

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Tuesday, January 3, 2023

5:30 PM – Regular Meeting

David B. Roberts Council Chambers

City Hall

2729 Prospect Park Drive, Rancho Cordova

Pursuant to California Assembly Bill 361 amending the Ralph M. Brown Act (Govt. Code 54950-54963), the City has declared a state of emergency relating to COVID-19 and imposed measures to promote social distancing.

Join the Meeting Via Zoom Link:

<https://cityofranchocordova.zoom.us/j/81728006864?pwd=RnRaa3ZrYW1uajNkaUlaSVM1YXg4dz09>

Join the Meeting via the Zoom Phone Number

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

Webinar ID: 817 2800 6864

Password: 578969

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 written comments to CityClerk@cityofranchocordova.org no later than 3:00 p.m. on Tuesday, January 3, 2023. Written comments received no later than 3:00 p.m. will be distributed to the Council, filed in the record, and will not be read aloud. All comments submitted later than 3:00 p.m. will be distributed to the Council.

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 before Tuesday, January 3, 2023, at 3:00 p.m.

AGENDA

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

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

2. METRO CABLE TV TELEVISION ANNOUNCEMENT

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

3. PLEDGE OF ALLEGIANCE

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

4. INVOCATION

Mary Nobbe with the Law Enforcement Chaplaincy Sacramento will give the invocation.

5. PRESENTATIONS

5.1. Federal & State Legislative Updates

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 December 19, 2022.
Recommendation: Adopt the Minutes.
- 9.2. **Subject:** Second Reading of an Ordinance to Amend the Sun creek Specific Plan for the Trevor Gilmartin Project.
Recommendation: Waive second reading and adopt the Ordinance
- 9.3. **Subject:** Second Reading of an Ordinance Amending The Ranch Special Planning Area- PLND-0722-0045-The Ranch Four Seasons.
Recommendation: Waive the second reading and adopt the Ordinance amending The Ranch Special Planning Area.
- 9.4. **Subject:** A Resolution Authorizing the City Manager to Approve a Contract 2022-263 with Torres Project Management, Inc. in an amount not to exceed \$645,000 for the Suite 220 Tenant Improvement Project (CP23-2250).
Recommendation: Adopt the Resolution.
- 9.5. **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment 2019-65-2 with Willdan Engineering to Increase the Contract Amount from \$1,450,000 to an Amount not to Exceed \$2,250,000 with no Change in the Contract Term.
Recommendation: Adopt the Resolution.
- 9.6. **Subject:** A Resolution Declaring the Results of a Mail Ballot Election Relating to the Imposition of the Annual Stormwater Utility Fee for the Sun Center Drive Warehouse Project in the City of Rancho Cordova.
Recommendation: Adopt the Resolution declaring the results of the mail ballot election relating to the imposition of the Annual Stormwater Utility Fee for the Sun Center Drive Warehouse project.

10. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

11. PUBLIC HEARING ITEMS

- 11.1. **Subject:** Rancho Cordova Apartments - Major Design Review - Project No. PLND-0821-0002 - Located at 11650 Douglas Road; APN: 067-0030-078.
Recommendation: Find the project exempt from California Environmental Quality Act (CEQA) pursuant to Section 15183, projects consistent with a Community Plan, General Plan or Zoning; and adopt the Resolution for a Major Design Review for Rancho Cordova Apartments.

12. REGULAR CALENDAR ITEMS

- 12.1. **Subject:** 2022 California Legislative Update.
Recommendation: Receive update.
- 12.2. **Subject:** 2023 Legislative Advocacy Update and Platform.
Recommendation: Presentations by Simon and Company, Inc. and Joe A. Gonsalves & Son regarding key 2022 legislation affecting the city, as well as staff update regarding 2023

legislative priorities. Receive presentations and update; provide direction and/or approval to staff on city's 2023 Legislative Priorities.

- 12.3. **Subject:** Presentation on the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project Aesthetic Concept.

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

- 12.4. **Subject:** Discussion and Approval of Council Member Appointments to Regional Boards, Commissions, and Committees.

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

13. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

14. ADJOURN TO CLOSED SESSION

Mayor Budge will adjourn the meeting to closed session.

15. CLOSED SESSION - CALL TO ORDER/ROLL CALL

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

16. CLOSED SESSION

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

- 16.1. 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

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 p.m. will be continued to the next day at 5:30 p.m. 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

January 17, 2023	5:30 PM Regular Meeting
January 24, 2023	1:00 PM Special Meeting/Work Session
January 25, 2023	1:00 PM Special Meeting/Work Session
February 6, 2023	3:00 PM Special Meeting/Regular Meeting
February 21, 2023	5:30 PM Regular Meeting
February 28, 2023	5:30 PM Special Meeting/Work Session
March 6, 2023	4:00 PM Special Meeting/Regular Meeting
March 20, 2023	5:30 PM Regular Meeting

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 January 3, 2023 Regular Meeting of the Rancho Cordova City Council was posted and available for review on December 23, 2023 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranhocordova.org.

Signed December 23, 2023 at Rancho Cordova, California.



Stacy Leitner, CMC
City Clerk

ITEM 9.1.

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING Monday, December 19, 2022

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

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

Pursuant to California Assembly Bill 361 amending the Ralph M. Brown Act (Govt. Code 54950-54963), the City has declared a state of emergency relating to COVID-19 and imposed measures to promote social distancing.

DRAFT MINUTES

1. REGULAR MEETING - CALL TO ORDER/ROLL CALL

Mayor Terry called the Regular meeting to order in the David B. Roberts Council Chambers at 5:38 p.m.

Council Members Present: Linda Budge, Garrett Gatewood, Siri Pulipati (arrived at 5:44 p.m.), David Sander, and Mayor Donald Terry

Council Members Absent: None

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

Anil Reddy Kondakrindi led the pledge.

4. INVOCATION

Dan DeShong with River City Christian gave the invocation.

5. CERTIFICATION OF THE NOVEMBER 8, 2022 GENERAL MUNICIPAL ELECTION

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, December 19, 2022

- 5.1. **Subject:** A Resolution Certifying the Results of the November 8, 2022 General Municipal Election with Regard to Two Members of the City Council

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

ACTION: Motion to approve item 5.1 by Sander second by Budge;
Motion passed with a 4:0 vote.

AYES: Budge, Gatewood, Sander, and Terry

NOES: None

ABSENT: Pulipati

ABSTAIN: None

6. SPECIAL CEREMONIES - SWEAR IN COUNCIL MEMBERS

- 6.1. Swearing-in and Seating of Council Members.

7. SELECTION OF MAYOR AND VICE MAYOR

- 7.1. **Subject:** Selection of 2023 Mayor and Vice Mayor.

Recommendation: Council selection of the 2023 Mayor and Vice Mayor.

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

ACTION: Motion to appoint David Sander as Vice Mayor and Linda Budge as Mayor by Terry second by Pulipati;
Motion passed with a 5:0 vote.

8. SPECIAL CEREMONIES - SWEAR IN MAYOR AND VICE MAYOR

- 8.1. Swearing in of Vice Mayor.
8.2. Swearing in of Mayor.
8.3. Presentation to Outgoing Mayor Terry.

9. CELEBRATORY BREAK 6:01 PM - 6:29 PM

10. PRESENTATIONS

- 10.1. Presentation of Proclamation by the City of Rancho Cordova in Recognition of City Manager Cyrus Abhar on the Occasion of His Retirement.

11. PUBLIC COMMENT

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

1. Chuck Shaw
2. Tera Kolvenbach
3. Siddharth
4. ShataRashi
5. Anil Kondakrindi
6. Amogh Itagi
7. Srikrishna Valamuri

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, December 19, 2022

8. James Garcia

Mayor Budge closed the public comment period.

12. COUNCIL REPORTS

Council reported on events since the last meeting.

13. CITY MANAGER'S REPORT

City Manager Cyrus Abhar gave his report.

14. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Mayor Budge stated that item 14.8 would be pulled for separate discussion.

Mayor Budge opened the public comment period. Seeing no speakers, Mayor Budge closed the public comment period.

ACTION: Motion to approve item 14.1 through 14.7 with the continuation of item 14.2 to a date uncertain by Sander second by Pulipati;
Motion passed with a 5:0 vote.

- 14.1. **Subject:** Meeting Minutes from the Special Meeting of December 5, 2022, the Regular City Council Meeting of December 5, 2022 and the Special Meeting of December 13, 2022.

Recommendation: Adopt the Minutes.

- 14.2. **Subject:** A Resolution Approving the City of Rancho Cordova Goals and Policies Concerning Use of Mello-Roos Community Facilities Act of 1982.

Recommendation: Adopt the Resolution.

- 14.3. **Subject:** A Resolution Making Certain Findings and Determinations Related to, and Accepting, the FY 2021-22 Development Impact Fee Report for AB1600 Development Fees.

Recommendation: Adopt the Resolution.

- 14.4. **Subject:** Treasurer's Report - September 30, 2022.

Recommendation: This report is informational only. It is recommended that the City Council receive and file the September 30, 2022 Treasurer's Report.

- 14.5. **Subject:** A Resolution Authorizing Application and Receipt of California Department of Housing and Community Development REAP 2.0 Higher Impact Transformative (HIT) Allocation Funding.

Recommendation: Adopt the Resolution.

- 14.6. **Subject:** A Resolution Authorizing the Sale of City-Owned Property at 4381 Anatolia Dr, Rancho Cordova, and Authorizing Execution of a Purchase and Sale Agreement and Joint Escrow Instructions.

Recommendation: Adopt the Resolution.

- 14.7. **Subject:** A Resolution Authorizing the City Manager to Execute Contract Amendment No. 172-2019-1 for On-Call Professional Services with Salaber Associates, Inc. to Extend the Contract Term from December 31, 2022, to June 30, 2025 which Results in Increasing the Contract Amount from \$1,500,000 to an Amount not to Exceed \$2,850,000.

Recommendation: Adopt the Resolution.

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, December 19, 2022

- 14.8. **Subject:** A Resolution Approving the Budget for the Workforce Recovery Programs and Authorizing the City Manager to Execute Contracts with the Workforce Programs Providers as Outlined.

Recommendation: Adopt the Resolution

Mayor Budge opened the public comment period. Seeing no speakers. Mayor Budge closed the public comment period.

ACTION: Motion to approve item 14.8 with corrections from staff by Terry second by Gatewood;

Motion passed with a 4:1 vote.

AYES: Gatewood, Pulipati, Terry, and Budge

NOES: Sander

ABSENT: None

ABSTAIN: None

15. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

Mayor Budge stated that item 15.1 would be pulled for separate discussion.

Mayor Budge opened the public comment period. Seeing no speakers, Mayor Budge closed the public comment period.

ACTION: Motion to item 15.2 by Sander second by Pulipati;

Motion passed with a 5:0 vote.

- 15.1. **Subject:** Trevor Gilmartin Tentative Subdivision Map and Phasing Plan, Specific Plan Amendment, and Affordable Housing Plan Agreement Amendment - Project NO. PLND-0322-0032.

Recommendation: Determine the project Exempt per Section 15183, Projects consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified; Waive the first reading and introduce the Ordinance for the Specific Plan Amendments to the Suncreek Specific Plan, and adopt the Resolution approving the Trevor Gilmartin Tentative Subdivision Map, subject to the findings contained in the attached Resolution, Conditions of Approval, and Phasing Plan, and the Amendment to the Affordable Housing Plan Agreement.

Mayor Budge opened the public comment period. Seeing no speakers. Mayor Budge closed the public comment period.

ACTION: Motion to approve item 15.1 with a correction made by City staff by Sander second by Terry;

Motion passed with a 5:0 vote.

- 15.2. **Subject:** The Ranch Four Seasons Special Planning Area Amendment and Major Design Review - Project No. PLND-0722-0045.

Recommendation: Determine the project is Exempt per CEQA Guidelines Section 15182, "Residential Projects Pursuant to a Specific Plan", waive first reading and introduce the Ordinance for the Ranch Four Seasons Special Planning Area Handbook Amendment and adopt the Resolution for the Major Design Review.

16. PUBLIC HEARING ITEMS

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, December 19, 2022

None.

17. REGULAR CALENDAR ITEMS

- 17.1. **Subject:** Public Works In Action - Clean, Green, and Safe.

Recommendation: Receive update from the Public Works Department.

Mayor Budge opened the public comment period. Seeing no speakers. Mayor Budge closed the public comment period.

ACTION: Input was received regarding the Public Works in Action - Clean, Green, and Safe Presentation.

- 17.2. **Subject:** A Resolution Authorizing the Acquisition of Property at 2300 Mine Shaft Lane, Rancho Cordova, and Authorizing the Execution of a Real Estate Purchase and Sale Agreement, Certificate of Acceptance and Recordation of a Grant Deed and Presentation from Cordova Community Council on Potential Improvements to Mine Shaft Building

Recommendation: Receive the presentation on the Mine Shaft Building and provide direction.

Mayor Budge opened the public comment period. Seeing no speakers. Mayor Budge closed the public comment period.

ACTION: Motion to approve item 17.2. by Terry second by Gatewood;
Motion passed with a 5:0 vote.

- 17.3. **Subject:** A Resolution Authorizing the City Manager to Execute the Second Amendment to the Second Restated Grant Agreement between the City of Rancho Cordova and the Cordova Community Council Foundation and Presentation by Cordova Community Council of Proposed Events and Activities to Celebrate the City of Rancho Cordova's 20th Anniversary in 2023.

Recommendation: Receive the presentation and adopt the Resolution.

- 17.4. **Subject:** A Resolution Updating the City Salary Range Table and Approving an Employment Agreement Between the City and Micah Runner for Service as City Manager and Setting the Terms of Employment, Including Salary and Benefits.

Recommendation: Adopt the Resolution approving a resolution updating the City Salary Range Table and approving an employment agreement between the City and Micah Runner for service as City Manager and setting the terms of employment, including salary and benefits.

Mayor Budge opened the public comment period. Seeing no speakers. Mayor Gatewood closed the public comment period.

ACTION: Motion to approve item 17.4. by Terry second by Pulipati;
Motion passed with a 5:0 vote.

- 17.5. **Subject:** A Resolution Approving the 2023 Rancho Cordova City Council Meeting Schedule.

Recommendation: Adopt the Resolution.

Mayor Budge opened the public comment period. Seeing no speakers. Mayor Budge closed the public comment period.

ACTION: Motion to approve item 17.5 by Sander second by Pulipati;

ITEM 9.1.

Rancho Cordova City Council - DRAFT MINUTES
Meeting of Monday, December 19, 2022

Motion passed with a 5:0 vote.

18. COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

1. Discussion Regarding the Naming of a Main Room at the Rancho Cordova Youth Center after Cyrus Abhar.

19. ADJOURNMENT

Mayor Terry adjourned the meeting at 9:56 p.m.

Stacy Leitner, CMC
City Clerk

MEMORANDUM



ITEM 9.2.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Arlene Granadosin-Jones, Senior Planner
SUBJECT: **SECOND READING OF AN ORDINANCE TO AMEND THE
SUNCREEK SPECIFIC PLAN FOR THE TREVOR GILMARTIN
PROJECT**

RECOMMENDATION

Waive second reading and adopt the Ordinance

RESULT OF RECOMMENDED ACTION

Adoption of the Ordinance would amend maps, tables, and text sections in the SunCreek Specific Plan to reflect the re-arrangement of land use designations in the Trevor Gilmartin project area.

BACKGROUND

On December 19, 2022, the City Council waived the first reading and passed to a second reading of the Ordinance.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal impact.

ATTACHMENT(S)

1. Ordinance
2. Exhibit A to the Ordinance - SP Amendments

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2023

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA FOR AN
AMENDMENT TO THE SUNCREEK SPECIFIC PLAN
PROJECT NO. PLND-0322-0032**

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

WHEREAS, on December 2, 2013, the City Council adopted Ordinance 41-2013, adopting the Suncreek Specific Plan. The adopted Suncreek Specific Plan Project ("Project") is a plan for a mixed-use development with a combination of employment-generating uses, retail, and retail supporting services, recreational uses, and a broad range of residential uses and associated infrastructure and roads on an approximately 1,264-acre site in the City of Rancho Cordova ("City"). The project includes approximately 4,893 residential units at various densities, commercial use, public/quasi-public uses, elementary schools and a combined middle/high school, parks and greens, wetland preserve, stormwater detention basins and buffers, and major and minor roads with landscaping. In addition, the Project includes various on-and off-site infrastructure improvements; and

WHEREAS, The Trevor Gilmartin neighborhood area located within the Suncreek Specific Plan is owned by Michael Gregory Trevor 2003 Irrevocable Trust; Amy Irene Trevor 2003 Irrevocable Trust; James Henry Trevor 2003 Irrevocable Trust; William Randolph Trevor 2003 Irrevocable Trust; Shannon K. Gilmartin 2003 Irrevocable Trust; Heather C. Gilmartin 2003 Irrevocable Trust; Robert A. Gilmartin shall be known as ("Applicant"); and

WHEREAS, the Specific Plan's purpose is to create a cluster of walkable residential villages and a major civic and recreational core comprised of a community park, schools and major open space. The residential neighborhoods will create a distinctive district for the City and house a work force to enhance the City's jobs/housing balance; and

WHEREAS, the key objectives of the Suncreek Specific Plan include the following;

- Implement the City's General Plan, the Sacramento Area Council of Governments Blueprint and Smart Growth Principles;
- Provide mixed density residential housing development;
- Provide a community serving retail and employment center along Grant Line Road;
- Develop neighborhoods connected by a significant open space and recreational parkway;
- Provide neighborhood serving retail areas;
- Provide additional housing to balance the high employment concentrations in and around the City;
- Provide a mix of housing types to diversify the City's housing stock;
- Provide transportation facilities within the project area consistent with the City's Circulation Plan;
- Provide an appropriate site for a high school and middle school that will serve the Sunrise Douglas Community Plan Area, and neighborhood elementary schools;
- Provide an appropriate site for a community park that will serve the Sunrise Douglas Community Plan Area;

- Provide a key link in the citywide trail network that connects the Folsom South Canal bike and pedestrian trail to corridors along the Laguna Creek and Cosumnes River tributaries;
- Set aside wetlands within the Community Plan area; and
- Generate positive fiscal impacts for the City through development within the Plan Area.

WHEREAS, the applicant has requested amendments to the Trevor Gilmartin neighborhood area within the Suncreek Specific Plan; and

WHEREAS, the proposed amendments within the Trevor Gilmartin neighborhood area includes: re-arranging land uses within the project area and reducing the number of total residential units which therefore resulted in updated maps and tables throughout the Specific Plan; and

WHEREAS, the amendments to the Trevor Gilmartin neighborhood area within the Suncreek Specific Plan adopted by this Ordinance (attached hereto as Exhibit A), comply with the requirements of California Government Code sections 65451 and 65454 and its adoption complies with Government Code section 65453; and

WHEREAS, in compliance with the California Environmental Quality Act ("CEQA"), the Suncreek Specific Plan Environmental Impact Report (EIR; SCH# 2006072067) was approved on November 18, 2013. The EIR identified project impacts and mitigation measures for impacts found to be significant, and includes project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. A Mitigation Monitoring and Reporting Program (MMRP) was adopted as part of the EIR. The Trevor Gilmartin project was analyzed in the EIR as part of the overall Suncreek Specific Plan. The project area is the same as that analyzed in the EIR and the proposed tentative subdivision map does not exceed the development intensities analyzed in the EIR. The proposed project would also include minor changes to the internal layout of the streets; however, the size and capacity of the streets would not change from that analyzed in the EIR. Therefore, impacts related to footprint and development intensity would be the same as those disclosed in the EIR. The proposed project would be subject to applicable mitigation measures in the adopted MMRP. There is no new information of substantial importance that was not known at the time of the previous EIR that would require changes to the previous EIR. There are no changes to the project or circumstances under which the project would be undertaken that would require major revisions to the previous EIR. For these reasons, no further environmental analysis is required; and

WHEREAS, on December 19, 2022, the City Council held a properly noticed public hearing at which it received a report from City Staff regarding the amendments to the Suncreek Specific Plan Amendment and oral and written testimony from the public, and deliberated on the item; and

WHEREAS, the public hearing was noticed in accordance with the requirements set forth in Government Code section 65090 and 65091.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Recitals.

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

Section 2. Findings.

- A. Finding: The proposed Specific Plan amendment is consistent with the goals, policies, and objectives of the General Plan, development agreement, or other implementation instrument.

Evidence: The proposed amendments to the Sun Creek Specific Plan are consistent with the City's General Plan. The amendment re-arranges land uses and reduces the number of proposed housing units for the Trevor Gilmartin neighborhood area. The project will continue to be consistent with the goals, policies, and objectives of the General Plan and will also continue to uphold the terms and requirements of the existing Development Agreement for the subdivision.

- B. Finding: The proposed Specific Plan will not adversely affect surrounding properties.

Evidence: The amendment is to re-arrange land uses and reduce the number of proposed housing units within the Trevor Gilmartin area. These revisions will not adversely affect any surrounding subdivision because there are no new land uses being introduced that would be incompatible with adjacent properties. The re-arrangement of land uses redistributes the different types of residential land use classifications within the project area. The Trevor Gilmartin area will maintain open space uses including wetland preserves and adjacent detention basins and wetland buffers with trails that provide safe and convenient off-street pedestrian and bike access to the school site, community park, neighborhood green and village commercial center. The plan also provides off-street bike and pedestrian trails with important linkages throughout the Sun Creek Specific Plan and beyond.

Section 3. Amendments to the Trevor Gilmartin neighborhood area within the Sun Creek Specific Plan are hereby adopted as shown in Exhibit A, attached hereto and incorporated herein.

Section 4. Severability. If any provision of this Ordinance, or the application thereof to any person or circumstance, is held invalid, the remainder of the Ordinance, including the application of such part or provision to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

Section 5. Effective Date. Within fifteen (15) days after adoption, a Summary of this Ordinance shall be published once in the Grapevine Independent, or the Sacramento Bee, a newspaper of general circulation printed and published in Sacramento County and circulated in the City of Rancho Cordova, in accordance with Government Code section 36933. This Ordinance shall take effect and be enforced thirty (30) days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 3rd day of January 2023 by the following vote:

ITEM 9.2.

ATTACHMENT 1

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk

SUNCREEK SPECIFIC PLAN

EDITED FOR REVISIONS TO TREVOR GILMARTIN PROPERTY

December 2022

For edits see the following pages:

p. I. 3-3 Fig 3-1

p. I. 3-6 Fig 3-2

p. I. 3-10 Fig 3-4

p. I. 3-13 text

p. I. 3-14 Table 3-3

p. I. 3-15 Table 3-4

p. I. 4-5 Fig 4-2

p. I. 4-6 Fig 4-3

p. I. 4-18 Fig 4-18

p. I. 4-22 Fig 4-23

p. I. 7-4

p. I. 7-5

p. I. 8-10 Table 8-1

p. II.1-14 Fig. II. 1-4

p. II.1-33 Fig. II. 1-7

I.1. INTRODUCTION

The SunCreek Specific Plan is the handbook for development of approximately 1,264 acres located in the south area of the City of Rancho Cordova ("City").

1.1 PROJECT PURPOSE AND OBJECTIVES

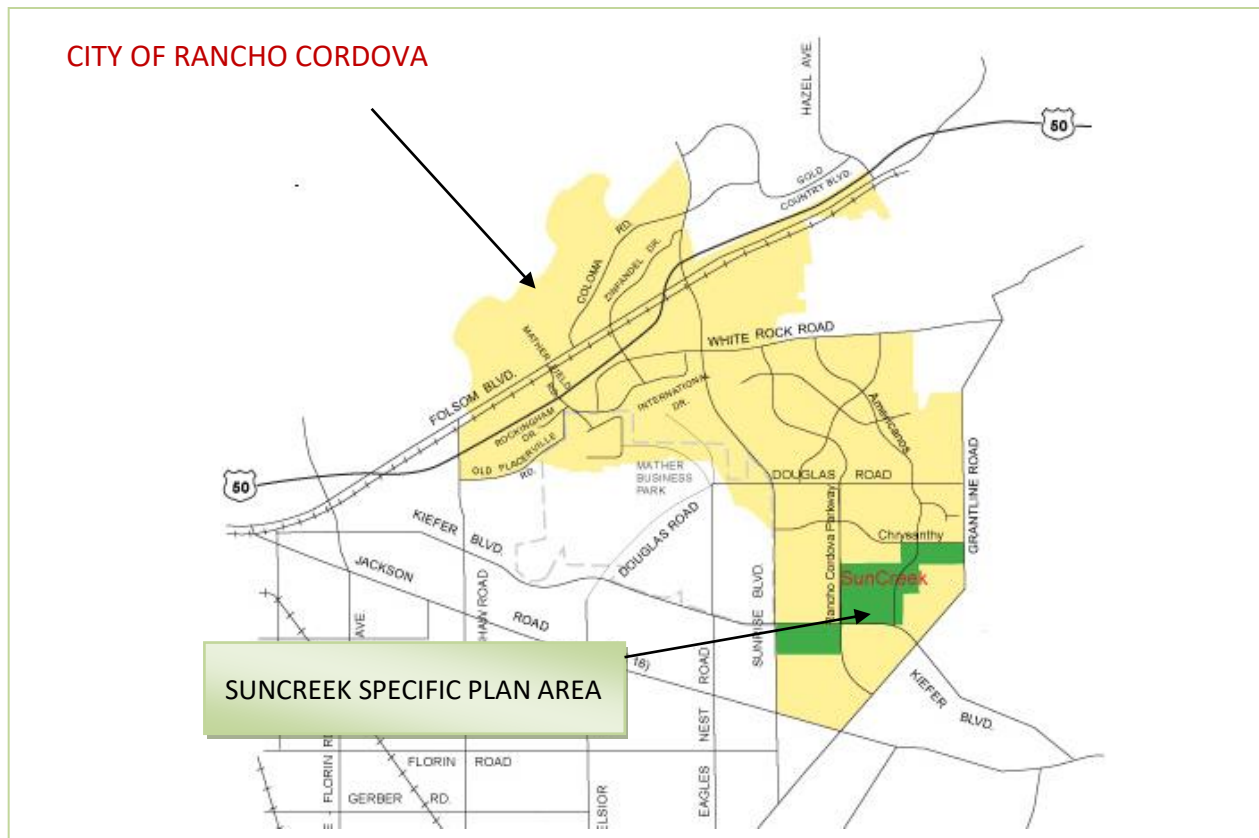
The project purpose is to create a cluster of walkable residential villages and a major civic and recreation core comprised of a community park, schools, and major open space. The residential neighborhoods will create a distinctive district for the city and house a work force to enhance the jobs housing balance in the city, the second largest employment center in the Sacramento region.

The SunCreek Specific Plan (“SCSP” or the Plan Area) is a mixed-use development that includes a network of interconnected, large open spaces linked by a pedestrian and bike trail system. A major open space corridor that runs through the project serves as the primary signature feature and provides a backbone structure for the neighborhoods, local bike/pedestrian network, and the citywide trail system.

The key objectives of the SunCreek Specific Plan include the following:

- Implement the City of Rancho Cordova's General Plan, the Sacramento Area Council of Governments (SACOG) Blueprint and Smart Growth Principles.

Figure 1-1 Local Area Map



ITEM 9.2.

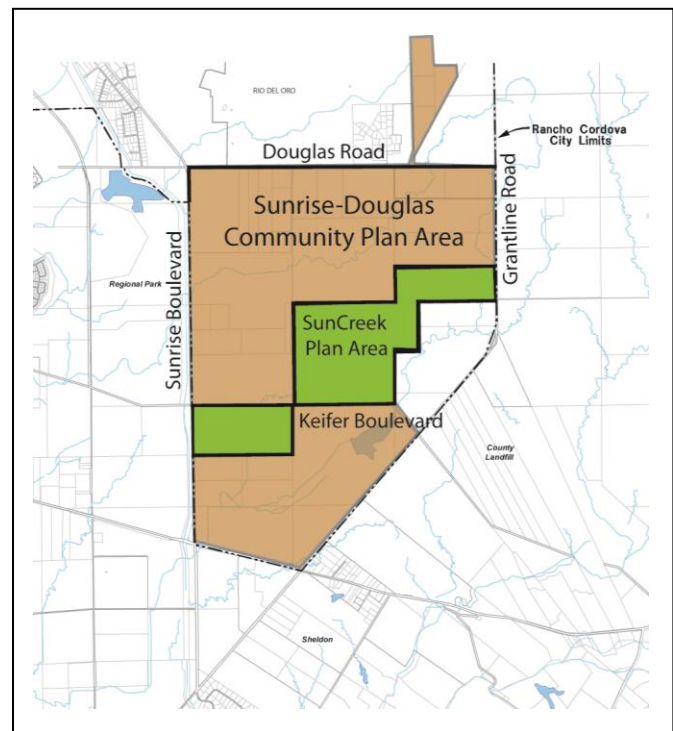
INTRODUCTION AND PLAN OVERVIEW

- Provide mixed density residential housing development.
- Provide a community serving retail and employment center along Grantline Road.
- Develop neighborhoods connected by a significant open space and recreational parkway.
- Provide neighborhood serving retail areas.
- Provide additional housing to balance the high employment concentrations in and around the City of Rancho Cordova.
- Provide a mix of housing types to diversify the City of Rancho Cordova's housing stock.
- Provide transportation facilities within the project area consistent with the City of Rancho Cordova's Circulation Plan.
- Provide an appropriate site for a high school and middle school that will serve the Sunrise Douglas Community Plan Area, (as shown in Figure 1-2), and three neighborhood elementary schools.
- Provide an appropriate site for a community park that will serve the Sunrise Douglas Community Plan Area.
- Provide a key link in the citywide trail network that connects the Folsom South Canal bike and pedestrian trail to corridors along the Laguna Creek and Cosumnes River tributaries.
- Set aside wetland resources for the conservation of wetlands within the Community Plan area.
- Generate positive fiscal impacts for the City through development within the Plan Area.

in districts, villages, and neighborhoods and provides a conceptual land use plan for each of the undeveloped areas of the City. Detailed planning efforts, such as the SunCreek Specific Plan, implement that vision. The SunCreek Specific Plan is consistent with the policies established in the General Plan as described in Chapter 2 Community Vision, Section 2.2 Organizing Principles.

The General Plan Map identifies the SunCreek Specific Plan within the SunCreek Planning Area as shown in Figure 1-2.

Figure 1-2 SunCreek Identified in the City General Plan



1.2 RELATIONSHIP TO THE GENERAL PLAN

The Rancho Cordova General Plan establishes a definitive structure for organizing the community

INTRODUCTION AND PLAN OVERVIEW

1.3 ORGANIZATION AND USE OF THIS SPECIFIC PLAN

The SunCreek Specific Plan is organized in two distinct volumes that are bound together to provide the user with the overall intent as well as the specific development standards required to implement the project. Volume I provides the conceptual look and feel, vision, and context for the plan. It provides the description of the plan and the overall policies and guiding principles that set the stage for the more detailed standards in Volume II. Volume II establishes the unique Development Regulations by which to review future projects in concert with the City zoning code.

The chapters in Volume I include:

1. Introduction
2. Project Vision
3. Land Use
4. Circulation
5. Community Character
6. Natural Resources
7. Parks and Open Space
8. Infrastructure and Public Services
9. Implementation

Applicants should refer to Volume I for the intent and comprehensive vision of the plan.

Volume II: Development Regulations, provides the detailed standards and procedures for development of all land uses and common areas. The City will apply these procedures and standards in the entitlement process for all development in the plan.

1.3.1. Relationship to the Rancho Cordova Municipal Code

Volume II: Development Regulations incorporates by reference several chapters of the Rancho

Cordova Municipal Code (RCMC), Article 23, and Zoning. In general, Article 23, Zoning regulations and standards guide the development of the SunCreek Specific Plan, however, specific development standards that may differ from, or augment, the zoning ordinance are included in Volume II to fit the vision and conditions of the SunCreek Specific Plan.

Applicants are directed to apply the Municipal Code zoning requirements unless specifically modified in this Specific Plan.

1.4 AUTHORITY AND APPLICATION OF THE SUNCREEK SPECIFIC PLAN

The City of Rancho Cordova approves, and will administer, the Specific Plan and related documents consistent with the provisions of Article 8, Sections 65450 through 65457 of Title 7 Planning and Land Use Law, California Government Code. The City of Rancho Cordova Municipal Code and SCSP Chapter 9 Implementation establish the procedures for adoption and administration of this Specific Plan.

1.4.1. Other Required Documents

The following documents are required to accompany this Specific Plan:

- A certified Environmental Impact Report (EIR),
- An approved Financing Plan,
- An approved Affordable Housing Plan (AHP), and
- Each owner shall enter into a Development Agreement (DA) approved by the city prior to granting entitlements. The DA shall set forth specific rights and obligations for the city and the owner as a condition of the issuance of entitlements.

INTRODUCTION AND PLAN OVERVIEW

1.4.2. Consistency with the Specific Plan

Subsequent projects within the Plan Area including Tentative Parcel/Subdivision Maps, Conditional Use Permits, Minor Discretionary Permits, and Minor Administrative Approvals shall be consistent with the City of Rancho Cordova General Plan, the City of Rancho Cordova Municipal Code, and Chapter 9 Implementation, in this Specific Plan.

1.5 ENVIRONMENTAL REVIEW

The SunCreek Specific Plan Environmental Impact Statement and Environmental Impact Report (EIS/EIR) examines the potential environmental impacts of the proposed plan and identifies changes in the environment that would result from implementation of the plan. The EIS/EIR examines all elements of the project including planning, construction, and operation.

The EIS/EIR identifies mitigation measures as appropriate to reduce significant impacts and incorporates a Mitigation Monitoring Plan. The Mitigation Monitoring Plan ensures implementation of the mitigation measures identified in the EIS/EIR.

All development projects pursuant to this Specific Plan shall comply with the California Environmental Quality Act (CEQA). If the City determines that a subsequent project is consistent with the Specific Plan and within the scope of the EIS/EIR, no further environmental review may be necessary. If it is determined that a development application is inconsistent with the Specific Plan and/or subsequent evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, the City shall make a determination as to the appropriate subsequent environmental document.

1.6 PROJECT SETTING AND CONTEXT**1.6.1. Project Site Conditions**

Sunrise Boulevard bounds the Plan Area on the west and Grantline Road bounds it on the east. The future extension of Chrysanthy Boulevard will form the north boundary of the eastern most portion of the plan, and Kiefer Boulevard runs east to west through the Plan Area.

The Plan Area is undeveloped land with relatively poor agricultural soils. Dry land farming and grazing on spring grasses was the historic use of the Plan Area.

Terrain and Primary Drainage Corridors

The upper reach of a tributary to Laguna Creek transects the Plan Area in a northeast to southwest direction.

The terrain is slightly rolling alluvial terraces. Elevation on the site ranges from 129 to 180 feet above sea level. The ground slopes generally to the west and the south, and several intermittent natural and manufactured channels drain the property. The greatest surface relief occurs in the major drainage way of the Laguna Creek tributary.

Vegetation

The Plan Area includes annual grasslands interspersed with seasonal wetlands along drainages typical of this portion of the City of Rancho Cordova. The dominant vegetation species include mostly non-native annual grasses. Native tree species are limited to a few willows and cottonwoods associated with created ponds and drainages. A small blue oak grove is located near the west edge of the Plan Area south of Kiefer Boulevard, just east of Sunrise Boulevard.

Habitat Conservation Plan

The Plan Area is within the South Sacramento Habitat Conservation Plan discussed in Section 6.3.1 of this specific plan.

INTRODUCTION AND PLAN OVERVIEW



Typical view of existing site conditions in early winter.

Wetland Preservation Area

Wetland resources include seasonal swales, intermittent drainages, and vernal pools. The primary concentrations of seasonal wetland conditions are located along the major drainage corridor and will be set aside as permanent open space. Development within these open space preserves is prohibited. Chapter I.6, Natural Resources describes the regulations for the protection of resources. The location and size of the open space significantly constrains the local circulation routes and the shape of neighborhoods.

Major Public Facilities

A major electric utility transmission facility traverses a small portion of the Plan Area diagonally from the southwest to northeast beginning near the corner of Sunrise Boulevard and Kiefer Boulevard. The power line corridor also transects a portion of the Plan Area near Rancho Cordova Parkway approximately one mile north of Kiefer Boulevard. The facility is a visual factor, but does not affect planned land use.

The most significant public facility that influences the land use is the planned high school and middle school and the community park complex. These facilities are located near the center of the Plan Area approximately mid-way between Rancho Cordova Parkway and Americanos Boulevard. The

combination of land uses creates a large block that requires major circulation access, but prohibits through streets that would provide multiple routes in the core of the Plan Area.

Adjacent Uses

Single-family residential neighborhoods are the primary land uses existing and planned in adjacent project areas along the north, west, and south edges of the Plan Area with commercial development planned along the east side of the project.

These include the proposed "The Ranch " project located between Rancho Cordova Parkway and Americanos Boulevard; Anatolia III to the west of Rancho Cordova Parkway and SunRidge Specific Plan to the north.

Road connections to the southern future growth area include the extension of Rancho Cordova Parkway and Americanos Boulevard and local streets on the west side of Rancho Cordova Parkway.

The approved Cordova Hills Plan, including the site for a University/College Campus Center, is located in the unincorporated area to the east of Grantline Road.

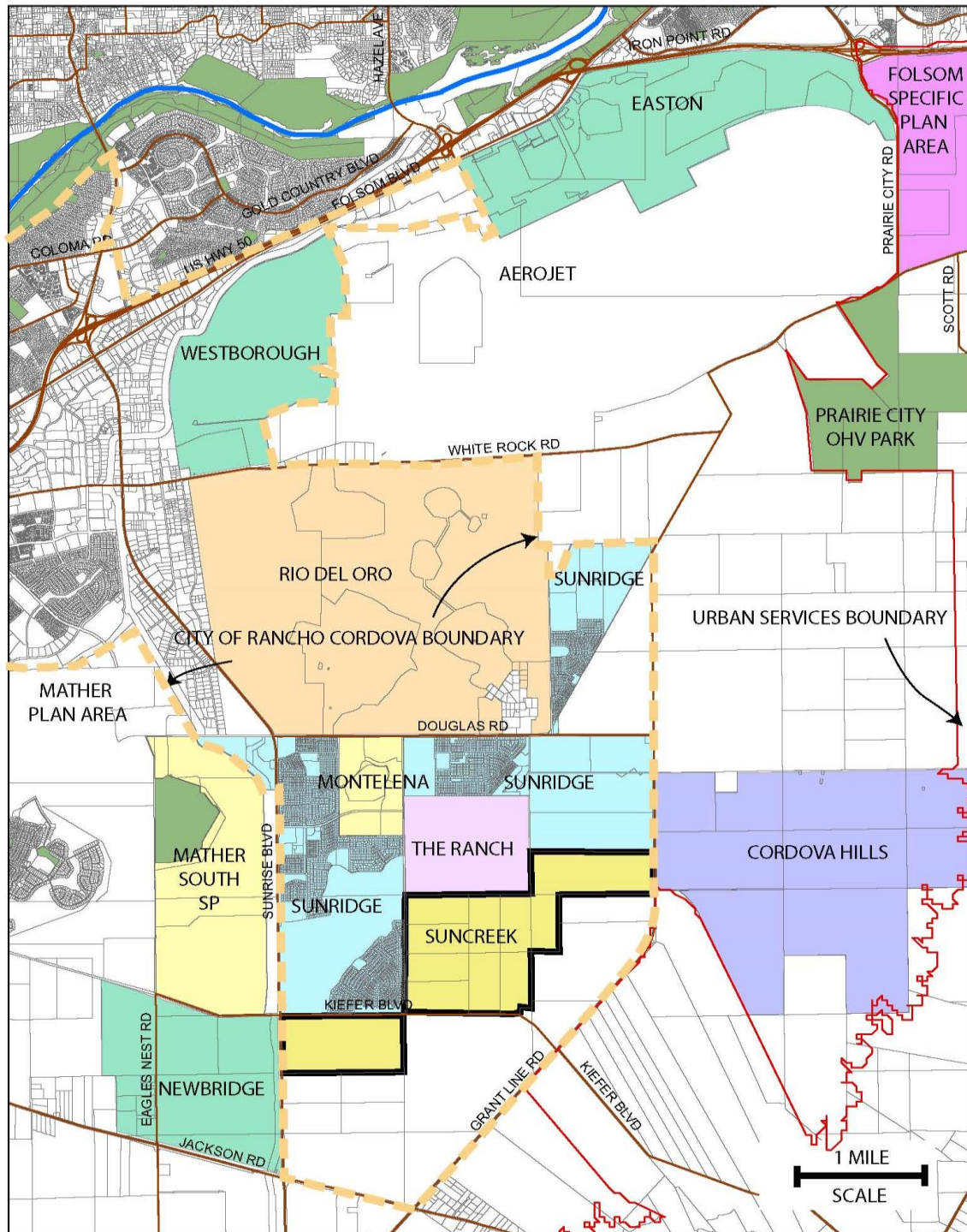
These development projects include a mix of housing types, schools, parks, and commercial uses. The existing and planned streets in these plans establish the locations where the SunCreek circulation plan will connect to the surrounding community.

A permanent wetland preserve is located in the Anatolia plan area. This wetland open space abuts the Plan Area along Kiefer Boulevard to Rancho Cordova Parkway.

The Sacramento County Regional Landfill is located to southeast of the Plan Area. An undeveloped buffer area on the north side of Grantline Road acquired by Sacramento County separates the Plan Area from the landfill site.

INTRODUCTION AND PLAN OVERVIEW

Figure 1-3 Planned Uses Adjacent to Project Site



I.2. COMMUNITY VISION

2.1 PURPOSE

The community vision describes the key features of the SCSF that establish the theme and tone for the built community. The vision does not establish specific standards for development, but in describing the key features, the vision conveys the intent of the detailed standards that follow. This chapter provides two primary sub-sections. First, the chapter describes the source of inspiration for the essential principles of this plan. Second, the chapter lays out the features that will distinguish this community.

2.2 ORGANIZING PRINCIPLES

The SunCreek Land Use Plan applies three conceptual frameworks for organizing land use and establishing a vision for the built community. These include:

- the General Plan Smart Growth Principles,
- the General Plan "Building Blocks" Concept, and
- the form-based concept plan developed in the SunCreek charrette described in this chapter.

The SunCreek Land Use plan integrates the essential concepts of these three conceptual frameworks but allows flexible design responses to local site constraints such as the major resource preservation areas, the major streets, and adjacent land uses.

2.2.1. Smart Growth Guiding Principles

The seven Smart Growth principles established in the Rancho Cordova General Plan guide the SCSF.

- Protection/Integration of Natural Resources with Urban Land Uses
- Transportation Choices
- Housing Choices
- Integrated (Mixed) Land Uses
- Compact Urban Development
- Walkable Neighborhoods
- Quality Design/Sense of Place

These guiding principles guide the key features in the plan.

2.2.2. General Plan "Building Blocks" Concept

The SCSF applies the General Plan fundamental concept of "building blocks" that define the physical form of Rancho Cordova. The building blocks are "neighborhoods", "villages" and "districts".

The different land uses, scale, and intensity of development characterize each building block component. The building blocks aggregate to form larger components of the city. Neighborhoods aggregate to form villages, and villages aggregate to form districts. Districts aggregate to form the city.

The SunCreek Plan Area will develop components of this community organizing system.

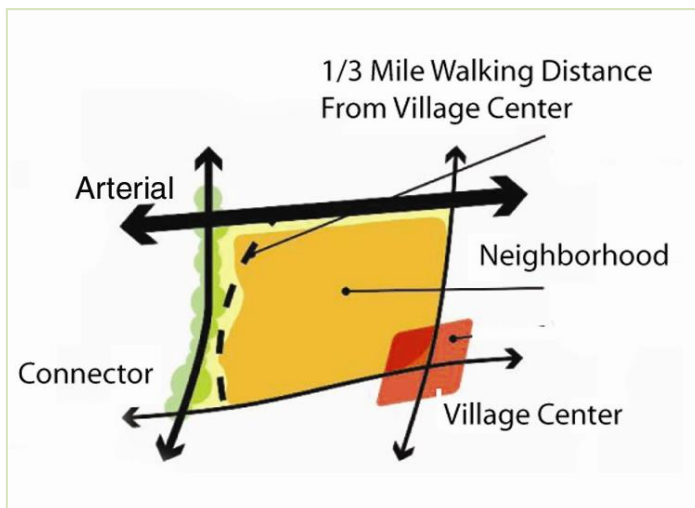
Neighborhoods

Neighborhoods conceptually illustrated in Figure 2-3 are predominantly residential comprised primarily of single-family homes (attached and detached), but may also include smaller multi-family units. The following key features of a

COMMUNITY VISION

neighborhood found in the Specific Plan are consistent with the General Plan neighborhood concept.

Figure 2-1 Schematic Diagram of Neighborhood and Village Form



- Neighborhoods include a range of housing types along pedestrian-friendly streets designed for slower speeds. While the average density is approximately six units per acre, diversity in housing choices is critical to the success of neighborhoods (e.g., range of lot and home sizes, diversity in housing products/costs).
- Each neighborhood includes a neighborhood center that is a place for neighbors to gather (e.g., school, park, community center, coffee shop).
- Neighborhoods are compact and walkable in design, scaled at approximately 1/4 to 1/3 mile in radius, and an average size of about 200 acres. The residential population of the neighborhood building block is approximately 4,000 people. The small scale of neighborhoods allows residents to walk almost anywhere in the neighborhood in about 10 to 15 minutes.

- Modified grid/curvilinear street system with short blocks for ease of mobility are the framework for the neighborhood. Major streets do not bisect neighborhoods. However, neighborhood streets do establish a hierarchy through design that helps residents and visitors understand where they are in any given neighborhood.

Villages

A "Village" is a cluster of three to four neighborhoods, which generally encompasses about 750 acres in size. The Plan Area includes sufficient population to be a village, but the village form in this part of the city will incorporate the neighborhoods in the SCSP as well as neighborhoods in adjacent plan areas.

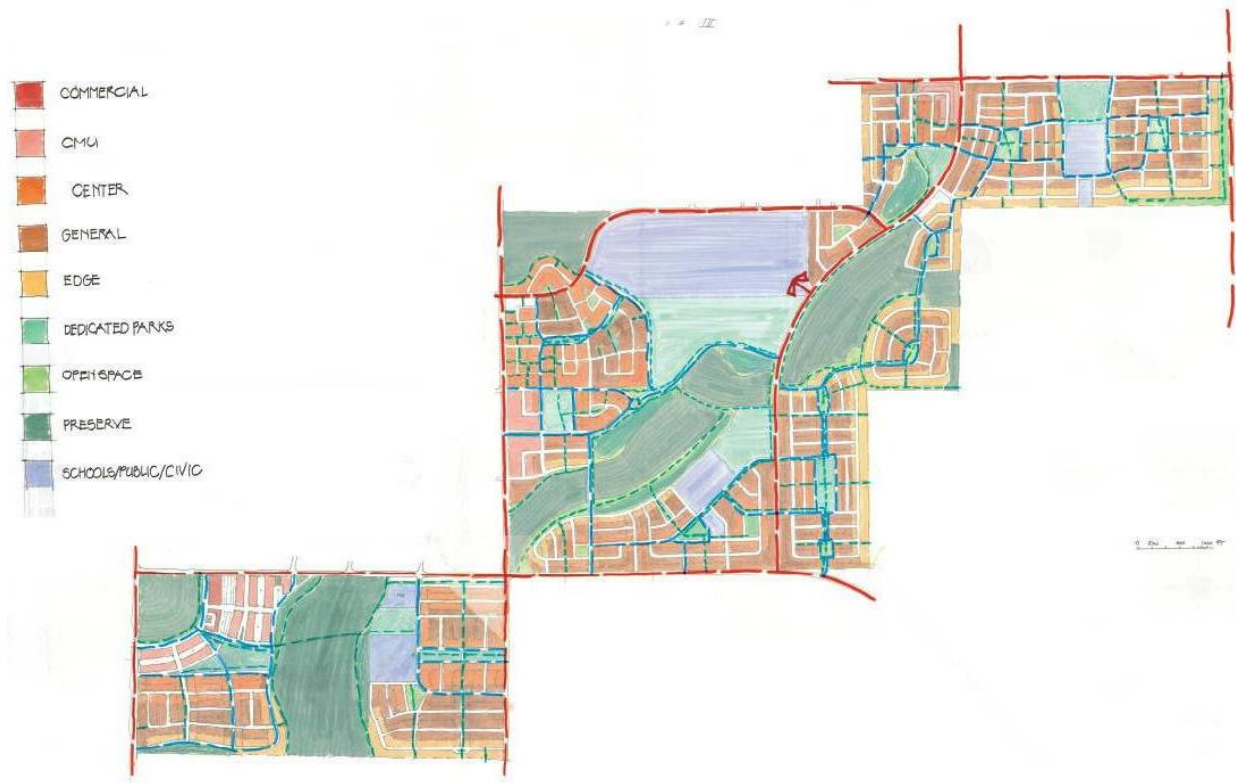
Districts

Districts can function as small, self-sufficient communities that may have unique characteristics, attributes, and Citywide or regional uses. Three or four villages comprise a district. The Plan Area is part of a district that encompasses all the Sunrise-Douglas Community (refer to Figure 1-2).

2.2.3. The Charette Plan Vision

The "Charette", a planning exercise conducted by the City in March 2005, applied design principles that guide the SunCreek Land Use Plan. The purpose was to define a conceptual "form based" land plan that would meet or exceed the City's *Vision and Guiding Principles*. Figure 2-2 was the regulating plan produced in the charette process.

A primary center of activity is the focus of the urban uses. In a small area, such as a neighborhood, the center is a neighborhood school or park. In a larger area, the center could be a major mixed-use commercial and residential complex.

Figure 2-2 Land Plan Concept Produced by the SunCreek Charette (March 2005)

2.3 COMMUNITY VISION PRINCIPLES

The following principles embody the vision for the SunCreek community. These principles are an aggregation of fundamental, time-tested planning principles, the policies in the Rancho Cordova General Plan and the three sources of organizing principles cited in this chapter.

2.3.1. Compact Urban Development

The SunCreek Specific Plan emphasizes the livability of neighborhoods. Design for pedestrian friendly streets, ease of pedestrian access to the schools, parks, and commercial mixed-use centers and the form of compact neighborhoods expresses this emphasis.

In keeping with the General Plan building block concepts and the General Plan Land Use Smart Growth Principles,) the SunCreek residential

neighborhoods are pedestrian friendly with a well-defined core of public and commercial uses. A network of pedestrian corridors that extend outward from the commercial center and connect with the neighborhood parks serves each neighborhood.

Figure 2-3 Neighborhoods illustrates the neighborhoods in the Plan Area. The neighborhoods exhibit the following general characteristics unless constrained by the major street system or other significant design factor.

The permanent open space and major streets naturally define small, compact neighborhoods and sub-areas. Each of the neighborhoods is approximately 1/2 mile wide as illustrated in Figure 2-3. This supports the objective of locating central uses, such as parks, schools, and commercial areas within a short walk of most residences as illustrated in Figures 2-4, 2-5 and 2-6.

Figure 2-3 SunCreek Neighborhoods

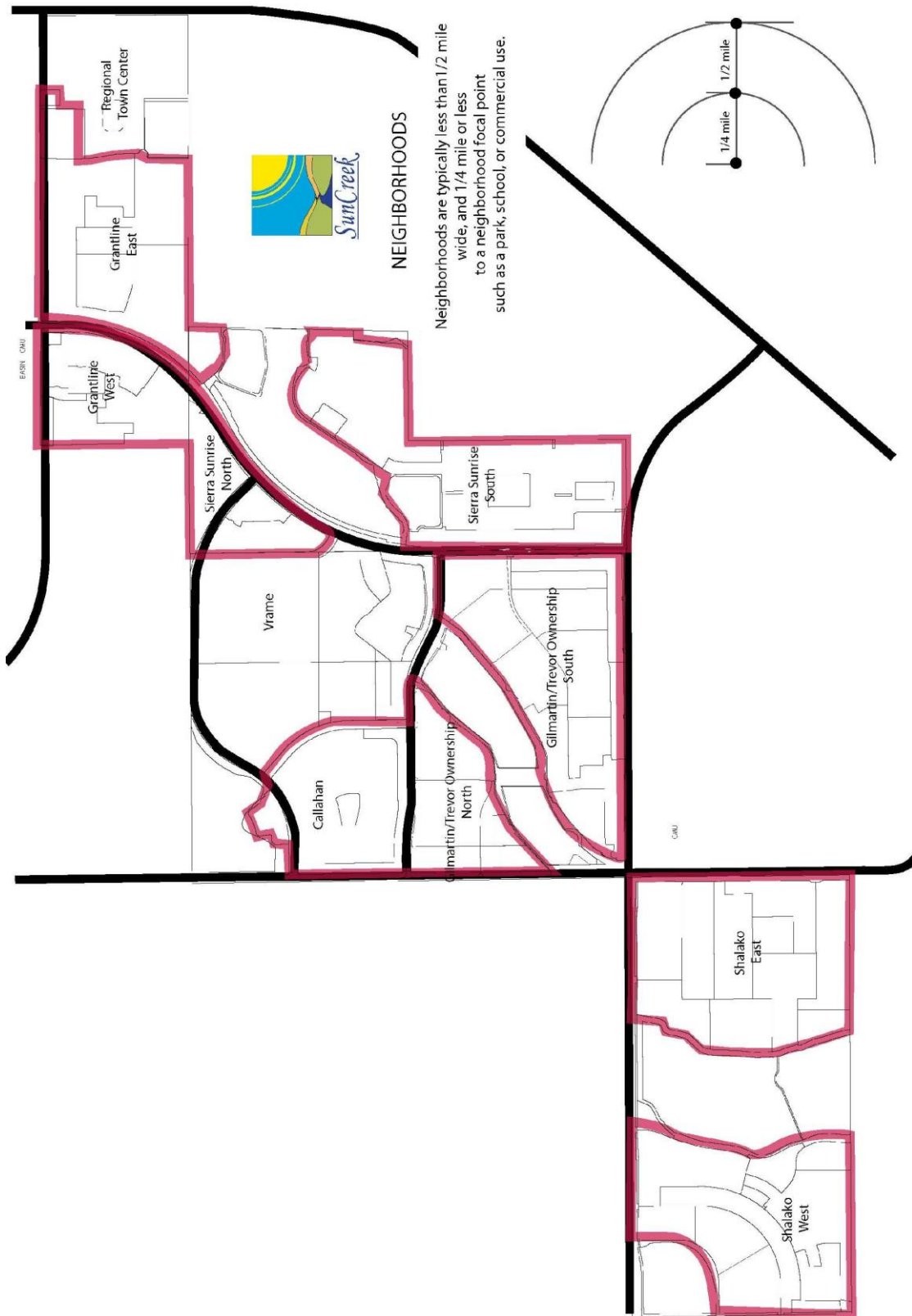
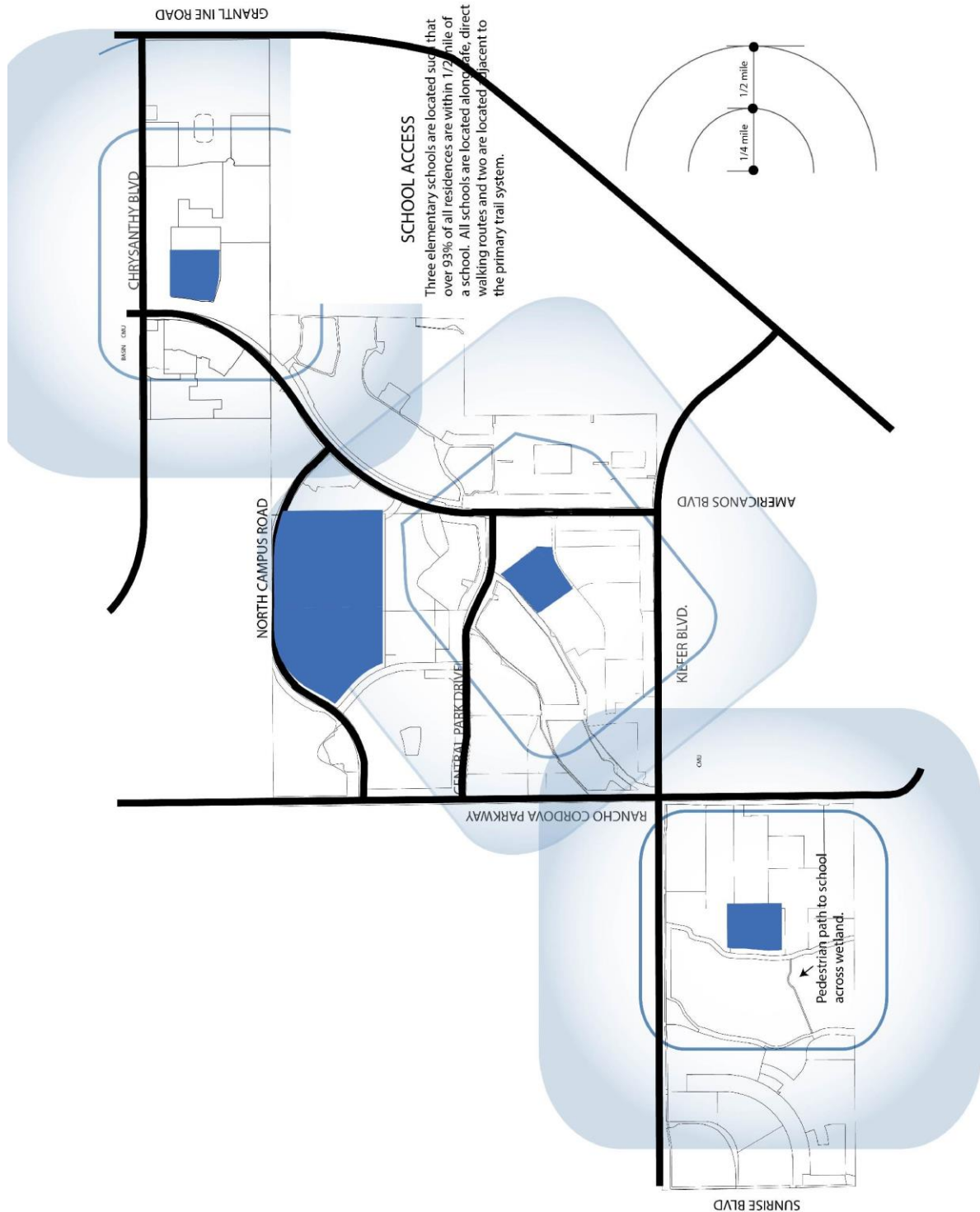


Figure 2-4 Access to Parks and Open Space



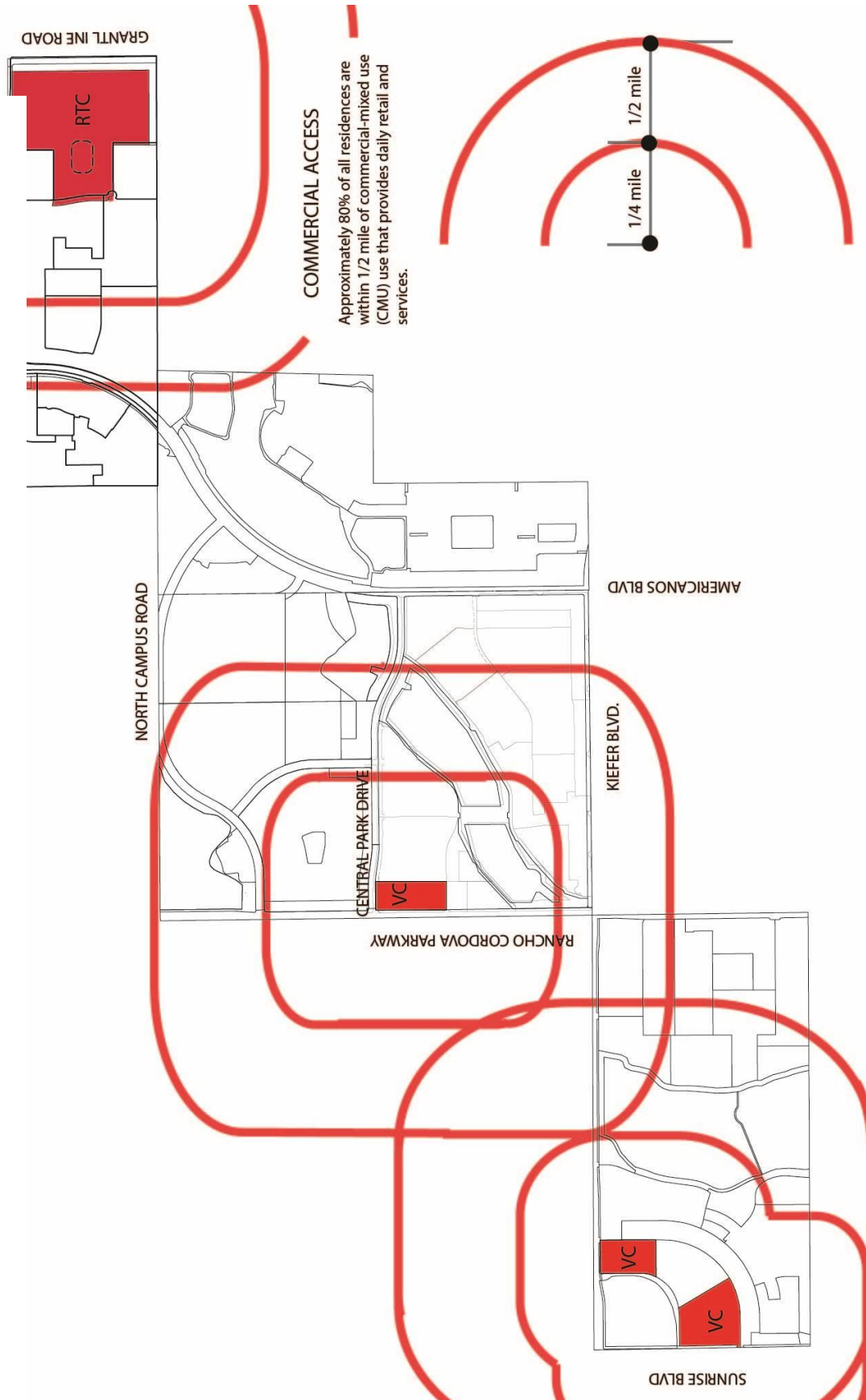


Figure 2-5 Access to Schools



1" = 1,000' printed at 11x17

Figure 2-6 Access to Commercial and Service Centers



ITEM 9.2.

COMMUNITY VISION

Open space or natural features, or landscaped corridors along a major street define the edges of each neighborhood.

Each neighborhood includes an elementary school, neighborhood park, and/or a mixed-use commercial area as a distinct neighborhood center within a reasonable walking distance of the homes, approximately one-half mile.

Residences are oriented with “eyes on” the neighborhood parks and open space corridors. The neighborhood parks have frontage on at least two single-loaded streets to provide for visibility and ready access.

Major streets are designed to minimize any need for sound walls.

2.3.2. Protection/Integration of Natural Resources with Urban Land Uses

Very large central open spaces that encompass substantial wetland preserves, water quality features, trails, parks and schools are the core of the SCSP. The SunCreek preserve implements species conservation by protecting vernal pool complexes, other wetlands, and the riparian habitats along the Laguna Creek tributary.

This open space core is the hub and dominant feature of the community. It helps define and separate individual neighborhoods while connecting them physically and visually through the multi-purpose trail system with unobstructed views. A major bicycle/pedestrian pathway, designated as the “SunCreek Parkway” will follow the main route of this large, central open space. The open space is near many neighborhood streets and major roads, which gives the entire plan an extraordinarily open feel despite its compact walkable neighborhoods.

The extensive trail system extends throughout the Plan Area and into adjacent neighborhoods. It provides views to the natural resource preserve. Compatible land uses, such as parks, trails,

detention basins, and infrastructure are located next to the preserve area.



Typical open space view in SunCreek Plan Area

2.3.3. Natural Drainages

The natural drainage ways that will remain in permanent open space are notable in the existing landform. These natural drainages will be accessible to the public along the edges that are outside of the wetland preserve areas. The extensive open space will be a visual landmark for the entire Plan Area. Moreover, open space edges landscaped with natural vegetation species will provide an attractive visual delineation to the open space and the surrounding neighborhoods.

2.3.4. Transportation Choices

The SCSP will accommodate various transit services including buses, trolleys, and shuttles. Land use and transportation planning are coordinated. A network of off-street trails will connect residential, commercial, office, community/civic and open space areas of the City.

2.3.5. Walkable Neighborhoods

The Rancho Cordova General Plan envisions a bicycle-friendly community, where cycling is a viable mode of transportation. To facilitate this goal, the SCSP provides a safe and convenient network of bike paths and lanes that connect residential, commercial, transit stops, and recreational destinations.

ITEM 9.2.

COMMUNITY VISION

The SunCreek Plan promotes walkable neighborhoods where residents can easily walk from their homes to schools, parks, jobs, and shopping areas. Streets are pedestrian-friendly spaces with living spaces facing the street. Pedestrian crossings at key locations with landscape enhancements encourage slower speeds on neighborhood streets.



Example of a pedestrian walkway along collector and arterial streets.

The network includes a wide range of bike and pedestrian paths ranging from sidewalks adjacent to all classes of streets, small pedestrian ways (paseos) within neighborhoods, informal bike paths along the edge of open space areas, and the SunCreek Parkway. A major recreation trail extends over three miles through the heart of the Plan Area and connects to the citywide trail network at each end.

Neighborhoods facilitate pedestrian and bicycle use by providing reasonably direct routes to homes, shopping, schools, parks, and jobs. The routing of the collector streets in each neighborhood provides an inter-connected route that residents can use for recreational walks or biking.

The SunCreek Parkway is the major pedestrian corridor that links off street trails and enhanced

street sidewalks that connect neighborhoods to parks, open space, and natural resource areas.



Example of a pedestrian trail adjacent to wetland preserve area.

2.3.6. Housing Choices

The SCSP provides a range of housing choices that will meet the needs of a variety of households and income levels. This includes a variety of housing types ranging from high-density apartments and mixed use residential to executive homes.

This diversity of housing contributes to a balance of jobs and housing in the City of Rancho Cordova and in the Highway 50 corridor.



Example of townhouse style housing planned along major streets.

ITEM 9.2.*COMMUNITY VISION***2.3.7. Integrated (Mixed) Land Uses**

The SCSP provides mixed use centers strategically located to implement the City's "building block" concept of neighborhoods served by centers in walking distance of residents. This provides horizontal integration of compatible uses. Local shopping and services will be conveniently located to provide for the daily needs of the neighborhood residents.



Example of public space in Village Centers.

2.3.8. Quality Design/Sense of Place

The Plan Area is large enough to be a distinct district on its own, and includes distinctive natural features.

The major drainage way is a connecting, unifying element and the terrain provides sites for prominent landmark structures. Moreover, the plan can "borrow" visual character from the surrounding permanent open space, as well as the open space within the Plan Area.

The SCSP will have a strong sense of community identity notable for the quality of the public places, parks, schools and commercial areas.

The neighborhood mixed use centers will include high quality public spaces that will contribute to the sense of place.



Example of streetscape monumentation.

The SunCreek Development Regulations in Volume II establish standards for streetscape, buildings, parks and public facilities that will contribute to the character of the community.



Example of neighborhood commercial use public space.

2.3.9. Distant Vistas

The distant vistas toward the Sierra Nevada Crystal Range to the east and Mount Diablo, and the Coast Range are a natural amenity for the Plan Area. Open corridors along the major east-west boulevards and along the Laguna Creek corridor will retain views to these features. Attention to

COMMUNITY VISION

these distant views in the site design for all uses adjacent to the major east-west boulevards and the major corridor will add a notable design character to the plan.

2.3.10. Landmark Opportunities

The rolling terrain affords views within the Plan Area. Most notable are the high school/middle school campus, elementary school, neighborhood park, wetland preserve and the community park, which create a combined site of over 130 acres as a visual focal point of the plan. Not only is this a large, visually prominent area, it connects directly to the linear open space afforded by the wetland Preserve Area and the adjacent areas.

Central Park Drive connects the school/park complex to the Village Center site. The park/school site and the VC site serve as two activity centers or "nodes" linked by a pedestrian promenade/street. Central Park Drive therefore becomes one of the major pedestrian activity corridors in the plan.

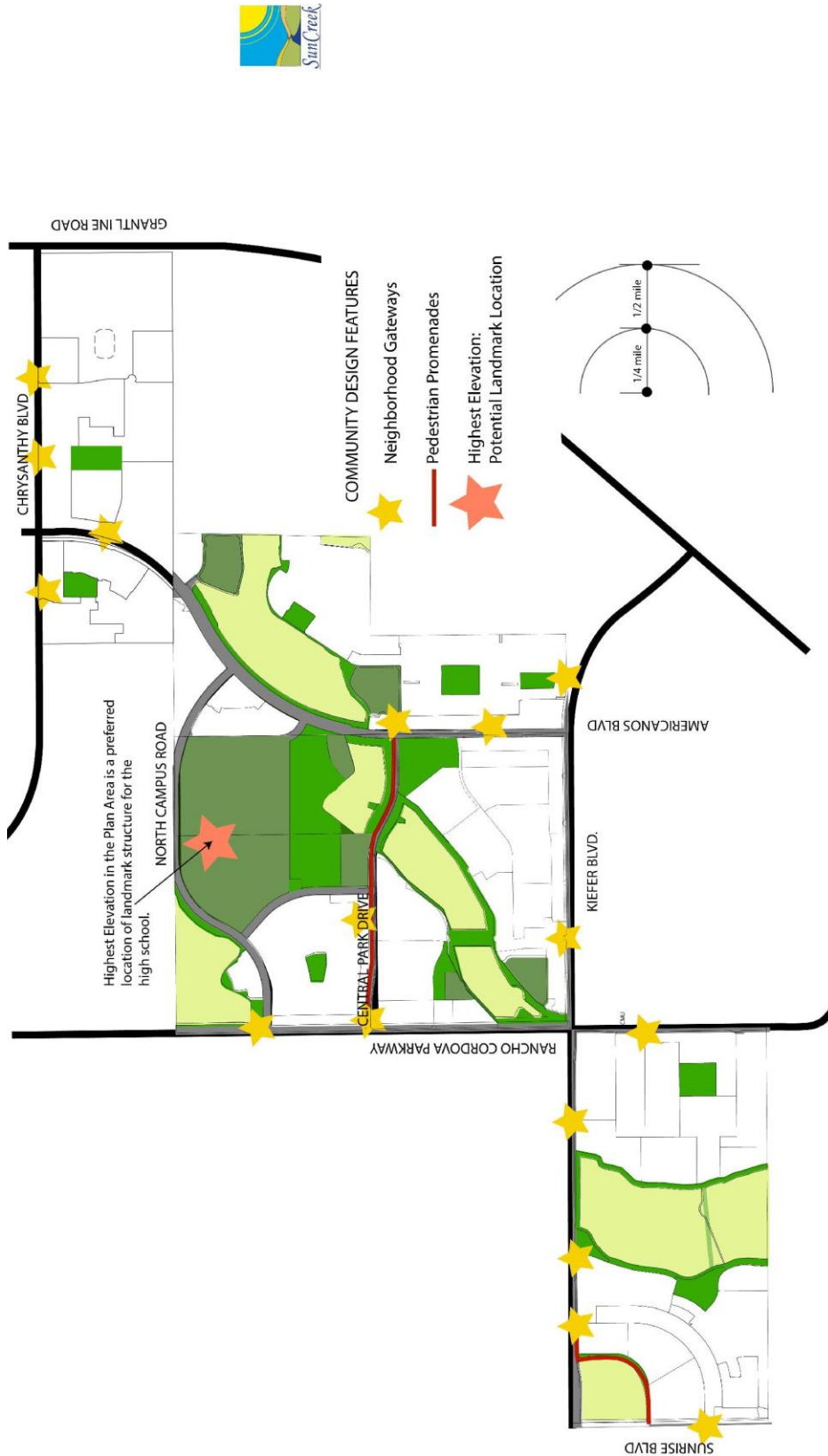
The school provides an opportunity to include a bell or clock tower or other dominant structure that can be located at the highest point in the project area. The open space to the north and the large community park to the south create a setting for an open vista in which a tall building element will stand out from the surrounding development.



Concept illustration of a clock tower at the high school.

Additional pedestrian activity corridors connect to each of the Village Center sites. Each site includes within their boundary or along the adjacent street a major pedestrian corridor that extends into the adjacent residential areas.

Figure 2-7 Landmark and Gateway Opportunities



1" = 1,000' printed at 11x17

I.3. LAND USE

3.1 PURPOSE

The Land Use Chapter describes the organization, location, and type of land uses in the SunCreek Plan Area. This Chapter establishes the land use categories and the general range of uses planned for each use.

Volume II: Development Regulations establishes the detailed development standards for the land use categories in this chapter.

3.1.1. Land Use Objectives

The land use objectives addressed in this Chapter respond to issues identified in the General Plan. These include:

- Provide a diverse supply of housing types and densities to help house the City's workforce.
- Integrate residential and supporting land uses in a compact urban environment to improve livability and to reduce urban sprawl.
- Establish more livable and sustainable neighborhoods where residents can walk to commercial services and recreational amenities.
- Create convenient, economically viable retail shopping and commercial service opportunities so that residents can meet their shopping needs locally.
- Create community shopping and office employment opportunities.
- Preserve natural resources and integrate open space into urban development.

3.2 LAND USE REGULATION

The SunCreek Plan includes a mix of diverse housing opportunities, schools, parks, open space, and employment and commercial uses. The zone districts established in the Rancho Cordova Municipal Code (RCMC), Title 23-Zoning Code regulate land use in this Specific Plan. Chapter 2 includes the Community Vision Concept.

3.2.1. General Plan and Zoning Consistency

State planning law requires zoning districts to be consistent with the General Plan. Each General Plan land use category must have one or more corresponding zone districts. While the General Plan may be somewhat broad in its discussion of permitted land uses and development intensities, zoning provisions must identify specific regulations for use and development.

Figure 3-1 identifies the Specific Plan land uses. These are consistent with the General Plan designation "SunCreek Specific Plan".

Table 3-1 identifies the corresponding General Plan, Specific Plan, and Zoning Code designations used within the Specific Plan.

3.2.2. Relationship to the City Zoning Ordinance

The Rancho Cordova Municipal Code (RCMC) Article 23-Zoning Code, as amended from time to time, and incorporated herein by reference, shall regulate development in the Plan Area. Where the Article 23 zone district is silent, or specific design objectives identified in this Specific Plan require supplemental development standards, the

LAND USE

regulations set forth in Volume II: Development Regulations shall apply. ○ walkability of the plan.

. In addition, Volume II of the SCSP provides supplemental development standards that address the customized form and character of development in SunCreek. ~~Specifically~~Specifically, the supplemental development regulations address:

Table 3-1 Land Use Designations

General Plan Land Use Designation		Specific Plan Land Use Category		RCMC Title 23 Zoning Designations
SunCreek Specific Plan	Public/Quasi-Public	Public/Quasi Public	(P/QP)	Community Services (CS)
		Detention Basins		
	Parks and Open Space, Natural Resources	Parks and Open Space	(POS)	Parks and Open Space (POS)
		Neighborhood Greens		
		Natural Resources	(NR)	Parks and Open Space (POS)
	Low Density Residential	Low Density Residential (2.1 to 6 du/acre)	(LDR)	RD-3, RD-4, RD-5, RD-6
	Medium Density Residential	Medium Density Residential 6.1 to 12 du/acre)	(MDR)	RD-7, RD-10, Medium Density Residential (MDR)
		Schools		
	Medium Density Residential	Compact Medium Density Residential 12.1 to 18 du/acre)	(CMDR)	RD-15, RD-20, Medium Density Residential (MDR)
	High Density Residential	High Density Residential (18.1 to 40 du/acre)	(HDR)	RD-20, RD-25, RD-30, High Density Residential (HDR)
	Village Center	Village Center	(VC)	Village Center
	Regional Town Center	Regional Town Center	(RTC)	Regional Town Center

Source: RCMC, Title 23-Zoning Code Table 23.301-1: Zoning Districts

- the extensive urban/open space edges;
- the aggregation of higher intensity uses that form the core of neighborhoods and villages;
- the creation of special public activity spaces and landmarks;
- the special character of streets in relation to building location and character; and

SunCreek Specific Plan

I. 3-2APPROVED December 2, 2013 (amended October 2018, October 2019, May 2021, ~~November-December~~ 2022)

LAND USE

Figure 3-1, Specific Plan Land Use Designations

SunCreek Specific Plan
APPROVED December 2, 2013 (amended October 2018, October 2019, May 2021, ~~November-December~~
2022)



I. 3-3

LAND USE

The Specific Plan identifies a sub-category of "Compact Medium Density Residential" to establish meaningful categories among the dwelling unit types and styles included in this plan.

Dwelling unit types in the density range of 12.1 to 18 dwelling units per acre are designated "Compact Medium Density Residential". Residential development in this designation will contribute to fulfilling the housing needs attributed to the City's adopted Housing Element.

Figure 3-2, Specific Plan Illustrative Plan shows the land use and street pattern envisioned in the SCSP. Tentative Subdivision Maps submitted pursuant to the SCSP are expected to conform to the general form expressed in this map.

3.2.3. Permitted Land Uses

The permitted uses for all land use designations in the SCSP shall be regulated by RCMC Title 23 Zoning Code as established in Table 23.310-1:

Allowed Uses and Permit Requirements for Residential Zoning Districts; Table 23.313-1: Allowed Use and Permit Requirements for Mixed Use Districts; and Table 23.319-1: Allowed Use and Permit Requirements for Public/Quasi-Public Zoning Districts. Applicants for all development proposals shall comply with these permitted land use tables.

Table 3-2, Summary of Permitted Uses in the SunCreek Specific Plan is not the regulatory authority for land use in the plan area but provides a brief summation of land use activities and types envisioned within the land use designations applied in the SCSP. Table 3-1 Land Use Designations identifies the corresponding zoning designation and development standards that apply in these areas.

Residential development in the High Density Residential (HDR) designation will contribute to fulfilling the Regional Housing Needs Allocation (RHNA) calculation for the city.

SunCreek Specific Plan

I. 3-4APPROVED December 2, 2013 (amended October 2018, October 2019, May 2021, ~~November-December~~ 2022)

LAND USE

Table 3-2 Summary of Permitted Uses in the SunCreek Specific Plan

Specific Plan Land Use Designation		Summary of Permitted Uses ¹
(P/QP)	Public/Quasi Public	Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins
(POS)	Parks and Open Space	Parks, Paseos, Open Space, Resource Preservation, Detention Basins
(NR)	Natural Resources	Resource Preservation, Detention Basins
(LDR)	Low Density Residential (2.1 to 6 du/acre)	Single Family Dwellings, Duplex and Halfplex Dwellings, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins.
(MDR)	Medium Density Residential 6.1 to 12 du/acre)	Small Lot Single Family Dwellings, Townhomes, Patio Homes, Paseo Homes, Duplexes, Halfplexes, Live/Work Dwellings, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins.
(CMDR)	Compact Medium Density Residential 12.1 to 18 du/acre)	Town homes, Garden Apartments, Small Lot Single Family Dwellings, Patio Homes, Paseo Homes, Duplexes, Halfplexes, Live/Work Dwellings, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins
(HDR)	High Density Residential (18.1 to 40 du/acre)	Town homes, Apartments, Live/Work Dwellings, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins
(VC)	Village Center	Retail and Service Commercial, Offices, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations
(RTC)	Regional Town Center	Retail and Service Commercial, Offices
1: This table is not regulatory and is included for summary purposes only. Allowed uses and permitting requirements for said uses are established in RCMC Title 23. In the event a use is listed above but not allowed by Title 23, the regulations in Title 23 shall prevail.		

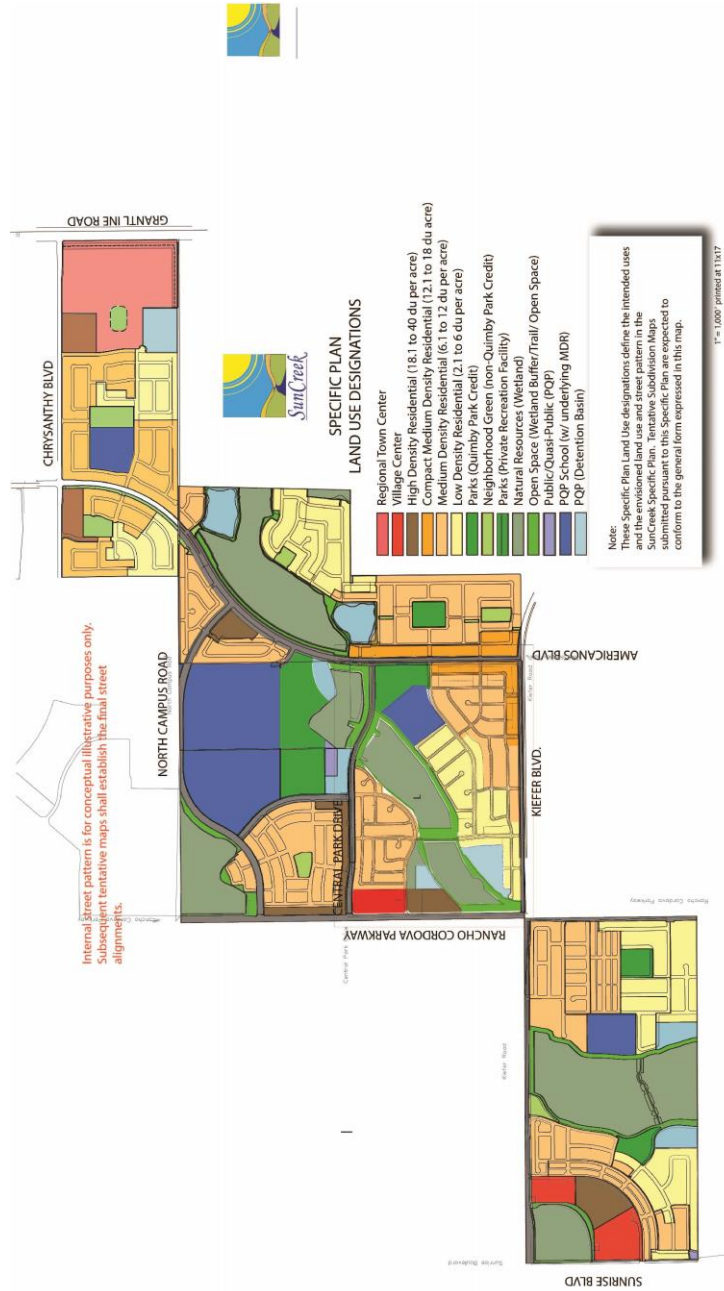
SunCreek Specific Plan

I. 3-5

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LAND USE

Figure 3-2, Specific Plan Illustrative Plan



SunCreek Specific Plan

I. 3-6APPROVED December 2, 2013 (amended October 2018, October 2019, May 2021, ~~November-December~~ 2022)

LAND USE

3.3 SUNCREEK SP FORM BASED CODE

The SCSP includes three sub-areas (“districts”) that shall be regulated under the Rancho Cordova Municipal Code (RCMC) Title 23 Article 5, Form-Based Zoning Provisions. This regulation applies only in the three districts identified in Figure 3-3 Center Form Based Districts. The districts include the Village Center (VC) and Regional Town Center (RTC) designations as well as some contiguous High Density Residential (HDR) and Medium Density Residential (MDR) uses as shown in Figure 3-1, Specific Plan Land Use Designation.

3.3.1. Center Form Based Districts

“Form-based” is a regulatory approach that enables development of a plan to include a mix of land uses under specific standards that directly define the form and character of development for a given location and set of conditions. The Center Form Based Districts use the conventional zoning standards established for the RTC, VC, HDR, and MDR zone designations; but organize the application of these standards according to a vision of aggregated development patterns rather than individual land use categories. A form-based district goes beyond conventional zoning development standards by describing the physical outcome of the development in terms of street character, building relation to the street, and pedestrian friendliness and other factors.

“The form-based provisions are intended to facilitate the development of mixed-use projects and discourage isolated single-use projects that are not integrated with surrounding neighborhoods.” (RCMC, Article 5)

RCMC Table 23.310-1, Table 23.313-1, and Table 23.319-1 regulate the permitted land use in the Center Districts. Title 23, Article 5, Chapter 23.510-Village Center Zone Standards and Chapter 23.513 – Regional Town Center Zone Standards establish the essential development regulations of building heights, setbacks and other physical standards.

Title 23, Article 5, Chapter 23.313-Residential Zoning Districts provides additional guidance on residential development standards for the HDR, CMDR, and MDR districts.

3.3.2. SunCreek Form Based Regulating Plan

The SCSP Volume II, Section 1.6 establishes the Center Form Based Regulating Plan. The plan provides design concepts that guide the preparation of a future development plan and includes the following components.

- A description of the intent and location of each of the form-based zones provided in this chapter.
- The type of street and the treatment of edge conditions or “street typology” as defined in Chapter 4, Circulation and applied in Volume II, Development Regulations.
- The type of building frontage treatment or “frontage typology” applied in Volume II, Development Regulations.
- The development standards applied to each Specific Plan land use category and the “Center” form-based code district in Volume II, Development Regulations.

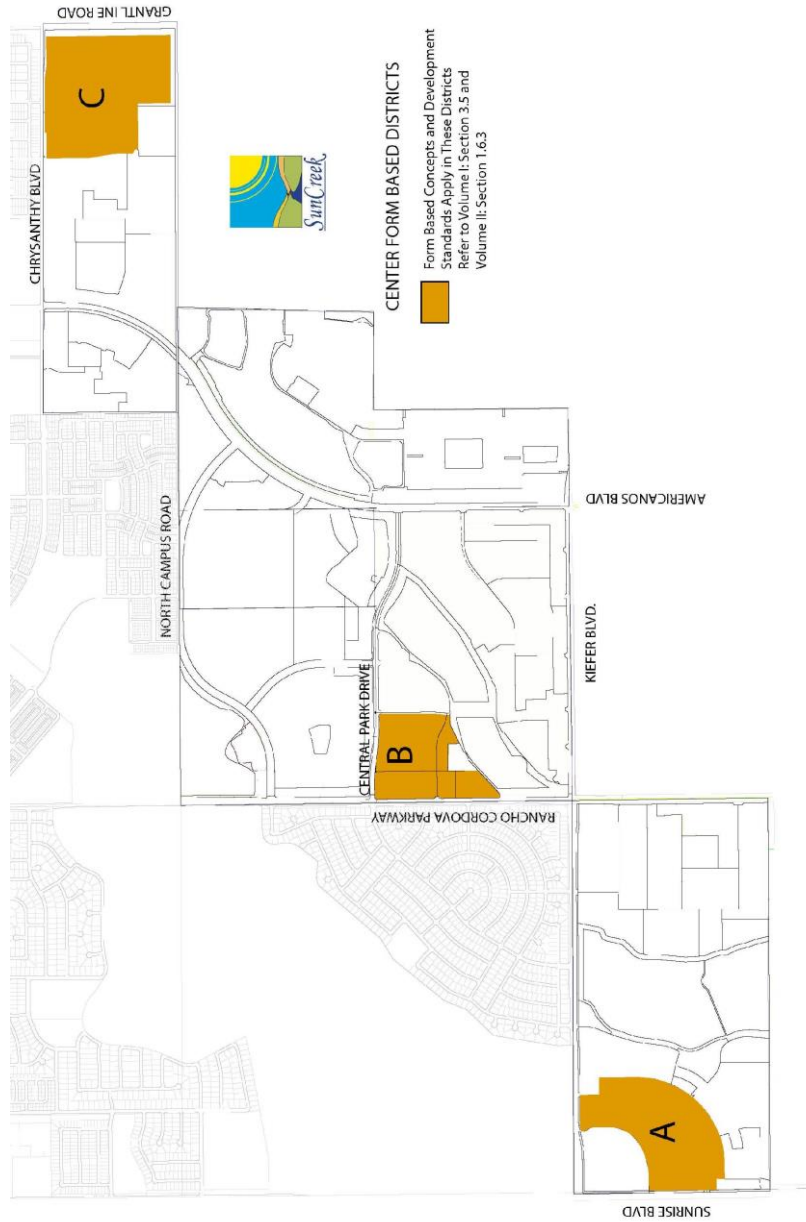
3.3.3. Administering Form Based Zoning

Development sites within form-based districts will not require special administrative procedures beyond those provided in Article 1 (Administration) of Title 23 of the RCMC. However, the form-based districts require more analysis than traditional zoning districts during the entitlement review process to determine compliance with the provisions of this chapter.

