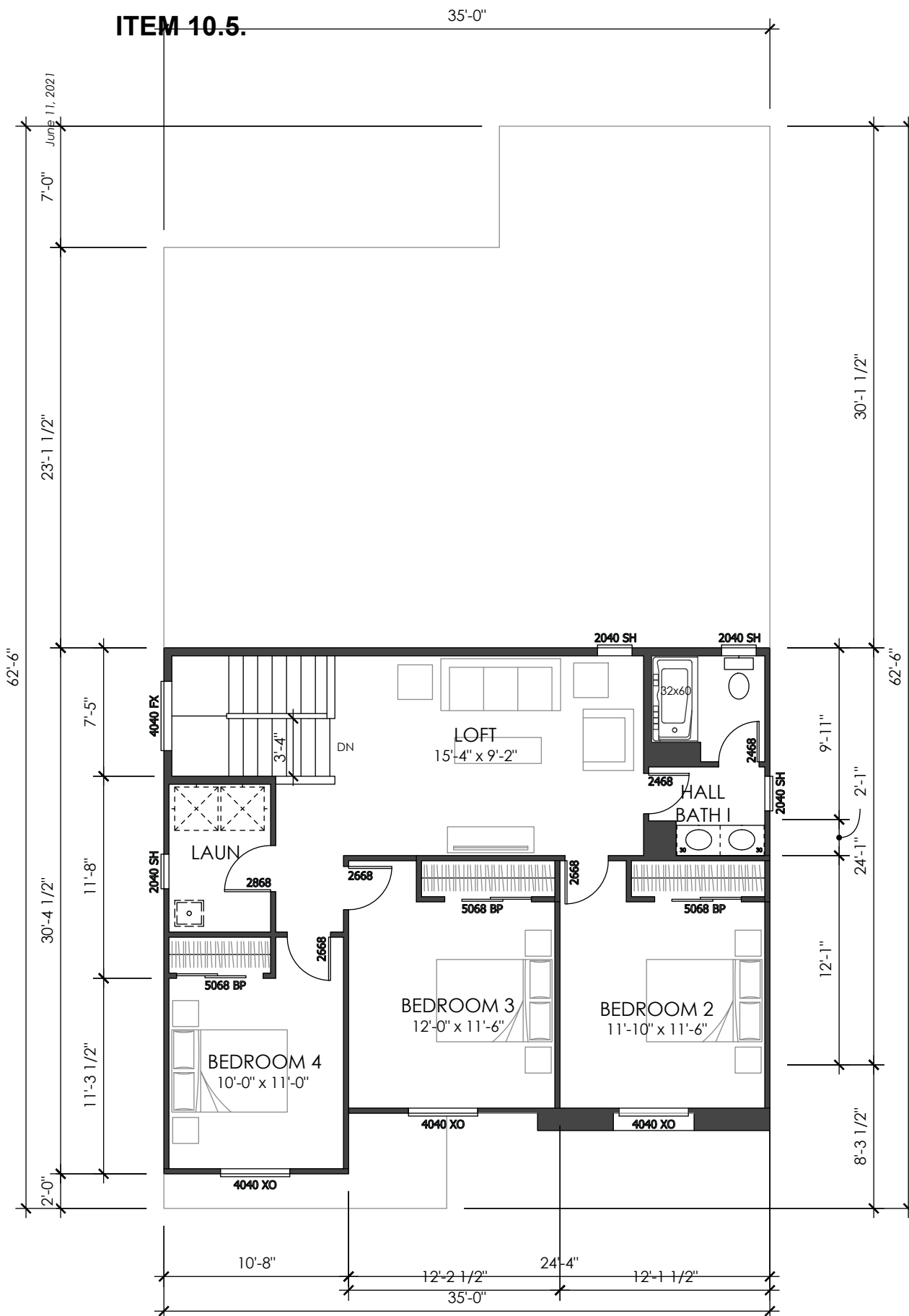
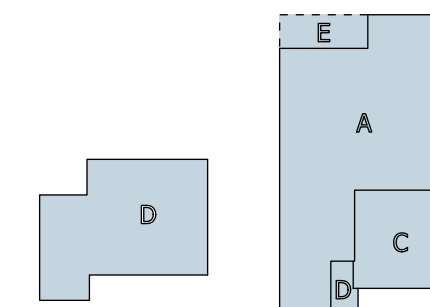
VITAL STATS
BEDROOM 4 (OPT 5)
BATH 2.5
CAR 2
CEILING 9' | 9'
WINDOW HDR 7' | 7'

STATUS | NEW DESIGN

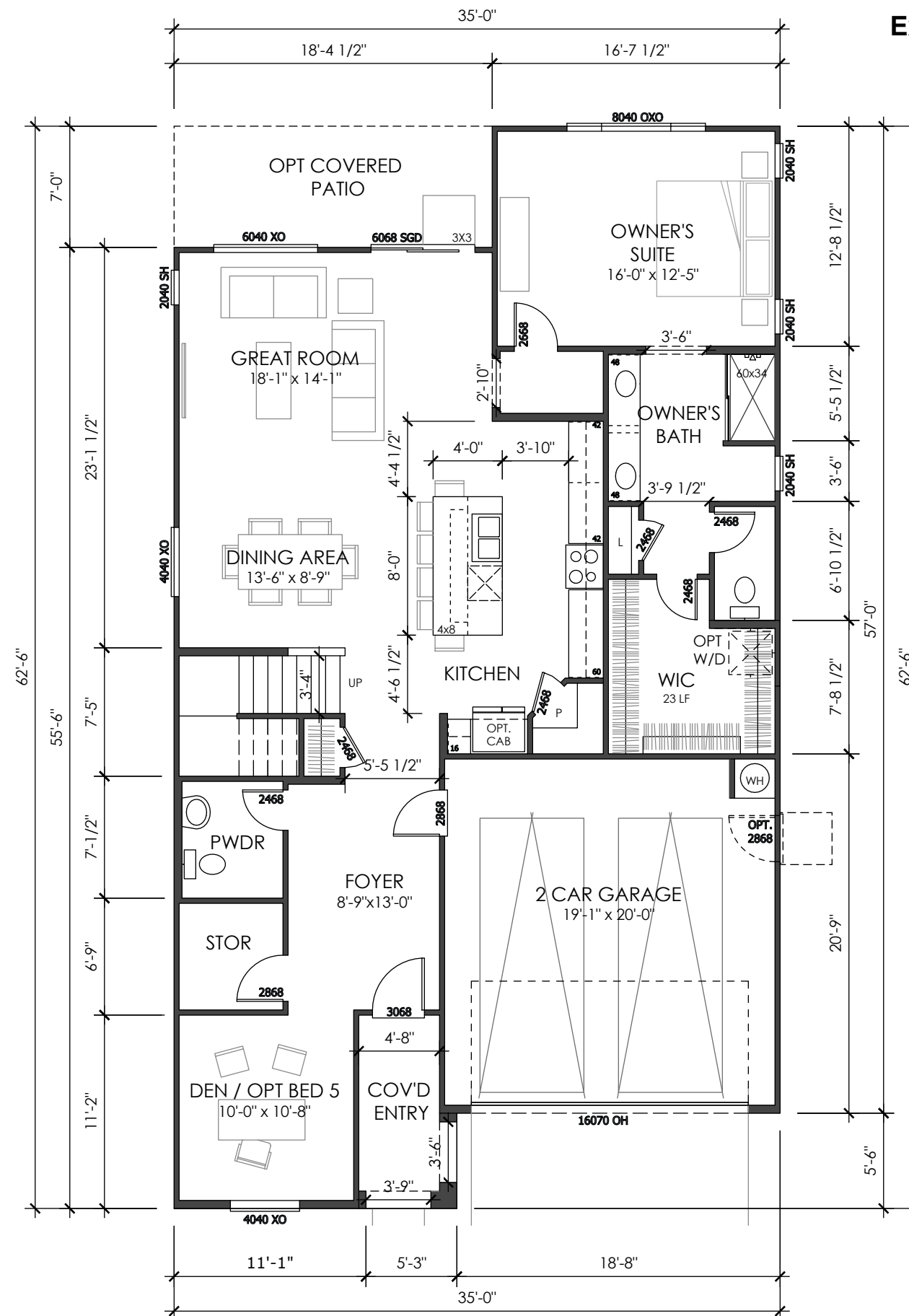
AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 1,436
(B) SECOND FLOOR: 978
TOTAL: 2,414
(C) GARAGE: 398
COV'D ENTRY / PORCH
(D) ELEVATION A: 57
ELEVATION B: 116
ELEVATION C: 42
(E) COVERED PATIO: 129

MAX FOOTPRINT: 2,084

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 2,084 / 3,825 = 54%



2ND FLOOR



1ST FLOOR

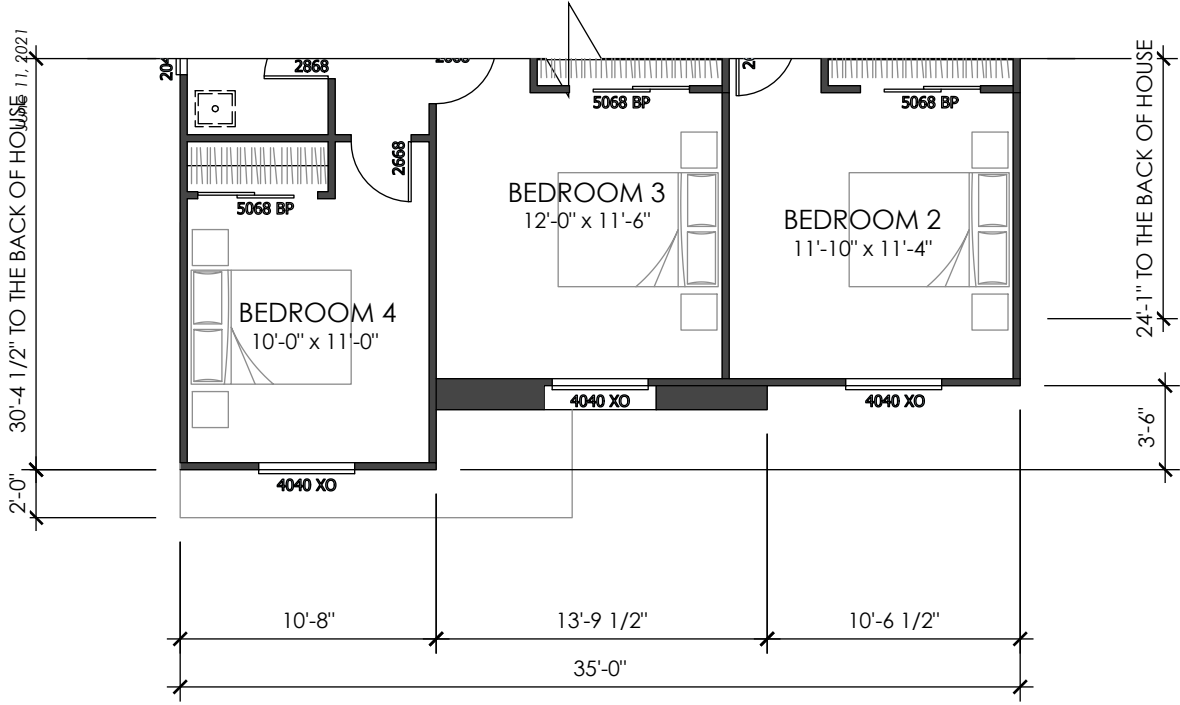
FLOOR PLAN
FORM VB - SPANISH



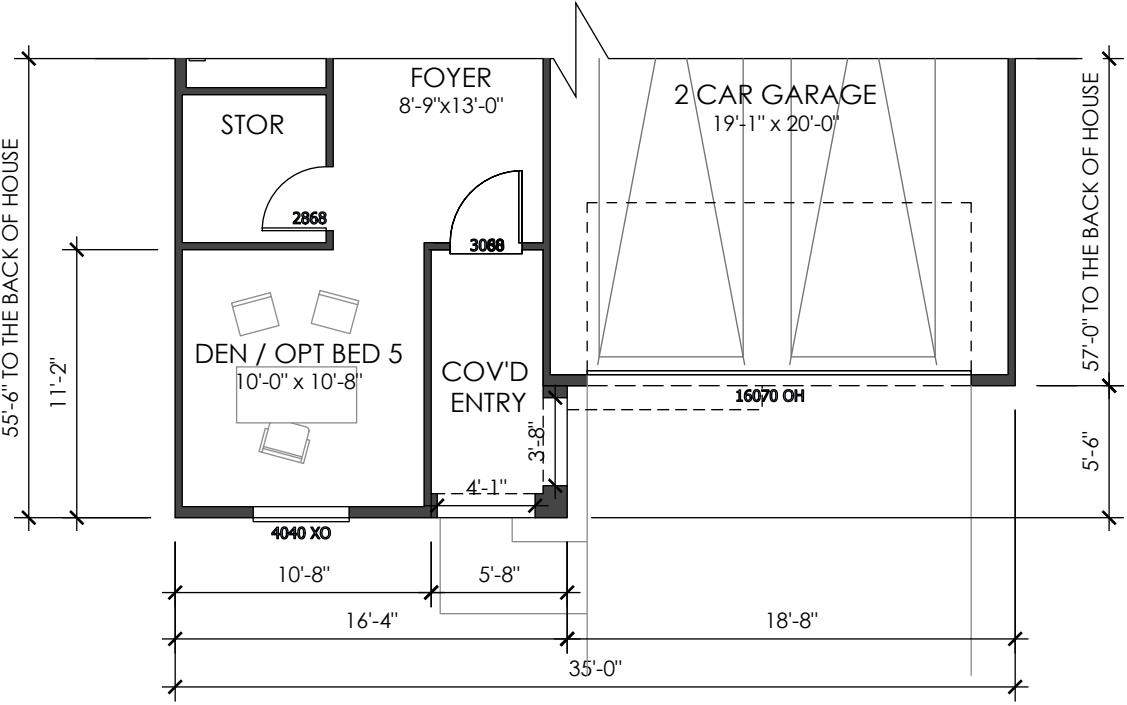
THE RANCH

35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

ITEM 10.5.

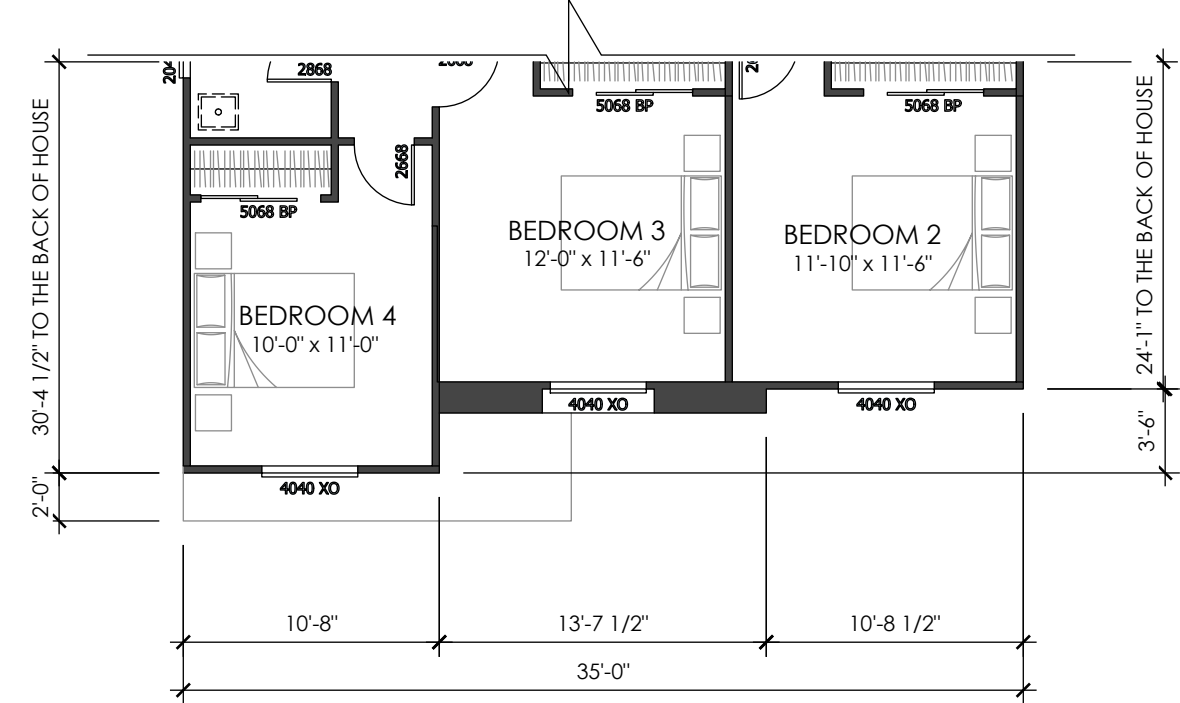


2ND FLOOR

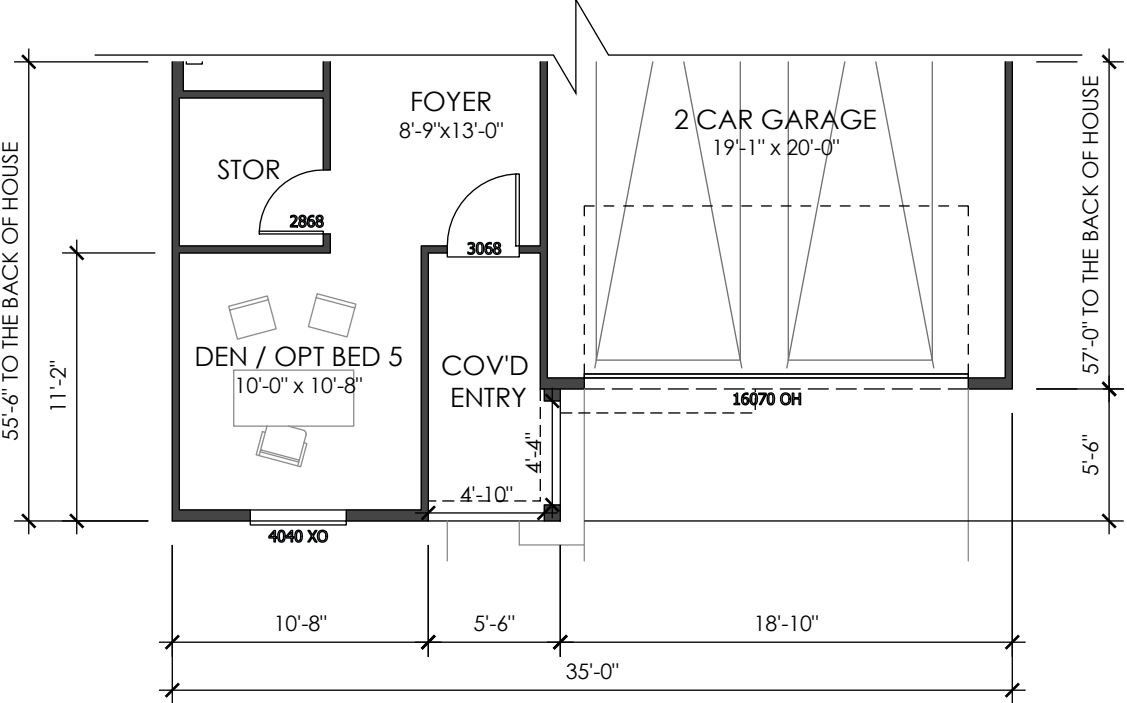


1ST FLOOR

FLOOR PLAN
FORM XB - CRAFTSMAN



2ND FLOOR



1ST FLOOR

FLOOR PLAN
FORM XB - COTTAGE

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH
35'

LIV. SF: 2,414
PLAN WIDTH: 35'
PLAN #: 3584
SCALE: 1/8" = 1'-0"
NAME: PLAN 3

VITAL STATS
BEDROOM 4 (OPT 5)
BATH 2.5
CAR 2
CEILING 9' | 9'
WINDOW HDR 7' | 7'

STATUS | NEW DESIGN

AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 1,436
(B) SECOND FLOOR: 978
TOTAL: 2,414
(C) GARAGE: 398
COV'D ENTRY / PORCH
(D) ELEVATION A: 57
ELEVATION B: 116
ELEVATION C: 42
(E) COVERED PATIO: 129

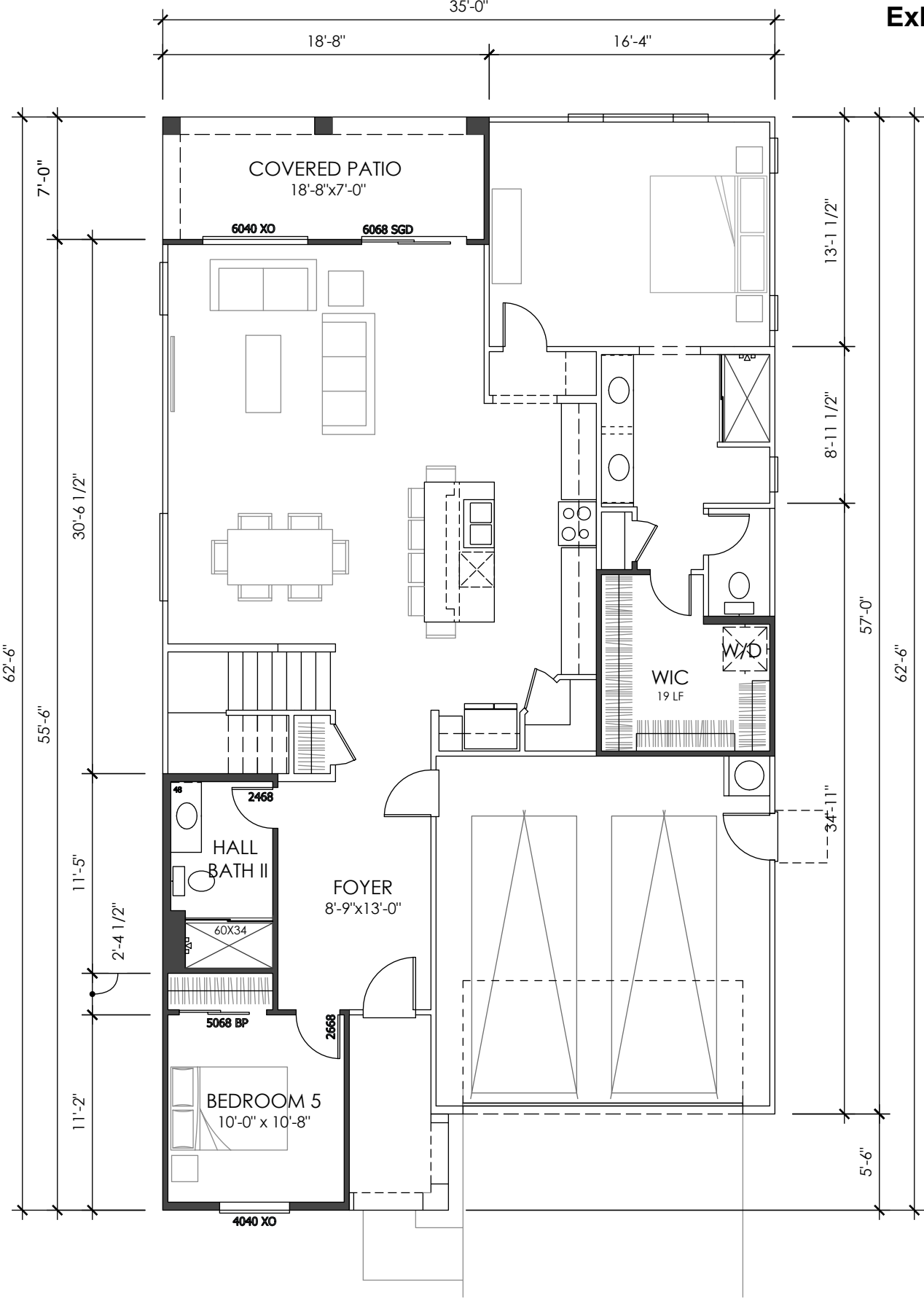
MAX FOOTPRINT: 2,084

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 2,084 / 3,825 = 54%



THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

ITEM 10.5.



ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:	2,414
PLAN WIDTH:	35'
PLAN #:	3584
SCALE:	1/8" = 1'-0"
NAME:	PLAN 3

VITAL STATS	
BEDROOM	4 (OPT 5)
BATH	2.5
CAR	2
CEILING	9' 9'
WINDOW HDR	7' 7'

STATUS | NEW DESIGN

AREA S.F. BREAKDOWN	
LIVABLE	
(A) FIRST FLOOR:	1,436
(B) SECOND FLOOR:	978
TOTAL:	2,414
(C) GARAGE:	398
COV'D ENTRY / PORCH	
(D) ELEVATION A:	57
ELEVATION B:	116
ELEVATION C:	42
(E) COVERED PATIO:	129
MAX FOOTPRINT:	2,084

TYP LOT SIZE | 45'X85' (3,825 SF)

LOT COVERAGE | 2,084 / 3,825 = 54%



FLOOR PLAN
FORM VB - SPANISH

1ST FLOOR - OPTIONS

THE RANCH

35' - ASPIRE - 45' x 85'

NCD - RANCHO CORDOVA, CA

06.11.2021

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:2,414

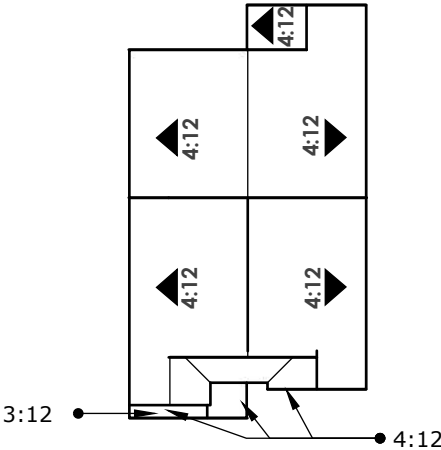
PLAN WIDTH:35'

PLAN #:3584

FORM WB - SPANISH



FORM WB - SPANISH
FRONT VIEW: N.T.S.



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.10.2021

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

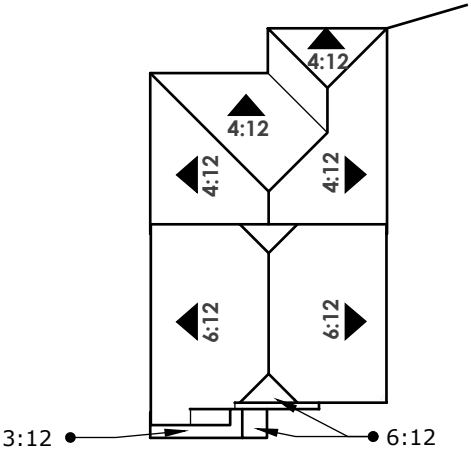
35'

LIV. SF:2,414

PLAN WIDTH:35'

PLAN #:3584

FORM XB - COTTAGE



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

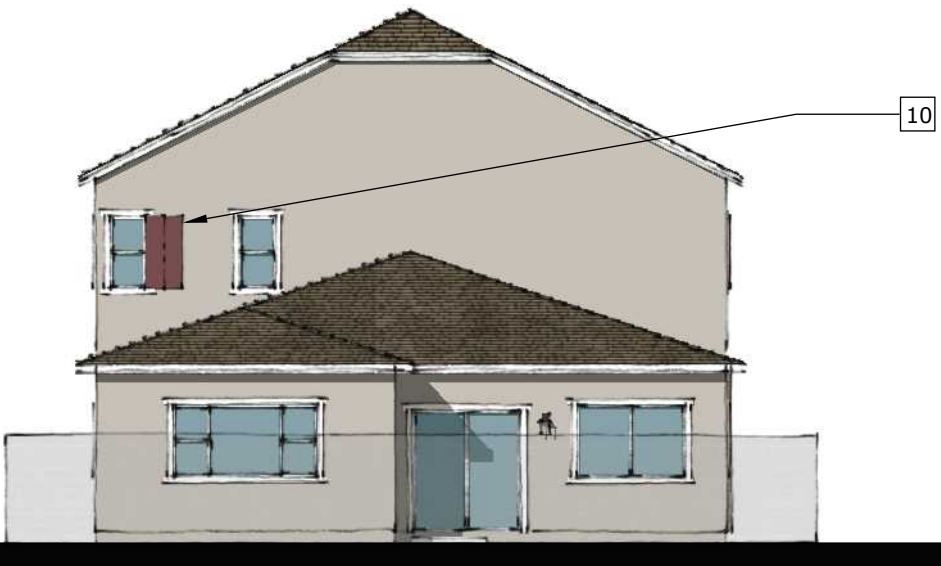
- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



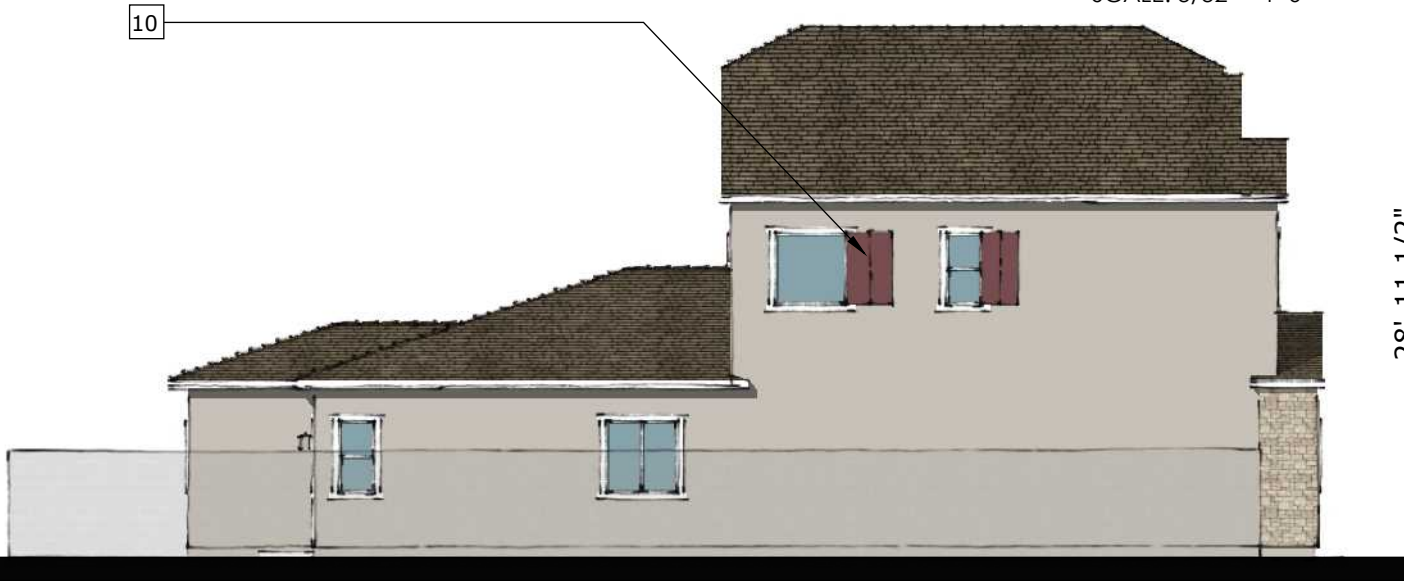
FORM XB - COTTAGE
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.10.2021

June 11, 2021

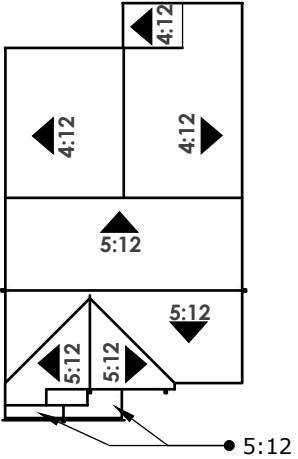
ITEM 10.5.

ATTACHMENT 2
Exhibit A to the Resolution
SERIES WIDTH
35'

LIV. SF: 2,414
PLAN WIDTH: 35'
PLAN #: 3584
FORM YW - CRAFTSMAN



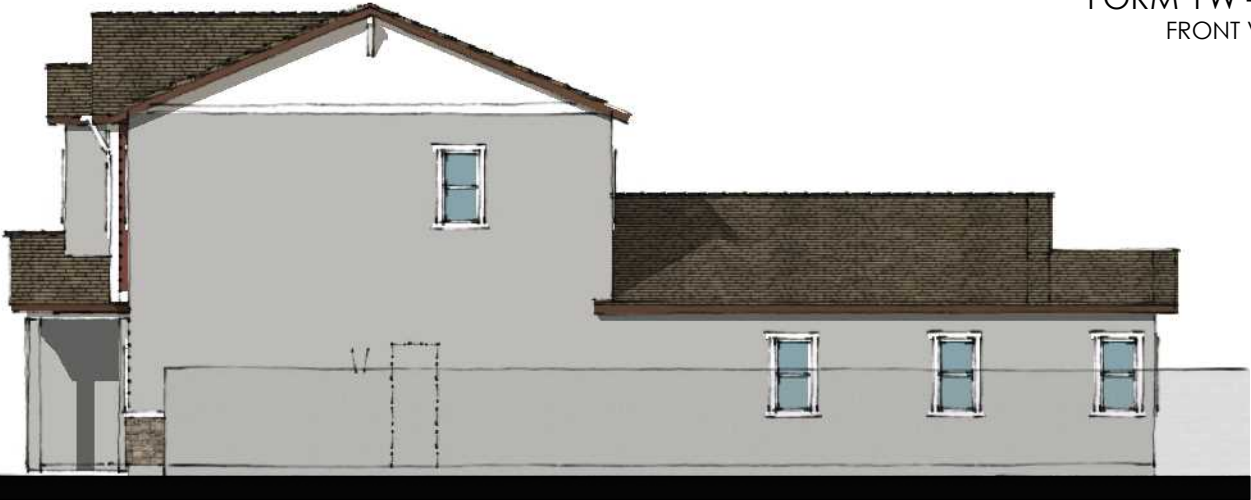
FORM YW - CRAFTSMAN
FRONT VIEW: N.T.S.



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

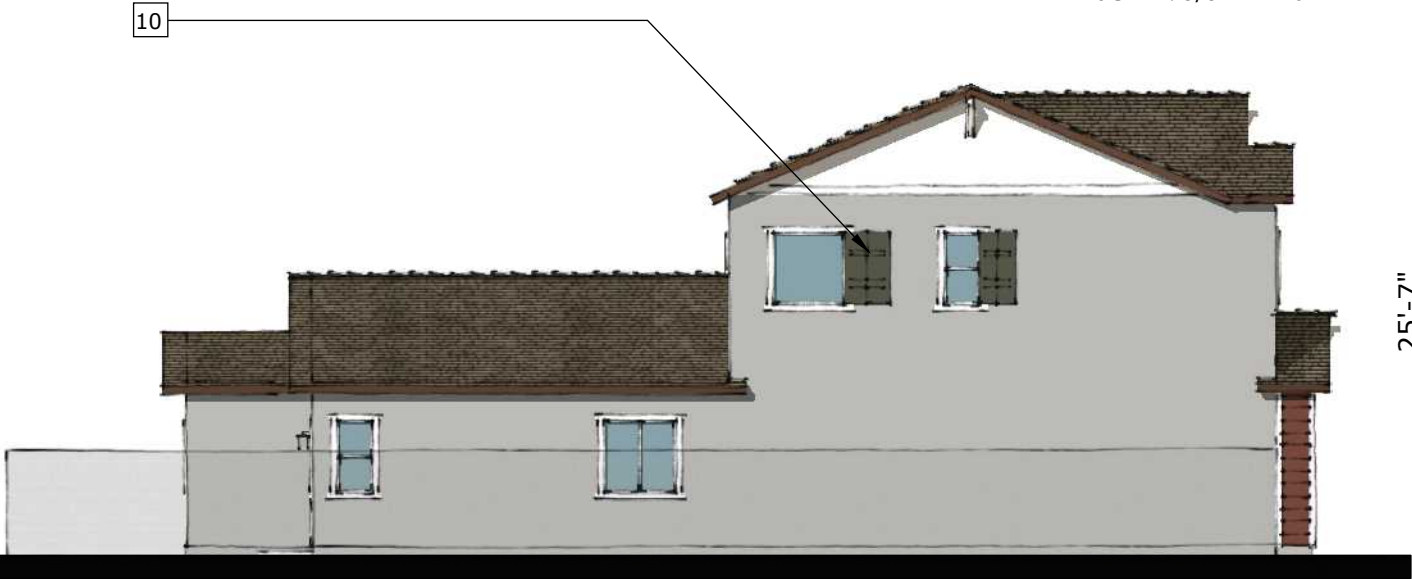
- 1 PROMINENT GABLELESS
- 2 CONCRETE "FLAT" TILES
- 3 12" RAKES AND EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.10.2021

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF: 2,414
PLAN WIDTH: 35'
PLAN #: 3584
PATIO OPTION



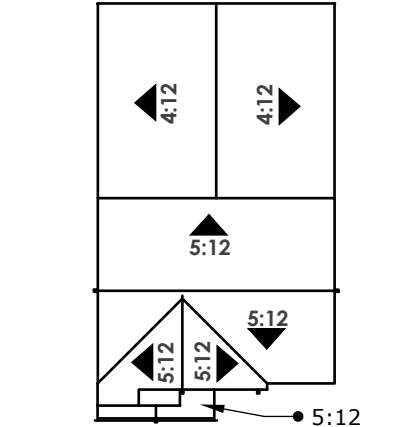
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



YB - CRAFTSMAN REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.



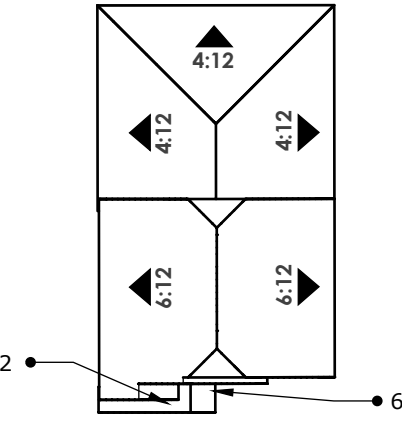
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



XB - COTTAGE REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



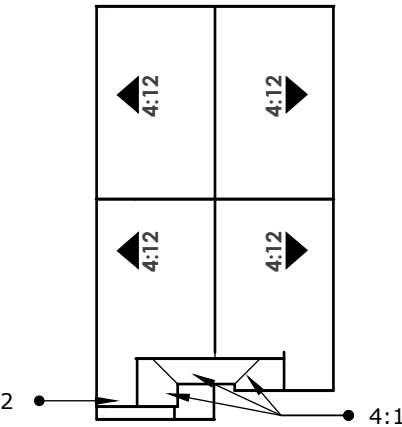
ROOF PLAN
SCALE: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

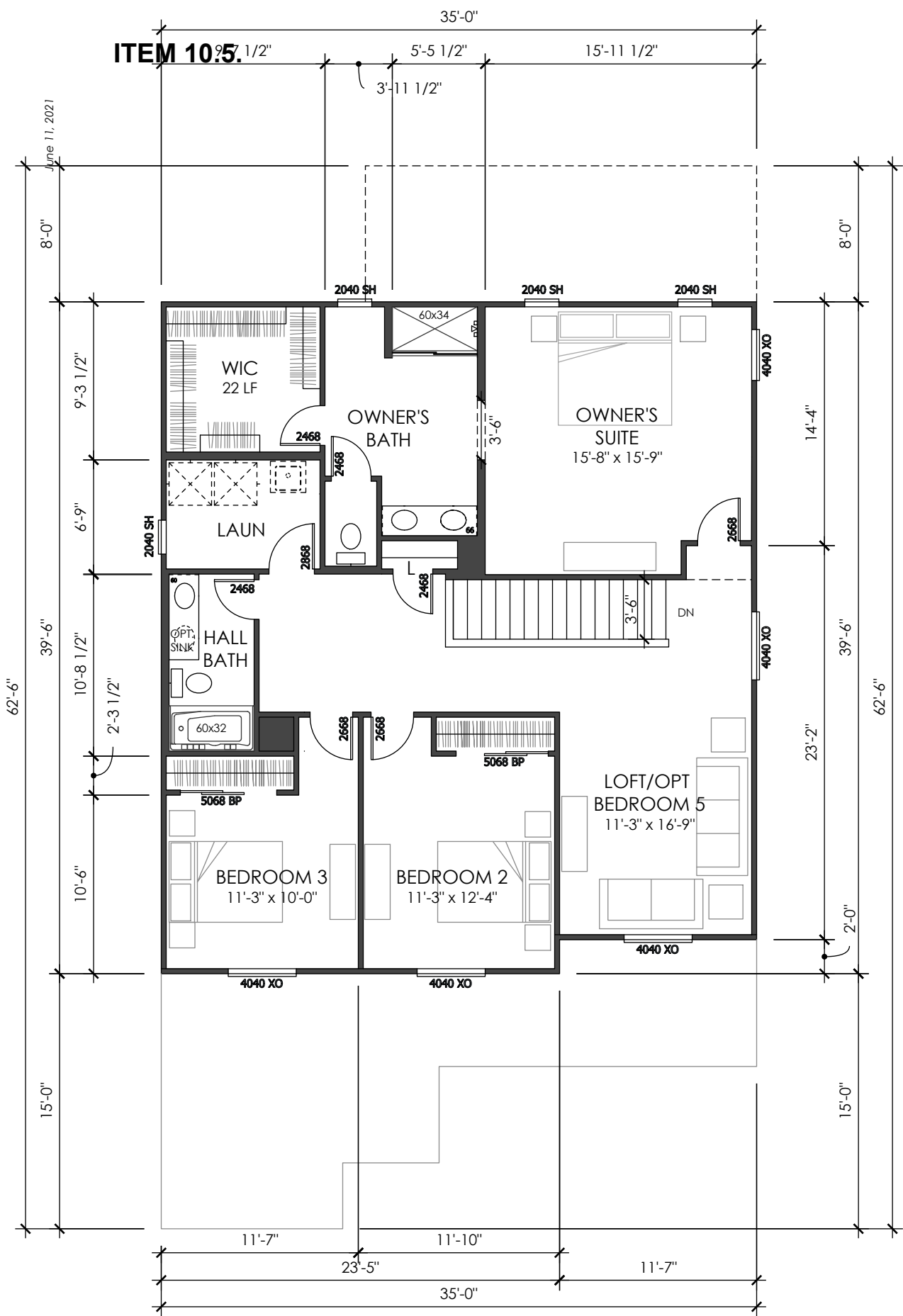


ROOF PLAN
SCALE: N.T.S.



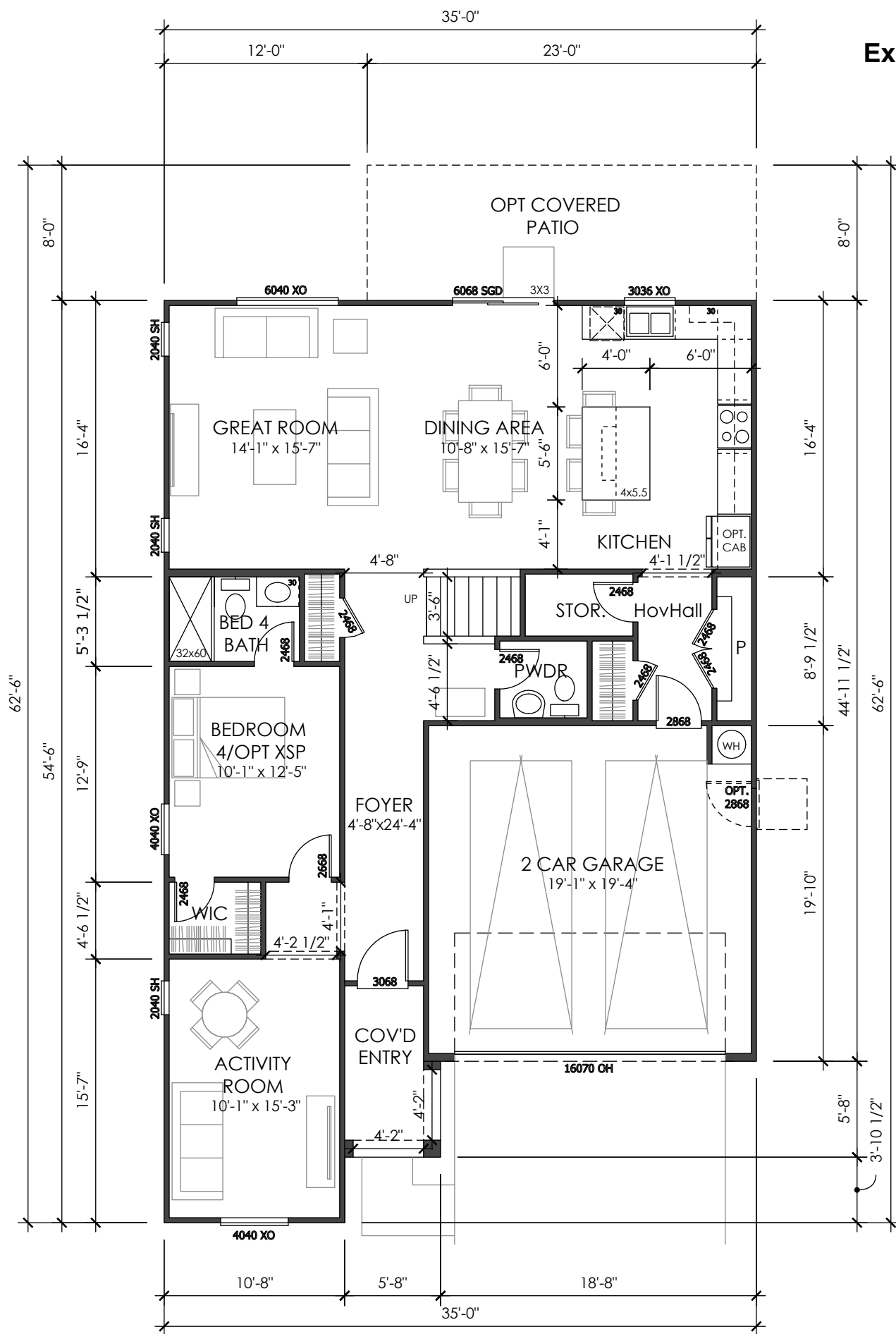
THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.10.2021

ITEM 10.5



2ND FLOOR

FLOOR PLAN
FORM VB - SPANISH



THE RANCH

35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH
35'

LIV. SF: 2,603
PLAN WIDTH: 35'
PLAN #: 3585
SCALE: 1/8" = 1'-0"
NAME: PLAN 4

VITAL STATS
BEDROOM 4 (OPT 5)
BATH 3.5
CAR 2
CEILING 9' | 9'
WINDOW HDR 7' | 7'

STATUS | NEW DESIGN

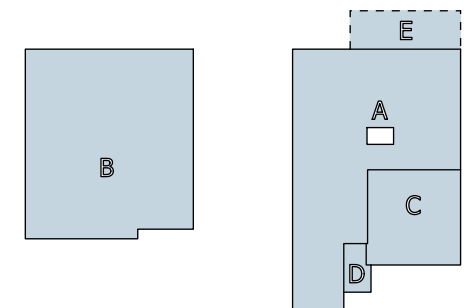
AREA S.F. BREAKDOWN

LIVABLE
(A) FIRST FLOOR: 1,244
(B) SECOND FLOOR: 1,359
TOTAL: 2,603
(C) GARAGE: 386
COV'D ENTRY / PORCH
(D) ELEVATION A: 53
ELEVATION B: 70
ELEVATION C: 70
(E) COVERED PATIO: 184

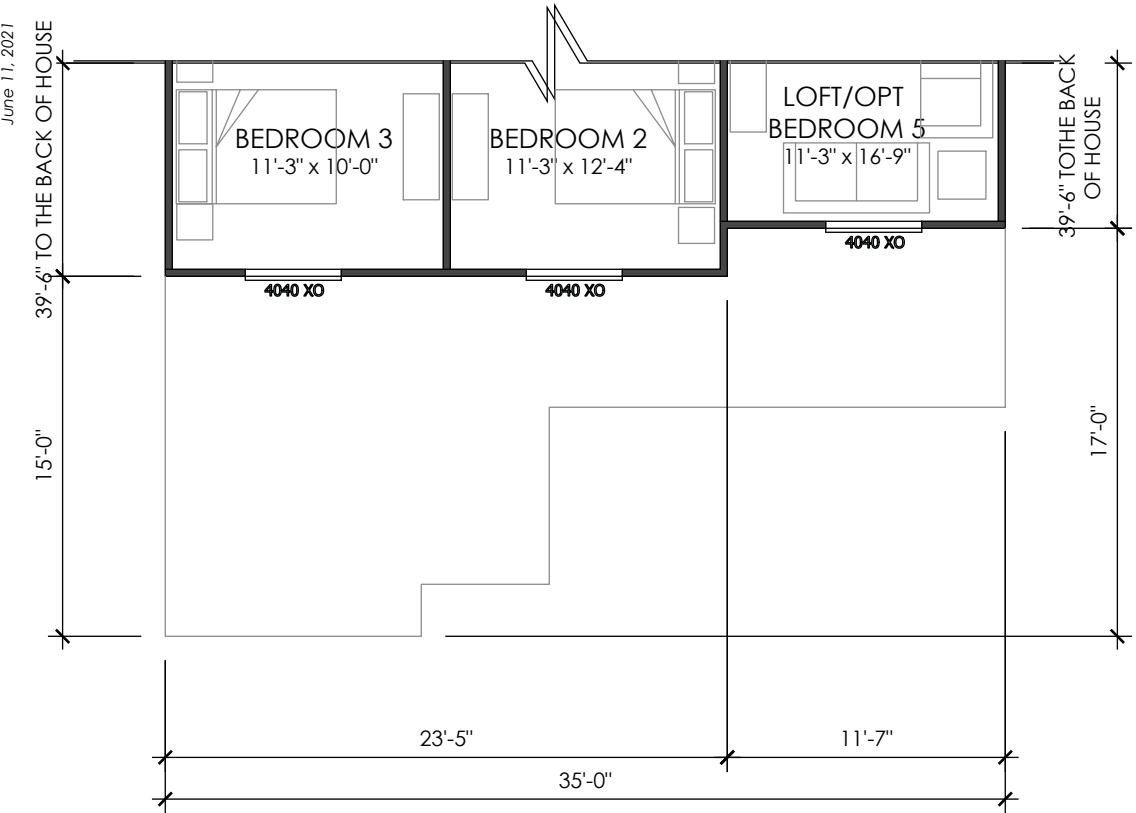
MAX FOOTPRINT: 1,909

TYP LOT SIZE | 45'X85' (3,825 SF)

LOT COVERAGE | 1,909 / 3,825 = 50%

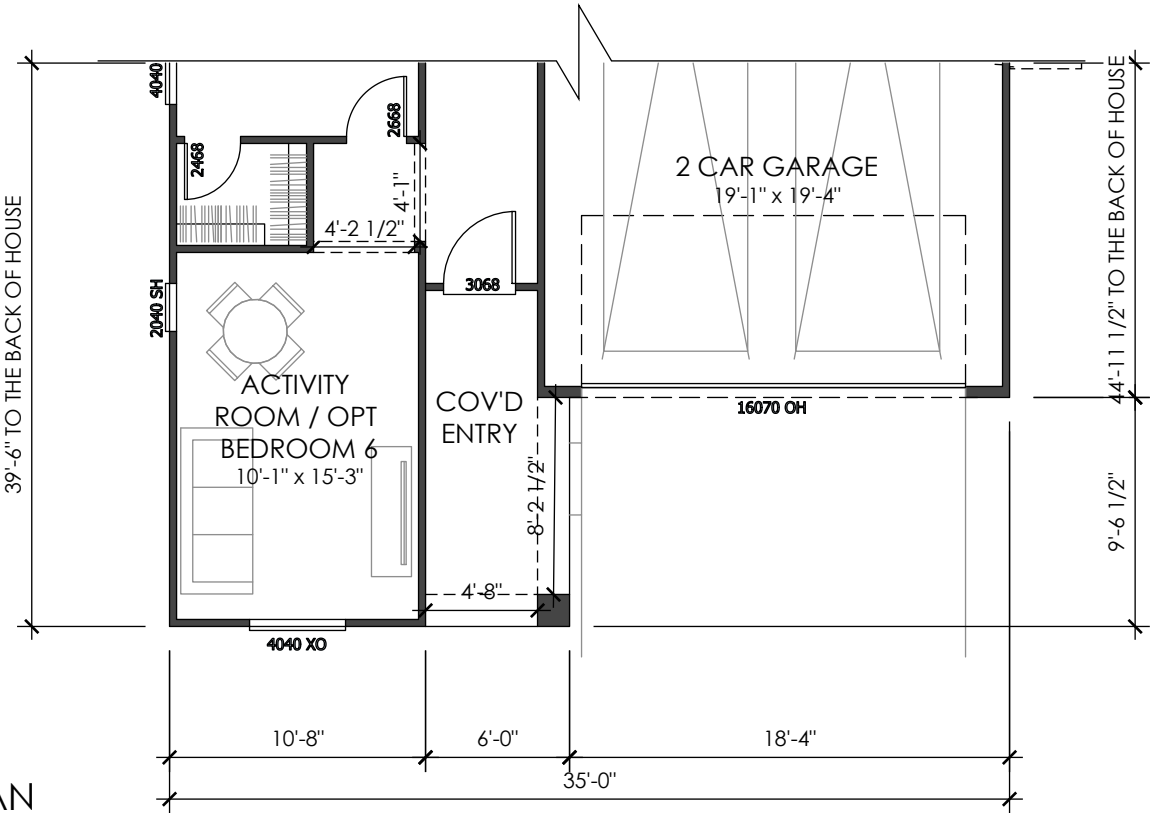


ITEM 10.5.

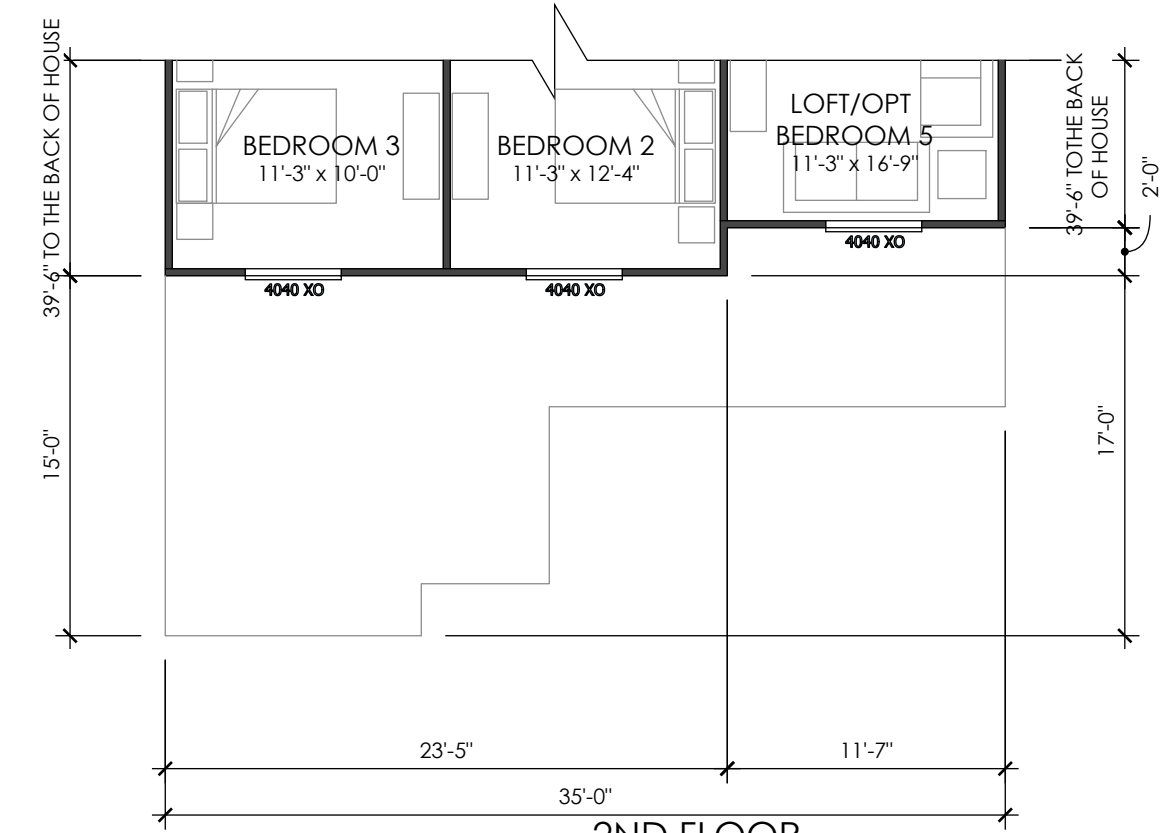


2ND FLOOR

FLOOR PLAN
FORM XB - CRAFTSMAN

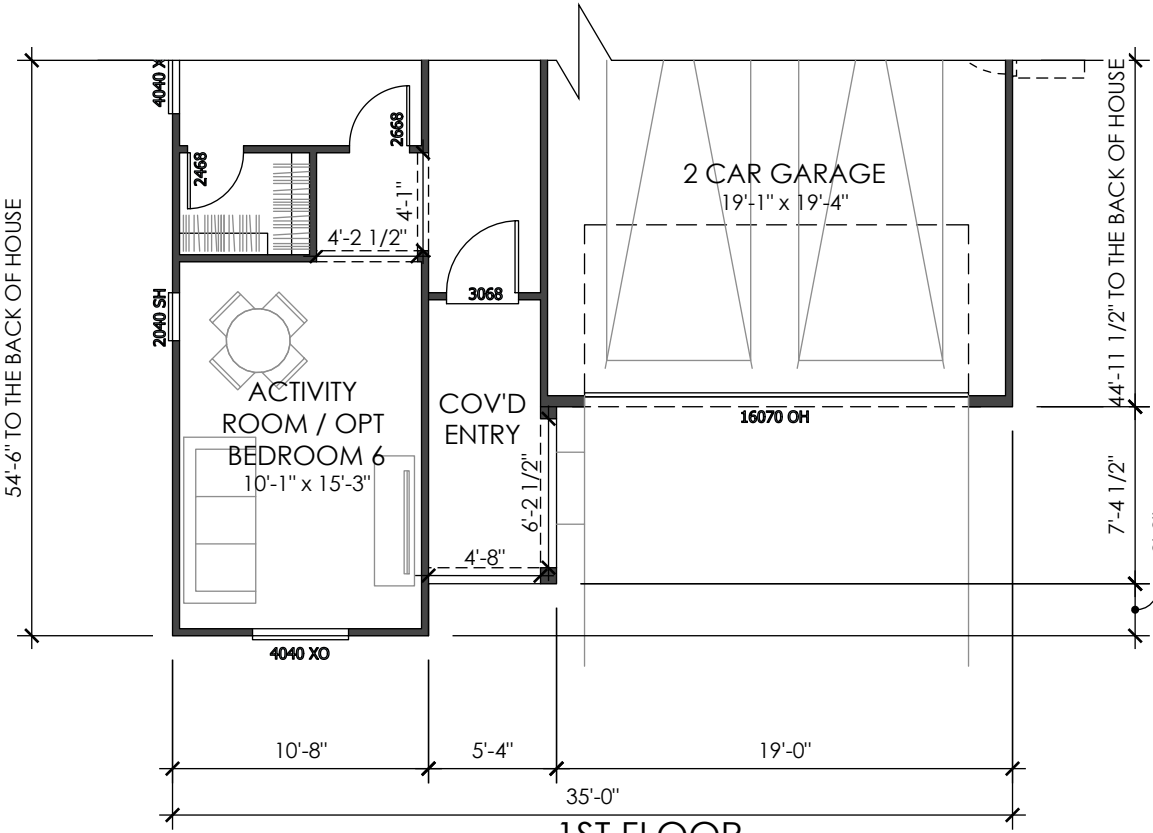


1ST FLOOR



2ND FLOOR

FLOOR PLAN
FORM XB - COTTAGE



1ST FLOOR

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH
35'

LIV. SF: 2,603
PLAN WIDTH: 35'
PLAN #: 3585
SCALE: 1/8" = 1'-0"
NAME: PLAN 4

VITAL STATS
BEDROOM 4 (OPT 5)
BATH 3.5
CAR 2
CEILING 9' | 9'
WINDOW HDR 7' | 7'

STATUS | NEW DESIGN

AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 1,244
(B) SECOND FLOOR: 1,359
TOTAL: 2,603
(C) GARAGE: 386
COV'D ENTRY / PORCH
(D) ELEVATION A: 53
ELEVATION B: 70
ELEVATION C: 70
(E) COVERED PATIO: 184
MAX FOOTPRINT: 1,909

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 1,909 / 3,825 = 50%

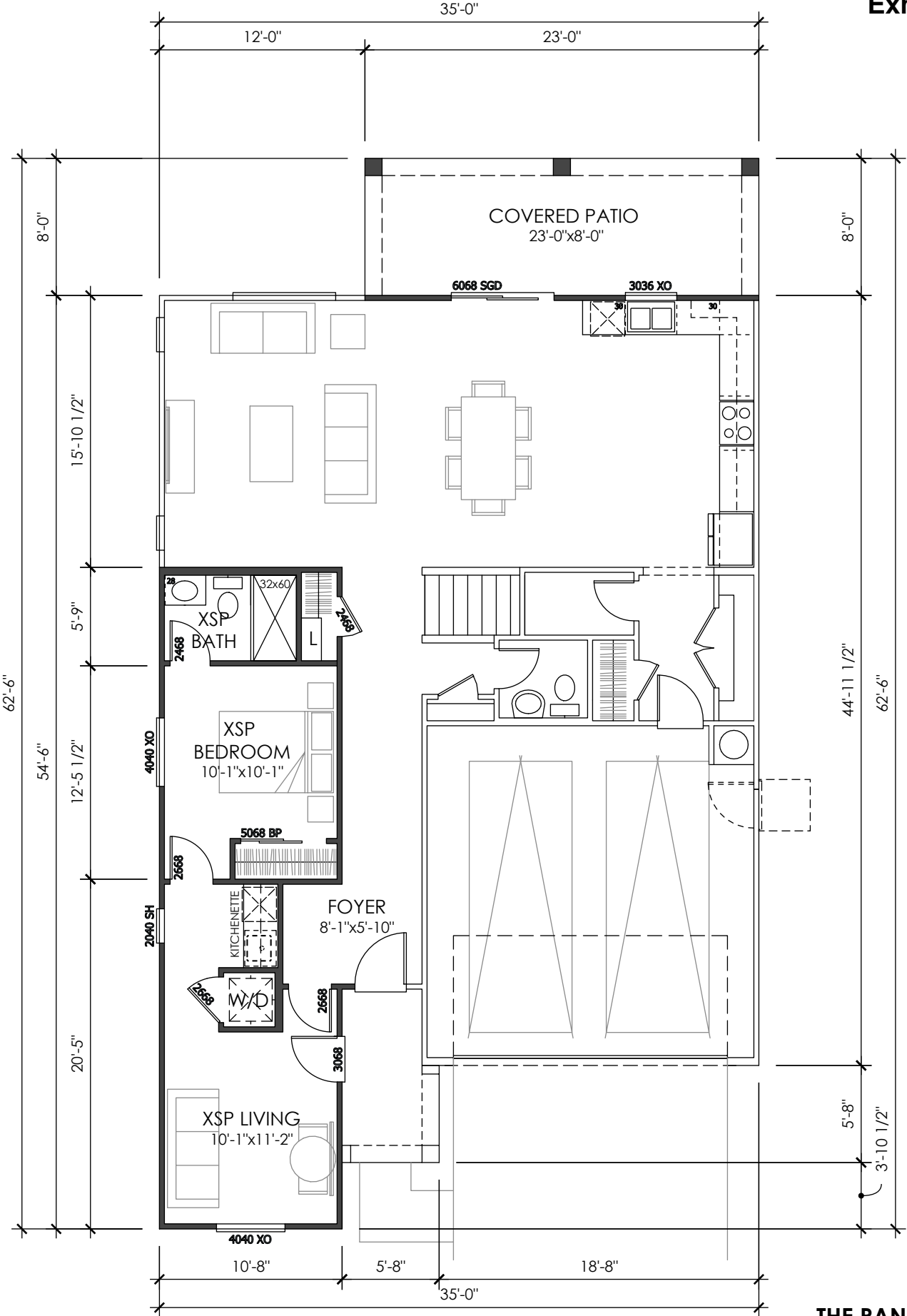


THE RANCH

35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

June 11, 2021

ITEM 10.5.



FLOOR PLAN
FORM VB - SPANISH

1ST FLOOR OPTIONS

THE RANCH

35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH
35'

LIV. SF: 2,603
PLAN WIDTH: 35'
PLAN #: 3585
SCALE: 1/8" = 1'-0"
NAME: PLAN 4

VITAL STATS
BEDROOM 4 (OPT 5)
BATH 3.5
CAR 2
CEILING 9' | 9'
WINDOW HDR 7' | 7'

STATUS | NEW DESIGN

AREA S.F. BREAKDOWN
LIVABLE
(A) FIRST FLOOR: 1,244
(B) SECOND FLOOR: 1,359
TOTAL: 2,603
(C) GARAGE: 386
COV'D ENTRY / PORCH
(D) ELEVATION A: 53
ELEVATION B: 70
ELEVATION C: 70
(E) COVERED PATIO: 184
MAX FOOTPRINT: 1,909

TYP LOT SIZE | 45'X85' (3,825 SF)
LOT COVERAGE | 1,909 / 3,825 = 50%



June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:2,603

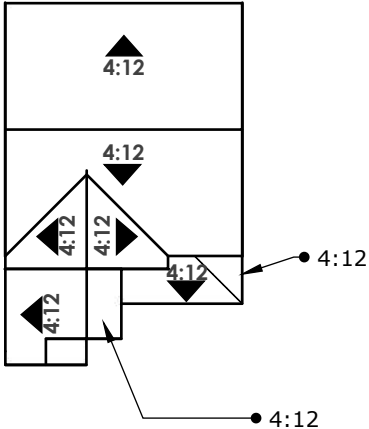
PLAN WIDTH:35'

PLAN #:3585

FORM WB - SPANISH



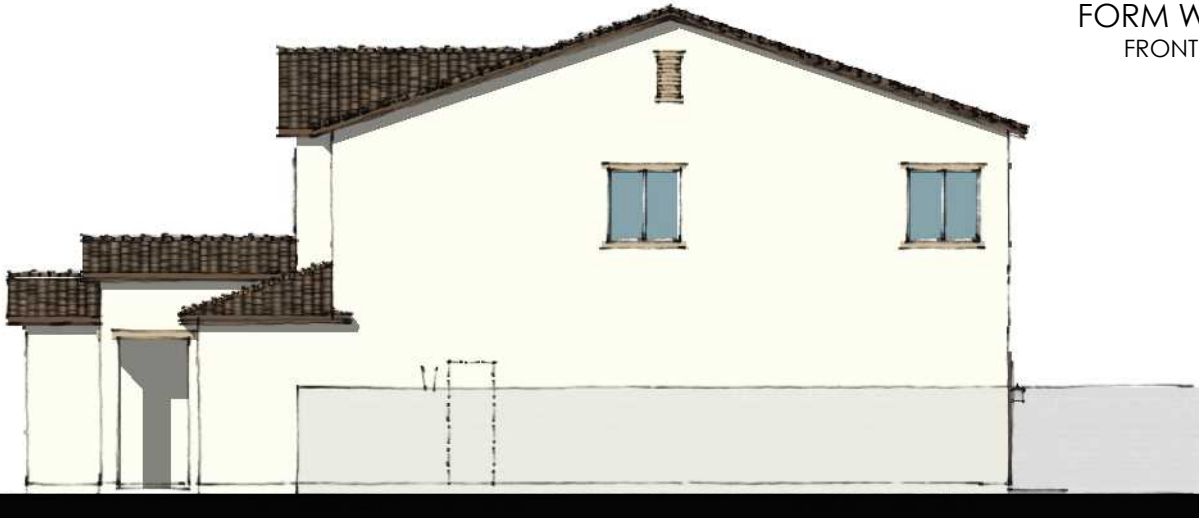
FORM WB - SPANISH
FRONT VIEW: N.T.S.



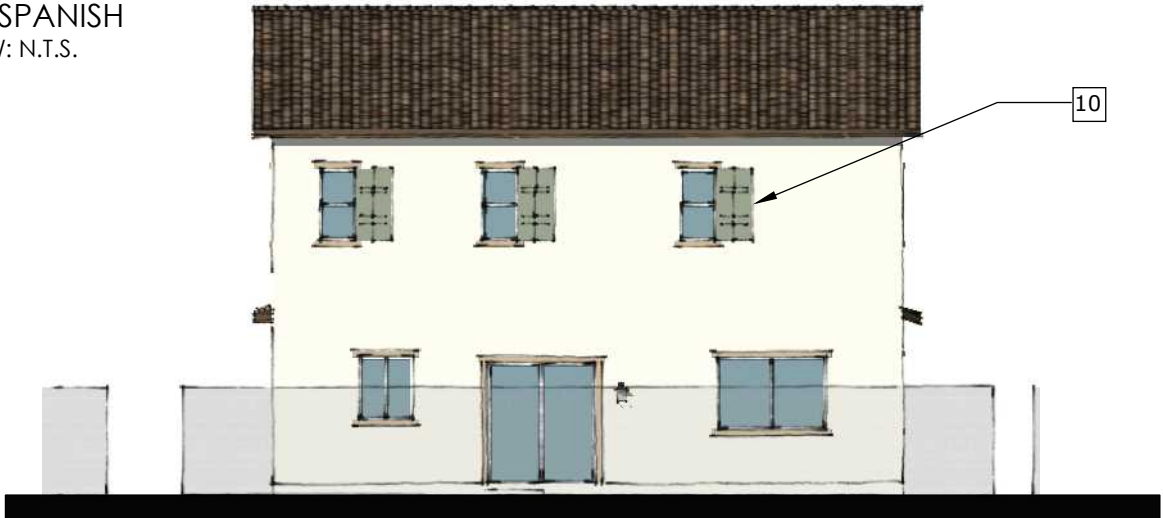
ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

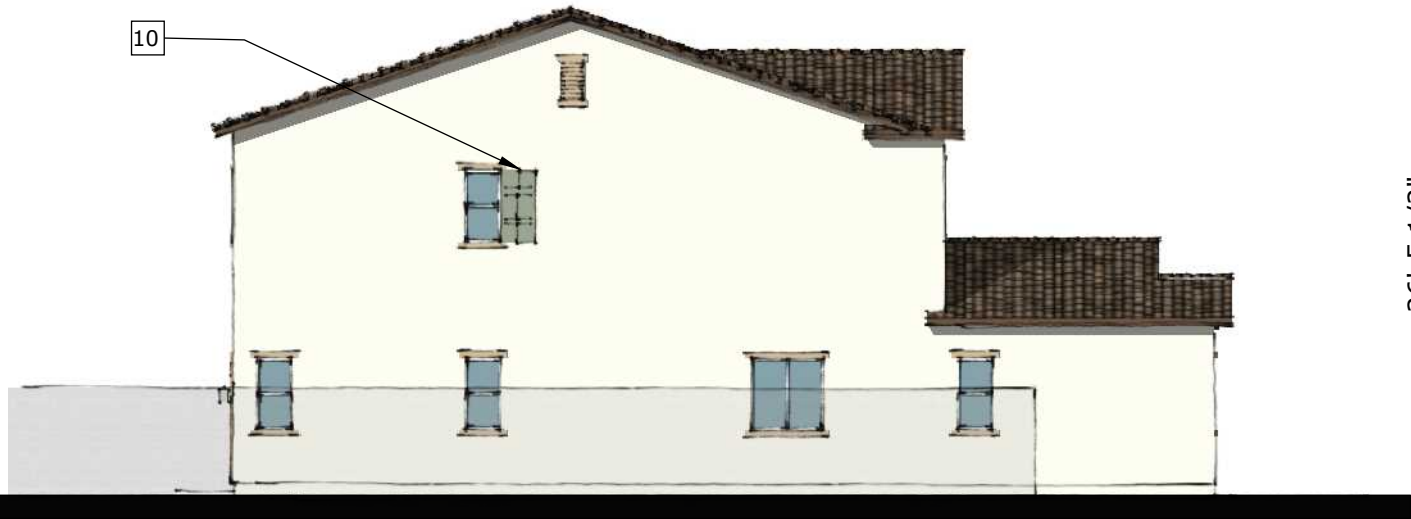
- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



THE RANCH

35' - ASPIRE - 45' x 85'

NCD - RANCHO CORDOVA, CA

06.11.2021

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:2,603

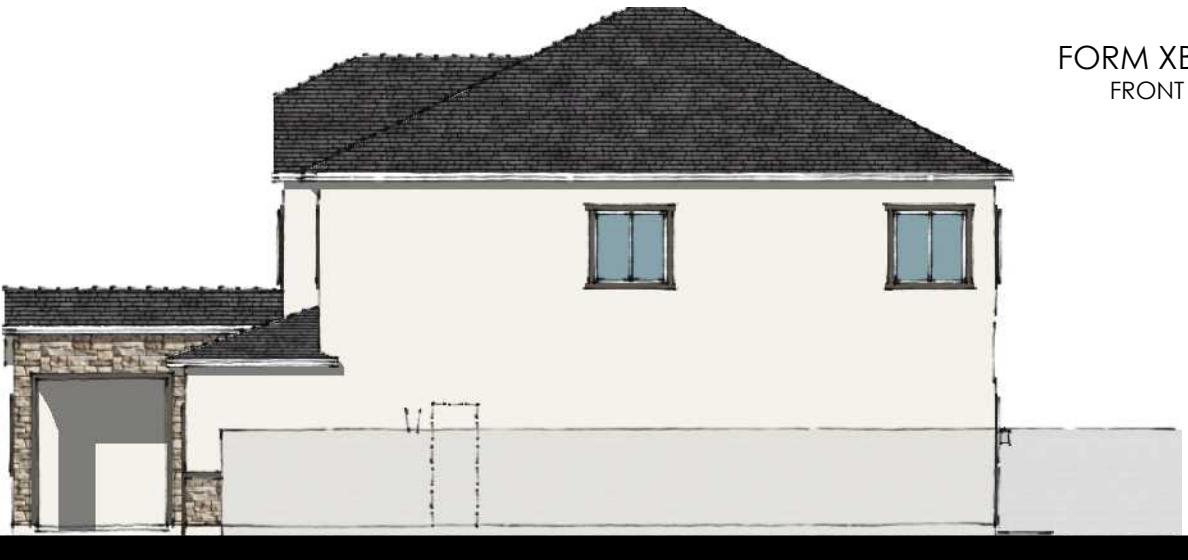
PLAN WIDTH:35'

PLAN #:3585

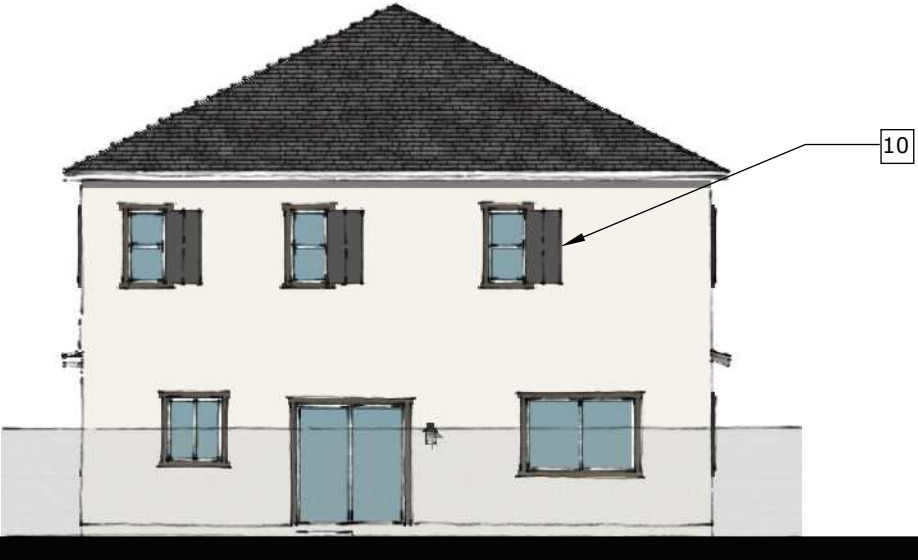
FORM XB - COTTAGE



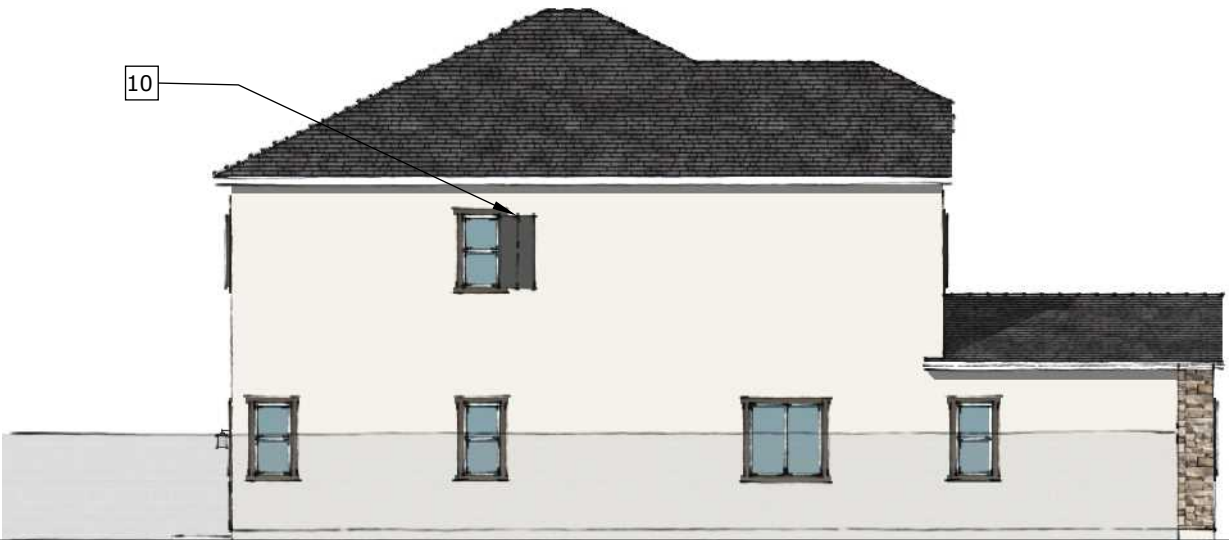
FORM XB - COTTAGE
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



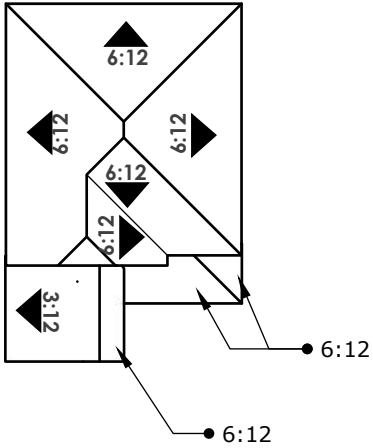
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY

June 11, 2021

ITEM 10.5.

ATTACHMENT 2

Exhibit A to the Resolution

SERIES WIDTH

35'

LIV. SF:2,603

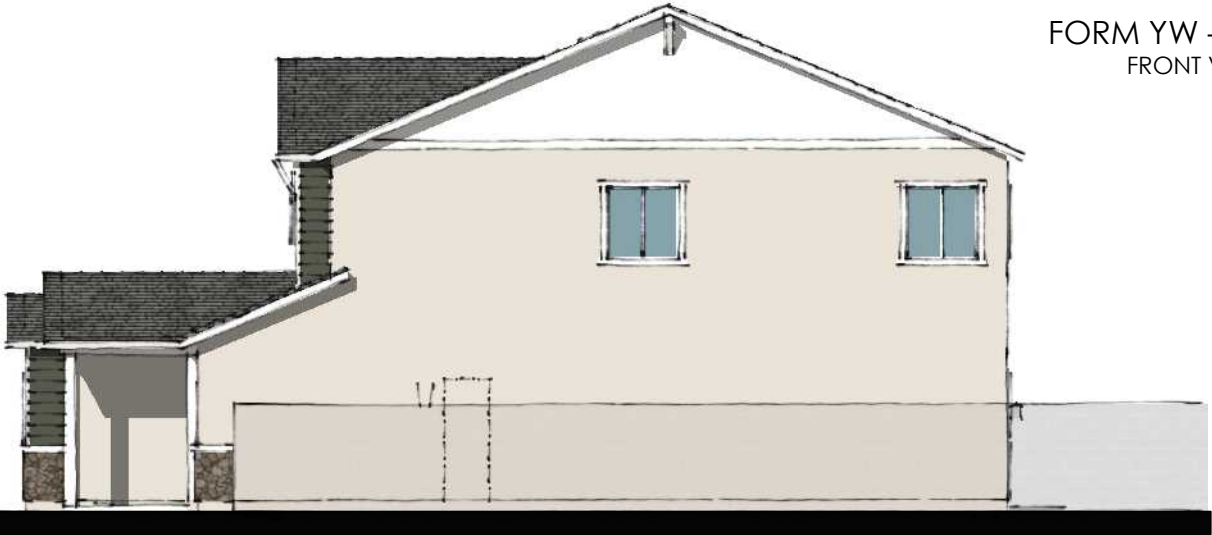
PLAN WIDTH:35'

PLAN #:3585

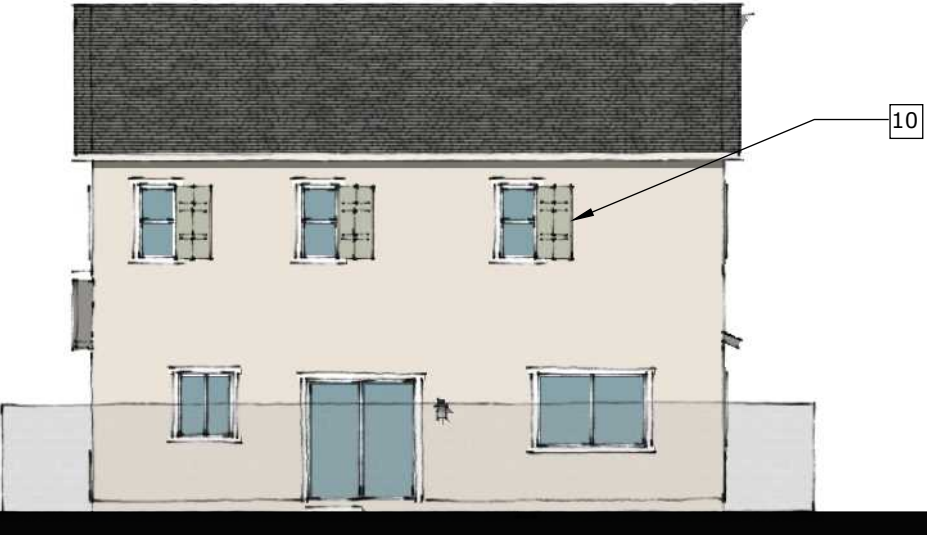
FORM YW - CRAFTSMAN



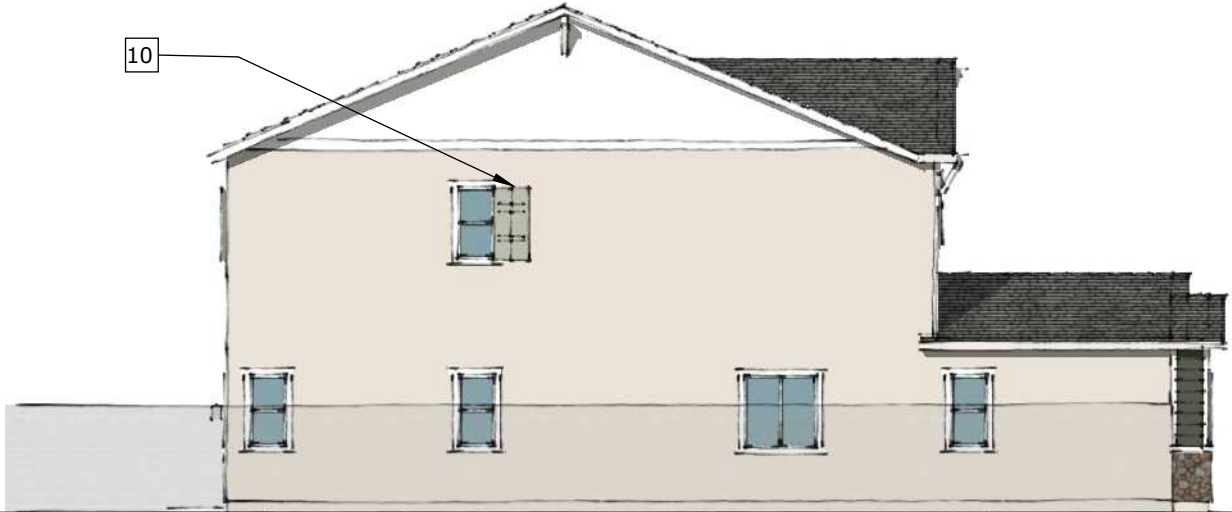
FORM YW - CRAFTSMAN
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



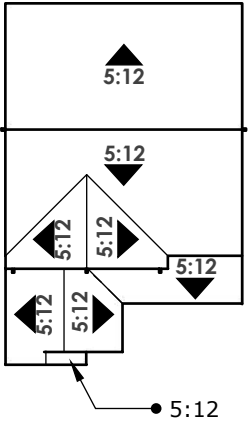
REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

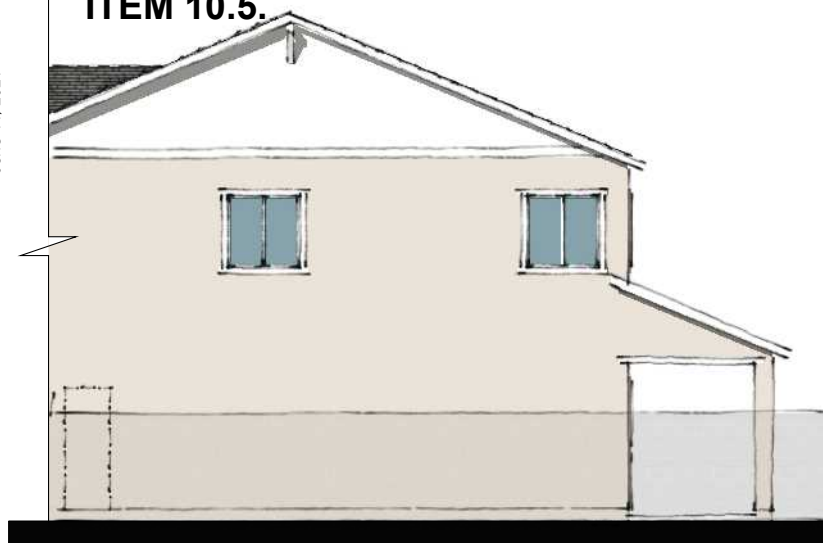
- 1 PROMINENT GABLESS
- 2 CONCRETE "FLAT" TILES
- 3 12" RAKES AND EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 7'-0" A.F.F.
- 8 PLATE HEIGHT - 9'-1" A.S.F.F.
- 9 WINDOW HEADER - 7'-0" A.S.F.F.
- 10 SHUTTERS ON ENHANCED ELEVATIONS ONLY



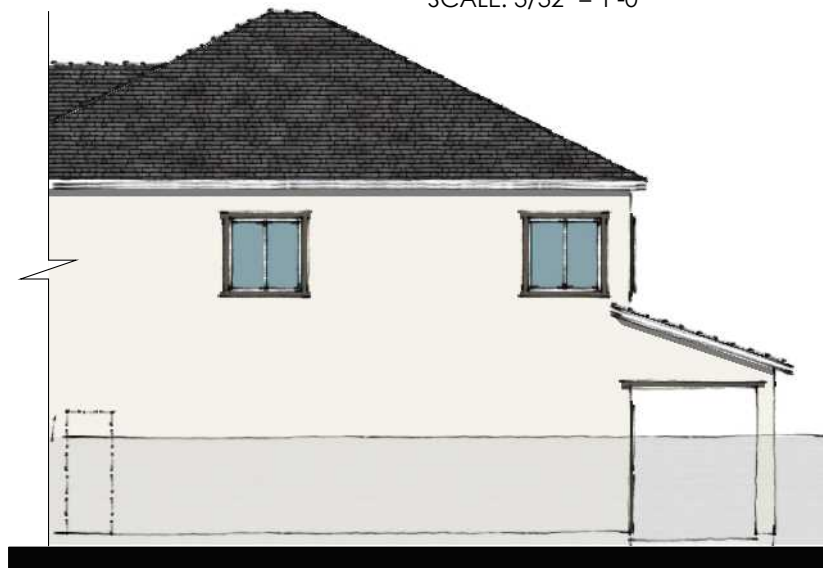
THE RANCH
35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

June 11, 2021

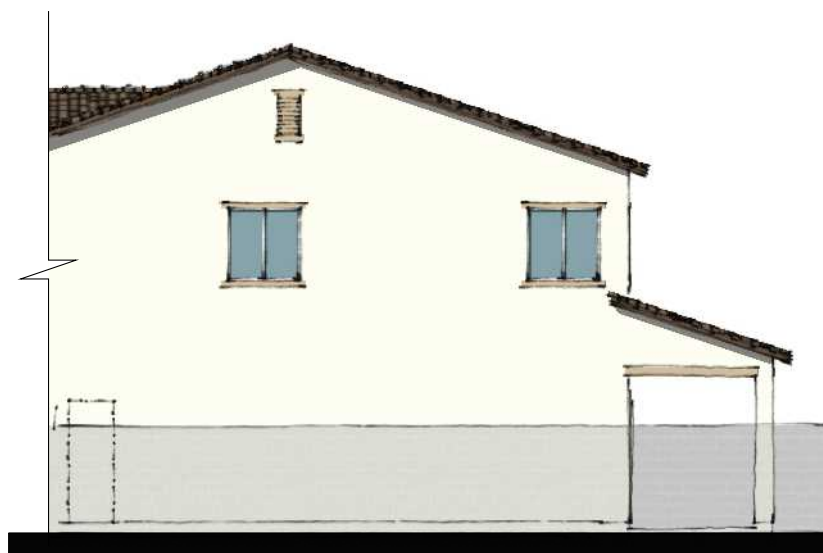
ITEM 10.5.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



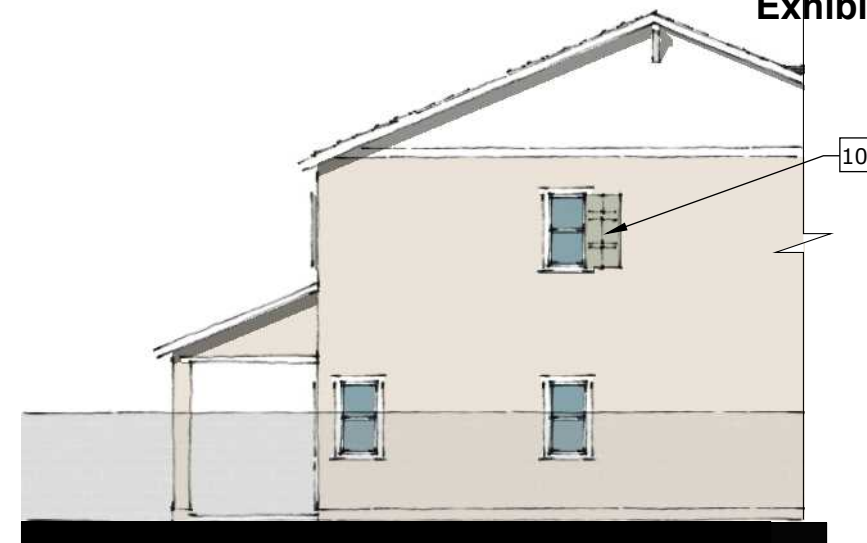
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



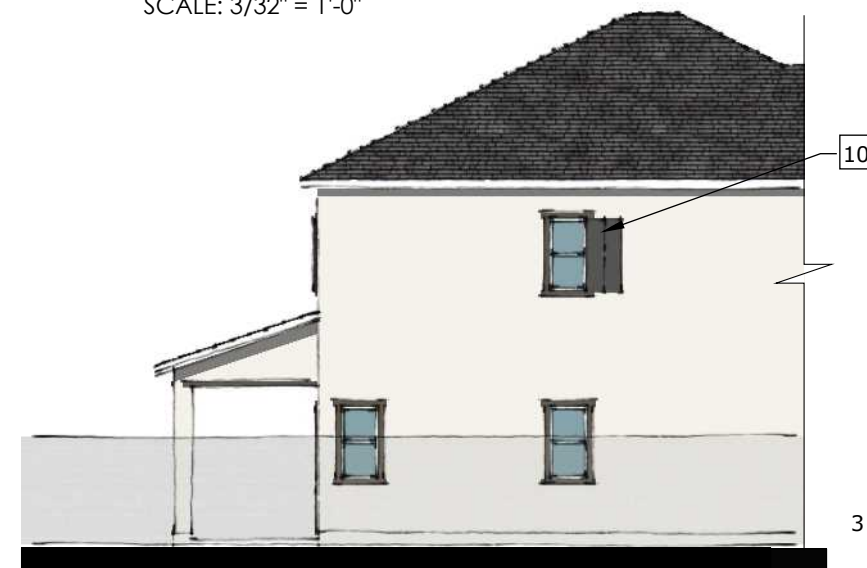
YB - CRAFTSMAN REAR ELEVATION
SCALE: 3/32" = 1'-0"



XB - COTTAGE REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

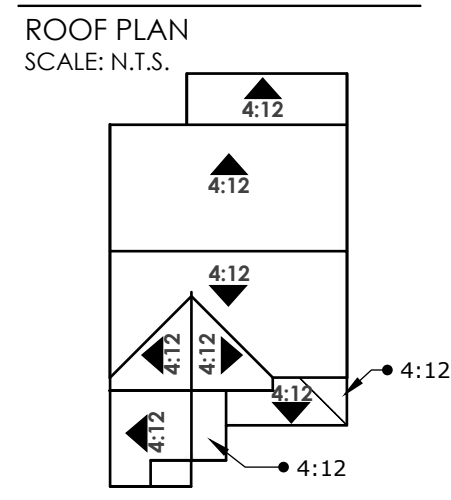
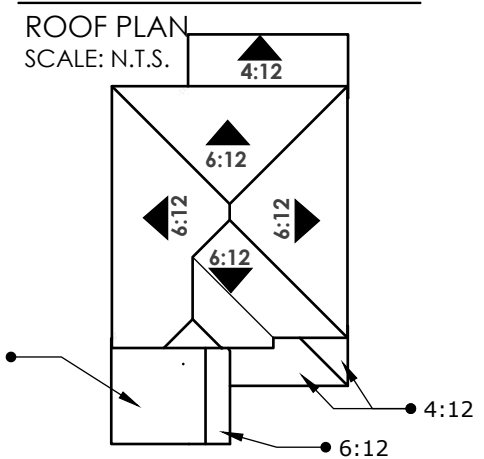
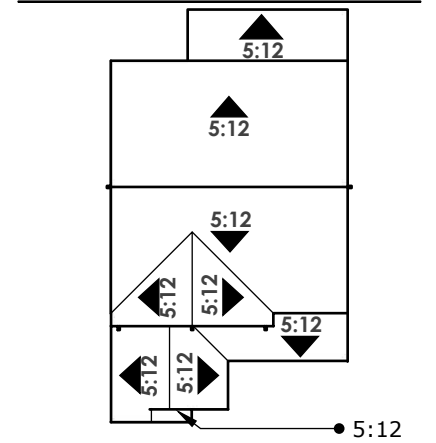


LEFT ELEVATION
SCALE: 3/32" = 1'-0"

Exhibit A to the Resolution

ATTACHMENT 2
SERIES WIDTH
35'

LIV. SF: 2,603
PLAN WIDTH: 35'
PLAN #: 3585
PATIO I - OPTION



ROOF PLAN
SCALE: N.T.S.