Development in any Center District shall require an integrated plan for that entire district that is consistent with the provisions of RCMC Section 23.504 et al.

LAND USE

Figure 3-3 Center Form Based Districts



SunCreek Specific Plan

I. 3-8APPROVED December 2, 2013 (amended October 2018, October 2019, May 2021, ~~November-December~~ 2022)

LAND USE

3.4 APPLICATION OF ZONING

The SCSP assigns land use zoning and the rights to apply for development under such zoning to properties in the SCSP designated by ownership.

Pursuant to Section 9.6.3 of this Specific Plan, a landowner may request a Minor Density Adjustment/ Transfer of Density for any residential land use parcel.

Specific Plan Land Use Designations Descriptions

The following sections describe the SCSP land use designations that are summarized in Table 3-2 and illustrated in Figure 3-2. These include a range of residential categories, parks and open space, natural preserves, public and quasi-public uses, and non-residential and commercial categories.

3.4.1. Residential Categories

The SCSP includes a notable diversity in residential types, styles, and configurations. Housing diversity is one of the merits of this plan. Multi-family dwellings occur in stand-alone configurations, and as integral components of mixed-use villages.

A variety of lot sizes, street orientation, and garage access configurations are distributed throughout the plan. These lot sizes and configurations may change with the submittal of tentative maps.

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Low Density Residential

The Low-Density Residential (LDR) category includes dwelling units in configurations up to six dwelling units per gross acre of residential use. The density range allows substantial flexibility in selecting dwelling unit types and parcel configurations to suit particular site conditions and housing needs.

Medium Density Residential

The Medium Density Residential (MDR) category will provide a mix of housing types and densities ranging from 6.1 to 12 dwelling units per gross acre of residential use. Medium Density Residential includes single-family homes, duplexes and half-plexes, court housing, garden apartments, townhouses, and condominiums. The most typical housing type will be small lot single-family detached, single-family attached (e.g., town homes, condominiums, brownstones), and small apartment complexes.

The density range allows substantial flexibility in selecting dwelling unit types and parcel configurations to suit particular site conditions and housing needs.

Compact Medium Density Residential

The Compact Medium Density Residential (CMDR) category includes dwelling units in densities of 12.1 to 18 units per gross acre that will result in compact urban forms. These may include detached cottages or cluster housing, but more typically will include common walls for all or a significant portion of the units in a project. The sites designated for Compact Medium Density include row houses and small, low scale garden apartment dwellings.

. The RCMC Title 23 Zoning Code, Article 5 Form Based Zoning Provisions, RCMC Title 23, Article 5, Chapter 23.313-Residential Zoning Districts, shall regulate CMDR. Volume II: Development Regulations provides supplemental development standards.

High Density Residential

High-Density Residential (HDR) development includes apartments and condominiums at densities of 18.1 to 40 dwelling units per acre.

Residential development in the High Density Residential (HDR) designation will contribute to fulfilling the Regional Housing Needs Allocation (RHNA) calculation for the City. In order to be compliant with current state law regarding RHNA, the SunCreek Specific Plan considers all High Density Residential acres in as RHNA acres. , However, in the Major Design Review Process (RCMC Section 23.141) the City may approve development applications for High Density development at densities less than 26 dwelling units per acre that achieve as low as 18.1 dwelling units per gross acre pursuant to a finding that the net density approximates the minimum density required for RHNA, that sites are constrained by size, configuration, access, parking standards, open space standards and other factors reflecting the actual market for multi-family housing.

There are seven High Density Residential sites identified in the plan. Four of these sites are adjacent to Village Center or Regional Town Center sites and are therefore within the "Center" form based designation described below. RCMC Title 23 Zoning Code, Article 5 Form Based Zoning Provisions, RCMC Title 23, Article 5, Chapter 23.313-Residential Zoning Districts, and Volume II: Development Regulations regulate these sites.

3.4.2. Public/Quasi-Public and Open Space Categories**Public/Quasi-Public**

The Public/Quasi-Public category includes a variety of public and other land uses, including land owned by the city and other public agencies. Possible uses include civic buildings; schools, colleges, and universities; religious institutions; hospitals; museums; cemeteries; and others.

The SCSP includes three primary sites zoned Public/Quasi-public, Community Service (CS) uses.

LAND USE

The SCSP designates the P/QP site on Americanos Boulevard north of Kiefer Boulevard for a fire station but does not designate specific land uses on the other two primary P/QP sites. In addition to these three sites, the Plan identifies several small sites designated as P/QP for utilities such as a water storage, detention, water, or wastewater pump and so forth.

If a P/QP site is not required for its originally intended use, such land may be available for residential development after a specific plan amendment. This allows flexibility in the location and shape of school sites shown on the Land Use Map. The City shall consult with the affected public entity (if a specific entity exists), prior to release of a P/QP site for residential development. Following such consultation (if applicable), the City Council shall make a formal determination that the site is not required for the originally intended P/QP use. This typically will occur during the consideration of a Tentative Subdivision Map but may also accompany an alternate discretionary action by the Council when a Tentative Map is not required.

The SCSP identifies land within the Parks and Open Space (POS) designation for active and passive recreational activities. This zone category also includes publicly accessible lands within lands along the edge of natural resource preservation areas, detention basins, creek ways, and other passive uses. Open spaces may be multi-use depending on the season, such as an open turf area within a detention basin in areas subject to infrequent inundation.

The open space lands and parklands must comply with the standards established by the City of Rancho Cordova. The Cordova Recreation and Park District, and/or the City will administer parklands at the discretion of the City. The City of Rancho Cordova, in consultation with CRPD, will determine final park design, amenities, and improvements. The city will administer public and private ownership open space lands.

Natural Resources

The SunCreek Plan provides a substantial natural resource preservation area dedicated to protecting state and federally listed endangered and threatened species habitat consistent with the measures described in Chapter 6, Natural Resources. The preservation area extends diagonally through the project site as a continuous open space corridor.

The SCSP sets aside land within the Natural Resources category as natural habitat and will have no urban development placed upon it. Open space trails are typically adjacent to, rather than within, Natural Resource areas.

Chapter 6, Natural Resources describes the protection of the lands in the Natural Resource designation.

3.4.3. Non-Residential/Commercial Categories**Village Center**

The Village Center category provides retail services, restaurant, entertainment, and office employment uses as described in the City's building block concept. Village Centers serve the daily shopping needs of residents and may include small- and medium-size grocery stores, drug stores, restaurants, banks, and other similar uses.

Development is pedestrian friendly with gathering places for both daytime and nighttime activities.

A Center Form Based District may combine the development capacity of residential designated lands with the commercial development capacity of Village Center lands to create an integrated mixed-use project.

A mixed-use development plan may be integrated vertically with different uses above one another, such as residential or office uses over a commercial use. Horizontal mixed uses are also permissible with side-by-side uses linked together through common walkways, plazas, and parking areas.

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The SunCreek plan includes two Village Center sites located along a major street. The Centers may provide transit-oriented development served by bus, bus rapid transit, a local shuttle, or other transportation systems as the city may determine.

The sites are adjacent to high-density residential land use served by the pedestrian and bike trail network that connects the sites to the surrounding neighborhoods. Each of the sites has within it or nearby a small neighborhood scale park. These parks will add a visual amenity and leisure activities that will complement the retail and service businesses and the residential components of the center.

The RCMC Title 23 Zoning Code, Article 5 Form Based Zoning Provisions, and supplemental development standards provided in Volume II: Development Regulations shall regulate Village Centers. All development in the VC zone shall require an integrated plan as specified in RCMC Section 23.504 et al.

Regional Town Center

The General Plan designates regional town centers (RTC) to meet a regional need for shopping, entertainment, and other large destination uses. They are strategically located for accessibility and range in size from 25 to 100 acres. The RTC may also include both vertical and horizontal integration of a mix of land uses as summarized in Table 3-2.

The SunCreek plan provides a 53.9-acre Regional Town Center on the southwest corner of Grant Line Road and Chrysanthy Blvd. This center will serve planned development in the southeast edge of the city. The Southeast Capital Connector is a regional roadway aligned on Grant Line Road adjacent to the Plan Area. Chrysanthy Boulevard will provide access from the site to Grant Line Road. The Regional Town Center (RTC) would provide the opportunity for a transit-oriented development should Grant Line Road become a regional transit route.

The RCMC Title 23 Zoning Code, Article 5 Form-Based Zoning Provisions, and supplemental development standards provided in Volume II, Development Regulations shall regulate the Regional Town Center. All development in the RTC zone shall require an integrated plan as specified in RCMC Section 23.504 et al. The “Regulating Plan” must be adopted prior to any development in the respective VC or RTC center.

3.5 LAND USE SUMMARY

Table 3-3 summarizes the acreage, percentage of total acreage, maximum dwelling units per acre, and dwelling unit totals at full development of the SCSP. This table indicates a total of ~~4,628~~ 4,544 dwelling units in this modified plan, however, the Specific Plan Environmental Impact Report evaluated the effects of 4,893 dwelling units, and up to this maximum figure may be accommodated in this Plan. If the population of the Specific Plan Area should increase in the future, the developer will be required to provide additional park land or pay in-lieu fees.

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ATTACHMENT 2
Exhibit A to the Ordinance

I. 3-14APPROVED December 2, 2013 (amended October 2018, October 2019, May 2021, November-December 2022)

LAND USE

illustrates the ownership of land in the Plan Area.

LAND USE

Table 3-4 Land Use by Owner

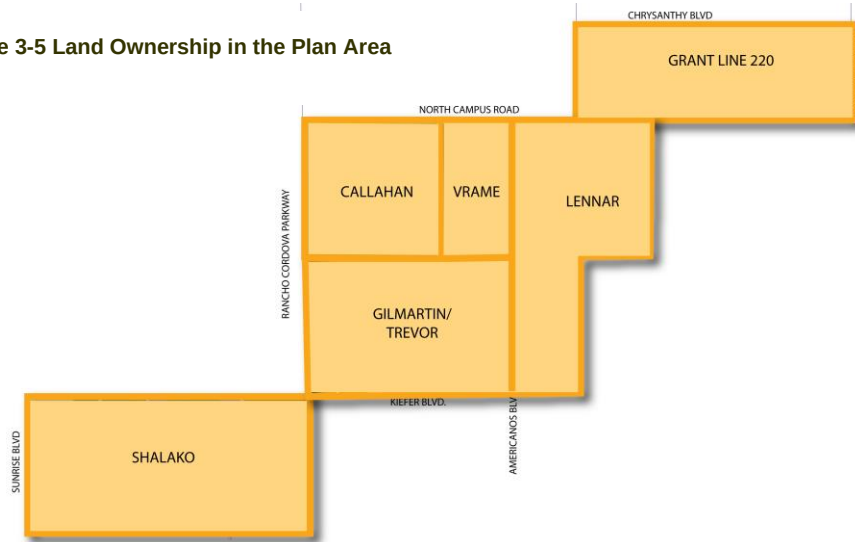
LAND USE	CALLAHAN		GILMARTIN/ TREVOR (INVESTK)		SHALAKO		GRANTLINE 220		VRAME		SIERRA SUNRISE (Lennar)	
Categories	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units
LOW DENSITY (2.1 to 6 du/ac)	0	0	20.1 40.135 8	-149 197	64.4	314	37.6	167	0	0	39.3	197
MEDIUM DENSITY RESIDENTIAL (6.1 to 12 du/ac)	44.9	318	77.8 62.2 1.7	592 43849 5	90.6	599	76.8	406	0	0	79.6	514
COMPACT DENSITY RESIDENTIAL (12.1 to 18 du/ac)	0	0	13.0 17.618 8	-153 17511 8	0	0	0.0	0	0	0	14.5	167
HIGH DENSITY RESIDENTIAL (18.1 to 40 du/ac)	11.8	235	-5.4 6.15.9	140	9.1	237	14.2	272	0	0	5.0	168
VILLAGE CENTER (VC)	0	0	6.3 7.06.8		17.5	0	0	0	0	0	0	0
REGIONAL TOWN CENTER (RTC)	0		0.0		0		53.9		0		0	
PUBLIC/QUASI_PUBLIC	2.5		4.7 0		0.4		0.0		0.5		0	
NEIGHBORHOOD GREEN	2.0		1.7 2.73		2.1		0.0		0		3.7	
PUBLIC NEIGHBORHOOD PARK	0		0		8.2		8.1		0		4.6	
COMMUNITY PARK	10.5		15.7 11.210. 4		0		0		17.3		0.9	
PARK CORRIDORS	0		0		3.8		0		0		2.3	
PRESERVE BUFFER	5.3		-19.3 24.222. 3		14.7		0		1.2		8.1	
DETENTION BASIN	4.5		8.0 9.8		9.5		8.2		3.4		18.4	
STORM WATER CANAL	0		0		0		0.0		0		0	
WETLAND PRESERVE	24.5		39.0		77.3		0		10.4		48.4	
SCHOOL	34.4		11.1 11.50		10.8		10.0		44.9		0	
MAJOR ROADS	20.0		18.0 23.6		13.0		11.0		2.5		18.2	
GRANT LINE ROAD							3.1					
TOTALS	160.1	553	240.12 40.4	-1.034 350	321.4	1,150	219.0	910	80.1	0	243.0	1,046

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LAND USE

Figure 3-5 Land Ownership in the Plan Area



3.6 SPECIFIC PLAN POLICIES

The following General Plan policies apply to the SCSP.

Policy LU 1. Higher density and intensity land uses that support transit shall be located within one-half mile of major transit stations. Development shall be pedestrian- and transit-friendly with direct connections to transit. (GP Policy LU.1.7 and AQ.2.2.1).

Policy LU 2. Similar uses shall be clustered into areas or districts that have common needs and that are compatible with one another to establish a form based land use organization and regulation. (GP Policy LU.2.3)

Policy LU 3. Growth will occur based on market forces, infrastructure financing capacity, and the timing of the design, approval, and construction of transportation facilities and other infrastructure. (GP Policy LU.2.5)

Policy LU 4. Retail shopping facilities shall be distributed in the Plan Area such that neighborhood services are distributed and integrated into the neighborhoods and that market demand is met without diminishing the viability of nearby commercial properties with the same customer base. (GP Policy LU.2.6)

Policy LU 5. The Plan shall include sustainable development that reduces the impact of projects on energy, water, and transportation systems and encourages sustainable development to occur in ways that complement the built form. (GP Policy LU.2.7)

Policy LU 6. Civic structures and uses shall have outstanding design that creates identity and serves as a catalyst and precedent for subsequent development. (GP Policy LU.3.2)

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I.4. CIRCULATION

4.1 PURPOSE

The Circulation Chapter describes all components of the circulation system in the plan. The SunCreek Specific Plan (SCSP) treats the project roadway network, bicycle and pedestrian routes, and transit facilities and services as equally important. The approach to all circulation components and the land use plan proposed in this plan are coordinated to benefit the quality of life, public safety, energy costs, time costs, and air quality within the community.

4.2 CIRCULATION OBJECTIVES

The circulation objectives addressed in this Chapter respond to issues identified in the Rancho Cordova General Plan.

- **Community character.** The roads and pedestrian/bikeway networks are among the most visible elements that connect the overall community. SunCreek Parkway and the other pedestrian/bikeway corridors are signature features in the plan.
- **Safety and efficiency.** The road network provides adequate lane capacity and intersections for vehicle movement but includes traffic calming measures to promote pedestrian friendly streets that minimize potential vehicle and pedestrian/bicyclist conflicts.
- **Reduce the use of automobiles.** Reducing the use of automobiles in everyday life is accomplished by providing convenient,

safe, and attractive alternatives. The SCSP emphasizes pedestrian and bicycle use, access to public transit, and use of alternative vehicles as viable options to use of automobiles.

- **Coordination of land use and circulation.** Trip destinations such as schools, parks, jobs, shopping, and commercial services are located where they are convenient to the residences to facilitate walking or bicycling. Higher density residential uses and major trip destinations are located along potential transit routes.
- **Direct routes and connectivity.** The street and pedestrian/bikeway network provide a convenient, reasonably direct, safe, and attractive route to major destinations.
- **Transportation diversity.** The SunCreek Specific Plan will accommodate the transportation options available to residents.

4.3 PLANNING CONTEXT

The surrounding road network, planned road improvements, and planned public transit opportunities establish the planning context for the SCSP.

The SCSP will develop during a time of change. Automobiles will continue to be a primary mode of transportation, but new communities must also facilitate and encourage the use of transportation alternatives.

CIRCULATION

New technologies in transportation and communications will influence the choices individuals make in selecting their daily means of transportation. Fuel prices are a significant factor for individuals and businesses in deciding whether to curtail all but essential trips, and which mode of transportation to use. Increased travel costs will result in demands for more efficient transportation systems, and for communities designed to facilitate and enhance alternatives to automobile use in a resident's daily life.

Transportation alternatives designed into the SunCreek community including alternative personal vehicles, public transportation, and walking and bicycling. These will reduce the need to rely on private automobiles as the sole source of personal transportation.

4.3.1. Related Plans and Programs

The SunCreek Specific Plan is the contemporary of several planning activities within the City of Rancho Cordova and throughout the Sacramento region. These planning activities set the framework for circulation planning within the SCSP.

- **The Regional Metropolitan Transportation Plan (MTP).** The MTP is long-range plan for transportation improvements in the greater six-county Sacramento region. The MTP includes major transportation improvements that will affect the traffic capacity of routes serving the SunCreek Plan Area.

In addition to the regional transportation planning programs, the City of Rancho Cordova has adopted standards and plans that guide the SunCreek transportation plan and improvements.

Applicants within the Specific Plan should consult these other plans in preparation of tentative maps.

- **Rancho Cordova Transit Master Plan.** This Plan designates the City's preferred transit system and is an implementing part of the General Plan.

- **Rancho Cordova Pedestrian Master Plan.** The City of Rancho Cordova Pedestrian Master Plan (March 2011) is identified in the Circulation Element of the City's General Plan. The Pedestrian Master Plan combines with the Bicycle Master Plan and the Transit Master Plan to organize projects and programs that will serve alternative travel modes.

The Pedestrian Master Plan will establish policies, programs, and projects to improve the pedestrian system within the City of Rancho Cordova.

- **Rancho Cordova Bicycle Master Plan.** The City of Rancho Cordova Bicycle Master Plan (March 2011) carries forward cycling policies and goals that were initiated in the City's General Plan, the Transit Master Plan and Pedestrian Master Plan. The Bike Plan continues to shape the City's goal of providing safe and attractive alternative modes for travel.

The SCSP is consistent with the Bicycle Master Plan and provides additional detail about the existing facilities, planned improvements, and priorities, phasing, and funding to build the bicycle network.

- **Rancho Cordova Street Design Standards.** The Street Design Standards establish details regarding the design of all types of roadways within the City consistent with the General Plan.

- **Rancho Cordova Improvement Standards.** The Improvement Standards establish detailed design and construction requirements for the City's transportation system consistent with the General Plan and Street Design Standards.

4.3.2. Existing and Planned Roads

Existing and planned arterial streets in or near the Plan Area include Grantline Road, Sunrise Boulevard, Rancho Cordova Parkway, Chrysanthy

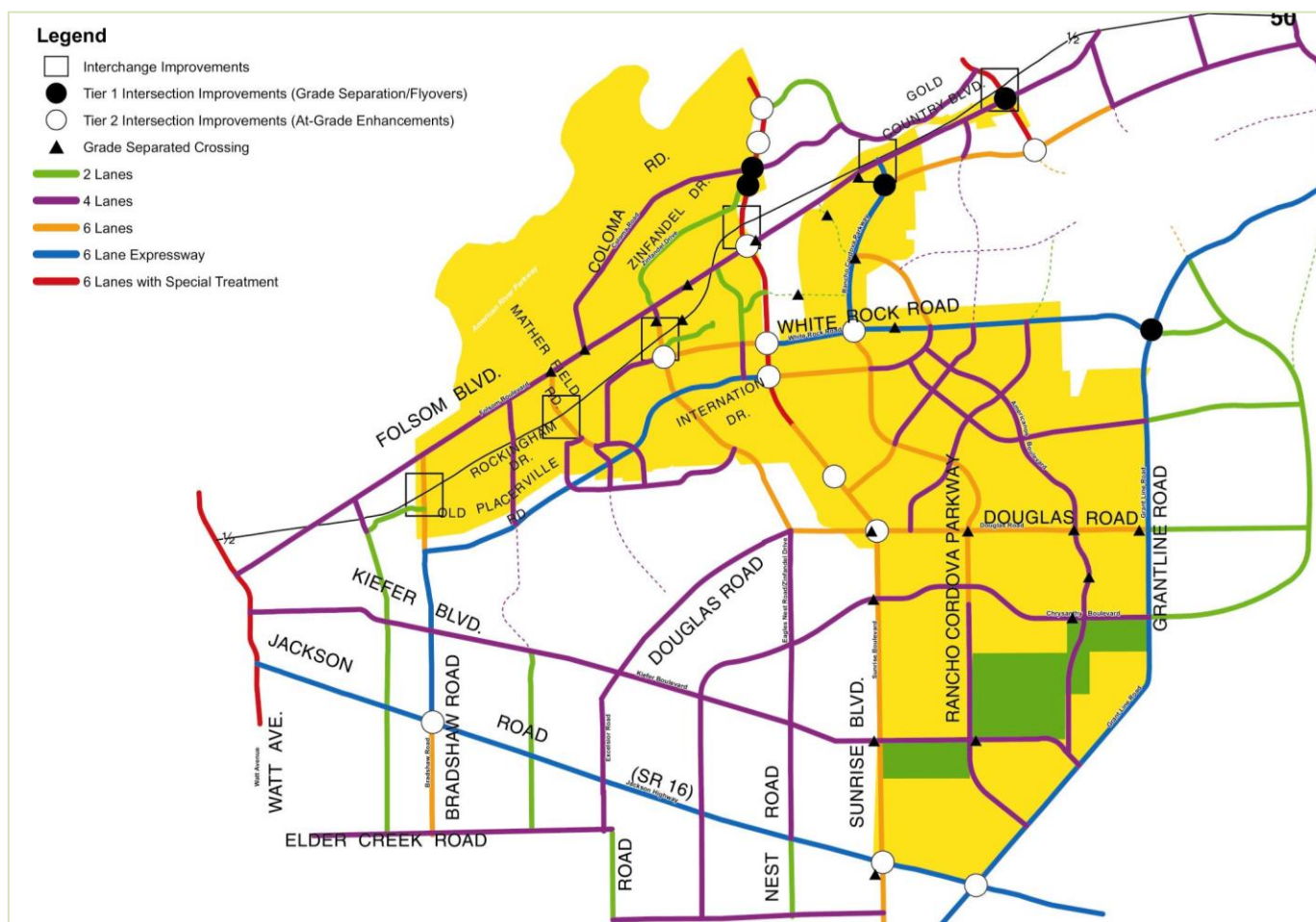
SunCreek Specific Plan

CIRCULATION

Boulevard, Americanos Boulevard, and Kiefer Boulevard. Chrysanthy Boulevard and Americanos Boulevard are new road alignments established in the Sunrise Douglas Community Plan. Sunrise Boulevard, Grantline Road, and Kiefer Boulevard are part of the regional road system as identified in Figure 4-1.

- **Capital Southeast Connector Study.** The Metropolitan Transportation Plan (MTP) includes a multi-modal transportation corridor that connects Elk Grove, Rancho Cordova, and El Dorado Hills. The connector will link residential areas and employment centers to relieve congestion on the heavily congested existing two-lane roadways that currently serve the corridor. The connector will become a major route in the region and could create nodes of major activity along the route that abuts the east edge of the SunCreek Plan Area.

Figure 4-1 Primary Road Network



CIRCULATION

4.4 STREETS PLAN

The SunCreek Plan includes several street configurations that serve a variety of needs. The configurations will not only accommodate the traffic capacity projected for a given location, but also enhance the community character and pedestrian space along the streets.

4.4.1. Street Master Plan

The streets are a hierarchy of size and characteristics that extends the existing major street pattern in this part of the city into the Plan Area. The street plan responds to the location of environmental protection areas and the distribution of major activity nodes in the plan, as shown in Figure 4-1. The primary street network is consistent with the General Plan description of a “modified grid” system of major roadways at approximate one-mile spacing and connector roads at approximate quarter-mile spacing.

The minor arterial and collector street grid system within the Plan Area will avoid wetland natural open space features in permanent open space. These streets will align with existing and planned street intersections in the adjacent established plan areas.

Sunrise Boulevard, Kiefer Boulevard, Rancho Cordova Parkway and Chrysanthus Boulevard conform to the one-mile grid, but Americanos Boulevard curves significantly to avoid wetland resources.

Figure 4-2 illustrates the combined Street Master Plan, and Bikeway and Trails Master Plan to show the interconnections between these two systems.

Figure 4-3 illustrates the Street Master Plan alone.

4.4.2. Signalization

Traffic impact analysis and future warrants analysis will determine the signalization of major intersections. Figures 4-2 and 4-3 identify the anticipated signal locations.

4.4.3. Street Typology

The following discussion of streets describes the typical standards for the number and width of lanes. There are variations on the basic street types described in this chapter depending on the type of building form that abuts the street. For example, a street type that has the capacity to carry a certain volume of traffic may have wider setbacks to the sidewalk where the intent is to move traffic through quickly. That same street section may have sidewalks and buildings closer to the street where the intent is to slow traffic and create a more pedestrian friendly environment. In general, the City’s Right-of-Way (ROW) extends to the back of the curb. In cases where a sidewalk is attached to the curb, the ROW extends to the back of the attached sidewalk.

Chapter 5 Community Character (Section 5.11) and in Volume II, Development Regulations further describe the intended relationship of each street type to adjacent land use.

Arterial Streets

Arterial streets will be four or six lanes wide at full development. Landscaped median and landscaped pedestrian corridors along both sides are typical.

Arterial streets typically pass-through different land use conditions. Consequently, the street configuration may change from one location to another. Figures 4-4 and 4-5 show a street section for Rancho Cordova Parkway and a typical street section for the four-lane Minor Arterial Street configuration, respectively.

CIRCULATION

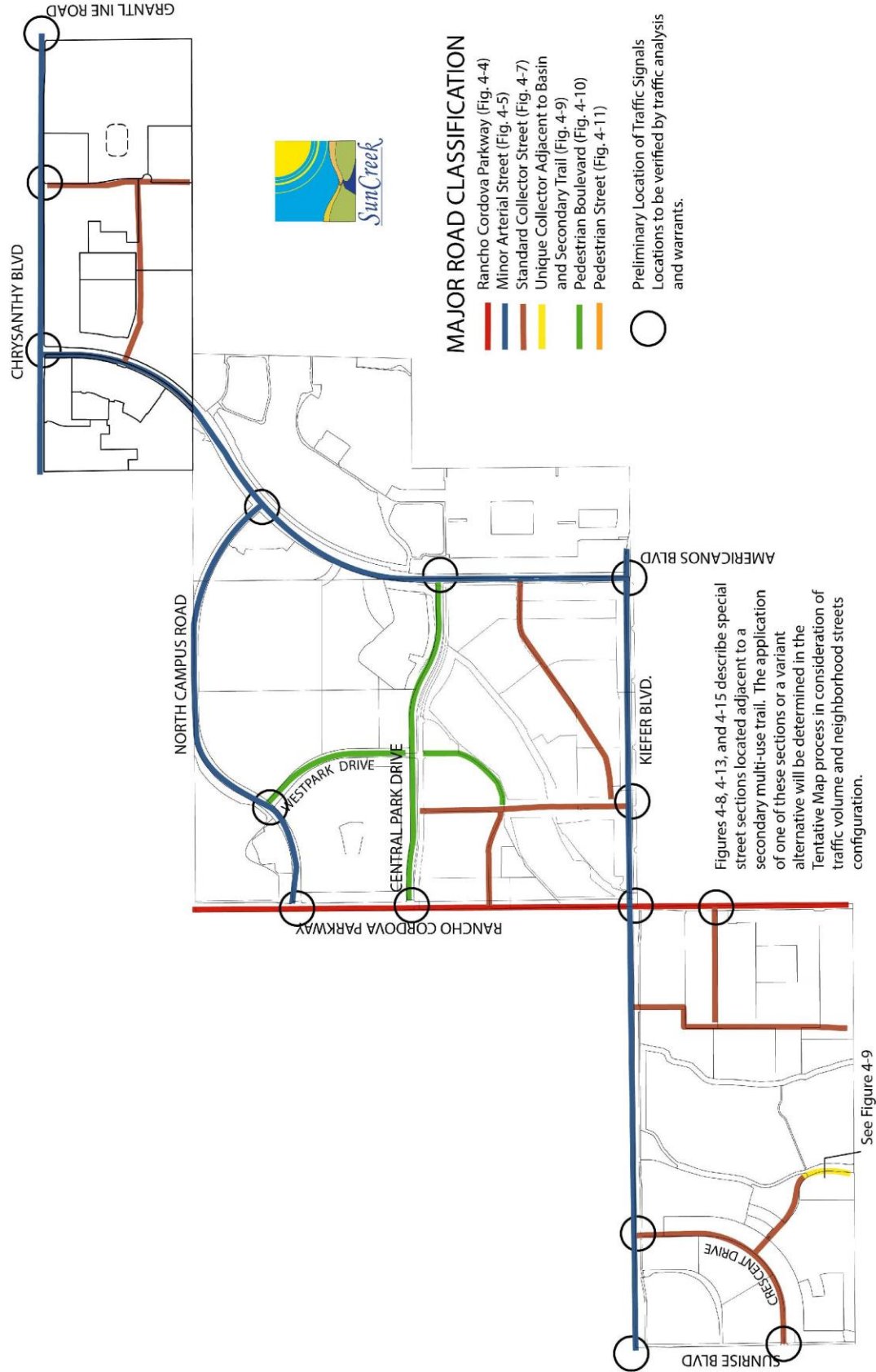
Figure 4-2 Combined Major Streets Master Plan and Trails



1" = 1,000' printed at 11x17

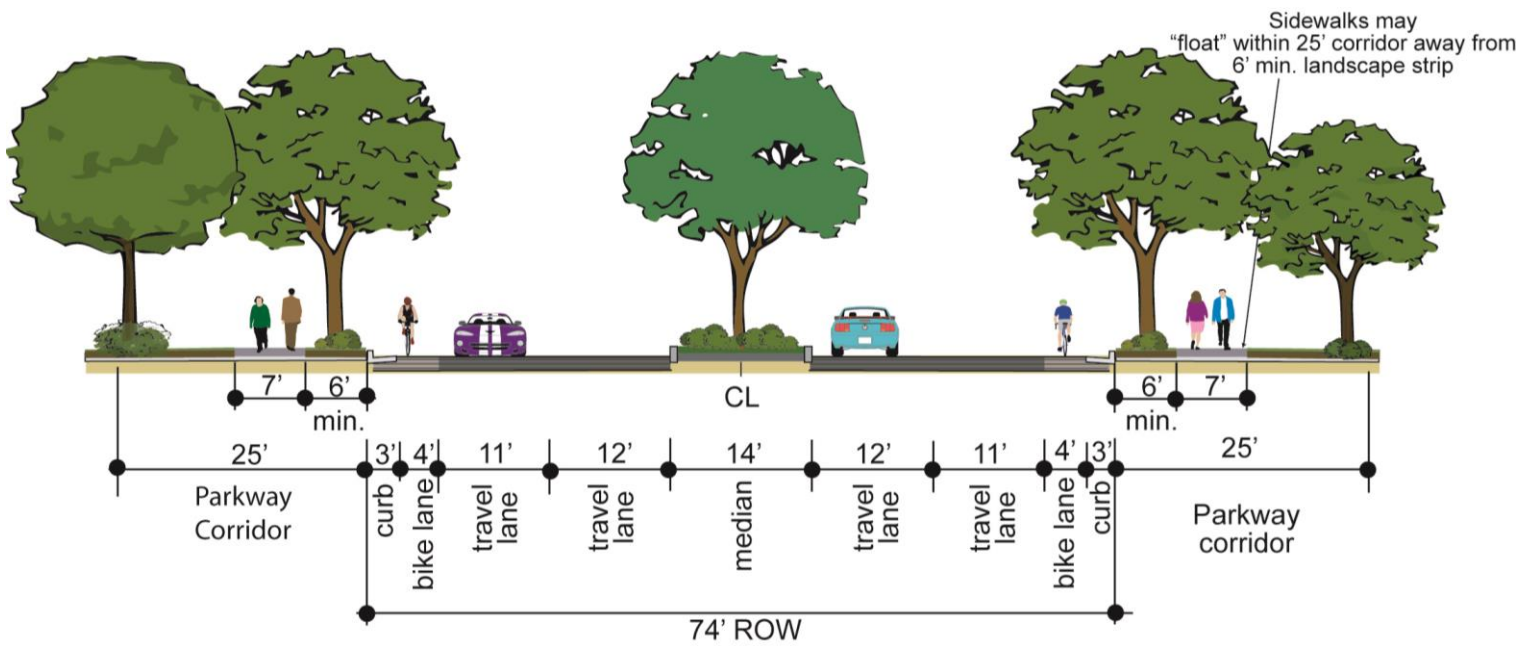
CIRCULATION

Figure 4-3 Major Streets Master Plan



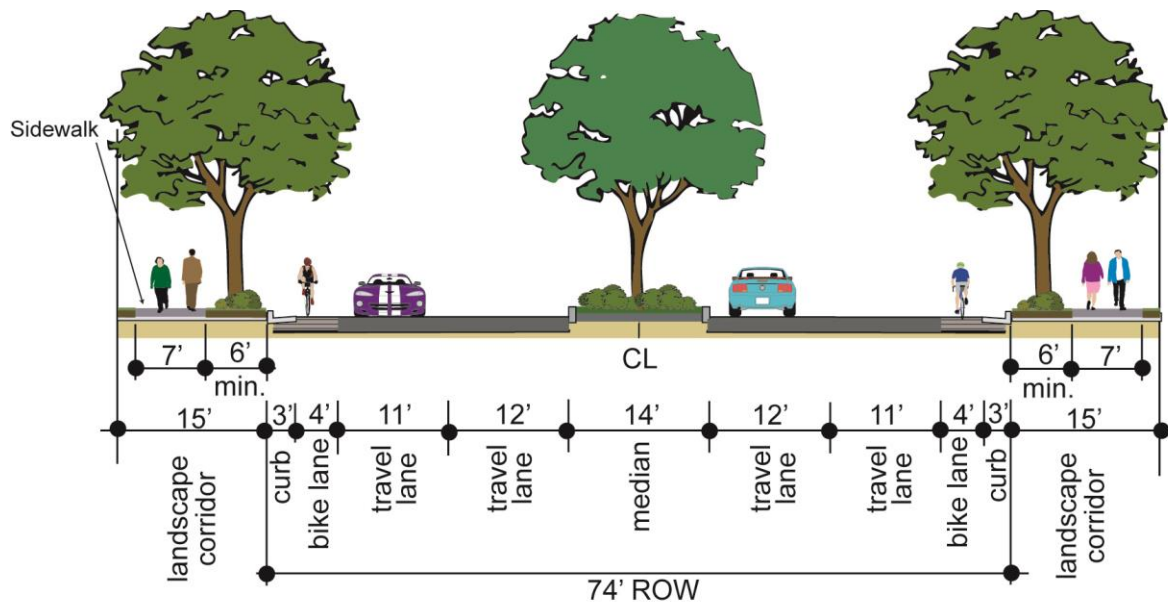
CIRCULATION

Figure 4-4 Rancho Cordova Parkway



Note: Curb and gutter is included in the bike lane width requirements

Figure 4-5 Minor Arterial (Typical)

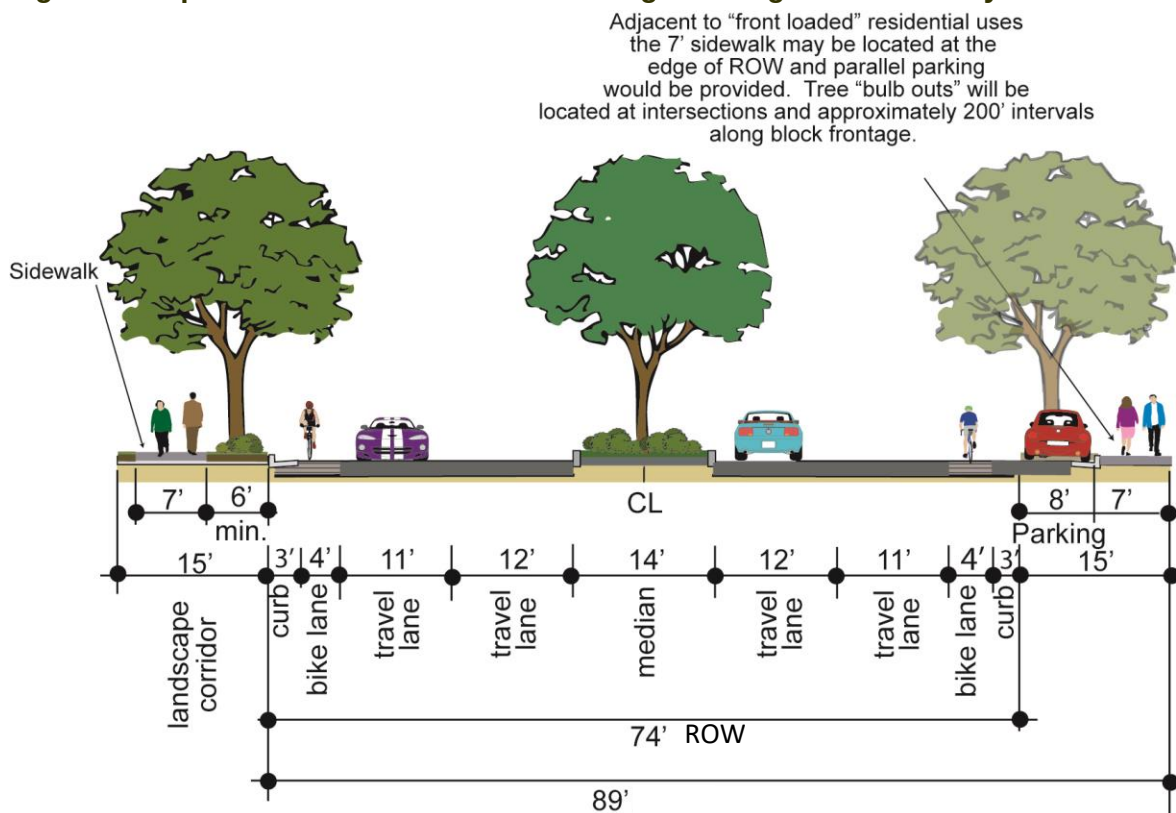


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Driveways for single-family residences shall not be allowed on an arterial street. Residential uses adjacent to an arterial street are typically alley loaded or are oriented with the side or rear lot to the arterial street. The opportunity to provide on-street parking is limited. Design alternatives that allow on-street parking on Minor Arterial streets will be reviewed in the Tentative Map and may be allowed based on lower traffic volumes along Minor Arterial roads. Figure 4-6 illustrates one

alternative approach that may be considered. In this example, the sidewalk may be located at the edge of ROW and a parallel parking lane may be provided in the ROW. Street trees will be located in "bulb outs" in the parking lane at intersections at mid-block locations consistent with RCMC Ch. 23.513. Public Works may consider other parking options in the Tentative Map. The location of driveways and median cuts will be subject to Public Works Arterial Access Standards.

Figure 4-6 Optional Minor Arterial with Parking Fronting on Multi-family Residential Use



Collector Streets

Collector streets connect the local residential streets within neighborhoods to the arterial streets. The SunCreek Plan uses collector streets as pedestrian corridors by providing a separated 7-foot sidewalk, a landscape strip, on street parking and a bike lane.

Collector streets typically include two traffic lanes, a median, bicycle lanes, a landscape corridor and seven-foot-wide sidewalks on both sides, as shown in Figure 4-7. Figure 4-8 illustrates a special condition where the street is adjacent to the secondary trail network. Application of Figure 4-8 or other alternative street sections adjacent to a secondary

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trail will be determined in the Tentative Map based on traffic volume and neighborhood street configuration. Figure 4-9 illustrates a unique condition where the street is located between a detention basin and a secondary multi-use trail.

Figure 4-7 Standard Collector Street

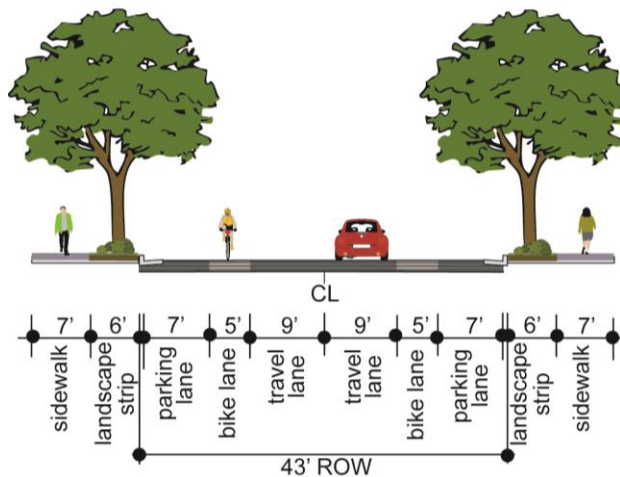
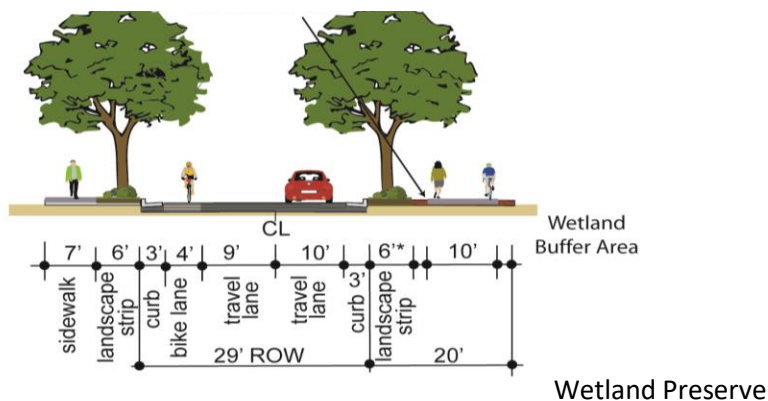


Figure 4-10 illustrates the Pedestrian Boulevard, a special collector street used on Central Park Drive

Figure 4-8 Standard Collector Street Adjacent to Secondary Bike Trail

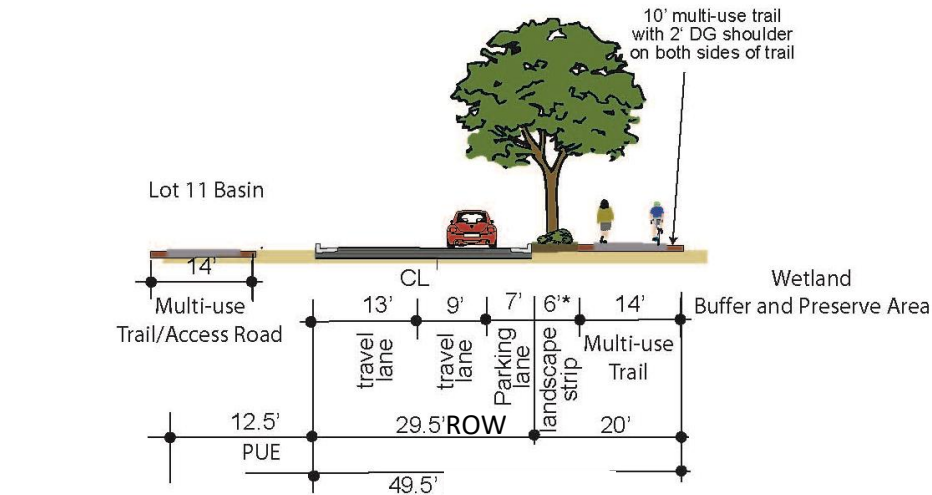


*Note: The landscape corridor adjacent to the 10' multi-use trail shall be a minimum of 6' and may be greater as the trail is located as near the wetland boundary as permitted by the USACE permit and site conditions. In some instances the landscape strip may be reduced to 2' for the DG path shoulder. Such reductions in the landscape corridor shall be limited to that area required to accommodate and protect wetland areas, and manage drainage.

and Westpark Drive to provide a distinctive pedestrian corridor linking the Local Town Center to the Community Park and high school. The street includes a secondary tree line behind the sidewalk

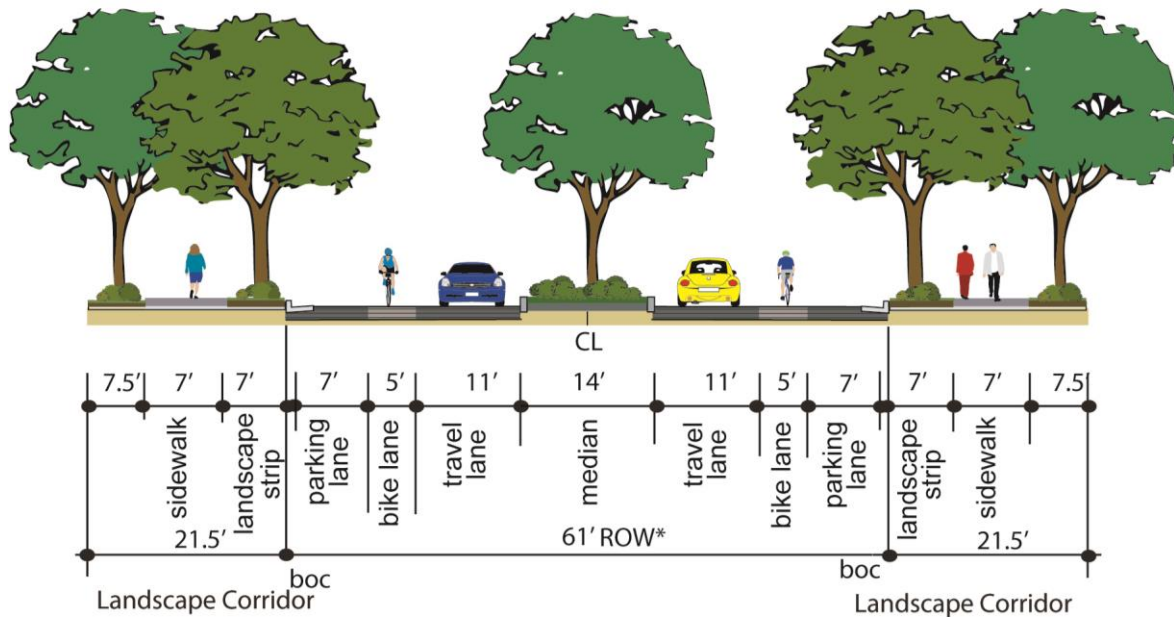
CIRCULATION

Figure 4-9 Collector Located Adjacent to Detention Basin and Secondary Trail



*Note: The landscape corridor adjacent to the 10' multi-use trail shall be a minimum of 6' and may be greater as the trail is located as near the wetland preserve boundary as permitted by the USACE permit and site conditions. In some instances the landscape strip may be reduced to 2' for the DG path shoulder. Such reductions in the landscape corridor shall be limited to that area required to accommodate and protect wetland areas, and manage drainage.

Figure 4-10 Pedestrian Boulevard (Central Park Drive and Westpark Drive)



*Parking lanes may be omitted at or near main project entries and at internal intersections

CIRCULATION

Pedestrian Streets

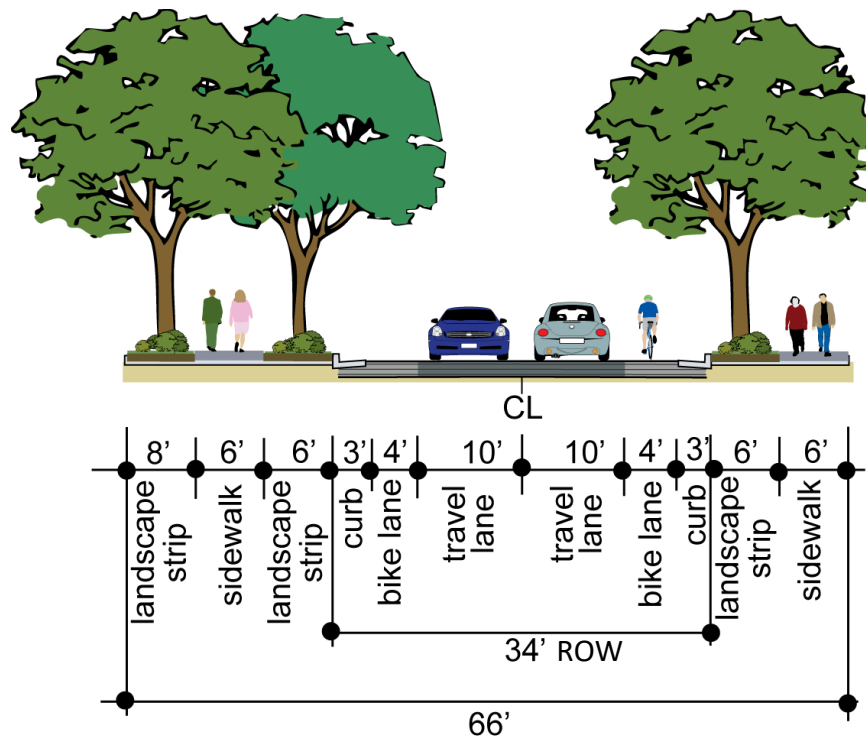
Pedestrian streets are a special class of standard residential street with an enhanced pedestrian corridor. The street type will enhance the pedestrian and vehicular entry to a subdivision or village area, such as where a street approaches a park or neighborhood green. The pedestrian street includes ten-foot-wide travel lanes and a Class II bike lane on both sides. A six-foot wide planting strip and sidewalk will be provided on both sides. In some locations, an additional landscape strip may be located behind the sidewalk on one side to provide a twenty-foot (20') wide landscape corridor with a secondary street tree canopy on one side of the street as shown in Figure 4-11.

detached sidewalks will include a 33-foot right-of-way (back of curb to back of curb) with a twenty-seven (27) foot wide paved section, curbs and a six (6) foot sidewalk. Figure 4-12 illustrates the Standard Residential Street.

Minor residential streets with attached sidewalks will have a forty-two (42) foot right-of-way (measured from back of walk to back of walk) that includes two travel lanes, a parking lane, and a five-foot sidewalk on both sides. Figure 4-14 illustrates the Minor Residential Street.

Figures 4-8, 4-13, and 4-15 illustrate where residential and collector streets are adjacent to an open space area and incorporate a secondary multi-

Figure 4-11 Pedestrian Street with Detached Sidewalk

**Residential Streets**

The Plan Area includes two residential street classifications. The standard residential street with

use trail in lieu of a standard sidewalk on the open space side. Parking is prohibited on the open space side to allow additional space for the multi-use trail and associated landscaping.

CIRCULATION

Figure 4-12 Standard Residential Street

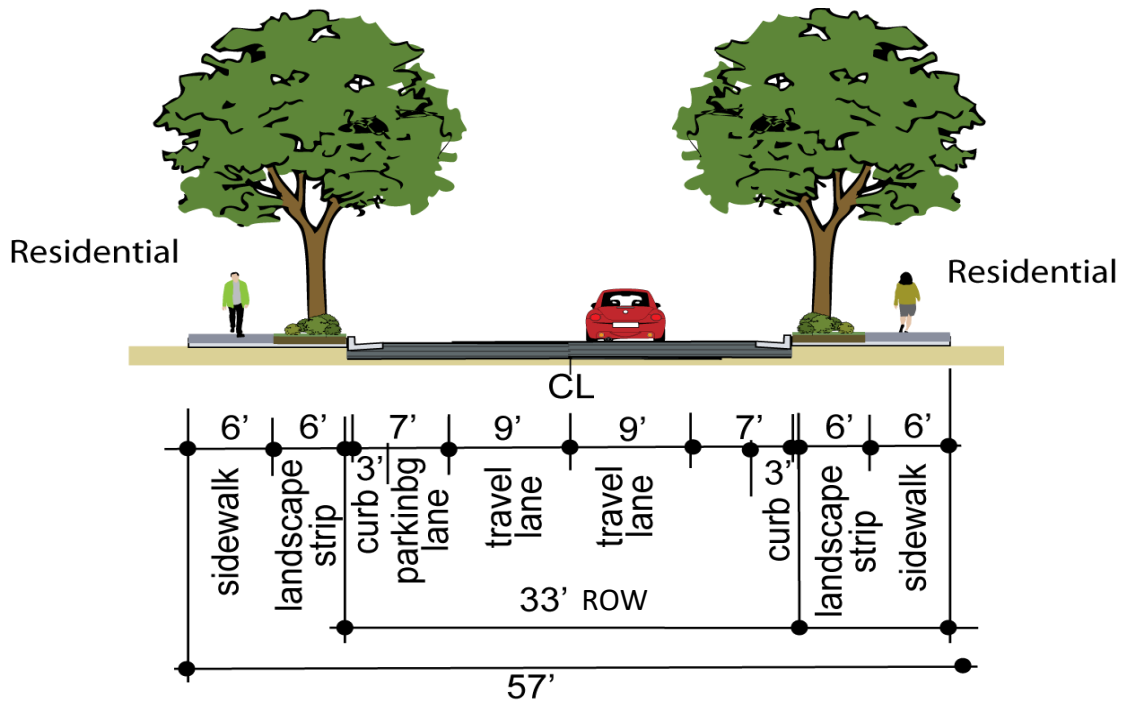
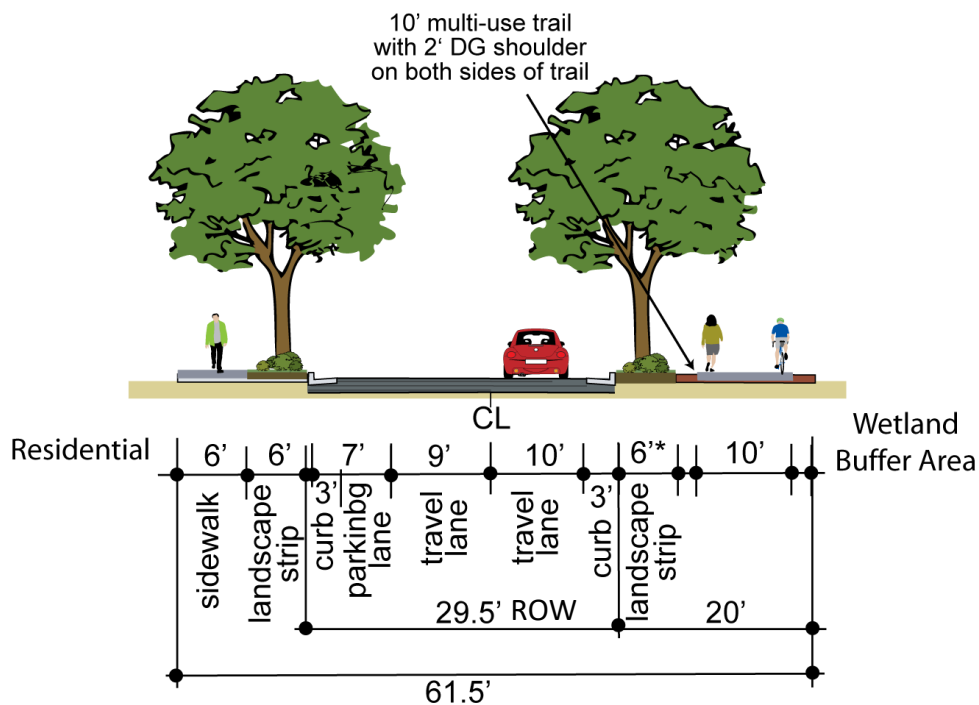


Figure 4-13 Standard Residential Street Adjacent to Secondary Trail in Open Space



CIRCULATION

Figure 4-14 Minor Residential Street

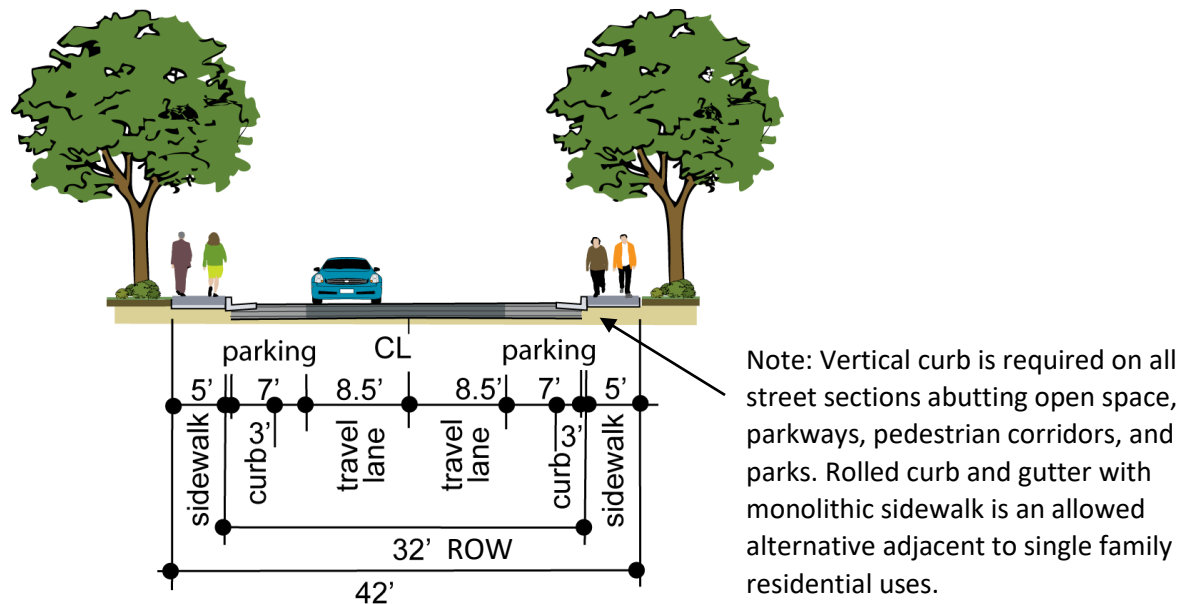
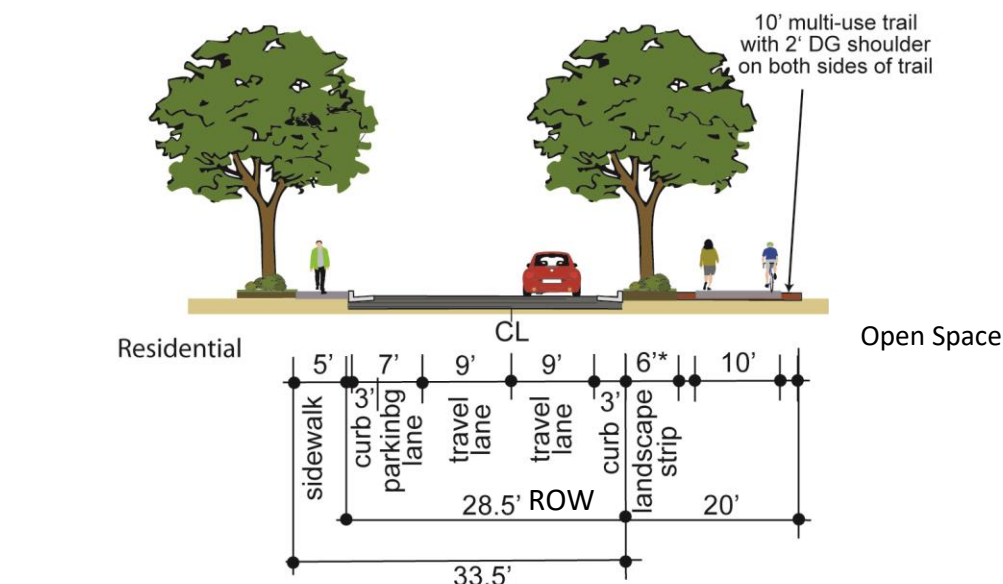


Figure 4-15 Minor Residential Street Adjacent to Secondary Trail in Open Space



*Note: The landscape corridor adjacent to the 10' multi-use trail shall be a minimum of 6' and may be greater as the trail is located as near the wetland boundary as permitted by the USACE permit and site conditions. In some instances the landscape strip may be reduced to 2' for the DG path shoulder. Such reductions in the landscape corridor shall be limited to that area required to accommodate and protect wetland areas, and manage drainage.

CIRCULATION

Table 4-1 Summary of Street Standards

	Collector Street Adjacent to Basin and Secondary Trail	Standard Collector Street Adjacent to Secondary Trail	Standard Collector Street	Minor Arterial w/ parking	Minor Arterial	Rancho Cordova Parkway
Figure Number	4-9	4-8	4-7	4-6	4-5	4-4
Average Daily Traffic (ADT)	< 13,000	< 13,000	< 13,000	< 32,500 ¹ .	< 32,500	<32,500
Speed Limit	25-35 mph	25-35 mph	25-35 mph	35-45 mph	35-45 mph	45 mph
Number of Travel Lanes	2	2	2	4	4	4
Width (back-to-back of curb)	29'	29'	43'	74'	74'	74'
Width (Total ROW)	34'	29'	43'	89'	74'	74'
On Street Parking Allowed	No	No	Yes	Yes ² .	No	No
Parking Lane Width (includes curb and gutter)	None	None	7.5'	8.5'	None	None
Bike Lane Width (4' lane plus 2.5' gutter pan)	4' + 2.5' gutter pan	4' one side, 10' secondary trail	5'	4' + 2.5' gutter pan	4' + 2.5' gutter pans	' 4' + 2.5' gutter pan
Travel Lane Width	9'/10'	9'/10'	9'	11' (12' inside)	11' (12' inside)	11' (12' inside)
Left-Turn Lane Width (at intersections)	10'	10'	10'	10'	10'	10'
Striping Required	Yes	Yes	Yes	Yes	Yes	Yes
Raised Median (face-to-face of curb)	None	None	None	14'	14'	14'
Sidewalk Width	5'	7' on one side, 10' secondary trail	7'	7'	7'	7'
Detached Sidewalk Required	No	Yes	Yes	Yes	Yes	Yes
Landscape Strip Width ² .	6' min. ³ .	6' min. ³ .	6'	15' incl. sidewalk or parking	15' incl. sidewalk	25' incl. sidewalk

CIRCULATION

Table 4-1 Summary of Street Standards (continued)

	Minor Residential Streets Adjacent to Secondary Trail	Minor Residential Streets	Standard Residential Streets Adjacent to Secondary Trail	Standard Residential Streets	Pedestrian Streets	Pedestrian Boulevard
Figure Number	4-15	4-14	4-13	4-12	4-11	4-10
Average Daily Traffic (ADT)	< 2,000	< 2,000	<7,000	< 7,000	<7,000	< 13,000
Speed Limit	25 mph	25 mph	25 mph	25 mph	25 mph	35 mph
Number of Travel Lanes	2	2	2	2	2	2
Width (back-to-back of curb)	28.5'	32'	29.5'	33'	34'	61
Width (Total ROW)	33.5'	42'	29.5'	33'	34'	61'
On Street Parking Allowed	Yes, on residential No adjacent to open space	Yes	Parking on residential side only	Yes	No	Yes
Parking Lane Width (includes curb and gutter)	7.5'	7.5'	7.5'	7.5'	None	7.5'
Bike Lane Width (4' lane + 2.5' gutter pan)	None, 10' secondary trail adjacent	None	None	None	4' + 2.5' gutter pan	5'
Travel Lane Width	9'/9'	8.5'	9'/10'	9'	10'	11'
Left-Turn Lane Width (at intersections)	None	None	None	None	None	10'
Striping Required	No	No	No	No	Yes	Yes
Raised Median (face-to-face of curb)	None	None	None	None	None	14'
Sidewalk Width	5' on residential side, 10' secondary trail	5'	6' on residential side, 10' secondary trail	6'	6'	7'
Detached Sidewalk Required	No	No	Yes on open space, No on residential	Yes, on open space, No on residential	Yes	Yes
Landscape Strip Width ² .	6', may be reduced to 2' adjacent to open space	None	6', may be reduced to 2' adjacent to open space	6'	20' option on one side /12' incl. sidewalk	6' min.

1. Adjacent to alley loaded residential only.

2. Landscape widths may be reduced at pinch points.

3. City may require 6' strip inside shoulder in-lieu of constructing one-half of a median on arterials and parkways.

SunCreek Specific Plan

APPROVED December 2, 2013 (AMENDED OCTOBER 2018, January 2020, December 2022)

I.4-15

CIRCULATION

4.5 TRAFFIC CALMING MEASURES

Collector streets and residential streets may include traffic calming devices to slow traffic and discourage non-resident traffic in neighborhoods. The measures also enhance the pedestrian experience, and thereby encourage people to walk by slowing traffic and provide shorter crossing distances at intersections.

The City has prepared a Neighborhood Traffic calming Chapter 7 of the NTMP identifies approaches for traffic calming in new neighborhoods. Please refer to City of Rancho Cordova web page to obtain the latest edition of the NTMP. The potential traffic calming measures may include but are not limited to the following examples.

4.5.1. Traffic Circles and Roundabouts

Traffic circles and roundabouts will be located at selected intersections of collector streets and primary residential streets within the Plan Area. Figure 4-16 illustrates a typical, conceptual traffic circle design. The specific design of these features will vary depending on the local street configurations and therefore, the design will be included in the tentative subdivision map and final map for the affected subdivision. Such features will be developed at the discretion of the project applicant and City Engineer at the time of improvement plan approval.

4.5.2. Intersection Bulb-outs and Lane Width Restrictions

Bulb-outs and lane width restrictions may be used at residential street intersections to slow traffic within neighborhoods. Figure 4-17 illustrates a typical intersection bulb-out design. The tentative subdivision map and final map for the affected subdivision will address location and specific design of these features. Such features are not mandatory,

and the project applicant may develop them at their discretion with review by city plan review staff and the approval of the City Director of Public Works at the time of improvement plan approval.

Figure 4-16 Typical Traffic Circle**Figure 4-17 Typical Bulb at Residential Street Intersection**

CIRCULATION

4.6 EMERGENCY RESPONSE ROUTES

The routing of major streets is constrained by the natural open space areas and the high school/middle school and community park complex that create barriers to through streets. Thus, the routes for emergency response are more constrained than might otherwise be in a Plan Area of this size and configuration. However, the major streets are aligned in a modified grid such that all portions of the Plan Area are not more than one half (1/2) mile from a major street. Interior streets, including collector streets and primary residential streets, provide relatively direct emergency access to the center of each neighborhood.

The open space areas are directly accessible in most instances from a public street that abuts the open space.

4.7 PEDESTRIAN PATHWAYS, BIKEWAYS AND TRAILS

The Rancho Cordova General Plan promotes a bicycle-friendly community, where cycling is a viable mode of transportation. To facilitate this goal, the SCSF provides a safe, inviting, and convenient network of bike paths and trails that connect residential, commercial, employment, transit, and recreational destinations.

The network includes a wide range of bike and pedestrian paths, ranging from sidewalks adjacent to all classes of streets, small pedestrian ways (paseos) within neighborhoods, and informal bike paths along the edge of open space areas. The SunCreek Parkway is a major recreation trail that extends over three miles through the heart of the Plan Area and connects to the citywide trail network at each end.

Figure 4-18 shows the primary bike routes, secondary trails (paseos), and Class II bike lanes.

Figure 4-18 also illustrates the planned configuration of residential streets such that neighborhoods will be designed and developed at a pedestrian scale, generally less than ½ mile wide with less than a ¼ mile walk to a neighborhood center, usually a school and/or park. The streets will be a modified grid system with short block lengths for ease of pedestrian and bicycle mobility.

Figure 4-23 illustrates the accessibility of residences to the primary bikeway trail system. Approximately 96% of all homes are within ¼ mile of the primary trail system.

The alignment of bike trails that cross minor residential roads and collectors shall vary from its normal alignment swinging towards the centerline of the paralleling street as the trail approaches the intersecting street. The bike trail should connect with the handicap ramp at the curb return and cross the intersecting street at the location of the crosswalk.

After crossing the intersecting street, the bike trail would swing away from the street to its normal alignment. Applicable bike trail design standards shall apply to all trails. The appropriate striping, signing and bollards shall be used to warn the driving public of the bike trail crossing.

4.7.1. SunCreek Parkway (Primary Bike Route)

The SunCreek Parkway is a major off-street backbone trail system that ties the neighborhoods together and connects them to the other key destinations within the Plan Area and surrounding community. On-street bike lanes and pedestrian friendly streets augment the trail system to provide direct point-to-point connections between key uses within the plan.

CIRCULATION

Figure 4-18, Primary and Secondary Trails Master Plan



Note: This graphic does not show additional Class II bike lanes on some local streets.

1" = 1,000' printed at 11x17

CIRCULATION

The backbone trail system connects residents to other major destinations such as schools, parks, transit stops, shopping, and job locations. The Parkway includes a portion of the planned citywide master bike trail system that runs through the heart of the Plan Area with connections to the surrounding community.

The typical bike path along the SunCreek Parkway will have a ten-foot (10') wide pavement section and two-foot (2') wide shoulders on both sides of the trail. The portion of the SunCreek trail along the City's primary bike trail will have a 12' paved section and two-foot (2') wide shoulders on both sides of the trail.

Figures 4-20 through 4-22 illustrate the typical cross sections for the primary trail in various conditions found in the plan.

4.7.2. Bikeway Connections to the Regional Bikeway

The SunCreek trails will provide a connection to any future regional parkway along the Folsom South Canal at the intersection of Kiefer Boulevard and Sunrise Boulevard. As described in the Rancho Cordova Bikeway Master Plan (March 2011) (p.5-1) the connection to the citywide primary bike route will provide additional connections to existing and planned regional trail systems including the American River Bike Trail at Lake Natoma and future potential trails eastward along the Deer Creek drainage and along Laguna Creek to the Cosumnes River.

4.7.3. Bike Route Major Street Crossings

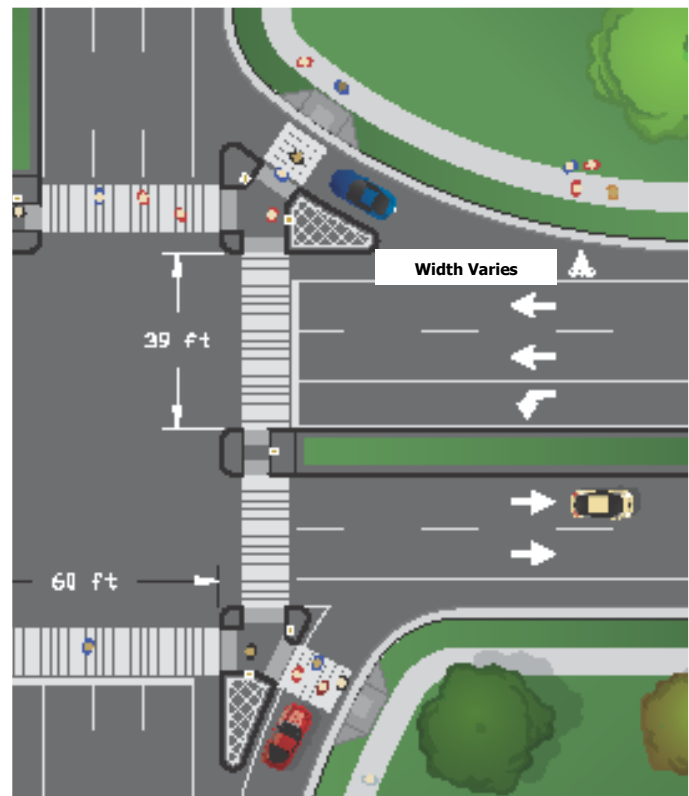
Major bicycle and pedestrian trails will cross major streets at specific locations throughout the Plan Area illustrated in Figure 4-18. Grade separated crossings over or under the roadway could occur at the general locations depicted. The design of some at-grade

crossing will allow conversion to grade separated crossings if deemed appropriate in the future.

Major arterial street intersections will require special center medians and safety islands at turning lanes to provide a safe crossing for bicycles and pedestrians as illustrated in Figure 4-19. Lighting, signage, striping and colored, textured paving will enhance at-grade crossings.

Similar at grade crossings may be located along roadway links where there is no intersecting roadway. This will provide continuity for major bike and pedestrian routes that may not cross at street intersection

Figure 4-19 Conceptual Arterial Street At-Grade Crossing



CIRCULATION

4.7.4. Greenway and Paseos

The SunCreek Specific Plan includes a network of Landscaped Greenways, Paseos and Pedestrian Promenades that connect to the backbone trail system and enhance the pedestrian and biking experience. Nearly all residences are less than ¼ mile from this network, as shown in Figure 4-23.

Most of the greenways are adjacent to the open space core and provide the route of the SunCreek Parkway trail system through the center of the Plan Area. Additional Paseos and Pedestrian Promenades in key locations extend the reach of the backbone trail system and provide more convenient access and direct bicycle and pedestrian travel routes. The SCSP establishes the general size and location of these corridors, but detailed designs will be further refined with future tentative maps and improvement plans. Site plans for mixed-use commercial centers that include Paseo or Pedestrian Promenade shall include such pedestrian ways as part of the design review process. The associated landscaping and amenities provide an attractive experience while taking into account safety issues and minimizing water use and maintenance costs.

4.7.5. Safe Walk to School Routes

The location of the schools and the design of the street and pedestrian network is designed to facilitate and encourage walking or biking to school. Elementary schools are located in the center of neighborhoods to shorten walking distance and minimize major road crossings. Approximately 93% of all residences are within ½ mile of an elementary school. The schools are adjacent to primary residential or collector streets that provide safe connections to the surrounding neighborhood. Figure 4-18 shows schools connecting to the backbone trail system for easy access from neighborhoods and safe crossing of major streets, when necessary. Similarly, the high school / middle school complex near the center of the Specific Plan links to the backbone trail system for easy access.

Figure 4-20 Primary Trail Adjacent to Arterial Street and Open Space

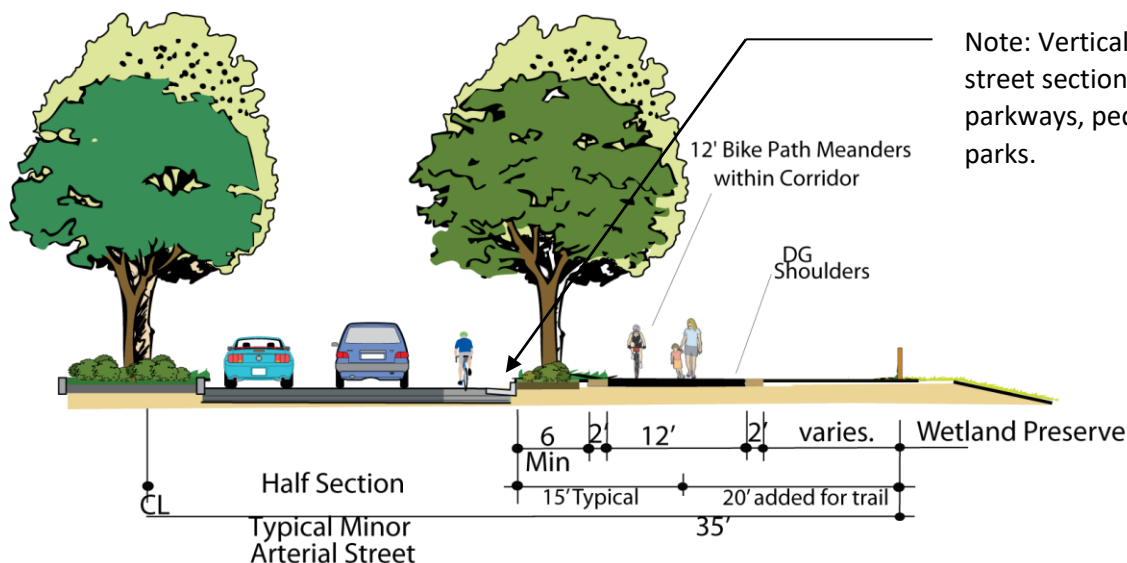


Figure 4-21 Secondary Trail Adjacent to Arterial Street and Commercial Land Use

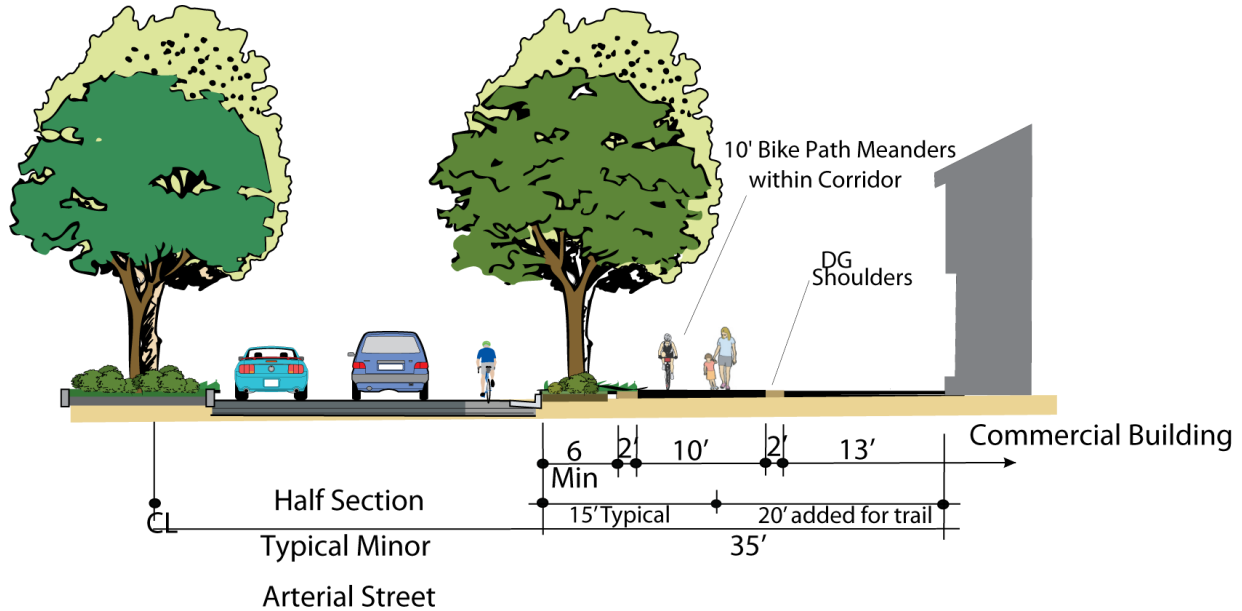
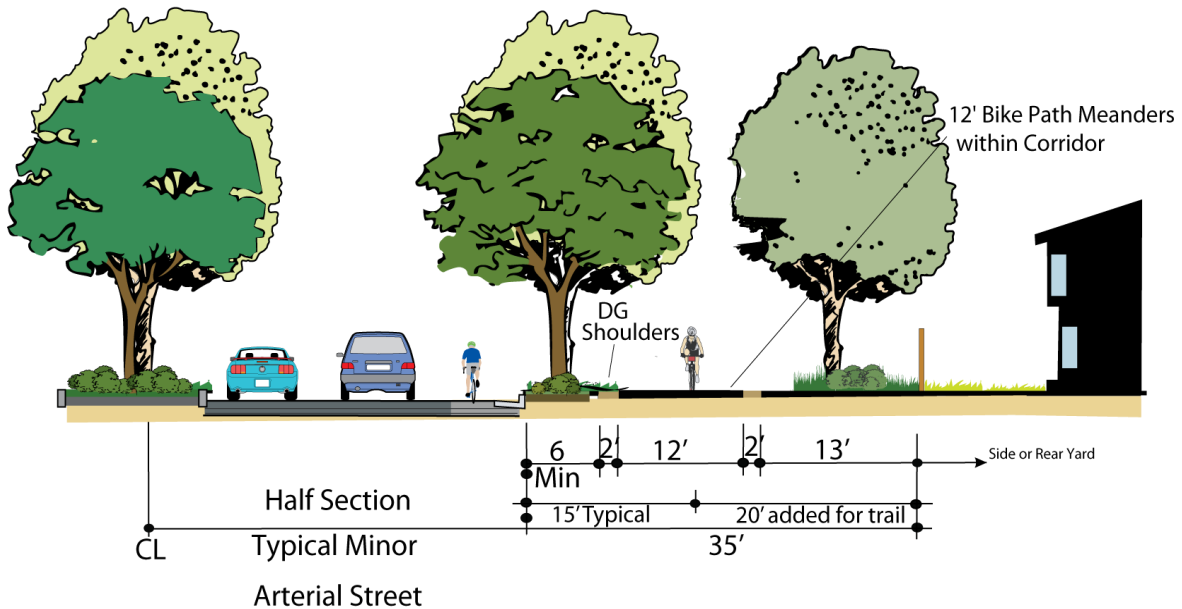
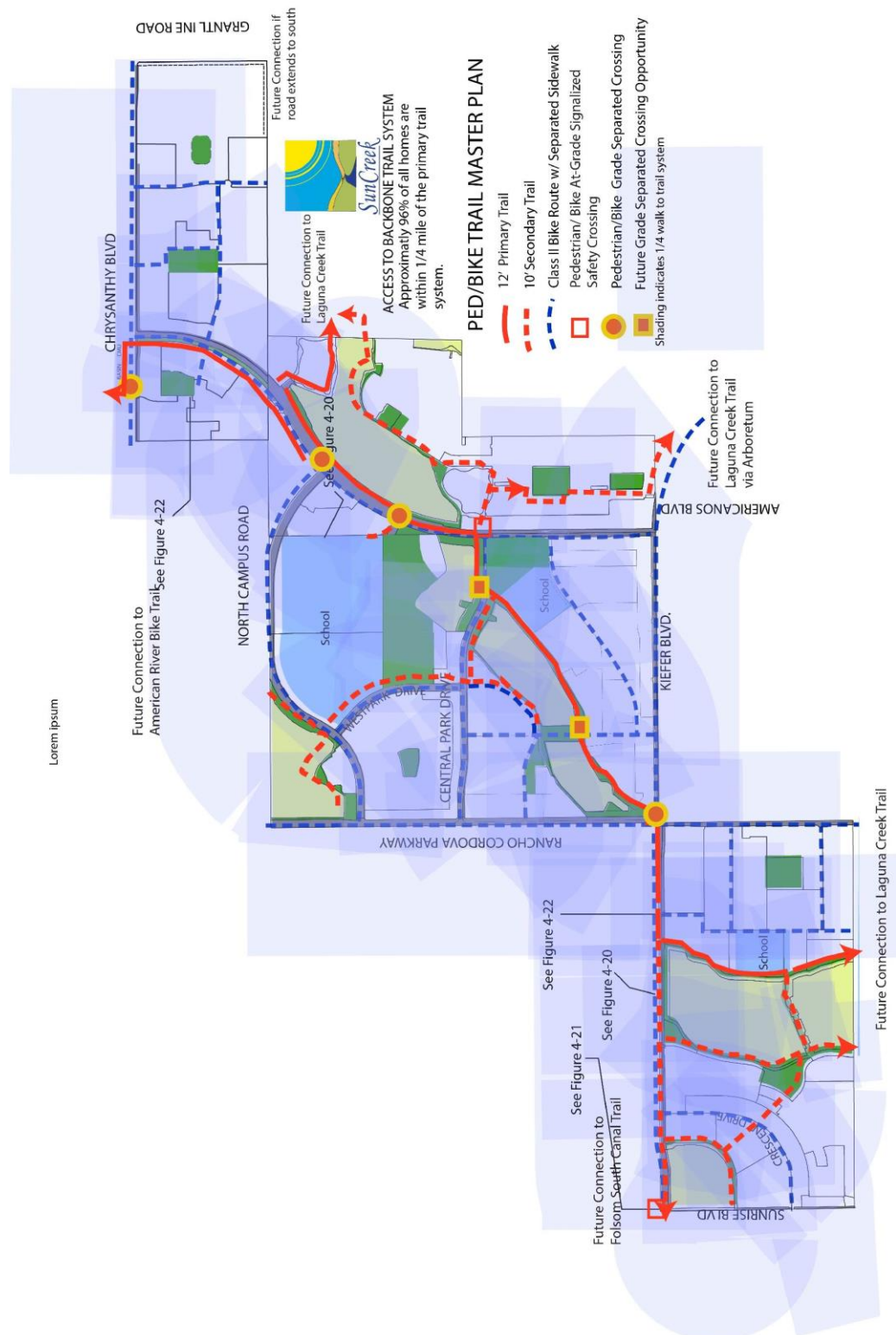


Figure 4-22 Primary Trail Adjacent to Arterial Street and Single-Family Residential



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CIRCULATION

City of Rancho Cordova.

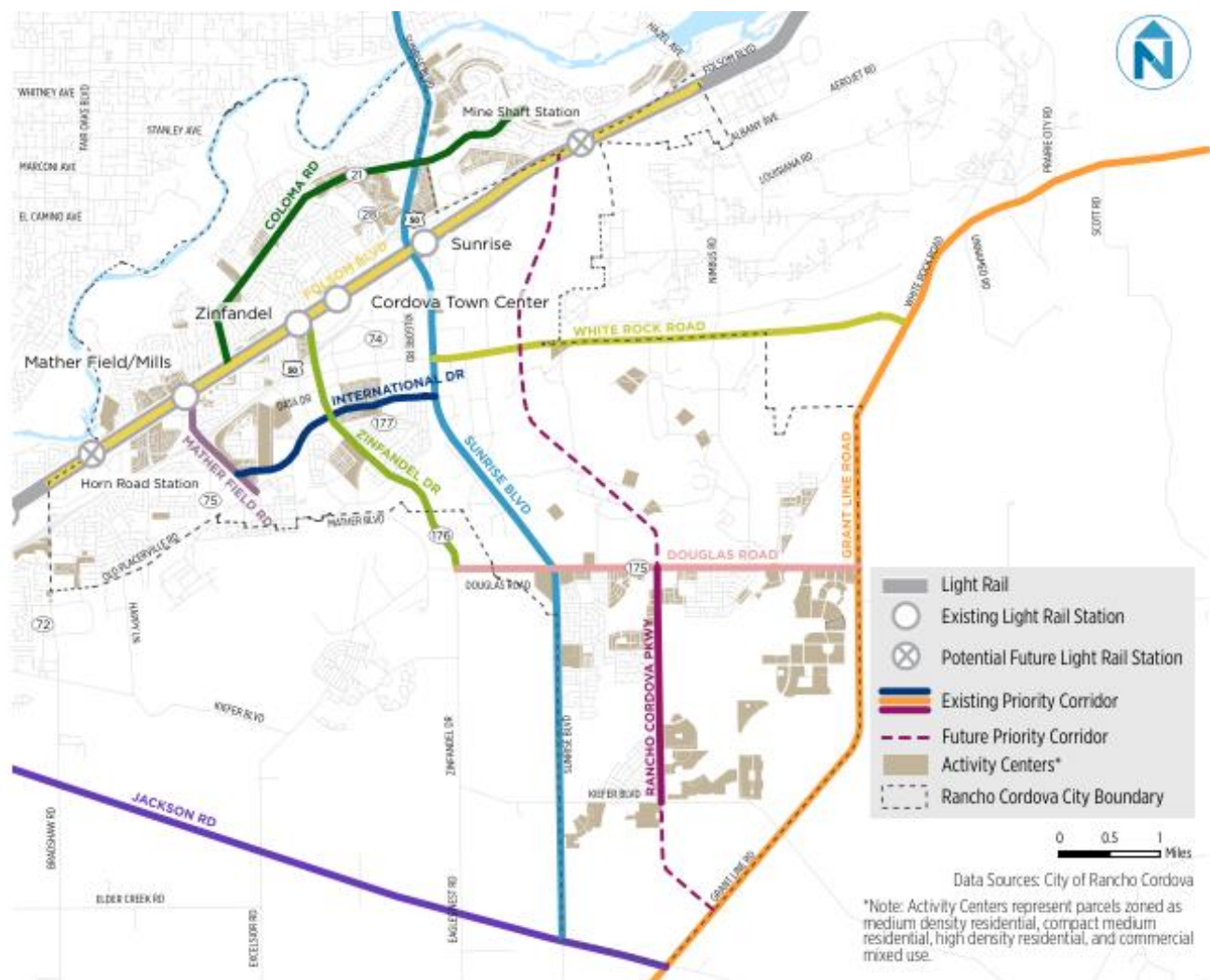
4.8 PUBLIC TRANSIT

The General Plan establishes transit as a key component of the City's Circulation Plan. Currently, Sacramento Regional Transit District is the regional transit provider that operates bus and light rail service in and around Rancho Cordova.

The light rail transit (LRT) service parallels Folsom Boulevard, connecting downtown Sacramento with the City of Folsom, including transit stations in the

In addition to Regional Transit, the City initiated transit services with the CordoVan service in the Zinfandel Corridor in the summer of 2009. The City of Rancho Cordova Mobility Master Plan identifies Rancho Cordova Parkway and Sunrise Boulevard as priority corridors that are critical transportation connections. These corridors connect areas throughout the city that are zoned for medium residential, high residential, or commercial development. Care needs to be taken in ensuring that the design of these corridors support multi-modal choices.

Figure 4- 24 Rancho Cordova Priority Corridors



CIRCULATION

Shuttle services will provide access to neighborhoods and businesses within the city and will connect to Regional Transit's Light Rail Gold Line. Proposed regional services, coordinated with Sacramento Regional Transit, will focus on future Enhanced Transit routes and additional stations along the Light Rail Gold Line.

Neighborhood shuttles (CordoVan) will feed both the transit routes. Rancho Cordova Parkway through the SunCreek Plan Area can accommodate such future transit use. The site design concept for the commercial use at the intersection of Rancho Cordova Parkway and Central Park Drive will facilitate transit-oriented development. Refer to Volume II: Development Regulations, Section 1.6.10.

As the city grows, new routes will connect residential, commercial, office, and industrial areas. Potential new transit series include "enhanced transit," jitneys, trolleys/streetcars, and other services that connect to the existing system.

Potential bus transit routes in the Plan Area could be located along Kiefer Boulevard, Rancho Cordova Parkway, North Campus Drive and Americanos Boulevard to provide connectivity to the major activity centers in the Plan Area.

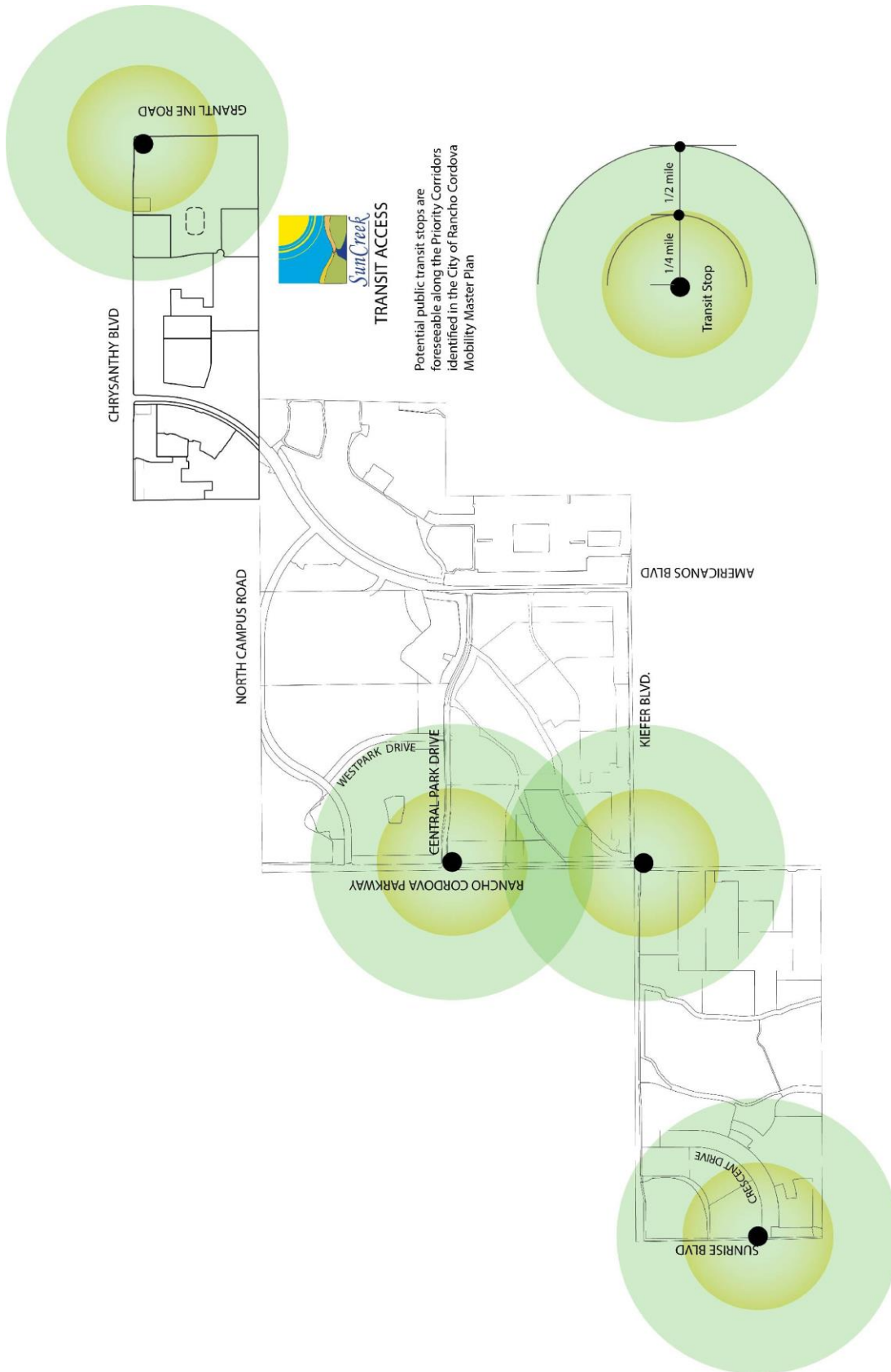
Figure 4-25 illustrates the ¼ and ½-mile walking radius around anticipated transit stops in the described routing. Under these conditions, approximately 65% of all homes will be within ½ mile of a future transit stop. The backbone trail system will provide safe and direct access to the transit stations from the remaining homes.

4.8.1. Bikeway Connections to Transit

The SunCreek backbone trail system depicted in Figure 4-18 provides direct bicycle and pedestrian connections between the neighborhoods and the potential transit stop locations shown in Figure 4-24 and will feed the City's planned Signature Transit Route and Enhanced RT bus routes.

CIRCULATION

Figure 4-25 Potential Transit Stop Locations



CIRCULATION

un-natural oscillating alignment.

4.9 SPECIFIC PLAN CIRCULATION POLICIES

The following policies are adapted from the General Plan for the SunCreek Plan Area.

Policy C 1. The SunCreek Plan Area shall discourage the use of cul-de-sacs on local roads, except where they are necessary due to site-specific concerns, such as property boundaries or habitat areas that preclude construction of through routes. When cul-de-sacs are used, they provide bicycle and pedestrian connections to trail systems or adjacent major or connector streets.

Policy C 2. The SunCreek Plan Area shall install traffic pre-emption devices for emergency vehicles (police and fire) at signalized intersections.

Policy C 3. The SunCreek Plan Area shall provide adequate access for police and fire vehicles where traffic calming devices or techniques are employed.

Policy C 4. Each park, school, commercial, office and multi-family use must provide at least one connection to the bikeway and pedestrian network. The connection will take the form of a paved and landscaped route between the main pedestrian path in the project and the adjacent bikeway.

Policy C 5. The trails, pedestrian paths and local pedestrian streets shall be an interconnected system of recreational and travel routes.

Policy C 6. The following table establishes the minimum widths for sidewalks in the SunCreek Plan Area. The City may adjust or increase these to accommodate special circumstances of individual projects. Meandering sidewalks are acceptable in wide landscaped areas and should follow a natural shifting alignment rather than an

MINIMUM SIDEWALK STANDARDS

<u>Street Classification</u>	<u>Sidewalk Width</u>
Residential	5-6 feet
Commercial	7 feet
Major Arterial	7 feet

Policy C 7. The SunCreek Plan Area shall provide on-street bike lanes along all connector roadways and on local and major roadways.

Policy C 8. The SunCreek Plan Area shall use enhanced at-grade crossings, or grade-separated crossings if feasible, where the SunCreek Parkway crosses Rancho Cordova Parkway, Americanos Boulevard, and Chrysanthy Boulevard.

I.5. COMMUNITY DESIGN

5.1 PURPOSE

The Community Design Chapter addresses the community character in the areas that are commonly visible to the public. Primarily this is the street public right of way but may also include areas visible from the streets such as open space, parks and schools and landscaped areas outside of the right of way.

The community features addressed in this chapter include:

- streetscape and corridor landscapes,
- gateways,
- open space edges
- water management basins
- pedestrian promenades and trails,
- art in public places
- landmark opportunities

In addition to these specific features, this chapter also addresses the overall organization of neighborhoods and the hierarchy of the streets as a community design feature.

5.2 COMMUNITY DESIGN OBJECTIVES

The General Plan Urban Design Element promotes a high quality of life for the residents of the community. The SCSP responds to issues and objectives identified in the General Plan. These include:

- Ensuring that new development contributes to a sense of place and identity.
- Creating a high-quality urban design and architecture that is visually pleasing and inviting.

- Generating a theme with continuity through architectural elements, landscaping, lighting, signage and other features.
- Establishing compact mixed-use development that facilitates walking or cycling to work, stores, restaurants, and parks via pleasant pedestrian- and cyclist-friendly streets.
- Siting buildings within a project and along the street in pedestrian-friendly ways, along with encouraging high quality project design.

5.3 RELATIONSHIP TO OTHER ELEMENTS, PLANS AND PROGRAMS

This chapter is closely related to Volume II: Development Regulations. This chapter lays out concepts and intent for public spaces. Volume II: Development Regulations provides detailed standards for the private development areas.

This chapter also corresponds with Chapter 4, Circulation in that it addresses the design features of the streets defined in that chapter.

The neighborhood design standards implement the land use form concepts established in Chapter 2, Community Vision.

This chapter also provides design details that help to implement the protection of the resource conservation areas established in Chapter 6, Natural Resources.

5.4 COMMUNITY DESIGN SETTING

Gently rolling terrain and the dominant drainage corridor that will remain in permanent open space characterize the Plan Area.

ITEM 9.2.*COMMUNITY DESIGN*

The natural drainage way corridors will be accessible to the public along the edge of the preservation area open space. Therefore, the open space will provide a visual identity for the entire Plan Area. Natural vegetation species will provide an attractive visual edge to the open space and the surrounding neighborhoods.

The major east-west boulevards and the major drainage corridor will retain distant vistas toward the Sierra Nevada to the east. Attention to these distant views in the site design for all uses adjacent to the major east-west boulevards and the major corridor would add a notable design character to the plan.

5.5 COMMUNITY DESIGN THEMES

The fundamental community image theme of the Plan Area is pedestrian scale neighborhoods surrounding small, sheltering public spaces linked visually to large, contiguous open spaces. Small nodes of lively color and activity interconnected by a network of pedestrian and bicycle travel ways comprise the community. The public spaces will be focal points of design.



Small gathering spaces will be a hallmark of the commercial and public areas in SunCreek.

Clustered building forms, bright colors, water features, functional art, attention to detail, comfortable sitting areas, and space for people to gather will be hallmarks of the central districts.

Beyond the central districts, the dominant theme element will be the open space. Landscaping, materials, lighting and signage will take their cues from the natural elements. Landscaping will tend

to be naturalized rather than formal. Turf will be used sparingly, and the plant palette will favor native or native compatible species. Natural ground covers, such as pea gravel and decomposed granite will be common.

5.6 NEIGHBORHOOD FORM

The SCSP emphasizes the livability of neighborhoods in the design for pedestrian friendly streets, ease of pedestrian access to the commercial and commercial mixed-use centers, and in the design of neighborhoods with their orientation to neighborhood parks and linear open space.

The neighborhood spatial form relates directly to the land use principles set forth in SCSP Chapters 2 and 3. In keeping with the General Plan building block concepts and the General Plan Land Use Smart Growth Principles, (refer to SCSP Sections 2.2.1 and 2.2.2) the SunCreek residential neighborhoods will be pedestrian friendly with a well-defined core of public and commercial uses. A network of pedestrian corridors that extend outward from the commercial center and connect with the neighborhood parks serves each neighborhood.

As illustrated in Figure 2-3, the neighborhoods in the Specific Plan will be generally consistent with the following guiding principles.

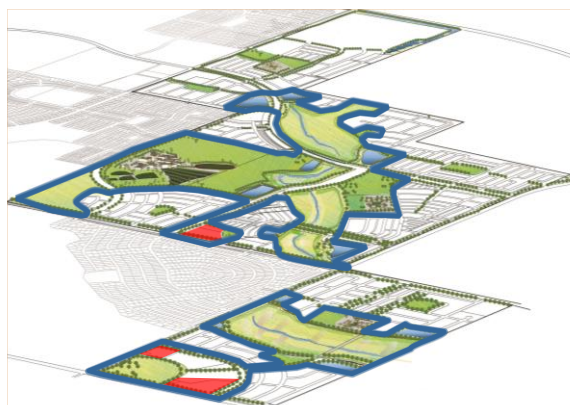
- Neighborhoods have a radius of approximately one-quarter to one-third mile.
- The edges of the neighborhood are identifiable by use of landscaped areas along major streets or natural features, such as permanent open space.
- Each neighborhood includes a distinct center, such as an elementary school, neighborhood park, and/or a mixed-use commercial area within a reasonable walking distance of the homes, approximately one-half mile.
- Residences are oriented toward the parks and open space. The neighborhood parks

have frontage on at least two single-loaded streets to provide for visibility and ready access.

- A single loaded street and/or a pedestrian trail, as illustrated in Figure 5-1 front all open space areas.

5.7 OPEN SPACE AND THE GREAT PARK CONCEPT

The “Great Park” concept includes not just the community park and open space, but all of the public buildings and spaces connected to those features. The “Great Park” is similar to the “Great Room” concept in residential design in which several living spaces are interconnected through a flowing open room.



In the Great Park concept the extensive open space is the focal element that links clustered public spaces to maximize open feel. The open space visually extends these active public spaces to allow maximum connectivity and grand vistas.

Figure 5-1 illustrates the core structure of extensive open space, parks, and school complex in the center of the plan. This expansive open area provides the signature feature for the community that includes the major social, recreational, and institutional elements. This core area also serves as the hub for the pedestrian network.

5.8 LANDMARK OPPORTUNITIES

The proposed land use pattern provides some interesting possibilities for landmarks that would add to the distinctive character of this plan area.

The rolling terrain and the extensive open space will allow views of landmark buildings within the Plan Area. For example, the proposed high school/ middle school and community park complex will occupy some of the highest ground in the Plan Area. Figure 5-1, Community Design Features identifies this prominent location.

Not only is this a large, visually prominent area, it connects directly to the linear open space afforded by the resource conservation area and the adjacent buffer areas.

Similarly, the open spaces adjacent to the Village Center sites will provide attractive vistas from the adjacent roads and open space areas.



Conceptual view of landmark buildings.

Distinctive architecture and landmark buildings located in the school campus and the commercial centers would be visible for considerable distances due to the relatively higher elevation and the adjacent open space.

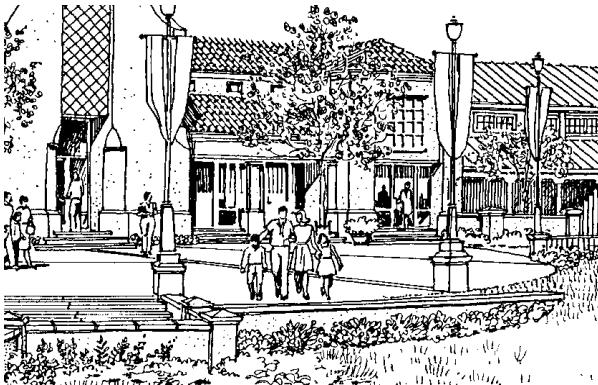
Figure 5-1 SunCreek Core Open Space



- The Elk Grove Unified School District is encouraged to include a dominant building near the highest elevation on the high school/middle school campus to create a landmark feature visible from a distance.
- All development in Village Center (VC) zone districts shall include a building form that serves as a landmark feature.

5.9 PEDESTRIAN PROMENADES AND TRAILS

Pedestrian trails will be common throughout the Plan Area; however, there are opportunities to create enhanced pedestrian areas that become promenades in the Village Center and Regional Town Center areas. As envisioned in this plan a promenade is a wide pedestrian concourse with landscaping, pedestrian scale lighting, and seating areas. Outdoor dining, food carts, shops and entertainment would be located adjacent to, or near, the promenade. The intent is to provide specific locations for people to walk and socialize in a community setting.



Example of promenade adjacent to commercial use and open space.

Figure 5-2, Community Design Features identifies three potential promenade locations. Each of these is adjacent to a commercial center and passes by open space or a park. Two of these are adjacent to a resource preservation area or a

drainage course that could provide an open space edge. The third promenade is along Central Park Drive where a pedestrian street provides a wide sidewalk connecting the Village Center on Rancho Cordova Parkway to the community park and high school complex.

5.10 ART IN PUBLIC PLACES

The use of art in public places, both in civic locations and as part of private developments, contributes to the identity and character of the SCSP. Public art can enhance the landscape and provide focus within public spaces.

The individual builder may include art in public places as an optional amenity. Art is not limited to conventional pieces, such as statuary and murals, although these have their place and are welcome in the community. Art can be an integral part of the public space that includes street furniture, playground equipment and other utilitarian features. The SCSP endeavors to make art an integral component of the built environment by encouraging opportunities for art in the most common elements of the community.



Art as a play structure.

RCMC Section 23.722.050 identifies public art as an additional amenity in pedestrian-oriented spaces, particularly those greater than 5,000 square feet. Volume II includes a guideline for art in public places within the Center form-based zone designated areas.

ITEM 9.2.

COMMUNITY DESIGN



Art as a public sidewalk improvement.



Art in public spaces.

5.11 STREETScape AND CORRIDOR LANDSCAPES

The backbone street system including the minor arterial streets, collector streets and pedestrian streets defined in Chapter 4 establish the framework for the neighborhoods. Typically, these streets form the edge of neighborhoods rather than slicing them into sub-areas.

5.11.1. Major Street Characteristics

Streets are a primary, inviting public places in a community. The general objectives for all streetscapes are:

- Provide identity and sense of place for the SCSP.
- Reinforce the sense of pedestrian scale in areas intended for pedestrian use.
- Create defensible and visually accessible common areas.
- Screen unattractive but essential features, such as utility equipment installations.
- Conserve water.

Table 4-1 in Chapter 4 Circulation provides the specific standards for landscape corridor widths along all arterial and collector streets.

5.11.2. Neighborhood Street Characteristics

Local streets offer a variety of vehicle and pedestrian paths connecting to the major roadways. This street system disperses traffic to create greater variety in route choices and distribute traffic throughout the neighborhood.



Tree canopy shading will be typical on all neighborhood streets.

As described in Chapter 4, Circulation, the neighborhood streets will be as narrow as traffic safety will allow enhancing the pedestrian scale. As described in Volume II: Development Regulations, homes may be placed near the sidewalk and should provide a porch or other living space oriented to the street.

5.11.3. Street Landscaping

Landscaping should soften the built environment and create attractive places. Landscaping should relieve the overall mass and scale of the structures, frame outdoor spaces, and create a strong sense of place. Landscaping should also reduce the heat-island effect caused by paved surfaces and minimize the need for irrigation. The landscaping helps to create visual interest and promotes and nurtures the concept of an “urban forest”. Given the relatively dry setting and the lack of native trees in the plan area, the landscaping will emphasize drought resistant native or native compatible species.

On the major streets, trees will provide shade along the street edge and sidewalk. Shrubs and groundcovers will be selected for an open, naturalized look, rather than placed in regimented rows.



Example of naturalized landscaping.

5.11.4. Streets Along Open Space Edges

Open space is a dominant visual feature in the Plan Area. In many locations, streets will run adjacent to, or cross, open-space areas. Figure 5-1, Community Design Features illustrates the location of the major streets adjacent to natural open space. Arterial and collector streets, notably Kiefer Boulevard, Rancho Cordova Parkway and

Americanos Boulevard will cross the open space corridors. Many local residential streets will also front on open space as shown in Figure 5-2 Community Design Features. These conditions present special opportunities to view the open space at many locations throughout the plan. This exposure to the extensive open space along roadsides will help reinforce the unique character of this plan.

5.11.5. Street Furnishings

Street furnishings (including benches, trash receptacles, bollards, planters, bus shelters, and other similar amenities) within landscape corridors shall not interfere with clear-vision standards for street intersections, or pedestrian movement along the sidewalk.

5.11.6. Street Lighting

Volume II: Development Regulations provides detailed standards for outdoor lighting. In general, the street lighting plan will emphasize pedestrian lighting.

5.11.7. Walls and Fences

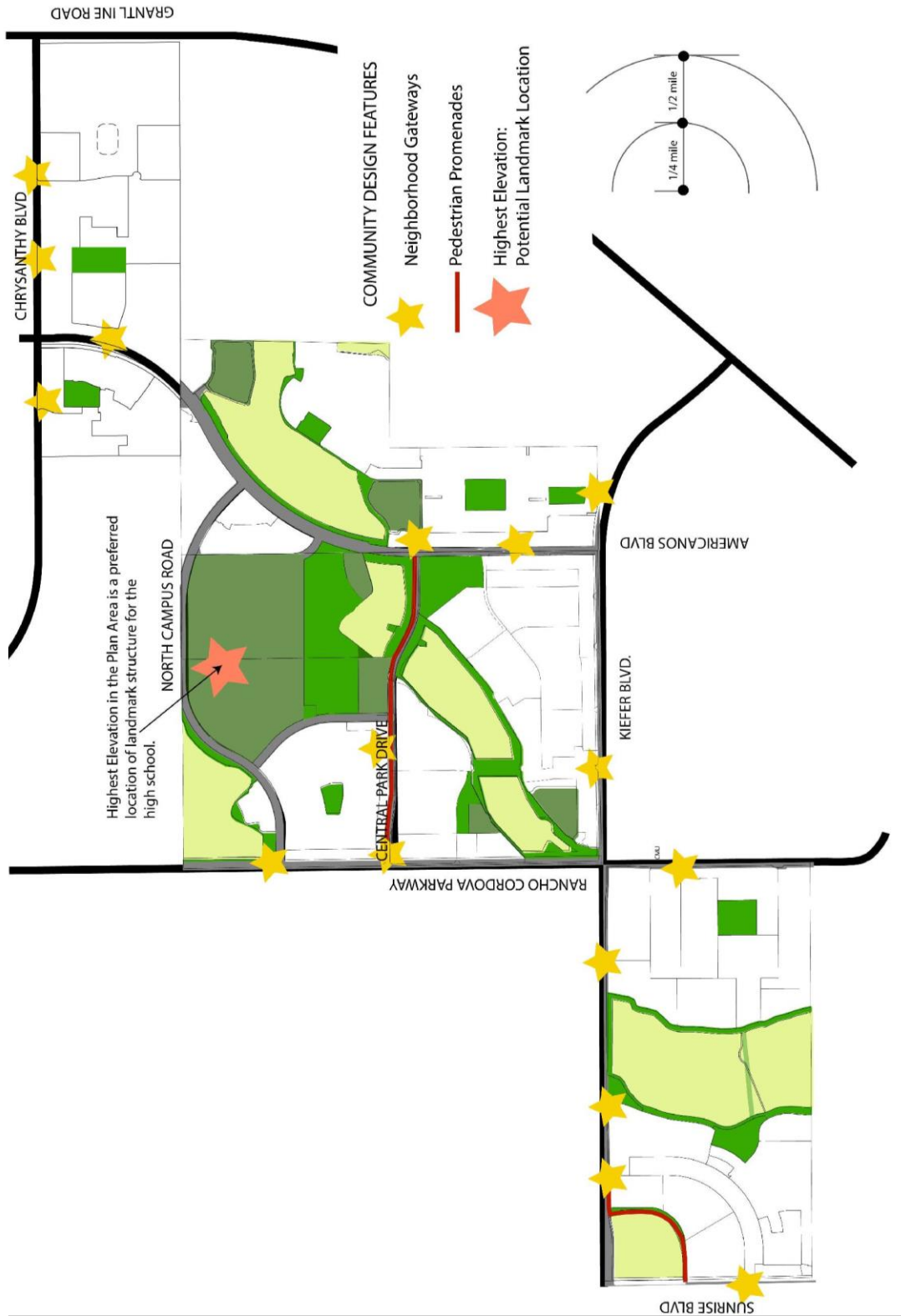
The Plan generally minimizes the need for sound walls along the major street corridors. Alley loaded town homes, cottages, multi-family housing, parks, open space, and commercial uses are the most common uses located along major streets. Walls and fences screen public facilities, provide sound barriers, privacy, and security for private property, and bar entry to environmentally sensitive areas.

Volume II: Development Regulations Section 1.5.6 provides development standards for walls and fences.

5.11.8. Neighborhood Gateways

Neighborhood entrances are enlarged landscape areas added to the landscape corridors at highly visible street intersection locations. Entrances

Figure 5-2, Community Design Features



provide a distinct gateway and a common design element that visually distinguishes individual neighborhoods in the Plan Area. Inclusion of a common design element, color, symbol or other distinguishing characteristic will also establish an identity for the entire SunCreek Plan Area.

Figure 5-2 Community Design Features identifies the conceptual location of neighborhood gateways throughout the plan. The applicant for individual subdivisions will determine the specific location and design character of the gateways.

5.12 WATER MANAGEMENT FEATURES

Water management basins are typically located along the edge of the primary drainage corridor. Figure 5-2 Community Design Features shows the location of the basins. Additional basins may be required within the planned development areas.

The significant number of basins and their prominent locations make them a dominant visual element.

All basins will be visual amenities that are an extension of the landscape on the nearby streets. In most instances, this will involve naturalized drought tolerant and low maintenance landscaping. The basins may have a permanent pool serving water quality purposes.



Example of naturalized detention basin adjacent to landscape corridor trail.

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I.6. NATURAL RESOURCES

6.1 PURPOSE

The Natural Resources Chapter identifies the ways in which the SunCreek Specific Plan (SCSP) will protect, maintain, and enhance its natural resources for the betterment of current residents and future generations. It also addresses conservation of all resources, including air, water supply and quality, soils, and energy for the common good. This Chapter identifies the preservation of wetland and habitat resources within the Plan Area.

6.2 OBJECTIVES

The resource objectives addressed in this Chapter respond to the General Plan. These include:

- Protecting wildlife and wetlands areas.
- Ensuring compatibility and mutual benefit, to the maximum extent feasible, between mitigation preserves and urban development.
- Reducing the impacts of new development on the use of water resources.
- Maintaining continuous and uninterrupted connections between mitigation preserves where not interrupted by existing development to allow species migration and minimize habitat and species isolation.
- Reducing solid waste production and promoting recycling activities that seek to reduce the amount of solid waste to state-mandated levels.

6.3 NATURAL RESOURCES

The Plan area includes gently rolling grassland crossed by shallow natural drainages. Various

wetland types, including vernal pools, are found throughout much of the area but are generally concentrated near the Laguna Creek drainage corridor.



Image of the primary drainage corridor following a winter storm. This area would be part of the proposed natural resources preservation area.

6.3.1. Conceptual Level Strategy

In March through May 2004, representatives of the US Fish and Wildlife Service, US Environmental Protection Agency, and the US Army Corps Engineers (Agencies) met to formulate a conceptual-level strategy for avoiding, minimizing, and preserving aquatic resource habitat in the Sunrise-Douglas Community Plan Area (SDCPA), of which the SunCreek Plan Area is a part.

The intended result of this effort is to achieve reasonable protection and conservation of federally threatened and endangered species consistent with the Corps' obligations under Section 7(a) (2) of the Endangered Species Act (ESA), while taking a regional approach to avoidance and minimization of impacts to waters of the US, including wetlands, in accordance with Section 404 (b) (1) guidelines under the Federal Clean Water Act.

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NATURAL RESOURCES

To meet the goals of ESA and the Clean Water Act, the Agencies arrived at the boundaries of “Preserve Areas” based on best professional judgment and best available information regarding regional and site-specific biology and hydro-geomorphology (such as wetland delineations, species accounts, and environmental impact reports), while recognizing that development is planned in the area. Of particular focus is the preservation of vernal pool complexes and corridors for Morrison Creek and Laguna Creek.

The developers and planners used the conceptual level strategy to guide the planning of the projects in the SunCreek Plan Area.

In October 2018, the County of Sacramento, the Cities of Rancho Cordova and Galt, and other agencies adopted the South Sacramento Habitat Conservation Plan (SSHCP). The SSHCP Area, which includes the SunCreek Plan Area, establishes a regional conservation approach for preserving wetlands and sensitive habitats and mitigating for the impacts of development. The SSHCP incorporates the underlying wetland preservation principles that were included in the conceptual level strategy. The developers and planners of the SunCreek Plan Area worked extensively with SSHCP staff during development of the SSHCP to coordinate the SunCreek wetland preserves, wetland buffers and adjacent land uses, as illustrated in Figure 6-1, to ensure they would conform to the SSHCP. The land use plans for the SunCreek Specific Plan are expected to conform to the SSHCP requirements.

6.3.2. Strategy Principles and Standards

The following ten principles form the basis for the conceptual strategy. These principles and the identified Preserve Area guide the development of the SunCreek Specific Plan and its associated infrastructure master plans.

Principle 1. Maintain the overall hydrologic integrity of the Preserve Areas so as to ensure that there will not be a net loss of functions and values

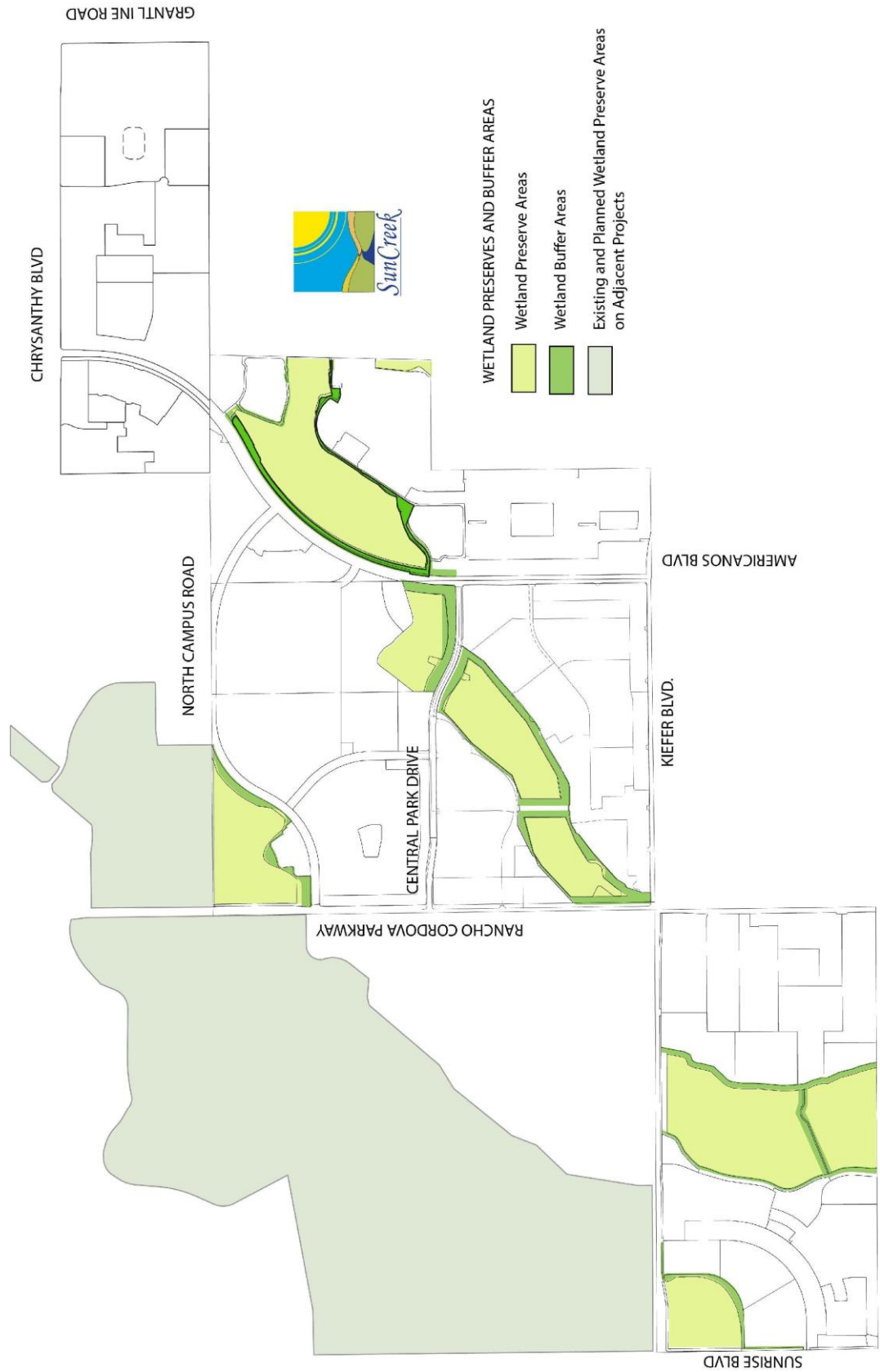
in the preserve areas as a result of adjacent development. This includes minimizing changes to the distribution, frequency and duration of flows, including restricting summer nuisance flows.

Principle 2. Maintain corridors and large areas for wildlife and the propagation of flora. Preserve vernal pool hydrology and integrity to benefit listed plants and invertebrates. Establish interconnected conservation areas that are managed in perpetuity and tie into existing local and regional planning efforts. Provide for meaningful conservation of sensitive plant habitats for species integrity and long-term survival.

Principle 3. Manage storm water flows to minimize changes to the existing flow regime and to maintain or improve existing water quality in the Preserve Areas, including minimizing changes to the baseline flows in the receiving waters to the extent practicable and not allowing untreated discharges to occur to the aquatic resources in the Preserve areas.

Principle 4. Use elevated roads, arched culvert crossings and other practices for transportation corridors that must traverse Preserve Areas to the extent that is practicable to minimize direct and indirect impacts to aquatic resources in the Preserve Areas and to avoid significant impacts to the functions and values of the Preserve Areas.

Figure 6-1 Location of Proposed Natural Resource Preservation Areas



NATURAL RESOURCES

Principle 5. Use conservation design elements to minimize the effect of adjacent development on the Preserve Areas by constructing, to the extent practicable, single-loaded roads where housing directly abuts Preserve Areas, designing roadside landscaping to drain (surface and subsurface) toward urban features and not towards the Preserve Areas, and orienting houses so that the front living area faces the Preserve Area. Fences should be low and not restrict visibility into the Preserve Area. Impervious surfaces would be minimized. Within the development area, storm water/water runoff plans would be designed to use BMPs such as vegetated swales, infiltration trenches, and constructed wetland filter strips to treat storm water and water runoff from the development areas.

Principle 6. Locate compatible land uses next to Preserve Areas. The preferred land uses adjacent to the Preserve Areas are parks, hiking trails, athletic fields, and other forms of open space areas. Trails and bike paths to provide circulation within a development area would generally be located outside the Preserve Areas; and would only be permitted to cross the Preserve Areas if it is determined, on a case-by-case basis, that such crossings are necessary from a circulation standpoint and will be constructed in a manner that prevents adverse impacts to the functions and values of the Preserve Areas.

Principle 7. Mow-only firebreaks may be located at the outer edges of Preserve Areas. Mowing within the Preserve Areas should be conducted consistent with achieving the goals of the preserve management plan, including promoting native/discouraging non-native species. Firebreaks that necessitate herbicide application or tilling, plowing or other soil disturbance would be located outside of the Preserve Areas.

Principle 8. Ensure Preservation Areas are protected in perpetuity. This includes establishing buffers and not locating lot lines within the

preserve boundary. Areas would be protected in perpetuity through conservation easement that is adequately funded for maintenance and managed by a conservation-oriented third party. Preserve Areas would be fenced and signed.

Principle 9. Implement mitigation measures (avoidance, minimization, and compensation) that adequately offset direct and indirect impacts to aquatic resources and listed species. In general, establishing the Preserve Areas is considered a regional measure to achieve impact avoidance and minimization. Vernal pools that are directly impacted by projects should be mitigated at ratios equal to or greater than 2:1 for preservation and 1:1 for creation/restoration. Vernal pools indirectly affected should be mitigated at ratios equal to or greater than 1:1 for preservation and 1:1 for creation/restoration. Preservation and creation/restoration will generally be completed in the same watershed but not within, or in a way that would affect, existing wetland complexes. On a case-by-case basis, preservation credit may be given for vernal pools in the Preserve Areas (except for the 250-foot-wide indirect impact zone). Excellent opportunities exist in or near the SDCPA for the establishment of a vernal pool conservation bank(s) and a wetland compensatory (i.e., restoration/creation) mitigation bank(s).

Principle 10. Recognize the realities and constraints placed on construction design due to infrastructure and market-driven forces by considering the costs of avoidance and mitigation measures and choosing measures that are the most cost-effective way to achieve the long-term goal of maintaining the biological functions and values of the Preserve Areas.

The following sections describe the typical approach to managing and protecting resources in the Specific Plan Area. Development standards that regulate specific design features for resource management are included in SCSP Volume II: Development Regulations Sections 1.5.7 and 1.5.8.

6.4 WATER QUALITY

Sub-surface pipes will carry storm waters and other drainage toward the detention basins and water quality facilities located throughout the Plan Area. The primary design principle is to prevent direct urban drainage discharge into the main drainage corridor until it receives detention and water quality treatment prior to discharge. To achieve this objective, detention basins are strategically located throughout the project to capture all runoff from the developed areas up to and including the 100-year design event. Each detention basin will include the capability to treat urban runoff to acceptable levels and to detain and release storm runoff to mitigate any downstream hydro-modification impacts that would otherwise occur without detention basins.

Water quality improvement facilities will typically be integrated with detention basins but may also be located as independent facilities in the open space buffer areas between the developed areas and the Preserve Area. Each water quality feature will be unique to reflect the water volumes, terrain, and specific conditions at each site. In general, the detention basins will incorporate wet basins to treat urban runoff prior to discharge, and outlet control structures specifically designed to control the release of flows from the detention basin to levels that mitigate downstream hydro-modification impacts of the development. SCSP Volume II, Development Regulations Section 1.5.8 addresses water quality protection.

All structures that discharge water to the Preserve Area shall avoid concentrations of water flow that could cause soil erosion.

6.5 WATER CONSERVATION

The General Plan includes the goal to *"Protect the quantity and quality of the City's water resources."* (RCGP Goal NR.5)

This goal is to be implemented through the policies to "promote water conservation within existing and future urban uses", (RCGP Policy NR.5.1).

The SunCreek Specific Plan will implement these policies by:

- Promoting water conservation efforts through education.
- Installing low-flow appliances and fixtures in all new development.
- Utilizing irrigation systems that reduce water consumption, such as drip irrigation.
- Installing drought-tolerant vegetation and use water-efficient irrigation systems in landscaped public areas.

6.6 URBAN FOREST PLAN

The City General Plan includes a goal to *"Encourage the planting and preservation of high-quality trees throughout the City."* (RCGP Goal NR.4)

The few existing trees that are within the SunCreek Plan Area are located around former homestead sites.

Nonetheless, even the General Plan policies addressing preservation of landmark tree resources are applicable when applied to ensure the protection of future resources that will result from new tree plantings.

"Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value." (RCGP Policy NR 4.1)

Improve overall landscaping quality and sustainability in all areas visible to the public. (RCGP Policy NR 4.2)

Promote trees as economic and environmental resources for the use, education, and enjoyment of current and future generations. (RCGP Policy NR 4.3)

Consequently, all policies in this section relate to creating and preserving an urban forest in the developed areas and along the edges of permanent Preserve Areas described in the natural resources section.

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NATURAL RESOURCES

The urban forest would include all trees in private yards, the landscaping in the parking areas and around buildings in the non-residential uses, the street trees, park trees, and natural landscaping in the useable open space areas.

SCSP Volume II: Section 1.5.3, Landscape Standards provides development guidelines to establish minimum planting standards and require appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. The guidelines will be consistent with the adopted City Tree List.

6.7 SOILS RESOURCES

Protection of the soil resources in this Plan Area relate primarily to minimizing soil erosion during construction activities. Implementation of Best Management Practices (BMPs) during construction would avoid this concern. SCSP Section 5.12 addresses Water Quality issues.

6.8 ENERGY RESOURCES

The City General Plan includes a goal to “Reduce per capita energy consumption.” (RCGP Goal NR.7).

Under this goal the fundamental policies that relate to the SCSP are to “promote the development and use of advanced energy technology and building materials” (RCGP Policy NR.7.2), and to “encourage the development of energy efficient buildings and subdivisions” (RCGP Policy NR.7.)

The development in the Plan Area will include energy conserving design and materials where feasible. Energy conservation techniques and materials will undoubtedly become more affordable and effective during the build-out of this plan. Homebuilders will adapt the feasible and cost-effective technologies to remain competitive, as homebuyers demand lower annual operating costs and homes that are more efficient.

SCSP Volume II: Development Regulations, Section 1.5.7, includes standards and guidelines to achieve energy conservation in individual buildings and in the urban design of common areas.

6.9 AIR QUALITY

Sacramento County does not comply with Federal or State mandated air quality regulations. Internal combustion engines such as those in cars, trucks and off-road vehicles are a major source of ozone emissions. These precursors include reactive organic gases (ROG) and oxides of nitrogen (Nox).

The Sacramento Air Quality Management District (AQMD) has endorsed the Air Quality Management Plan for the SunCreek Plan. The plan includes many features designed to minimize ozone emissions and other pollutants. In order to improve air quality in the region it is necessary to reduce the number of automobile trips. The SCSP facilitates pedestrian and bicycle access, reduces the number and length of automobile trips through careful placement of trip destinations, such as commercial centers and schools. The plan distributes higher density residential uses along the proposed local transportation routes and close to the commercial uses in order to facilitate walking to the shuttle stops and to local shopping.

The SCSP is composed of relatively small, well-defined residential neighborhoods. Each neighborhood includes or is near a commercial mixed-use shopping center (refer to Figure 2-6).

Each neighborhood will facilitate pedestrian and bicycle access to homes, shopping, schools, parks, and jobs through a pedestrian friendly modified grid street pattern and easy access to the backbone trail system.

All non-residential land use will provide a safe location for parking bicycles. This will consist of a series of racks, which will allow bicycle owners to securely lock their equipment while engaged in activities at those non-residential land uses.

All collector and arterial streets throughout the Plan Area include Class II bike lanes.

I.7 PARKS AND OPEN SPACE

7.1 PURPOSE AND OBJECTIVES

This Chapter describes the parks and the open space areas provided in the plan.

The objectives addressed in this chapter include:

- Create a community scale park that will provide active recreation facilities in the core of the southeast quadrant of the city.
- Provide a major civic core by coordinating the design of the community park with the high school and middle school campus.
- Provide Neighborhood Parks and Neighborhood Greens within a short walk from most homes.
- Connect the parks and open space with a network of trails and sidewalks.

This Chapter establishes the standards and general locations and configurations, for parks and open space in the SCSP. Cordova Recreation and Park District will own and maintain Community and Neighborhood Parks. The SCSP does not establish which entity, the City or CRPD, will design, own, operate, and maintain other park and open space facilities. Those decisions will be made at the next stage of the development process, prior to approval of the first Tentative Subdivision Map in each phase of the SCSP.

7.2 PARKS AND CITY OPEN SPACE

The SCSP establishes a network of parks and open space throughout the Plan Area. The parks and open space provide space for active sports, walking paths and bikeways, and natural areas adjacent to permanent resource preservation areas.

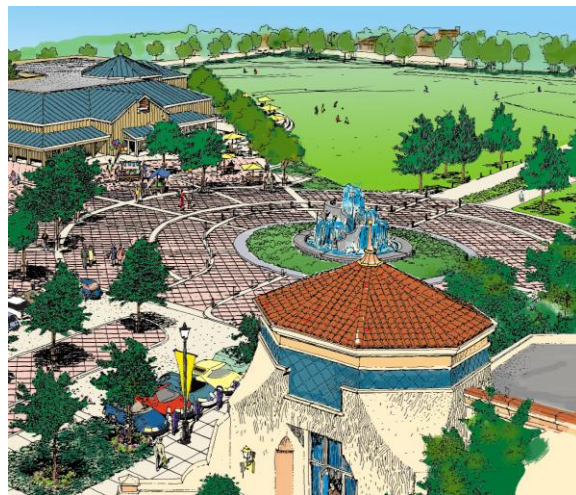
“Community Parks”, and “Neighborhood Parks” are the traditional parks that provide active recreation and large gathering places and are

given full credit for Quimby park area requirements. These parks are included in the tabulation of park area requirements discussed below.

City Open Space is comprised of two distinct categories, Community Places and Green Infrastructure. Community Places must meet a measurable area standard of one acre per 1,000 residents, whereas the Green Infrastructure is required to meet a “functional standard” such as enhancing pedestrian/bicycle and neighborhood connectivity or enhancing drainage basin design to promote recreational and aesthetic features in the community.

Community Places may include features such as Neighborhood Greens, Urban Plazas, Community Gardens, Water Resources and Streams, Designated Places within Pedestrian Paseos, Private Recreational Facilities, and Community-wide Open Space Facilities.

Neighborhood Greens include improved park spaces typically one-half to 2 acres in size, such as “pocket parks” typically found within residential areas.



Conceptual illustration of a park adjacent to a Village Center near Rancho Cordova Parkway.

ITEM 9.2.*PARKS AND OPEN SPACE*

Green Infrastructure involves the backbone features of the community including pedestrian/bicycle mobility and neighborhood connectivity, multi-function drainage facilities and utility easements, and pedestrian friendly street systems defined in Chapter 4. These include trails along open space, other linear greenways called “Park Corridors”, the extensive pedestrian bike, and trail system, trail nodes and trailheads, pedestrian paseos, utility easement with trails in a naturalized setting, Green Streets, enhanced local streets, and enhanced detention basins, water quality features and drainage ways.

Neighborhood parks or greens are in or near each of the Village Center sites. These parks and greens will function as places where people gather for special events, as well as informally throughout the day. They will be an integral part of the commercial/social/institutional activity in the area. Consequently, the design for these parks will be carefully coordinated with the design of the adjacent commercial and mixed-use sites in the Center Form Based District design process described in Chapter 3 Land Use. The final design for each park and Neighborhood Green will coincide with the surrounding area development.

In general, each Neighborhood Green and park will conform to the configuration and location illustrated in Figure 7-1, but the shape and location may be refined in the Tentative Map review process.

Figure 7-1 Park Facilities within the Plan Area



ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

PARKS AND OPEN SPACE

7.2.1. Park Area Requirement

The City of Rancho Cordova requires five acres of parks per 1,000 residents comprised of Community Parks and Neighborhood Parks (the “Quimby” park area requirement), and one acre of Community Places per 1,000 residents. Historically, CRPD has been the recipient of dedicated Quimby parkland. The Green Infrastructure add significantly to the open space experience but are not included in the calculation of the land contributing the park area required to serve the residents of the Plan Area.

In this SCSP, the City, CRPD and the developers have implemented the standards in a manner that meets the requirements, goals, and objectives of the General Plan policies, the CRPD requirements, and City ordinances.

Table 7-1 details the park dedication requirements that shall govern the SCSP based on the estimated population in each designated residential type. Table 7-1 indicates that the total population in the SunCreek plan will be approximately ~~11,874~~ ~~11,665~~ 11,606 residents.

This population would require a total of ~~71.2~~ ~~70.1~~ 69.7 acres of park and Neighborhood Greens, of which ~~59.4~~ ~~58.4~~ 58.1 acres would be in Community and Neighborhood Park and ~~11.8~~ ~~11.7~~ 11.6 acres would be in Community Places/Neighborhood Greens.

As shown in Table 7-2 the SunCreek Plan provides ~~65.3~~ ~~60.0~~ 60.8 acres of Quimby parkland, and ~~9.5~~ ~~13.5~~ 10.5 acres of Community Places/Neighborhood Greens that together provide ~~74.8~~ ~~73.5~~ 71.3 acres.

Developers may provide additional Community Places/ Neighborhood Greens in the preparation of Tentative Subdivision Maps. Should the park or community area acreages provided prove to be less than the area required by Quimby standards and open space guidelines the shortfall shall be paid through in-lieu fees.

In addition, the SCSP includes 6.1 acres of Park Corridors, as well as ~~52.0~~ ~~51.6~~ acres of preserve buffer lands, 49.6 acres of detention basin areas that will be naturalized to appear as open space amenities, and 199.6 acres of wetland preserve areas that will provide visual open space. The preserve buffer lands provide opportunities for trails and small play areas. Parks counted toward

Table 7-1 Population Estimate and Quimby Park and Neighborhood Green Area Dedication Requirement

Residential Category	Dwelling Units	Population per Household	Population	Quimby Park Acres Required	Non-Quimby Park Acres Required
LOW DENSITY (2.1 to 6 du/ac)	827 872 875	2.95	2,439 2,572 2,581	12.2 12.9	2.4 2.6
MEDIUM DENSITY RESIDENTIAL (6.1 to 12 du/ac)	2,429 2,337 2,275	2.95	7,165 6,894 6,711	35.8 34.5 33.6	7.26 6.9 6.7
COMPACT DENSITY RESIDENTIAL (12.1 to 18 du/ac)	320 285 342	2.03	650 579 694	3.3 2.9 3.5	0.6 0.7
HIGH DENSITY RESIDENTIAL (18.1 to 40 du/ac)	1,052	1.54	1,620	8.1	1.6
TOTAL	4,628 4,54 4,606		11,874 11,665 11,606	59.4 58.4 58.1	11.8 11.7 11.6

ITEM 9.2.

ATTACHMENT 2 Exhibit A to the Ordinance

PARKS AND OPEN SPACE

the “Quimby” park area requirement are each a minimum of 2.2 acres in size.

permanent water quality control basins. These basins are not counted in the required park area.

Table 7-2 Summary of All SunCreek Quimby Park and Neighborhood Greens Provided

Type	Required Ratio Acres		Required Acres	Acres Provided
Quimby Park Area (Community and Neighborhood Parks)	5.0	per 1000	59.4 58.4 58.1	65.3 60.0 60.8
Community Places/Neighborhood Greens	1.0	per 1000	11.8 11.7 11.6	9.2 13.5 10.5
Mandatory Parks and Neighborhood Green Total			71.2 70.1 69.7	74.5 73.5 71.3
Green Infrastructure /Non-Mandatory Park Corridors				6.1

The total area identified as Community Park or Neighborhood Park in Figure 7-1 is ~~65.3~~ ~~60.0~~ 60.8 acres. All of this area will be improved park with turf, tree canopy, and other park amenities to be determined.

The CRPD may consider crediting private recreation facilities less than full portion of the Park Area credit.

An updated Park Land Equalization Table will be included with the Finance Implementation Plan.

Quimby park land should be unencumbered and programmable. Landscape/trail corridors along public roadways should be located in separate parcels that are not included with the park land.

When roadways or utility easements need to bisect Quimby Parkland, the location shall be coordinated with Cordova Recreation and Park District.

7.2.2. Storm Water Management Adjacent to Parks

Parks in the SunCreek Plan Area do not include storm-water detention basins. However, two areas adjacent to the Community Park will include

The areas required for storm water management will include permanently wet basins and are therefore included in the Detention Basin calculation. However, the design of the Community Park may integrate these basins as naturalized amenities that augment the recreation and aesthetic features of the park.

7.2.3. Community Park, Open Space and Public Facilities Complex

The centerpiece of the SunCreek Plan is the Community Park located in the center of the Plan area contiguous to the high school and middle school. The Community Park consists of two large parcels separated by Central Park Drive, wetland preservation, drainage basins, and water system improvements. The complex of parks, the adjacent schools, the wetland preserve areas, and directly accessible contiguous open space provide a magnificent open space and recreation feature encompassing over 320 acres in the heart of the SunCreek Plan Area.

Section 5.7 describes this complex as the “Great Park” concept, the signature element of the SCSP. This area is a visual landmark that distinguishes this community, but also provides the hub of an extensive trail network linked to all parts of the Plan Area. Figure 7-2 provides a view of the entire

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complex of Community Park and open space included in the “Great Park” concept.

The Community Park encompasses 27.8 acres of active area on the north side of Central Park Drive adjacent to the High School/Middle School campus, and ~~15.7~~ 11.1 acres of active area adjacent to the elementary school to the south of Central Park Drive.

The community park will provide space for ball fields, restrooms, and parking areas. These will be suitable for recreation leagues for soccer, softball, and similar active recreation facilities. Lighted ball fields may be suitable in these parks depending on the design of the facility. Community parks also include such amenities as playgrounds, large community picnic areas, skate parks, splash/spray parks, amphitheaters, etc. The adjacent high school/middle school facility provides an excellent opportunity for joint facilities such as parking, sports fields, and other recreation facilities.

If the 27.8-acre North Community Park cannot accommodate the required park facilities, Sun Creek Specific Plan shall be amended to reconfigure the community park to accommodate the required park facilities.

Access roads to the two public/quasi-public parcels south of the 27.8-acre Community Park shall be located outside the park property.

The Village Commercial Center at the intersection of Central Park Drive and Rancho Cordova Parkway is a gateway to this Great Park. The center provides gathering places, food services, and other community-oriented businesses that enhance the experience of the Great Park.

PARKS AND OPEN SPACE

Figure 7-2 Combined Community Park and Open Space Complex



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PARKS AND OPEN SPACE

7.2.4. Central Park Drive

Central Park Drive is a key component of the Community Park that links the park to the Village Center at Rancho Cordova Parkway. The Pedestrian Boulevard transects the southern portion of this park complex with an unusually wide landscape corridor on the north side of the street as described in Chapter 4, Circulation. Traffic calming features in the street (such as described in SCSP Section 4.5), a narrow travel way with parking on the side and signage will slow traffic through this area. A bicycle trail crossing will be included in the center of the park to slow traffic.

comply with the park and open space area requirements. Neighborhood parks will be 2.2 acres to 5.3 acres in area. Neighborhood Greens are approximately 2.2 acres or less and may include small recreation amenities such as play and picnic areas.

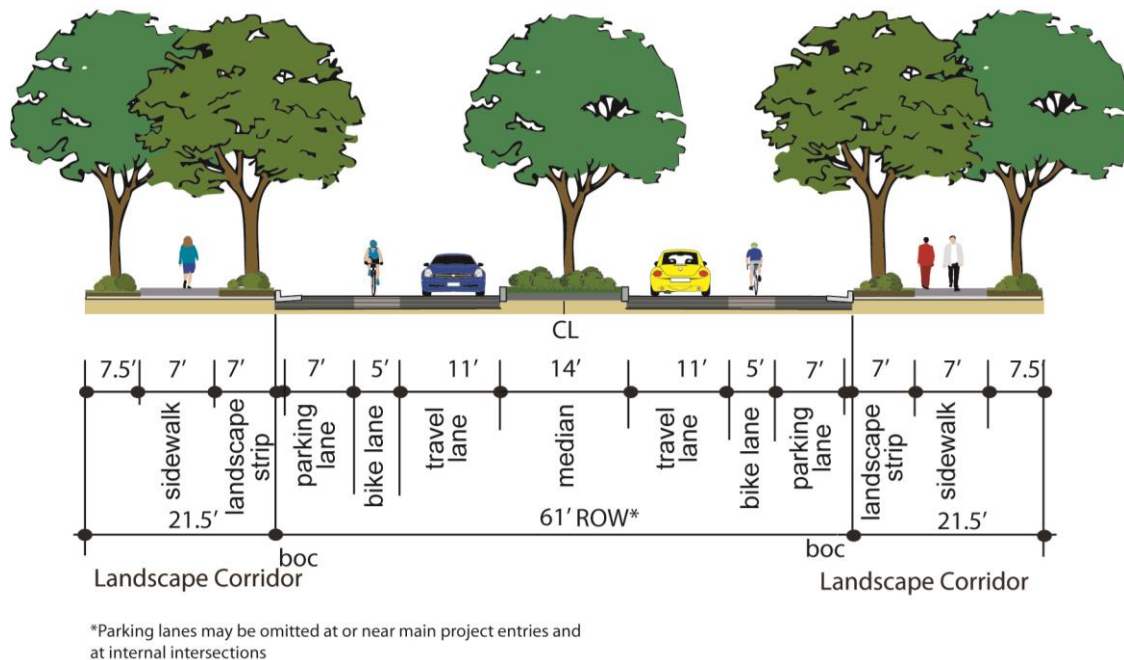
Neighborhood parks are typically located in the center of a residential neighborhood and/or adjacent to a school.

A typical neighborhood park will include a large multi-use turf field, play structure, group picnic area, and a drinking fountain. Neighborhood parks will not include restrooms or parking.

7.2.5. Neighborhood Parks

Figure 7-1 shows four Neighborhood Parks and five Neighborhood Greens in the Specific Plan. Tentative Map approvals may adjust the parkland and open spaces illustrated on Figure 7-1 to

Figure 7-3 Central Park Drive (see also Figure 4-10 Pedestrian Boulevard)



**7.2.6. Park Corridors and Wetland
Edge Areas**

There will be additional opportunities for small playground and neighborhood green facilities with seating and shade shelters adjacent to the extensive open space and wetland preservation areas. In some instances, the park and trail may be adjacent to a small detention or water quality basin.



Example of a small play area along open space edge or trail.

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I.8. INFRASTRUCTURE & PUBLIC SERVICES

8.1 PURPOSE

This Chapter describes the level and type of public services and facilities to serve the SunCreek Specific Plan (SCSP). The SCSP will require extensions of public infrastructure (sewer, water, drainage, and utilities) and expansion of the public services, both those provided by the City of Rancho Cordova, and other public agencies. Public services include municipal services, fire and police protection, public schools, hospitals, libraries.

8.2 OBJECTIVES

The infrastructure, facilities and services objectives addressed in this Chapter respond to issues identified in the General Plan. These include:

- Ensuring adequate financing for the City's infrastructure improvements and community services.
- Ensuring that long-term funding sources are available to operate public facilities and provide public services.
- Establishing a comprehensive infrastructure system to meet the needs of residents, employees, and visitors.
- Managing new development areas to ensure that water lines and sewer and drainage systems are constructed in advance of residential development.
- Coordinating with water, sewer, and utility service providers to reduce incidences of service interruption, improve the quality and sustainability of services, and reduce per-unit costs.

- Minimizing visual impacts and physical impediments of utilities.
- Creating public schools that are at the forefront of educational efforts, seen as a viable option by all parents, and are safe for children.
- Designing and providing local services to meet the needs of residents.

8.3 DOMESTIC WATER

The SunCreek Specific Plan Area is located within the Sacramento County Water Agency (SCWA) Zone 40 service area and will ultimately be served with surface water from the Sacramento River and groundwater from the Zone 40 groundwater system. A potable water transmission system supplies surface and groundwater to the greater North Service Area (NSA). This transmission system has the capacity to meet 100% of the build-out demand in the Plan Area.

Each phase of development within the SCSP will be subject to SCWA Ordinances, Standards and Specifications, Fee Structure and Reimbursement Policies and Procedures (including eligibility for reimbursement and reimbursement agreement requirements) in place at the time of application.

Transmission mains in Sunrise Boulevard, Kiefer Road, Chrysanthy Boulevard, and Rancho Cordova Parkway currently deliver treated water to the Plan Area. A grid of 8-inch to 12-inch mains will extend from the transmission mains to serve local developments.

The first phase of improvements will include transmission mains extending east of Rancho Cordova Parkway on North Campus Drive and Central Park Drive, south of Kiefer Boulevard on Sunrise Boulevard and Rancho Cordova Parkway,

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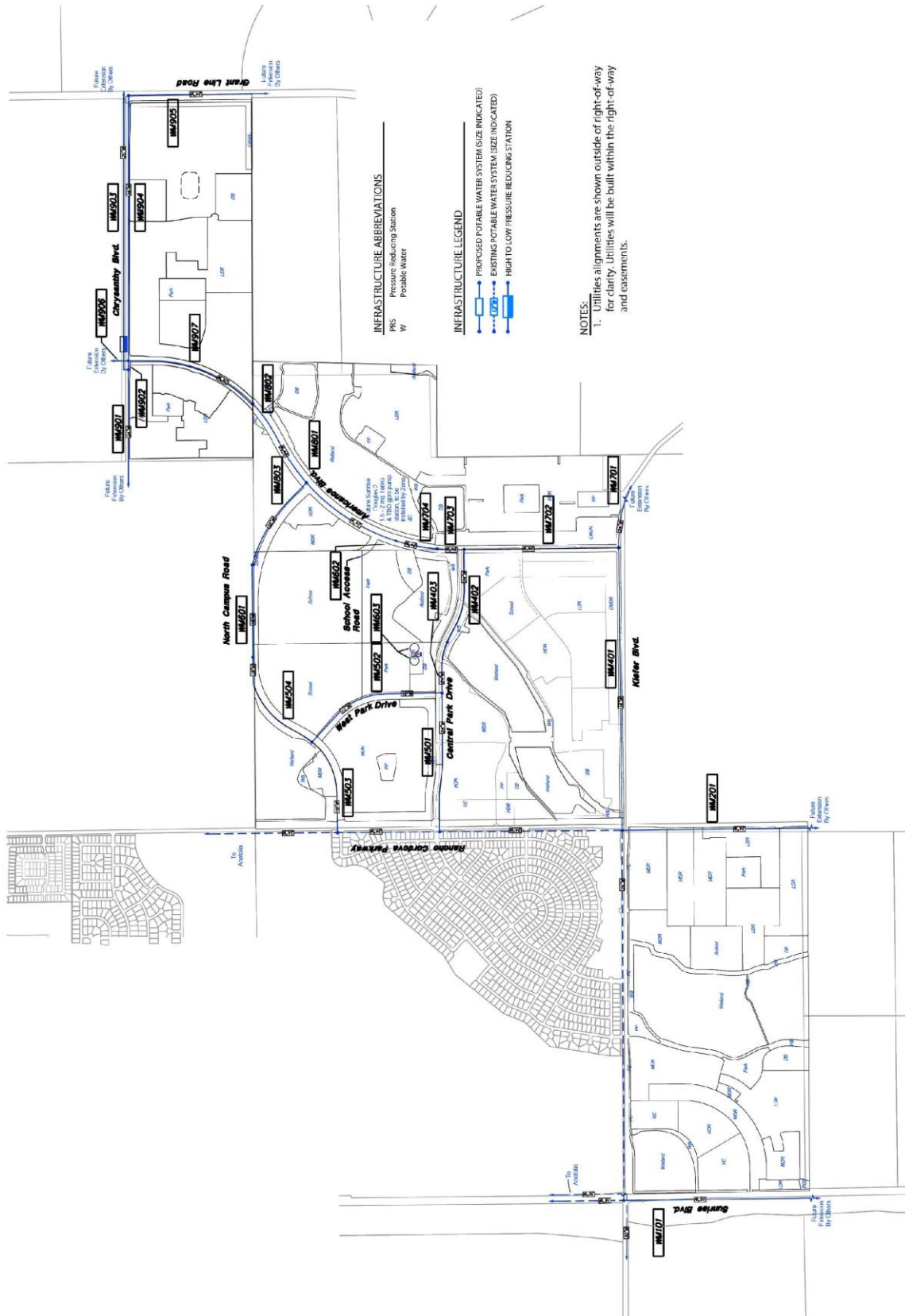
and along Kiefer Boulevard between Rancho Cordova Parkway and Americanos Boulevard. As development of the plan area progresses, this transmission system will be extended northerly from Kiefer Boulevard along Americanos Boulevard and then easterly along Chrysanthy Boulevard to Grantline Road.

Per Title 5, California Code of Regulations, the California Department of Education (CDE) requires school districts to investigate potential hazards associated with underground water lines larger than 12 inches in diameter if they are located within 1,500 feet of school sites. Therefore, if there will be an 18-inch transmission line along North Campus Road, it will need to be studied, and the pipeline infrastructure will need to be designed in a way that would protect the school should a rupture occur. The cost of any mitigation measures required by the CDE to protect school facilities and students from potential rupture hazards, of either the storage tanks or the water line, should be associated with the installation of the water infrastructure and not the development of the school property.

Eventually, larger regional water transmission and storage improvements will be constructed by SCWA from the Central Surface Water Treatment Plant (SWTP) to the NSA to meet future demands within the area. These improvements will include a 7-acre water storage tank site (two 1.5-million-gallon storage tanks) with necessary easements, proper ingress and egress and necessary environmental clearances. Additional space may be required if adjoining land-uses necessitate buffer lands. The current site will be reconfigured in the future to meet the design requirements of SCWA. SCWA will install these improvements when regional water demands within the NSA warrant.

INFRASTRUCTURE, PUBLIC SERVICES AND FACILITIES

Figure 8-1 Plan Area Water System Map



8.4 SEWER

The SunCreek Specific Plan Area is within the service area of the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). SASD owns and operates sewer trunk and collector systems throughout Sacramento County. SRCSD owns and operates the Sacramento Regional Wastewater Treatment Plant (SRWTP) and interceptor systems throughout Sacramento County.

The SASD Sewer System Capacity Plan 2010 and its 2015 Update for the BR East Rancho Service Area sets forth the overall plan for sewer service in this area. The SunCreek Specific Plan reflects the Sewer System Capacity Plan. In 2016, SASD approved a Level 2 Sewer Study for the Plan Area.

Each phase of development within the SCSP will be subject to District Ordinance, Standards and Specifications, Fee Structure and Reimbursement Policies and Procedures (including eligibility for reimbursement and reimbursement agreement requirements) in place at the time of application.

The Plan Area will be bisected into two independent sewer sheds. Shed A will serve the northern portion of the Plan Area and is bounded by the Plan Area's west, north and east project boundaries. Central Park Drive creates the southern boundary of Shed A. Shed B will serve the southern portion of the Plan Area and will capture the sewer demand of the Shalako and Jaeger Ranch properties.

The backbone collection system in the Specific Plan will be constructed within the existing and proposed rights-of-way and along the SunCreek Parkway open space corridor. For Shed A, wastewater will flow by gravity from the intersection of Grant Line Road and Chrysanthy Boulevard to the southwest through the northern portion of the Plan Area in a new trunk sewer line to the Shed A Pump Station to be constructed on park land adjacent to the intersection of West Park Drive and the high school/middle school site easement. A series of local trunk and collector sewer lines will connect to the new trunk sewer line.

Wastewater will be pumped from the Shed A Pump Station in a 12" force main along West Park Drive to North Campus Drive, then west to Rancho Cordova Parkway and north to the Chrysanthy gravity sewer manhole point of connection, where the wastewater will be conveyed to the Chrysanthy Pump Station. The Chrysanthy Pump Station connects with the Bradshaw Interceptor that conveys flows to the Sacramento County Regional Wastewater Treatment Plant as illustrated in Figure 8-2.

For Shed B, wastewater will flow by gravity in a new trunk sewer line from the intersection of Central Park Drive and Americanos Boulevard along the SunCreek Parkway open space corridor to the Shed B Pump Station to be constructed at the southwest corner of the Plan Area, adjacent to the east side of Sunrise Boulevard. A series of local and trunk sewer lines will connect to the new trunk sewer line.

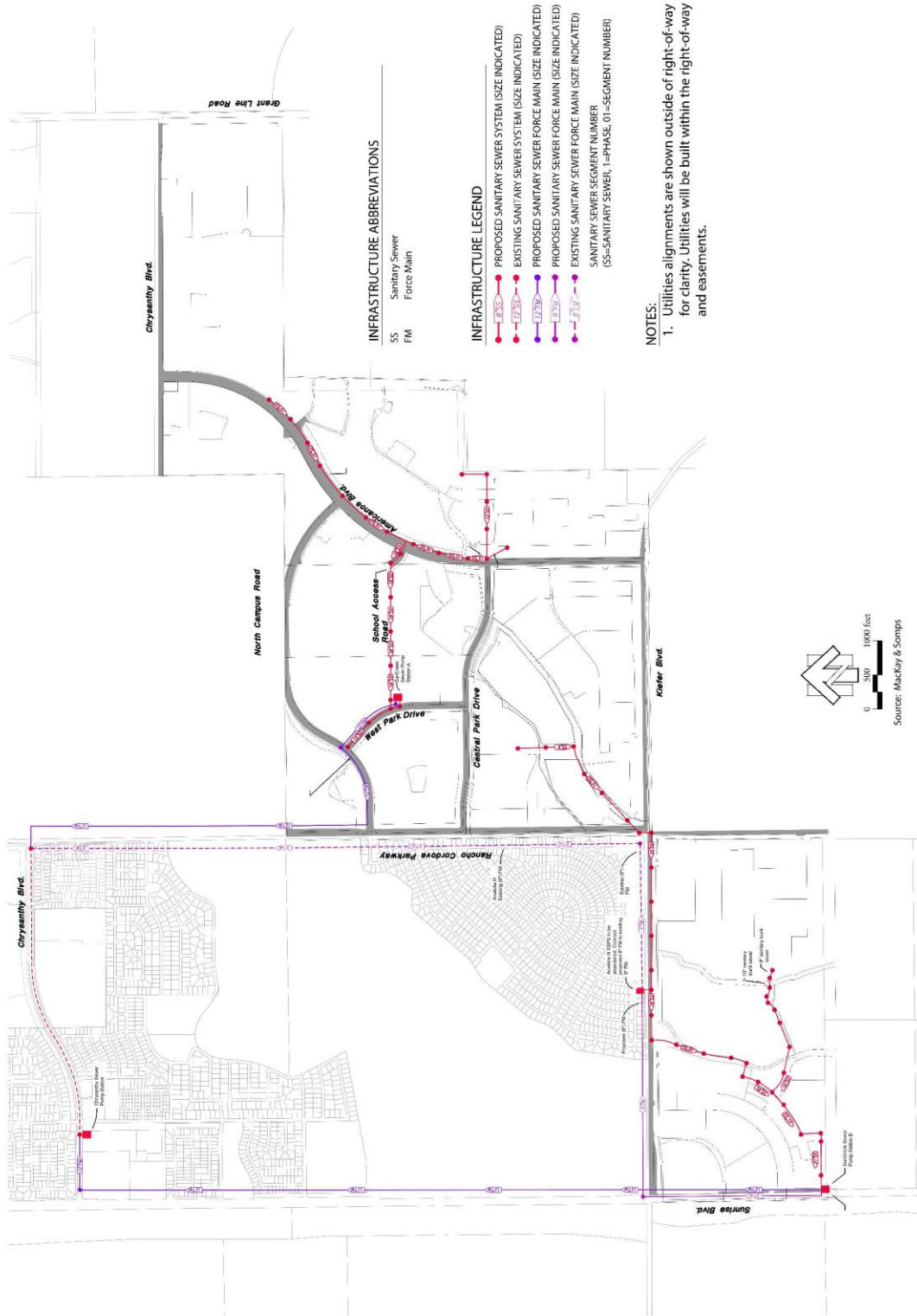
The existing Anatolia III pump station will be abandoned with the first phase of development in the Shed B area of the SunCreek Specific Plan, and a relief sewer line connecting to the Shed B trunk sewer line will convey its flows southwesterly to the Shed B Pump Station. Wastewater will initially be pumped north in an 8" force main to Kiefer Boulevard to a point of connection with the existing Anatolia III 8" force main. The existing 8" force main would then convey the initial flows northerly along Rancho Cordova Parkway to the existing Chrysanthy gravity sewer manhole point of connection, where the wastewater will be conveyed to the Chrysanthy Pump Station.

The Chrysanthy Pump Station may need to be upgraded to provide additional pumping capacity to serve development in the Plan Area.

As the Plan Area and adjacent areas develop, the SunCreek Shed B Pump Station would be upsized and connected to the Sunrise Boulevard (northerly leg) of the Kiefer Boulevard force main that would convey the flows to the Aerojet Interceptor. The Shed B Pump Station could be connected directly to the Chrysanthy Pump Station via a new force main along Sunrise Boulevard if the existing Kiefer Boulevard force main lacks adequate capacity or is not otherwise available at that time.

INFRASTRUCTURE, PUBLIC SERVICES AND FACILITIES

Figure 8-2 Plan Area Sewer System Map



8.5 HYDROLOGY & DRAINAGE

The Plan Area topography falls gently to the west and southwest with average slopes of approximately 0.006 feet per foot (ft/ft). The rolling grasslands are interspersed with grassy swales, seasonal drainage courses that provide significant amounts of natural storage.

The natural storage capacity of the primary drainage corridor will remain in place because this portion of the Plan Area will remain in permanent open space in the developed plan.

Approximately 307 acres, (24 percent) of the land area in the plan, will be permanent open space in wetland preserve, wetland buffers, and storm water detention facilities. These low-lying areas provide the majority of the storm water storage capacity in the natural (pre-development) condition.

The Plan Area is located primarily within the Kite Creek watershed. Kite Creek is tributary to Laguna Creek. Kite Creek conveys storm water

southwest towards the junction of Sunrise Boulevard and Jackson Highway in a well-defined drainage course. A small portion of the northwest corner of the Plan Area is located in the Morrison Creek watershed, and a small portion of the southeast corner of the Plan Area is located in the upper Laguna Creek watershed as illustrated in Figure 8-3. These natural drainages convey storm water to the Beach-Stone Lakes area in western Sacramento County.

The project proposes to limit peak storm water flows (measured at the edge of a project) after development of the Plan Area (post development) so they shall not exceed pre-development peak flows.

Peak runoff flows and volumes would increase in the Plan Area because of the planned development.

Figure 8-3 Drainage Shed Map

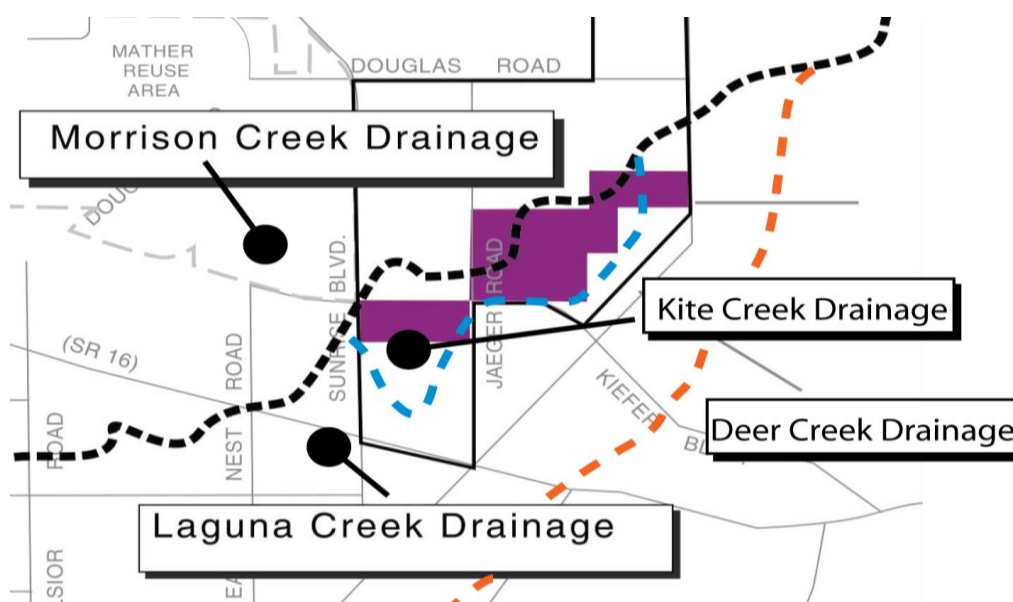
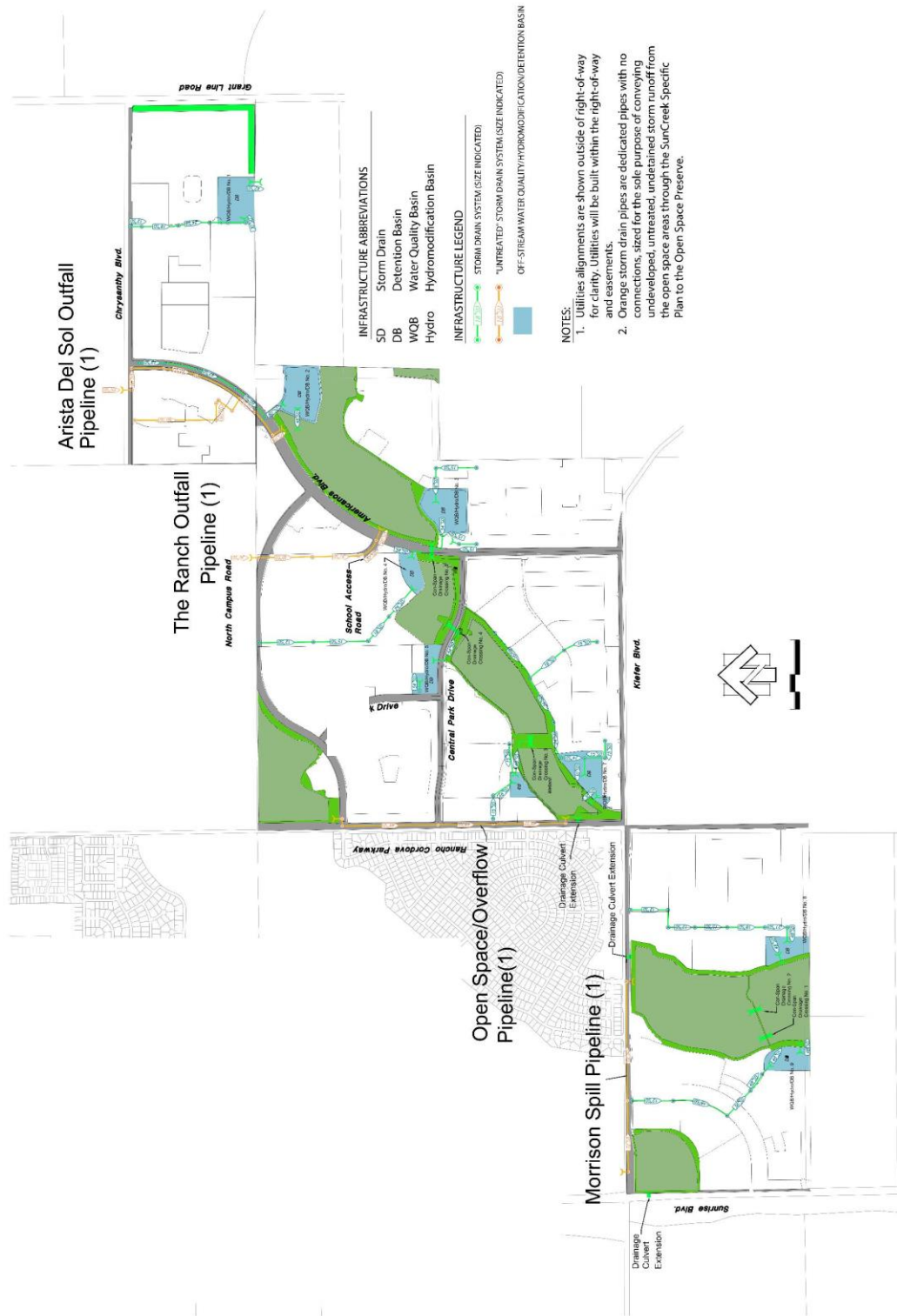


Figure 8-4 Local Detention Basins



Planned storm water management facilities within the Plan Area will mitigate for increased storm runoff created by development of the Specific Plan Area. Areas outside of the Specific Plan Area will be required to mitigate for their increase in storm drainage runoff prior to discharge into the Plan Area unless facilities are oversized on-site to accommodate off-site development needs.

Figure 8-4 illustrates several small detention basins located along the primary drainage corridor that will provide natural storm water storage. Combining multiple detention facilities for tributary areas throughout the Plan Area and storage of peak storm flows within the Preserve area effectively reduces the peak flow- through the Preserve Area and at the Plan Area's southern boundary. This corresponds to the undeveloped peak flow.



The detention basins may hold water during and immediately after each storm. However, the basins include small, permanently wet, water quality treatment ponds.

The detention basins are a key component of a comprehensive storm water management and water quality system that extends throughout the developed portions of the Plan Area. In addition to the basins, the system includes underground pipe conveyances and all the surface components of that system (including inlets, filters, maintenance access, and outfall structures). The

overall drainage system will convey and treat storm runoff from the Plan Area without reliance on on-site LID design features. Each developer can incorporate LID design features into the on-site design of the project and reduce the size of the water quality and hydro-modification basins accordingly.

The storm water and water quality features throughout the Plan Area are an integrated management system.

The detention facilities will be located at the edge of the drainage corridor where they will intercept run-off from the adjacent development areas before the water enters the main corridor.



Typical basin feature located in the buffer area adjacent to the Wetland Preserve will provide water quality treatment and small volume storm water detention.

The basins will provide water quality treatment for urban run-off before such water enters the wetland preserve areas. Urban nuisance run-off water will first flow through the wet basin where water quality treatment will occur. Run-off water will then be retained in detention basins.

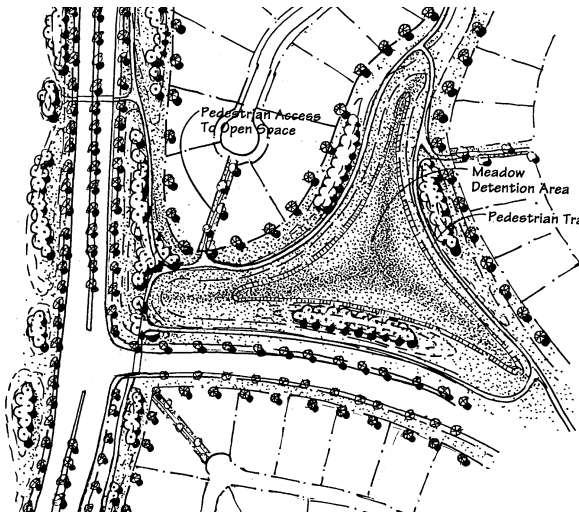
Although storm water management and water quality improvement are the primary functions, the detention facilities will also provide an aesthetic and informal recreation function. The basins will be an integral element of the amenities in wetland edge areas that also include naturalized landscaping and a bike and pedestrian trail system. Minor amenities such as benches, trash cans, and

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picnic tables may be located near the detention basins to enhance their recreational value. All improvements must be located outside of the wetland preserve areas.

The detention basins will be visual amenities that include naturalized landscaping such as willow and native oaks, as well as native companion plant groundcovers and shrubs. With consideration to maintenance, requirements for the basin's primary functions of storm water management and water quality enhancement the design may allow for placement of boulders or other naturally occurring features that would enhance the aesthetics of the facility.



Individual subdivisions may include small basins as an entry feature.

The banks of the basins will be designed and graded such that public safety fencing shall not be required in most cases.

The basins will appear as a visual amenity and extension of the adjacent land use. The pedestrian paseos and other open space features designed into medium and high-density residential uses, as well as Village Commercial and Commercial Mixed-Use areas may include stormwater detention facilities. Such facilities would include small basins and swales that are an integral part of the feature landscaping and interconnected with the overall stormwater

management system. The incorporation of these types of LID features into the on-site designs can reduce the size of the water quality and hydro-modification features in the detention basins.

The parking areas in non-residential and multi-family residential uses may also function as part of the storm water management system. Parking areas and pedestrian areas may include landscaping features that function as storm water storage and water quality enhancements.



Parking lot landscaping can include water quality improvement features.

Some basins may be located adjacent to and at the lower end of parks located throughout the Plan Area. In these instances, the basins will include a portion that is typically quite shallow and will appear as an extension of the park. The basin will serve as a water quality enhancement feature that treats pollutants coming from the park turf and parking areas.

Multiple detention facilities allow for phased development of the Plan Area. Basins can be designed and constructed to accommodate the storm flow from small sub-areas.

Final design of each detention basin will occur as individual neighborhoods are developed and the need for mitigation of flows arises.

8.6 SCHOOLS

The SunCreek Plan area is within the Elk Grove Unified School District. To accommodate new

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students, the district will need to construct new schools and expand existing facilities.

Table 8-1 summarizes the current Student Generation Rate for Elk Grove Unified School District. The projected student enrollment is ~~1,653~~ 1,614 elementary school students, ~~468~~ 456 middle school students, and ~~826~~ 806 high school students.

The Specific Plan shows three elementary schools located to serve individual neighborhoods. Typically, elementary schools are adjacent to or near a neighborhood park on sites that are level and square in shape. The elementary school site in the Shalako property is separate from the nearby neighborhood park, but accessible from the corridor along the adjacent open space as shown in Figure 3-1. Collector streets provide a separate pedestrian path for children to walk to school. Schools are also accessible to the backbone trail system as shown in Figure 4-18. Schools will have timely access to all utilities and services, including sewer, water, gas, electric and drainage.

8.7 LIBRARIES

The high school and middle school campus would be the first-choice location for a library in the SunCreek Plan Area however there also will be

several alternatives in the Commercial Mixed-Use sites. Furthermore, the library could be in conjunction with other parks, schools, or commercial areas in the Sunrise Douglas Community Plan Area.

8.8 ELECTRICITY

The Plan Area is within the Sacramento Municipal Utility District (SMUD). SMUD owns and maintains power lines within the Plan Area and will be the provider of electrical service.

8.9 NATURAL GAS

Pacific Gas and Electric Company (PG&E) will provide natural gas service. PG&E owns and operates an 8- inch feeder main along the entire Plan Area frontage on Sunrise Boulevard.

This feeder main is currently operating at 60-psi pressure.

8.10 TELEPHONE

AT&T, Citizens, or Surewest will provide telephone service to the Plan Area.

LAND USE	DWELLING UNITS	K- 6 Students per dwelling*	7-8 Students per dwelling*	9-12 Students per dwelling*
SINGLE FAMILY RESIDENTIAL	-3,596 <u>3,494</u>	0.3846	0.1093	0.2063
MULTI-FAMILY RESIDENTIAL	1,052	0.2572	0.0710	0.0806
	STUDENT ENROLLMENT			
K-6 ENROLLMENT	-1,653 <u>1,614</u>			
7-8 ENROLLMENT	-468 <u>456</u>			
9-12 ENROLLMENT	-826 <u>806</u>			

* Source: Elk Grove Unified School District, March 2019

Table 8-1 Summary of Plan Area School Facility Requirements**8.11 FINANCING PLAN**

The City will adopt the Financing Plan concurrent with the approval of the SCSP. The Financing Plan will identify the infrastructure and public facilities required for development of the plan along with the required financing. The financing plan will incorporate and implement the guiding principles set forth in SCSP Section I.9 Implementation and will provide more specific guidance for phasing of infrastructure and public facilities. The Financing Plan identifies potential phases and the backbone infrastructure required for each phase. This provides general guidance for future conditions of approval and development of more detailed tentative map phasing plans. The tentative map phasing plans will provide detailed phasing for the build out of each tentative map, including the specific infrastructure required for each phase.