THE RANCH

35' - ASPIRE - 45' x 85'
NCD - RANCHO CORDOVA, CA
06.11.2021

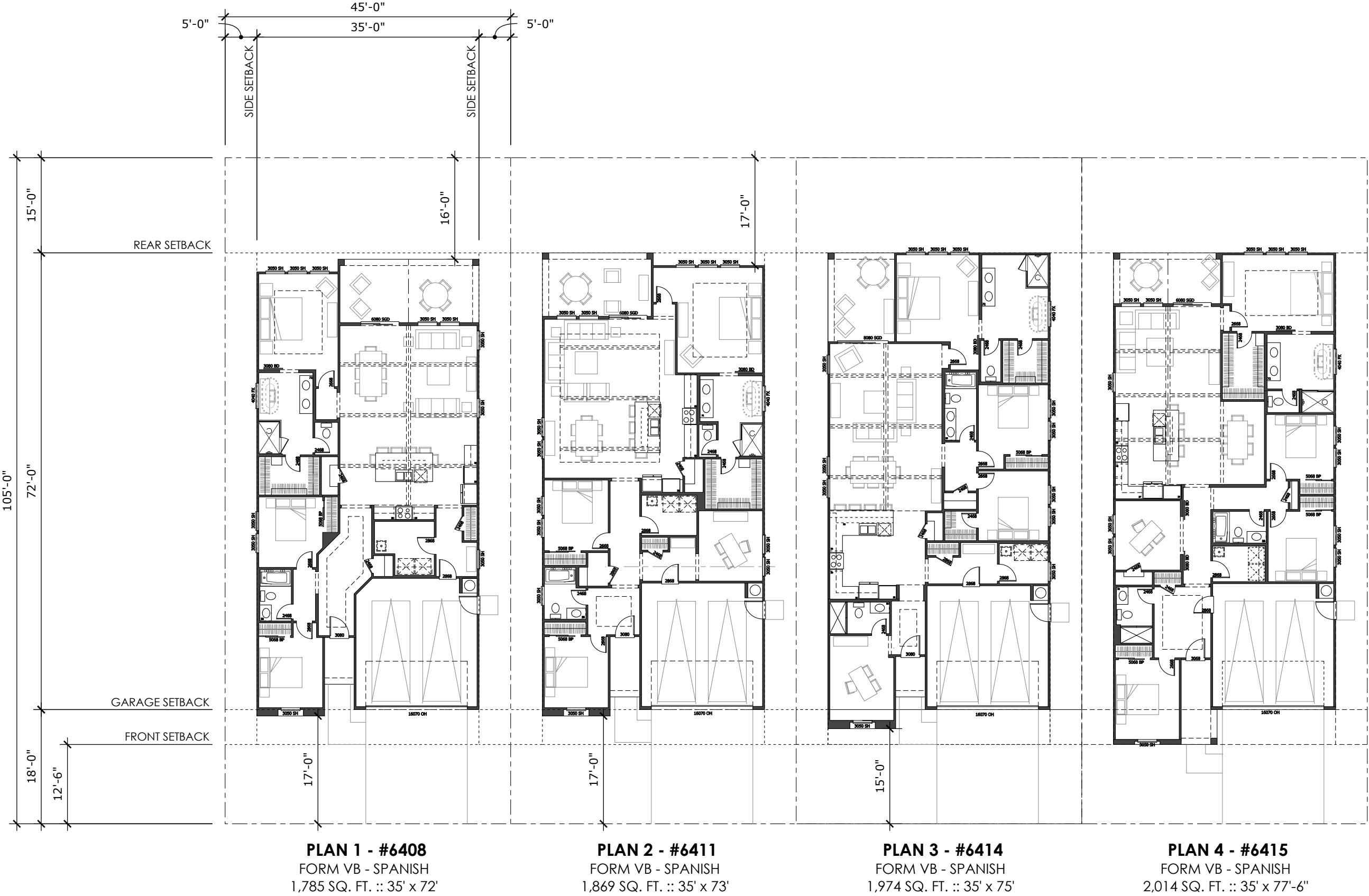


Design Review | 45' x 105' Lots

The Ranch :: Rancho Cordova, CA

June 10, 2021

THE RANCH - Rancho Cordova, CA																
35' MKT Rate				(116) 45' x 105' Lots:												
	Floors	Livable SF	Width	Depth	Max Depth	Bedroom	Bath	Island	Dining	Den	HOVHub	HOVHall	Extra Suite	Extra Suite+	Garage	Patio
Plan 1 Plan #6408	1	1,785	35'	72'	77'-6"	3	2	8x4	1	N/A	N/A	1	N/A	N/A	2	Standard
Plan 2 Plan #6411	1	1,869	35'	73'	77'-6"	3 (opt 4)	2	8x4	1	1	N/A	1	N/A	N/A	2	Standard
Plan 3 Plan #6414	1	1,974	35'	75'	75'	3 (opt 4)	3	Peninsula	1	1	N/A	1	N/A	N/A	2	Standard
Plan 4 Plan #6415	1	2,014	35'	77'-6"	77'-6"	4 (Opt 5; XSP)	3	8x4	1	1	N/A	1	N/A	Opt	2	Standard



SETBACK EXHIBIT
SCALE :: 1/16" = 1'-0"

PLAN 1 - #6408

PLAN 2 - #6411

PLAN 3 - #6414

PLAN 4 - #6415



FORM ZB - CONTEMPORARY



FORM WB - FARMHOUSE



FORM VB - SPANISH

PLAN 1 - #6408

PLAN 2 - #6411

PLAN 3 - #6414

PLAN 4 - #6415



FORM ZB - CONTEMPORARY



FORM WB - FARMHOUSE



FORM VB - SPANISH

REAR ELEVATION MATRIX
SCALE: 3/32" = 1'-0"



PLAN 1

LIV. SF:1,785

PLAN W x D:35' x 72'

PLAN #:6408

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

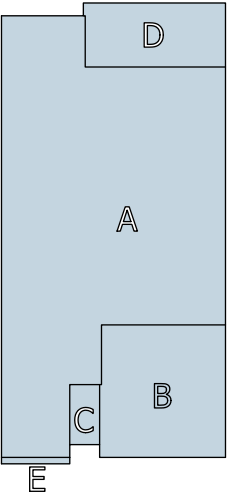
PLAN NAME:AROSA

VITAL STATS	
BEDROOM	3
BATH	2
CAR	2
CEILING	9'
WINDOW HDR	8'

STATUS | NATIONAL PORTFOLIO

AREA S.F. BREAKDOWN	
MAX. LIVABLE (A):	1,785
(A) 1ST FLR LIVABLE:	1,785
(B) 2 CAR GARAGE:	404
(C) COVERED ENTRY:	-
ELEVATION A:	44
ELEVATION B:	-
ELEVATION C:	-
(D) COVERED PATIO:	220
(E) ARCH. PROJECTION:	11

MAX FOOTPRINT: 2,461



FLOOR PLAN
FORM VB - SPANISH

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM



PLAN 1

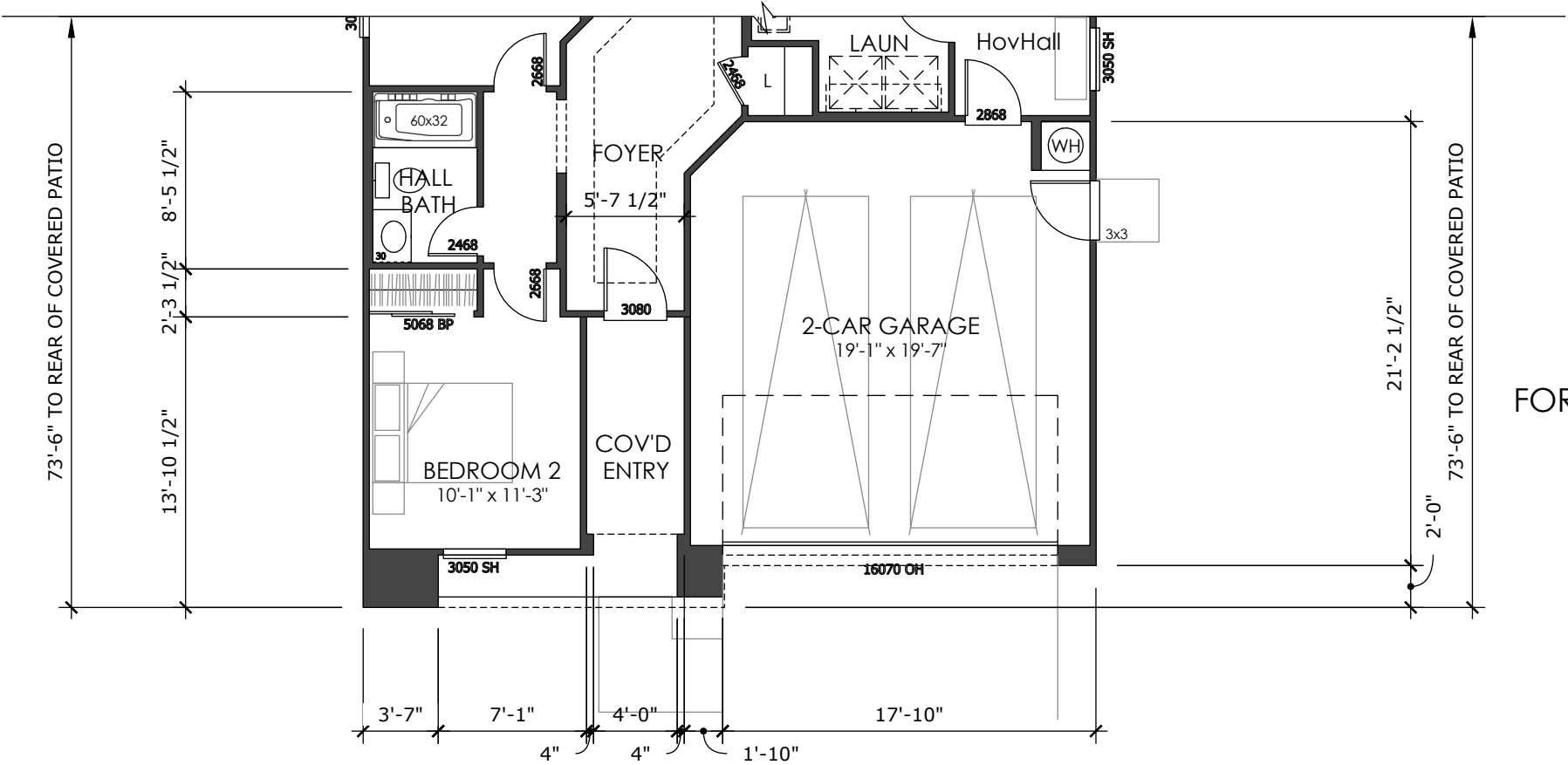
LIV. SF: 1,785
PLAN W x D: 35' x 72'
PLAN #: 6408
SCALE: 1/8" = 1'-0"
PLAN NAME: AROSA

VITAL STATS	
BEDROOM	3
BATH	2
CAR	2
CEILING	9'
WINDOW HDR	8'

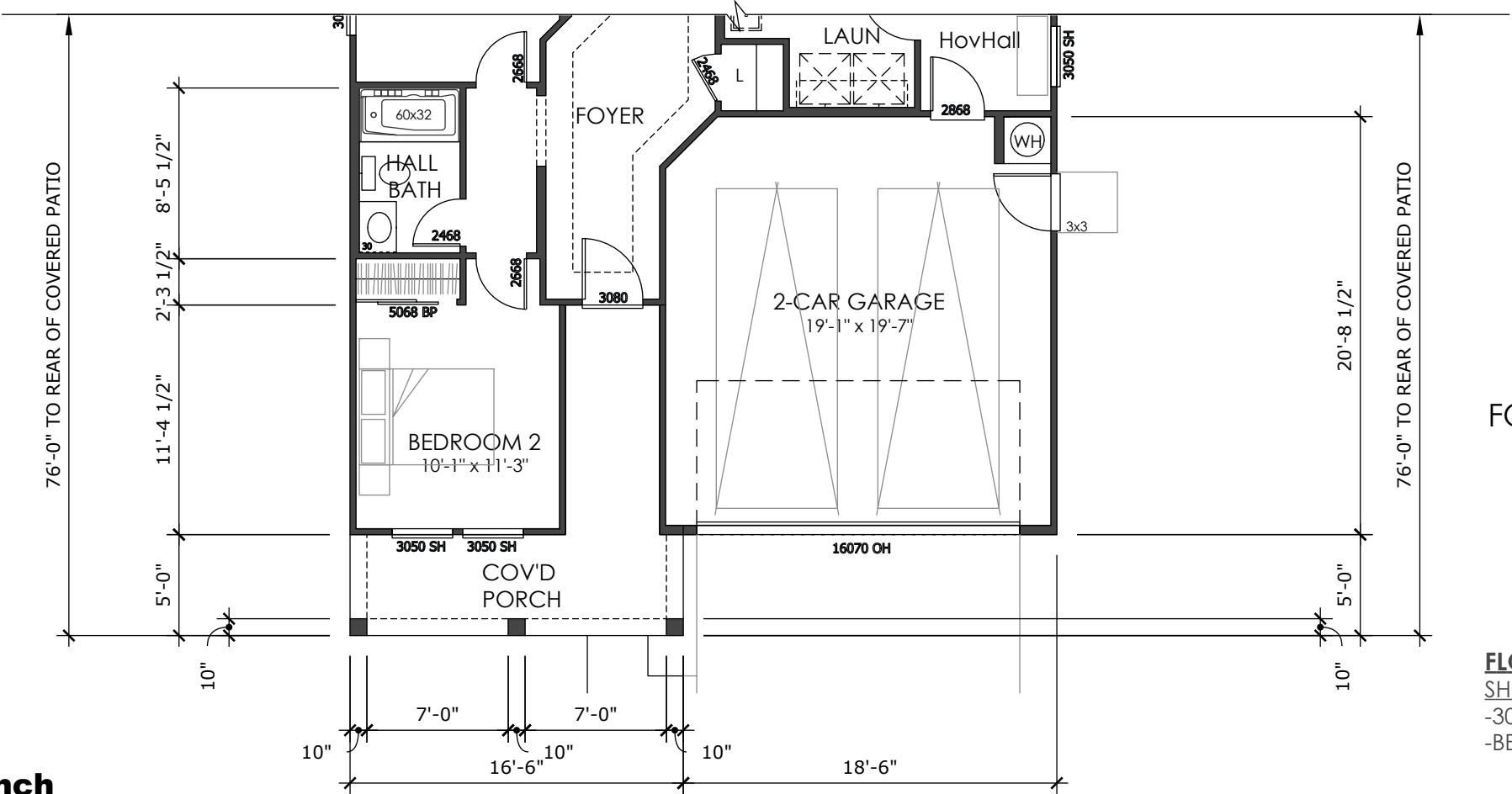
STATUS | NATIONAL PORTFOLIO

AREA S.F. BREAKDOWN	
MAX. LIVABLE (A+B):	1,785
(A) 1ST FLR LIVABLE:	1,785
(B) 2 CAR GARAGE:	404
(C) COVERED ENTRY:	-
ELEVATION A:	44
ELEVATION B:	135
ELEVATION C:	62
(D) COVERED PATIO:	220
(E) ARCH. PROJECTION:	11

MAX FOOTPRINT: 2,461



FLOOR PLAN
FORM ZB - CONTEMPORARY

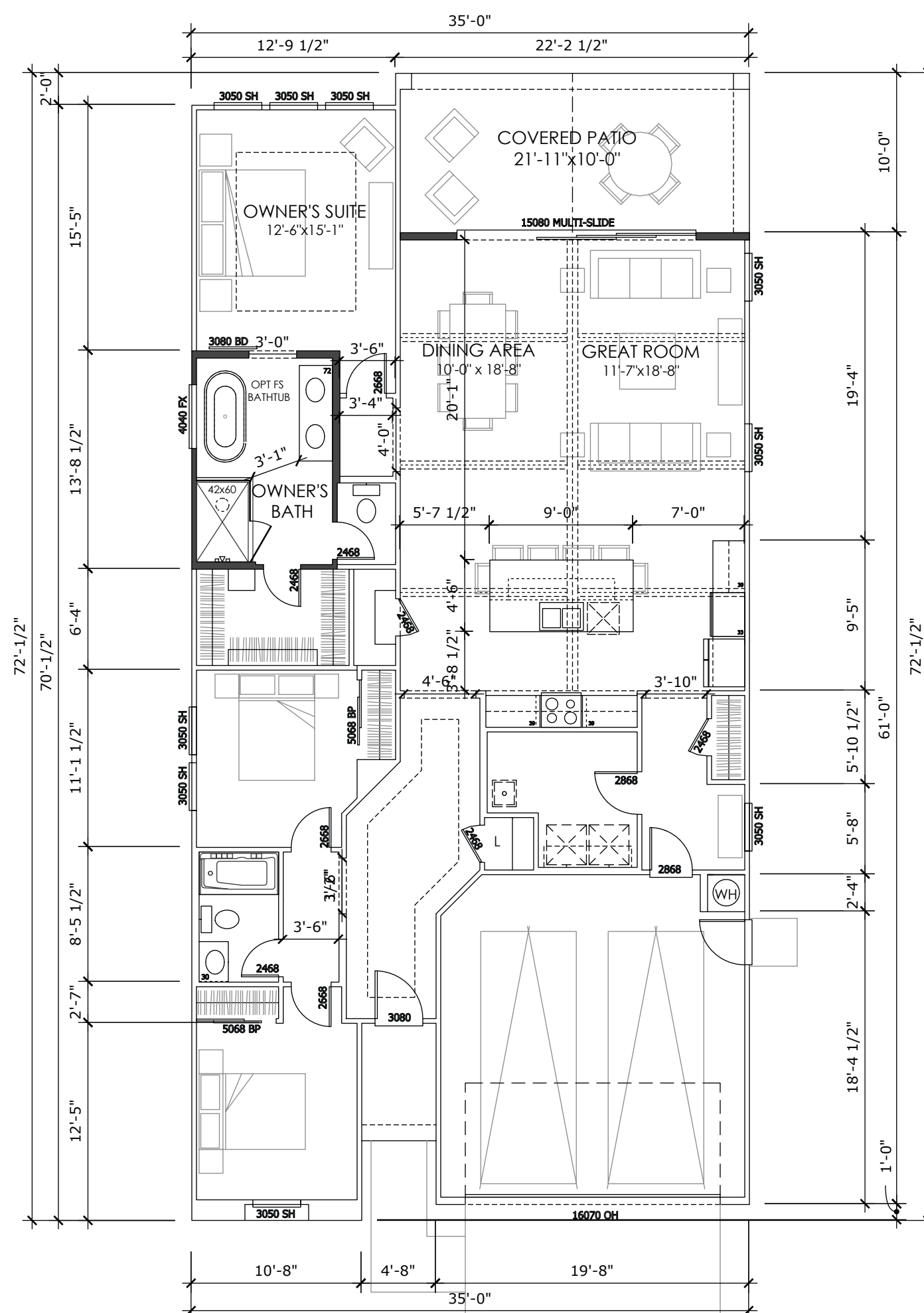


FLOOR PLAN
FORM WB - FARMHOUSE

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' FEATURES:
-3080 BARN DOOR AT OWNER'S BATH
-BEAMS ON CEILING AT GREAT ROOM



ITEM 10.5.



ATTACHMENT 2
Exhibit A to the Resolution

35' MARKET :: THE RANCH

PLAN 1 (OPTIONS)

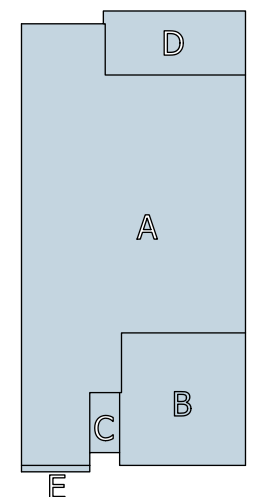
LIV. SF: 1,785
PLAN W x D: 35' x 72'
PLAN #: 6408
SCALE: 1/8" = 1'-0"
PLAN NAME: AROSA

VITAL STATS	
BEDROOM	3
BATH	2
CAR	2
CEILING	9'
WINDOW HDR	8'

STATUS | NATIONAL PORTFOLIO

AREA S.F. BREAKDOWN	
MAX. LIVABLE (A):	1,785
(A) 1ST FLR LIVABLE:	1,785
(B) 2 CAR GARAGE:	404
(C) COVERED ENTRY:	-
ELEVATION A:	44
ELEVATION B:	-
ELEVATION C:	-
(D) COVERED PATIO:	220
(E) ARCH. PROJECTION:	11

MAX FOOTPRINT: 2,461



FLOOR PLAN
FORM VB - SPANISH

OPTION :: 15080 MULIT-SLIDE
OPTION :: FREESTANDING BATHTUB
OPTION :: 3080 BARN DOOR AT OWNER'S BATH

FLOOR PLAN OPTIONS :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
 -BEAMS ON CEILING AT GREAT ROOM



35' MARKET :: THE RANCH

PLAN 1

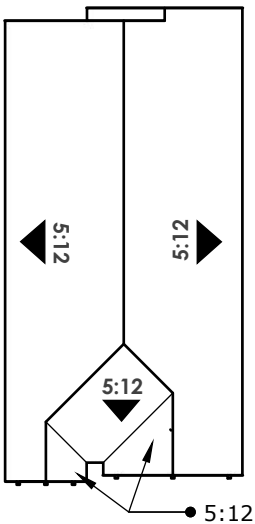
LIV. SF:1,785

PLAN WIDTH:35' x 72'

PLAN #:6408

PLAN NAME:AROSA

FORM VB - SPANISH



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1
- PROMINENT GABLES
- 2
- CONCRETE 'S' TILES
- 3
- 12" RAKES AND EAVES
- 4
- DECORATIVE GABLE DETAILS
- 5
- DECORATIVE ACCENT DETAILS
- 6
- PLATE HEIGHT - 9'-1" A.F.F.
- 7
- WINDOW HEADER - 8'-0" A.F.F.



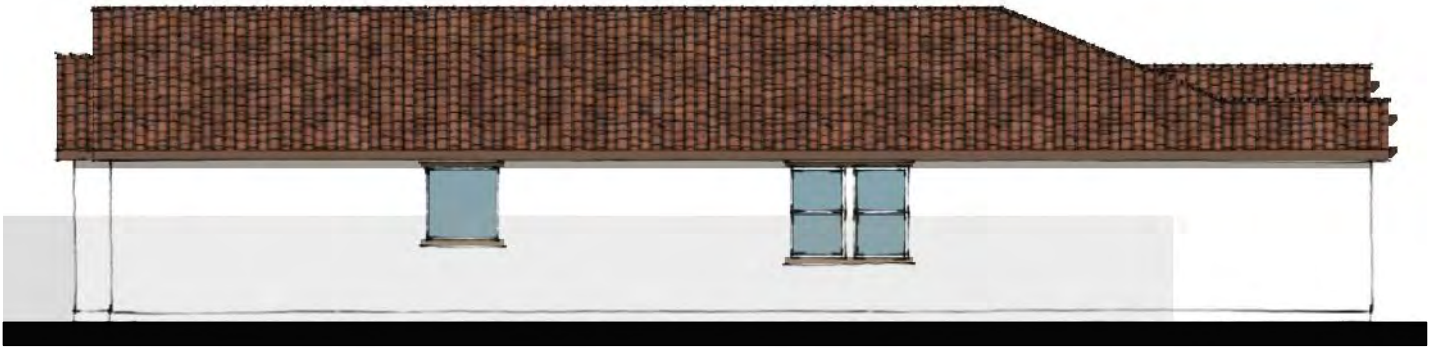
FORM VB - SPANISH
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

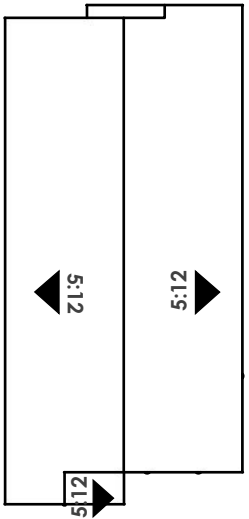
35' MARKET :: THE RANCH

PLAN 1

LIV. SF:	1,785
PLAN WIDTH:	35' x 72'
PLAN #:	6408
PLAN NAME:	AROSA
FORM WB - FARMHOUSE	



FORM WB - FARMHOUSE
FRONT VIEW: N.T.S.



ROOF PLAN | SCALE: N.T.S.

- STYLE LEGEND:**
- 1 PROMINENT HIPS
 - 2 CONCRETE 'FLAT' TILES
 - 3 12" RAKES AND EAVES
 - 4 DECORATIVE GABLE DETAILS
 - 5 DECORATIVE STONE VENEER
 - 6 PLATE HEIGHT - 9'-1" A.F.F.
 - 7 WINDOW HEADER - 8'-0" A.F.F.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

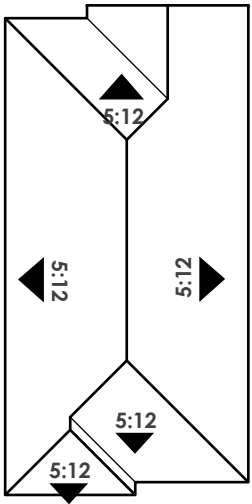


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 1

LIV. SF: 1,785
PLAN WIDTH: 35' x 72'
PLAN #: 6408
PLAN NAME: AROSA
FORM ZB - CONTEMPORARY



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 1 (OPTIONS)

LIV. SF:

1,785

PLAN WIDTH:

35' x 72'

PLAN #:

6408

PLAN NAME:

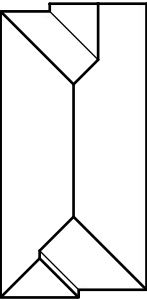
AROSA

OPT. 12080 MULTI-SLIDE



FORM ZB - CONTEMPORARY

REAR ELEVATION
SCALE: 3/32" = 1'0"

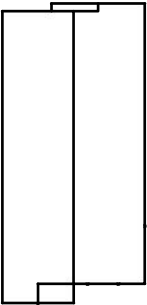


ROOF PLAN | SCALE: N.T.S.



FORM WB - FARMHOUSE

REAR ELEVATION
SCALE: 3/32" = 1'0"

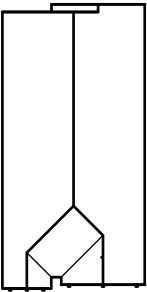


ROOF PLAN | SCALE: N.T.S.



FORM VB - SPANISH

REAR ELEVATION
SCALE: 3/32" = 1'0"



ROOF PLAN | SCALE: N.T.S.



PLAN 2

LIV. SF:1,869

PLAN W x D:35' x 77'

PLAN #:6411

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

PLAN NAME:BRASOV

VITAL STATS

BEDROOM

3 (OPT. 4)

BATH

2

CAR

2

CEILING

9'

WINDOW HDR

8'

STATUS | NATIONAL PORTFOLIO

AREA S.F. BREAKDOWN

MAX. LIVABLE (A):1,869

(A) 1ST FLR LIVABLE:1,869

(B) 2 CAR GARAGE:390

(C) COVERED ENTRY:-

ELEVATION A:

44

ELEVATION B:

-

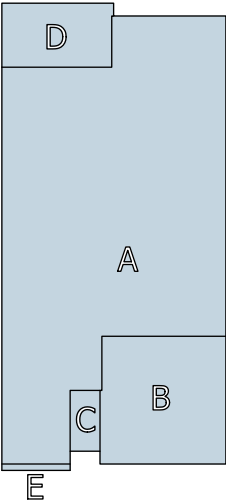
ELEVATION C:

-

(D) COVERED PATIO:172

(E) ARCH. PROJECTION:11

MAX FOOTPRINT: 2,486



FLOOR PLAN
FORM VB - SPANISH

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM



PLAN 2

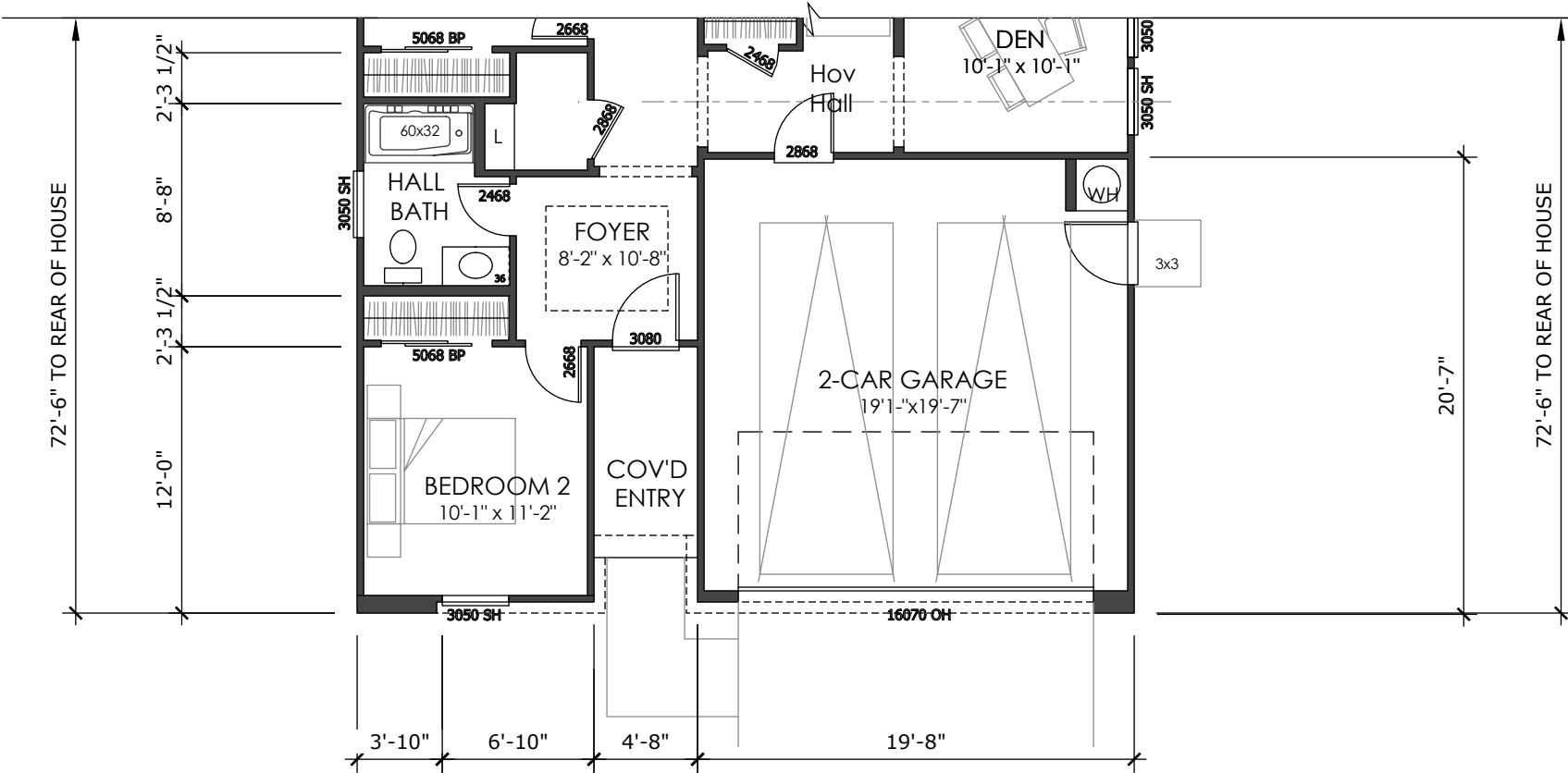
LIV. SF:	1,869
PLAN W x D:	35' x 77'
PLAN #:	6411
SCALE:	1/8" = 1'-0"
PLAN NAME:	BRASOV

VITAL STATS	
BEDROOM	3 (OPT. 4)
BATH	2
CAR	2
CEILING	9'
WINDOW HDR	8'

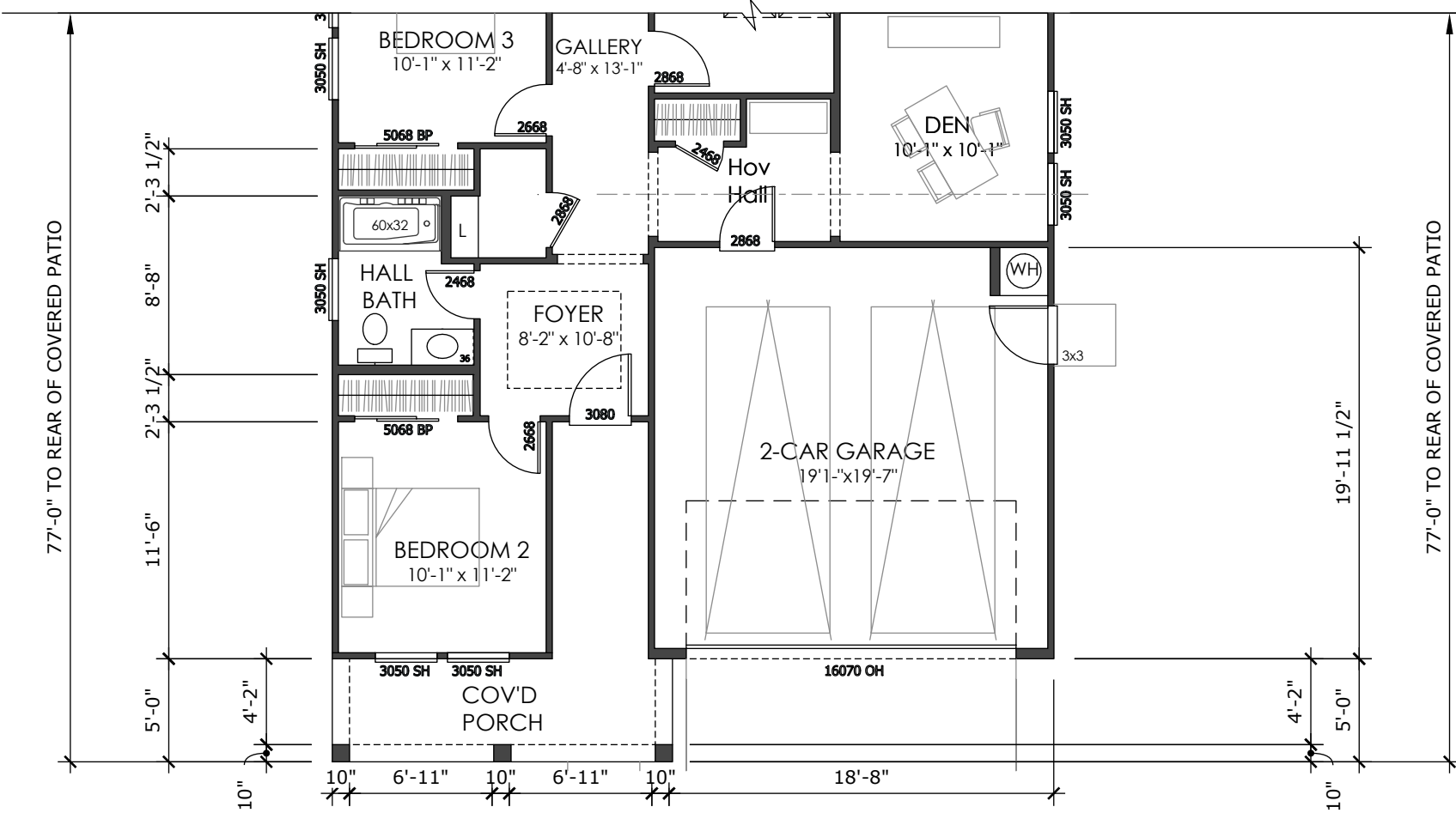
STATUS | NATIONAL PORTFOLIO

AREA S.F. BREAKDOWN	
MAX. LIVABLE (A+B):	1,869
(A) 1ST FLR LIVABLE:	1,869
(B) 2 CAR GARAGE:	390
(C) COVERED ENTRY:	-
ELEVATION A:	44
ELEVATION B:	135
ELEVATION C:	44
(D) COVERED PATIO:	172
(E) ARCH. PROJECTION:	11

MAX FOOTPRINT: 2,486



FLOOR PLAN
FORM ZB - CONTEMPORARY



FLOOR PLAN
FORM WB - FARMHOUSE

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' FEATURES:
-3080 BARN DOOR AT OWNER'S BATH
-BEAMS ON CEILING AT GREAT ROOM



PLAN 2 (OPTIONS)

LIV. SF:1,869

PLAN W x D:35' x 77'

PLAN #:6411

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

PLAN NAME:BRASOV

VITAL STATS

BEDROOM3 (OPT. 4)

BATH2

CAR2

CEILING9'

WINDOW HDR8'

STATUS | NATIONAL PORTFOLIO

AREA S.F. BREAKDOWN

MAX. LIVABLE (A):1,869

(A) 1ST FLR LIVABLE:1,869

(B) 2 CAR GARAGE:390

(C) COVERED ENTRY:-

ELEVATION A:44

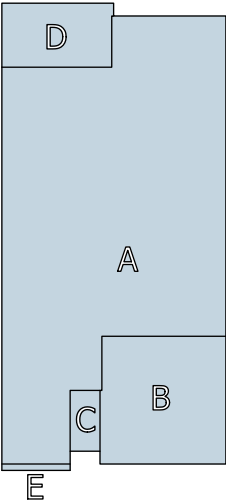
ELEVATION B:-

ELEVATION C:-

(D) COVERED PATIO:172

(E) ARCH. PROJECTION:11

MAX FOOTPRINT: 2,486



FLOOR PLAN
FORM VB - SPANISH

- OPTION :: 12080 MULIT-SLIDE
- OPTION :: FREESTANDING BATHTUB
- OPTION :: BEDROOM 4 ILO FLEX ROOM
- OPTION :: 3080 BARN DOOR AT OWNER'S BATH

FLOOR PLAN OPTIONS :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM



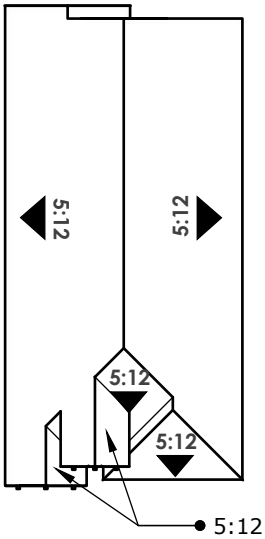
35' MARKET :: THE RANCH

PLAN 2

LIV. SF:	1,869
PLAN WIDTH:	35' x 77'
PLAN #:	6411
PLAN NAME:	BRASOV
FORM VB - SPANISH	



FORM VB - SPANISH
FRONT VIEW: N.T.S.



ROOF PLAN | SCALE: N.T.S.

- STYLE LEGEND:**
- 1 PROMINENT GABLES AND HIPs
 - 2 CONCRETE 'S' TILES
 - 3 12" RAKES AND EAVES
 - 4 DECORATIVE GABLE DETAILS
 - 5 DECORATIVE SHUTTERS
 - 6 PLATE HEIGHT - 9'-1" A.F.F.
 - 7 WINDOW HEADER - 8'-0" A.F.F.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

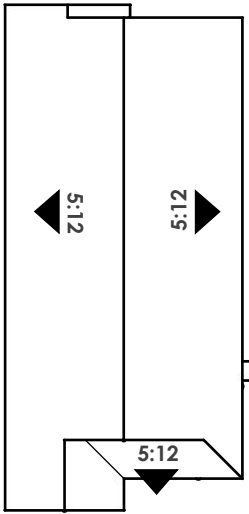
35' MARKET :: THE RANCH

PLAN 2

LIV. SF:	1,869
PLAN WIDTH:	35' x 77'
PLAN #:	6411
PLAN NAME:	BRASOV
FORM WB - FARMHOUSE	



FORM WB - FARMHOUSE
FRONT VIEW: N.T.S.



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'FLAT' TILES
- 3 12" RAKES AND EAVES
- 4 STANDING SEAM METAL ROOF
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

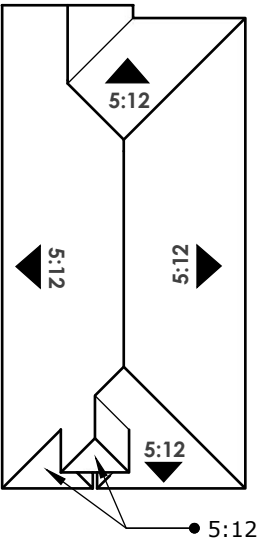


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 2

LIV. SF: 1,869
PLAN WIDTH: 35' x 77'
PLAN #: 6411
PLAN NAME: BRASOV
FORM ZB - CONTEMPORARY



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 2 (OPTIONS)

LIV. SF:1,869

PLAN WIDTH:35' x 77'

PLAN #:6411

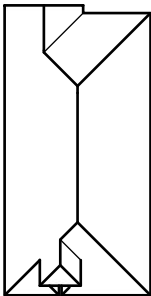
PLAN NAME:BRASOV

OPT. 12080 MULTI-SLIDE



FORM ZB - CONTEMPORARY

REAR ELEVATION
SCALE: 3/32" = 1'0"

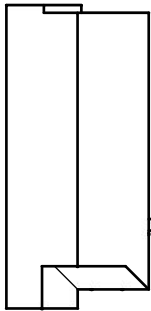


ROOF PLAN | SCALE: N.T.S.



FORM WB - FARMHOUSE

REAR ELEVATION
SCALE: 3/32" = 1'0"

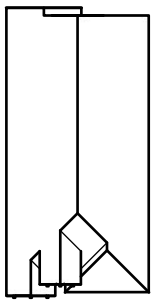


ROOF PLAN | SCALE: N.T.S.



FORM VB - SPANISH

REAR ELEVATION
SCALE: 3/32" = 1'0"



ROOF PLAN | SCALE: N.T.S.



PLAN 3

LIV. SF:1,974

PLAN W x D:35' x 75'

PLAN #:6414

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

PLAN NAME:IVALO

VITAL STATS

BEDROOM

3 (OPT 4)

BATH

2.5 (OPT 3)

CAR

2

CEILING

9'

WINDOW HDR

8'

STATUS | DIVISION LEGACY

AREA S.F. BREAKDOWN

MAX LIVABLE (A+B):1,974

(A) 1ST FLR LIVABLE:1,974

(B) 2 CAR GARAGE:381

(C) COVERED ENTRY:-

ELEVATION A:

26

ELEVATION B:

-

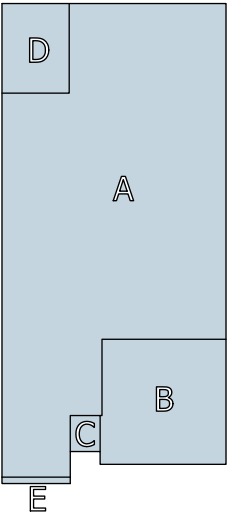
ELEVATION C:

-

(D) COVERED PATIO:147

(E) ARCH. PROJECTION:11

MAX FOOTPRINT: 2,543



FLOOR PLAN
FORM VB - SPANISH

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM



PLAN 3

LIV. SF: 1,974
PLAN W x D: 35' x 75'
PLAN #: 6414
SCALE: 1/8" = 1'-0"
PLAN NAME: IVALO

VITAL STATS
BEDROOM 3 (OPT 4)
BATH 2.5 (OPT 3)
CAR 2
CEILING 9'
WINDOW HDR 8'

STATUS | DIVISION LEGACY

AREA S.F. BREAKDOWN
MAX LIVABLE (A+B): 1,974
(A) 1ST FLR LIVABLE: 1,974
(B) 2 CAR GARAGE: -
(C) COVERED ENTRY: -
ELEVATION A: 26
ELEVATION B: 26
ELEVATION C: 49
(D) COVERED PATIO: 147
(E) ARCH.PROJECTION: 11

MAX FOOTPRINT: 2,543

FLOOR PLAN
FORM ZB - CONTEMPORARY

FLOOR PLAN
FORM WB - FARMHOUSE

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' FEATURES:
-3080 BARN DOOR AT OWNER'S BATH
-BEAMS ON CEILING AT GREAT ROOM



PLAN 3 (OPTIONS)

LIV. SF:1,974

PLAN W x D:35' x 75'

PLAN #:6414

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

PLAN NAME:IVALO

VITAL STATS

BEDROOM

3 (OPT 4)

BATH

2.5 (OPT 3)

CAR

2

CEILING

9'

WINDOW HDR

8'

STATUS | DIVISION LEGACY

AREA S.F. BREAKDOWN

MAX LIVABLE (A+B):1,974

(A) 1ST FLR LIVABLE:1,974

(B) 2 CAR GARAGE:381

(C) COVERED ENTRY:-

ELEVATION A:

26

ELEVATION B:

-

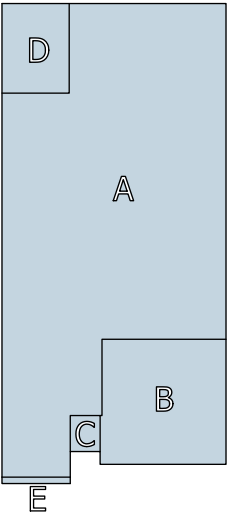
ELEVATION C:

-

(D) COVERED PATIO:147

(E) ARCH. PROJECTION:11

MAX FOOTPRINT: 2,543



FLOOR PLAN
FORM VB - SPANISH

OPTION :: FREESTANDING BATHTUB
OPTION :: BEDROOM 4 & HALL BATH II
OPTION :: 3080 BARN DOOR AT OWNER'S BATH

FLOOR PLAN OPTIONS :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM

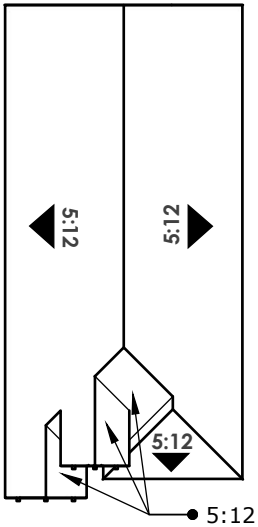


35' MARKET :: THE RANCH

PLAN 3
LIV. SF: 1,974
PLAN WIDTH: 35' x 75'
PLAN #: 6414
PLAN NAME: IVALO
FORM VB - SPANISH



FORM VB - SPANISH
FRONT VIEW: N.T.S.



ROOF PLAN | SCALE: N.T.S.

- STYLE LEGEND:**
- 1 PROMINENT GABLES AND HIPS
 - 2 CONCRETE 'S' TILES
 - 3 12" RAKES AND EAVES
 - 4 DECORATIVE GABLE DETAILS
 - 5 DECORATIVE SHUTTERS
 - 6 PLATE HEIGHT - 9'-1" A.F.F.
 - 7 WINDOW HEADER - 8'-0" A.F.F.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



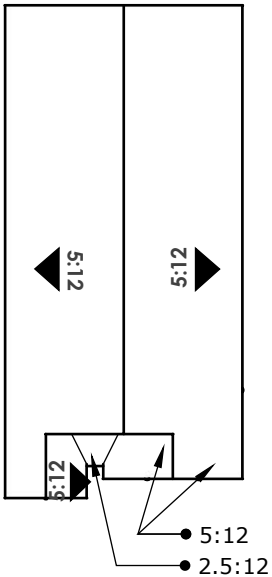
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 3
LIV. SF: 1,974
PLAN WIDTH: 35' x 75'
PLAN #: 6414
PLAN NAME: IVALO
FORM WB - FARMHOUSE



ROOF PLAN | SCALE: N.T.S.

- STYLE LEGEND:**
- 1 PROMINENT GABLES
 - 2 CONCRETE 'FLAT' TILES
 - 3 12" RAKES AND EAVES
 - 4 STANDING SEAM METAL ROOF
 - 5 DECORATIVE STONE VENEER
 - 6 PLATE HEIGHT - 9'-1" A.F.F.
 - 7 WINDOW HEADER - 8'-0" A.F.F.



FORM WB - FARMHOUSE
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

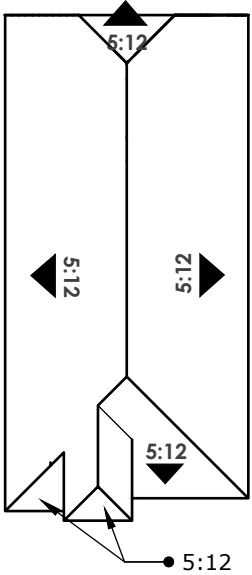


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 3

LIV. SF: 1,974
PLAN WIDTH: 35' x 75'
PLAN #: 6414
PLAN NAME: IVALO
FORM WB - CONTEMPORARY



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

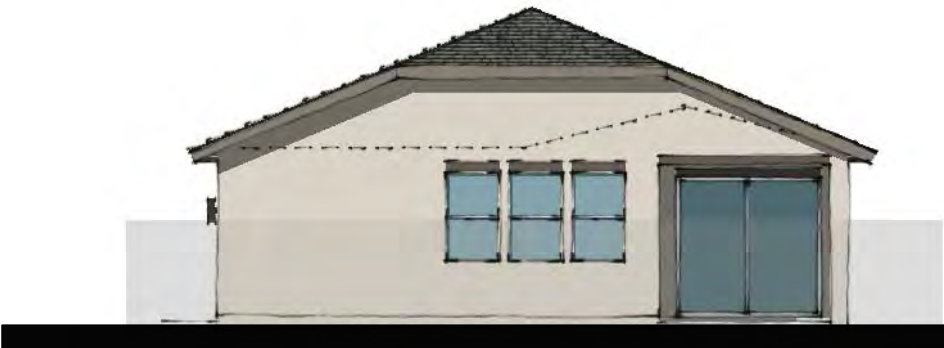
- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 3 (OPTIONS)

LIV. SF:

1,974

PLAN WIDTH:

35' x 75'

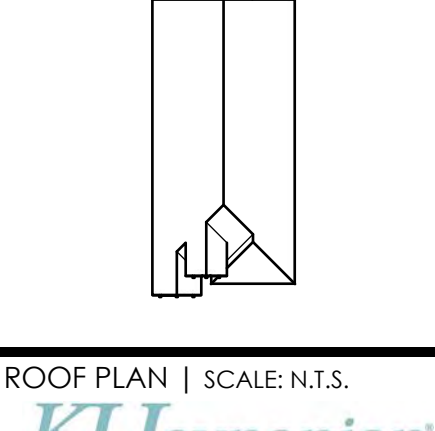
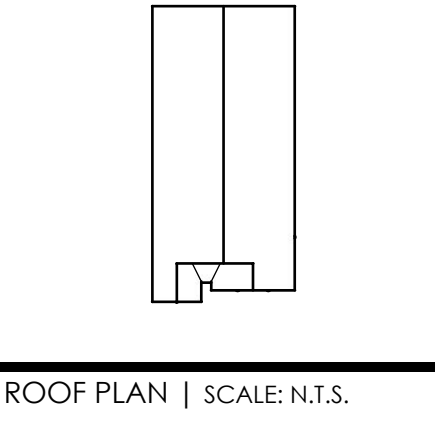
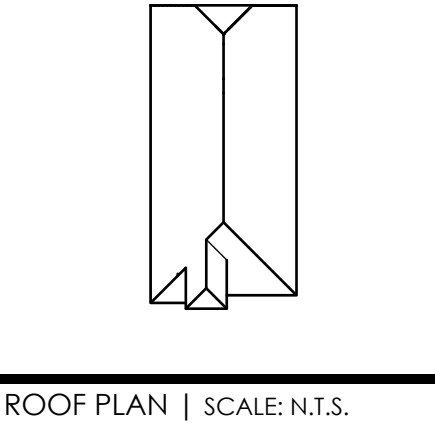
PLAN #:

6414

PLAN NAME:

IVALO

OPT. BEDROOM 4



PLAN 4

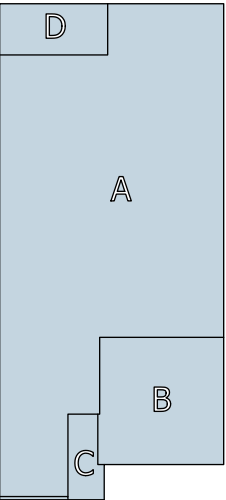
LIV. SF: 2,014
PLAN W x D: 35' x 77'-6"
PLAN #: 6415
SCALE: 1/8" = 1'-0"
PLAN NAME: VADUZ

VITAL STATS
BEDROOM 4 (OPT 5; XSP)
BATH 3
CAR 2
CEILING 9'
WINDOW HDR 8'

STATUS | DIVISION LEGACY

AREA S.F. BREAKDOWN
TOTAL LIVABLE (A): 2,014
(A) 1ST FLR LIVABLE: 2,014
(B) 2 CAR GARAGE: 387
(C) COVERED ENTRY: -
ELEVATION A: 65
ELEVATION B: -
ELEVATION C: -
(D) OPT. COVERED PATIO: 135
(E) ARCH. PROJECTION: 11

MAX FOOTPRINT: 2,610



FLOOR PLAN
FORM VB - SPANISH

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM



PLAN 4

LIV. SF:2,014

PLAN W x D:35' x 77'-6"

PLAN #:6415

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

PLAN NAME:VADUZ

VITAL STATS

BEDROOM

5 (OPT XSP)

BATH

3

CAR

2

CEILING

9'

WINDOW HDR

8'

STATUS | DIVISION LEGACY

AREA S.F. BREAKDOWN

TOTAL LIVABLE (A+B):2,014

(A) 1ST FLR LIVABLE:2,014

(B) 2 CAR GARAGE:387

(C) COVERED ENTRY:-

ELEVATION A:

65

ELEVATION B:

65

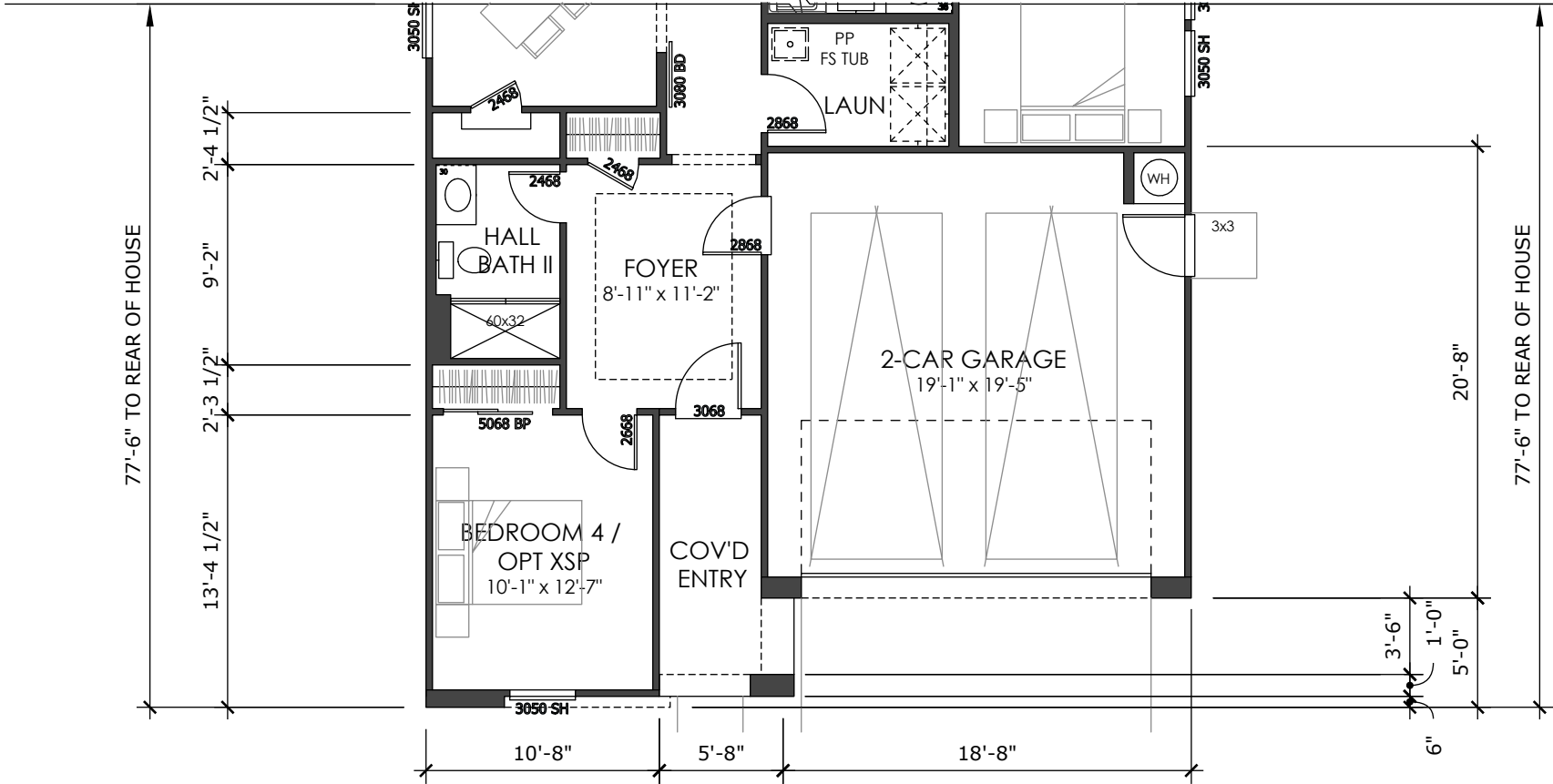
ELEVATION C:

65

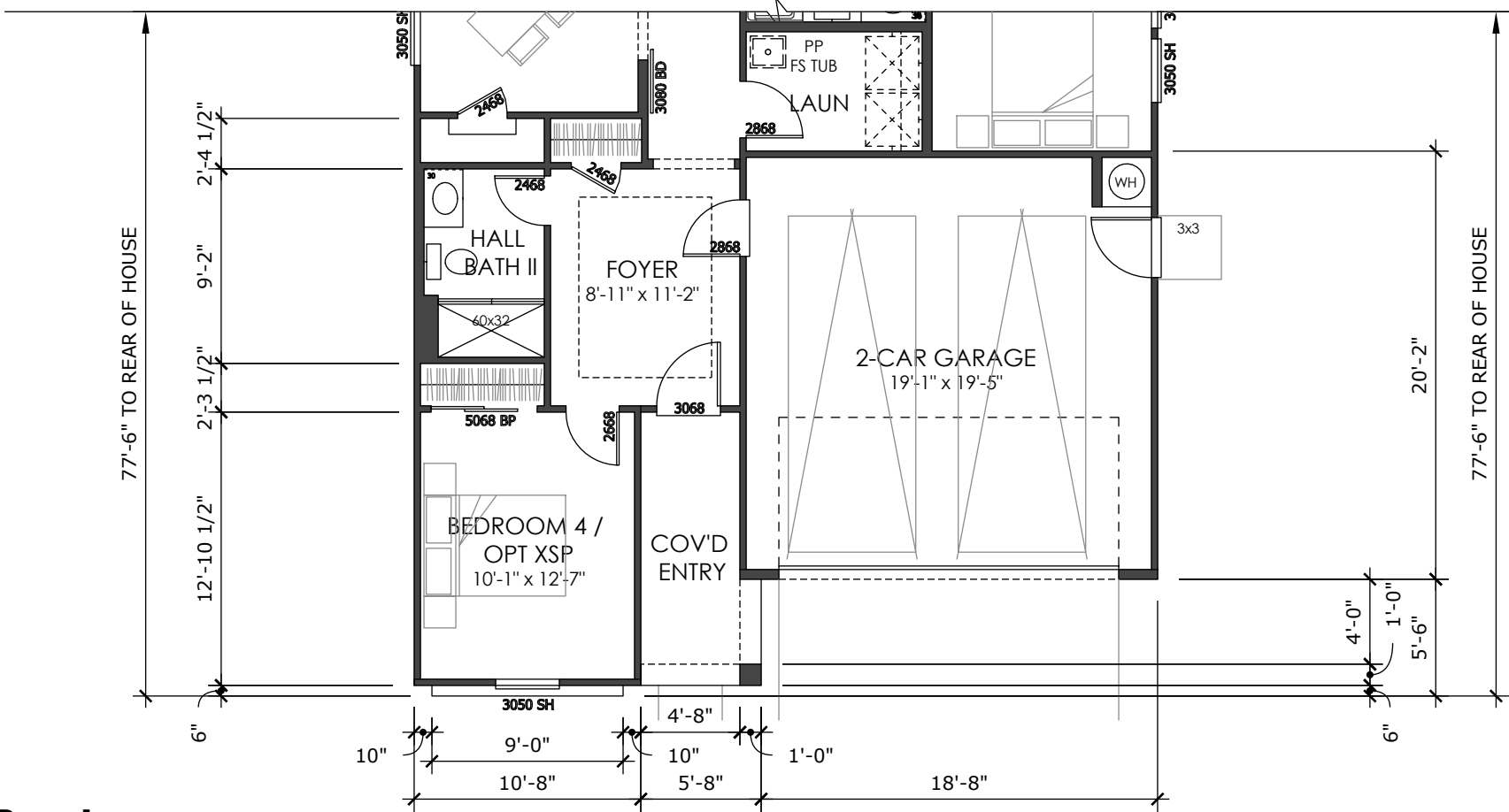
(D) OPT. COVERED PATIO:135

(E) ARCH. PROJECTION:11

MAX FOOTPRINT: 2,610



FLOOR PLAN
FORM ZB - CONTEMPORARY

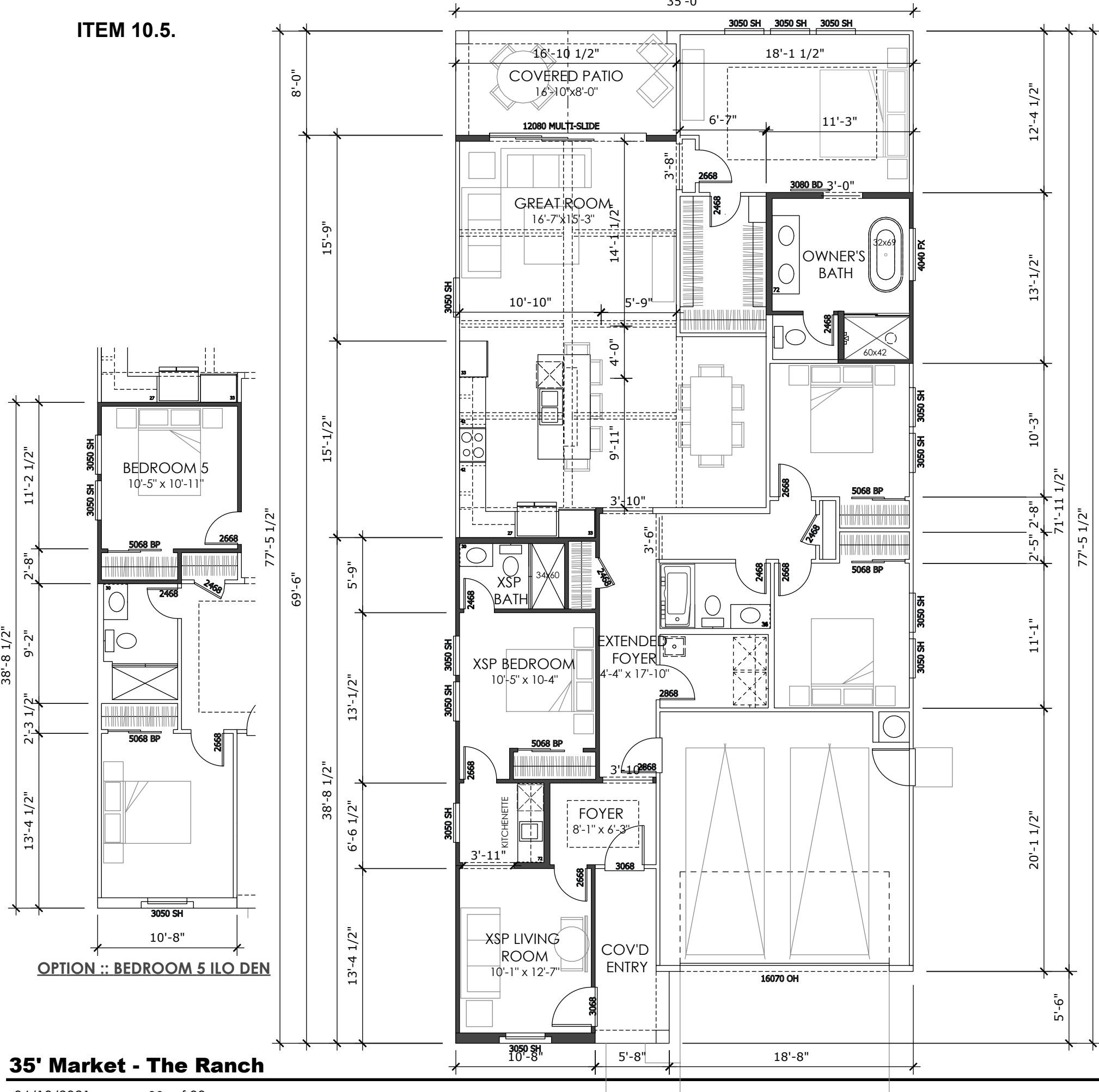


FLOOR PLAN
FORM WB - FARMHOUSE

FLOOR PLAN :: WEST, SPEC 1
SHOWN WITH 'LOOKS' FEATURES:
-3080 BARN DOOR AT OWNER'S BATH
-BEAMS ON CEILING AT GREAT ROOM



ITEM 10.5.



35' Market - The Ranch

PLAN 4 (OPTIONS)

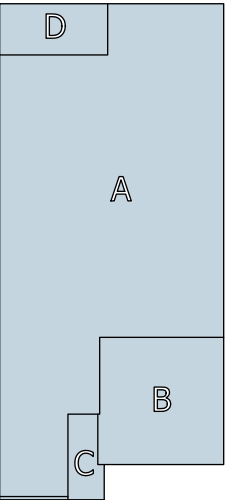
LIV. SF: 2,014
PLAN W x D: 35' x 77'-6"
PLAN #: 6415
SCALE: 1/8" = 1'-0"
PLAN NAME: VADUZ

VITAL STATS
BEDROOM 4 (OPT 5; XSP)
BATH 3
CAR 2
CEILING 9'
WINDOW HDR 8'

STATUS | DIVISION LEGACY

AREA S.F. BREAKDOWN
TOTAL LIVABLE (A): 2,014
(A) 1ST FLR LIVABLE: 2,014
(B) 2 CAR GARAGE: 387
(C) COVERED ENTRY: -
ELEVATION A: 65
ELEVATION B: -
ELEVATION C: -
(D) OPT. COVERED PATIO: 135
(E) ARCH. PROJECTION: 11

MAX FOOTPRINT: 2,610



FLOOR PLAN
FORM VB - SPANISH

- OPTION :: 12080 MULT-SLIDE
- OPTION :: FREESTANDING BATHTUB
- OPTION :: BEDROOM 5 ILO DEN
- OPTION :: EXTRA SUITE PLUS
- OPTION :: 3080 BARN DOOR AT OWNER'S BATH

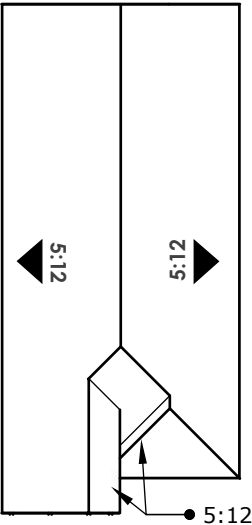
FLOOR PLAN OPTIONS :: WEST, SPEC 1
SHOWN WITH 'LOOKS' OPTIONS:
-BEAMS ON CEILING AT GREAT ROOM



35' MARKET :: THE RANCH

PLAN 4

LIV. SF: 2,014
PLAN WIDTH: 35' x 77'-6"
PLAN #: 6415
PLAN NAME: VADUZ
FORM VB - SPANISH



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES AND HIPS
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE ACCENT DETAILS
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



FORM VB - SPANISH
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

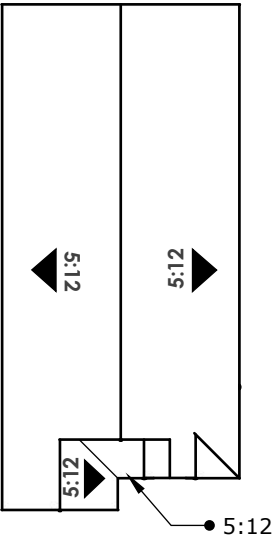


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 4

LIV. SF: 2,014
PLAN WIDTH: 35' x 77'-6"
PLAN #: 6415
PLAN NAME: VADUZ
FORM VB - SPANISH



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES AND HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" RAKES AND EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



FORM WB - FARMHOUSE
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

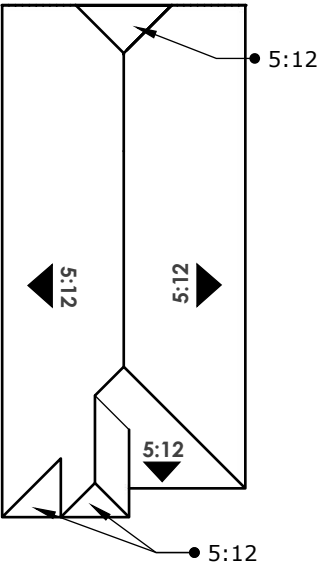


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 4

LIV. SF: 2,014
PLAN WIDTH: 35' x 77'-6"
PLAN #: 6415
PLAN NAME: VADUZ
FORM VB - SPANISH



ROOF PLAN | SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'FLAT' TILES
- 3 12" EAVES
- 4 DECORATIVE SHIP LAP SIDING
- 5 DECORATIVE STONE VENEER
- 6 PLATE HEIGHT - 9'-1" A.F.F.
- 7 WINDOW HEADER - 8'-0" A.F.F.



FORM ZB - CONTEMPORARY
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

35' MARKET :: THE RANCH

PLAN 4 (OPTIONS)
LIV. SF: 2,014
PLAN WIDTH: 35' x 77'-6"
PLAN #: 6415
PLAN NAME: VADUZ
OPT. 12080 MULTI-SLIDE
OPT. EXTRA SUITE PLUS



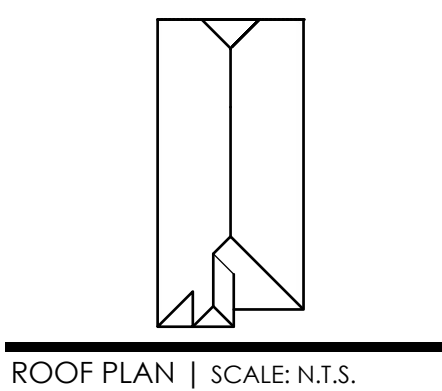
FORM ZB - CONTEMPORARY
LEFT ELEVATION
SCALE: 3/32" = 1'0"



REAR ELEVATION
SCALE: 3/32" = 1'0"



RIGHT ELEVATION
SCALE: 3/32" = 1'0"



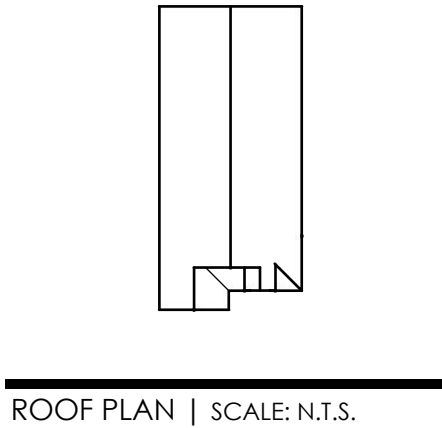
FORM WB - FARMHOUSE
LEFT ELEVATION
SCALE: 3/32" = 1'0"



REAR ELEVATION
SCALE: 3/32" = 1'0"



RIGHT ELEVATION
SCALE: 3/32" = 1'0"



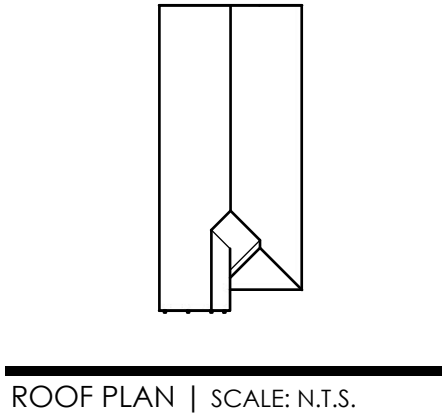
FORM VB - SPANISH
LEFT ELEVATION
SCALE: 3/32" = 1'0"



REAR ELEVATION
SCALE: 3/32" = 1'0"



RIGHT ELEVATION
SCALE: 3/32" = 1'0"



35' Market - The Ranch



THE RANCH,
TYPICAL PRODUCTION HOMES
PASEO, SAGEBRUSH, AND MONTROSE
COMMUNITIES

RANCHO CORDOVA, CALIFORNIA

PROJECT APPLICANT:

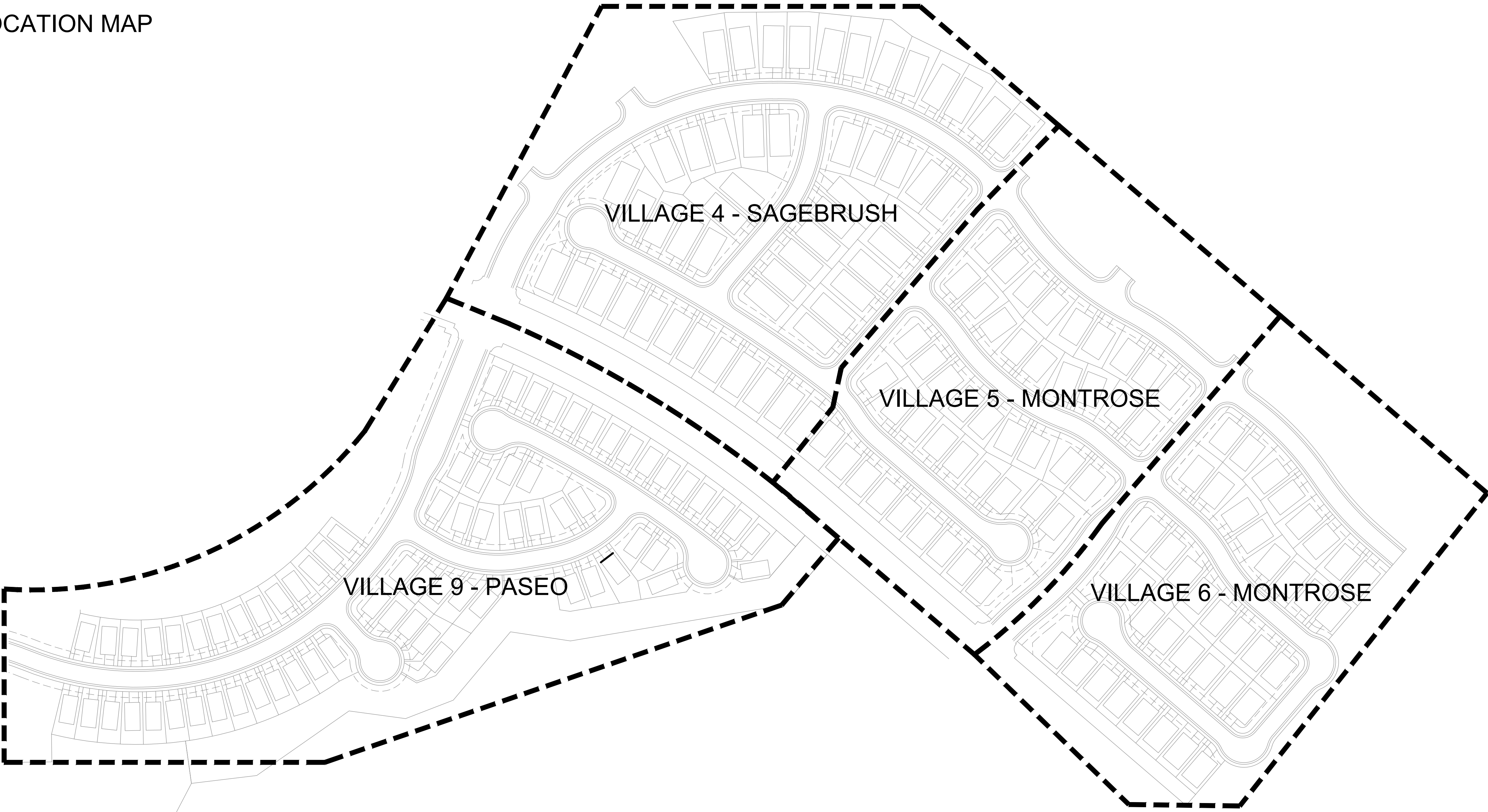
K. HOVNANIAN CALIFORNIA OPERATIONS, INC.
3721 DOUGLAS BLVD., #150, ROSEVILLE, CA 95661
ph: (916) 945-5411

INDEX OF DRAWINGS

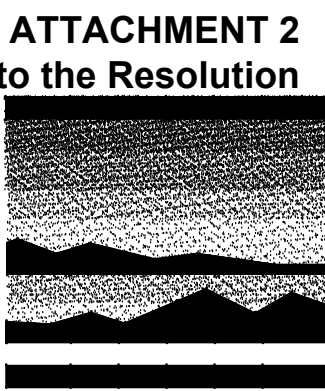
NUM	CVR	COVERSHEET
1	L1.1	PASEO PLAN 2620 TYPICAL LANDSCAPE PLANTING PLAN
2	L1.2	PASEO PLAN 2621 TYPICAL LANDSCAPE PLANTING PLAN
3	L1.3	PASEO PLAN 2622 TYPICAL LANDSCAPE PLANTING PLAN
4	L1.4	PASEO PLAN 2624 TYPICAL LANDSCAPE PLANTING PLAN
5	L2.1	MONTROSE PLAN 3582 TYPICAL LANDSCAPE PLANTING PLAN
6	L2.2	MONTROSE PLAN 3583 TYPICAL LANDSCAPE PLANTING PLAN
7	L2.3	MONTROSE PLAN 3584 TYPICAL LANDSCAPE PLANTING PLAN
8	L2.4	MONTROSE PLAN 3585 TYPICAL LANDSCAPE PLANTING PLAN
9	L3.1	SAGEBRUSH PLAN 3586 TYPICAL LANDSCAPE PLANTING PLAN
10	L3.2	SAGEBRUSH PLAN 3587 TYPICAL LANDSCAPE PLANTING PLAN
11	L3.3	SAGEBRUSH PLAN 3588 TYPICAL LANDSCAPE PLANTING PLAN
12	L3.4	SAGEBRUSH PLAN 3589 TYPICAL LANDSCAPE PLANTING PLAN
13	LD.1	VILLAGE 4 OVERALL TREE PLANTING PLAN
14	LD.2	VILLAGE 5 OVERALL TREE PLANTING PLAN
15	LD.3	VILLAGE 6 OVERALL TREE PLANTING PLAN
16	LD.4	VILLAGE 9 OVERALL TREE PLANTING PLAN

LANDSCAPE ARCHITECT
MTW GROUP
PETER LARIMER
2707 K STREET, SUITE 205
SACRAMENTO, CA 95816
916-369-3990

VILLAGE LOCATION MAP



NOT TO SCALE



MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

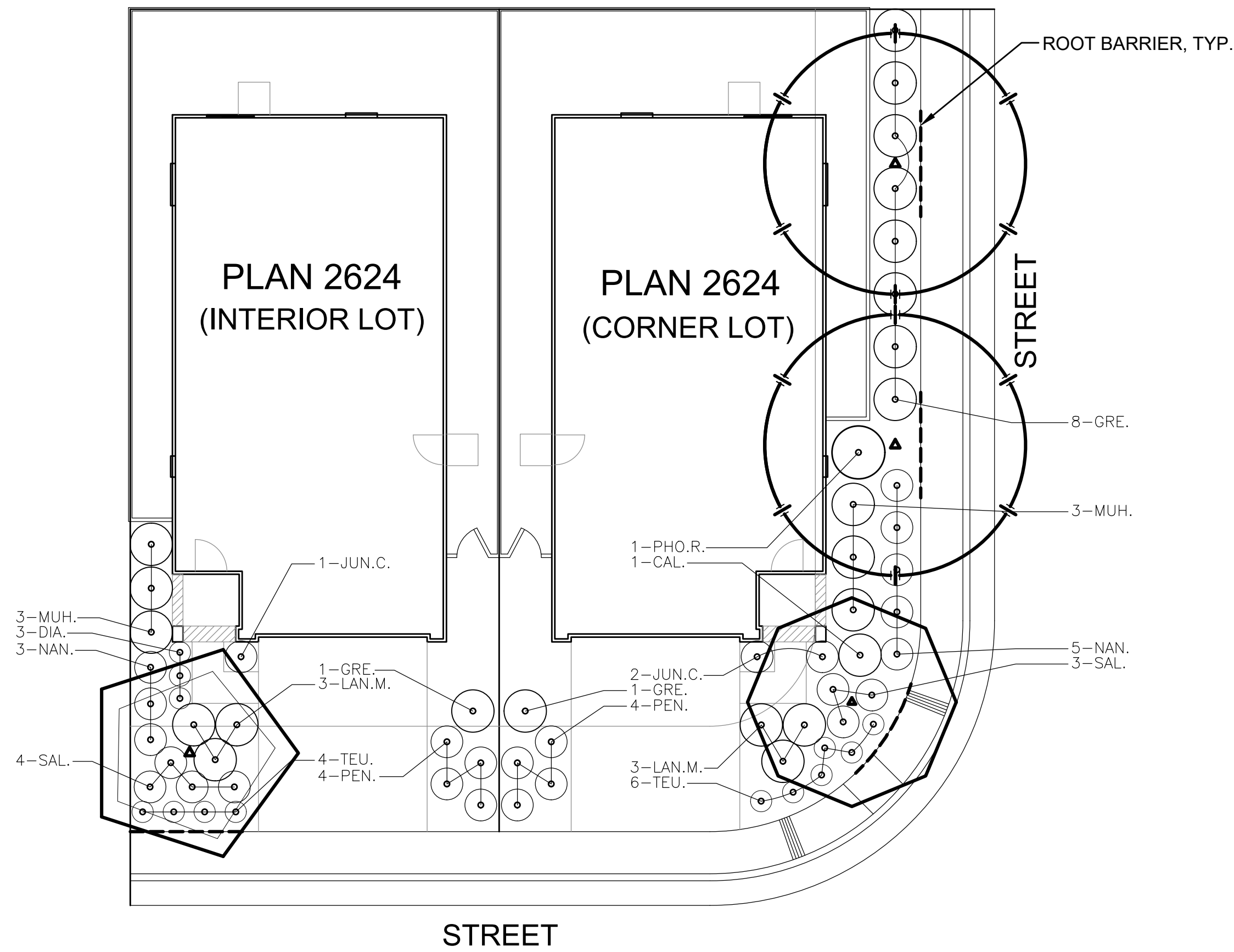
DATE	4/7/21
JOB NO.	21-014.P
SHEET TITLE	

COVERSHEET

SHEET NO.

CVR

SHEET CVR OF 16



LANDSCAPE PLANTING NOTES

- ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
2. FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN AND JOINT TRENCH
15 FEET FROM STREET LIGHTS AND FIRE HYDRANTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
10 FEET FROM DRIVEWAYS
3. SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
4. TREES TO RECEIVE ROOTBARRIER IF PLANTED WITHIN 10' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
5. CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
 - A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
 - B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
 - C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
 - D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
 - E. IRRIGATION AUDIT REPORT.
 - F. SOILS ANALYSIS REPORT.
6. THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
7. IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
8. LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
9. EACH LOT TO BE DESIGNED AS A SEPARATE IRRIGATION SYSTEM. IRRIGATION MAINTENANCE TO BE THE RESPONSIBILITY OF THE INDIVIDUAL HOMEOWNER.
10. APPLICATION OF PRE-EMERGENT TO BE USED IN ALL NON-SEEDED LANDSCAPE PLANTERS. INSTALL A WEED CONTROL LAYER IN ALL BARK MULCH AND ROCK AREAS.

SOIL TESTING NOTES

1. COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
2. EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
3. AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS. RECOMMENDATIONS TO ADVISE TESTING. FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
4. SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.



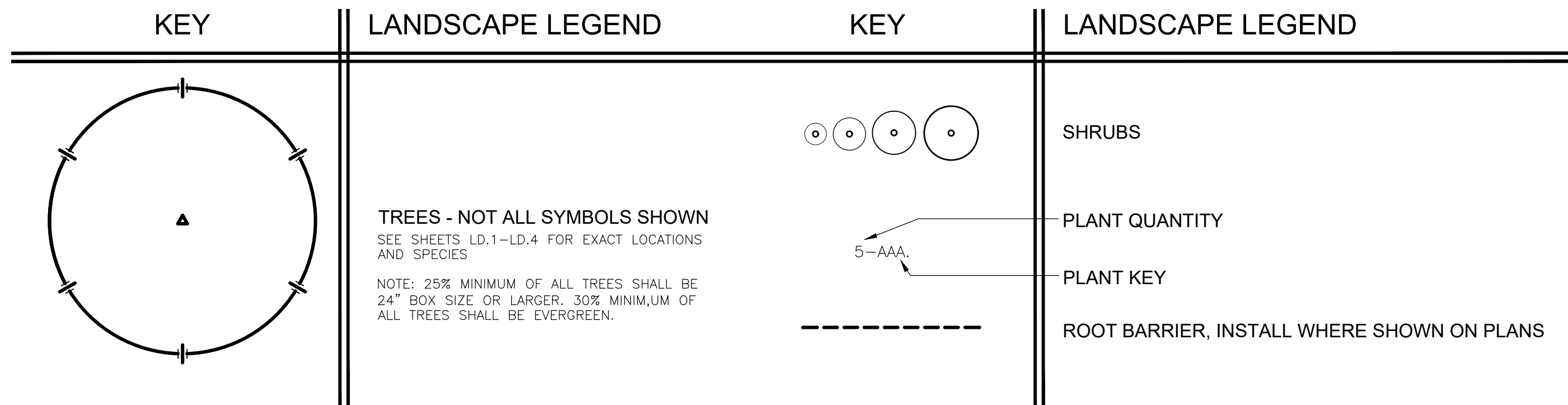
MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HxW		SHADE TREE:
LOW	24 G.C.	ACA.	30'x20'	FULL SUN	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
MEDIUM	24 G.C.	ACE.	40'x30'	FULL SUN	ACER BURGERIANUM ... TRIDENT MAPLE
LOW	24 G.C.	ARB.	25'x25'	FULL SUN	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
MEDIUM	24 G.C.	CER.C.	25'x25'	FULL SUN	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
MEDIUM	24 G.C.	CHI.	25'x15'	FULL SUN	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
MEDIUM	24 G.C.	CRA.	25'x25'	FULL SUN	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
MEDIUM	24 G.C.	KOE.	40'x30'	FULL SUN	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
MEDIUM	24 G.C.	MAG.	25'x25'	FULL SUN	MAGNOLIA X SOULANGIANA ... SAUCEUR MAGNOLIA
LOW	24 G.C.	RHU.	30'x30'	FULL SUN	RHUS LANCEA ... AFRICAN SUMAC
					ACCENT TREE:
LOW	15 G.C.	CER.O.	20'x20'	FULL SUN	CERCIS OCCIDENTALIS ... WESTERN REDBUD
LOW	15 G.C.	LAG.M.	15'x15'	FULL SUN	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
LOW	15 G.C.	LAG.N.	15'x15'	FULL SUN	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE
MEDIUM	15 G.C.	PRU.	25'x25'	FULL SUN	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
					SHRUBS:
LOW	1 G.C.	ACH.	2'x2'	FULL SUN	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW
LOW	5 G.C.	CAL.	3'x4'	FULL SUN	CALLISTEMUM VIMINALIS 'LITTLE JOHN' ... LITTLE JOHN DWARF BOTTLE BRUSH
LOW	5 G.C.	COR.	4'x4'	FULL SUN	CORDYLONE 'ELECTRIC PINK' ... ELECTRIC PINK CORDYLONE
LOW	5 G.C.	DES.	2'x2'	FULL SUN	DESCHAMPSIA CERTOSA 'NORTHERN LIGHTS' ... TUFTED HAIR GRASS
LOW	1 G.C.	DIA.	2'x2'	FULL SUN	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	DIE.	3'x3'	FULL SUN	DIETES VEGETA ... FORTNIGHT LILY
LOW	5 G.C.	GRE.	4'x4'	FULL SUN	GREVILLEA 'NOELLII' ... GREVILLEA
LOW	5 G.C.	HES.	3'x3'	FULL SUN	HESPERALOE PARVIFLORA 'BRAKE LIGHTS' ... RED YUCCA
LOW	5 G.C.	JUN.C.	6'x3'	FULL SUN	JUNIPERUS COMMUNIS 'GOLD CONE' ... GOLD CONE JUNIPER
LOW	5 G.C.	JUN.S.	12'x2'	FULL SUN	JUNIPERUS SCOPULORUM 'BLUE ARROW' ... BLUE ARROW JUNIPER
LOW	5 G.C.	LAN.G.	2'x4'	FULL SUN	LANTANA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	LAV.	2'x3'	FULL SUN	LAVANDULA X INTERMEDIA 'PROVENCE' ... PROVENCE FRENCH LAVENDER
LOW	5 G.C.	MAH.	3'x4'	FULL SUN	MAHONIA 'SOFT CARESS' ... SOFT CARESS OREGON GRAPE
LOW	5 G.C.	MUH.	4'x4'	FULL SUN	MUHLLENBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	NAN.	3'x3'	FULL SUN	NANDINA DOMESTICA 'GULF STREAM' ... GULF STREAM HEAVENLY BAMBOO
LOW	5 G.C.	NER.	5'x5'	FULL SUN	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	1 G.C.	PEN.	2'x2'	FULL SUN	PENNISETUM 'LITTLE BUNNY' ... LITTLE BUNNY FOUNTAIN GRASS
LOW	5 G.C.	PHO.R.	6'x6'	FULL SUN	PHORMIUM TENAX 'RUBRUM' ... RUBRUM NEW ZEALAND FLAX
LOW	5 G.C.	PHO.V.	6'x6'	FULL SUN	PHORMIUM TENAX 'VARIEGATUM' ... NEW ZEALAND FLAX
LOW	5 G.C.	RHA.	4'x3'	FULL SUN	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	5 G.C.	SAL.	3'x3'	FULL SUN	SALVIA MICROPHYLLA 'HOT LIPS' ... HOT LIPS SAGE
LOW	1 G.C.	TEU.	2'x2'	FULL SUN	TEUCRIUM CHAMAEDRYS ... GERMANDER
					GROUNDCOVER:
LOW	5 G.C.	LAN.M.	1'x4'	FULL SUN	LANTANA MONTEVIDENSIS 'WHITE' ... WHITE TRAILING LANTANA
LOW	5 G.C.	WES.	3'x4'	FULL SUN	WESTRINGIA FRUTICOSA 'MORNING LIGHT' ... MORNING LIGHT WESTRINGIA

FOR NORTH OR EAST FACING HOMES:

SWAP GRE. FOR AUC.
SWAP COR. FOR AZA..
SWAP SAL. FOR LIR.

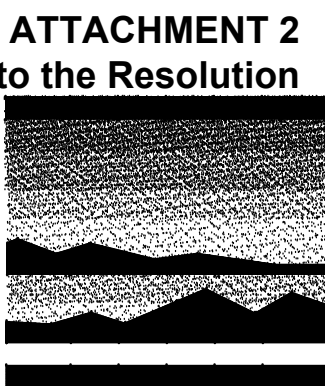
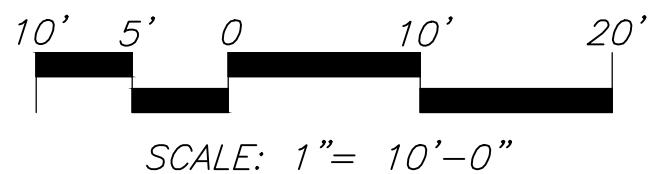
WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HxW		SHRUBS:
LOW	5 G.C.	AUC.	4"x4"	SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA
LOW	5 G.C.	AZA.	4"x4"	SHADE	AZALEA (PINK) ... PINK EVERGREEN AZALEA
LOW	5 G.C.	LIR.	3"x3"	SHADE	LIRIOPE GIGANTEA ... GIANT LILY TURF



I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

LANDSCAPE ARCHITECT

4/2/21
DATE



MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

[illegible]

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
21 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE 4/7/21

JOB NO. 21-014.F

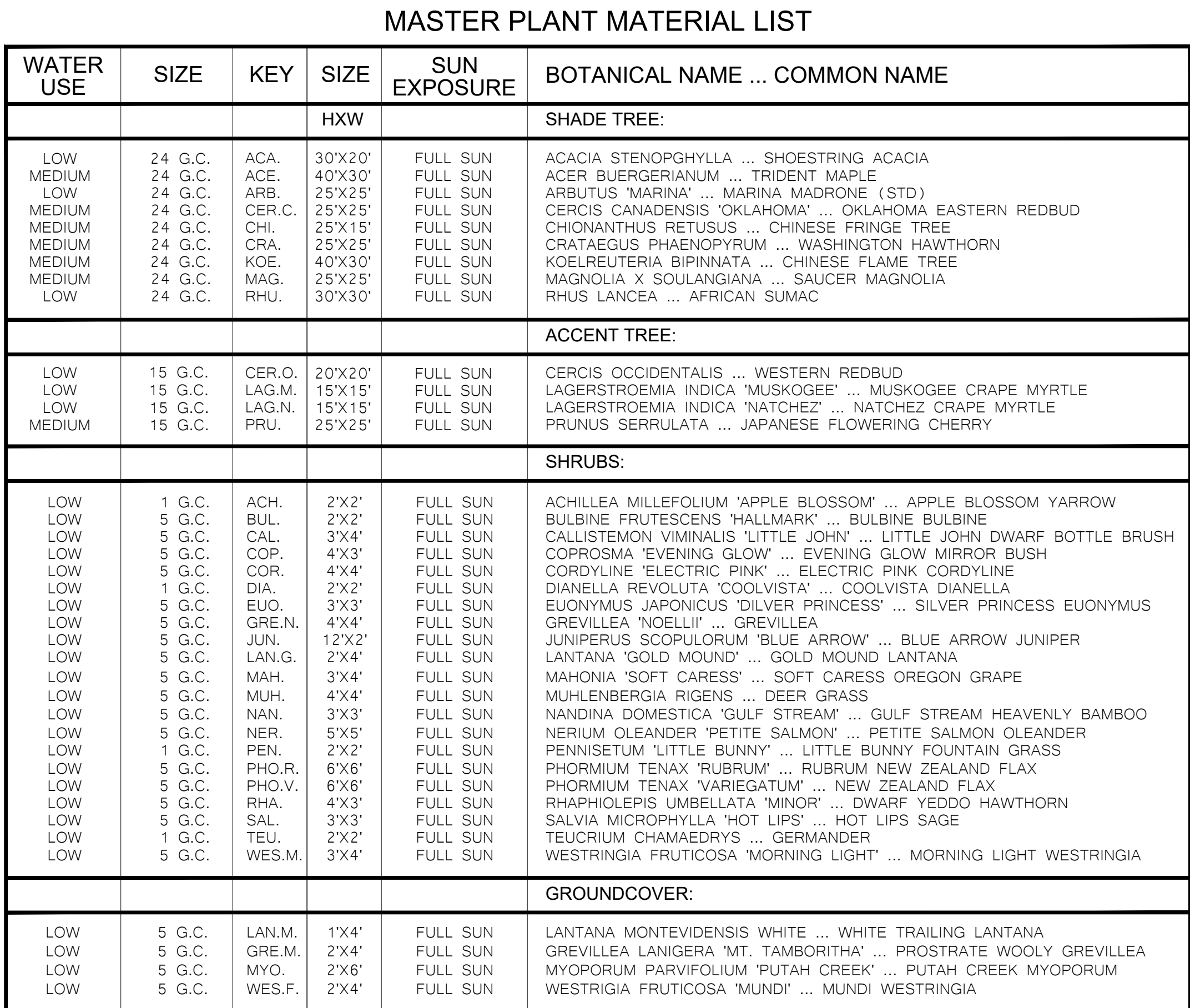
SHEET TITLE

PASEO
PLAN 2624
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L1.4

SHEET 4 OF 16



FOR NORTH OR EAST FACING HOMES:

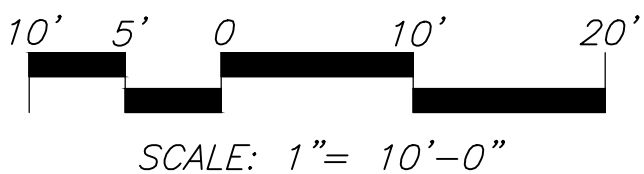
- SWAP PHO.V. FOR AUC.
SWAP COR. FOR AZA.
SWAP EUO. FOR ILE.

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HxW		SHRUBS:
LOW LOW LOW	5' G.C. 5' G.C. 5' G.C.	AUC. AZA. ILE.	4'x4' 4'x4' 4'x4'	SHADE SHADE PARTIAL SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA AZALEA (PINK) ... PINK EVERGREEN AZALEA ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY



- I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

4/26/21
DATE



SHEET NO.

L2.1

SHEET 5 OF 16



THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

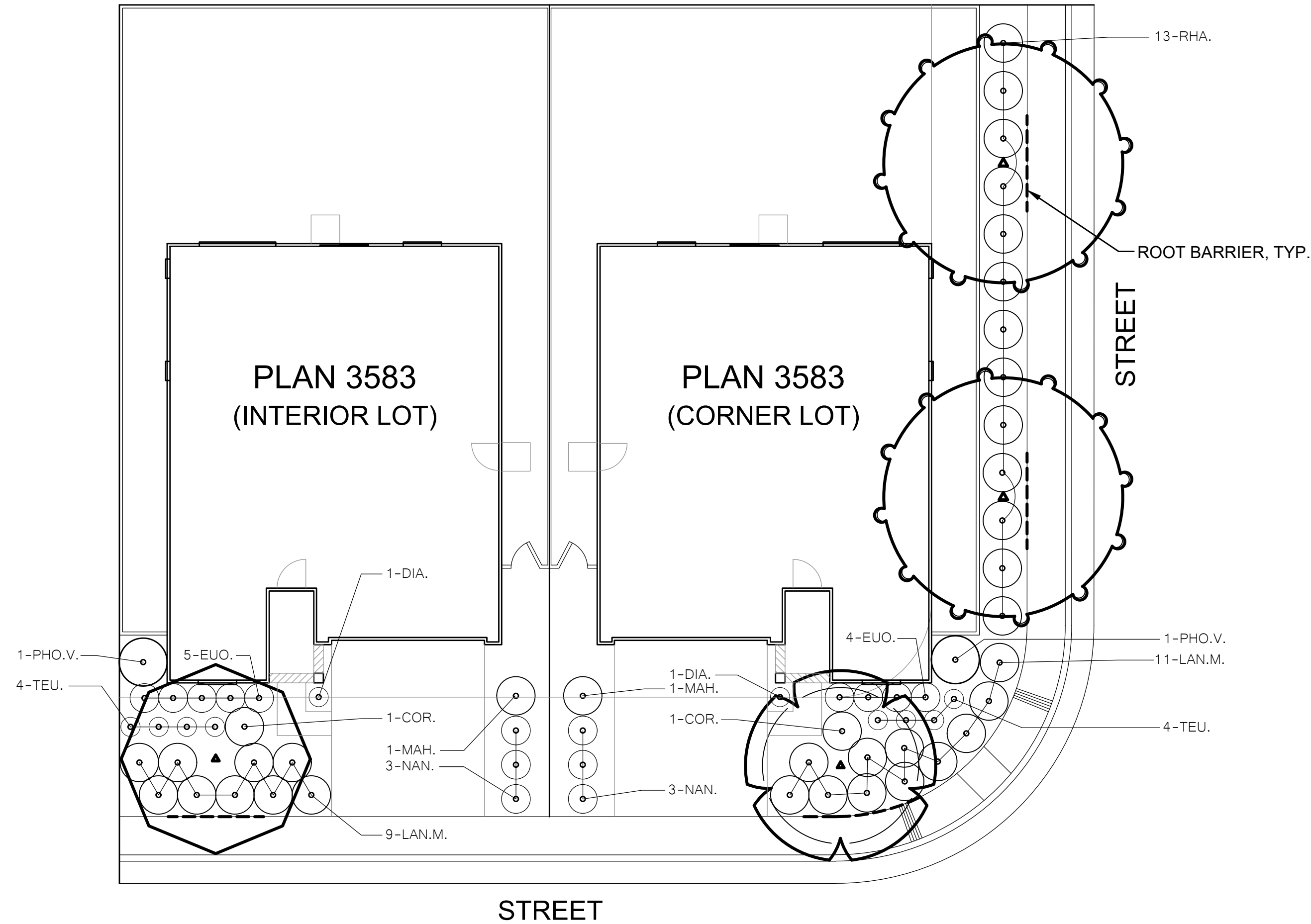
DATE	4/26/21
JOB NO.	21-022.P
SHEET TITLE	

MONTROSE
PLAN 3582
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L2.1

SHEET 5 OF 16



LANDSCAPE PLANTING NOTES

3. ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
2. FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
10 FEET FROM DRIVEWAYS
3. SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
4. TREES TO RECEIVE ROOTBARRIER IF PLANTED WITHIN 10' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
5. CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
 - A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
 - B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICANT CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
 - C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
 - D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
 - E. IRRIGATION AUDIT REPORT.
 - F. SOILS ANALYSIS REPORT.
6. THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
7. IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
8. LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
9. EACH LOT TO BE DESIGNED AS A SEPARATE IRRIGATION SYSTEM. IRRIGATION MAINTENANCE TO BE THE RESPONSIBILITY OF THE INDIVIDUAL HOMEOWNER.
10. APPLICATION OF PRE-EMERGENT TO BE USED IN ALL NON-SEEDED LANDSCAPE PLANTERS. INSTALL A WEED CONTROL LAYER IN ALL BARK MULCH AND ROCK AREAS.

SOIL TESTING NOTES

1. COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
2. EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
3. AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZER. CONTRACTOR TO ADVISE THE FOLLOING AMENDMENTS ARE TO BE INCLUDED IN THE BIDDING: RECOMMENDATIONS: GROW-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.F.T.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.F.T.)
4. SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.



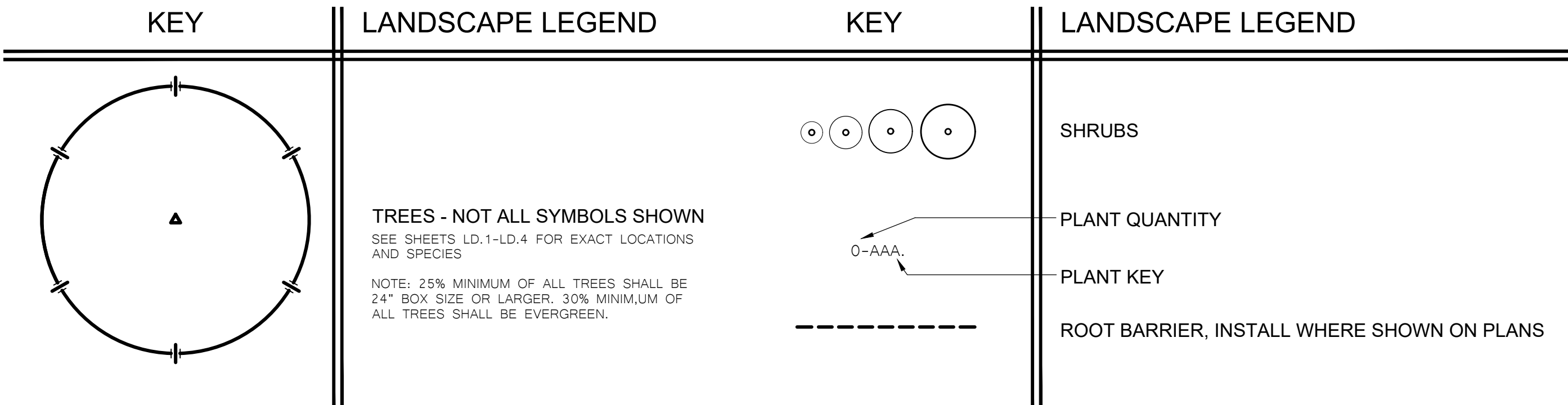
MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHADE TREE:
LOW	24 G.C.	ACA.	30'X20'	FULL SUN	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
MEDIUM	24 G.C.	ACE.	40'X30'	FULL SUN	ACER BUERGERIANUM ... TRIDENT MAPLE
LOW	24 G.C.	ARB.	25'X25'	FULL SUN	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
MEDIUM	24 G.C.	CER.C.	25'X25'	FULL SUN	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
MEDIUM	24 G.C.	CHI.	25'X15'	FULL SUN	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
MEDIUM	24 G.C.	CRA.	25'X25'	FULL SUN	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
MEDIUM	24 G.C.	KOE.	40'X30'	FULL SUN	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
MEDIUM	24 G.C.	MAG.	25'X25'	FULL SUN	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
LOW	24 G.C.	RHU.	30'X30'	FULL SUN	RHUS LANCEA ... AFRICAN SUMAC
					ACCENT TREE:
LOW	15 G.C.	CER.O.	20'X20'	FULL SUN	CERCIS OCCIDENTALIS ... WESTERN REDBUD
LOW	15 G.C.	LAG.M.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE GRAPE MYRTLE
LOW	15 G.C.	LAG.N.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ GRAPE MYRTLE
MEDIUM	15 G.C.	PRU.	25'X25'	FULL SUN	PRUNUS SERULLATA ... JAPANESE FLOWERING CHERRY
					SHRUBS:
LOW	1 G.C.	ACH.	2'X2'	FULL SUN	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW
LOW	5 G.C.	BUL.	2'X2'	FULL SUN	BULBINE FRUTESCENS 'HALLMARK' ... BULBINE BULBINE
LOW	5 G.C.	CAL.	3'X4'	FULL SUN	CALLISTEMON VIMINALIS 'LITTLE JOHN' ... LITTLE JOHN DWARF BOTTLE BRUSH
LOW	5 G.C.	COP.	4'X3'	FULL SUN	COPROSMA 'EVENING GLOW' ... EVENING GLOW MIRROR BUSH
LOW	5 G.C.	COR.	4'X4'	FULL SUN	CORDYLINE 'ELECTRIC PINK' ... ELECTRIC PINK CORDYLINE
LOW	5 G.C.	DIA.	2'X2'	FULL SUN	DIA. REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	EUN.	3'X3'	FULL SUN	EUNYMIUS JAPONICUS 'SILVER PRINCESS' ... SILVER PRINCESS EUNYMIUS
LOW	5 G.C.	GRE.N.	4'X4'	FULL SUN	GREVILLEA 'NOELLI' ... GREVILLEA
LOW	5 G.C.	JUN.	12'X2'	FULL SUN	JUNIPERUS SCOPULORUM 'BLUE ARROW' ... BLUE ARROW JUNIPER
LOW	5 G.C.	LAN.G.	2'X4'	FULL SUN	LANTANA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	MAH.	3'X4'	FULL SUN	MAHONIA 'SOFT CARESS' ... SOFT CARESS OREGON GRAPE
LOW	5 G.C.	MUH.	4'X4'	FULL SUN	MUHLBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	NAN.	3'X3'	FULL SUN	NANDINA DOMESTICA 'GULF STREAM' ... GULF STREAM HEAVENLY BAMBOO
LOW	5 G.C.	NER.	5'X5'	FULL SUN	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	1 G.C.	PEN.	2'X2'	FULL SUN	PENISSETUM 'LITTLE BUNNY' ... LITTLE BUNNY FOUNTAIN GRASS
LOW	5 G.C.	PHO.R.	6'X6'	FULL SUN	PHORMIUM TENAX 'RUBRUM' ... RUBRUM NEW ZEALAND FLAX
LOW	5 G.C.	PHO.V.	6'X6'	FULL SUN	PHORMIUM TENAX 'VARIEGATUM' ... NEW ZEALAND FLAX
LOW	5 G.C.	RHA.	4'X3'	FULL SUN	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	5 G.C.	SAL.	3'X3'	FULL SUN	SALVIA MICROPHYLLA 'HOT LIPS' ... HOT LIPS SAGE
LOW	1 G.C.	TEU.	2'X2'	FULL SUN	TEUCRIUM CHAMAEDRYS ... GERMANDER
LOW	5 G.C.	WES.M.	3'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MORNING LIGHT' ... MORNING LIGHT WESTRINGIA
					GROUND COVER:
LOW	5 G.C.	LAN.M.	1'X4'	FULL SUN	LANTANA MONTEVIDENSIS WHITE ... WHITE TRAILING LANTANA
LOW	5 G.C.	GRE.V.	2'X4'	FULL SUN	GREVILLEA LANIGERA 'MT. TAMORITHA' ... PROSTRATE WOOLY GREVILLEA
LOW	5 G.C.	MYO.	2'X6'	FULL SUN	MYOPORIUM PARVIFOLIUM 'PUTAH CREEK' ... PUTAH CREEK MYOPORIUM
LOW	5 G.C.	WES.F.	2'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA

FOR NORTH OR EAST FACING HOMES:

SWAP PHO.V. FOR AUC.
SWAP COR. FOR AZA.
SWAP EUO. FOR ILE.