8.12 SPECIFIC PLAN POLICIES

The City's goal is to have all required infrastructure for a development phase, including onsite and offsite roadways, completed or guaranteed to the satisfaction of the City prior to the issuance of building permits in that phase. The development agreement and financing plan will identify the general timing and requirements for arterial and collector roadway improvements. Details of specific roadway improvements required for each phase will be clarified and finalized to the satisfaction of the City prior to approval of each tentative map.

Policy IPS 1. An assured water supply and delivery system shall be demonstrated at the time of project approval. The water agency providing service to the project may provide several alternative methods of supply and/or delivery, if each is capable individually of providing water to the project.

Policy IPS 2. All required water infrastructure for the project shall be assured with bonds or other sureties to the City's satisfaction prior

to approval of improvement plans and/or recording of a final map for a particular subdivision. Water infrastructure may be phased to coincide with the phased development of large-scale projects.

Policy IPS 3. Proposed water supply and delivery systems shall be identified at the time of tentative map approval to the satisfaction of the City. The water agency providing service to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project.

Policy IPS 4. The agency providing water service to the subdivision shall demonstrate prior to the approval of the Final Map that sufficient capacity shall be available to accommodate the subdivision plus existing development, and other approved projects in the same service area, and other projects that have received commitments for water service.

Policy IPS 5. Offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City and subject to approval by the City.

Policy IPS 6. Sewage conveyance systems within the subdivision shall be in place and connected to the sewage disposal system prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City

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and subject to approval by the City.

Policy IPS 7. Utility equipment shall be placed underground, or strategically placed and/or screened to the maximum extent feasible.

Policy IPS 8. Underground sewer, water, and drainage facilities shall be installed to the ultimate planned capacity as part of required road construction unless otherwise approved by the City.

Policy IPS 9. Public service providers shall be co-located in park, commercial, office, and mixed use sites that are accessible to persons in need of services.

Policy IPS 10. Any libraries within the SCSP shall be accessible to pedestrians, bicycles, and public transit riders, in a highly visible location that is accessible to unaccompanied children.

Policy IPS 11. School facilities shall be sited according to the following criteria:

- Schools should be within walking distance of most residences, and should connect with trails, bikeways, and pedestrian paths.
- Schools should serve as a focal point of neighborhood activity and be interconnected with parks, greenways, and off-street paths whenever possible.
- New schools should be placed adjacent to neighborhood and community parks whenever possible and be designed to promote joint use of appropriate facilities.

Policy IPS 12. An On-Site Phasing Plan, On-Site Phasing Guidelines, and an Off-Site Infrastructure shall be included within the SunCreek Finance Plan.

I.9. IMPLEMENTATION

9.1 PURPOSE

A series of development entitlements between the City and the developers will govern Implementation of the policies set forth in this Specific Plan document. The SunCreek Specific Plan (SCSP) establishes land use designations for all properties. The Implementation Section primarily concerns two core elements:

- defining the obligations and means for creating, maintaining, and operating the physical infrastructure of the community, and
- establishing the methods used to administer the development of the community. In many instances, this involves references to the existing City Municipal Code.

9.1.1 Definition of Terms

Throughout this specific plan, and notably in this section on Implementation, the terms “small lot map” and “large lot map” are used. Both terms apply to Tentative and Final Maps as defined in the *Subdivision Map Act* (Government Code Section 66410, et seq.), and as administered in the City Municipal Code Title 22 Land Development.

Due to the large scale of a master plan such as SunCreek, land parcels are typically subdivided into developable parcels in two distinct steps.

“Large Lot Maps” typically involve the subdivision of the entire master plan, or individual ownership areas into parcels of land similar to those identified in Figure 3-2 Specific Plan Land Use. The purpose is to create individual parcels for allocation of infrastructure improvement

obligations and financing, and later sale to homebuilders. This process typically defines the structure of the “backbone” streets and utilities that will serve large areas of the community.

“Small Lot Maps” typically involve the subdivision of the large lot parcels into individual home sites on which homes will be built and sold to individual homeowners. This process typically defines the residential scale streets and other improvements that serve the individual home sites.

Both are subdivision map processes, but they serve distinctly different purposes and are applied at different stages of the land development process. The following implementation measures apply at these different stages as described below.

9.1.2 Approach to Financing Implementation

The SCSP will require participation of all properties in a Public Facilities Financing Plan (Financing Plan) prior to development. The Financing Plan will identify the infrastructure and public facilities required for development of the plan.

The Financing Plan will describe the financing strategy and mechanisms to fund backbone infrastructure and public facilities needed to serve new development in the SCSP, and will include the following elements:

- Description and associated estimated costs of major backbone infrastructure and public facilities (Phasing Master Plan) to be constructed or acquired in association with SunCreek development. This includes roadways, sewer, drainage, water, and public facilities (parks, schools,

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fire protection, law enforcement, etc). In-tract subdivision costs will not be included.

- Identification of existing and new funding mechanisms to pay for required onsite and offsite backbone infrastructure and other public facilities.
- Identification of general phasing requirements for onsite and offsite backbone infrastructure and public facilities.
- Establishment of a policy framework for financing the required major backbone infrastructure and public improvements.
- Identification of costs associated with ongoing operations and maintenance for constructed backbone infrastructure and public facilities.
- Identification of existing and new funding mechanisms to pay for ongoing operations and maintenance costs associated with required backbone infrastructure and other public facilities.
- Incorporation of the Guiding Principles below that identifies the development conditions and triggers for builders regarding infrastructure required for any given builder.

9.1.3 Guiding Principles

These Guiding Principles define the “rules” regarding the funding and construction of infrastructure and the phasing of development in the SCSP. These rules clarify the approach for developing required infrastructure as each project or tentative subdivision map moves forward.

Development in the SCSP shall be consistent with, and the Conditions of Approval shall include the following principles:

Responsibility for Infrastructure Funding

Development within the SCSP shall pay the full costs of infrastructure needed to serve the Specific Plan area, except where other funding sources are appropriate and available. The Development Agreements or Conditions of Approval will detail the amounts over and above the developer’s fair share that will be reimbursed or credited after subsequent developers pay their fair share of the full costs of infrastructure. The Financing Plan, Development Agreement, and Tentative Map Entitlements will address issues associated with timing of financing and construction, fee credits and reimbursement for developers who install public facilities.

Timing of Infrastructure Funding

The Financing Plan shall provide a strategy for funding backbone infrastructure and community facilities consistent with the timing set forth in the Infrastructure Phasing Master Plan and these Guiding Principles. Developers within the SCSP shall be required to construct, or pay for the construction of, public improvements as needed pursuant to the approved phasing plans.

General Timing- Offsite & Onsite Infrastructure

Both on-site (in the SCSP area) and off-site (outside the physical boundaries of the Specific Plan area) public facilities and infrastructure improvements shall be installed to meet projected development demands in accordance with the City’s and/or other agency infrastructure requirements and policies, unless otherwise modified by subsequent entitlement approvals.

Linking Requirements to General Plan

Before building permit issuance in the SCSP, infrastructure required of a specific project shall be constructed to the satisfaction of the City Engineer, consistent with General Plan Circulation Element and Infrastructure Services and Finance Policies in effect at the time of small lot tentative

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map approval, unless otherwise modified by subsequent entitlement approvals.

Refinement of Onsite Infrastructure

The Financing Plan shall provide the minimum infrastructure required to meet the development demands of each phase of development. These infrastructure requirements will be refined as part of the review and processing of individual projects prior to the approval of small lot tentative maps or large lot tentative map, or prior to building permits for projects that do not require an associated small lot tentative map.

Tying Offsite Core to Internal Capital Projects

The City of Rancho Cordova Core Backbone Roadway Phasing Plan provides minimum SCSP offsite infrastructure required to meet development standards throughout the city. These offsite infrastructure improvements are required and will be timed with SCSP onsite capital improvement requirements, unless otherwise modified by subsequent entitlement approvals.

Offsite Core Infrastructure Timing

The Phasing Plan and Financing Plan will identify offsite infrastructure timing requirements.

Finance Mechanisms and Funding Availability

Finance mechanisms that ensure the availability of funding for delivery of required onsite and offsite infrastructure will be in place prior to the approval of final maps or prior to the issuance of building permits for projects that do not require an associated final map. The required infrastructure will be consistent with defined roadway improvements in each phase of development and consistent with City Core Backbone Plan requirements.

Forms of Dedication

All dedications shall be in a form approved by the City, including but not limited to grant deeds,

easements, irrevocable offers of dedication, or other approved instruments. The type and form of the dedication shall be at the sole discretion of the City, or as otherwise provided for in the approval of small lot tentative maps, or prior to building permits for projects that do not require an associated small lot tentative map.

Right-of-Way and Easement Dedication

Developers shall be required to dedicate right-of-way, public utility easements, landscape easements and pedestrian easements for arterial roadway, collector and residential roads consistent with the requirements of the SCSP, with the final map prior to improvement plan approval or the issuance of building permits for individual development proposals.

Park Dedications

All accepted parklands, paseos and other open space shall be dedicated to the City or the Cordova Recreation and Park District. The timing for the delivery of parks, recreation facilities, paseos, and open space shall be determined before the approval of the first tentative subdivision map in the corresponding phase of the Specific Plan.

Major Roadway Timing and Completeness

All required infrastructure for a development phase, including onsite and offsite roadways, shall be substantially complete to the satisfaction of the City Engineer prior to the issuance of building permits in that phase. Prior to occupancy, all streets and improvements shown on the phasing plan shall be completed to the satisfaction of the City Engineer. The Development Agreement and Financing Plan will identify the general timing and requirements for arterial and collector roadway improvements. Details of specific roadway improvements required for each phase will be clarified and finalized to the satisfaction of the

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City Engineer prior to approval of each tentative map.

These improvements shall include the full section from curb to curb, streetlights, sidewalks, median landscaping, parkway landscaping and other roadside appurtenances. At the City's discretion, phasing of lanes on arterial roadway roadways may be implemented through provision of wider interim medians that will provide space for future lanes. In addition, at the City's discretion, certain roadside elements could be phased with construction of adjacent development.

Internal Streets Timing and Completeness

The City's goal is to ensure that the phasing of construction within each tentative subdivision map provides logical and reasonably complete infrastructure for residents who occupy homes prior to completion of the entire mapped subdivision. As such, the developer shall provide a phasing plan addressing sequencing and build-out of all internal streets depicted on the tentative map. A detailed agreement on requirements and timing for the tentative map-phasing plan will be finalized prior to the approval of small lot tentative maps or large lot tentative maps, or prior to building permits for projects that do not require an associated small lot tentative map.

Logical Completion of Roadway Segments

All roadways, pedestrian facilities, and bikeways shall be constructed in logical and complete segments, connecting from intersection to intersection, to provide safe and adequate access with each phase of development as conditioned with the approval of each small lot tentative map, or as set forth in subsequent entitlement approvals.

Two Points of Access

Each phase of a project or tentative subdivision map shall include a collector or local street system that provides at least two points of access to

arterial roadways, to the satisfaction of the City Engineer.

Arterial Roadway Completeness

Wherever collector or local roadways intersect an arterial roadway, that arterial roadway shall be improved, in accordance with the "Logical Completion of Segments" and "Major Roadway Timing and Completeness" items above, from that point to the next completed arterial roadway segment. Such improvements may allow for future phasing of additional travel lanes at the discretion of the City if traffic volumes and City transportation priorities do not warrant full construction at the time of development.

Intersection Completion

When intersections are part of the required roadway improvements, they shall be constructed to their ultimate configuration unless otherwise approved by the City. If the City determines that phasing of an intersection is appropriate, the phased construction shall accommodate the ultimate intersection design. Where an intersection will be signalized, the new signal shall be installed during construction of the intersection unless otherwise approved by the City.

Ultimate Utility Installation

Underground sewer, water, and drainage facilities shall be installed to the ultimate planned capacity as part of required road construction, unless otherwise set forth in subsequent entitlement approvals.

Interim Improvement Alternatives

The phasing of infrastructure improvements depicted in the Infrastructure Phasing Plan, particularly sewer and water infrastructure improvements, may not be the most cost efficient and/or effective manner in which to phase the improvements to service each phase of a project. The City Engineer may consider interim infrastructure improvements if the applicant is able to demonstrate the viability and cost

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effectiveness of phasing infrastructure improvements. This agreement will occur prior to approval of tentative subdivision maps.

Operations and Maintenance Financing

All properties shall be included in one or more financing districts (or will establish an alternative financing mechanism) to provide adequate funding as determined by the City for the annual operation and maintenance costs of streets, streetlights, drainage ways, landscaping corridors, open space, parks, transit related services and other public facilities prior to the approval of final maps or prior to building permits for projects that do not require an associated final map.

Police CFD for Residential Projects

Residential properties will be included in a Community Facilities District that supports police service costs prior to approval of a small lot final subdivision map or for residential properties that do not require subdivision, prior to issuance of building permits.

Road Maintenance CFD

All properties shall be included in a Benefit Assessment District or Community Facilities District that provides additional ongoing street maintenance revenues prior to approval of final maps or prior to building permits for projects that do not require an associated final map.

9.2 OVERVIEW OF THE PHASING PLAN

The Infrastructure Phasing Plan sets forth a conceptual phasing plan for the major backbone infrastructure needed to serve the SCSP. The plan includes nine (9) discrete development-phasing areas, each of which can be developed independently of each other and in any order.

The concept of development phasing areas offers a way of describing the orderly and cost-effective phasing of backbone infrastructure construction.

9.2.1 Infrastructure Phasing Plan

The development of each of the phasing areas depicted in Figure 9-1 do not indicate development phasing or a prescriptive approach to phasing; rather they depict conceptual development phasing areas based on a logical placement of infrastructure, utilities, roads, and land uses that may or may not develop as depicted or in the order noted. Furthermore, shifts in market demand and available financing mechanisms may also play a role in the way the plan area develops over time and that may alter the boundaries of the phasing areas, as well as their number and the order of development.

The final infrastructure phasing will be determined at the time of tentative subdivisions map approval. Subsequent tentative map submittals will include updated infrastructure phasing plans. Infrastructure requirements for each sub-area of development defined by the landowner shall include all on-site backbone infrastructure and off-site facilities necessary for each sub-area to proceed. Included are roadway, sewer, water, recycled water, storm drainage, dry utility, recreation, school and other facilities and improvements. Development will occur by sub-area in a sequence established by the landowner, however, development in advance of logical extensions from existing infrastructure connections will be at the cost of the developer/landowner. Therefore, the opportunity exists for certain parcels or sub-areas to move forward subject to review and approval by the City. Some phases may have reduced infrastructure requirements if an earlier developed sub-area provides required improvements.

A full list of improvements and specific details relating to those improvements are included in the SCSP Financing Master Plan. Individual project improvements will install all in-tract sewer, storm drain, water, and dry utilities.

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**9.3 FINANCING OF THE SUNCREEK
SPECIFIC PLAN**

A variety of mechanisms will fund the construction of public improvements to serve the SunCreek Plan Area. These include Citywide impact fees, County and Other Special District Fees, School District impact fees, establishment of a Special Financing District that could include a Mello-Roos Community Facilities District (CFD), Plan Area Fee, Assessment District, or Infrastructure charge, developer financing, and other potential methods.

9.3.1 City Impact Fees

The City of Rancho Cordova has adopted a set of development fees to finance capital improvements including transportation, parks, park renovation, police, library, and museums, among other community facilities. Development in the SCSF will participate in these programs by paying the associated fees. Some of these programs may require updating due to factors such as the cost of improvements and the integration of the SCSF land uses following approval of SCSF.

9.3.2 County/Other District Fees

The County of Sacramento has adopted a set of development fees to finance water, sewer, and drainage capital improvements. In addition, various special districts have implemented fees for capital improvements and public facilities that will apply to the SCSF. Future updates to these fee programs may include certain improvements in the SCSF.

9.3.3 School Financing

The SCSF is located within the boundaries of the Elk Grove Unified School District (EGUSD). School facilities within the EGUSD will be funded through a combination of school impact fees, state matching program funds, and funds from the Elk

Grove USD Community Facilities District (CFD) No. 1.

9.3.4 Special Financing District

A Special Financing District may be established to help fund the construction and/or acquisition of backbone infrastructure and public facilities within the SunCreek Plan Area. As described below, a Special Financing District could be a Mello-Roos Community Facilities District (CFD), Plan Area Fee, Assessment District, or Infrastructure charge.

Mello-Roos CFD

The 1982 Mello-Roos CFD Act enables cities, counties, special districts, and school districts to establish CFDs and to levy special taxes to fund a wide variety of public facilities and services. Proceeds of Mello-Roos special taxes can be used for direct funding, acquisition, or debt retirement. One or more Mello-Roos CFDs may be formed over time to fund the necessary Backbone Infrastructure and Public Facilities. Mello-Roos CFDs tend to be favored over Assessment Districts, described below, because Assessment Districts need to establish special benefit to those being assessed, which can be more challenging than the Mello-Roos requirements.

Plan Area Fee Program

A plan area fee program establishes a development impact fee typically for a Specific Plan pursuant to local government's police power in accordance with the procedural guidelines established in Assembly Bill 1600 (AB 1600) which is codified in California Government Section 66000 *et seq.* This code section sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship or nexus

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must exist between a governmental exaction and the purpose of the condition.”¹

Assessment Districts

California statutes give local governments the authority to levy several special assessments for specific public improvements such as streets, storm drains, sewers, streetlights, curbs, gutters, and sidewalks. The agency creates a special assessment district that defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property in the district will be assessed a share of the cost of improvements that is proportional to the benefit it receives from those improvements.

Infrastructure Charge

An infrastructure charge is similar to a plan area fee, but the revenue may be collected privately by the Master Developer(s) either as a specific charge or as a component of the price of the land sale. A private cost-sharing mechanism between developers will implement and manage this funding mechanism.

9.3.5 Developer Financing

Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing and for in-tract subdivision improvements.

9.3.6 Other

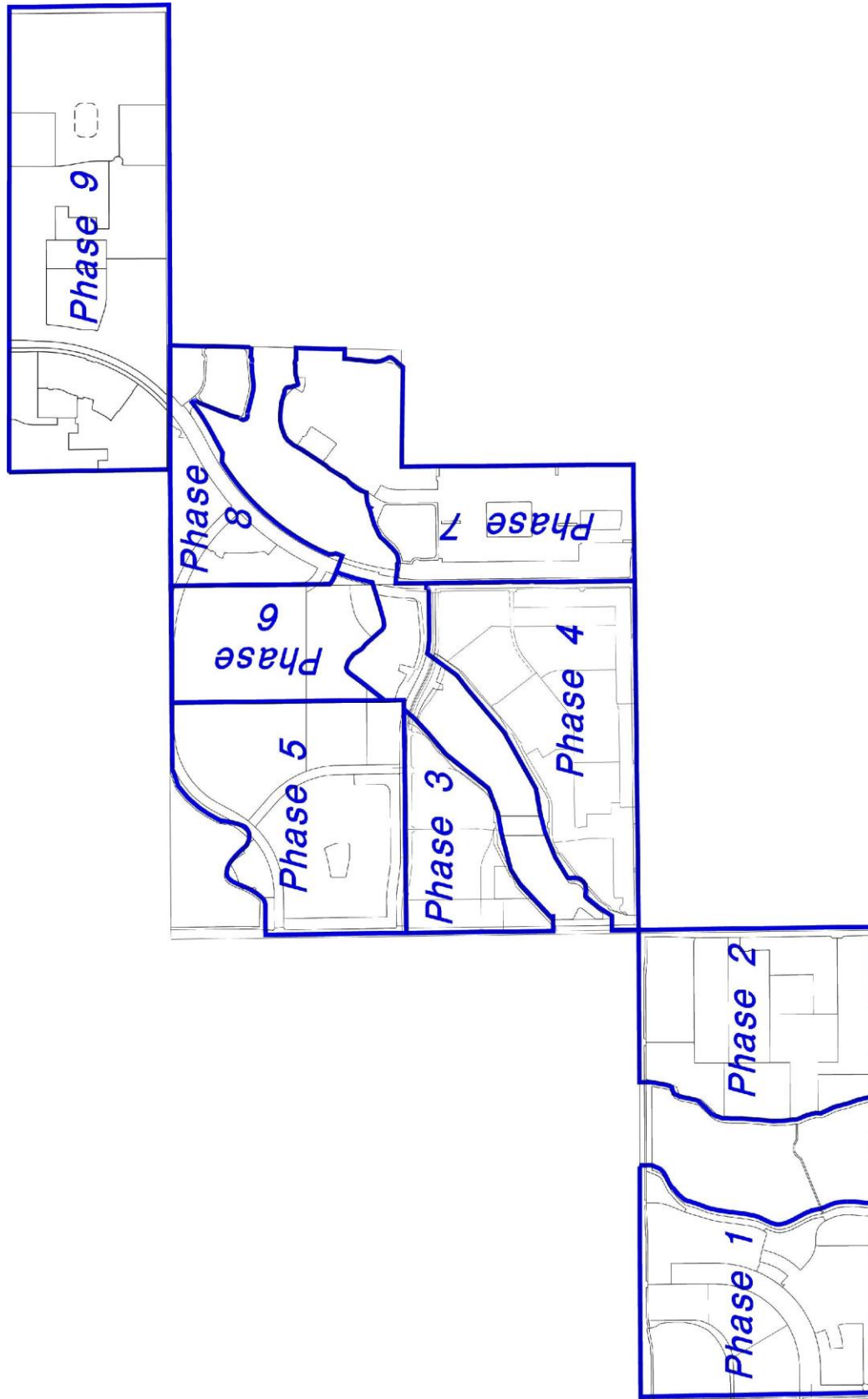
As noted, other financing mechanisms may be utilized, including the creation of private districts or associations to fund maintenance of certain facilities within the SCSP. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications

and conveyances, maintenance and other financing and improvement related obligations will be detailed in the SCSP Development Agreements.

¹*Public Needs & Private Dollars*; William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

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Figure 9-1 Conceptual Development Phase



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**9.4 FUNDING OF ONGOING OPERATIONS
AND MAINTENANCE COSTS**

The SCSP will be required to participate in a series of special financing districts to fund public services and the maintenance and operation of public improvements. The SCSP properties will be annexed to the Transit Services tax service area to fund transit services and other travel strategies. Formation of, or annexation proceedings for, these districts will be completed no later than the recordation of a final small lot map, or a building permit for parcels not requiring a small lot map.

A combination of the funding mechanisms will be used to fund ongoing public services, operations, and maintenance costs. These funding mechanisms may include, but are not limited to the following:

Rancho Cordova Police CFD

The SCSP properties will be included in a Community Facilities District (CFD) to fund a portion of police operation costs.

Sloughhouse Fire Protection

The SCSP includes tax rate areas that were formerly part of the Sloughhouse Fire Protection District until it dissolved into the Sac Metro Fire District but retained the name. This special tax covers ambulance services.

Landscaping and Lighting District

A Landscape and Lighting District (LLD) could be created to fund ongoing operations and maintenance services for the landscape corridors and any lighting.

Services CFD

Unless an alternative source of funding from new development is identified, one or more services CFD's, or similar funding mechanisms, will be

formed in the SCSP to fund the costs of maintaining streets, streetlights, drainage ways, landscape corridors, open space, parks and other public facilities.

9.5 DEVELOPMENT AGREEMENT

Each landowner shall enter into a Development Agreement with the City of Rancho Cordova. Such Development Agreement shall establish the scope and intentions of the land use entitlements granted to the landowner upon approval of the SCSP. The Development Agreement shall also identify the scope and timing for funding of on-site and/or off-site improvements identified as obligations upon the landowner(s) in the Environmental Impact Report Mitigation Measures.

**9.6 SUNCREEK SPECIFIC PLAN
ADMINISTRATION****9.6.1 Specific Plan Administration
Authority**

The City of Ranch Cordova will administer the Specific Plan and related documents consistent with the provisions of Article 8, Sections 65450 through 65457 of Title 7 Planning and Land Use Law, California Government Code. Rancho Cordova Municipal Code Title 23, Zoning Code Chapter 23.152 establishes specific procedures for adoption and administration of the Specific Plan.

**9.6.2 Specific Plan Amendment
Procedures**

The SCSP is flexible to respond to changing conditions and expectations during the course of its implementation. During build out of the SCSP, amendments to the adopted Specific Plan may be necessary to respond to changing circumstances, including market demand, or to adapt certain design guidelines or standards to special conditions on a particular site. To address this

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intent, the SCSP provides for both Minor and Major Specific Plan Amendments.

Typically, property owners will request amendments to the Specific Plan.

Scope of Amendment

Any proposed amendments to the Specific Plan can include, but are not limited to, changing land use designations, design criteria, development standards, or policies. The Planning Director shall categorize amendments to this adopted Specific Plan as either an “amendment” or an “administrative modification”.

The Planning Director shall determine whether a proposed Specific Plan Amendment is minor or major. The Planning Director may act upon a minor specific plan modification known as an Administrative Amendment. The City Council shall review and adopt a Major Specific Plan Amendment. The Planning Director has sole discretion to refer any proposed amendment to the City Council for action. Applicants may appeal determinations and actions by the Planning Director to the City Council.

Minor Amendment

An Administrative Amendment may be processed pursuant to Rancho Cordova Municipal Code Chapter 23.110.180(B), if determined by the Planning Director to be in substantial conformance with:

- The overall intent of the SCSP
- The applicable SCSP Development Agreement(s)
- The City of Rancho Cordova General Plan
- The SCSP Environmental Impact Report (EIR) and Environmental Impact Statement (EIS)

Examples of Administrative Amendments include, but are not limited to the following:

- The addition of new or updated information that does not substantively change the Specific Plan.
- Minor adjustments to land use boundaries and street alignments that maintain the general land use pattern.
- Variation in permitted use types and development standards if such variations do not substantively change the character of the SCSP or are otherwise consistent with the current applicable City standards.
- Changes to the provision of public infrastructure and facilities that do not affect the level of service provided or affect the development capacity in the Plan Area.
- Changes to phasing boundaries or sequencing that do not affect infrastructure sizing, financing districts or the provision of adequate services to associated development.
- Modifications to the Development Regulations, such as revisions to design treatments or changes in specified plant materials, if it is determined that such changes achieve the design intent.
- Changes to other Specific Plan provisions if it is determined that compliance with such provisions creates practical difficulties or unnecessary hardship.
- Minor Residential Density Adjustments in which the number of units within a residential land use will be allowed to increase or decrease provided that:
 - The proposed change does not exceed the maximum number of dwelling units permitted in the assigned zone district in the SCSP.
 - The amended land use must be consistent with the goals, policies and requirements of the City of Rancho Cordova General Plan, the SCSP, and affected Development Agreements.

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- The amended land use does not result in significant modification to conditions of the approved tentative map, rezone, or applicable permits.
- The amended land use does not affect the Community Facilities District, or any other benefit assessment facilities financing arrangement.

Such amendments may be appropriate from time to time in response to market feasibility; regulatory constraints or other factors and will be considered by the city on a case-by-case basis.

Specific Plan Amendment (Major)

If the Planning Director determines that a proposed amendment does not meet the criteria of a Minor Amendment, a Specific Plan Amendment shall be required. An Amendment is required when one of the following criteria is met:

- A new type of land use not specifically discussed in the SCSP is introduced.
- Significant changes to the distribution of land uses beyond that allowed by Section 9.6.3 Minor Density Adjustment, or other changes affecting land use are proposed which may substantially affect the Specific Plan.
- Changes are proposed to Development Regulations that, as determined by the Planning Director, would substantially change the physical character envisioned in the SCSP.
- Changes are proposed to the approved Phasing Plan that significantly increases or alters the area boundaries or units allocated by the proposed phasing schedule.
- Any change proposed to the Plan that the Planning Director determines could significantly increase environmental

impacts or cause other significant changes.

A Specific Plan Amendment shall be processed and reviewed under RCMC Chapter 23.152 in the same manner as the initial Specific Plan adoption.

9.6.3 Minor Density Adjustment/ Transfer of Density

The specific plan assigns to each residential parcel a density and allocated units, based upon factors such as site location, conditions, and anticipated market demand for a variety of housing products. Table 3-3, Land Use Summary, in conjunction with the Land Use Plan, Table 3-4, Land Use by Owner, provides a detailed summary of the land use, zoning, and unit allocation on a parcel-by-parcel basis. The design of individual residential projects may cause a more detailed assessment of these factors that results in the need to adjust the number of units assigned to some residential parcels.

It is the intent of the SCSP to permit limited flexibility in adjusting the number of residential units allocated to and from any single family or Medium Density (MDR) parcel and to and from any high density (HDR) parcel in response to market demand, subdivision design or other considerations. To request a Minor Density Adjustment, the owner, or owners of both the transfer and receiving parcels shall submit to the Planning Director a Request for Minor Density Adjustment. The request shall identify the impacted parcels, designate the number of units requested for transfer, and provide other documentation as required by the Planning Director to determine compliance with all the unit transfer criteria below.

Transfer Criteria:

- The transfer and receiving parcels are within the SCSP and the total maximum number of approved units for the entire SCSP is not increased.

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- The cumulative increase or decrease in units resulting from the Minor Density Adjustment does not change by more than twenty percent (20%) the number of pre-transfer units allocated to any one receiving parcel as established by Table 3-3 of the SCSP.
- The adjustments do not adversely affect the affordable housing program as set forth in the Affordable Housing Development Agreement (or other form as approved by the city). Any units designated as affordable units and are encumbered by an Affordable Housing Development Agreement are not eligible for unit transfers out of a parcel.
- The adjustments in density do not adversely affect planned infrastructure, roadways, schools, other public facilities or SCSP fee programs and assessment districts.

The Planning Director may determine that such Minor Density Adjustments fulfill the above criteria, and the adjustments are consistent with the intent of the SCSP and EIR/EIS. Such adjustments will not require an amendment to the SCSP.

If the Planning Director determines that the Minor Density Adjustment is not consistent with the criteria, the Director shall deny the Minor Density Adjustment, or refer it to the City Council for resolution. The applicant may appeal the Planning Director's determination to the City Council for resolution. The Planning Director may forward any determination of consistency to the City Council for review. When applicants request Minor Density Adjustments that do not comply with the above criteria, such requests shall require an amendment to the SCSP.

II.1. DEVELOPMENT REGULATIONS

1.1 CHAPTER PURPOSE

The Development Regulations provide the standards that guide development throughout the SunCreek Specific Plan Area (Plan Area). The purpose of this chapter is to provide clear, comprehensive rules for development.

The development regulations are the primary tools for implementing the concepts established in SCSP Volume I Chapter 2, Community Vision, Chapter 3 Land Use, and Chapter 5 Community Character.

1.2 OBJECTIVES

The SCSP vision is to create a distinct community with well-defined neighborhoods, retail, service, recreation, and institutional centers linked by a dispersed, inter-connected circulation network. The vision includes relating urban development to the physical characteristics of the Plan Area in a manner that integrates open space and urban development.

The development regulations encourage creativity in designs that respond to the physical setting and the community vision.

1.3 REGULATIONS IN THIS CHAPTER

This chapter includes two sections that establish development regulations applied in the SunCreek Specific Plan (SCSP). Section 1.5 addresses regulations that apply throughout the plan. These include:

- Neighborhood Connectivity
- Traffic Calming Measures
- Common Area Landscape Standards
- Streetscape Standards
- Parking
- Fences and Screens

- Sustainability: Energy Conserving Design
- Sustainability: Urban Runoff and Natural Features
- Art in Public Places
- Outdoor Lighting
- Signs

Section 1.6 addresses the special design standards that apply to the Center Form Based Districts identified in Volume I Figure 3-3. The key components of the form-based development standards for the Center Districts in SCSP are:

- Permitted Land Uses
- Application of the Street Typology
- Design Guidelines for Buildings
- Street Frontage Building Types
- Site Development Standards
- Special Character of Each Center District

1.4 CITY OF RANCHO CORDOVA GUIDELINES AND REGULATIONS

To encourage creativity and maintain consistency with the City's overall vision the SCSP incorporates, by reference, the Rancho Cordova Municipal Code standards. The SCSP also provides special standards designed to achieve a certain form and character in the Plan Area. This chapter includes specific references to the applicable existing City regulations, standards, and guidelines, rather than repeating the entire standard. This chapter also provides special development regulations where required to fulfill the design vision or specific conditions in the Plan Area.

1.4.1. Municipal Code Zoning Standards (RCMC-Title 23)

This chapter contains specific references to regulatory sections of the Rancho Cordova Municipal Codes (RCMC) Title 23-Zoning Code that apply to development anticipated in the SCSP. For example, the SCSP includes by reference standards for signs, landscaping, lighting, and other site elements provided in RCMC Title 23 Article 7 (Site Planning and Development Standards). Specific standards applicable only to the SCSP (identified as “DS XX”) supplement the RCMC. Where this chapter is silent on a general site development regulation, provisions of RCMC Title 23 Article 7 will apply. Where standards described in the SCSP differ from citywide standards, the provisions of the SCSP will apply.

The RCMC may be amended from time to time. The then current standards of the RCMC shall apply to future entitlement applications at the time that the project application is deemed complete under Zoning Code Section 23.110.050, Determination of Completeness.

The SCSP shall allow a deviation from Table 23.310-2: Residential Zoning Districts Development Standards to allow a minimum rear yard setback of 15 feet in single family residential zones

Front yard setbacks may be uniform depth in medium density residential and need not be offset along a street frontage.

Application of Form Based Designations

The SCSP includes areas designated as Center Form Based Districts as illustrated in Figure 1-4 and Volume I Figure 3-3.

RCMC Title 23 Article 5-Form Based Provisions defines the concept of a form-based district in the Center Districts in the SCSP. The RCMC form-based development standards for the Village Center (RCMC Chapter 23.507 Village Center Zone Standards) and the Regional Center (RCMC

Chapter 23.513 Regional Town Center Zone Standards) shall apply in the SCSP except where specific standards are described in Section 1.6.

1.4.2. City of Rancho Cordova Design Guidelines

Rancho Cordova Design Guidelines, adopted by the City in September 2005, implement the City’s vision for quality projects that enhance the character of the community as outlined in the City’s General Plan. The Guidelines describe details of the City’s vision and the City’s design goals. The Design Guidelines provide design professionals, property owners, residents, staff, and decision-makers with a clear and common understanding of the City’s expectations for the planning, design and review of development proposals in Rancho Cordova.

Generally, the City’s Design Guidelines apply to all new development within the city and are based on development type, rather than zoning designation. The Guidelines supplement the minimum development standards in the City’s Zoning Code (RCMC Title 23). Where the existing zoning provisions do not allow the development type or design flexibility preferred by the City, staff will propose corresponding amendments to the Specific Plan to ensure the desired result. Volume I, Section 9.6.2, Specific Plan Amendment Procedures prescribes the procedures for such amendment.

The SCSP incorporates by reference the RC Design Guidelines. This chapter provides specific references to topics in the RC Design Guidelines where applicable throughout this chapter.

1.5 GUIDELINES FOR COMMON AREA AND GENERAL DEVELOPMENT

The following design guidelines apply throughout the Plan Area wherever the applicable conditions are found.

1.5.1. Neighborhood Connectivity and Circulation

The SCSP is designed to facilitate pedestrian and vehicle connectivity between neighborhoods, and between neighborhoods and commercial areas. Volume I: Chapter 4 Circulation describes a detailed plan for streets and pedestrian/bike ways that provide a high level of connectivity throughout the Plan Area. Also, refer to RC Design Guidelines Connectivity and Circulation, p. 2:8. Volume I Figure 3-2 Specific Plan Illustrative Plan shows the conceptual development plan for standard and minor residential streets. The final route and design of these streets will be determined in the Tentative Map approval process. The following measures guide the design of the neighborhood streets.

- DS 1. The street system shall be designed to encourage low volume/low speed traffic within neighborhoods.
- DS 2. The neighborhood street system shall be designed to provide multiple, direct and convenient traffic routes that make it easy to walk or bike to nearby homes, parks, schools and commercial areas.
- DS 3. Single loaded streets shall be used where practical adjacent to Preserve areas to control surface run-off, and provide open space views from the built environment (shown in Volume I Figure 6-1 Location of Proposed Natural Resource Preservation Areas).
- DS 4. The internal streets and pedestrian ways in each neighborhood shall be designed so that residents can easily walk or drive from one neighborhood to another. Each neighborhood shall provide at least one neighborhood street connection to each adjacent neighborhood unless constrained by a major road, wetland preserve or other significant feature.

Pedestrian Access to Arterial Street Sidewalks

In some communities, long stretches of arterial streets that do not have pedestrian connections, residential street intersections, or vehicular connections to the adjacent neighborhoods limit walkability. As illustrated in Volume I Figure 3-2, Specific Plan Illustrative Plan, the SCSP is generally designed to provide residential street intersections along major arterials and thereby provide pedestrian access to sidewalks along major streets.

- DS 5. Access to the sidewalk along an arterial or local streets from the interior of neighborhoods will be provided at intervals of not more than one thousand (1000) feet and an average of eight hundred (800) feet.
- DS 6. Pedestrian circulation will typically be provided along residential streets that intersect with the collectors. However, where the road system does not provide sufficient pedestrian connectivity along an arterial street, access will be provided by a pedestrian walkway connection (paseo) between an interior street and the arterial street sidewalk.
- DS 7. Pedestrian access shall be provided from



Example of a pedestrian link between residential street and adjacent arterial street.

the interior of neighborhoods to the arterial street sidewalk within 400 feet of a transit stop.

1.5.2. Traffic Calming Measures

When included in proposed subdivision plans traffic calming measures shall be developed at the discretion of the project applicant and City Engineer at the time of improvement plan approval. Such measures shall be consistent with the Neighborhood Traffic Management Plan (NTMP). Chapter 7 of the NTMP identifies approaches for traffic calming in new neighborhoods.

Also, refer to RC Design Guidelines Connectivity and Circulation, p.2:8, and Specific Plan Volume I Section 4.5.

1.5.3. Landscape Standards

These Landscape Standards describe minimum planting standards, appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. Refer also to RC Design Guidelines Landscaping p.2:42.

The SunCreek Plan Area is relatively dry grasslands with poor soils in the natural condition.

Landscaping in the street corridors and common areas will add shade, color, and texture. The effects will include a cooling of streets, sidewalks, parking areas, and buildings. However, the landscapes adjacent to preserves must be compatible with the natural conditions that



Informal naturalized landscape along open space edge.

include hot, dry summers. Moreover, the landscape areas must avoid the potential to

change the natural ecology of the Preserve Areas by inadvertently introducing invasive, competitive plants.

Landscaped areas should appear to be an extension of the natural open space, although more attractive and diverse.

The landscape palette must emphasize drought tolerant, non-invasive species that will be visually compatible with the environmental setting of the Plan Area. Lush lawns and water demanding trees and shrubs are generally not appropriate but are not prohibited where they may provide a focal point or other landscape statement.

Street landscaping should include a primary tree planted in a regular cadence to establish the character and form of the street edge, but otherwise should convey a sense of natural informality. Secondary trees, shrubs and ground cover should be placed with consideration to water demand first, and then to form and color to create a memorable collage. Mass plantings of single species and plantings in a geometric grid are to be avoided.

DS 8. Landscapes shall be designed with consideration of the transition of the plant mix as trees and shrubs mature and change shape, color, water demand and shading characteristics over time.

DS 9. All trees installed in all street landscape corridors and common areas shall be consistent with the adopted City Tree List, and shall emphasize drought tolerant and native or native compatible species.

DS 10. Where feasible, require that underground utility lines near future tree planting areas must be designed and installed to minimize impacts to trees. Project applicants shall work with the utility provider(s) to coordinate the location and other potential impacts associated with the under grounding of the utilities.

DS 11. If provided by the City or other agency, home builders shall distribute leaflets and

planting guides at the time of first occupancy that promote the use of drought-tolerant native vegetation in home landscaping.

- DS 12. Careful selection and placement of trees and shrubs shall be used to frame the view of open space adjacent to streets.

Gateways

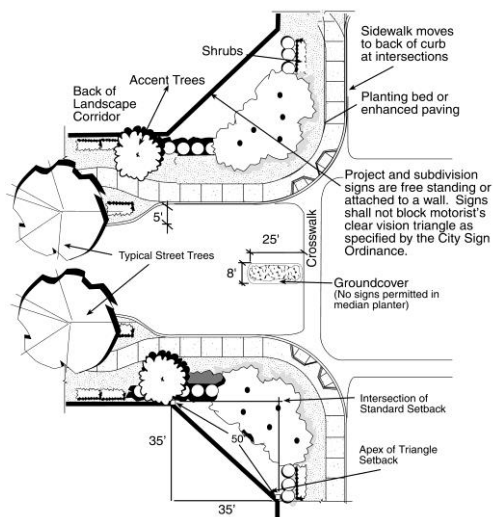
Gateways occur in several locations throughout the plan at the entry to individual neighborhoods as well as the primary entries to the SunCreek community. Volume I Figure 5.2 Community Design Features identifies potential gateway locations; however, the specific location and character of the gateway features will be determined in the Tentative Map approval process.

- DS 13. The neighborhood entry includes the landscape corridor plus an additional triangular setback area. The neighborhood entry shall provide an offset that may be

Figure II.1-1 Conceptual Plan of Neighborhood Entry Gateway

used for project signage oriented toward the intersection.

- DS 14. Landscaping in the neighborhood entry



may include accent trees, colorful annual plants, signage and other special landscape elements such as enhanced paving and seating areas.

- DS 15. Where provided at the rear of corner clips, fencing shall be a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.

- DS 16. Improvements and plantings within corner-clip areas shall allow adequate vehicular lines of sight at intersections.

1.5.4. Streetscape

Street furnishings (including benches, trash receptacles, bollards, planters, bus shelters, and other similar amenities) are permitted within landscape corridors provided placement does not interfere with clear-vision standards for street intersections, or pedestrian movement along the sidewalk. Refer also to RC Design Guidelines: Streetscape, p.2:46. The location and type of street furnishings shall be reviewed at the Tentative Map, design review, or improvement plan stage as appropriate for the type of approval required for the proposed development.

- DS 17. The design of street furnishings should match or complement the design of surrounding elements including other furnishings, walls and fences, and building architecture.

- DS 18. Street furnishings are to be low-maintenance.

- DS 19. Metal components of street furnishings shall not be exposed such that they could burn someone in high ambient temperatures.

1.5.5. Parking

The RCMC Section 23.719 regulates parking and loading standards in all land use designations in the SCSP. Refer also to RC Design Guidelines: Parking, p.2:50.

These standards regulate the amount, location, and development of motor vehicle parking, bicycle parking, and on-site loading areas. The purpose of the standards is to provide for safe vehicular parking, circulation, and loading requirements supportive of a variety of uses in this pedestrian, bicycle-friendly, and transit-supportive plan.

1.5.6. Fences, Walls and Screening

The RCMC Section 23.731 regulates the height and location of fences, walls, and screening. Refer also to RC Design Guidelines: Screening and Service Areas, p. 2:54 and Streetscape, p.2:46.

Unless otherwise exempt in RCMC 23.731.040 (Exemptions), design review approval shall be required for fences and walls.

Masonry Walls

Two types of masonry walls will be used in the Plan Area. Simple masonry walls will be used between dissimilar land uses to provide security and privacy. Enhanced masonry walls are typically located where sound walls are necessary along arterial streets adjacent to low-density residential and medium-density residential parcels.

Simple Masonry Walls

DS 20. Masonry walls that are used primarily to demarcate property boundaries between disparate land uses and are less visible from public streets may be simple block walls.

Enhanced Masonry Walls (Sound walls)

Wherever sound walls are required to mitigate sound impacts adjacent to streets, the following standards shall apply. These standards shall not preclude the use of other innovative methods of project design utilizing greater setbacks, building design, mounding, or single-story structures with solid walls facing the street.

DS 21. Soundwalls shall be installed as required subject to acoustic analysis and shall be

placed at the outside edge of the road ROW or landscape easement. The area between the road curb and the wall shall include a public sidewalk and landscaping, including canopy street trees consistent with the street cross sections defined in Volume I Chapter 4, Section 4.4.3.

DS 22. Landscaping should become the dominant element in the corridor, rather than a masonry wall. Therefore, the masonry walls along public corridors should be a simple design, of quality materials, that will eventually be a background element screened by, or visually recede beyond the landscape materials. The appropriate designs will include a simple, attractive surface pattern, detailing to articulate the wall cap, and columns or pilasters to mark the wall ends and changes in direction.

DS 23.

DS 24. Columns or pilasters may be embellished with textures, complementing materials, or articulation details (such as shadow lines). In addition, signature or logo elements that are cast or otherwise incorporated in the column or pilaster face may be included at end pilasters at road entries into projects.

DS 25. Masonry walls along the public streets shall not block views to the open space corridors, or obstruct service access to electric, telephone, cable, water or sewer services or equipment.

DS 26. Variations in wall designs within the Plan Area are acceptable at the following notable break points only: creek crossings, arterial intersections, and major changes in land use. Notwithstanding this, continuity in theme and materials shall be incorporated where variations occur.

Enhanced Wood Fences

Enhanced wood fences or masonry shall be constructed where lots abut a park or school.

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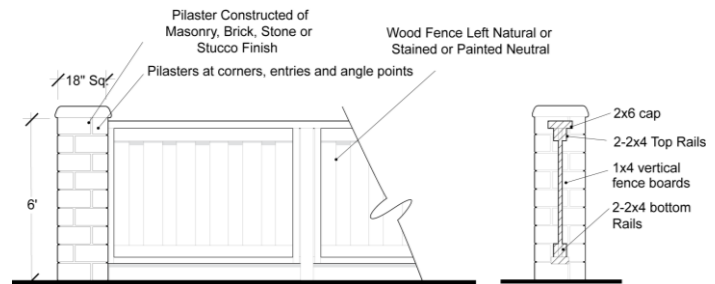
DS 27. Minimum solid-wood fence height is 6-feet. Enhanced wood fences may be placed on a berm not more than 24" above the elevation at the back of the adjacent sidewalk.

DS 28. Pilasters or columns shall be used in enhanced wood fences at each side of neighborhood vehicular entrances, at pedestrian walkway entrances, and at each angle point (change in direction).

DS 29. Pilasters and columns shall be constructed of materials complementary to the wood fence. Acceptable materials include masonry block, brick, stone, cobble and stucco finish. The pilaster material and design shall be consistently applied throughout individual subdivisions.

DS 30. Enhanced wood fences are to be of redwood or comparably durable materials construction, and if painted or stained, should be an earth tone color.

Figure II.1-2 Enhanced Wood Fence Example



Open Space and Trails Fencing

DS 31. Open decorative metal fences constructed of tubular steel or wrought iron shall be used adjacent to the open-space areas along the rear and side property line of residential parcels that abut open space areas. Open fences, or post and cable, may also be used adjacent to open space to define pedestrian pathways and to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles).

DS 32. Chain link fencing is generally not allowed.

DS 33. Open fencing shall not exceed 6-feet in height.

DS 34. Brick or other masonry pilasters or columns may be used as an optional detail with open style fences.

DS 35. Bollards may be placed to control vehicular traffic and pedestrian flow, and along pedestrian/bike paths leading to the school, park, or open-space sites. These bollards shall be removable steel post or approved replacement.

DS 36. Bollards may be constructed of metal, precast out of natural or integral-color concrete or of alternative materials approved by the City.

1.5.7. Sustainability: Energy Conserving Design

Energy conserving design not only reduces the on-going operating costs of buildings but also minimizes the demand for new energy sources. The design of energy conserving buildings responds to the climate of this region and thereby establishes a distinctive architectural style. Energy conservation can be implemented through the following measures. Refer also to RC Design Guidelines Sustainable Development: Solar Access, Energy Efficiency, and Green Buildings, p. 2-62.

- DS 37. Solar access for individual dwellings should be considered where feasible in the design of the local street network. Design of buildings shall demonstrate consideration of energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.
- DS 38. Use of wind and thermal mass to heat and cool structures and public spaces should be considered in the design of all commercial buildings.
- DS 39. Buildings adjoining public spaces, such as along a pedestrian path, should be designed to provide sun to walkways and primary gathering areas in the winter.
- DS 40. Sun shade structures such as structural overhangs, verandas, trellises and porticoes may be incorporated at the primary entry and pedestrian approaches to all buildings.



Example of Shade Trellis on a Commercial Building

1.5.8. Sustainability: Urban Runoff and Natural Features in the Plan

Extensive open space is a major feature of the SCSP that includes both naturally occurring wetland areas and engineered water quality and storm water control basins. The development standards in this section address two primary concerns regarding these features, the interface with urban land use, and the aesthetics and amenity of the open spaces.

Interface between Urban and Protected Wetland Areas

Permits issued to individual landowners by the US Army Corps of Engineers under Section 404 of the Federal Clean Water Act establish the specific development standards that shall apply to areas adjacent to Preserve Areas identified in Volume I Figure 6-1 in the SCSP. These standards protect and manage those resources according to the principles and standards identified in Volume I Section 6.3.2 Strategy Principles and Standards, Watershed Management Design Standard. Public access to the Preserve Areas is strictly prohibited.

The naturally occurring areas are open grasslands that provide broad vistas from buffer areas along the perimeters. The edge areas provide a transition from the urban area to the protected wetlands. The plant materials in the edge areas

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transition from non-invasive trees and groundcover near the urban edge to natural grassland and compatible species adjacent to the protected areas.

The USACE permit will regulate irrigation and fertilizing of plants in the buffer areas. All surface waters draining toward the protected area will be captured and treated in surface water quality swales prior to discharge to the natural drainage. Where a bike trail is included in the edge area, the trail will serve as a demarcation of the natural grasslands. No trees or exotic vegetation will be permitted between the bike trail and the protected area.

The Environmental Protection Agency (EPA) requirements for construction activities and new uses pursuant to the National Pollutant and Discharge Elimination System (NPDES) will include the use of Best Management Practices (BMP) to prevent pollutant run-off during a storm occurrence within the urban development areas.



Example of a view to urban land use adjacent to natural open space.

The BMPs available to decrease storm water discharge on project sites during construction activities include both non-structural and structural measures. The non-structural measures include grading controls and “housekeeping” techniques. Typical grading controls involve timing, staging, setbacks and buffers, and restrictions on activities within open areas. Housekeeping techniques involve limitations on

material storage and disposal, soil stabilization of all roads and entrances, dust control, and mandatory site cleanup. Refer also to RC Design Guidelines Sustainable Development: Urban Runoff, p.2:60 and Sustainable Development: Natural Features of the Environment, p. 2:64.

DS 41. All commercial and multi-family development shall incorporate features to enhance on-site water quality such as grassy swales, multi-use detention basins, and integrated drainage systems.

DS 42. All development within the Plan Area shall apply best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff.

DS 43. The applicant shall install appropriate signage to deter the discharge of hazardous materials into storm drains. Such signage shall be approved by the City of Rancho Cordova.

DS 44. All Tentative Maps shall contain urban runoff control strategies and requirements that are consistent with Master Drainage Plans and the City’s urban runoff management program. Such strategies may include participation in an area-wide runoff control management effort consistent with standards developed by the Public Works Department.

Water Control Basins and Channels

The engineered basins and drainage channel along Grantline Road are designed to protect the area from storm water. The basins also treat the pollutants in surface water run-off through natural processes. These features primarily provide the storm water management and water quality treatment. These engineered features must also be aesthetically pleasing, blend visually with the nearby landscapes, and provide space for pedestrian and bicycle trails. The basins are not constrained by the federal regulations that apply to the natural protected areas and so the

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landscaping palette can be more inclusive of trees, shrubs and groundcovers, but must also maintain the capacity of the basins and the channel.

Storm water management needs will determine the ultimate shape of the basins. The SCSP reserves locations (illustrated in Volume I Figure 8-4 Local Detention Basins) and adequate space to accommodate a worst-case scenario in which the maximum storm water storage capacity is required. In such cases a relatively uniform shape would be required, however, in all cases a buffer area is provided that would accommodate a landscape and path that will soften the edges of the basin.

The space reserved for each basin will allow for a wider naturalized edge in the event that the required storm water capacity is less than the maximum. In these cases, the edge and the bank of the basin will vary to provide a more natural appearance, and the buffer will allow more room for the bike and pedestrian trail.

Where basins are adjacent to natural open space, they are a transitional feature from the urban land use. Trees along the basin edge near the urban use will transition to lower shrub, groundcover, and grasslands along the open space edge. The basins located at the edge of the community park

will take on the character of the park and will be surrounded by trees and groundcover compatible with the adjacent park area.

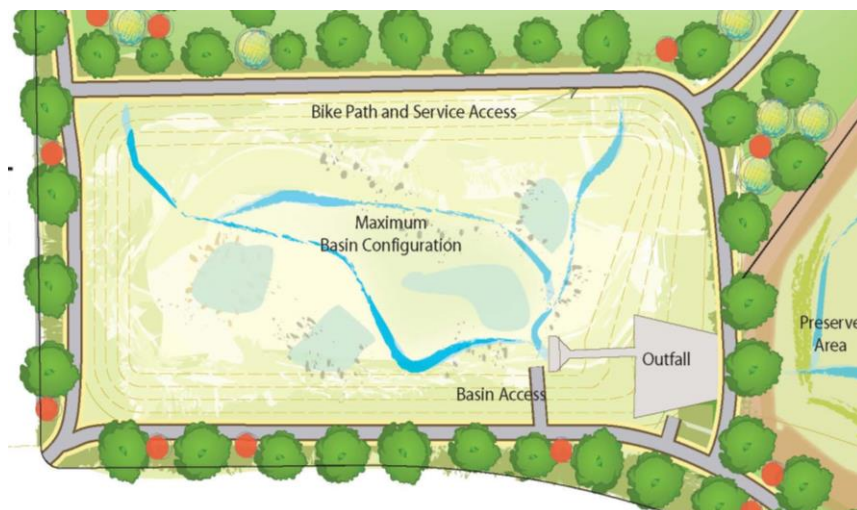
The USACE permit regulates the use of the natural channels within the protected wetland areas and thus these are generally undisturbed.

Engineered channels are very limited in the plan and are generally associated with linking the basins to discharge areas. In these cases, the channels will be designed as an integral part of the basin and will take on the characteristics of the basin, including contouring and landscaping.



Example of naturalized drainage channel.

Figure II.1-3 Conceptual Basin



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One significant exception is the channel that parallels Grantline Road on the east side of the plan and then enters a small detention basin on the south edge of the plan. This channel primarily serves to carry storm water from the north side of Chrysanthy Boulevard and discharge it to the natural Upper Laguna Creek drainage to the south. The channel is inherently linear and straight as it follows Grantline Road. The channel will provide clustering of trees along both sides that will allow views to signage and buildings in the future Regional Town Center land uses but will also provide an attractive edge along Grantline Road.



Conceptual view of channel adjacent to Grantline Road.

DS 45. Design of the drainage systems in the Plan Area will specifically consider the appropriateness of the following measures: storm water quality treatment, storm water detention structures, summer nuisance flow retention and percolation, and hydro-modification control structures. While each water quality wet basin has been sufficiently sized to meet the runoff demands from its respective drainage shed, each builder will have the option to incorporate LID design features within each of its development and downsize the size of the water quality basins accordingly.

DS 46. The project shall place erosion control and velocity dissipation devices at all

detention structures and along the length of any outfall structure as necessary to limit erosion into and within water courses. Furthermore, the project will utilize Best Management Practices consistent with all local post construction storm water management requirements, policies, and guidelines.

DS 47. All basins shall be designed as visual amenities that are an extension of the landscape on the nearby streets. In most instances this will involve naturalized drought tolerant and low maintenance landscaping. The basins may have a semi-permanent pool serving water quality purposes.

DS 48. Basins shall have irregular contours to create a natural appearance. Side slopes of 5:1 should occur on not less than 10 percent of the basin edge to allow access to the basin.

DS 49. Fences should be avoided if possible. Where required, fences shall be open types with a black matte finish. (Refer to Section 1.5.6).

DS 50. Landscape improvements within and adjacent to basins shall use drought tolerant and low maintenance plant materials.

DS 51. Nearby pedestrian and bicycle trails shall be routed in or along the rim of basins.

1.5.9. Art in Public Places

Art in public places can include art as commonly described such as murals and sculpture. The SCSP intends to integrate art into the every-day infrastructure by simply selecting well-designed, attractive fixtures where practical. Manhole covers, tree grates, directional signage, bike racks, benches, lighting fixtures, water features, and other street furniture can all be art.

Refer to RC Design Guidelines Site Design: Art in Public Places, p.2:66 for a description of city-wide standards.

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DS 52. Art should be located around the Plan Area rather than concentrated in a few locations.

DS 53. Art can be incorporated in landscape corridors and neighborhood gateways.

DS 54. Art in public places should typically be scaled to allow pedestrians to enjoy it.

1.5.10. Lighting

The RCMC Section 23.725 applies to all new and existing land uses, including permanent and temporary uses in all zoning districts. Refer also to RC Design Guidelines: Lighting, p.2:68.

The purpose is to regulate lighting to balance the safety and security needs for lighting with the City's desire to ensure that light trespass and glare have negligible impact on surrounding property (especially residential) and roadways.

DS 55. Street lighting will be low intensity and generally limited to locations required for traffic and pedestrian safety.

DS 56. Lighted features including but not limited to lighted bollards, lighted shelters, back-lighted planters, and accent-lighted wall surfaces and signs, are permitted provided light sources are low-level and screened from adjacent streets, walkways and homes.

DS 57. Planting shall be restricted within the zone of light for street lights in conformance with the City standards.

1.5.11. Signs

The Rancho Cordova Municipal Code (RCMC) Chapter 23.743 shall regulate all signs in the SunCreek Plan Area. Refer also to RC Design Guidelines: Signs, p. 2:72.

**1.6 CENTER FORM BASED DISTRICT
DEVELOPMENT STANDARDS**

Development of the Center Form Based Districts (Center Districts) identified in Figure II. 1-4 shall be subject to regulations and standards defined in this section. As described in Volume I: Section 3.3, “form-based code” is a regulatory approach that describes the form and character of development. A form-based code incorporates many components of conventional zoning standards but organizes the application of these standards according to a vision of aggregated development patterns rather than individual land use categories. A form-based code goes beyond conventional zoning development standards by describing the physical outcome of the development in terms of street character, building relation to the street, and pedestrian friendliness and other factors.

This section adds specific standards and guidelines to supplement the conventional permitted uses and development regulations established in the Rancho Cordova Municipal Code (RCMC) Title 23. Applications for development projects must comply with the development regulations in RCMC Title 23, Article 5 and any applicable supplemental standard for the SCSP set forth in this chapter.

The key elements of the SunCreek Centers Form Based Districts regulations include:

- Permitted Land Uses
- Street Character and Configuration (Street Typology)
- Building Front Character and Configuration (Frontage Typology)
- Pedestrian Ways
- Common Spaces

1.6.1. Application

The SunCreek Center Form Based District regulations apply to three areas identified in

Figure 1-4 and Volume I Figure 3-3 as Districts A, B, and C. District C is a Regional Town Center and Districts A, and B are planned as Village Centers as defined in RCMC Title 23 Article 5-Form Based Provisions. Each Center District has a different character and purpose that requires different standards and a different development approach.

The term “Center District” refers to the boundary of the area identified in Figure II. 1-4 and not to a specific zone district designation. The Center Districts encompass specific zone districts that regulate the specific land uses and development standards. Each Center District allows for a mix of commercial (VC or RTC) and residential uses (HDR or CMDR), which can be mixed and allocated according to a detailed plan. Each Center District includes a “Main Street” as described in the RC Design Guidelines Commercial and Commercial Mixed Use: Commercial, p.3:10.

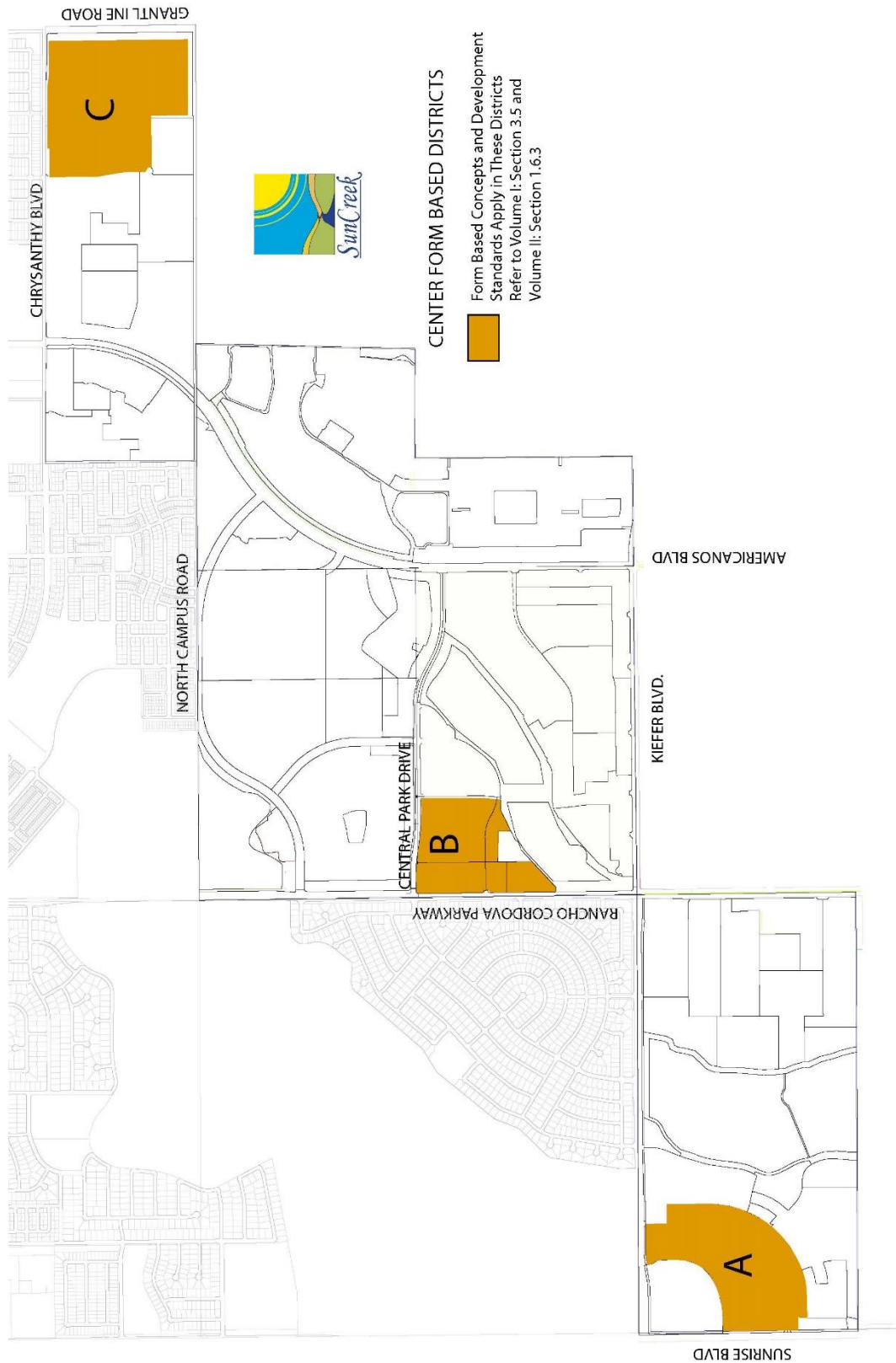
Prior to any development within the three Center Districts, a detailed conceptual plan for the subject District must be approved by the City Council.

The requirements of RCMC Section 23.722 and the RC Design Guidelines shall apply whenever a non-residential, mixed-use, or multifamily residential project is subject to design review.

1.6.2. Permitted Uses

Article 3 the RCMC Title 23, specifically Table 23.307-1 (Agricultural), Table 23.310-1 (Residential), Table 23.313-1 (Mixed Use), and Table 23.319-1 (Public/Quasi-public) regulate the Permitted Uses in the SCSP, except that residential uses are not permitted in the Village Center Zone designation. Refer to SCSP Volume I, Section 3.2.3.

Figure II.1-4 Center Form Based Districts



1.6.3. Center District Development Standards

Form based development standards primarily address the relationship of building purpose and form to the adjacent streets and pedestrian areas. Conventional development standards apply to the basic organization of the development area, including standard rear and side setbacks. Height, site coverage, floor area ratio (the relationship of building height to site coverage), and presentation to the street expressed in terms of minimum building frontage are the primary metrics for

building mass regulation within the Center Districts. Separate standards are established for the Districts “A” and “B” that include the Village Center (VC) zone designation, and for District “C” that includes the Regional Town Center (RTC) zone designation.

These development standards reflect the differences in scale, mix of uses represented in each of the Center Districts.

Table II.1-1 establishes these basic standards for the Center Districts in the SCSP.

Table II. 1-1 Center Form Based District Development Standards

	District C Regional Town Center Standard	District A and B Village Center Standard
Max block length	820 ft.	800 ft.
Max block perimeter	2,800 ft.	1,950 ft.
Max pedestrian block length	440 ft.	600 ft.
Residential density		
Min density	20 du/acre	CMDR 12.1 du/ac MDR 6.1 du/ac ^{1.}
Max density	38.7 du/acre	25 du/acre
Minimum building frontage		
Primary street	60%	60%
Side street	50%	45%
Floor Area Ratio (FAR)		
Minimum FAR	0.25 ^{2.}	0.25 ^{2.}
Maximum FAR	2.0	1.0
Building height		
Minimum height	20 ft.	20 ft.
Maximum height	75 ft.	60 ft.
Building Setbacks		
Minimum Front Setback	0 ft.	0 ft.
Minimum Side Setback	0 ft.	0 ft.

Notes on Districts A and B:

1. The residential uses in Center Districts A and B will include MDR, CMDR and HDR housing at minimum density allowed in the applicable zone.

2. The City Council may reduce the minimum FAR to no less than 0.2 by Design Review approval, subject to the following criteria:

- a. The planned uses and design of the commercial development are appropriate to serve the local area and are consistent with the City's development objectives which are described in the General Plan, in the City Design Guidelines and in this Chapter; and
- b. Granting the FAR reduction will not adversely affect the interests of the public or the interests of the residents and property owners in the vicinity of the new development; and
- c. The FAR reduction is the minimum required to support the site plan.

1.6.4. Street Typology

The street is a key component of development within Center Districts. In these Districts the street characteristics, including the width of the travel way, number of travel lanes, width of the sidewalks, setbacks, and the landscaping and streetscape (furniture, lighting and way-finding signs) contribute much to the identity and vitality of the adjacent commercial and residential uses. Except as noted in Chapter 1.4, front and side yard setbacks shall be measured from the back of sidewalk. The SunCreek Center Districts apply the “Main Street” concept identified in the RC Design Guidelines. *“The design of access and circulation on project sites should tie the development into the overall neighborhood, and the internal circulation may be a part of the City’s circulation and street system, where buildings front onto and have pedestrian connections with the public right-of-way.”*

The location and character of each of the “Main Street” features is discussed in Section 1.6.10 District Descriptions.

Volume I, Chapter 1.4 Circulation defines the street cross sections in terms of number of lanes, lane width, landscape corridor, sidewalks, and bike/pedestrian trails. Volume I, Figure 4-3, Major Streets Master Plan identifies the basic configuration of the street network and the primary street type applied.

The SunCreek Center Districts use the Standard Collector Street (Volume I, Figure 4-7) as the Main Street.

Arterial

Arterial streets along the edge of the Center District designations include Kiefer Boulevard (District “A”), Rancho Cordova Parkway (District “B”), and Chrysanthy Boulevard (District “C”). Refer to Volume I, Figure 4-4.

DS 58. The median in the center of the roadway shall be utilized to facilitate the safe passage of pedestrians across a minor arterial.

Suggested treatments include landscaping and pedestrian refuges at crossings.

DS 59. The landscaping strip along the sides of the roadway shall be designed to create a separation between pedestrians and fast-moving vehicles. The strip should include a landscaped area between the edge of the curb and the sidewalk. Street trees and lighting should be provided and designed at a pedestrian scale.

DS 60. Where right-turn lanes are required, the width and design of sidewalks and landscape strips shall maintain the quality of the pedestrian environment.

DS 61. The facades of buildings located at the edge of right of way in Center Districts should include storefront, multi-family residential and office use frontage types. It is preferred that building frontages approach the sidewalk.

Collector Street

Collector streets (Main Streets) in the Center District include Crescent Drive in District “A”, and the un-named crescent street in District “B”, and the un-named north-south street in District “C”. Refer to Volume I, Figure 4-7 and Figures II. 1-6, II. 1-7, and II. 1-8 for location of the Main Street in each Center District. Additional collector streets with medians may be located in District C when a specific development plan is prepared for this area.

Central Park Drive is a unique condition in District B that serves both as “Main Street” flanked by commercial and residential use, but also as a primary pedestrian corridor linking the Village Center to the Community Park and the High School. Volume I, Figure 4-10 Pedestrian Boulevard illustrates the special character of this street.

DS 62. The landscape strip areas shall be designed to provide pedestrians with secure passage along the roadway and motorists

with adequate views of the storefronts located along the street. Street trees and lights designed to the pedestrian scale shall be placed within continuous landscape strips to provide a barrier between the roadway and sidewalk. Larger canopy trees shall be used where possible to shade the sidewalk and the street.

DS 63. Intersections should be designed to provide pedestrians with safe passage. Features may include pedestrian bulb-outs, differentiated accent paving within the intersection, pedestrian refuge areas within the medians of arterials, and in-street crossing lights.

DS 64. Turning movements typically occur from within the main travel lanes; however, short (one- to two-car-length) turn pockets may be provided at some intersections in lieu of parking on one side of the street.

DS 65. Storefront, multi-family housing, porch, door yard/terrace or light court, and stoop frontage types are preferred.

Minimal Sidewalk Frontage Access

Exposure of the building or common area such as a plaza at the back of the sidewalk is used to facilitate access from a public right-of-way or an on-site sidewalk to a public space. Refer also to RC Design Guidelines Site Design, Building Placement, and Orientation, p. 3:18.

DS 66. For a public space located adjacent to one street, the area of the space within 15 feet of a public right-of-way or an on-site sidewalk along at least 50 percent of the space's street frontage shall be free of obstructions.

DS 67. For corner public spaces, the area within 15 feet of the intersection of two or more streets on which the space fronts shall be at the same elevation as the adjoining sidewalk. In addition, at least 50 percent of each of the space's frontages shall be free of obstructions.

DS 68. To be considered free of obstructions, public spaces shall include at least four feet of unobstructed area between obstructions when measured parallel to right-of-way or sidewalk.

DS 69. For obstructed portions of a space's frontage, no walls or other obstructions, except for fixed and moveable seating and tables, shall be higher than two feet above the curb level in front of the space.

DS 70. Trees planted flush to grade, light stanchions, public space signage, trash receptacles, railings for steps, and substantially open fencing around seating areas not exceeding 36 inches in height shall be considered permitted obstructions.

Kiefer Boulevard adjacent to the commercial use in District A is a special condition due to the Secondary (10') bike trail in the 35-foot-wide pedestrian corridor on the south side of Kiefer Boulevard. In this condition, the commercial use will be located at the edge of the "build to line" (edge of right of way) as illustrated in Volume I, Figure 4-21. In this condition, the space between the multi-use trail and the building front can be used for an outdoor dining area, rest stop, or landscaping.

1.6.5. Design Guidelines for the Center Districts

Each of the Center Districts will have a distinct character as described in Section 1.6.10 below. However, all of the development in the Center Districts, particularly commercial and office use will be guided by the following design principles. The intent is to create an overall sense of community with high quality, pedestrian oriented design. The following principles shall apply to all Form Based Districts.

- Center Districts should be visually appealing from all public areas, including adjacent streets and

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sidewalks, and to pedestrians as well as persons in automobiles.

- Center Districts should be appropriate in scale and massing relative to adjacent land uses.
- Center Districts should provide for convenient, attractive pedestrian access from street fronts and from adjacent commercial, office, and residential land uses.
- Center Districts should provide for convenient, attractive pedestrian access within the center with dedicated pedestrian ways between all buildings and pedestrian spaces such as plazas, courtyards, and terraces at natural gathering areas within the site.
- Center Districts should minimize noise, light, vibration and odor impacts on the surrounding neighborhood.
- Center Districts should be functionally efficient in terms of resource requirements, traffic circulation, emergency access, and delivery and waste removal.

Architectural Style

The common characteristics established in these guidelines will create a sense of overall consistency and common identity throughout the Plan Area. The buildings need not emulate any historical style. Design continuity and appropriate style address building scale, pedestrian access, the proportion of wall to arcade, window placement and proportions, height of walls, building color, building materials, and response to the site conditions. The application of these guidelines will produce architecture that reflects the individual needs of the building owners, and the character of the SunCreek community.

DS 71. Architects may apply a design style that reflects the particular character of the uses within the building, such as a theme restaurant or specialty store. Such designs may be established by a chain that has standardized characteristics. However, buildings that are highly stylized, or that apply corporate “franchise” architecture shall compliment the overall style and character of neighboring buildings. .



Example of Acceptable Stylized Architecture

DS 72. Each Center District shall include a dominant landmark element such as a clock tower, fountain, or sculpture within a pedestrian oriented space. The element will serve as an identification of the District and should reflect the overall design theme of that District.

Exterior Finish Materials

DS 73. The appropriate exterior materials include masonry, plaster, stucco, stone, and decorative treatments in concrete. Wood siding is acceptable provided that it is used in locations protected from harsh sun or weather conditions, and is properly installed and treated to be durable.

Color

DS 74. Neutral colors are acceptable for the base color of a building and may be used without limitation. However, the architect is encouraged to apply other, bolder colors that

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are derived from earth tones to add visual interest and distinctive character

DS 75. Large areas of bright, intense primary colors shall be avoided but may be applied to trim, windows, doors and architectural elements where they complement the building basic color scheme.

DS 76. Typically, the building basic color scheme should include not more than three colors, however, more than three complementary colors may be used to establish a special visual effect.

DS 77. Paint colors should complement the color of stone, masonry, tile, or any natural materials applied to the exterior of the building.

Building Massing and Form

DS 78. Buildings should have a hierarchy of elements so that the overall building is readable. Design elements that embellish and create variety should be subordinate to the overall volume. The building massing should create an interesting view from vantage points both within and from the exterior of the site, and allow “landmark” or anchor buildings to stand out above the other buildings and landscape.

DS 79. Buildings should be located forward to the street front rather than behind a parking area. This is particularly effective along the “Main Street” in each District where the intent is to establish a vibrant, pedestrian active environment.

DS 80. Large building masses should closely relate to smaller buildings and to pedestrians on the adjacent walkways by a variety of means including:

- The addition of arcades, trellises and smaller building elements;
- Roofs that are not monolithic;



Conceptual Image of building forward “Main Street”



- Windows that are varied for functional or symbolic reasons;
- Articulations that include offsets, recesses, projections and changes in wall direction to provide visual interest;
- Architectural detailing, color, and/or composition of facade elements; and
- Architectural elements such as terraces or balconies oriented to common areas such as courtyards, pedestrian ways, or plazas.

DS 81. Dormer windows, dormer vents, belvederes, chimneys, roof monitors and other features that add visual interest may be added to a roof provided that they are in character with the building style and in proportion to the roof and building mass.

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Example of offsets, recesses, projections and changes in wall direction

DS 82. Storefront window walls shall be divided into bays defined by window spacing, raised pilasters, add-on awnings or trellises, or other architectural elements so the entire facade reads as a series of individual shops. Storefront windows should be contained within a bay defined by these elements. Doors and windows shall be consistent in design and located to present a unified appearance to the elevation, except where the variations are an integral and necessary part of the exterior design.



Windows, awnings, cornices and flags provide cadence.

DS 83. All walls, blank or storefront, shall be defined at the top by a cornice or other detail bold enough to visually terminate the wall.

Even walls topped by a sloped roof that terminate at the wall line shall be defined by a cornice or eave detail. Exceptions include heavy timber roofs where the rafter tails are exposed and extend a minimum of eighteen inches from the wall.



Cornice Detail and Variety of Roof Types

- DS 84. Two story walls shall be divided by a cornice, horizontal band or other architectural element that defines the ground floor from the second floor.
- DS 85. Generally, walls should appear as thick and massive in proportion to the building scale, particularly on large-scale buildings. Windows, other than storefront should be recessed from the face of the wall by at least 3 inches.
- DS 86. The exterior of ground floor walls that face streets shall include features that articulate the walls and ensure visual diversity and proper scale. Articulation may include windows, arcades, changes in materials or color, or other details. Architectural detailing of each wall at ground level shall relate to the landscape to ensure an appropriate transition of the building and the ground plane.

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Arcade and Ground Plane Treatment

DS 87. Architectural elements that contribute to a building's character, aid in climate control and enhance pedestrian scale are encouraged. Examples include canopies, roof overhangs, projections or recessions of stories, balconies, reveals, and awnings.

DS 88. Building entryways shall be clearly defined and integrated with building and landscape design. The use of distinctive architectural elements and materials to denote prominent entrances is required.



Example of landmark feature integrated with main buildings.



Arcade establishes the primary Entry Feature

Landmark Feature

DS 89. Landmark structures, such as clock towers, enclosed arcades, and building elements that extend above the roofline of the primary building may be used to designate major entries, public spaces, or building corners. Such landmark structures may also be used in parking areas to identify pedestrian portals, provide orientation to drivers in the parking area, or provide visual interest.

Roofs

DS 90. Buildings may have either flat and/or sloped roofs. Sloped roofs shall have a minimum slope of 4 in 12.

DS 91. On the portion of the roof visible from the parking lot or street the following roof materials are acceptable:

- Standing seam metal in colors compatible with the building and trim colors.

- Composition, steel, concrete, or clay tiles with either a deep profile or flat. The colors shall be subdued warm tones.

DS 92. Passive solar design features are encouraged whenever possible. Design of buildings should consider energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

Architectural Lighting

DS 93. Natural light and external night lighting should be used to enhance and articulate the buildings.

DS 94. Lighting sources should be thoughtfully located and shall have cut off lenses to avoid light spillage and glare on adjacent properties.

DS 95. Parking areas shall have a minimum illumination of 1.0 foot-candles as a maintained minimum at the pavement surface. Pole mounted lighting should be spaced for maximum energy efficiency and be no taller than 25 feet within 100 feet of residential areas.

DS 96. Pedestrian walks shall have a minimum illumination levels of 0.5 foot-candles as a maintained minimum at the walking surface and lighting shall be placed to identify any level changes or changes in walking conditions.

DS 97. Pedestrian walk lighting should be of an appropriate scale and style such as bollard type lighting, step lighting and/or pole mounted lighting not exceeding 25 feet in height.

Ancillary Structures

DS 98. Service areas shall be located to minimize visual impacts from pedestrian corridors and

adjacent streets. Exterior storage shall be confined to portions of the site least visible from public view.

DS 99. Auxiliary buildings such as kiosks, maintenance sheds, pump sheds visible to customers shall complement and integrate the design characteristics applicable to the larger buildings.

On-site parking in the Center Districts

Parking Standards and Building Placement Standards shall be determined in detailed planning process required for each use within each Center District area required in this chapter, Section 1.6.1 Application, and will be guided by RCMC Chapter 23.510 and Chapter 23.513.

1.6.6. Frontage Typology by District

“Frontage typology” describes the character of buildings and the public sidewalk as they relate to the street. The frontage types:

- create an attractive pedestrian activity space between the buildings and street,
- establish the visual boundary of the streetscape, and
- provide a proper transition from the public realm (the street and sidewalk) to the private realm (the home or commercial use).

This is achieved through building mass, scale, and articulation; the placement and scale of doors and windows; the width of the sidewalk; and the type and location of street trees, street furniture, lighting and ground level landscaping.

There are many ways to create an attractive, properly scaled pedestrian relationship between the building front and the street. This section introduces a limited number of common building frontages that may be applied along the streets that are typical of the Center Districts in the

SunCreek Plan Area. The architecture of street frontages is not limited to these examples, and the architects/designers/building owners are encouraged to apply other concepts in the spirit of the Center District vision.

The following sections describe the general applicability of the frontage types suggested here, but the types are not assigned to specific locations in the Center Districts. Rather, they are examples that can be applied in a variety of locations. The applicant shall identify the specific application of these examples, or alternatives that may be proposed, in the detailed conceptual plan for each Center District that must be approved by the City Council as described in Section 1.6.1, Application.

Door Yard/Terrace/Light Court

Generally, a door yard/terrace or light court frontage is a residential frontage type, but it can also be applied to a vertically integrated mixed-use building with residential over retail or office uses. Typically, the building presents a split-level that is characterized by a facade that is set back from the street property line by an elevated terrace or a sunken light court. This buffers residential uses from the sidewalk and removes the private yard from public encroachment. This frontage type is also suitable for café style outdoor dining and is appropriate where residential, professional office, and retail development is incorporated into a mixed-use setting. It is particularly well suited to live work residential configurations.

DS 100. The front facade of the building must be set back a minimum of five feet and a maximum of 15 feet behind an elevated terrace or sunken light court. The terrace and/or sunken light court must directly abut the front property line.

DS 101. Sub-basements accessed by a light court may not be more than six feet below the sidewalk.

DS 102. The stoop above the light court must be a

minimum of three feet above grade and a minimum of three feet wide.

DS 103. Above-grade commercial building entrances at the stoop level must either be covered by an awning or canopy, or be recessed behind the front building facade. If a recessed entry is provided, it must be recessed behind the front facade a minimum of three feet and a maximum of five feet.

Courtyard

A courtyard frontage may be created by recessing a central portion of the facade for a portion of the building frontage. A low fence or wall, with a pedestrian opening in all cases, may be provided along the setback line to define the space of the courtyard/forecourt. Courtyards are typically oriented to the street, but they may also be oriented to a public pedestrian-oriented space as defined in Section 1.6.7. A courtyard may be suitable for gardens, outdoor dining, and vehicle drop-offs and is appropriate where residential, office, retail, and institutional uses are incorporated into a center. Courtyards are particularly applicable for live/work residences and for "lock out" dwellings that provide a secondary unit accessible from the courtyard.

DS 104. The front facade of the building must be built to the front property line for at least 50 percent of the overall building frontage. The remaining 50 percent of building frontage may be used to create a recessed courtyard in the central portion of the facade.

DS 105. Courtyards must be set back from the build-to line/front building facade a minimum of 10 feet and a maximum of 30 feet.

DS 106. Courtyards must span a minimum of 10 feet along the front facade and may comprise no more than 50 percent of the overall building frontage.

DS 107. The courtyard frontage may choose to incorporate other frontage types (typically storefront, stoop, gallery, or arcade), but is

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not expressly required to do so.

Stoop/Portico

A stoop frontage is generally applied to Compact Medium Density Residential (CMDR) or High Density Residential (HDR) as defined in Volume I, Chapter 3, and is suitable for ground floor residential uses with short setbacks. A stoop is characterized by a facade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses. The entrance is usually an exterior stair or landing which may be combined with a small porch or roof.



DS 108. The front facade of the building must be set back behind an elevated stoop, which must be aligned with and directly abut the front property line.

DS 109. Stoops must conform with the following:

- Stoops must rise to a minimum of three feet above grade.
- Minimum four feet wide.

DS 110. Stoop frontages may be combined with a small roof or porch.

DS 111. Commercial building entrances at the stoop level must either be covered by an awning or canopy or be recessed behind the front building facade. If a recessed entry is provided, it must be recessed behind the front facade a minimum of three feet and a maximum of five feet.

Storefront

A storefront frontage is characterized by a facade that is aligned close to or directly on the right-of-way line with the building entrance at sidewalk



grade. Storefront frontages have substantial glazing on the ground floor and provide trellises, awnings, or canopies cantilevered over the sidewalk. Building entries may provide either a canopy or awning, or alternatively, may be recessed behind the front building facade.

DS 112. Awnings/canopies must be provided for a minimum of 50 percent of the overall building frontage and must comply with the following:

- Awnings/canopies must project a minimum of five feet over the sidewalk.
- Awnings/canopies must provide a minimum of eight feet and a maximum of 12 feet of vertical clearance over the sidewalk.

DS 113. Building entrances must either be covered by an awning or canopy, or be recessed behind the front building facade. If a

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recessed entry is provided, it must be recessed behind the front facade a minimum of three feet and a maximum of five feet.

Gallery and Arcade

A gallery frontage is characterized by a façade that is aligned with the back of the sidewalk with the building entrance at sidewalk grade and with an attached colonnade that projects over the sidewalk.

An arcade frontage is nearly identical in character to the gallery frontage except that the upper stories of the building may project over the public sidewalk way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it.



DS 114. The front facade of the building must be set back a minimum of 12 feet behind a colonnade. The colonnade may be located no more than three feet behind the curb. The colonnade must not obstruct the walking path.

DS 115. Column dimensions must be in proportion to the building mass and must be spaced to provide a sense of openness and a view into and from the covered area.

DS 116. The gallery or arcade must provide a minimum of 12 feet of vertical clearance from the sidewalk.

DS 117. An arcade may include a covered area that spans between buildings.

1.6.7. Standards for Public Pedestrian-Oriented Spaces

The Center District designation includes locations that are suitable for public pedestrian-oriented spaces such as plazas, courtyards, and paseos. The SunCreek plan envisions the Center Districts to be active social centers for the surrounding community. The pedestrian-oriented spaces play a significant role in providing a setting for such social activity and the food services, entertainment, retail, and other businesses that favor such settings.



The RCMC Section 23.722.060 and Section 23.722.070 establish provisions for the design and construction of all pedestrian-oriented spaces, including on-site pedestrian pathways, common areas, and public spaces. RCMC Section 23.722.070 also establishes standards for specific public spaces including building entry spaces, employee break areas, paseos, and plazas.

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These standards will provide pedestrian-oriented spaces that are safe, comfortable, and usable; provide aesthetic value to the project's site design; and fully comply with the requirements of the Americans with Disabilities Act and the city-adopted building code.

Small parks and open spaces adjacent to the Village Center sites in Center Districts A and B are envisioned as an "Urban Town Square"; an integral part of the commercial/institutional activity in the area where people will gather. Consequently, the design for these parks will be carefully coordinated with the design of the adjacent commercial and mixed-use sites and shall be addressed in the detailed conceptual plan for each Center District that must be approved by the City Council as described in Section 1.6.1, Application.

Center District Public Space Area Requirement

Each of the three Center Districts shall provide at least one significant area that allows public gatherings. These primary gathering places shall be scaled to the size of the District and shall provide amenities that support events/activities.

Additionally, every project shall include one or more outdoor gathering place(s). The size and

scale of such areas shall be appropriate to the type and use of each particular development. Appropriate spaces may include, but are not limited to, building entries, employee break areas, courtyards, outdoor café seating, and pedestrian pathways.

Public space shall occupy at minimum five percent of the gross square footage of new development in all of the Center Districts. All public spaces, including the specific spaces listed in this chapter, arcades, sidewalks adjacent to an on-site main street, and paseos, may count toward meeting this requirement.

The following development standards for the SunCreek Center Districts supplement RCMC Section 23.722

DS 118. The public common area shall be located at a prominent location, such as a terminus or major crossing on a primary public walkway within the commercial use area.

DS 119. Sites shall be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development. Buildings should be clustered to form plazas or pedestrian malls and prevent long "barracks-like" rows of structures.

DS 120. When clustering is impractical, a visual link between separate structures shall be established through the use of an arcade system, trellis, or other open structure.

DS 121. Major building entries and storefronts



should be oriented to a pedestrian space where practical, rather than the parking lot,

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and walkways should connect the commercial uses directly to the sidewalk along the street.

DS 122. Pedestrian spaces shall provide a linkage and transition space between residential and retail, entertainment or other more public activity uses.

DS 123. Each primary use area in the Center Districts illustrated in Figure II. 1-4 shall apply an overall design theme that ties together the various land use elements of the District in order to provide a sense of place, and identity. The design theme shall address paving materials, lighting, landscaping, trash receptacles and architectural style.

DS 124. As part of the Design Review application required in Section 1.6.1 Application, the applicant shall submit a pedestrian plan demonstrating compliance with the relevant standards and performance criteria in this chapter.

DS 125. Seating shall be an integral component of the pedestrian oriented spaces. In addition to the standards set forth in RCMC 23.722.050 seating shall be provided that is oriented to the adjacent open space in Center District A and to the small public park in Center District B. Seating and tables associated with food services shall be moveable.

DS 126. The small park in Center District B shall be configured to provide a small grass covered bowl oriented to a small platform that will provide an informal amphitheater adjacent to the commercial uses. The bowl and stage shall be oriented to enable patrons of the commercial area to overlook the bowl and view the stage, but shall consider late afternoon sun angles with regard to audience comfort. Shade structures of fabric, wood, or metal are permitted in the park area.

DS 127. Each Center District designation shall include a children's play area or areas. Such

areas may involve a single location where equipment is clustered, or they may involve informal equipment integrated with the pedestrian space as small, individual play elements rather than a single "playground" facility where all play equipment is concentrated. The play equipment should be attractive and relate to the theme of the commercial area if feasible.

DS 128. Play equipment shall be designed and constructed to meet the United States Consumer Products Safety Commission standards and best practices, including the installation of protective surfaces and barriers. To allow for the supervision of children, barriers surrounding the play area shall be substantially transparent and not exceed three feet six inches in height. Seating for supervision shall be provided adjacent to the play area. The play area and seating shall be shaded in the afternoon.



DS 129. Directional/ directory maps and informational kiosks shall be located in the commercial areas.

DS 130. The commercial areas shall be configured to provide food services from restaurants, carts, and walk-up windows located in retail spaces adjacent to the pedestrian oriented space.

1.6.8. Standards for Pedestrian Pathways

RCMC Section 23.722.070 provides specific standards for enhanced pedestrian pathways that

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shall apply to all Center Districts. Refer also to RC Design Guidelines: Public Spaces and Pedestrian Amenities, p.3:14.

On-site pedestrian connectivity is essential to the function of the mixed-use character of the Center Districts. All development in the Center Districts shall comply with RCMC Section 23.722.06 that provides the standards for on-site pedestrian pathways. It requires that the pedestrian paths system shall be designed to provide the pedestrian safe passage throughout a District. The key provisions that apply to the Center Districts include:

DS 131. A clear and continuous path that connects the main pedestrian access point to the site with the main entrance(s) of the primary use structure(s) on-site.

DS 132. Pedestrian pathways from primary buildings to adjacent streets at a ratio of one pedestrian dedicated path for each vehicle entrance on-site.

DS 133. Drive aisles leading to main entrances with a walking path on at least one side.

DS 134. RCMC 23.722.06 also requires that pedestrian paths system shall be designed to provide the pedestrian safe passage between adjoining properties and shall connect their pedestrian pathways. The key provisions that apply to Center DDistricts include:

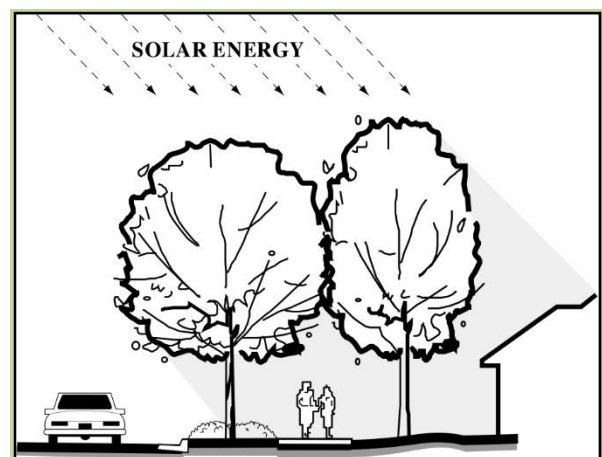
- A clear and continuous path along all adjacent streets that connects to the main entrance of the primary use structure on each property.
- A clear and continuous path along all drive aisles providing access between the properties that connects the main entrance of the primary use structure on each property.
- Special pedestrian paths/connections between adjoining lots where those uses are compatible.

DS 135. Center District developments adjacent to a public transit route shall provide a paved, direct pathway from the primary facade of the major building to the pedestrian path along the street edge leading to a transit stop. Where multiple buildings are included in the development, each building over 50,000 square feet gross floor area shall provide a connecting path that permits occupants to easily walk to the nearest transit stop.

DS 136. A shelter and waiting area that would support future public transit shall be located on the future transit route with pedestrian access to each Center District. Center District B is adjacent to the planned Signature Transit Route along Rancho Cordova Parkway. A clearly defined, convenient and well lighted pedestrian space shall be provided linking the storefronts to the sidewalk nearest the transit stop. Such pedestrian space shall also link to any pedestrian space within the District.

DS 137. To provide shade in the summer, deciduous shade trees shall be planted approximately 25 feet on center along the length of any required pedestrian path. These trees shall be placed at least 15 feet away from the face of any building wall. Equivalent shading may be provided by shade structures or buildings.

Figure II.1-5 Shading along Pedestrian Path



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Hours of Access

All public spaces that provide a primary route for pedestrian connectivity through a Center District shall be accessible to the public at all times. Examples include the pedestrian way that connects the pedestrian walk adjacent to the open space in Center District A to Crescent Drive, and the pedestrian way that connects to the small park to the intersection of Central Park Drive and Rancho Cordova Parkway through Center District B, and any designated pedestrian pathway through Center District C. Landowners and property managers of small pedestrian spaces within residential areas or plazas directly associated with individual businesses, such as a dining patio adjacent to a restaurant, shall have the authority to limit hours of public access to such seating or use area. The City may authorize a nighttime closing contingent upon the following provisions:

- A new space may be granted nighttime closing if potentially significant safety issues are documented and submitted as part of an application to authorize the closing.
- An existing space may be granted nighttime closing if the space has been open for at least one year and significant operational and safety issues have been documented.
- Nighttime closing of the space is necessary for public safety and/or maintenance within the space.
- Any approved design element that limits nighttime public access shall not impede public circulation, police access, and visual or physical access within the space or between the space and public areas during hours of public operation.

Defensible Space

Defensible space includes designs that incorporate specific consideration for public safety in common areas, such as walkways and plazas. This includes such items as maintaining views from adjacent buildings and the street, adequate lighting, and location of shrubs and other screens. Refer also to RC Design Guidelines Safescape, p.2:58.

DS 138. Defensible space concepts and techniques shall be incorporated in Center Districts. Heavy landscaping near structures and on the periphery of parking areas shall be restricted in order to maintain view corridors. Retail shops and offices fewer than 10,000 square feet per tenant shall include a minimum of window front adjacent to walkways along the ground floor wall consistent with the RC Design Guidelines. These windows shall not be covered inside the building and shall allow direct line of sight to the outside.

DS 139. Potential crime risk uses, such as walk-up ATM machines, shall be located in highly visible and well-lighted areas.

1.6.9. Residential Use Site Design in Center District Designations

Residential is a key component of the mixed-use Center Districts. Each District includes a component of High Density Residential (HDR) and Compact Medium Density Residential (CMDR) as well as commercial uses. The intent is to provide interaction among these uses that encourages a lively street life yet allows for the quiet and privacy required by most residents. The Rancho Cordova Municipal Code, Title 23 specifies design regulations for setbacks, street orientation, and other site and development considerations.

In addition to the RCMC regulatory standards, residential development in the SunCreek Center Districts is concerned with the orientation to the street, and the relationship of residential uses to non-residential uses in a mixed-use environment,

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particularly where the uses are mixed horizontally rather than vertically.

The residential interface along the Main Street area in each District includes both HDR and CMDR dwellings. Each of these designations is envisioned as primarily, but not exclusively, alley loaded housing that has a limited depth front yard and is oriented to the street edge. Sections 1.6.4 and 1.6.5 address guidelines for the street environment.

Housing integrated with non-residential use on the same block or parcel areas will require guidelines to protect the quiet and privacy of the residents.

DS 140. Multi-family residential uses in a Center District site shall be an integral part of the mixed use complex and not a separated by walls or parking areas except required for privacy and security in the residential use.

DS 141. Multi-family residential uses in the Center Districts may be integrated with the non-residential uses vertically, (apartments located above retail or office uses), or horizontally, (adjacent to the retail or office uses).

DS 142. Mixed use buildings shall provide separate entries for each use, but shall provide a residential entry oriented to a courtyard, plaza, and other common area that provides a transition from the public areas to private area.

DS 143. Multi-family residential uses in the Center Districts shall have access from the public walkways that serve the commercial uses, but shall also have a separate entry.

DS 144. Multi-family residential uses in the Center Districts shall have separate, dedicated parking areas, but shall share driveway entries from the street, where feasible.

DS 145. Multi-family residential uses in the Center Districts shall have private open space in the form of a patio or terrace separated from the

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commercial common areas. Such patios or terraces may overlook common public areas associated with commercial use.

1.6.10. Center District Descriptions

The SunCreek Form Based Code applies to three areas identified in Figure II.1-4 and Volume I Figure 3-3. Each District has a different character and purpose that requires different standards and a different development approach.

Center District A

District A is located in the southeast corner of the intersection of Sunrise Boulevard and Kiefer Road. Crescent Drive transects the district and provides the “Main Street”. District A is adjacent to a medium and low-density residential neighborhood to the south and east. Permanent open space is located to the west and north.

District A includes a mix of Village Center (VC), High Density Residential (HDR) and Medium Density Residential (MDR) zoning. The anticipated mix of uses in this District includes local serving retail and services such as a grocery, drug store, a variety of small retail shops and personal services, business offices and professional service, entertainment, restaurants, including both sit-down and outdoor dining, private recreation, and multi-family housing in apartment, row house, or other similar configurations.

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With its interface of medium to high-density residential and integrated commercial development, Crescent Drive presents a special opportunity for a lively urban setting. Shops and residential uses along this tree lined local collector street should include pedestrian amenities and small to medium sized public spaces. The retail and higher density residential form-based frontage types described in this section are particularly suited to this street.

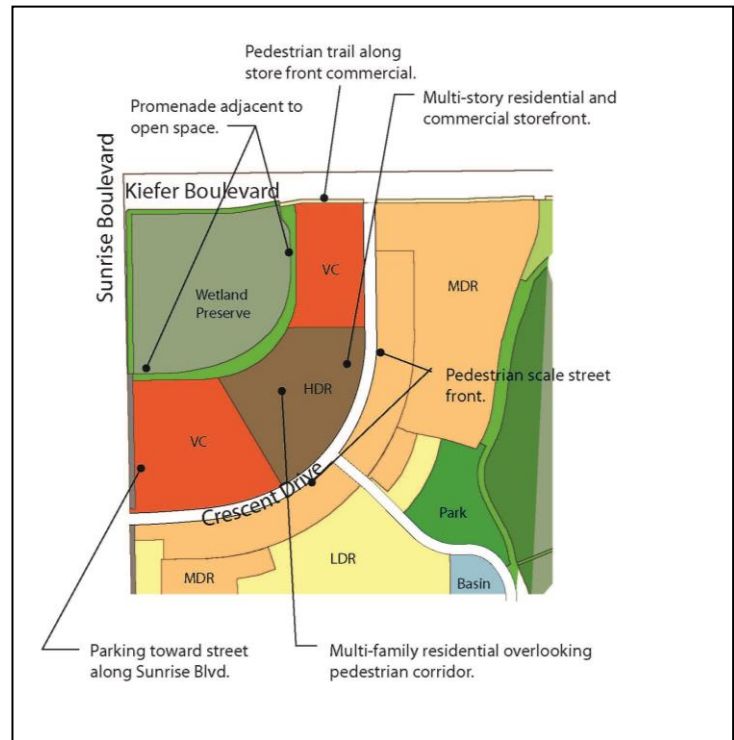
District A also presents the opportunity to mix residential, commercial and employment uses overlooking a substantial open space area. The south edge of the crescent shaped open space creates an opportunity for a pedestrian trail promenade between the open space and the adjacent residential and commercial uses.

Restaurants and shops should be oriented to both the Crescent Drive urban setting and the promenade along the open space preserve. Second floor office space and/or multi-family residential can be located to take advantage of this open space view and to provide eyes on the public trail system and the public spaces that will be included in the urban mixed-use portions of the area. Food services and shops should also be oriented to the bike trail along Kiefer Boulevard to provide a rest and gathering area.

Center Districts emphasize pedestrian activity and public spaces. District A would include such spaces within the commercial portions as activity centers and gathering places, but the pedestrian ways and public spaces can also serve as transition areas between the public activity and the more private and quiet residential areas.

A major trail segment extends through the VC designation to Crescent Drive and beyond to the neighborhood park and major open space area. This trail segment is likely to be adjacent to high-density residential use and the trail design and location must provide for the security and privacy

of the adjacent residents. Again, the upper story residential uses will provide eyes on the trail.



District A includes commercial areas along both Kiefer Boulevard and Sunrise Boulevard. The Kiefer Boulevard frontage is unusual because it includes a link in the major bike and pedestrian network. Volume I Figure 4-21 illustrates the condition where the primary trail passes by the commercial use. A mini plaza with paved area, shade structures, low landscaping, lighting, and informal seating would fill the space between the trail and the building. This location would serve well for a small food service, shops, or services catering primarily to people using the adjacent trail.

The commercial development adjacent to Sunrise Boulevard will face the challenge of relatively high-speed traffic and road noise. This frontage includes a pedestrian walk, but the pedestrian traffic will be less significant than found on Kiefer Boulevard. Along this edge, the pedestrian-oriented storefront will be less viable, and buildings may orient a side or rear face to Sunrise Blvd. Access to the interior of the site will occur at

Figure II.1-6 Center District A Notation

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Crescent Drive and at the bike trail along the adjacent open space.

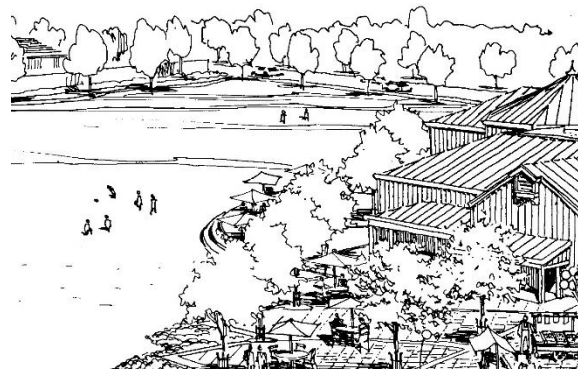
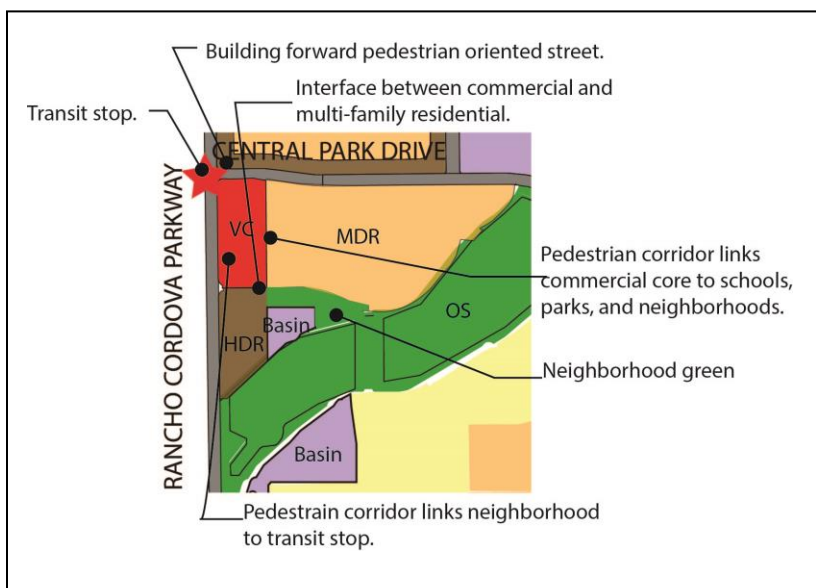
Center District B

Center District B is located along Rancho Cordova Parkway and Central Park Drive. The location provides access to future public transit and a pedestrian link to the Community Park and high school/middle school complex that comprise the core of the SunCreek community.

District B includes a mix of Village Center (VC), High Density Residential (HDR), Compact Medium Density Residential (CMDR), and Public/Quasi-public (P/QP) uses. Appropriate uses would include a small grocery, shops and offices, entertainment and dining.

These uses are integrated in a uniquely pedestrian friendly mix focused on a small neighborhood park. The commercial use overlooks the park and is an extension of the food, entertainment, and retail activity. Refer to Section 1.6.7 “Standards for Public Pedestrian-Oriented Spaces” in this chapter for a description and standard addressing this condition. A passage through this park will connect the commercial area to the surrounding neighborhoods and provides a direct link to the primary SunCreek bike trail along the open space corridor.

Figure II.1-7 Center District B Notation



Example of Commercial Space Overlooking Park or Open Space

Central Park Drive provides a special pedestrian-oriented link along a tree-lined corridor fronted by high-density residential and commercial uses. Central Park Drive is a primary pedestrian spine that transects the Core Open Space illustrated in Volume I, Figure 5-1. It links the community park, high school/middle school campus and the neighborhoods to the east to the transit hub at Rancho Cordova Parkway.

The commercial uses of this District will present attractive architecture toward Rancho Cordova Parkway and pedestrian pathways will extend from the sidewalk/frontage of Rancho Cordova Parkway into the adjoining commercial uses. View corridors between buildings will provide further visual connections between passing vehicles and businesses within this commercial center.

Center District C

District C includes a planned major employment and retail center along Grant Line Road and Chrysanthy Boulevard. The zoning designation includes Regional Town Center (RTC) and High Density Residential (HDR). The district could include offices, large format retail, a large entertainment complex, or a combination of these. The site could also accommodate a large pedestrian scale “village” that includes components of the larger retail and office uses, but also includes clusters of businesses oriented to a network of interconnected by pedestrian promenades and pathways.

There are multiple alternative approaches that may be applied to this site. Future land use mixes of the District, and the scale will require an in-depth planning process to determine the specific application of the form-based features described in this chapter.

Figure II.1-8 suggests a pattern of internal streets that connect to the adjacent residential neighborhood. This would facilitate a “Main Street” development style that would include small buildings brought forward to the street edge. A small-town square or Neighborhood Green feature will be included that serves as the focal point for this design theme. The transition to the adjacent neighborhood would be addressed by scaling the buildings in the commercial area to be compatible with the adjacent residential at the edges of the commercial area.

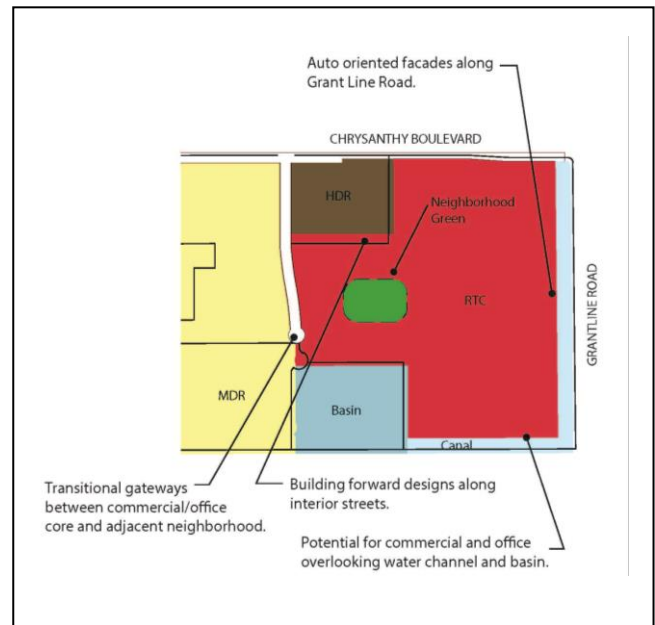
A significantly different approach would be to incorporate the entire 53.9-acre site into a pedestrian friendly campus in which the core of the center is designed primarily for pedestrians and cyclists and the automobile is left to designated areas on the perimeter.

The RTC designation reflects the current City planning vision for this site; however, there are a number of factors that may affect the design of the planned uses. For example, the footprint of the intersection or interchange of Chrysanthy

Boulevard and Grantline Road is not yet established. It is possible that the intersection of Chrysanthy and Grantline will ultimately be a grade separated interchange if the Southeast Connector is developed to an expressway standard.

This would require a substantial land area to

Figure II.1-8 Center District C Notation



accommodate the interchange and connecting ramps that would affect this site and reduce the available area for development. In addition, any direct access from Grantline Road would be prohibited, and the access from Chrysanthy Boulevard to the site would be not less than one-quarter mile west of Grantline. The effect of these two factors would significantly affect the design of the site by focusing the primary traffic entry to a single location.

Further planning will be required prior to development, including more detailed design analysis subject to the SCSP Volume I Section 9.6 SunCreek Specific Plan Administration.

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MEMORANDUM



ITEM 9.3.

DATE: January 3, 2022

TO: Honorable Mayor and Council Members

FROM: Nicholas Sosa, Associate Planner

SUBJECT: **SECOND READING OF AN ORDINANCE AMENDING THE RANCH SPECIAL PLANNING AREA - PLND-0722-0045 THE RANCH FOUR SEASONS**

RECOMMENDATION

Waive the second reading and adopt the Ordinance amending The Ranch Special Planning Area.

RESULT OF RECOMMENDED ACTION

Adoption of the Ordinance would approve the comprehensive amendments to The Ranch Special Planning Area.

BACKGROUND

On December 19, 2022, the Rancho Cordova City Council waived the first reading of an Ordinance amending The Ranch Special Planning Area. The amendments include modifications to the conventional lot sizes within The Ranch Four Seasons (Active Adult Community) area. The Special Planning Area includes a variety of lot sizes throughout the community. The Applicant requests increasing the 43-foot wide lots to 44-feet wide in order to accommodate the required minimum 5-foot garage side setback and 4-foot interior side yard setback.

The increase in lot size requires the language in the Special Planning Area Handbook to be updated from 43' x 105' to 44' x 105' to ensure that all applicable standards continue to be applied to all necessary lots. These modifications will be applied to all areas of the Special Planning Area that lists 43-foot wide lots including Planning Area maps and Development Standards.

FISCAL IMPACT AND FUNDING SOURCE

The fiscal impact of The Ranch Special Planning Area was determined as part of the SPA's original review and approval. The proposal to modify language to increase the lot size by one additional foot in width, would not create any additional fiscal impact to the area or the City of Rancho Cordova.

ATTACHMENT(S)

1. Ordinance
2. Exhibit A to the Ordinance - Specific Plan

CITY OF RANCHO CORDOVA

ORDINANCE NO. XX-2023

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA FOR AN AMENDMENT TO THE RANCH SPECIAL PLANNING AREA**THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:**

WHEREAS, The Ranch Special Planning Area is a plan for a mixed-use development with a broad range of residential uses, commercial, parks/open space, natural resources, and associated infrastructure and roads on an approximately 530-acre site in the City and was originally approved on January 21, 2020; and

WHEREAS, The Applicant is requesting a minor modification to the Special Planning Area Handbook to update the language of the typical conventional lot sizes from 43' x 105' to 44' x 105' as well as update all associated images, standards, and exhibits to reflect that modification; and

WHEREAS, The Ranch Special Planning Area Amendment adopted by this Ordinance (attached hereto as Exhibit A) complies with the requirements of California Government Code sections 65451 and 65454 and its adoption complies with Government Code section 65453; and

WHEREAS, in accordance with Government Code section 65454, the proposed Ranch Special Planning Area Amendment has been determined to be consistent with the City's General Plan; and

WHEREAS, the City Council held a properly noticed public hearing at which it received a report from City Staff regarding The Ranch Special Planning Area Amendment; and

WHEREAS, the public hearing was noticed in accordance with the requirements set forth in Government Code section 65090 and 65091.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA DOES ORDAIN AS FOLLOWS:

Section 1. Recitals.

The foregoing recitals are true and correct and made a part of this Ordinance

Section 2: Special Planning Area Amendment Findings

- A. Finding: The proposed special planning area amendment is consistent with the goals, policies, and objectives of the General Plan.

Evidence: The proposed amendment is to modify specific language within the Special Planning Area Handbook to increase the 43' x 105' conventional lot size to a 44' x 105' conventional lot size. This modification will not affect the residential use of the area and the area will continue to meet the density requirements and standards of the Medium

Density Residential (MDR) and Low Density Residential (LDR) designation of the General Plan.

- B. Finding: The proposed special planning area amendment meets the requirements set forth in Zoning Ordinance chapter 23.149.

Evidence: The proposed Ranch Special Planning Area Amendment includes minor modifications to the handbook that increases the 43-foot wide lot sizes to 44-foot wide lot sizes. The Amendment is within the requirements set forth in the Rancho Cordova Municipal Code Chapter 23.149 and continues to uphold all requirements as stated in the Zoning Code chapter 23.149.120 General provisions.

- C. Finding: The special planning area amendment is needed because the project is not possible under the existing requirements.

Evidence: The Applicant is proposing to amend the language that references 43-foot wide lots within the Active Adult Community known as Four Seasons. The Applicant will be increasing the lot sizes through the Final Recording of the Tentative Subdivision Map and therefore the language in the Special Planning Area Handbook must be updated to accommodate the revised lot sizes. Without this amendment, there would be no applicable standards for the new 44' x 105' conventional lot sizes.

Section 4: Adoption of The Ranch Special Planning Area Amendment.

The City Council hereby adopts The Ranch Special Planning Area Amendment, attached as Exhibit A.

Section 5: Severability.

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

Section 6: Publication and Effective Date.

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

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova this 3rd day of January 2023 by the following vote:

ITEM 9.3.

ATTACHMENT 1

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Linda Budge, Mayor

Stacey Leitner, CMC
City Clerk



THE RANCH

Special Planning Area Handbook

November 2022



ITEM 9.3.

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Project Team

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Introduction

1.1 OVERVIEW

The City of Rancho Cordova, since its incorporation in 2003, has defined an aggressive vision—to “Build a City”. Its implementing themes are equally important: Place Making, Catalyst for Change, Great Ideas, Land Use Change, and Services for Quality of Life.

Since the City of Rancho Cordova is not a traditional City nor built around a historic downtown, the long-term strategy is to create a unique urban form. The City has elected to pursue an urban form composed of multiple centers, each designed to contribute to the City as a whole. Such an approach to an urban form relies on a hierarchy of activity centers that respond to the diverse civic, residential, commercial, employment, and recreational needs of this growing community. The Ranch, due to its central location in the eastern part of the City, is envisioned as an integral part of the City—providing a dynamic program of types and styles of homes, connected to a commercial village center and a range of recreational uses by a series of on- and off-street trails.

In preparation for creating this handbook, the Applicant and Development Team have worked closely with City Staff and Elected Officials to understand the needs and wishes of the City and community at large. In addition, the Applicant and Development Team have reviewed and analyzed relevant policy and regulatory documents as context for this SPA document:

- City of Rancho Cordova General Plan
- City of Rancho Cordova Zoning Code
- Sunrise Douglas Community Plan
- South Sacramento Habitat Conservation Plan

- City of Rancho Cordova Pedestrian & Bicycle Master Plan
- Citywide Design Guidelines
- Cordova Recreation & Park District Master Plan for Incorporated Areas 2014
- Cordova Recreation & Park District Preliminary District-wide Facilities Distribution Plan, June 2017

Exhibit 1: Regional Location Map



ITEM 9.3.

1.2 PURPOSE

The purpose of The Ranch Special Planning Area Handbook is to guide future development(s) within The Ranch SPA project and allow for a more creative implementation of the General Plan. Special Planning Areas are more conducive to the use of imaginative planning standards that would not be allowed through the application of a standard zoning district.

The Ranch is envisioned to be a focal community that exemplifies the City's "building blocks" as described in the General Plan. Every city has several basic elements—neighborhoods, villages, and districts distributed throughout the community. Each of these elements contribute to a successful city. The Ranch will use these "building blocks" to create a city on a small scale—one that ensures a walkable, livable and sustainable development by:

- Providing a mix of residential and nonresidential uses,
- Creating neighborhood retail development,
- Implementing compact design to preserve sensitive wetlands,
- Providing market-rate neighborhoods with a variety of densities; and
- Create the City's first active-adult neighborhood to provide housing choices to an underserved segment of the City of Rancho Cordova's population catering to their specific needs and lifestyle.

The community is cohesively designed with a unique street scene, prominent monumentation to mark arrival, and a quality architectural palette to create continuity across varied and diverse housing types.

Through the creation, and eventual adoption, of a SPA Handbook, unique development standards and allowed uses will be established that will permit The Ranch to become this unique urban area. It is for these reasons that The Ranch Special Planning Area

Handbook has been created and why this community will be a model community in the City of Rancho Cordova and in the greater Sacramento region.

1.3 CONTEXT & SETTING

The Ranch Special Planning Area (TRSPA) lies within the Sunrise Douglas Community Plan area. However, the TRSPA was not included in the approved Sunridge Specific Plan (approved June 2003) nor was it included in the adjacent Suncreek Specific Plan (approved October 2012). In the City's General Plan, this area is called the "Suncreek Preserve Planning Area", and is slated for:

- A mix of low, medium and high-density residential uses,
- An Active Adult community comprises approximately 49% of the total residential development,
- A series of walkable neighborhoods with local and community parks,
- A village center with commercial development at the south east corner of the Chrysanthy Boulevard and Rancho Cordova Parkway intersection,
- Wetland preservation,
- Connection to the City's open space and trail system.

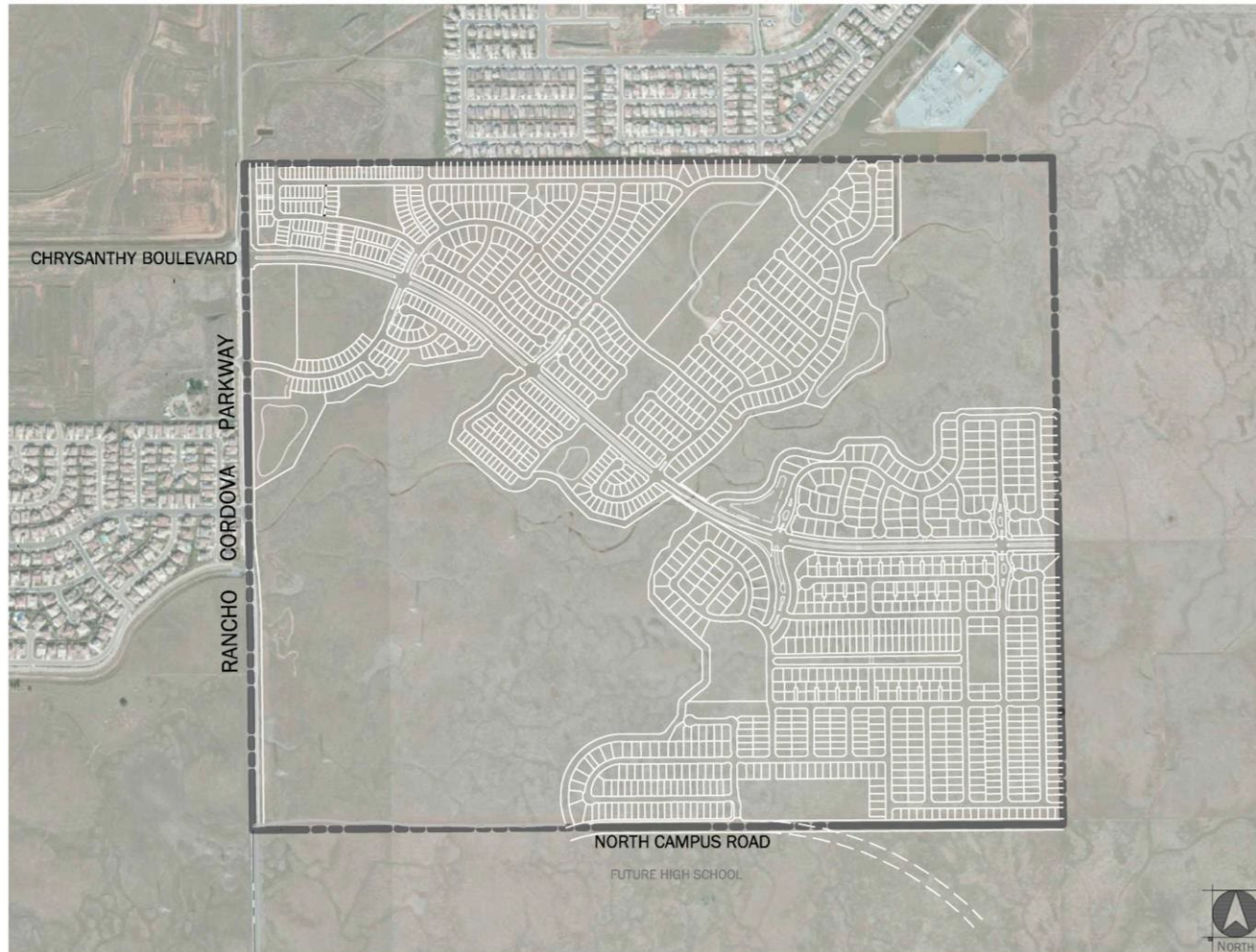
The Ranch Special Planning Area comprises approximately 530 contiguous acres and is bound on the north by the partially built Sunridge Park subdivision. The subject property is bound on the east by vacant lands known as Grantline 208 and Arista Del Sol, both with approved Tentative Subdivision Maps, and are currently being developed. The site is bound on the south by the approved Suncreek Specific Plan Area and on the west by the completed Anatolia II and Anatolia under construction.

Access to the subject property is provided by arterial roadways including Rancho Cordova Parkway on the west and Chrysanthy Boulevard, which is planned for extension through the project, ultimately connecting Sunrise Boulevard to Grantline Road.

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With The Ranch SPA's proximity to the existing City of Rancho Cordova job base, Folsom Boulevard Transit Corridor, Highway 50, as well as the site's location in the heart of the Sunrise Douglas Community Plan, the SPA is strongly positioned to be as one of the focal communities within the City of Rancho Cordova.

Exhibit 2: Local Context Map



ITEM 9.3.

1.4 VISIONS AND PRINCIPLES

One of the essential goals of the City is to ensure that future growth is smart growth. A City is being built where quality of life and community balance are top priorities. RSPA designed to be developed in keeping with the following nine Smart Growth Principles, which are described in more detail below:

1. Balanced Land Uses
2. Transportation Choices
3. Housing Choices
4. Integrated (Mixed) Land Uses
5. Compact Urban Development
6. Walkable Neighborhoods
7. Preservation/Integration of Natural Resources
8. Quality Design/Sense of Place
9. Regeneration/Infill

These principles promote a balanced development to serve the economy, the community, and the environment.

1. Balanced Land Use

A balanced community is a healthy community – one that can support itself over the long-term and provide choices, variety, and services that residents need and expect.

Residential, commercial, office, recreational, and public/quasi-public uses are provided throughout the entire community and sized appropriately with the service area. Retail shopping opportunities are provided close to homes so as various recreational and public/quasi-public uses. The Ranch also provides a range of housing choices throughout the community.

2. Transportation Choices

Walking, cycling, public transit, and driving are all important modes of transportation and are all found at the Ranch development. Streets are designed to safely accommodate many modes of transportation; continuous off-street trails will connect future

residents to the commercial area, parks, future schools and open space area. A future transit stop, located at Rancho Cordova Parkway and Chrysanthy Boulevard intersection will provide public transit opportunities on the City's Signature Bus Route and accessible to all future residents.

3. Housing Opportunities and Choices

The design of the community allows for a range of densities, including low, medium and high density residential, and a variety of housing types including:

- Higher density Single-family homes:
 - zero lot line/use-easement homes
 - Alley-loaded homes
 - I-courts (cluster) homes
- Multi-family residences
- Senior multi-family residences
- Traditional single-family homes
- Executive single-family homes
- Affordable Housing opportunities

What's more, The Ranch offers both a market-rate neighborhood and the City's first active-adult neighborhood, expanding the housing choices offered within the City of Rancho Cordova.

4. Mixed Land Uses

The Ranch community provides for various land uses within its boundaries. By integrating or mixing these compatible uses in close proximity to one another, the development creates a desirable place for people to live, work, play, and shop. A commercial neighborhood center blends with a high-density residential development through shared access points, landscape areas and public plaza for a true integration. Other residential uses are a short walk away. A multi-family use is combined with various recreational uses for truly unique experience. The Active Adult multi-family units are integrated with clubhouse, pool, gardens, and other recreational uses.

ITEM 9.3.**5. Compact Urban Development**

Compact development uses less land than conventional development for a more efficient land use pattern conducive to the integration of compatible uses in close proximity. Efficient use of land provides more room for the things we care about, like parks, bike trails, playgrounds and environmental amenities. Most importantly, efficient design for both community and the building itself makes efficient use of our time, thereby providing more leisure time to spend with friends and family. Within the development several neighborhoods are designed as compact urban development and located in the close proximity to the public transportation, neighborhood commercial uses and recreational opportunities. Those uses include commercial, multi-family residential, small-lot single family homes and alley-loaded single-family homes.

6. Walkable Neighborhoods

Walkability is a focus for The Ranch Land Use Plan. Streets provide sidewalks and large shade trees to create a pedestrian-friendly street scene. Off-street trails connect neighborhoods to parks, open space and the commercial area so the residents can easily walk from their homes to schools, parks, and shopping areas. The off-street north-south trail will provide connectivity to the future school sites south of the development to the existing neighborhoods north of the project. Neighborhood streets are designed for slower speeds and pedestrian crossings at key locations. Off street trails and street sidewalks will connect neighborhoods to parks, open space, natural resource areas as well as commercial area and public transportation.

7. Preservation and Integration of Natural Resources

Natural resources are a valued amenity within The Ranch. Over 200+ acres will be placed in the natural permanent preserve. The development footprint was strategically chosen to minimize impacts to the natural resources found on site such as valuable vernal pools and natural habits for plants and animals unique to the area.

8. Quality Design/Sense of Place

One of the most important aspects of creating community character and sense of identity is through the quality of project design. The Ranch site design is focused on the future residents, the nature preserve and relationship to its surroundings. The Ranch Community creates a unique identity and a memorable place that is inviting to residents, employees, and visitors.

The Ranch specific design guidelines will ensure that new development improves the aesthetics of the community. The Ranch SPA document provides a vision for the community, to create cohesive continuity across varied and diverse housing types including the city's first Active Adult neighborhood. The communal nodes and gathering areas will provide the community with a sense of place regardless of neighborhood chosen.

9. Regeneration/Infill

The area of the plan has historically been called the "donut hole" as all surrounding parcels have their land uses determined and project approved, some build out or have their Tentative Maps approved making The Ranch is quasi-infill project. As such, The Ranch development will fill in a large gap in the center of the Sunrise Douglas Community Plan Area, providing vital transportation, infrastructure, recreational and natural resources link between communities and preserves.

1.5 THE RANCH LAND USE PLAN

The Ranch Land Use Plan is consistent with the patterns for development as set forth in the City's General Plan Land Use Map. The Land Use Plan locates a commercial area along Chrysanthy Boulevard and Rancho Cordova Parkway, two 4-lane (ultimately) arterial roadways, to provide varied housing opportunities in close proximity to shopping and daily services as well as to existing employment centers throughout the City.

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The Ranch plan area is divided into three distinct neighborhoods that are generally separated by Chrysanthy Boulevard and the wetland preserve:

- **The Gateway Neighborhood.**
A commercial center with opportunity for neighborhood-serving multi-family, retail, and higher-density homes.
- **Parkview Neighborhood.**
A traditional, single-family neighborhood with a large, centrally located Community Park and a smaller Neighborhood park close to the entrance from Rancho Cordova parkway.
- **Four Seasons Neighborhood.**
A gated active-adult neighborhood located east of the wetland preserve.

These neighborhoods are described and illustrated in further detail in Section 2. Exhibit 3, below, illustrates the overall arrangement of neighborhoods and Exhibit 4 details the relationship of public and private lands.

Eight different single-family lot sizes and ten product types are provided within the Plan Area to accommodate various income levels and lifestyle choices within the plan area. Additionally, the plan provides for a higher density housing conveniently located next to the commercial village and in close proximity to transit opportunities.

The Ranch Land Use Plan provides many varied recreation opportunities in the form of both active and passive parks, natural open spaces, and a system of off-street trails. Public parks include; one 11-acre community park adjacent to open space power line corridor which is integrated for additional park uses, a +2-acre neighborhood park, and a 1.2-acre passive open green park at the edge of the preserve. The park is linked to the surrounding

neighborhood by sidewalks and off-street trails. A private clubhouse and system of private parks are provided in the Four Seasons neighborhood.

The plan area also includes a 200+/- acre wetland preserve that will be maintained in perpetuity for the preservation of threatened and/or endangered species. A pedestrian trail around the wetland preserve provides continuous off-street circulation from the Anatolia neighborhood to the west of Rancho Cordova Parkway, through The Ranch community, to future developments to the east and existing trail to the north.

The Ranch will consist of both public and private neighborhoods (see Exhibit 4, [Public and Private Neighborhoods](#)). Vehicle traffic will be limited to residents of the gated neighborhood, utility maintenance, and emergency vehicles. Please see primary entry discussion 3.9.4 for a detailed discussion.

The following is the proposed Land Use Plan and associated Land Use Summary.

Exhibit 3: Illustrative Site Plan

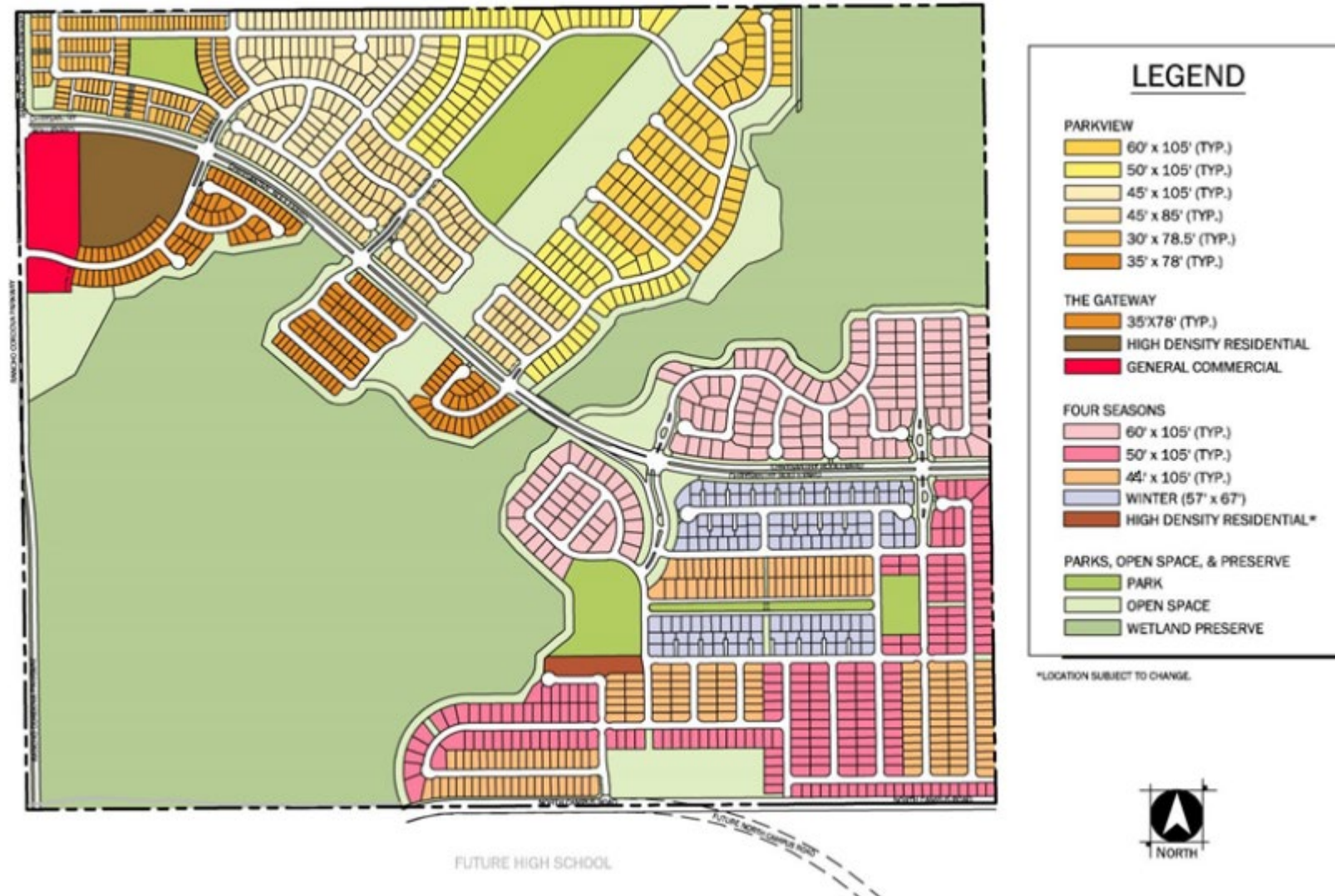
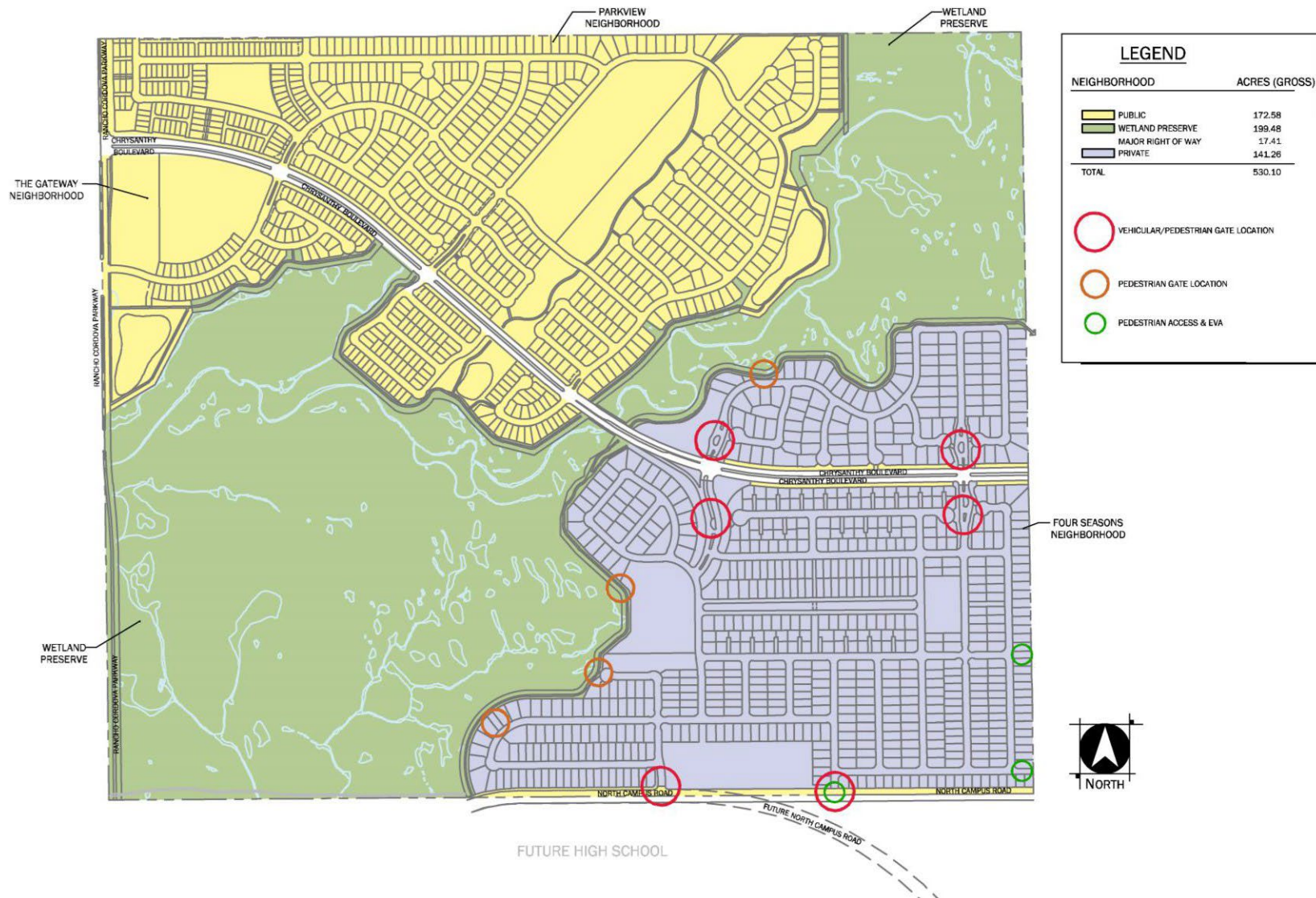


Table 1: Lot Size Summary Table

LOT SIZE SUMMARY			
LOT SIZE	ACRES (GROSS)	UNITS	DENSITY (GROSS)
PARKVIEW			
 60' x 105' (TYP.)	19.42	86	4.4
 50' x 105' (TYP.)	22.48	114	5.1
 45' x 105' (TYP.)	19.05	116	6.1
 45' x 85' (TYP.)	16.57	113	6.8
 30' x 78.5' (TYP.)	14.33	130	9.1
 35' x 78' (TYP.)	13.53	102	7.5
SUBTOTAL	105.38	661	-
THE GATEWAY			
 35'X78' (TYP.)	9.84	71	7.2
 HIGH DENSITY RESIDENTIAL	7.14	215	30.0
 GENERAL COMMERCIAL	5.73	-	-
SUBTOTAL	22.71	286	-
FOUR SEASONS			
 60' x 105' (TYP.)	43.97	159	3.6
 50' x 105' (TYP.)	36.47	212	5.8
 44' x 105' (TYP.)	27.27	189	6.9
 WINTER (57' x 67')	21.83	145	6.6
 HIGH DENSITY RESIDENTIAL	1.26	38	30.0
SUBTOTAL	130.96	743	-
PARKS, OPEN SPACE, & PRESERVE			
 PARK	23.35	-	-
 OPEN SPACE	30.07	-	-
 WETLAND PRESERVE	199.48	-	-
MAJOR RIGHT-OF-WAY	18.10	-	-
TOTAL	530.10	1,690	-

Exhibit 4: Public + Private Neighborhoods



2 Regulatory Framework

2.1 RELATIONSHIP TO EXISTING CITY DOCUMENTS

The Ranch Special Planning Area (TRSPA) Handbook, and the subsequent Development Agreement, work together to insure a high-quality cohesive design that implements the vision for The Ranch. By virtue of the adoption of this Handbook by ordinance, the zoning districts, development standards and guidelines provided herein shall apply. Where there is a conflict between this document and other City documents, the tentative subdivision map, the TRSPA Development Agreement, and this Handbook shall prevail.

2.2 GENERAL PLAN CONSISTENCY

As defined in the City's Zoning Code a Special Planning Area can allow for a more unique development than what would otherwise be possible under provisions of the existing zoning code; however, the SPA must be consistent with the goals, policies and objectives of the General Plan. The Ranch SPA accomplishes the following City of Rancho Cordova General Plan goals:

Goal LU.2: Establish growth patterns based on smart growth principles and the City building blocks concept.

The Ranch design was based on proven Smart Growth Principles. Smart Growth principles relevant to the project include:

- Creating a distinctive, attractive community with a strong sense of place,
- Creating walkable, close-knit neighborhoods with excellent bicycle access, and
- Fostering citizen and stakeholder participation in development decisions.

Goal LU.6: Ensure development of the Planning Areas consistent with the City's vision.

This plan area is called the "Suncreek/Preserve Planning Area" in the City's General Plan, and is slated for:

- A mix of low, medium and high-density residential uses,
- A series of walkable neighborhoods with community park,
- A commercial village development on the south intersection of Chrysanthy Boulevard and Rancho Cordova Parkway,
- Wetland preservation, and
- Connection to the City's open space and trail system.

This Handbook implements each element discussed in the General Plan for this Suncreek/Preserve Planning Area.

Goal UD.1: Development in keeping with the building block concepts of neighborhoods, villages, and districts.

The Ranch uses these "building blocks" to create a small-scale city that provides:

- A mix of uses,
- Flexible retail development,
- Compact design which preserves sensitive wetlands,
- A market-rate neighborhood, and
- The City's first active-adult neighborhood.

These "building blocks" are all cohesively designed with a unique street scene, prominent monumentation to mark arrival, and an interesting architectural palette to create continuity across varied and diverse housing types.

Goal UD.3: Create unique project identities that contribute to the overall character of the district and City.

The Ranch proposes the City's first active-adult neighborhood which will be cohesively designed to blend with the traditional, market-rate neighborhood.

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Goal ED.2: Encourage expansion of retail and services to meet local and regional demands and generate tax revenues for the City.

The commercial village is envisioned to provide neighborhood-serving retail and higher density homes, placing residents in walking distance to services and transit.

Goal H.1: Balance Employment and Housing

The village center concept places residents in walking and biking distance to retail and services. Ultimately creating a balance of employment opportunities in close proximity to housing.

Goal H.3: Encourage Housing Opportunities

The design of the community allows for a range of densities, including low, medium and high density residential, and a variety of housing types including:

- Single-family detached and attached,
- Front- and alley-loaded homes,
- Small-lot and clustered homes, and
- Multi-family attached homes.

What's more, The Ranch offers both a market-rate neighborhood and the City's first active-adult neighborhood, expanding the housing choices offered within the City of Rancho Cordova.

The Ranch has an Affordable Housing Plan that will provide housing opportunities for all economic segments of the community through an Affordable Housing In-lieu Fee and identify land for the City of Rancho Cordova's Regional Housing Needs Allocation.

Goal C.1: Develop a roadway system that accommodates future land uses at the City's desired level of service, provides multiple options for travel routes, protects residential areas from excessive traffic, coexists with other travel modes, and contributes to the quality of the City's residential, commercial, office, and industrial areas.

The extension of Chrysanthy Boulevard to the project's eastern boundary will begin to complete the City's planned roadway network

by providing connection from Sunrise Boulevard toward Grant Line Road.

Goal C.2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.

Streets provide sidewalks and large shade trees to create a pedestrian-friendly street scene. Traffic-calming features included in the circulation system include narrower streets, limited single-loaded streets, parking on both sides of the street, posted speed limit signs, planter strips with street trees, bulb-outs, and horizontal shifts (lane centerline that curves or shifts), and intersection traffic calming features, including pedestrian push-buttons at three intersections, marked crosswalks, count-down signal timers where appropriate, curb extensions, channelization islands, median islands, and tight corner radii. Off-street trails connect neighborhoods to parks, open space and the commercial center. Details are shown on the Pedestrian Crossing and Trail Exhibit 30.

Goal C.3: Establish a viable transit system that connects all parts of the City and links with regional destinations.

The Ranch provides for multi-modal transportation choices. A future transit stop, located at Rancho Cordova Parkway and Chrysanthy Boulevard, will provide public transit opportunities.

Goal OSPT.1: Create a premier system of public parks and recreation programs that meet the needs of all residents.

A community park is provided in The Ranch's traditional market-rate neighborhoods. The Cordova Recreation and Park District's Preliminary District-wide Facilities Distribution Plan anticipates the park program to include two regulation-sized soccer fields, public restrooms, and other facilities typical to community parks such as children's play areas, picnic shelters and sport courts. The community park's programming will be adjusted by Cordova Recreation and Park District as needed to meet current trends and

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community needs when the design for the community park commences. For the active adult portion of the project, the plan provides a truly premier system of recreational programs including a clubhouse, pool, various ball courts, and community garden for the enjoyment of its residents.

Goal OSPT.2: Establish a system of open space areas that connect all parts of the community and provide opportunities for passive and neighborhood-based recreation.

The Ranch will dedicate approximately 32.53 acres of open space to the city. This will include a network of open space corridors such as greenway, trails, nodes, green infrastructure, paseos and small open space areas that will be provided throughout the community. There will be numerous trailheads and access points that provide connections from the residential neighborhoods to this open space system. The Ranch has strategically located public parks and open space adjacent to mitigation lands to create a greater sense of open space and to take advantage of trail connections.

Goal OSPT.3: Create a system of pedestrian and bicycle trails that maximize usage while providing places for walking and bicycling without conflicts with motor vehicles.

Walking and biking opportunities is a focus for The Ranch Land Use Plan. Streets provide sidewalks and large shade trees to create a pedestrian-friendly street scene. Off-street multi-use trails connect neighborhoods to parks, open space and the commercial center.

Goal ISF.2: Ensure the development of quality infrastructure to meet community needs at the time they are needed.

Infrastructure improvements will be phased to meet the needs of the community as it develops.

Goal NR.2: Preserve the City's rich and diverse natural wetlands.

The Ranch preserves over 200 acres of on-site wetlands. Off-street trails are provided along the preserved wetland, consistent with the South Sacramento Habitat Conservation Plan. The trails will provide

opportunities for passive outlook areas, including benches and pet waste stations, at major trailhead locations.

Goal NR.3: Preserve and maintain creek corridors and wetland preserves with useable buffer zones throughout the new development areas as feasible.

The design of the community has minimized developable area in order to prioritize natural resources and included buffer zones at the edge of the development area to protect natural resources.

Goal E.1: Reduce greenhouse gas and air pollutant emissions through sustainable features that reduce energy demands, air pollutant emissions, and greenhouse gas emissions compared with conventional development.

Reduce energy demand through providing electric vehicle charging stations for at least 50% of single family residences and 5% of parking spaces within the commercial, parks and recreation, and multi-family land uses, planting at least 2,240 trees, installing energy-efficient outdoor lighting, energy-efficient appliances, low-flow appliances, and water-efficient irrigation systems, reducing turf areas to 70% less than maximum allowed, meeting at 95% of energy demand through renewable energy.

2.3 SPECIAL PLANNING AREA ADMINISTRATION

This Handbook is the culmination of intensive project-specific planning. Provided in this Handbook are a set of development standards and guidelines which, once approved, will set The Ranch apart from other communities.

Although this handbook will grant approval for those items described and illustrated herein, The Ranch SPA is subject to the City of Rancho Cordova's design review process. Design review is a subject to the City of Rancho Cordova Municipal Code, Chapter 23.141, Major Design Review. Once the Design Review is approved by the City Council, the approvals are vested for 10 years from the date of the approval.

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3 Special Planning Area Elements

3.1 LAND USE DESIGNATIONS

The Ranch SPA Land Use Designations are consistent with the City's General Plan (Exhibit 5):

Low Density Residential (LDR) 2.1 – 6.0 du/ac

The Single-Family Residential Land Use Designation is generally characterized by single-family detached residential lots in a variety of lot sizes and configurations. Within the TRSPA this land use designation is used for the single-family conventional residential lot sizes of 60'x105'. Other lot sizes and configurations meeting the specified density range are possible and are permitted.

Medium Density Residential (MDR) 6.1 – 18.0 du/ac

The Medium Density Residential Land Use Designation is generally characterized by small lot single-family detached or single-family attached products including condominium and townhome type development. Within the TRSPA this land use designation is used for the small lot single-family residential at various lot sizes and configurations including but not limited to and 50'x105' and 45'x105' conventional lots, 45'x85' conventional lots, 35'x78' conventional lots, 30'x78.5' alley-loaded lots and 4-pack Cluster lots. Other lot sizes and configurations meeting the specified density range are possible and are permitted. A lot may vary in the area by $\pm 10\%$ and still be considered consistent with the lot type per Exhibit 3.

High Density Residential (HDR) 27.0 – 50.0 du/ac

The High-Density Residential Land Use Designation is generally characterized by larger multi-family housing complexes, like apartments, or other multi-family attached condominium products. Within the TRSPA this land use designation has a maximum density

of 50 dwelling units per acre. Other types and configurations meeting the specified density range are possible and permitted.

Commercial (C)

The Commercial Land Use designation is characterized by neighborhood-serving uses, the daily shopping and service needs of residents within The Ranch Plan Area. Typical uses include retail services, including general retail, restaurants, coffee shops, offices, small to medium sized grocery stores, drug stores, and dry cleaners. This designation allows for a Floor Area Ratio (FAR) ranging from 0.25 to 1.0.

Parks/Open Space (P/OS)

The Parks/Open Space Land Use Designation is generally characterized by parks and other public facilities owned and operated by the Cordova Recreation Park District, City of Ranch Cordova, and HOA. See [page 71, Exhibit 33: Overall Parks + Open Space System for a detailed map](#). Within the TRSPA this land use is used for the parks, open space along the power line corridor.

Natural Resources (NR)

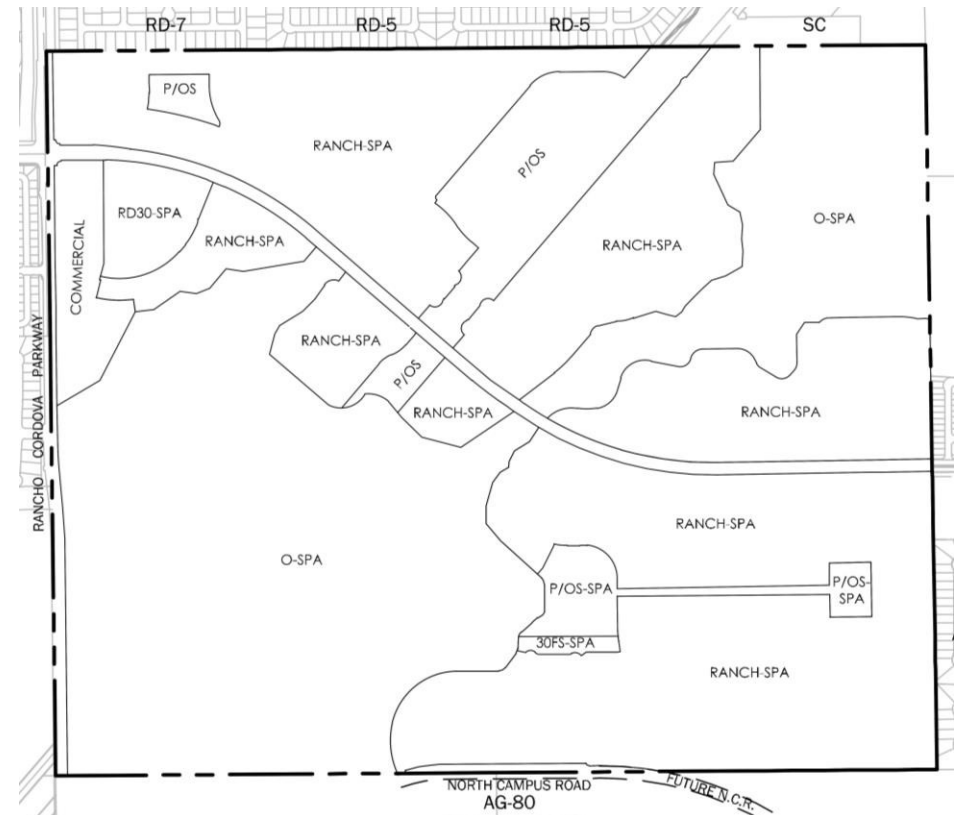
This land use is generally characterized by lands set aside as natural habitat to protect natural and/or protected resources. Within the TRSPA this land use designation is used for the wetland preserve, associated development buffer zone and public trails.

3.2 ZONING + PERMITTED LAND USES

The Ranch is zoned SPA (Exhibit 6) and is subject to development according to the text and exhibits contained herein, as well as subject to provisions as set forth by the project's Development Agreement. The standards and permitted uses provided in this document are intended to supplement the City of Rancho Cordova Zoning Code. As a SPA, this handbook establishes unique and specific standards to create design flexibility in achieving project goals. Where these standards are silent or unspecified, the City of Rancho Cordova Zoning Code shall apply.

Allowed uses, and corresponding permit requirements, for all residential zoning districts in the TRSPA shall be consistent with the City's Zoning Code. Ranch SPA zone characteristics, intensity of uses, and their attributes are located in section 3.5. This is a large and medium density residential district, allowing development of 4-10 dwelling units per acre. [Table 2](#), to follow, identifies allowed uses within the Commercial District.

Exhibit 6: Zoning Map



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ATTACHMENT 2 Exhibit A to the Ordinance

Table 2: Permitted Uses for Commercial District¹

RECREATION, EDUCATION, AND PUBLIC ASSEMBLY USES	
Clubs, Lodges, and Private Meeting Halls	P
Indoor Amusement/Entertainment Facility	P
Indoor Fitness and Sports Facility	P
Libraries and Museums	P
Public Safety Facility	P
Religious Institutions	P
Schools, Private and Special/Studios	P
Theaters and Auditoriums	P
UTILITY, TRANSPORTATION, AND COMMUNICATION USE LISTINGS	
Park and Ride Facility	CUP
Telecommunication Facility	CUP
Utility Facilities and Infrastructure	CUP
RETAIL, SERVICE, AND OFFICE USE LISTINGS	
Alcoholic Beverage Sale ²	CUP
Animal Sales and Grooming	P
Art, Antique, Collectable	P
Artisan Shops	P
Banks and Financial Services	P
Brew Pub	P
Business Support Services	P
Child Day Care Facility	P
Convenience Stores	CUP
Furniture, Furnishings, and Appliance Stores	P
Garden Center/Plant Nursery	P
Grocery Stores/Supermarket	P
Home Improvement Supplies	P
Maintenance and Repair, Small Equipment	P
Medical Services, General	P
Medical Services, Extended Care	P
Neighborhood Market	P
Offices, Business and Professional	P
Offices, Accessory	P
Personal Services	P
Restaurant	P
Retail, Accessory	P

Retail, General	P
Veterinary Facility	P
RESIDENTIAL	
Caretaker Housing	P
Dwelling, Multifamily	P
Live-Work Facility	P
AUTOMOBILE AND VEHICLE USES	
Auto Parts Sales	P
Car Washing	CUP
Detailing/Waterless Car Wash	CUP
Service Stations	CUP
INDUSTRIAL, MANUFACTURING, AND PROCESSING USES	
Brewery, Winery, Distillery	P
Printing and Publishing	P

1. Outdoor storage shall comply with Chapter 23.728 and Chapter 23.731 for standards related to the outdoor storage and screening.
2. On site consumption is permitted as an incidental use to a permitted primary use.

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3.3 THE RANCH NEIGHBORHOODS

As discussed in the introduction, The Ranch Land Use Plan is divided into three distinct neighborhoods that are generally separated by Chrysanthy Boulevard and wetland preserve. Each neighborhood is defined by its location and relationship to adjacent park, open space or wetland preserve. To follow is a detailed discussion of each neighborhood.

3.3.1 The Gateway Neighborhood

The Gateway Neighborhood creates a public front door to The Ranch Plan Area by forming a commercial edge along Rancho Cordova Parkway. The neighborhood provides local-serving retail opportunities next to higher-density residential uses as well as a small-lot single-family residential village on its eastern boundary.

The internal street network of The Gateway Neighborhood is well connected, providing on- and off-street connection to trails along the Wetland Preserve. This neighborhood provides amenities and commercial uses to both the surrounding neighborhoods and community at large.

To the maximum extent practicable, every effort should be made to blend and connect Commercial and High Density Residential uses at this location. No screen wall shall be erected to divide the two uses. The goal is to achieve Mixed Use feel in the neighborhood.

Also located within this neighborhood is a large detention/water quality basin that will be designed to incorporate trails

The Gateway Neighborhood is generally bound on the north by Chrysanthy Boulevard, on the east by the open space trail along the Wetland Preserve, on the south by the Wetland Preserve and on the west by Rancho Cordova Parkway.

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ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 7: The Gateway Neighborhood Map

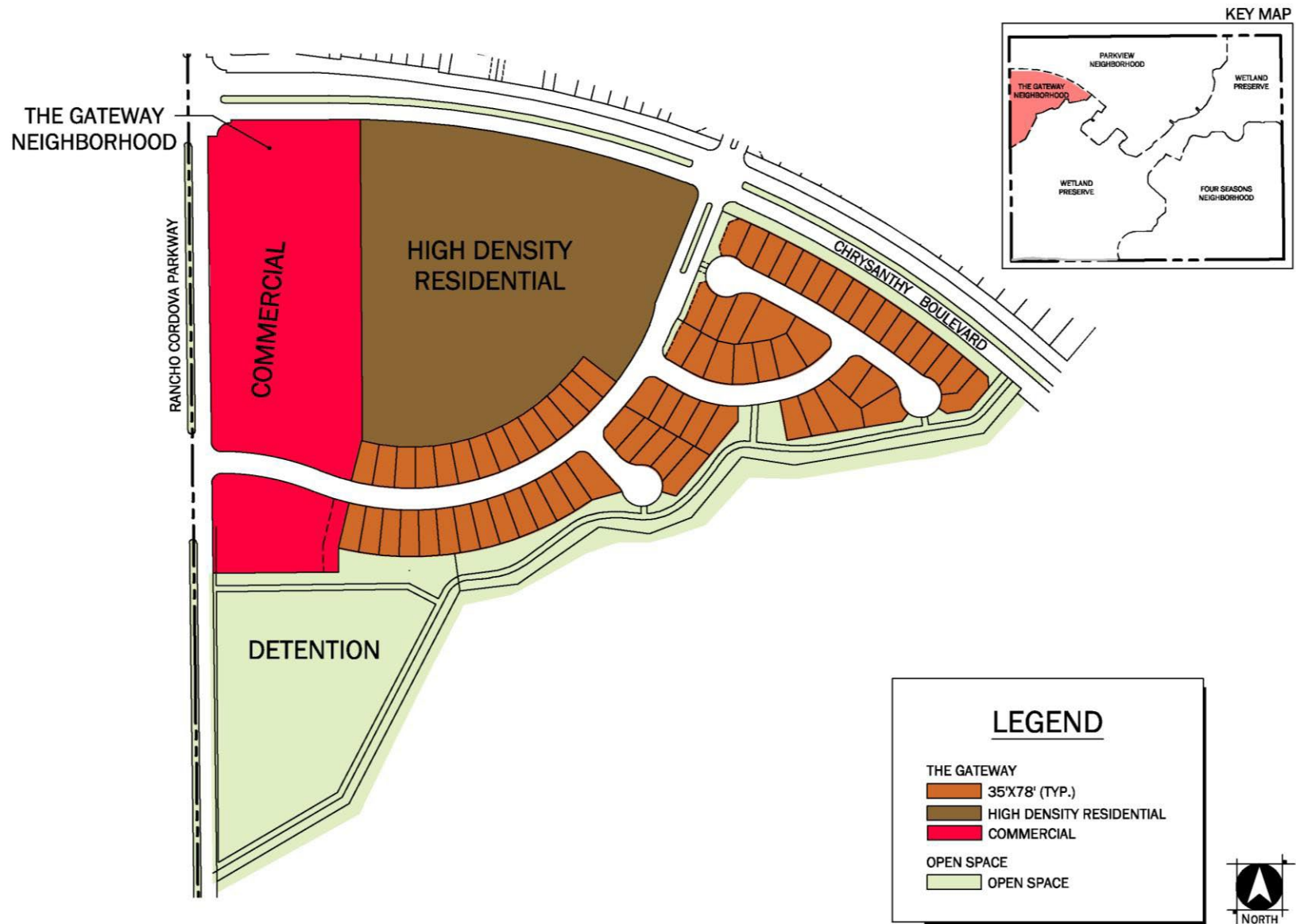


Exhibit 8: The Gateway Neighborhood Conceptual Site Plan

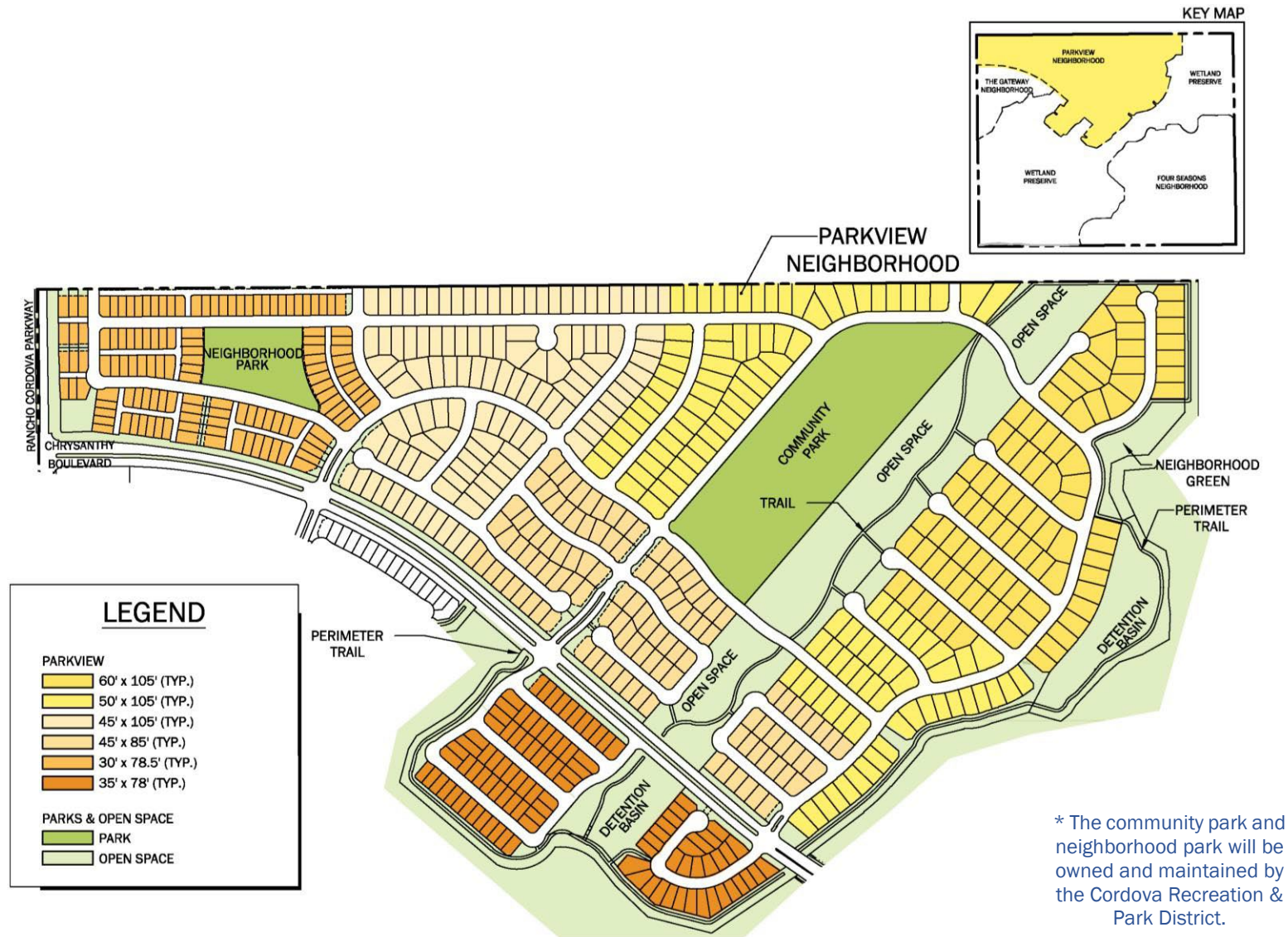


ITEM 9.3.**3.3.2 Parkview Neighborhood**

Parkview is home to a large, centrally located community park surrounded by single-family residential at various lot sizes and configurations. The neighborhood park is planned to provide recreational opportunities to the surrounding villages and may include play structures, sport courts, and shade structures. The power line corridor bisects the neighborhood, offering a parkway of passive recreational uses and a continuous off-street trail from the northern edge of the plan area to the wetland preserve trail south of Chrysanthy Boulevard.

Parkview is generally bound on the north by the project boundary and a partially built single-family residential neighborhood, on the east by the wetland preserve, on the south by Chrysanthy Boulevard and the wetland preserve and on the west by Rancho Cordova Parkway.

Exhibit 9: Parkview Neighborhood Map



ITEM 9.3.**3.3.3 Four Seasons Neighborhood**

The Four Seasons Neighborhood is the first active-adult community within the City of Rancho Cordova. Envisioned as a gated community, this neighborhood contains four single family residential lot sizes and product types organized around a suite of private recreational amenities: a clubhouse, linear park, community and rose garden, planned for connectivity. High density units (38-unit maximum) are permitted within the recreation center parcel, providing rental opportunities with the active-adult community. A multi-use trail is also provided along the wetland preserve which will provide off-street pedestrian and bicycle connection between the southern and northern portions of the neighborhood.

The Four Seasons Neighborhood is generally bound on the north by the wetland preserve, on the east by the project boundary and future single-family residential uses, on the south by the project boundary and the approved Suncreek Specific Plan Area (including a high school and regional park) and east by the wetland preserve.

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 10: Four Seasons Neighborhood Map



ITEM 9.3.**3.4 ARCHITECTURAL STYLES**

The Ranch allows for a wide variety of architectural styles throughout each of the residential and non-residential neighborhoods. To follow are illustrations and graphics of the architectural styles. These representations are not meant to be descriptive but are meant to demonstrate typical examples of the variety of footprints and massing, elevations, and possible design elements. Implementation of the architecture should always be of quality materials and finishes.

Other architectural styles not mentioned in the following pages are allowed but will be subject to the city's design review approval.

3.4.1 Market Rate Single Family Residential

An array of architecture, blending historic styles with modernized designs and amenities will be carefully employed throughout each of the neighborhoods. Six architectural styles are proposed throughout the single-family neighborhoods, developing a dynamic and active streetscape.

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Spanish Colonial

Informal, colorful, articulated

DESIGN CHARACTERISTICS

- Half round arches
- Low pitch gables with occasional hip roof accents
- Wrought iron accents, gable vents, plank shutters
- S-Tile roof
- Short gable eaves, with 12" minimum hip eaves
- Windows with large grids
- Occasional deeply recessed windows
- Occasional half round or oculus accent windows
- Stucco siding and detailing

**Craftsman**

Informal, hand-crafted, varied materials.

DESIGN CHARACTERISTICS

- Large front porches with tapered or multi-post columns
- Low pitch gables, flat concrete or comp roof tiles
- Mostly stucco siding with board and batten, lap, or shingle siding accents, especially under gables
- Stone and brick accents at column bases
- Single hung windows with grids on upper half
- Deep gable eaves with brackets (front only)
- No shutters



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Tuscan

Rustic elegance, “built-over time” look, varied materials

DESIGN CHARACTERISTICS

- Low-pitched hip or gable roofs, S-tile
- Exposed timber truss tails, dentils and/or corbels
- Half round archways
- Stucco siding
- Stone masonry or brick accent siding
- Decorative shutters
- Accent wrought iron
- Windows with large grids
- Heavy lintels
- Rustic shutters used sparingly



Farmhouse

Semi-formal, repetition of materials, simple lines

DESIGN CHARACTERISTICS

- Large front porches, occasionally with metal accent roof
- Wood post columns with bracket and corbel detailing
- Combination of gable and shed roofs, medium pitch main gable, steeply pitched projecting gables
- Flat concrete or comp roof tiles
- Board and batten or horizontal siding on front, stucco on sides and rear (where not visible)
- Brick veneer accents
- Windows with small grids
- No shutters



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French Country

Informal, interesting-varied roof lines, eye-catching details

DESIGN CHARACTERISTICS

- Prominent and steep projecting gables, main gable or hip roof
- Flat concrete or comp roof tiles
- Short eaves at gables, with deep eaves at shed roofs
- Flat arched exterior soffits
- Mixing of siding, colors and textures
- Decorative shutters
- Stucco siding with large areas of stone accent siding
- Windows with small grids



Modern/Contemporary

Clean lines, unconventional massing and window placement

DESIGN CHARACTERISTICS

- Low pitched or shed roofs with flat concrete tile or metal seam roofs
- Deep eaves with clean simple lines and masses
- Horizontal siding accents
- Asymmetrical and overlapping soffits and window sills
- Stucco siding
- Stacked stone masonry accents
- Windows with no grids, often positioned unconventionally such as at corners
- No shutters



3.4.2 Active Adult Single Family Residential

Similar to the market rate neighborhood, the Active Adult neighborhood will also provide an array of architecture, blending historic styles with modernized designs and amenities. Five architectural styles are proposed throughout the single-family neighborhoods, developing a dynamic and active streetscape. All homes in the active-adult neighborhood area designed as single-story buildings to cater to this specific market segment.

Spanish Colonial

Informal, colorful, articulated

DESIGN CHARACTERISTICS

- Half round arches
- Low pitch gables with occasional hip roof accents
- Wrought iron accents, gable vents, plank shutters
- S-Tile roof
- Short gable eaves, with 12” minimum hip eaves
- Windows with large grids
- Occasional deeply recessed windows Occasional half round or oculus accent windows
- Stucco siding and detailing



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ATTACHMENT 2 Exhibit A to the Ordinance

Farmhouse

Semi-formal, repetition of materials, simple lines

DESIGN CHARACTERISTICS

- Medium pitch gables utilizing either flat concrete or comp tile roof
- Large front porches occasionally with metal accent roof
- Wood post columns with bracket and corbel detailing
- Horizontal or board/batten siding on front with stucco on sides/rear (where not visible)
- Brick veneer accents
- Tall windows with small grids
- No shutters



Modern Ranch

Emphasizes horizontal lines, window massing

DESIGN CHARACTERISTICS

- Low pitched gable or shed roofs
- Wide-overhanging eaves
- Emphasis on horizontal lines with a brick veneer base
- Extensions of wall bands into the adjacent landscape areas
- Interesting window placement and sizing
- No window grids
- Stucco siding with various accent siding treatments
- No shutters



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ATTACHMENT 2 Exhibit A to the Ordinance

Cottage

Informal, storybook quality

DESIGN CHARACTERISTICS

- Prominent and steep projecting gables, main gable or hip roof
- Curved pitch roof over front porch
- Flat concrete or comp roof tiles
- Short eaves at gables, with deep eaves at shed roofs
- Flat arched exterior soffits
- Mixing of siding, colors and textures
- Decorative shutters
- Stucco siding with stone accent siding
- Detailing under gables such as half-timbering
- Windows with small grids



Tuscan

Old world, “built-over time” look, varied materials

DESIGN CHARACTERISTICS

- Low-pitched hip or gable roofs, S-tile
- Exposed timber truss tails, dentils and/or corbels
- Half round archways
- Stucco siding
- Stone masonry or brick accent siding
- Decorative shutters
- Accent wrought iron
- Windows with large grids
- Heavy lintels
- Rustic shutters used sparingly



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3.4.3 High Density Residential

The Multi-Family parcel may be developed in a variety of product configurations, from apartments to condominiums. Because the ultimate configuration is unknown, this SPA document provides a variety of product types with varied architectural styles. Ultimately, the High-Density Residential parcel will be subject to Design Review, as outlined in Section 2.3.

The following architectural and site guidelines will guide future development of the multi-family parcel:

Architectural + Site Design Guidelines

The architectural guidelines are crafted to create an intimate neighborhood with a strong sense of place, and a pedestrian-oriented streetscape. The following guidelines are provided to create a framework within which developers, builders and designers can have flexibility to create unique multi-family communities.

Circulation

- The circulation pattern should be designed to facilitate the smooth flow of vehicular traffic and internal pedestrian activity.
- The circulation pattern and parking should be designed to maximize conflict with adjacent uses and limit the maximum extent practicable.
- Provide internal pedestrian paths of travel between parking areas and dwellings to avoid pedestrian and vehicle conflicts.

Building Placement + Orientation

- Variable building orientations are encouraged along the streets to create visual diversity and interesting streetscapes.
- Provide direct connections from individual and common entries to the public sidewalk system.
- The fronts of buildings and individual units should face and provide access to the public street.

- All trash, recycling, and green waste containers should be screened from view of public streets.
- All mechanical equipment (HVAC) should be screened from view of public streets.
- Garages, carports and surface parking should be limited from view along public streets. If garages or carports are placed along public streets, a landscape buffer of 10' wide is recommended.
- Garages and carports should be designed to complement the project architecture in terms of design, materials and color.
- Surface parking areas should be broken up into smaller parking areas to provide parking in close proximity to dwellings.

Public Spaces + Pedestrian Amenities

- Where feasible, multi-family developments should include plazas, courtyards, tot-lots or other properly scaled features where residents can gather. Public spaces should be located for easy access by residents.
- Picnic areas, including picnic tables and barbeques, should be provided as an amenity to the community, where feasible.
- Landscaping of outdoor areas should be visually stimulating, with both softscape and hardscape elements to help site identification and create an inviting build environment. Outdoor furniture, such as benches, lamps, and landscape planters should be integrated into the overall project.
- Special attention should be paid to the design of major corners.

Massing, Scale + Form

- All visible elevations shall be made interesting by means of articulation of facades, varied roof lines,

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window placement and shape, and variety in exterior colors, finishes, and detailing.

- Buildings shall be designed with different building setbacks or façade variations to avoid the creation of a monotonous streetscape.
- Roof lines may be made interesting by use of gables, hips, dormers, and roof planes that create variations in planes.
- Use of roof overhangs, porches, balconies, trellises, patios, and low walls are encouraged to add interest to the streetscape.

Style + Design

- Roof pitch, elevation styles, and materials should be consistent with the architectural style of the building.
- Use of quality materials such as stucco, brick, stone, and wood are recommended.
- Accent materials may include stone veneer, painted wood trim, and shutters.
- Roofing material shall be consistent with the architectural style of the building.
- Color selection should match the overall neighborhood design theme palette and be consistent with the building's architectural style.

Also incorporated into The Ranch is land identified for the City of Rancho Cordova regional housing allocation. Affordable Housing Plan will provide housing opportunities for all economic segments of the community through an Affordable Housing In-lieu Fee.



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3.4.4 Commercial

The architectural character of The Gateway Commercial Center employs a more contemporary style indicative of an urban retail center. Ultimately, this development will be subject to Design Review, as outlined in Section 2.3.

The following architectural and site guidelines will guide future development of the commercial parcels:

Architectural + Site Design Guidelines

The architectural guidelines are crafted to provide a well-designed retail environment that is compatible with adjacent uses, contributes to the character of the street, neighborhood, and community at large; and creates a vibrant, pedestrian-friendly place that serves the needs of the The Ranch residents. The following guidelines are provided to create a framework within which developers, builders and designers can have flexibility to create unique multi-family communities.

Circulation

- The circulation pattern should be designed to facilitate the smooth flow of vehicular traffic and internal pedestrian activity.
- Provide internal pedestrian paths of travel between parking areas and shops to avoid pedestrian and vehicle conflicts.

Building Placement + Orientation

- Commercial buildings should be oriented to internal or external streets or drive aisles and pedestrian-friendly paths of travel.
- Design and construct a primary building entrance for each building façade. If a building has frontage on more than one public street or internal drive aisle, special attention should be paid to the location of the building entrance in an effort to serve both vehicular and pedestrian users.
- Areas between public streets or internal drive aisles and commercial buildings can be used to create plazas, planter areas, bicycle parking, or other appropriate amenities.

- Building frontages should be detailed with architectural elements oriented to the “human scale” on the ground floor.
- Surface parking areas should be located and designed to minimize potential circulation conflicts.
- Loading, delivery and mechanical equipment (HVAC) areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise and light impacts. These areas can be screened with portions of buildings, wing walls, freestanding walls, and/or landscaping.

Public Spaces + Pedestrian Amenities

- Where feasible, commercial developments should include plazas, courtyards, greens or other properly scaled and located public places where people can gather. Public spaces should be integrated, or oriented, toward commercial uses.
- Uses such as restaurants or coffee shops are encouraged to provide outdoor space for seating and/or dining.
- Landscaping of outdoor areas should be visually stimulating, with both softscape and hardscape elements to help site identification and create an inviting build environment. Street furniture, such as benches, lamps, and landscape planters should be integrated into the overall project.
- Special attention should be paid to the design of major corners.
- Hardscape elements should be designed to use different materials, colors and patterns to offset the paving and to provide visual interest.