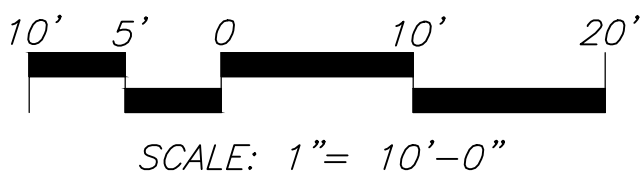
WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HxW		SHRUBS:
LOW LOW LOW	5 G.C. 5 G.C. 5 G.C.	AUC. AZA. ILE.	4'x4' 4'x4' 4'x4'	SHADE SHADE PARTIAL SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA AZALEA (PINK) ... PINK EVERGREEN AZALEA ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY



I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

LANDSCAPE ARCHITECT

4/26/21
DATE



THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

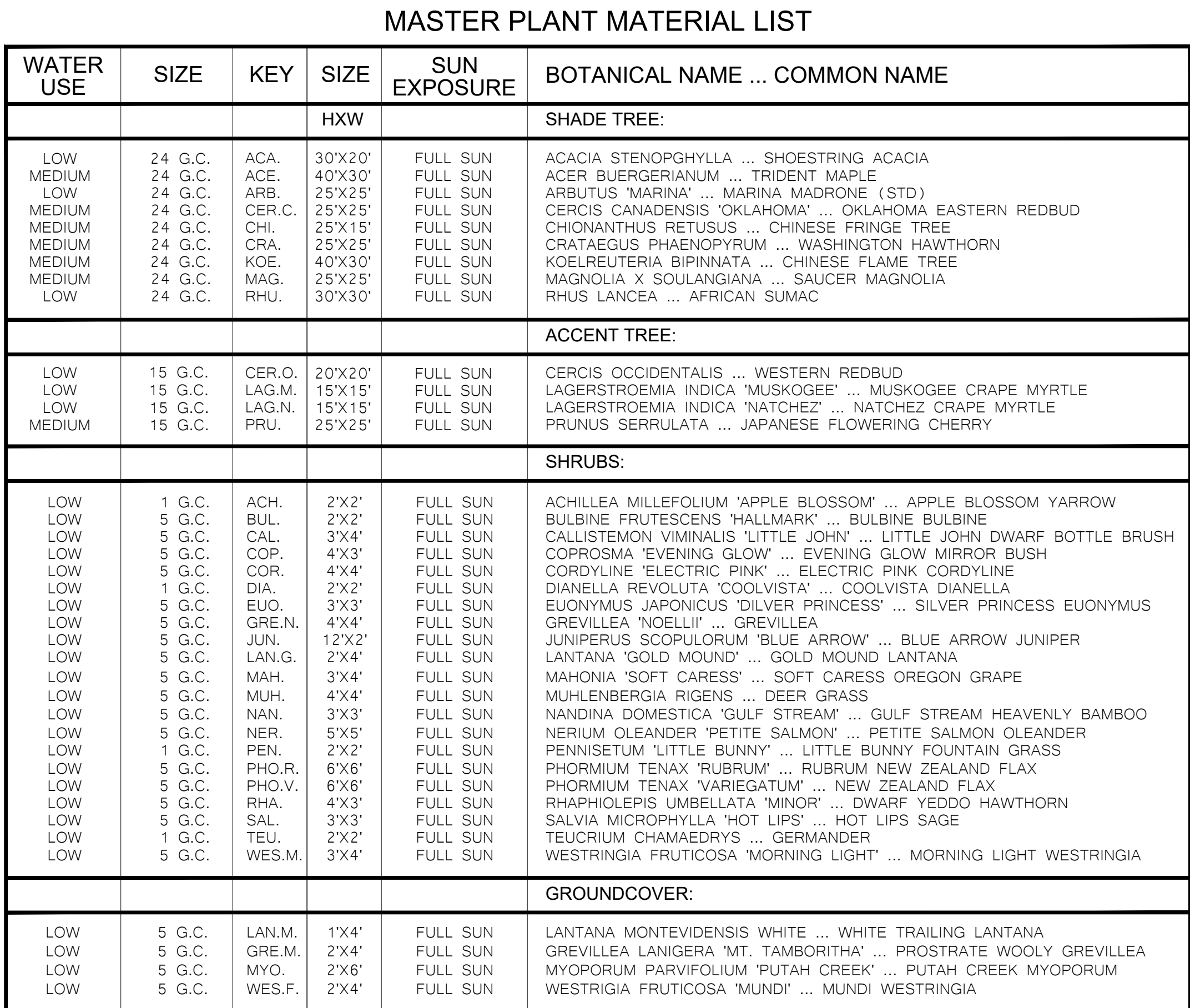
DATE	4/26/21
JOB NO.	21-022.P
SHEET TITLE	

MONTROSE
PLAN 3583
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L2.2

SHEET 6 OF 16



FOR NORTH OR EAST FACING HOMES:

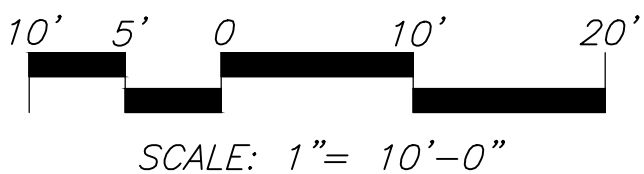
- SWAP PHO.V. FOR AUC.
SWAP COR. FOR AZA.
SWAP EUO. FOR ILE.

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HxW		SHRUBS:
LOW LOW LOW	5 G.C. 5 G.C. 5 G.C.	AUC. AZEA. ILE.	4'x4' 4'x4' 4'x4'	SHADE SHADE PARTIAL SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA AZALEA (PINK) ... PINK EVERGREEN AZALEA ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY

KEY	LANDSCAPE LEGEND	KEY	LANDSCAPE LEGEND
	TREES - NOT ALL SYMBOLS SHOWN SEE SHEETS LD.1-LD.4 FOR EXACT LOCATIONS AND SPECIES NOTE: 25% MINIMUM OF ALL TREES SHALL BE 24" BOX SIZE OR LARGER, 30% MINIMUM OF ALL TREES SHALL BE EVERGREEN.		SHRUBS PLANT QUANTITY PLANT KEY ROOT BARRIER, INSTALL WHERE SHOWN ON PLANS

- I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

4/26/21
DATE



THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

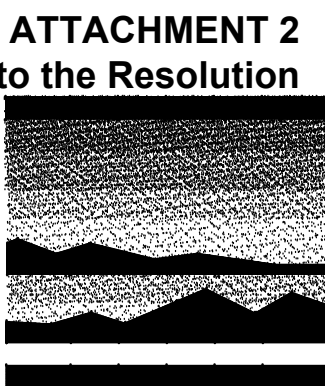
DATE	4/26/21
JOB NO.	21-022.P
SHEET TITLE	

MONTROSE
PLAN 3584
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L2.3

SHEET 7 OF 16



MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

[illegible]

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
21 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	4/26/21
JOB NO.	21-022.P
SHEET TITLE	

MONTROSE
PLAN 3585
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L2.4

SHEET 8 OF 16

MASTER PLANT MATERIAL LIST

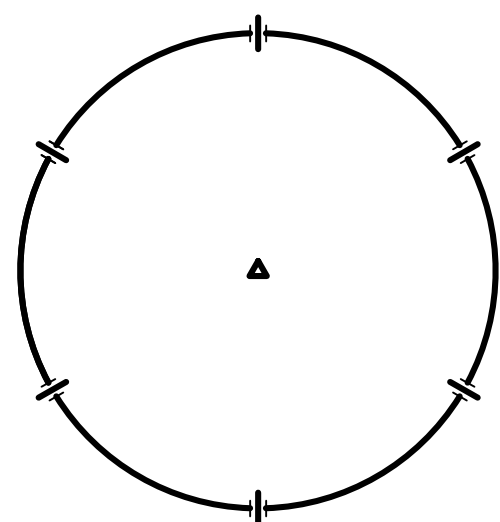
WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHADE TREE:
LOW	24 G.C.	ACA.	30'X20'	FULL SUN	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
MEDIUM	24 G.C.	ACE.	40'X30'	FULL SUN	ACER BUERGERIANUM ... TRIDENT MAPLE
LOW	24 G.C.	ARB.	25'X25'	FULL SUN	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
MEDIUM	24 G.C.	CER.C.	25'X25'	FULL SUN	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
MEDIUM	24 G.C.	CHI.	25'X15'	FULL SUN	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
LOW	24 G.C.	CRA.	25'X25'	FULL SUN	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
MEDIUM	24 G.C.	KOE.	40'X30'	FULL SUN	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
MEDIUM	24 G.C.	MAG.	25'X25'	FULL SUN	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
LOW	24 G.C.	RHU.	30'X30'	FULL SUN	RHUS LANCEA ... AFRICAN SUMAC
					ACCENT TREE:
LOW	15 G.C.	CER.O.	20'X20'	FULL SUN	CERCIS OCCIDENTALIS ... WESTERN REDBUD
LOW	15 G.C.	LAG.M.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
LOW	15 G.C.	LAG.N.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE
MEDIUM	15 G.C.	PRU.	25'X25'	FULL SUN	PRUNUS SERULLATA ... JAPANESE FLOWERING CHERRY
					SHRUBS:
LOW	1 G.C.	ACH.	2'X2'	FULL SUN	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW
LOW	5 G.C.	BUL.	2'X2'	FULL SUN	BULBINE FRUTESCENS 'HALLMARK' ... BULBINE BULBINE
LOW	5 G.C.	CAL.	3'X4'	FULL SUN	CALLISTEMON VIMINALIS 'LITTLE JOHN' ... LITTLE JOHN DWARF BOTTLE BRUSH
LOW	5 G.C.	COP.	4'X3'	FULL SUN	COPROSMA 'EVENING GLOW' ... EVENING GLOW MIRROR BUSH
LOW	5 G.C.	COR.	4'X4'	FULL SUN	CORDYLINE 'ELECTRIC PINK' ... ELECTRIC PINK CORDYLINE
LOW	1 G.C.	DIA.	2'X2'	FULL SUN	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	EJO.	3'X3'	FULL SUN	EUONYMUS JAPONICUS 'SILVER PRINCESS' ... SILVER PRINCESS EUONYMUS
LOW	5 G.C.	GRE.N.	4'X4'	FULL SUN	GREVILLEA 'NOELLI' ... GREVILLEA
LOW	5 G.C.	JUN.	12'X2'	FULL SUN	JUNIPERUS SCOPULORUM 'BLUE ARROW' ... BLUE ARROW JUNIPER
LOW	5 G.C.	LAN.G.	2'X4'	FULL SUN	LANTANA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	MAH.	3'X4'	FULL SUN	MAHONIA 'SOFT CARESS' ... SOFT CARESS OREGON GRAPE
LOW	5 G.C.	MUH.	4'X4'	FULL SUN	MUHLENBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	NAN.	3'X3'	FULL SUN	NANDINA DOMESTICA 'GULF STREAM' ... GULF STREAM HEAVENLY BAMBOO
LOW	5 G.C.	NER.	5'X5'	FULL SUN	NOELMUS OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	1 G.C.	PEN.	2'X2'	FULL SUN	PENNISSETUM 'LITTLE BUNNY' ... LITTLE BUNNY FOUNTAIN GRASS
LOW	5 G.C.	PHO.R.	6'X6'	FULL SUN	PHORMIUM TENAX 'RUBRUM' ... RUBRUM NEW ZEALAND FLAX
LOW	5 G.C.	PHO.V.	6'X6'	FULL SUN	PHORMIUM TENAX 'VARIEGATUM' ... NEW ZEALAND FLAX
LOW	5 G.C.	RHA.	4'X3'	FULL SUN	RHAPHALEPSIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	5 G.C.	SAL.	3'X3'	FULL SUN	SALVIA MICROPHYLLA 'HOT LIPS' ... HOT LIPS SAGE
LOW	1 G.C.	TEU.	2'X2'	FULL SUN	TEUCRIUM CHAMAEDRYS ... GERMANDER
LOW	5 G.C.	WES.M.	3'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MORNING LIGHT' ... MORNING LIGHT WESTRINGIA
					GROUND COVER:
LOW	5 G.C.	LAN.M.	1'X4'	FULL SUN	LANTANA MONTEVIDENSIS WHITE ... WHITE TRAILING LANTANA
LOW	5 G.C.	GRE.M.	2'X4'	FULL SUN	GREVILLEA LANIGERA 'MT. TAMBORITHA' ... PROSTRATE WOOLY GREVILLEA
LOW	5 G.C.	MYO.	2'X6'	FULL SUN	MYOPORUM PARVIFOLIUM 'PUTAH CREEK' ... PUTAH CREEK MYOPORUM
LOW	5 G.C.	WES.F.	2'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA

FOR NORTH OR EAST FACING HOMES:

SWAP PHO.V. FOR AUC.
SWAP COR. FOR AZA.
SWAP EUQ. FOR ILE.

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHRUBS:
LOW LOW LOW	5 G.C. 5 G.C. 5 G.C.	AUC. AZA. ILE.	4'x4' 4'x4' 4'x4'	SHADE SHADE PARTIAL SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA AZALEA (PINK) ... PINK EVERGREEN AZALEA ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY

KEY

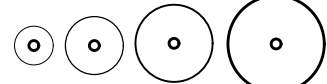


LANDSCAPE LEGEND

TREES - NOT ALL SYMBOLS SHOWN
SEE SHEETS LD.1-LD.4 FOR EXACT LOCATIONS
AND SPECIES

NOTE: 25% MINIMUM OF ALL TREES SHALL BE 24" BOX SIZE OR LARGER. 30% MINIMUM OF ALL TREES SHALL BE EVERGREEN.

KEY



SHRUBS

- PLANT QUANTITY

- PLANT KEY

ROOT BARRIER, INSTALL WHERE SHOWN ON PLANS

LANDSCAPE PLANTING NOTES

3. ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
2. FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
10 FEET FROM DRIVEWAYS
3. SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
4. TREES TO RECEIVE ROOTBARRIER IF PLANTED WITHIN 10' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
5. CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
 - A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
 - B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
 - C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
 - D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
 - E. IRRIGATION AUDIT REPORT.
 - F. SOILS ANALYSIS REPORT.
6. THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
7. IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
8. LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
9. EACH LOT TO BE DESIGNED AS A SEPARATE IRRIGATION SYSTEM. IRRIGATION MAINTENANCE TO BE THE RESPONSIBILITY OF THE INDIVIDUAL HOMEOWNER.
10. APPLICATION OF PRE-EMERGENT TO BE USED IN ALL NON-SEEDED LANDSCAPE PLANTERS. INSTALL A WEED CONTROL LAYER IN ALL BARK MULCH AND ROCK AREAS.

SOIL TESTING NOTES

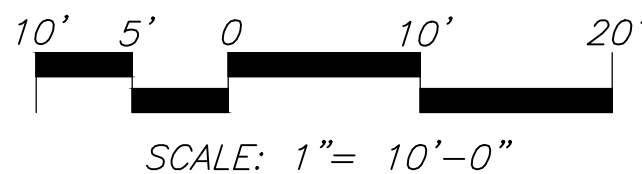
1. COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
2. EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
3. AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING LAB. THAT THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 15.0 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
4. SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.



I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.


LANDSCAPE ARCHITECT

4/26/21
DATE



MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHADE TREE:
LOW	24 G.C.	ACA.	30'X20'	FULL SUN	ACACIA STENOPGHYLLA ... SHOESTRING ACACIA
MEDIUM	24 G.C.	ACE.	40'X30'	FULL SUN	ACER BUERGERIANUM ... TRIDENT MAPLE
LOW	24 G.C.	ARB.	25'X25'	FULL SUN	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
MEDIUM	24 G.C.	CER.C.	25'X25'	FULL SUN	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
MEDIUM	24 G.C.	CHI.	25'X15'	FULL SUN	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
MEDIUM	24 G.C.	CRA.	25'X25'	FULL SUN	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
MEDIUM	24 G.C.	KOE.	40'X30'	FULL SUN	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
MEDIUM	24 G.C.	MAG.	25'X25'	FULL SUN	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
LOW	24 G.C.	RHU.	30'X30'	FULL SUN	RHUS LANCEA ... AFRICAN SUMAC
					ACCENT TREE:
LOW	15 G.C.	CER.O.	20'X20'	FULL SUN	CERCIS OCCIDENTALIS ... WESTERN REDBUD
LOW	15 G.C.	LAG.M.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
LOW	15 G.C.	LAG.N.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE
MEDIUM	15 G.C.	PRU.	25'X25'	FULL SUN	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
					SHRUBS:
LOW	5 G.C.	CAL.	3'X4'	FULL SUN	CALLISTEMON VIMINALIS 'LITTLE JOHN' ... LITTLE JOHN DWARF BOTTLE BRUSH
LOW	1 G.C.	DIA.	2'X2'	FULL SUN	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	DIE.	3'X3'	FULL SUN	DIETES VEGETA ... FORTNIGHT LILY
LOW	5 G.C.	GRE.	4'X4'	FULL SUN	GREVILLEA 'NOELLII' ... GREVILLEA
LOW	5 G.C.	HES.	3'X3'	FULL SUN	HESPERALOE PARVIFLORA 'BRAKE LIGHTS' ... RED YUCCA
LOW	5 G.C.	JUN.C.	6'X3'	FULL SUN	JUNIPERUS COMMUNIS 'GOLD CONE' ... GOLD CONE JUNIPER
LOW	5 G.C.	JUN.S.	12'X2'	FULL SUN	JUNIPERUS SCOPULORUM 'BLUE ARROW' ... BLUE ARROW JUNIPER
LOW	5 G.C.	LAN.G.	2'X4'	FULL SUN	LANTANA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	LAV.	2'X3'	FULL SUN	LAVANDULA X INTERMEDIA 'PROVENCE' ... PROVENCE FRENCH LAVENDER
LOW	5 G.C.	MAH.	3'X4'	FULL SUN	MAHONIA 'SOFT CARESS' ... SOFT CARESS OREGON GRAPE
LOW	5 G.C.	MUH.	4'X4'	FULL SUN	MUHLBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	NAN.	3'X3'	FULL SUN	NANDINA DOMESTICA 'GULF STREAM' ... GULF STREAM HEAVENLY BAMBOO
LOW	5 G.C.	NER.	5'X5'	FULL SUN	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	5 G.C.	PHO.R.	6'X6'	FULL SUN	PHORMIUM TENAX 'RUBRUM' ... RUBRUM NEW ZEALAND FLAX
LOW	5 G.C.	PHO.V.	6'X6'	FULL SUN	PHORMIUM TENAX 'VARIEGATUM' ... NEW ZEALAND FLAX
LOW	5 G.C.	RHA.	4'X3'	FULL SUN	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	5 G.C.	SAL.	3'X3'	FULL SUN	SALVIA MICROPHYLLA 'HOT LIPS' ... HOT LIPS SAGE
LOW	1 G.C.	TEU.	2'X2'	FULL SUN	TEUCRIUM CHAMAEDRYS ... GERMANDER
					GROUNDCOVER:
LOW	5 G.C.	CIS.	2'X6'	FULL SUN	CISTUS SALVIFOLIUS 'PROSTRATUS' ... SAGELEAF ROCKROSE
LOW	5 G.C.	LAN.M.	1'X4'	FULL SUN	LANTANA MONTEVIDENSIS WHITE ... WHITE TRAILING LANTANA
LOW	5 G.C.	MYO.	2'X6'	FULL SUN	MYOPORUM PARVIFOLIUM ... MYOPORUM
LOW	5 G.C.	WES.	2'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA

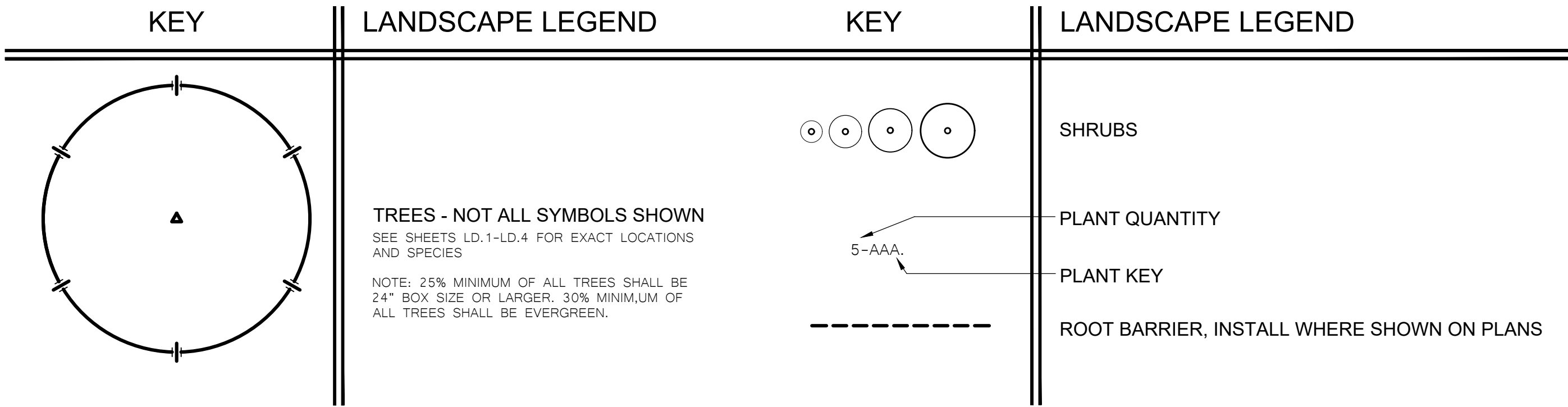
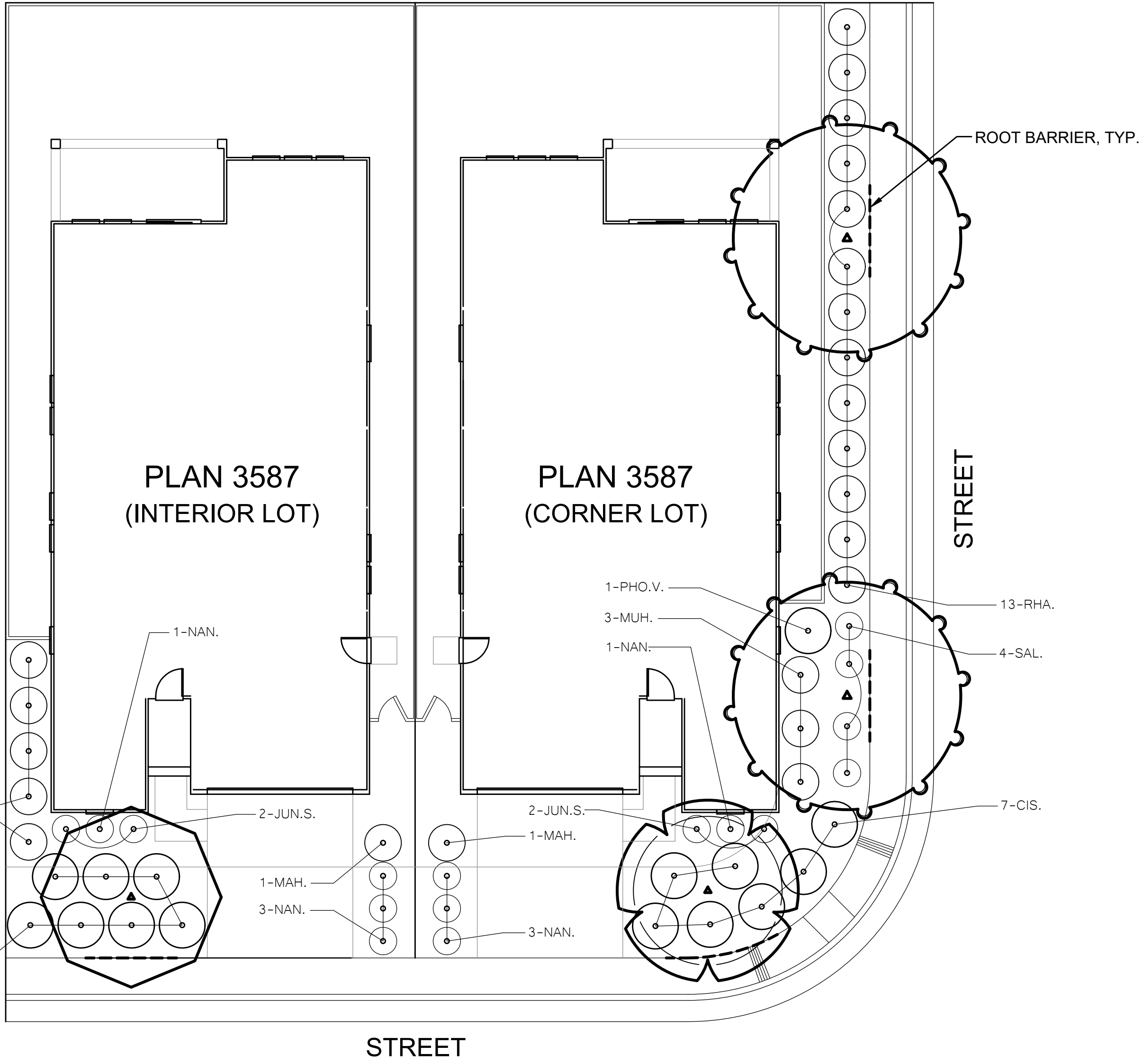
FOR NORTH OR EAST FACING HOMES:

SWAP GRE. FOR ILE.
SWAP SAL. FOR LIR.
SWAP MUH. FOR AUC.

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHRUBS:
LOW	5 G.C.	AUC.	4'X4'	SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA
LOW	5 G.C.	ILE.	4'X4'	PARTIAL SHADE	ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY
LOW	5 G.C.	LIR.	3'X3'	SHADE	LIRIOPE GIGANTEA ... GIANT LILY TURF

LANDSCAPE PLANTING NOTES

- ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
- FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
10 FEET FROM DRIVEWAYS
- SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
- TREES TO RECIEVE ROOTBARRIER IF PLANTED WITHIN 10' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
- CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
E. IRRIGATION AUDIT REPORT.
F. SOILS ANALYSIS REPORT.
- THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
- IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
- LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
- EACH LOT TO BE DESIGNED AS A SEPARATE IRRIGATION SYSTEM. IRRIGATION MAINTENANCE TO BE THE RESPONSIBILITY OF THE INDIVIDUAL HOMEOWNER.
- APPLICATION OF PRE-EMERGENT TO BE USED IN ALL NON-SEEDED LANDSCAPE PLANTERS. INSTALL A WEED CONTROL LAYER IN ALL BARK MULCH AND ROCK AREAS.



SOIL TESTING NOTES

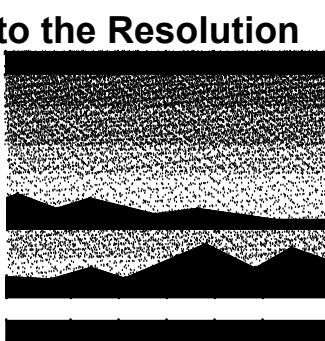
- COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
- EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
- AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING LAB THAT THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
- SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

LANDSCAPE ARCHITECT

4/26/21
DATE

10' 5' 0 10' 20'
SCALE: 1"= 10'-0"



MTW group
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE 4/26/21
JOB NO. 21-022.P
SHEET TITLE

SAGEBRUSH
PLAN 3587
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L3.2

SHEET 10 OF 16



MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHADE TREE:
LOW	24 G.C.	ACA.	30'X20'	FULL SUN	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
MEDIUM	24 G.C.	ACE.	40'X30'	FULL SUN	ACER BUERGERIANUM ... TRIDENT MAPLE
LOW	24 G.C.	ARB.	25'X25'	FULL SUN	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
MEDIUM	24 G.C.	CER.C.	25'X25'	FULL SUN	CERCIS 'CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
MEDIUM	24 G.C.	CHI.	25'X15'	FULL SUN	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
MEDIUM	24 G.C.	CRA.	25'X25'	FULL SUN	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
MEDIUM	24 G.C.	KOE.	40'X30'	FULL SUN	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
MEDIUM	24 G.C.	MAG.	25'X25'	FULL SUN	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
LOW	24 G.C.	RHU.	30'X30'	FULL SUN	RHUS LANCEA ... AFRICAN SUMAC
					ACCENT TREE:
LOW	15 G.C.	CER.O.	20'X20'	FULL SUN	CERCIS OCCIDENTALIS ... WESTERN REDBUD
LOW	15 G.C.	LAG.M.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
LOW	15 G.C.	LAG.N.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE
MEDIUM	15 G.C.	PRU.	25'X25'	FULL SUN	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
					SHRUBS:
LOW	5 G.C.	CAL.	3'X4'	FULL SUN	CALLISTEMON VIMINALIS 'LITTLE JOHN' ... LITTLE JOHN DWARF BOTTLE BRUSH
LOW	1 G.C.	DIA.	2'X2'	FULL SUN	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	DIE.	3'X3'	FULL SUN	DIETES VEGETA ... FORTNIGHT LILY
LOW	5 G.C.	GRE.	4'X4'	FULL SUN	GREVILLEA 'NOELLII' ... GREVILLEA
LOW	5 G.C.	HES.	3'X3'	FULL SUN	HESPERALOE PARVIFLORA 'BRAKE LIGHTS' ... RED YUCCA
LOW	5 G.C.	JUN.C.	6'X3'	FULL SUN	JUNIPERUS COMMUNIS 'GOLD CONE' ... GOLD CONE JUNIPER
LOW	5 G.C.	JUN.S.	12'X2'	FULL SUN	JUNIPERUS SCOPULORUM 'BLUE ARROW' ... BLUE ARROW JUNIPER
LOW	5 G.C.	LAN.G.	2'X4'	FULL SUN	LANTANA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	LAV.	2'X3'	FULL SUN	LAVANDULA X INTERMEDIA 'PROVENCE' ... PROVENCE FRENCH LAVENDER
LOW	5 G.C.	MAH.	3'X4'	FULL SUN	MAHONIA 'SOFT CARESS' ... SOFT CARESS OREGON GRAPE
LOW	5 G.C.	MUH.	4'X4'	FULL SUN	MUHLBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	NAN.	3'X3'	FULL SUN	NANDINA DOMESTICA 'GULF STREAM' ... GULF STREAM HEAVENLY BAMBOO
LOW	5 G.C.	NER.	5'X5'	FULL SUN	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	5 G.C.	PHO.R.	6'X6'	FULL SUN	PHORMIUM TENAX 'RUBRUM' ... RUBRUM NEW ZEALAND FLAX
LOW	5 G.C.	PHO.V.	6'X6'	FULL SUN	PHORMIUM TENAX 'VARIEGATUM' ... NEW ZEALAND FLAX
LOW	5 G.C.	RHA.	4'X3'	FULL SUN	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	5 G.C.	SAL.	3'X3'	FULL SUN	SALVIA MICROPHYLLA 'HOT LIPS' ... HOT LIPS SAGE
LOW	1 G.C.	TEU.	2'X2'	FULL SUN	TEUCRIUM CHAMAEDRYS ... GERMANDER
					GROUND COVER:
LOW	5 G.C.	CIS.	2'X6'	FULL SUN	CISTUS SALVIFOLIUS 'PROSTRATUS' ... SAGELEAF ROCKROSE
LOW	5 G.C.	LAN.M.	1'X4'	FULL SUN	LANTANA MONTEVIDENSIS WHITE ... WHITE TRAILING LANTANA
LOW	5 G.C.	MYO.	2'X6'	FULL SUN	MYOPORUM PARVIFOLIUM ... MYOPORUM
LOW	5 G.C.	WES.	2'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA

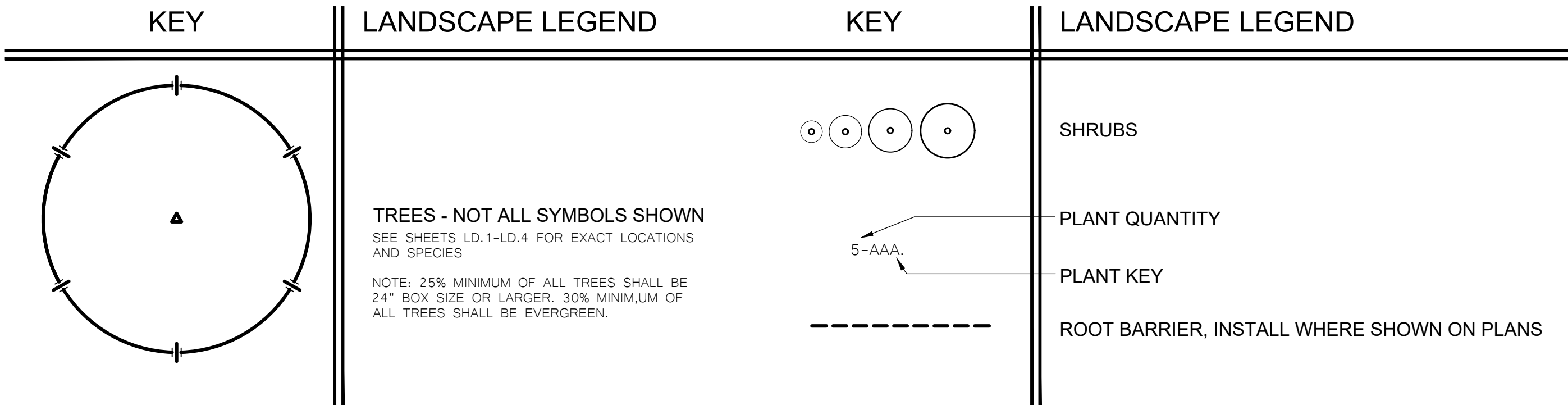
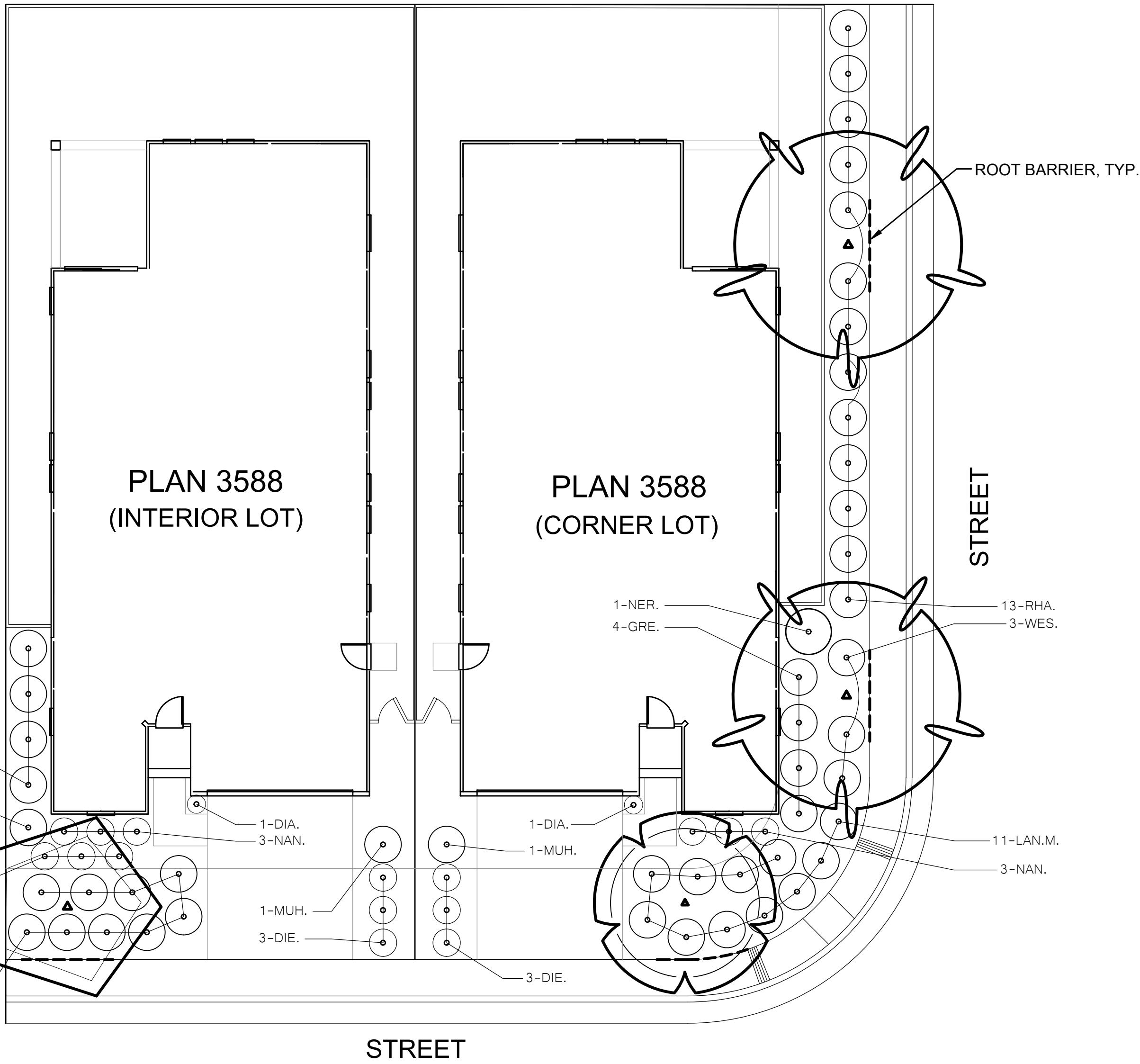
FOR NORTH OR EAST FACING HOMES:

SWAP GRE. FOR ILE.
SWAP SAL. FOR LIR.
SWAP MUH. FOR AUC.

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHRUBS:
LOW	5 G.C.	AUC.	4'X4'	SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA
LOW	5 G.C.	ILE.	4'X4'	PARTIAL SHADE	ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY
LOW	5 G.C.	LIR.	3'X3'	SHADE	LIRIOPE GIGANTEA ... GIANT LILY TURF

LANDSCAPE PLANTING NOTES

- ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
- FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
10 FEET FROM DRIVEWAYS
- SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
- TREES TO RECIEVE ROOTBARRIER IF PLANTED WITHIN 10' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
- CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
E. IRRIGATION AUDIT REPORT.
F. SOILS ANALYSIS REPORT.
- THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
- IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
- LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
- EACH LOT TO BE DESIGNED AS A SEPARATE IRRIGATION SYSTEM. IRRIGATION MAINTENANCE TO BE THE RESPONSIBILITY OF THE INDIVIDUAL HOMEOWNER.
- APPLICATION OF PRE-EMERGENT TO BE USED IN ALL NON-SEEDED LANDSCAPE PLANTERS. INSTALL A WEED CONTROL LAYER IN ALL BARK MULCH AND ROCK AREAS.



SOIL TESTING NOTES

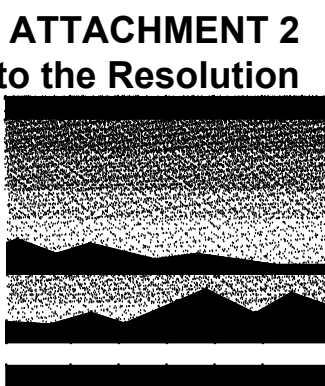
- COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
- EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
- AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING LAB THAT THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
- SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

LANDSCAPE ARCHITECT

4/26/21
DATE

10' 5' 0 10' 20'
SCALE: 1"= 10'-0"



MTW group
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	4/26/21
JOB NO.	21-022.P
SHEET TITLE	

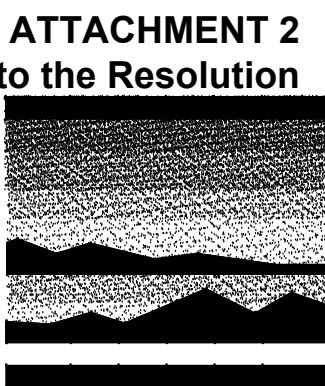
SAGEBRUSH
PLAN 3588
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L3.3

SHEET 11 OF 16





MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

[illegible]

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	4/26/21
JOB NO.	21-022.P
SHEET TITLE	

SAGEBRUSH
PLAN 3589
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L3.4

SHEET 12 OF 16

MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HXW		SHADE TREE:
LOW	24 G.C.	ACA.	30'X20'	FULL SUN	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
MEDIUM	24 G.C.	ACE.	40'X30'	FULL SUN	ACER BUERGERIANUM ... TRIDENT MAPLE
MEDIUM	24 G.C.	ARB.	25'X25'	FULL SUN	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
MEDIUM	24 G.C.	CER.C.	25'X25'	FULL SUN	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
MEDIUM	24 G.C.	CHI.	25'X15'	FULL SUN	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
MEDIUM	24 G.C.	CRA.	25'X25'	FULL SUN	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
MEDIUM	24 G.C.	KOE.	40'X30'	FULL SUN	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
MEDIUM	24 G.C.	MAG.	25'X25'	FULL SUN	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
LOW	24 G.C.	RHU.	30'X30'	FULL SUN	RHUS LANCEA ... AFRICAN SUMAC
					ACCENT TREE:
LOW	15 G.C.	CER.O.	20'X20'	FULL SUN	CERCIS OCCIDENTALIS ... WESTERN REDBUD
LOW	15 G.C.	LAG.M.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
LOW	15 G.C.	LAG.N.	15'X15'	FULL SUN	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE
MEDIUM	15 G.C.	PRU.	25'X25'	FULL SUN	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
					SHRUBS:
LOW	5 G.C.	CAL.	3'X4'	FULL SUN	CALLISTEMON VIMINALIS 'LITTLE JOHN' ... LITTLE JOHN DWARF BOTTLE BRUSH
LOW	1 G.C.	DIA.	2'X2'	FULL SUN	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	DIE.	3'X3'	FULL SUN	DIEFFENBACHIA 'FOOTLIGHT LILY' ... FOOTLIGHT LILY
LOW	5 G.C.	GRE.	4'X4'	FULL SUN	GREVILLEA 'NOELIA' ... NOELIA
LOW	5 G.C.	HES.	3'X3'	FULL SUN	HESPERALOE PARVIFLORA 'BRAKE LIGHTS' ... RED YUCCA
LOW	5 G.C.	JUN.C.	6'X3'	FULL SUN	JUNIPERUS COMMUNIS 'GOLD CONE' ... GOLD CONE JUNIPER
LOW	5 G.C.	JUN.S.	12'X2'	FULL SUN	JUNIPERUS SCOPULORUM 'BLUE ARROW' ... BLUE ARROW JUNIPER
LOW	5 G.C.	LAN.G.	2'X4'	FULL SUN	LANTANA 'GOLD MOUND' ... GOLD MOUND LANTANA
LOW	5 G.C.	LAV.	2'X3'	FULL SUN	LAVANDULA X INTERMEDIA 'PROVENCE' ... PROVENCE FRENCH LAVENDER
LOW	5 G.C.	MAH.	3'X4'	FULL SUN	MAHONIA 'SOFT CARESS' ... SOFT CARESS OREGON GRAPE
LOW	5 G.C.	MUH.	4'X4'	FULL SUN	MUHLBERGIA RIGENS ... DEER GRASS
LOW	5 G.C.	NAN.	3'X3'	FULL SUN	NANDINA DOMESTICA 'GULF STREAM' ... GULF STREAM HEAVENLY BAMBOO
LOW	5 G.C.	NER.	5'X5'	FULL SUN	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	5 G.C.	PHO.R.	6'X6'	FULL SUN	PHORMIUM TENAX 'RUBRUM' ... RUBRUM NEW ZEALAND FLAX
LOW	5 G.C.	PHO.V.	6'X6'	FULL SUN	PHORMIUM TENAX 'VARIEGATUM' ... NEW ZEALAND FLAX
LOW	5 G.C.	RHA.	4'X3'	FULL SUN	RHAPHOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	5 G.C.	SAL.	3'X3'	FULL SUN	SALVIA MICROPHYLLA 'HOT LIPS' ... HOT LIPS SAGE
LOW	1 G.C.	TEU.	2'X2'	FULL SUN	TEUCRIUM CHAMAEDRYAS ... GERMANDER
					GROUNDCOVER:
LOW	5 G.C.	CIS.	2'X6'	FULL SUN	CISTIS SALVIFOLIUS 'PROSTRATUS' ... SAGELEAF ROCKROSE
LOW	5 G.C.	LAN.M.	1'X4'	FULL SUN	LANTANA MONTEVIDENSIS WHITE ... WHITE TRAILING LANTANA
LOW	5 G.C.	MYO.	2'X6'	FULL SUN	MYOPORUM PARVIFOLIUM ... MYOPORUM
LOW	5 G.C.	WES.	2'X4'	FULL SUN	WESTRINGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA

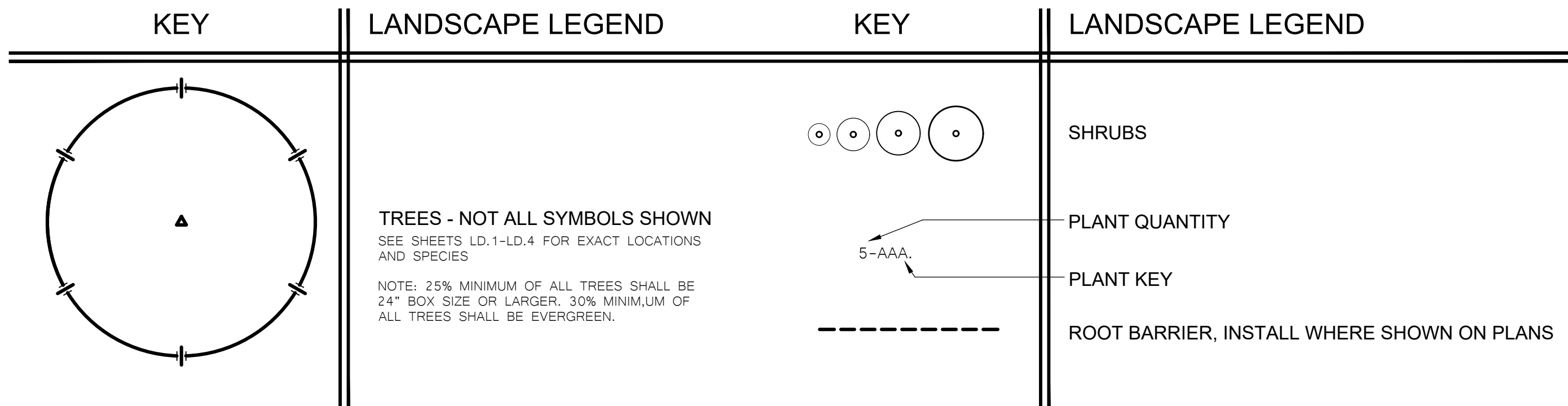
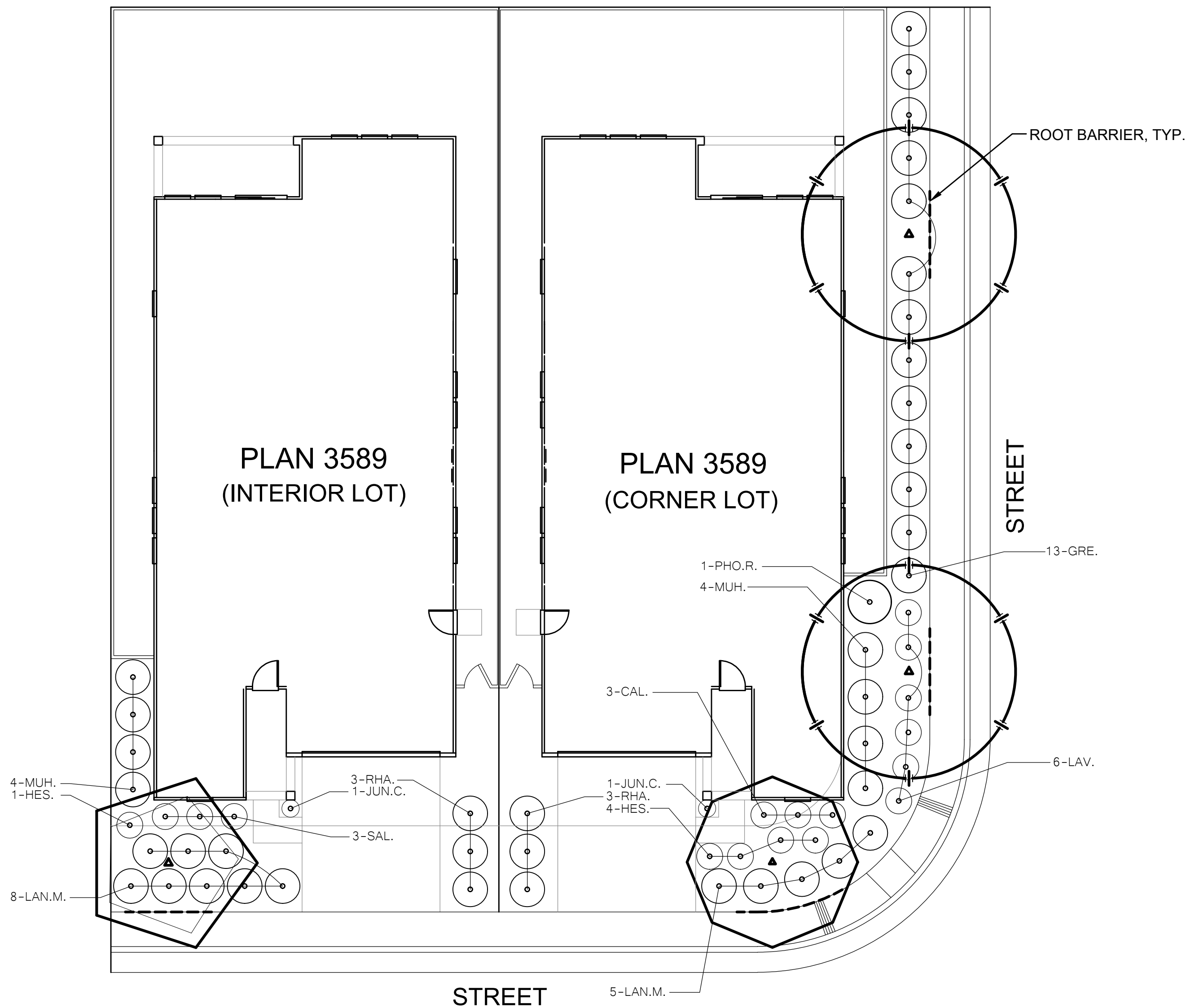
FOR NORTH OR EAST FACING HOMES:

SWAP GRE. FOR ILE.
SWAP SAL. FOR LIR.
SWAP MUH. FOR AUC

WATER USE	SIZE	KEY	SIZE	SUN EXPOSURE	BOTANICAL NAME ... COMMON NAME
			HxW		SHRUBS:
LOW	5 G.C.	AUC.	4'X4'	SHADE	AUCUBA JAPONICA 'MR. GOLDSTRIKE' ... MR. GOLDSTRIKE AUCUBA
LOW	5 G.C.	ILR.	4'X4'	PARTIAL SHADE	ILEX AQUIFOLIUM 'MONVILA' ... GOLD COAST ENGLISH HOLLY
LOW	5 G.C.		3'X3'	SHADE	LIRIOPE GIGANTEA ... GIANT 'LILY' TURF

LANDSCAPE PLANTING NOTES

1. ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
2. FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
 - 8 FEET CLEARANCE FROM SEWER OR WATER LINES.
 - 5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
 - 15 FEET FROM STREET LIGHTS
 - 25 FEET FROM STOP SIGNS/STOP LIGHTS.
 - 10 FEET FROM DRIVEWAYS
3. SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
4. TREES TO RECEIVE ROOTBARRIER IF PLANTED WITHIN 10' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
5. CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
 - A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
 - B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICANT CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
 - C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
 - D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
 - E. IRRIGATION AUDIT REPORT.
 - F. SOILS ANALYSIS REPORT.
6. THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
7. IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
8. LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
9. EACH LOT TO BE DESIGNED AS A SEPARATE IRRIGATION SYSTEM. IRRIGATION MAINTENANCE TO BE THE RESPONSIBILITY OF THE INDIVIDUAL HOMEOWNER.
10. APPLICATION OF PRE-EMERGENT TO BE USED IN ALL NON-SEEDED LANDSCAPE PLANTERS. INSTALL A WEED CONTROL LAYER IN ALL BARK MULCH AND ROCK AREAS.



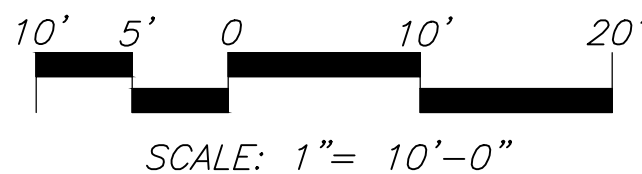
SOIL TESTING NOTES

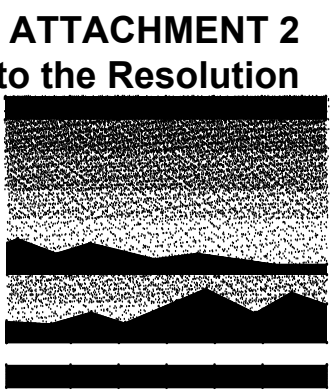
1. COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
2. EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
3. AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING RESULTS TO THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4" INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
4. SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.


LANDSCAPE ARCHITECT

4/26/21
DATE





MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

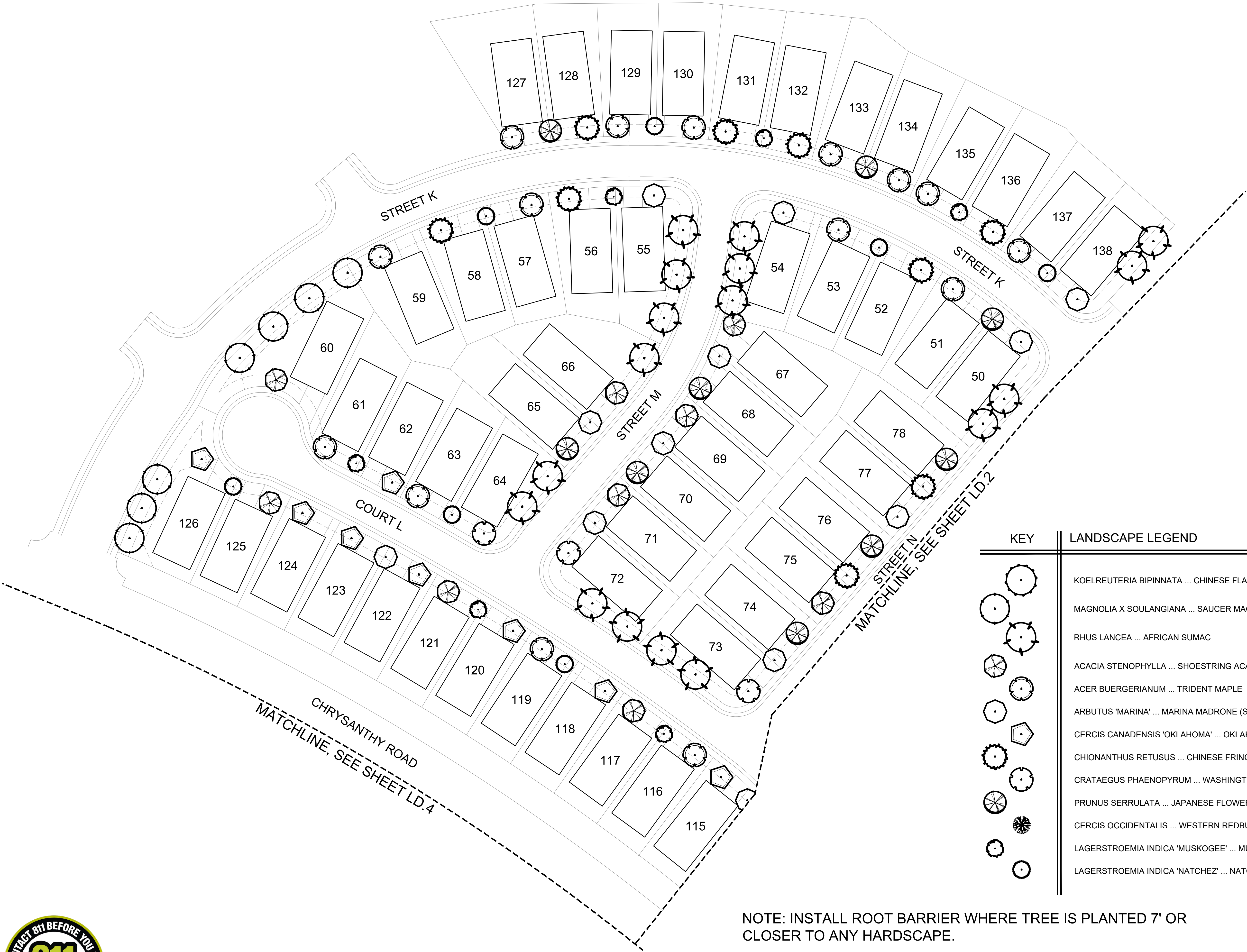
DATE	4/7/21
JOB NO.	21-014.P
SHEET TITLE	

VILLAGE 4
OVERALL TREE
PLANTING PLAN

SHEET NO.

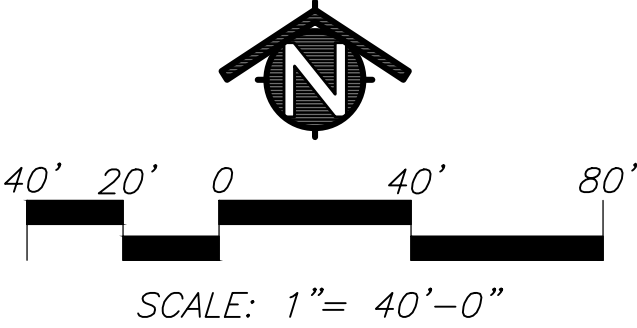
LD.1

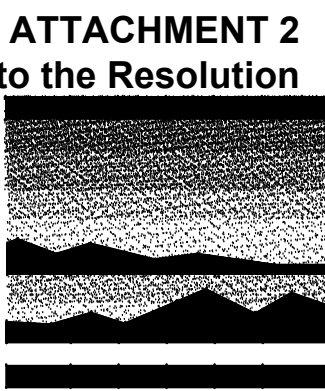
SHEET 13 OF 16



KEY	LANDSCAPE LEGEND
	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
	RHUS LANCEA ... AFRICAN SUMAC
	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
	ACER BUERGERIANUM ... TRIDENT MAPLE
	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
	CERCIS OCCIDENTALIS ... WESTERN REDBUD
	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE

NOTE: INSTALL ROOT BARRIER WHERE TREE IS PLANTED 7' OR CLOSER TO ANY HARDSCAPE.





MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	4/7/21
JOB NO.	21-014.P
SHEET TITLE	

VILLAGE 5
OVERALL TREE
PLANTING PLAN

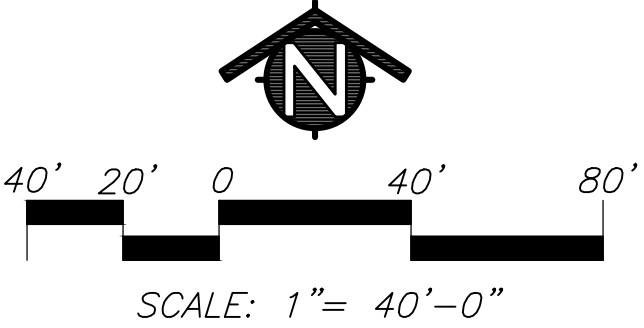
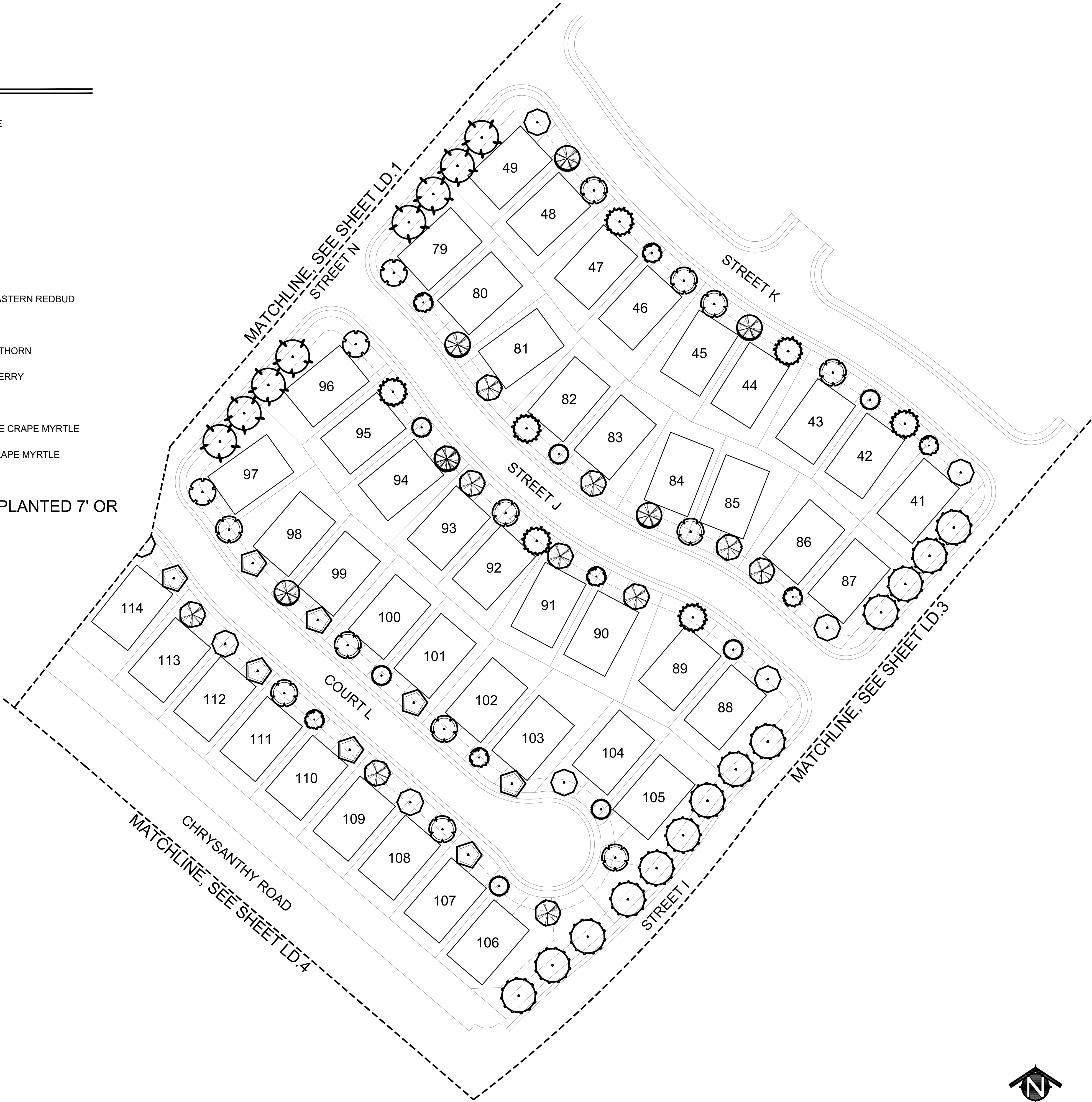
SHEET NO.

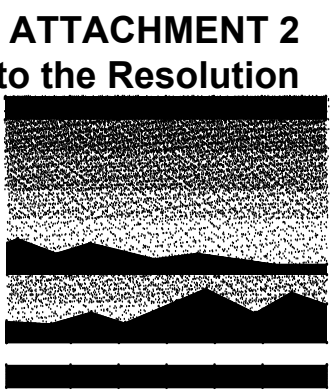
LD.2

SHEET 14 OF 16

KEY	LANDSCAPE LEGEND
	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
	RHUS LANCEA ... AFRICAN SUMAC
	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
	ACER BUERGERIANUM ... TRIDENT MAPLE
	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
	CERCIS OCCIDENTALIS ... WESTERN REDBUD
	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE

NOTE: INSTALL ROOT BARRIER WHERE TREE IS PLANTED 7' OR CLOSER TO ANY HARDSCAPE.





MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS			
NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX			
NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

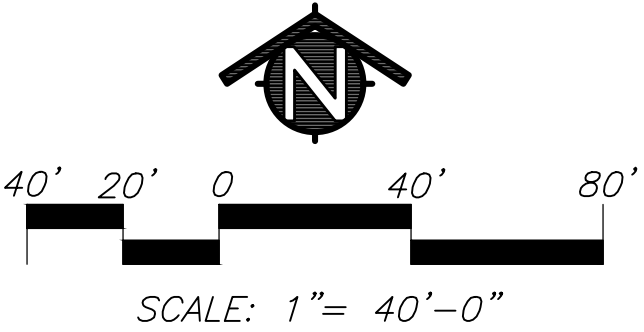
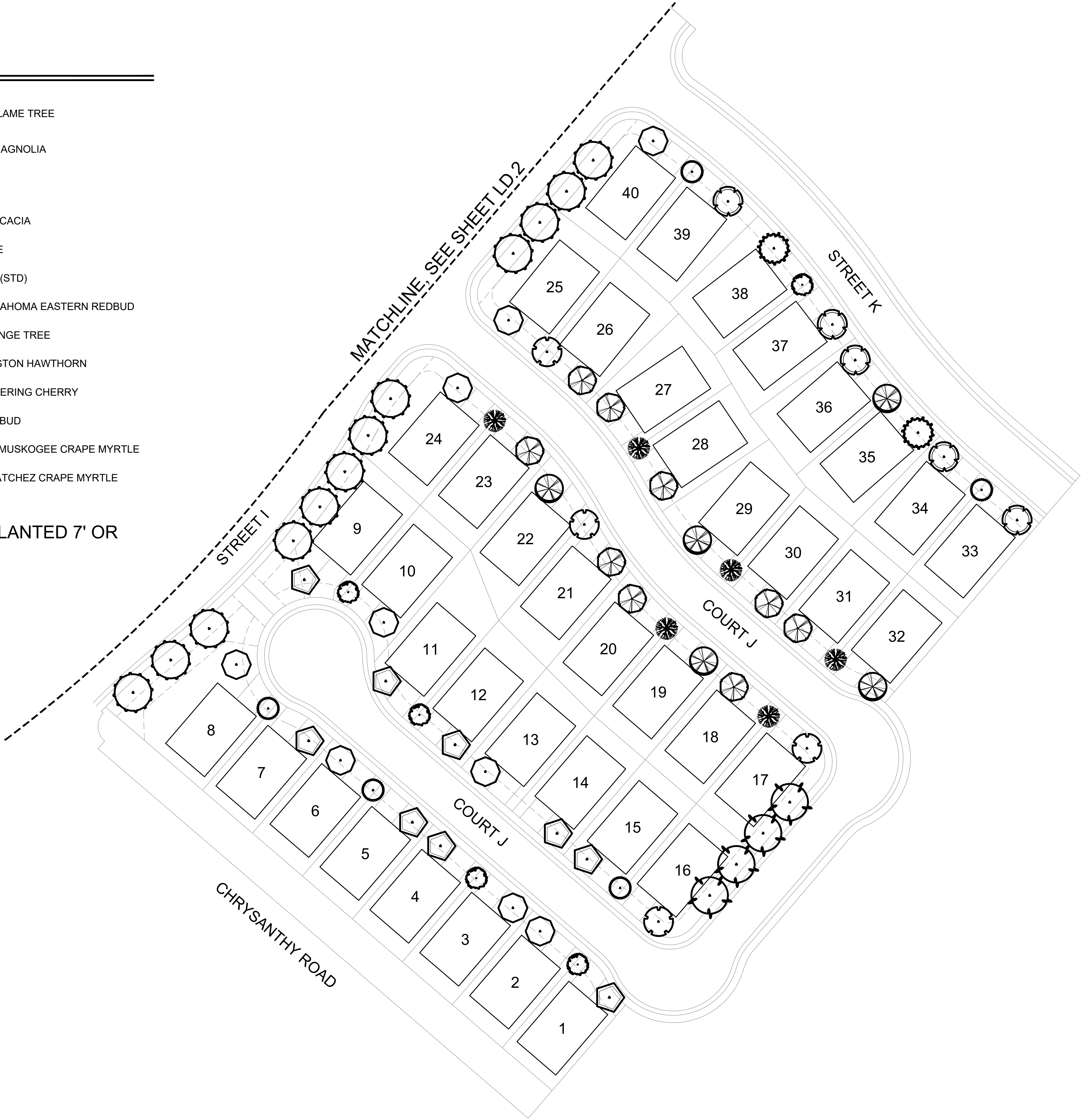
DATE	4/7/21
JOB NO.	21-014.P
SHEET TITLE	

VILLAGE 6
OVERALL TREE
PLANTING PLAN

SHEET NO.	LD.3
SHEET	15 OF 16

KEY	LANDSCAPE LEGEND
	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
	RHUS LANCEA ... AFRICAN SUMAC
	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
	ACER BUERGERIANUM ... TRIDENT MAPLE
	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
	CERCIS OCCIDENTALIS ... WESTERN REDBUD
	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE

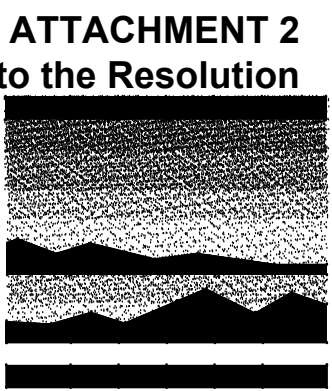
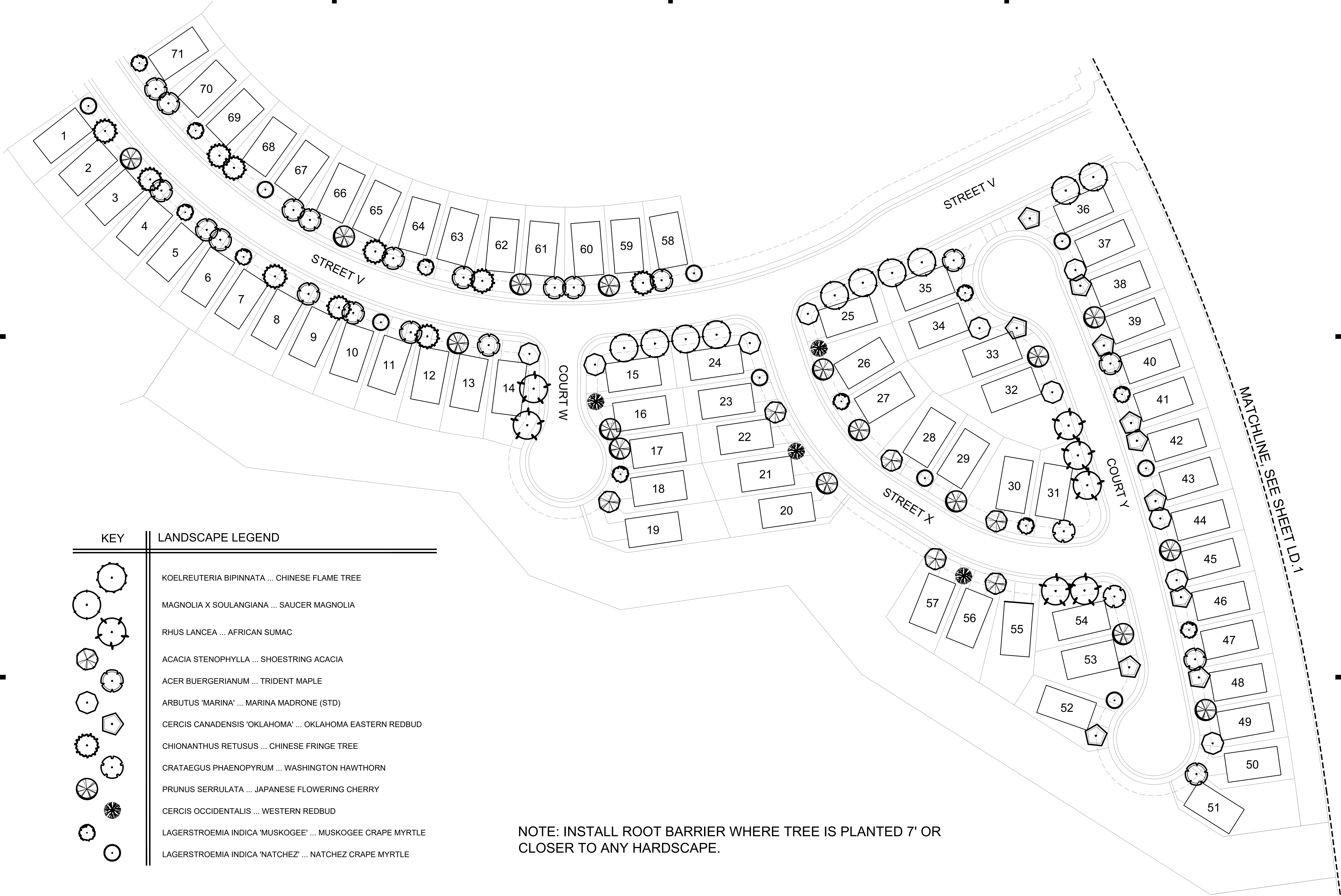
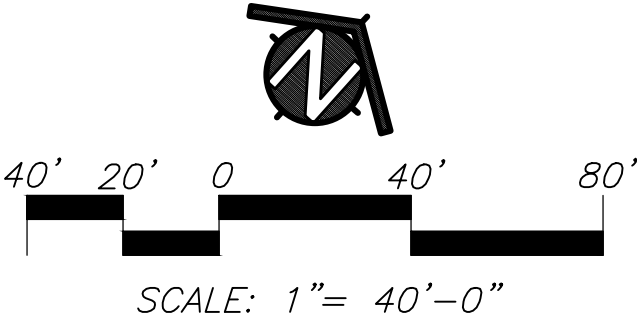
NOTE: INSTALL ROOT BARRIER WHERE TREE IS PLANTED 7' OR CLOSER TO ANY HARDSCAPE.





KEY	LANDSCAPE LEGEND
	KOELREUTERIA BIPINNATA ... CHINESE FLAME TREE
	MAGNOLIA X SOULANGIANA ... SAUCER MAGNOLIA
	RHUS LANCEA ... AFRICAN SUMAC
	ACACIA STENOPHYLLA ... SHOESTRING ACACIA
	ACER BUERGERIANUM ... TRIDENT MAPLE
	ARBUTUS 'MARINA' ... MARINA MADRONE (STD)
	CERCIS CANADENSIS 'OKLAHOMA' ... OKLAHOMA EASTERN REDBUD
	CHIONANTHUS RETUSUS ... CHINESE FRINGE TREE
	CRATAEGUS PHAENOPYRUM ... WASHINGTON HAWTHORN
	PRUNUS SERRULATA ... JAPANESE FLOWERING CHERRY
	CERCIS OCCIDENTALIS ... WESTERN REDBUD
	LAGERSTROEMIA INDICA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
	LAGERSTROEMIA INDICA 'NATCHEZ' ... NATCHEZ CRAPE MYRTLE

NOTE: INSTALL ROOT BARRIER WHERE TREE IS PLANTED 7' OR CLOSER TO ANY HARDSCAPE.



MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS			
NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX			
NO.	DWG BY	DATE	REVIEWED

THE RANCH, TYPICAL
PRODUCTION HOMES
RANCHO CORDOVA, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	4/7/21
JOB NO.	21-014.P
SHEET TITLE	

VILLAGE 9
OVERALL TREE
PLANTING PLAN

SHEET NO.

LD.4

SHEET 16 OF 16

ITEM 10.5.

THE RANCH :: SPRINGS

RANCHO CORDOVA, CA

Exhibit A to the Resolution

Date: 6/2/2021

Rev 1: 6/4/2021

Rev 2: 7/7/2021

Elevation Style	Color Scheme #	Body (A)		Siding / B&B (S)		Trim (B)	Fascia (C)	Garage Door (D)	Entry (E)	Shutters (H)	Prefab Pipe Vents (if occur)	Gutters (if occur)	Concrete Roof Tile		Veneer*
	MFG:	Sherwin Williams		Sherwin Williams		Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	NA	Eagle Roof Tile		El Dorado
	NOTE:	LRV		LRV									Barrel-Tile	Flat	
UB - SPANISH	1000F	7551	84	NA		6152	7520	7520	7615	7615	7705	Musket	3636	NA	NA
		Greek Villa				Superior Bronze	Dark Brown	Dark Brown	Sea Serpent	Sea Serpent	Wheat Penny		Piedmont Blend		
	1010	7641	53	NA		7048	7048	6990	6990	6990	7705	Musket	3697	NA	NA
		Colonnade Gray				Urbane Bronze	Urbane Bronze	Caviar	Caviar	Caviar	Wheat Penny		Slate Range		
YB - TUSCAN	1100	7015	58	NA		2827	7510	7510	6186	6186	7705	Musket	3581	NA	NA
		Repose Gray				Colonial Revival Stone	Chateau Brown	Chateau Brown	Dried Thyme	Dried Thyme	Wheat Penny		Arcadia Canyon Brown		
	1200	7000	84	NA		6081	9091	7508	6990	6990	7705	Musket	3687	NA	NA
		Ibis White				Down Home	Half- Caff	Tavern Taupe	Caviar	Caviar	Wheat Penny		Brown Gray Range		
YB - TUSCAN	2021	6147	77	NA		7032	7048	7048	6229	6229	NA	Musket	3646	NA	Country Rubble
		Panda White				Warm Stone	Urbane Bronze	Urbane Bronze	Tempe Star	Tempe Star			Sunset Blend		Cognac
	2022	7507	38	NA		9183	2735	2736	2838	2838	NA	Musket	3581	NA	Country Rubble
		Stone Lion				Dark Clove	Rockweed	Rockweed	Polished Mahogany	Polished Mahogany			Arcadia Canyon Brown		Bella
YB - TUSCAN	2023	7634	61	NA		7046	7645	7045	6013	6013	NA	Musket	3645	NA	Country Rubble
		Pediment				Anonymous	Thunder Gray	Intellectual Gray	Bitter Chocolate	Bitter Chocolate			Sunrise Blend		Polermo
	2024	7642	32	NA		7551	7551	7020	7749	7749	NA	Musket	3697	NA	Fieldedge
		Pavestone				Greek Villa	Greek Villa	Black Fox	Laurel Woods	Laurel Woods			Slate Range		Andate
ZB - CONTEMPORARY	9032	7506	48	7645	9	7645	7645	6201	7645	NA	NA	Musket	NA	4591	Ledgecur 33
		Loggia		Thunder Gray		Thunder Gray	Thunder Gray	Thunderous	Thunder Gray					Dark Gray Range	Birch
	9200	7042	74	2848	13	6990	7042	6990	6990	NA	NA	Musket	NA	4687	Ledgecut 33
		Shoji White		Roycroft Pewter		Caviar	Shoji White	Caviar	Caviar					Slate Range	Sage
ZB - CONTEMPORARY	9300	7017	39	6062	7	7675	7675	7675	7675	NA	NA	Musket	NA	4591	Ledgecur 33
		Dorian Gray		Vintage Leather		Sealskin	Sealskin	Sealskin	Sealskin					Dark Gray Range	Sage
	9400	7045	36	6173	15	7020	7047	7020	6054	NA	NA	Musket	NA	4687	Ledgecur 33
		Intellectual Gray		Cocoon		Black Fox	Porpoise	Black Fox	Canyon Clay					Brown Gray Range	Ocean Floor

* All veneer stone grout to be gray

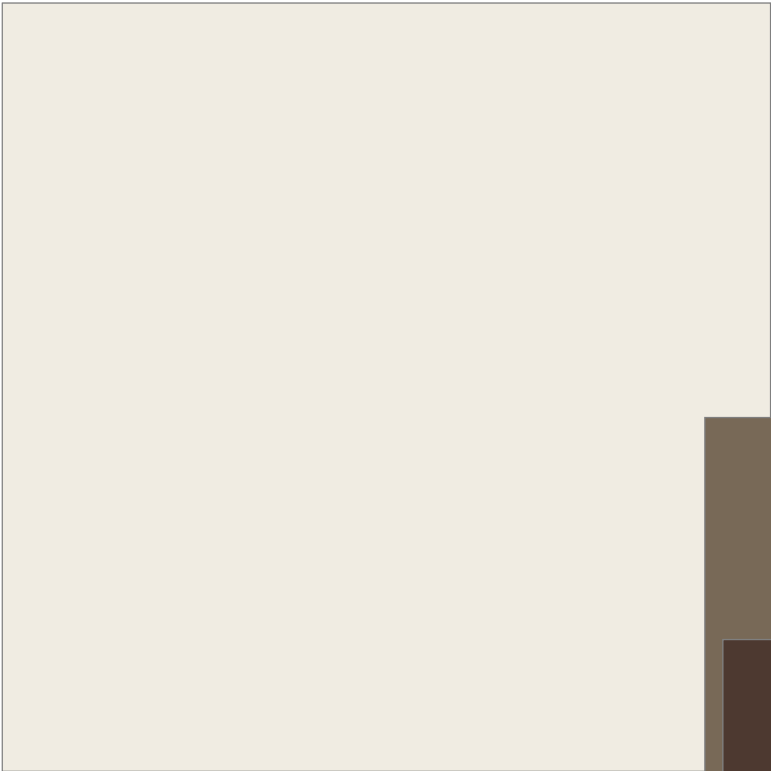
** Decorative tile grout to match stucco body color

ITEM 10.5.

COLOR SCHEME #1000F

UB - SPANISH

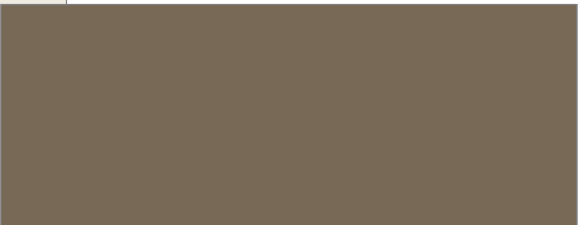
(A)



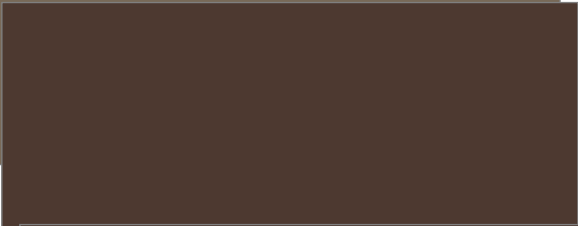
Color Legend

- (A) **Body:** SW 7551 Greek Villa (LRV:84)
- (B) **Trim:** SW 6152 Superior Bronze
- (C) **Fascia:** SW 7520 Dark Brown
- (D) **Garage Door:** SW 7520 Dark Brown
- (E) **Entry:** SW 7615 Sea Serpent
- (H) **Shutters:** SW 7615 Sea Serpent

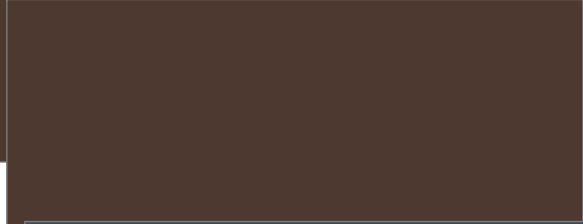
(B)



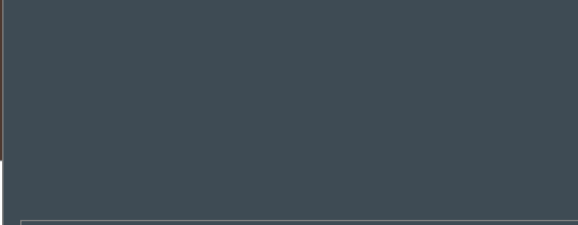
(C)



(D)



(E)



(H)



Roof: Eagle - 3636 Piedmont Blend

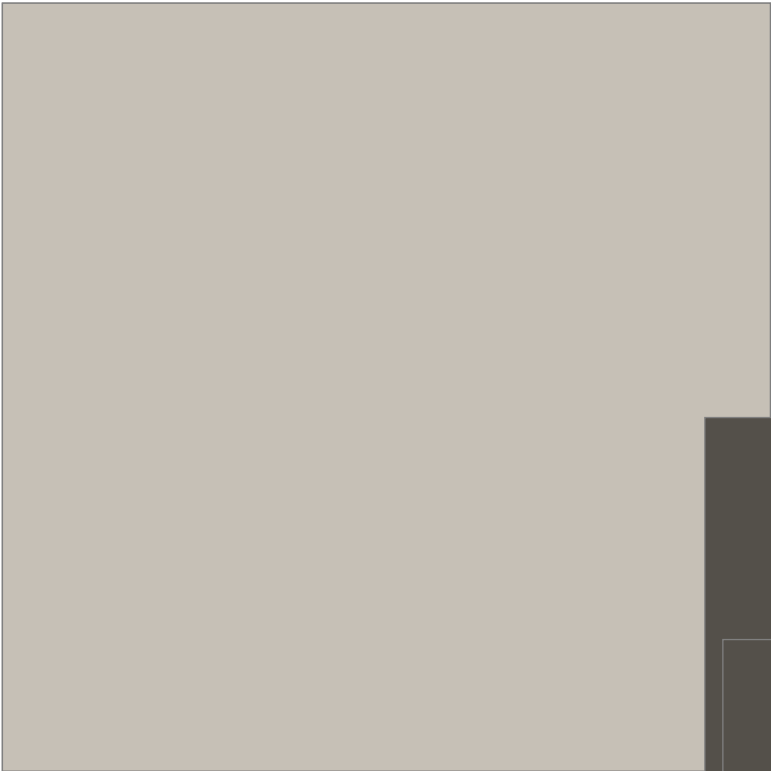
ITEM 10.5.

COLOR SCHEME #1010

UB - SPANISH



(A)



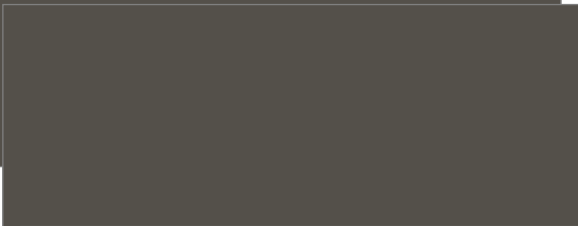
Color Legend

- (A) **Body:** SW 7641 Colonnade Gray (LRV:53)
- (B) **Trim:** SW 7048 Urbane Bronze
- (C) **Fascia:** SW 7048 Urbane Bronze
- (D) **Garage Door:** SW 6990 Caviar
- (E) **Entry:** SW 6990 Caviar
- (S) **Shutters:** SW 6990 Caviar

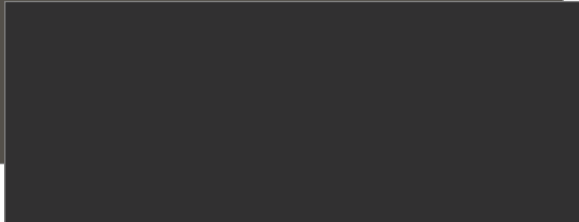
(B)



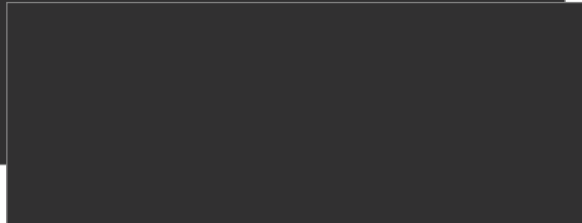
(C)



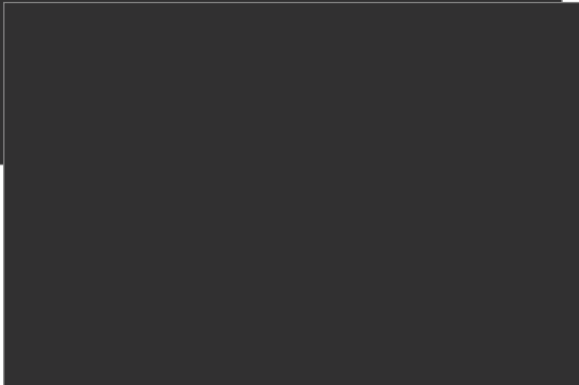
(D)



(E)



(H)



Roof: Eagle - 3697 Slate Range

ITEM 10.5.

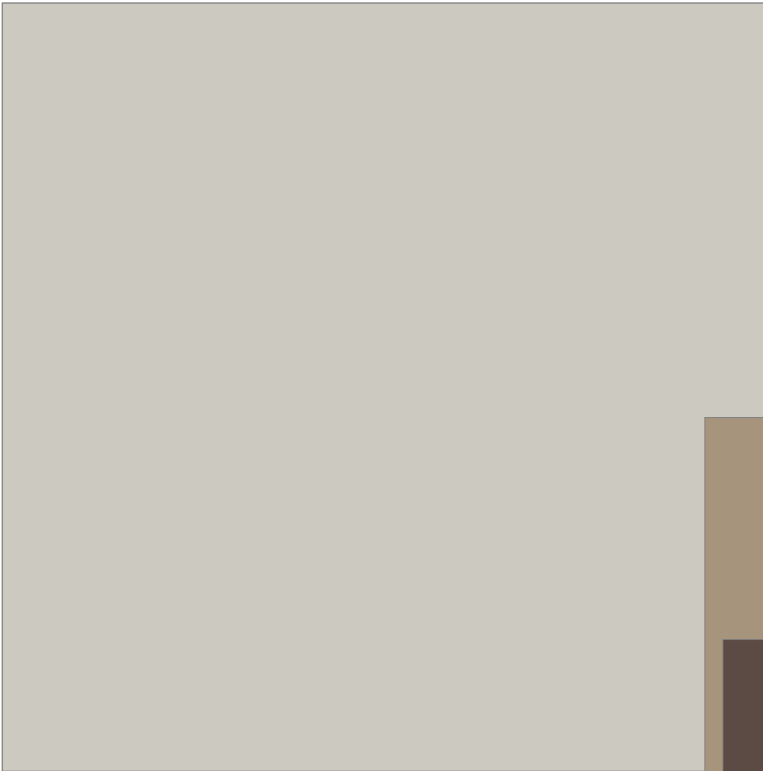
COLOR SCHEME #1100

UB - SPANISH

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) **Body:** SW 7015 Repose Gray (LRV:58)

(B) **Trim:** SW 2827 Colonial Revival Stone

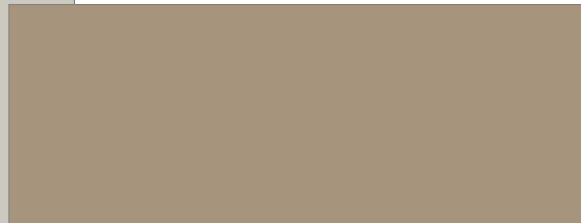
(C) **Fascia:** SW 7510 Chateau Brown

(D) **Garage Door:** SW 7510 Chateau Brown

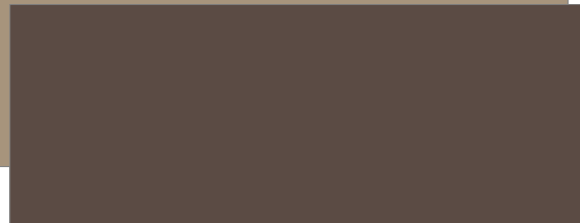
(E) **Entry:** SW 6186 Dried Thyme

(S) **Shutters** SW 6186 Dried Thyme

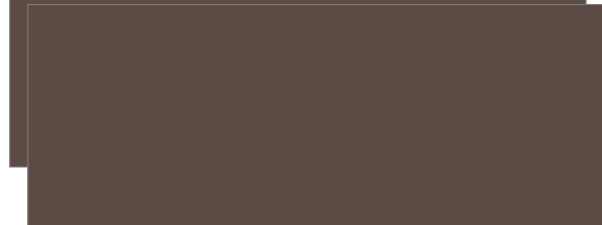
(B)



(C)



(D)



(E)



(H)



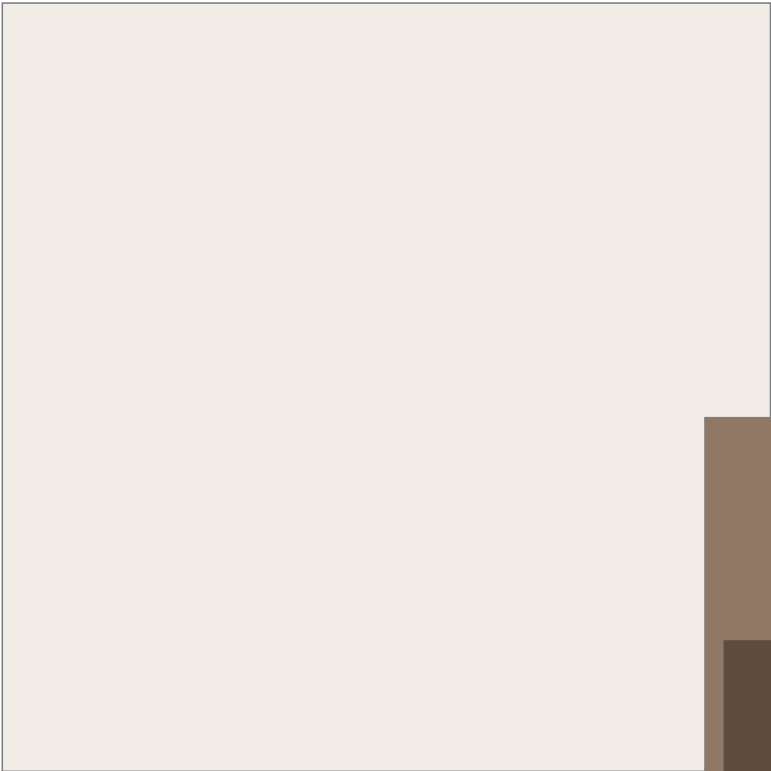
Roof: Eagle - 3581 Arcadia Canyon Brown

ITEM 10.5.

COLOR SCHEME #1200

UB - SPANISH

(A)



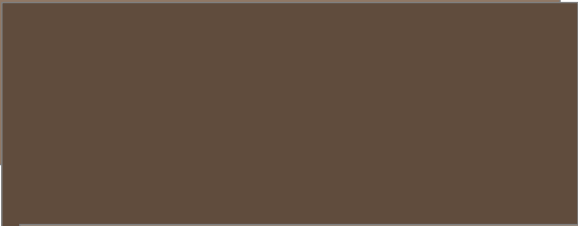
Color Legend

- (A) Body: SW 7000 Ibis White (LRV:84)
- (B) Trim: SW 6081 Down Home
- (C) Fascia: SW 9091 Half-Caff
- (D) Garage Door: SW 7508 Tavern Taupe
- (E) Entry: SW 6990 Caviar
- (S) Shutters: SW 6990 Caviar

(B)



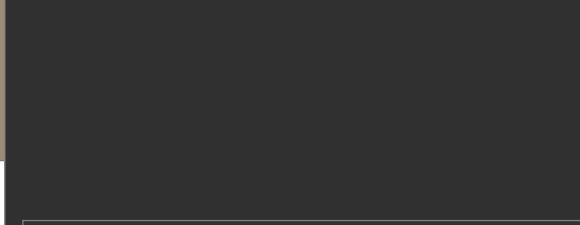
(C)



(D)



(E)



(H)



Roof: Eagle - 3687 Brown Gray Range

ITEM 10.5.

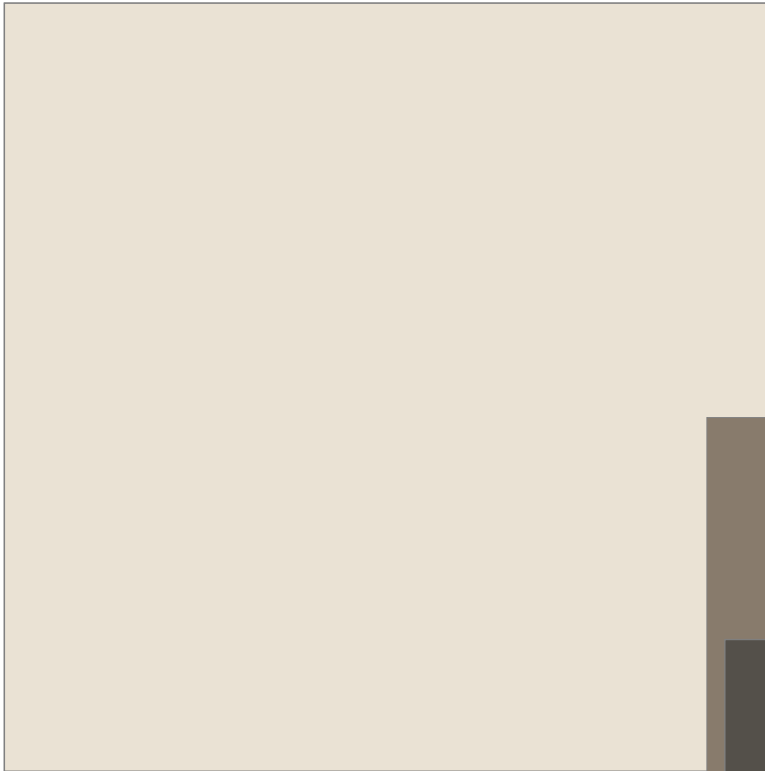
COLOR SCHEME #2021

YB - TUSCAN

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) Body: SW 6147 Panda White (LRV:77)

(B) Trim: SW 7032 Warm Stone

(C) Fascia: SW 7048 Urbane Bronze

(D) Garage Door: SW 7048 Urbane Bronze

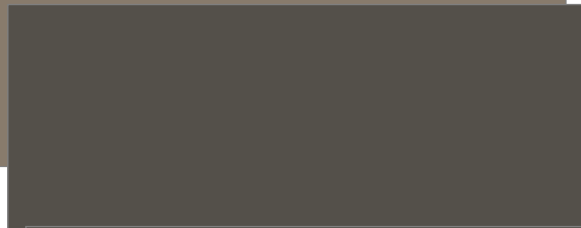
(E) Entry: SW 6229 Tempe Star

(H) Shutters: SW 6229 Tempe Star

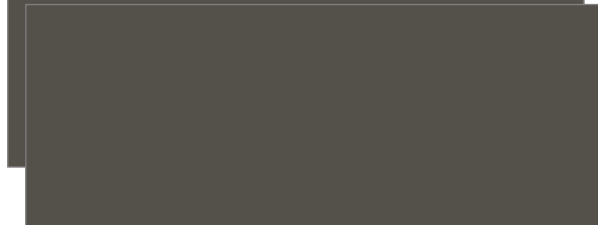
(B)



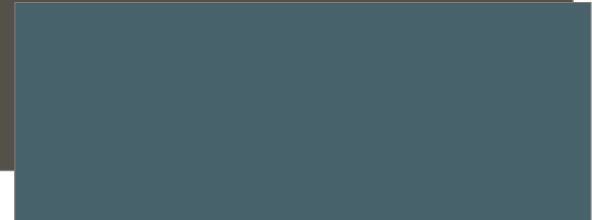
(C)



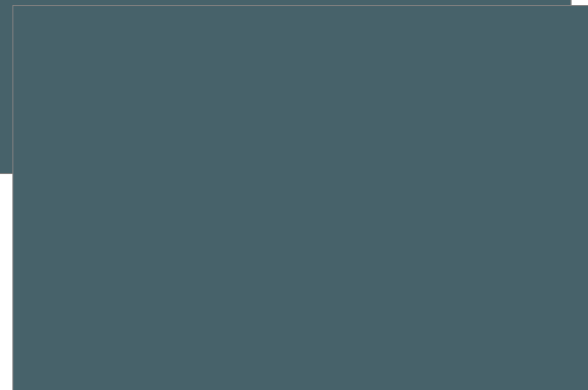
(D)



(E)



(H)



Veneer: El Dorado Stone - Country Rubble - Cognac



Roof: Eagle -3646 Sunset Blend

ITEM 10.5.

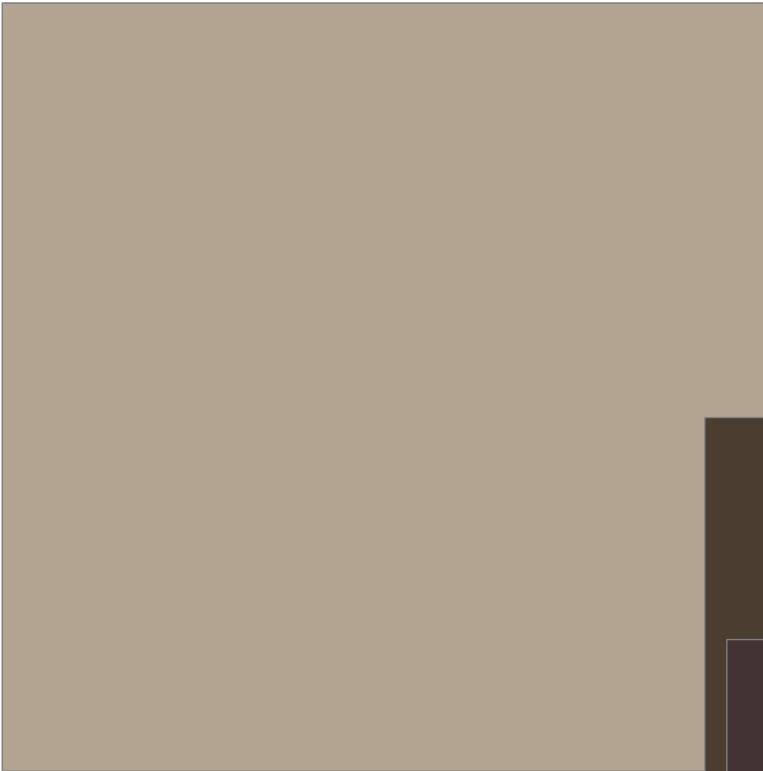
COLOR SCHEME #2022

YB - TUSCAN

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) **Body:** SW 7507 Stone Lion (LRV:38)

(B) **Trim:** SW 9183 Dark Clove

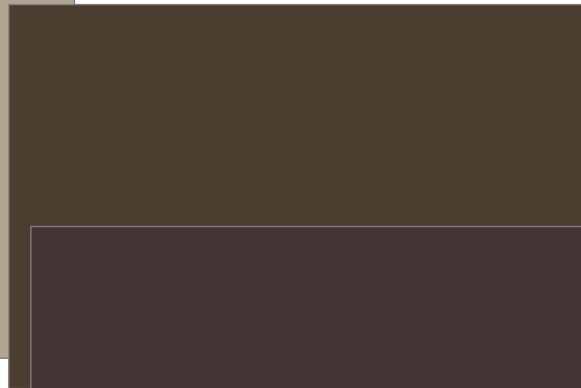
(C) **Fascia:** SW 2735 Rockweed

(D) **Garage Door:** SW 2735 Rockweed

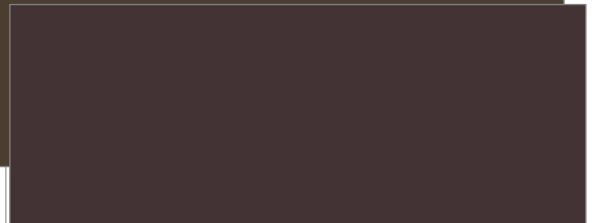
(E) **Entry:** SW 2838 Polished Mahogany

(H) **Shutters:** SW 2838 Polished Mahogany

(B)



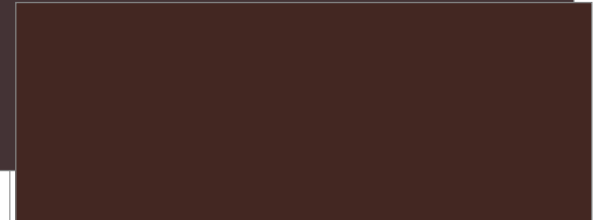
(C)



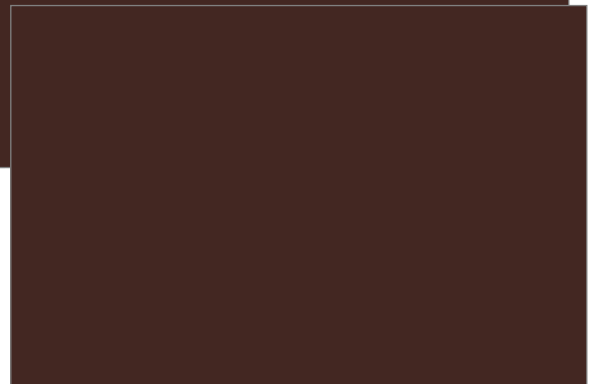
(D)



(E)



(H)



Veneer: El Dorado Stone - Country Rubble - Bella



Roof: Eagle - 3581 Arcadia Canyon Brown

ITEM 10.5.