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Massing, Scale + Form

- Overly long, straight and flat facades are not permitted; projects should provide wall projections, recesses or other relief at appropriate intervals along the walls of all buildings.
- Facades that face public streets shall provide an adequate amount of visual interest by employing arcades, display windows, entry areas, awnings, insets, canopies, wing walls, trellises or other such features.
- Roof lines may be made interesting by employing parapets to conceal flat roofs, overhang eaves, sloping roofs, multiple roof places or other such features.

Style + Design

- Break up rooflines through use of cornices, changes in parapet heights, or other techniques that create an aesthetically pleasing skyline effect.
- Use awnings, reliefs, and fenestrations to add distinction to the façade of the structure.
- Roofing materials should be unique, cohesive, and add character and style to the building.
- Visible building walls should provide architectural interest by varying the color, texture and/or material.
- Exterior building materials should be of highest quality, including brick, stone and/or textured concrete masonry.
- Colors should be consistent or complementary throughout the commercial development while giving distinction to individual buildings and tenants. Building trim and accents may employ brighter colors.



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3.5 DEVELOPMENT STANDARDS

3.5.1 Single-Family Residential Development Standards

The Ranch Land Use Plan provides for varied single-family residential opportunities to attract a diverse population. Seven different single-family residential home-ownership opportunities are located within the Plan Area to appeal to an economically- and lifestyle-diverse community of future residents. These single-family lot sizes/product types are listed below and described in detail on the exhibits on the following pages.

- 60'x105' Conventional Lots
- 50'x105' Conventional Lots
- 45'x105' Conventional Lots
- 44'x105' Conventional Lots
- 45'x85' Conventional Lots
- 35'x78' Conventional Lots
- 30'x78.5' Alley-Loaded Lots
- 55'x70' Conventional and I-Court Lots

RD-10 zoning is an equivalent zoning for all Villages within the Project. See Title 23 of the Zoning Code for details.

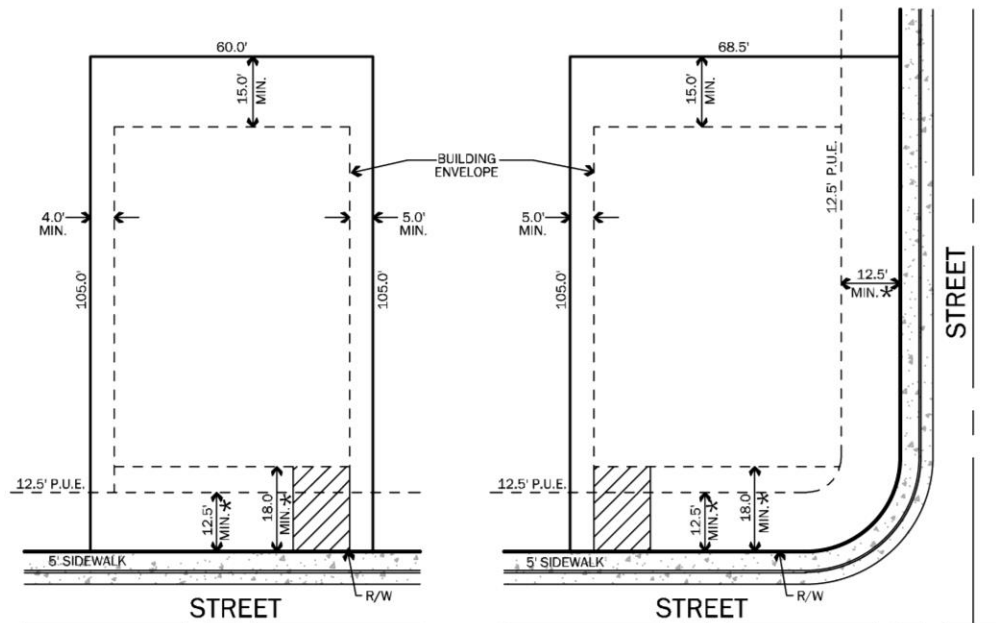
The typical Development Standards exhibits illustrated in this handbook outline the typical lot and setback requirements needed for each product type listed above. The exhibits illustrate and list particular detailed information to accommodate a particular product envisioned for the Plan Area. This information may include, but is not limited to, the following items.

- Minimum Lot Size
- Minimum Interior Lot Width
- Minimum Corner Lot Width
- Minimum Lot Depth
- Maximum Lot Coverage
- Minimum Front Yard Setback
- Minimum Garage Setback (Measured to the garage door)
- Minimum Interior Side Yard Setbacks
- Minimum Corner Side Yard Setbacks
- Minimum Rear Yard Setback
- Maximum Building Height
- Location/width of Public Utility Easement (PUE)

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ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 11: 60'x105' Conventional Lots
Typical Development Standards



60' X 105' (TYP.) LOT
Development Standards Table

Lot Requirements

minimum lot size	5,985 square feet
minimum interior lot width	57'
minimum elbow lot width	37'
minimum corner lot width	63'
minimum lot depth	95'

Setback Requirements

<u>front yard</u>	
minimum to garage door	18' *
minimum to living area/porch	12.5' *
<u>side yard</u>	
minimum interior	4'
minimum garage side	5'
minimum street side	12.5' *
<u>minimum rear yard</u>	15' **
lot type	conventional
max. coverage	75%
max. building height	37'

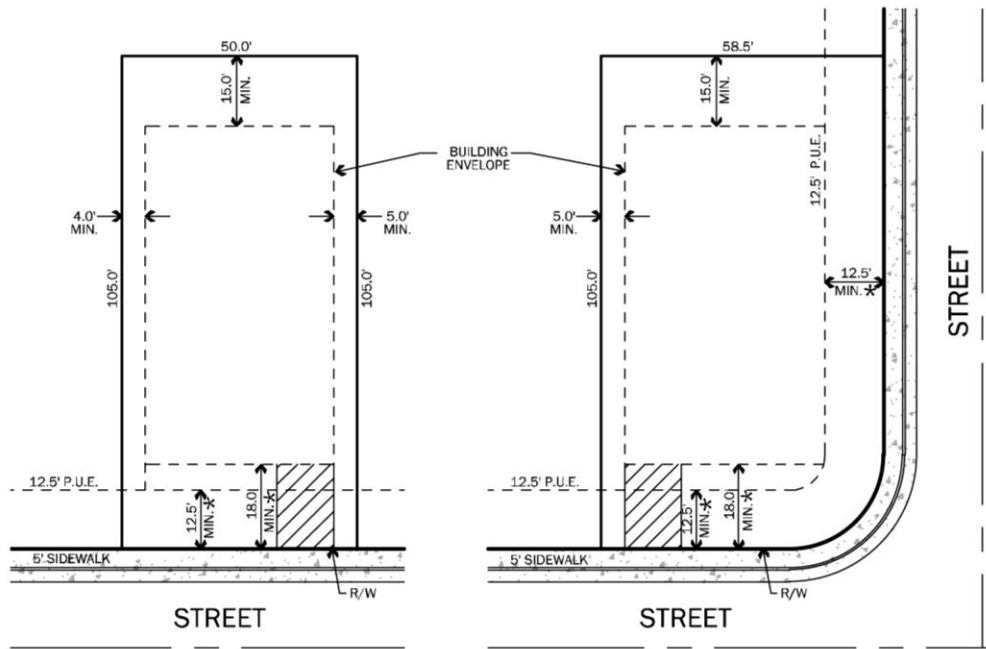
notes:

- * = measured from back of walk
- ** allowing 10' encroachment for cover patio

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ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 12: 50'x105' Conventional Lots
Typical Development Standards



50' X 105' (TYP.) LOT
Development Standards Table

Lot Requirements

minimum lot size	5,000 square feet
minimum interior lot width	50'
minimum elbow lot width	34'
minimum corner lot width	58'
minimum lot depth	95'

Setback Requirements

front yard

minimum to garage door	18' *
minimum to living area/porch	12.5' *

side yard

minimum interior	4'
minimum garage	5'
minimum street side	12.5' *

minimum rear yard

15' **

lot type conventional

max. coverage 75%

max. building height 37'

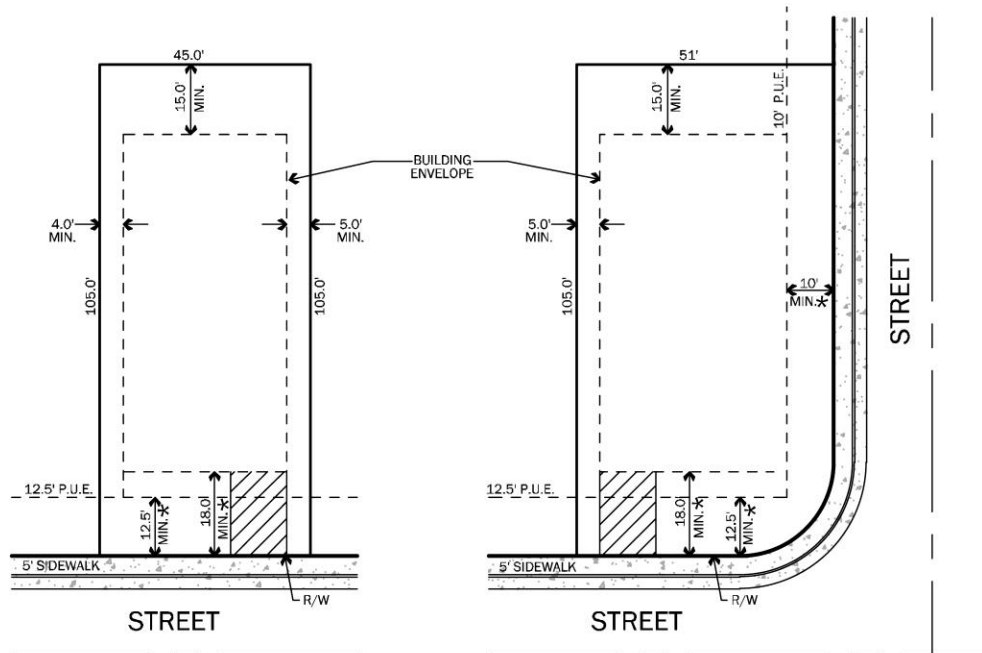
notes:

* = measured from back of walk
** allowing 10' encroachment for cover patio

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 13: 45'x105' Conventional Lots
Typical Development Standards



45' X 105' (TYP.) LOT
Development Standards Table

Lot Requirements

minimum lot size	4,515 square feet
minimum interior lot width	43'
minimum elbow lot width	30'
minimum corner lot width	49'
minimum lot depth	95'

Setback Requirements

<u>front yard</u>	
minimum to garage door	18' *
minimum to living area/porch	12.5' *
<u>side yard</u>	
minimum interior	4'
minimum garage side	5'
minimum street side	10' *
<u>minimum rear yard</u>	15' **
lot type	conventional
max. coverage	75%
max. building height	37'

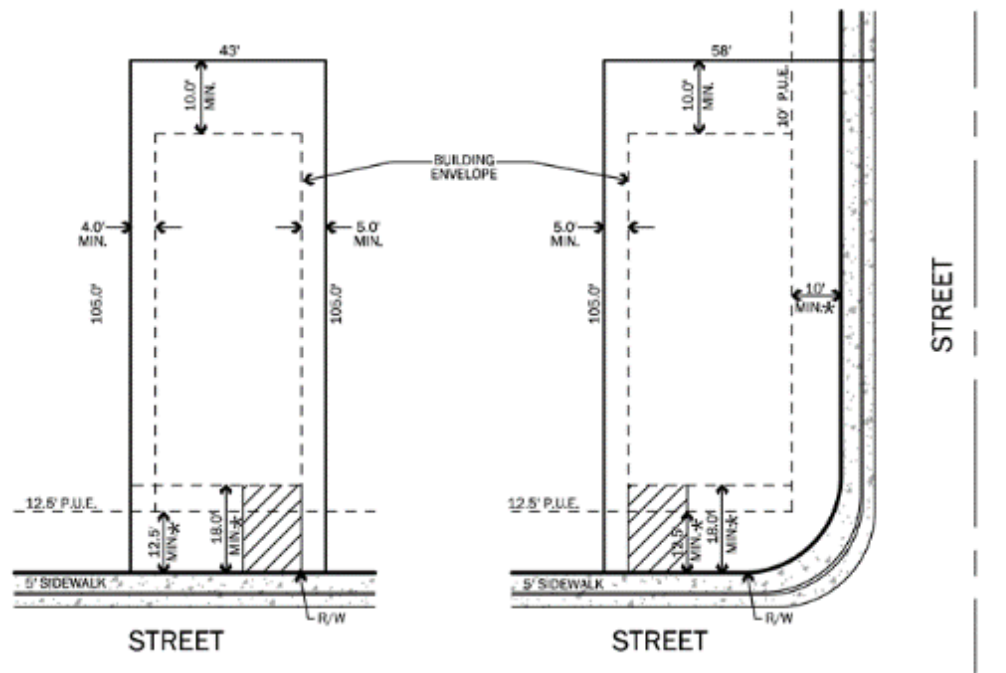
notes:

- * = measured from back of walk
- ** allowing 10' encroachment for cover patio

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 14: 44' x 105' Conventional Lots
Typical Development Standards



44' X 105' (TYP.) LOT Development Standards Table

Lot Requirements

minimum lot size	4,200 square feet
minimum interior lot width	40'
minimum elbow lot width	29'
minimum corner lot width	58'
minimum lot depth	95'

Setback Requirements

front yard

minimum to garage door	18' *
minimum to living area/porch	12.5' *

side yard

minimum interior	4'
minimum garage side	5'
minimum street side	10' *

minimum rear yard

10' **

lot type

conventional

max. coverage

75%

max. building height

37'

horizontal garage dominant
elevation is permitted with garage
door design elements

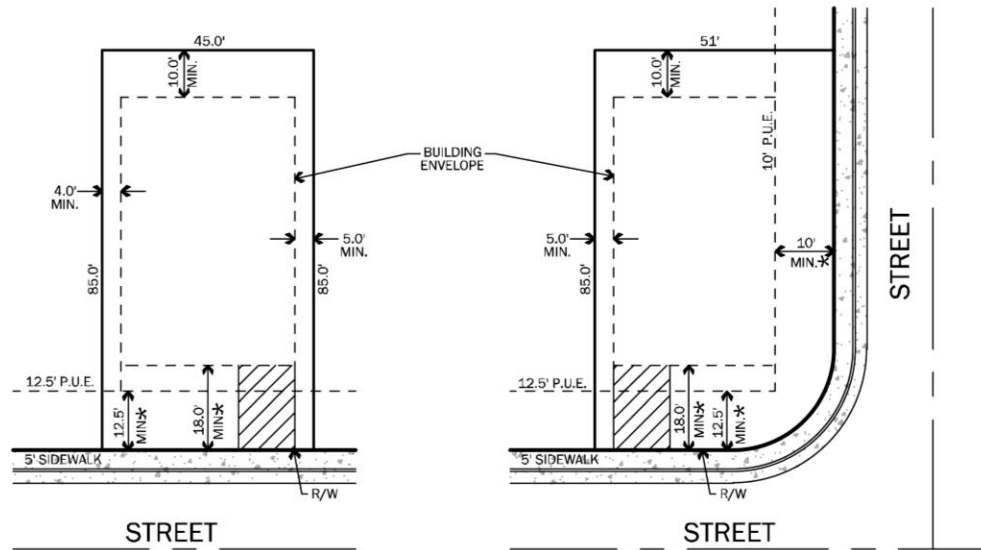
notes:

* = measured from back of walk
** allowing 5' encroachment for
cover patio

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 15: 45'x 85' Conventional Lots
Typical Development Standard



45' X 85' (TYP.) LOT
Development Standards Table

Lot Requirements

minimum lot size	3,483 square feet
minimum interior lot width	43'
minimum elbow lot width	36'
minimum corner lot width	51'
minimum lot depth	75'

Setback Requirements

<u>front yard</u>	
minimum to garage door	18' *
minimum to living area/porch	12.5'*
<u>side yard</u>	
minimum interior	4'
minimum garage side	5'
minimum street side	10'
<u>minimum rear yard</u>	10'**
lot type	small lot
max. coverage	75%
max. building height	37'
horizontal garage dominant elevation is permitted with garage door design elements	

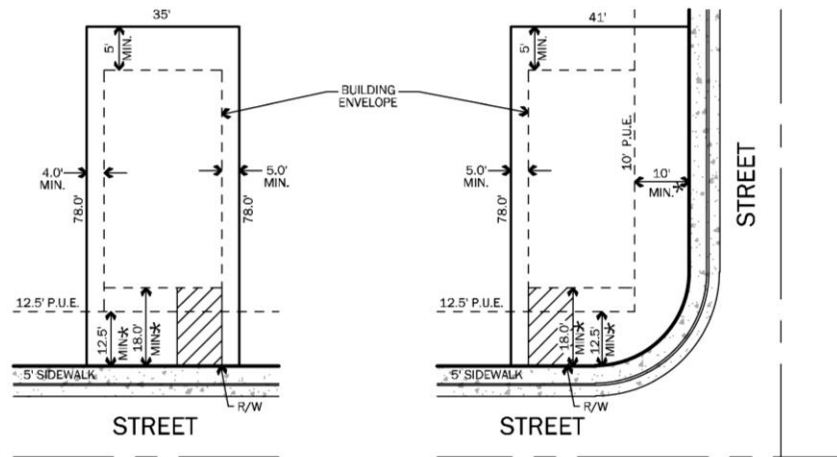
notes:

- * = measured from back of walk
- ** allowing 5' encroachment for cover patio

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 16: 35'x78' Conventional Lots
Typical Development Standard



35' X 78' (TYP.) LOT Development Standards Table

Lot Requirements

minimum lot size	2,376 square feet
minimum interior lot width	33'
minimum elbow lot width	18'
minimum corner lot width	41'
minimum lot depth	72'

Setback Requirements

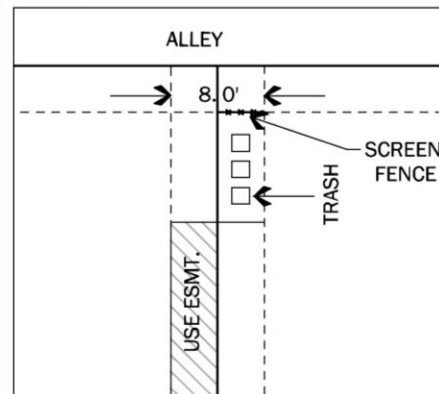
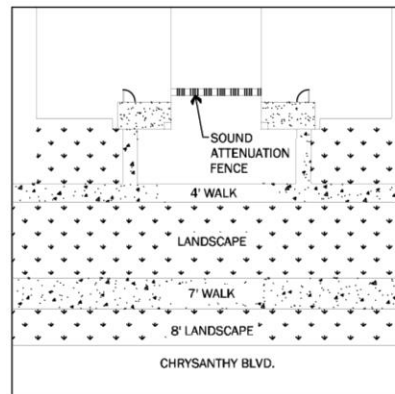
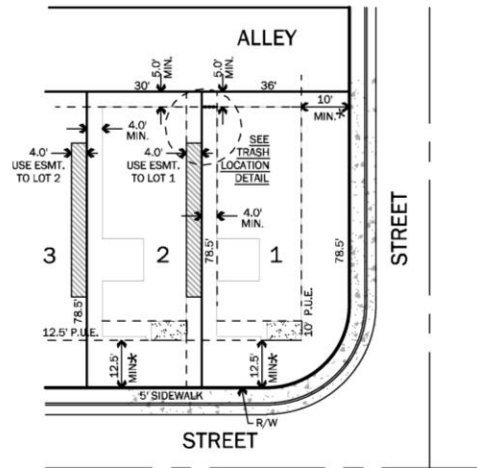
<u>front yard</u>	
minimum to garage door	18' *
minimum to living area/porch	12.5' *
<u>side yard</u>	
minimum interior	4'
minimum garage side	5'
minimum street side	10' *
<u>minimum rear yard</u>	5'
lot type	small lot
max. coverage	75%
max. building height	37'

horizontal garage dominant
elevation is permitted with garage
door design elements

notes:

* = measured from back of walk

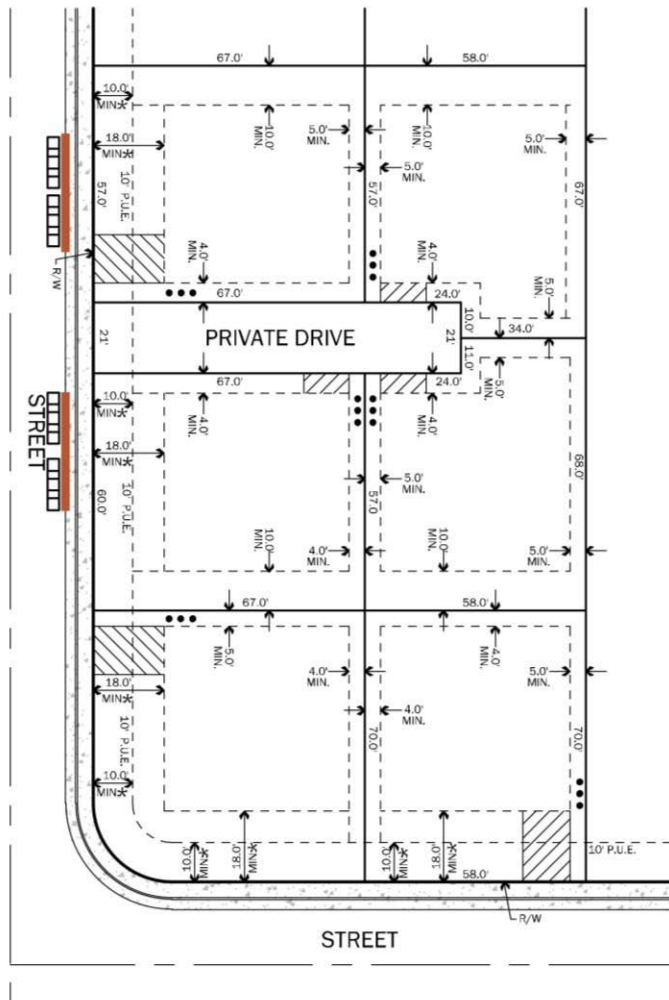
The diagram shows a cross-section of a residential garage structure. The total width of the structure is 31 feet. The structure is labeled "Residential Garage (typ.)". Below the structure, a horizontal line represents the ground level. The distance from the centerline of the structure to the edge of the property is 5 feet, labeled "Setback". The distance from the centerline of the structure to the centerline of the "Public Alley" is 21 feet. The "Public Alley" is shown as a narrow strip of land between the property and the street.



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ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 18: 56' x60' Cluster Lots (4-pack)
Typical Development Standards



57' X 67' (TYP.) LOT
Development Standards Table

Lot Requirements

Minimum Lot Size	3,300 square feet
Minimum interior Lot Width	52'
Minimum Corner Lot Width	70'
Minimum Lot Depth	66'

Setback Requirements

minimum from public street

to living area/porch	10' *
to garage door	18' *

minimum from private drive

to living area/porch	4'
to garage door	4'

side yard

minimum interior	4'
minimum garage side	5'

minimum rear yard

lot type	courtyard and small lot
max. coverage	85%
max. building height	20'

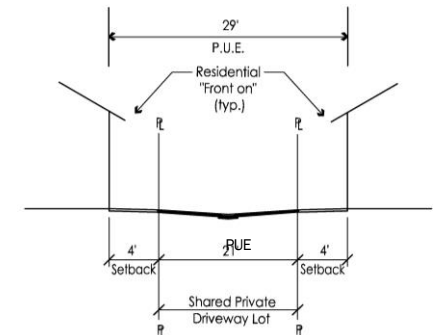
notes:

* = measured from right-of-way

LEGEND

 LIMITED PARKING ON TRASH COLLECTION DAYS; SIGNED NO PARKING AND HOA ENFORCED.

 TRASH CAN



3.5.2 High Density Residential Development Standards

Within the Gateway Neighborhood, the high-density residential parcel will provide for multi-family attached uses including apartments and condominiums, lofts and other multi-story residential uses. The development standards for this neighborhood are provided in Table 3a.

Table 3a: High Density Residential Development Standards

DENSITY (du/ac)	
Minimum	27
SETBACKS	
Front	18'
Side	
To adjacent building	15' min
Street/Corner	15'
Zero Lot Line	n/a
Rear	10'
To Alley / Access Road	5'
HEIGHT (maximum)	
Primary Structure	60'
LOT COVERAGE (maximum)	
COMMON OPEN SPACE* (minimum)	25%
PARKING	
Resident Parking	Zoning Ordinance
Resident Guest Parking	Zoning Ordinance

*Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approval authority.

Table 3b: Active Adult High Density Residential Development Standards

DENSITY (du/ac)	
Minimum	30
Maximum	80
SETBACKS General	
Front	12.5'
Street/Corner	15'
To adjacent building	15' min
Rear	10'
Zero Lot Line	n/a
To Alley / Access Road	5'
HEIGHT (maximum)	
Primary Structure	60'
PARKING	
Senior Resident Parking	0.5 sp/unit
Senior Resident Guest Parking	0.1 sp/unit
COMMON OPEN SPACE* (minimum)	
LOT COVERAGE (maximum)	N/A

Within the Four Seasons Neighborhood, the high-density residential use will provide for multi-family senior apartments or condominiums located on the Clubhouse Parcel A. Up to 1 ac is reserved for this use. The development standards for this use is provided in Table 3.

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3.5.3 Commercial Development Standards

Within the Gateway Neighborhood, the commercial parcel will provide for a range of retail and neighborhood-serving uses. The development standards for this neighborhood are provided in Table 4.

Table 4: Commercial Development Standards

FLOOR AREA RATIO (FAR)	
Minimum	0.25
Maximum	1.0
SETBACKS	
Front	
Minimum	10'
Maximum	20'
Side	
Interior	5'
Street (minimum/maximum)	0' / 10'
Rear (minimum)	
General	5'
To Alley	5'
ACCESSORY BUILDING	
Front	30'
Side	
Interior	10'
Street	10'
Rear	5'
HEIGHT	
Minimum	n/a
Maximum	45'
LOT COVERAGE (maximum)	n/a

3.6 SUSTAINABILITY FEATURES

The Ranch has been planned designed to include sustainable amenities and features that encourage walking, biking, and transit use, reduce energy demand and water use. These features reduce greenhouse gas, air pollutant emissions, water use, and vehicle travel. The features are described below and include measures identified the Draft Environmental Impact Report prepared for The Ranch.

Walkable and Bikeable Design

The Ranch is designed with a walkable street pattern, with a ratio of approximately 144.9 intersections per square mile, multiple bicycle/ pedestrian connections, an off-street trail system, and bicycle lanes to encourage walkability. The Ranch's pedestrian and bicycle network includes pedestrian/bicycle-only links, through push-buttons to provide safe pedestrian and bicycle crossing at major streets, a comprehensive trail system, pedestrian/bicycle-only connections between streets, sidewalks, and bicycle lanes. The Ranch includes traffic-calming street design features, such as narrower streets, limited single-loaded streets, parking on both sides of the street, posted speed limit signs, planter strips with street trees, bulb-outs, and horizontal shifts (lane centerline that curves or shifts), and intersection traffic calming features, including pedestrian push-buttons at three intersections, marked crosswalks, count-down signal timers where appropriate, curb extensions, channelization islands, median islands, and tight corner radii, on a minimum of 50% of streets.

Electric Vehicles

The Ranch supports electric vehicle use, including installation of EV charging stations throughout the site for at least 50% of single-family residences and 5% of parking spaces within the commercial, park and recreation, and multi-family land uses to reduce reliance on gasoline-fueled vehicles.

ITEM 9.3.**Vehicle Trip Reduction**

All project components, including residential, commercial, and parks and recreation uses will join a Transportation Management Association.

Energy Use

All development will be designed to exceed the 2016 Title 24 energy use and efficiency requirements by 2 percent. All outdoor lighting will be energy-efficient (i.e., LED or better). All appliances will be energy efficient, with an EnergyStar or comparable rating.

The Ranch will focus on renewable energy use, with a minimum of 95% of electricity supplied via renewable energy through either on-site energy generation and/or a contract with SMUD.

Water Conservation

All development will install energy-efficient appliances, including low-flow bathroom and kitchen faucets, shower heads, and toilets.

The landscaping plan shall ensure a minimum of 50% of vegetation on all lots, including residential, commercial, and parks/recreation, consisting of drought-resistant trees, shrubs, grasses, and other vegetation, and shall demonstrate a reduction of outdoor water use of at least 25% compared with water use associated with the conventional landscaping that would be allowed for each lot. In addition, turf for residential uses will be at least 70% less than the maximum allowed turf area.

All landscaping and turf areas shall be irrigated by water-efficient irrigation systems that use a smart irrigation control system with automatic rain shut-off, maximum gallon per minute restriction, and WiFi connectivity to reduce water waste.

Greenhouse Gases

A minimum of 2,240 new trees will be planted throughout The Ranch to sequester greenhouse gas emissions. The majority of trees will be planted on residential lots, with tree planting also occurring on parks and recreation lots, landscaped medians, and along the trails.

The Ranch will purchase carbon offsets to reduce net project operational and amortized construction emissions to less than the Air District's adopted threshold for GHG emissions at the time of purchase.

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3.7 NOISE STANDARDS**3.7.1 Construction Noise Standards**

The following requirements shall be noted on all the improvements plans prior to approval by the City's Public Works Department and shall be implemented during construction activities.

- Construction activities shall adhere to the requirements of the City of Rancho Cordova Municipal Code, including the specified hours of operation for construction activities.
- Construction staging areas, including equipment staging, equipment and materials storage, and soil stockpiling for grading activities, shall be located centrally within each phase of Project development and shall be setback from residential dwellings to the maximum extent feasible to minimize construction noise impacts to existing residential uses. Construction staging areas shall be shown on grading and improvement plans.
- All construction equipment shall be fitted with factory equipped mufflers and shall be maintained in good working order.
- Any compaction required less than 26 feet from residential structures shall be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures.

3.7.2 Operational Noise Standards

To ensure that noise levels are reduced to less than significant within the project the follow measures are included and shall be adhered to by all components of the project:

- Residential lots along Rancho Cordova Parkway and Chrysanthy Boulevard:

Residential lots along Rancho Cordova Parkway and Chrysanthy Boulevard shall be shielded from excessive noise through a six-foot masonry wall located along the rear-yard of each residential lot that backs up to Rancho Cordova Parkway or Chrysanthy Boulevard. Along

Rancho Cordova Parkway. At the terminus of each segment of the sound wall, in addition to shielding the lot line adjacent Rancho Cordova Parkway, the masonry wall shall wrap around the side yard of each residential lot for a minimum of 15 feet toward the east, with the exception of any portion of the lot that is a driveway or front yard. This requirement shall be waived or modified if the Project applicant conducts a site-specific acoustical analysis for the lots that addresses cumulative roadway noise impacts that takes into account site specific conditions (e.g., site design, location of structures, building characteristics) and noise-attenuating features and demonstrates that noise levels in the exterior activity area of the residential lots will not exceed the City's conditional noise standard shown in General Plan Table N-2.

Villages 24 and 25 (Commercial), Village 23 (Multifamily Lot), and Parks and Recreation Facilities:

Prior to approval of whichever occurs first: approval of improvement plans, site design plans, or issuance of building permits for uses located in Villages 24 and 25 (Commercial), Village 23 (Multifamily Lot), and parks and recreation facilities that include potential noise generating uses (e.g., competitive sports fields and other uses anticipated to involve amplified sound or large crowds), an acoustical analysis shall be prepared addressing the potential noise impacts associated with the specific proposed uses and site design.

The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units' compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located as far as feasible from or shielded from nearby noise-sensitive land uses.

The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. For any noise impacts

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identified in the acoustical analysis that would be greater than City noise standards, the Project applicant shall submit a noise reduction plan to reduce any identified impacts above adopted City noise standards to acceptable levels. The noise reduction plan shall be reviewed and approved by the City and its implementation shall be required as a condition on improvement plans and operational measures shall be included in the covenants, conditions, and restrictions (CC&Rs) or similar mechanism to ensure on-going adherence to the requirements. Feasible measures to be included in the noise reduction plan to reduce Project-related noise impacts shall include, but are not limited to, the following:

- To the extent feasible, major noise-generating commercial uses (e.g., loading docks and equipment/vehicle storage repair facilities, etc.) shall be designed and sited to shield residential land uses located or proposed to be located within 500 feet of and within the direct line of sight of these facilities by construction of a noise barrier, earthen berm, or combination of the two. To provide effectiveness, noise barriers shall be continuous or solid, with no gaps, and shall block the line of sight to windows of neighboring dwellings. (Achievable noise reductions from barriers can vary, but typically range from approximately 5 to 10 dBA, depending on construction characteristics, height, and location.) The applicant shall retain the services of a professional acoustician to determine the design and location of noise barriers to be constructed prior to City issuance of building permits or improvement plans.
- Use of “quiet pavement” (e.g., rubberized asphalt) construction methods, where appropriate to reduce vehicle noise.
- Dual-pane, noise-rated windows, mechanical air systems, exterior wall insulation, and other noise reducing building materials shall be used to address existing noise levels as well as projected noise levels associated with nearby noise-generating uses. For example, Village 23 shall be designed and planned to address future commercial uses planned for Villages 24 and 25.
- Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7 a.m. to 6 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler, acoustic enclosure, etc.) devices in accordance with manufacturers’ specifications.
- On-site landscape maintenance equipment shall be equipped with properly operating exhaust mufflers and engine shrouds, in accordance with manufacturers’ specifications.
- For maintenance areas located within 500 feet of noise-sensitive land uses, the operation of on-site landscape maintenance equipment shall be limited to the least noise-sensitive periods of the day, between the hours of 7 a.m. and 7 p.m.
- Outdoor use of amplified sound systems within 500 feet of noise-sensitive land uses shall be permitted only between 7 a.m. and 10 p.m. Sunday through Thursday, and between 7 a.m. and 11 p.m. on Friday and Saturday and shall comply with the noise requirements of the City of Rancho Cordova Municipal Code.

3.8 CIRCULATION DESIGN STANDARDS

The design of The Ranch SPA’s circulation system utilizes an efficient system of streets and pathways to serve the Plan Area. The internal street system is designed such that a ‘block’ or ‘grid’ system is achieved. Wherever possible, various pedestrian pathways are designed to provide non-vehicular transportation opportunities throughout the project site, especially within the Active Adult portion of the project. The intent of the circulation network is to create a well-

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connected system of roadways and pedestrian facilities to encourage biking and walking.

3.8.1 Overall Circulation Plan

Minor arterial streets (4-lane) are the principal streets that serve through traffic in the vicinity of the Plan Area. These streets include Rancho Cordova Parkway on the sites' western boundary and Chrysanthy Boulevard that bisects the Plan Area and provides an east-west connection between Sunrise Boulevard and Grant Line Road, two major arterial streets (6-lane roadways).

Construction of the Plan Area street system, including the internal streets, will occur in a timely and coordinated manner. Street improvements will be phased according to the phasing plan and specifications contained within the TRSPA Development Agreement. The Development Agreement will define the financing and implementation of the projects phased circulation system. A total of 2.5 +/- miles of trails will be added connecting the site in the east -west and north-south direction.

The internal residential streets provide connections into and through, the TRSPA and connect residential neighborhoods with The Gateway Neighborhood, various planned park, open space facilities, and wetland features, thus allowing residents to travel within and throughout the Plan Area without traveling along the arterial roadways. Where necessary, pedestrian push buttons will be installed that will facilitate timely and safe pedestrian crossings.

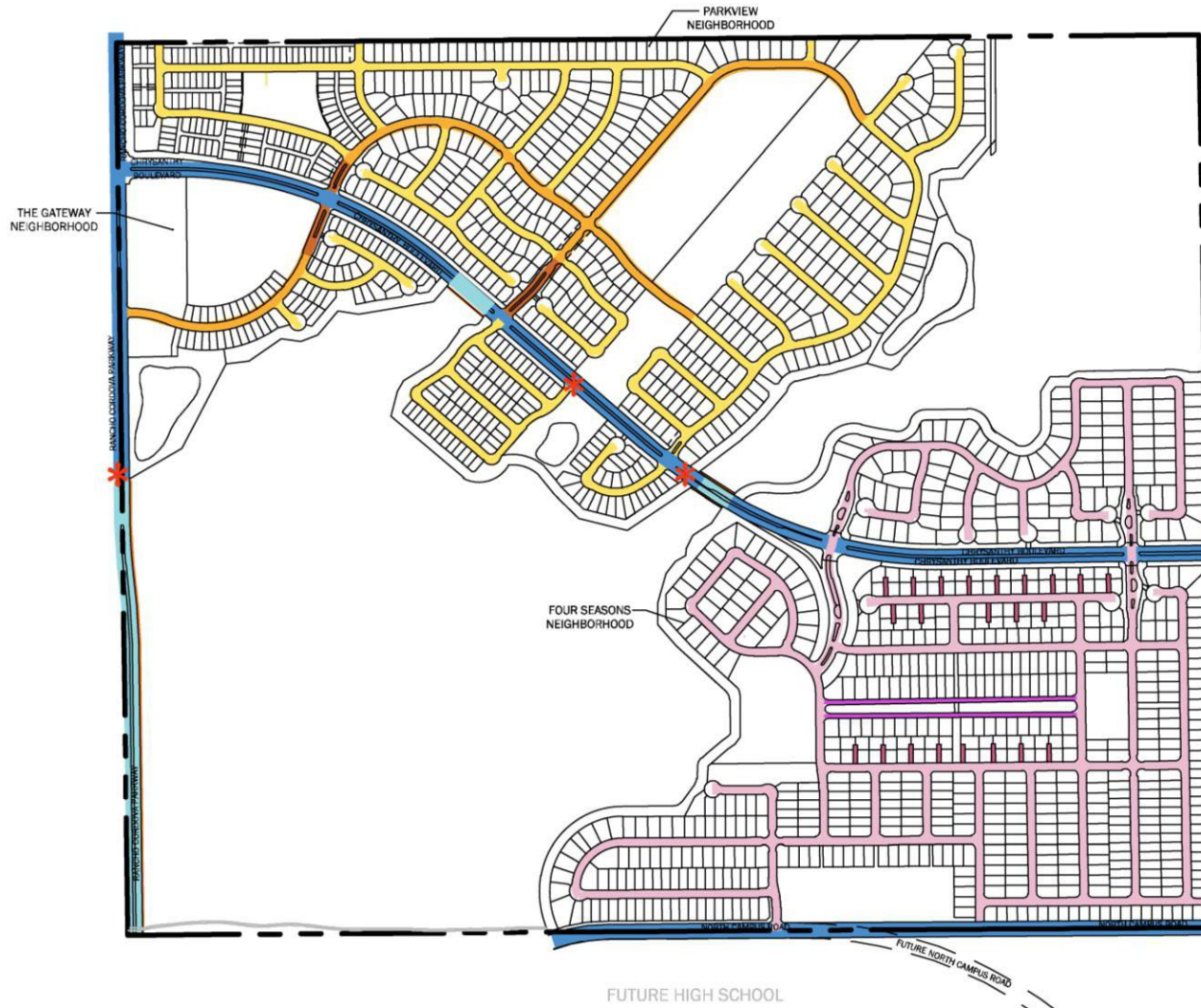
The Ranch provides for non-vehicular transportation choices. A future transit stop, located at Rancho Cordova Parkway and Chrysanthy Boulevard, will provide public transit opportunities. The design of the TRSPA encourages the use of public transit by locating denser residential development close to the future transit stop, facilitating easy, walkable access.

Traffic-calming street design features, such as narrower streets, limited single-loaded streets, parking on both sides of the street, posted speed

limit signs, planter strips with street trees, bulb-outs, and horizontal shifts (lane centerline that curves or shifts), and intersection traffic calming features, including pedestrian push-buttons at three intersections, marked crosswalks, count-down signal timers where appropriate, curb extensions, channelization islands, median islands, and tight corner radii, are provided on a minimum of 50% of streets.

Additionally, The Ranch SPA provides a varied network of both on- and off-street pedestrian pathways and trails allowing for safe and convenient non-vehicular travel throughout the Plan Area. All minor arterial streets have Class II bike lanes striped on the street. Large street trees are provided next to sidewalks, creating a shaded street environment for pedestrians. Pedestrian and bike trail facilities are located within the TRSPA along the Wetland Preserve as well as within the Open Space Parkway (Power Line Corridor) that facilitates a continuous off-street connection from Rancho Cordova Parkway through to eastern project boundary.

Exhibit 19: Overall Circulation Plan (Subject to change)



LEGEND

FACILITY DESIGNATION

- MINOR ARTERIAL STREET
- MODIFIED MINOR ARTERIAL STREET
- STANDARD RESIDENTIAL STREET
- MODIFIED RESIDENTIAL STREET AT ENTRY
- MINOR RESIDENTIAL STREET
- PRIVATE MINOR RESIDENTIAL STREET
- PRIVATE DRIVE
- ONE-WAY STREET
- BICYCLE & PEDESTRIAN PATHWAY (ATTACHED SIDEWALK)
- ✱ PUBLIC PEDESTRIAN & BICYCLE ACCESS PUSH BUTTON

✱ General locations shown.
Final location will be determined
at improvement plan stage.

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3.8.2 Street Sections

The Ranch SPA identifies the basic framework and hierarchy of roadways and establishes the primary circulation system that feeds, defines and connects the Plan Area. Streets within the SPA are classified based on their functional requirements and their relative importance in serving the neighborhoods and establishing the character of the project.

Minor Arterial Streets

Minor Arterial streets within the SPA include Rancho Cordova Parkway, Chrysanthi Boulevard and North Campus Road.

Exhibit 20: Rancho Cordova Parkway Minor Arterial Street Section

These streets are design for less than 32,500 average daily trips (ADT) with a speed limit of 35 to 45 mph. These 4-lane facilities are generally comprised the following components:

- 74' right-of-way
- 14' landscaped median and 15' to 25' landscape corridors
- Two travel lanes (12' and 11') in each direction
- 6.5' striped bike lane (to Face of Curb)
- 3' vertical curb & gutter with 7' Sidewalk
- Parking is not permitted
- 10' Left Turn Lanes (not pictured)
- Attached sidewalk along preserve boundaries

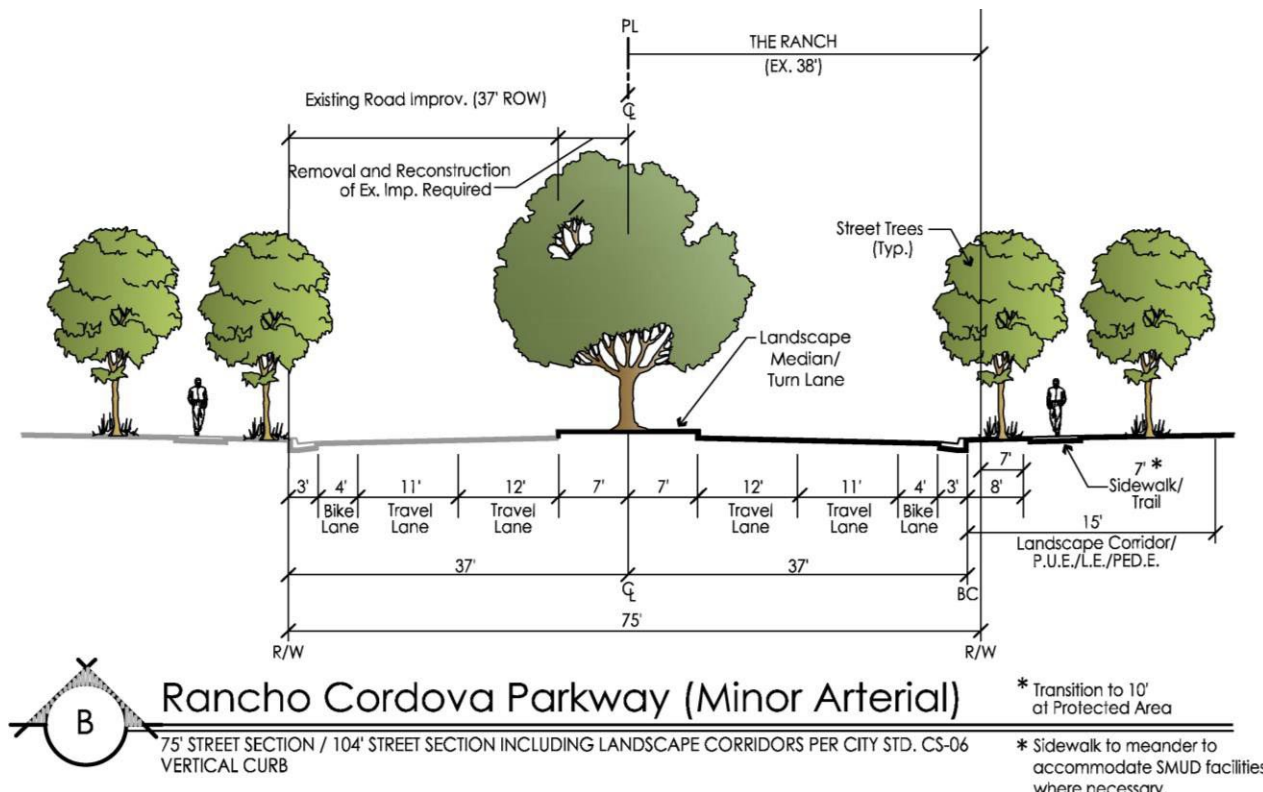
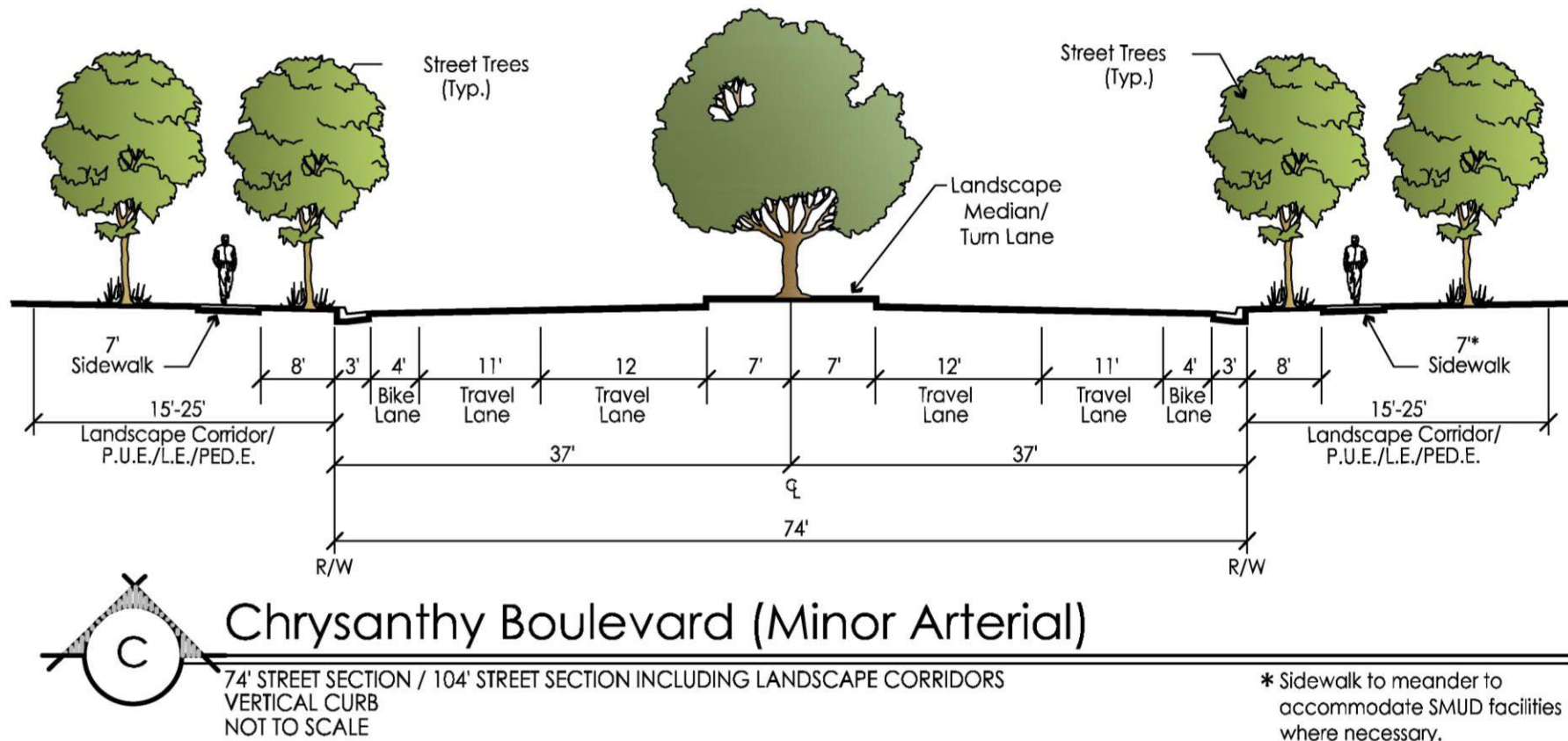


Exhibit 21: Chrysanthy Boulevard Minor Arterial Street Section

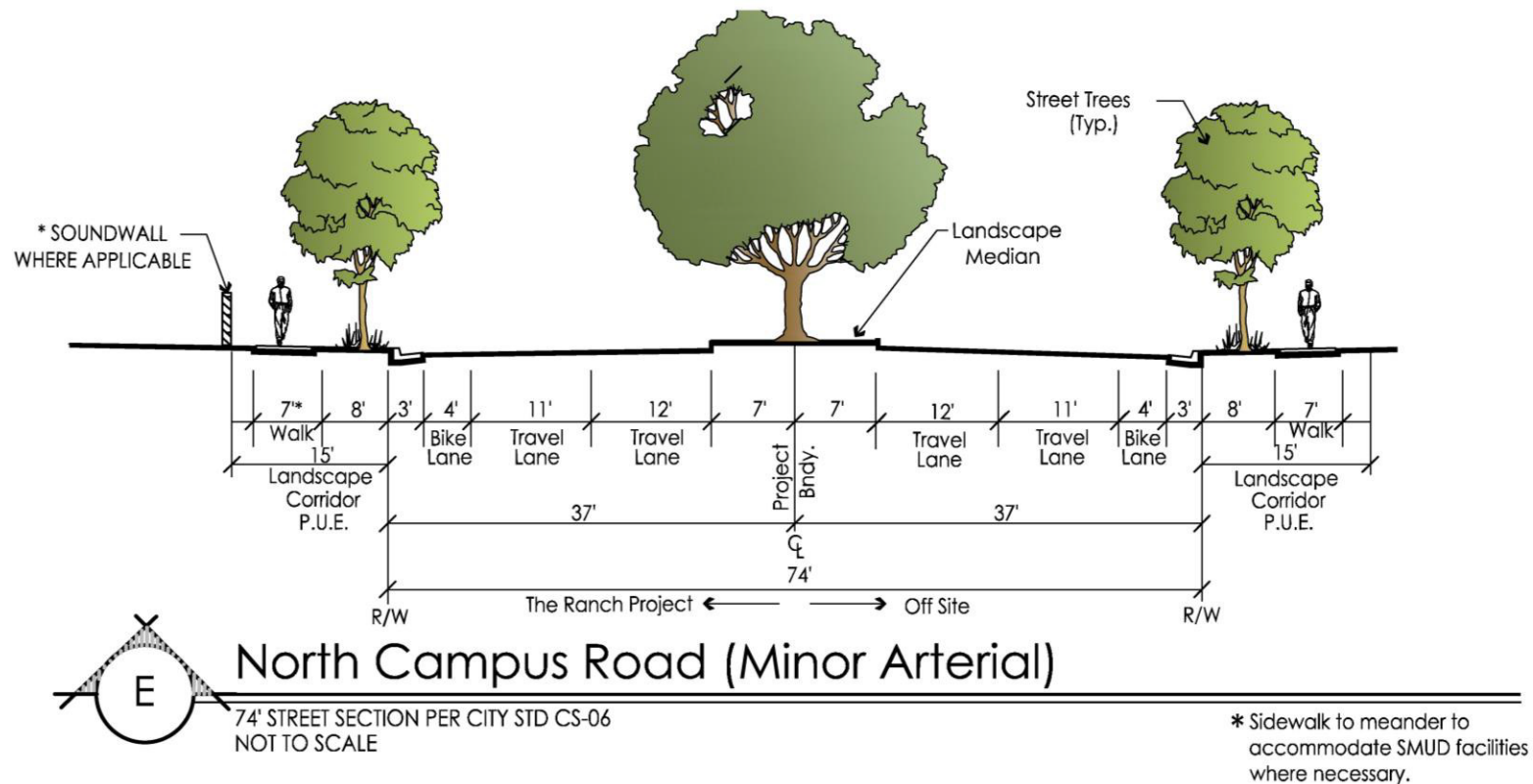


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North Campus Road – Modified Minor Arterial

North Campus Road is a modified minor arterial street within the SPA which serves as a residential collector on the project's southern boundary.

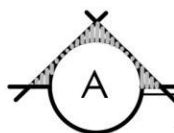
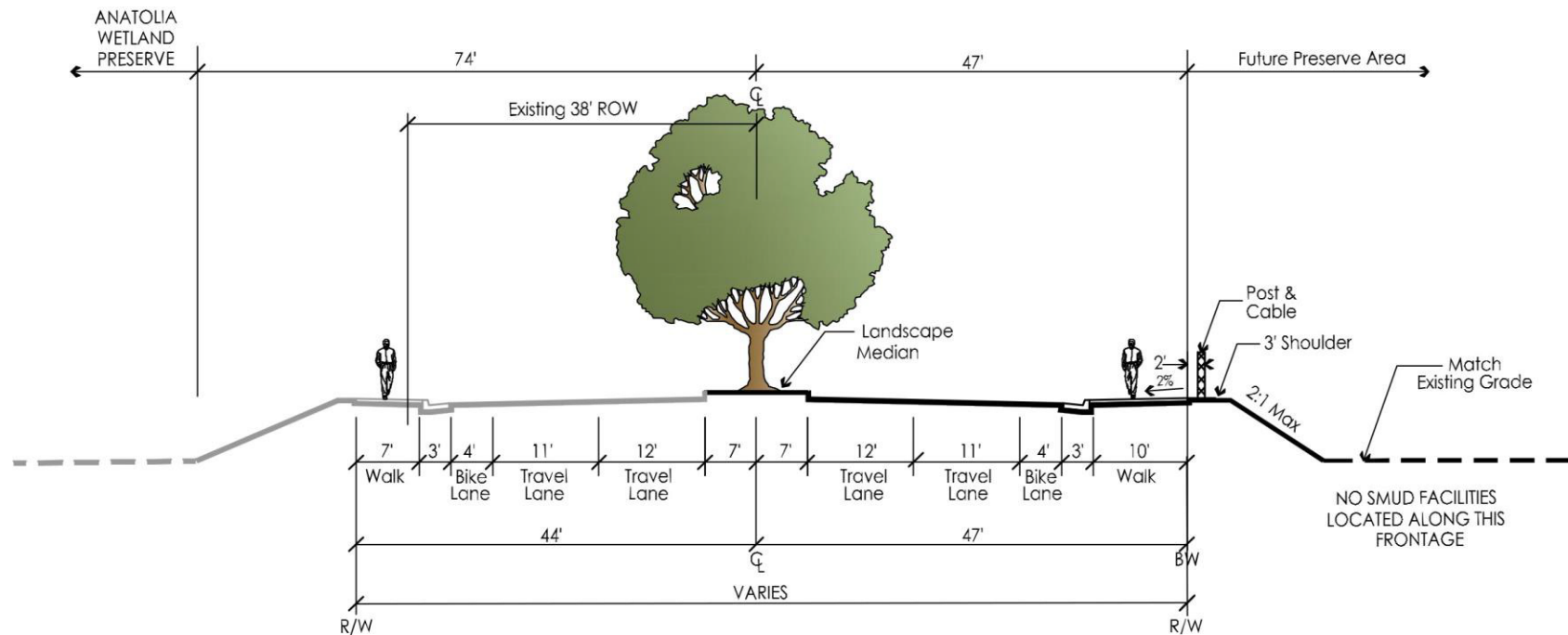
Exhibit 22: North Campus Road



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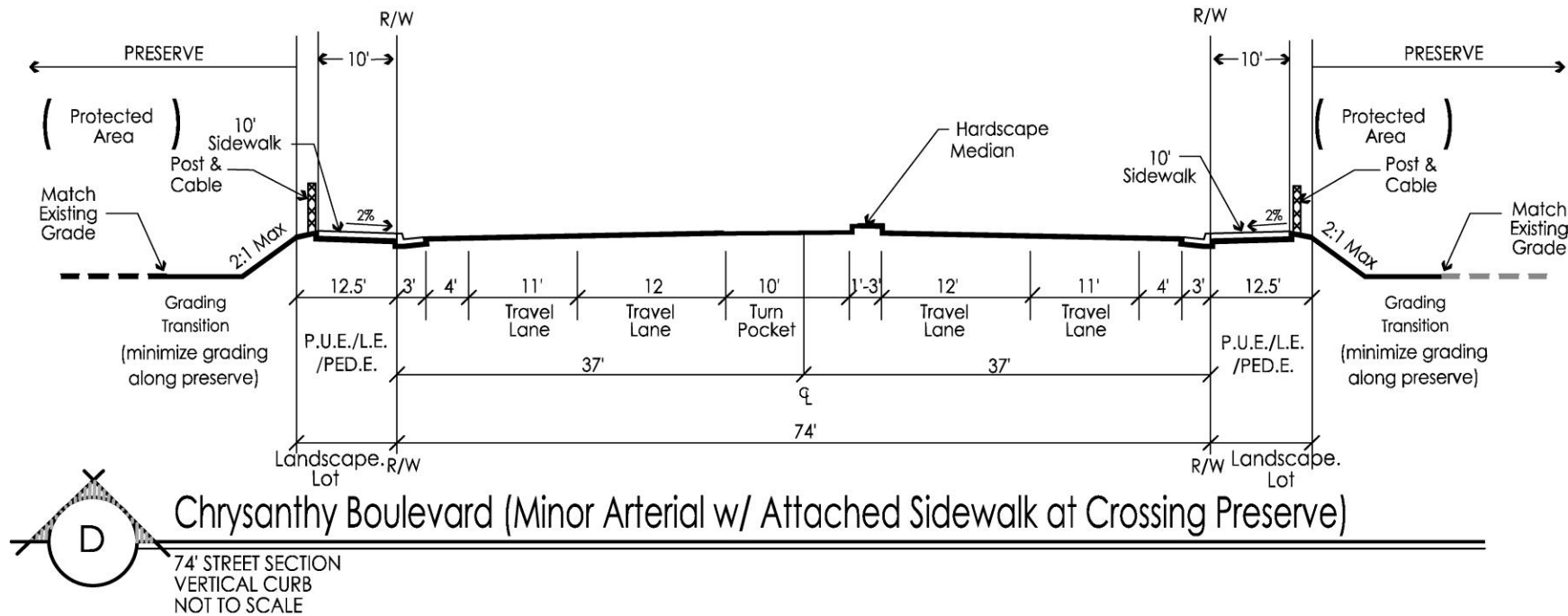
Modified Minor Arterial Street

Modified Minor arterial streets within the TRSPA include Rancho Cordova Parkway adjacent to the Wetland Preserve, and Chrysanthy Boulevard at the crossing of the Wetland Preserve and protected area. These modified arterial sections have been designed to conform to SSHCP standards and to minimize impacts to the preserve area while maintaining bicycle and pedestrian connections at these key locations. In both cases, the 25' landscape corridor is removed and the sidewalk transitions to a 10' attached walk.

Exhibit 23: Rancho Cordova Parkway Modified Minor Arterial Street**Rancho Cordova Parkway (Modified Minor Arterial)**

STREET SECTION - WIDTH VARIES
VERTICAL CURB

Exhibit 24: Chrysanthy Boulevard Modified Minor Arterial Street



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Standard Residential Streets

Standard residential streets within the SPA serve as primary circulation within a neighborhood. This designation includes a modified residential street section for major entries only in which parking is prohibited and a median is added. These streets are design for less than 7,000 ADT with a speed limit of 25 mph. Generally, these 2-lane facilities are comprised of the following components:

- 43' right-of-way (typical); 53' right-of-way at entry
- 9' travel lane in each direction
- 7' parking (typical); no parking at entry
- 5' attached sidewalk
- No striping required
- Vertical curb along community park

Exhibit 25: Standard Residential Street

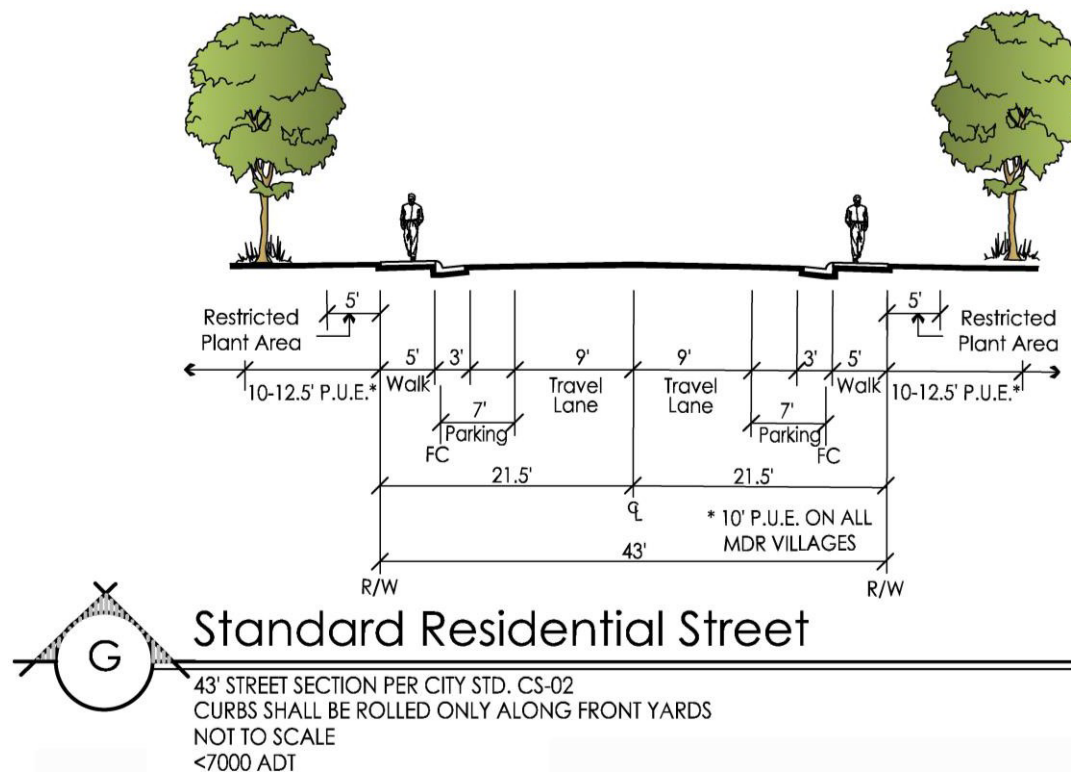
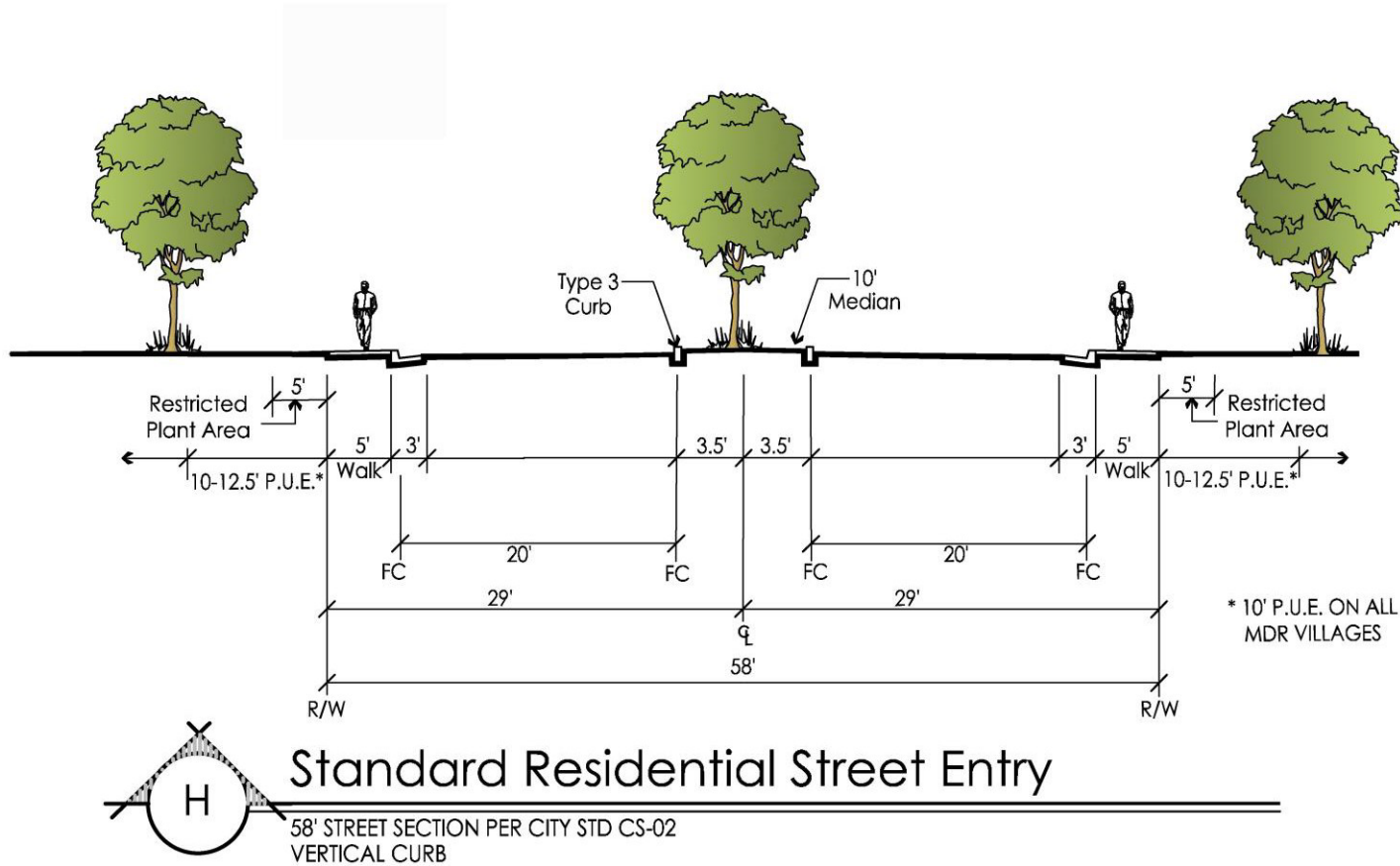


Exhibit 26: Modified Residential Street Section at Entry



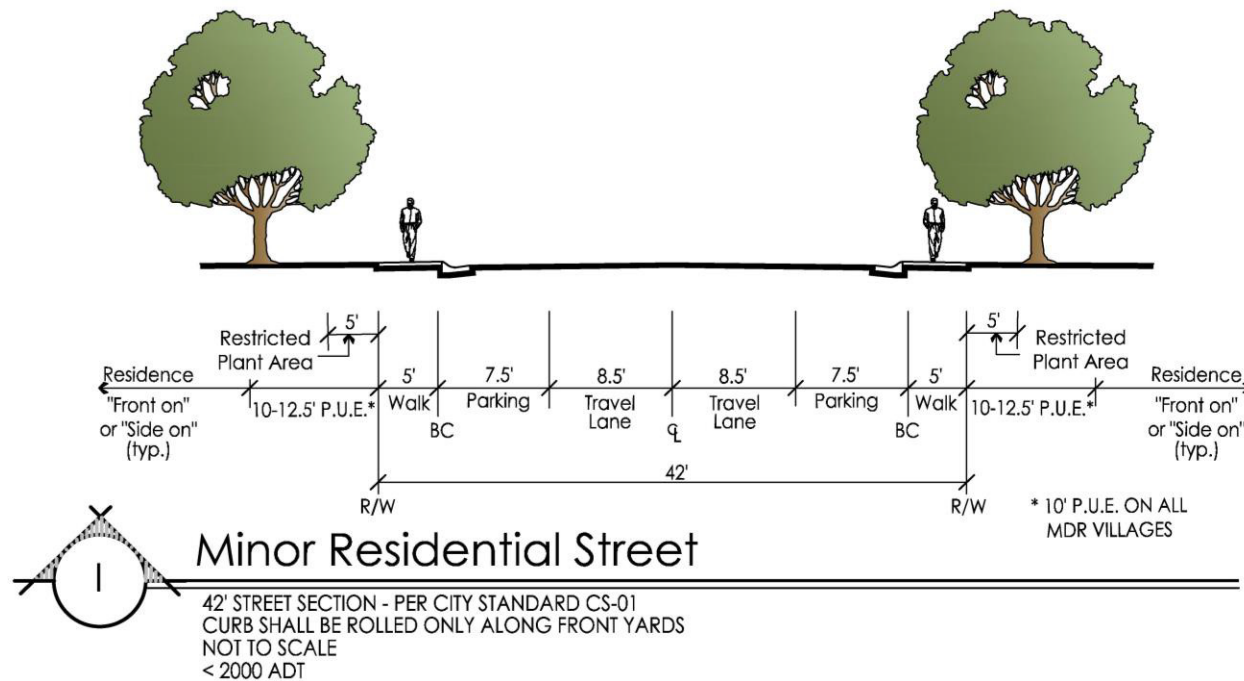
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Minor Residential Streets

Minor residential streets within the TRSPA serve as local connector streets within the individual neighborhoods and are consistent with City Standard (CS-01). These streets are designed to carry low volumes of local traffic (less than 2,000 ADT). These 2-lane facilities comprise the following components:

- 42' right-of-way
- Two 8.5' travel lane in each direction
- 7' parking, including rolled curb & gutter (to Face of Curb)
- 5' attached sidewalk
- Parking is permitted
- Vertical curbs should be installed along parks and residential frontages for alley loaded homes.

Exhibit 27: Minor Residential Street Sections



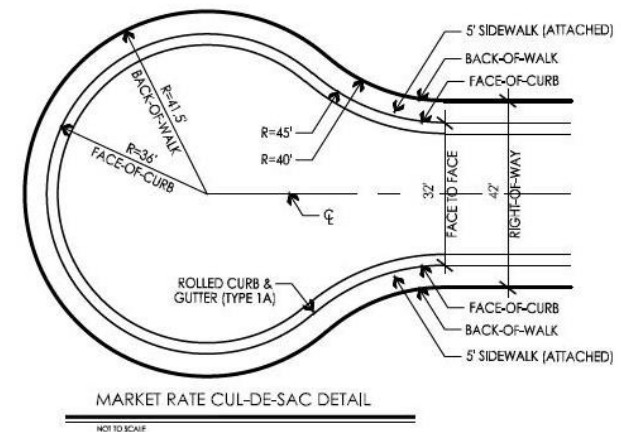
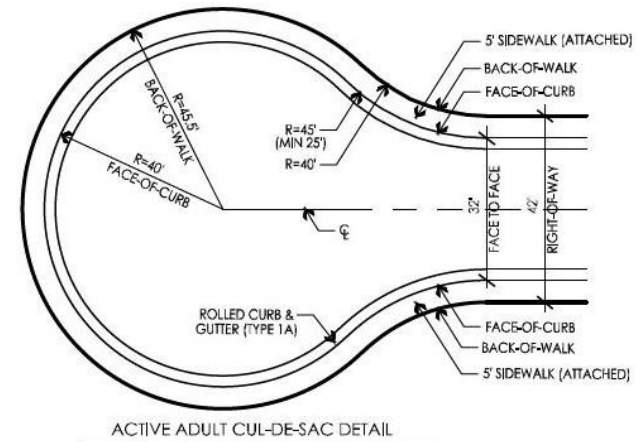
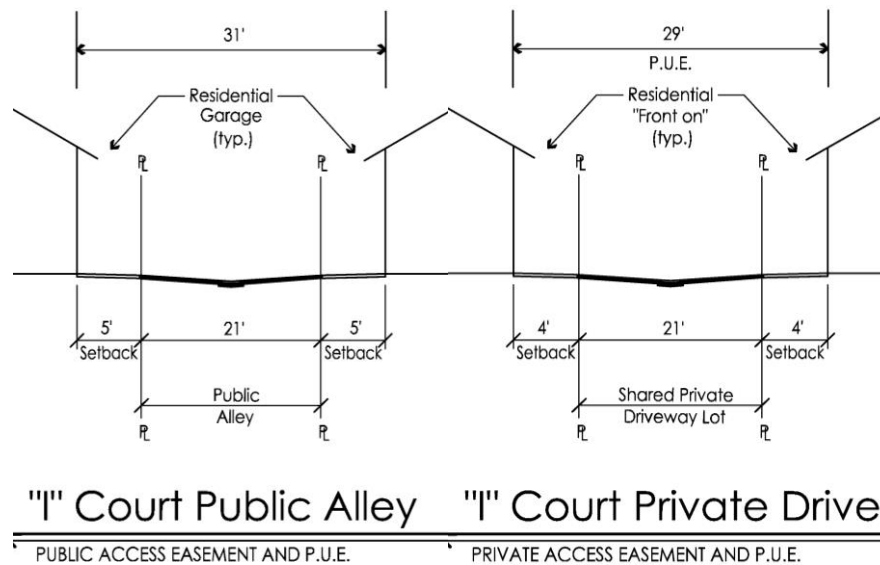
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Public and Private Alleys

Private drives within the SPA serve residential units as a shared private driveway within the Four Seasons Neighborhood. These private drives provide access to multiple homes off this shared facility. This clustered configuration of homes minimizes garages and driveways in front yards of small lot detached residential units and eliminates 'garage-dominant' architecture. Private drives carry only the traffic from the residences that they serve and will be privately maintained as part of a Home Owners Association (HOA).

These 2-lane facilities comprise the following components:

- 21' wide pavement width
- No sidewalks
- Parking is not permitted

Exhibit 28: Public and Private Alleys**Exhibit 29: Typical Cul-de-Sac Bulbs**

ITEM 9.3.

3.8.3 Trail Network

The trail network will create a citywide network with regional connections, allowing convenient and safe access to all pathways. The trail network, located throughout The Ranch Plan Area, is a key defining factor of the community. Trails encourage alternate transportation choices, like walking and biking, and limit the need for the conventional automobile. Trailheads orient residents to trail connections within the residential community and provide a unique sense of place integrating the natural and built environment. Proposed Trails provide opportunities for both active nodes and passive outlook areas, including benches, and pet waste stations, at these major trailhead locations. All trail improvements must be consistent with the South Sacramento Habitat Conservation Plan which governs this area. A total of 2.5+/- miles of trails will be added to the proposed site.

Within the SPA, trails are located along the expansive Wetland Preserve and a Class I Bike Trail is located within the Open Space Power Line Corridor. (Exhibit 30: Trail Map)

Nature Trails (Exhibit 31: Nature Trail Section)

Adjacent to the Wetland Preserve, there is a nature trail on the south side of Chrysanthy Boulevard, and on the north side of Chrysanthy Boulevard adjacent to the Four Seasons Neighborhood. These trails will consist of a 10' wide permeable and non-permeable trails with 2' shoulders. Proposed Trails will be located within a 50' buffer zone adjacent to the wetland preserve. The setback area will have natural vegetation and have minimal grading alteration incidental to grading transition from adjacent homes and necessary drainage. A 4' post and cable fence will separate the trail area from the remainder of the setback.

Class I Trail (Exhibit 32: Class I Trail Section)

Within the Open Space Parkway (Power Line Corridor) the trail section itself will be similar: 10' wide asphalt trail with 2' native shoulders on either side. However, it will occur in quite a different

setting. A community-wide amenity, the Open Space Parkway will consist of an existing 275' wide power line easement providing access from the northern property boundary down to the Wetland Preserve south of Chrysanthy Boulevard. A 300' wide Community Park is proposed next to the Parkway located centrally within Parkview to create a premier parkland feature. The Open Space Parkway, and adjacent parklands, offer direct pedestrian connectivity throughout the Plan Area to other areas of the Sunrise Douglas Community Plan. The area will have native vegetation and limited landscaping incidental to community park amenities. This Class I trail provides a great opportunity to connect with other Class I trails, both existing and planned, in the area and in the greater City of Rancho Cordova community as identified in the City's Pedestrian Master Plan.

Trail Head (Exhibit 30: Trail map)

Meeting areas, benches, signs, pet waste stations, and landscaping will be located at every trail head. Trail head will be located at major pedestrian access points shown in exhibit 30.



Exhibit 30: Trail Map (Subject to change)

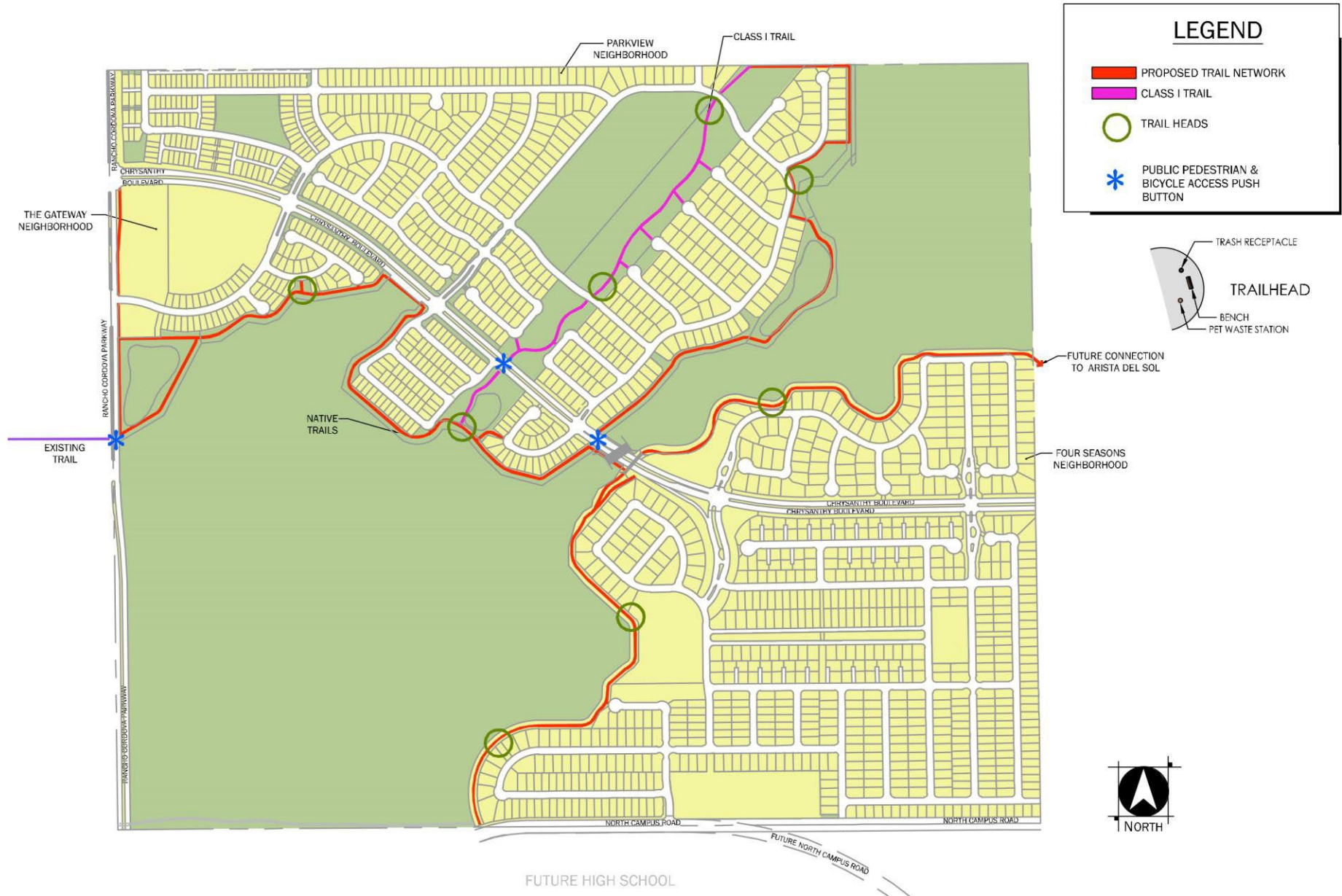


Exhibit 31: Nature Trail Section

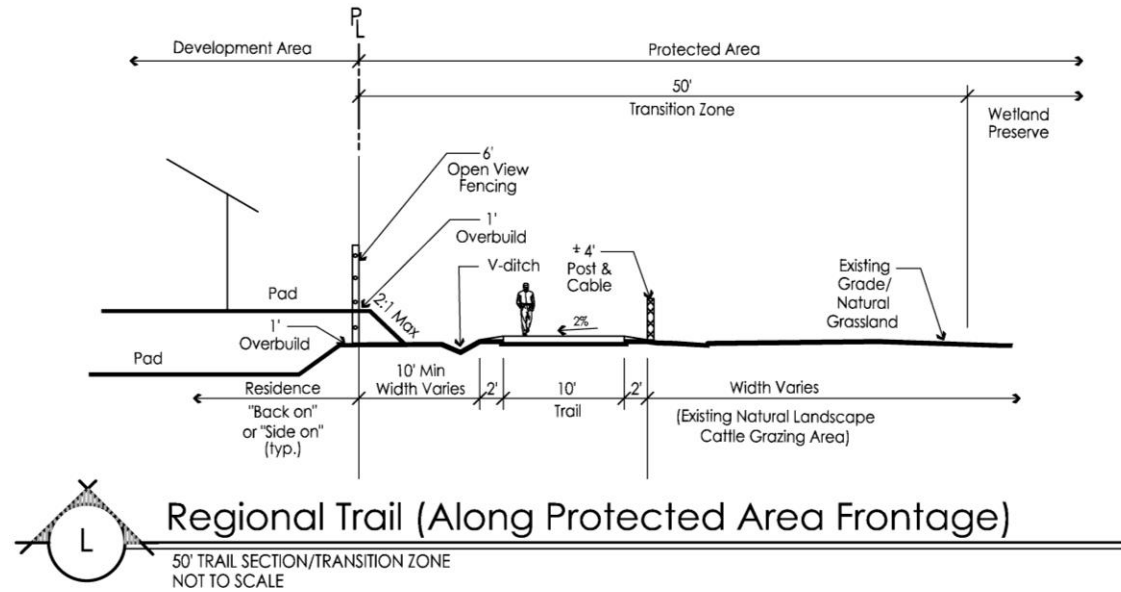
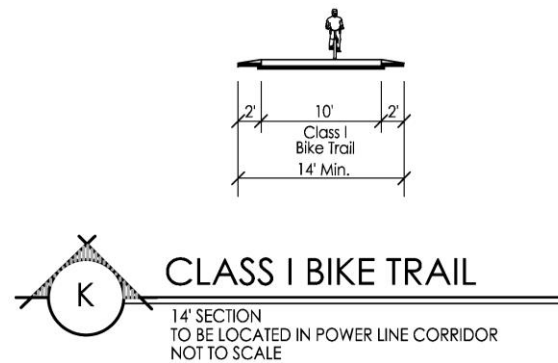


Exhibit 32: Class I Trail Section



ITEM 9.3.

3.9 PARKS + OPEN SPACE DESIGN PROGRAM

3.9.1 Overall Park + Open Space Plan

The Ranch Overall Park and Open Space Plan provides a variety of recreation opportunities, including active Community park, Neighborhood Park, passive parks, and open spaces within the Plan Area. The system of parks and open space will create a cohesive outdoor environment that complements the surrounding neighborhood form, playing an integral role in shaping the community as a whole. Proposed parks are located throughout the Plan Area, linked by residential streets, trails, and enhanced open space connections. The parks and open space system will greatly enhance the visual nature, quality of life, housing desirability, and the overall community image.

The Overall Parks and Open Space Plan is divided into two park programs: Public and Private. Within The Gateway and Parkview Neighborhoods a 10.8-acre public park combined with the adjacent Open Space Parkway will accommodate a premier park program, several detention basins as well as off-street Class I bicycle and pedestrian trail. This Corridor trends generally in a northeast-southwest orientation and provides community-wide open space. The community park consists of two regulation size soccer fields to be owned and maintained by Cordova Recreation & Park District. Public open space is generally owned and maintained by the City of Rancho Cordova.

The Four Seasons Neighborhood provides parks and recreation. For residents of this neighborhood this system of private amenities includes a clubhouse, linear park, community garden and off-street paths which create a looped walking network. These Four Seasons amenities will be privately owned and maintained as part of a Home Owners Association (HOA).

The Plan Area also includes a large Wetland Preserve that will be maintained in perpetuity for the preservation of threatened and/or endangered species. A trail around the Wetland Preserve will incorporate interpretive signage regarding the Wetland Preserve's special site characteristics, plant and animal inhabitants and on-going maintenance efforts.

Bicycle Facilities

Bicycle facilities shall be incorporated into each phase of The Ranch. The bicycle facilities and features shall include bicycle parking facilities for the multifamily, parks, recreation, and commercial uses, and may include bicycle lockers, showers for employment-generating uses, or bicycle-related signage.

Parkland Dedication

The Ranch public and private parks within the Plan Area contribute to the required parkland dedication. As outlined in the City's General Plan, 'All new residential development is required by the State to dedicate parkland at a rate determined by the land authority. The City of Rancho Cordova requires a rate of five acres per 1,000 population. In addition, the City of Rancho Cordova requires open space dedication at a rate of one acre per 1,000 population.' Table 5 outlines the required and provided parkland dedication.

Lighting Standards

A lighting plan shall be prepared prior to the approval of any improvement plans or building permits for park facilities. The lighting plan shall demonstrate that the lighting systems have been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. The lighting plan shall include the following:

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- Design of site lighting and exterior building light fixtures to reduce the effects of light pollution and glare from glass and metal surfaces;
- Lighting shall be directed downward, and light fixtures shall be shielded to reduce upward and spillover lighting;
- Where it is not feasible to fully shield light fixtures from light pollution, such as the sports field lights, the sports fields shall be located as to minimize the effect of lighting on nearby residential uses and the lighting shall be directed downward, be of the minimum wattage and height suitable for illuminating the playing surfaces and immediately surrounding areas, and shall be shielded and hooded to prevent light trespass outside of the park boundary and any adjacent roadway and to minimize any backscatter to the night sky.
- Lighting for each playfield, parking area, and structure shall have control boxes that allow operation of specific areas of lighting in order to only illuminate the field(s) and parking area(s) in use at any given time.
- Lights shall be turned off when the fields, parking areas, and structures are not in use.
- Parking lot lights added within the powerline easement east of the Community Park shall not be installed until the poles and fixtures have been reviewed and approved by easement holder. (PG&E or SMUD)

These requirements shall be noted on the project improvement plans.

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Table 5: Parkland Dedication

QUIMBY DEDICATION					
Designation	Units	PPF	Required dedicaton	Location	Proposed dedication
Market Rate					
SFR	732	2.95	10.80	Community Park	10.78
				Neighborhood Park	2.19
MFR	215	1.54	1.66	25% Park Parking lots	0.2575
Active Adult					
AA SFR	705	2	7.05	Rec Center	4.62
AA MFR	38	1.04	0.1976	Linear Park	1.4
				Community Garden	1.58
Totals	1690		19.70		20.8275

CITY OPEN SPACE DEDICATION					
Designation	Units	PPF	Required dedicaton	Location	Proposed dedication
Market Rate					
SFR	732	2.95	2.16	25% Lot R	1.965
MFR	215	1.54	0.33	Lot U	1.21
				25% Lot S	0.7275
				25% Lot I	0.5725
				25% Lot Q	0.5625
Active Adult					
SFR	705	2	1.41		
Senior MFR	38	1.04	0.04		
Totals	1690		3.94		5.0375

The following pages illustrate the overall parks and open space plan including individual conceptual park plans, landscape standards and monumentation.