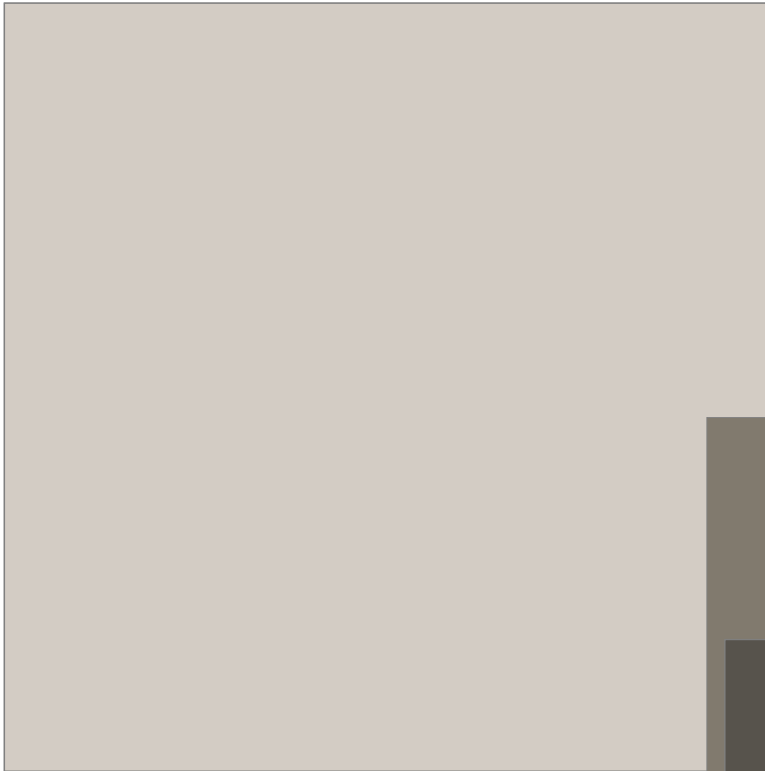
COLOR SCHEME #2023

YB - TUSCAN

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) **Body:** SW 7634 Pediment (LRV:61)

(B) **Trim:** SW 7046 Anonymous

(C) **Fascia:** SW 7645 Thunder Gray

(D) **Garage Door:** SW 7045 Intellectual Gray

(E) **Entry:** SW 6013 Bitter Chocolate

(H) **Shutters:** SW 6013 Bitter Chocolate

(B)



(C)



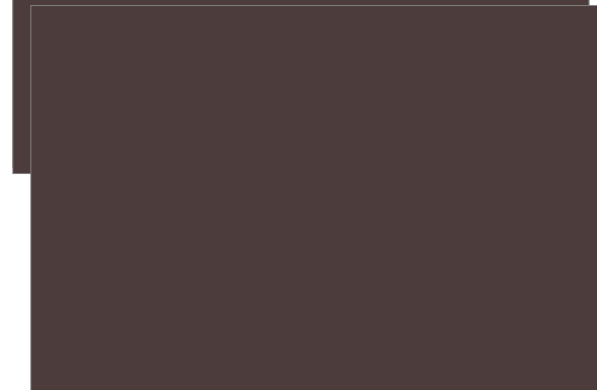
(D)



(E)



(H)



Veneer: El Dorado Stone - Country Rubble - Polermo



Roof: Eagle - 3645 Sunrise Blend

ITEM 10.5.

COLOR SCHEME #2024

YB - TUSCAN

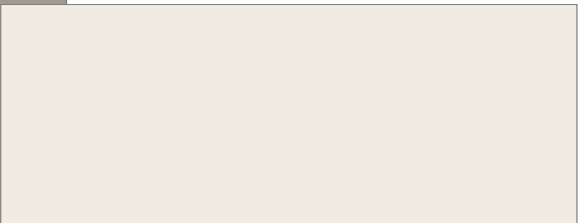
(A)



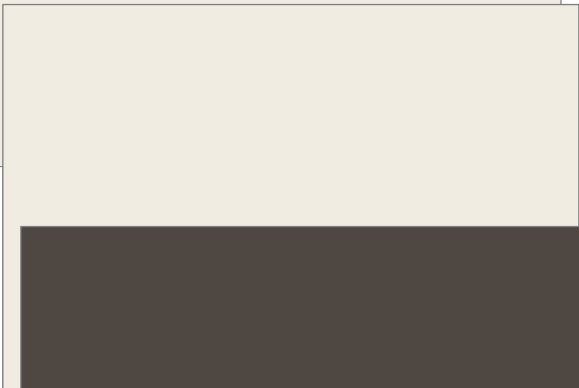
Color Legend

- (A) Body: SW 7642 Pavestone (LRV:32)
- (B) Trim: SW 7551 Greek Villa
- (C) Fascia: SW 7551 Greek Villa
- (D) Garage Door: SW 7020 Black Fox
- (E) Entry: SW 7749 Laurel Woods
- (H) Shutters: SW 7749 Laurel Woods

(B)



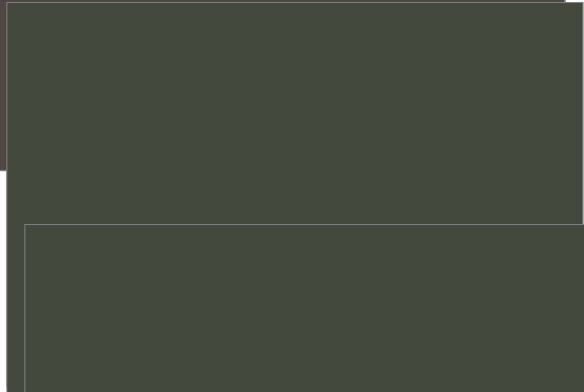
(C)



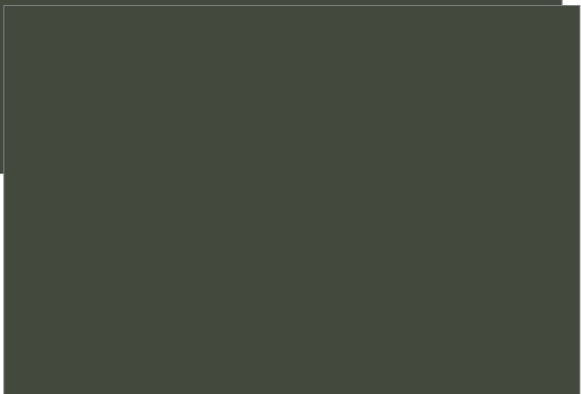
(D)



(E)



(H)



Veneer: El Dorado Stone - Fieldledge - Andante



Roof: Eagle - 3697 Slate Range

ITEM 10.5.

COLOR SCHEME #9100
ZB - CONTEMPORARY

(A)



(S)





Veneer: El Dorado Stone - LedgeCut33 - Birch



Roof: Eagle - 4591 Dark Gray Range

Color Legend

(A) **Body:** SW 7506 Loggia (LRV:48)

(S) **Siding:** SW 7645 Thunder Gray

(B) **Trim:** SW 7645 Thunder Gray

(C) **Fascia:** SW 7645 Thunder Gray

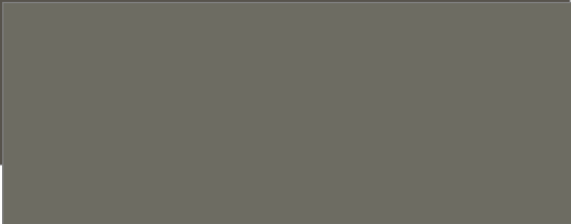
(D) **Garage Door:** SW 6201 Thunderous

(E) **Entry:** 7645 Thunder Gray

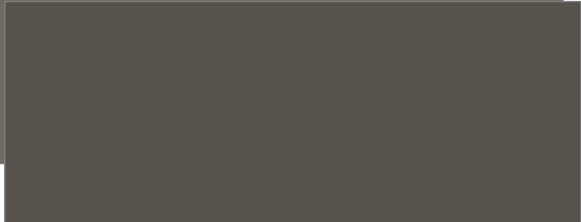
(S) **Shutters:** N/A



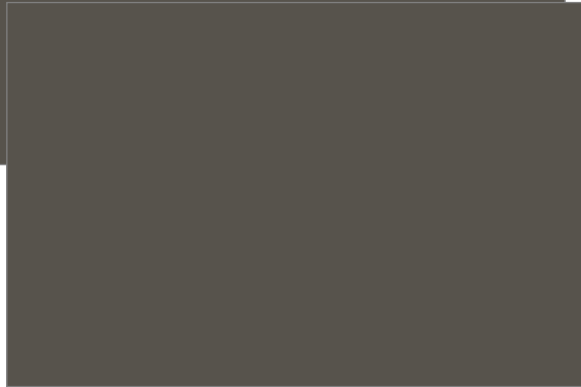
(B)



(C)



(D)



(E)

ITEM 10.5.

COLOR SCHEME #9200
ZB - CONTEMPORARY

ATTACHMENT 2
Exhibit A to the Resolution



(A)

(S)

Veneer: El Dorado Stone - LedgeCut33 - Sage

Roof: Eagle - 4697 Slate Range

Color Legend

(A) **Body:** SW 7042 Shoji White (LRV:74)

(S) **Siding:** SW 2848 Roycroft Pewter

(B) **Trim:** SW 6990 Caviar

(C) **Fascia:** SW 7042 Shoji White

(D) **Garage Door:** SW 6990 Caviar

(E) **Entry:** SW 6990 Caviar

(S) **Shutters:** N/A

(B)

(C)

(D)

(E)

ITEM 10.5.

COLOR SCHEME #9300

ZB - CONTEMPORARY

(A)



(S)



Veneer: El Dorado Stone - LedgeCut33 - Sage



Roof: Eagle - 4591 Dark Gray Range

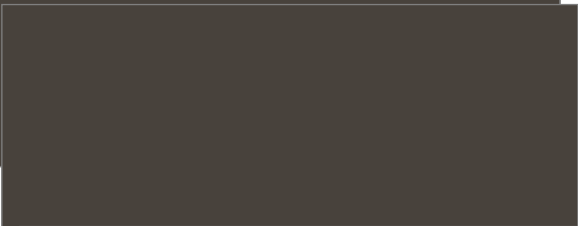
Color Legend

- (A) Body: SW 7017 Dorian Gray (LRV:39)
- (S) Siding: SW 6062 Vintage Leather
- (B) Trim: SW 7675 Sealskin
- (C) Fascia: SW 7675 Sealskin
- (D) Garage Door: SW 7675 Sealskin
- (E) Entry: SW 7675 Sealskin
- (S) Shutters: N/A

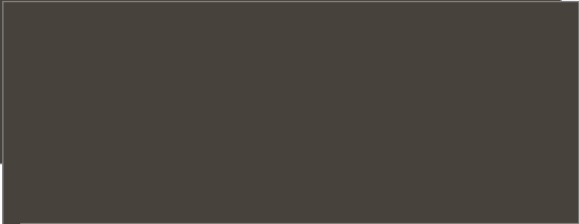
(B)



(C)



(D)



(E)



ITEM 10.5.

COLOR SCHEME #9400
ZB - CONTEMPORARY



(A)



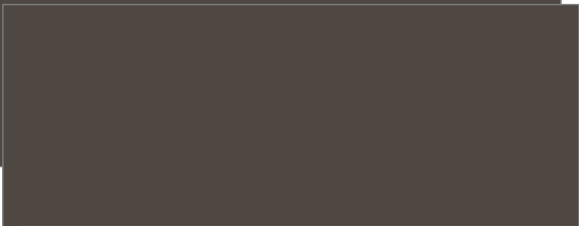
(S)



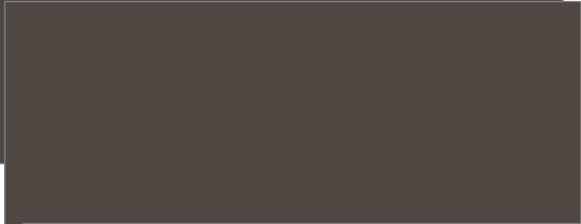
(B)



(C)



(D)



(E)



Color Legend

(A) Body: SW 7045 Intellectual Gray (LRV:36)

(S) Siding: SW 6176 Cocoon

(B) Trim: SW 7020 Black Fox

(C) Fascia: SW 7047 Porpoise

(D) Garage Door: SW 7020 Black Fox

(E) Entry: SW 6054 Canyon Clay

(S) Shutters: N/A



Veneer: El Dorado Stone - LedgeCut33 - Ocean Floor



Roof: Eagle - 4687 Brown Gray Range



ITEM 10.5.

THE RANCH :: MONTROSE
 RANCHO CORDOVA, CA

Exhibit A to the Resolution

Date: 6/26/2021

Rev 1: 6/4/2021

Rev 2: 6/7/2021

Rev 3: 7/7/2021

Elevation Style	Color Scheme #	Body (A)		Siding / B&B (S)		Trim (B)	Fascia (C)	Garage Door (D)	Entry (E)	Shutters (H)	Prefab Pipe Vents (if occur)	Gutters (if occur)	Concrete Roof Tile		Veneer*
	MFG:	Sherwin Williams		Sherwin Williams		Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	NA	Eagle Roof Tile		El Dorado
	NOTE:		LRV		LRV								Barrel-Tile	Flat	
VB - SPANISH	1000F	7551 Greek Villa	84	NA		6152 Superior Bronze	7520 Dark Brown	7520 Dark Brown	7615 Sea Serpent	7615 Sea Serpent	6990 Caviar	Musket	3636 Piedmont Blend	NA	NA
	1010	7641 Colonnade Gray	53	NA		7048 Urbane Bronze	7048 Urbane Bronze	6990 Caviar	6990 Caviar	6990 Caviar	6990 Caviar	Musket	3697 Slate Range	NA	NA
	1100	7015 Repose Gray	58	NA		2827 Colonial Revival Stone	7510 Chateau Brown	7510 Chateau Brown	6186 Dried Thyme	6186 Dried Thyme	6990 Caviar	Musket	3581 Arcadia Canyon Brown	NA	NA
	1200	7000 Ibis White	84	NA		6081 Down Home	9091 Half- Caff	7508 Tavern Taupe	6990 Caviar	6990 Caviar	6990 Caviar	Musket	3687 Brown Gray Range	NA	NA
YB - CRAFTSMAN	4007C	7023 Requisite Gray	83	6209 Ripe Olive	6	7014 Eider White	7014 Eider White	7069 Iron Ore	9130 Evergreen Fog	9130 Evergreen Fog	NA	Musket	NA	5689 Brown Range	Rough Cut Moonlight
	4019	7663 Monorail Silver	50	2740 Mineral Gray	9	7070 Site White	7070 Site White	6988 Bohemian Black	6988 Bohemian Black	6988 Bohemian Black	NA	Musket	NA	5689 Brown Range	Country Rubble Polermo
	4020	7019 Gauntlet Gray	17	9084 Cocoa Whip	28	8917 Shell White	8917 Shell White	9084 Cocoa Whip	6990 Caviar	6990 Caviar	NA	Musket	NA	5699 Charcoal Range	Cliffstone Montecito
	4021	7669 Summit Gray	30	6055 Fiery Brown	5	7042 Shoji White	6069 French Roast	6202 Cast Iron	6174 Andiron	6174 Andiron	NA	Musket	NA	5502 Arcadia Canyon Brown	Rough Cut Moonlight
XB - COTTAGE	3004	7641 Colonnade Gray	53	NA		7566 Westhighland White	7566 Westhighland White	7027 Hickory Smoke	6988 Bohemian Black	6988 Bohemian Black	NA	Musket	NA	4689 Brown Range	Rough Cut Casa Blanca
	3015	7658 Gray Clouds	47	NA		7514 Foothills	7514 Foothills	7069 Iron Ore	0047 Studio Blue Green	0047 Studio Blue Green	NA	Musket	NA	4697 Slate Range	Rough Cut Autumn Leaf
	3016	0055 Light French Gray	53	NA		7020 Black Fox	7042 Shoji White	7069 Iron Ore	7069 Iron Ore	7069 Iron Ore	NA	Musket	NA	4595 Dark Charcoal	Cliffstone Whitebark
	3017	9170 Acier	32	NA		9817 Shell White	9817 Shell White	7061 Night Owl	6027 Cordovan	6027 Cordovan	NA	Musket	NA	4689 Brown Range	Rough Cut Casa Blanca

* All veneer stone grout to be gray

** Decorative tile grout to match stucco body color

ITEM 10.5.

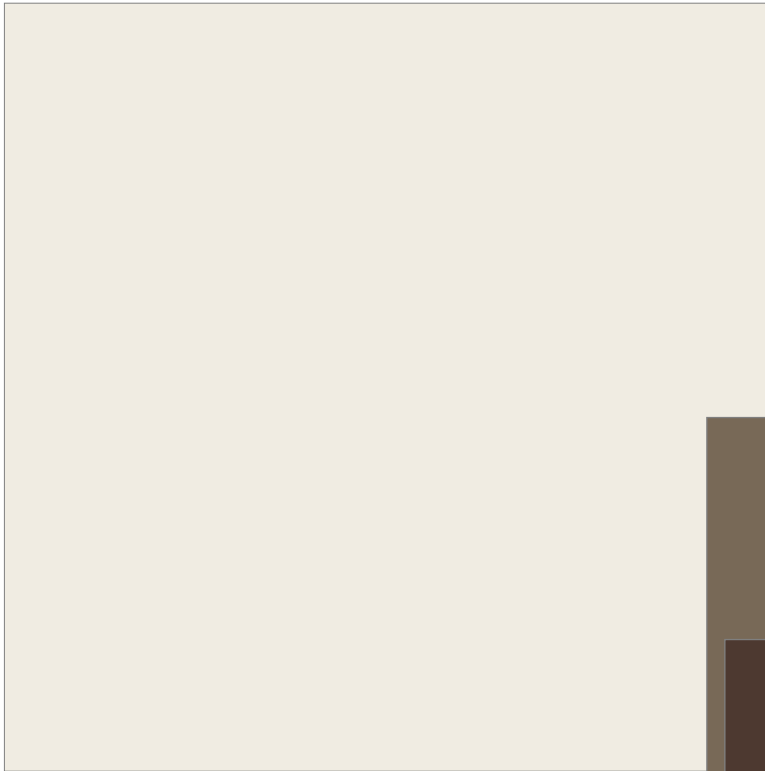
COLOR SCHEME #1000F

VB - SPANISH

ATTACHMENT 2
Exhibit A to the Resolution



(A)



(A) **Body:** SW 7551 Greek Villa (LRV:84)

(B) **Trim:** SW 6152 Superior Bronze

(C) **Fascia:** SW 7520 Dark Brown

(D) **Garage Door:** SW 7520 Dark Brown

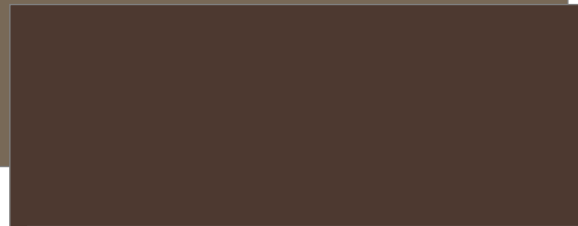
(E) **Entry:** SW 7615 Sea Serpent

(H) **Shutters:** SW 7615 Sea Serpent

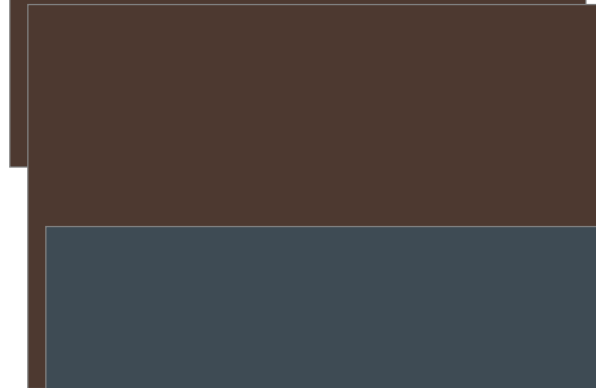
(B)



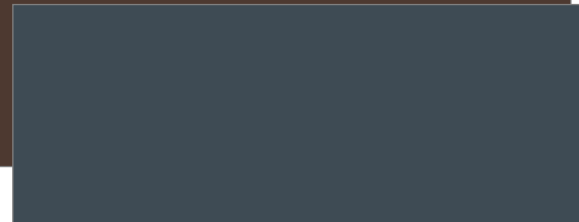
(C)



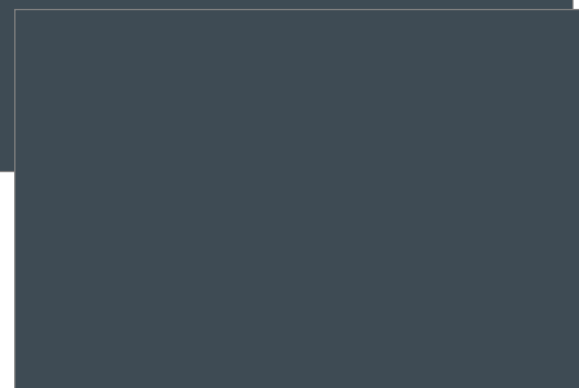
(D)



(E)



(H)



Roof: Eagle - 3636 Piedmont Blend

ITEM 10.5.

COLOR SCHEME #1010

VB - SPANISH

ATTACHMENT 2
Exhibit A to the Resolution



(A)



(A) **Body:** SW 7641 Colonnade Gray (LRV:53)

(B) **Trim:** SW 7048 Urbane Bronze

(C) **Fascia:** SW 7048 Urbane Bronze

(D) **Garage Door:** SW 6990 Caviar

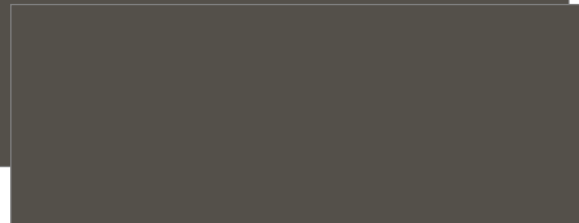
(E) **Entry:** SW 6990 Caviar

(S) **Shutters:** SW 6990 Caviar

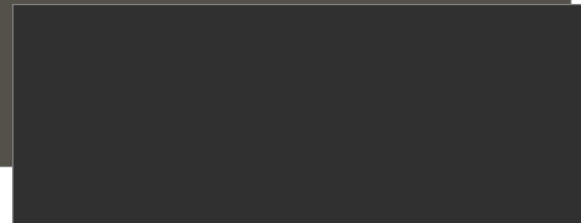
(B)



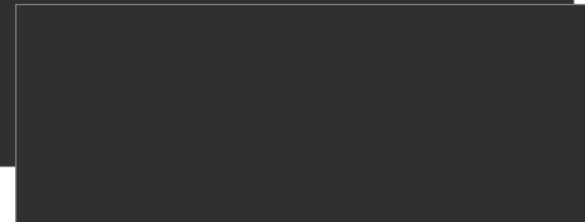
(C)



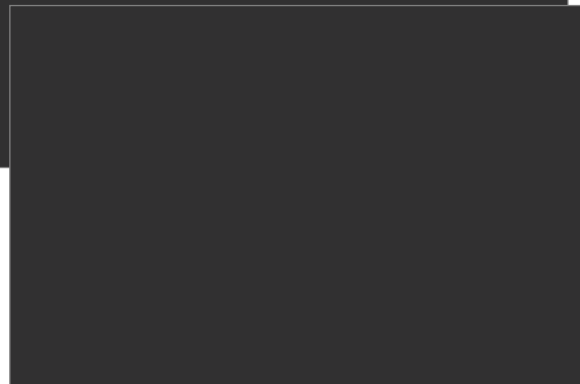
(D)



(E)



(H)



Roof: Eagle - 3697 Slate Range

ITEM 10.5.

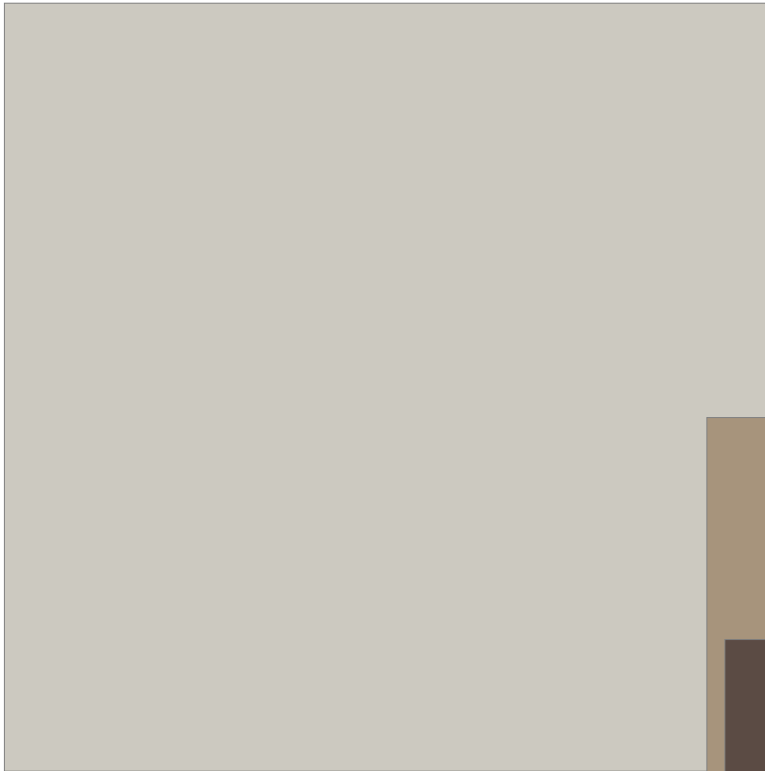
COLOR SCHEME #1100

VB - SPANISH

ATTACHMENT 2
Exhibit A to the Resolution



(A)



(A) **Body:** SW 7015 Repose Gray (LRV:58)

(B) **Trim:** SW 2827 Colonial Revival Stone

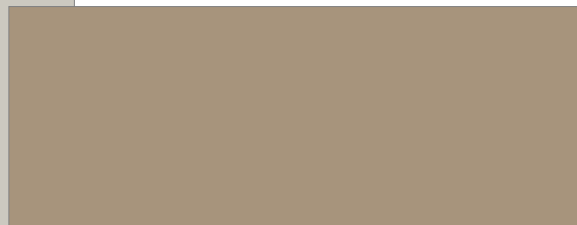
(C) **Fascia:** SW 7510 Chateau Brown

(D) **Garage Door:** SW 7510 Chateau Brown

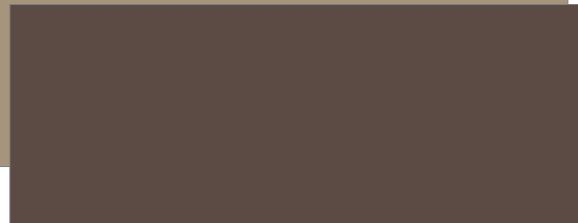
(E) **Entry:** SW 6186 Dried Thyme

(S) **Shutters** SW 6186 Dried Thyme

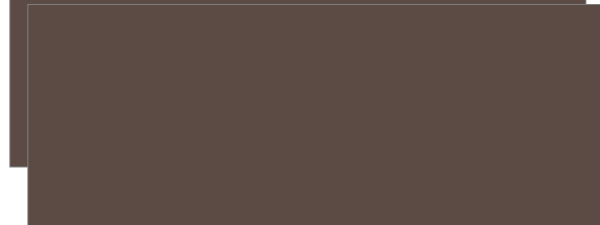
(B)



(C)



(D)



(E)



(H)



Roof: Eagle - 3581 Arcadia Canyon Brown

ITEM 10.5.

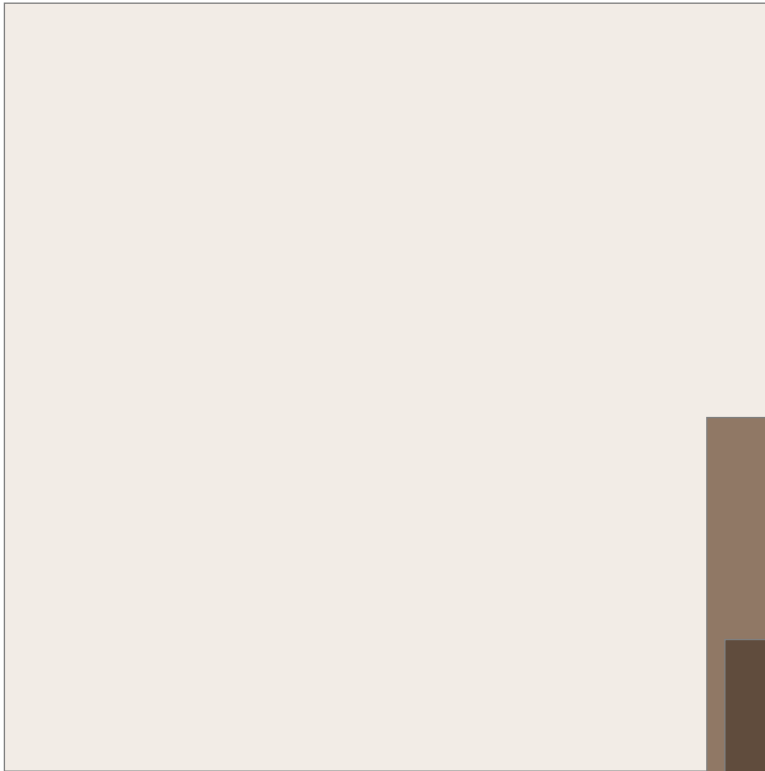
COLOR SCHEME #1200

VB - SPANISH

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) **Body:** SW 7000 Ibis White (LRV:84)

(B) **Trim:** SW 6081 Down Home

(C) **Fascia:** SW 9091 Half-Caff

(D) **Garage Door:** SW 7508 Tavern Taupe

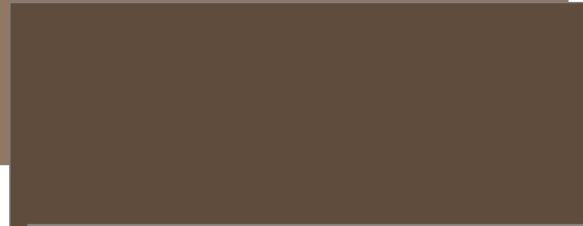
(E) **Entry:** SW 6990 Caviar

(S) **Shutters:** SW 6990 Caviar

(B)



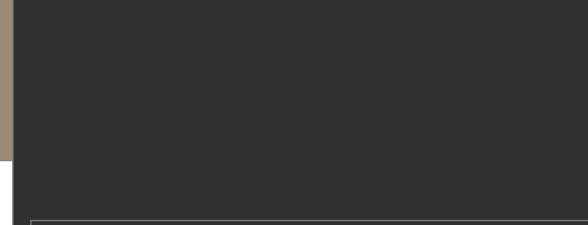
(C)



(D)



(E)



(H)



Roof: Eagle - 3687 Brown Gray Range

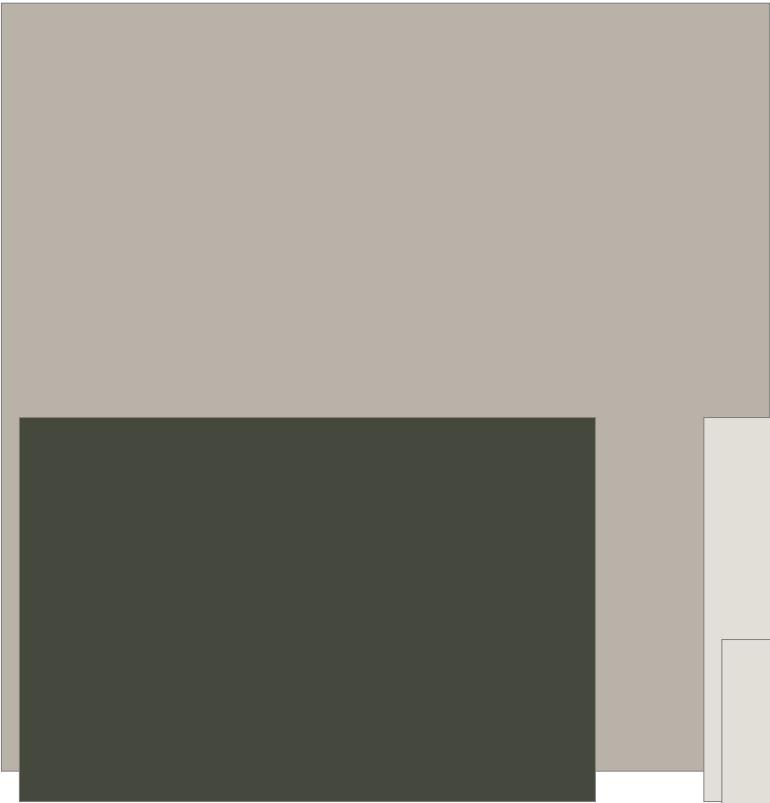
ITEM 10.5.

COLOR SCHEME #4007C

YB - CRAFTSMAN

(A)

(S)



Veneer: El Dorado Stone - RoughCut - Moonlight



Roof: Eagle - 5689 Brown Range

Color Legend

- (A) **Body:** SW 7023 Requisite Gray (LRV:45)
- (S) **Siding/Board and Batten:** SW 6209 Ripe Olive (LRV:6)
- (B) **Trim:** SW 7014 Eider White
- (C) **Fascia:** SW 7014 Eider White
- (D) **Garage Door:** SW 7069 Iron Ore
- (E) **Entry:** SW 9130 Evergreen Fog
- (H) **Shutters:** SW 9130 Evergreen Fog

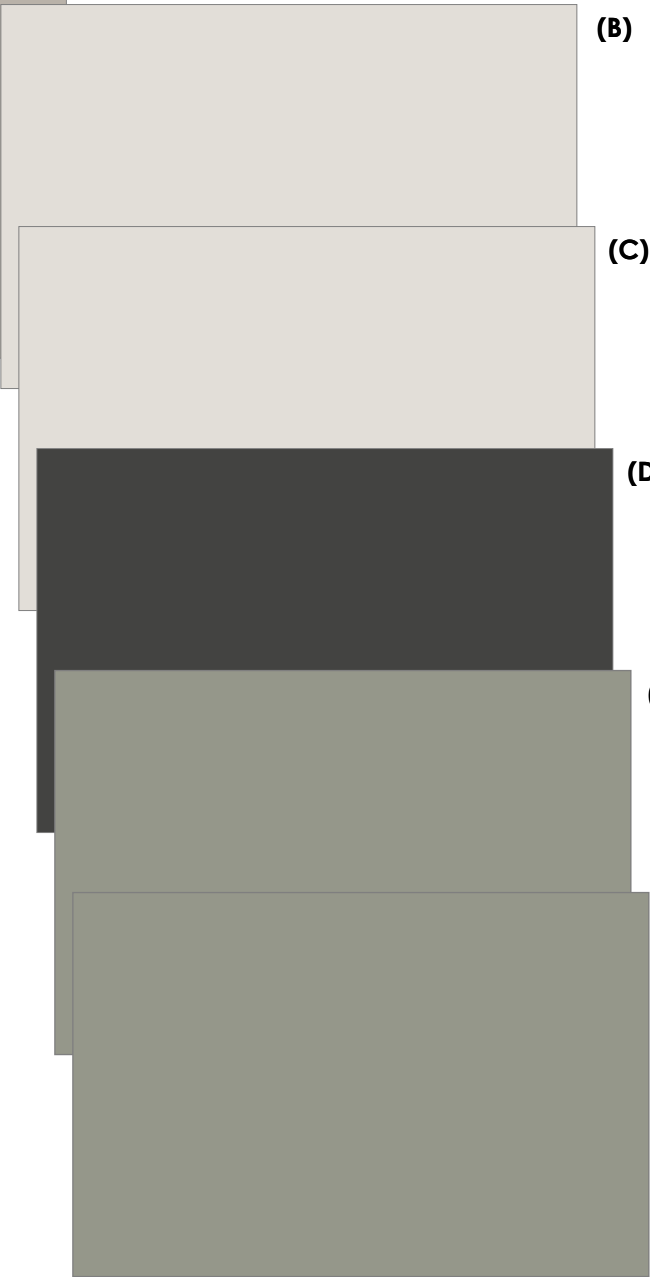
(B)

(C)

(D)

(E)

(H)



ITEM 10.5.

COLOR SCHEME #4019

YB - CRAFTSMAN

(A)



(S)



Veneer: El Dorado Stone - Country Rubble - Polermo

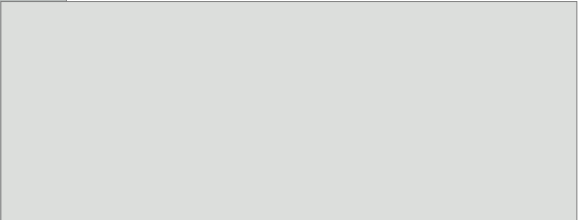


Roof: Eagle - 5689 Brown Range

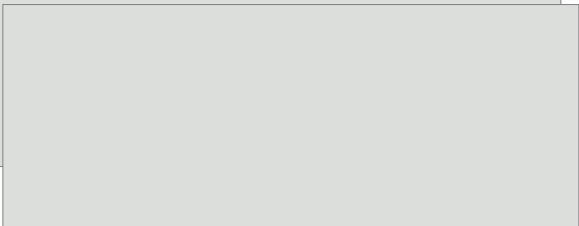
Color Legend

- (A) Body: SW 7663 Monorail Silver (LRV:50)
- (S) Siding/Board and Batten: SW 2740 Mineral Gray (LRV:9)
- (B) Trim: SW 7070 Site White
- (C) Fascia: SW 7070 Site White
- (D) Garage Door: SW 6988 Bohemian Black
- (E) Entry: SW 6988 Bohemian Black
- (H) Shutters: SW 6988 Bohemian Black

(B)



(C)



(D)



(E)



(H)



ITEM 10.5.

COLOR SCHEME #4020

YB - CRAFTSMAN

(A)



(S)



Veneer: El Dorado Stone - Cliffstone - Montecito

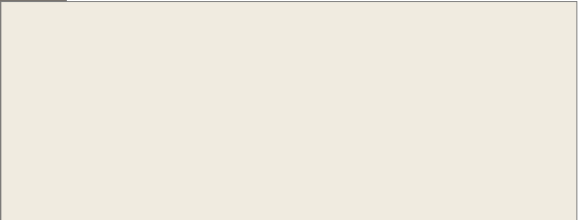


Roof: Eagle - 5699 Charcoal Range

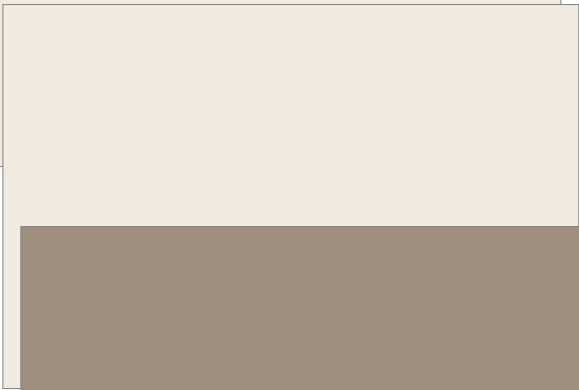
Color Legend

- (A) **Body:** SW 7019 Gauntlet Gray (LRV:17)
- (S) **Siding/Board and Batten:** SW 9084 Cocoa Whip (LRV:28)
- (B) **Trim:** SW 8917 Shell White
- (C) **Fascia:** SW 8917 Shell White
- (D) **Garage Door:** SW 9084 Cocoa Whip
- (E) **Entry:** SW 6990 Caviar
- (H) **Shutters:** SW 6990 Caviar

(B)



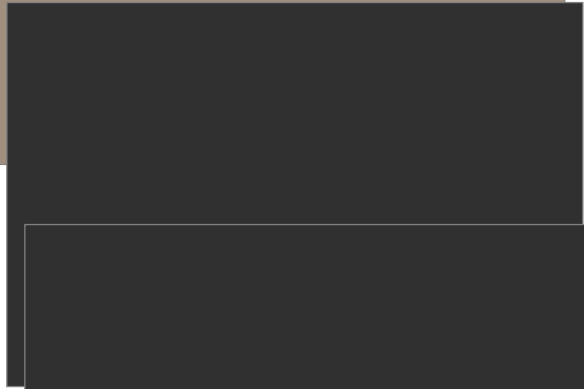
(C)



(D)



(E)



(H)



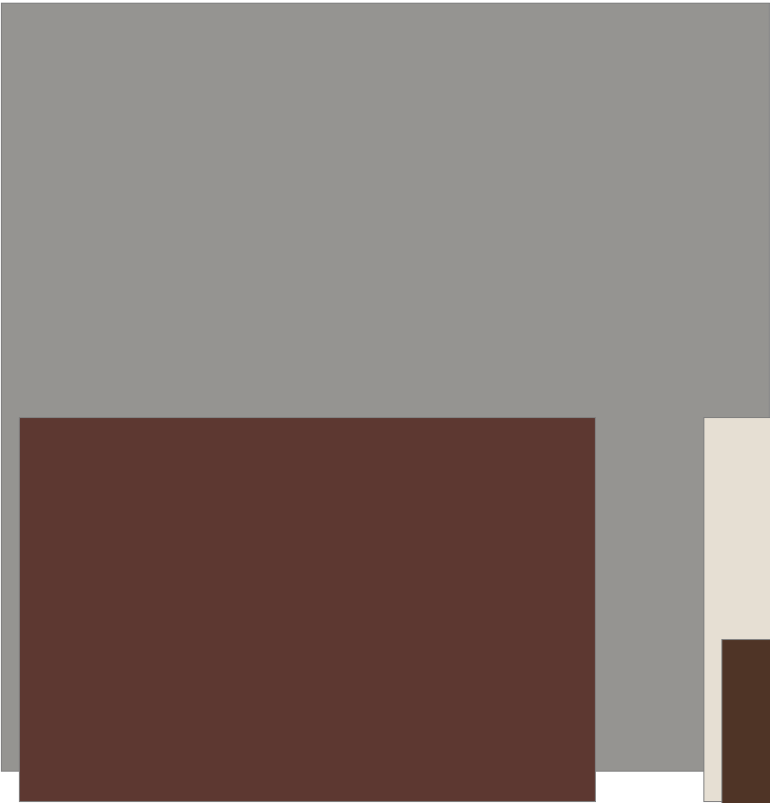
ITEM 10.5.

COLOR SCHEME #4021

YB - CRAFTSMAN

(A)

(S)



Veneer: El Dorado Stone - RoughCut - Moonlight



Roof: Eagle - 5502 Arcadia Canyon Brown

Color Legend

- (A) Body: SW 7669 Summit Gray (LRV:30)
- (S) Siding/Board and Batten: SW 6055 Fiery Brown (LRV:5)
- (B) Trim: SW 7042 Shoji White
- (C) Fascia: SW 6069 French Roast
- (D) Garage Door: SW 6202 Cast Iron
- (E) Entry: SW 6174 Andiron
- (H) Shutters: SW 6174 Andiron

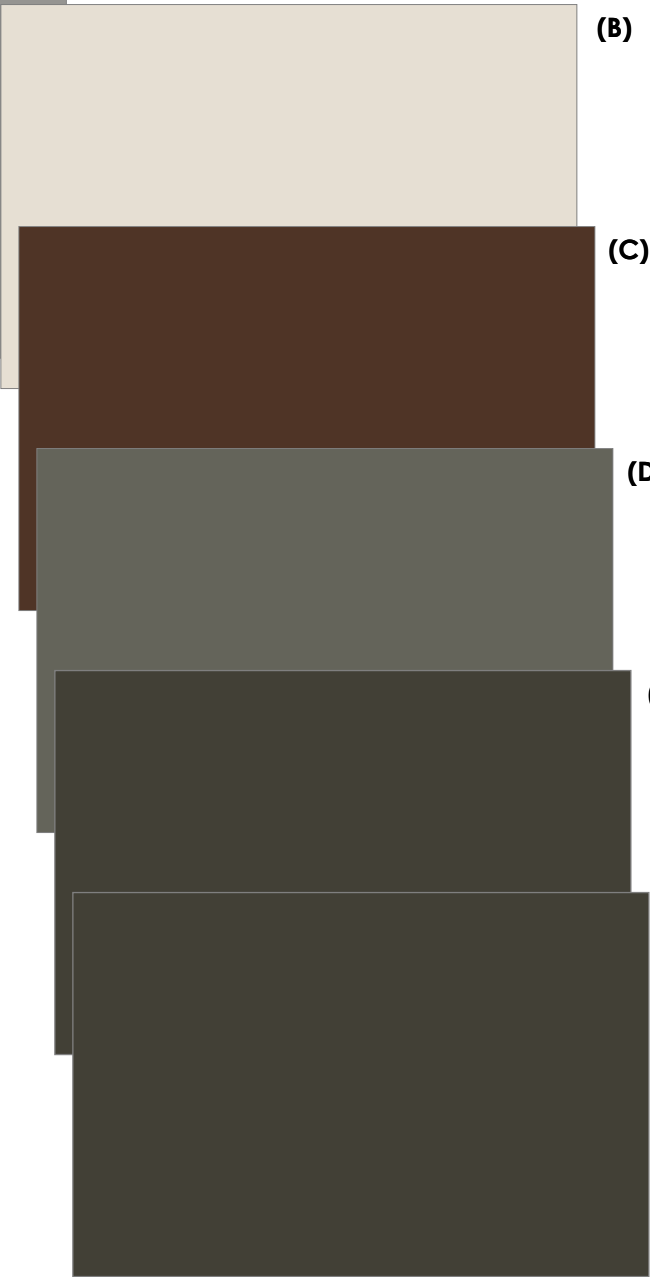
(B)

(C)

(D)

(E)

(H)



ITEM 10.5.

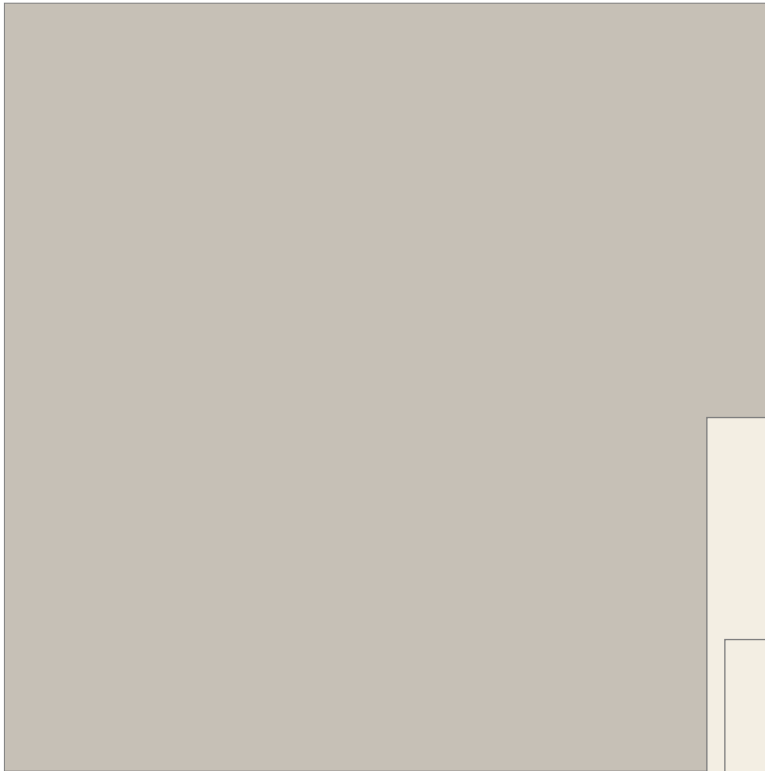
COLOR SCHEME #3004

XB - COTTAGE

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) **Body:** SW 7641 Colonnade Gray (LRV:53)

(B) **Trim:** SW 7566 Westhighland White

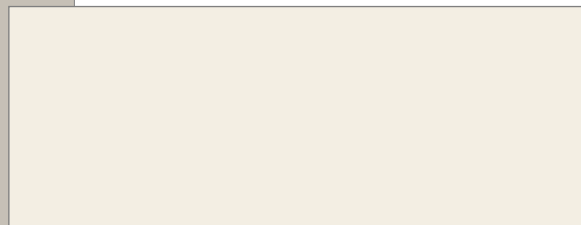
(C) **Fascia:** SW 7566 Westhighland White

(D) **Garage Door:** SW 7027 Hickory Smoke

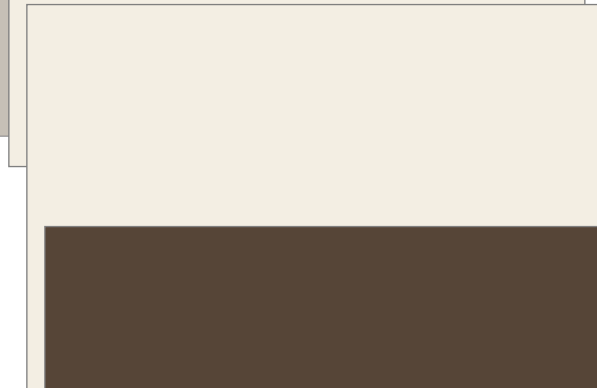
(E) **Entry:** SW 6988 Bohemian Black

(H) **Shutters:** SW 6988 Bohemian Black

(B)



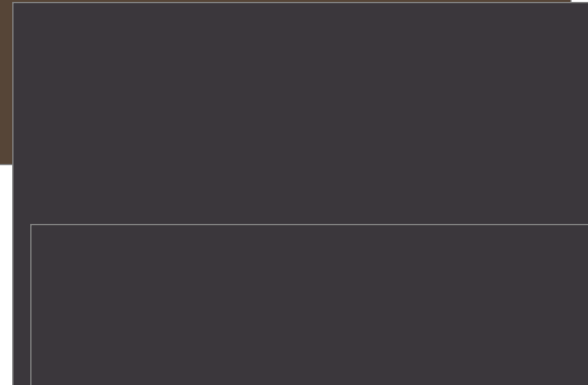
(C)



(D)



(E)



(H)



Veneer: El Dorado Stone - RoughCut - Casa Blanca



Roof: Eagle - 4689 Brown Range

ITEM 10.5.

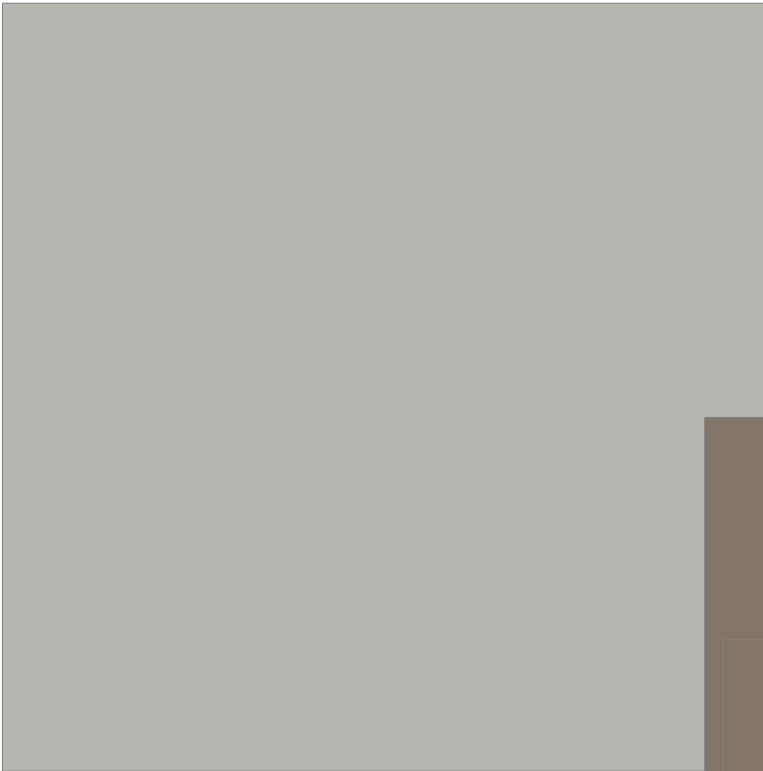
COLOR SCHEME #3015

XB - COTTAGE

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) Body: SW 7658 Gray Clouds (LRV:47)

(B) Trim: SW 7514 Foothills

(C) Fascia: SW 7514 Foothills

(D) Garage Door: SW 7069 Iron Ore

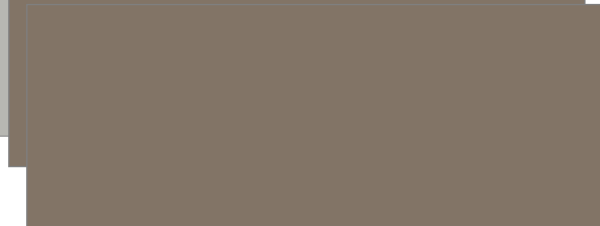
(E) Entry: SW 0047 Studio Blue Green

(H) Shutters: SW 0047 Studio Blue Green

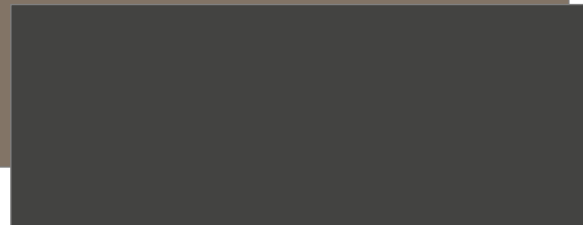
(B)



(C)



(D)



(E)



(H)



Veneer: El Dorado Stone - RoughCut - Autumn Leaf



Roof: Eagle - 4697 Slate Range

ITEM 10.5.

COLOR SCHEME #3016

XB - COTTAGE

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) **Body:** SW 0055 Light French Gray (LRV:53)

(B) **Trim:** SW 7020 Black Fox

(C) **Fascia:** SW 7042 Shoji White

(D) **Garage Door:** SW 7069 Iron Ore

(E) **Entry:** SW 7069 Iron Ore

(H) **Shutters:** SW 7069 Iron Ore

(B)



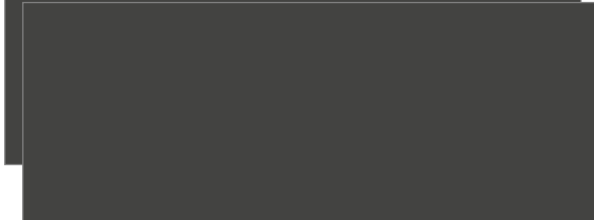
(C)



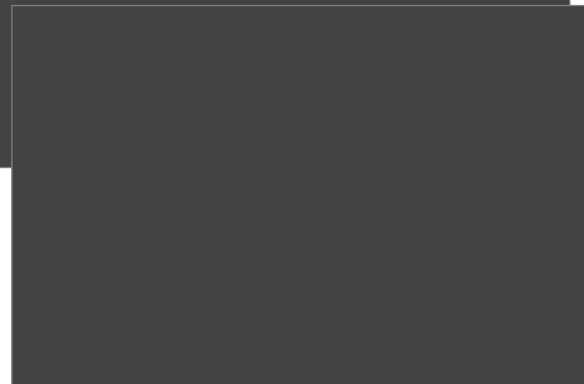
(D)



(E)



(H)



Veneer: El Dorado Stone - Cliffstone - Whitebark



Roof: Eagle - 4595 Dark Charcoal

ITEM 10.5.

COLOR SCHEME #3004

XB - COTTAGE

ATTACHMENT 2
Exhibit A to the Resolution



(A)



Color Legend

(A) Body: SW 9170 Acier (LRV:32)

(B) Trim: SW 8917 Shell White

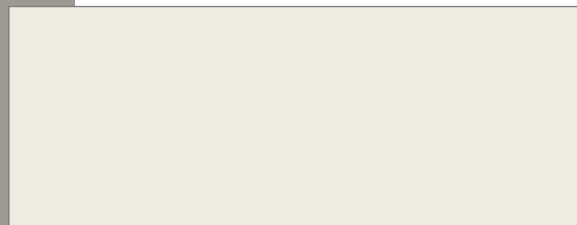
(C) Fascia: SW 8917 Shell White

(D) Garage Door: SW 7061 Night Owl

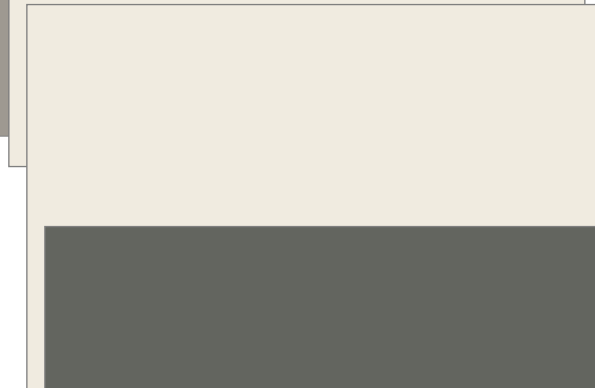
(E) Entry: SW 6027 Cordovan

(H) Shutters: SW 6027 Cordovan

(B)



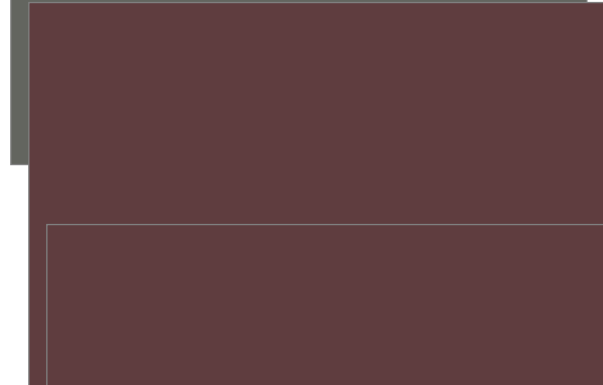
(C)



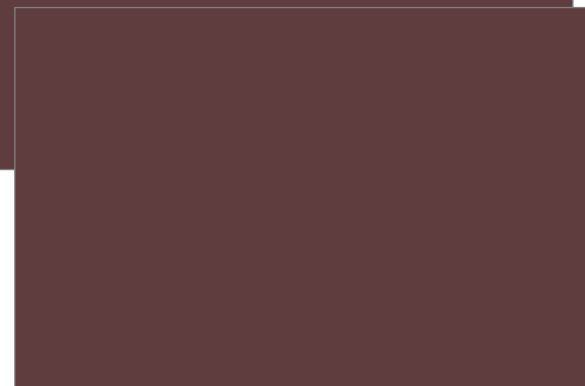
(D)



(E)



(H)



Veneer: El Dorado Stone - RoughCut - Casa Blanca



Roof: Eagle - 4689 Brown Range



ITEM 10.5.

THE RANCH :: SAGEBRUSH
 RANCHO CORDOVA, CA

Exhibit A to the Resolution

Date: 6/2/2021

Rev 1: 6/1/2021

Rev 2: 6/2/2021

Rev 2: 7/7/2021

Elevation Style	Color Scheme #	Body (A)		Siding / B&B (S)		Trim (B)	Fascia (C)	Garage Door (D)	Entry (E)	Shutters (H)	Prefab Pipe Vents (if occur)	Gutters (if occur)	Concrete Roof Tile		Veneer*
	MFG:	Sherwin Williams		Sherwin Williams		Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams	NA	Eagle Roof Tile		El Dorado
	NOTE:	LRV		LRV									Barrel-Tile	Flat	
VB - SPANISH	1000F	7551 Greek Villa	84	NA		6152 Superior Bronze	7520 Dark Brown	7520 Dark Brown	7615 Sea Serpent	7615 Sea Serpent	7705 Wheat Penny	Musket	3636 Piedmont Blend	NA	NA
	1010	7641 Colonnade Gray	53	NA		7048 Urbane Bronze	7048 Urbane Bronze	6990 Caviar	6990 Caviar	6990 Caviar	7705 Wheat Penny	Musket	3697 Slate Range	NA	NA
	1100	7015 Repose Gray	58	NA		2827 Colonial Revival Stone	7510 Chateau Brown	7510 Chateau Brown	6186 Dried Thyme	6186 Dried Thyme	7705 Wheat Penny	Musket	3581 Arcadia Canyon Brown	NA	NA
	1200	7000 Ibis White	84	NA		6081 Down Home	9091 Half- Caff	7508 Tavern Taupe	6990 Caviar	6990 Caviar	7705 Wheat Penny	Musket	3687 Brown Gray Range	NA	NA
WB - FARMHOUSE	7004I	7642 Pavestone	32	7012 Creamy	81	7012 Creamy	7012 Creamy	7012 Creamy	2839 Roycroft Copper Red	2839 Roycroft Copper Red	NA	Musket	NA	4503 Sierra Madre	Tundrabrick Ashland
	7030F	7636 Origami White	76	7636 Origami White	76	7636 Origami White	7069 Iron Ore	7069 Iron Ore	6214 Underseas	7069 Iron Ore	NA	Musket	NA	4591 Dark Gray Range	Tundrabrick Ironside
	7100	6002 Essential Gray	48	7622 Homburg Gray	15	9166 Drift of Mist	9166 Drift of Mist	7622 Homburg Gray	6123 Baguette	7645 Thunder Gray	NA	Musket	NA	4690 Pewter Bronze Blend	Tundra Brick Chalk Dust
	7200	7014 Eider White	73	7669 Summit Gray	30	6258 Tricorn Black	6258 Tricorn Black	6258 Tricorn Black	6258 Tricorn Black	6258 Tricorn Black	NA	Musket	NA	4502 Arcadia Canyon Brown	Tundrabrick Latigo
ZB - CONTEMPORARY	9032	7506 Loggia	48	7645 Thunder Gray	9	7645 Thunder Gray	7645 Thunder Gray	6201 Thunderous	7645 Thunder Gray	NA	NA	Musket	NA	4591 Dark Gray Range	Ledgecut 33 Birch
	9200	7042 Shoji White	74	2848 Roycroft Pewter	13	6990 Caviar	7042 Shoji White	6990 Caviar	6990 Caviar	NA	NA	Musket	NA	4687 Slate Range	Ledgecut 33 Sage
	9300	7017 Dorian Gray	39	6062 Vintage Leather	7	7675 Sealskin	7675 Sealskin	7675 Sealskin	7675 Sealskin	NA	NA	Musket	NA	4591 Dark Gray Range	Ledgecut 33 Sage
	9400	7045 Intellectual Gray	36	6173 Cocoon	15	7020 Black Fox	7047 Porpoise	7020 Black Fox	6054 Canyon Clay	NA	NA	Musket	NA	4687 Brown Gray Range	Ledgecut 33 Ocean Floor

* All veneer stone grout to be gray

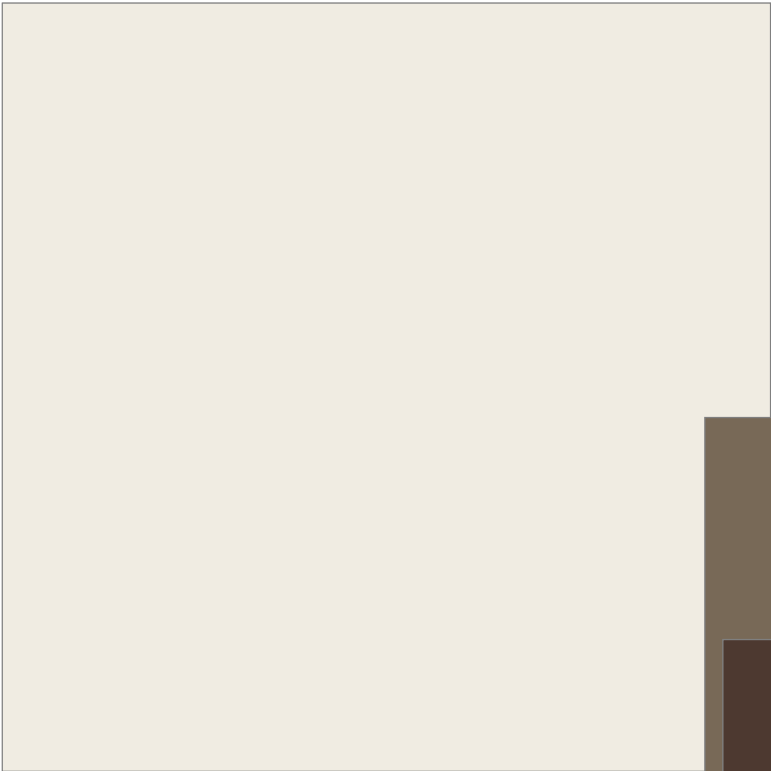
** Decorative tile grout to match stucco body color

ITEM 10.5.

COLOR SCHEME #1000F

VB - SPANISH

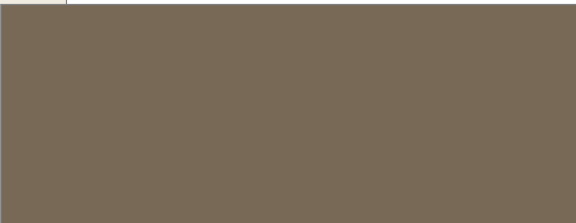
(A)



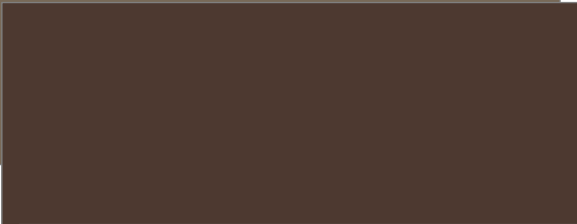
Color Legend

- (A) **Body:** SW 7551 Greek Villa (LRV:84)
- (B) **Trim:** SW 6152 Superior Bronze
- (C) **Fascia:** SW 7520 Dark Brown
- (D) **Garage Door:** SW 7520 Dark Brown
- (E) **Entry:** SW 7615 Sea Serpent
- (H) **Shutters:** SW 7615 Sea Serpent

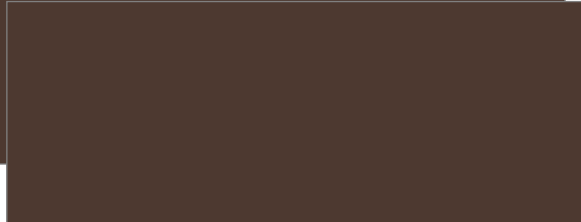
(B)



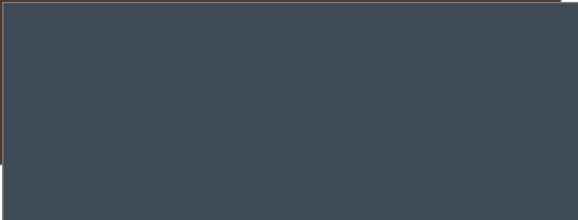
(C)



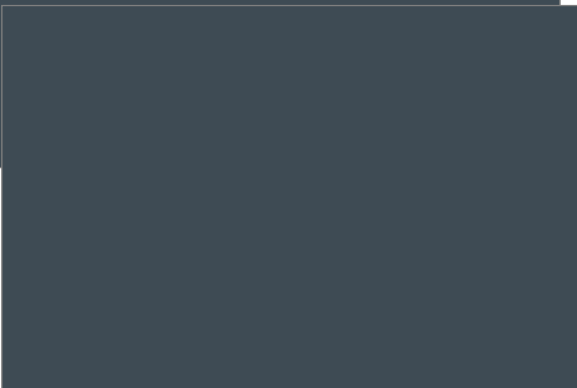
(D)



(E)



(H)



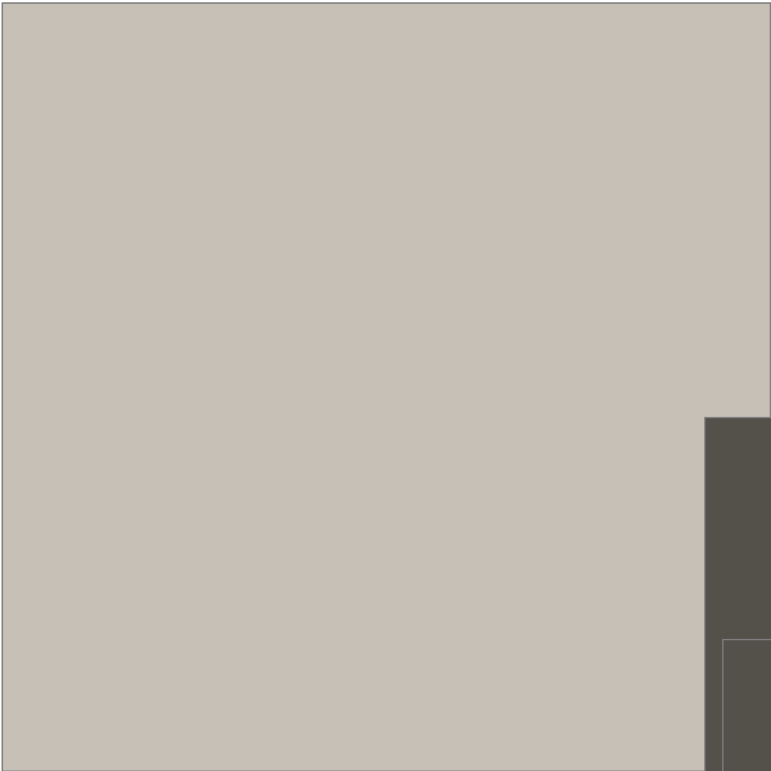
Roof: Eagle - 3636 Piedmont Blend

ITEM 10.5.

COLOR SCHEME #1010

VB - SPANISH

(A)



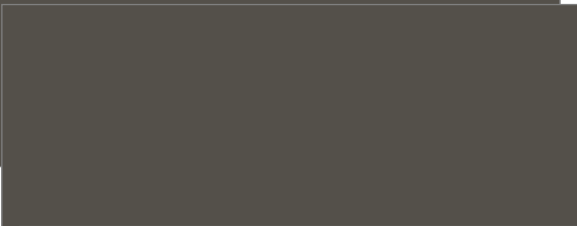
Color Legend

- (A) **Body:** SW 7641 Colonnade Gray (LRV:53)
- (B) **Trim:** SW 7048 Urbane Bronze
- (C) **Fascia:** SW 7048 Urbane Bronze
- (D) **Garage Door:** SW 6990 Caviar
- (E) **Entry:** SW 6990 Caviar
- (S) **Shutters:** SW 6990 Caviar

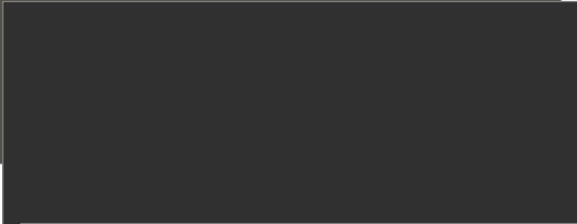
(B)



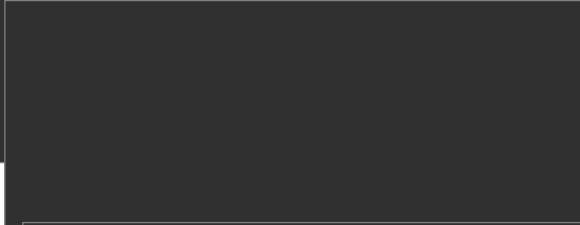
(C)



(D)



(E)



(H)



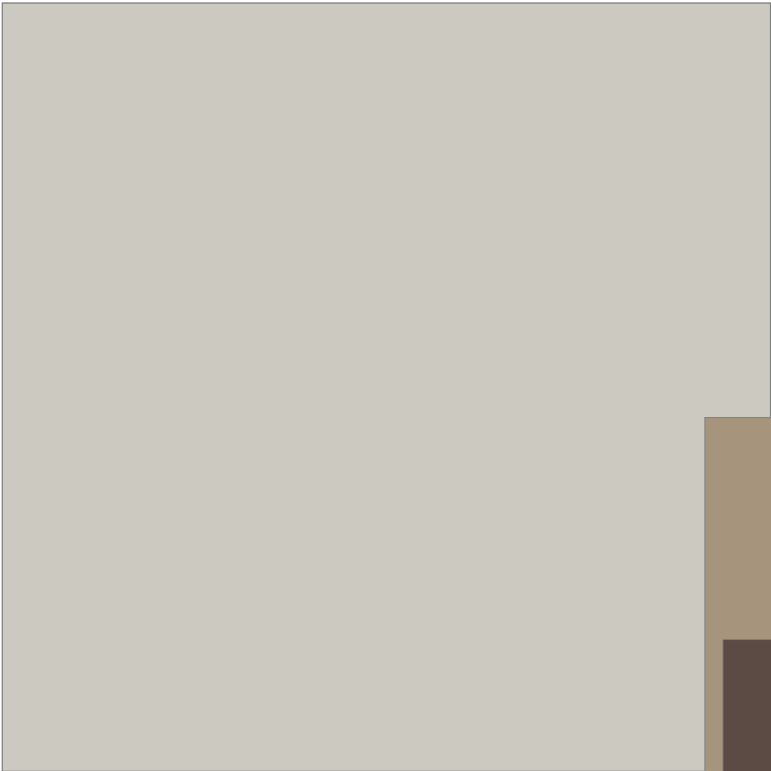
Roof: Eagle - 3697 Slate Range

ITEM 10.5.

COLOR SCHEME #1100

VB - SPANISH

(A)



Color Legend

(A) **Body:** SW 7015 Repose Gray (LRV:58)

(B) **Trim:** SW 2827 Colonial Revival Stone

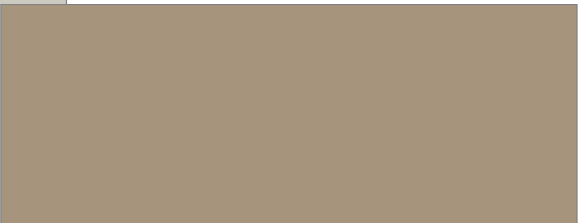
(C) **Fascia:** SW 7510 Chateau Brown

(D) **Garage Door:** SW 7510 Chateau Brown

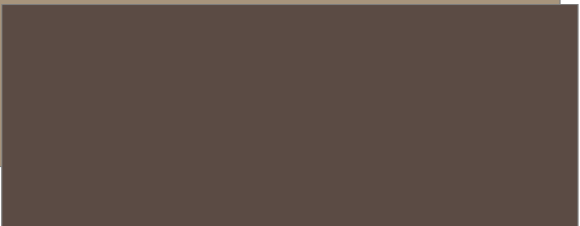
(E) **Entry:** SW 6186 Dried Thyme

(S) **Shutters** SW 6186 Dried Thyme

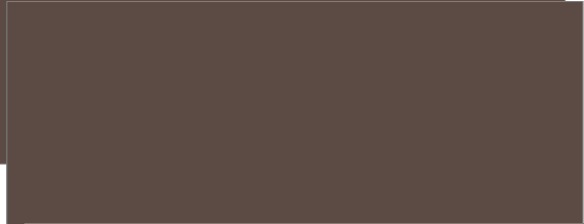
(B)



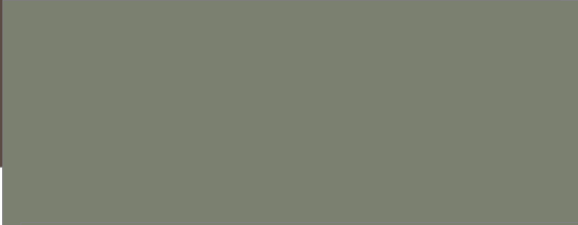
(C)



(D)



(E)



(H)



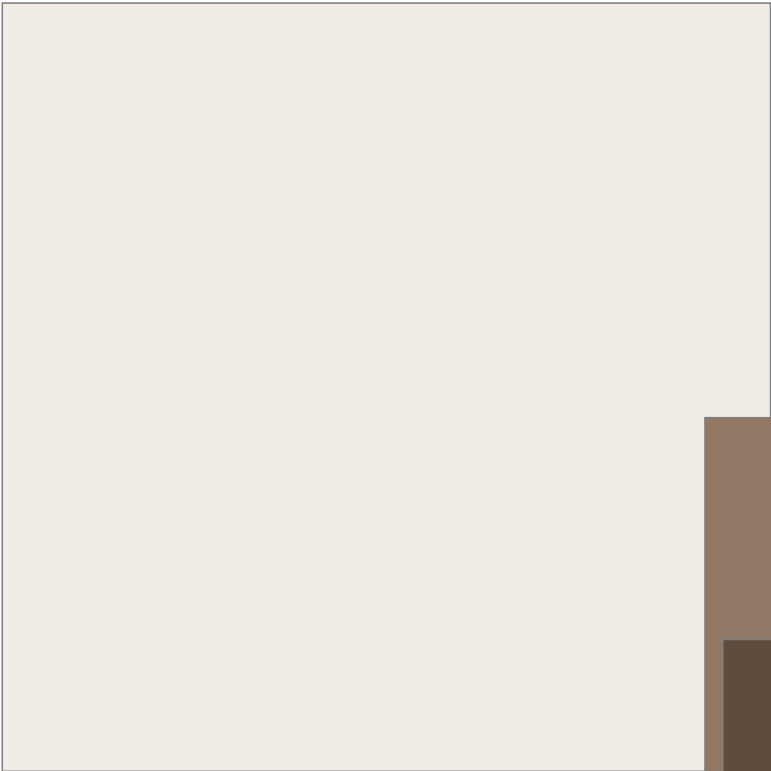
Roof: Eagle - 3581 Arcadia Canyon Brown

ITEM 10.5.

COLOR SCHEME #1200

VB - SPANISH

(A)



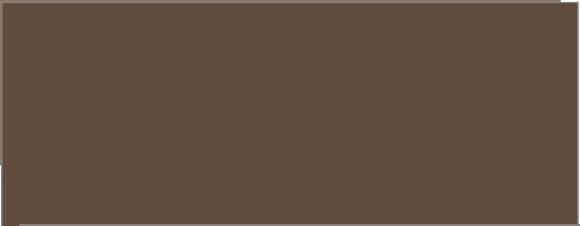
Color Legend

- (A) Body: SW 7000 Ibis White (LRV:84)
- (B) Trim: SW 6081 Down Home
- (C) Fascia: SW 9091 Half-Caff
- (D) Garage Door: SW 7508 Tavern Taupe
- (E) Entry: SW 6990 Caviar
- (S) Shutters: SW 6990 Caviar

(B)



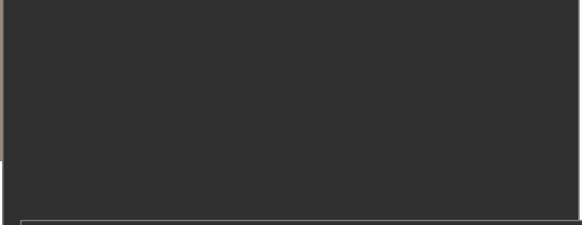
(C)



(D)



(E)



(H)



Roof: Eagle - 3687 Brown Gray Range

ITEM 10.5.

COLOR SCHEME #7004I

WB - FARMHOUSE

ATTACHMENT 2
Exhibit A to the Resolution



(A)

(S)

(B)

(C)

(D)

(E)

(H)

Color Legend

- (A) **Body:** SW 7642 Pavestone (LRV:32)
- (S) **Siding/Board and Batten:** SW 7012 Creamy (LRV:81)
- (B) **Trim:** SW 7012 Creamy
- (C) **Fascia:** SW 7012 Creamy
- (D) **Garage Door:** SW 7012 Creamy
- (E) **Entry:** SW 2839 Roycroft Copper Red
- (H) **Shutters:** SW 2839 Roycroft Copper Red

Veneer: El Dorado Stone - Tundrabrick - Ashland

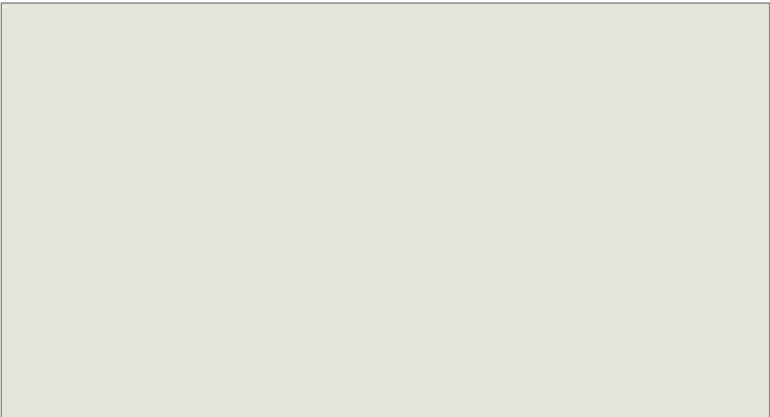
Roof: Eagle - 4503 Sierra Madre

ITEM 10.5.

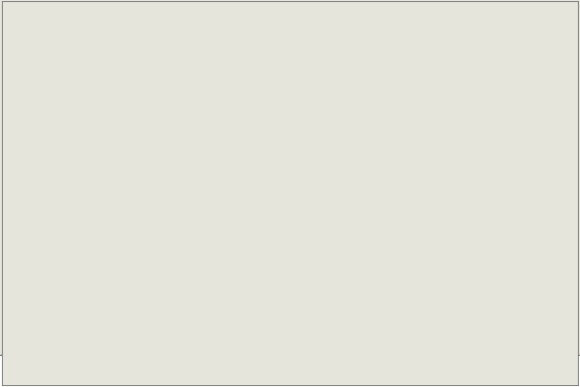
COLOR SCHEME #7030F

WB - FARMHOUSE

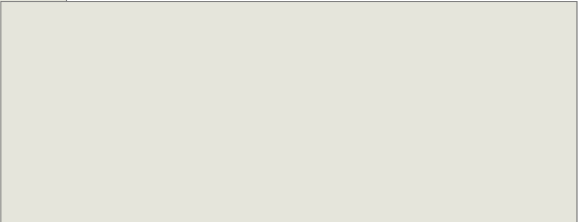
(A)



(S)



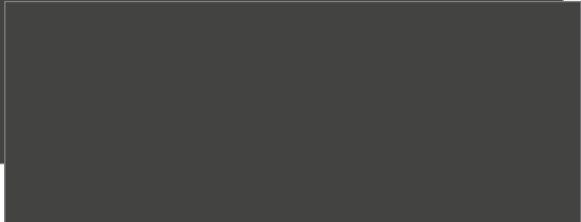
(B)



(C)



(D)



(E)

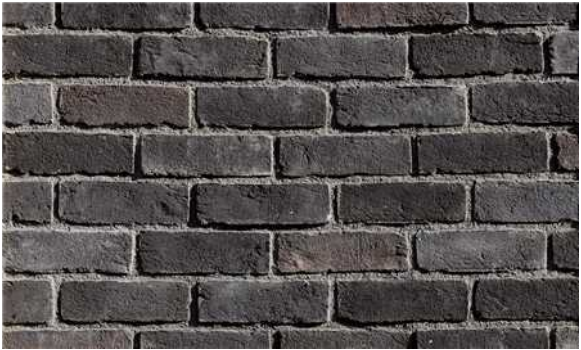


(H)



Color Legend

- (A) Body: SW 7636 Origami White (LRV:76)
- (S) Siding/Board and Batten: SW 7636 Origami White (LRV:76)
- (B) Trim: SW 7636 Origami White
- (C) Fascia: SW 7069 Iron Ore
- (D) Garage Door: SW 7069 Iron Ore
- (E) Entry: SW 6214 Underseas
- (H) Shutters: SW 7069 Iron Ore



Veneer: El Dorado Stone - Tundrabrick - Ironside



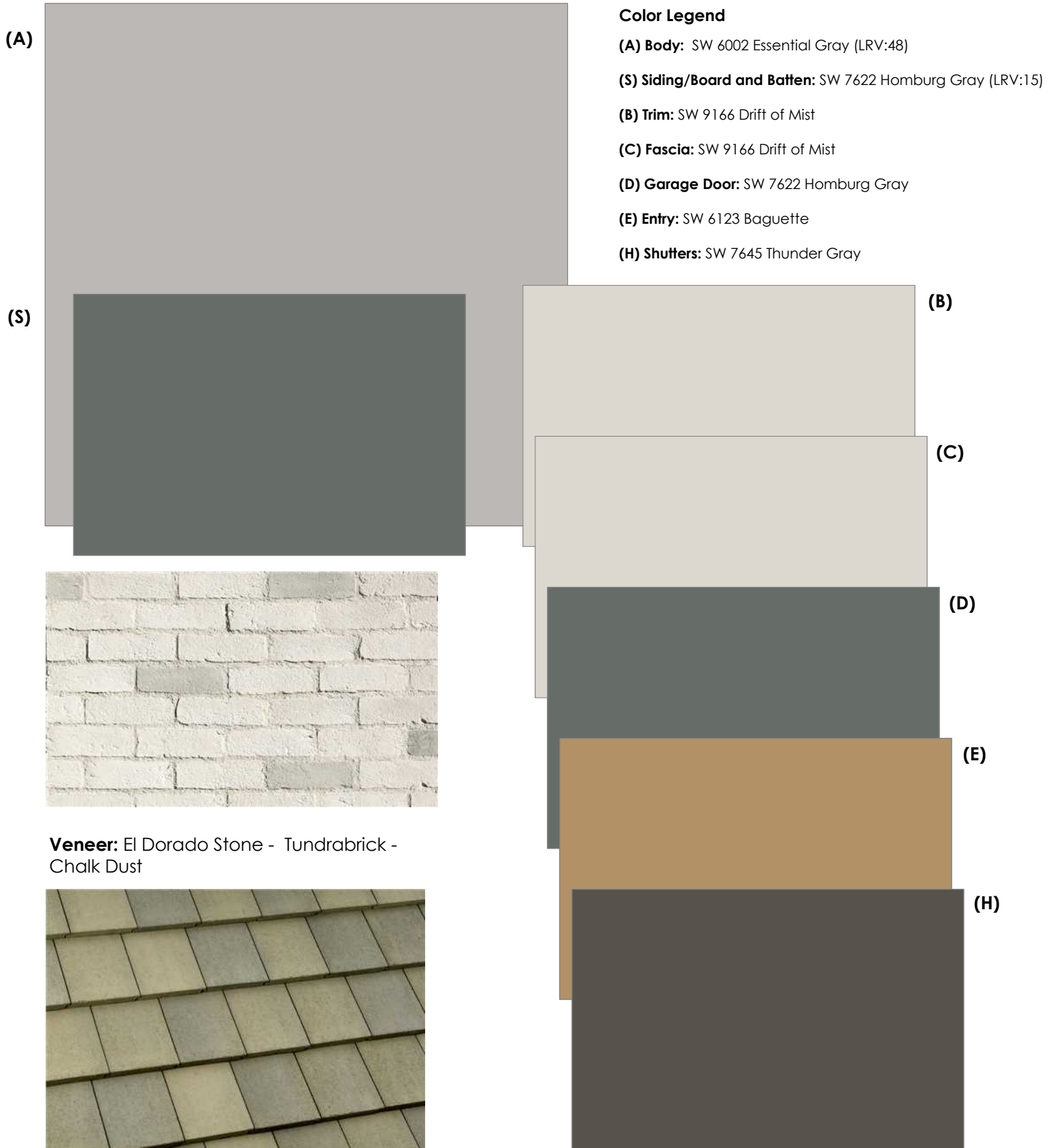
Roof: Eagle - 4591 Dark Gray Range

ITEM 10.5.

COLOR SCHEME #7100

WB - FARMHOUSE

ATTACHMENT 2
Exhibit A to the Resolution



Color Legend

(A) Body: SW 6002 Essential Gray (LRV:48)

(S) Siding/Board and Batten: SW 7622 Homburg Gray (LRV:15)

(B) Trim: SW 9166 Drift of Mist

(C) Fascia: SW 9166 Drift of Mist

(D) Garage Door: SW 7622 Homburg Gray

(E) Entry: SW 6123 Baguette

(H) Shutters: SW 7645 Thunder Gray

Veneer: El Dorado Stone - Tundrabrick - Chalk Dust



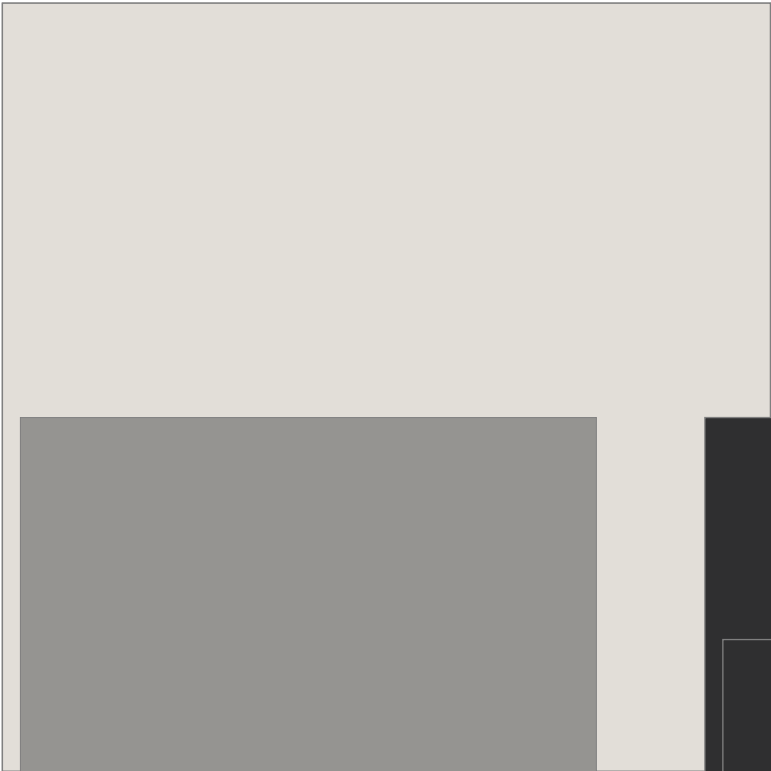
Roof: Eagle - 4690 Pewter Bronze Blend

ITEM 10.5.

COLOR SCHEME #7200

WB - FARMHOUSE

(A)



(S)



Veneer: El Dorado Stone - Tundrabrick - Latigo



Roof: Eagle - 4502 Arcadia Canyon Brown

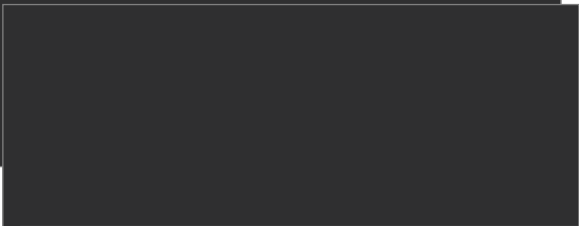
Color Legend

- (A) Body: SW 7014 Eider White (LRV:73)
- (S) Siding/Board and Batten: SW 7669 Summit Gray (LRV:30)
- (B) Trim: SW 6258 Tricorn Black
- (C) Fascia: SW 6258 Tricorn Black
- (D) Garage Door: SW 6258 Tricorn Black
- (E) Entry: SW 6258 Tricorn Black
- (S) Shutters: SW 6258 Tricorn Black

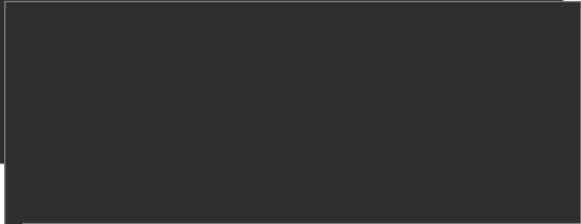
(B)



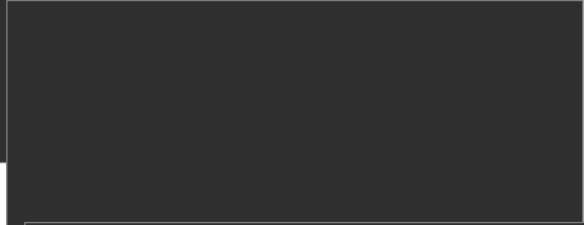
(C)



(D)



(E)



(H)



ITEM 10.5.

COLOR SCHEME #9100
ZB - CONTEMPORARY

(A)

(S)



Veneer: El Dorado Stone - LedgeCut33 - Birch

Roof: Eagle - 4591 Dark Gray Range

Color Legend

(A) Body: SW 7506 Loggia (LRV:48)

(S) Siding: SW 7645 Thunder Gray

(B) Trim: SW 7645 Thunder Gray

(C) Fascia: SW 7645 Thunder Gray

(D) Garage Door: SW 6201 Thunderous

(E) Entry: 7645 Thunder Gray

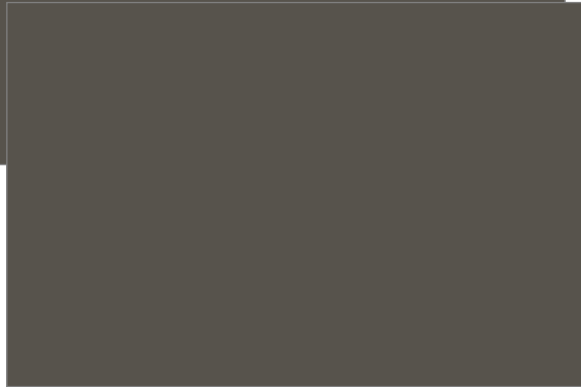
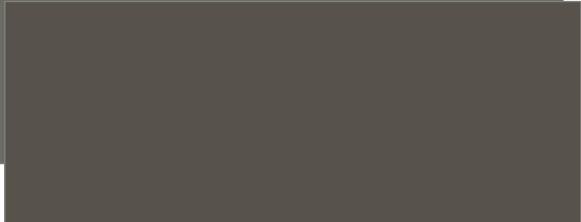
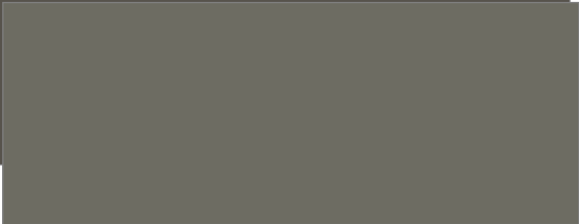
(S) Shutters: N/A

(B)

(C)

(D)

(E)



ITEM 10.5.

COLOR SCHEME #9200
ZB - CONTEMPORARY

ATTACHMENT 2
Exhibit A to the Resolution



(A)

(S)

Veneer: El Dorado Stone - LedgeCut33 - Sage

Roof: Eagle - 4697 Slate Range

Color Legend

(A) **Body:** SW 7042 Shoji White (LRV:74)

(S) **Siding:** SW 2848 Roycroft Pewter

(B) **Trim:** SW 6990 Caviar

(C) **Fascia:** SW 7042 Shoji White

(D) **Garage Door:** SW 6990 Caviar

(E) **Entry:** SW 6990 Caviar

(S) **Shutters:** N/A

ITEM 10.5.

COLOR SCHEME #9300

ZB - CONTEMPORARY

(A)



(S)



Veneer: El Dorado Stone - LedgeCut33 - Sage



Roof: Eagle - 4591 Dark Gray Range

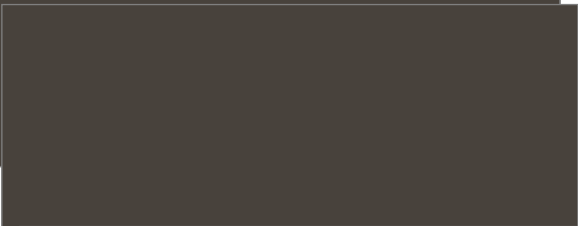
Color Legend

- (A) Body: SW 7017 Dorian Gray (LRV:39)
- (S) Siding: SW 6062 Vintage Leather
- (B) Trim: SW 7675 Sealskin
- (C) Fascia: SW 7675 Sealskin
- (D) Garage Door: SW 7675 Sealskin
- (E) Entry: SW 7675 Sealskin
- (S) Shutters: N/A

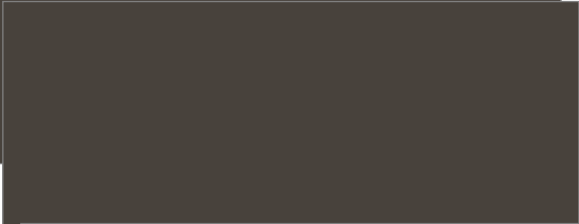
(B)



(C)



(D)



(E)



ITEM 10.5.

COLOR SCHEME #9400
ZB - CONTEMPORARY

ATTACHMENT 2
Exhibit A to the Resolution



(A)



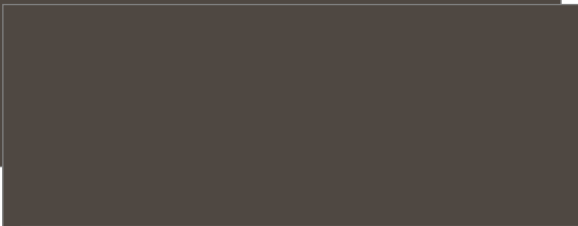
(S)



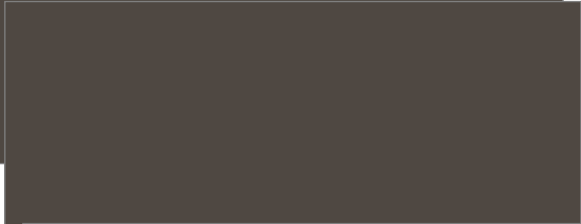
(B)



(C)



(D)



(E)



Color Legend

(A) Body: SW 7045 Intellectual Gray (LRV:36)

(S) Siding: SW 6176 Cocoon

(B) Trim: SW 7020 Black Fox

(C) Fascia: SW 7047 Porpoise

(D) Garage Door: SW 7020 Black Fox

(E) Entry: SW 6054 Canyon Clay

(S) Shutters: N/A



Veneer: El Dorado Stone - LedgeCut33 - Ocean Floor



Roof: Eagle - 4687 Brown Gray Range

ITEM 10.5.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

Conditions of Approval		Category	Timing/ Implementation	Enforcement/ Monitoring
1.	The approved entitlement is for a Major Design Review Permit for The Ranch Phase I: Villages 4, 5, 6, and 9. The project shall be constructed consistent with the Design Booklet (<u>Exhibit A</u>) for twelve residential floor plans, and preliminary landscape plans. Project DD10060.	Project Description	On-Going	Planning
2.	Applicant(s) agree to defend, indemnify and hold harmless with Counsel selected by the City of Rancho Cordova ("City") and its agents, officers, consultants, and employees ("City's Agents") from any and all claims, actions, suits, or proceedings against the City or the City's Agents to attack, set aside, void, or annul an approval by the City, or the City's Agents concerning the project (collectively "Claim"). The City shall promptly notify the Applicant of any Claim and the City shall cooperate fully in the defense. Nothing in this paragraph obligates the City to defend any Claim and the City is not required to pay or perform any settlement arising from any such Claim not defended by the City, unless the settlement is approved in writing by the City.	General	On-Going	Planning
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body.	General	On-Going	Planning
4.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranhocordova.org for the status of your	General	On-Going	Planning

ITEM 10.5.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		Category	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
	account with the City.			
5.	The Permit is valid for a period of three (3) years from the date of City Council approval unless an extension is granted by the Community Development Director or the Development Agreement expiration date.	Expiration	On-Going	Planning
6.	The applicant shall comply with the Ranch Special Planning Area EIR Mitigation Monitoring Reporting Plan (MMRP).	Environmental	On-Going	Planning
7.	Signage is not approved with this permit. All signage shall comply with the City of Rancho Cordova Zoning Code.	Signage	On-Going	Planning
8.	Noise sources associated with construction, repair, remodeling, demolition, paving and/or grading of any real property must adhere to the development standards outlined within the City's Noise Element, RCMC 6.68 and RCMC 16.18.1407(F).	Noise	On-Going	Code Enforcement /Building
9.	The removal and replanting of landscape not listed on the approved plan set must be consistent with RCMC 23.716.080 through 23.716.090 and reviewed by the Planning Department prior to the removal. All landscape care, maintenance, and tree pruning must adhere to RCMC 23.716.100 through 23.716.110.	Landscaping	On-Going	Planning
10.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	Infrastructure	On-Going	Public Works
Prior to Issuance of Building Permit				
11.	Submit Master Plans that include final landscaping and fence plans for review and approval by the Planning Department.	Landscape	Prior to Issuance of Building Permit	Planning
12.	Final landscape plan shall include the addition of weed barrier installed in Front yard prior to installation of ground cover for each production home.	Weed Barrier	Prior to Issuance of Building Permit	Planning

ITEM 10.5.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
13.	The following criteria will be used to ensure the project meets the adopted design guidelines: • Two of the same architectural styles or color schemes shall not be placed next to each other. • No two of the same floor plans may be placed next to each other, unless they have different elevations.	Plan Layout and Architecture	Prior to Issuance of Building Permit	Planning
14.	The applicant shall contact Permit Services Unit at PermitServices@sacsewer.com or 916-876-6100 to determine if sewer impact fees are due.	Sewer	Prior to issuance of Building Permits	Sacramento Sewer District
15.	Prior to the issuance of any building permits for the project, the project developer/owner shall pay appropriate development fees applicable at the time of building permit issuance in accordance with Title 4 of the Sacramento County Water Agency (SCWA) Code.	Water	Prior to issuance of Building Permits	Sacramento Water Agency
16.	Residential fire sprinkler plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for all new one and two family dwellings in accordance with the California Residential Code.	Fire Sprinklers	Prior to issuance of Building Permits	Fire
17.	A final landscape plan shall be submitted to the Planning Department in conjunction with improvement plan and or building permit submittal and approved by the Planning and Public Works Departments prior to issuance of permits and/or any installation of landscape materials RCMC 23.716.020. The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect and include the following items per RCMC 22.180.060: • Planting plan to scale that indicate slope • Irrigation Plan • Soils Test • Water Use Calculations	Landscaping	Prior to issuance of Building Permits	Planning/Public Works

ITEM 10.5.
CONDITIONS OF APPROVAL

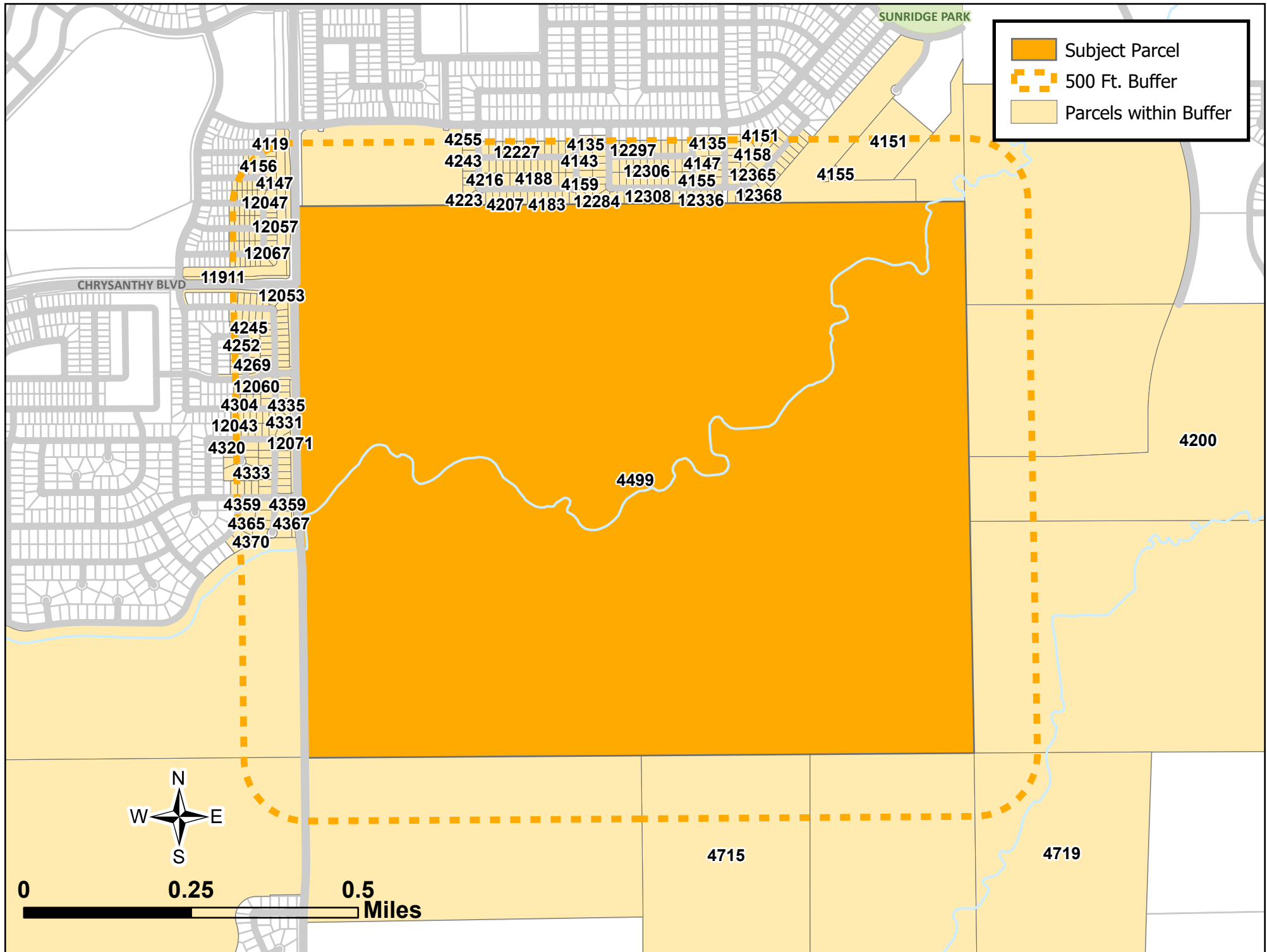
ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
	• Irrigation Schedule			
18.	The applicant shall comply with SMUD conditions as follows; a. Structural setbacks less than 14-feet shall require the applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. b. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. c. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). d. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.	SMUD Infrastructure	Prior to issuance of Building Permits	SMUD
Prior to Final Inspection				
19.	Property Owner/Developer shall record Covenants, Conditions and Restrictions (CC&Rs) in a form approved by the City that names the City as a third-party beneficiary with rights and without obligation to, enforce the CC&Rs. The CC&Rs shall contain, at a minimum, certain provisions and references to the City's Property Maintenance Code and prohibit the parking of trailers, boats or recreational vehicles in the driveway or on the public street.	Record CC&Rs	Prior to 1 st final Building Permit	Planning
20.	A concrete path will be provided from the driveway to the garage person door and an additional concrete pad area shall be installed by the developer for the storage of garbage receptacles behind the fence line.	Outdoor area	Prior to final Building Inspection	Planning

ITEM 10.5.
CONDITIONS OF APPROVAL

ATTACHMENT 3
Exhibit B to the Resolution

<u>Conditions of Approval</u>		Category	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>
21.	Each home must be equipped with adequate outdoor lighting as well as an illuminated address plate located on the front elevation.	Lighting	Prior to final Building Inspection	Planning
22.	Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with all city water conserving landscape requirements. Certification shall be accomplished by completion of a certificate of compliance on a form approved by the director of the city public works department. Specifically, for the Landscape Lots along the public right of way, failure to submit a complete and accurate certificate of compliance will delay final approval of the project and/or discontinue water service per RCMC 22.180.090. Upon receipt of the certificate of compliance and site inspection from City staff, the landscaping performance bond will be released.	Landscaping	Prior to final Building Inspection	Public Works
23.	Residential roof coverings shall consist of materials having a minimum Class C rating.	Fire	Prior to final Building Inspection	Fire
24.	Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background.	Address	Prior to final Building Inspection	Fire



ITEM 10.5.

ADEMA JILLEAN/TAYLOR WALSH
12084 TIRESIAS WAY
RANCHO CORDOVA CA 95742

ALDRETE CAROLINE/JAMES
12029 TIRESIAS WAY
RANCHO CORDOVA CA 95742

AMORUSO AMANDA G/STEPHEN M
WEGLEY
4249 MINOTAUR CIR
RANCHO CORDOVA CA 95742

ANDERSON SEAN/AMBER DAVIS
4163 CHOTEAU CIR
RANCHO CORDOVA CA 95742

ARAUJO RUBENS JR
4131 CHOTEAU CIR
RANCHO CORDOVA CA 95742

AVAKYAN DAVIT
12079 ERATO CIR
RANCHO CORDOVA CA 95742

BARBARA PAWLIK REVOCABLE LIVING
TRUST
4143 CHOTEAU CIR
RANCHO CORDOVA CA 95742

BEACHELL ERIC M/KENDRA K
12080 TIRESIAS WAY
RANCHO CORDOVA CA 95742

BHULLAR CHARAN S/AMANJOT K
11739 KOUROS WAY
RANCHO CORDOVA CA 95742

BILLMAN PAUL J/GINNY M
PO BOX 2364
RANCHO CORDOVA CA 95741

AGRAWAL TRUST
612 PICASSO TER
SUNNYVALE CA 94087

ALLISON P YERKES/TIMOTHY M
GUERRERO LIVING TRUST
12090 ERATO CIR
RANCHO CORDOVA CA 95742

ANACLETO ERICA M/GREGORY JOHN
FAGUNDES
4158 CAHAKIA PL
RANCHO CORDOVA CA 95742

ANDERSON ZACHARY A/VANESSA N
4155 ETOWAY WAY
RANCHO CORDOVA CA 95742

ARJONA KIRTH ADRIANA LUCIA
4151 CAHAKIA PL
RANCHO CORDOVA CA 95742

BALL BRIDGET D/MATTHEW A
4203 CHOTEAU CIR
RANCHO CORDOVA CA 95742

BARGAS MAGDALENA M/RALPH J SR
12095 ERATO CIR
RANCHO CORDOVA CA 95742

BELNAP MICHAEL C
4187 CHOTEAU CIR
RANCHO CORDOVA CA 95742

BIGTIME HOUSING LLC
8698 ELK GROVE BLVD 1-304
ELK GROVE CA 95624

BLUE MOUNTAIN FAMILY TRUST
20088 CHATEAU DR
SARATOGA CA 95070

ATTACHMENT 4

AKIN KAELA LYNNE/BRANDAN JOSEPH
12043 ERATO CIR
RANCHO CORDOVA CA 95742

AMANDA SERRANO 2004 TRUST
4251 CHOTEAU CIR
RANCHO CORDOVA CA 95742

ANATOLIA INVESTMENTS LLC
11833 SPRING WALK WAY
RANCHO CORDOVA CA 95742

ANDRONIK ELENA/ELI CHAKYROVA
12288 PALEO WAY
RANCHO CORDOVA CA 95742

ARQUERO ARTEMIO S III/CHERRYLAINE
L
12052 TOURS WAY
RANCHO CORDOVA CA 95742

BALL ROBERT/RANPREET KAUR/LAURIE
12041 TIRESIAS WAY
RANCHO CORDOVA CA 95742

BAUTISTA FAMILY LIVING TRUST
4147 ETOWAY WAY
RANCHO CORDOVA CA 95742

BETIONG TRUSTEI
55 SAN JUAN GRADE RD SPC 113
SALINAS CA 93906

BILLINGS DANIELLE MARIE/JOSEPH
CHARLES
12368 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

BODHANKAR SHASHANK/PRIYANKA
HATWALNE
12024 TIRESIAS WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

BONILLA NATHAN/SHERRIE
12242 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

BROOKS CHOI ERIN DAWN/CLAUDE
YOUNG CHOI
4140 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

BUZZELL GARY/SHERI
12296 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CHA MORE F/BETTY T
12310 PALEO WAY
RANCHO CORDOVA CA 95742

CHO KI CHUL/SOON DUK YOO/JIN
4159 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CHUI YIN M W
12288 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CLARK-RUTIGLIANO NIKOLAS
B/MADISON T
4120 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

COLOMBO PAUL J
4176 CHOTEAU CIR
RANCHO CORDOVA CA 95742

COSTA DENNIS R/MELANIE A
12255 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

CRESPO COREY/AMANDA RODRIGUEZ
12243 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

BORROMEO ANGELYNE L
12071 ERATO CIR
RANCHO CORDOVA CA 95742

BROWN ROBERT
4124 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

BYREDDY MITRAVINDA/ANIL R
MALLAVARAPU
12076 TIRESIAS WAY
RANCHO CORDOVA CA 95742

CHISSIE BRADLEY SCOTT
12227 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

CHOI JONG WOOK/ROBIN MARIE
12086 ERATO CIR
RANCHO CORDOVA CA 95742

CHULAAKSORN PHANTHIP
12085 TIRESIAS WAY
RANCHO CORDOVA CA 95742

COCHRAN MICHAEL A
12075 ERATO CIR
RANCHO CORDOVA CA 95742

CONSTANTINE CHRISTI C
4199 CHOTEAU CIR
RANCHO CORDOVA CA 95742

COTTOR MARK R/GIGI N
12082 ERATO CIR
RANCHO CORDOVA CA 95742

CRISSEY JAMES L
4132 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 4

BOYCE CLARK N/CRAIG A/JAN C
12360 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

BULAONG FAMILY REVOCABLE TRUST
12074 ERATO CIR
RANCHO CORDOVA CA 95742

CARLSON SCOTT E/MARIA L
4211 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CHO JEFFREY/VIVIAN CHEN
12091 ERATO CIR
RANCHO CORDOVA CA 95742

CHRISTY JOHN
4192 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DR
RANCHO CORDOVA CA 95670

COLETTA JASON JAMES/PATRICE
NICOLE
4311 ORPHEUS CIR
RANCHO CORDOVA CA 95742

CORDOVA PARK AND RECREATION
DISTRICT
2729 PROSPECT PARK DR STE 230
RANCHO CORDOVA CA 95670

CRESLEIGH HOMES CORPORATION
433 CALIFORNIA ST 7TH
SAN FRANCISCO CA 94104

CROSSLEY RAMONA LYNN/MARK
PRYOR
4264 MINOTAUR CIR
RANCHO CORDOVA CA 95742

ITEM 10.5.

CURRENT OCCUPANT
4499 RANCHO CORDOVA PKWY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4719 RANCHO CORDOVA PKWY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12083 ERATO CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12094 ERATO CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4329 KERKYRA CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12057 PERICLES DR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4151 POOPENAUT CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12238 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4184 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12322 PALEO WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4200 GRANT LINE RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4370 CREGAN CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12087 ERATO CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12078 ERATO CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4336 KERKYRA CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12061 PERICLES DR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4247 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4204 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12307 PALEO WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12314 PALEO WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 4

CURRENT OCCUPANT
4715 RANCHO CORDOVA PKWY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12051 ERATO CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12099 ERATO CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4325 KERKYRA CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4324 KERKYRA CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4155 POOPENAUT CT
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12235 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4188 CHOTEAU CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12319 PALEO WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12298 PALEO WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

CURRENT OCCUPANT
12311 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12272 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4143 CAHAKIA PL
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12077 TIRESIAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4315 ORPHEUS CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4252 MINOTAUR CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12084 PRADES WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4164 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4119 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4131 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12327 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4141 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4162 CAHAKIA PL
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4348 ORPHEUS CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12048 TOURS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
11911 CHRYSANTHY BLVD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12080 PRADES WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4160 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4123 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4135 COLMAS WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 4

CURRENT OCCUPANT
12324 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12380 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12348 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12028 TIRESIAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4265 MINOTAUR CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12088 PRADES WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4168 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4156 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4127 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4139 COLMAS WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

CURRENT OCCUPANT
4143 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4155 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4167 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12037 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12043 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12049 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12055 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12061 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12067 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12073 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4147 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4159 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4171 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12039 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12045 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12051 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12057 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12063 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12069 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12075 AGEN CIR
RANCHO CORDOVA CA 95742

ATTACHMENT 4

CURRENT OCCUPANT
4151 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4163 COLMAS WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12035 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12041 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12047 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12053 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12059 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12065 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12071 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12077 AGEN CIR
RANCHO CORDOVA CA 95742

ITEM 10.5.

CURRENT OCCUPANT
12079 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12078 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12072 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12084 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12072 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12073 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12085 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12040 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12034 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4232 GRANT LINE RD
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12081 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12076 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12070 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12080 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12068 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12077 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12089 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12038 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12032 AGEN CIR
RANCHO CORDOVA CA 95742

DALEY MACELA/TODD
4183 CHOTEAU CIR
RANCHO CORDOVA CA 95742

ATTACHMENT 4

CURRENT OCCUPANT
12080 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12074 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12088 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12076 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12069 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12081 LE BLANC WAY
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12042 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
12036 AGEN CIR
RANCHO CORDOVA CA 95742

CURRENT OCCUPANT
4290 RANCHO CORDOVA PKWY
RANCHO CORDOVA CA 95742

DAVID L/DEBRA A BISSELL REV TRUST
11947 OLD EUREKA WAY
GOLD RIVER CA 95670

ITEM 10.5.

DAVIDSON DALE R
12392 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

DIAS WAYNE J
4208 CHOTEAU CIR
RANCHO CORDOVA CA 95742

DOAN THANH S/LIEN T/THERESA P
L/ALLEN Y LEE
478 MUERER ST
FOLSOM CA 95630

DRENNAN CAMERON G/ASHLEY M
GRENNAN
12376 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

EDGAR COREY/DANIELLE B MONTALVO
12312 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

ELIZABETH JILL BROWN LIVING
TRUST/ETAL
4362 CREGAN CT
RANCHO CORDOVA CA 95742

ERIS RANDALL/DEBRA WILLIAMS
4137 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

FOX ANTHONY/AMANDA M
12284 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

GARAG VEERESH/HARSHITHA ONKAR
12254 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

GARCIA KENNETH B/ESMIRALDA J
4344 ORPHEUS CIR
RANCHO CORDOVA CA 95742

DAYE EUREKA C/THOMAS L TODD
PO BOX 583072
ELK GROVE CA 95758

DICKSON FAMILY REVOCABLE LIVING
TRUST
121 ASHRIDGE CT
GRANITE BAY CA 95746

DOLBERG AMEE/DOLBERG PAUL
4358 CREGAN CT
RANCHO CORDOVA CA 95742

DUCKWORTH MICHAEL M/YEONG S
440 N CIVIC DR 401
WALNUT CREEK CA 94596

EDWARDS KATHLEEN/MICHAEL
12302 PALEO WAY
RANCHO CORDOVA CA 95742

ELRAMADY MOHAMED GAMAL
4304 ORPHEUS CIR
RANCHO CORDOVA CA 95742

ERNST GENEVA
4167 CHOTEAU CIR
RANCHO CORDOVA CA 95742

FRAILEY JONATHAN RICHARD
PAUL/ETAL
12059 ERATO CIR
RANCHO CORDOVA CA 95742

GARCIA BRIAN B/JASMINE-
MAY/BENJAMIN SAN JOSE
12033 TIRESIAS WAY
RANCHO CORDOVA CA 95742

GARCIA TORY D/MELISSA C
4155 CHOTEAU CIR
RANCHO CORDOVA CA 95742

ATTACHMENT 4

DE PINILLOS IVAN
MARTINEZ/ELIZABETH MARTINEZ
12331 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

DOAN THAI/DEBBIE DIEP
4269 MINOTAUR CIR
RANCHO CORDOVA CA 95742

DRAGOS KELLY B/RICHARD J
12315 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

DUNCAN JOSHUA A
4166 CHOTEAU CIR
RANCHO CORDOVA CA 95742

EIGENMAN DARRELL/DIANE
12252 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

ENRIQUEZ ALICIA A/ERWIN A
4328 KERKYRA CT
RANCHO CORDOVA CA 95742

EVERETT ERIC W
4129 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

GALALY AHMAD/EMAN ALY REV LIVING
TRUST
4369 BINCHY WAY
RANCHO CORDOVA CA 95742

GARCIA CAROL/PREM K PERUMAL V
12036 TIRESIAS WAY
RANCHO CORDOVA CA 95742

GARNER FAMILY TRUST
PO BOX 1045
IONE CA 95640

ITEM 10.5.**ATTACHMENT 4**

GARY & MERI DEDIEGO FAMILY TRUST
12246 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

GHOMESHI AMIN
1424 21ST ST
SACRAMENTO CA 95811

GILLOCK JASON/TAMMY L
12327 PALEO WAY
RANCHO CORDOVA CA 95742

GLACIER TITLE HOLDING TRUST
PO BOX 1210
FOLSOM CA 95763

GOLDBERG FAMILY TRUST
4948 BROWNSTONE CT
ELK GROVE CA 95758

GOLSTON BRIAN/HALEY
12268 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

GONZALEZ LE VERONICA R/DEREK A LE
12211 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

GRAHAM ANDREW WILLIAM/KIMBERLY
SALVADOR
4352 ORPHEUS CIR
RANCHO CORDOVA CA 95742

GRANTLINE & CHRYSANTHY 220
INVESTORS LLC
7919 FOLSOM BLVD STE 300
SACRAMENTO CA 95826

GUITRON ALFREDO JR
12032 TIRESIAS WAY
RANCHO CORDOVA CA 95742

GUY/VELMA PAULSELL FAMILY TRUST
4191 CHOTEAU CIR
RANCHO CORDOVA CA 95742

HACKER TANYA/DAN A
12381 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

HALL KRYSTOPHER
12400 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

HAMDYL SUMITO/SINANTYA SAPUTRO
4367 CREGAN CT
RANCHO CORDOVA CA 95742

HARBELL 2002 TRUST
16725 WILD OAK WAY
MORGAN HILL CA 95037

HARIHARAN ANANT NARAYAN/ANJANA
VISWANATHAN
4319 ORPHEUS CIR
RANCHO CORDOVA CA 95742

HARMER STEVEN A/CYNTHIA R
12408 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

HARUTYUNYAN VAHRAM/KARMEN
DAVTYAN/MANUK
12239 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

HASSELL CARMEN/REXEL
12258 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

HENNESSEY JESSICA R/PATRICK KELLY
2700 ALLEN ST APT D305
KELSO WA 98626

HERCHBERGER JULIE/DAVID
12373 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

HERNANDEZ JOSE A
12231 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

HERRERA JOSE I/ELIZABETH T
2271 HILLCREST AVE
EUREKA CA 95501

HERTOGH PATRICIA J R
12303 PALEO WAY
RANCHO CORDOVA CA 95742

HICKMAN LIVING TRUST
4135 CHOTEAU CIR
RANCHO CORDOVA CA 95742

HO DARREL/RITA A
4359 BINCHY WAY
RANCHO CORDOVA CA 95742

HOLLOWELL MICHELLE
NAKAMURA/COREY MICHAEL
4340 ORPHEUS CIR
RANCHO CORDOVA CA 95742

HOLMES ROBERT D
12226 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

HORNE ROBERT N/KENNETH RAY
MARTIN
4255 CHOTEAU CIR
RANCHO CORDOVA CA 95742

HOSKINS PAUL W
4219 CHOTEAU CIR
RANCHO CORDOVA CA 95742

ITEM 10.5.

HRABAK SHERRI LYNN
4343 ORPHEUS CIR
RANCHO CORDOVA CA 95742

JANET JENNINGS 2013 REVOCABLE
TRUST/ETAL
4366 CREGAN CT
RANCHO CORDOVA CA 95742

JOHNSON JOHN W/JAIME G CALUYA
4237 MINOTAUR CIR
RANCHO CORDOVA CA 95742

KHANCHANDANI ASHTON A/MELANIE
R/ASHTON A
12300 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

KIM HANJUN/JIN YOUNG/OK HEE
12311 PALEO WAY
RANCHO CORDOVA CA 95742

KOHN YOLANDA/ROBERT J II/ROBERT
BRILES/IONEE
4151 ETOWAY WAY
RANCHO CORDOVA CA 95742

KUSUMA HENRY/HILDA WIJAYA
4323 ORPHEUS CIR
RANCHO CORDOVA CA 95742

LAWSON SUZZETTEE
12065 PERICLES DR
RANCHO CORDOVA CA 95742

LEE LAUDUSKI BRYAN DEL/ALICIA ANN
4256 MINOTAUR CIR
RANCHO CORDOVA CA 95742

LEWIS SANDRA M/JENNIFER E
12061 TIRESIAS WAY
RANCHO CORDOVA CA 95742

IBARRA JOSEPH D
4171 CHOTEAU CIR
RANCHO CORDOVA CA 95742

JING YUAN LIVING TRUST
4121 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

K HOVNANIAN AT JAEGER RANCH LLC
3721 DOUGLAS BLVD STE 150
ROSEVILLE CA 95661

KHUGYANI ATIQULLAH/FARIDA
4112 PRESERVE WAY
RANCHO CORDOVA CA 95742

KLEIDON GARY L
12093 TIRESIAS WAY
RANCHO CORDOVA CA 95742

KONG QINGBO/LINLI MIAO
248 PRAIRIE DOG LN
FREMONT CA 94539

LABRA MAURA M/PHILLIP JOHN M
12072 TIRESIAS WAY
RANCHO CORDOVA CA 95742

LEARY FREDERICK J IV/JENNIFER MARIE
KELLEY
4327 ORPHEUS CIR
RANCHO CORDOVA CA 95742

LEE NAM SUN/NAM KYUNG
4339 ORPHEUS CIR
RANCHO CORDOVA CA 95742

LI KE/HELEN SHI
1684 SCHILLERS CT
FOLSOM CA 95630

ATTACHMENT 4

JAMES W/JUDITH A RANDALL
REVOCABLE TRUST
12294 PALEO WAY
RANCHO CORDOVA CA 95742

JOHN J YOUNG REVOCABLE
TRUST/ETAL
4163 RIVA RIDGE DR
FAIR OAKS CA 95628

KERRY F/MIKEL L GORDON TRUST
5328 BUNKER CT
FAIR OAKS CA 95628

KIM DAVID/SONIA
12215 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

KNIGHT GEOFFREY/NANCY BRENTON
12303 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

KOUR DALJEET/GURCHARAN SINGH
12384 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

LAHIRI SAYAN/AMRITA DAS
12214 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

LEE EUN DUG/JAMES K
12280 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

LENNAR HOMES OF CALIFORNIA INC
1420 ROCKY RIDGE DR 320
ROSEVILLE CA 95661

LITTLEFIELD KATIE/ANDREW
4125 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

LO PETER K
4133 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

LOURDES/ROBERT LOMIBAO
REVOCABLE TRUST
4363 CREGAN CT
RANCHO CORDOVA CA 95742

MAGTOTO MARK OLIVER O/ALIDA
GRACE M
12316 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MARK GLINOWIECKI LIVING
TRUST/ETAL
12259 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

MASSAGLIA DONALD
12295 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MCCLENAHEN MATTHEW/HEATHER
4227 CHOTEAU CIR
RANCHO CORDOVA CA 95742

MCMANUS HEATHER
4200 CHOTEAU CIR
RANCHO CORDOVA CA 95742

MELIKYAN SAMVEL/NORAYR
4145 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

MICHAEL CAYER REVOCABLE
TRUST/ETAL
12260 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MOHAMMED IMTIAZ ALI
12045 TIRESIAS WAY
RANCHO CORDOVA CA 95742

LOPEZ FRANCISCO/BRITTANY
12365 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

LYALL DIANA RANI
4268 MINOTAUR CIR
RANCHO CORDOVA CA 95742

MAKER DANA
12289 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MARTIN FAMILY TRUST
4172 CHOTEAU CIR
RANCHO CORDOVA CA 95742

MAYO JOSE/SANDRA RINCON
12055 ERATO CIR
RANCHO CORDOVA CA 95742

MCLEOD FAMILY TRUST
4131 ETOWAY WAY
RANCHO CORDOVA CA 95742

MCTHORN DIANNA/RONALD
12332 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MELOY BRIAN D
12308 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MILLETT BLAKE C/BROOKE L
12372 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MOHAMMED SHAMEEL I/SHAHEENA
AZIZ
4373 BINCHY WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 4

LOPEZ RANDY/ALMA
12289 PALEO WAY
RANCHO CORDOVA CA 95742

MAGENDIRAN GANESAN REVOCABLE
TRUST 2018
12088 TIRESIAS WAY
RANCHO CORDOVA CA 95742

MALDONADO MICHAEL J/JENNIFER L
12396 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

MARTINEZ CHARLOTTE I/LUIS A
12218 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

MAZZOLA VINCE
12219 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

MCMAHON TIMOTHY D/SANDRA K
4151 CHOTEAU CIR
RANCHO CORDOVA CA 95742

MDRE DEVELOPMENT LLC
3021 DAGGETT DR
GRANITE BAY CA 95746

MESSINGER RICHARD R/ALLISON M
RATHBURN
4333 KERKYRA CT
RANCHO CORDOVA CA 95742

MOELLER RYAN MICHAEL/KATHERINE
MICHELLE
4331 ORPHEUS CIR
RANCHO CORDOVA CA 95742

MONROE VICTORIA/MICHAEL J CLYMO
12053 PERICLES DR
RANCHO CORDOVA CA 95742

ITEM 10.5.

MONTELENA DOUGLAS LLC
5241 ARNOLD AVE
MCCLELLAN CA 95652

MURADYAN ARAIK/ASTGHIK
2438 POWERS AVE
CLOVIS CA 93619

NAR NAVEEN/SUKHVIR SINGH RAJANIA
4257 MINOTAUR CIR
RANCHO CORDOVA CA 95742

NOUFER MARTIN/MICHELE
4377 ROSENSTOCK WAY
RANCHO CORDOVA CA 95742

ONEAL SHAWN
4321 KERKYRA CT
RANCHO CORDOVA CA 95742

PACLIBARE PIMENTEL MARK
ANDREW/MICHELLE LEE HEINS
4245 MINOTAUR CIR
RANCHO CORDOVA CA 95742

PAUL/JOANNA MURRAY FAMILY TRUST
4215 CHOTEAU CIR
RANCHO CORDOVA CA 95742

PETERSON SAEJUK
12230 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

PLASCENCIA SANDRA
12247 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

POWELL KENDRA M/ANTHONY B
SAENZ
12092 TIRESIAS WAY
RANCHO CORDOVA CA 95742

MOORE AMBER JANTIRA/ROBERT
GLYNN II
4139 ETOWAY WAY
RANCHO CORDOVA CA 95742

MURROW ANDREW DAVID/MELISSA
NICOLE LANZARO
4207 CHOTEAU CIR
RANCHO CORDOVA CA 95742

NGUYEN BOBBY/HUE T TO
12223 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

ODAM KEITH RAY/PAULINE EMIKO
4371 CREGAN CT
RANCHO CORDOVA CA 95742

OSUNA RICHARD
12047 ERATO CIR
RANCHO CORDOVA CA 95742

PARK JIMMY
12340 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

PAULEY BARBARA L
4144 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

PETTY EIFERT MARGARET
ANN/SAMANTHA ANN IAN EIFERT
4261 MINOTAUR CIR
RANCHO CORDOVA CA 95742

PODANY LINDA M
12323 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

PUJARI FAMILY REVOCABLE TRUST
37351 PORTICO TER
FREMONT CA 94536

ATTACHMENT 4

MORAR KISHOR/SANGITABEN KISHOR
MORAR/NIRAJ MORAR
4196 CHOTEAU CIR
RANCHO CORDOVA CA 95742

NALLAMALLI KALYAN
4139 CHOTEAU CIR
RANCHO CORDOVA CA 95742

NGUYEN PHUONG HOAI/PHUONG
THIEN KHANH DIEN
4335 ORPHEUS CIR
RANCHO CORDOVA CA 95742

OLSON JESSICA M/OLSON MARGARET
TRIGGS
4320 KERKYRA CT
RANCHO CORDOVA CA 95742

OUJI ABDOLVAHAB
12256 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

PARTLOW NANCY J/JAMES C
12057 TIRESIAS WAY
RANCHO CORDOVA CA 95742

PETERSON AIMEE KATHLEEN/ERIC
BRANDON
4316 ORPHEUS CIR
RANCHO CORDOVA CA 95742

PHILLIPS ANDREW C/JINGYI
12276 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

PONCE AMY ELIZABETH/ANDREW
12098 ERATO CIR
RANCHO CORDOVA CA 95742

PUNSAL MARICHELLE
12299 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.**ATTACHMENT 4**

PURNAMA LIVING TRUST
7141 TAMARACK DR
DUBLIN CA 94568

PUSATERI DIANNE/KEITH
12068 TIRESIAS WAY
RANCHO CORDOVA CA 95742

PYUN FAMILY TRUST
4235 CHOTEAU CIR
RANCHO CORDOVA CA 95742

QUEZADA BRIAN/LEAH
4179 CHOTEAU CIR
RANCHO CORDOVA CA 95742

QUEZADA PAUL A/LAURA N
12234 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

QUIRARTE RAQUEL
12315 PALEO WAY
RANCHO CORDOVA CA 95742

RAINEY FAMILY TRUST
4216 CHOTEAU CIR
RANCHO CORDOVA CA 95742

RAISBECK ROBERT CODY/ALYSSA
TRUJILLO/ETAL
2049 BANNER MINE CT
GOLD RIVER CA 95670

RAM GURDAS
4361 BINCHY WAY
RANCHO CORDOVA CA 95742

RAMAKRISHNAN MEERA
3025 FOWLER RD
SAN JOSE CA 95135

RAMIREZ RIANO MARIO
ALEJANDRO/ETAL
4241 MINOTAUR CIR
RANCHO CORDOVA CA 95742

RANKIN CHRISTY A/DANIEL A
12044 TIRESIAS WAY
RANCHO CORDOVA CA 95742

RAPPOPORT VLADIMIR/TATYANA
4147 CHOTEAU CIR
RANCHO CORDOVA CA 95742

RASMUSSEN FAMILY REVOCABLE
TRUST
1718 COPPERTON RD
CAMINO CA 95709

RASMUSSEN LAURA I/HULL DANIEL E
12318 PALEO WAY
RANCHO CORDOVA CA 95742

RATAJCZAK CHRISTINA/NICHOLAS
4135 ETOWAY WAY
RANCHO CORDOVA CA 95742

RECELLA-CANDOLESAS
RANDALL/KRYSTAL CHAC
12073 TIRESIAS WAY
RANCHO CORDOVA CA 95742

REINHARDT MARK K/MARION L/LESLIE
A
4239 CHOTEAU CIR
RANCHO CORDOVA CA 95742

RIDER STEPHEN R/RIDER FAMILY
TRUST/ALPHA J RIDER
4365 BINCHY WAY
RANCHO CORDOVA CA 95742

RIVERA HAIDY MARILYN
12304 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

RIVERA MICHAEL
12210 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

ROMERO ARNOLD F JR/BRISHA L
12060 TOURS WAY
RANCHO CORDOVA CA 95742

RONDA MAY BEDEGREW LIVING TRUST
12319 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SACRAMENTO MUNICIPAL UTILITY
DISTRICT
6201 S ST
SACRAMENTO CA 95817

SACTO VLY CONSERVANCY
PO BOX 163351
SACRAMENTO CA 95816

SAETERN KAOCHIEN/ZAI C SAETEURN
12251 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

SAKSENA SHETUL/CAITLIN J MOONEY
4195 CHOTEAU CIR
RANCHO CORDOVA CA 95742

SALUD FELICISIMO R
12336 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SANDFORD CALEB/KATHLEEN LUDLOW
12364 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SANTHANAKRISHNAN DINESH
KUMAR/SINDHUJA VENKATESAN
4303 ORPHEUS CIR
RANCHO CORDOVA CA 95742

ITEM 10.5.

SCHOLLAR ANTHONY
4175 CHOTEAU CIR
RANCHO CORDOVA CA 95742

SESSION CHERYL L
4308 ORPHEUS CIR
RANCHO CORDOVA CA 95742

SHAW CLIFTON/RANAE E
12404 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SHERGILL PROPERTIES LLC
100 ENGLEHART DR
FOLSOM CA 95630

SHRUM ANDREW N/COURTNEY
4347 ORPHEUS CIR
RANCHO CORDOVA CA 95742

SMITH CAMERON JOSEPH/MEGAN
ROSE SHAMBLIN
4136 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

SONG YUSOO/SOON HO
12053 TIRESIAS WAY
RANCHO CORDOVA CA 95742

STEVENS DONALD L/MIRIAM E
5211 OAKRIDGE CT
FAIR OAKS CA 95628

SUJELA JAVED
20800 HOMESTEAD RD APT 65H
CUPERTINO CA 95014

SUNRIDGE PARK LLC
7700 COLLEGE TOWN DR STE 109
SACRAMENTO CA 95826

SCHULTZ WILLIAM EDWARD/MARY
ANN KIRK
12037 TIRESIAS WAY
RANCHO CORDOVA CA 95742

SHAH FAMILY TRUST
4212 CHOTEAU CIR
RANCHO CORDOVA CA 95742

SHEIKHOESLAMI VIDA
12356 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SHIN SUNMI
12292 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SIDHU HARPREET/JAGMOHAN
12388 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SMITH/DUNMORE VENTURE LLC
601 UNIVERSITY AVE STE 125
SACRAMENTO CA 95825

SOUTH SACRAMENTO CONSERVATION
AGENCY
827 7TH ST RM 225
SACRAMENTO CA 95814

STEWART DEBORAH J
12306 PALEO WAY
RANCHO CORDOVA CA 95742

SUN RIDGE LLC
7700 COLLEGE TOWN DR STE 101
SACRAMENTO CA 95826

SWEIS SAHER
12323 PALEO WAY
RANCHO CORDOVA CA 95742

ATTACHMENT 4

SCOTT MICHAEL J/KRISTEN/DAVID
R/MARGARET E
12056 TOURS WAY
RANCHO CORDOVA CA 95742

SHAVER NORMAN W/KELLY T
4312 ORPHEUS CIR
RANCHO CORDOVA CA 95742

SHERGILL HARDEV SINGH
12331 PALEO WAY
RANCHO CORDOVA CA 95742

SHOFFSTALL JOHN ALLEN/SAYWARD
OLIVIA
12067 ERATO CIR
RANCHO CORDOVA CA 95742

SIMON SHANG/JUN WANG LIVING
TRUST
2603 DANIEL HANSEN WAY
TRACY CA 95377

SOLONO HENRY F/HILDA A
COLESOLONO
12326 PALEO WAY
RANCHO CORDOVA CA 95742

SRIVIENG THANAPONG/XUOICU VAN
12397 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

STITES GENIE/LARRY
12264 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

SUNRIDGE ANATOLLA LLC
7700 COLLEGE TOWN DR 101
SACRAMENTO CA 95826

TA ANTHONY HUY QUANG/DONNA MY
DUNG PHAM
12089 TIRESIAS WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

TAVARES STEPHANIE ANN
4307 ORPHEUS CIR
RANCHO CORDOVA CA 95742

THEIS DALTON CHASE
12250 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

TOOR GURBAHADUR SINGH/BALJINDER
KAUR
8432 STARLILY CT
ELK GROVE CA 95758

TRONCI MARIO/GRACE
12344 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

UTTER ISAAC
PO BOX 1311
RANCHO CORDOVA CA 95741

VENKATESAN
PORTCHELVAN/ARCHANA SUDHAKAR
12049 TIRESIAS WAY
RANCHO CORDOVA CA 95742

WAINSCOTT FAMILY TRUST
4332 KERKYRA CT
RANCHO CORDOVA CA 95742

WILLEMS JOAN
4143 ETOWAY WAY
RANCHO CORDOVA CA 95742

WILLIAMS KAREN MICHELLE/JACOB
TYLERE
12330 PALEO WAY
RANCHO CORDOVA CA 95742

WOOD TED/SUSAN CHRISTINE LEON
4223 CHOTEAU CIR
RANCHO CORDOVA CA 95742

TAVERA JOSE
12401 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

TIPTON CRISPIN L
12222 CEDAR BOG WAY
RANCHO CORDOVA CA 95742

TOUCHLINE SOFTWARE INC 401K PLAN
3220 RANKEN PL
EL DORADO HILL CA 95762

TSOGZOLMAA YAGAAN
4128 BIG MEADOW WAY
RANCHO CORDOVA CA 95742

VADAPALLI RAJAN
12307 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

VISITACION BRYAN JOHN/CHRISTINE
MANZANO/ETAL
4260 MINOTAUR CIR
RANCHO CORDOVA CA 95742

WATTERSON MICHELLE/WILLIAM III
4243 CHOTEAU CIR
RANCHO CORDOVA CA 95742

WILLEMSEN MICHAEL C/TIANA/TIANA
H
12065 TIRESIAS WAY
RANCHO CORDOVA CA 95742

WONG BALL/CHEN/WAYNE/TOMMY
4180 CHOTEAU CIR
RANCHO CORDOVA CA 95742

WOODSIDE 05N LP
111 WOODMERE RD STE 190
FOLSOM CA 95630

ATTACHMENT 4

TELEP 2013 REVOCABLE TRUST
4231 CHOTEAU CIR
RANCHO CORDOVA CA 95742

TL TRUST
200 SOCRATES PL
EL DORADO HILL CA 95762

TREVINO JESSICA L
12293 PALEO WAY
RANCHO CORDOVA CA 95742

TURNER MICHAEL JAMES/BELITA S
ANATALIO
12320 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

VEDULA VENKATA SUBRAMANYA
SRIDHAR/SAI BHAVANI PERI
4351 ORPHEUS CIR
RANCHO CORDOVA CA 95742

VOGEL JESSICA/ZACH JONATHAN
12328 PAWCATUCK WAY
RANCHO CORDOVA CA 95742

WIGHT VON SAVOYE EMILY
A/MATTHEW D VON SAVOYE
12297 PALEO WAY
RANCHO CORDOVA CA 95742

WILLIAMS JORDAN/STACY MURRAY
12081 TIRESIAS WAY
RANCHO CORDOVA CA 95742

WONG SHANNON M
4147 CAHAKIA PL
RANCHO CORDOVA CA 95742

XIAO XIU MEI/XIAO P WANG
12069 TIRESIAS WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

YANG HOUA
12063 ERATO CIR
RANCHO CORDOVA CA 95742

ZOLNIKOV ANDREY/YEKATERINA
4359 CREGAN CT
RANCHO CORDOVA CA 95742

ATTACHMENT 4

YIN CHING WU REVOCABLE TRUST
4253 MINOTAUR CIR
RANCHO CORDOVA CA 95742

YOON YOUNGSIK/HYUNYI WOO
12040 TIRESIAS WAY
RANCHO CORDOVA CA 95742

ITEM 10.5.

ATTACHMENT 4

SACRAMENTO SANITATION DISTRICT
10060 GOETHE ROAD
SACRAMENTO CA 95827

SACRAMENTO REGIONAL COUNTY
SANITATION DISTRICT
10060 GOETHE ROAD
SACRAMENTO CA 95827

SACRAMENTO COUNTY WATER
AGENCY
10151 FLORIN ROAD
SACRAMENTO CA 95829

PG&E
2730 GATEWAY OAKS DRIVE
SACRAMENTO CA 95833

PG&E
343 SACRAMENTO STREET
AUBURN CA 95603

SMUD
6301 S STREET MS B304
SACRAMENTO CA 95817

SMUD
6301 S STREET MS B304
SACRAMENTO CA 95817

SMUD
6301 S STREET MS B404
SACRAMENTO CA 95817

SACRAMENTO METROPOLITAN FIRE
10545 ARMSTRONG AVE STE 310
MATHER CA 95655

ELK GROVE UNIFIED SCHOOL DISTRICT
9510 ELK GROVE-FLORIN RD
ELK GROVE CA 95624

SACRAMENTO COUNTY WATER
AGENCY
827 7TH STREET RM 301
SACRAMENTO CA 95814

CITY OF RANCHO CORDOVA
2729 PROSPECT PARK DR
RANCHO CORDOVA CA 95670

MEMORANDUM



ITEM 10.6.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Elizabeth Sparkman, Community Development Director
SUBJECT: **AN ORDINANCE CANCELLING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF RANCHO CORDOVA AND JAEGER ROAD 530, LLC RELATIVE TO THE PRESERVE AT SUNRIDGE PROJECT**

RECOMMENDATION

Waive the first reading and introduce the Ordinance.

RESULT OF RECOMMENDED ACTION

The Ordinance would come back for a second reading and adoption at the next regular City Council meeting. Approval of this Ordinance would cancel a Development Agreement between the City of Rancho Cordova (the "City") and Jaeger Road 530, LLC ("Landowner").

BACKGROUND

The Rancho Cordova City Council approved a development agreement between the City and Landowner, which was recorded on April 26, 2007 as Document# 200704260430 (the "Original Agreement"). The Original Agreement was for the development of an approximately 530-acre portion of land on the Preserve at Sunridge (the "Property"). On September 2, 2009, the Property was transferred to K. Hovnanian at Jaeger Ranch, LLC ("Developer").

The City and Developer entered into a new development agreement on February 21, 2020 for the purposes of securing new entitlements not contained in the Original Agreement (the "New Agreement"). The Original Agreement is set to expire on September 6, 2021, meaning the New Agreement, and the provisions therein, are not currently in effect. Therefore, the Original Agreement must be cancelled before the provisions of the New Agreement can be effective.

Government Code section 65868 requires development agreements to be cancelled through mutual consent of the parties, notice and hearing requirements, and an ordinance cancelling the development agreement. If adopted, this Ordinance will cancel the Original Agreement so the New Agreement will become operative.

FISCAL IMPACT AND FUNDING SOURCE

Adoption of the Ordinance will have no direct fiscal impact.

ATTACHMENT(S)

1. Ordinance - Development Agreement Cancellation Jaeger Ranch
2. Preserve at Sundridge Termination DA Cancellation
3. Exhibit A to Termination DA

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2021

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA
CANCELLING A DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF RANCHO CORDOVA AND JAEGER ROAD 530, LLC
RELATIVE TO THE PRESERVE AT SUNRIDGE PROJECT**

THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:**Section 1. Recitals.**

A. In order to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Section 65864, *et seq.*, of the Government Code (the "Development Agreement Statute"), authorizing the City, and any person having a legal or equitable interest in the real property, to enter into a development agreement and establish certain development rights in the property, which is the subject of the development project application. Pursuant to Government Code section 65868, development agreements may be cancelled by mutual consent of the parties.

B. The City and Jaeger Road 530, LLC. ("Landowner") entered into a Development Agreement (the "Original Agreement") which was approved by the City Council which was recorded on April 26, 2007 as Document #200704260430.

C. The Original Agreement was for the development of the Preserve at Sunridge project (the "Project"), consisting of single-family residential, multi-family residential, commercial and office uses, a neighborhood park, an elementary school, detention/water quality basins, an open space/wetland preserve, pedestrian facilities, bikeways, parkways, and drainage corridors on the Project site.

D. The City and Landowner entered into the Original Agreement relative to development of the 530 acre portion of land described in Exhibit A and Exhibit B of the Agreement (the "Property").

E. On September 2, 2009, Landowner and K. Hovnanian at Jaeger Ranch, LLC ("Developer") entered into an agreement for the sale of the Property to Developer.

E. On February 21, 2020, the City and Developer entered into a Development Agreement based on the new entitlements for the Project (the "Agreement").

F. On [DATE], 2021, the Developer signed a "Termination of Development Agreement" for the cancellation of the Original Agreement.

G. Pursuant to Government Code section 65868, the City and Landowner now wish adopt an ordinance to cancel the Original Agreement ("Termination Agreement") to enact the new entitlements provided in the Agreement.

H. The City Council finds that the adoption of this Termination Agreement is not considered a "project" and is exempt from CEQA under CEQA Guideline 15378.

I. On September 7, 2021, the City Council, as the legislative body for purposes of Development Agreement approval, amendment and cancellation, held a properly noticed public

hearing pursuant to Government Code section 65867 and considered all comments received in writing and all testimony received at the public hearing.

Section 2: Findings.

Therefore, on the basis of: the foregoing recitals, which are hereby incorporated herein, the City Council finds and determines that:

A. The Termination Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan.

B. The Termination Agreement will not be detrimental to the public interest, health, safety, convenience or welfare of the City in that the Project will proceed in accordance with all the programs and policies of the General Plan as detailed in the 2020 entitlements.

C. The City Council finds that the adoption of this Termination Agreement is not considered a "project" and is exempt from CEQA under CEQA Guideline 15378.

D. The Termination Agreement is consistent with the substantive elements of Government Code sections 65864 through 65869.5, and has been processed consistent with all the procedural requirements thereof.

Section 3: Approval of the Termination of Development Agreement.

The City Council hereby approves the Termination of Development Agreement, attached to this Ordinance and incorporated herein by reference as **Exhibit A**, and authorizes the City Manager to sign the Termination of Development Agreement after the effective date of this Ordinance.

Section 4: Recordation

Within ten (10) days after the Termination of Development Agreement is executed by the City Manager, the City Clerk shall submit the amendment to the County Recorder for recordation.

Section 5: Severability.

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

Section 6: Publication and Effective Date.

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this ____

ITEM 10.6.

ATTACHMENT 1

day of ____ 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Garrett Gatewood, Mayor

Stacy Leitner, CMC
City Clerk

ITEM 10.6.

ATTACHMENT 2

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 6103

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

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

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

TERMINATION OF DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF RANCHO CORDOVA

AND

JAEGER ROAD 530, LLC, AS LANDOWNERS

RELATIVE TO PRESERVE AT SUNRIDGE

Reason for recording:

This Termination of Development Agreement is being recorded to reflect the termination of the Development Agreement that was recorded on April 26, 2007 in Book 20070426 Page 0430 (Document #200704260430).

**TERMINATION OF DEVELOPMENT AGREEMENT
"PRESERVE AT SUNRIDGE"**

This Termination of Development Agreement ("Termination Agreement" or "Agreement") is entered into as of this ____ day of _____, 2021 by and between the CITY OF RANCHO CORDOVA, a municipal corporation ("City"), and K. HOVNANIAN AT JAEGER RANCH, LLC, a California Limited Liability Company ("Developer"), pursuant to the authority of Government Code section 65864 et. seq., relating to Development Agreements. City and Developer are hereinafter collectively referred to as the "Parties" and singularly as "Party."

RECITALS

A. City and JAEGER ROAD 530, LLC, a California limited liability company ("Original Landowner") entered into a Development Agreement recorded April 26, 2007 (the "Original Development Agreement"), Document #200704260430, relative to a 530 acre portion of land described in Exhibit A and Exhibit B of the Original Development Agreement (the "Property").

B. Developer purchased the Property from Original Landowner on September 2, 2009, a copy of which Grant Deed recorded on September 3, 2009 in Book 20090903 Page 0247 (Document #20090903) is attached as **Exhibit A**, attached hereto.

C. Based on new entitlements for the Property, Developer and City have entered into a Development Agreement by and between the City of Rancho Cordova and Developer dated February 21, 2020 and recorded in Book 20200501 Page 0617 (Document # 202005010617).

D. Pursuant to Section 11.5 of the Original Development Agreement, the Agreement may be cancelled in whole or in part by the mutual consent of the parties thereof or their successors in interest.

E. The City has acted in accordance with Government Code section 65868 by providing proper notice, hearing and the adoption of an ordinance to cancel the Original Development Agreement.

AGREEMENT

1. Incorporation of Recitals. The Preamble, the Recitals, all defined terms set forth herein, and all exhibits attached hereto, are hereby incorporated into this Termination Agreement as if set forth herein in full.

2. Termination of Original Development Agreement. Developer, as the successor in interest, and City mutually agree to terminate the Original Development Agreement, in whole, that was recorded on April 26, 2007 in Book 20070426, Page 0430 in the office the Sacramento County Clerk Recorder.

3. Notices. All notices and other communications required or permitted under this Termination Agreement, the enabling legislation, or the procedure adopted pursuant to Government Code section 65865, must be in writing and must be delivered in person

ITEM 10.6.

ATTACHMENT 2

or sent by certified mail, postage prepaid, or by facsimile or electronic mail (provided that such email shall be promptly followed by delivery of such notice by another method as provided herein).

Notice required to be given to City shall be addressed as follows:

CITY OF RANCHO CORDOVA
Community Development Director
2729 Prospect Park Drive
Rancho Cordova, CA 95670
Fax: (916) 851-8714
E-mail: esparkman@cityofranhocordova.org

Notice required to be given to Developer shall be addressed as follows:

K. Hovnanian at Jaeger Ranch, LLC.
Attn: Kevin Kimball, Region President
3721 Douglas Boulevard, Suite 150
Roseville, CA 95661
Phone: 916-945-5500
Fax: 916-923-3467

With a copy to:

K. Hovnanian Homes
Attn: Chad Fuller, Chief Legal Counsel
20830 N. Tatum Blvd., Suite 250
Phoenix, AZ 85050
Phone: 480-824-4200
Fax: 480-824-4201

Either Party may change the address stated herein by giving notice in writing to the other Party, and thereafter notices shall be addressed and transmitted to the new address.

4. City Manager Authorization. The City of Rancho Cordova, a municipal corporation, has authorized this Termination Agreement to be executed in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. 41-2006 adopted by the Council of the City on the 7th day of August, 2006, and has caused this Agreement to be executed.

“CITY”

CITY OF RANCHO CORDOVA,
a municipal corporation

By: _____

Name: Cyrus Abhar

Its: City Manager

Date: _____

“DEVELOPER”

K. HOVNANIAN AT JAEGER RANCH, LLC
a California Limited Liability Company

By: _____

Name: Kevin Kimball

Its: Region President

Date: _____

ATTEST:

Stacy Leitner, City Clerk

APPROVED AS TO FORM:

Adam U. Lindgren
City Attorney

Date: _____

3859186.1

RECORDING REQUESTED BY:
K. Hovnanian at Jaeger Ranch, LLC

AND WHEN RECORDED, MAIL TO:

K. Hovnanian at Jaeger Ranch, LLC
Attn: Chief Legal Counsel
1375 Exposition Blvd., Suite 300
Sacramento, California 95815



Sacramento County Recorder
Craig A. Kramer, Clerk/Recorder
BOOK 20090903 PAGE 0247

Check Number 1983
Thursday, SEP 03, 2009 8:59:13 AM
Ttl Pd \$14.00 Nbr-0006033796

SJS/57/1-2

APN: 067-0040-008-0000

(SPACE ABOVE FOR RECORDER'S USE ONLY)

GRANT DEED

THE UNDERSIGNED GRANTOR(S) DECLARE(S) CITY TAX is \$ N/A
DOCUMENTARY TRANSFER TAX is \$0 This transfer is exempt from Documentary Transfer Tax pursuant to Revenue & Taxation Code Section 11925(d) and R&TC 62(a)(2) because it results solely in a change in the method of holding title to the realty and the proportional ownership between the transferor and the transferee is maintained

- ☐ computed on full value of property conveyed, or
☐ computed on full value less value of liens or encumbrances remaining at time of sale,
☐ realty not sold
☐ City of Rancho Cordova, and

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, JAEGER ROAD 530, LLC, a California limited liability company ("GRANTOR"), hereby grants to K. HOVNANIAN AT JAEGER RANCH, LLC, a California limited liability company ("GRANTEE") the following described real property as shown on Exhibit "A" attached hereto and made part hereof;

Dated: September 2, 2009

"GRANTOR":

Courtney McAlister

JAEGER ROAD 530, LLC

By: COURTNEY MCALISTER, VICE PRESIDENT, CHIEF LEGAL COUNSEL

State of California }
County of Sacramento } ss.

On 9/2, 2009 before me, Terrie Lackner, Notary Public, personally appeared Courtney McAlister, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature Terrie Lackner

(affix seal)



Jaeger

-1-

EXHIBIT "A"**Legal Description of the Property**

The land referred to herein is situated in the State of California, County of Sacramento, City of Rancho Cordova, and is described as follows:

ALL THAT PORTION OF SECTION 16 TOWNSHIP 8 NORTH, RANGE 7 EAST, M.D.B. & M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 16; THENCE, ALONG THE WEST LINE OF SAID SECTION, NORTH 0°19'30" WEST 4,358.66 FEET; THENCE NORTH 39°56'50" EAST 5,290.23 FEET TO A POINT ON THE EAST LINE OF SAID SECTION AND IN AN OLD FENCE, THENCE, ALONG SAID SECTION LINE AND SAID OLD FENCE SOUTH 0°30' EAST 4,358.74 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 16, AND AN OLD FENCE CORNER; THENCE ALONG THE SOUTH LINE OF SAID SECTION, SOUTH 89°56'50" WEST 5,303.44 FEET TO THE POINT OF BEGINNING.

APN: 067-0040-008-0000

MEMORANDUM



ITEM 12.1.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Lorianne Ulm, Community Engagement Analyst II
SUBJECT: **COMMUNITY ENGAGEMENT DIVISION UPDATE**

RECOMMENDATION

Receive Community Engagement Division Update.

RESULT OF RECOMMENDED ACTION

An update to the City Council on the Community Engagement Division's accomplishments for fiscal year 2019/20, as well as an overview of projects planned for 2021/22.

BACKGROUND

Annually, the Community Engagement Division presents an update to the City Council. During updates, staff provided Council with:

- Community Engagement Division project overview and accomplishments (Beautification, Neighborhood Engagement, and Special Projects/Events)
- Community Engagement Division Action Plans for 2021/22

The goal of the update is to provide Council with a review of 2020/21 successes/accomplishments, as well as 2021/22 action plans.

FISCAL IMPACT AND FUNDING SOURCE

There is no fiscal impact.

ATTACHMENT(S)

1. Presentation
2. CE_Presentation_Council

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern



A look into Community Engagement FY 2020-2021

**Division
Components**

**Accomplishments
for FY 20/21**

**Projects &
Priorities for FY
21/22**

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

**Community Engagement:
Beautification**

Beautification in Rancho Cordova



Beautification Reel

Good Neighbor
Assistance
Program

Community
Service

Community
Enhancement
Fund Projects



Good Neighbor Assistance Program

The Good Neighbor Assistance Pilot Program helps income qualified property owners beautify their properties.

- 23 applications approved
- 10 homes completed



Community Service

Connects businesses, residents, and service groups to community needs so they can find meaningful opportunities to serve or assist to better the community.

Organizations:

- Sacramento Waldorf Students/Parents
- A4 Promotions
- Republic Services
- MACH
- Interact Club
- USI Insurance

***Volunteers worked 311 hours totaling \$8,875.94.**

Total Value is based on Independent Sector volunteer value estimate of \$28.54/Hour



Community Enhancement Fund Projects

• Rebuilding Together Sacramento

- 21 homes
- 19 work days
- 165 volunteers
- Totaling 1,019 hours with a dollar value of \$29,0826.26

• SSP - Sierra Service Project

- 3 homes
- 18 work days
- 90 volunteers
- Totaling 360 hours with a dollar value of \$10,274.40



Beautification Programs in Rancho Cordova

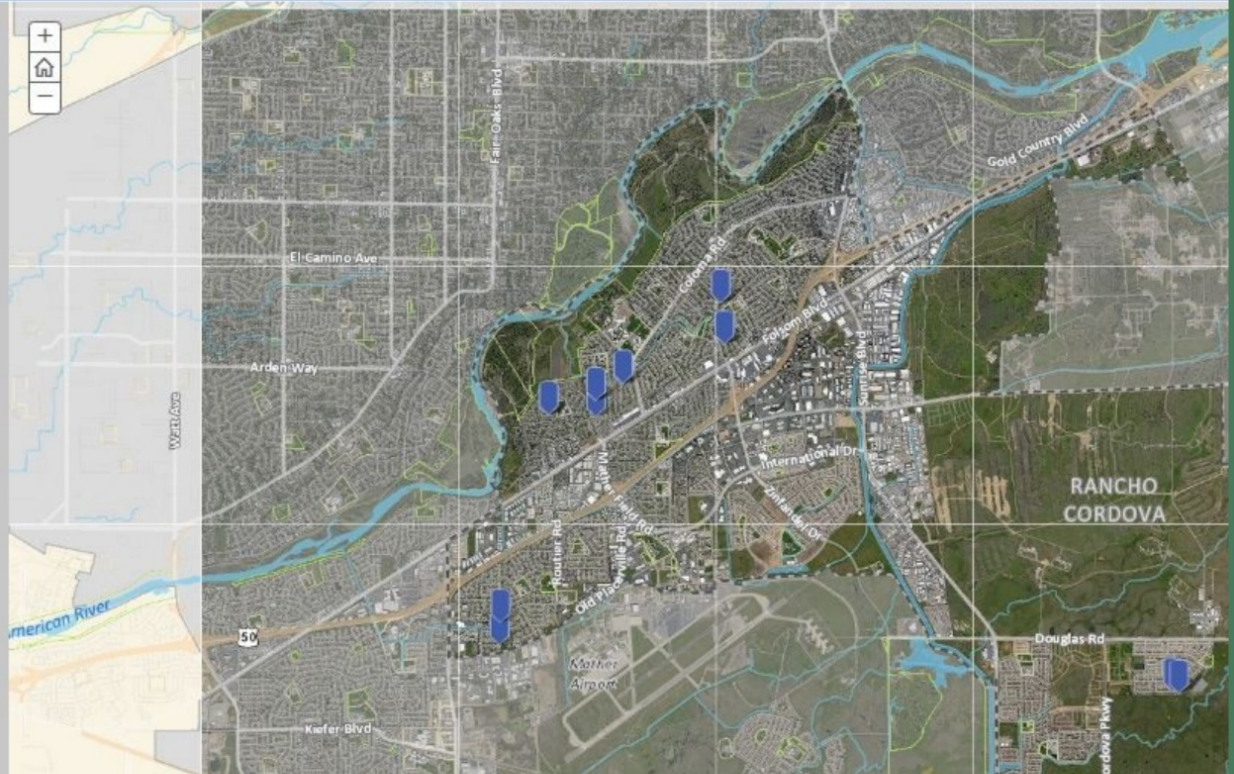
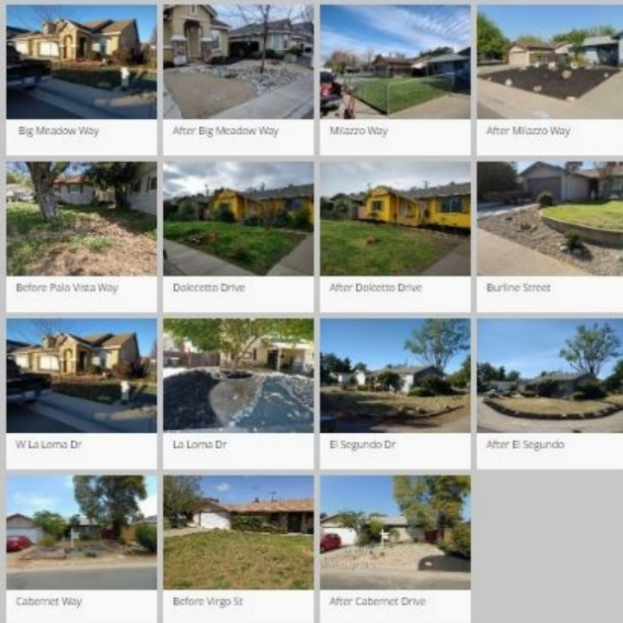
Small, simpler general Landscape Fixes Assigned to Volunteer Groups. Subject to Volunteer interest and availability.

Good Neighbor Assistance Program

Rebuild Together Sacramento

Sierra Service Project

GNA (Small General Landscape Volunteer Projects)



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

**Community Engagement:
Community Support & Networking**

Community Partnerships

- VINS Meeting Support
- Project 680 Committee
- Rotary Member
- Leadership Rancho Cordova
- Cordova Community Council (CCC)
- Folsom Cordova Community Partnership (FCCP)
- School Districts
- Interfaith Council
- Local Businesses
- Service groups
- Rancho Cordova Food Locker
- Existing NA's & HOA's

Community Support & Networking

- Community Support & Networking
- Building Community Partnerships
- Sharing Resources
- Community Grant Support
- Event Support
- Volunteer Recruitment



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

**Community Engagement:
Neighborhood Engagement
Program**

Neighborhood Engagement



Neighborhood Engagement Reel

**Models of
Neighborhood
Engagement
Program**

**Neighborhood
Maps**

**Community
Grants/Events**



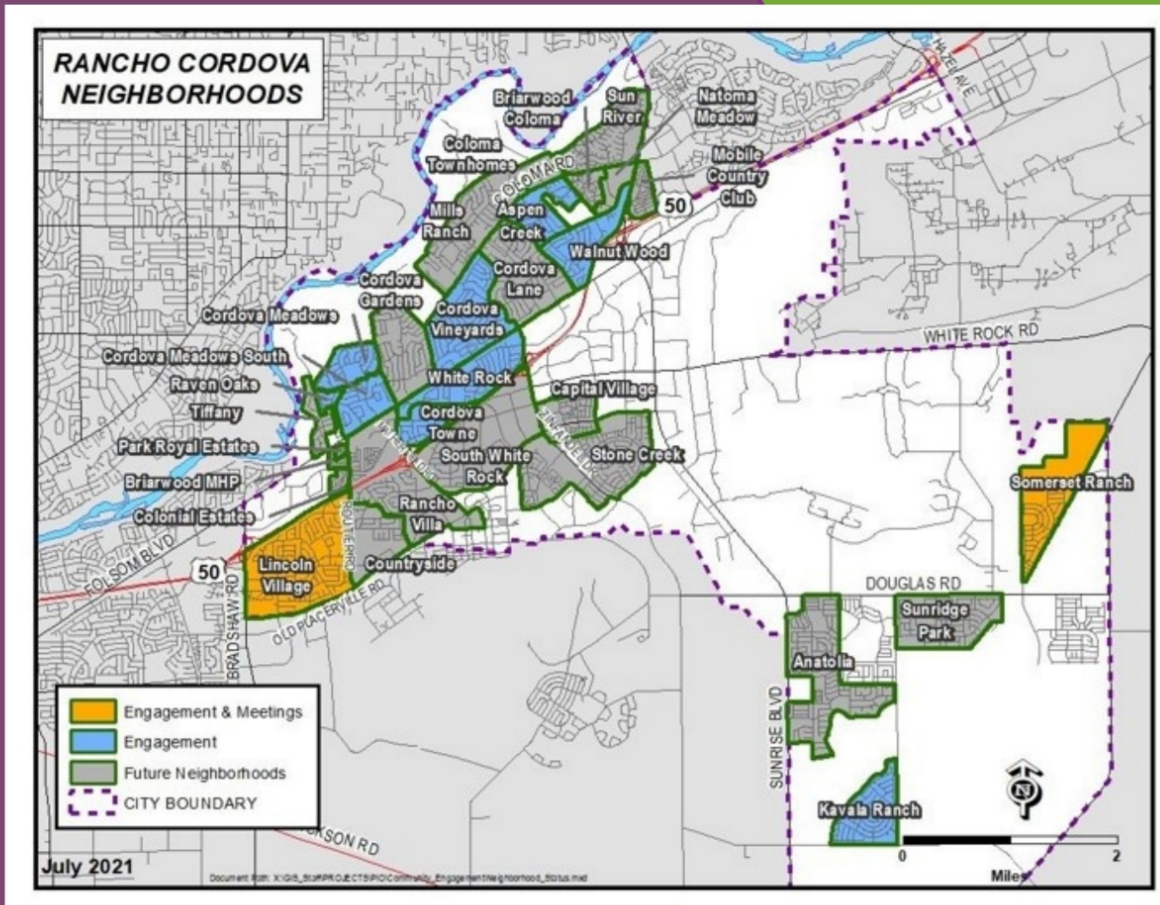
Neighborhood Engagement Program

- Neighborhoods that meet monthly
 - ITLV – It Takes a Lincoln Village
 - Somerset Ranch – new as of 8/2020
- ***Approximately 40 Meetings July 2020-June 2021**
- Neighborhoods focused on Engagement Activities
 - Cordova Meadows
 - Walnutwood
 - Kavala Ranch
 - Anatolia
 - Cordova Vineyards
 - White Rock



Cordova Vineyards Resident, Mickey Stone

Rancho Cordova Neighborhoods



Community Grants/Micro-Grants - FY 2020/2021

- **FCCP 2021 Cultural Series** (Black History Month, Happy Nowrooz, Russian Cultural Day, Juneteenth)
- **RC Food Locker Thanksgiving Giveaway**
- **RC Food Locker Christmas Giveaway**
- **River City Christian Trunk or Treat** (drive thru)
- **River City Christian Christmas Mall**
- **La Cars' Legacy Your Canvass Your World Art Program**
- **Salvation Army Step Ahead Tutoring Program** (Crafts/Supplies)
- **La Cars' Legacy Food Truck Tuesdays**
- **ITLV Little Library Books**
- **ITLV Halloween Bags**
- **Somerset Ranch Trunk or Treat** (drive thru)
- **ITLV Christmas Bags**
- **Lauren Court BBQ** (Anatolia)
- **ITLV Kids Day Booth Giveaways**

*14 Community Grants Reaching an Estimated Number of 14,000 Residents

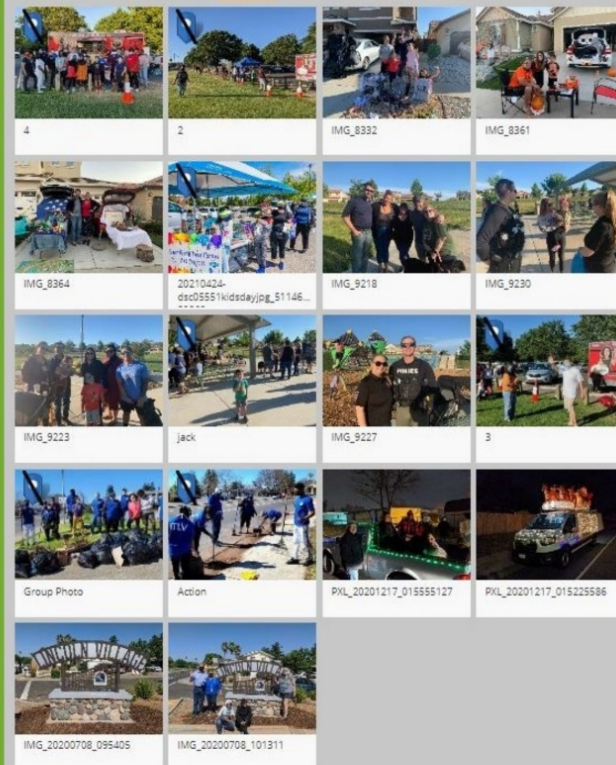


Neighborhood Engagement Events & Images Enter optional subtitle... 

Neighborhood Events

Lincoln Village

Somerset Ranch

 EDIT TAB ADD TAB ORGANIZE TABSAdd Import Organize 

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

**Community Engagement:
Special Projects**

Special Projects & Events



Special Projects Reel

Covid-19
Resources

Programs/
Projects

Events



Covid-19 Community Resources

- Great Plates Program
 - Over 100,000 meals delivered
 - 21 Rancho Cordova Restaurants participated
 - Over \$2 million of economic support to our local businesses
 - Over 365 days of operation
- Local Business Drives drives
- Community Volunteered Recruitment
- Rancho Cordova Inspires Support
- Website resource page support
 - Restaurants
 - Childcare
 - Educations services
 - Family resources
 - Food pantry services



Special Projects & Events

- **Vaccination clinics**
 - Partnered with Del Paso Heights & CNU
 - Total of 7 vaccine clinics
 - 138 Volunteers
 - Total of 1,500 vaccines administered for both Del Paso Heights & CNU
- **Holiday Parade**
 - 15 cars participated including 30 residents/staff in parade
 - Over 500 parade viewers
- **Community Halloween Event**
 - Over 1200 candy bags prepared for residents
 - All City staff participated, 8 departments arranged decorative booths



Programs & Projects

- We are listening conversations
- Project 680 Drives
- The Future Generation Leadership Forum (Sacramento Valley Korean American Community)
- Rancho Cordova Inspires Chain
- Outreach Coordination – Homeless community outreach, International Yoga
- Volunteer Management System
- RCPD Community Engagement Webinars – 3 in 2021
- Urban Forest Committee
- Bike Lab/ rides & repair



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

Actions for 2021/22



**Neighborhood
Engagement
Program Growth**

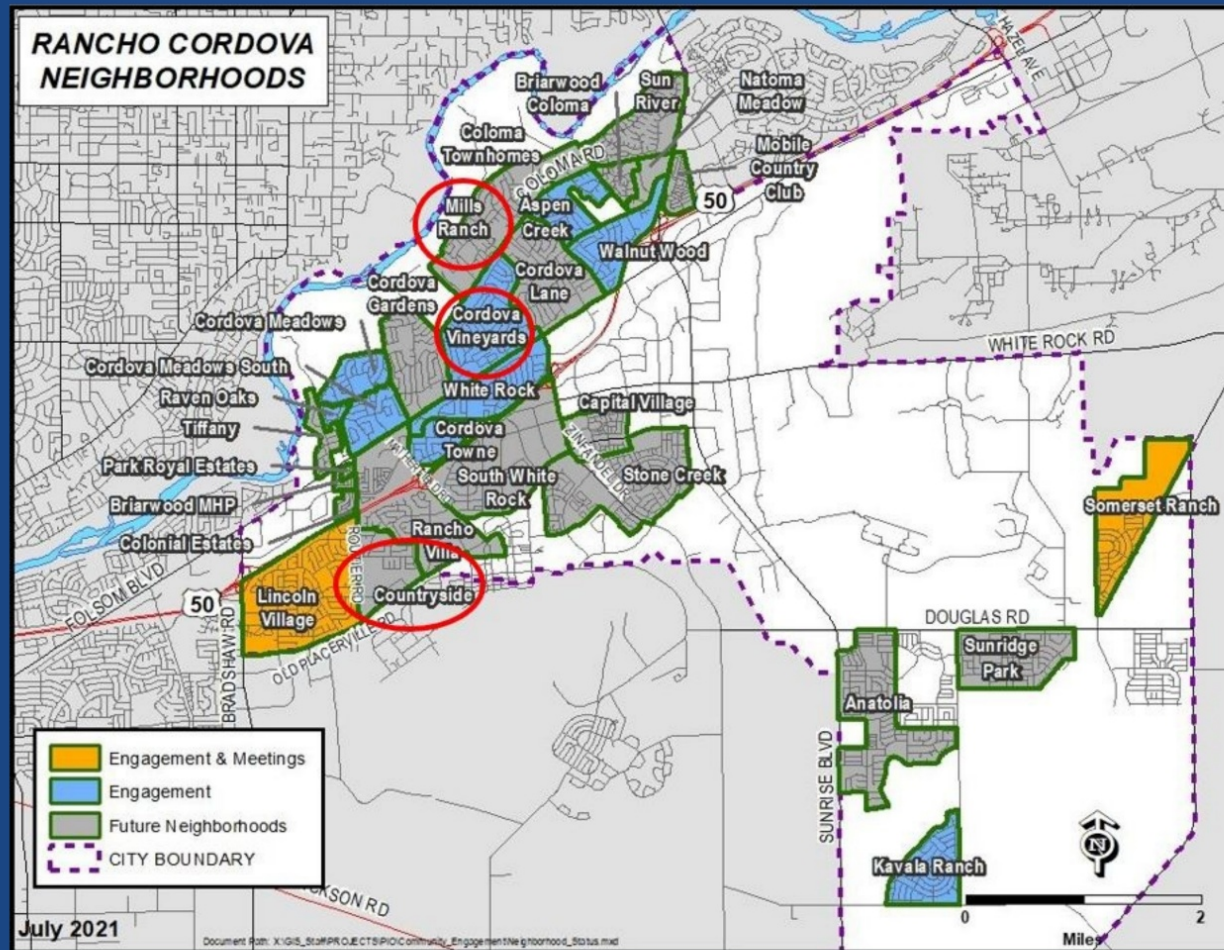
Beautification

**Continue to
Support
Networking**

**Continue
Promoting
Positive City
Image**

Neighborhood Engagement Program Growth

- Continue engagement in existing neighborhoods
 - Proposed Neighborhoods 2021/22
 - Mills Ranch
 - Countryside
 - Building on the contacts within the Vineyard
- Community micro-grants
- Volunteer Management Software Launch



Beautification

- Enhancing residential neighborhoods through beautification programs and projects.
 - Good Neighbor Assistance Program
 - Good Neighbor Days
 - Local Business Community Service
 - Community Clean-ups
 - Non-profit groups –Rebuild Together Sacramento, Habitat for Humanity (residential health & safety improvements)
 - Identify New Incentive Programs

Continue Community Support & Networking

- Building Community Partnerships
- Sharing Resources
- Community Grant Support
- Event Support
- Volunteer Recruitment
- Community Resource Opportunity List

Special Projects/Events

- Promote Positive City Image
- City Events
- Vaccination Clinics
- Urban Forest Committee
- Holiday Parade





Questions?

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern



A look into Community Engagement FY 2020-2021

**Division
Components**

**Accomplishments
for FY 20/21**

**Projects &
Priorities for FY
21/22**

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern



Community Engagement: Beautification

Beautification in Rancho Cordova



Beautification Reel

**Good Neighbor
Assistance
Program**

**Community
Service**

**Community
Enhancement
Fund Projects**



Good Neighbor Assistance Program

The Good Neighbor Assistance Pilot Program helps income qualified property owners beautify their properties.

- 23 applications approved
- 10 homes completed



Community Service

Connects businesses, residents, and service groups to community needs so they can find meaningful opportunities to serve or assist to better the community.

Organizations:

- Sacramento Waldorf Students/Parents
- A4 Promotions
- Republic Services
- MACH
- Interact Club
- USI Insurance

***Volunteers worked 311 hours totaling \$8,875.94.**

Total Value is based on Independent Sector volunteer value estimate of \$28.54/Hour



Community Enhancement Fund Projects

• Rebuilding Together Sacramento

- 21 homes
- 19 work days
- 165 volunteers
- Totaling 1,019 hours with a dollar value of \$29,0826.26

• SSP - Sierra Service Project

- 3 homes
- 18 work days
- 90 volunteers
- Totaling 360 hours with a dollar value of \$10,274.40



Beautification Programs in Rancho Cordova

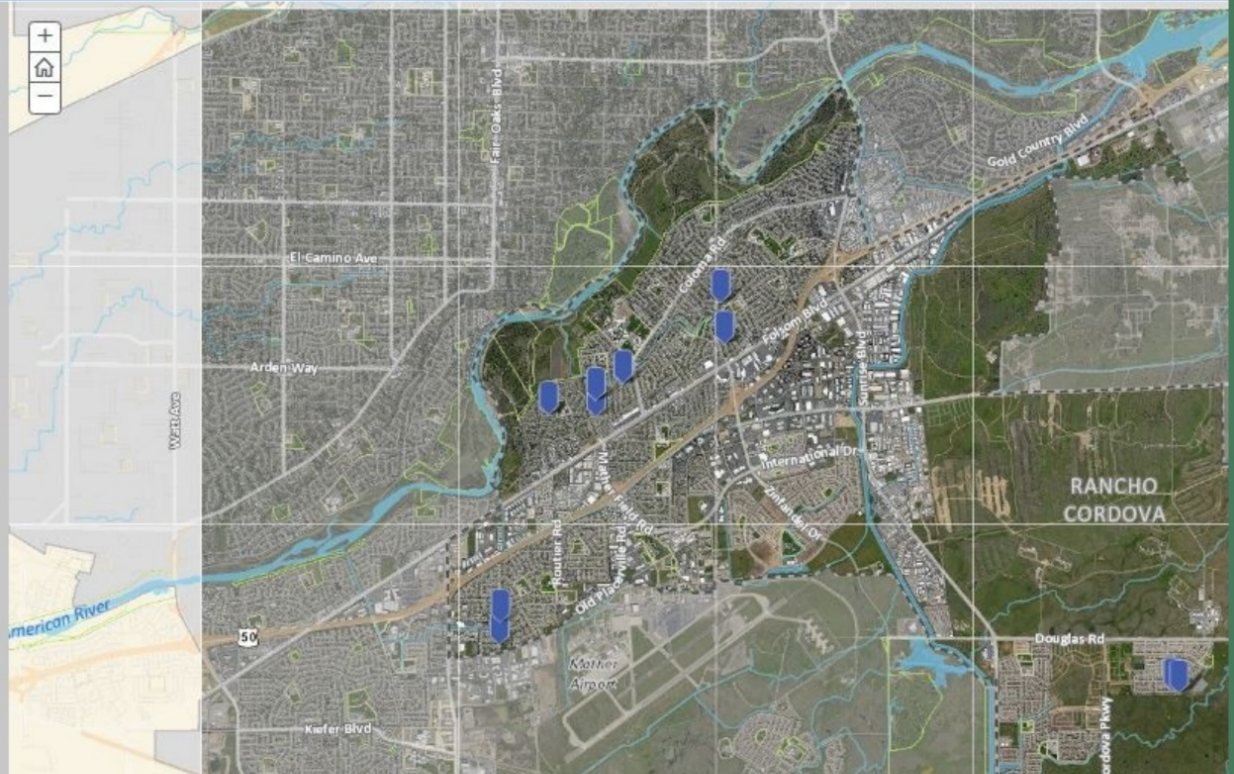
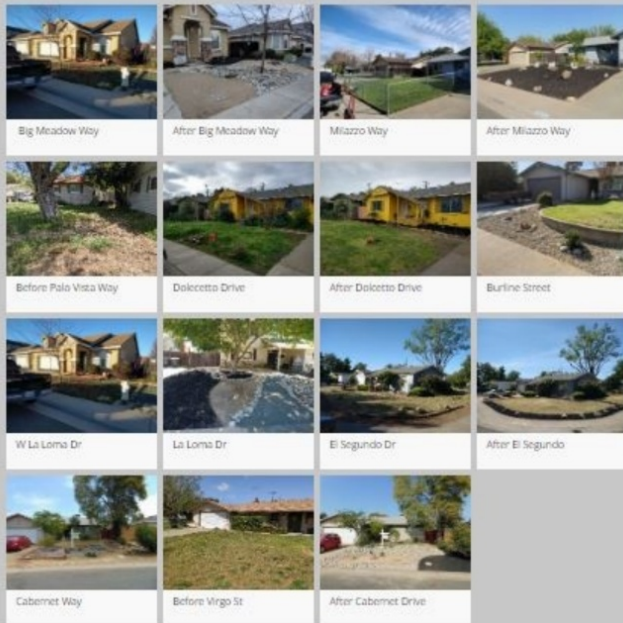
Small, simpler general Landscape Fixes Assigned to Volunteer Groups. Subject to Volunteer interest and availability.

Good Neighbor Assistance Program

Rebuild Together Sacramento

Sierra Service Project

GNA (Small General Landscape Volunteer Projects)



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

**Community Engagement:
Community Support & Networking**

Community Partnerships

- VINS Meeting Support
- Project 680 Committee
- Rotary Member
- Leadership Rancho Cordova
- Cordova Community Council (CCC)
- Folsom Cordova Community Partnership (FCCP)
- School Districts
- Interfaith Council
- Local Businesses
- Service groups
- Rancho Cordova Food Locker
- Existing NA's & HOA's

Community Support & Networking

- Community Support & Networking
- Building Community Partnerships
- Sharing Resources
- Community Grant Support
- Event Support
- Volunteer Recruitment



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

A graphic consisting of a large green circle centered on a dark blue rectangular background. Inside the green circle, the text "Community Engagement: Neighborhood Engagement Program" is written in white, bold, sans-serif font. The text is arranged in three lines: "Community Engagement:" on the first line, "Neighborhood Engagement" on the second line, and "Program" on the third line. The text is centered horizontally and vertically within the green circle.

Community Engagement: Neighborhood Engagement Program

Neighborhood Engagement



Neighborhood Engagement Reel

**Models of
Neighborhood
Engagement
Program**

**Neighborhood
Maps**

**Community
Grants/Events**



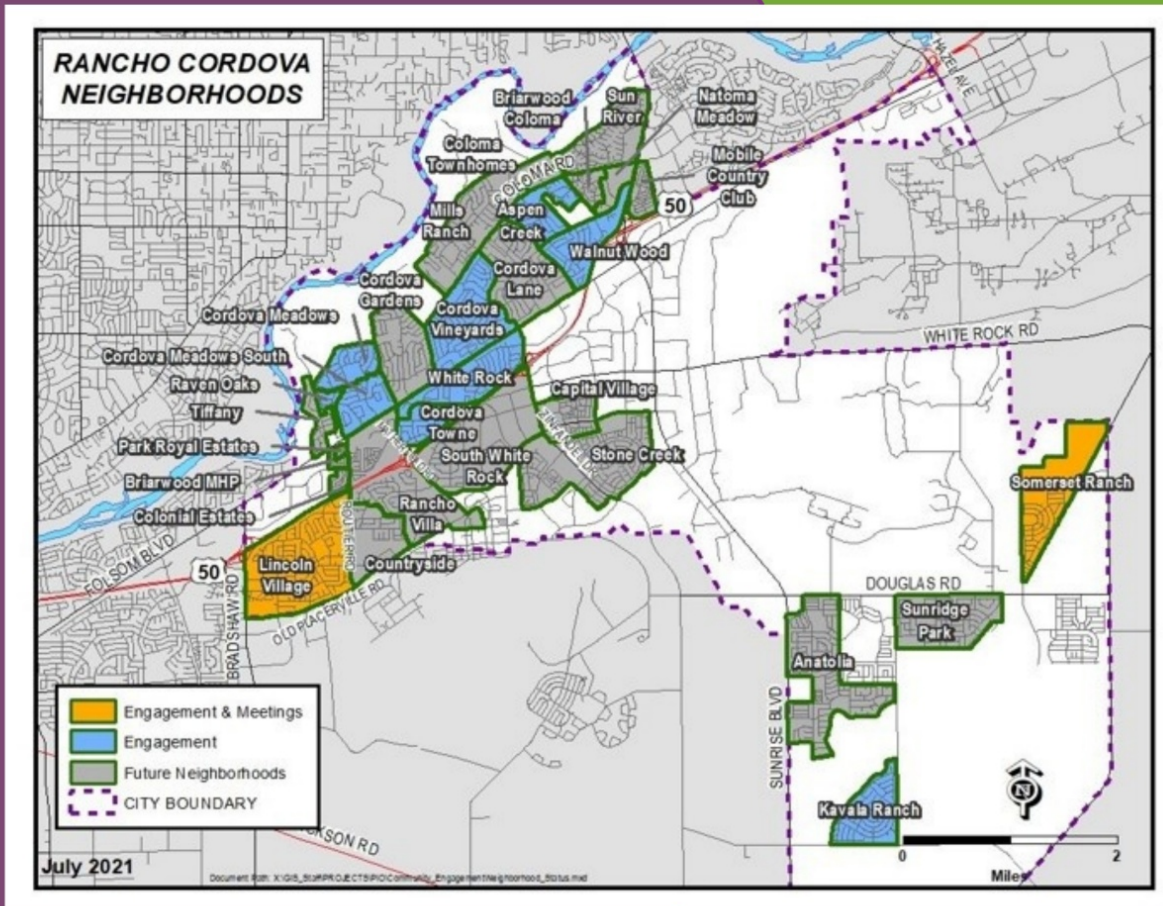
Neighborhood Engagement Program

- Neighborhoods that meet monthly
 - ITLV – It Takes a Lincoln Village
 - Somerset Ranch – new as of 8/2020
- *Approximately 40 Meetings July 2020-June 2021**
- Neighborhoods focused on Engagement Activities
 - Cordova Meadows
 - Walnutwood
 - Kavala Ranch
 - Anatolia
 - Cordova Vineyards
 - White Rock



Cordova Vineyards Resident, Mickey Stone

Rancho Cordova Neighborhoods



Community Grants/Micro-Grants - FY 2020/2021

- **FCCP 2021 Cultural Series** (Black History Month, Happy Nowrooz, Russian Cultural Day, Juneteenth)
- **RC Food Locker Thanksgiving Giveaway**
- **RC Food Locker Christmas Giveaway**
- **River City Christian Trunk or Treat** (drive thru)
- **River City Christian Christmas Mall**
- **La Cars' Legacy Your Canvass Your World Art Program**
- **Salvation Army Step Ahead Tutoring Program** (Crafts/Supplies)
- **La Cars' Legacy Food Truck Tuesdays**
- **ITLV Little Library Books**
- **ITLV Halloween Bags**
- **Somerset Ranch Trunk or Treat** (drive thru)
- **ITLV Christmas Bags**
- **Lauren Court BBQ** (Anatolia)
- **ITLV Kids Day Booth Giveaways**

*14 Community Grants Reaching an Estimated Number of 14,000 Residents



Enter optional subtitle...

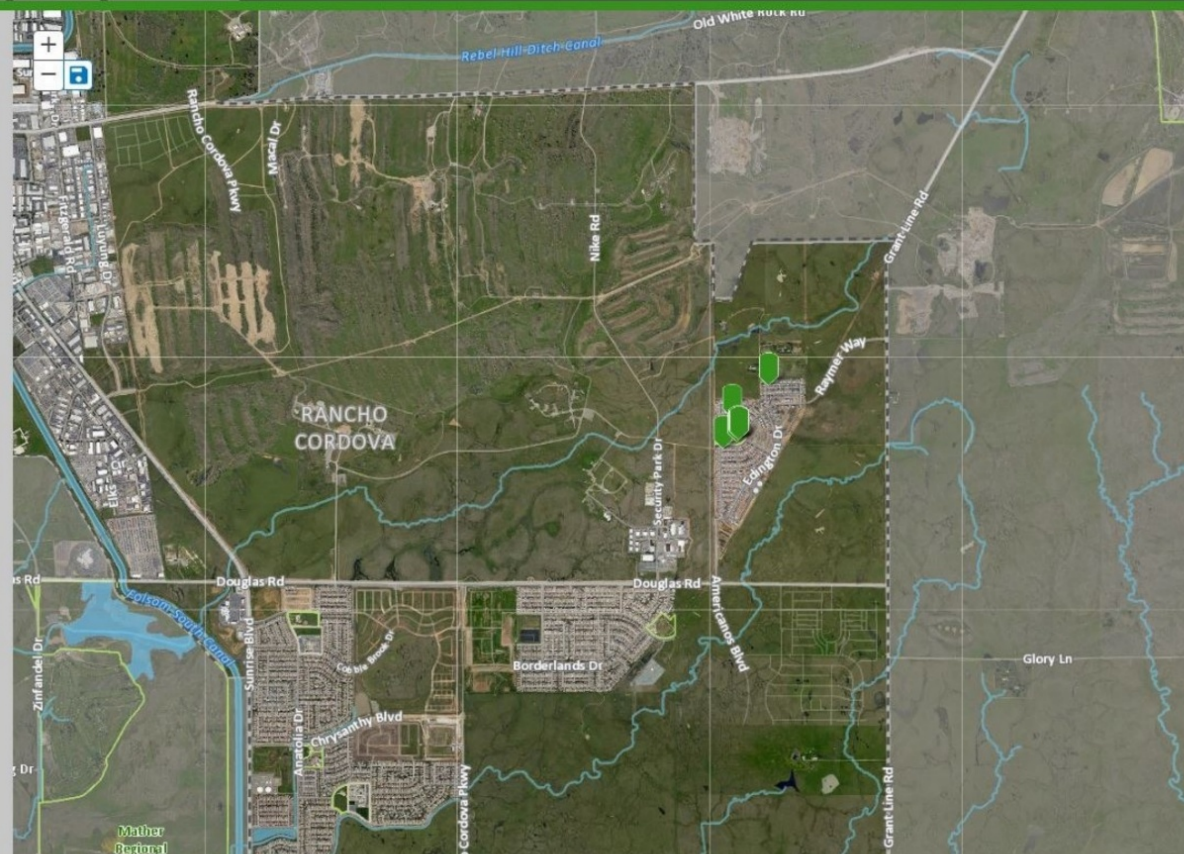
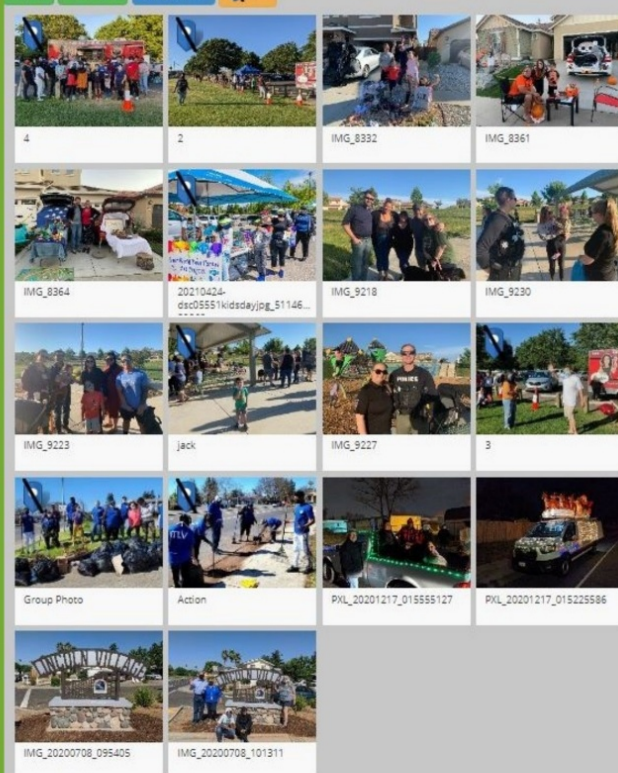
Enter optional subtitle... 

Lincoln Village

 EDIT TAB

ORGANIZE TABS

Add Import **Organize**  7



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

**Community Engagement:
Special Projects**

Special Projects & Events



Special Projects Reel

**Covid-19
Resources**

**Programs/
Projects**

Events



Covid-19 Community Resources

- Great Plates Program
 - Over 100,000 meals delivered
 - 21 Rancho Cordova Restaurants participated
 - Over \$2 million of economic support to our local businesses
 - Over 365 days of operation
- Local Business Drives drives
- Community Volunteered Recruitment
- Rancho Cordova Inspires Support
- Website resource page support
 - Restaurants
 - Childcare
 - Educations services
 - Family resources
 - Food pantry services



Special Projects & Events

- **Vaccination clinics**
 - Partnered with Del Paso Heights & CNU
 - Total of 7 vaccine clinics
 - 138 Volunteers
 - Total of 1,500 vaccines administered for both Del Paso Heights & CNU
- **Holiday Parade**
 - 15 cars participated including 30 residents/staff in parade
 - Over 500 parade viewers
- **Community Halloween Event**
 - Over 1200 candy bags prepared for residents
 - All City staff participated, 8 departments arranged decorative booths



Programs & Projects

- We are listening conversations
- Project 680 Drives
- The Future Generation Leadership Forum (Sacramento Valley Korean American Community)
- Rancho Cordova Inspires Chain
- Outreach Coordination – Homeless community outreach, International Yoga
- Volunteer Management System
- RCPD Community Engagement Webinars – 3 in 2021
- Urban Forest Committee
- Bike Lab/ rides & repair



Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

Actions for 2021/22



**Neighborhood
Engagement
Program Growth**

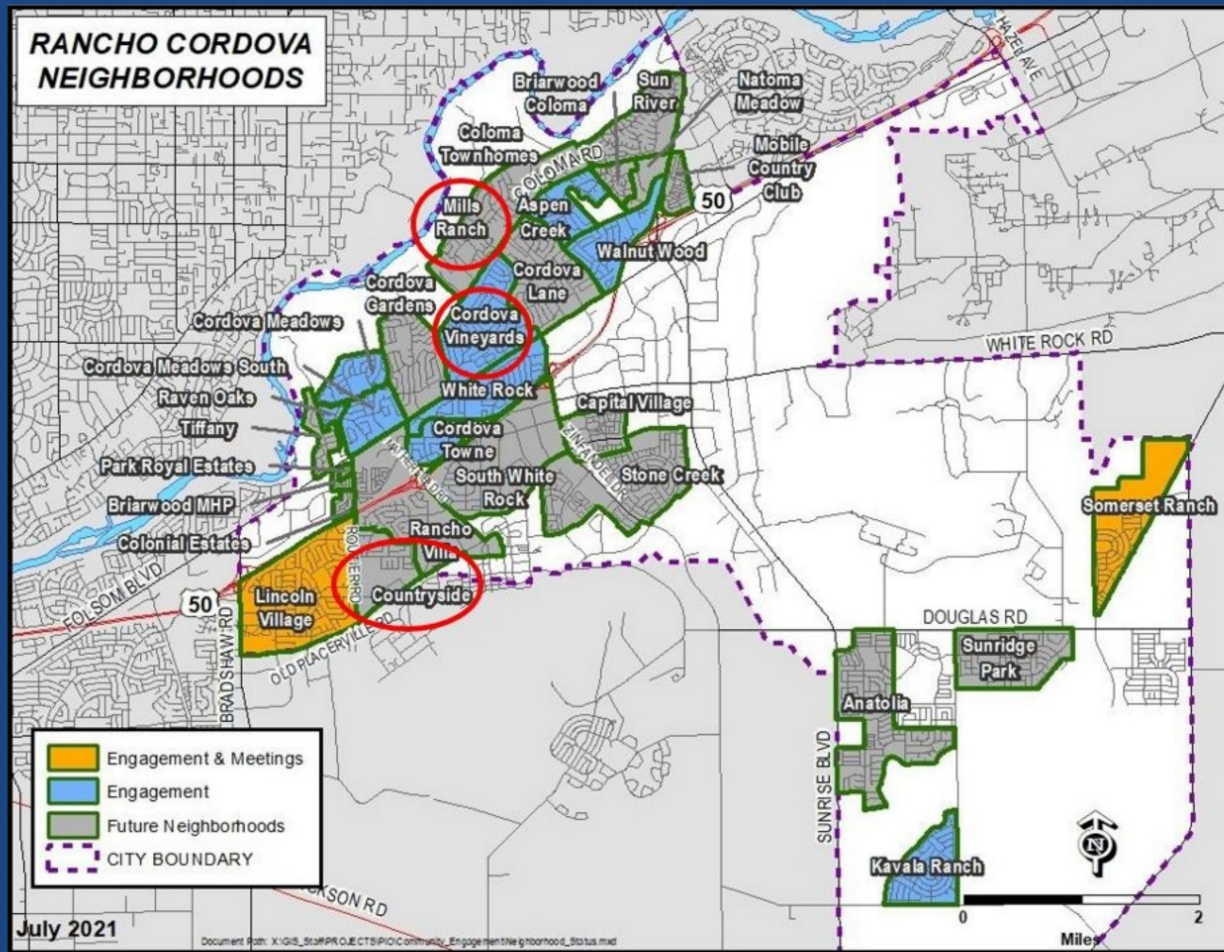
Beautification

**Continue to
Support
Networking**

**Continue
Promoting
Positive City
Image**

Neighborhood Engagement Program Growth

- Continue engagement in existing neighborhoods
 - Proposed Neighborhoods 2021/22
 - Mills Ranch
 - Countryside
 - Building on the contacts within the Vineyard
- Community micro-grants
- Volunteer Management Software Launch



Beautification

- Enhancing residential neighborhoods through beautification programs and projects.
 - Good Neighbor Assistance Program
 - Good Neighbor Days
 - Local Business Community Service
 - Community Clean-ups
 - Non-profit groups –Rebuild Together Sacramento, Habitat for Humanity (residential health & safety improvements)
 - Identify New Incentive Programs

Continue Community Support & Networking

- Building Community Partnerships
- Sharing Resources
- Community Grant Support
- Event Support
- Volunteer Recruitment
- Community Resource Opportunity List

Special Projects/Events

- Promote Positive City Image
- City Events
- Vaccination Clinics
- Urban Forest Committee
- Holiday Parade





Questions?

Community Engagement FY 20/21 Division Update



Community Engagement Division Team:
Lorianne Ulm, Community Engagement Manager
Matt Buland, Community Engagement Assistant
Alexxiss Diaz, Community Engagement Intern

MEMORANDUM



ITEM 12.2.

DATE: September 7, 2021

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Edgar Medina, Principal Engineer

**SUBJECT: PRESENTATION ON THE ZINFANDEL DRIVE BICYCLE AND
PEDESTRIAN OVERCROSSING PROJECT ALTERNATIVES**

RECOMMENDATION

Receive staff presentation on the proposed Alternatives for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project and provide direction.

RESULT OF RECOMMENDED ACTION

Staff will proceed with final design of the Zinfandel Drive Bicycle and Pedestrian Overcrossing based on Council feedback.

BACKGROUND

US Highway 50 is an impediment to alternative modes of travel within the City of Rancho Cordova, creating a barrier between the north and south sides of the City. While vehicle crossings exist, safe and comfortable bicycle and pedestrian facilities are limited. This results in bicycles sharing the road with high speed vehicles entering and exiting the freeway and major commercial/employment centers. The Project will improve multi-modal access and user comfort by removing the barrier to active transportation created by US 50, connecting communities on both sides of the freeway, including improved access to transit stops at the Zinfandel light rail station on Folsom Boulevard and Zinfandel Drive, and will reduce vehicle miles traveled to improve air quality.

Studies of crossing alternatives between Prospect Park Drive and Olson Drive were conducted in 2008 and 2016. The Prospect Park/Olson alignments were found to need additional private right-of-way, and have potential impacts to existing buildings due to proximity of structures. In addition, the Prospect Park/Olson alignments would not directly address concerns associated with Zinfandel Drive pedestrian crossings of US-50 serving the Zinfandel Light Rail Station, residential and employment/retail centers on either side of Zinfandel Drive.

Also in 2016, the City solicited public input on the Bicycle Master Plan and through that effort, the City received input on improving crossings of US 50, including Zinfandel Drive. As a result, the City applied for and successfully received a grant in the amount of \$3,377,000 to prepare a design for the bicycle and pedestrian overcrossing at Zinfandel Drive, that will provide numerous benefits for City residents and businesses.

Five alternatives were initially developed, which are generally described as follows:

1. At-Grade On-Ramp Crossings (Alt 1, Rejected by Caltrans)
2. Elevated On-Ramp Crossings (Alt 2, Right of Way Constraints)
3. Undercrossing / Widening Existing Zinfandel Structure (Alt 3)
4. Undercrossing / Offset Alignment (Alt 4A)
5. Undercrossing / Offset Alignment (Alt 4B)

During the preliminary design phase, all alternatives were evaluated with Alternative 3, 4A and 4B advancing for discussion, consideration and direction (Refer to Attached Presentation).

FISCAL IMPACT AND FUNDING SOURCE

Funding for the design phase of the project consists of \$438,000 in Traffic Mitigation Impact Fees and \$3,377,000 in Federal Highway Improvement Program Grants.

This project is included in the City's current approved Capital Improvement Plan and in the 2021/2022 budget. There is no impact to the City's General Fund.

Funding for the construction phase of the project has not been identified. Staff anticipates that this project will be competitive in upcoming State and Regional Grant Funding programs.

ATTACHMENT(S)

1. Presentation

Zinfandel Drive Bicycle and Pedestrian Overcrossing

September 7, 2021

- Update Council on:
 - Project Background
 - Project Alternatives
 - Placemaking Opportunities
 - Recommended Next Steps
- Receive Council Input

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2

ATTACHMENT 1

Overcrossing Background

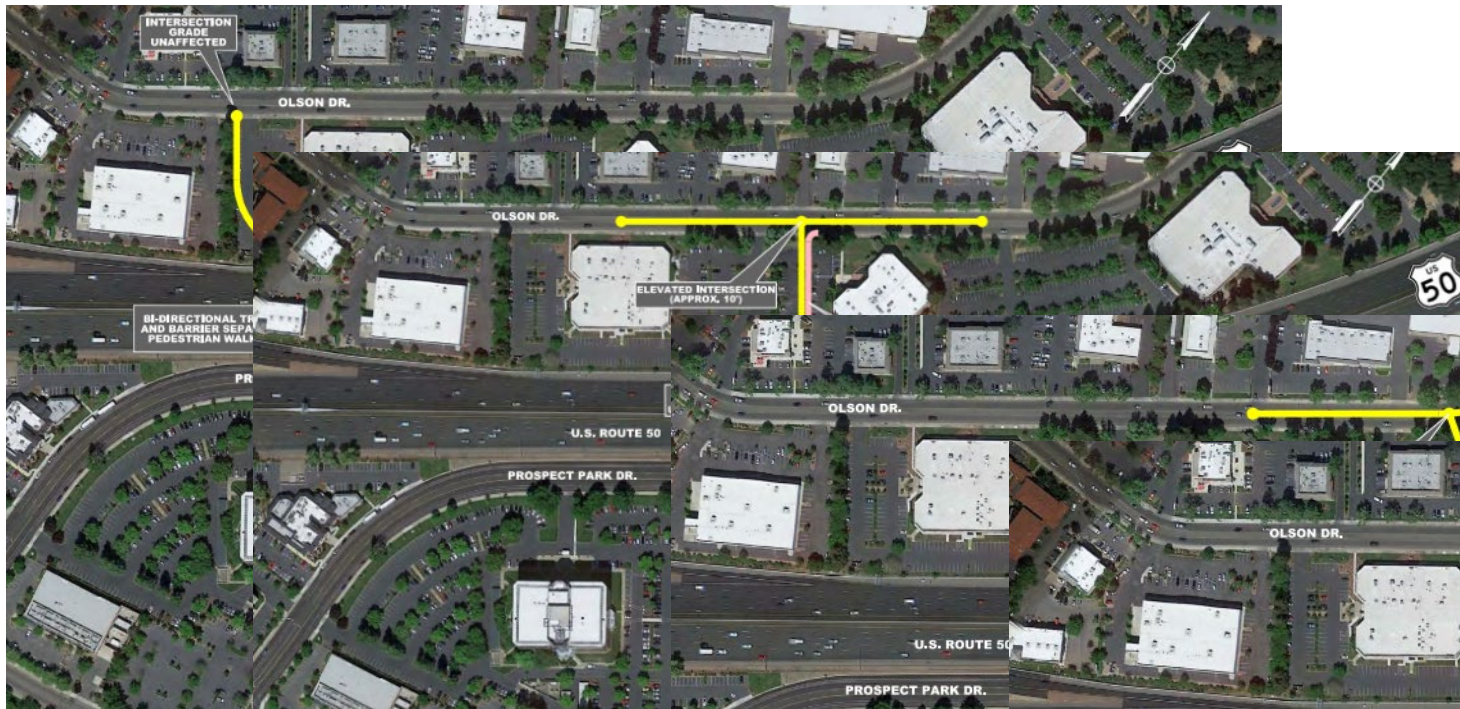
- 2006 & 2016 Promenade Report and Update
 - Purpose of the report was to provide a strong and positive connection across U.S. 50 east of Zinfandel interchange.



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Overcrossing Background

- 2006 & 2016 Promenade Report and Update
 - Purpose of the report was to provide a strong and positive connection across U.S. 50 east of Zinfandel interchange.

- 2006 & 2016 Promenade Constraints
 - Additional private right-of-way
 - Impacts to existing buildings due to proximity of structures and visibility to businesses.
 - Alignments would not directly address concerns associated with Zinfandel Drive pedestrian crossings of US-50 serving the Zinfandel Light Rail Station, residential and employment/retail centers on either side of Zinfandel Drive.