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 33: Overall Parks + Open Space System
(Subject to change)



ITEM 9.3.**3.9.2 Conceptual Park + Open Space Program**

The park designs and programs for uses shown in this section are conceptual in nature and are subject to further design refinements. For purposes of this handbook, the park plans/ and programs are separated and listed by neighborhood, as previously identified in this handbook, and described in detail on the following pages.

Concept only. Layout is subject to change.

The Gateway Neighborhood

The Gateway Neighborhood represents the public front door to the community and marks one's arrival to The Ranch SPA. As such, prominent community entry feature and plaza are planned for the intersection of Ranch Cordova Parkway and Chrysanthy Boulevard. Refer to Section 3.7.4, Signage + Monumentation, for more detail on the community entries.

In addition, this neighborhood also provides opportunity for residential and retail-service uses to interface by providing a parks or plaza to orient the neighborhood, creating a focal meeting area and community gathering space. The plaza is envisioned to have a formal, urban design yet provide passive-use recreational spaces.

PARKS PROGRAM

Linear connection to town center

Plaza at village end with water fountain

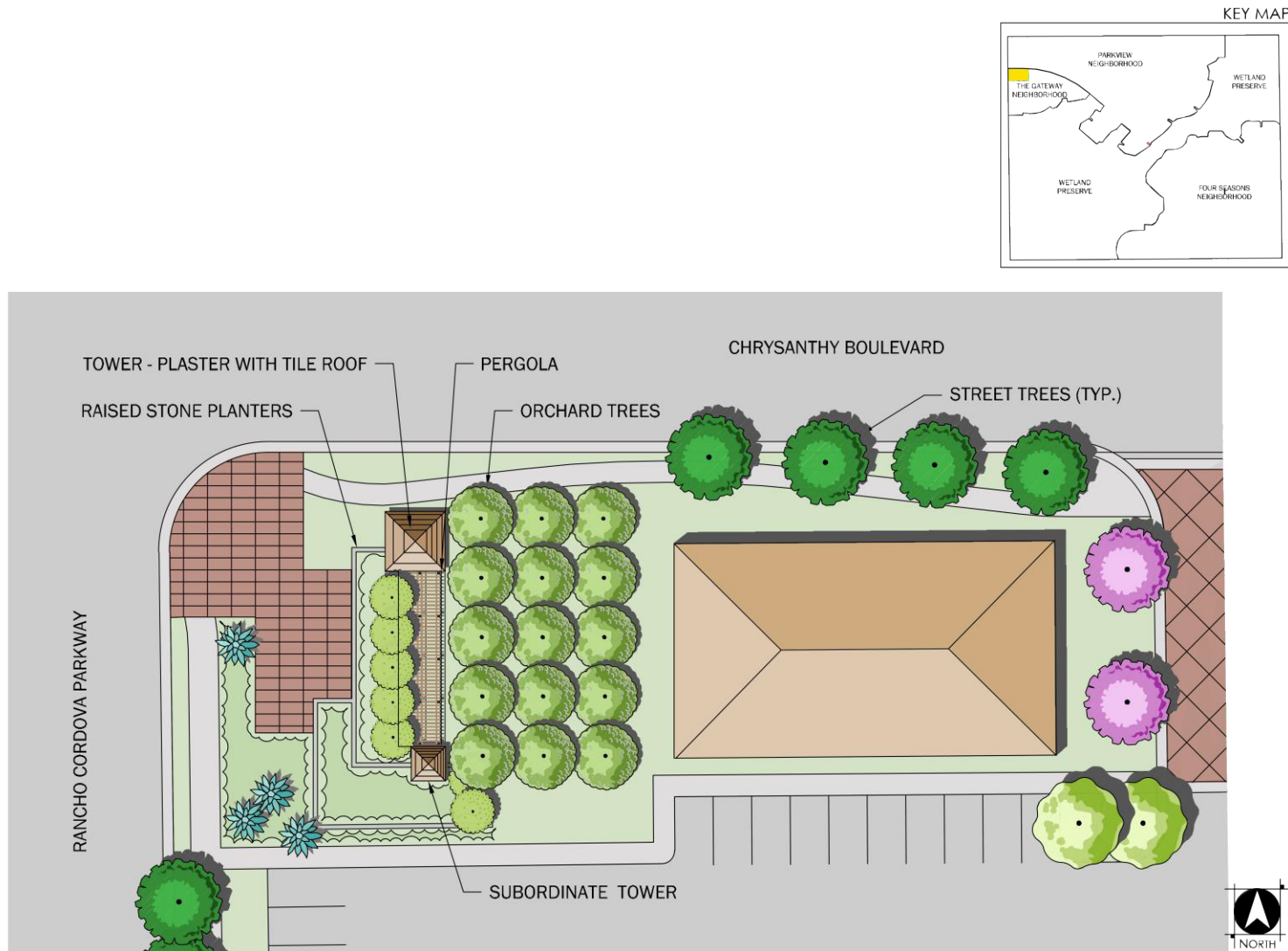
Raised planters with minor turf berms

Linear turf parkway strip

Landscaped transition to higher density homes

Site amenities: benches, trash receptacles, drinking fountains

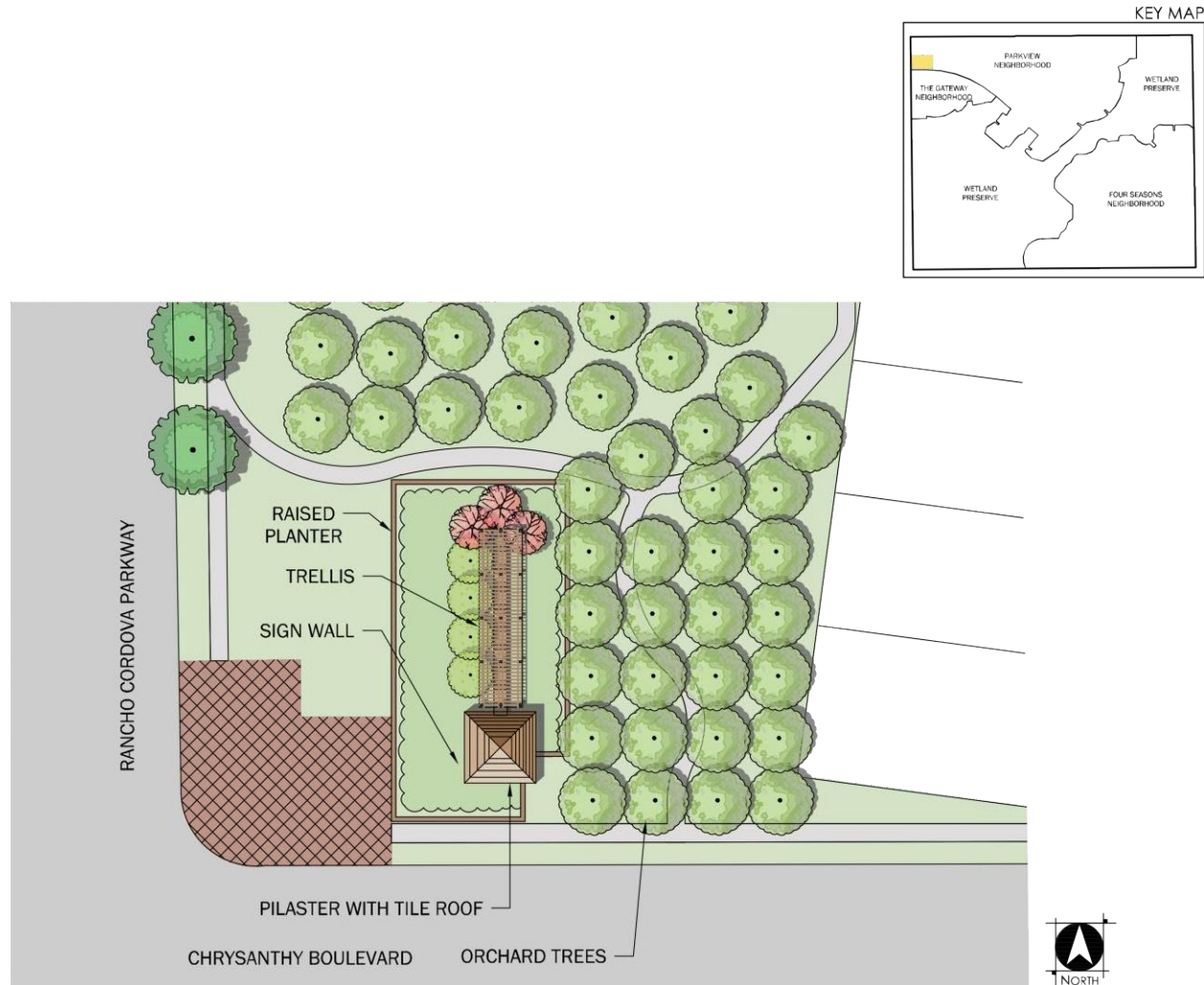
Exhibit 34: The Gateway Neighborhood Plaza Concept



ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 35: The Parkview Neighborhood Community Entry
Concept only. Layout is subject to change.



ITEM 9.3.**Parkview Neighborhood**

This neighborhood is home to an 11-acre public community park, combined with the adjacent 8-acre open space parkway and a 2.1-acre neighborhood park. The parks serve the neighborhood and the community to provide active and passive recreational uses for the plan area. The community park is envisioned to have active recreation facilities. The open space in the adjacent power line corridor will be a natural, informal design.

The open space parkway consists of an existing 275' wide power line easement that provides Community-wide Open Space and offers direct pedestrian connectivity throughout the Plan Area and to other areas of the Sunrise Douglas Community Plan. Improvements include a Class I trail system consisting of a 10' wide asphalt or concrete trail with 2' gravel shoulders and will provide regional connectivity through the Plan Area.

The neighborhood park is envisioned to serve high density villages. The park will be an ideal location for a tot lot and will feature a basketball court available for all ages. The exact programming will be determined in collaboration with CRPD and local residents.

The park design elements within Parkview Neighborhood will be consistent with the architectural character of the surrounding neighborhood. The community park programming will be adjusted as needed to meet current trends and community needs when the design for the community park commences, consistent with the Cordova Recreation & Park District *Preliminary District-wide Facilities Distribution Plan* (June 2016). Final programming will be determined during the design phase of the community park.

The Programs for Uses and Conceptual designs are as follows.

COMMUNITY PARK PROGRAM

Two regulation-sized soccer fields, public restrooms, and other facilities typical to community parks such as children's play areas, picnic shelters and sports courts.

NEIGHBORHOOD PARK PROGRAM

Play structures, sports courts, picnic areas, shade structures, benches, tables, barbeque and trash cans.

PROGRAM FOR OTHER PARKS

Meandering, Class I Bike and Pedestrian Trail

Site amenities: dog stations, trash receptacles, drinking fountains

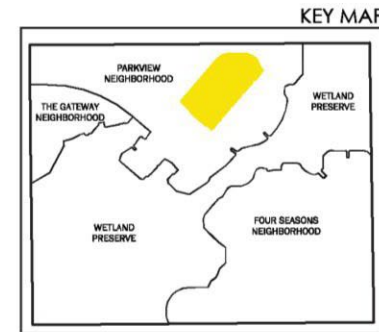
Surface parking for adjacent community park facility

Detention basin facilities

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 36: Parkview Conceptual Plan of Community Park



* Kite flying is prohibited in this area. Signs shall be posted to inform the public.



ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 37: Parkview Conceptual Open Space Power Line Corridor
(Improved with drought tolerant plants and very limited turf area)



ITEM 9.3.**Four Seasons Neighborhood**

This gated Neighborhood is home to a private recreation center, linear park, and community garden. The system of park amenities within this private community are meant to orient the neighborhood and provide focal meeting areas for community gatherings. The parks and open space system are envisioned to have a formal design and provide passive and active use recreational spaces.

The park design elements within the Four Seasons Neighborhood will be consistent with the architectural character of the surrounding neighborhood. The programs for uses and conceptual designs are as follows.

Four Seasons Parking

Parking on private streets within Four Seasons neighborhood on streets are allowed on one side only on streets up to 35 feet wide.

Table 6: Four Seasons Clubhouse & MFR Parking Requirements

Use	Area/Units	Rate	Parking
Clubhouse (approx. 19,000 sf)	19	2	38
AA MFR	38	0.5	19
AA MFR Guest	38	0.1	3.8
Total			60.8

ADA per building code

LINEAR PARK PROGRAM

Picnic trellis with enhanced paving and raised planter
 Informal turf & grasses
 Canopy shade trees
 Meandering pathway
 Site amenities: benches, trash receptacles & drinking fountains

COMMUNITY GARDEN

Community garden plots

Picnic area with trellis

Raised bed planters

Site amenities: picnic tables, trash receptacles & drinking fountains

MAIN COMMUNITY ENTRY

Gates and guard house

Prominent entry monumentation

Landscaped median

Wide landscaped corridors with street trees

Water features

(Secondary entries will have understated gated entries.)

RECREATION CENTER PROGRAM

Gym/Fitness/Showers/Lockers

Aerobics/Multipurpose Room

Ballroom/Assembly

Cards/Mojang Room/Billiard tables

Club Room

Bistro (w/Pro Kitchen)

Lounge/Bar

Kitchen Demonstration/Lounge/TV Events

Small Conference Room

HOA Office Suite

Staff Breakroom

IT Room

Fire Room(s)

Storage Room (Maintenance)

Pickleball Courts (At Least 4)

BBQ/Outdoor Kitchen Stations/Tables

Putting Green

Pool (s) and Spas

Shaded Structures

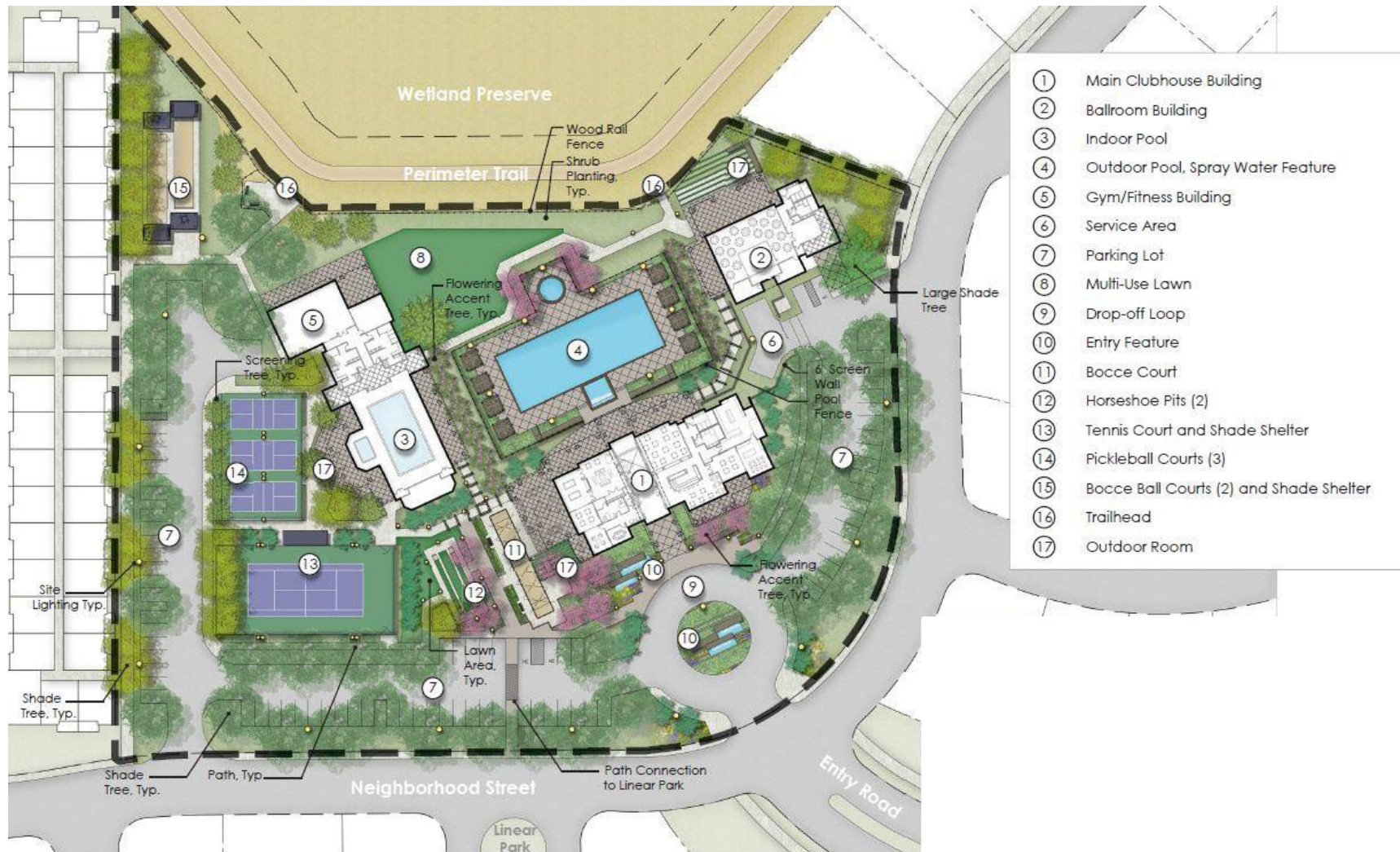
Fire Pits

*The above program is subject to change

ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 38: Four Seasons Recreation Center.



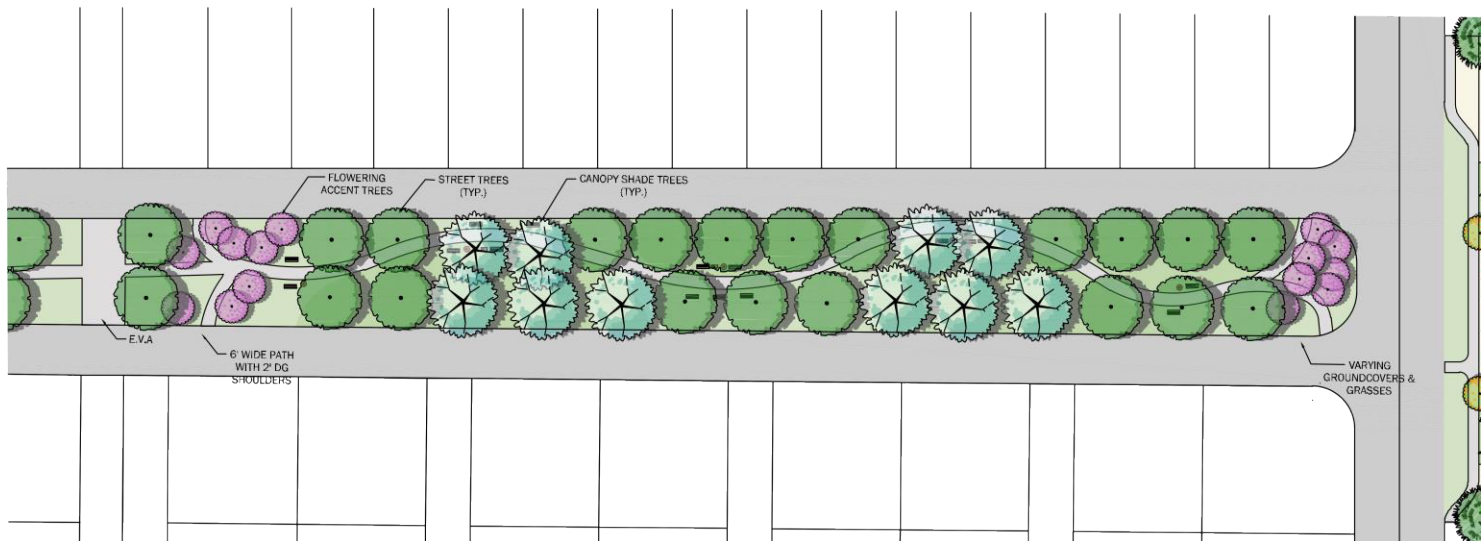
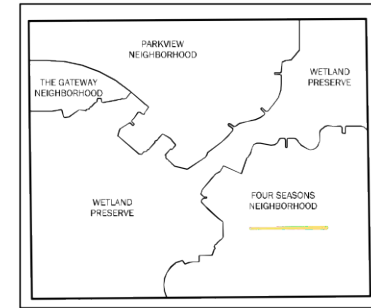
Note: Concept only. Site Plan is subject to change.

ITEM 9.3.

ATTACHMENT 2
Exhibit A to the Ordinance

Exhibit 39: Four Seasons Linear Park Conceptual Plan
(Concept only, subject to change)

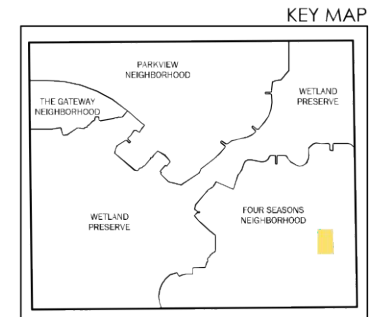
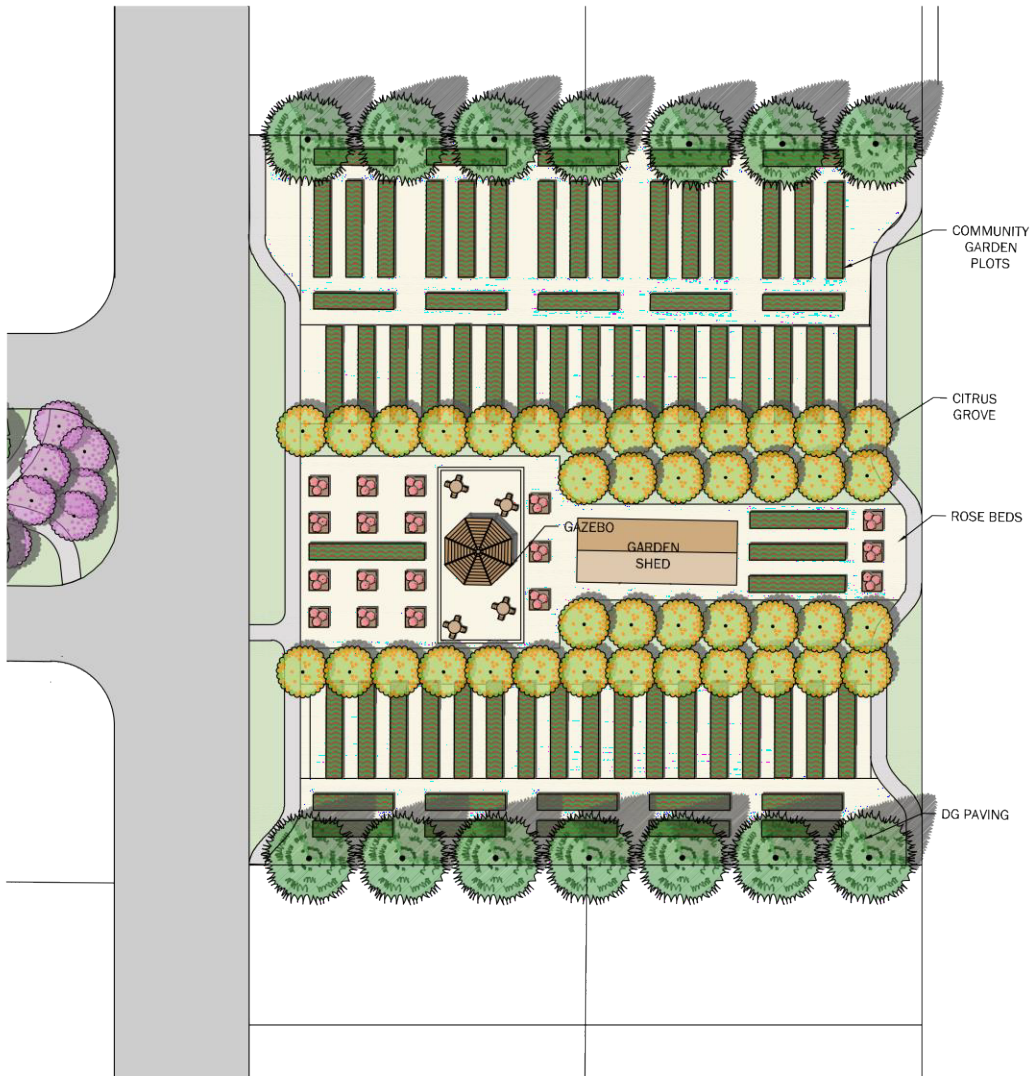
KEY MAP



ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 40: Four Seasons Community Garden Conceptual Plan
(Concept only, subject to change).



ITEM 9.3.

3.9.3 Landscape Standards

The intent of the landscape design within each neighborhood is to provide continuity throughout the community. Landscaping guidelines specify standards for streetscapes and public spaces. Using deciduous and evergreen plant material, year-round interest will be given to the site with an evenly layered plant design. This layered plant design helps to frame views and highlight special features and can also screen or diminish adverse views and utilities.

The streetscape within The Ranch community is unified through a consistent palette of ground cover, shrubs, and street trees. A minimum of 2,240 new trees will be included in the project, as street trees and trees included in the parks and landscaping areas. The street trees create a canopy along all public streets to increase the aesthetics of the neighborhood while providing shade and a walkable environment. All street trees should be a minimum of 15 gallons in size at the time of planting and centered in the parkway strip or behind the sidewalk in a few locations where there is an attached sidewalk. A mix of evergreen and deciduous trees is encouraged as primary and accent tree options.

The landscaping of public spaces should be carefully considered to attract visitors. Trees with a consistent canopy should be used in areas where shade is desirable especially along the walking path along the roadways. In general, the landscaping of public spaces should complement the other features and amenities of the area, becoming a backdrop to pedestrian activities.

The following landscape guidelines and standards apply to the community:

- Landscaping should be used to define outdoor spaces, softening and complementing structures
- Provide landscaping to screen parking, loading, storage and equipment areas
- Provide landscaping to shade and enhance the streetscape, parking areas, and outdoor gathering places

- Detention facilities should be planted to create the appearance of natural vegetation, with careful consideration of plant selection to ensure survival and compatibility of a proper functioning drainage system; and,
- Landscape should be drought tolerant.

Plant Palette

Refer to the Cordova Recreation & Park District *Design & Construction Standard Manual* (June 2015) for preferred trees, shrubs and groundcover. A minimum of 50% of trees and vegetation on each lot shall be drought-resistant. Additional trees and plants may be utilized with administrative review.

Turf Area

Turf for residential uses shall be at least 70% less than the maximum allowed turf area.

Irrigation

All irrigation shall use water-efficient irrigation systems that include automatic rain shut-off, maximum gallon per minute restriction, and WiFi connectivity features.

Public Art

Public art is encouraged and may be incorporated into public community spaces such as urban plazas and parks.

Fencing

Open view fence shall be installed along all lots backing to the preserve and open space lots. The fences will be wrought iron (or similar material), as seen in [exhibit 41](#). Good neighbor fences will be installed on side property lines adjacent to open space lots and paseos. Please see [exhibit 42](#).

ITEM 9.3.

3.9.4 Signage, Entry Monumentation, and Walls

Entry features and monumentation create an identity or “sense of place” for a community. Entries provide a rhythm to the streetscape, acting as a defining element that reinforces the overall architectural and landscape design theme. Both Primary and Secondary monumentation and associated signage are envisioned for The Ranch. To follow, are examples of primary and secondary monuments which may be found throughout the community.

The Primary Entry to the community is Located at the intersection of Rancho Cordova Parkway and Chrysanthy Boulevard. The entry feature at this major intersection is a combination of plant material, hardscape elements, decorative structures and paving, and signage ([Exhibit 46](#)).

Gates and a guard house are located at the main entrance to the Active Adult neighborhoods at Chrysanthy Boulevard ([Exhibit 49](#)). All other Active Adult entries will be scaled down and recessed from Chrysanthy Blvd. Secondary entries are designed to have a similar feel as the rest of The Ranch community, including a combination of plant material, hardscape elements, paving, and signage.

The following guidelines and standards apply to entry features and monumentation:

- Neighborhood identification signage or thematic logos may be incorporated into pilasters or low walls
- Entry street corners may incorporate hardscape elements including enhanced paving, pilasters, walls, raised planters and pedestrian gateways
- Groupings of evergreen or deciduous flowering trees shall be used to highlight each entry
- Thematic landscaping material consistent with Plant Palette, will set the tone for the community
- Must not interfere with vehicular sight lines

Exhibit 41: Open View Fencing



Exhibit 42: Good Neighbor/Privacy Fencing



ITEM 9.3.

Walls and fences are intended to provide screening and buffering between different land uses, to define the edges of roadways and public landscape, and to provide privacy and security for private homes. Masonry sound and safety walls are provided along the edges of the primary roadways. (Exhibit 43) These walls also provide for the entry and signage that are described in this section. Enhanced fencing is provided along the main entry drives within the project (along the enhanced landscape pedestrian walks), and lot line fencing between homes.

Exhibit 43: Example of wall detailing (preliminary design, subject to change)



ITEM 9.3.

ATTACHMENT 2
Exhibit A to the Ordinance

Exhibit 44: Primary Entry (Rendering - Preliminary design, subject to change)



ITEM 9.3.

ATTACHMENT 2
Exhibit A to the Ordinance

Exhibit 45: Examples of Primary Community Entry Monumentation

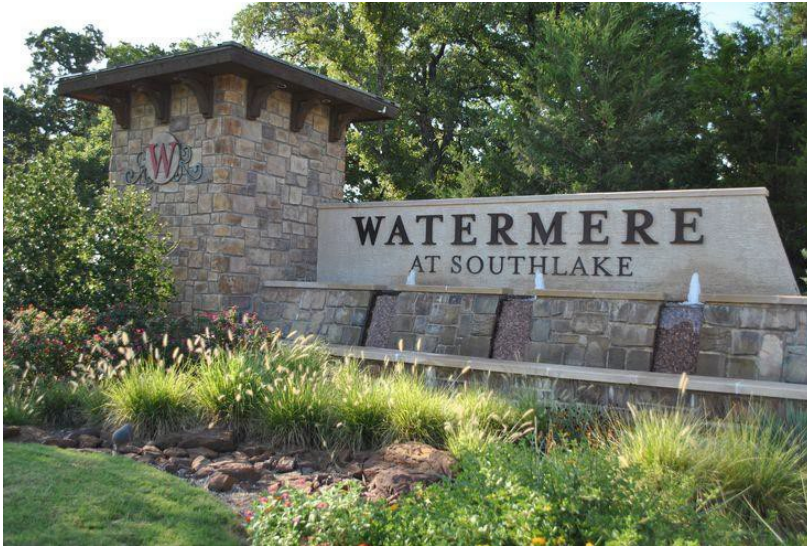
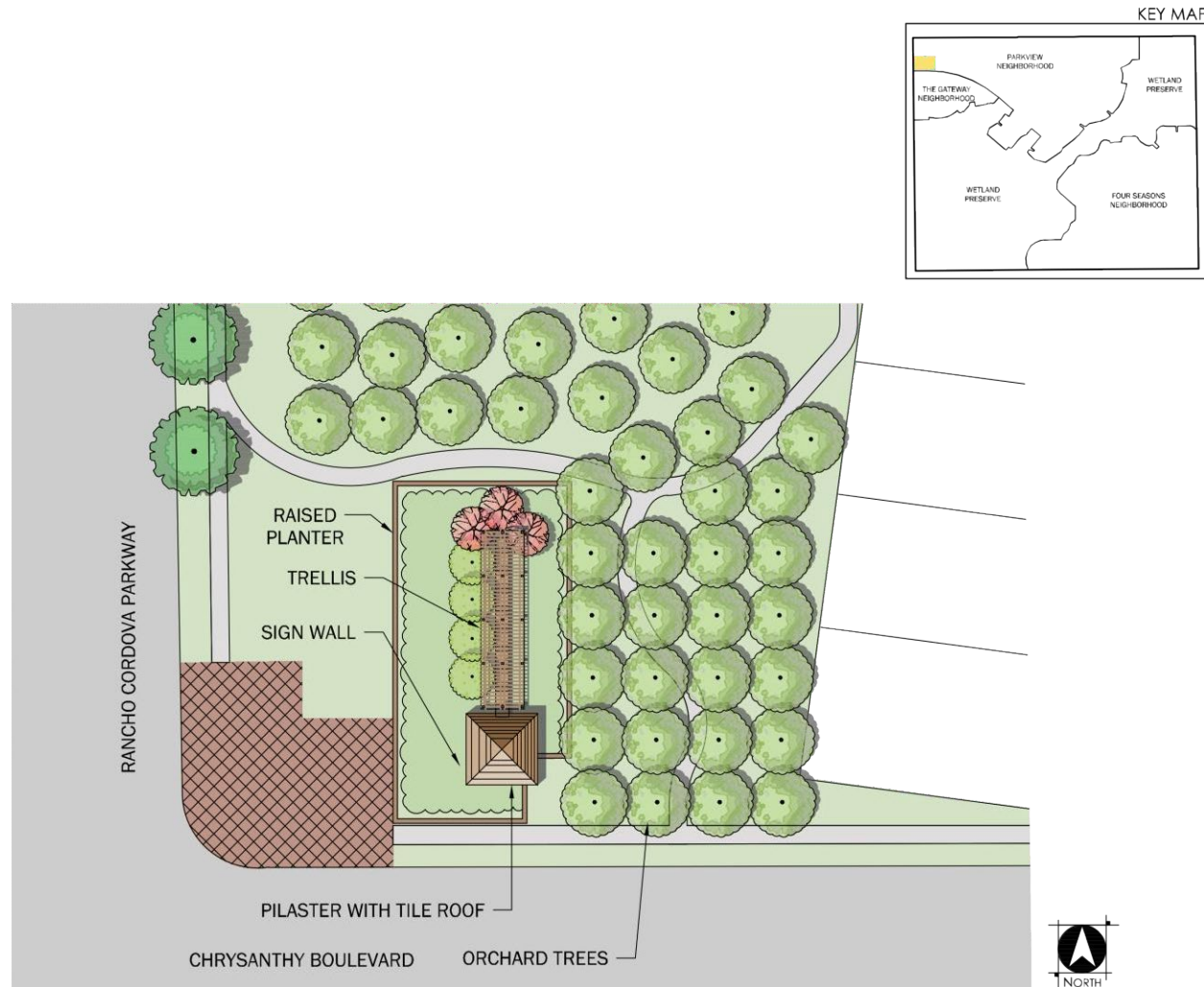


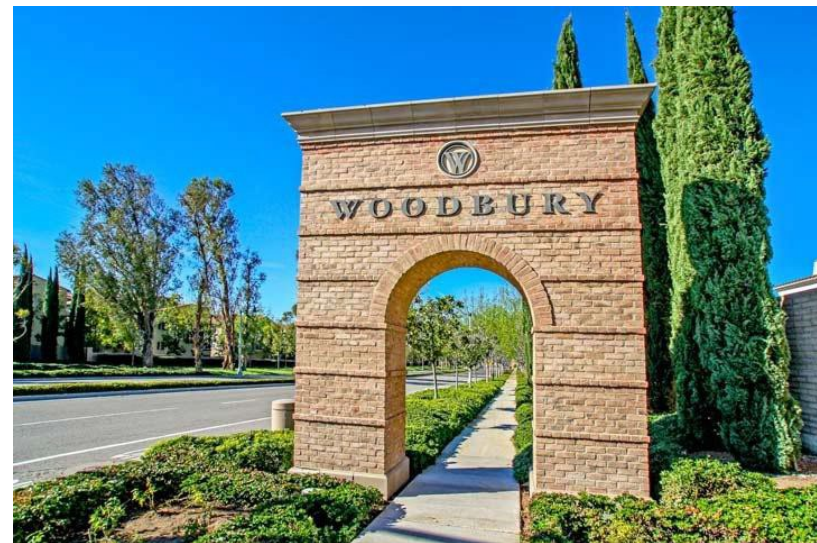
Exhibit 46: Community Entry Monumentation.



ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 47: Examples of Secondary Community Entry Monumentation



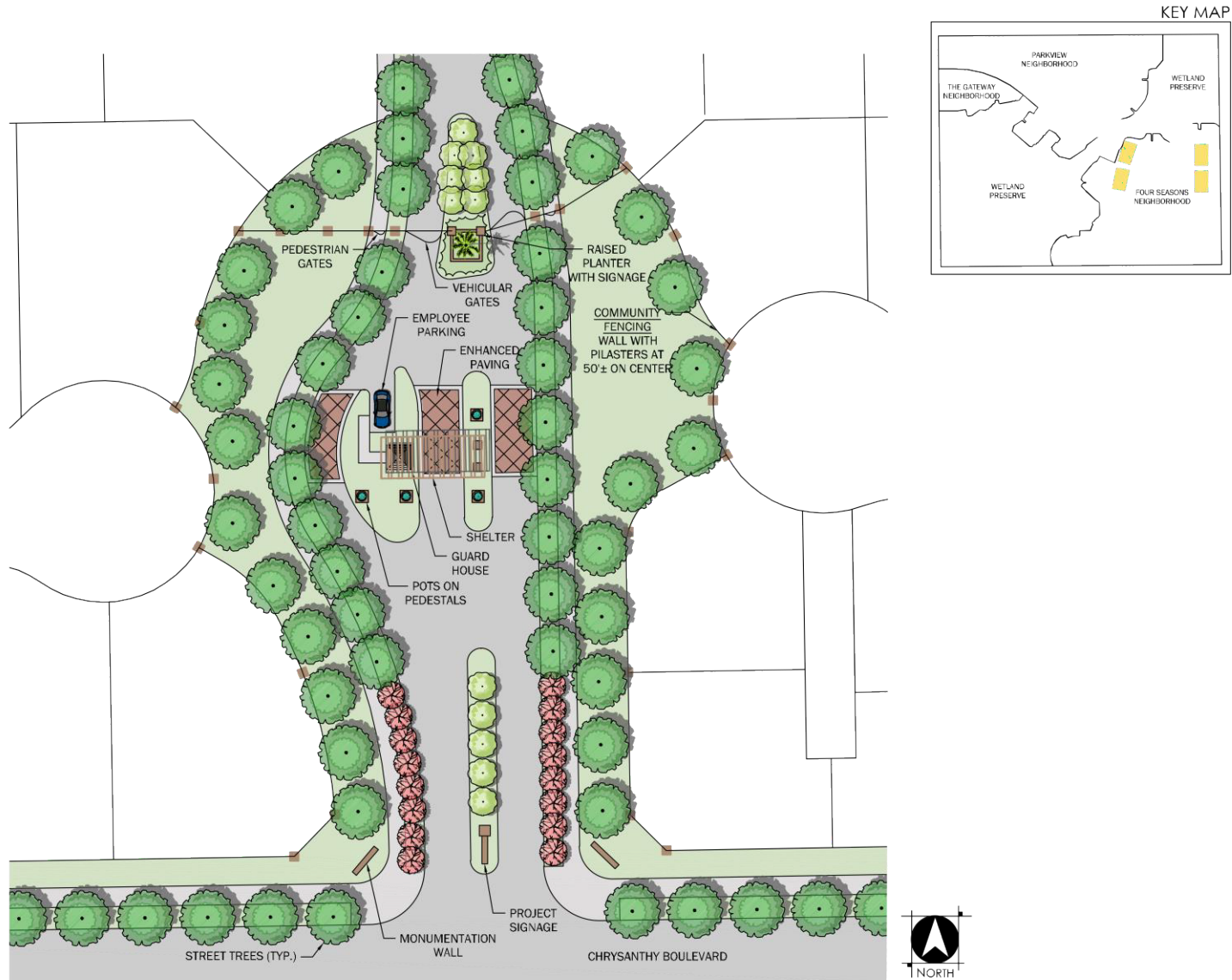
ITEM 9.3.

ATTACHMENT 2
Exhibit A to the Ordinance

Exhibit 48: Four Seasons Gated Entry
(Preliminary Design, subject to change)



Exhibit 49: Four Seasons Community Primary Entry Plan



ITEM 9.3.

3.9 WETLAND PRESERVE

The TRSPA includes a 200+/- acre Wetland Preserve which will be protected through a perpetual conservation easement. The Applicant is working with the South Sacramento Habitat Conservation Plan (SSHCP) to implement the Preserve. The SSHCP is a regional effort that will provide development and infrastructure Project with a streamlined, predictable federal and state permitting process by creating a Preserve System to protect habitat, open space, and agricultural lands.

The SSHCP was adopted by the City of Rancho Cordova on October 15, 2018. The SSHCP allows project proponents within the Plan Area to simplify and expedite the state and federal Endangered Species Act (ESA) permitting process. It is anticipated that the SSHCP will receive approval to sell mitigation credits for Incidental Take Permits in late March-Early April of 2019.

Other Related Permitting

In addition to streamlining the ESA permitting processes, a separate but parallel multi-tiered permitting program has been developed to streamline Clean Water Act Section 404 and 401 permitting process (see SSHCP Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Appendix C) and a Master Streambed Alteration Agreement will be prepared to address Section 1602 of the California Fish and Game Code.

Incidental Take

The SSHCP will allow the Sacramento County (the County), the City of Rancho Cordova, City of Galt, Sacramento County Water Agency, and the Southeast Connector Joint Powers Authority (collectively referred to as the Plan Permittees) to issue an Incidental Take Permit (ITP) for activities and projects they conduct. In addition, the three local Land Use Authority Permittees (the County, Galt, and Rancho Cordova) have the ability to extend incidental take coverage provided by the SSHCP ITPs to activities and projects implemented by Third-Party Project Proponents that are under the jurisdiction of that Land Use Authority Permittee. This will allow

Third-Party Project Proponents to avoid the extensive negotiation and processing currently required to obtain individual project permits under the California Endangered Species Act (CESA) from the California Department of Fish and Wildlife (CDFW) and project ESA compliance from the U.S. Fish and Wildlife Service (USFWS).



Ultimately the SSHCP Conservation Strategy will result in an interconnected Preserve System totaling 36,282 acres of which TRSPA will be a part of. All SSHCP Preserves will be preserved in perpetuity and would be acquired either as a fee title or as conservation easements, although most of the Preserve System will be acquired using conservation easements. As the SSHCP is implemented over the 50-Year Permit Term, the new 36,282-acre SSHCP Preserve System will be established in a manner that supplements, complements, and links together many of the existing preserves within the Plan Area.

ITEM 9.3.**Monitoring SSHCP**

The frameworks for two monitoring programs have been developed. The first framework is the “South Sacramento Habitat Conservation Plan (SSHCP) Compliance and Avoidance and Minimization Measure Monitoring (AMM) Program Framework.” This monitoring program framework was developed to monitor compliance with the Plan requirements, the Implementing Agreement, and the permits. A second monitoring program framework, the “SSHCP Preserve System Monitoring and Management Program” was developed to monitor the effectiveness of the Plan in terms of protecting Covered Species, natural communities, and ecosystem processes within the SSHCP Preserve System and to evaluate the effects of preserve management actions.

Land Dedication

The applicant proposes to dedicate the entire area of the wetland preserve to the HCP Authority. Therefore, Land Dedication in lieu of Development Fees implementation strategy outlined in Chapter 9 of the SSHCP is being proposed by the applicant. The SSHCP describes a land dedication process where project proponents can dedicate land towards satisfying their mitigation requirements and thereby reduce their development fees. When the dedication of land (or a re-establishment/establishment site) is accepted into the SSHCP Preserve System, development fees will be adjusted by reducing the appropriate portion(s) of the development fee (e.g., the “land” component of the SSHCP development fee) at a 1:1 ratio. It should be noted that some components of the proposed SSHCP development fees (i.e., “Other” fees shown in Table 12-5) will remain unchanged, as these fee revenues are used to fund SSCHP requirements for management and monitoring, changed circumstances, plan administration, plan development, and endowment). Land dedication in lieu of paying the land purchase component of the SSHCP development fee is only awarded after the Implementing Entity has approved the land dedication and recordation of a conservation easement or transfer of fee title to the Implementing Entity has occurred.

Endowment

The development fees include a contribution to a non-wasting endowment fund designed to generate sufficient interest to cover the ongoing annual costs beyond the 50-year Permit Term. The endowment needs are based on estimates of the long-term average real interest rate.

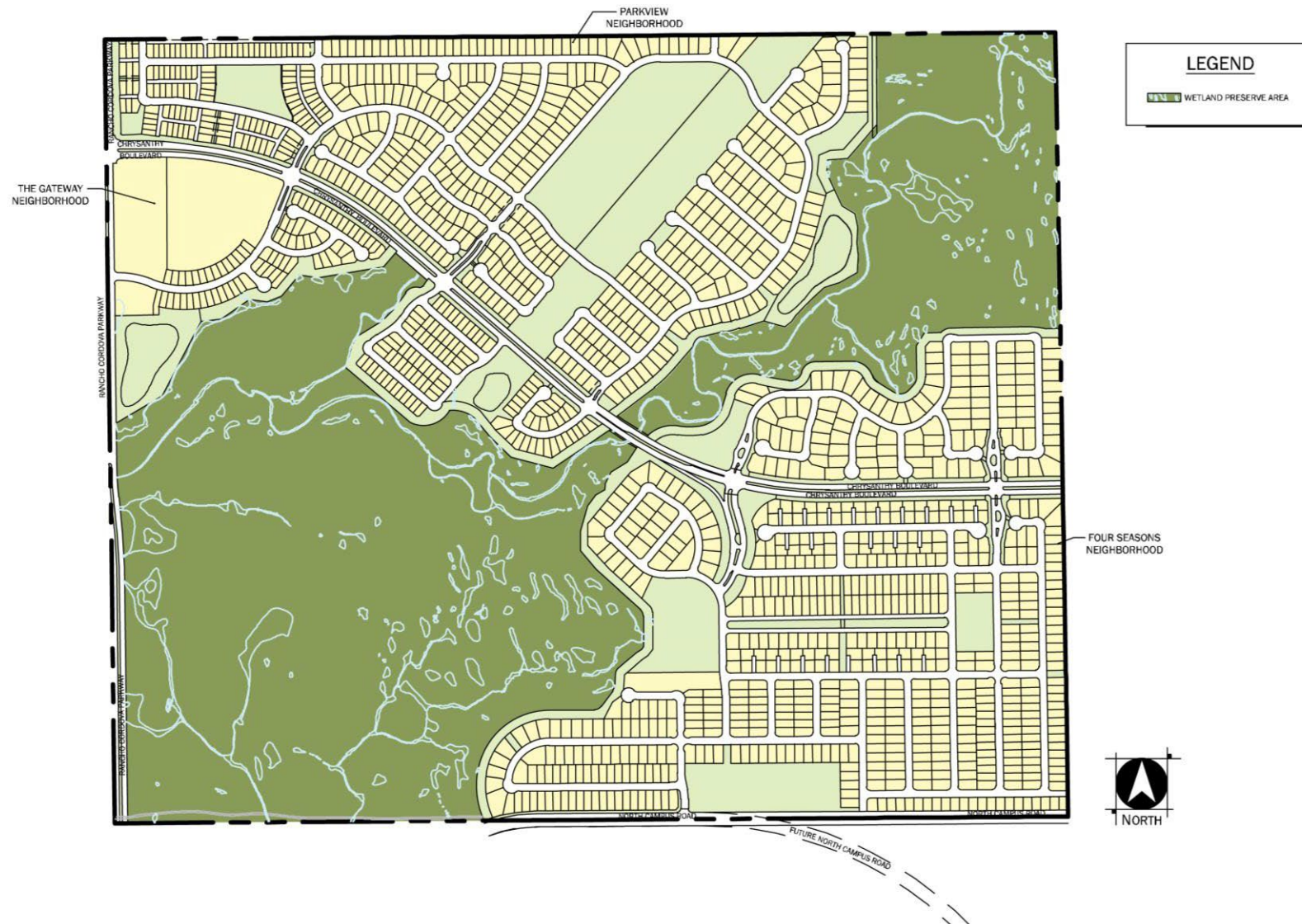
Preserve

The preserve will be fenced, and the conservation easement will specifically prohibit public access to the preserve. The easement will also prohibit vegetation removal, burning and dumping, discing, addition of roads or trails, equipment or fuel storage, alteration of topography, motor vehicle use, application of harmful chemicals, construction activities, or planting vegetation except for the express purpose of habitat monitoring and maintenance. Discing and mowing will only be allowed for fire control purposes and will be conducted in manner to avoid adverse impacts to vernal pool habitat.

Trails

Within the TRSPA, trails are located alongside the extensive Wetland Preserve. The trail will consist of a 10’ wide all-weather surface with 2’ shoulders on either side. The trail will be set back from the adjacent development a minimum of 10’ and 0-5’ from the curb and gutter on local streets and adjacent to the curb and gutter along minor arterials. The edge of the trail adjacent to the preserve will be clearly delineated with a low post and cable fence or any other similar delineation; no landscaping is permitted to occur within the wetland preserve boundary. Cattle have historically grazed the site and it is possible that this practice will be continued for weed abatement and fire control, as well as to provide a perpetual view into the site’s historic agricultural past.

Exhibit 50: Wetland Preserve (Subject to change)



ITEM 9.3.

3.10 INFRASTRUCTURE

3.10.1 Sanitary Sewer

The Ranch SPA is located within Area 2 of the BR East Rancho Expansion Trunk Shed (2015 Amendment) of the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). SASD amended the BR East Rancho Trunk Shed in 2015, ahead of the scheduled 2020 System Capacity, to include The Ranch in the buildout expansion facilities. At build-out, The Ranch SPA will be served by a trunk main connecting to the existing Aerojet Interceptor 1B located in Chrysanthy Boulevard (east of Rancho Cordova Parkway), which drains to Location #1 Outfall at S132 Chrysanthy Pump Station.

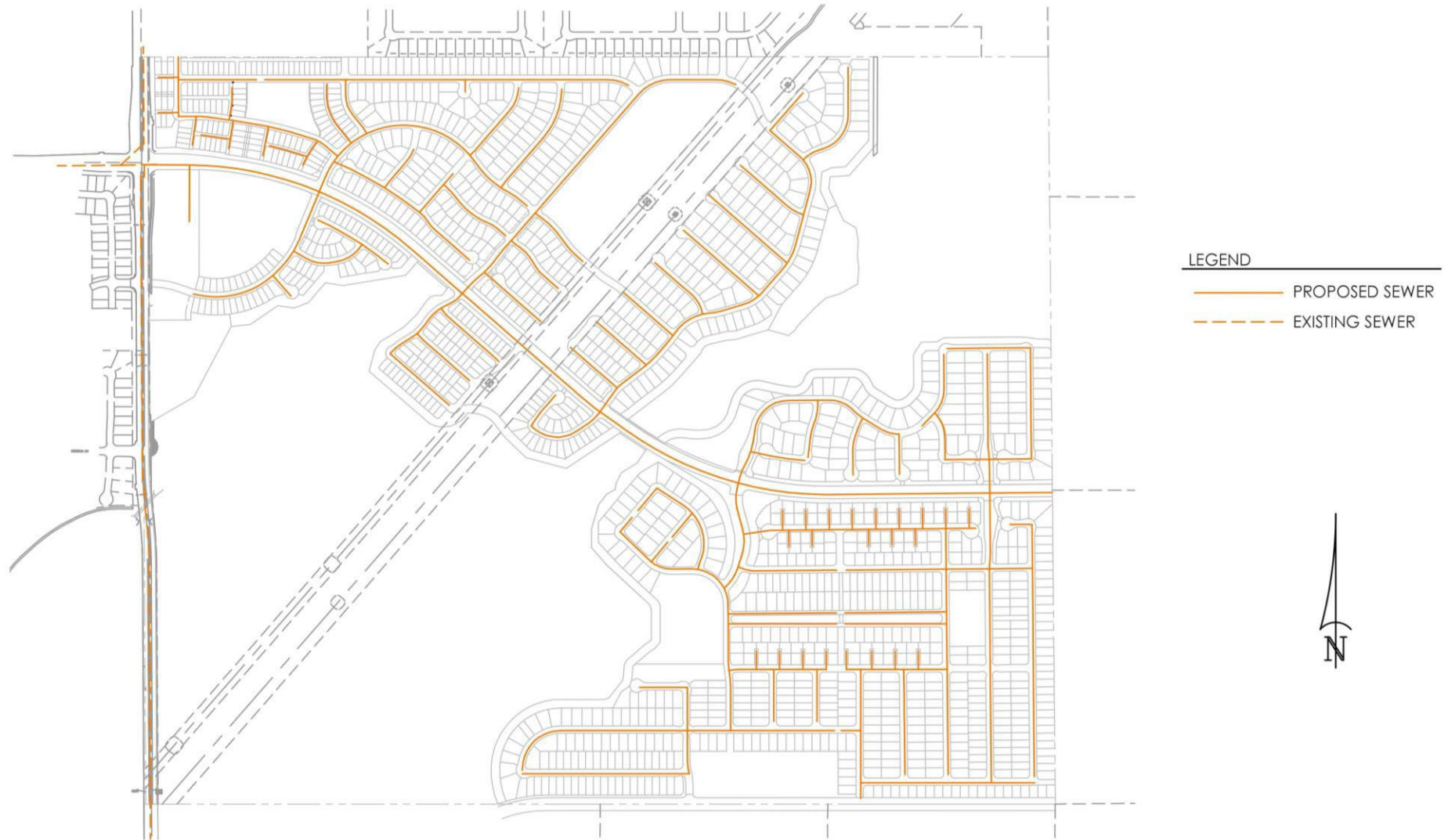
The following Sewer Service Standards and Guidelines are identified to ensure necessary infrastructure is provided in a timely manner, consistent with the project-phasing plan:

- The City of Rancho Cordova General Plan citywide policy mandates public sewer service for new residential developments of densities greater than one unit per two acres. Consistent with this policy, the SPA will be served by a public sewer collection system.
- Design and construction of phased sewer infrastructure into and through the Plan Area will be done with the approval and to the satisfaction of the City of Rancho Cordova and SASD staff, per SASD Sewer Ordinance (Effective 2/9/2018).
- Building permits for proposed projects shall not be approved until an approved Sewer Study for the Plan Area is approved by SASD.

- Interim sewer facilities, if required for phased development of the Plan Area, shall be designed in consultation with SASD and SRCSD.

The proposed on-site sewer collection system is illustrated in [Exhibit 51](#).

Exhibit 51: Sanitary Sewer (Subject to change)



ITEM 9.3.

3.10.2 Water Service

The Ranch SPA is within service area Zone 40 of the Sacramento County Water Agency (SCWA). SCWA will provide water service to each developable parcel and building of The Ranch SPA. The SCWC has an adequate source of water to meet the needs of The Ranch SPA as outlined in their letter provided to the City of Rancho Cordova. A water distribution system, constructed in phases, in and through The Ranch SPA will consist of a 24-inch, 12-inch and 8-inch diameter pipes, providing water to each of the proposed land uses in the quantity and pressure necessary for the intended development. Development of the project's water system will be consistent with the Regional Water Forum Agreement. Each project development phase will convey water in the appropriate quantity and pressure to support the proposed level of development without impacting the surrounding area.

Water demands were projected for The Ranch SPA based on the land uses identified and the standard methodology implemented by the SCWA. The projected demands are similar to the existing water uses within the SCWA service area. The proposed water distribution system has been designed and sized to service this demand.

The following Water Service Standards and Guidelines are identified to ensure necessary infrastructure is provided in a timely manner, consistent with the project phasing plan:

- The City of Rancho Cordova General Plan Citywide policy mandates public water service for new residential developments of densities greater than one unit per two acres. Consistent with this policy, The Ranch SPA will be served by a public water distribution system.
- Design and construction of phased water infrastructure into and through The Ranch SPA will be done with the approval and to the satisfaction of the City of Rancho Cordova and SCWA staff.
- The Ranch SPA is required to connect to the existing SCWA system at a minimum of two locations. Interim water facilities, if required for phased development of the Plan Area, shall be designed in consultation with the City of Rancho Cordova, SCWA staff, and coordination with adjacent projects.
- Building permits for proposed projects shall not be approved until SCWA staff approves a Water Distribution Plan for The Ranch SPA. In addition, Building Permits for the proposed project shall conform to the specific provisions of the City of Rancho Cordova Landscaping Ordinance (Municipal Code Title 23, Chapter 23.716).

The proposed on-site water distribution system is illustrated in [Exhibit 52](#).

Exhibit 52: Water Service (Subject to change)



ITEM 9.3.

3.10.3 Drainage

The Ranch SPA topography is characterized by gently rolling terraces, numerous hills, and depressions. Current land use is cattle grazing. The unnamed tributary to the lower Morrison Creek South meanders down the middle, generally from the northeast to southwest.

The project consists of two development areas at the northwest and southeast quadrants, with the remaining area left as open space and an environmental corridor for the Lower Morrison Creek South. The northwest quadrant will drain to the Lower Morrison Creek South, and the southeast quadrant will drain to both the Lower Morrison Creek South and Kite Creek.

The open spaces will also include detention basins that will provide water quality and stormwater management. The management includes capture and treatment of summer irrigation flows, hydromodification of storm runoff, and attenuation of very large storms so that post-project flow rates are equal to or less than existing conditions. There will be three basins to manage runoff from the northwest quadrant development and two basins to manage the southeast quadrant stormwater runoff. Adequate overland release paths to convey runoff in excess of storm drainage collection pipe capacities shall be provided.

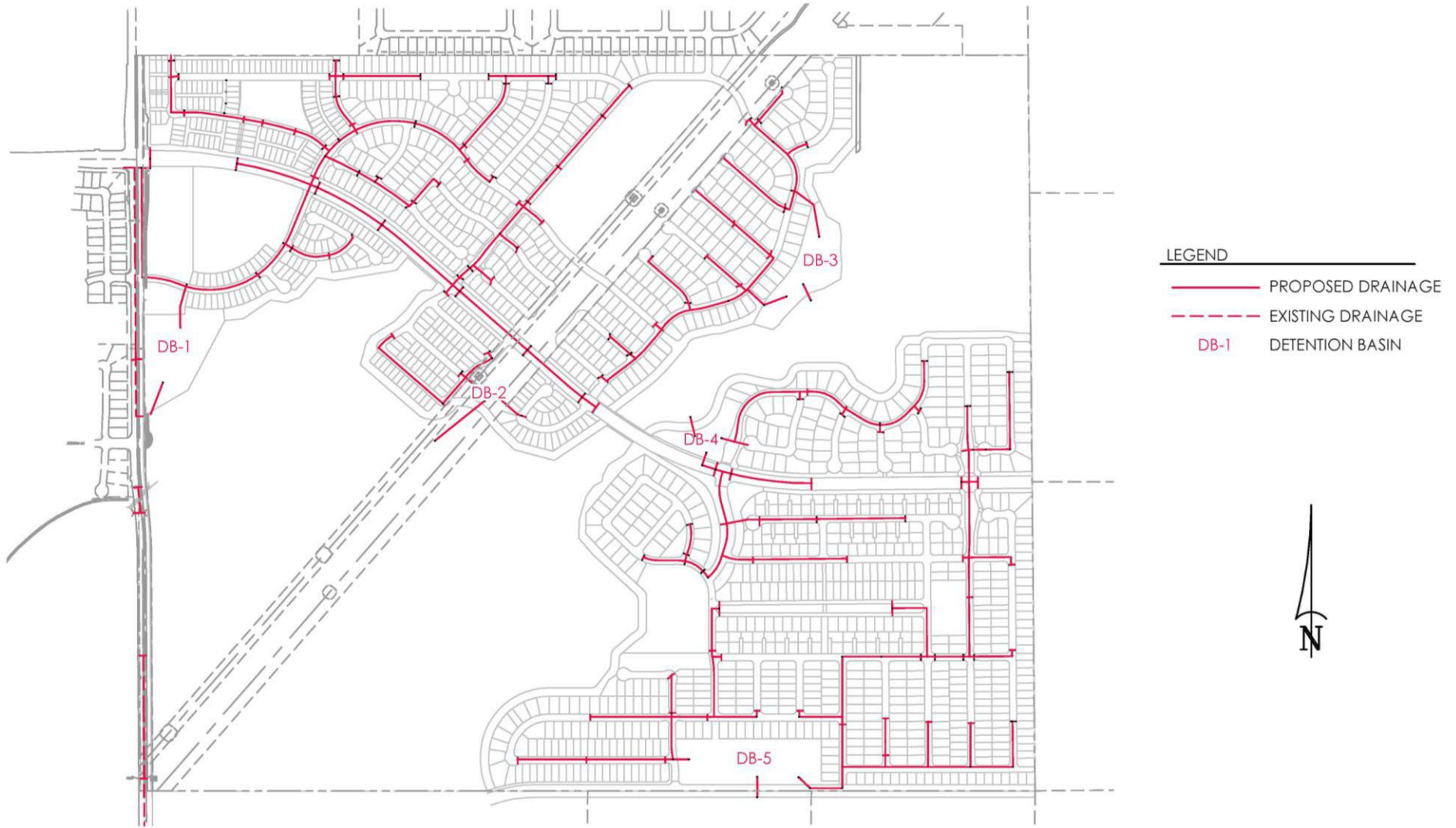
With the exception of a major road crossing (Chrysanthy Boulevard) and four outflows from the respective detention basins, the unnamed tributary to LMCS will remain as a meandering channel within an open space corridor. The outfall for the southern portion of the Southeast quadrant into Kite Creek is tentatively planned to be part of a larger outfall that will serve the proposed Sun Creek Specific Plan.

The following Drainage Service Standards and Guidelines are identified to ensure necessary infrastructure is provided in a timely manner, consistent with the project-phasing plan:

- Design and construction of phased drainage infrastructure into and through The Ranch SPA will be done with the approval and to the satisfaction of the City of Rancho Cordova.
- Building permits for proposed projects shall not be approved until the City of Rancho Cordova approves a Drainage Study of The Ranch SPA.
- Interim drainage facilities, if required for phased development of The Ranch SPA, shall be designed in consultation with City of Rancho Cordova staff.

The proposed on-site drainage system is illustrated in [Exhibit 53](#).

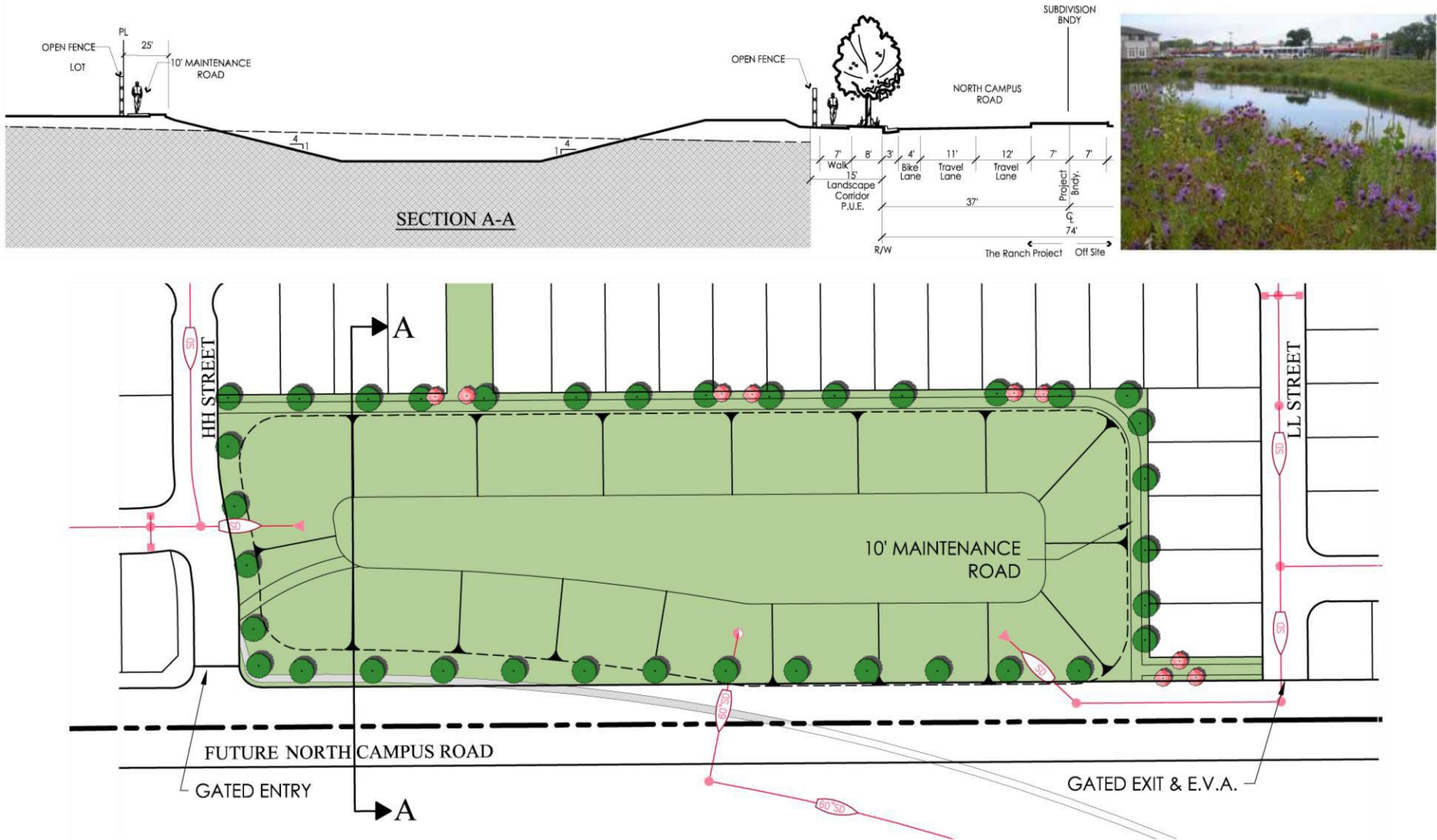
Exhibit 53: Drainage Map (Subject to change)



ITEM 9.3.

ATTACHMENT 2 Exhibit A to the Ordinance

Exhibit 54: Section A-A Drainage Basin Illustration (Subject to change)



ITEM 9.3.

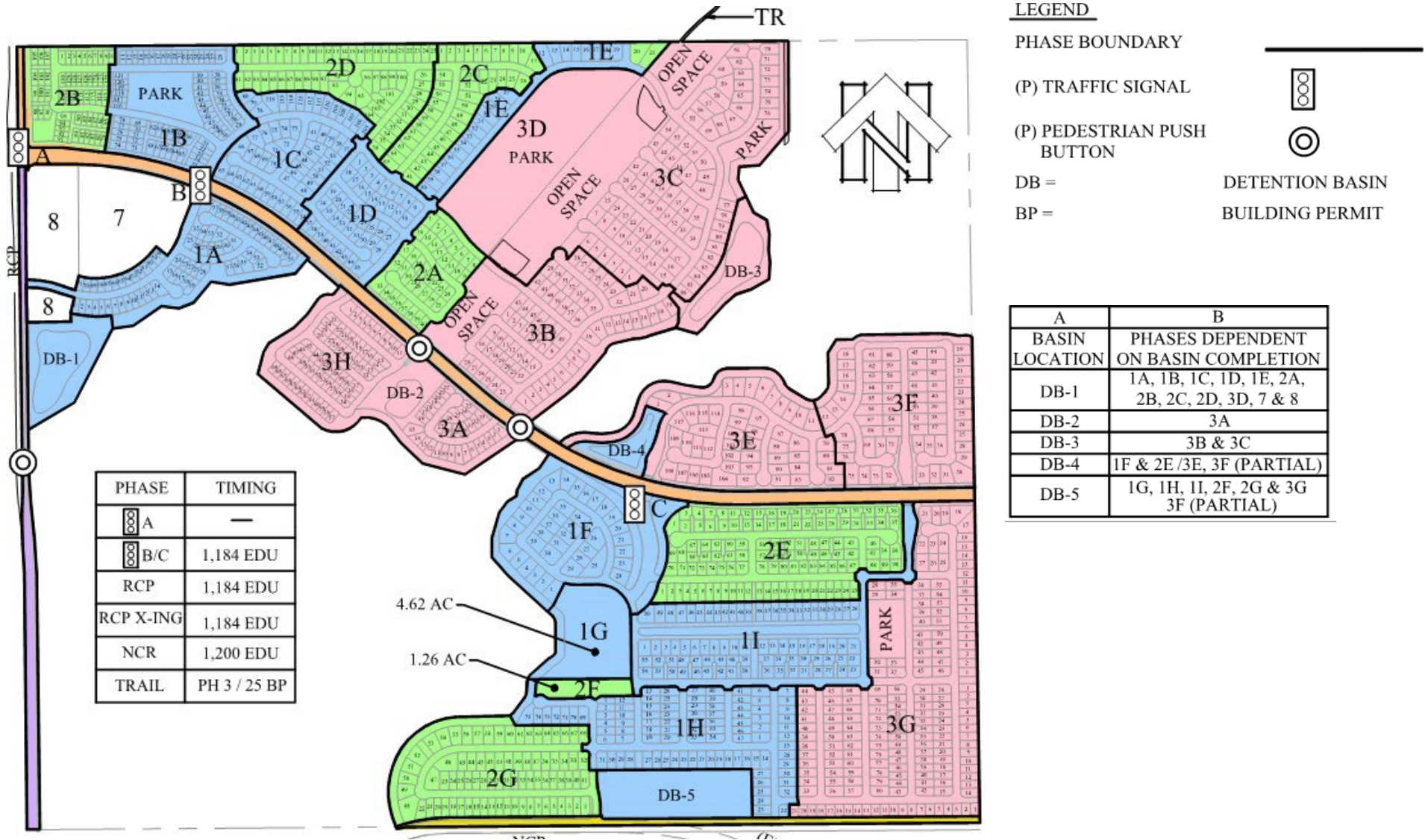
ATTACHMENT 2 Exhibit A to the Ordinance

3.10.4 Phasing

A phasing plan has been prepared and included to demonstrate the logical, timely and appropriate completion of the infrastructure and roadway facilities, required to serve the phased build-out of the

Plan Area. Refer to [Exhibit 55](#) on the following page for the Phasing Map.

Exhibit 55: Phasing Plan (Subject to change)



MEMORANDUM



ITEM 9.4.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Laurel Bane, Facilities Management Analyst
Matt Thomas, Facilities Services Manager
SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE CONTRACT NO. 2022-263 WITH TORRES PROJECT MANAGEMENT, INC. IN AN AMOUNT NOT TO EXCEED \$645,000 FOR THE SUITE 220 TENANT IMPROVEMENT PROJECT (CP23-2250)**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute construction Contract No. 2022-263 in an amount not to exceed \$645,000 with Torres Project Management, Inc. to construct the Suite 220 Tenant Improvements per the plans and specifications of the contract.

BACKGROUND

The City retained NORR Architects, Inc. in 2019 to establish a Space Planning Master Plan for a 10 year horizon for staffing and operational needs for the City. The Space Planning Master Plan is assisting in prioritizing physical improvements to City-owned facilities. The first major improvement project will be for Suite 220 at City Hall. NORR Architects, Inc. completed the construction documents for Suite 220 at City Hall in Fall 2022.

With the previous tenants moving out upon the expiration of the lease, Suite 220 has become available for an improvement project and is needed for staffing and operational needs for the City and to accommodate current needs and future growth.

The Suite 220 improvement projects include modifications for American Disability Act (ADA), restroom modifications, electrical modifications, new carpet and paint, and improvements to the Wreck Room.

The contract award is based on the lowest bidder. Bids for this work were solicited on the City's website, CIPList.com and the Sacramento, Placer and El Dorado County Builders Exchange on November 23, 2022. Bids for the project were publicly opened on Tuesday, December 20, 2022. A total of 5 bids were received and the lowest responsible bid was Torres Project Management, Inc. in the amount of \$645,000.

FISCAL IMPACT AND FUNDING SOURCE

The total project budget for capital improvements is funded from Capital Facilities Fees (Fund 2200).

This project is included in the City's current approved Capital Improvement Plan and in the FY 21/23 budget.

ATTACHMENT(S)

1. Resolution
2. CP23-2250 Suite 220 Improvement - Bid Summary
3. Contract No. 2022- 263

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT NO. 2022-263 IN AN AMOUNT NOT TO EXCEED \$645,000 WITH TORRES PROJECT MANAGEMENT, INC. TO CONSTRUCT THE SUITE 220 TENANT IMPROVEMENT PROJECT (CP23-2250)

WHEREAS, the City solicited bids for the Suite 220 Improvement Project (CP23-2250) under the requirements of state and local law and publicly opened bids on December 20, 2022: and

WHEREAS, the lowest responsible bidder was Torres Project Management, Inc.; and

WHEREAS, adoption of this resolution will award construction Contract No. 2022-263 to Torres Project Management, Inc. in an amount not to exceed \$645,000 for the Suite 220 Tenant Improvement Project (CP23-2250); and

WHEREAS, funding for this project consists of Capital Facilities Fees fund (CFF); and

WHEREAS, this project was reviewed under the requirements of the California Environmental Quality Act (CEQA) at the time the City approved its five year Capital Improvement Program, and it has been determined to be exempt from further review pursuant to CEQA regulation 15301 (I) regarding repairs, maintenance, or minor alterations to "existing facilities," so long as the project involved negligible or no expansion beyond the current facilities.

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute Contract No. 2022-263 in an amount not to exceed \$645,000 with Torres Project Management, Inc. and in a form approved by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 3rd day of January, 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Linda Budge, Mayor

Stacy Leitner, CMC
City Clerk

ITEM 9.4.

ATTACHMENT 2

City of Rancho Cordova-Suite 220 Tenant Improvement Project CP23-2250

Rancho Cordova City Hall
2729 Prospect Park Drive
December 20, 2022 at 4:00pm



	Contractor	Total Bid Amount	Proposal Signed	Bidders Bond	Contractor's License	Non-Collusion	Designation of Subs	Experience Qualification	Addendum #1	Addendum #2	Addendum #3/ Bid Bond Form	DIR Form
A	Torres Project Management, Inc.	\$645,000.00	X	X	X	X	X	X	X	X	X	X
B	Streamline Construction	\$676,055.00	X	X	X	X	X	X	X	X	X	X
C	Kaler General Contractor, Inc.	\$724,200.00	X	X	X	X	X	X	X	X	X	X
D	RBH Construction, Inc.	\$727,606.00	X	X	X	X	X	X	X	X	X	X
E	T&S Intermodal Maintenance, Inc.	\$791,000.00	X	X	X	X	X	X	X	X	X	X
F												
G												
H												
I												
J												
K												

Attendees: Stacy Leitner, City Clerk
Megan Siren, Assistant to the City Manager
Matt Thomas, Facilities Manager

Stacy Leitner

12/20/2022

Stacy Leitner, City Clerk

Date

**CONSTRUCTION SERVICES AGREEMENT BETWEEN
THE CITY OF RANCHO CORDOVA AND TORRES PROJECT
MANAGEMENT, INC. FOR CITY HALL SUITE 220 TENANT
IMPROVEMENT PROJECT**

THIS AGREEMENT made and entered into between the City of Rancho Cordova ("City") and Torres Project Management, Inc. "Contractor") as of January 3, 2023.

W I T N E S S E T H:

WHEREAS, the City Council for the City heretofore caused plans and specifications for City Hall Suite 220 Tenant Improvement ("Project") to be prepared, and therefore did approve and adopt said plans and specifications: and

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

WHEREAS, the notice was published on the November 23, 2022 on the City Website and CIP list ("Notice"); and

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

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

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

Section 1. CONTRACT DOCUMENTS. The following documents are by this reference incorporated in and made a part of this Agreement: The County of Sacramento, Standard Construction Specifications dated January 2016; the Special Provisions; the contract drawings, all addenda; the Notice to Contractors; the Proposal; all required bonds; and all supplemental Agreements covering alterations, amendments, or extensions to the contract. The documents which describe the work to be performed are sometimes collectively referred to herein as the Plans and Specifications.

Section 2. TERM. The term of this Agreement shall begin on the date first noted above and shall end on December 31, 2023.

Section 3. SCOPE OF WORK. The Contractor will furnish all labor, materials, services, transportation, appliances, and mechanical workmanship required for Contract No: 2022-263 as provided for and set forth in said Plans and Specifications, or in either of them, which said Plans and Specifications are hereby referred and by such reference incorporated herein and

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Construction Services Agreement between
City of Rancho Cordova and Torres Project Management

12/19/22
Page 1 of 6

made a part of this Agreement. All of the said work done under this Agreement shall be under the supervision of and performed to the satisfaction of the Public Works Director of the City of Rancho Cordova who shall have the right to reject any and all materials and supplies furnished by the Contractor which do not comply with the Plans and Specifications, together with the right to require the Contractor to replace any and all work furnished by the Contractor which shall not either in workmanship or material be in strict accordance with the Plans and Specifications.

Section 4. COMPLETION. Said work shall be completed and ready for acceptance.

Section 5. PAYMENT. Attached hereto as Exhibit "A" and by reference made a part hereof, is the bid and proposal of Contractor. Said bid and proposal will contain, as required by the terms of said specifications, the full and complete schedule of the different items with the lump sums or unit prices as so specified. The City agrees in consideration of the work to be performed for the Project herein and subject to the terms and conditions thereof, to pay Contractor all sums of money which may become due to Contractor in accordance with the terms of the aforesaid bid and proposal, and this Agreement, to wit: Six Hundred Forty-Five Thousand Dollars (\$645,000). Said sum shall be paid in accordance with Section 8 of the Standard Specifications. With respect to that portion of the above sum as is based upon the estimated quantities specified for the general scope of the work to be performed herein, actual payment will be based upon the quantities as measured upon completion. No payment made under this Agreement shall be construed to be an acceptance of defective work or improper materials.

Section 6. PREVAILING WAGES. To the extent required by law, Contractor and all of the Contractor's subcontractors shall comply with California Health and Safety Code Section 33422.1 and shall comply with California Labor Code Section 1770 et seq. and all regulations adopted pursuant thereto (referred to herein as, "**Prevailing Wage Laws**"), and be responsible for carrying out the requirements of such provisions. Pursuant to the provisions of Articles 1 and 2 of Chapter 1, Part 7, Division II, of the Labor Code of the State of California, not less than the general prevailing rate of per diem wages, and not less than the general prevailing rate of per diem wages for holidays and overtime work, for each craft, classification or type of worker needed to execute the Project contemplated under this Agreement shall be paid to all workers, laborers and mechanics employed in the execution of said Project by Contractor, or by any subcontractor doing or contracting to do any part of said Project. The appropriate determination of the Director of the California Department of Industrial Relations is filed with, and available for inspection at 2729 Prospect Park Drive, Rancho Cordova, CA 95670, the office of the Clerk of the City. Contractor shall post, at each job site, a copy of such prevailing rate of per diem wages as determined by the Director for the California Department of Industrial Relations. The Contractor shall, and hereby agrees to, unconditionally indemnify, reimburse, defend, protect and hold harmless the City and its elective and appointive boards, commissions, officers, agents, attorneys, consultants and employees, and all of their respective successors and assigns, from and against any and all claims, demands, suits and actions at law or in equity, and losses, liabilities, expenses, penalties, fines, orders, judgments, injunctive or other relief, and costs and damages of every kind, nature and description (including but not limited to attorneys' fees and court costs; with counsel reasonably acceptable to the City), and administrative, enforcement or judicial proceedings, whether known or unknown, and which directly or indirectly, in whole or in part, are caused by, arise from, or relate to, or are alleged to be caused by, arise from, or relate to, the payment or requirement of payment of prevailing wages or the requirement of competitive bidding in the construction of the Project, the failure to comply with any state or federal labor laws, regulations or standards in connection with this

Agreement, including but not limited to California Labor Code Section 1770 et seq. and the Prevailing Wage Laws, or any act or omission of the City or the Contractor related to this Agreement with respect to the payment or requirement of payment of prevailing wages or the requirement of competitive bidding, whether or not any insurance policies shall have been determined to be applicable to any such claims, demands, suits, actions, losses, liabilities, expenses, penalties, fines, orders, judgments, injunctive or other relief, costs, damages, or administrative, enforcement or judicial proceedings. It is further agreed that the City does not, and shall not, waive any rights against the Contractor which they may have by reason of this indemnity and hold harmless agreement because of the acceptance by the City, or the deposit with the City by the Contractor, of any of the insurance policies described in this Agreement.

Section 7. INSURANCE. The Contractor shall carry and maintain for the duration of the term of this Agreement, such public liability, property damage and contractual liability, auto, worker's compensation and builders' risk insurance as required by the specifications.

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

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Section 9. PERFORMANCE AND PAYMENT BONDS. The Contractor shall, before beginning said work for the Project, file two (2) bonds with the City, each made payable to the City. These bonds shall be issued by a surety company authorized to do business in the State of California and shall be maintained during the entire life of the Agreement at the expense of the Contractor. One bond shall be in the amount of one hundred percent (100%) of the Agreement and shall guarantee the faithful performance of the Agreement. The second bond shall be the payment bond required by California Civil Code Section 3247 et seq. and shall be in the amount of one hundred percent (100%) of the Agreement. Any alterations made in the specifications which are a part of this Agreement or in any provision of this Agreement shall not operate to release any surety from liability on any bond required hereunder and the consent to make such alterations is hereby given, and any surety on said bonds hereby waives the provisions of California Civil Code Sections 2819 and 2845.

Section 10. INDEMNIFICATION.

10.1 Contractor's Performance. Contractor shall indemnify, defend with counsel selected by the City, and hold harmless City, its officers, agents, employees and representatives from and against any and all claims, losses, liabilities or damages, demands and actions, including payment of reasonable attorney's fees, arising out of or resulting from Services performed pursuant to this Agreement caused in whole or in part by any negligent or willful act or omission of Contractor, its officers, agents, employees, or anyone directly or indirectly acting on behalf of Contractor. The foregoing obligation of Contractor shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, or volunteers and (2) the actions of Contractor or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Contractor to indemnify and hold harmless includes the duty to defend as set

forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Contractor from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Contractor acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

- 10.2 PERS Indemnification.** In the event that Contractor or any employee, agent, or subcontractor of Contractor providing Services under this Agreement is determined by a court of competent jurisdiction of the California Public Employees Retirement System ("PERS") to be eligible for enrollment in PERS as an employee of City, Contractor shall indemnify, defend, and hold harmless City for the payment of any and all employee and/or employer contributions for PERS benefits on behalf of Contractor or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City, and any attorneys' fees and costs incurred by the City to enforce this Section.

- 10.3 No Limitation of Liability for Indemnification.** The indemnities set forth in this Section shall not be limited by the insurance requirements set forth in the Contract.

Section 11. Nondiscrimination and Equal Opportunity. Contractor shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Contractor under this Agreement. Contractor shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Contractor thereby. Contractor shall include the provisions of this section in any subcontract approved by the City.

Section 12. AMENDMENTS. No modification or amendment of this Agreement is effective unless made in writing and signed by both the City and Contractor.

Section 13. ASSIGNMENT AND SUBCONTRACTING. Contractor shall not assign or transfer any interest in this Agreement without the prior written consent of the City.

Section 14. MISCELLANEOUS PROVISIONS.

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

- 14.2 Contract Administration.** This Agreement shall be administered by Laurel Bane, ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

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

Torres Project Management
Jonathon Torres, President
555 N Lincoln St
Dixon, CA 95620
itorres@tpmconstructioninc.com

Any written notice to City shall be sent to:

Laurel Bane
City of Rancho Cordova
Department of Public Works
2729 Prospect Park Drive
Rancho Cordova, CA 95670

- 14.3 IRS Form W-9.** Contractor shall complete and submit Internal Revenue Service Form W-9 to the City before execution of this Agreement. The City's Finance Director shall have authority to waive this requirement.
- 14.4 Governing Law and Venue.** The laws of the State of California shall govern this Agreement. Venue for any action regarding this Agreement shall be in the Superior Court of the County of Sacramento or in the United States District Court for the Eastern District of California.
- 14.5 Attorneys' Fees.** If a Party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provisions of this Agreement, the prevailing Party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that Party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.
- 14.6 Severability.** If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.
- 14.7 No Implied Waiver of Breach.** The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.
- 14.8 Survival.** The obligations of this Agreement, which by their nature would continue beyond the term or expiration of this Agreement, including without limitation obligations regarding indemnification shall survive the term or expiration of this Agreement.
- 14.9 Entire Agreement.** This Agreement, including the terms of payment attached hereto and incorporated herein as Exhibit A, and the Contract Documents as referenced above in Section 1, of this Agreement, represents the entire and

integrated Agreement between City and Contractor and supersedes all prior negotiations, representations, and Agreements regarding the subject matter of this Agreement, either written or oral.

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

CITY OF RANCHO CORDOVA:

CONTRACTOR:

Micah Runner, City Manager

Jonathon Torres, President

Date

Date

Attest:

Stacy Leitner, CMC, City Clerk

Date

Approved as to Form:

Adam U. Lindgren, City Attorney

Date

Last revised June 23, 2022

Base Bid Schedule		
Item #	Item Description	Amount
1.	Demo, Prep Work	\$57,000
2.	Electrical, Data, Door Controls, Lighting	\$106,000
3.	Construction, Mechanical, HVAC	\$23,000
4.	Hardware, Countertops, All finishes, Millwork, Partitions, Flooring, Partitions	\$339,000
5.	Plumbing, Fire Sprinklers	\$15,000
6.	Project Management, Fees	\$105,000
Total Bid Amount		\$ 645,000.00

Total Bid Amount 645,000.00 US Dollars

six hundred forty five thousand 00/100

Note: For this proposal to be considered complete and responsive the bidder must complete all of the documents and certificates. The bidder must also properly execute the proposal as required on page 10.

CONTRACTOR: _____



3393409.1

SUITE 220 TENANT IMPROVEMENT PROJECT
PROJECT # CP23-2250,7300

MEMORANDUM



ITEM 9.5.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Albert Stricker, Public Works Director
Quoc Nham, Senior Civil Engineer
SUBJECT: **A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 2019-65-2 WITH WILL DAN ENGINEERING TO INCREASE THE CONTRACT AMOUNT FROM \$1,450,000 TO AN AMOUNT NOT TO EXCEED \$2,250,000 WITH NO CHANGE IN THE CONTRACT TERM**

RECOMMENDATION

Adopt the Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would authorize the City Manager to execute Contract Amendment No. 2019-65-2 with Willdan Engineering, a California Corporation, to increase the contract amount from \$1,450,000 to an amount not to exceed \$2,250,000.

BACKGROUND

In order to provide flexibility to adapt to a variable development, design, and construction market, the Public Works Department employs the assistance of qualified consultants to provide engineering services for the City of Rancho Cordova. This is an on-call contract that allows the City to draw upon greater resources on projects, thus increasing the ability to handle workload peaks and maintain efficient response times.

The City entered into Professional Services Agreement 2019-65 on June 30, 2022, in an amount not to exceed \$750,000. Amendment number one was executed on June 30, 2024, in the amount of \$1,450,000.

The pace of development and construction has been very high, and the contract amount needs to be increased to continue to provide consultant engineering support. Therefore, the purpose of this contract amendment number two will provide engineering services including project management and plan review for various capital improvement and development projects which would result in an increase to the contract amount from \$1,450,000 to an amount not to exceed \$2,250,000 with no change in the contract term.

FISCAL IMPACT AND FUNDING SOURCE

Project management of design and construction of capital improvement projects are paid through various funding sources appropriated for the projects. Engineering support and oversight related to City infrastructure and facilities are paid through City Operations budgets. Engineering support of development projects is direct billed to the development projects, with no impact the general fund.