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Goals of the Project

- Improves multimodal access along Zinfandel Drive
 - Bicycle
 - Pedestrian
- Improves connectivity to existing SacRT Light Rail Stations along Folsom Blvd.
 - Zinfandel Station
 - Cordova Town Center Station
- Increase safety by reducing conflict zones.
 - Undercrossing
 - Overcrossing
- Supports Economic Development in the City's Employment Centers
 - Connects employment centers south of Highway 50 with commercial centers north of Highway 50
- Support the goals of the City's Bike and Pedestrian Master Plans
 - Grade Separated Crossings, particularly at Highway 50

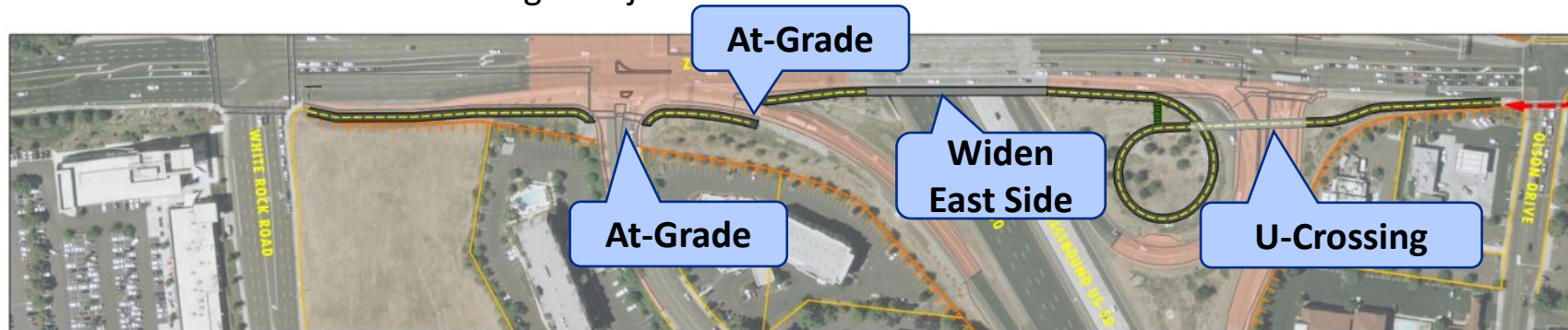
Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1

Current Alignment Alternatives Being Considered

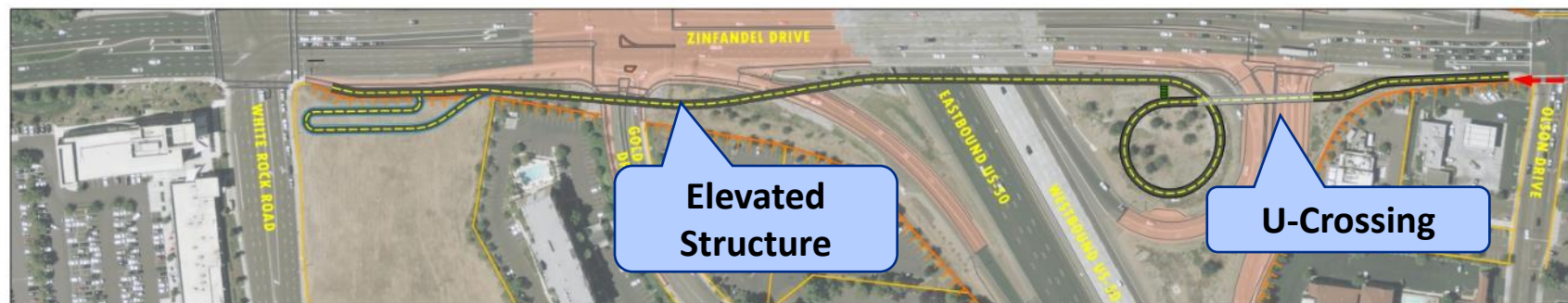
Alternative 1 – At-Grade Crossings - Rejected



Alternative 1

- 2 At-Grade Crossings; Gold Center and EB On-Ramp
- 1 Undercrossing (WB Ramps)
- Widen east side of structure
- Doesn't provide safe, separated improvements for bicycles and pedestrians.

Alternative 2 – Elevated Crossings - Rejected



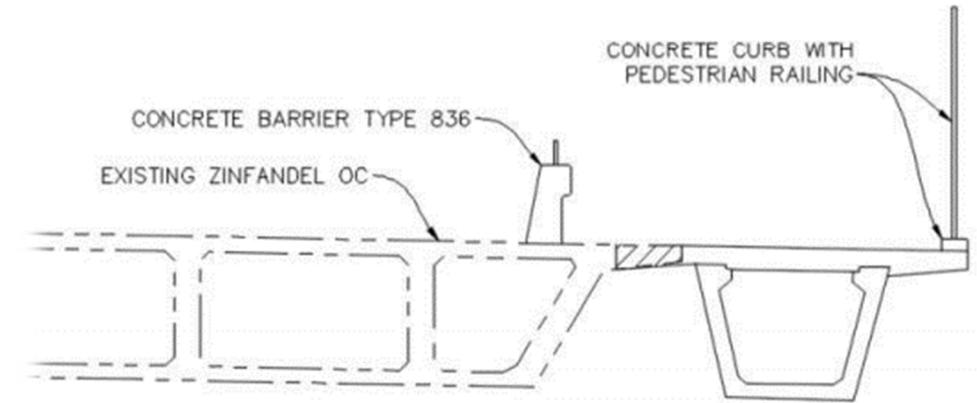
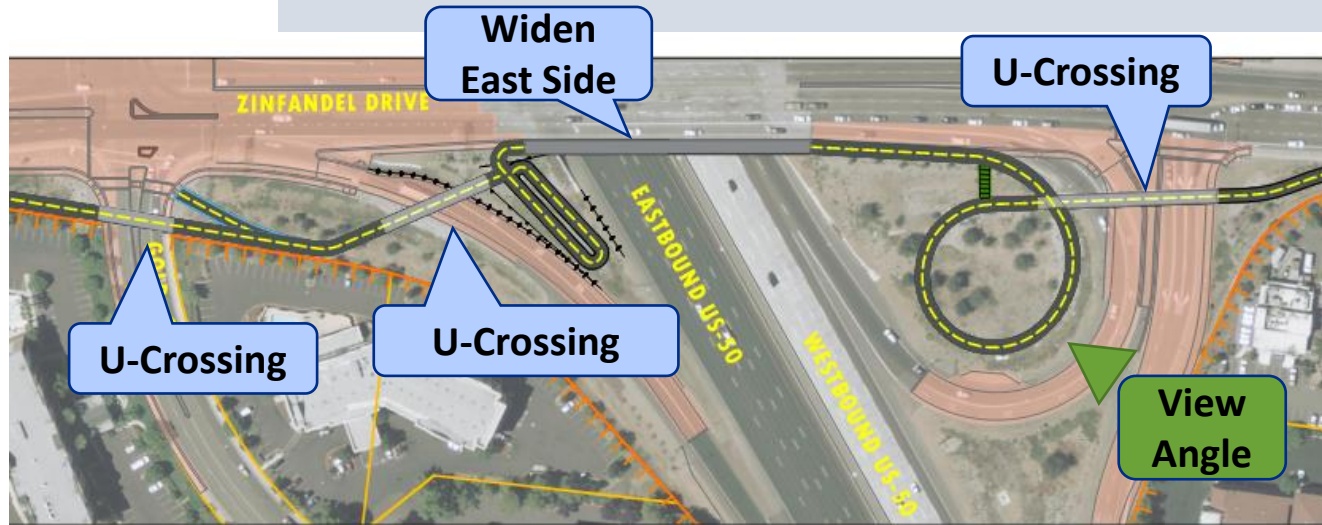
Alternative 2

- Elevated structure over Gold Center and EB On-Ramp
- 1 Undercrossing (WB Ramps)
- Separated structure over Highway 50 (grade difference)
- Very high cost and poor aesthetics as elevated crossing conforms north of Highway 50

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Alternative 3

- 3 Undercrossings
- Widen east side of structure
- Lighting, Landscaping, Drainage

Alternative 3 Costs:

Design:	\$ 3,815,000
Construction*:	\$16,977,000
CM:	\$2,595,000
Total Project:	\$23,387,000

*Escalation factor is included for a future 5 Year construction start.



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



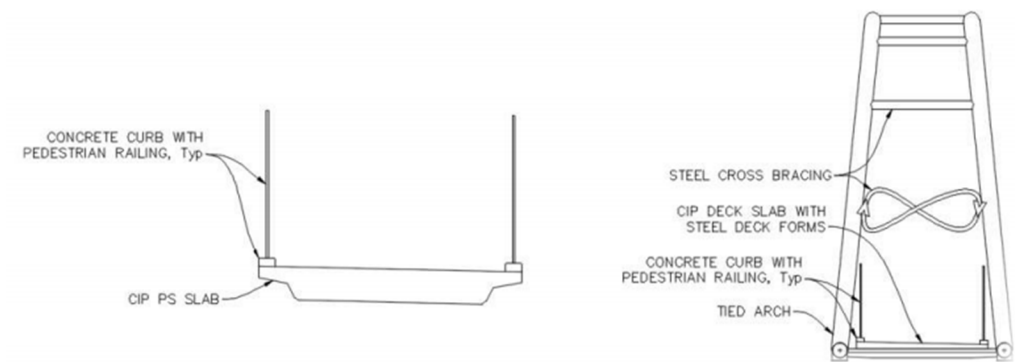
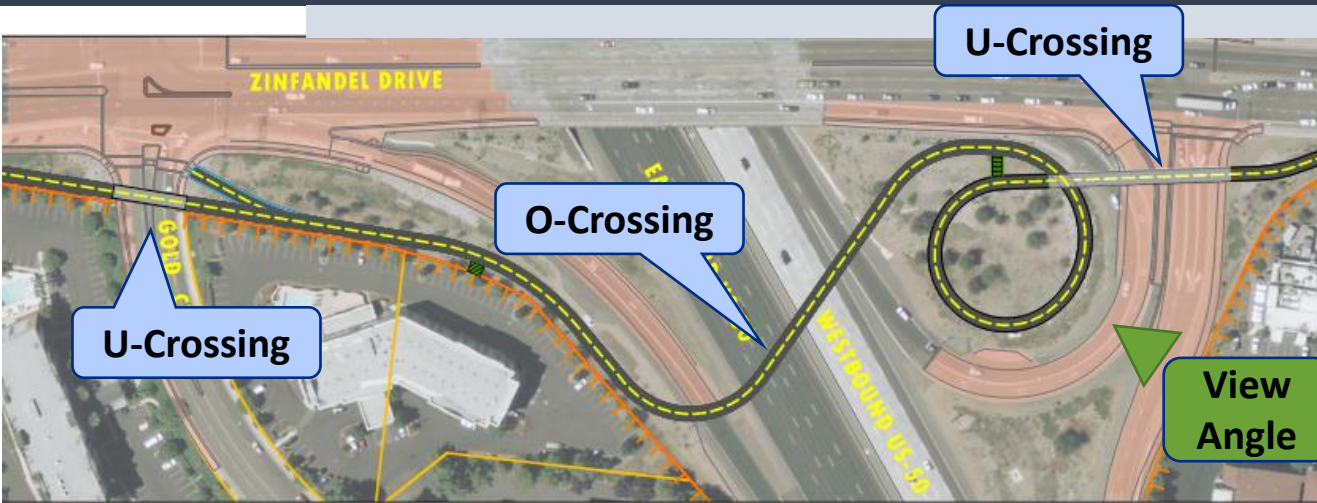
Placemaking/Branding Location Opportunities

1. East Side of Bridge
2. West Side of Bridge
3. Undercrossing at
EB On-Ramp
4. Approach Ramp
Between On-Ramp
and Mainline
5. WB Loop On-Ramp
Interior
6. Undercrossing at
WB Ramps

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Alternative 4A

- 2 Undercrossings
- Tied Arch Overcrossing
- Lighting, Landscaping, Drainage

Alternative 4A Costs:

Design:	\$ 3,815,000
Construction*:	\$17,687,000
CM:	\$2,715,000
Total Project:	\$24,217,000

*Escalation factor is included for a future 5 Year construction start.



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



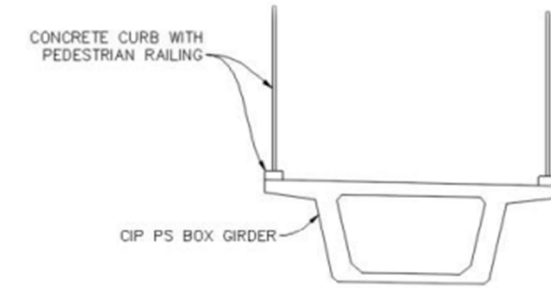
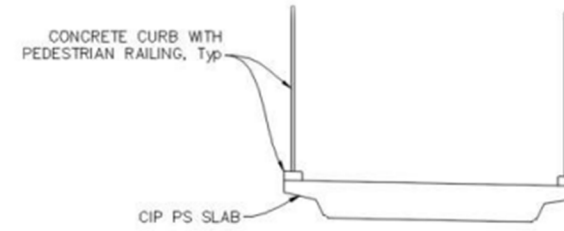
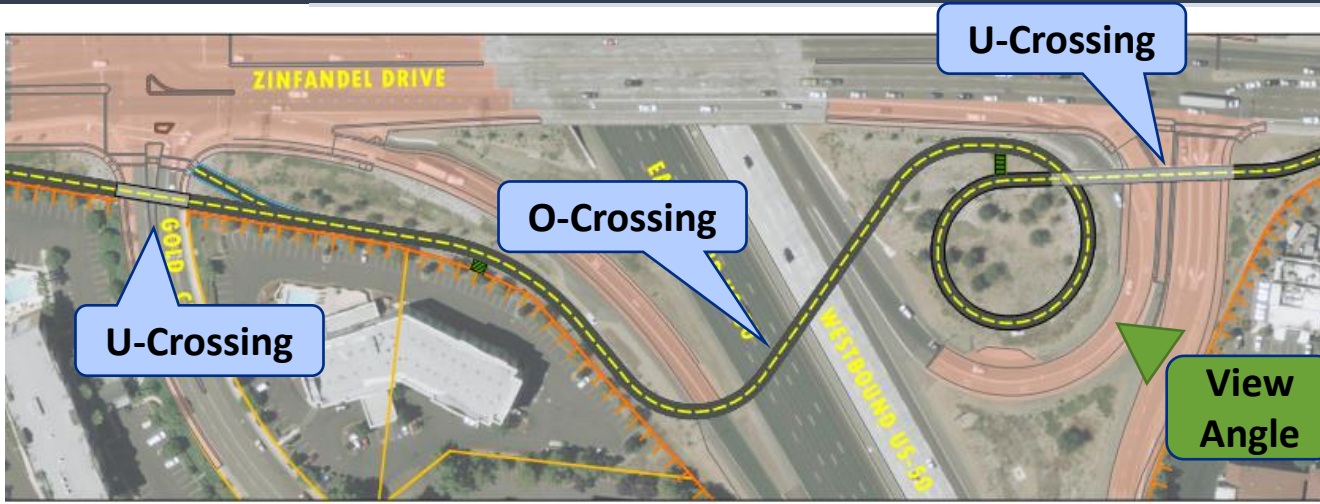
Placemaking/Branding Location Opportunities

1. West Side of Bridge
2. Tied Arch (Clear Span Highway 50)
3. Bridge Over EB On-Ramp
4. Approach Ramp on Retained Fill
5. WB Loop On-Ramp Interior
6. Undercrossing at WB Ramps

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Alternative 4B

- 2 Undercrossings
- Concrete Box Girder Overcrossing
- Lighting, Landscaping, Drainage

Alternative 4B Costs:

Design:	\$ 3,815,000
Construction*:	\$16,810,000
CM:	\$2,570,000
Total Project:	\$23,195,000

*Escalation factor is included for a future 5 Year construction start.

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Placemaking/Branding Location Opportunities

1. West Side of Bridge
2. Box Girder Overcrossing (Column in Median of Highway 50)
3. Bridge Over EB On-Ramp
4. Approach Ramp on Retained Fill
5. WB Loop On-Ramp Interior
6. Undercrossing at WB Ramps

Zinfandel Drive Bicycle and Pedestrian Overcrossing

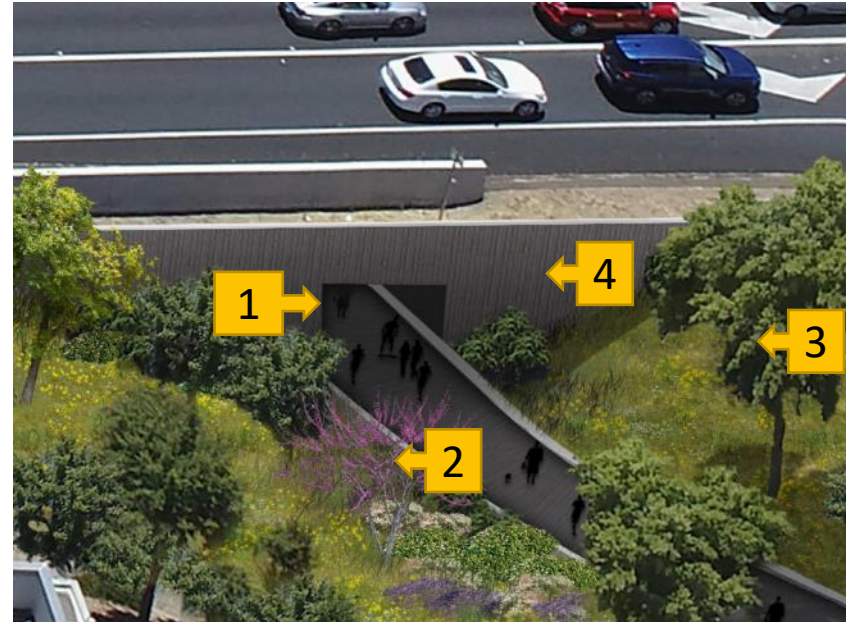
ITEM 12.2.

ATTACHMENT 1



White Rock Intersection

1. Widen Existing Sidewalk
2. New Landscaping
3. New Shade Tree
4. Opportunities for Architectural Features



Ramp Undercrossing

1. Pedestrian Portal
2. New Landscaping
3. New Shade Trees
4. Architectural Treatment on Face of Wall

Reference Photos



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1

Public Outreach

- MetroQuest On-Line Survey
 - Announced via City Website, Facebook, Nextdoor
 - 327 visitors with 155 providing feedback
- Provided Status Update and Project Background
- Solicited Public Input on Design Details
- Requested Responses to Support Future Grant Opportunities

Zinfandel Drive Bicycle and Pedestrian Overcrossing Project

<https://www.cityofranchocordova.org/government/public-works/plans-and-projects>

✓

Welcome

Your thoughts on the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project are appreciated.

GENERAL INFORMATION

DESIGN ELEMENTS

DESIGN DETAILS

TELL US MORE

WRAP UP

Project Description

The City is proposing construction of a new bicycle and pedestrian overcrossing over U.S. Route 50, along with approximately 3,200 feet of Class 1 bicycle and pedestrian improvements connecting White Rock Road with the Zinfandel Light Rail Station at Folsom Boulevard.

→ Next

● ○ ○ ○ ○

Current Status: The City is currently working on completing Preliminary Engineering and Environmental Approval of the proposed project. The City is soliciting public input on the options being considered.



RANCHO CORDOVA
CALIFORNIA

14

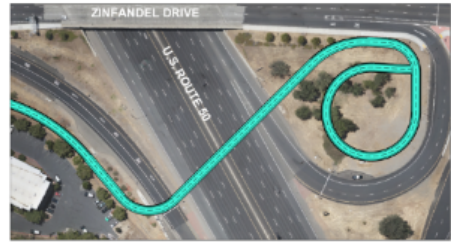
Page 526 of 690

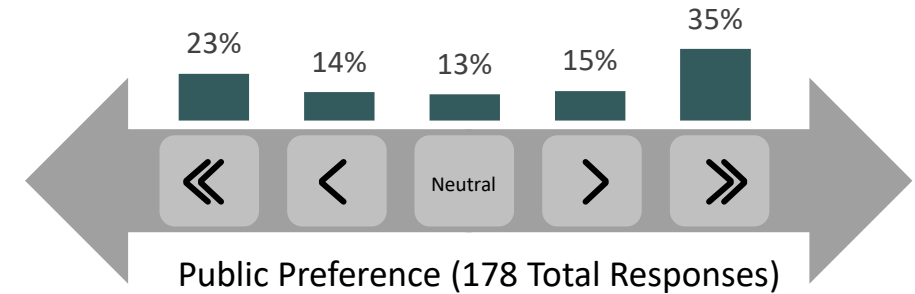
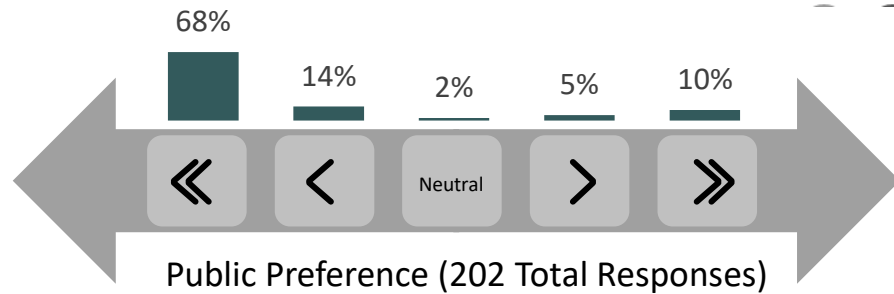
Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1

Overcrossing Considerations	Alignment Options	Structure Type	Intersection Improvements
Pedestrian / Bicycle Solutions: Dedicated protected bike/ped crossing or mixed use with motorized vehicles. Which photo best demonstrates your preference?			
Pedestrian Overcrossing ← << < Neutral > >> → Traditional Mixed Use Overcrossing			
			

Overcrossing Considerations	Alignment Options	Structure Type	Intersection Improvements
Alignment Options Considered, Widen Existing or New Offset Alignment Which photo best demonstrates your preference?			
Widen Existing Bridge ← << < Neutral > >> → New Offset Alignment			
			



“

Pedestrian overcrossing, safe and when spending money do good and safe.

“

Unprotected bike lanes next to car traffic are so dangerous and scary.

“

Like the pedestrian over crossing.

“

Alignment of overcrossing with Zinfandel increases visibility, lighting and safety.

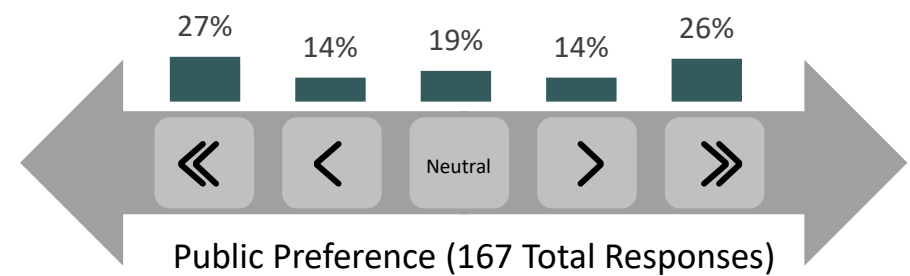
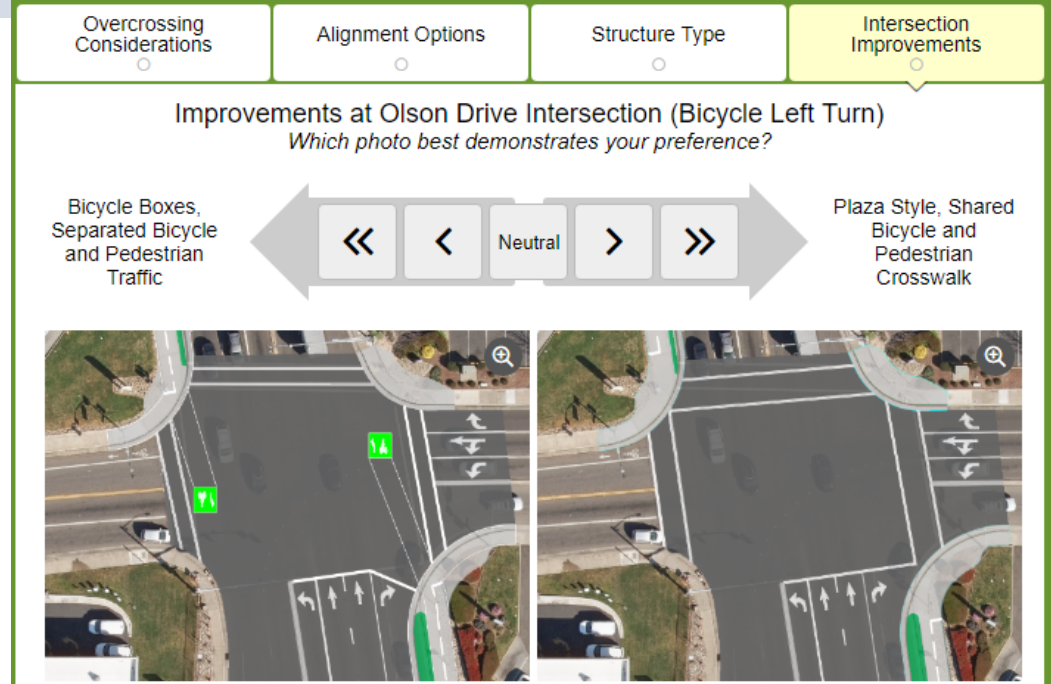
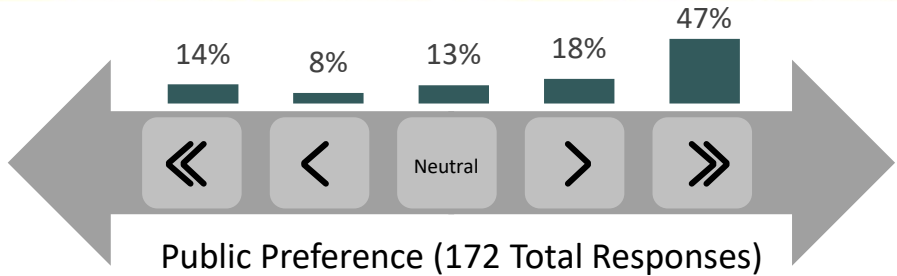
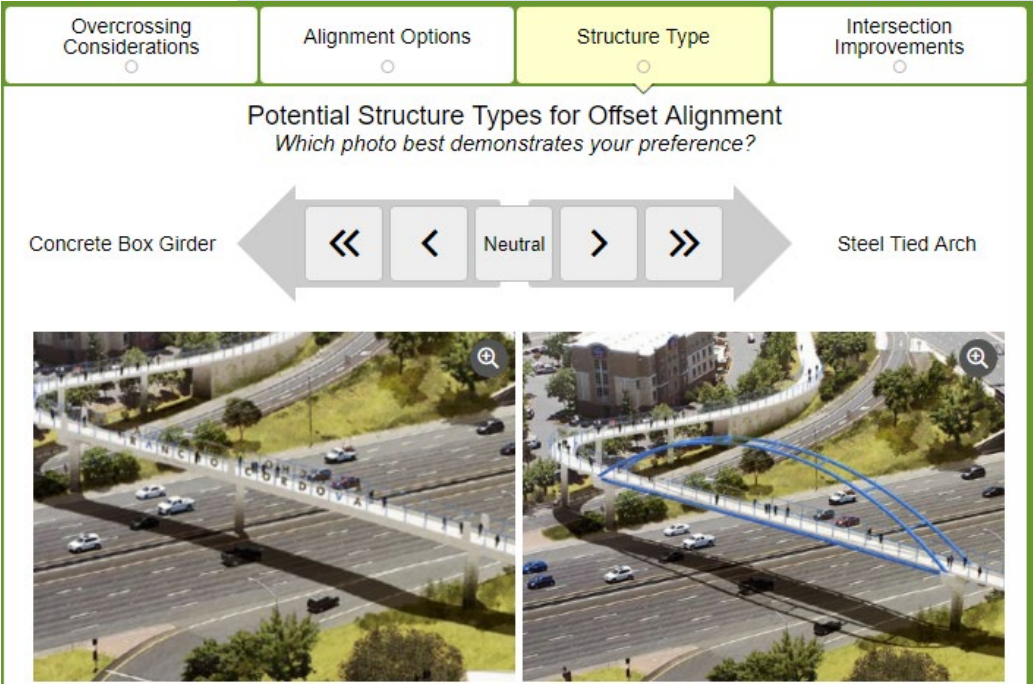
“

New offset alignment. Rancho is growing. Do well once and be done.

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



“ Freeway onramps and offramps are the most dangerous places to cross on bicycle.

“ Concrete Box Girder, less expensive, less maintenance.

“ Arch, do something that people will remember Rancho when they drive on the freeway.

“ Please give bikes clear and dedicated defensible space.

“ Plaza Style is much safer for everyone. Shared Bicycle and Pedestrian Crosswalk.

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1

Landscaping
○○○○○

Headwall Treatment
○○

Bridge Fencing / Railing
○○○

Security
○○○○

View each tab below to see corresponding image.

Existing Oaks
○

Proposed Landscaping
○

Western Redbud
○

Valley Oak
○

Blue Oak
○

Existing Oaks

Existing trees at westbound loop on-ramps.



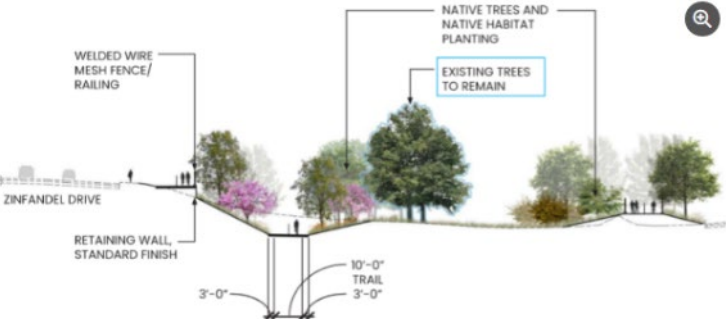
Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★



Proposed Landscaping

Proposed planting, including Western Redbud and Native Oaks.



Western Redbud

Small deciduous tree or shrub found in the foothills and mountains of California.



Valley Oak

Valley Oaks grow quickly, reaching 20 feet in 5 years, and 40 feet in 10 years, and up to 60 feet in 20 years.



Blue Oak

Blue Oaks are medium-sized deciduous trees growing up to 80 feet tall.



Public Ratings

Existing Oaks	★ ★ ★ ★ ★
Proposed Landscaping	★ ★ ★ ★ ★
Western Redbud	★ ★ ★ ★ ★
Valley Oak	★ ★ ★ ★ ★
Blue Oak	★ ★ ★ ★ ★



“The pale are in good shape but needs some additional landscaping (rock/woodchips).”

“I trust the experts with this sort of thing.”

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2

ATTACHMENT 1

Landscaping
○○○○○

Headwall Treatment
○○

Bridge Fencing / Railing
○○○

Security
○○○○

Headwalls provide opportunities for aesthetic treatment.

Typical Concrete Headwall
○

Concrete Form Liner
○

Typical Concrete Headwall

Provides the appearance of stacked block.



Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★



Landscaping
○○○○○

Headwall Treatment
○○

Bridge Fencing / Railing
○○○

Security
○○○○

Headwalls provide opportunities for aesthetic treatment.

Typical Concrete Headwall
○

Concrete Form Liner
○

Concrete Form Liner

Example of concrete treatment which is available through the use of formliners.



Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★



Public Ratings

Typical Concrete Headwall ★★☆☆☆
Concrete Form Liner ★★★★★

“
Nice but added cost.”

“
Make sure this has a coating for easy graffiti removal.”

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1

Landscaping
○○○○○

Headwall Treatment
○○

Bridge Fencing / Railing
○○○

Security
○○○○

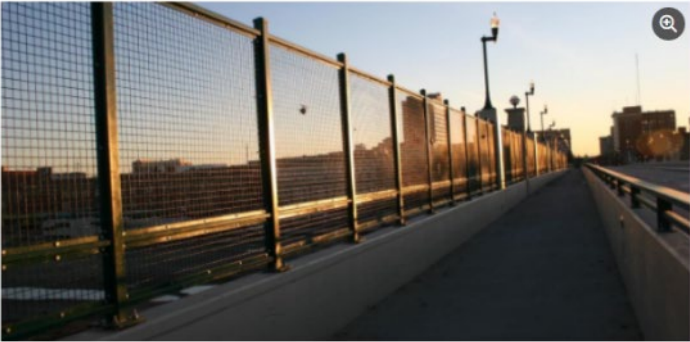
Fencing and railing is required and provides opportunity for special treatment.

Standard Bridge Fencing
○

White Rock Crossing
○

Angled Fencing
○

Standard Bridge Fencing
Representative of standard bridge fencing.

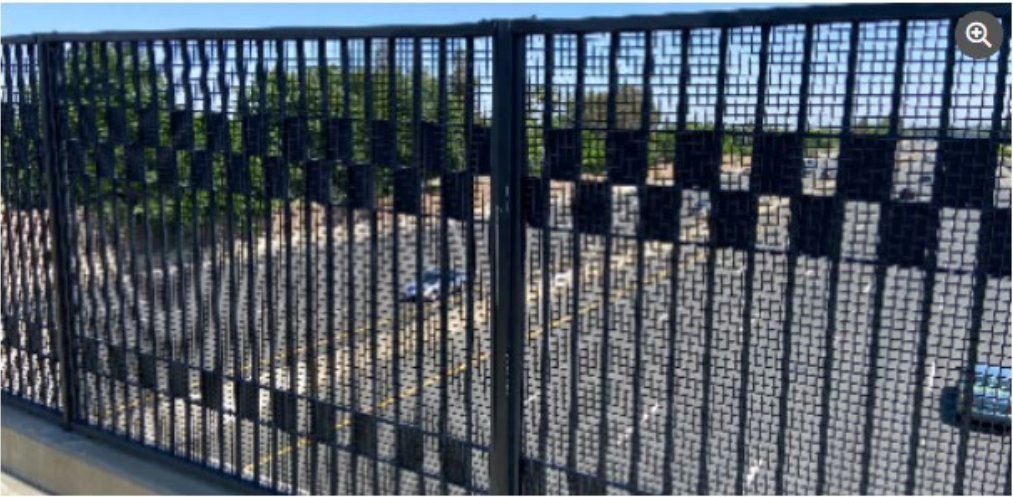


Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★



White Rock Crossing
Representative of enhanced aesthetic treatment.



“

Unnecessary fence
on road side of
overcrossing.

Angled Fencing
Angled fencing provides a more open feel to the overcrossing.



Public Ratings

Standard Bridge Fencing	★	★	★	★	★
White Rock (Improved Aesthetics)	★	★	★	★	★
Angled Fencing	★	★	★	★	★

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2

ATTACHMENT 1

Landscaping
○○○○○

Headwall Treatment
○○

Bridge Fencing / Railing
○○○

Security
○○○○

Security is critical to encourage use of the bicycle and pedestrian improvements.

Wayfinding
○

Undercrossing Lighting
○

Call Boxes
○

Security Cameras (CCTV)
○

Wayfinding

Wayfinding signs could be incorporated to help users find their way.



Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★ ★ ★ ★ ★



Undercrossing Lighting

Enhanced lighting in undercrossing to increase security.



Call Boxes

Call boxes strategically placed to increase security.



Security Cameras (CCTV)

Closed Circuit TV similar to Mather Heritage Trail.





“ Lighting is a must! The canal-side bike tunnel under 50 before Hazel is dim and creepy!

“ Not a fan of enclosed pedestrian crossings like this.

“ Doesn't everyone have a cell phone these days?

“ People create safety, not machines.



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Environmental Technical Studies

Approved: Biological, Hazardous Waste, Noise, Cultural

Pending: Land Use and Community Impacts, Visual Impact Assessment



Preliminary Engineering

Completed: Topographic Surveys, Geotechnical Field Work, Alignment Studies

Ongoing: Project Report, Geometric Approval Drawings, Structure Advance Planning Studies



Outreach

Coordination with Caltrans, oversight of all engineering.

Public Outreach utilizing MetroQuest Survey.

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.2.

ATTACHMENT 1



Next Steps

Complete Environmental Technical Studies and Document, Complete Final Design,
Initiate Right of Way Acquisitions, Construction
Staff Recommendation
Public Input
Council Input and Direction

Alternative 3

- 3 Undercrossings
- Widen east side of structure
- Tub Girder Overcrossing
- Lighting, Landscaping, Drainage
- Total Project: \$23,387,000



Alternative 4A

- 2 Undercrossings
- Tied Arch Overcrossing
- Lighting, Landscaping, Drainage
- Total Project: \$24,217,000



Alternative 4B

- 2 Undercrossings
- Concrete Box Girder Overcrossing
- Lighting, Landscaping, Drainage
- Total Project: \$23,195,000



Council Feedback

MEMORANDUM



ITEM 12.3.

DATE: September 7, 2021
TO: Honorable Mayor and Council Members
FROM: Albert Stricker, Public Works Director
Byron Tang, Senior Civil Engineer
SUBJECT: **INFORM COUNCIL OF THE INTENT AND PROGRESS TO
COMPLETE A LOCAL ROAD SAFETY PLAN**

RECOMMENDATION

Receive information regarding development of the City of Rancho Cordova Local Road Safety Plan.

RESULT OF RECOMMENDED ACTION

The City of Rancho Cordova will develop a Local Road Safety Plan that will identify measures to reduce serious traffic collisions. This will allow the City to be eligible to apply for future Highway Safety Improvement Program (HSIP) grant funding. Staff will return to Council later for adoption of the completed study.

BACKGROUND

Federal regulations require each State to have a Strategic Highway Safety Plan (SHSP). The SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic collision fatalities and serious injuries on public roads. A Local Road Safety Plan (LRSP) is a means for providing local agencies with an opportunity to similarly address unique highway safety needs in their jurisdictions while contributing to the success of the SHSP. A LRSP will recommend countermeasures using the Four E's of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

An up-to-date LRSP will be required for local agencies to be eligible to apply for Federal HSIP funds in the next call-for-projects (Cycle 11). City staff applied and received funding from Caltrans in the amount of \$72,000 in 2020 to complete a LRSP. Staff advertised and executed a contract with consultant Kimley-Horn in an amount not to exceed \$80,000. Current progress has resulted in the attached draft tech memo. Upon completion, the final LRSP will be presented to Council for approval.

The LRSP will provide a framework that will bring multiple benefits to the City, including improvements to transportation safety, economic development, and the City's positive image. These improvements will result in a more livable community for residents and a more inviting environment for businesses to thrive.

FISCAL IMPACT AND FUNDING SOURCE

Funding for Local Road Safety Plan is provided by \$72,000 of State grant funding and \$8,000 of matching funds provided by Measure A Maintenance.

ATTACHMENT(S)

1. Rancho Cordova LRSP - Draft Tech Memo
2. Presentation



RANCHO CORDOVA LOCAL ROAD SAFETY PLAN SAFETY ANALYSIS TECHNICAL MEMORANDUM

August 2021

Copyright © 2021 Kimley-Horn and Associates, Inc.



SAFETY ANALYSIS TECHNICAL MEMORANDUM

FOR

CITY OF RANCHO CORDOVA LOCAL ROAD SAFETY
PLAN*Prepared for:*

City of Rancho Cordova
Public Works Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Prepared by:

Kimley-Horn and Associates, Inc.
555 Capitol Mall
Suite 300
Sacramento, CA 95814
916-858-5800

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

© August 2021



ACKNOWLEDGEMENTS

The City of Rancho Cordova employees and partners were instrumental in the development, review, and refinement of this Technical Memorandum. The City of Rancho Cordova Public Works and Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

City of Rancho Cordova

Byron Tang (Public Works)
Alyssa Swanson (Public Works)
Mark Atkins (Police Department)
Kenneth Gouveia (Police Department)
Victor Ramos (Maintenance)
Dennis Dunn (Maintenance)

Consultant Team

Robert Paderna (Project Manager)
Matt Weir
Molly O'Brien
Darryl DePencier
Ollie Wiesner
Zachary Ramalingam

Sacramento Metropolitan Fire District

Jeff Frye
Jenae Smith

Folsom Cordova Unified School District

Jim Huber
Scott Meyer

Sacramento Area Council of Governments

Sam Shelton

Community Partners

Austin Allen (Bicycle Advocates of Rancho Cordova)
Alicia Brown (Walk Sacramento)

STATUTORY NOTICE

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. Vision, Goal, and Objectives	1
1.2. Document Organization	1
2. REVIEW OF CITY PLANNING DOCUMENTS	2
3. DATA SOURCES	3
3.1. Roadway Network	3
3.2. Intersections	3
3.3. Crashes	3
3.4. Annual Average Daily Traffic	3
4. SAFETY TRENDS	4
4.1. Severity Level	4
4.2. Rancho Cordova K+SI Crashes Compared to Statewide K+SI Crashes.....	9
4.3. Cause of Crash.....	9
4.4. Highest Occurring Crash Types	10
4.5. Lane Departure.....	11
4.6. Aggressive and Impaired Crashes	11
4.6.1. Aggressive Driving	12
4.6.2. Impaired Driving.....	12
4.7. Bicycle and Pedestrian Crashes.....	14
4.7.1. Pedestrian Crashes	14
4.7.2. Bicycle Crashes	14
4.7.3. Juvenile Crashes	14
5. DATA ANALYSIS	16
5.1. Guiding Materials.....	16
5.1.1. Local Roadway Safety Manual	16
5.1.2. Highway Safety Manual	16
5.2. Analysis Techniques.....	17
5.2.1. Crash Analysis	17
5.2.2. Network Screening Analysis	17
5.3. Short-List of Locations	18
6. POTENTIAL COUNTERMEASURES	20
6.1. Engineering Countermeasures.....	20
6.1.1. Crash Modification Factors	20
6.1.2. Engineering Countermeasures Toolbox	21
6.2. Non-Infrastructure Countermeasures	24
7. NEXT STEPS.....	25



LIST OF APPENDICES

- Appendix A** Matrix Review of Planning Documents
Appendix B Intersection Network Screening Results
Appendix C Segment Network Screening Results
Appendix D Cause of Crash: PCF and CVC

LIST OF FIGURES

Table 1 – Crashes by Severity	4
Figure 1 – Crashes by Severity	5
Figure 2 – Fatal and Major Injury Crash Map	6
Figure 3 – Citywide Segment Crash Map	7
Figure 4 – Citywide Intersection Crash Map	8
Figure 5 – Crashes by Cause	10
Figure 6 – Crashes by Type	11
Figure 7 – Aggressive and Impaired Driving Crashes	12
Figure 8 – Aggressive and Impaired Fatal and Major Injury Crash Map	13
Figure 9 – Bicycle and Pedestrian Crashes	14
Figure 11 – CMF Calculation	20
Figure 12 – CMF Method Sample Calculation	20
Figure 13 – CRF Calculation	21

LIST OF TABLES

Table 1 – Crashes by Severity	4
Table 2 – Rancho Cordova K+SI Crashes Compared to Statewide K+SI Crashes	5
Table 3 – Rancho Cordova Short-List of Locations	18
Table 4 – Rancho Cordova Engineering Countermeasures Toolbox	22
Table 5 – Rancho Cordova Non-Infrastructure Countermeasures Toolbox	24



LIST OF ACRONYMS

A	Serious Injury Crash
AASHTO	American Association of State Highway and Transportation Officials
ARIDE	Advance Roadside Impaired Enforcement
B	Non-incapacitating Injury Crash
C	Possible Injury Crash
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
CVC	California Vehicle Code
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DRE	Drug Recognition Expert
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
GIS	Geographic Information System
HFST	High Friction Surface Treatment
HSM	Highway Safety Manual
K	Fatal Crash
K+SI	Fatal and Serious Injury Crashes
LRSP	Local Road Safety Plan
NHTSA	National Highway Traffic Safety Administration
O	No Injury Crash (Property Damage Only)
PCF	Primary Collision Factor
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
R/W	Right-of-Way
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System



1. INTRODUCTION

This Technical Memorandum summarizes the existing safety context for the City of Rancho Cordova Local Road Safety Plan (LRSP) based on crash records obtained from the City's Crossroads and Brazos databases. This data has been used to identify citywide safety trends, high-crash locations, and locations with unusual crash patterns or high-crash severities. The analysis was conducted using a network screening process for the City-maintained roadway system using crash records spanning from January 1, 2015 through December 31, 2019.

1.1. Vision, Goal, and Objectives

The following vision, goal, and objectives have been established for the Rancho Cordova LRSP.

Vision:	Support the California vision of moving towards significantly reducing fatalities and serious injuries for all road users
Goal:	Identify transportation safety initiatives (projects and programs) and partnerships under the 5 Es of traffic safety including Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies, to continue reducing fatalities and serious injuries in Rancho Cordova.

- Objectives:**
- Identify major contributing factors to crashes and define priority locations for roadway safety improvements including pedestrian, bicycle, and vehicular modes of travel
 - Identify cost-effective countermeasures and safety investments that can be applied systemically (i.e., flashing yellow arrow, retroreflective backplates, leading pedestrian interval, etc.)
 - Promote safe, equitable, and multimodal mobility opportunities
 - Create an LRSP document to capitalize on established safety initiatives and identify other strategies to prioritize safety investments
 - Document Rancho Cordova's procedures for on-going crash data monitoring

1.2. Document Organization

This Technical Memorandum is organized into the following sections:

- **Section 1** presents an introduction to the Technical Memorandum, along with the vision, goal, and objectives for the LRSP.
- **Section 2** summarizes the review of City planning documents.
- **Section 3** contains the LRSP data sources.
- **Section 4** provides a summary of safety trends.
- **Section 5** describes the guiding materials and analysis techniques for the data analysis.
- **Section 6** includes potential engineering and non-infrastructure countermeasures.
- **Section 7** summarizes next steps.
- **Appendices**



2. REVIEW OF CITY PLANNING DOCUMENTS

The following planning documents were reviewed to obtain planned and programmed projects:

- Mobility Master Plan, 2019
- Capital Improvement Program, Fiscal Year 2016-2020
- Systemic Safety Analysis Report (SSAR), 2019
- Pedestrian Master Plan, 2011
- Bicycle Master Plan, 2011
- Metropolitan Transportation Plan / Sustainable Communities Strategy, 2016
- Sunrise/Folsom Blvd Safety Improvements Project (*Currently in design*)

A matrix identifying plans and improvements is included in **Appendix A**. The intent of this matrix is to provide an idea of the types of strategies in place or encouraged by the City and to reveal projects that may impact the safety analysis process.



3. DATA SOURCES

The following data was obtained from the City for use in crash data analysis.

3.1. Roadway Network

The crash analysis, which is described in detail in **Section 5**, used Caltrans' roadway classification system. The roadway network classification was assigned to each corridor roadway segment as either a major arterial, minor arterial, collector, or local road to develop crash rates specific to the functional design and capacity. Comparative statistics were stratified by roadway classification (i.e., only major arterials are compared to major arterials).

3.2. Intersections

Intersections throughout the City were grouped by control type as either signalized or unsignalized. The safety analysis is similarly stratified with similar control types (i.e., signalized intersections are only compared to signalized intersections).

3.3. Crashes

Crash data for the five-year period from January 1, 2015 through December 31, 2019¹ was used for the crash analysis. Using data for the past five-year period is sufficient to identify potential trends in crashes by location and type, while not being outdated as to have data that would include long-term technology and cultural changes. The crash data comes from two sources: the City's current crash database Brazos, and the Crossroads database, both of which process crash records from the City of Rancho Cordova's Police Department. These databases contain law enforcement records and provide GPS coordinate data that can be used to geocode crashes into a Geographic Information System (GIS) format. The city used the Crossroads database until 2019, when it transitioned to the Brazos database. Data from both sources were used and reviewed to ensure that no double-counting occurred.

The Crossroads and Brazos crash data required preliminary cleaning and scrubbing to make it compatible with the GIS network screening tool. In total, there were 4,193 crash records in the combined Crossroads and Brazos databases from January 1, 2015 to December 31, 2019. Of these crashes, 3,763 crash records were geolocated and did not occur on private property.

3.4. Annual Average Daily Traffic

Traffic volume data was provided in a GIS shapefile by the City of Rancho Cordova. The shapefile contained ADT values for certain roadway segments but did not have data for the entire roadway network. In order to attribute ADT values to the rest of the roadway network, general assumptions were made depending on the roadway type, the location of the segments, and the surrounding ADT values. For areas where the surrounding ADT was not applicable, the following general assumptions were made:

- Residential/Local: 500 ADT
- Collectors: 1,500 ADT
- Primary arterials: 5,000 AADT

¹ Traffic volumes and patterns were irregular throughout the majority of 2020 because of the COVID-19 pandemic.



4. SAFETY TRENDS

The following sections contain the results of the analysis process which included evaluation of Rancho Cordova's fatal and serious injury (K+SI) crashes to statewide K+SI crashes, amongst other evaluations including crash cause, pedestrian, and bicycle crashes. This is a general comparison of the citywide level to the statewide to gauge the general trend of the City.

4.1. Severity Level

Knowing the impacts of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. From 2015 to 2019, there were a total of twelve fatal crashes and seventy-one crashes resulting in major injuries, as shown in **Figure 1** and **Table 1**.

To analyze the crashes in the SWITRS and Brazos databases, the Severity attribute was referenced to classify the varying degrees of severity:

- Fatal Injuries
- Serious Injuries
- Non-Incapacitating Injury
- Possible/Unknown Injury
- No Injuries (Property Damage Only)

The National Safety Council developed the "KABCO" injury scale, which is frequently used by law enforcement for classifying injuries. The KABCO scale is referenced below:

- K – Fatal crash: Fatal Injuries
- A – Serious injury crash: Major Injuries
- B – Non-incapacitating injury crash: Major Injuries / Minor Injuries
- C – Possible injury crash: Minor Injuries
- O – No injury (property damage only) crash: No Injuries (PDO)

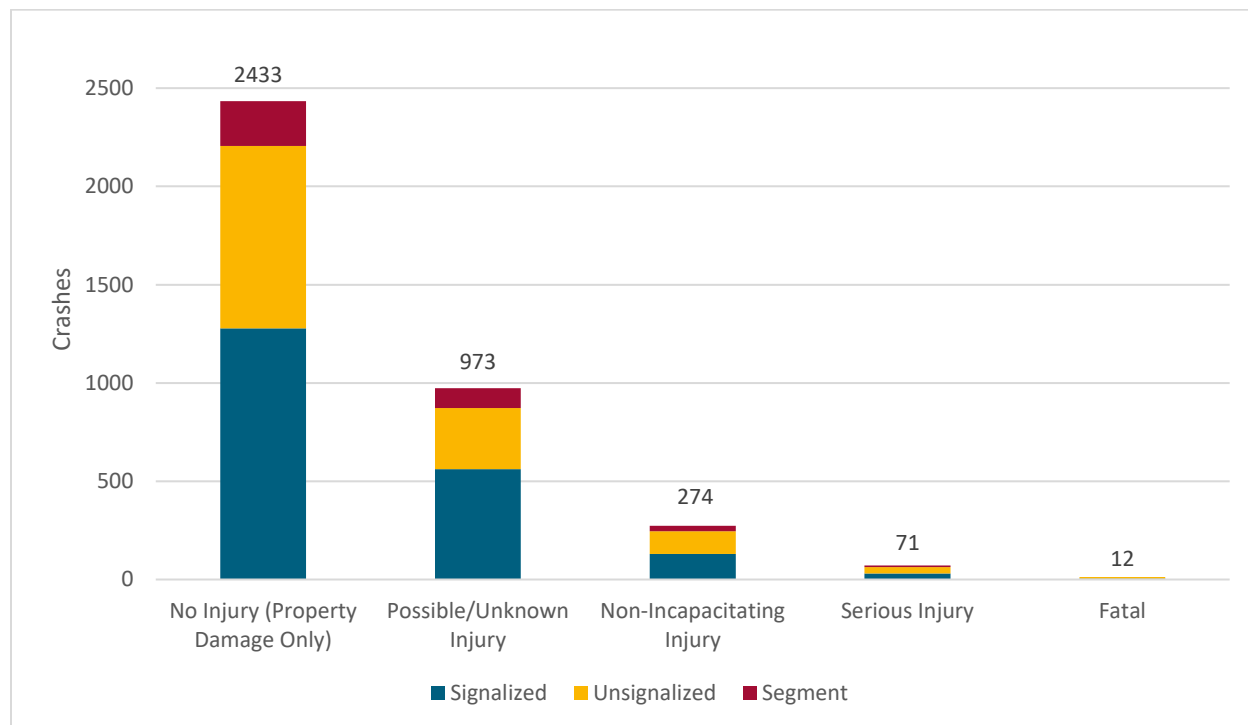
Table 1 – Crashes by Severity

Severity	Signalized		Unsignalized		Segments		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	5	<1%	7	1%	0	0%	12	<1%
Serious Injury	31	2%	33	2%	7	2%	71	2%
Non-Incapacitating Injury	130	6%	115	8%	29	8%	274	7%
Possible/Unknown Injury	561	28%	312	22%	100	27%	973	26%
No Injury (PDO)	1278	64%	927	66%	228	63%	2433	65%
Total	2,005	53%	1,394	37%	364	10%	3,763	

Source: Crossroads (2015 – 2019), Brazos (2019).



Figure 1 – Crashes by Severity



Source: Crossroads (2015 – 2019), Brazos (2019).

Ninety percent of crashes in the City of Rancho Cordova in the past five years have occurred at intersections. Due to the nature of the network screening analysis process and the high-density roadways in Rancho Cordova, the intersections captured a vast majority of the crashes. Figure 2 illustrates the fatal and major injury crashes throughout the City, broken down by intersection and segment crashes.

Furthermore, to gauge where every crash is occurring, a citywide crash map was developed to display the number of crashes at each segment and intersection throughout the city, regardless of severity. **Figure 3** and **Figure 4** depict the citywide crash totals by segment and citywide crash totals by intersection, respectively.

- Segment with the highest number of crashes:
 - Sunrise Blvd (Trinity River Dr to Coloma Rd) – 26 Crashes
- Intersections with the highest number of crashes:
 - Coloma Road and Sunrise Boulevard – 123 Crashes
 - Sunrise Blvd and Zinfandel Road– 112 crashes

Figure 2 – Fatal and Major Injury Crash Map

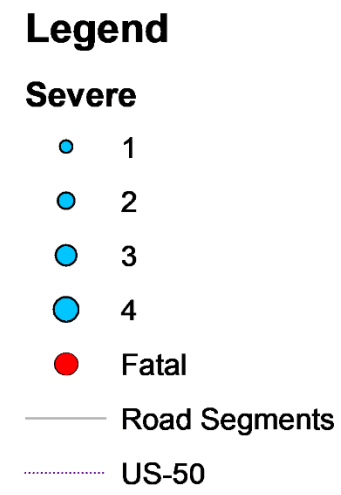


Figure 3 – Citywide Segment Crash Map

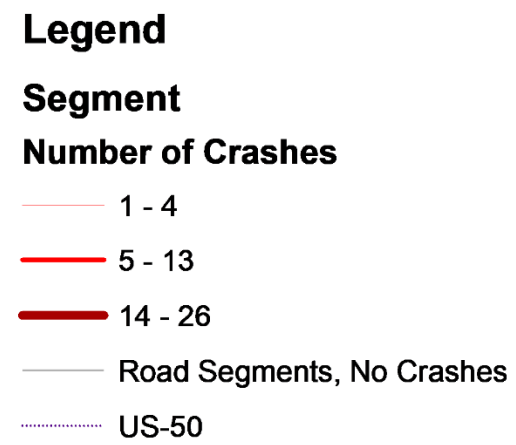
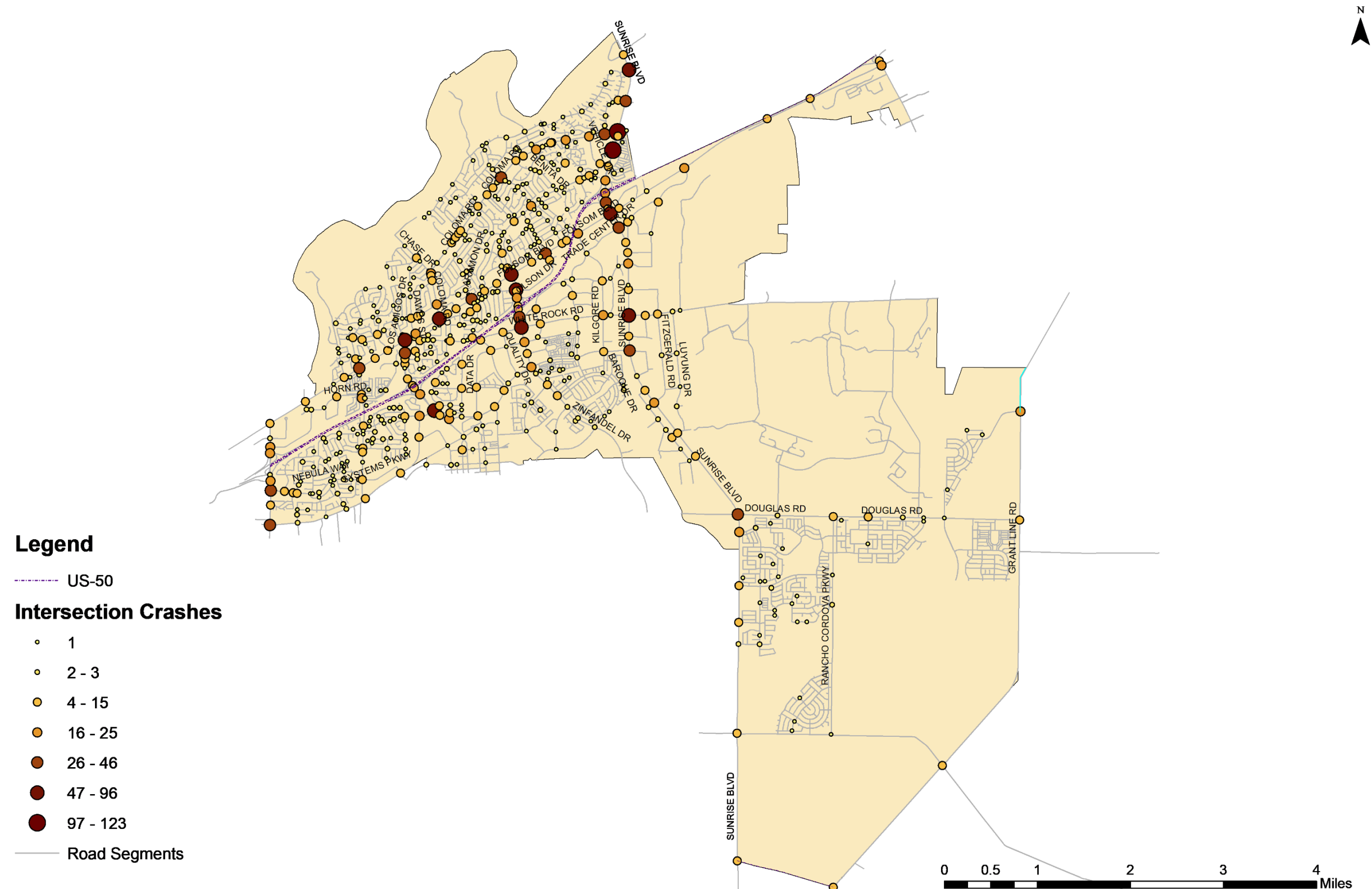


Figure 4 – Citywide Intersection Crash Map





4.2. Rancho Cordova K+SI Crashes Compared to Statewide K+SI Crashes

The California Strategic Highway Safety Plan (SHSP) focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California K+SI crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic stakeholders around the state. **Table 2** contains a comparison of Rancho Cordova K+SI crashes to the statewide K+SI crashes and reflects SWITRS data. The crash data can be attributed to thirteen of the sixteen challenge areas. Challenge areas where Rancho Cordova percentages were higher than the statewide percentages are noted bold in **Table 2**.

Table 2 – Rancho Cordova K+SI Crashes Compared to Statewide K+SI Crashes

California SHSP Challenge Area	Rancho Cordova Comparison to Statewide Percentages	Rancho Cordova	Statewide Percentages
Aggressive Driving	Higher	37.7%	33.2%
Aging Drivers (≥65)	Higher	17.6%	11.9%
Bicyclists	Higher	11.3%	8.4%
Commercial Vehicles	Lower	1.9%	6.4%
Distracted Driving	Higher	7.5%	5.2%
Impaired Driving	Lower	21.4%	25.8%
Intersections	Higher	25.2%	23.6%
Lane Departure	Lower	35.2%	43.7%
Motorcyclists	Lower	10.7%	20.8%
Occupant Protection (Seat Belts, Helmets, Child Seats)	Lower	6.9%	14.8%
Pedestrians	Higher	27.7%	19.1%
Young Drivers (15-20)	Lower	9.4%	13.6%

Source: Statewide Integrated Traffic Record (SWITRS, 2009 – 2018).

Note: Percentages will not add up to 100%, as a fatality or serious injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)

4.3. Cause of Crash

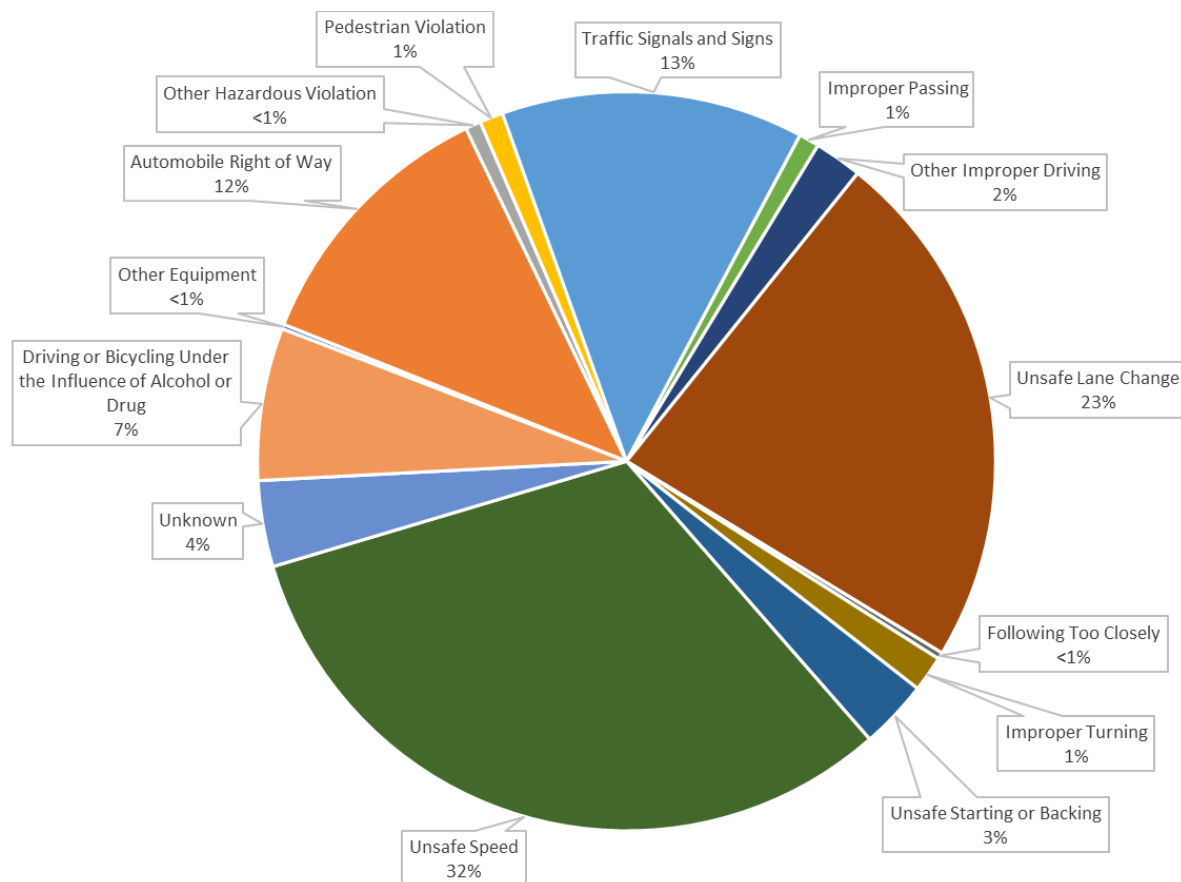
The California Vehicle Code (CVC) crash attribute of the Crossroads and Brazos datasets, as identified by the responding officer, was analyzed to obtain a primary collision factor (PCF) associated with the crash. This was completed to pinpoint a specific cause for each crash based on the violation. The CVC codes were compiled and assigned a PCF depending on the conditions of the violation. Overall, only four percent of crashes did not have a PCF defined or had one with unknown characteristics. The PCFs were then broken into several categories based on the 'PRIMARY_COLL_FACTOR' attribute values from Crossroads.

As shown in **Figure 5**, the most frequent contributing factor for crashes was 'Unsafe Speed' (32%). The next most frequent factors were 'Unsafe Lane Change' (23%), 'Traffic Signals and Signs' violations (13%), and 'Automobile R/W Violation' (12%). The remaining causes made up



approximately 20% of all crashes and included 'Driving or Bicycling Under the Influence of Alcohol or Drugs' (7%), 'Unsafe Starting or Backing' (3%), 'Unknown Causes' (4%), and several others with percentages less than three percent. A breakdown of the CVC violation that corresponds with the PCF and the specific cause of crash is provided in **Appendix D**.

Figure 5 – Crashes by Cause



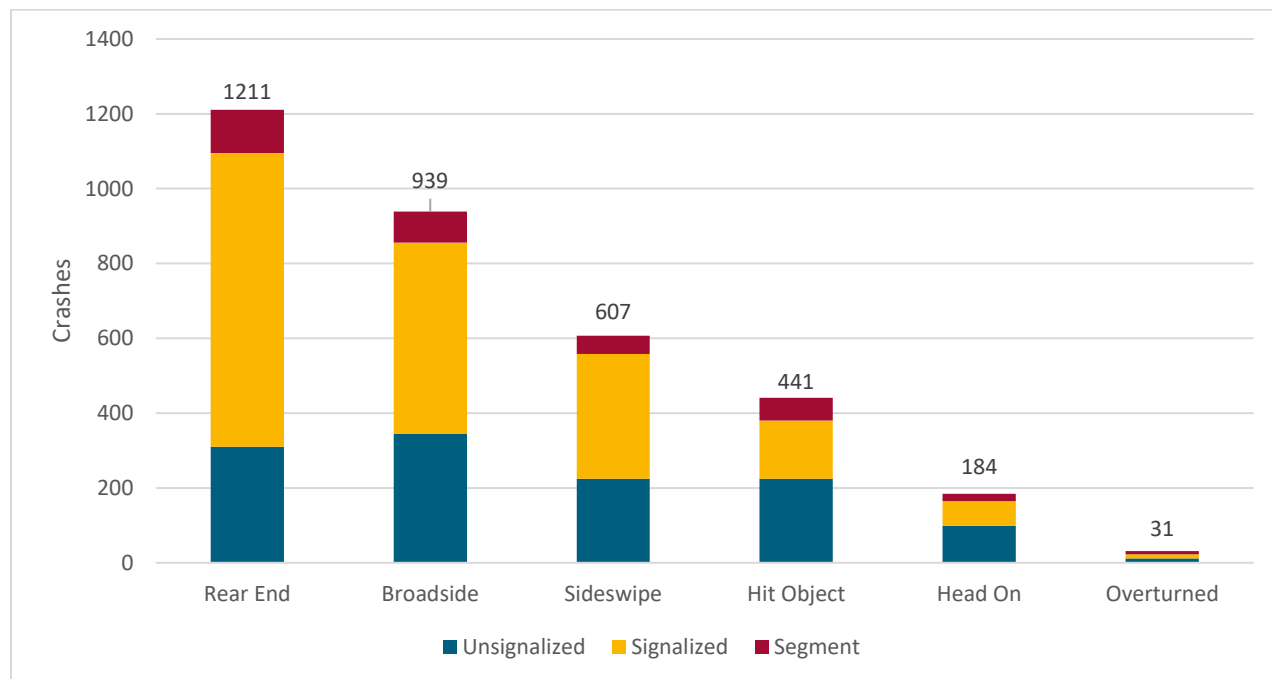
Source: Crossroads (2015 – 2019) Brazos (2019).

4.4. Highest Occurring Crash Types

According to reported data, approximately 4,193 crashes occurred within the City of Rancho Cordova during the five-year study period, of which 3,763 had clear, discernable spatial data that did not occur on private property. **Figure 6** indicates that 'Rear-End crashes are consistently the most common crash type within the City. The second most common crash types are 'Broadside' crashes, followed by 'Sideswipe' crashes and then 'Hit Object' crashes.



Figure 6 – Crashes by Type



Source: Crossroads (2015 – 2019), Brazos (2019).

4.5. Lane Departure

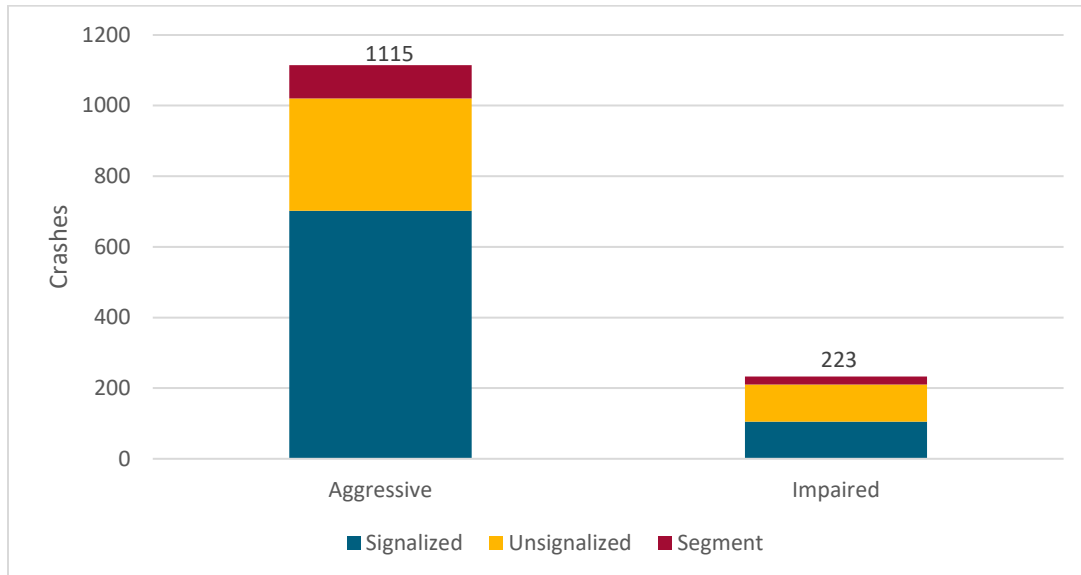
Caltrans defines crashes involving lane departure as those with crash types listed as 'Head-On', 'Hit Object', or 'Overturned'. This also includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash. There were 656 lane departure crashes over the study period within the City. Of the 664 lane departure crashes, zero were fatal, 12 were reported with serious injuries, 59 with non-incapacitating injuries, 107 with possible/unknown injuries, and 434 with no injuries (PDO).

4.6. Aggressive and Impaired Crashes

Figure 7 contains a summary of aggressive and impaired crashes by intersections and segments. **Figure 8** contains a map of aggressive and impaired driving crashes and the subsequent location of the crashes throughout the City. Additional information on aggressive and impaired crashes is included in the following sections.



Figure 7 – Aggressive and Impaired Driving Crashes



Source: Crossroads (2015 – 2019), Brazos (2019).

4.6.1. Aggressive Driving

Aggressive driving includes several behaviors such as driving too fast, tailgating, and other reckless driving maneuvers as determined by the reporting officer. The data definition for this challenge area has been expanded from the previous SHSP to include crashes where drivers run traffic signals and signs, and where any of the before mentioned attributes are present even if they are not the primary crash factor. There were 1115 aggressive driving crashes from 2015 to 2019. One of the crashes resulted in a fatality and ten resulted in major injuries.

4.6.2. Impaired Driving

Crashes involving drugs or alcohol include all crashes where there was any evidence of drug or alcohol use by the driver. This is different from impaired driving statistics in that drivers do not need to exceed the legally defined threshold of intoxication to be counted. Caltrans considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. There were 223 impaired driving crashes between 2015 and 2019. Two of the crashes resulted in fatalities and eight resulted in major injuries.



Figure 8 – Aggressive and Impaired Fatal and Major Injury Crash Map

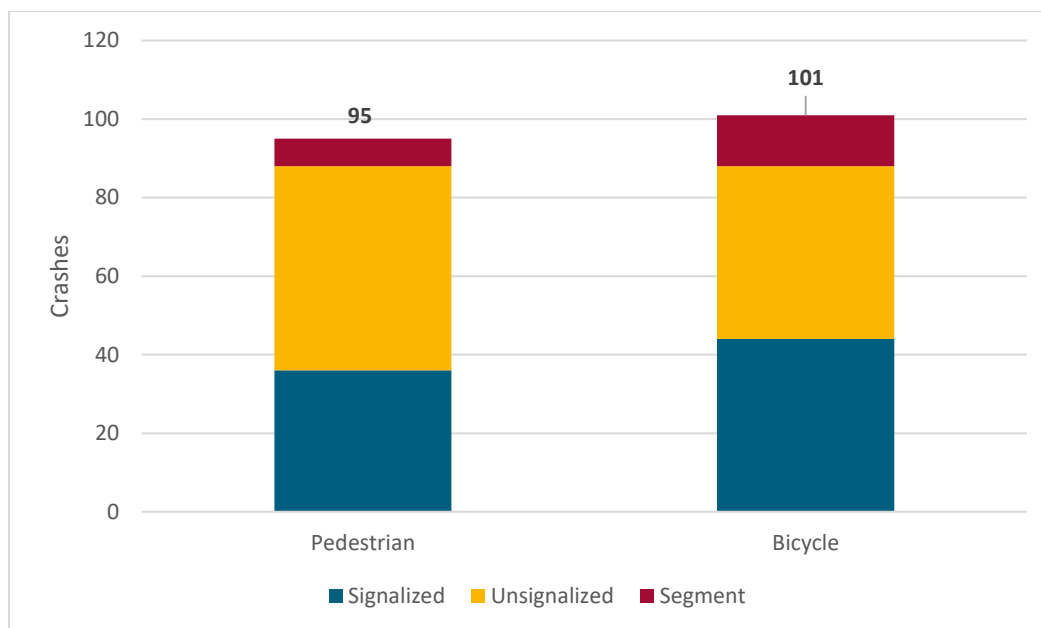




4.7. Bicycle and Pedestrian Crashes

As shown in **Figure 9**, the majority of bicycle and pedestrian crashes occurred at intersections as opposed to roadway segments. Pedestrian crashes and bicyclist crashes generally occurred at the same rate at signalized and unsignalized intersections. **Figure 10** illustrates the locations of pedestrian and bicycle crashes within the City. Additional information on pedestrian and bicycle crashes is provided in the following sections.

Figure 9 – Bicycle and Pedestrian Crashes



Source: Crossroads (2015 – 2019), Brazos (2019).

4.7.1. Pedestrian Crashes

Over the span from 2015 to 2019, a total of 95 pedestrian-involved crashes occurred in the City. Of the pedestrian-involved injury crashes, 5 were fatal, 21 were reported with serious injuries, 19 with non-incapacitating injuries, 42 with possible/unknown injuries, and 9 with no injuries (PDO). Forty-two percent of crashes resulting in fatalities involved a pedestrian.

4.7.2. Bicycle Crashes

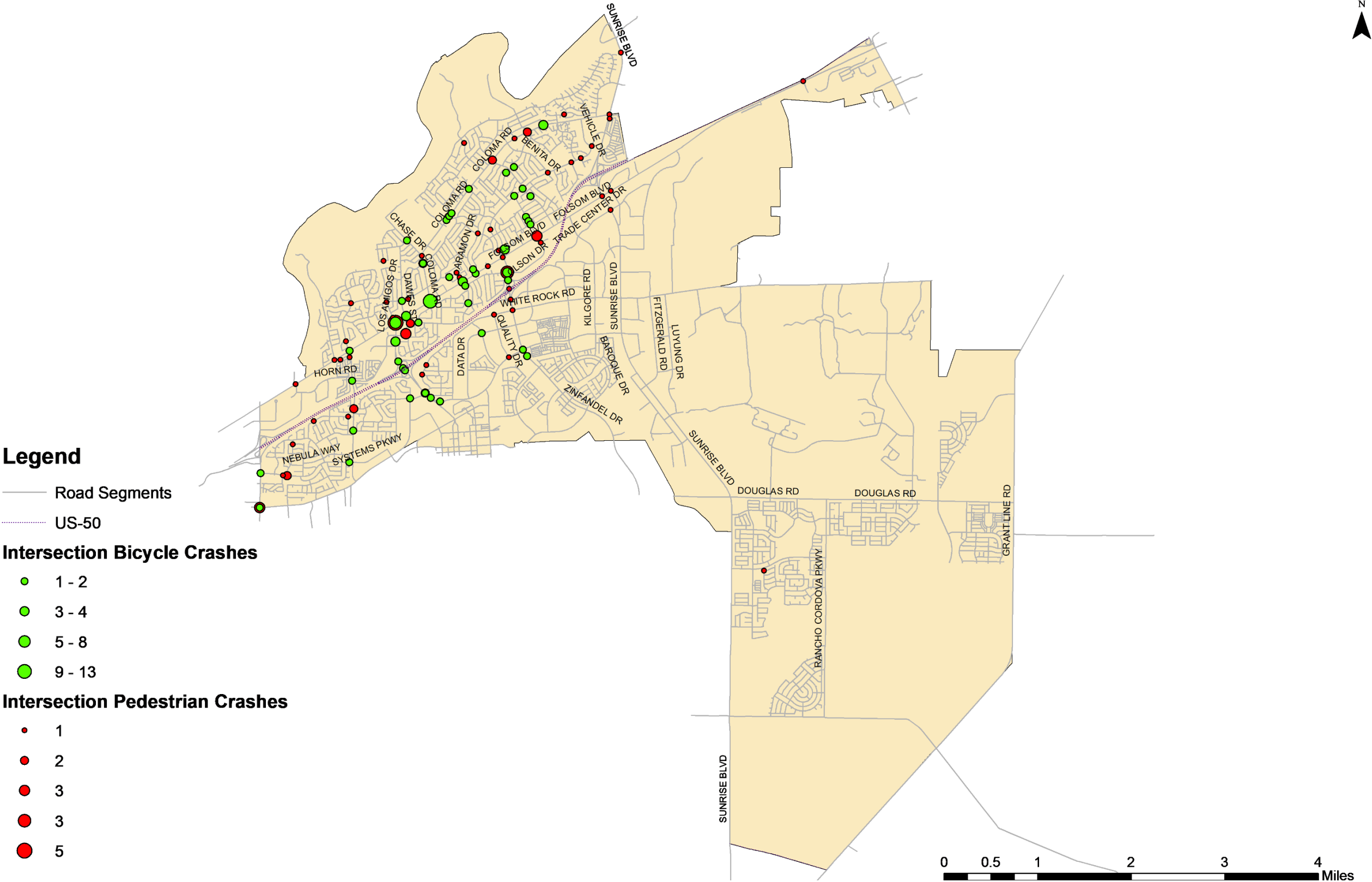
There were 101 bicycle-involved crashes that occurred in the City over the study period. Of the pedestrian-involved injury crashes, none were fatal, 9 were reported with serious injuries, 45 with non-incapacitating injuries, 57 with possible/unknown injuries, and 17 with no injuries (PDO).

4.7.3. Juvenile Crashes

Over the span from 2015 to 2019, a total of two juvenile-involved crashes occurred in the City of Rancho Cordova. No pedestrians or bicycles were involved and the highest level of injury was property damage only. A juvenile crash is assumed to be a crash in which at least one person involved was under the age of 18.



Figure 10 – Non-Motorized Crash Map





5. DATA ANALYSIS

Using a network screening process, locations within the City that would most likely benefit from safety enhancements were identified. Using historic crash data, crash risk factors for the entire City were explored. These outcomes would help inform the identification and prioritization of engineering and non-infrastructure safety measures that are most likely to improve roadway safety in the City of Rancho Cordova. The following sections describe the data analysis process.

5.1. Guiding Materials

5.1.1. Local Roadway Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020) purpose is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network by through either a one-time, network wide analysis, or by routine analyses of the roadway network.²

These methods are focused on identifying systemic issues that can be addressed through countermeasures that are applied more universally than just applying spot treatments every time there is a crash. This process aims to match the identified issues with potential countermeasures. Each countermeasure comes with a Crash Modification Factor (CMF), a multiplicative factor used to compute the number of expected crashes after the implementation of a given countermeasure. The CMFs are used to calculate benefit/cost ratios.

5.1.2. Highway Safety Manual

The first edition of the *Highway Safety Manual* (HSM) was published by the American Association of State Highway and Transportation Officials (AASHTO) in 2010. The HSM presents numerous methods for quantitatively estimating the frequency and severity of crashes at a variety of road and intersection types.³ This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that (based on the implementation of a countermeasure) are most likely to least likely to realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:⁴

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.

² Local Roadway Safety Manual (Version 1.3) 2016. Page 5.

³ AASHTO, Highway Safety Manual, 2010, Washington D.C., <http://www.highwaysafetymanual.org/Pages/About.aspx>

⁴ AASHTO. *Highway Safety Manual*. 2010. Washington, DC. Page 4-2.



2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to flat crash quantities, the method used in this LRSP is referred to as Critical Crash Rate (CCR).

5.2. Analysis Techniques

5.2.1. Crash Analysis

The initial steps of the crash analysis involved establishing sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (Signalized and Unsignalized) and segments by their roadway category (Major Arterial, Minor Arterial, Collector, Other). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are identified.

5.2.2. Network Screening Analysis

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period, and then identifies areas that had more of a given type of crashes than would be expected for that type of location. These crash type factors were 1) crash injury (fatal injuries, major injuries, minor injuries, no injuries or property damage only), 2) crash type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other), 3) environmental factors (lighting, wet roads), and 4) driver behavior (impaired and aggressive driving). With these additional factors, the locations were further analyzed and assigned a new rank.

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, crash severity, crash patterns, location type, and area of the City to provide the greatest variety of locations covering the widest range of safety opportunities for toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the City. Ten locations will ultimately be selected for field visits and five locations for mitigation analysis and development of project sheets with specific improvements.



5.3. Short-List of Locations

Based on the network screening analysis, the following locations have been identified for the City to consider for the field visits. The short-list includes seven signalized intersections, three unsignalized intersections, and two segments as presented in **Table 3. Appendix B** contains the complete results of the analysis for intersections and **Appendix C** contains the complete results of the analysis for segments.

Table 3 – Rancho Cordova Short-List of Locations

Location	Crashes	Local CCR Differential*	EPDO **	Notes
Signalized Intersections				
Coloma Rd and Sunrise Blvd	123	0.27	598	High crash frequency, serious injury crashes, aggressive and impaired, nighttime crashes
Olson Dr and Zinfandel Dr	96	0.59	105	High CCR, high broadsides, bike and ped crashes, nighttime crashes
Folsom Blvd and Paseo Dr	75	0.63	952	High fatal and serious injury crashes, High CCR and EPDO, bike and ped crashes, nighttime crashes
Coloma Rd and Folsom Blvd	68	0.44	240	High number of bike crashes
Cordova Ln and Olson Dr	46	0.46	217	Fatal crash, high CCR, high broadside and ped crashes
International Dr and Sunrise Blvd	34	-0.05	402	Serious Injuries, high broadsides
Folsom Blvd and Kilgore Rd	25	0.30	345	Serious Injuries, broadsides, high aggressive and impaired
Unsignalized Intersections				
Coloma Rd and El Manto Dr	24	0.55	347	Fatal and serious injury crashes, high CCR and EPDO, ped crashes, aggressive and impaired crashes
McGregor Dr and Zinfandel	20	0.33	187	High broadside crashes
Mills Station Rd and Routier Rd	18	0.44	30	High CCR, broadside crashes, ped and bike crashes



Location	Crashes	Local CCR Differential*	EPDO **	Notes
Segments				
Sunrise Blvd between Trinity River Dr Gold Express Dr and Coloma Rd	26	0.43	14	High aggressive and bike crashes
Grant Line Rd between Raymer Way and White Rock Road	4	-0.1	3	High aggressive crashes, multiple hit-object crashes occurring along horizontal curve segment

* Local Critical Crash Rate (LCCR) Differential – The difference between the critical crash rate of a location and the maximum crash rate expected to occur at that location within the municipality. Positive LCCRs indicate a higher crash rate than expected.

** Equivalent Property Damage Only Crashes – All severity levels are weighted and converted to PDO crashes for the benefit of having a single comparative value

The City is currently developing improvement plans which include video detection and speed feedback signs at the Sunrise Blvd intersections at Coloma Rd and Trinity River Dr/Gold Express Dr. Additionally, the plans include speed feedback signs at the Folsom Blvd at Coloma Dr intersection.

The full list of intersection and segment network screening results is included in **Appendix B and Appendix C**. The City should review the list and recommendations to confirm the ten priority locations for the field review. After the field review is conducted, the list will be narrowed down to five locations for identification of specific improvements and development of Project Sheets.



6. POTENTIAL COUNTERMEASURES

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that might address conditions that were observed to contribute to crash activity in the City.

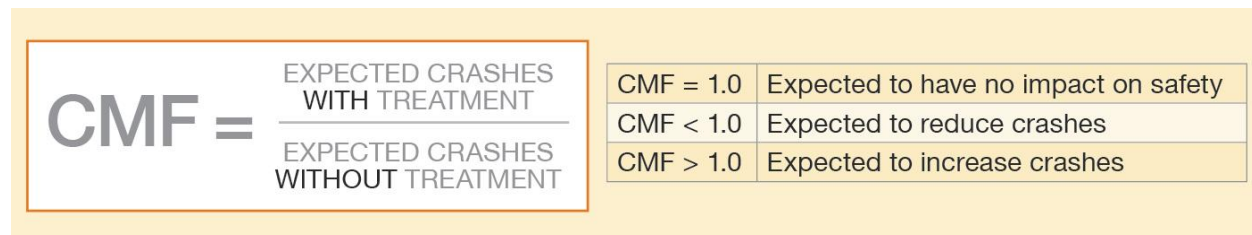
6.1. Engineering Countermeasures

While there are many safety countermeasures that could be used to systemically improve roadway safety, the following sections provide countermeasures for consideration by the City of Rancho Cordova. The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

6.1.1. Crash Modification Factors

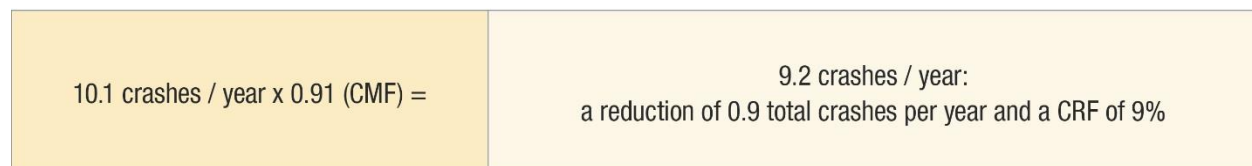
When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the Highway Safety Manual (HSM). CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 11** illustrates the definition of CMFs.

Figure 11 – CMF Calculation



The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 12** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 12 – CMF Method Sample Calculation





A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. **Figure 13** shows how a CRF is calculated in relationship to a CMF.

Figure 13 – CRF Calculation

$$\text{CRF} = (1 - \text{CMF}) \times 100$$

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, *The Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020), or from the Federal Highway Administration's (FHWA) CMF Clearinghouse website (<http://www.cmfclearinghouse.org>).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes.

6.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective for Rancho Cordova are listed in **Table 4** include low-cost and higher-cost items that can be implemented in phases where appropriate. The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the City of Rancho Cordova in understanding potential reductions from crashes by different countermeasures.

Table 4 – Rancho Cordova Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Signalized Intersections									
Install intersection lighting			0.6	40%		X		100%	\$\$
Retroreflective backplates			0.85	15%	X			100%	\$
Improve signal timing (coordination)			0.85	15%	X			50%	\$\$
Advanced dilemma zone detection			0.6	40%	X			100%	\$\$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			100%	\$\$\$
Protected left turn phase			0.7	30%	X			100%	\$\$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			100%	\$\$\$
Install raised pavement markers and striping			0.9	10%	X			100%	\$
Install flashing beacons as advanced warning			0.7	30%	X			100%	\$\$
Install High Friction Surface Treatment (HFST)			0.45	55%	X			100%	\$\$\$
Install raised median on approaches			0.75	25%	X			100%	\$\$
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%	\$\$
Pedestrian countdown signal heads	X		0.75	25%			X	100%	\$
Pedestrian scramble	X		0.6	40%			X	100%	\$\$
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	100%	\$
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	100%	\$
Flashing yellow arrow			0.94	6%	X			N/A	\$
Signal ahead warning signs			0.85	15%	X			N/A	\$
Unsignalized Intersection									
Add intersection lighting			0.6	40%		X		100%	\$\$
Install all-way STOP control			0.5	50%	X			100%	\$
Convert intersection to roundabout			Varies	Varies	X			100%	\$\$\$
Install/upgrade intersection warning/regulatory signs			0.85	15%	X			100%	\$
Upgrade pavement markings			0.75	25%	X			100%	\$
Install flashing beacons at stop-controlled intersections			0.85	15%	X			100%	\$\$
Install flashing beacons as advanced warning			0.7	30%	X			100%	\$\$
Clear sight triangles			0.8	20%	X			90%	\$ - \$\$\$

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install High Friction Surface Treatment (HFST)			0.55	55%	X			100%	\$\$\$
Install splitter-islands on minor road approaches			0.6	40%	X			100%	\$\$
Install raised median on approaches			0.75	25%	X			90%	\$\$
Directional median openings to restrict turning movements			0.5	50%	X			90%	\$\$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	\$\$\$
Install right-turn lane			0.8	20%	X			90%	\$\$
Install left-turn lane			0.65	35%	X			90%	\$\$
Pedestrian refuge island	X		0.55	45%			X	90%	\$\$
Install/upgrade pedestrian crossing (with enhanced safety features)	X		0.65	35%			X	100%	\$
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			X	100%	\$\$
Pedestrian Signal	X		0.45	55%			X	100%	\$\$\$
Retroreflective strips on signposts			Not Available	Not Available	X				\$
Crosswalk lighting	X		0.6	40%			X	100%	\$\$
Colored bicycle lanes		X	0.61	39%			X		\$
Curb extensions	X		0.63	37%			X		\$\$\$
Segments									
Add segment lighting			0.65	35%		X		100%	\$\$
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X			90%	\$\$\$
Install impact attenuators			0.75	25%	X			100%	\$\$
Install pedestrian median fencing	X	X	0.65	35%			X	90%	\$\$
Install bike lanes	X	X	0.65	35%			X	90%	\$\$
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			X	90%	\$
Install raised pedestrian crossing	X	X	0.65	35%			X	90%	\$\$
Rectangular Rapid Flashing Beacon (RRFB)	X	X	0.65	35%			X	100%	\$\$
Speed feedback signs (mobile or fixed)	X	X	Not Available	Not Available	X			Opportunity for OTS	\$

\$\$\$ Requires design and construction of extensive infrastructure improvements

\$\$ Requires procurement and/or minor construction activities

\$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff



6.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition*, is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 5** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but is something that could also be considered for the City.

Table 5 – Rancho Cordova Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Aggressive Driving				
Automated enforcement systems	*****	\$\$\$ [†]	Medium	Medium
Impaired Driving				
Publicized Sobriety Checkpoints	*****	\$\$\$	Medium	Short
High-Visibility Saturation Patrols	****	\$\$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	*****	\$\$\$	Medium	Medium
Integrated nighttime seat belt enforcement	****	\$\$\$	Unknown	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	****	\$\$\$	Low	Medium

Effectiveness:

***** Demonstrated to be effective by several high-quality evaluations with consistent results

**** Demonstrated to be effective in certain situations

Cost to Implement:

\$\$\$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources

\$\$ Requires some additional staff time, equipment, facilities, and/or publicity

\$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity

[†]Can be covered by income from citations

Use:

High: More than two-thirds of States, or a substantial majority of communities

Medium: Between one-third and two-thirds of States or communities

Low: Less than one-third of States or communities

Unknown: Data not available

Time to Implement:

Long: More than 1 year

Medium: More than 3 months but less than 1 year

Short: 3 months or less



7. NEXT STEPS

Following are the next steps:

- Finalize Countermeasure list
- Finalize the ten priority locations for field review
- On-site field review meetings at the priority locations with stakeholders
- Modifications to this Technical Memorandum will be incorporated into the Draft LRSP
- Stakeholder meeting to review countermeasures and LRSP



APPENDIX A

MATRIX REVIEW OF PLANNING DOCUMENTS

ID	Document Name	Year	Agency	Document Description	Transportation Improvements / Policies	Safety
1	Mobility Master Plan	2019	City of Rancho Cordova	Describes how the City will prioritize and leverage existing resources and new mobility trends to provide a transportation system that best meets the needs of residents, visitors, and employees over the next 20 years.	- Enhance bus stops - Pilot on-demand shuttle services (SmaRT Ride) - Transportation Demand Management (TDM) Programming: inform the public of public transportation options	- Results from online survey conducted by the City show which areas the public wants to be addressed -Lighting, bike facilities, and pedestrian crossings need improvement
2	Five-year Capital Improvement Plan 2016-2020	2016	City of Rancho Cordova	Current project	-Includes list of projects for funding years 15/16 and 16/17 --needs verification that these projects have been completed. See appendix for list of projects	
3	General Plan	2006	City of Rancho Cordova	Serves as a blueprint for future growth and development	- Rancho Cordova estimated to add approximately 53,000 new housing units and 41,000 new jobs from 2006 to 2030	-See attached recommended bike network -Require grade separated crossings at key locations -Implement regular street sweeping program -Goal is to reduce bike crashes by 50% from 2006 to 2026 -Develop improvement standards for at-grade pedestrian crossings (e.g., pedestrian bulb outs, markings, special paving, lighting, signage)
4	Pedestrian Master Plan	2011	City of Rancho Cordova	Reviews demand for pedestrian infrastructure and identifies key safety issues	-Add pedestrian crossings of Highway 50; create pedestrian accessible transit stops and connections to them. See Ped Improvements map in the appendix	- Implement ADA Transition plan, retrofit street corners, crossings, and transit stops that do not meet current accessibility standards; -Annually review pedestrian complaints and crashes to implement ongoing improvements at intersections; -At high safety risk intersections, consider “smart” signals to improve intersection safety and convenience for pedestrians, and pedestrian/bicycle activated signals that allow bikes and pedestrians to cross busy streets without inviting traffic onto cross streets; -Routier road is a heavily trafficed pedestrian route. Pedestrian signals and crosswalks should be provided on all legs of every signalized intersection. In addition, the City will consider larger corner pedestrian plazas, pork chop islands, and median pedestrian refuges so that intersections are more attractive for pedestrian use.
5	SSAR Study Final	2019	City of Rancho Cordova	Reviews 2013-2017 crash data and gives prioritized list of safety projects	-Recommended that Sunrise Blvd and Folsom Blvd be the subject of focus (See excerpt in the appendix for specific countermeasures)	-See pages 111-112 for locations of intersections needing improvements
6	Bicycle Master Plan	2011	City of Rancho Cordova	Contains goals, policies, and actions related to transportation and mobility	- Recommends targeted enforcement, bicycle traffic law education, better wayfinding signs, speed feedback signs and trailers, bicycle detection at actuated traffic signals. -City will provide bike lanes on collector and arterial streets, improve access across Highway 50, create a 'backbone' bikeway along Americanos Boulevard to connect to the Rio del Oro West trail and the Citrus Road Bike Trail	- See attachments: page 49 has a list of intersections that need to be addressed., pg 55, pg 101 for project costs and estimates, pg 118
7	Metropolitan Transportation Plan / Sustainable Communities Strategy	2016	SACOG	Summarizes regional development priorities and 20-year investment	-Projections indicate significant growth in the region by 2036 and identify significant investments in transit to reduce per capita vehicle miles	-2016 MTP/SCS Online Map shows proposed projects such as Folsom Blvd Complete Street, RR crossing improvement for Folsom at Bradshaw, Routier, Mather Airfield Road, Routier and Zinfandel, Mather Rails to Trails Project, Horn Light Rail Station, Routier Road Widening

ID	Document Name	Year	Agency	Document Description	Transportation Improvements / Policies	Safety
8	ADA Transition Plan	2005	City of Rancho Cordova	Strategy to achieve long-range goals to meet State and Federal	-See pgs 84 & 129: the city plans to retrofit crosswalks and sidewalks at specific intersections every year until 2025.	- Goals: Identify safety patterns, trends, and "hot spots" and appropriate solutions - Prioritization factors include: lighting presence, crash history, proximity to existing traffic safety countermeasures, proximity to schools, presence of sidewalk, existing bike network, existing transit stops, equity, and funded city plans -Focuses on local streets and refers arterial issues to Capital Improvement Program
9	Sunrise/Folsom Safety Improvements Project	In Progress	City of Rancho Cordova	Improvement plans identified from HSIP Cycle 9		-Speed feedback and video detection systems at intersections along the Sunrise Blvd and Folsom Blvd corridors



APPENDIX A-1

EXCERPT OF MOBILITY MASTER PLAN, RANCHO CORDOVA (2019)



RANCHO CORDOVA TRANSPORTATION MASTER PLAN

Online Survey Analysis

Question 6 Analysis

Survey question: Is there anything else you would like to tell us that would help the City of Rancho Cordova better serve the mobility needs of Rancho Cordova residents, employees, and visitors?

Purpose of this analysis: What were the key takeaways from the responses to this question?

Category	Key Takeaways
Older Adults & Person with Disabilities	Need a service geared towards seniors and persons with disabilities. Paratransit can have long wait times.
Street Lights & Traffic	- Street light timing along Sunrise Blvd needs to be reassessed - Douglas Road near Sunridge Park, at Timberland, and Elmanto Drive may need a street light.
Transit Operations & Coverage	- Desire for more frequent, reliable transit with reduced travel times - Consider later hours for weekdays and weekends - Consider expanding the CordoVan or adding a new local services that serves: - Business park shuttle for employees - Network gaps in Mather Independence and Anatolia area
Affordability	More affordable transit. Consider fareless system.
Bus Stops	- Enhance bus stops with shelters - Cleaner, safer bus stops - More convenient bus stops, particularly at: - New development sites - New shopping center - From Rancho Murieta down Jackson Hwy
Bike Facilities	- More off road bike paths and bike lanes. - Improve access to and extend the existing bike trail - Safe bike routes to get people to other mass-transit hubs (e.g. light rail stations). - Improve safety and awareness with signage and painted bike lanes - More secure bike parking at public places such as parks, hospitals, light rail stations
Pedestrian Facilities	- Sidewalks at: - Pedro, Charbono, Barbara and Aramon Ways - Folsom Blvd to Hazel - ADA compliant sidewalks with curb ramps
Bike & Ped Crossings	Safer bike crossing at White Rock Rd.

Category	Key Takeaways
	▪ Safer crossings at: ▪ Hwy 50 on Zinfandel ▪ Sunrise Blvd ▪ Consider bike/ped bridges: - o Across river nearer to Carmichael - o Over Sunrise between Gold River and Sun River
Roads	▪ Repair roads ▪ More roadway connections between: - o Rancho Cordova Parkway to Douglas - o Kiefer Blvd, Mather Blvd, and Douglas Road
TOD	▪ TOD development along light rail ▪ Develop retail and dining near Anatolia/Kavala Ranch to reduce trips.
Safety and Comfort	▪ Safety concerns - o In older parts of Rancho Cordova - o Along Folsom Blvd - o Near Mather field exit area - o At Zinfandel light rail station ▪ Add security at bus stops and light rail stations ▪ Clean light rail stations and vehicles ▪ More lighting
Wayfinding & Information	▪ More of the new directional signs ▪ Lack of education about what services are available
Emerging Mobility	▪ Promote rideshare ▪ More EV charging ▪ Need dynamic transportation ▪ Limebike
Enforcement	▪ More enforcement for speeding, running red lights, running stop signs, blocked bike lanes, bike laws



APPENDIX A-2

EXCERPT OF PEDESTRIAN MASTER PLAN, RANCHO CORDOVA (2003)

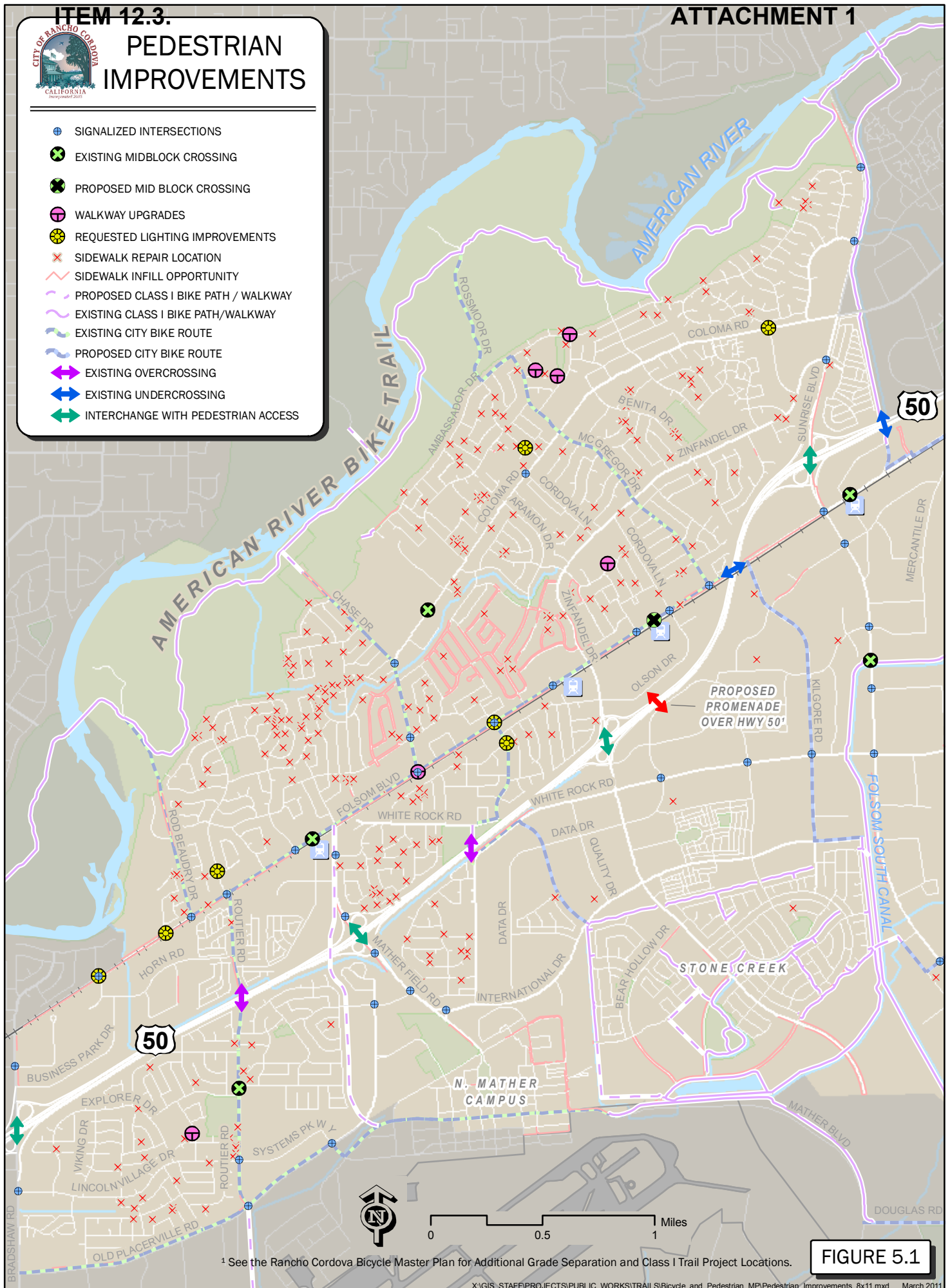
ITEM 12.3.

PEDESTRIAN IMPROVEMENTS

ATTACHMENT 1



- SIGNALIZED INTERSECTIONS
- EXISTING MIDBLOCK CROSSING
- PROPOSED MID BLOCK CROSSING
- WALKWAY UPGRADES
- REQUESTED LIGHTING IMPROVEMENTS
- SIDEWALK REPAIR LOCATION
- SIDEWALK INFILL OPPORTUNITY
- PROPOSED CLASS I BIKE PATH / WALKWAY
- EXISTING CLASS I BIKE PATH/WALKWAY
- EXISTING CITY BIKE ROUTE
- PROPOSED CITY BIKE ROUTE
- EXISTING OVERCROSSING
- EXISTING UNDERCROSSING
- INTERCHANGE WITH PEDESTRIAN ACCESS



¹ See the Rancho Cordova Bicycle Master Plan for Additional Grade Separation and Class I Trail Project Locations.

FIGURE 5.1



APPENDIX A-3

EXCERPT OF SYSTEMIC SAFETY ANALYSIS REPORT (SSAR), RANCHO CORDOVA (2019)

1.0 EXECUTIVE SUMMARY

INTRODUCTION

The purpose of this report is to document the results of the preparation of a Systemic Safety Analysis Report (Report) for the City of Rancho Cordova. The study included reviews of the most recent five years of collision data (2013-2017), ADT traffic data, and field review of roadway characteristics. The report also provided analysis of the City's road network, signage of bicycle/pedestrian areas, and the effectiveness of existing safety measures. In addition, the Report identified high-risk corridors and intersections, and recommended proactive safety countermeasures. The Report also provide a prioritized list of viable safety project recommendations with high benefit/cost ratios, and which are eligible for Highway Safety Improvement Program (HSIP) funding and/or other safety-related funding programs.

SUMMARY

The City reviewed the 5-year collision data for five major corridors in the City as shown in

Exhibit 1:

- Sunrise Boulevard
- Folsom Boulevard
- Zinfandel Drive
- Olson Drive
- Coloma Road

After extensive review of high collision locations and corridors, trends and primary collision factors etc., it was evident that the most effective solution is to focus on two of the five corridors since both of the corridors carry some of the highest average daily traffic (ADT) volumes in the City and both corridors also showed the highest number of collisions and rates:

- Sunrise Boulevard
- Folsom Boulevard

Collisions Trends

The total collisions of the two corridors are 605 and 490, respectively for Sunrise Boulevard and Folsom Boulevard. A synthesis of the citywide 5-year SWITRS collision data for both corridors was conducted to survey collision trends and predominant types of collisions. A summary of results of the cumulative collisions for types of collisions and primary collision factors for both corridors:

Sunrise Boulevard - the nine (9) mile north-south corridor, the collision trends are as follows:

- Majority are rear-ended and sideswipe collisions (47% and 21 % respectively).
- Driving at unsafe speed (45%) and improper turning (15%) are key collision factors.

Folsom Boulevard - the eight (8) mile east-west corridor showed the following collision trends:



Exhibit 1: Study Corridors

- Majority are rear-ended and broadside collisions (39% and 25 % respectively).
- Driving at unsafe speed (36%) and improper turning (16%) are key collision factors.
- Pedestrians and bike collisions (11%).

Roadway Issues

An extensive evaluation of the collision data was conducted followed with field review of both corridors to observe general driver behavior along the two roadways. Both corridors are used differently by drivers and the resulting collision trends and types showed the inherent issues or deficiency of the roadway operations;

- Sunrise Boulevard – drivers travelled at high speed and there are several tight horizontal curves.
- Folsom Boulevard – pedestrians crossing to train stations and train preemptions at intersections frequently created long queues and conflicts of pedestrians and bikes.

Selected Projects and B/C Ratio

Based on the analysis and feedback from City staff and stakeholders, the following are potential low- cost countermeasures based on results of Cost/Benefit analysis of various countermeasures. The methodology for calculating Benefit/Cost ratios was based on HSIP Analyzer (Version May 11, 2018) for Cycle 9.

Sunrise Boulevard

There are two applications or projects recommended for this corridor: Common BCR Application and Set-aside for High Friction Surface Treatment. A summary of the results of the B/C Calculations based on the HSIP Analyzer for both projects are shown below:

Sunrise Boulevard - Common BCR Application

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	S9	14,208,230	\$345,231	41.2
2	R30	26,322,726	\$388,385	67.8
3	S2	\$9,360,462	\$575,385	16.3
	Entire Project	\$49,891,418	\$1,309,000	38.1

Sunrise Boulevard - Set-aside for High Friction Surface Treatment Application

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	S11	18,459,642	\$2,253,200	8.2
	Entire Project	18,459,642	\$2,253,200	8.2

Folsom Boulevard

A summary of the results of the B/C Calculations for the proposed project or application for the corridor based on the HSIP Analyzer is shown in **Table 6**.

Sunrise Boulevard - Set-aside for High Friction Surface Treatment Application

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	S3	\$9,584,876	\$201,397	47.6
2	S9	11,979,374	\$280,517	42.7
3	S21	\$2,972,544	\$805,587	3.7
	Entire Project	24,536,794	\$1,287,500	19.1

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **3** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click "+" "/" "-" to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1			Select Location Type:	S (Signalized Intersections)
+ -	1	G1-1	Gold Country Blvd	
+ -	2	G1-2	Trinity River Dr-Gold Express Dr	
+ -	3	G1-3	Coloma Rd	
+ -	4	G1-4	Zinfandel Dr	
+ -	5	G1-5	SR 50	
+ -	6	G1-6	Folsom Blvd	
+ -	7	G1-7	Trade Center Dr	
+ -	8	G1-8	White Rock Rd	
+ -	9	G1-9	International Dr-Monier Cir N	
+ -	10	G1-10	Douglas Rd	
GROUP 2			Select Location Type:	S (Signalized Intersections)
+ -	11	G2-1	Sun Center Dr-Sunrise Gold Cir S	
+ -	12	G2-2	Sunrise Park Dr	
+ -	13	G2-3	Fitzgerald Rd	
+ -	14	G2-4	Mechanical Dr	
+ -	15	G2-5	Herodian Dr	
+ -	16	G2-6	Chrysanthy Blvd	
+ -	17	G2-7	Bosphorus Dr	
+ -	18	G2-8	Kiefer Blvd	
+ -	19	G2-9	SR 16-Jackson Rd	

GROUP 3			Select Location Type:	R (Roadways)
+ -	20	G3-1	S Bridge St to Trinity River Dr-Gold Express Dr	
+ -	21	G3-2	Trinity River Dr-Gold Express Dr to Folsom Blvd	
+ -	22	G3-3	Folsom Blvd to White Rock Rd	
+ -	23	G3-4	White Rock Rd to SR 16-Jackson Rd	



APPENDIX A-4

EXCERPT OF BICYCLE MASTER PLAN, RANCHO CORDOVA (2011)

Spot Improvements and Studies

There are a number of locations in Rancho Cordova that would benefit from spot improvements such as signs or pavement markings. Additionally, some improvements will require further study to determine feasibility or identify the best approach. These recommendations are listed in Table 4-2.

Table 4-2: Spot Improvements and Studies

Location	Start	End	Class	Notes
Coloma Rd	Georgetown Dr		Signage	Add signage and Shared Lane Markings to direct bicyclists onto side street
Coloma Rd	Cordova Ln	60 ft north of Cordova Ln	Transition	Create transition back to roadway
International Dr	850 ft east of Kilgore Rd	400 ft west of Sunrise Blvd	Signage	Bike lane conflict marking
Mather Field Rd	El Mercado Dr	195 ft Southeast of El Mercado Dr	Signage	Bike lane conflict marking
Mather Field Rd	Mill Station Rd	Folsom Blvd	Signage	Share the Road signs
Zinfandel Dr	Length of Turn Lane	Folsom Blvd	Study	Study: Make lane dedicated left, not through left

Table 5-4: Priority 1 Projects

Location	Start	End	Type	Mile	Est. Cost
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aerojet Spur Connector Trail	Path	0.39	\$1,097,820
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	5.88	\$16,752,420
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	0.66	\$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	0.07	\$182,500
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	0.57	\$1,622,300
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	0.16	\$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	0.41	\$1,164,200
Citrus Rd Aerojet Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	0.64	\$1,823,580
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	0.20	\$581,200
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	0.14	\$371,000
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1.24	\$3,542,400
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	0.22	\$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	0.23	\$19,300
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	0.46	\$240
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1.57	\$4,153,000
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1.10	\$2,907,500
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	0.69	\$1,826,500
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1.40	\$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	0.54	\$1,418,500
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	0.63	\$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1.42	\$4,040,700
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	0.12	\$317,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	0.52	\$1,369,500
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1.20	\$3,434,400
UP Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1.36	\$3,598,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	5.24	\$14,928,840
West Trail	Douglas Rd	Aerojet Spur Trail	Path	3.50	\$9,974,340
Westborough Trail	Aerojet Spur Trail	City Limits	Path	1.56	\$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	0.22	\$615,400

Appendix D

PROJECT LIST, COSTS AND FUNDING

This appendix presents a list of recommended infrastructure projects, cost estimates, and a review of funding sources that may be available to implement the projects in this Plan.

PROJECT LIST AND COST ESTIMATES

Table D-1 lists all the recommended infrastructure projects with assigned priority and estimated cost.

Table D-1: Project List and Cost Estimates

Location	Start	End	Type	Priority	Mile	Est. Cost
Aerojet Spur Trail	Folsom South Canal		Crossing	2		TBD
Aerojet Spur Trail	Westborough Trail	Citrus Rd Aerojet Spur Connector Trail	Path	1	0.39	\$1,097,820
Ambassador Dr	Ambassador Dr	Hagen Park Connector Trail	Bike Route	2	0.13	\$720
Ambassador Dr	Ambassador Dr	Yukon River Way	Bike Boulevard	2	0.01	\$720
Americanos Blvd	Rc Pkwy		Crossing	2		\$1,738,000
Americanos North Trail	Westborough Trail	Westborough East Trail	Path	2	0.72	\$1,890,000
Americanos Spur Trail	Jaeger Ranch Trail	End	Path	2	0.08	\$206,000
Americanos Trail	Americanos Blvd		Crossing	2		\$1,342,000
Americanos Trail	Chrysanthy Blvd		Crossing	2		\$1,738,000
Americanos Trail	Douglas Rd		Crossing	2		\$1,716,000
Americanos Trail	Jaeger Ranch Trail	West Trail	Path	1	5.88	\$16,752,420
Americanos Trail	Rc Pkwy		Crossing	2		\$1,738,000
Americanos Trail	Rio Del Oro Pkwy		Crossing	2		\$1,342,000
Americanos Trail	Villagio Dr		Crossing	2		\$1,056,000
Americanos Ulcc Connector Trail	Americanos Trail	Upper Laguna Creek Trail	Path	2	0.75	\$2,134,620
Anatolia /Preserve Trail (West)	Rancho Cordova Pkwy		Crossing	2		\$1,738,000
Anatolia Bike Trail	Sunrise Blvd	Anatolia Bike Trail	Path	1	0.66	\$1,751,500
Anatolia Bike Trail Connection To Preserve Trail	Anatolia Bike Trail	Rancho Cordova Pkwy	Path	1	0.07	\$182,500
Anatolia Dr	Justinian Dr	Herodian Dr	Bike Lane	2	1.25	\$21,300
Anatolia Iv Trail	Rancho Cordova Pkwy	End	Path	2	0.34	\$907,000
Anatolia Preserve Trail	Crystal Cove Trail	Anatolia Bike Trail	Path	2	0.55	\$1,448,000
Ancil Hoffman Trail	American River		Crossing	2		TBD
Anza Way	El Manto Dr	Bridlewood Dr	Bike Boulevard	2	0.28	\$420
Aramon Dr	Milazzo Way	Chassella Way	Bike Boulevard	2	0.30	\$1,440
Atwood Dr	Beclan Dr	Cordova Ln	Bike Boulevard	2	0.18	\$960
Azienda Dr	Baroque Dr	Oselot Way	Bike Route	2	0.08	\$480
Bardolino Trail	Spoto Dr	Bardolino Trail	Path	2	0.08	\$216,500
Beclan Dr	Aramon Dr	Atwood Dr	Bike Boulevard	2	0.33	\$1,920
Benita Dr	Pinturo Way	Zinfandel Dr	Bike Boulevard	2	0.32	\$960

Location	Start	End	Type	Priority	Mile	Est. Cost
Biscay Way	Cordova Ln	Glenfaire Dr	Bike Boulevard	2	0.05	\$480
Blodgett Reservoir Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	0.84	\$2,226,500
Bridlewood Dr	Coloma Rd	Zinfandel Dr	Bike Boulevard	2	0.52	\$1,440
Campana Way	Glenfaire Dr	Pinturo Way	Bike Boulevard	2	0.44	\$960
Capital Center Dr	White Rock Rd	International Dr	Protected Bikeway	1	0.57	\$1,622,300
Capitales Dr	W La Loma Dr	La Loma Dr	Bike Boulevard	2	0.28	\$960
Chardonay Dr	Coloma Rd	Dolecetto Dr	Bike Route	2	0.07	\$480
Chase Dr	Hagen Park Bike Path Trail Connection	Octavia Way	Protected Bikeway	1	0.16	\$459,600
Chase Dr	Octavia Way	Coloma Rd	Protected Bikeway	1	0.41	\$1,164,200
Chassella Way	Aramon Dr	Zinfandel Dr	Bike Route	2	0.34	\$480
Chassella Way	Dolecetto Dr	Aramon Dr	Bike Boulevard	2	0.27	\$480
Chrysanthy Blvd Trail	Rancho Cordova Pkwy Trail	Montelena Preserve Trail	Path	2	0.42	\$1,098,500
Citrus Rd Aeroject Spur Connector Trail	Aerojet Spur Trail	Sunrise Blvd Trail	Path	1	0.64	\$1,823,580
Citrus Rd Aeroject Spur Connector Trail	Folsom Blvd		Crossing	2		\$1,661,000
Coloma Rd	Coloma Rd	Cordova Ln	Signage	2	0.01	\$720
Coloma Rd	Coloma Rd	Georgetown Dr	Signage	2	0.11	\$720
Cordova Ln	Biscay Way	Milazzo Way	Bike Boulevard	2	0.10	\$480
Corvina Dr	Corvina Dr	Muscat Way	Bike Route	2	0.24	\$480
Crawford Way	Gould Way	Glenmoor Dr & Glenmoor Dr	Bike Boulevard	2	0.17	\$480
Croetto Way	Malaga Way	Furmint Way	Bike Boulevard	2	0.26	\$480
Crystal Cove Trail	Kiefer Blvd	Rancho Cordova Pkwy	Path	2	1.11	\$2,937,500
Dave Roberts Park Trail	Mapola Way	Mapola Way	Path	2	0.10	\$262,000
Dawes Creek Trail	American River Bike Trail	Dawes Creek Trail @ Pkwy Limits	Path	2	0.69	\$1,809,000
Dawes Creek Trail	Dawes Creek Trail @ Pkwy Limits	Aramon Dr	Path	2	1.56	\$4,117,000
Dawes St	Los Palos Dr	Folsom Blvd	Bike Route	2	0.40	\$480
Dawes St	Rinda Dr	Los Palos Dr	Bike Boulevard	2	0.36	\$480
Dolecetto Dr	Chassella Way	Chardonay Dr	Bike Route	2	0.06	\$480
Dolecetto Dr	Dawes St	Gilbert Way	Bike Boulevard	2	0.23	\$240
Dolecetto Dr	Tormolo Way	Chassella Way	Bike Boulevard	2	0.44	\$240
Douglas Rd	Borderlands Dr	Americanos Blvd	Bike Lane	2	0.22	\$4,800
Douglas Rd	Fsc		Crossing	2		TBD
Douglas Rd Trail	Rancho Cordova Pkwy Trail (South)	Grant Line Rd	Path	2	2.02	\$5,332,000
El Cejo Cir	El Pavo Way	El Chorlito Dr	Bike Boulevard	2	0.16	\$480

Location	Start	End	Type	Priority	Mile	Est. Cost
El Chorlito Dr	El Cejo Cir	W La Loma Dr	Bike Boulevard	2	0.26	\$960
El Manto Dr	Coloma Rd	End	Bike Boulevard	2	0.35	\$480
El Manto Dr	El Manto Dr	Coloma Rd	Bike Boulevard	2	0.26	\$480
El Pavo Way	W La Loma Dr	El Cejo Cir	Bike Boulevard	2	0.18	\$480
Ellenwood Ave	Routier Rd	Nut Plains Dr	Bike Route	2	0.46	\$1,440
Folsom Blvd	Hwy 50		Crossing	2		TBD
Folsom Blvd	Rod Beaudry Dr	Routier Rd	Protected Bikeway	1	0.20	\$581,200
Folsom Blvd-Citrus Rd Trail	800' East Of Point East Dr	Citrus Rd Aeroject Spur Connector Trail	Path	2	0.20	\$521,000
Folsom South Canal	Sunrise Blvd		Crossing	2		\$1,100,000
Folsom South Canal Trail	Anatolia Bike Trail		Crossing	2		TBD
Folsom South Canal Trail	International Dr		Crossing	2		TBD
Folsom South Canal Trail	Jackson Hwy		Crossing	2		TBD
Folsom South Canal Trail	Kiefer Blvd		Crossing	2		TBD
Folsom South Canal Trail	Sunrise Gold Cir		Crossing	2		\$539,000
Folsom South Canal Trail	White Rock Rd		Crossing	2		\$1,100,000
Furmint Way	Malaga Way	Croetto Way	Bike Boulevard	2	0.16	\$960
Gadsten Way	Queenwood Dr	Zinfandel Dr	Bike Boulevard	2	0.30	\$480
Gilbert Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.24	\$480
Glenfaire Dr	Biscay Way	Campana Way	Bike Boulevard	2	0.05	\$480
Glenhaven Way	Cordova Ln	Queenwood Dr	Bike Boulevard	2	0.32	\$960
Glenmoor Dr	Crawford Way	Ellenwood Ave	Bike Route	2	0.10	\$480
Glenmoor Dr	Rockingham Dr & Smithlee Dr	Crawford Way	Bike Boulevard	2	0.22	\$480
Gould Way	Crawford Way	Ellenwood Ave & Ellenwood Ave	Bike Boulevard	2	0.11	\$480
Grant Line Rd Trail	Jackson Rd	Rio Del Oro Trail	Path	2	6.30	\$16,634,500
Hagen Park Bike Path Trail Connection	Chase Dr	American River Bike Trail	Path	1	0.14	\$371,000
Hwy 50	Fs Canal		Crossing	2		TBD
Hwy 50 East	Of Hazel		Crossing	2		TBD
Hyw 50	Sunrise Blvd Trail (Citrus Road)		Crossing	2		TBD
International Dr	850' East Of Kilgore Rd	400' West Of Sunrise Blvd	Signage	2	0.05	\$720
Jaeger Ranch Connector Trail	Jaeger Ranch Trail	Americanos Ulcc Connector Trail	Path	2	0.87	\$2,303,500
Jaeger Ranch Kiefer Connector Trail	Kiefer Blvd Trail	Jaeger Ranch Connector Trail	Path	2	0.50	\$1,313,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Jaeger Ranch Trail	Kiefer Blvd Trail	Americanos Trail	Path	1	1.24	\$3,542,400
Jaeger Ranch Trail	Americanos Blvd		Crossing	2		\$1,342,000
Jaeger Ranch Trail	Central Park Dr		Crossing	2		\$858,000
Jaeger Ranch Trail	Crossing Rd		Crossing	2		\$858,000
Jaeger Ranch Trail	Kiefer Blvd		Crossing	2		\$1,716,000
Jaeger Ranch Trail	Rancho Cordova Pkwy		Crossing	2		\$1,342,000
Kiefer Blvd Trail	Jaeger Ranch Trail	Grant Line Rd Trail	Path	2	1.41	\$3,723,500
Kiefer Blvd Trail	Sunrise Blvd	The Arboretum Trail	Path	2	0.69	\$1,829,000
Kiefer Blvd Trail	The Arboretum Trail	Jaeger Ranch Trail	Path	1	0.22	\$640,980
Kilgore Rd	Folsom Blvd	Trade Center Dr	Bike Lane	1	0.23	\$19,300
Klamath River Dr	Trinity River Dr	Trinity River Dr	Bike Boulevard	2	1.92	\$1,920
La Placita Dr	W La Loma Dr	La Loma Dr	Bike Route	2	0.30	\$960
La Presa Way	Las Casas Way	Los Palos Dr	Bike Boulevard	2	0.13	\$480
Las Casas Way	La Presa Way	W La Loma Dr	Bike Boulevard	2	0.46	\$960
Levee Rd	End	El Cejo Cir	Bike Route	2	0.03	\$480
Los Amigos Dr	Los Palos Dr	Paseo Dr	Bike Boulevard	2	0.40	\$480
Los Palos Dr	La Presa Way	Dawes St & Dawes St	Bike Boulevard	2	0.08	\$480
Malaga Way	Capitales Dr & La Loma Dr	Aramon Dr	Bike Boulevard	2	1.42	\$1,440
Malvasia Dr	Sarda Way	Chassella Way	Bike Boulevard	2	0.14	\$480
Mather Field Rd	Mather Field Rd	El Mercado Dr	Signage	2	0.04	\$720
Mather Field Rd	Mills Station Rd	Folsom Blvd	Signage	2	0.16	\$720
Mather UP Rail Spur Trail	Old Placerville Rd		Crossing	2		\$1,716,000
Mather UP Spur Trail	Folsom Blvd		Crossing	2		\$1,661,000
Mather UP Spur Trail	Hwy 50		Crossing	2		\$3,500,000
Mercantile Dr	Sunrise Gold Cir	Folsom Blvd	Bike Lane	2	1.09	\$89,800
Milazzo Way	Aramon Dr	Cordova Ln	Bike Boulevard	2	0.21	\$480
Mills Park Dr	Croetto Way	Folsom Blvd	Bike Boulevard	2	0.12	\$240
Mills Park Dr	Folsom Blvd	White Rock Rd	Bike Boulevard	1	0.46	\$240
Mills Tower Dr	White Rock Rd	Mills Park Dr	Bike Lane	2	0.68	\$56,100
Montelena Preserve Trail	Chrysanthy Blvd Trail	Chrysanthy Blvd Trail	Path	2	1.11	\$2,935,500
Morison Creek Trail	Douglas Rd		Crossing	2		\$1,738,000
Morrison Creek Trail	Americanos Trail	Rio Del Oro Trail	Path	2	1.59	\$4,190,500
Morrison Creek Trail	West Trail	Americanos Trail	Path	2	2.59	\$6,829,000
Nimbus Rd	Folsom Blvd	City Limits	Bike Lane	2	0.67	\$55,500
North Trail	West Trail	White Rock Rd Trail	Path	2	0.96	\$2,547,500
Nut Plains Dr	Rockingham Dr	Ellenwood Ave	Bike Route	2	0.35	\$1,200
Olson Dr	Zinfandel Dr		Bike Lane	2	0.67	\$55,800

Location	Start	End	Type	Priority	Mile	Est. Cost
Park Loop Spur Trail	Park Loop Trail	End	Path	2	0.08	\$200,000
Park Loop Trail	Americanos Trail	Americanos Trail	Path	2	2.79	\$7,377,500
Park West Trail	Americanos Trail	International Dr	Path	2	0.56	\$1,474,000
Paseo Dr	Malaga Way	Mather Field Rd	Bike Route	2	0.24	\$480
Peter A Mccuen Blvd	Mather Blvd	Femoyer St	Bike Lane	2	0.94	\$77,600
Pinturo Way	Benita Dr	Campana Way	Bike Boulevard	2	0.11	\$480
Preserve Connector Spur Trail	Preserve Connector Trail	End	Path	2	0.34	\$888,000
Preserve Connector Trail	Preserve Trail (East)	Jaeger Ranch Trail	Path	2	0.66	\$1,741,500
Preserve Trail (Central)	Preserve Trail (West)		Path	2	1.26	\$3,316,500
Preserve Trail (East)	Crystal Cove Trail	Americanos Trail	Path	2	1.78	\$4,704,500
Preserve Trail (West)	Chrysanthy Blvd		Crossing	2		\$1,342,000
Preserve Trail (West)	Rancho Cordova Pkwy Trail (East)	Americanos Trail	Path	1	1.57	\$4,153,000
Preserve Trail Central	Chrysanthy Blvd		Crossing	2		\$473,000
Preserve Trail East	Chrysanthy Blvd		Crossing	2		\$473,000
Promenade	Hwy 50		Crossing	2		\$16,500,000
Queen Arbor Dr Trail	Bardolino Trail	Spoto Dr	Path	2	0.42	\$1,101,500
Queenwood Dr	Gadsten Way	Glenhaven Way	Bike Boulevard	2	0.14	\$480
Rancho Cordova Pkwy Interchange West Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	0.26	\$733,860
Rancho Cordova Pkwy Trail	Douglas Rd		Crossing	2		\$1,738,000
Rancho Cordova Pkwy Trail (East)	Preserve Trail (West)	Douglas Rd	Path	2	0.92	\$2,417,500
Rancho Cordova Pkwy Trail (North)	White Rock Rd Trail	Westborough Trail	Path	2	1.83	\$5,222,880
Rancho Cordova Pkwy Trail (North)	White Rock Road		Crossing	2		\$1,716,000
Rancho Cordova Pkwy Trail (South)	Anatolia Bike Trail Connection To Preserve Trail	Rio Del Oro Trail	Path	2	1.91	\$5,033,000
Rc Parkway Connector Trail	Westborough Trail	Folsom South Canal Trail	Path	2	0.08	\$218,500
Ribier Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.22	\$480
Rinda Dr	Westborough Fsc East Trail	Chase Dr	Bike Boulevard	2	0.34	\$480
Rio Del Oro Morrison Creek Connector Trail	Rio Del Oro Trail	Morrison Creek Trail	Path	2	0.05	\$129,500
Rio Del Oro Trail	Americanos Dr		Crossing	2		\$1,342,000

Location	Start	End	Type	Priority	Mile	Est. Cost
Rio Del Oro Trail	Americanos Trail	City Limits	Path	1	1.10	\$2,907,500
Rio Del Oro Trail	Centennial Dr		Crossing	2		\$1,342,000
Rio Del Oro Trail	City Limits	Grant Line Rd	Path	1	0.69	\$1,826,500
Rio Del Oro Trail	East Residential Rd		Crossing	2		\$858,000
Rio Del Oro Trail	Grant Line Rd		Crossing	2		\$1,716,000
Rio Del Oro Trail	Rancho Cordova Pkwy		Crossing	2		\$605,000
Rio Del Oro Trail	Sunrise Blvd		Crossing	2		\$1,738,000
Rio Del Oro Trail	West Trail	Americanos Trail	Path	1	1.40	\$3,704,500
Rio Del Oro Trail	West Trail	Folsom South Canal Trail	Path	1	0.54	\$1,418,500
Rockingham Dr	Glenmoor Dr & Smithlee Dr	Nut Plains Dr	Bike Boulevard	2	0.24	\$1,440
Rockingham Dr	Routier Rd	Smithlee Dr	Bike Route	2	0.23	\$1,440
Rod Beaudry Dr	End	Folsom Blvd	Protected Bikeway	1	0.63	\$1,791,500
Routier Rd	Folsom Blvd	Old Placerville Rd	Protected Bikeway	1	1.42	\$4,040,700
Routier Rd	Hwy 50		Crossing	2		TBD
Sarda Way	Malvasia Dr	Malaga Way	Bike Boulevard	2	0.25	\$480
Smithlee Dr	Rockingham Dr	Glenmoor Dr & Rockingham Dr	Bike Route	2	0.04	\$480
Stirling Park Dr	Rod Beaudry Dr	West End	Bike Lane	2	0.14	\$11,500
Stirling Park Dr/Mira Del Rio Connector	Stirling Park Dr	Mira Del Rio Dr	Path	2	0.28	\$742,500
Stone Creek / Rdo Recycle Rd Trail	Folsom South Canal Trail	Recycle Rd	Path	1	0.12	\$317,000
Stone Creek Central Trail	Zinfandel Dr		Crossing	2		\$2,860,000
Stone Creek Trail Se Connection To Fsc	Stone Creek Trail East	Folsom South Canal Trail	Path	2	0.03	\$82,000
Stone Creek Trail W	Airpark Dr	N Mather Blvd	Path	1	0.52	\$1,369,500
Stone Creek Trail W Connection To International Dr	Stone Creek Bike Trail	International Dr	Path	2	0.01	\$39,500
Stonecreek Se Trail	Zinfandel Dr		Crossing	2		\$1,716,000
Stonecreek/Rio Recycle Rd Connector	At Fsc		Crossing	2		\$990,000
Suncreek West Connector Trail	Sunrise Blvd	Kiefer Blvd Trail	Path	2	0.31	\$811,000
Suncreek West Trail	Suncreek West Connector Trail	The Arboretum West Trail	Path	2	0.55	\$1,456,000
Sunridge East Trail	West End	City Limits	Path	2	1.00	\$2,633,500
Sunridge Ne Trail	Americanos Trail	Grant Line Rd Trail	Path	2	0.77	\$2,031,500

Location	Start	End	Type	Priority	Mile	Est. Cost
Sunrise Blvd	Kiefer Blvd	Jackson Rd	Bike Lane	2	1.36	\$112,800
Sunrise Blvd Trail	Folsom South Canal	Bus Turnaround At North End Of Citrus Rd	Path	2	0.66	\$1,750,000
Sunrisge Ne Trail	Americanos Blvd		Crossing	2		\$1,342,000
The Arboretum Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	1	1.20	\$3,434,400
The Arboretum West Trail	Upper Laguna Creek Trail	Kiefer Blvd Trail	Path	2	1.18	\$3,102,500
Tormolo Way	Dolecetto Dr	Malaga Way	Bike Boulevard	2	0.18	\$480
Trinity River Dr	Coloma Rd	Klamath River Dr	Bike Lane	2	0.04	\$3,200
Trinity River Dr	Klamath River Dr	Sunrise Blvd	Bike Lane	2	0.08	\$6,700
Truckee River Dr	Klamath River Dr	Bridlewood Dr	Bike Boulevard	2	0.08	\$480
Ulcc Jackson Hwy Connector	Upper Laguna Creek Trail	Jackson Rd	Path	2	0.04	\$121,500
Ulcc Kiefer Blvd Connection Trail	Crossing Rd		Crossing	2		\$1,144,000
Ulcc Kiefer Blvd Connection Trail	Waegell Pkwy		Crossing	2		\$1,144,000
Ulcc Kiefer Blvd Connector Trail	The Arboretum Trail	Kiefer Blvd Trail	Path	2	2.09	\$5,505,500
Ulcc Kiefer Blvd Connector Trail Spur (North)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.05	\$121,000
Ulcc Kiefer Blvd Connector Trail Spur (South)	Ulcc Kiefer Blvd Connector Trail	Upper Laguna Creek Trail	Path	2	0.01	\$32,500
Ulcc Trail	Arboretum Pkwy		Crossing	2		\$1,243,000
UP Rail Spur	Folsom Blvd	Old Placerville Rd	Path	1	1.36	\$3,598,000
Upper Laguna Creek Connection	Folsom South Canal		Crossing	2		TBD
Upper Laguna Creek Connection	Sunrise Blvd		Crossing	2		\$1,738,000
Upper Laguna Creek Fsc Connection Trail	Sunrise Blvd	Upper Laguna Creek Trail	Path	2	0.14	\$371,500
Upper Laguna Creek Trail	Grant Line Rd		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Jackson Hwy		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Jackson Rd	Kiefer Blvd Trail	Path	1	5.24	\$14,928,840
Upper Laguna Creek Trail	Kiefer Blvd		Crossing	2		\$847,000
Upper Laguna Creek Trail	Rancho Cordova Pkwy		Crossing	2		\$1,100,000
Upper Laguna Creek Trail	Sunrise Blvd		Crossing	2		TBD
Viking Dr	Lincoln Village Dr	Explorer Dr	Bike Lane	2	0.39	\$32,600
W La Loma Dr	Capitales Dr	El Pavo Way	Bike Boulevard	2	0.41	\$1,440
West Trail	Douglas Rd	Aerojet Spur Trail	Path	1	3.50	\$9,974,340

Location	Start	End	Type	Priority	Mile	Est. Cost
West Trail	International Dr		Crossing	2		\$1,716,000
West Trail	White Rock Rd		Crossing	2		\$1,716,000
Westborough East Trail	Easton Valley Pkwy		Crossing	2		\$1,716,000
Westborough East Trail	Rancho Cordova Pkwy Trail (North)	Westborough Trail	Path	2	2.13	\$5,635,500
Westborough Trail	Americanos Blvd/Mercantile Dr		Crossing	2		\$539,000
Westborough Trail	Rc Pkwy		Crossing	2		TBD
Westborough Trail	Aerojet Spur Trail	City Limits	Path	1	1.56	\$4,120,000
White Rock Rd	S White Rock Rd	Capital Center Dr	Protected Bikeway	1	0.22	\$615,400
White Rock Rd	Zinfandel Dr	City Limits	Bike Lane	2	4.51	\$373,200
White Rock Rd Trail	West Trail	Park Loop Trail	Path	2	1.34	\$3,535,000
Whiterock Park Overcrossing	Hwy 50		Crossing	2		TBD
Woodberry Way	Croetto Way	Mills Park Dr	Bike Route	2	0.15	\$720
Yukon River Way	Ambassador Dr	Klamath River Dr	Bike Boulevard	2	0.10	\$240
Zinfandel Dr	Folsom Blvd	Alicante Way	Bike Lane	2	0.06	\$4,800
Zinfandel Dr	Gold Center Dr	White Rock Rd	Bike Lane	2	0.12	\$9,600
Zinfandel Dr	Length Of Turn Lane	Folsom Blvd	Study	2	0.04	\$15,000

Appendix E

COMMUNITY INPUT

This Appendix includes comments received from residents, community groups, and stakeholder agencies on the Public Draft of the Rancho Cordova Bicycle Master Plan. Comments were received at a public workshop, a meeting of the Bicycle Advocates of Rancho Cordova (BARC), on the Nextdoor neighborhood social media platform, or via email from residents or official groups.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	White Rock Road at Folsom South Canal	Improve the Folsom South Canal and White Rock Road connection
BARC Meeting		Make connections on both ends of Ambassador
BARC Meeting	White Rock Road and Data Drive	Improve bike detection at Data and White Rock Road
BARC Meeting	Trade Center Drive and Sunrise	Improve connectivity along Trade Center Dr and bike detection @ WB Trade Center and Sunrise
BARC Meeting	Capital Village	Capital Village driveway from WB to SB needs detection
BARC Meeting	Klamath River Dr	Do not want a bike boulevard along Klamath River - too narrow, too many side streets.
BARC Meeting	Klamath River Dr	Bike boulevard along Klamath River is an important bypass to the American River Parkway.
BARC Meeting		Desire for wayfinding signage
BARC Meeting		Improve bike parking
BARC Meeting		Construct a connection from the Stone Creek Trail to Mather Blvd
BARC Meeting		Douglas Rd widening
BARC Meeting		City has the best 4th of July
BARC Meeting		City has been very approachable in the past
BARC Meeting	Ambassador Dr	There is a bad connection at the east end of Ambassador Drive.
BARC Meeting	Ambassador Dr	The connection at the west end of Ambassador Drive does not function well for bikes, has poor jogs and bad sight lines.
BARC Meeting	El Cejo Circle at American River Parkway	The connection to the American River Parkway at El Cejo Circle (Levee Road) near Rod Beaudry is poor and needs improvement. Part of the connection is a gravel road.

Source	Topic or Location	Comment or Noted Priority
BARC Meeting	Folsom South Canal Trail	Is there a way to provide maintenance (weed control) along the Folsom South Canal Trail? There are mega goatheads (flat tires) and the problem gets even worse south of Jackson Highway. There was some unofficial conversation about just having the City go out and take care of it. Residents also volunteered to help out if equipment could be provided.
BARC Meeting	Coloma Rd from Trinity River Dr to Sunrise Blvd	The bike striping on Coloma Road between Trinity River Drive and Sunrise Boulevard is in bad shape. Please restripe.
BARC Meeting	Data Dr and White Rock Rd	Need bike detection at Data Drive and White Rock Road.
BARC Meeting	Trade Center Dr	Need better connectivity along Trade Center Drive. Missing about 200 feet of bike lane on west leg at Sunrise Boulevard. Also, there is no detection going WB at that intersection
BARC Meeting	Capital Village	There is no detection in the left turn pocket exiting Capital Village in front of Chilies going south on Zinfandel Drive.
BARC Meeting	Klamath River Dr	Klamath River Drive is not a good place for a bicycle boulevard.
Email	Costs	How is bicycle signage only \$3,700?
Email	Costs	How were cost estimates made?
Email	Design	I am excited to see all the new class 1 paths proposed in our area! The one we have now is great, it would just be nice to have more and to be able to connect to the rest of the system. The one improvement I would suggest is to make sure that drinking fountains are included throughout. I have used our path in Anatolia for running and would love if there were a drinking fountain at one of the ends of the path.
Email	Enforcement: American River Bike Trail	I support expanding and improving our infrastructure for cyclists. I think it's good for our residents and good for our environment. However, I hope the city will step up and increase enforcing laws among cyclists. The American River Parkway has been completely taken over by speeding cyclists. Many people no longer feel safe using the mixed use paths due to the speeding. That includes families and the elderly that no longer feel safe walking, and recreational bike riders like myself no longer feeling safe. The topic has come up multiple times in community boards. Existing speed limits on these trails needs to be enforced, and speeds limits through crowded areas should perhaps be reduced. In addition, many people now avoid the mixed use trails and try to stay on the turf walking trails for a safe way to still enjoy the American River Parkway, but now illegal offroad bike riders are taking over these paths as well. They are riding fast up and down hills with blind turns and have struck multiple people and dogs. This is unsafe and is now making it unsafe for people to walk on the turf trails. Everyone should have a right to use the American River Parkway, but a few bad apple cyclists are ruining it for everyone. Please see that laws are being enforced.
Email	Enforcement	I would like to see these bike routes to be pedestrian friendly as well. I've walked on a few trails only to be pushed and threatened off them by overeager cyclists!
Email	Network	Let's cut the bull and stop the crazy ideas about bicycle lanes in Rancho streets. You are cutting traffic lanes to minimum state width causing cars and trucks to "play chicken". I bicycle every day in Rancho and see no reason to clutter up the roads with bicycle lanes.

Source	Topic or Location	Comment or Noted Priority
Email	Network: White Rock at Folsom South Canal	I would suggest at minimum a crosswalk be installed where the Folsom south canal bikeway crosses White Rock Rd. Better would be a pedestrian crossing light similar to the one where the bike path crosses Sunrise. It can be very dangerous crossing White Rock during high traffic times. Thanks for helping to improve cycling in Rancho Cordova.
Email	Network	Why has the City not adopted Bicycle Parking plan?
Email	Network	Why no more than 3.6 miles of Class IV lanes in Master plan?
Email	Prioritization	Priority projects: - Rail spur from FSC to Folsom Blvd crossing Mercantile Drive - Work with other agencies to get connectivity - Access and connectivity is very important - Add more Class IV routes: Capital Center Drive, Bearhollow Drive, Prospect Park Drive - Rio Del Oro Trail "Spurs"? I do not understand why all under 1.5 miles?
Email	Signage	Wayfinding signage for bicyclists and not necessarily for vehicles
Email - BARC	Crossing: Sunrise Blvd between White Rock Rd and Jackson Hwy	BARC would like to see the master plan add several bicycle/pedestrian over/under crossings, across Sunrise Boulevard between White Rock Rd and Jackson Highway. (Due to the 6 lanes of travel, volume of traffic and the speed of the traffic, there is a constant danger for bicyclists and pedestrians trying to cross that stretch of road to be injured or killed.)
Email - BARC	Crossing	BARC also sees a strong need to improve the bridge crossings (Zinfandel Road, Sunrise Blvd) at Hwy 50. A bicycle/pedestrian crossing like the one added to the Watt Ave Bridge would be a good example of this.
Email - BARC	Network	BARC would like to see a safer bicycle circulation plan for shopping centers, businesses, or other venues as they are built or remodeled. (Example: Bicyclist would enter a parking lot from low volume street or come up behind the shopping center into the parking lot with clear signage and abundant bicycle parking in front of the businesses. (ROCK STAR PARKING) There would be separated bike lane or sharrows in the parking lot.)
Email - SABA	Appendix C: Standard Drawings	Many of these drawings are outdated and should be updated with information from the NACTO guide. For example, sheet C-17 shows 4 ft bike lanes along a 6 lane major arterial, a terrifying situation for most potential riders.
Email - SABA	Chapter 4 - Goals	In general, the Goals need to have performance measures and targets so the City and its citizens know where the bicycle program is headed and when it plans to get there.
Email - SABA	Chapter 4 - Network: Mather Field Rd and Paseo Dr at Folsom Blvd	The bike path from the south terminates at Folsom and then abandons riders in the traffic lane who want to continue north to connect with the bike boulevards.
Email - SABA	Chapter 4 - Programs	These 9 pages on possible Education, Enforcement, Encouragement, and Evaluation efforts simply present a long series of recommendations to "pursue," "consider," "support," and "partner with" but does not actually state anything the City plans to do in a concrete way. To which ones is the City actually committed?

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Chapter 5 Project Prioritization Strategy	The ATP Guidelines (Table E-1) require a BMP to "describe the methodology for project prioritization and a proposed timeline for implementation." This chapter, however, does not describe a methodology beyond input from the community and staff input. Table 5-2 provides cost estimates for a set of Priority 1 projects and a set of Priority 2 projects but describes no timeline. The project-type subtotals in Table 5-1 do not correspond to those shown in Table 5-2. I recommend that project priority be based on the goals of the BMP which should be 1) a connected network, 2) ridership, and 3) safety. The projects that best support achieving these goals should be highest priority.
Email - SABA	Costs	The cost figures for the single bike lane project (\$0) and the single bike boulevard project (\$240) seem suspect.
Email - SABA	Plan goals: Goal 1	This is an excellent goal but needs more substantive description of what "comprehensive" means in terms of the vision stated on page 1-1: "a bicycling network for both transportation and recreation where residents of all ages and abilities can choose to bicycle." For example, will it be a "low-stress network" so all ages and abilities can get to the attractors shown on Figure 2-2? Will it reach all neighborhoods?
Email - SABA	Plan goals: Goal 2	This is not really a goal but more an implementation action that would be better stated as "ensure new development extends the bicycle network to all neighborhoods and attractors"
Email - SABA	Plan goals: Goal 3	This is not really a goal but an implementation action that would help increase ridership
Email - SABA	Plan goals: Goal 4	Not a goal, but really an implementation action that would help increase safety (which should be a goal but is not yet). This implementation action should include "Increase awareness of motorist safety and responsibility through education and enforcement" also.
Email - SABA	Plan goals: Goal 5	Not a goal, but really an implementation action that would help accomplish increases in network connectivity, ridership, and safety.
Email - SABA	Plan goals: Goal 6	This could be an excellent goal (i.e. to increase ridership) but needs more work: What is the baseline from which the 40% increase is to happen? Is it truly for all trips or for commute trips as are described on page B-6? Why not state the goal as a desired mode share figure by 2020?
Email - SABA	Plan goals: Goal 7	This seems out of place in the Bicycle Master Plan and seems like it would be more appropriate in an economic development plan (to increase visitors to the city)
Email - SABA	Plan goals	The 2nd subject, "Collision Report", mandates "a goal for collision reduction, serious injury, and fatality reduction after implementation of the plan" and refers again to Appendix B, but that appendix shows historical crash and fatality data but no goal for reductions.
Email - SABA	Network	Figure 4-4 shows that the large area of the City east of Zinfandel and north from International Drive to Folsom Blvd (including City Hall) relies exclusively on Class II bike lanes along arterial type streets with very wide vehicle lanes inducing high speed traffic. Very few potential bike riders are comfortable riding in such situations (see Mekuria et al. 2012). The BMP should show some plans to provide comfortable bikeways in this area of a lot of attractors for bike riding, including employers (see Fig 2-2)
Email - SABA	Network	White Rock Rd connection to Mills Park Dr where riders coming north across the Hwy 50 bike overcrossing must rely on a piece of Class II bike lanes before they can connect to the Mills Park Dr bike boulevard

Source	Topic or Location	Comment or Noted Priority
Email - SABA	Network	Class III shared lanes on 6-lane Zinfandel Drive between Data Dr and White Rock Rd (where a huge landscape area along the road could provide space for protected bike lanes)
Email - SABA	Network	Sunrise Blvd northbound at Folsom where a proposed path ends before reaching Folsom Blvd and fails to connect to the Sunrise Corridor bikeway
Email - SABA	p1-4 and Appendix E	The paragraph on ATP Compliance refers to Appendix E. In Table E-1, the first subject, "Future Trip Estimates", mandates "estimated increase in number of bicycle trips . . . resulting from implementation of plan" and refers to Appendix B. However Appendix B has no estimate of predicted increases in bike trips (although it does show old mode share data from the ACS).
Email - SABA	Prioritization	Table 5-3 shows individual "Priority 1" projects by street segment, bikeway type, mileage, and cost but no map is provided to show where these projects are located and how they fit into the "comprehensive network" that is the main goal of the BMP. It is possible with careful inspection of Table 5-3 and Figure 4-4 to identify some of the projects by location. For example, the 7 protected bikeway projects look like excellent additions to the City's network.
Email - SABA	Prioritization	Bike path projects comprise 19 of the 28 "Priority 1" projects and seem to be mostly in the relatively undeveloped portion of the city east of Sunrise. These 19 projects are estimated to cost over \$76 million or 87% of the cost total for the Priority 1 projects. The BMP should provide substantial justification for spending such a high proportion of funding in undeveloped area where the projects may contribute little to ridership or safety in the near term.
Email - SMAQMD	Crossing: Hwy 50	The gap between bicycle connections across Highway 50 is a significant barrier to pedestrian and bicycle connectivity. Highway 50 in this area roughly parallels the Folsom Boulevard light rail corridor, and providing more frequent connections across Highway 50 would allow bicyclists on either side of the highway to more easily access light rail stations. It would support City General Plan policies to require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals.
Email - SMAQMD	Crossing: Hwy 50	We support leveraging existing infrastructure investments, such as the Rancho Cordova Parkway Interchange, to provide bicycle connections across Highway 50, in addition to other options for Highway 50 crossings. Other options for Highway 50 crossings include improvements to Zinfandel Drive, and the proposed grade separation on Highway 50 between Prospect Park Drive and Olson Drive depicted on Figure 4-4 of the draft plan. Both of these would connect Capital Village to light rail stations, enhancing the City's commendable smart growth efforts in Capital Village.
Email - SMAQMD	Crossing: Zinfandel Dr at Hwy 50	With proper improvements, the Zinfandel Drive crossing could be comfortable for bicyclists. The Watt Avenue Interchange provides a multi-modal path separate from motor vehicle lanes, and is a potential model for a Zinfandel Drive crossing. Further, the proposed grade separation on Highway 50, between Prospect Park Drive and Olson Drive, would facilitate a direct connection from Capital Village to the thriving Koreana Plaza market with nearby light rail.
Email - SMAQMD	General	Capital Village and the high intensity of employment and civic uses surrounding it are a vital Rancho Cordova community center. Direct bicycle connection to light rail is essential to Capital Village's general plan designation as a bicycle and pedestrian supportive town center. The Capital Village Special Planning Area Handbook says "Vehicle, bicycle, pedestrian, and transit connectivity are key planning principles used to form Capital Village."

Source	Topic or Location	Comment or Noted Priority
Email - SMAQMD	General	We believe that a direct connection from Capital Village to light rail could reduce local vehicle miles traveled (VMT). We urge the City to access Sacramento Area Council of Governments (SACOG) modeling capabilities to determine the full benefit of this connection in reducing VMT. District staff can assist in this effort. If it is demonstrated that this project can sufficiently reduce VMT, then District staff can work with City staff on air quality mitigation credit for including this connection as a priority project in the Bicycle Master Plan. This would also support compliance with Active Transportation Program (ATP) guidelines.
Email - SMAQMD	General	We evaluated the draft plan's improvement standards using the Sacramento Transportation and Air Quality Collaborative's Best Practices for Bicycle Master Planning and Design, and have comments as follows. First, we note that many of the bike lane widths are less than 5 feet, without curb and gutter area. High volume, high speed roadways are not safe for cyclists without proper precautions, and we recommend a minimum of 8 feet wide lanes with 2-foot wide painted buffers between traffic and bike lanes along roads with speeds of 45 miles per hour or more. We recommend a minimum of 5 feet for bike lane widths.
Email - SMAQMD	General	The improvement standards do not depict bicycle accommodations at intersections, so we cannot fully evaluate intersection accommodations. We recommend expanding the plan's description of intersection accommodations to demonstrate how they enhance safety, comfort, and convenience for bicyclists.
NextDoor	Education	Making etiquette and safety on the bike trail more widely known to users of the trail would be great! There are SO many pedestrians that incorrectly use the trail even with signs stating which side of the trail to walk on. We've had several near accidents because of inconsiderate and/or poorly informed pedestrians on the trail.
NextDoor	Education	The majority of bicyclist I see do not use the current bicycle lanes, instead ride on the sidewalks. They run stop signs. They don't have lights on the front and back of their bicycles.
NextDoor	Network	South Canal access from Kiefer would be AWESOME! Living in Kavala Ranch, riding to and from work can get a little dicey on Douglas/Sunrise.
NextDoor	Network	Anything to make a ride from S. Rancho to Folsom (work) safer would be appreciated - I see some feasible routes in the future!
NextDoor	Network: White Rock Rd at Folsom South Canal	I'd like to see a dedicated bike crossing on White Rock Rd at the Folsom South Canal bikeway. At present FSC bikeway cyclists must divert onto White Rock Rd east to Sunrise or west to Kilgore and then pick up the bikeway on the opposite side of White Rock. White Rock itself has no bike lane, forcing cyclists to either ride on the sidewalk or share traffic lanes with vehicles moving at 45 mph.
NextDoor	Network	I see no connection between Sunridge and present or future bike paths. As it is there is no way to get to bike path near excelsior and Douglas safely. There are a lot of families and individuals that would appreciate a safe connection to present and future routes.
NextDoor	Network	Pedestrians should always face traffic which means you should always walk and jog to your left!
Workshop	Bike Boulevard: Klamath River Dr	Remove parking on one side of street.
Workshop	Class I: Rail line at Folsom Blvd	Folsom South Canal - use rail line to make trail
Workshop	Class IV: Sun Center Dr	On-street parking under-utilized, recommends converting bike lanes to protected bikeways.

Source	Topic or Location	Comment or Noted Priority
Workshop	Class IV: White Rock east of Zinfandel	Currently proposed bike lanes, request for Class IV instead
Workshop	Class IV: Data Dr from International Dr to Capital Center Dr	Upgrade lanes to IV
Workshop	Crossing: Folsom South Canal near Prospect Park Dr	Add a crossing over 50.
Workshop	Crossing: I-50 Promenade	Request for an overcrossing rather than undercrossing.
Workshop	Crossing: I-50 Promenade	Add local car traffic? (No! Maybe Bus) IV
Workshop	Crossing: American River Bike Trail near Hoffman Golf Course	Need more ways across river like this
Workshop	Detection: Trade Center Dr at Citrus Rd	Signal doesn't detect bikes
Workshop	Development requirements	When building new shopping center or business have class I bike path come in from the back of the company with/by direct entrance from bike path
Workshop	Plan goals: Goal 1	Add or clarify: "comprehensive"- continuous, connected, low-stress?
Workshop	Plan goals: Goal 3	Clarify: "Adequate support facilities"- ?
Workshop	Plan goals: Goal 4	Add:... for drivers and bicyclists
Workshop	Plan goals: Goal 6	Yes! (supportive of goal)
Workshop	Sunrise Blvd at Trinity River Dr	Safer Crossing of Sunrise for school children and others
Workshop	Rod Beaudry Dr at Horn Rd/ Mills Station	Off set intersection. Request to better align or signalize as offset intersection.
Workshop	Rockingham Dr. at Old Placerville Rd	Multiple lanes maybe 2 stage? Left needs bike detour left turn lane. Hard to cross.
Workshop	Old Placerville Rd. at Rockingham Dr	Left turn lane needs bike detection
Workshop	Schriever Ave. at Old Placerville Rd	Hard to cross. SB left to Schriever.
Workshop	Lighting: Sunrise corridor bikeway at Hwy 50	Improve lighting in tunnel
Workshop	Maintenance	Bike lane sweeping, especially Zinfandel Dr.
Workshop	Folsom Boulevard from Rancho Cordova Parkway east to City limit Network	EB Bike lanes are narrow and have utility poles encroaching

Source	Topic or Location	Comment or Noted Priority
Workshop	Rod Beaudry Dr. at Folsom Blvd	Corner is tight for RVs
Workshop	Outside City: American River Bike Trail at Hazel Ave	Connect to ARBT (outside City limits)
Workshop	Outside City: Douglas Rd at Zinfandel Dr	Add shoulders or bike lanes. Speed enforcement needed!
Workshop	Programs: Education	Add: Bike light giveaway program for low-income or no income cyclists
Workshop	Programs: Education	Add: Bike theft prevention
Workshop	Programs: Enforcement	Add: Speed enforcement needed on Douglas Rd.
Workshop	Programs: Enforcement	Add: Enforcement for drivers...
Workshop	Programs: Enforcement	Add: Traffic diversion course for bicyclists
Workshop	Traffic Calming: Rod Beaudry Dr north of Folsom Blvd	Speed traffic hump and calming --> lights- ped and street



APPENDIX A-4

EXCERPT OF ADA TRANSITION PLAN, RANCHO CORDOVA (2005)

ITEM 12.3.

ATTACHMENT 1

City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Aramon Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
Don Juan Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
McGregor Dr	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
Sunrise Blvd	Folsom Blvd	Transit	1	2	1	G	8	Yes	06	\$50,080	\$11,840	\$6,080	\$8,200	\$76,200
Dawes St	Folsom Blvd	Commercial	1	2	1	G	8	Yes	06	\$50,080	\$11,840	\$6,080	\$1,750	\$69,750
Los Nogales Way	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
Mills Park Dr	Folsom Blvd	Commercial	2	2	1	G	8	Yes	06	\$50,080	\$11,840	\$3,040	\$1,750	\$66,710
Kilgore Rd	Folsom Blvd	Commercial	2	2	9	G	2	No	06	\$12,520		\$760	\$1,750	\$15,030
			19							\$513,320	\$88,800	\$50,920	\$63,970	\$717,010
FY 2008-2009														
Cranor Dr	Ambassador Dr	School	1	2	4	Z	4	No	08	\$25,040		\$3,040	\$6,150	\$34,230
Ambassador Dr	Lewitt Dr	School	1	2	4	Z	4	No	08	\$25,040		\$3,040	\$6,150	\$34,230
Ambassador Dr	Elmanto Dr	Commercial	1	2	2	Z	4	No	08	\$25,040		\$6,080	\$1,750	\$32,870
			3							\$75,120	\$0	\$12,160	\$14,050	\$101,330
FY 2009-2010														
Ambassador Dr	McGregor Dr	School	1	2	2	Z	6	No	09	\$37,560		\$4,560	\$6,150	\$48,270
Mather Field Rd	Croydon Way	Transit & Public Use	1	2	4	Z	4	No	09	\$25,040		\$3,040	\$12,300	\$40,380
			2							\$62,600	\$0	\$7,600	\$18,450	\$88,650
FY 2010-2011														
Blackpool Way	White Rock Rd	School	1	2	2	Z	6	No	10	\$37,560		\$4,560	\$6,150	\$48,270
Mills Park Dr	Woodberry Way	Public Use	1	2	4	Z	4	No	10	\$25,040		\$3,040	\$6,560	\$34,640
			2							\$62,600	\$0	\$7,600	\$12,710	\$82,910
FY 2011-2012														
Bradshaw Rd	Folsom Blvd	Transit & Public Use	1	2	1	CR	8	Yes	11	\$50,080	\$11,840	\$6,080	\$12,300	\$80,300
			1							\$50,080	\$11,840	\$6,080	\$12,300	\$80,300
FY 2012-2013														
Mills Station Rd	Dain Ct	Public Use	1	2	4	Z	4	No	12	\$25,040		\$3,040	\$6,560	\$34,640
Portsmouth Dr	Mills Station Rd	Public Use	1	2	4	Z	4	No	12	\$25,040		\$3,040	\$6,560	\$34,640
Portsmouth Dr	Birmingham Way	Public Use	1	2	4	Z	4	No	12	\$25,040		\$3,040	\$6,560	\$34,640
			3							\$75,120	\$0	\$9,120	\$19,680	\$103,920

ITEM 12.3.

ATTACHMENT 1

City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
FY 2013-2014														
Winchester Way	Portsmouth Dr	Public Use	1	2	4	Z	4	No	13	\$25,040		\$3,040	\$6,560	\$34,640
Ramsgate Way	Portsmouth Dr	Public Use	1	2	4	Z	4	No	13	\$25,040		\$3,040	\$6,560	\$34,640
Dawes St	El Cedro Ct	Public Use	1	2	4	Z	4	No	13	\$25,040		\$3,040	\$6,560	\$34,640
			3							\$75,120	\$0	\$9,120	\$19,680	\$103,920
FY 2014-2015														
Portsmouth Dr	Swansea Way	Commercial	1	2	2	Z	6	No	14	\$37,560		\$4,560	\$1,750	\$43,870
Aramon Dr	Ribier Way	Public Use	1	2	2	Z	6	No	14	\$37,560		\$4,560	\$6,560	\$48,680
			2							\$75,120	\$0	\$9,120	\$8,310	\$92,550
FY 2015-2016														
Mills Park Dr	Croetto Way	Public Use	1	2	2	Z	6	No	15	\$37,560		\$4,560	\$6,560	\$48,680
Dawes St	Los Palos Dr	Commercial	1	2	2	Z	6	No	15	\$37,560		\$4,560	\$1,750	\$43,870
			2							\$75,120	\$0	\$9,120	\$8,310	\$92,550
FY 2016-2017														
Dawes St	Dolecetto Dr	Public Use	1	2	4	Z	4	No	16	\$25,040		\$3,040	\$6,560	\$34,640
Brenda Way	Dawes St	Public Use	1	2	4	Z	4	No	16	\$25,040		\$3,040	\$6,560	\$34,640
Don Juan Dr	Le Ann Dr	School	1	2	4	Z	4	No	16	\$25,040		\$3,040	\$6,150	\$34,230
			3							\$75,120	\$0	\$9,120	\$19,270	\$103,510
FY 2017-2018														
Barbera Way	Chassella Way	School	1	2	2	Z	6	No	17	\$37,560		\$4,560	\$6,150	\$48,270
Rinda Dr	Chase Dr	School	1	2	2	Z	6	No	17	\$37,560		\$4,560	\$6,150	\$48,270
			2							\$75,120	\$0	\$9,120	\$12,300	\$96,540
FY 2018-2019														
Tronero Way	Malaga Way	Transit	1	2	4	Z	4	No	18	\$25,040		\$3,040	\$8,200	\$36,280
Chase Dr	Brenda Way	School	1	2	4	Z	4	No	18	\$25,040		\$3,040	\$6,150	\$34,230
Doyle Way	Chase Dr	School	1	2	4	Z	4	No	18	\$25,040		\$3,040	\$6,150	\$34,230
			3							\$75,120	\$0	\$9,120	\$20,500	\$104,740
FY 2019-2020														
Rinda Dr	Moraine Cir	Public Use	1	2	2	Z	6	No	19	\$37,560		\$4,560	\$6,560	\$48,680
Furmint Way	Malaga Way	Commercial	1	2	2	Z	6	No	19	\$37,560		\$4,560	\$1,750	\$43,870
			2							\$75,120	\$0	\$9,120	\$8,310	\$92,550

April 11, 2005

Page 128

ITEM 12.3.

ATTACHMENT 1

City of Rancho Cordova Draft ADA Transition Plan

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
FY 2020-2021														
Zinfandel Dr	Chassella Way	Public Use	1	2	4	Z	4	No	20	\$25,040		\$3,040	\$6,560	\$34,640
Daniel Way	Chase Dr	School	1	2	4	Z	4	No	20	\$25,040		\$3,040	\$6,150	\$34,230
Zinfandel Dr	Alicante Way	Public Use	1	2	4	Z	4	No	20	\$25,040		\$3,040	\$6,560	\$34,640
			3							\$75,120	\$0	\$9,120	\$19,270	\$103,510
FY 2021-2022														
Holmes Way	Chase Dr	Public Use	1	2	4	Z	4	No	21	\$25,040		\$3,040	\$6,560	\$34,640
Ribier Wy	Malaga Way	Public Use	1	2	2	Z	8	No	21	\$50,080		\$6,080	\$6,560	\$62,720
			2							\$75,120	\$0	\$9,120	\$13,120	\$97,360
FY 2022-2023														
Dawes St	Doyle Way	Public Use	1	2	4	Z	4	No	22	\$25,040		\$3,040	\$6,560	\$34,640
Augibi Way	Malaga Way	Public Use	1	2	4	Z	4	No	22	\$25,040		\$3,040	\$6,560	\$34,640
Mills Park Dr	Olson Dr	Public Use	1	2	4	Z	4	No	22	\$25,040		\$3,040	\$6,150	\$34,230
			3							\$75,120	\$0	\$9,120	\$19,270	\$103,510
FY 2023-2024														
Moraine Cir	Thores St	Public Use	1	2	4	Z	4	No	23	\$25,040		\$3,040	\$6,560	\$34,640
Mills Park Dr	Mills Tower Dr	School	1	2	4	Z	4	No	23	\$25,040		\$3,040	\$6,150	\$34,230
			2							\$50,080	\$0	\$6,080	\$12,710	\$68,870
FY 2024-2025														
Los Amigos Dr	Malaga Way	Transit	1	2	2	Z	6	No	24	\$37,560		\$4,560	\$8,200	\$50,320
El Segundo Dr	Malaga Way	Transit	1	2	2	Z	6	No	24	\$37,560		\$4,560	\$8,200	\$50,320
			2							\$75,120	\$0	\$9,120	\$16,400	\$100,640

ITEM 12.3.

ATTACHMENT 1

City of Rancho Cordova Draft ADA Transition Plan

Beyond 20-Year Discretionary Funding Program - Projects for Competitive Funding

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals*	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Trade Center Dr	Sun Center Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Gilbert Way	Malaga Way	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Benny Way	Malaga Way	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Mills Park Dr	Glenview Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Paseo Dr	Malaga Way	Transit	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$8,200	\$64,360
La Rue Way	Mills Tower Dr	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Mills Park Dr	Marcel Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Buena Plaza Cir	Mills Tower Dr	Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,560	\$34,640
Mills Acres Cir	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Mills Station Rd	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Joerger St	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Mills Tower Dr	White Rock Rd	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Portsmouth Dr	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Swansea Way	White Rock Rd	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Mather Field Rd	Mills Station Rd	Transit & Public Use	1	2	1	Z	8	Yes	25	\$50,080	\$11,840	\$6,080	\$12,300	\$80,300
Mather Field Rd	Rockingham Dr	Transit	1	2	1	Z	8	Yes	25	\$50,080	\$11,840	\$6,080	\$8,200	\$76,200
Femoyer St	Mather Blvd	Transit & Public Use	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$12,300	\$68,460
Femoyer St	Norden St	Transit & Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$12,300	\$40,380
Bleckely St	Macready St	Transit & Public Use	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$12,300	\$68,460
Forestlake Dr	Woodlawn Dr	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Maryvale Way	Ambassador Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Van Stralen Way	Forestlake Dr	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Carlos Way	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Lucia Ct	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Segovia Way	Benita Dr	School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$6,150	\$62,310
Forestlake Dr	Mcgregor Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Pinturo Way	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Sonata Dr	Benita Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Benita Dr	Mapola Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Zinfandel Dr	Hirschfeld Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Coloma Rd	Gaywood Dr	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Carlos Way	McGregor Dr	Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,560	\$34,640
McGregor Dr	Campana Way	Commercial	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$1,750	\$57,910

ITEM 12.3.

City of Rancho Cordova Draft ADA Transition Plan

ATTACHMENT 1

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals*	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Coloma Rd	Rossmoor Dr	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Benita Dr	Zinfandel Dr	Transit & School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$9,840	\$51,960
Ellison Dr	Georgetown Dr	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Sonata Dr	Zinfandel Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Rose Hill Ct	Georgetown Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Rugby Ct	Georgetown Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Warrenton Dr	Georgetown Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Zinfandel Dr	Queenwood Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Ambassador Dr	River Vista Way	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Georgetown Dr	Starrlyn Way	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
McGregor Dr	Zinfandel Dr	Transit & School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$9,840	\$66,000
Queenwood Dr	Gadsten Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Ambassador Dr	River Edge Way	Public Use	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,560	\$48,680
River Wood Way	River Edge Way	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Georgetown Dr	Woodcliff Way	Public Use	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,560	\$34,640
Cordova Ln	Zinfandel Dr	Transit & School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$9,840	\$51,960
Georgetown Dr	River Edge Way	School	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,150	\$48,270
Queenwood Dr	Glenhaven Way	Transit	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$8,200	\$36,280
Zinfandel Dr	Glenfaire Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Aramon Dr	Semillon Way	Public Use	1	2	2	Z	6	No	25	\$37,560		\$4,560	\$6,560	\$48,680
Cordova Ln	Dunbar Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Georgetown Dr	Woodbridge Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Aramon Dr	Milazzo Way	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Cordova Ln	Atwood Dr	Transit & School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$9,840	\$66,000
Georgetown Dr	Westwood Ct	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Cordova Ln	Ballantrae Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Italia Way	Zinfandel Dr	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Cordova Ln	Glenhaven Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Dolecetto Dr	Chardonay Dr	Commercial	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$1,750	\$29,830
Cordova Ln	Alandale Way	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Coloma Rd	Dattier Ct	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Catawba Way	Chassella Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Don Juan Dr	Pedro Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230
Cordova Ln	Le Ann Dr	Transit & School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$9,840	\$37,920
Dolecetto Dr	Chassella Way	School	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$6,150	\$34,230

April 11, 2005

Page 131

ITEM 12.3.

City of Rancho Cordova Draft ADA Transition Plan

ATTACHMENT 1

Street 1 (typically NS Street)	Street 2 (typically EW Street)	Land Use	Use	Condi- tion	Work Scope	Fund- ing	Crb Rmp	Aud. sig- nals*	FY	Curb Ramp Costs	Signal Costs	Cross- walk Costs	Sidewalk Costs	Total Costs
Octavia Way	Chase Dr	Park	1	2	4	Z	4	No	25	\$25,040		\$3,040	\$16,400	\$44,480
Pedro Way	Zinfandel Dr	School	1	2	2	Z	8	No	25	\$50,080		\$6,080	\$6,150	\$62,310
Kilgore Rd	White Rock Rd	Transit	1	2	1	Z	8	Yes	25	\$50,080	\$11,840	\$6,080	\$8,200	\$76,200
Evadna Dr	White Rock Rd	Public Use	1	2	2	Z	6	Yes	25	\$37,560	\$8,880	\$4,560	\$6,560	\$57,560
TUSKET RIVER DR	TRINITY RIVER DR	Transit & Public Use	1	2	8	Z	1	No	25	\$5,760			\$12,300	\$18,060
SABLE RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
OBERUN RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
TEXAS RIVER CT	TRINITY RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
TRINITY RIVER DR	KLAMATH RIVER DR	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
VEHICLE DR	COLOMA RD	Transit	1	2	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
COLOMA RD	TRUCKEE RIVER DR	Transit	1	1	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
GOLLER CT	HIRSCHFELD WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
HIRSCHFELD WAY	HIRSCHFELD WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
HIRSCHFELD WAY	BERRYWOOD DR	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
QUEENWOOD DR	ALANDALE WAY	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
MARCILEE WAY	SCOTSMAN WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
SUN CENTER DR	SUNRISE BLVD	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
GOLD TAILINGS CT	SUN CENTER DR	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
KILGORE RD	SUN CENTER DR	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
SUN CENTER DR	PROSPECT PARK DR	Transit	1	1	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
OLSON DR	PLATINUM CT	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
OLSON DR	GWENDOLYN WAY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
GOLD CAMP DR	COBBLEROCK DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
GOLD CAMP DR	PROSPECT PARK DR	Transit	1	1	8	Z	1	No	25	\$5,760			\$8,200	\$13,960
ZINFANDEL DR	HWY 50	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
GOLD CENTER DR	PROSPECT PARK DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
WHITE ROCK RD	GOLD VALLEY DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
W LA LOMA DR	RIVER MIST WAY	School	1	2	8	Z	1	No	25	\$5,760			\$6,150	\$11,910
ROD BEAUDRY DR	STIRLING PARK DR	Public Use	1	1	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
CROYDON WAY	MILLS STATION RD	Transit & Public Use	1	1	8	Z	1	No	25	\$5,760			\$12,300	\$18,060
ROUTIER RD	HORN RD	Public Use	1	2	8	Z	1	No	25	\$5,760			\$6,560	\$12,320
OLD WINERY PL	HORN RD	Commercial	2	2	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
OLD PLACERVILLE RD	SYSTEMS PKWY	Commercial	2	1	8	Z	1	No	25	\$5,760			\$1,750	\$7,510
			101									\$2,370,560 \$44,400 \$267,520 \$687,390 \$3,369,870		



APPENDIX B

INTERSECTION NETWORK SCREENING RESULTS

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Signalized Intersections																								
COLOMA RD & SUNRISE BLVD	COLOMA RD	SUNRISE BLVD	1275	123	0.27	598	0	3	2	35	83	14	20	72	2	9	0	1	1	0	66	10	35	11
SUNRISE BLVD & ZINFANDEL DR	SUNRISE BLVD	ZINFANDEL DR	1255	112	0.22	275	0	1	3	30	78	21	24	58	2	4	1	1	0	0	54	4	21	11
OLSON DR & ZINFANDEL DR	OLSON DR	ZINFANDEL DR	795	96	0.59	105	0	0	4	30	62	37	17	28	4	1	1	0	4	4	22	3	19	7
FOLSOM BLVD & SUNRISE BLVD	FOLSOM BLVD	SUNRISE BLVD	1250	89	0.16	446	0	2	5	19	63	21	21	37	4	3	0	0	1	0	29	4	19	7
FOLSOM BLVD & PASEO DR	FOLSOM BLVD	PASEO DR	365	75	0.63	952	1	4	8	19	43	4	11	37	3	6	0	0	5	8	25	7	26	5
COLOMA RD & FOLSOM BLVD	COLOMA RD	FOLSOM BLVD	465	67	0.44	240	0	1	3	20	43	9	8	16	0	15	1	0	2	13	21	2	18	11
WHITE ROCK RD & ZINFANDEL DR	WHITE ROCK RD	ZINFANDEL DR	826	62	0.27	70	0	0	2	11	49	18	23	18	1	1	0	0	1	0	16	1	14	7
FOLSOM BLVD & ZINFANDEL DR	FOLSOM BLVD	ZINFANDEL DR	782	59	0.33	220	0	1	1	12	45	9	14	22	0	8	0	1	1	0	19	4	14	8
MATHER FIELD RD & ROCKINGHAM DR	MATHER FIELD RD	ROCKINGHAM DR	457	56	0.11	227	0	1	3	22	30	21	8	19	2	3	0	0	2	1	17	3	12	7
SUNRISE BLVD & WHITE ROCK RD	SUNRISE BLVD	WHITE ROCK RD	1350	49	-0.07	108	0	0	7	9	33	19	7	15	2	4	0	0	0	0	11	2	9	2
SUNRISE BLVD & GOLD COUNTRY BLVD	SUNRISE BLVD	GOLD COUNTRY BLVD	1767	49	-0.18	221	0	1	2	11	35	1	9	32	1	3	1	0	1	0	29	3	13	7
FOLSOM BLVD & MILLS PARK DR	FOLSOM BLVD	MILLS PARK DR	614	46	0.40	213	0	1	2	16	27	10	6	17	1	6	0	1	1	4	17	1	15	8
CORDOVA LN & OLSON DR	CORDOVA LN	OLSON DR	917	46	0.46	217	1	0	2	12	31	14	10	13	2	2	0	0	3	0	13	2	10	2
SUNRISE BLVD & TRINITY RIVER DR	SUNRISE BLVD	TRINITY RIVER DR	1318	45	-0.18	54	0	0	3	20	22	3	7	33	0	0	0	0	0	0	30	2	12	5
AIRPORT BLVD & SISTER CITIES BLVD / OYSTER POINT BLVD	BRADSHAW RD	LINCOLN VILLAGE DR	4	42	-0.10	66	0	0	4	15	23	9	10	19	1	3	0	0	0	1	15	0	10	7
FOLSOM BLVD & ROUTIER RD	FOLSOM BLVD	ROUTIER RD	208	42	0.52	244	0	1	5	10	26	14	4	13	4	4	0	0	1	1	10	5	7	8
DOUGLAS RD & SUNRISE BLVD	DOUGLAS RD	SUNRISE BLVD	1392	41	0.26	50	0	0	2	10	29	11	7	14	3	4	0	1	0	0	12	3	10	5
GOLD CENTER DR & ZINFANDEL DR NB US 50 EB ON	GOLD CENTER DR	ZINFANDEL DR NB US 50 EB ON	815	38	-0.27	216	0	1	3	15	19	18	8	9	1	0	0	0	1	0	10	2	10	10
INTERNATIONAL DR & SUNRISE BLVD	INTERNATIONAL DR	SUNRISE BLVD	1354	34	-0.05	402	0	2	5	8	19	11	9	6	1	7	0	0	0	0	8	0	4	5
COLOMA RD & MCGREGOR DR	COLOMA RD	MCGREGOR DR	733	33	0.60	63	0	0	4	9	20	12	3	10	2	4	0	0	2	0	10	2	13	8
COLOMA RD & TRINITY RIVER DR	COLOMA RD	TRINITY RIVER DR	1217	33	0.19	35	0	0	1	8	24	11	2	16	2	2	0	0	0	0	10	3	9	6
BRADSHAW RD & OLD PLACERVILLE RD	BRADSHAW RD	OLD PLACERVILLE RD	6	31	-0.05	31	0	0	1	10	20	10	3	9	2	2	0	1	3	1	9	0	5	5
SUNRISE BLVD & TRADE CENTER DR	SUNRISE BLVD	TRADE CENTER DR	1294	30	-0.22	351	0	2	0	6	22	8	9	11	0	1	0	0	1	0	10	0	3	4
SUNRISE BLVD & US 50 EB SUNRISE BLVD OFF	SUNRISE BLVD	US 50 EB SUNRISE BLVD OFF	1229	29	-0.29	21	0	0	0	8	21	6	7	14	0	1	0	1	0	0	17	1	10	7
MATHER FIELD RD & MILLS STATION RD	MATHER FIELD RD	MILLS STATION RD	364	27	-0.16	193	0	1	1	7	18	10	4	7	3	0	0	2	0	0	5	1	8	5
FOLSOM BLVD & KILGORE RD	FOLSOM BLVD	KILGORE RD	1140	25	0.30	345	0	2	0	7	16	5	2	11	2	5	0	0	0	0	10	5	3	2
SUNRISE BLVD & US 50 WB SUNRISE BLVD OFF	SUNRISE BLVD	US 50 WB SUNRISE BLVD OFF	1226	24	-0.33	192	0	1	1	5	17	8	3	13	0	0	0	0	0	0	9	1	3	3
S AIRPORT BLVD & US 101 RAMPS	DAWES ST	FOLSOM BLVD	404	23	-0.12	55	0	0	4	7	12	4	2	9	0	3	0	0	1	3	8	1	8	3
COLOMA RD & VEHICLE DR	COLOMA RD	VEHICLE DR	1170	23	-0.01	221	0	1	4	4	14	5	4	10	1	2	0	0	0	0	11	3	4	2
KILGORE RD & WHITE ROCK RD	KILGORE RD	WHITE ROCK RD	1230	23	-0.02	27	0	0	1	6	16	10	3	4	1	1	0	3	0	0	2	1	1	5
FOLSOM BLVD & NIMBUS RD	FOLSOM BLVD	NIMBUS RD	1653	23	0.65	25	0	0	1	8	14	12	6	1	1	2	1	0	0	0	3	0	4	1
HERODIAN DR & SUNRISE BLVD	HERODIAN DR	SUNRISE BLVD	1393	22	0.05	32	0	0	2	9	11	9	4	8	1	0	0	0	0	0	5	0	2	5
INTERNATIONAL DR & ZINFANDEL DR	INTERNATIONAL DR	ZINFANDEL DR	876	21	-0.14	31	0	0	2	9	10	8	5	2	3	1	0	0	0	2	0	2	6	0
SUN CENTER DR & SUNRISE GOLD CIR	SUN CENTER DR	SUNRISE GOLD CIR	1345	20	-0.28	44	0	0	3	5	12	8	3	6	1	1	0	0	0	0	5	0	6	8
MATHER FIELD RD & US 50 EB MATHER FIELD RD OFF	MATHER FIELD RD	US 50 EB MATHER FIELD RD OFF	414	19	-0.36	32	0	0	2	6	11	6	1	10	0	2	0	0	0	0	10	1	6	2
US 50 WB ZINFANDEL DR OFF & ZINFANDEL DR	US 50 WB ZINFANDEL DR OFF	ZINFANDEL DR	803	19	-0.36	32	0	0	2	6	11	11	0	7	0	0	0	0	0	1	6	0	2	2

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtuned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
DATA DR & ZINFANDEL DR	DATA DR	ZINFANDEL DR	841	19	-0.02	24	0	0	1	5	13	6	1	11	0	1	0	0	0	0	10	0	2	3
FOLSOM BLVD & MERCANTILE DR	FOLSOM BLVD	MERCANTILE DR	1380	19	0.00	45	0	0	3	3	13	2	1	8	1	4	0	2	0	0	6	4	7	2
COLOMA RD & MALAGA WAY	COLOMA RD	MALAGA WAY	456	18	-0.15	22	0	0	1	6	11	7	2	4	1	4	0	0	0	0	5	2	6	4
INTERNATIONAL DR & MATHER FIELD RD	INTERNATIONAL DR	MATHER FIELD RD	505	18	-0.20	197	1	0	2	4	11	5	3	3	0	4	0	0	1	1	4	3	7	2
MICRON AVE & BRADSHAW RD	MICRON AVE	BRADSHAW RD	1788	17	-0.39	9	0	0	0	8	9	1	4	10	0	1	0	0	0	0	9	0	2	2
BRADSHAW RD & US 50 WB BRADSHAW RD OFF	BRADSHAW RD	US 50 WB BRADSHAW RD OFF	3	16	-0.36	19	0	0	1	7	8	9	1	4	1	0	0	0	0	0	4	0	4	6
COLOMA RD & TRUCKEE RIVER DR & BRIDLEWOOD DR	COLOMA RD	TRUCKEE RIVER DR & BRIDLEWOOD DR	1035	16	-0.11	41	0	0	3	4	9	3	3	7	0	1	0	0	0	0	4	2	3	1
FITZGERALD RD & SUNRISE BLVD	FITZGERALD RD	SUNRISE BLVD	1366	16	-0.27	194	1	0	2	5	8	5	1	9	0	0	0	1	0	0	6	0	3	0
BRADSHAW RD & FOLSOM BLVD	BRADSHAW RD	FOLSOM BLVD	0	15	-0.25	175	0	1	0	4	10	2	3	8	0	1	0	1	0	0	5	3	7	1
DATA DR & WHITE ROCK RD	DATA DR	WHITE ROCK RD	904	15	-0.22	9	0	0	0	6	9	8	1	5	0	1	0	0	0	0	4	2	2	3
JACKSON RD & SUNRISE BLVD	JACKSON RD	SUNRISE BLVD	1401	15	0.22	14	0	0	0	1	14	3	1	4	1	4	1	0	0	0	5	0	1	6
ARAMON DR & FOLSOM BLVD	ARAMON DR	FOLSOM BLVD	663	14	-0.23	337	0	2	0	4	8	4	2	5	1	0	0	0	0	2	3	0	2	0
FOLSOM BLVD & MCGREGOR DR	FOLSOM BLVD	MCGREGOR DR	1021	13	-0.26	11	0	0	0	2	11	1	1	8	0	3	0	0	0	0	7	1	3	1
SUNRISE BLVD & SUNRISE PARK DR	SUNRISE BLVD	SUNRISE PARK DR	1348	13	-0.36	29	0	0	2	3	8	4	1	5	2	0	0	0	0	0	5	1	3	2
BENITA DR & COLOMA RD	BENITA DR	COLOMA RD	868	12	-0.13	18	0	0	1	4	7	4	1	5	1	0	0	0	0	0	7	0	3	2
MECHANICAL DR & SUNRISE BLVD	MECHANICAL DR	SUNRISE BLVD	1381	12	-0.35	9	0	0	0	3	9	3	3	5	0	1	0	0	0	0	4	0	0	0
FOLSOM BLVD & HORN RD	FOLSOM BLVD	HORN RD	41	11	-0.30	171	1	0	0	4	6	2	1	4	0	2	0	0	1	0	5	2	3	0
MATHER FIELD RD & US 50 WB MATHER FIELD RD OFF	MATHER FIELD RD	US 50 WB MATHER FIELD RD OFF	382	11	-0.43	55	0	0	5	4	2	5	0	4	0	0	0	0	0	2	4	0	1	1
KIEFER BLVD & SUNRISE BLVD	KIEFER BLVD	SUNRISE BLVD	1397	11	-0.32	37	0	0	3	3	5	3	1	3	0	2	1	1	0	0	3	0	2	1
GRANT LINE RD & JACKSON RD	GRANT LINE RD	JACKSON RD	1629	10	0.63	37	0	0	3	2	5	2	0	6	1	0	0	0	0	0	7	0	4	1
FOLSOM BLVD & ROD BEAUDRY DR	FOLSOM BLVD	ROD BEAUDRY DR	128	9	-0.33	5	0	0	0	4	5	2	3	3	0	0	0	0	1	0	3	0	3	0
FOLSOM BLVD & LA LOMA DR	FOLSOM BLVD	LA LOMA DR	313	9	-0.35	5	0	0	0	4	5	1	1	7	0	0	0	0	0	0	7	0	0	0
FOLSOM BLVD & VILLAGE LN	FOLSOM BLVD	VILLAGE LN	723	9	-0.38	170	0	1	0	3	5	2	0	6	0	0	0	0	1	0	5	0	1	0
FOLSOM BLVD & MARKETPLACE LN	FOLSOM BLVD	MARKETPLACE LN	1553	9	-0.30	172	0	1	0	1	7	1	0	3	0	4	0	0	1	0	3	0	2	0
OLD PLACERVILLE RD & ROUTIER RD	OLD PLACERVILLE RD	ROUTIER RD	243	8	-0.36	16	0	0	1	2	5	1	1	3	0	2	1	0	0	0	2	2	2	1
DATA DR & INTERNATIONAL DR	DATA DR	INTERNATIONAL DR	643	8	-0.38	5	0	0	0	3	5	2	2	2	1	0	1	0	0	0	2	1	1	2
INTERNATIONAL DR & KILGORE RD	INTERNATIONAL DR	KILGORE RD	1235	8	-0.30	5	0	0	0	3	5	2	1	4	0	1	0	0	0	0	4	0	2	0
LINCOLN VILLAGE DR & SYSTEMS PKWY & ROUTIER RD	LINCOLN VILLAGE DR & SYSTEMS PKWY	ROUTIER RD	228	6	-0.31	4	0	0	0	2	4	4	0	1	0	0	0	0	0	0	0	1	2	0
COLOMA RD & CORDOVA LN	COLOMA RD	CORDOVA LN	665	6	-0.45	6	0	0	0	0	6	0	2	3	0	1	0	0	0	0	4	0	0	1
DON JUAN DR & FOLSOM BLVD	DON JUAN DR	FOLSOM BLVD	871	6	-0.42	35	0	0	3	0	3	2	2	0	0	1	0	1	0	0	0	1	2	0
BEAR HOLLOW DR & ZINFANDEL DR	BEAR HOLLOW DR	ZINFANDEL DR	945	6	-0.37	4	0	0	0	2	4	1	1	1	0	2	0	0	0	0	1	0	0	0
CHRYSANTHY BLVD & SUNRISE BLVD	CHRYSANTHY BLVD	SUNRISE BLVD	1394	6	-0.44	168	0	1	0	2	3	3	1	0	1	1	0	0	0	0	0	0	4	1
HAZEL AVE & US 50 EB HAZEL AVE OFF	HAZEL AVE	US 50 EB HAZEL AVE OFF	1652	6	-0.45	4	0	0	0	2	4	4	0	1	0	0	0	0	0	0	1	0	1	0
CAPITAL VILLAGE LN & ZINFANDEL DR	CAPITAL VILLAGE LN	ZINFANDEL DR	855	5	-0.46	4	0	0	0	1	4	0	0	3	1	0	1	0	0	0	3	0	2	1
BOSPHORUS DR & SUNRISE BLVD	BOSPHORUS DR	SUNRISE BLVD	1395	5	-0.46	12	0	0	1	3	1	2	3	0	0	0	0	0	0	0	0	0	1	0
OLD PLACERVILLE RD & SYSTEMS PKWY	OLD PLACERVILLE RD	SYSTEMS PKWY	360	4	-0.50	2	0	0	0	2	2	2	0	1	0	1	0	0	0	0	0	1	1	1
DATA DR & DISK DR	DATA DR	DISK DR	893	3	-0.46	13	0	0	1	0	2	0	1	0	0	2	0	0	0	0	1	1	3	1
BRIDGEWAY DR & INTERNATIONAL DR	BRIDGEWAY DR	INTERNATIONAL DR	960	3	-0.53	166	0	1	0	1	1	1	0	1	0	1	0	0	0	0	1	1	1	0

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtuned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
SPOTO DR & ZINFANDEL DR	SPOTO DR	ZINFANDEL DR	1089	3	-0.53	1	0	0	0	2	1	0	0	1	0	2	0	0	0	0	1	0	0	0
PROSPECT PARK DR & WHITE ROCK RD	PROSPECT PARK DR	WHITE ROCK RD	1142	3	-0.53	3	0	0	0	0	3	1	0	1	1	0	0	0	0	0	1	0	0	0
INTERNATIONAL DR & PROSPECT PARK DR	INTERNATIONAL DR	PROSPECT PARK DR	1149	3	-0.53	12	0	0	1	1	1	0	1	0	0	1	0	0	0	0	1	1	2	0
KILGORE RD & TRADE CENTER DR	KILGORE RD	TRADE CENTER DR	1171	3	-0.53	13	0	0	1	0	2	0	0	1	1	1	0	0	0	0	1	0	0	1
FOLSOM BLVD & CORDOVA TOWN CENTER STATION	FOLSOM BLVD	CORDOVA TOWN CENTER STATION	1935	3	-0.52	3	0	0	0	0	3	0	0	2	0	0	0	0	0	0	3	0	0	0
Unsignalized Intersections																								
OLD PLACERVILLE RD & ROCKINGHAM DR	OLD PLACERVILLE RD	ROCKINGHAM DR	415	25	0.05	28	0	0	1	7	17	3	10	6	0	4	0	1	0	1	2	1	5	3
SUNRISE BLVD & US 50 EB	SUNRISE BLVD	US 50 EB	1225	25	0.05	186	0	1	0	3	21	4	8	13	0	0	0	0	0	0	13	0	3	7
COLOMA RD & EL MANTO DR	COLOMA RD	EL MANTO DR	875	24	0.55	347	1	1	0	4	18	4	2	11	1	3	0	1	2	0	10	4	6	3
CHASE DR & COLOMA RD	CHASE DR	COLOMA RD	438	22	0.35	361	0	2	2	8	10	3	3	3	3	7	1	0	1	0	7	1	8	3
GRANT LINE RD & RAYMER WAY	GRANT LINE RD	RAYMER WAY	1765	22	1.26	193	0	1	1	2	18	2	1	1	0	14	1	1	0	0	15	0	11	14
MCGREGOR DR & ZINFANDEL DR	MCGREGOR DR	ZINFANDEL DR	859	20	0.33	187	0	1	1	6	12	14	1	1	1	0	0	1	1	1	2	0	8	2
BRADSHAW RD & BUSINESS PARK DR	BRADSHAW RD	BUSINESS PARK DR	2	18	-0.05	14	0	0	0	4	14	3	4	6	2	1	1	0	0	0	6	0	3	2
MILLS STATION RD & ROUTIER RD	MILLS STATION RD	ROUTIER RD	217	18	0.44	30	0	0	2	7	9	8	0	1	1	5	0	0	1	2	4	0	8	6
COLOMA RD & DOLECETTO DR	COLOMA RD	DOLECETTO DR	441	15	0.21	182	0	1	1	6	7	8	2	1	0	1	0	0	2	1	0	2	3	1
DAWES ST & MALAGA WAY	DAWES ST	MALAGA WAY	388	14	0.55	21	0	0	1	3	10	4	2	1	0	1	0	0	0	2	1	1	4	1
ZINFANDEL DR & ZINFANDEL DR SB US 50 EB ON	ZINFANDEL DR	ZINFANDEL DR SB US 50 EB ON	807	14	-0.05	28	0	0	2	5	7	10	0	3	0	1	0	0	0	0	4	1	4	1
BRADSHAW MHP & BRADSHAW RD	BRADSHAW MHP	BRADSHAW RD	5	13	-0.10	24	0	0	2	7	3	3	4	6	0	0	0	0	0	0	4	0	3	2
CROYDON WAY & MATHER FIELD RD	CROYDON WAY	MATHER FIELD RD	363	13	-0.09	7	0	0	0	6	7	0	0	7	0	1	0	0	0	4	6	1	5	3
ZINFANDEL DR & ZINFANDEL DR NB US 50 WB ON	ZINFANDEL DR	ZINFANDEL DR NB US 50 WB ON	806	13	-0.05	11	0	0	0	2	11	4	2	6	0	0	0	0	1	0	6	0	2	1
REFINEMENT RD & SUNRISE BLVD	REFINEMENT RD	SUNRISE BLVD	1384	13	-0.02	181	0	1	1	5	6	2	5	3	1	2	0	0	0	0	4	1	2	1
ROCKINGHAM DR & ROUTIER RD	ROCKINGHAM DR	ROUTIER RD	221	12	0.14	194	0	1	2	1	8	2	1	4	0	1	1	1	2	0	6	0	3	3
CHARDONAY DR & COLOMA RD	CHARDONAY DR	COLOMA RD	531	12	0.06	21	0	0	1	1	10	4	1	3	0	3	0	0	0	1	3	0	5	1
EL MERCADO DR & MATHER FIELD RD	EL MERCADO DR	MATHER FIELD RD	472	11	-0.10	182	1	0	1	2	7	1	4	1	0	2	0	0	1	2	1	0	3	0
COLOMA RD & WOODLAWN DR	COLOMA RD	WOODLAWN DR	816	11	-0.05	26	0	0	2	4	5	4	1	1	1	3	0	0	1	0	1	0	5	2
VEHICLE DR & ZINFANDEL DR	VEHICLE DR	ZINFANDEL DR	1206	11	-0.03	26	0	0	2	4	5	4	0	2	2	0	0	0	1	0	1	0	3	1
CITRUS RD & SUNRISE BLVD	CITRUS RD	SUNRISE BLVD	1333	11	-0.12	28	0	0	2	2	7	3	4	0	2	2	0	0	0	0	1	0	1	0
BRAVADO DR & FOLSOM BLVD	BRAVADO DR	FOLSOM BLVD	266	10	0.03	26	0	0	2	3	5	0	1	6	2	1	0	0	0	0	5	3	3	0
MATHER FIELD RD & MATHER FIELD RD NB US 50 WB ON	MATHER FIELD RD	MATHER FIELD RD NB US 50 WB ON	397	10	-0.07	8	0	0	0	2	8	0	2	6	0	1	0	0	0	1	5	0	2	1
DOUGLAS RD & TIMBERLAND DR	DOUGLAS RD	TIMBERLAND DR	1643	10	-0.57	7	0	0	0	3	7	3	0	3	0	4	0	0	0	0	4	1	5	1
DATA DR & RESERVE DR	DATA DR	RESERVE DR	636	9	0.42	6	0	0	0	3	6	5	0	2	1	1	0	0	0	0	0	2	3	1
CAPITAL CENTER DR & WHITE ROCK RD	CAPITAL CENTER DR	WHITE ROCK RD	652	9	0.00	16	0	0	1	3	5	2	0	4	2	1	0	0	0	0	3	0	2	2
ZINFANDEL DR & ZINFANDEL DR SB US 50 WB ON	ZINFANDEL DR	ZINFANDEL DR SB US 50 WB ON	798	9	-0.07	7	0	0	0	2	7	1	2	5	0	0	1	0	0	0	4	0	1	0
OLSON DR & PROGRESS CT	OLSON DR	PROGRESS CT	937	9	-0.02	9	0	0	0	0	9	2	1	2	0	3	0	0	1	0	3	0	1	1
FOLSOM BLVD & POINT EAST DR	FOLSOM BLVD	POINT EAST DR	1293	9	0.00	334	0	2	0	2	5	2	2	2	1	1	0	0	1	0	2	1	3	1
SUNRISE BLVD & SUNRISE GOLD CIR	SUNRISE BLVD	SUNRISE GOLD CIR	1342	9	-0.13	172	0	1	0	1	7	1	2	4	0	2	0	0	0	0	4	1	3	0
FITZGERALD RD & WHITE ROCK RD	FITZGERALD RD	WHITE ROCK RD	1367	9	-0.20	6	0	0	0	3	6	5	3	1	0	0	0	0	0	0	1	0	0	1

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	<i>Fatal</i>	<i>Serious Injury</i>	<i>Other Visible Injury</i>	<i>Complaint of Pain</i>	<i>Property Damage Only</i>	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtuned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
CROYDON WAY & MATHER FIELD RD	CROYDON WAY	MATHER FIELD RD	362	8	-0.15	4	0	0	0	4	4	2	0	3	0	3	0	0	0	0	3	0	3	1
MATHER FIELD RD & MATHER FIELD RD SB US 50 EB ON	MATHER FIELD RD	MATHER FIELD RD SB US 50 EB ON	401	8	-0.08	17	0	0	1	1	6	2	1	2	0	2	0	0	0	1	1	0	0	0
CAPITAL CENTER DR & DATA DR	CAPITAL CENTER DR	DATA DR	705	8	0.09	25	0	0	2	2	4	3	1	3	0	0	0	0	0	1	3	0	2	0
KILGORE RD & SUN CENTER DR	KILGORE RD	SUN CENTER DR	1219	8	-0.14	167	0	1	0	5	2	7	0	0	0	0	0	0	0	0	0	0	1	2
EXPLORER DR & LINCOLN VILLAGE DR	EXPLORER DR	LINCOLN VILLAGE DR	45	7	0.00	25	0	0	2	1	4	5	0	2	0	0	0	0	0	0	1	1	2	3
MILLS STATION RD & PORTSMOUTH DR	MILLS STATION RD	PORTSMOUTH DR	402	7	0.04	3	0	0	0	4	3	1	2	0	0	1	0	0	3	0	1	1	3	0
COLOMA RD & NEWTON WAY	COLOMA RD	NEWTON WAY	439	7	-0.08	16	0	0	1	1	5	1	2	1	0	3	0	0	0	0	5	0	3	3
COLOMA RD & GEORGETOWN DR	COLOMA RD	GEORGETOWN DR	545	7	-0.10	15	0	0	1	2	4	2	0	3	0	1	0	0	0	1	3	1	1	0
LAURELHURST DR & S WHITE ROCK RD	LAURELHURST DR	S WHITE ROCK RD	558	7	-0.18	170	0	1	0	1	5	1	5	0	1	0	0	0	0	0	2	0	1	0
MILLS PARK DR & WHITE ROCK RD	MILLS PARK DR	WHITE ROCK RD	618	7	3.37	17	0	0	1	0	6	2	0	1	0	4	0	0	0	0	3	2	3	1
MILLS PARK DR & MILLS TOWER DR	MILLS PARK DR	MILLS TOWER DR	629	7	1.06	17	0	0	1	0	6	0	1	4	1	1	0	0	0	0	1	1	2	0
COLOMA RD & ROSSMOOR DR	COLOMA RD	ROSSMOOR DR	700	7	-0.12	1	0	0	0	6	1	2	0	2	3	0	0	0	0	0	2	0	1	0
QUALITY DR & WHITE ROCK RD	QUALITY DR	WHITE ROCK RD	759	7	-0.05	167	1	0	0	4	2	1	0	0	2	3	0	0	1	0	1	0	3	1
FOLSOM BLVD & MINE SHAFT LN	FOLSOM BLVD	MINE SHAFT LN	1436	7	-0.07	24	0	0	2	2	3	0	0	0	0	7	0	0	0	0	1	0	2	0
DRACO DR & LINCOLN VILLAGE DR	DRACO DR	LINCOLN VILLAGE DR	24	6	0.23	4	0	0	0	2	4	4	0	0	1	0	0	0	1	0	0	0	1	0
CAPITALES DR & W LA LOMA DR	CAPITALES DR	W LA LOMA DR	154	6	0.39	4	0	0	0	2	4	5	0	1	0	0	0	0	0	0	1	1	2	0
TERRA LOMA DR & W LA LOMA DR	TERRA LOMA DR	W LA LOMA DR	175	6	0.23	15	0	0	1	1	4	0	2	1	0	2	0	0	1	0	0	1	2	0
CAPITALES DR & MALAGA WAY	CAPITALES DR	MALAGA WAY	276	6	0.29	4	0	0	0	2	4	4	1	0	0	0	0	0	0	0	1	1	1	0
OLD PLACERVILLE RD & SCHRIEVER AVE	OLD PLACERVILLE RD	SCHRIEVER AVE	417	6	-0.09	35	0	0	3	0	3	1	1	2	0	2	0	0	0	0	4	0	1	1
AUTUMN BREEZE WAY & LAURELHURST DR	AUTUMN BREEZE WAY	LAURELHURST DR	459	6	3.26	166	0	1	0	4	1	4	0	1	0	0	0	0	1	0	1	0	1	1
COLOMA RD & SIERRA MADRE CT	COLOMA RD	SIERRA MADRE CT	497	6	-0.11	16	0	0	1	0	5	1	1	1	0	2	0	0	0	0	1	0	1	1
COLOMA RD & DATTIER CT	COLOMA RD	DATTIER CT	520	6	-0.12	13	0	0	1	3	2	1	0	0	0	2	0	0	1	2	0	0	3	2
ARMSTRONG AVE & VON KARMAN ST	ARMSTRONG AVE	VON KARMAN ST	573	6	2.39	6	0	0	0	0	6	1	2	0	0	3	0	0	0	0	1	1	2	2
INTERNATIONAL DR & RESERVE DR	INTERNATIONAL DR	RESERVE DR	766	6	-0.09	168	0	1	0	2	3	4	1	1	0	0	0	0	0	0	2	0	0	1
GOLD CENTER DR & PROSPECT PARK DR	GOLD CENTER DR	PROSPECT PARK DR	985	6	-0.29	6	0	0	0	0	6	4	1	0	1	0	0	0	0	0	0	0	0	2
FOLSOM BLVD & LOS NOGALES WAY	FOLSOM BLVD	LOS NOGALES WAY	1063	6	-0.13	3	0	0	0	3	3	1	1	0	3	1	0	0	0	0	0	1	2	1
SUNRISE BLVD & SUNRISE BLVD SB US 50 WB ON	SUNRISE BLVD	SUNRISE BLVD SB US 50 WB ON	1240	6	-0.10	5	0	0	0	1	5	0	0	3	0	3	0	0	0	0	4	0	2	2
RECYCLE RD & SUNRISE BLVD	RECYCLE RD	SUNRISE BLVD	1359	6	-0.16	4	0	0	0	2	4	3	1	1	0	0	0	0	0	0	1	0	0	0
MERCANTILE DR & TRADE CENTER DR	MERCANTILE DR	TRADE CENTER DR	1365	6	-0.02	5	0	0	0	1	5	4	1	0	1	0	0	0	0	0	0	0	0	0
DOUGLAS RD & GRANT LINE RD	DOUGLAS RD	GRANT LINE RD	1766	6	-0.01	15	0	0	1	1	4	1	0	0	1	3	1	0	0	0	1	0	3	1
ELLENWOOD AVE & ROUTIER RD	ELLENWOOD AVE	ROUTIER RD	225	5	0.00	34	0	0	3	0	2	2	0	1	0	1	0	0	0	1	0	0	3	3
ROUTIER RD & VANGUARD DR	ROUTIER RD	VANGUARD DR	226	5	0.02	177	0	1	1	1	2	2	0	2	0	1	0	0	0	0	2	0	0	0
MILLS STATION RD & WHITE ROCK RD	MILLS STATION RD	WHITE ROCK RD	409	5	0.34	3	0	0	0	2	3	2	0	0	1	0	0	0	2	0	0	0	1	0
LAURELHURST DR & ROCKINGHAM DR	LAURELHURST DR	ROCKINGHAM DR	468	5	0.30	4	0	0	0	1	4	0	3	0	0	0	0	1	0	0	0	1	4	1
FOLSOM BLVD & INVESTMENT CIR	FOLSOM BLVD	INVESTMENT CIR	508	5	-0.18	3	0	0	0	2	3	1	2	2	0	0	0	0	0	0	1	1	0	0
REYMOUTH AVE & S WHITE ROCK RD	REYMOUTH AVE	S WHITE ROCK RD	562	5	0.35	5	0	0	0	0	5	2	2	0	1	0	0	0	0	0	0	1	2	1
AIRPARK DR & INTERNATIONAL DR	AIRPARK DR	INTERNATIONAL DR	725	5	-0.14	13	0	0	1	2	2	3	0	2	0	0	0	0	0	0	2	0	0	0
CHASSELLA WAY & ZINFANDEL DR	CHASSELLA WAY	ZINFANDEL DR	771	5	-0.03	14	0	0	1	1	3	1	1	1	0	1	0	0	1	0	2	0	2	1

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtured	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
CORDOVA LN & ZINFANDEL DR	CORDOVA LN	ZINFANDEL DR	787	5	-0.31	4	0	0	0	1	4	1	1	1	1	1	0	0	0	0	0	1	2	0
BENITA DR & COLOMA RD	BENITA DR	COLOMA RD	869	5	-0.10	13	0	0	1	2	2	0	0	1	0	3	0	0	0	3	1	1	4	0
BAROQUE DR & ZINFANDEL DR	BAROQUE DR	ZINFANDEL DR	1013	5	-0.14	22	0	0	2	2	1	1	0	3	0	1	0	0	0	0	2	0	1	0
HIRSCHFELD WAY & ZINFANDEL DR	HIRSCHFELD WAY	ZINFANDEL DR	1141	5	-0.07	23	0	0	2	1	2	1	1	1	0	0	0	0	1	0	1	0	1	1
KLAMATH RIVER DR & TRINITY RIVER DR	KLAMATH RIVER DR	TRINITY RIVER DR	1274	5	0.12	13	0	0	1	2	2	2	0	1	1	0	0	0	0	0	1	0	1	0
GUMTREE DR & ROLLING RIVER LN	GUMTREE DR	ROLLING RIVER LN	1277	5	2.76	5	0	0	0	0	5	0	0	4	0	0	0	0	1	0	3	1	1	0
DOUGLAS RD & RANCHO CORDOVA PKWY	DOUGLAS RD	RANCHO CORDOVA PKWY	1620	5	-0.15	13	0	0	1	2	2	0	0	1	0	3	0	0	0	0	2	0	0	0
GRANT LINE RD & KIEFER BLVD	GRANT LINE RD	KIEFER BLVD	1736	5	-0.30	5	0	0	0	0	5	0	0	2	0	1	1	1	0	0	3	0	2	1
LINCOLN VILLAGE DR & VIKING DR	LINCOLN VILLAGE DR	VIKING DR	27	4	-0.30	2	0	0	0	2	2	0	1	1	0	0	0	0	2	0	2	0	1	0
FITE CIR & HORN RD	FITE CIR	HORN RD	84	4	0.00	1	0	0	0	3	1	2	0	1	0	1	0	0	0	0	1	0	2	1
BRAVADO DR & CAPITALES DR	BRAVADO DR	CAPITALES DR	211	4	0.46	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	0	1	2	0
HORN RD & ROUTIER RD	HORN RD	ROUTIER RD	216	4	-0.17	12	0	0	1	2	1	3	0	0	0	1	0	0	0	0	0	1	1	0
COUNTRYSIDE WAY & ROCKINGHAM DR	COUNTRYSIDE WAY	ROCKINGHAM DR	371	4	-0.13	3	0	0	0	1	3	0	0	1	0	3	0	0	0	0	1	1	2	0
CHASE DR & RINDA DR	CHASE DR	RINDA DR	400	4	-0.15	2	0	0	0	2	2	2	0	1	0	0	0	0	0	1	1	0	1	0
BENNY WAY & MALAGA WAY	BENNY WAY	MALAGA WAY	405	4	0.28	167	0	1	0	1	2	0	1	1	1	0	0	0	1	0	1	0	2	0
EVADNA DR & WHITE ROCK RD	EVADNA DR	WHITE ROCK RD	503	4	0.07	4	0	0	0	0	4	1	1	1	0	1	0	0	0	0	1	0	0	0
FOLSOM BLVD & INVESTMENT CIR	FOLSOM BLVD	INVESTMENT CIR	509	4	-0.20	3	0	0	0	1	3	0	2	1	0	1	0	0	0	0	1	0	1	1
CHETTENHAM DR & EL MERCADO DR	CHETTENHAM DR	EL MERCADO DR	510	4	0.89	3	0	0	0	1	3	1	3	0	0	0	0	0	0	0	0	2	2	0
BLUESTAR CT & MILLS TOWER DR	BLUESTAR CT	MILLS TOWER DR	604	4	0.54	14	0	0	1	0	3	1	2	1	0	0	0	0	0	0	1	0	1	1
ARAMON DR & STUDARUS WAY & ARAMON DR	ARAMON DR	STUDARUS WAY & ARAMON DR	626	4	-0.16	3	0	0	0	1	3	1	0	2	0	0	0	0	0	1	2	0	1	1
PEDRO WAY & ZINFANDEL DR	PEDRO WAY	ZINFANDEL DR	742	4	-0.35	3	0	0	0	1	3	2	1	0	0	1	0	0	0	0	1	0	2	0
COLOMA RD & HERMOSA CT	COLOMA RD	HERMOSA CT	933	4	-0.15	3	0	0	0	1	3	0	0	3	0	1	0	0	0	0	3	0	1	2
GOLD CENTER DR & PROSPECT PARK DR	GOLD CENTER DR	PROSPECT PARK DR	986	4	-0.03	4	0	0	0	0	4	0	2	1	0	0	0	1	0	0	0	1	2	0
ANZA WAY & CERVANTES DR	ANZA WAY	CERVANTES DR	1034	4	2.24	167	0	1	0	1	2	1	1	2	0	0	0	0	0	0	0	1	0	0
RASHAWN DR & ZINFANDEL DR	RASHAWN DR	ZINFANDEL DR	1172	4	-0.13	14	0	0	1	0	3	1	1	0	1	0	0	0	1	0	1	0	1	0
SUNRISE BLVD & SUNRISE BLVD NB US 50 EB ON	SUNRISE BLVD	SUNRISE BLVD NB US 50 EB ON	1244	4	-0.11	14	0	0	1	0	3	0	3	1	0	0	0	0	0	0	1	0	2	0
S BRIDGE ST & SUNRISE BLVD	S BRIDGE ST	SUNRISE BLVD	1282	4	-0.18	14	0	0	1	0	3	0	0	3	0	0	0	1	0	0	1	1	1	0
CITRUS RD & TRADE CENTER DR	CITRUS RD	TRADE CENTER DR	1339	4	-0.06	14	0	0	1	0	3	2	1	0	0	1	0	0	0	0	0	0	0	0
SANDERS DR & SUNRISE BLVD	SANDERS DR	SUNRISE BLVD	1352	4	-0.21	12	0	0	1	2	1	2	2	0	0	0	0	0	0	0	0	0	1	1
GOLD VALLEY DR & WHITE ROCK RD	GOLD VALLEY DR	WHITE ROCK RD	1358	4	-0.19	3	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	1
MECHANICAL DR & RECYCLE RD	MECHANICAL DR	RECYCLE RD	1373	4	0.12	2	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0
ASTRAL DR & BURLINE ST	ASTRAL DR	BURLINE ST	134	3	0.23	3	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0
ASTRAL DR & OLD PLACERVILLE RD	ASTRAL DR	OLD PLACERVILLE RD	149	3	-0.22	12	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	1	2	1
GEMINI WAY & SCORPIO DR	GEMINI WAY	SCORPIO DR	162	3	1.50	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	2	0	1	0
KING WAY & MILLS STATION RD	KING WAY	MILLS STATION RD	231	3	-0.16	3	0	0	0	0	3	0	1	0	1	1	0	0	0	0	1	0	2	1
ROCKINGHAM DR & SMITHTLEE DR	ROCKINGHAM DR	SMITHTLEE DR	300	3	0.33	3	0	0	0	0	3	1	0	1	1	0	0	0	0	0	1	0	2	0
COUNTRYSIDE WAY & FIRESIDE WAY	COUNTRYSIDE WAY	FIRESIDE WAY	339	3	0.97	3	0	0	0	0	3	0	1	1	0	0	0	0	0	0	1	0	3	1
FOLKLORE WAY & ROCKINGHAM DR	FOLKLORE WAY	ROCKINGHAM DR	341	3	0.18	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	2	0	2	0

Intersection	Cross Street 1	Cross Street 2	OBJECTID	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtured	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
CROYDON WAY & MILLS STATION RD	CROYDON WAY	MILLS STATION RD	342	3	-0.43	3	0	0	0	0	3	0	0	1	0	2	0	0	0	0	2	0	2	2
MILLS TOWER DR & WHITE ROCK RD	MILLS TOWER DR	WHITE ROCK RD	433	3	-0.30	176	0	1	1	0	1	0	1	1	0	0	0	0	0	1	0	0	2	0
BUENA PLAZA CIR & MILLS TOWER DR	BUENA PLAZA CIR	MILLS TOWER DR	447	3	0.23	13	0	0	1	0	2	1	0	1	1	0	0	0	0	0	1	3	0	0
ANANDA LN & COLOMA RD	ANANDA LN	COLOMA RD	453	3	-0.22	13	0	0	1	0	2	0	0	1	0	2	0	0	0	0	2	1	2	0
CROETTO WAY & WOODBERRY WAY	CROETTO WAY	WOODBERRY WAY	541	3	1.30	12	0	0	1	1	1	0	1	0	0	0	0	0	1	1	0	0	1	0
SHAWN WAY & SPAULDING WAY	SHAWN WAY	SPAULDING WAY	549	3	1.30	3	0	0	0	0	3	1	0	0	2	0	0	0	0	0	1	0	2	1
GLENVIEW WAY & MILLS TOWER DR	GLENVIEW WAY	MILLS TOWER DR	568	3	-0.12	2	0	0	0	1	2	0	2	0	1	0	0	0	0	0	1	1	1	0
CROETTO WAY & MILLS PARK DR	CROETTO WAY	MILLS PARK DR	575	3	0.64	330	1	1	0	0	1	1	1	0	0	0	0	0	1	0	1	0	0	0
MALAGA WAY & RIBIER WAY	MALAGA WAY	RIBIER WAY	580	3	-0.13	2	0	0	0	1	2	1	0	1	1	0	0	0	0	0	0	0	1	1
GLENVIEW WAY & SPAULDING WAY	GLENVIEW WAY	SPAULDING WAY	619	3	1.07	13	0	0	1	0	2	1	2	0	0	0	0	0	0	0	1	2	0	0
MILLS PARK DR & OLSON DR	MILLS PARK DR	OLSON DR	624	3	-0.08	13	0	0	1	0	2	0	0	1	0	0	0	0	0	2	1	0	0	0
ARAMON DR & CHASSELLA WAY	ARAMON DR	CHASSELLA WAY	675	3	-0.35	13	0	0	1	0	2	1	0	0	1	0	0	0	1	0	0	0	1	0
COLOMA RD & GAYWOOD DR	COLOMA RD	GAYWOOD DR	718	3	-0.22	21	0	0	2	1	0	1	0	2	0	0	0	0	0	0	1	0	1	1
ALICANTE WAY & ZINFANDEL DR	ALICANTE WAY	ZINFANDEL DR	776	3	-0.19	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	1	0
CAPITAL CENTER DR & INTERNATIONAL DR	CAPITAL CENTER DR	INTERNATIONAL DR	781	3	-0.21	12	0	0	1	1	1	0	0	1	0	2	0	0	0	0	1	0	1	0
BENITA DR & EL MANTO DR	BENITA DR	EL MANTO DR	854	3	0.52	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	1	0	1	0
ATWOOD DR & CORDOVA LN	ATWOOD DR	CORDOVA LN	856	3	-0.39	2	0	0	0	1	2	0	1	1	1	0	0	0	0	0	1	1	2	0
BENITA DR & PINTURO WAY	BENITA DR	PINTURO WAY	872	3	0.12	3	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	1	1
BENITA DR & SONATA DR	BENITA DR	SONATA DR	887	3	0.06	0	0	0	0	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0
ALANDALE WAY & QUEENWOOD DR	ALANDALE WAY	QUEENWOOD DR	1007	3	0.27	3	0	0	0	0	3	0	0	1	0	2	0	0	0	0	1	0	2	0
KLAMATH RIVER DR & TIBER RIVER DR	KLAMATH RIVER DR	TIBER RIVER DR	1147	3	0.30	2	0	0	0	1	2	0	1	2	0	0	0	0	0	0	1	1	1	1
SOLERA DR & TINTA FINA & ZINFANDEL DR	SOLERA DR & TINTA FINA	ZINFANDEL DR	1154	3	-0.16	3	0	0	0	0	3	0	0	1	0	2	0	0	0	0	1	0	3	1
BAROQUE DR & ZINFANDEL DR	BAROQUE DR	ZINFANDEL DR	1207	3	-0.44	167	0	1	0	0	2	0	0	0	0	3	0	0	0	0	2	1	2	1
KLAMATH RIVER DR & PIT RIVER CT & ELL RIVER CT	KLAMATH RIVER DR	PIT RIVER CT & ELL RIVER CT	1214	3	0.90	3	0	0	0	0	3	2	0	0	0	1	0	0	0	0	0	0	1	0
TEXAS RIVER CT & TRINITY RIVER DR	TEXAS RIVER CT	TRINITY RIVER DR	1218	3	-0.12	12	0	0	1	1	1	0	0	1	0	1	0	0	0	0	2	0	0	0
RAVINE CIR & SPREADING OAK LN	RAVINE CIR	SPREADING OAK LN	1259	3	1.30	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
MONIER CIR & SUNRISE BLVD	MONIER CIR	SUNRISE BLVD	1356	3	-0.22	2	0	0	0	1	2	0	1	1	0	1	0	0	0	0	0	0	0	0
FITZGERALD RD & HYDRAULIC DR	FITZGERALD RD	HYDRAULIC DR	1370	3	0.07	3	0	0	0	0	3	2	1	0	0	0	0	0	0	0	1	0	0	0
LUYUNG DR & WHITE ROCK RD	LUYUNG DR	WHITE ROCK RD	1372	3	-0.20	12	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	1	1	0
JUSTINIAN DR & SUNRISE BLVD	JUSTINIAN DR	SUNRISE BLVD	1396	3	-0.22	167	0	1	0	0	2	0	0	0	0	3	0	0	0	0	1	1	2	0
ANATOLIA DR & HERODIAN DR	ANATOLIA DR	HERODIAN DR	1430	3	0.30	2	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0
UNNAMED RD & CADES COVE DR & DOUGLAS RD	UNNAMED RD & CADES COVE DR	DOUGLAS RD	1503	3	-0.04	22	0	0	2	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
PERICLES DR & RANCHO CORDOVA PKWY	PERICLES DR	RANCHO CORDOVA PKWY	1622	3	0.14	13	0	0	1	0	2	0	0	0	0	2	1	0	0	0	3	0	2	1
DOUGLAS RD & KATAHDIN DR	DOUGLAS RD	KATAHDIN DR	1701	3	-0.12	2	0	0	0	1	2	0	0	0	0	2	0	0	0	0	1	1	2	0



APPENDIX C

SEGMENT NETWORK SCREENING RESULTS

ITEM 12.3.

ATTACHMENT 1

Facility	OBJECTID	Cross Street 1	Cross Street 2	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	No Injury (PDO)	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Principal Arterial																								
SUNRISE BLVD	3298	TRINITY RIVER DR	COLOMA RD	26	0.43	14	0	0	0	12	14	0	1	22	0	0	0	0	0	4	15	1	5	0
SUNRISE BLVD	3300	ZINFANDEL DR	SUNRISE BLVD SB US 50 WB ON	13	0.31	10	0	0	0	3	10	0	1	8	0	2	0	0	0	1	5	2	1	0
SUNRISE BLVD	3299	GOLD COUNTRY BLVD	TRINITY RIVER DR	9	0.04	7	0	0	0	2	7	0	3	5	0	0	0	1	0	1	3	0	1	0
SUNRISE BLVD	2379	SUNRISE PARK DR	WHITE ROCK RD	5	0.08	14	0	0	1	1	3	0	0	0	0	4	0	0	0	0	1	1	2	0
BRADSHAW RD	575	LINCOLN VILLAGE DR	COUNTRY ROADS DR	4	0.11	3	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	0
SUNRISE BLVD	2913	SUNRISE GOLD CIR	SUNRISE PARK DR	3	-0.06	12	0	0	1	1	1	0	0	1	0	2	0	0	0	1	1	0	1	0
SUNRISE BLVD	2914	FOLSOM BLVD	TRADE CENTER DR	3	-0.04	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
SUNRISE BLVD	2916	SUN CENTER DR	SUNRISE GOLD CIR	3	0.07	3	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0
SUNRISE BLVD	3295	S BRIDGE ST	S BRIDGE ST	3	-0.10	21	0	0	2	1	0	0	0	2	0	0	0	0	1	0	2	0	1	0
SUNRISE BLVD	3297	COLOMA RD	ZINFANDEL DR	3	-0.09	2	0	0	0	1	2	0	1	2	0	0	0	0	0	0	2	0	1	0
Minor Arterial																								
OLSON DR	2319	BRENTWOOD DR	PROGRESS CT	21	0.63	25	0	0	1	6	14	0	1	2	2	3	0	0	0	0	2	1	2	0
FOLSOM BLVD	2148	DAWES ST	COLOMA RD	11	0.38	7	0	0	0	4	7	0	1	1	1	5	1	0	0	1	2	3	6	0
SUNRISE BLVD	1375	REFINEMENT RD	DOUGLAS RD	8	-0.09	16	0	0	1	2	5	0	4	3	0	1	0	0	0	0	2	1	2	0
WHITE ROCK RD	2453	QUALITY DR	ZINFANDEL DR	8	1.24	8	0	0	0	0	8	0	4	1	0	0	0	0	0	0	1	0	0	0
ZINFANDEL DR	2475	FOLSOM BLVD	OLSON DR	7	0.43	4	0	0	0	3	4	0	1	0	0	0	0	0	0	2	0	0	1	0
FOLSOM BLVD	2682	MERCANTILE DR	MINESHAFT LN	7	-0.09	17	0	0	1	0	6	0	0	1	1	4	0	0	1	1	2	0	3	0
FOLSOM BLVD	1725	ROD BEAUDRY DR	ROUTIER RD	6	0.53	1	0	0	0	5	1	0	0	3	0	1	0	0	0	2	0	0	1	0
WHITE ROCK RD	2441	SUNRISE BLVD	SUNRISE PARK DR	6	0.24	23	0	0	2	2	2	0	0	0	0	1	1	0	0	1	1	0	0	0
FOLSOM BLVD	1722	W LA LOMA DR	BRAVADO DR	5	0.31	3	0	0	0	2	3	0	1	1	0	1	0	0	1	1	1	1	0	0
FOLSOM BLVD	2686	SPRUCE AVE	MERCANTILE DR	5	0.07	14	0	0	1	1	3	0	0	1	0	0	0	0	0	0	0	2	3	0
OLD PLACERVILLE RD	865	BRADSHAW RD	GRANBY DR	4	-0.06	3	0	0	0	1	3	0	0	1	1	0	0	0	0	0	1	0	0	0
COLOMA RD	2067	MALAGA WAY	FOLSOM BLVD	4	0.09	3	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0
COLOMA RD	2633	MCGREGOR DR	BENITA DR	4	0.24	4	0	0	0	0	4	0	2	2	0	0	0	0	0	0	1	0	1	0
FOLSOM BLVD	2689	KILGORE RD	SUNRISE BLVD	4	-0.10	3	0	0	0	1	3	0	2	0	0	2	0	0	0	1	0	1	3	0
OLD PLACERVILLE RD	862	SYSTEMS PKWY	SCHRIEVER AVE	3	-0.16	11	0	0	1	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0
FOLSOM BLVD	1724	LA LOMA DR	MATHER FIELD DR	3	-0.11	166	0	1	0	1	1	0	0	2	0	0	0	0	1	0	1	0	0	0
FOLSOM BLVD	2151	VILLAGE LN	ZINFANDEL DR	3	-0.13	3	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	0	1	0
FOLSOM BLVD	2152	INVESTMENT CIR	MILLS PARK DR	3	-0.14	166	0	1	0	1	1	0	0	1	0	0	0	0	1	0	0	0	1	0
FOLSOM BLVD	2687	CORDOVA LN	MCGREGOR DR	3	-0.09	2	0	0	0	1	2	0	0	1	0	1	0	0	0	0	1	0	0	0

ITEM 12.3.

ATTACHMENT 1

Facility	OBJECTID	Cross Street 1	Cross Street 2	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	No Injury (PDO)	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtaken	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Collector																								
DATA DR	1698	RESERVE DR	INTERNATIONAL DR	6	1.41	24	0	0	2	1	3	0	1	1	1	0	0	0	0	0	0	0	1	0
GRANT LINE RD	193	KIEFER BLVD	COUNTRY ROAD	5	-0.06	0	0	0	0	5	0	0	0	2	0	3	0	0	0	0	1	0	1	0
DATA DR	1700	CAPITAL CENTER RD	RESERVE DR	5	0.55	11	0	0	1	4	0	0	1	2	0	1	0	0	0	0	1	0	2	0
GRANT LINE RD	2168	WHITE ROCK ROAD	RAYMER WAY	4	-0.10	3	0	0	0	1	3	0	1	0	0	3	0	0	0	0	4	0	1	0
GRANT LINE RD	1186	RAYMER WAY	DOUGLAS RD	3	-0.14	22	0	0	2	0	1	0	0	0	0	1	1	0	0	1	3	0	2	0
ZINFANDEL DR	1480	UNNAMED RD	CA FIRE/RESCUE DRIVEWAY	3	-0.08	165	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	2	0
MILLS STATION RD	1495	CORDOVAN MH ESTATES	MILLS STATION RD	3	0.24	12	0	0	1	1	1	0	1	0	1	0	0	0	0	0	0	1	1	0
SUN CENTER DR	2497	GOLD PAN CT	SUNRISE BLVD	3	2.15	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE DR	3334	COLOMA RD	ZINFANDEL DR	3	0.88	3	0	0	0	0	3	0	1	1	0	0	0	0	0	0	1	1	0	0
ZINFANDEL DR	3358	SUNRISE BLVD	VEHICLE DR	3	0.19	13	0	0	1	0	2	0	1	0	0	0	0	0	0	2	1	0	0	0
Local																								
EL PARQUE CIR	1703	BRAVADO DR	BRAVADO DR	2	4.91	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	0
EL CAPRICE DR	2108	MALAGA WAY	PASEO DR	2	5.70	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
LA LOMA DR	2204	CAPITALES DR	FOLSOM BLVD	2	6.42	2	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	2	0
SEGOVIA WAY	2884	BENITA DR	EL MANTO DR	2	4.65	2	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0



APPENDIX D

CAUSE OF CRASH:

PRIMARY COLLISION FACTOR FROM CALIFORNIA VEHICLE CODE

SWITRS Code	SWITRS Description	CVC Description	CVC Code
0	00 - Unknown	Unknown	Unknown
0	00 - Unknown	N/A	2235011
0	00 - Unknown	N/A	G
0	00 - Unknown	N/A	MEDICAL
0	00 - Unknown	N/A	MEDICAL ISSUE
0	00 - Unknown	N/A	OBJECTS
0	00 - Unknown	N/A	SEE NARR
0	00 - Unknown	N/A	SUN
0	00 - Unknown	Blank	
0	00 - Unknown	<Null>	<Null>
0	00 - Unknown	N/A	82350
1	01 - Driving or Bicycling Under the Influence of Alcohol or Drug	DUI	23152
1	01 - Driving or Bicycling Under the Influence of Alcohol or Drug	DUI	23153
1	01 - Driving or Bicycling Under the Influence of Alcohol or Drug	Underage Alcohol Violation	23136
3	03 - Unsafe Speed	Slow Vehicle	22400
3	03 - Unsafe Speed	Speeding	22350
3	03 - Unsafe Speed	Decreased Speed Limit Near District	22360
3	03 - Unsafe Speed	Racing	23109
4	04 - Following Too Closely	Following Too Closely (Tailgating)	21703
4	04 - Following Too Closely	Tailgating Emergency Vehicle	21706
6	06 - Improper Passing	Overtaking and Passing	21750
6	06 - Improper Passing	Crossing Double Yellow Lines	21460
6	06 - Improper Passing	Improper Overtaking and Passing (Left)	21751
6	06 - Improper Passing	Improper Overtaking and Passing (Right)	21754
6	06 - Improper Passing	Improper Overtaking and Passing (Off-Road)	21755
6	06 - Improper Passing	Operating Vehicle on Left Side of Roadway	21752
7	07 - Unsafe Lane Change	Lane Weaving and Lane Straddling	21658
7	07 - Unsafe Lane Change	Unsafe Lane Change	22107
8	08 - Improper Turning	Illegal U-Turn in a Business District	22102
8	08 - Improper Turning	Illegal U-Turn in a Residence District	22103
8	08 - Improper Turning	Illegally Using Bike Lane as Turn Lane	21717
8	08 - Improper Turning	Turning on Roadways	22100
8	08 - Improper Turning	Improper U-Turn	22105
9	09 - Automobile Right of Way	Entering a Highway from an Alley or Driveway	21804

SWITRS Code	SWITRS Description	CVC Description	CVC Code
9	09 - Automobile Right of Way	Failure to Yield Right-of-Way	21802
9	09 - Automobile Right of Way	Failure to Yield to a Pedestrian	21950
9	09 - Automobile Right of Way	Failure to Yield to Other Motorists	21800
9	09 - Automobile Right of Way	Failure to Yield to Pedestrian on Sidewalk	21952
9	09 - Automobile Right of Way	Failure to Yield When Making a Left or U-Turn	21801
9	09 - Automobile Right of Way	Improper Yielding to Emergency Vehicle	21806
9	09 - Automobile Right of Way	Vehicle in Bicycle Lane	21209
9	09 - Automobile Right of Way	Unsignaled Deceleration in Roadway	22109
9	09 - Automobile Right of Way	Improper Yielding to Emergency Traffic Control	2818
9	09 - Automobile Right of Way	Vehicle on Sidewalk	21663
11	11 - Pedestrian Violation	Bicycle Illegally Traveling in Center of Lane	21202
11	11 - Pedestrian Violation	Failure of Pedestrian to Yield to Vehicles Outside of Crosswalk	21954
11	11 - Pedestrian Violation	Illegal Operation of Motorized Scooter	21235
11	11 - Pedestrian Violation	Improper Pedestrian/Bicycle Crosswalk Crossing	21456
11	11 - Pedestrian Violation	Jaywalking	21955
11	11 - Pedestrian Violation	Motor Vehicle Laws Applicable to Bicyclists	21200
11	11 - Pedestrian Violation	Improper Bicycle Equipment	21201
11	11 - Pedestrian Violation	Improper Operation of Bicycle	21208
11	11 - Pedestrian Violation	Pedestrian Walking in Roadway	21956
12	12 - Traffic Signals and Signs	Disobey Direction of Traffic Control Device	22101
12	12 - Traffic Signals and Signs	Flashing Yellow and Flashing Red Obedience	21457
12	12 - Traffic Signals and Signs	Green Light Rules	21451
12	12 - Traffic Signals and Signs	Gridlock	22526
12	12 - Traffic Signals and Signs	Ran a Red Light	21453
12	12 - Traffic Signals and Signs	Ran a Stop Sign	22450
12	12 - Traffic Signals and Signs	Disobeying Non-Intersection Traffic Control Device	21455
12	12 - Traffic Signals and Signs	Disobeying Regulatory Sign	21461
16	16 - Other Equipment	Improper Lighting	24250
16	16 - Other Equipment	Deficient Parking Brake	26451
16	16 - Other Equipment	Operation of Unsafe Vehicle	24002
16	16 - Other Equipment	Unsecured Load in Transit	23114
16	16 - Other Equipment	Unsuitable Vehicle Load or Size	2803
17	17 - Other Hazardous Violation	Stopping, Standing, and Parking	22515
17	17 - Other Hazardous Violation	Abandoned Vehicle in Roadway	22500

SWITRS Code	SWITRS Description	CVC Description	CVC Code
17	17 - Other Hazardous Violation	Crossing a Divided Highway	21651
17	17 - Other Hazardous Violation	Reckless Driving	23103
17	17 - Other Hazardous Violation	Improper Opening of Door into Traffic	22517
17	17 - Other Hazardous Violation	Wireless Device Usage While Operating Vehicle	23123
17	17 - Other Hazardous Violation	Hit and Run (Fatal / Injury)	20001
17	17 - Other Hazardous Violation	Hit and Run (Property Damage Only)	20002
21	21 - Unsafe Starting or Backing	Unsafe Starting or Backing	22106
22	22 - Other Improper Driving	Right Hand Lane Violations	21650
22	22 - Other Improper Driving	Improper Emergency Vehicle Usage	21807
22	22 - Other Improper Driving	Improper Operation of Passenger for Hire Vehicle	22453
22	22 - Other Improper Driving	N/A	IMPATIENT

Local Road Safety Plan

Progress Update



Presentation Goals



- Provide a progress update and information on the Local Road Safety Plan
- Receive input in preparation for future adoption

INTRODUCTION

In December 2019, City Staff applied for state funding to develop a Local Road Safety Plan (LRSP). The LRSP is a new kind of safety plan that will be required for future Highway Safety Improvement Program (HSIP) grant applications.

A state grant in the amount of \$72,000 was awarded to the City in January 2020 to prepare a LRSP.

What is a Local Road Safety Plan?

A Local Road Safety Plan is a study that will address city-wide highway safety needs by recommending engineering and non-engineering safety countermeasures.

- The LRSP is a city-wide data-driven safety analysis based on 5 years of recent collision data.
- The LRSP requires feedback from a diverse stakeholder group.
- The LRSP will identify and prioritize countermeasures for use in future grant applications.
- LRSP countermeasures are based on the 4E's of highway safety: Engineering, Education, Enforcement, and Emergency Response.
- A draft technical memorandum is included as an attachment to the staff report. A detailed project list will be prepared based on additional analysis and input received.

Example Countermeasures

Safety countermeasures will be recommended as part of the LRSP. Below are some examples of engineering and non-engineering safety countermeasures:

- Safety lighting
- Raised median
- Flashing yellow arrow signal timing
- Curb extensions
- Speed Feedback Signs
- Warning signage
- Publicized sobriety checkpoints
- Short-term high visibility enforcement
- High visibility cellphone/text messaging enforcement

Local Road Safety Plan Timeline



Preliminary Findings

Draft Technical Memorandum

How Do We Compare?

Areas **HIGHER** Than the State Average (Severe Crashes Only)



Pedestrians



Aging Drivers



Aggressive
Driving



Bicyclists

How Do We Compare?

Areas LOWER Than the State Average (Severe Crashes Only)



Motorcyclists



Lane Departure



Occupant
Protection



Commercial
Vehicles

Highest % Crashes by Cause



Unsafe
Speeding



Unsafe Lane
Change



Traffic Signals
& Signs
Violation



Automobile
Right-of-Way
Violation

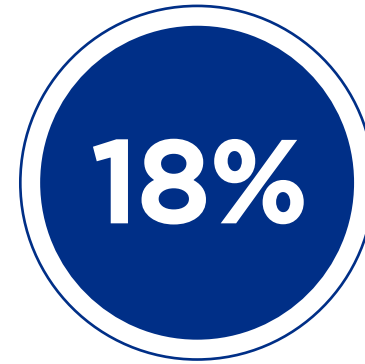
Highest Occurring Crash Types



Rear End



Broadside



Sideswipe



Hit Object

Short List of Signalized Locations

The Local Road Safety Plan will identify a list of potential locations to focus on. Below are some potential signalized intersection candidates that have been identified.

- Coloma Rd & Sunrise Blvd
- Olson Dr & Zinfandel Dr
- Folsom Blvd & Mather Field Rd
- Coloma Rd & Folsom Blvd
- Cordova Ln & Olson Dr
- International Dr & Sunrise Blvd
- Folsom Blvd & Kilgore Rd
- Coloma Rd & El Manto Dr

Short List of Unsignalized Locations

The Local Road Safety Plan will identify a list of potential locations to focus on. Below are some potential unsignalized intersection candidates that have been identified.

- McGregor Dr & Zinfandel Dr
- Mills Station Rd & Routier Rd
- Sunrise Blvd between Trinity River Dr to Coloma Rd
- Grant Line Rd between Raymer Way and White Rock Rd

What's Next?



- Incorporate Council input
- Field review with stakeholders
- Develop project specific countermeasures
- Draft LRSP due in November
- Staff will return to Council for formal adoption of the LRSP

MEMORANDUM



ITEM 12.4.

DATE: September 7, 2021

TO: Honorable Mayor and Council Members

FROM: Albert Stricker, Public Works Director
Byron Tang, Senior Civil Engineer

SUBJECT: **A RESOLUTION ADOPTING SENATE BILL 743 GUIDELINES FOR THE ANALYSIS OF VEHICLE MILES TRAVELED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

The State of California law requires that certain new projects subject to the California Environmental Quality Act perform traffic analysis based on vehicle miles traveled. Adoption of these guidelines would assist developers to identify criteria including thresholds of significance, screening, etc. to comply with State law.

BACKGROUND

Senate Bill 743 (SB 743) requires that California Environmental Quality Act (CEQA) traffic analysis change focus from measuring impact to drivers through level of service (LOS) and delay, to measuring the impact of vehicle miles traveled (VMT) associated with a proposed project. To comply with the State of California requirements of SB 743, the City should adopt policies and guidelines including VMT thresholds of significance and screening criteria to assist developers to comply with State law.

The VMT analysis and its impacts vary in different jurisdictions based on geographical location, characteristics, composition, current land use patterns, future growth, availability of employment, housing, retail etc. City staff have drafted guidelines for Rancho Cordova based on City specific analysis, public outreach, and guidelines from the State of California Office of Planning and Research and a yearlong committee coordinated by SACOG.

City guidelines would include screening criteria that exempt certain projects from VMT analysis including, but not limited to, location within the City's infill area, proximity to transit, location in

an existing low VMT area, or a market analysis. Projects that are not exempt based on screening criteria would need to perform additional analysis to identify impacts, significance and mitigation where necessary. The Transportation Impact Guidelines are attached.

FISCAL IMPACT AND FUNDING SOURCE

While this may not have a direct fiscal impact on the City, the policies adopted can indirectly affect the implementation of new projects including residential, retail, industrial and others.

ATTACHMENT(S)

1. Resolution
2. Transportation Impact Guidelines
3. Presentation

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2021

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, ADOPTING SENATE BILL 743 GUIDELINES FOR THE ANALYSIS
OF VEHICLE MILES TRAVELED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY
ACT**

WHEREAS, Senate Bill 743 (SB 743) requires that California Environmental Quality Act (CEQA) traffic analysis change focus from measuring impact to drivers through level of service and delay, to measuring the impact of vehicle miles traveled (VMT) associated with a proposed project; and

WHEREAS, to comply with the requirements of SB 743, the City should adopt policies including thresholds of significance and screening criteria for VMT impact analysis; and

WHEREAS, to comply with the requirements of SB 743, the City should adopt policies and guidelines including VMT thresholds of significance and screening criteria by July 1st, 2020. If the City does not adopt VMT policies and guidelines by July 1st, the consideration of VMT impacts of a project if required under CEQA will proceed on a case-by-case basis; and

WHEREAS, in accordance with CEQA Guidelines section 15064.7(b), the VMT policies and guidelines have been developed through a public review process which included an informational item on the proposed policies and guidelines presented at the June 1, 2020 City Council meeting and a noticed public hearing on the guidelines at the June 15, 2020 City Council meeting. The public was given an opportunity to provide comments on the proposal prior to and at these meetings. In addition, the proposed guidelines were made available to the public on June 2, 2020; and

WHEREAS, the VMT policies and guidelines are based on technical studies and reports referenced in the Transportation Impact Guidelines, presentations, staff reports and in the record as a whole.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does adopt the Transportation Impact Guidelines attached hereto which include the City standards for analysis of VMT for projects under CEQA.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 7th day of September 2021 by the following vote:

AYES:

NOES:

ABSENT:

ITEM 12.4.

ATTACHMENT 1

ABSTAIN:

ATTEST:

Stacy Leitner, CMC
City Clerk

Garrett Gatewood, Mayor

City of Rancho Cordova Transportation Impact Guidelines

Overview

As a result of Senate Bill (SB) 743, an update was needed in the City's transportation evaluation of land development projects to address the required shift from a level of service (LOS) analysis to a vehicle miles travelled (VMT) analysis for CEQA transportation impacts. These guidelines described the CEQA analysis for transportation impacts that shall be used in the City of Rancho Cordova and are organized in this document's five sections as follows:

- Section 1. Project Description:** Information to be supplied by the applicant necessary to determine study requirements including screening analysis.
- Section 2. Screening Criteria:** Screening criteria for land use and transportation projects is provided to determine whether VMT analysis is required.
- Section 3. Significance Thresholds:** Significance thresholds define what constitutes an acceptable level of VMT and what requires mitigation measures. Significance thresholds for other transportation CEQA impacts, such as safety-related impacts are also described.
- Section 4. Analysis Methodology:** These are analysis procedures for evaluating VMT for land use projects
- Section 5. Mitigation:** Projects that are found to have a significant impact based on the City's significance thresholds are required to implement mitigation measures to reduce impacts to a less than significant level (or to the extent feasible). General guidance is provided on appropriate types of mitigation

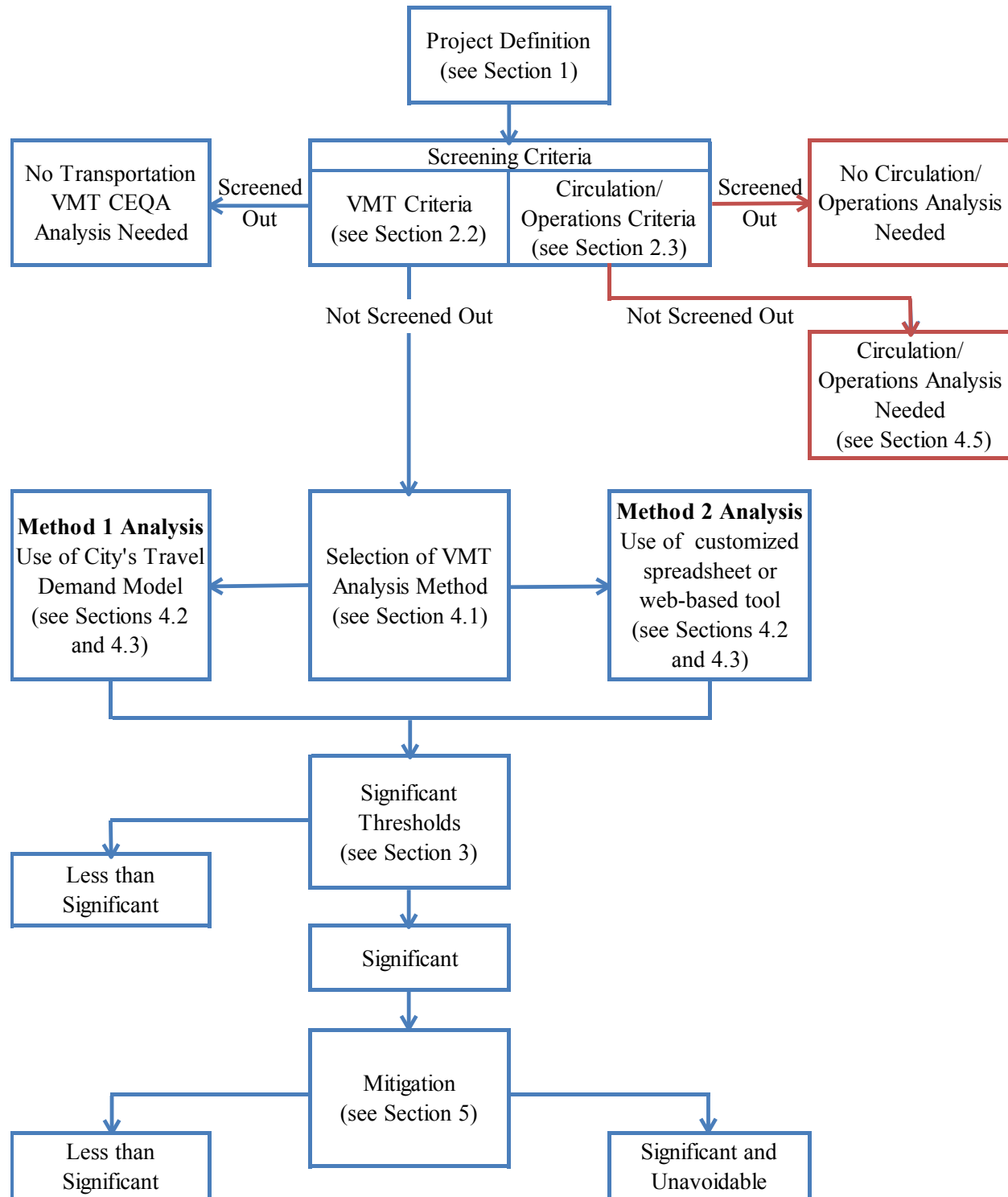
Appendices to the report provide the following:

- A. The categorization of land use types for the VMT analysis
- B. Evidence for the significance thresholds and screening criteria
- C. Transportation project screening criteria
- D. City Model SB 743 Application Guidelines

Figure 1 is a flowchart that provides and overview of how to determine transportation study requirements for a development project.

While these guidelines focus on the analysis needed to determine CEQA transportation impacts, the City also requires that land development projects evaluate the operations of the multi-modal circulation system serving the project to meet General Plan policies, unless the project meets the City's screening criteria for an operations analysis. A brief discussion of those screening criteria for the operations analysis is provided in Section 2.3. References to the City's circulation/operations analysis guidelines are provided in Section 4.5

Figure 1
Transportation Analysis Scoping
City of Rancho Cordova



The SB 743 legislation specified that the Governor's Office of Planning and Research (OPR) prepare guidelines for the implementation of SB 743. At the time of preparation of these transportation impact guidelines, guidance regarding the changes to CEQA initiated by SB 743 was contained in the following documents:

- CEQA Guidelines Revisions: Revisions to the CEQA Guidelines were adopted into CEQA in December 2018 through a formal process conducted by the Natural Resources Agency. Additional changes can only be made through a future CEQA update process.
- Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR's Technical Advisory) released in December 2018.

While OPR's Technical Advisory provides recommendations on many aspects of conducting a CEQA transportation analysis using VMT, it does provide latitude for lead agencies to determine several key analysis decisions based on local conditions and data. The City of Rancho Cordova's Transportation Impact Guidelines, described in the following sections, were informed by OPR's Technical Advisory and tailored to the specific context of the City's existing and planned development and transportation system.

The change to VMT as the basis for transportation impacts is new to all jurisdictions and agencies in California. As such, the City recognizes that these guidelines will be refined over time to reflect new data and information from public and private stakeholders.

Table of Contents

Overview	1
1. Project Description.....	5
2. Screening Criteria	6
2.1. Projects Exempt for Non-VMT Reasons	6
2.2. VMT Screening.....	6
2.3. Circulation/Operations Analysis Screening.....	7
2.4. Transportation Project Screening.....	9
3. Significance Thresholds.....	10
3.1. Development Projects	10
3.2. Specific Plans.....	10
3.3. Non VMT Significance Criteria.....	11
3.4. Transportation Projects	11
4. Analysis Methodology	13
4.1. Selection of Analysis Tools for Estimating VMT	13
4.2. VMT Metrics –Development Projects	14
4.3. Methods for Estimating VMT – Development Projects	15
4.4. Method for Estimating VMT – Transportation Projects.....	18
4.5. Circulation/Operations Analysis	18
5. Mitigation.....	19

Appendix A: VMT Analysis Land Use Designations

Appendix B: Evidence for Significance Thresholds and Screening Criteria

Appendix C: Transportation Project Screening Criteria

Appendix	D:	City	Model	SB	743	Application	Guidelines
----------	----	------	-------	----	-----	-------------	------------

1. Project Description

As part of the City's typical process, the applicant will need to provide the following information to define the scope of the transportation analysis required for the proposed project:

- Project location map
- Zoning for site
- Description of land uses including:
 - Residential – number of single-family and multi-family units
 - Non-residential - gross floor area by type (i.e. retail, office, industrial, etc.)
- Proposed project features related to travel demand management (see Table 6 in Section 5)

2. Screening Criteria

2.1. Projects Exempt for Non-VMT Reasons

There are some non-VMT related CEQA principles that can be applied to certain projects to eliminate the need for VMT analysis. These include the following:

- The project is exempt from CEQA
- The decision required for the project is not discretionary
- The City's discretionary approval does not involve transportation issues, such as design review

The City will consider whether a project meets these or other non-VMT CEQA principles on a case-by-case basis.

Another possibility is when the project was already analyzed in a prior certified CEQA document, including an EIR. CEQA documents that were certified prior to July 1, 2020 do not require a supplemental CEQA analysis of VMT for an implementing project solely based on the fact that there are new CEQA regulations regarding VMT. However, if there are substantial changes to the project analyzed in the certified CEQA document, then the City will determine if the change in the project results in a significant VMT impact resulting in the need for a supplemental analysis using the following guidance:

- If the proposed use meets any of the VMT screening criteria described herein, no VMT analysis is required.
- If the proposed use does not meet any of the VMT screening criteria described herein and the prior certified EIR **includes** an SB 743 compliant VMT analysis the applicant may opt to perform either (1) a net VMT change assessment - the VMT difference between the previously approved project and the proposed land use change. If the land use change results in lower or equal total VMT than the previously approved project, then no supplemental analysis in a new CEQA document will be required. If the land use change results in a greater VMT than the previously approved project, then a determination of whether this impact is significant under City standards will be made. If the impact is less than significant, analysis in a supplemental CEQA document will **not** be required. If the impact is potentially significant, then a VMT analysis in a supplemental CEQA document will

be required. Or, (2) complete a full VMT analysis consistent with Section 3 of this guidance in a supplemental CEQA document.

- If the proposed use does not meet any of the VMT screening criteria described herein and the prior certified EIR **does not include** a SB 743 compliant VMT analysis and the proposed use does not meet any of the VMT screening criteria described herein – a full VMT analysis consistent with Sections 3-5 of this guidance would be required.
- When a certified EIR requires supplemental CEQA analysis of a non-transportation related environmental issue. The City recommends that the City Attorney’s Office review and provide direction in these cases. These situations will be addressed on a project-by-project or case-by-case basis.

When a certified EIR requires supplemental CEQA analysis for a project, there is a presumption against requiring VMT analysis as part of that supplemental review unless the City Attorney’s Office determines VMT analysis is required based on CEQA case law or standards in effect at that time.

2.2. VMT Screening

The requirements to prepare a CEQA transportation VMT analysis apply to all land development projects, except for those that meet at least one of the following VMT-related criteria in the numbered list below. Projects may be screened out of VMT impacts using project size, VMT efficiency maps, transit availability, and provision of affordable housing. A project that meets at least one of the VMT screening criteria below would have a less than significant VMT impact due to project characteristics and/or location.

1. **Residential Located in a VMT Efficient Area:** The project is a residential project located in a VMT “efficient area” (in an area with 15% or more below the base year regional average household VMT/capita) based on location-based screening maps prepared by the City using the focused version of SACOG’s SACSIM19 regional model.
2. **Office/Business Professional Employment Project Located in a VMT Efficient Area:** The project is an office/business-professional project located in a VMT “efficient area” (15% or more below the base year city-wide average VMT/employee) based on the location-based screening maps prepared by the City using its focused version of SACOG’s SACSIM19 regional model.
3. **Industrial Project Located in a VMT Efficient Area:** The project is an industrial project located in “VMT efficient area” (at or below the base year city-wide average VMT/employee) based on the adopted location-based screening map by the City using its focused version of SACOG’s SACSIM19 regional model.
4. **Proximity to Transit:** A residential, retail, and office/business professional projects, as well as projects that are a mix of these uses, that are located within ½ mile of an existing or planned major transit stop (or along a high quality transit corridor). If a project is located partially within ½ mile of an existing or planned major transit stop (or along a high-quality transit corridor), the City will determine whether to apply this screening standard on a case-by-case basis.
5. **Small Project:** The project is a small project defined as generating less than 237 daily unadjusted trips ends using the latest ITE trip generation rates/procedures or a project-specific trip generation analysis reviewed and accepted by the City

6. **Local-Serving Retail Project:** A retail (or recreational) project is local-serving if it is consistent with the land uses listed in **Appendix A** and has a gross floor area no more than the following:

- 125,000 square feet, if located within the City’s Infill Area
- 200,000 square feet, if located within the City’s Growth Area

A retail project may also be defined as locally-serving if a market study demonstrates that it is based on the size of its market area. Adding retail square footage (even if it is less than the gross floor area listed above) to an existing “regional” retail shopping area is not screened out. Hotels and motels are not considered local serving retail.

7. **Locally Serving Public/Quasi-Public Facility:** The project is a locally serving public facility if it serves the surrounding community or is a public facility that is a passive use (such as communication and utility buildings, water sanitation, and waste management). Local and regional public/quasi-public facilities are listed in **Appendix A**.
8. **Affordable Housing:** The project is affordable based on the City’s criteria for affordable housing. Only the portion of the project that meets the City’s criteria is screened out. For example, if the project is 100 units with 10 affordable housing units, transportation VMT analysis would not be necessary for the 10 affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).
9. **Mixed Use Project Screening Considerations:** The project’s individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project’s land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.
10. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project’s total project VMT is less than the existing land use’s total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts.

Table 1 summarizes the criteria for a land development project to not require a VMT analysis.

Table 1 Screening Criteria for CEQA Transportation Analysis of Development Projects	
Type	Screening Criteria
Located in a VMT Efficient Area	- Residential project located in an area where VMT/Capita is 15% or more below the base year regional average - Office/Business Professional Employment project located in an area where VMT/Employee is 15% or more below the base year city-wide average - Industrial Employment project located in an area VMT/Employee is at or below the base year city average
Small Projects	Generates less than 237 daily unadjusted trips ends
Proximity to Transit ¹	Located within ½ a mile of an existing or planned major transit stop or an existing stop along a high-quality transit corridor¹
Local-Serving Retail/Recreational	- A qualifying local-serving retail/recreational use (see Appendix A) - Infill Area: 125,000 square feet of total gross floor area or less - Growth Area: 200,000 square feet of total gross floor area or less - A retail project may also be defined as local-serving if a market study demonstrates that it is based on the size of its market area.
Local-Serving Public Facilities	Local-serving public facilities (see Appendix A)
Affordable Housing	100% affordable units based on City criteria
Mixed Use Project	Project's individual land uses should be compared to the screening criteria above
Redevelopment Project	Proposed project's total project VMT is less than the existing land use's total VMT
¹ Major transit stop means a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").	

¹ Situations where the project footprint is partially within the ½ buffer will be addressed by the City on case-by-case, project-by-project basis.

2.3. Circulation/Operations Analysis Screening

Aside from the CEQA transportation VMT analysis, the City may require the preparation of a circulation/operations analysis for a land development project. This process is discussed in **Section 4.5**.

A land development project that meets at least one of the following screening criteria will need to conduct a transportation circulation and operations analysis.

1. The project will generate 100 or more new a.m. or p.m. peak hour vehicle trip-ends. The project will generate 1,000 or more daily vehicle trip-ends.
2. New project traffic will substantially affect an intersection or a roadway segment already identified as operating at an unacceptable level of service.
3. The project may result in a decrease in public safety on any roadway for any mode of travel.
4. The project will substantially change the off-site transportation system or connections to it.

2.4. Transportation Project Screening

OPR's technical advisory presents a list of projects that are not considered to be VMT-inducing, and therefore result in a less-than-significant impact. Project types that would not result in increased vehicle travel have a less than significant impact and can be screened out from performing VMT analysis. These types of projects include:

- New or enhanced transit, bicycle and pedestrian facilities
- Rehabilitation/maintenance projects that do not add motor vehicle capacity
- Intersection traffic signal improvements and intersection turn-lane configuration changes
- Additional capacity on local/collector streets if conditions are substantially improved for active transportation modes
- Installation of roundabouts and traffic calming devices

A full specific list of screened-out projects is shown in Appendix C, with some revisions and clarifications based on conditions specific to the City of Rancho Cordova.

Nearly all new local two-lane roadways that will be constructed in the City will be intended to provide access to new development and provide local circulation/mobility. As such, they would be assumed to be implemented with new land development projects and thus be part of the land development VMT screening and, if needed, VMT analysis. These new local roadways would not require a separate VMT analysis.

Roadway projects (or multimodal projects that include major roadways) that are included in the Circulation Element of the General Plan or an adopted Specific Plan would be presumed to have less than significant VMT impacts. In the case of some projects, a similar project may have been included in the General Plan or a Specific Plan, but revisions or refinements (e.g. a minor adjustment to alignment) have been incorporated. If the revisions or refinements are expected to cause increases in VMT, analysis should be conducted to compare the proposed project to the project description in the General Plan or Specific Plan.

3. Significance Thresholds

3.1. Development Projects

Development projects that do not meet the screening criteria in Section 2.2 must include a detailed evaluation of the VMT produced by the project. The significance thresholds and specific VMT metric used to measure VMT are described by land use type in **Table 2**.

Table 2 VMT Thresholds of Significance for Development Projects	
Land Use Type (See Appendix A for Specific Land Use Designations)	Threshold for Determination of a Significant VMT Impact¹
Residential	15% below Baseline Regional Average of VMT/Capita Regional VMT/Capita: $20.12 \times .85 =$ 17.1 VMT/Capita
Office/Business Professional Employment	15% below Baseline City-wide Average of VMT/Employee Citywide VMT/Employee: $17.86 \times .85 =$ 15.2 VMT/Employee
Industrial/Warehouse/Manufacturing Employment	At or below Baseline City-wide Average of VMT/Employee Citywide VMT/Employee: $=$ 17.9 VMT/Employee
Regional Retail	No net increase in total regional VMT
Regional Recreational	No net increase in total regional VMT
Regional Medical/Hospital	No net increase in total regional VMT
Regional Public Facilities	Does not contain regional public uses
Mixed Use	Analyze each land use individually per above categories
Redevelopment	Apply the relevant threshold based on proposed land use
Notes:	
1. Projects that exceed these thresholds would have a significant impact.	
The methods used to determine VMT/Capita and VMT/Employee for regional and city averages and total regional VMT are described in Section 4.	

3.2. New Specific Plans

For new Specific Plans or other large multi-use development plans, the significance thresholds presented in **Table 2** apply as follows:

- Residential – Aggregate all residential land uses and compare the resulting VMT/Capita to the regional average. The threshold is 15% below the regional average Resident VMT/Capita per Table 1.
- Office/Business Professional Employment – Aggregate all office/business professional land uses and compare the resulting VMT/Employee to the City average. The threshold is 15% below the City average Employee VMT/Employee per Table 1.

- Industrial Employment - Aggregate all industrial employment land uses and compare the resulting VMT/Employee to the City average. The threshold is the City average VMT/Employee per Table 1.
- Retail, Public Facilities, Recreational Facilities, and Medical/Hospital Facilities – Evaluate the effect that adding these land uses has on regional VMT.

3.3. Non-VMT Significance Criteria

In addition to the VMT-based “thresholds of significance” listed in Table 2, a project may have a significant CEQA transportation impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Potential examples of the latter could include one or more of the following:

- Eliminates or adversely affects an existing bikeway or pedestrian facility in a way that would discourage its use; or
- Interferes with the implementation of a planned bikeway as shown in the Bicycle Master Plan, or be in conflict with the Pedestrian Master Plan; or
- Fails to provide adequate access for bicyclists and pedestrians, resulting in unsafe conditions, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts.
- Eliminates or adversely affect existing transit access, service, or operations; or
- Interferes with the implementation of planned transit service
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

3.4. Transportation Projects

As discussed in Section 2.4 and Appendix C there are a variety of transportation projects that are not considered to be VMT-inducing and would be presumed to have a less than significant impact on transportation. These types of projects would not require a detailed VMT analysis. For these project types, the presumption of a less than significant impact would apply even if the project was not in the General Plan or a Specific Plan.

VMT would be used as the performance measure for major roadway projects. The recommended significance threshold is the level of VMT expected based on the Specific Plan in which the transportation project is located or the City’s General Plan in other areas. This methodology is recommended for the following reasons:

- Although the new CEQA guidance allows for the use of any appropriate performance measure for the analysis of transportation projects, the intent of the SB 743 legislation was taken into consideration in the selection of a performance measure. SB 743 is intended to promote multimodal transportation networks, encourage infill development, and promote reduction of greenhouse gases. VMT is considered to be the performance measure that best reflects this intent.

- OPR's technical advisory encourages the use of VMT as a performance measure. Although this recommendation is not binding, the intent of these guidelines is to follow OPR's guidance, except in cases where there are regional or local factors that warrant a revision or clarification.
- The use of "consistency with the General Plan or an adopted Specific Plan" as a VMT threshold is based on the process by which transportation projects are incorporated into the General Plan or a Specific Plan. In order for a transportation project to be incorporated into a Specific Plan or the General Plan, a considerable amount of analysis is typically conducted. Specific Plans and General Plans include the preparation of an Environmental Impact Report that considers a variety of environmental impacts, including transportation effects on vehicular travel, transit, and bicycle and pedestrian facilities impacts. Since the General Plan and adopted Specific Plans are considered to represent sound urban planning decisions, consistency with these plans is considered to be a reasonable benchmark for the determination of a VMT significance threshold.

Roadway projects (or multimodal projects that include roadways) that are included in the General Plan or an adopted Specific Plan would be presumed to have less than significant VMT impacts. In the case of some projects, a similar project may have been included in the General Plan or a Specific Plan, but revisions or refinements (e.g. a minor adjustment to alignment) have been incorporated. If the revisions or refinements are significant and expected to cause increases in VMT, analysis should be conducted to compare the proposed project to the project description in the General Plan or Specific Plan. A project that causes a significant increase in VMT, in comparison to a similar project proposed in the General Plan or Specific Plan, would need to reduce VMT levels below the level of VMT expected in the General Plan or Specific Plan in order to avoid a significant VMT impact.

Nearly all new local roadways that will be constructed in the City will be intended to provide access to new development and provide local circulation/mobility. As such, they would be assumed to be implemented with new land development projects and thus be part of the land development VMT screening and, if needed, VMT analysis. These new local roadways would not require a separate VMT analysis.

Roadway projects (or multimodal projects that include roadways) that are not included in the General Plan or an adopted Specific Plan would need a detailed analysis of VMT to determine whether the project would be expected to increase or decrease VMT as compared to VMT levels in the General Plan or Specific Plan.

The thresholds of significance for transportation projects are shown in **Table 3**.

Table 3 Thresholds of Significance for Transportation Projects	
Project Type	Threshold for Determination of a Significant VMT Impact¹
Roadway project not in General Plan or adopted Specific Plan	Increase in total regional VMT
Significant change in roadway project in General Plan or adopted Specific Plan	Significant increase in VMT compared to roadway project in General Plan or adopted Specific Plan

4. Analysis Methodology

4.1. Selection of Analysis Tools for Estimating VMT

SACSIM19 is an "activity-based" model that simulates people's activities on a "typical" weekday and it tracks travel of individuals throughout the day in trip "tours." It allocates household and employment to the parcel level, which allows the model to capture smaller-scale land use changes and differences. SACSIM19 is sensitive to the local physical environment, including the presence (or absence) of pedestrian and bicycle facilities, the patterns of local street networks (e.g., grid vs. cul-de-sacs), and the density, proximity and mix of surrounding land uses (i.e. employment destinations, schools, retail, parks, etc.). SACSIM forecasts automobile, transit, bicycle, and walk trips. SACSIM19 requires a detailed definition of household population/demographics and employment by type at a parcel-level of geography.

The VMT, VMT/Capita and VMT/Employee for regional and city averages, as well as for project-level analysis, will be determined using the City's adopted travel demand model, which is a focused version of SACOG's adopted SACSIM19 regional model. To develop the City's focused model, additional traffic analysis zones (TAZs) were added to the regional travel demand model to support traffic forecasts on additional City roadways than the major roadways in SACOG's regional model. However, the structure of the SACSIM19 regional travel demand model was not changed in the City's model. While the City's model is intended to focus on travel within the City, it covers the same area as SACSIM19 – the full six-county SACOG region. Thus the City's model predicts how the City's development interacts with land uses region-wide and the entire regional transportation system.

As part of the "SB 743 Implementation Tools Project," SACOG has two recommended methods for project-level VMT estimation:

Method 1: Use of a "regional" transportation model, either by running the model directly to estimate VMT with and without the project (for large projects) or through use of screening methodologies (for small projects). The transportation model used for VMT estimation could either be the SACOG regional model (SACSIM19) or one of the many variants of the regional model developed by local agencies to provide more detailed analysis within their jurisdictions. If one of the local models is used, it should be sufficiently documented and maintained.

Method 2: Use of a customized spreadsheet or web-based tool for a specific study area or jurisdiction that uses information from a regional transportation model to provide VMT analysis.

For land development projects in the City of Rancho Cordova, the following methods should be used:

- Method 1 above (use of a regional travel demand model) should be used for all "large" projects or other projects that meet any of the checklist criteria outlined in **Table 4**. For the purposes of the selection of methods for VMT analysis, the City has defined "large" projects as those that generate more than 3,500 daily trip ends, which is equivalent to about 350 single family dwelling units or about 300,000 square feet of office. The City has determined that this level of development is reasonable for requiring use of a regional travel demand model.
- Method 1 or Method 2 (use of a customized spreadsheet or web-based tool) can be used for the analysis of projects that do not exceed the criteria in Table 4.

Methods 1 and 2 for City’s CEQA transportation impact analysis are described in Section 4.3.

Table 4 Checklist to Determine When Running a Travel Demand Model is Necessary for VMT Analysis¹	
Check if Applicable	Project Characteristic
	Project with greater than 3,500 daily vehicle trip ends
	Project is inconsistent with General Plan
	Base year trip length information from the City’s travel demand model is not available for the project (or adjacent) TAZ
	Project has unusual characteristics that VMT screening tools can't take into account ²
	Project has both land development and a significant transportation component
	Project includes regional retail development
Notes: 1. A model run of the City’s travel demand model is recommended if a project is not screened-out based on the Section 2 criteria and any of the project characteristics listed above are applicable. 2. Examples of unusual characteristics include some entertainment, recreational or other projects that may have longer or shorter trip lengths than a typical project of its type as well as projects that affect the trip-making behavior of the surrounding area such that VMT increases or decrease would result from nearby land uses.	

4.2. VMT Metrics –Development Projects

This section describes how each of the key metrics (VMT/Capita and VMT/Employee) used in the VMT analysis for CEQA transportation impacts should be calculated.

VMT/Capita

VMT/Capita is used to evaluate residential projects. It includes all vehicle “tours” (both work/commute vehicle tours and non-work vehicle tours) that start and end at residential units. The VMT from these tours are grouped and summed to the home location of those tours. The VMT for each home is then summed for all homes in a particular area and divided by the total population of that area to arrive at VMT/Capita.

SACSIM19 is a “tour-based” travel demand model. The vehicle tours estimated by SACSIM19 that begin and end at home include intermediate stops. For example, a work/commute vehicle tour could include stops on the way to work to drop a child at school and get coffee and a stop on the way home to go to a gym or get groceries. A non-work vehicle tour that begins and ends a home can also include more than one stop. The VMT from these tours must include the full mileage of the entire round-trip tour including all stops based on the City’s focused version of the SACSIM19 model – both for Method 1 or Method 2 described above.

Tours made by a household resident that do not begin or end at home (called “business tours”) are not included in the VMT/Capita estimates. Such tours that begin and end at a work site can include trips for

lunch or personal business but also job-related tours, such as deliveries, business meetings etc. These “business tours” are not included for the following reasons:

- The amount of business tours made by individuals can vary more based on their job type than their residential location. In the regional model, the number and length of those tours can vary greatly.
- Including business tours would require that all projects, including small to medium size residential projects, be evaluated using SACSIM19. Excluding business tours from VMT/Capita allows use of Method 2 described above. Such methods can involve use of typical ITE-based trip generation estimates (adjusted for relevant factors) along with full tour lengths from SACSIM19 that can be provided by the City for traffic analysis zone (TAZ).
- The trip generation aspect of the selected method is equivalent to use of only “home-based trips,” which is recommended by the OPR Technical Advisory when the regional model is “trip-based”. However, by using the full length of home-based tours from SACSIM19, the selected method provides a more accurate estimate of VMT

VMT/Employee

VMT/Employee is used to evaluate office and industrial employment projects. It includes all work/commute vehicle tours that start and end at employment location (“parcels” in SACSIM19). The VMT from these tours are grouped and summed to the employment location of those tours. The VMT for each employment location is then summed for all employment locations in a particular area and divided by the total employment of that area to arrive at VMT/Employee.

As described under VMT/Capita, the work/commute vehicle tours estimated by SACSIM19 include intermediate stops. The VMT from these tours must include the full mileage of the entire round-trip work/commute tour including all stops based on the City’s focused version of the SACSIM19 model – both for Method 1 or Method 2 described above.

The selected method is equivalent to the use of only “home-based work trips,” which is recommended by the OPR Technical Advisory when the regional model is trip-based is used to estimate VMT/Employee for an office project.

4.3. Methods for Estimating VMT – Development Projects

Project-level VMT analysis for Method 1 should use the City’s adopted travel demand model, which is a focused version of SACOG’s adopted SACSIM19 regional model. The specific model version and model year will be identified by the City’s Public Works Department. Method 2 should use “tour distances” from the City’s adopted travel demand model.

The City can provide the following information:

- Base year screening maps that display VMT/Capita and VMT/Employee as a percent the regional and City averages, respectfully
- Input files and model run scripts for the base year version of the City’s adopted travel demand model.

- Model scripts that can be used with the City’s travel demand model to estimate VMT/Capita and VMT/Employee for project-level analysis by Method 1
- Maps with base year average distances for home-based vehicle tours by traffic analysis zone (TAZ) for the evaluation of VMT/Capita of residential projects by Method 2
- Maps with base year average distances for work/commute vehicle tours by TAZ for the evaluation of VMT/Employee for office and industrial employment projects by Method 2

The City will not provide the software for SACSIM19 or manuals on how to use this software.

Method 1 Analysis

Method 1 is required for “large” projects (those that generate more than 3,500 daily trip ends) or other projects that meet any of the checklist criteria outlined in **Table 4**. However, Method 1 can be used for any size project that requires a VMT analysis. This method involves the following basic steps:

- Prior to performing any modeling using the City’s travel model, the City requires execution of a Model Users Agreement (available upon request).
- Input all project land uses into the base year version to City’s adopted travel demand model.
- Any edits to the model’s network must be fully described and should only be made at the project site to 1) ensure that site access for the proposed project is properly represented in the model and 2) any changes in roadways, bikeways or transit networks that are part the proposed project are reflected.
- SACSIM19 requires that “buffers” be estimated for each parcel. Buffers identify the mix of land uses and transit stops that are near that parcel. Due to the change in land use caused by the project, the base year buffers need to be re-estimated for parcels that are within one-half mile of the project. The model’s buffer input files need to be edited for those parcels. Buffers for parcels further than one-half mile from the project site should remain the same.
- The model needs to be run with the new model input files (for land use, buffers and networks) using the same model run scripts as the base year version of the City’s adopted travel demand model.
- VMT/Capita and VMT/Employee should be determined using the same method/scripts utilized by the City to develop the City’s VMT/Capita and VMT/Employee screening maps.
- If a significant transportation VMT impact is identified, some types of mitigation measures can be reflected in SACSIM19, which allows the model to be rerun to determine if these measures reduce the level of impact. However, some types of travel demand management (TDM) measures cannot be fully reflected in SACSIM19, and a customized spreadsheet or web-based tool should be used to test the effectiveness of those measures at reducing project VMT. See Section 5 for analysis of mitigation measures.

SACOG’s current base year is 2016, which was used for the 2020 MTP/SCS. To meet Federal requirement, SACOG will update their model every four years when they develop and approve a new Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS). As part of that process they will update both the land use and the transportation system inputs to the model for a new base year. The City can use

SACOG's data for a new base year to prepare new estimates of regional and Citywide VMT/Capita and VMT/Employee to monitor the City's progress on these key metrics.

The City's Travel Demand Model Requirements for SB 743/ VMT Analysis is provided in Appendix D.

Method 2 Analysis

Method 2 can be used for projects that generate less than 3,500 daily unadjusted trip ends unless they meet the any of the other checklist criteria outlined in **Table 4**. This method generally involves the use of:

- Typical trip generation methods, such as ITE vehicle trip generation rates that may be adjusted based on supporting information
- A customized spreadsheet or web-based tool that uses trip length information from the City's travel demand model to provide VMT analysis

The selected tool used under Method 2 must demonstrate that it is appropriate for VMT analysis. That is, the tool must be able to provide direct estimates of "project generated VMT" and must:

- have been vetted by independent researchers, including its accuracy, sensitivity and defensibility
- be capable of using trip/tour length estimates from the City's travel demand model that reflects the specific project location

Ideally, the selected tool will also be able to evaluate travel demand management (TDM) strategies for VMT mitigation.

VMT generation is highly dependent on the location of a project site with respect to the availability of alternative transportation modes and its location with respect to origins and destinations of trips within the regional area. Average vehicle trip length, which is an important component of VMT, is highly influenced by these factors. Travel demand models are developed to take these factors into account and are widely accepted for analysis of these and other factors related to trip-making behavior. Customized spreadsheet and web-based methodologies are able to account for these factors by importing trip length information from the regional travel demand model on a localized basis.

There are a large number of customized methodologies that have been made available by various developers that have been prepared for general use and are not specifically tailored to an individual location or jurisdiction. A list of models was included in the 2014 SB 743 guidelines prepared by the Office of Planning and Research (Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743, OPR, 2014). The project team has reviewed these customized methodologies and has not discovered a tool that is validated and become widely accepted for VMT analysis of individual projects. The level of documentation that is available for different methodologies varies and the level of maintenance of the methodologies is also an unknown going forward. Wide variations in the VMT results between different methodologies adds to the uncertainty regarding their use

SACOG's "SB 743 Implementation Tools" project evaluated eleven sketch model tools. They also incorporated information from reviews conducted through academic research by UC Davis and UC Berkeley. Eight of the eleven tools were not recommended for use as a sketch tool for VMT analysis.

If Method 2 is selected, the City needs to approve a tool or spreadsheet methodology based on supporting information.

4.4. Method for Estimating VMT – Transportation Projects

Like development projects, there are two methods to analyze VMT impacts of roadway projects (or multimodal projects that include roadways) that are not “screened out” and thus need a detailed analysis of VMT.

- For small transportation projects, the VMT analysis could be conducted using sketch planning techniques. Small projects would be those where significant changes in travel patterns that would cause “induced” travel.
- For medium or large projects, the analysis would require the use of the City’s focused version of the SACSIM model. Effects of induced travel are accounted for, as the SACSIM model estimates changes in origins/destinations, travel modes and travel routes in iterative model runs to reach a final traffic forecast. The SACSIM model is sensitive to changes in congested travel times by auto based on roadway capacity and estimated volumes, as well as the changes in travel times of alternative modes (walking, biking and transit) for all possible origin/destination pairs in the region.

4.5. Circulation/Operations Analysis

Aside from the CEQA transportation VMT analysis, the City may require the preparation of a circulation/operations analysis for a land development project (see Sections 2.3 for need to conduct this analysis). The purpose of this analysis is to forecast, analyze, and describe how a development will affect existing and future circulation infrastructure for all users of the transportation system, including vehicles, bicycles, pedestrians and transit. The circulation/operations analysis assists transportation engineers and planners in both the City and the development community when making land use, infrastructure planning, and other development decisions. This analysis quantifies the expected changes in transportation conditions and evaluates the efficacy of potential improvements, if warranted.

The circulation/operations analysis, which includes a traditional LOS-based traffic impacts of development projects, is separate from the transportation impact analysis conducted as part of the environmental (CEQA) project review process, as described in Sections 4.1 through 4.3. The purpose of the circulation/operations analysis is to ensure that all projects provide a fair share of infrastructure improvements in order to accommodate their multimodal transportation demands.

The detailed methodologies for the circulation/operations analysis are covered in separate documentation. The City currently uses Sacramento County’s 2004 Traffic Impact Analysis Guidelines to define the methodologies for the circulation/operations analysis. Sacramento County is updating those guidelines to both implement the requirements of SB 743 and reflect their desired changes in their “local transportation analysis” (LTA), which focuses on the more traditional LOS-based transportation impacts of development projects. The County’s new LTA guidelines include defining any multimodal transportation improvements (transit, bicycle, pedestrian) that are recommended to support a land development project, but may or may not be required as CEQA mitigation measures for a project’s significant VMT impacts.

5. Mitigation

If a project is found to have a significant transportation VMT impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact. Depending on the project type, this means reducing the project's VMT, VMT/Capita and/or VMT/Employee. Typically, these VMT metrics are reduced by implementing strategies that achieve one of the following:

- Reducing the number of automobile trips generated by the project or by the residents or employees of the project.
- Reducing the distance that people drive.

Table 5 summarizes the type of VMT deduction strategies that could be considered for mitigating a significant transportation VMT impact. Strategies that reduce single occupant automobile trips or reduce travel distances are called TDM strategies. The City has used its "Transit Related Services Special Tax" to provide vehicle trip reduction services, including transit shuttle services².

Not all mitigation measures are physical improvements to the transportation network. A sample mitigation measure might include telework options for employees to reduce vehicular travel. Examples of other mitigation measures based on OPR's Technical Advisory are shown in **Table 6**.

An analysis with supporting evidence must demonstrate the effectiveness of the proposed mitigation measure(s) at reducing the identified significant transportation VMT impact (i.e. reducing VMT/Capita, VMT/Employee and/or total VMT).

² Special taxes required by the City as part of the project entitlement process can be credited as mitigation if the purpose of the special tax is to specifically fund/support alternatives to single-occupant-vehicle use.

Table 5 VMT Reduction Strategies			
Strategy Type		Description	Notes
A	Land Use/ Location	Land use-related components such as project density, location, and efficiency related to other housing and jobs; and diversity of uses within the project. Also includes access and proximity to destinations, transit stations, and active transportation infrastructure.	Built environment strategies require modifying the project, which may create inconsistencies with the project description and financial feasibility.
B	Site Enhancement	Establishing or connecting to a pedestrian/bike network; car sharing programs; shuttle programs.	
C	Transit System Improvement	Improvements to the transit system including reach expansion, service frequency, types of transit, access to stations, station safety and quality, parking (park-and-ride) and bike access (to transit itself and parking), last-mile connections.	
D	Travel Demand Management	For residential: transit fare subsidies, education/training on alternatives, rideshare programs, shuttle programs, bike share programs For employer sites: transit fare subsidies, parking cash-outs, paid parking, alternative work schedules/telecommute, education/training of alternatives, rideshare programs, shuttle programs, bike share programs, end of trip facilities	TDM strategies are often building tenant dependent so their use requires on-going monitoring and adjusting to account for changes in building tenants and their travel behavior.
E	In-Lieu Fees/Tax	A fee or tax leveed that is used to provide transportation services that reduce trips from the project, including transit services	A potential example is the City's "Transit Related Services Special Tax"

Table 6 Example VMT Reduction Measures	
Category	Measure
Parking	• Limit or eliminate parking supply • Unbundle parking costs • Provide parking cash-out programs • Price workplace parking
Transit	• Improve or increase access to transit • Reduce transit headways • Implement neighborhood shuttle • Provide partially or fully subsidized transit passes
ITS	• Deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes. • Implementing or funding intelligent transportation systems (ITS) strategies to improve passenger throughput on existing lanes.
Education and Encouragement	• Provide incentives or subsidies that increase the use of modes other than a single-occupancy vehicle • Voluntary travel behavior change program • Promotions and marketing
Commute Trip Reductions	• Implement or provide access to a commute reduction program • Provide telework options • Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, showers and locker rooms, and bicycle repair services • Employer or association-sponsored vanpool, circulator, or shuttle • Rideshare program • Provide employee transportation coordinators at employment sites • Provide a guaranteed ride home service to users of non-auto modes
Shared Mobility	• Provide car-sharing, bike sharing, and ride-sharing programs • Shift single occupancy vehicle trips to carpooling or vanpooling by providing ride-matching services or shuttle services • Other shared mobility devices • School carpool program
Active Transportation/ Neighborhood Enhancement	• Orient the project toward transit, bicycle, and pedestrian facilities • Improve pedestrian or bicycle networks • Include outdoor bike parking • Include secure bike parking and showers • Shared use paths/paseos

Table 6 Example VMT Reduction Measures	
Category	Measure
Project Changes	• Locate the project in an area of the region that already exhibits low VMT. • Locate the project near transit. • Increase project density. • Increase the mix of uses within the project or within the project's surroundings. • Increase connectivity and/or intersection density on the project site. • Increase access to common goods and services, such as groceries, schools, and daycare. • Incorporate affordable housing into the project. • Incorporate a neighborhood electric vehicle network.

Appendix A

VMT Analysis Land Use Designations

For the purpose of defining the type of VMT analysis that is required for CEQA transportation impacts, the land use designations that fit within residential, office/business professional employment, industrial employment, local-serving retail and local-serving public facilities categories are provided in **Table A-1** below.

Table A-1
Land Use Designations for VMT Analysis
Residential
Estate Residential (ER)
Low Density Residential (LD/LDR)
Low Density Cluster (LDC)
Medium Density Residential (MD/MDR)
High Density Residential (HDR)
Residential Mixed-Use (RMU) – residential prominent use
Residential Mobile Home (RMH)
Retirement/age-restricted housing
Residential care home/facility
Office/Business Professional Employment
Business and Profession Office (BP)
Office Profession Mixed Use (OPMU) - office predominant use
Office Industrial Mixed Use (OIMU)
Hospital
Industrial Employment
Light Industrial (LI)
Light Industrial Business Park (LIBP)
Industrial Park (MP)
Light Industrial/Manufacturing (M-1)
Heavy Industrial/Manufacturing (M-2)
Retail (includes recreational uses): May be screened out as local-serving based on size or market study.
General Commercial (GC) that do not include regional uses
Commercial Mixed-Use (CMU) – commercial prominent use
Village Commercial/Center (VC)
Village Center Mixed Use

Table A-1
Land Use Designations for VMT Analysis
Regional Retail and Recreational – Not Local Serving
General Commercial (GC) that include regional uses
Local Town Center (LTC)
Regional Town Center (RTC)
Hotels and motels
Outdoor commercial recreation
Entertainment venues
Golf course
Public/Quasi-Public Facilities - Regional Serving
Hospital / Medical Campus etc.
Public/Quasi-Public Facilities - Local Serving
Public K-12 schools (elementary school, middle school, and high school)
Day care center
Library
Post Office
Neighborhood park
Open Space
Police and Fire stations
Utility substations
Water sanitation and waste management facilities
Regional Public Facilities – Not Local Serving
Airport
University/college
Community college
Private schools (elementary school, middle school, and high school)
Religious institutions
Clubs, lodges, and private meeting halls
Theaters and Auditoriums
Museum
Regional park

Appendix B

Evidence for Thresholds and Screening Criteria

This appendix provides context and evidence for the thresholds and screening criteria for the transportation VMT CEQA analysis.

BACKGROUND

The SB 743 legislation specified that the Governor's Office of Planning and Research (OPR) prepare guidelines for the implementation of SB 743. During the period from the passage of SB 743 in 2013 to the fall of 2018, OPR prepared various sets of guidelines and sought public comments from stakeholders. At the time of preparation of these transportation impact guidelines, guidance regarding the changes to CEQA initiated by SB 743 was contained in the following documents:

- CEQA Guidelines Revisions: Revisions to the CEQA Guidelines were adopted into CEQA in December 2018 through a formal process conducted by the Natural Resources Agency. Additional changes can only be made through a future CEQA update process.
- Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR's Technical Advisory) released in December 2018.

While OPR's Technical Advisory provides recommendations on many aspects of conducting a CEQA transportation analysis using VMT, OPR's guidance is not comprehensive and some key decisions are left for lead agencies to determine. The Technical Advisory is not formally included in CEQA and can be revised by OPR at any time without going through a formal process. Updated versions of the Technical Advisory are expected to be issued by OPR as new information becomes available and as California agencies gain experience in applying SB 743 to actual projects.

Although OPR's Technical Advisory provides a substantial amount of information on how to conduct a VMT analysis under CEQA, additional work is needed at the local level, either through an overall guidance document or on a case-by-case basis as individual studies are conducted. The Technical Advisory provides statewide guidance based on evidence collected by OPR that can be refined or modified by local agencies with appropriate justification and substantial evidence. The Technical Advisory suggests various thresholds for the significance of VMT impacts but does not require the use of a particular threshold. Lead agencies have discretion to select their preferred significance thresholds and could choose to use the thresholds suggested in the Technical Advisory or develop alternative thresholds.

The City of Rancho Cordova's Transportation Impact Guidelines, described in the following sections, were informed by OPR's Technical Advisory but were adjusted based on local data and the specific context of the City's existing and planned development and transportation system. The City's guidelines were also informed by the Sacramento Area Council of Government's (SACOG) "SB 743 Implementation Tools" project. The intent of SACOG's effort was to provide tools and information for agencies in the SACOG region to implement SB 743 within their own jurisdiction. That project was conducted with the assistance of a Local Agency Working Group (LAWG) set up by SACOG that consisted of staff members of agencies within the SACOG region, including the City of Rancho Cordova.

THRESHOLDS OF SIGNIFICANCE

A land development project's CEQA transportation impacts impact would be significant if it exceeds any of the thresholds below. Evidence is provided for each threshold.

Residential Projects

Threshold – If a residential development is located in an area where household VMT per capita is less than 85 percent of the regional average, the project is presumed to result in a less than significant CEQA impact.

Evidence – The OPR Technical Advisory provides that “residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT/Capita, measured against the region or city, may indicate a less-than-significant transportation impact.”

Office Employment Projects

Threshold – If an office employment development is located in an area where VMT/Employee is less than 85 percent of the city-wide average, the project is presumed to result in a less than significant CEQA impact.

Evidence – Like downtown Sacramento, the Infill Area of the City of Rancho Cordova is a major employment center for the Sacramento metropolitan area. The City's jobs/housing ratio (2.15) is nearly double the regional jobs/housing ratio (1.15). Thus the City currently imports most of its workers and the current city average for VMT/Employee (18.9) is 15 percent higher than the regional average for VMT/Employee (18.9). Setting a VMT/Employee threshold at 85% of the current regional average would result in significant impacts for office projects anywhere they are located within the City.

However, SACOG's regional travel demand model estimates that Rancho Cordova's VMT/Employee will decrease by about 14% (to 16.4) by 2040 with the future land use and transportation system anticipated in the 2020 MTP/SCS. The reasons for this projected decrease in the city average VMT/Employee are:

- The MTP/SCS projects substantially higher growth in residential development than employment growth within the City, which will decrease the jobs/housing ratio from 2.15 to 1.8
- The MTP/SCS included significant improvements in transit (light rail and bus) services to the City's already robust transit accessibility.

For the above reasons, an appropriate threshold for office projects within the City is 85% below the current city-wide average for VMT/Employee. This threshold is consistent with achieving an overall reduction in citywide VMT as it recognizes that the City is already a regional employment center.

Industrial Employment Projects

Threshold – If an industrial employment development is located in an area where the VMT per employee is less than 100 percent of the city-wide average, the project is presumed to result in a less than significant CEQA impact.

Evidence – The OPR Technical Advisory provides that “land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-

specific information, may develop their own more specific thresholds, which may include other land use types.”

Purely industrial uses are desired to be located in locations that are less dense and not within urban areas which typically have higher VMT/Employee. Industrial land uses are land intensive; therefore, placing industrial land uses in less urban areas characterized by having higher VMT/Employee allows land in efficient VMT areas to be more effectively utilized as high density residential and commercial uses.

As discussed under the evidence provided for VMT/Employee threshold for office projects, Rancho Cordova is already a regional employment center with a higher average VMT/Employee than the regional average. Yet the city average VMT/Employee is projected to decrease by about 40% by 2040 with the future land use and transportation system anticipated in the 2020 MTP/SCS. Thus, an appropriate threshold for industrial projects within the City is the current city average for VMT/Employee. This threshold is consistent with achieving an overall reduction in citywide VMT as it recognizes that:

- The City is already a regional employment center
- Industrial uses, which generate lower total VMT per acre are most appropriate in areas that have a lower potential to reduce VMT because it results in more available land within areas with a high potential to achieve VMT reductions available for more dense residential and office development.

Regional Retail

Threshold – If a regional retail project would not cause a net increase in total regional VMT, the project is presumed to result in a less than significant CEQA impact.

Evidence – The OPR Technical Advisory provides that “because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project’s transportation impacts...Regional-serving retail development,... which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than- significant.”

Retail within the City will be analyzed consistent with the OPR technical advisory.

SCREENING CRITERIA

Development projects are presumed to have less than significant impacts to the transportation system, and therefore would not be required to conduct a VMT analysis, if any of the following criteria are established, based on substantial evidence.

Located in a VMT Efficient Area:

Criteria – If a project is located in VMT Efficient Area, the project is presumed to result in a less than significant CEQA impact. VMT Efficient Areas are defined by the thresholds of significance as follows:

- Residential project located in an area where VMT/Capita is 15% or more below the base year regional average

- Office employment project located in an area where VMT/Employee is 15% or more below the base year city-wide average
- Industrial employment project located in an area where VMT/Employee is at or below the base year city-wide average

The City has prepared separate maps showing the VMT Efficient Areas for residential, office employment and industrial employment developments that can be used for project screening.

Evidence – This presumption is consistent with the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (OPR Technical Advisory), which provides that “residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently below threshold. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.”

Proximity to Transit:

If a residential, retail, or office/business professional project, as well as projects that are a mix of these uses, are located in a Transit Priority Area (within ½ mile of an existing or planned major transit stop or along a high quality transit corridor) the project is presumed to result in a less than significant CEQA impact.

Evidence – Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. Pub. Resources Code, § 21064.3 states that “‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

Small Projects

In addition, small projects, which are whole projects with independent utility that would generate less than 237 average daily vehicle trips (ADT), would also not result in significant VMT impacts on the transportation system:

Evidence – The OPR Technical Advisory states that “projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact.” This is supported by the fact that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development, and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301(e)(2).)

SACOG used the OPR 110 trips per day estimate and the California Household Travel Survey (CHTS) average trip length for offices in the SACOG region (7.9 miles), which results in a VMT generation of 869

VTM/day. A VMT of 836/day equates to approximately 20 single-family residential units based on a value of 42.9 VMT/household in the CHTS for the SACOG region. Based on the ITE Trip Generation Manual (10th Edition), 20 single-family homes would generate 237 daily trips, using the fitted curve methodology

Local Serving Retail/Recreational

A retail (or recreational) project is locally serving if it is consistent with the land uses listed in **Appendix A** and has:

- Infill Area: 125,000 square feet gross floor area or less
- Growth Area: 200,000 square feet gross floor area or less

A retail project may also be defined as locally-serving if a market area study demonstrates that it is based on the size of its market area. Hotels and motels are not considered local serving retail.

Evidence – The OPR Technical Advisory provides that “because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project’s transportation impacts.” Local serving retail generally shortens trips as longer trips from regional retail (or from neighborhood retail centers that are further away) are redistributed to the new local retail.

The International Council of Shopping Centers (ICSC) conducts research on shopping centers and classifies centers based on its characteristics. They describe a “neighborhood center” as having between 30,000 to 125,000 square feet of gross floor area with a market area of 3 miles. Thus, new shopping centers with 125,000 square feet or less should be considered locally-serving. Adding retail square footage (even if it is less than the gross floor area listed above) to an existing regional retail shopping area is not considered local-serving

The City’s Growth Area is very different than its Infill Area on how retail development will impact VMT. The Infill Area is currently served by retail that is close to residential development while the Growth Area is currently largely residential and under-served by retail uses. The following can be said about future development in the Growth area based on the City’s General Plan and adopted specific plans:

- A substantial amount of residential development will result that will help reduce the City’s high overall job/housing ratio and thereby substantially lower the city-wide average VMT/Employee
- An adequate amount of neighborhood retail centers is planned to serve the new residential areas and thereby limit VMT/Capita.

It is anticipated that while adequate land is zoned in the Growth Area for retail uses, their development will continue to lag behind residential uses in the Growth Area. Thus retail development in the Growth Area must be encouraged to limit growth in VMT/Capita for residential uses. While shopping centers greater 125,000 square feet in the Infill Area may be considered as regional centers, somewhat larger neighborhood centers (up to 200,000 square feet) can be allowed in the Growth Area without significant increases to overall VMT if they do not include regional uses, such as an entertainment venue. A retail project may also be defined as locally-serving if a market area study demonstrates that it is based on the size of its market area.

Local Serving Public Facilities

Public facilities that serve the community and either produce very low VMT or divert existing trips from established local facilities. A replacement of an existing facility with facility of similar size and use is exempt under CEQA so not subject to VMT analysis.

Evidence – Similar to local serving retail, local serving public facilities would redistribute trips and would not create new trips. Thus, similar to local serving retail, trips are generally shortened as longer trips from a regional facility are redistributed to the local serving public facility.

Affordable Housing

Residents of affordable residential projects typically generate less VMT than residents in market rate residential projects. This pattern is particularly evident in affordable residential projects near transit. In recognition of this effect, and in accordance with the OPR Technical Advisory, projects that meet the City's criteria for affordable housing would not require a VMT analysis.

Evidence – Affordable residential projects generate fewer trips than market rate residential projects. Thus the OPR Technical Advisory recommends that such projects would not require a VMT analysis.

Redevelopment Project

Projects that replace existing uses with similar use and size are exempt from CEQA and VMT analysis. If a project replaces an existing use with a different use or is a significantly larger facility with same use as existing it would not require to complete a VMT analysis if demonstrates that the total project VMT is less than the existing land use's total VMT.

Evidence – Consistent with the OPR Technical Advisory, "where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply."

If a residential or office project leads to a net increase in VMT, then the project's VMT per capita (residential) or per employee (office) should be compared to thresholds recommended above. Per capita and per employee VMT are efficiency metrics, and, as such, apply only to the proposed project without regard to the VMT generated by the previously existing land use.

If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact. – OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

Appendix C

Transportation Project Screening Criteria

This appendix provides a list of transportation projects that are presumed to have a less than significant impact, and therefore, would not be required to conduct VMT analysis.

The following specific project types are presumed to have a less than significant impact to VMT:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than two miles in length
- Installation, removal, or reconfiguration of traffic lanes at intersections that are intended to provide operational or safety improvements
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles

- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor
- Roadway striping modifications that don't change the number of vehicle through lanes
- Projects to bring an intersection or roadway into conformity with City design standards
- Installation, removal, or reconfiguration of auxiliary through lanes (i.e. with a downstream lane drop) at intersections that are intended to provide operational or safety improvements

Appendix D

City Model SB 743 Application Guidelines

In order to comply with Senate Bill 743, the City of Rancho Cordova has implemented a focused version of SACOG's SACSIM-19 Activity Based Travel Demand Model to be used for forecasting changes in vehicle miles traveled (VMT) associated with development projects. Due to the complexity of this model and its inputs and outputs, the City requests that all consultants running the model follow certain protocols to ensure model results consistent, repeatable, and compatible with the City's SB 743 guidelines.

MODEL INPUTS

Upon request from an applicant or consultant, the City of Rancho Cordova will supply the requesting party with access to the model files necessary to complete both existing (2016) and future (2040) model runs. In order for the model to run successfully the consultant will need to have access to CUBE/Voyager software, as well as a capable modeling computer with at least 4 processor cores and a recommended 32 Gb of RAM. File folders should be set up with a unique directory for 2016 and 2040, and each folder needs to include subdirectories called "daysim" and "input" with appropriate files contained within each of them as provided by the City or the City's consultant. Additional folders for each specific model run should also be located within the appropriate 2016 or 2040 folder. Folder contents should include the files shown below.

Depending on a given project, consultants implementing the model for an applicant will likely need to edit the following files:

- Roadway network: 2016_base.net or pa40_base.net
- Transit line file: 2016_tranline.txt or pa40_tranline.txt
- Parcel land use file: 2016_raw_parcel.txt or pa40_raw_parcel.txt
- For projects with additional residential units:
 - Population file: 2016_raw_person.txt or pa40_raw_person.txt

- Households file: 2016_raw_household.txt or pa40_raw_household.txt

Consultants will be required to provide City staff with copies of each file listed above for review by City staff or the City's consultant prior to application. For the very large parcel, population, and household files, the City requests that only the records related to parcels within the City of Rancho Cordova or the proposed project study area be sent.

Consultants modifying and running the model should refer to SACOG's SACSIM-19 model documentation for details on editing and re-buffering the parcel files and adding population and households for new residential developments. Model documentation can be found at the following website:

<https://www.sacog.org/travel-model-documentation>

It should be noted that the consultant must be familiar with the unique nature of the SACSIM-19 model and how to manipulate its files including editing parcels, using PopGen to generate project population for new dwelling units, processing those outputs into revised parcel, person, and household files, and running SACOG's circuitry buffering scripts.

Within the project scenario folder, there are two configuration files (.xml) that specify the random seed for the model to use. The default random seed used for the City's VMT threshold development is "1234". This default sequence of seed values must be applied and should not be changed by consultants using the model for projects in Rancho Cordova.

The latest SACOG VMT post-processing script (can be provided by the City upon request) must be used. Given that the City's VMT/Capita threshold for residential uses does not reflect VMT associated with work-based sub-tours, this VMT portion should not be added/tallied to the VMT total for computing a projects VMT/Capita metric.

Again, consultants using the model will need to provide City staff with files (or portions of files) listed above for review before commencing with detailed analysis of the development project. Modeling results

Rancho_Cordova > SACSIM19_RC > Send_to_City > 2016 > RC16_QD2	Rancho_Cordova > SACSIM19_RC > Send_to_City > 2040 > 2040_QD2
Name	Name
2016_base.net 2016_ixxi.cpg 2016_ixxi.dbf 2016_PNR.dbf 2016_raw_household.txt 2016_raw_parcel.txt 2016_raw_person.txt 2016_station_links.csv 2016_taz.dbf 2016_thru.dbf 2016_tranline.txt 2016_transit_links.csv - config.sacsim.trips.xml - config.sacsim.wksclloc.xml - RAD_UserFee.csv - RUN_sacsim19_wTolling_wTNC_AO17_BaseCap_wAdvT_wUserFee_v4_AO13_QD2.s - sacog_taz_county_correspondence.csv - sacsim_roster_mat.csv - tazrad07.txt - tolls.csv	- config.sacsim.trips.xml - config.sacsim.wksclloc.xml - pa40_base.net - pa40_ixxi.dbf - PA40_PNR.dbf - pa40_raw_household.txt - pa40_raw_parcel.txt - pa40_raw_person.txt - pa40_station_links.csv - pa40_taz.dbf - pa40_thru.dbf - pa40_tranline.txt - pa40_transit_links.csv - RAD_UserFee.csv - RUN_sacsim19_wTolling_wTNC_AO17_v4_sWalk_baseLine_QD2.s - sacog_taz_county_correspondence.csv - sacsim_roster_mat.csv - tazrad07.txt - tolls.csv

ITEM 12.4.

ATTACHMENT 2

will not be reviewed by the City or the City's consultant unless all inputs reflecting the proposed development project have been provided and approved by the City.

Note, Prior to performing any modeling using the City's travel model, the City requires execution of a Model Users Agreement. The City's Model Users Agreement is available upon request.

Note, the City's Impact Guidelines allow a "manual" VMT estimation if the project is small per City SB 743 guidelines. Applicants are encouraged to contact the City to receive guidance and resources for developing a "manual" VMT estimate.

3777380.1

SB 743 Implementation

September 7, 2021



CityOfRanchoCordova.org

Objective

Develop and adopt new City guidelines
for evaluating CEQA transportation
impacts consistent with SB 743

Implementation Timeline

- **June 1, 2020** – Council received SB 743 information
- **July 1, 2020** – SB 743 goes into effect statewide
- **July 2020 to June 2021**
 - Modifications by SACOG on modeling process
 - Questions and input for Development Community
 - Refinement of draft guidelines
- **September 7, 2021** – Recommendation to adopt SB 743 policies

City Policies related to CEQA

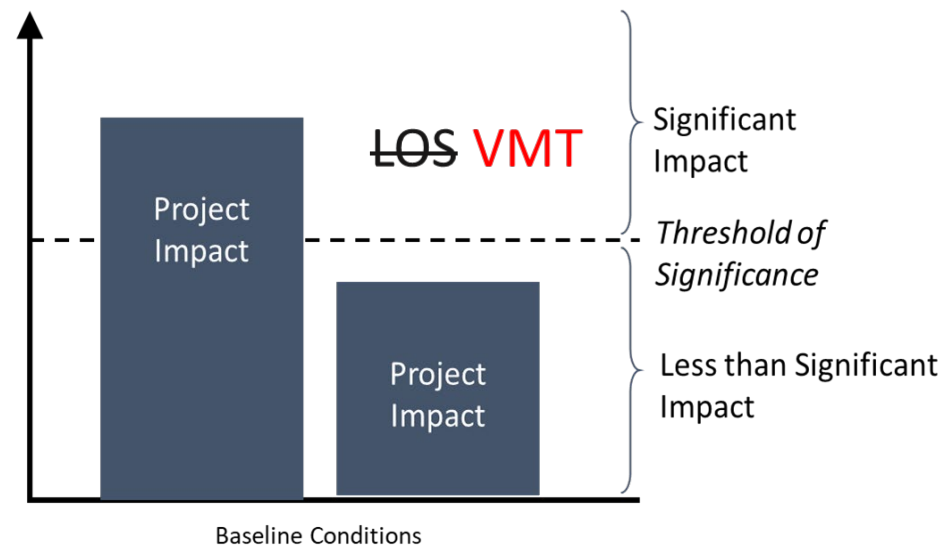
Old

Acceptable Traffic Level
of Service

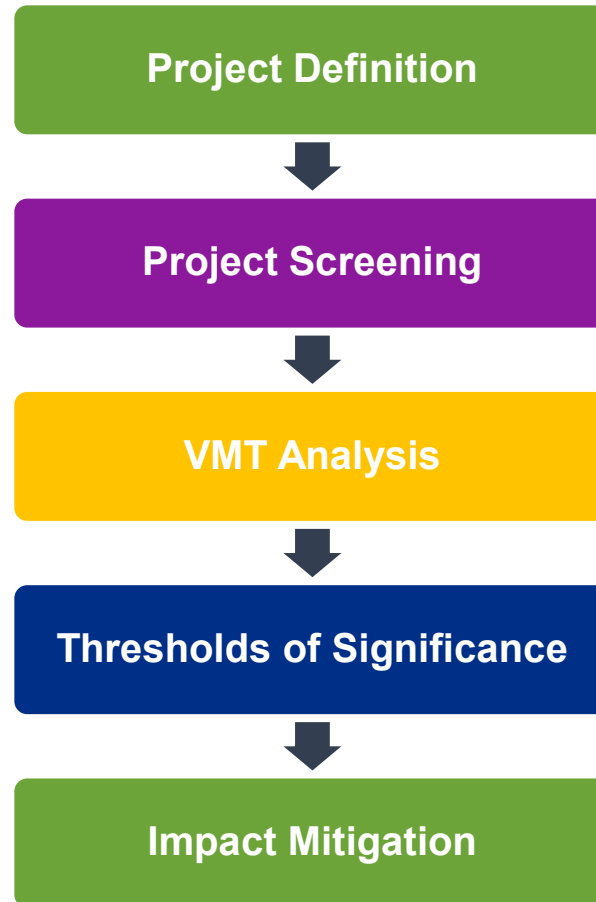
New

Acceptable VMT Levels

- VMT per Capita
- VMT per Employee
- Net VMT Change



Transportation Analysis



Projects Exempt for Non-VMT

- Decision required for Project is not discretionary
- Project exempt from CEQA
- City discretionary approval does not involve transportation issue such as design review
- Project already analyzed in prior EIR

Development Projects Exempt from VMT

Location-based

- Near high-quality transit
- In VMT efficiency areas (below thresholds of significance)

Other factors

- Small Projects
- Local-serving retail
- Local-serving public uses
- Affordable housing

Thresholds of Significance

Land Use	Recommended Threshold
Residential	85% of Regional average VMT/Capita
Office	85% of Citywide average VMT/Employee
Industrial	Citywide average VMT/Employee
Retail	Regional retail uses that increase overall VMT

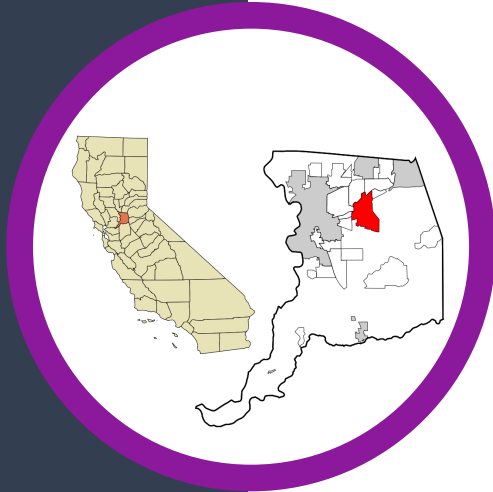
Thresholds of Significance

Issue	Recommended Criteria
Small Projects	Project generates less than 237 daily vehicle trips
Locally-Serving Retail	- Project does not have regional retail uses - Infill Area - 125,000 sq. ft. or less - Growth Area – 200,000 sq. ft. or less - Market study demonstrates that project is local-serving
Locally-Serving Public Facility	Project does not have regional public uses
Affordable Infill Housing	Project is 100% affordable housing and parking supply doesn't exceed City code

Transportation Projects Thresholds of

- Roadway project not in General Plan or adopted Specific Plan that increases total VMT
- Significant change in roadway project in General Plan or adopted Specific Plan that significantly increases total VMT

Recommendation



Adopt policy on recommended thresholds of significance and screening criteria for CEQA transportation impacts

THANK YOU

SB 743 VMT Implementation



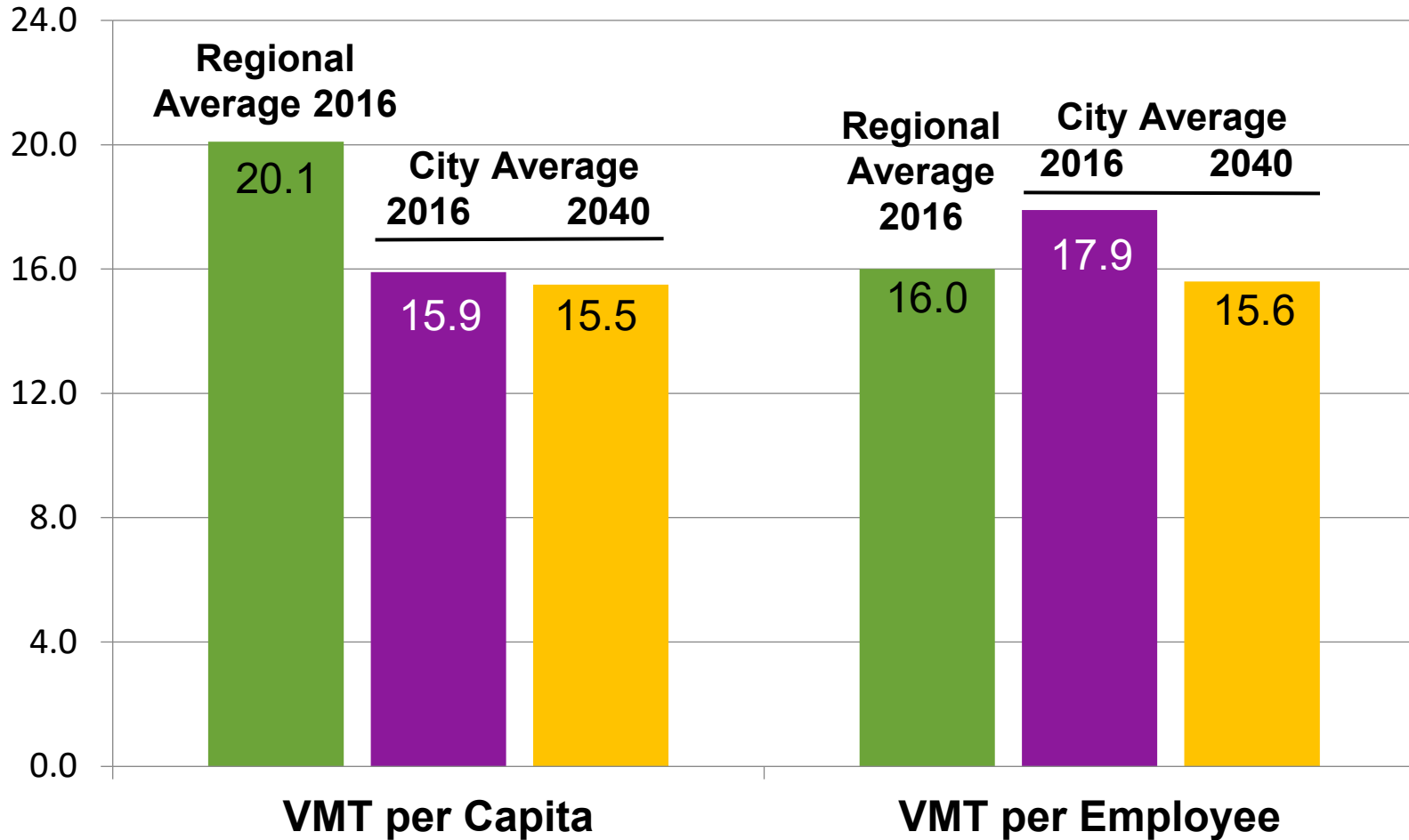
CityOfRanchoCordova.org

Additional Slides

For potential Questions



Change in VMT Metrics – 2016 to 2040



Types of Mitigation

- Project Land Use/Site Changes
- Site Enhancements
- Travel Demand Management
- Transit Related Services Special Tax
 - Existing City program used to fund Cordovan transit shuttle
 - Also used to fund other services that reduce vehicle trips
 - Annual tax on parcels that provides on-going funding for operations
 - City has implemented in 28 areas to date

Transportation Projects Exempt from VMT Analysis

- New/enhanced transit, bicycle and pedestrian facilities
- Roadway maintenance and rehabilitation
- Safety improvements
- Intersection and traffic operations improvements
- Roadway project in General Plan or adopted Specific Plan