ATTACHMENT(S)

1. Resolution
2. Contract Amendment No. 2019-65-2

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 2019-65-2 WITH WILL DAN ENGINEERING TO INCREASE THE CONTRACT AMOUNT FROM \$1,450,000 TO AN AMOUNT NOT TO EXCEED \$2,250,000 FOR ON-CALL PROFESSIONAL SERVICES

WHEREAS, the City entered into Professional Services Agreement No. 2019-65 on July 19, 2019 in an amount not to exceed of \$750,000 to provide on-call professional services; and

WHEREAS, Amendment No. 1 was executed on June 7, 2021 and increased the contract amount from \$750,000 to \$1,450,000 and extended the contract term to June 30, 2024; and

WHEREAS, Amendment No. 2 will increase the contract amount from \$1,450,000 to \$2,250,000 with no change in the contract term; and

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

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

NOW, THEREFORE, BE IT HEREBY RESOLVED THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA does authorize the City Manager to execute contract amendment 2019-65-2 with Willdan Engineering, a California Corporation in an amount from \$1,450,000 to an amount not to exceed \$2,250,000 in a form approved by the city attorney.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 3rd day of January 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Linda Budge, Mayor

Stacy Leitner, CMC
City Clerk

**SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE CITY OF RANCHO CORDOVA AND WILL DAN ENGINEERING FOR ON-CALL
CONSTRUCTION INSPECTION AND ENGINEERING SERVICES**

This Second Amendment to the Agreement for Professional Services ("Amendment") is made by and between the City of Rancho Cordova ("City") and Willdan Engineering ("Professional") as of January 3, 2023. City and Professional are hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, the Parties entered into a Professional Services Agreement ("PSA") dated July 19, 2019 for the purpose of providing on-call construction inspection and engineering services to the Public Works Department; and

WHEREAS, the Parties executed Amendment No. 1 to the PSA on June 7, 2021 extending the contract term from June 30, 2022 to June 30, 2024, and increased the contract amount to an amount not to exceed \$1,450,000; and

WHEREAS, this Amendment will increase the contract amount by \$800,000 to an amount not to exceed \$2,250,000 for additional construction inspection and engineering services; and

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

NOW, THEREFORE, the Parties hereto agree as follows:

AGREEMENT

1. Section 2 of the PSA, "Compensation," provides for the City to pay Professional a sum not to exceed \$1,450,000. The Parties agree to amend Section 2 of the PSA in order to increase the compensation amount to pay Professional for additional services. The first sentence of Section 2 of the PSA is amended to read as follows:

"City hereby agrees to pay Professional a sum not to exceed Two Million Two Hundred Fifty Thousand Dollars (\$2,250,000), notwithstanding any contrary indication that may be contained in Professional's proposal, for services to be performed and reimbursable costs incurred under this Agreement."

2. All other terms and conditions in the PSA shall remain in full force and effect to the extent they are not in conflict with this Amendment.
3. The signatures of the Parties to this Amendment may be executed and acknowledged on separate pages or in counterparts which, when attached to this Amendment, shall constitute one complete Amendment.
4. **Contract Administration.** This Agreement shall be administered by Mr. Quoc Nham, P.E. ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

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

Jonathan Mitchell, P.E.
Willdan Engineering
2240 Douglas Blvd., Suite 270
Roseville, CA 95661
JMitchell@willdan.com

Any written notice to City shall be sent to:

Mr. Quoc Nham, P.E.
City of Rancho Cordova
2729 Prospect Park Dr
Rancho Cordova, CA 95670
qnham@cityofranhocordova.org

IN WITNESS WHEREOF, the Parties have executed this Amendment on the day and year first above written.

CITY OF RANCHO CORDOVA

PROFESSIONAL

Cyrus Abhar, City Manager

Jonathan Mitchell, Director

Date: _____

Date: _____

Attest:

Stacy Leitner, CMC, City Clerk
Date: _____

Approved as to Form:

Adam U. Lindgren, City Attorney
Date: _____

MEMORANDUM



ITEM 9.6.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Dalia Fadl, Principal Engineer
SUBJECT: **A RESOLUTION DECLARING THE RESULTS OF A MAIL BALLOT ELECTION RELATING TO THE IMPOSITION OF THE ANNUAL STORMWATER UTILITY FEE FOR THE SUN CENTER DRIVE WAREHOUSE PROJECT IN THE CITY OF RANCHO CORDOVA**

RECOMMENDATION

Adopt the Resolution declaring the results of the mail ballot election relating to the imposition of the Annual Stormwater Utility Fee for the Sun Center Drive Warehouse project.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would declare the results of the ballot tabulation in connection with the imposition of the annual Stormwater Utility Fee for the Sun Center Drive Warehouse project. Since majority approval exists, the City Council may impose the annual Stormwater Utility Fee on the Sun Center Drive Warehouse project pursuant to the Fee Ordinance.

BACKGROUND

The City Council previously adopted a Resolution on November 7, 2022 declaring its intention to impose the annual Stormwater Utility Fee ("Fee") pursuant to Ordinance No. 7-2014 on the Sun Center Drive Warehouse project. A protest hearing was conducted on November 21, 2022, at which time no written protest was received from the property owner representing a majority of the parcels subject to the Fee. Council then adopted a Resolution authorizing the mailing of property owner ballots for the purpose of submitting the Fee to a vote of the owners, subject to the Fee.

The Clerk has tabulated the ballots returned by the property owners for a portion of the Ranch project. The majority vote of the owners of the parcels approved imposing the annual Fee on the Sun Center Drive Warehouse project pursuant to the Ordinance. The recommended Council action tonight is to adopt the Resolution declaring the results of the mail ballot election.

FISCAL IMPACT AND FUNDING SOURCE

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

ATTACHMENT(S)

1. Resolution

2. Exhibit A to the Resolution
3. Exhibit B to the Resolution

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, DECLARING THE RESULTS OF A MAIL BALLOT ELECTION
RELATING TO THE IMPOSITION OF THE ANNUAL STORMWATER UTILITY FEE FOR THE
SUN CENTER DRIVE WAREHOUSE PROJECT IN THE CITY OF RANCHO CORDOVA**

WHEREAS, on November 7, 2022, the City Council adopted a Resolution declaring its intention to impose the Annual Stormwater Utility Fee ("Fee") for the Sun Center Drive Warehouse project; and

WHEREAS, Article XIII D of the California Constitution (Proposition 218) requires the City to follow certain procedural and substantive requirements relating to the imposition of property-related fees and charges (as defined in Proposition 218); and

WHEREAS, the City has determined that the Fee is a property related fee, subject to the provisions of Proposition 218; and

WHEREAS, before imposing the Fee, the City Council is required to hold a noticed public hearing on a written report (the "Written Report") containing a description of each parcel of real property within the City to which the Fee is applicable and the amount of the Fee for each such parcel for Fiscal Year 2022-2023 and to consider protests to the Fee and, if a majority protest is not received at the public hearing, the Council must submit the question of the imposition of the Fee to a vote of the owners of the property subject to the proposed Fee for approval before the proposed Fee may be levied; and

WHEREAS, in accordance with Proposition 218 the City Council held a duly noticed public hearing on the matter of the Written Report and the proposed Fee on November 21, 2022 and took testimony, both written and oral; and

WHEREAS, having determined a written protest was not received from property owners representing a majority of the parcels subject to the Fee, the City Council adopted a Resolution authorizing the mailing of the property owner ballots (the "Ballot Measure") for the purpose of submitting the Fee to a vote of the owners of parcels subject to the Fee, and subject to approval by a majority vote of the owners of parcel subject to the Fee; and

WHEREAS, pursuant to the terms of Ordinance No. 7-2014 and the unanimous consent of the property owner, the Property Owner Balloting was conducted and completed, and the City Clerk has on file a Certificate of the City Clerk as to the Results of the Canvass of the Ballot Return in Connection with the Proposed Stormwater Utility Fee (the "Certificate"), a copy of which is attached hereto as Exhibit B and by this reference incorporated herein.

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

1. The above recitals are true and correct.
2. The Certificate is hereby accepted into the records of the City.
3. The Ballot Measure is authorized as set forth in Exhibit A attached hereto and by this

reference incorporated herein.

4. The results of the Ballot Measure are as set forth in the Certificate on file with the City Clerk and attached to this Resolution as Exhibit B ("Certificate").
5. The City Clerk is authorized to declare the results of the mail ballot election relating to the imposition of the Stormwater Utility fee on the Sun Center Drive Warehouse project.
6. Pursuant to said Certificate, the Ballot Measure submitted was approved by a majority vote of the owner of parcels subject to the Fee, the Fee is hereby imposed pursuant to Ordinance No. 7-2014 on the Sun Center Drive Warehouse project.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 3rd day of January 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Linda Budge, Mayor

Stacy Leitner, CMC
City Clerk

Rancho Cordova Stormwater Utility Fee – Official Property Owner Ballot

The person completing and submitting this Property Owner Ballot must be the owner of the property identified above or the representative of the owner of such property who is legally authorized to complete and submit this ballot for and on behalf of the owner. The enclosed "Summary of Property Owner Ballot Procedures" has been provided to assist you in filling out the ballot. If there are two or more property owners, only one needs to sign and return the ballot. One ballot will be counted per property.

Assessor's Parcel Numbers: **072-0490-009-0000**

Property Address: 11201 Sun Center Dr., Rancho Cordova, CA 95670

Designation: Vacant Land

Total Parcel(s) Area (acres): 1.22

Assessor's Parcel Numbers: **072-0490-009-0000**

Owner Name: **SFC LEASING LP**

Proposed Maximum FY 2022-2023 Annual Fee Amount: \$143.40 per DMU

In order to provide the City of Rancho Cordova with a dedicated funding source to repair, reconstruct and maintain the storm drain system and to protect water quality, shall the City impose an annual Stormwater Utility Fee as shown in the Rate Analysis Report, dated 8/7/2014?



YES I support the proposed annual Stormwater Utility Fee



NO I oppose the proposed annual Stormwater Utility Fee

I hereby declare, under penalty of perjury under the laws of the State of California, that I am the owner, or the authorized representative of the owner, of the parcel identified above. Your ballot will not be counted if you do not sign below.

12/13/22

Date

KELLY URATA
G.P.

Printed Name

X [Signature]

Signature

Vote Here

If approved by a majority of the returned ballots, the proposed maximum annual Storm Drain User Fee rate for FY 2022-2023 will be \$143.40 per Drainage Measurement Unit (DMU). The maximum rate per DMU will increase annually by the amount of the increase of the CPI. However, each year the City Council will hold a public hearing and determine the actual rate per DMU that will be charged. At the annual public hearing, the City Council will set the actual rate for the next year, which would be equal to or less than the annual maximum rate. The Council may decide to reduce the rate or set the rate to \$0 per DMU in any fiscal year.

Please mark your ballot in ink and return the entire page.

Upon completion, fold the ballot, place it in the addressed, return envelope and seal the envelope. Pursuant to the enclosed instructions, mail the ballot to the address shown on the return envelope, or deliver to the City Clerk at City Hall located at 1:30 Tuesday December 20, 2022.

Return to:

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

SUMMARY OF PROPERTY OWNER BALLOT PROCEDURES

If you are the owner, or the authorized representative of the owner, of the property described on the enclosed Property Owner Ballot, you may submit the enclosed Property Owner Ballot to the City to support or oppose the proposed annual Stormwater Utility Fee. Complete Property Owner Balloting Procedures are on file at the City Clerk's office. Please follow the instructions below to complete and return your Property Owner Ballot.

1. Mark your vote on the enclosed Property Owner Ballot by placing an "X" in the appropriate box.
2. Mark, sign and date your Property Owner Ballot in ink. Property Owner Ballots received without a signature will not be counted. Do not use pencil.
3. Place your ballot in an envelope and seal the envelope.
4. Property Owner Ballots may be mailed or hand delivered to the City Clerk's office at 2729 Prospect Park Drive, Rancho Cordova, CA 95670.
5. The City **MUST** receive all Property Owner Ballots before 1:30 p.m. Tuesday, December 20, 2022. Any Property Owner Ballot received after this time cannot legally be counted. **Postmarks will not be accepted, and ballots received after the deadline will not be counted.** (Property Owner Ballots may be delivered to the City Clerk prior to this date and time during normal business hours.)
6. The tabulation of Property Owner Ballots will be performed by the City Clerk after 1:30 p.m. on Tuesday, December 20, 2022.
7. The City Clerk shall not disclose the contents of any ballot in such a way as to identify how a property owner voted until the ballots become public record.
8. The City Council may establish the annual Stormwater Utility Fee only if a majority of the Property Owner Ballots returned are in favor of the Fee.
9. If more than a majority of the Property Owner Ballots returned are opposed to the Fee, then the annual Stormwater Utility Fee will not be imposed.

The City of Rancho Cordova complies with the Americans with Disabilities Act. If you are a qualified individual with a disability and need assistance with completing or returning the enclosed ballot, please contact the City Clerk's office at (916) 851-8720.

The information in this notice and the accompanying materials were compiled and are distributed at public expense by the City of Rancho Cordova in compliance with Article XIID of the California Constitution. This information is presented in the public interest. It is not intended to influence or attempt to influence the actions of the voters to vote "yes" or "no" on the enclosed Property Owner Ballot.

EXHIBIT B

CERTIFICATE OF THE CITY CLERK AS TO
THE RESULTS OF THE CANVASS OF THE ELECTION RETURNS
IN CONNECTION WITH THE PROPOSED STORMWATER UTILITY FEE
IN THE CITY OF RANCHO CORDOVA

I, Stacy Leitner, City Clerk of the City of Rancho Cordova, hereby certify that I canvassed the returns of the election in connection with the imposition of an annual stormwater utility fee that the day for the return of mailed ballot, December 20, 2022. The election was concluded on that date and that the total number of ballots cast in said election and the total number of votes cast for and against the ballot measure, as specified below, are full, true and correct.

Total of Ballots Received: 1

Total "Yes" Ballots: 1

Total "No" Ballots: 0



Stacy Leitner, CMC
City Clerk

MEMORANDUM

ITEM 11.1.



DATE: January 3, 2023

TO: Honorable Mayor and Council Members

FROM: Darcy Goulart, Planning Manager

SUBJECT: RANCHO CORDOVA APARTMENTS – MAJOR DESIGN REVIEW – PROJECT NO. PLND-0821-0002 – LOCATED AT 11650 DOUGLAS ROAD; APN: 067-0030-078

PROPERTY OWNER:	APPLICANT/DEVELOPER:
CSS Properties	Darin D Moore
1508 Eureka Road, Suite 175	P.O. Box 1657
Roseville, CA 95661	Rancho Cordova, CA 95741

PROJECT:	Rancho Cordova Apartments
FILE:	PLND-0821-0002
LOCATION:	11650 Douglas Road
APN:	067-0030-078
PLANNER:	Darcy Goulart, Planning Manager

RECOMMENDATION

Find the project exempt from California Environmental Quality Act (CEQA) pursuant to Section 15183, projects consistent with a Community Plan, General Plan or Zoning; and adopt the Resolution for a Major Design Review for Rancho Cordova Apartments.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would find the project exempt from CEQA and approve the Applicant's request for a Major Design Review for a 120-unit multi-family development.

BACKGROUND

The approximately 4.38-acre site is located at 11650 Douglas Road (**See Figure 1**). The property is zoned General Commercial (CG) by the City Zoning Code and is located within the Commercial Mixed Use (CMU) designation of the General Plan. To the east of the project site is a fenced in utility facility for Sacramento Area Sewer District. To the west is a vacant parcel and to the south of the site is Morrison Creek and a conservation area. A large shopping centered, anchored by Raley's grocery store is a short walk to the east of the project site.

Figure 1: Project Location



PROJECT DESCRIPTION

An application was submitted for a Major Design Review for eleven (11), 3-story walk up apartment buildings, with a total of 12- unit apartment complex. There are 78 one-bedroom units, 18 two-bedroom units and 24 three-bedroom units. The project also includes a 1,280 sq. ft. clubhouse that features a lounge, fitness center, an office, and restrooms. Adjacent to the clubhouse building is a 990 sq. ft. outdoor, fenced in pool area for residents. A playground has also been incorporated into the project site.

MAJOR DESIGN REVIEW

Site Plan

As shown in **Figure 2**, most of the apartment buildings are situated around the side and rear property lines. Additional apartment buildings, as well as the clubhouse and pool are clustered in the center of the site. The playground is located adjacent to building B in the southern portion of the project site. There is an existing 6 ft. high CMU wall along the eastern side of the project site that will remain. A similar fence will be installed along the western property line. A 6 ft. high wrought iron fence will be installed along the rear property line, adjacent to the creek and conservation area. There are numerous trash enclosures around the site for residents to dispose of their household trash.

The project will be required to construct median improvements to control turning movements and maintain traffic safety. Frontage improvements also include a permanent sidewalk along the property frontage and an interim access path extending east along Douglas Road to connect to the Raley's shopping center. Permanent curb and gutter and offsite sidewalk improvements will be part of a future roadway expansion by others.

The project's onsite drainage outfalls to Morrison Creek at the south side of the property. The developer is required to obtain approvals from south Sacramento Habitat Conservation Plan, easement holders, and US Army Corp of Engineers to construct the drainage outfall.

Figure 2: Overall Site Plan



Architecture & Design

The 120 units are distributed between eleven 3-story apartment buildings throughout the site. The buildings range in size from 5,910 sq. ft. up to 14,460 sq. ft. The Applicant has proposed a design that compliments the nearby shopping center that is anchored by the Raley's grocery store. Building materials consisting of stucco, clear glazing glass, stone veneer and board and

batten siding. The colors consist of earth tones of browns and green. Use of various building materials and colors provides various levels of articulation around all four sides of the buildings.

Figure 3: Building A Elevations

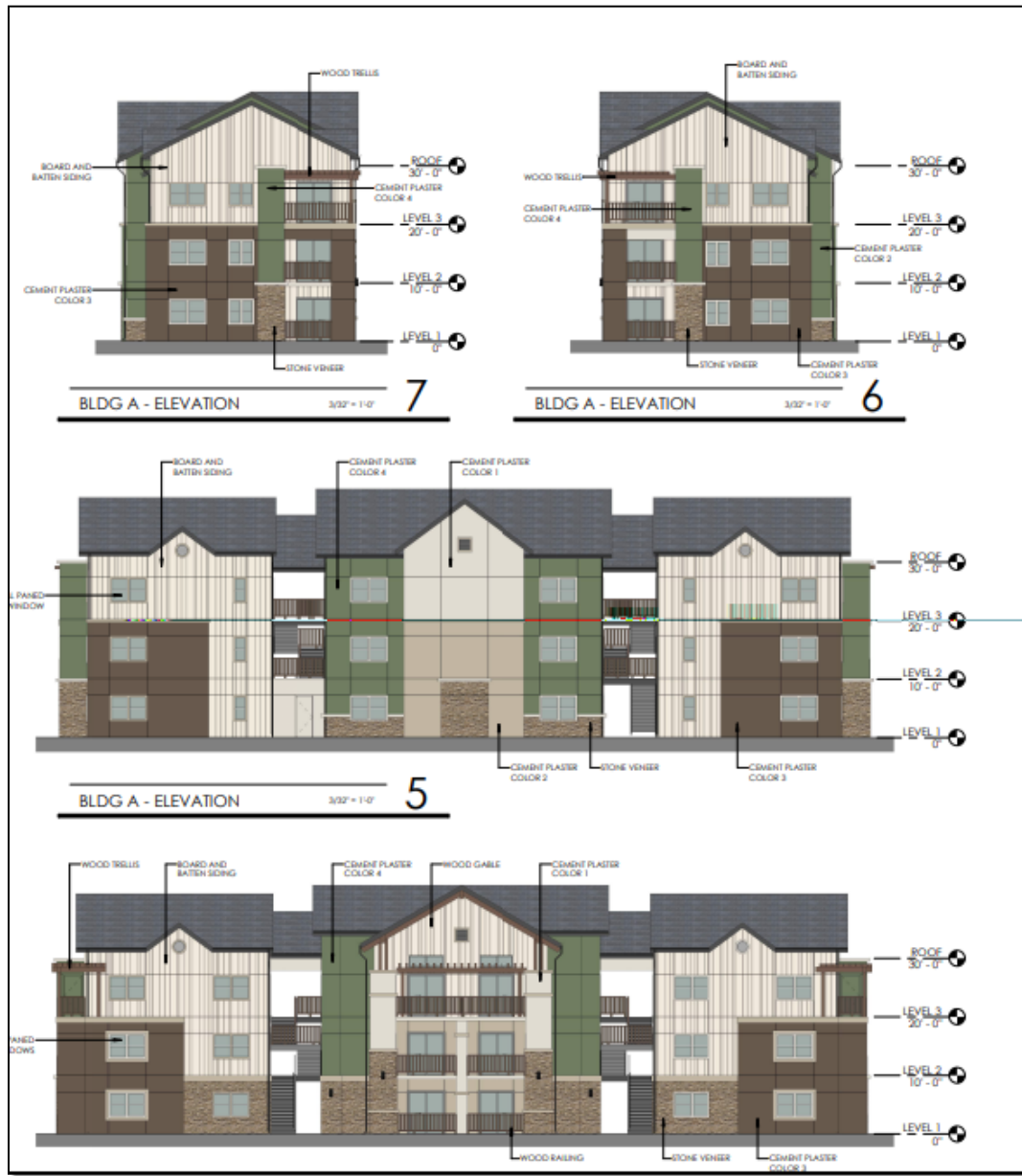


Figure 4: Building B Elevations

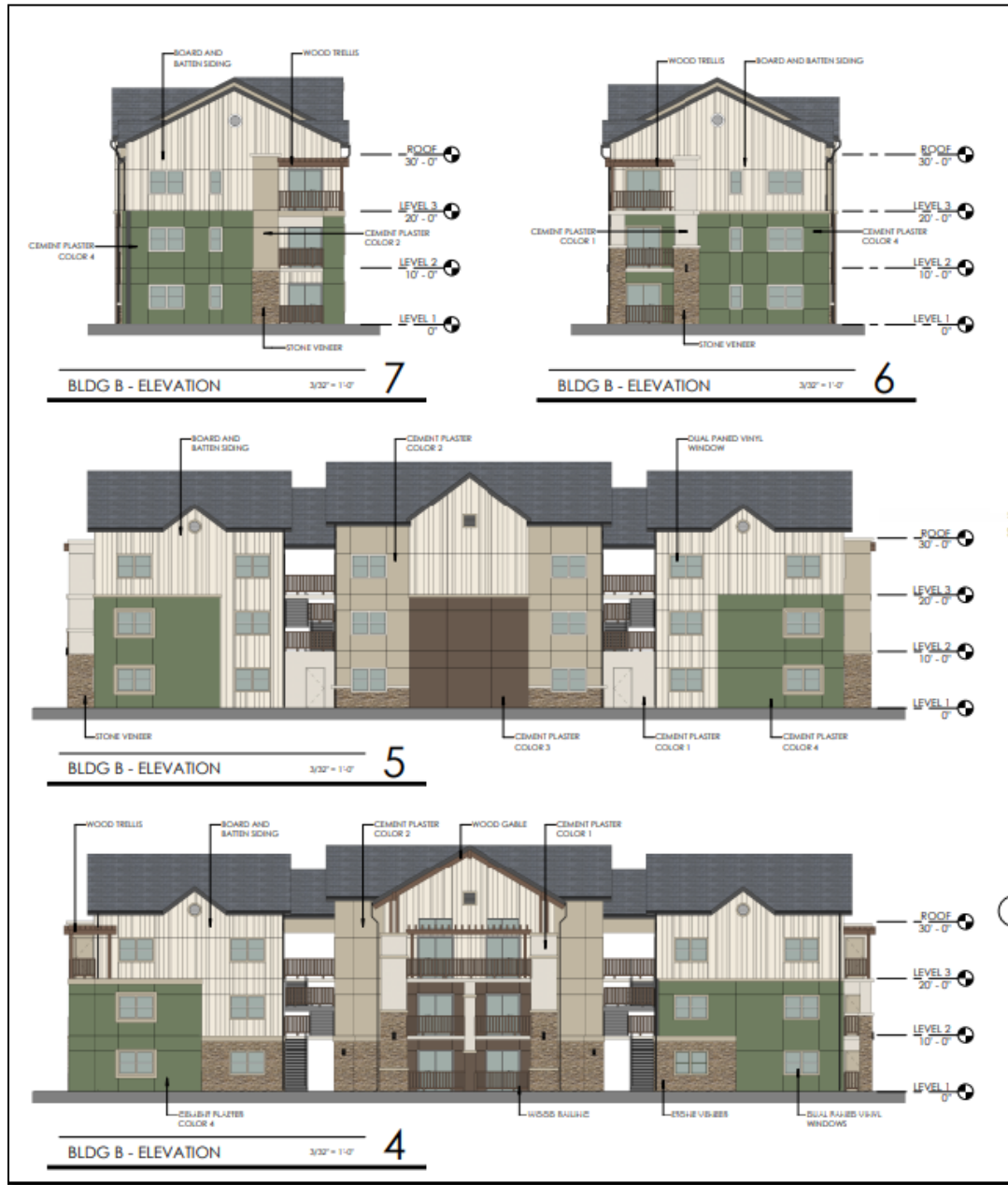


Figure 5: Building C Elevations



Figure 6: Building D Elevations



Vehicle Access, Parking and Pedestrian Connectivity

The site has two entrances off of Douglas Road. Internal drive aisles meet the minimum width of 25 ft for 90-degree parking stalls. Vehicle access is free flowing throughout the project site. Residents are able to walk freely through the site. Due to Morrison Creek and the conservation area, there is no direct pedestrian access over the creek to the back of the shopping center. However, pedestrian access will be improved along Douglas so that people can get to the shopping center safely from the project site.

The project has also been reviewed to ensure that the project as proposed is meeting all parking requirements for multi-family development. Per Chapter 23.719 of the City of Rancho Cordova Zoning Code, required parking is determined by the bedrooms of each unit with an additional 0.2 spaces required per unit for guest parking. The parking requirement for the development is broken down as follows:

Size of Unit	Parking requirement	# of units proposed	# of spaces required
1 Bedroom	1 space per unit	78	78
2 & 3 Bedroom	2 spaces per unit	42	84
+ Guest	0.2 spaces per unit	Total 120 Units	24
			Total 186

As shown above, the project needs 186 parking stalls for compliance with the Zoning Code. The minimum number of stalls has been provided for the project. In addition to vehicle parking, the project is also required to provide a minimum bicycle parking of at least 5% of the total required parking. The project proposes a total of 29, short and long term bicycle parking spaces distributed throughout the project site.

Site Amenities

As stated above, the site includes a 1,280 sq. ft. clubhouse, pool and playground. The clubhouse has been designed consist with the design of the apartment and includes the same stucco stone veneer materials and color pallet throughout. An outdoor fenced in pool is immediately adjacent to the clubhouse for use by the residents.

Figure 7: Clubhouse Elevations



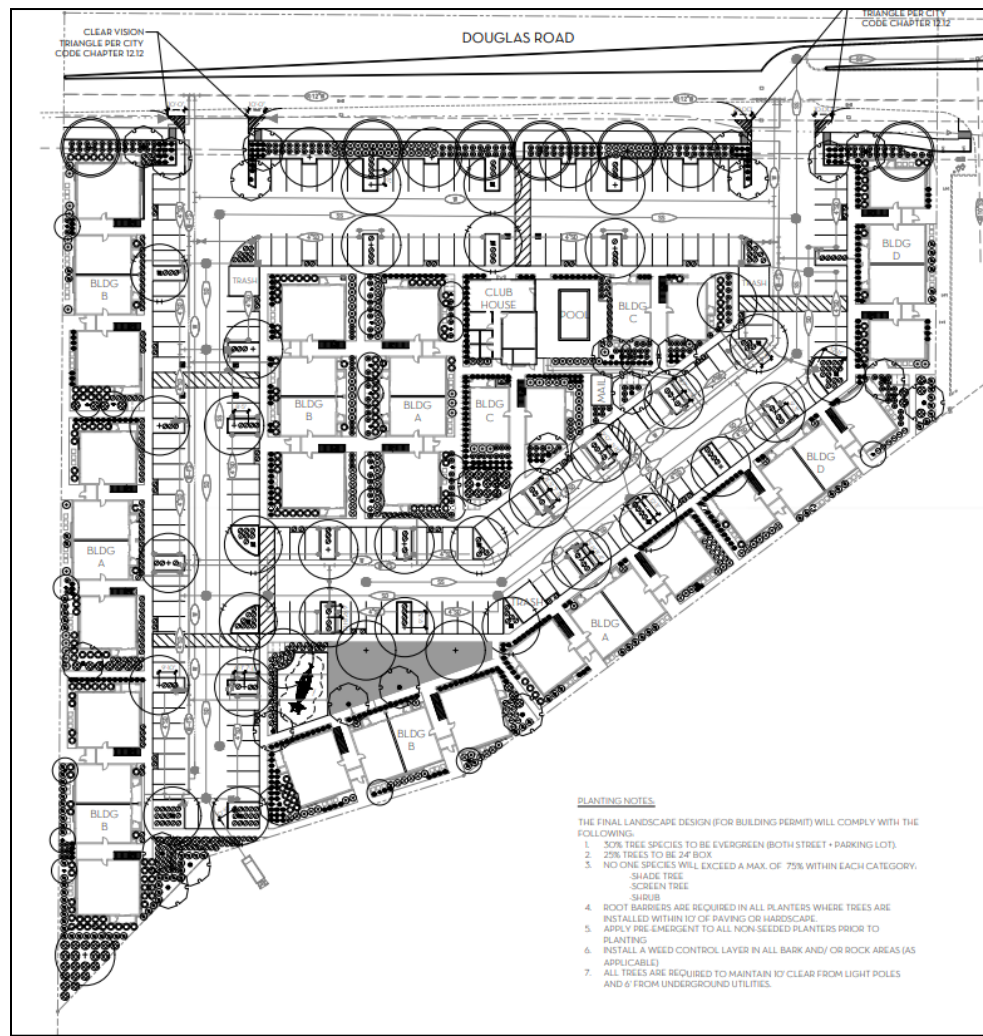
Figure 8: Pool & Clubhouse



Site Landscaping Design

The landscape plan uses a variety of street, shade, canopy and accent trees to meet the development standards related to landscaping. The trees vary in size from 15 gallons to 24" box. Thirty percent of the tree species will be evergreens. Twenty five percent of the trees are proposed to be 24" box. Various types of shrubs are used through the project site for screening and accent purposes. The code requires at least 50% of the parking lot area to be shaded. The parking lot surface calculation is 31,194 sq. ft. which would require 15, 597 sq. ft. of shading. The project proposed to shade 56% of the parking surface, which is 17, 468 sq. ft.

Figure 5: Preliminary Landscape Plan



GENERAL PLAN

The project site is located within the Commercial Mixed Use (CMU) designation of the City's General Plan. The CMU designation encourages the integration of commercial and/or residential uses but does not prohibit these types of uses as standalone ones. The proposed project includes only multi-family development but is within close walking distance to a nearby shopping center that includes offers various shopping and eating options for future residents.

ZONING CODE

The project is located within the General Commercial (GC) zoning designation of the Rancho Cordova Zoning Code and is listed as a compatible zoning designation in the Rancho Cordova General Plan. The GC zone lists multifamily development as a permitted use. As proposed and discussed above, the project meets all the development requirements of the Rancho Cordova Zoning Code and adheres to the Multi-family Design Guidelines.

FISCAL IMPACT

Staff anticipates that the project will have a positive fiscal impact due to the short term and long term positions for the construction and operation the residential component of the project. The area is currently undeveloped and the construction of new facilities will provide a positive impact through an increase in property taxes for the site as well as within the surrounding area.

ENVIRONMENTAL

The project has been analyzed and is exempt per California Environmental Quality Act (CEQA) Guidelines Section 15183 "Consistent with the Community Plan, General Plan or Zoning." The project site is designated as Commercial Mixed Use (CMU) in the Rancho Cordova General Plan and the zoning designation of General Commercial (GC) is a consistent zone within the CMU land use designation. The proposed apartments are a permitted use in the GC zone per the Rancho Cordova Zoning Code. The applicant is requesting approval of a Major Design Review for the proposed project. There are no effects peculiar to the project or project site or substantial new information that would result in new or more severe adverse impacts. The project site is within the South Sacramento Habitat Conservation Plan (SSHCP) and is required to obtain all necessary permits associated with the SSHCP. Additionally, under CEQA, the City lacks the discretion under the Major Design Review approval process to consider environmental effects not related to the design of the Project.

RECOMMENDED MOTIONS

Staff recommends that the City Council find the project exempt from California Environmental Quality Act (CEQA) pursuant to Section 15183 and approve the Major Design Review for the Rancho Cordova Apartments (PLND-0821-0002 subject to the findings, Project Plans (Exhibit A) and Conditions of Approval (Exhibit B).

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Project Plans
3. Exhibit B to the Resolution – Conditions of Approval

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CORDOVA,
STATE OF CALIFORNIA, APPROVING A MAJOR DESIGN REVIEW FOR THE RANCHO
CORDOVA APARTMENTS PROJECT NO. PLND-0821-0002**

WHEREAS, Darin Moore, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Major Design Review approval for the Rancho Cordova Apartments; and

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

WHEREAS, the project is located at 11650 Douglas Road and includes designs for a 120-unit multi-family development, with a clubhouse, pool and playground; and

WHEREAS, the project was found to be exempt from the California Environmental Quality Act (CEQA)(Public Resource Code Section 2100 et. seq.) pursuant to Section 15183, projects that are consistent with a Community Plan, General Plan or Zoning; 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. The CEQA exemption found in California Code of Regulation Title 14, sections 15183 (Consistent with the Community Plan, General Plan or Zoning) is an adequate exemptions according to the Guidelines of the California Environmental Quality Act.
 - A. **Finding:** The project has been analyzed and is exempt per California Environmental Quality Act Guidelines Section 15183 "Consistent with the Community Plan, General Plan or Zoning."

Evidence: The project has been analyzed and is exempt per California Environmental Quality Act (CEQA) Guidelines Section 15183 "Consistent with the Community Plan, General Plan or Zoning." The project site is designated as Commercial Mixed Use (CMU) in the Rancho Cordova General Plan and the zoning designation of General Commercial (GC) is a consistent zone within the CMU land use designation. The proposed apartments are a permitted use in the GC zone per the Rancho Cordova Zoning Code. The applicant is requesting approval of a Major Design Review for the proposed project. There are no effects peculiar to the project or project site or substantial new information that would result in new or more severe adverse impacts. The project site is within the South Sacramento Habitat Conservation Plan (SSHCP) and is required to obtain all necessary permits associated with the SSHCP. Additionally, under CEQA, the City lacks the discretion under the Major Design Review approval process to consider environmental effects not related to the design of the Project.

2. Approval of the Major Design Review, subject to the Design Review Package (Exhibit A) and the Conditions of Approval (Exhibit B) 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 Commercial Mixed Use (CMU) designation of the City's General Plan. The CMU designation encourages the integration of commercial and/or residential uses but does not prohibit these types of uses as standalone ones. The proposed project includes only multi-family development but is within close walking distance to a nearby shopping center that includes offers various shopping and eating options for future residents. The project is located within the General Commercial (GC) zoning designation of the Rancho Cordova Zoning Code and is listed as a compatible zoning designation in the Rancho Cordova General Plan. The GC zone lists multifamily development as a permitted use. As proposed and discussed above, the project meets all the development requirements of the Rancho Cordova Zoning Code and adheres to the Multi-family Design Guidelines.

- 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 project proposes traditional architecture with a variety of on-site amenities that are suitable for the proposed use and accommodate future residents of the property. The project also includes significant landscaping that benefits the visual streetscape of the site. The Applicant has proposed a design that compliments the nearby shopping center that is anchored by the Raley's grocery store. Building materials consisting of stucco, clear glazing glass, stone veneer and board and batten siding. The colors consist of earth tones of browns and green. Use of various building materials and colors provides various levels of articulation around all four sides of the buildings.

- 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 project proposes eleven three-story buildings throughout the site with an overall traditional design, consistent with the design of the nearby shopping center. The project utilizes materials, colors, and textures that are compatible with other existing buildings in the area. The project must also adhere to all applicable regulations regarding outdoor lighting, signage, and screening as described within the Ranch Cordova Municipal Code.

- D. **Finding:** The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

ITEM 11.1.

ATTACHMENT 1

Evidence: The site has been designed to take into consideration how to safely accommodate vehicular traffic and pedestrians walking through out the site. Pedestrian pathways that go across drive aisles are clearly marked to ensure pedestrian safety. Ingress and egress to the site has been designed to meet the minimum requirements. Sufficient parking has been provided on the site to accommodate residents and guests visiting the site.

PASSED AND ADOPTED by the City Council of the City of Rancho Cordova on the 3rd day of January 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda Budge, Mayor

ATTEST:

Stacy Leitner, CMC
City Clerk



PERSPECTIVE

11/30/2022

20031



2277 Fair Oaks Boulevard, Studio 220
Sacramento, California 95825
916.993.4800 | www.hrgarchitects.com

RANCHO CORDOVA APARTMENTS

11650 DOUGLAS ROAD, RANCHO CORDOVA, CA

1



AERIAL PERSPECTIVE

11/30/2022

20031

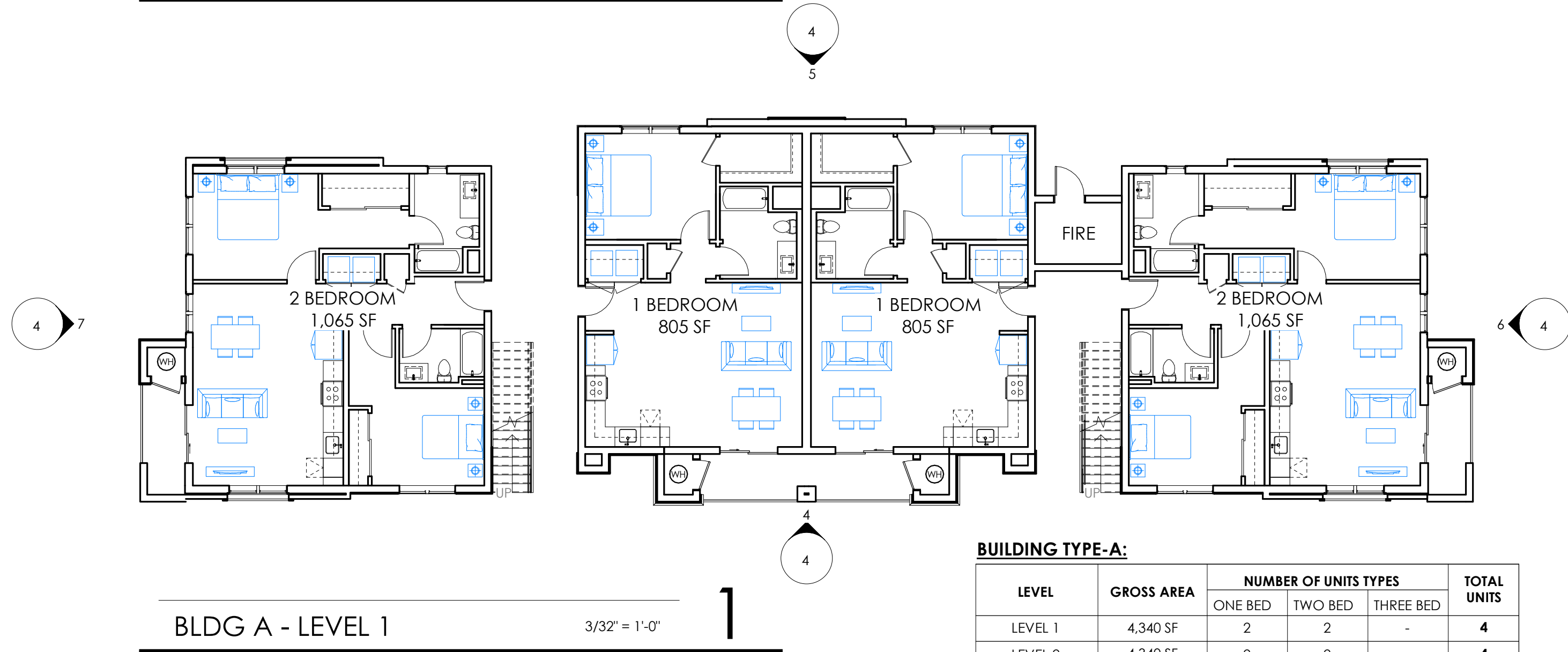
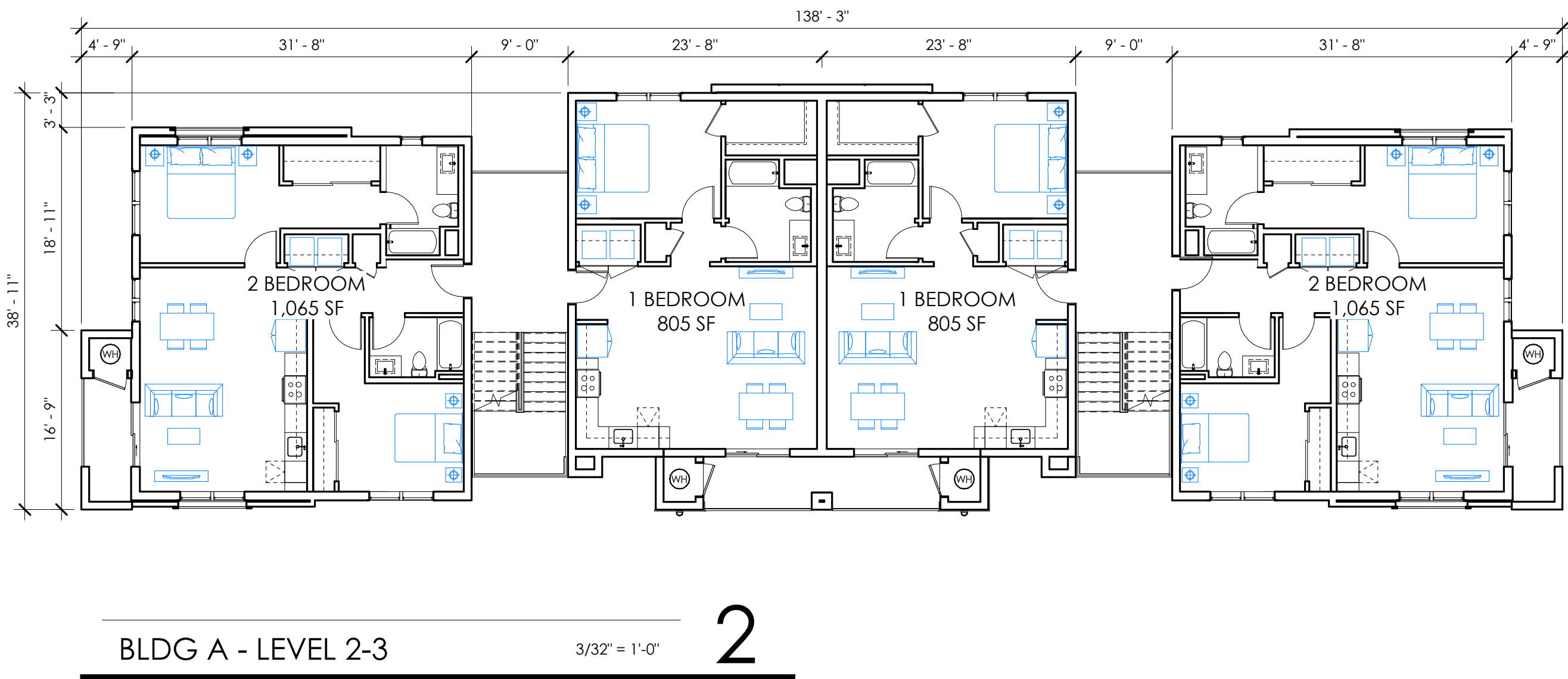
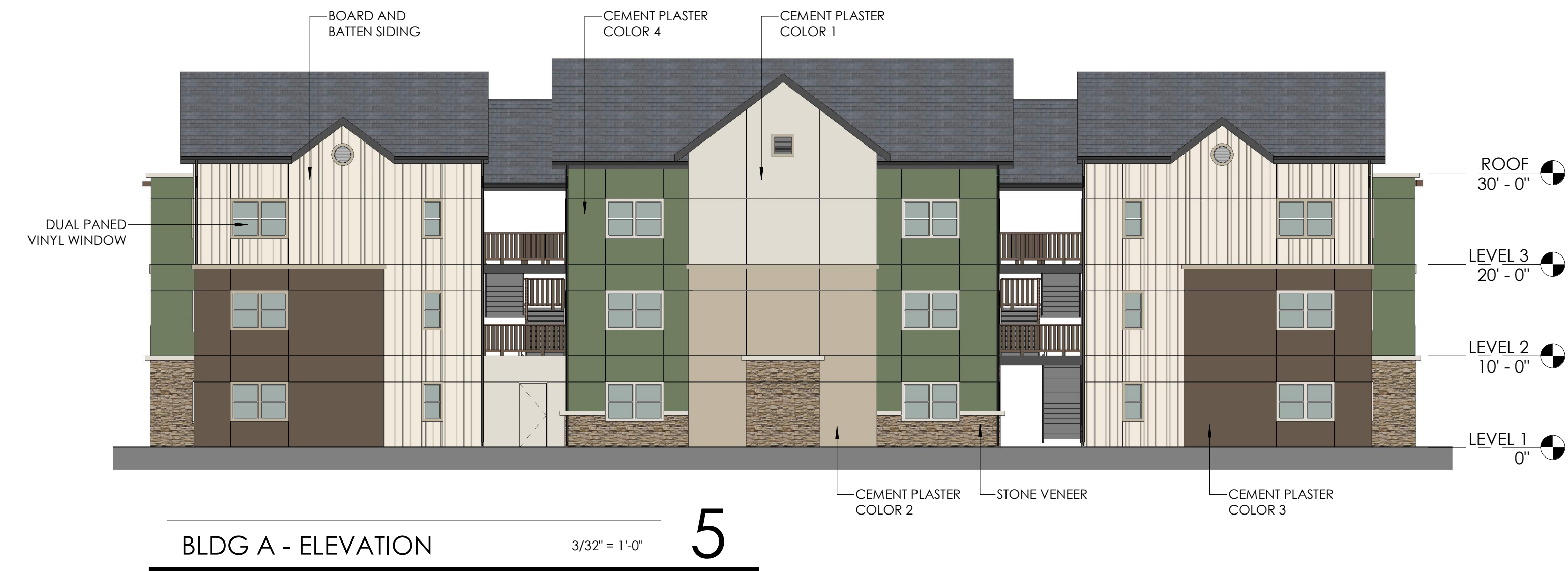
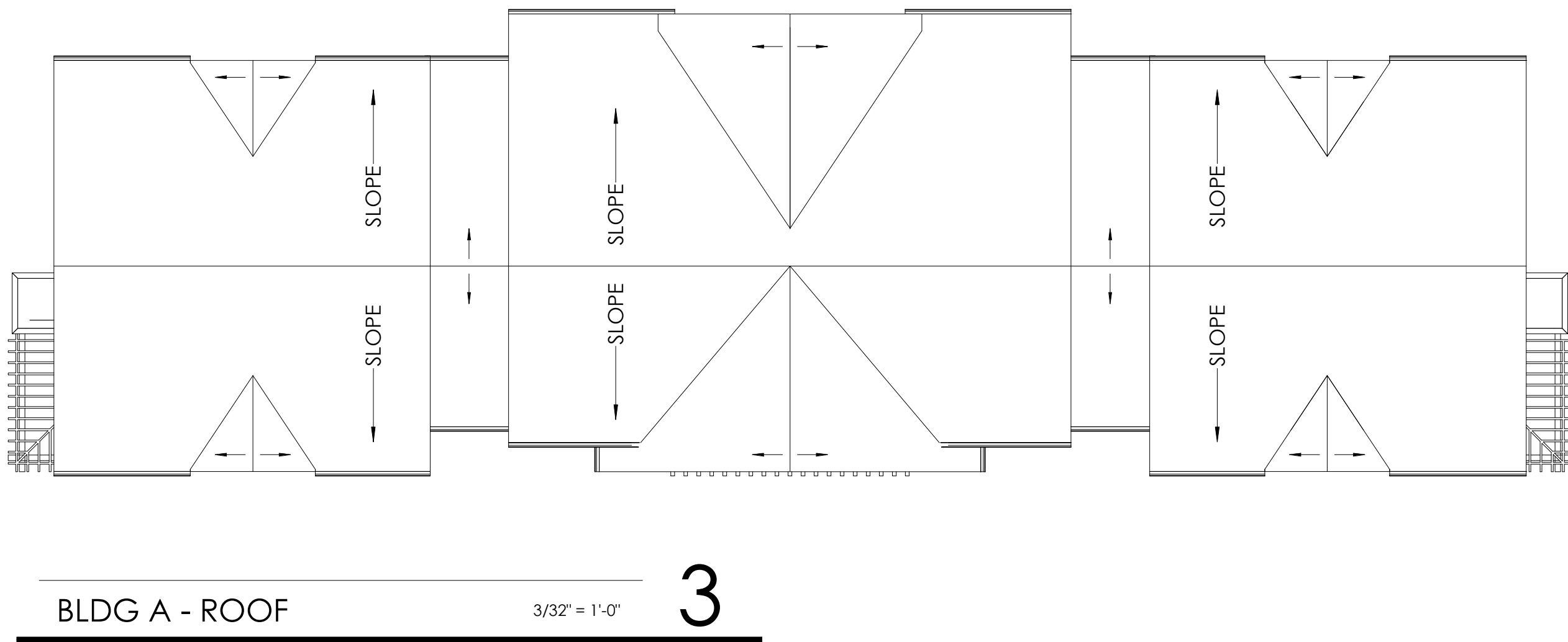


2277 Fair Oaks Boulevard, Studio 220
Sacramento, California 95825
916.993.4800 | www.hrgarchitects.com

RANCHO CORDOVA APARTMENTS

11650 DOUGLAS ROAD, RANCHO CORDOVA, CA

2



BUILDING TYPE-A:

LEVEL	GROSS AREA	NUMBER OF UNITS TYPES			TOTAL UNITS
		ONE BED	TWO BED	THREE BED	
LEVEL 1	4,340 SF	2	2	-	4
LEVEL 2	4,340 SF	2	2	-	4
LEVEL 3	4,340 SF	2	2	-	4
TOTAL	13,020 SF	6	6	-	12

BUILDING A - DATA

11/30/2022

20031



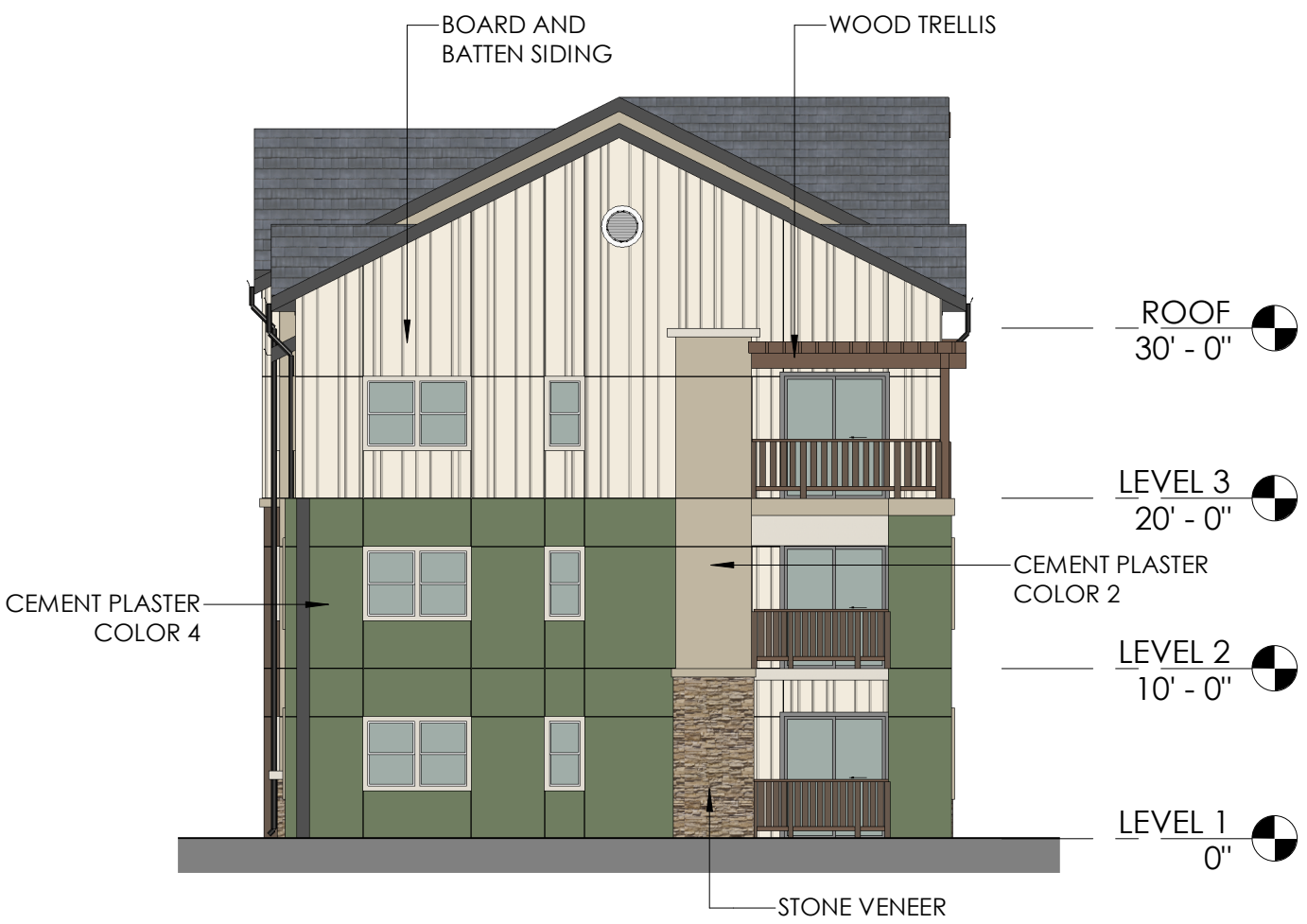
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RANCHO CORDOVA APARTMENTS

11650 DOUGLAS ROAD, RANCHO CORDOVA, CA

BLDG A

4



BLDG B - ELEVATION

3/32" = 1'-0"

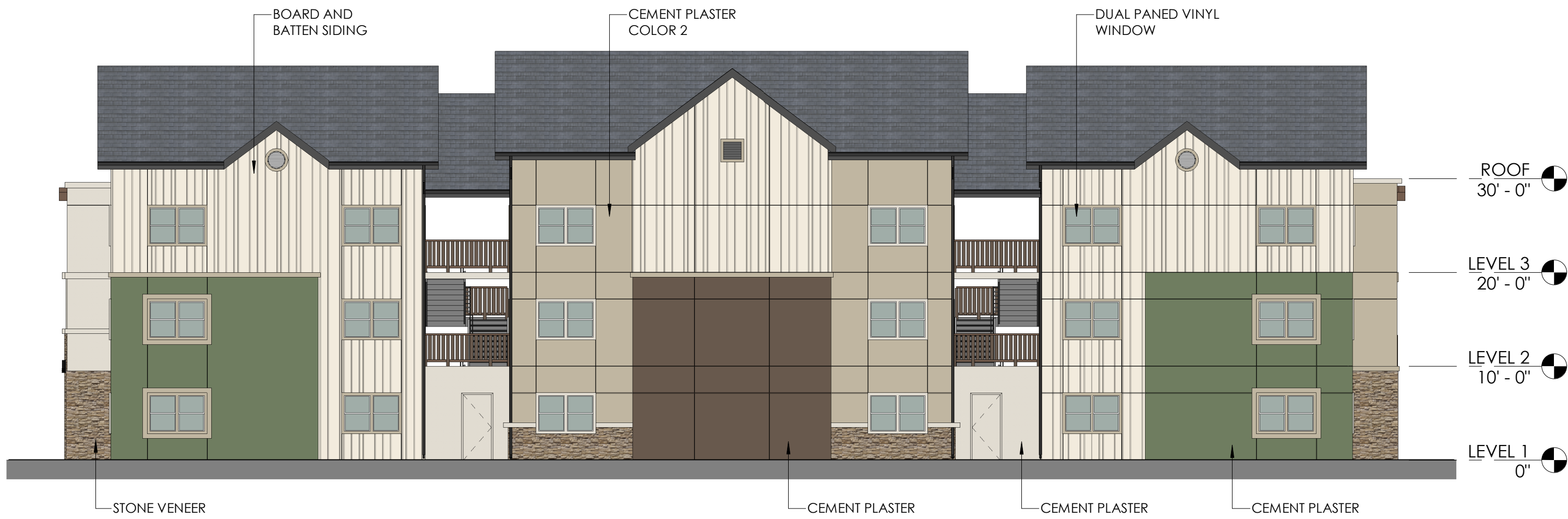
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BLDG B - ELEVATION

3/32" = 1'-0"

6



BLDG B - ELEVATION

3/32" = 1'-0"

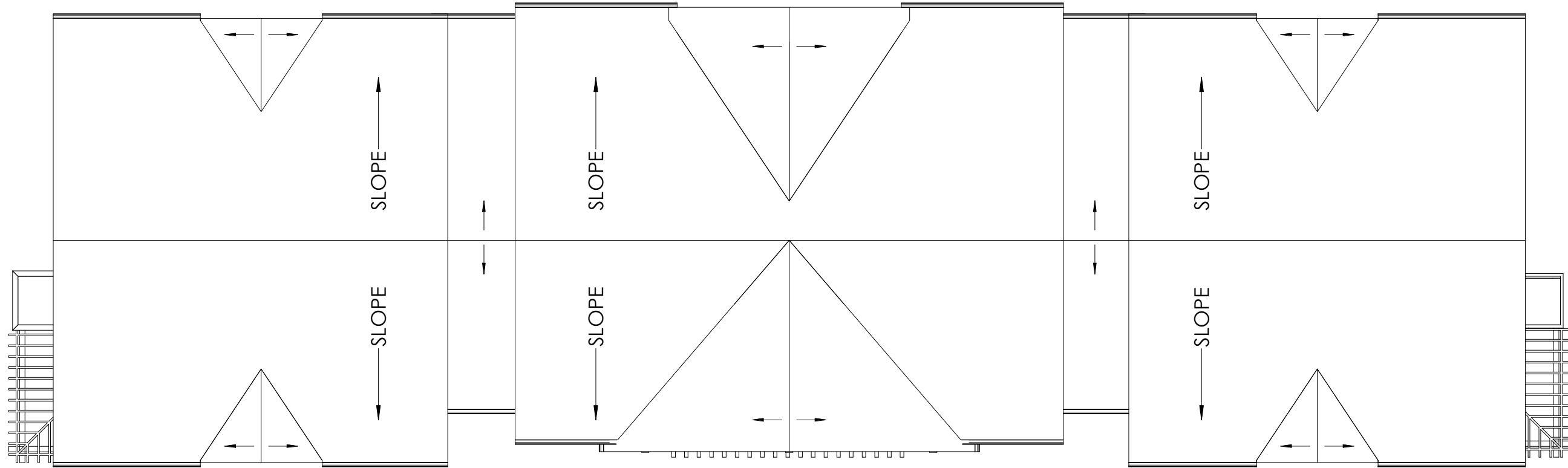
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BLDG B - ELEVATION

3/32" = 1'-0"

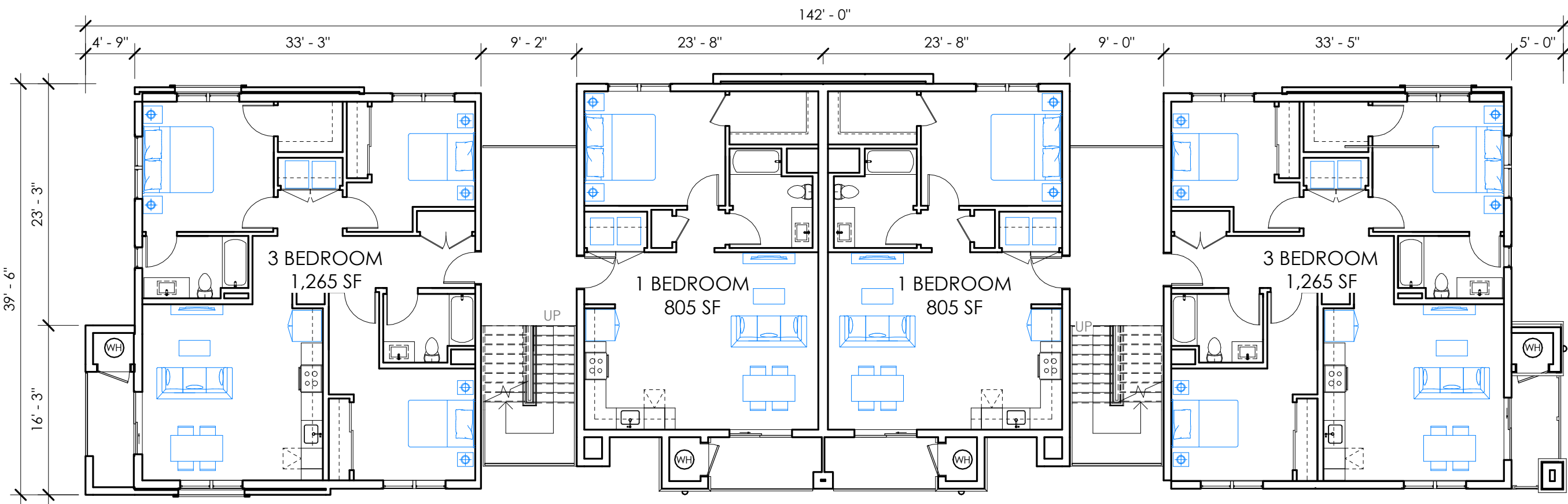
4



BLDG B - ROOF

3/32" = 1'-0"

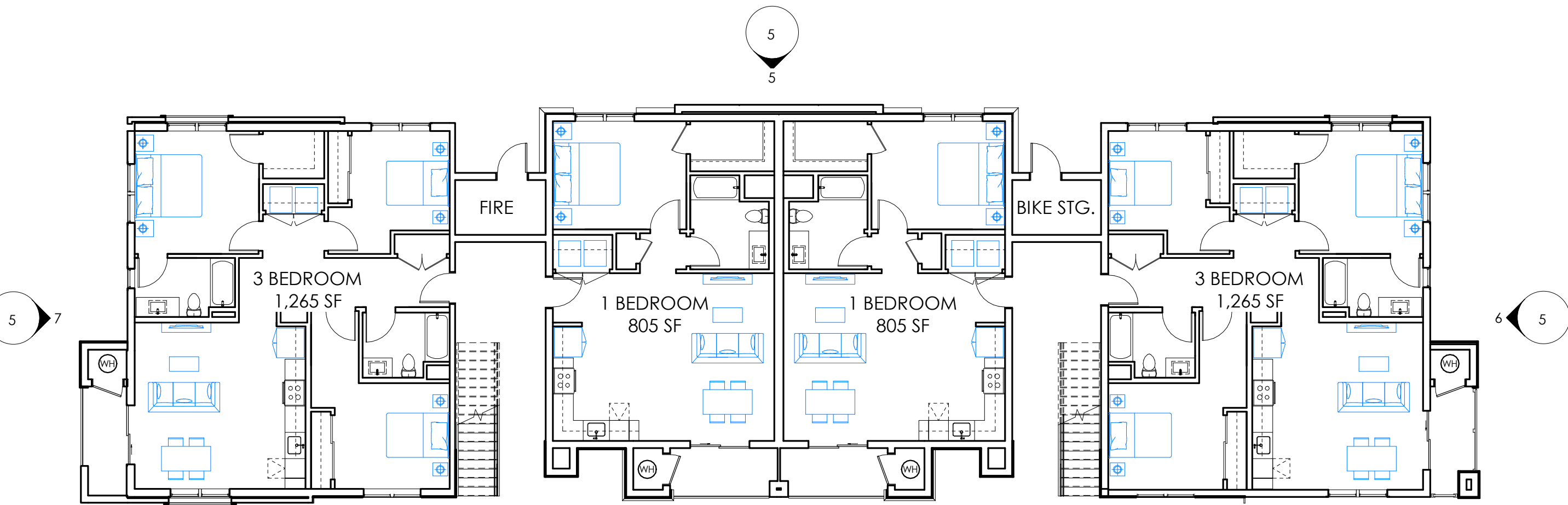
3



BLDG B - LEVEL 2-3

3/32" = 1'-0"

2



BLDG B - LEVEL 1

3/32" = 1'-0"

1

BUILDING TYPE-B:

LEVEL	GROSS AREA	NUMBER OF UNITS TYPES			TOTAL UNITS
		ONE BED	TWO BED	THREE BED	
LEVEL 1	4,820 SF	2	-	2	4
LEVEL 2	4,820 SF	2	-	2	4
LEVEL 3	4,820 SF	2	-	2	4
TOTAL	14,460 SF	6	-	6	12

BUILDING B - DATA

07/12/2022

20031



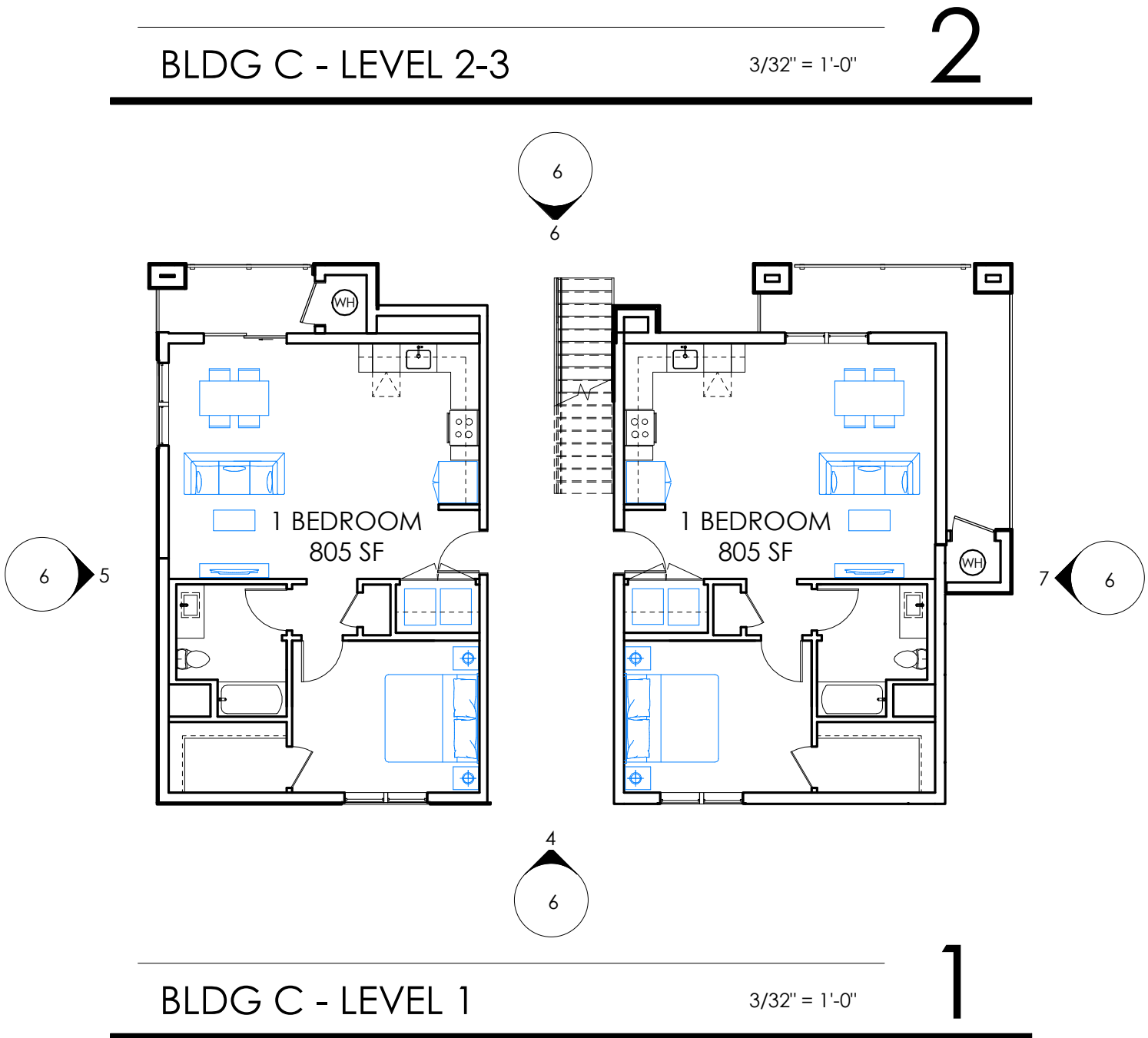
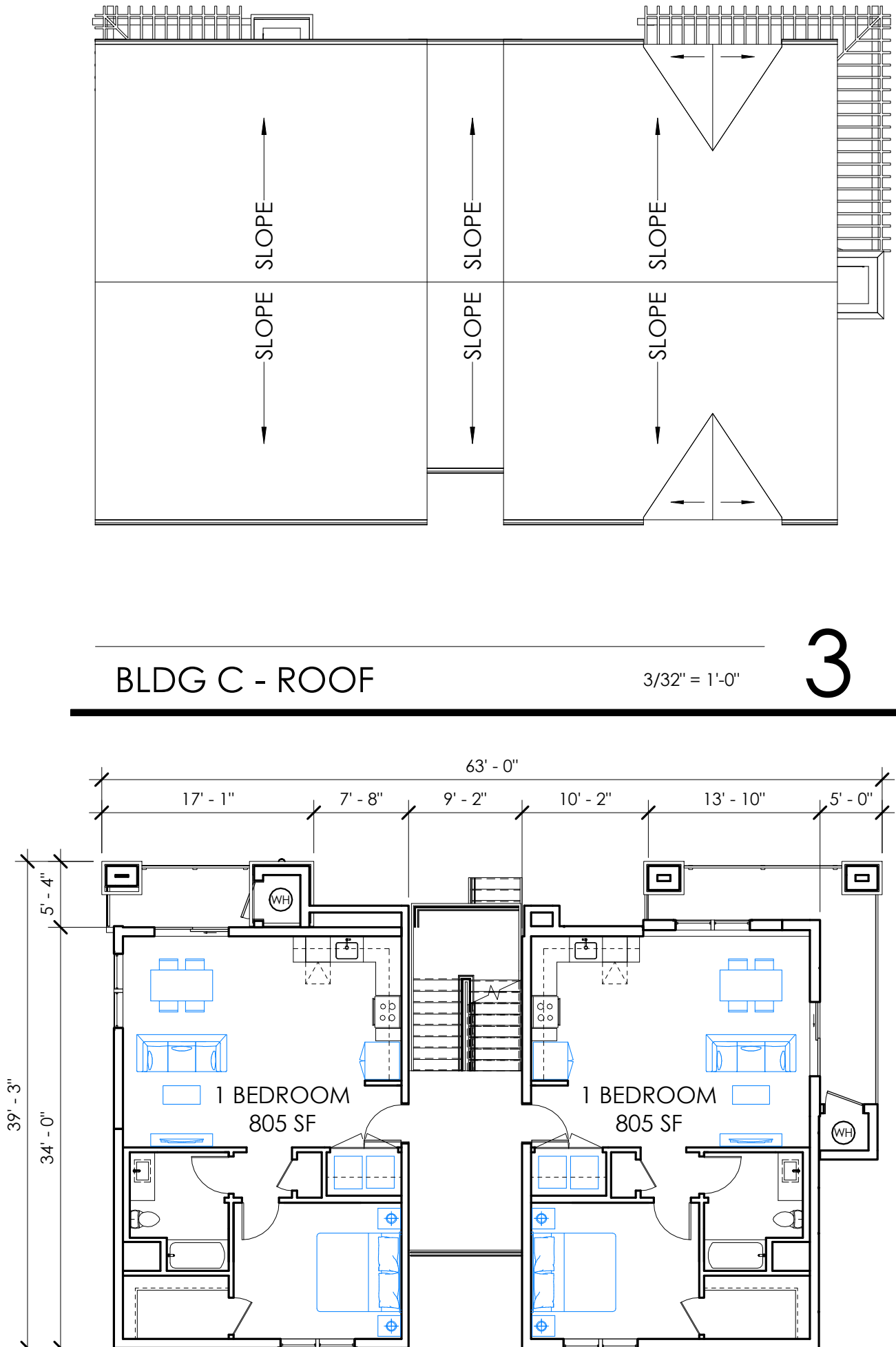
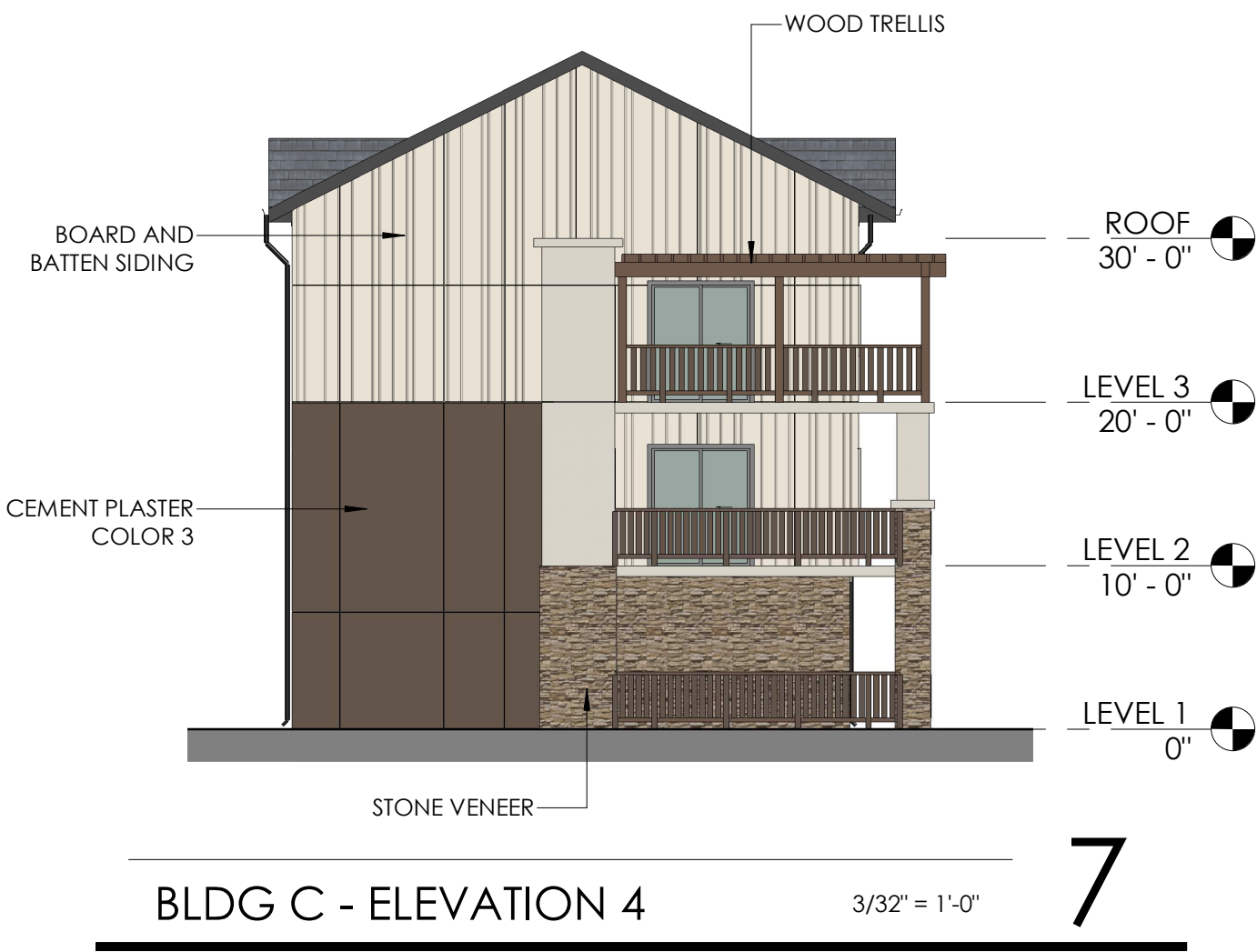
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RANCHO CORDOVA APARTMENTS

11650 DOUGLAS ROAD, RANCHO CORDOVA, CA

BLDG B

5



BUILDING TYPE-C:

LEVEL	GROSS AREA	NUMBER OF UNITS TYPES			TOTAL UNITS
		ONE BED	TWO BED	THREE BED	
LEVEL 1	1,970 SF	2	-	-	2
LEVEL 2	1,970 SF	2	-	-	2
LEVEL 3	1,970 SF	2	-	-	2
TOTAL	5,910 SF	6	-	-	6

BUILDING C - DATA

11/30/2022

20031

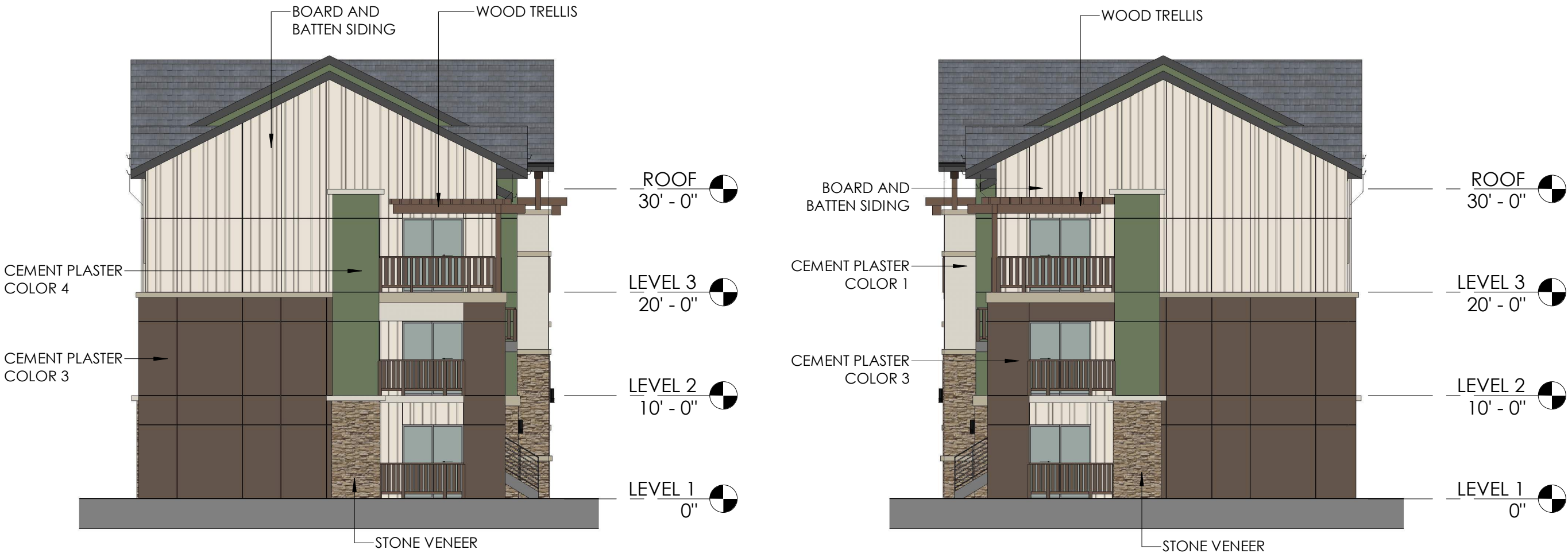


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BLDG C 6



BLDG D - ELEVATION 7
3/32" = 1'-0"

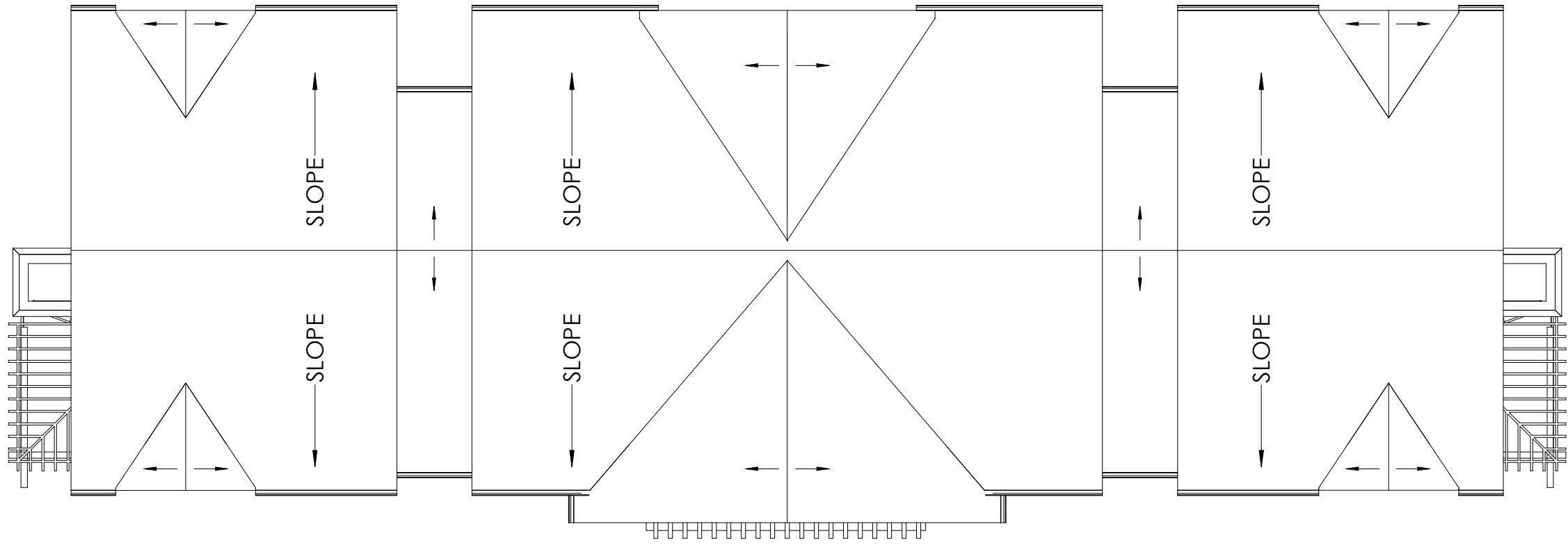
BLDG D - ELEVATION 6
3/32" = 1'-0"



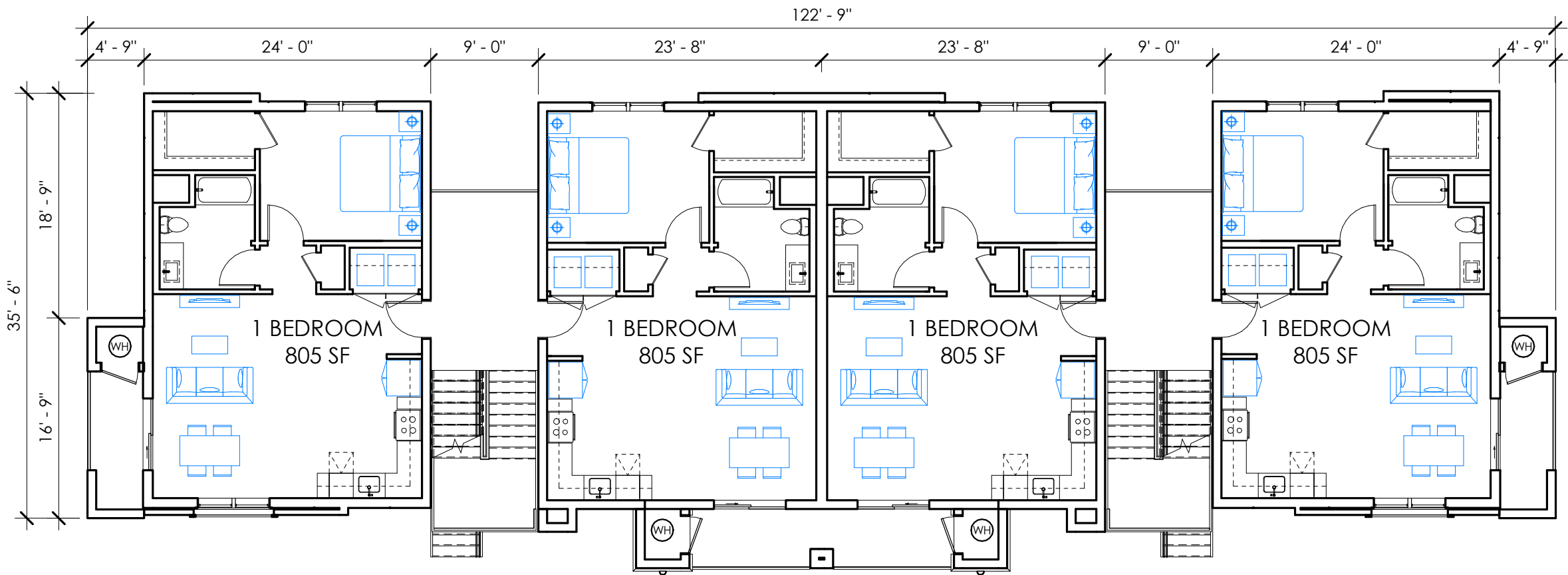
BLDG D - ELEVATION 5
3/32" = 1'-0"



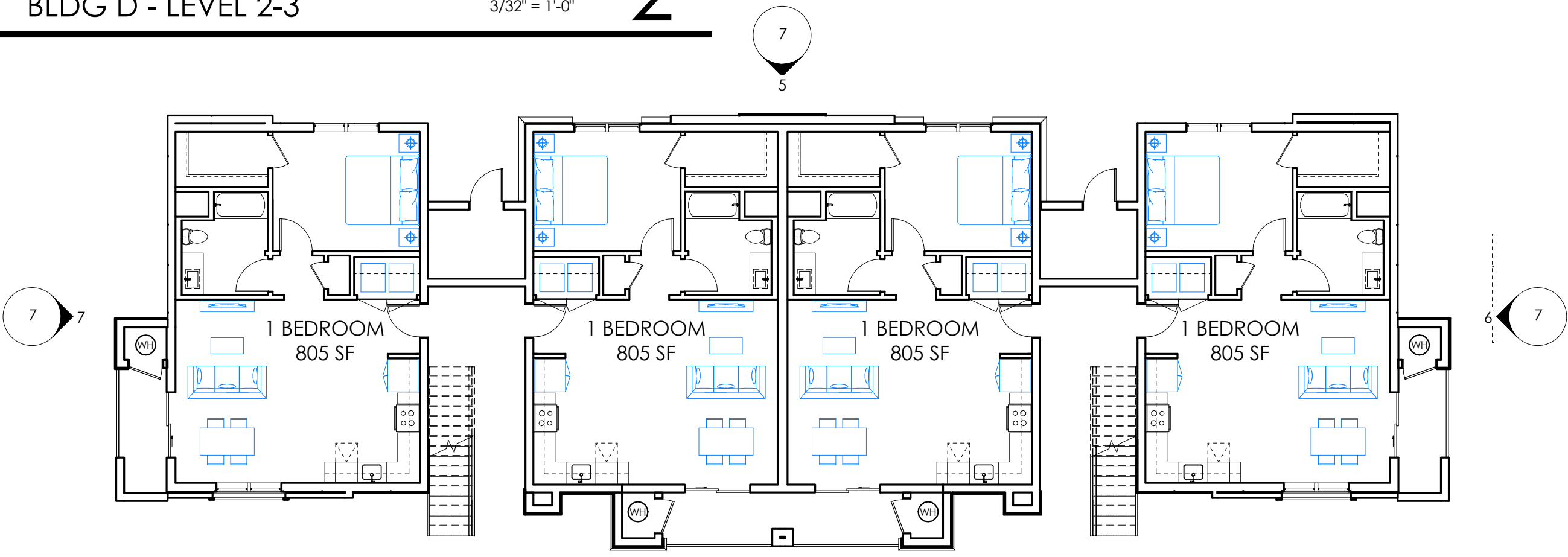
BLDG D - ELEVATION 4
3/32" = 1'-0"



BLDG D - ROOF 3
3/32" = 1'-0"



BLDG D - LEVEL 2-3 2
3/32" = 1'-0"



BLDG D - LEVEL 1 1
3/32" = 1'-0"

BUILDING TYPE-D:

LEVEL	GROSS AREA	NUMBER OF UNITS TYPES			TOTAL UNITS
		ONE BED	TWO BED	THREE BED	
LEVEL 1	3,890 SF	4	-	-	4
LEVEL 2	3,890 SF	4	-	-	4
LEVEL 3	3,890 SF	4	-	-	4
TOTAL	11,670 SF	12	-	-	12

BUILDING D - DATA

11/30/2022

20031

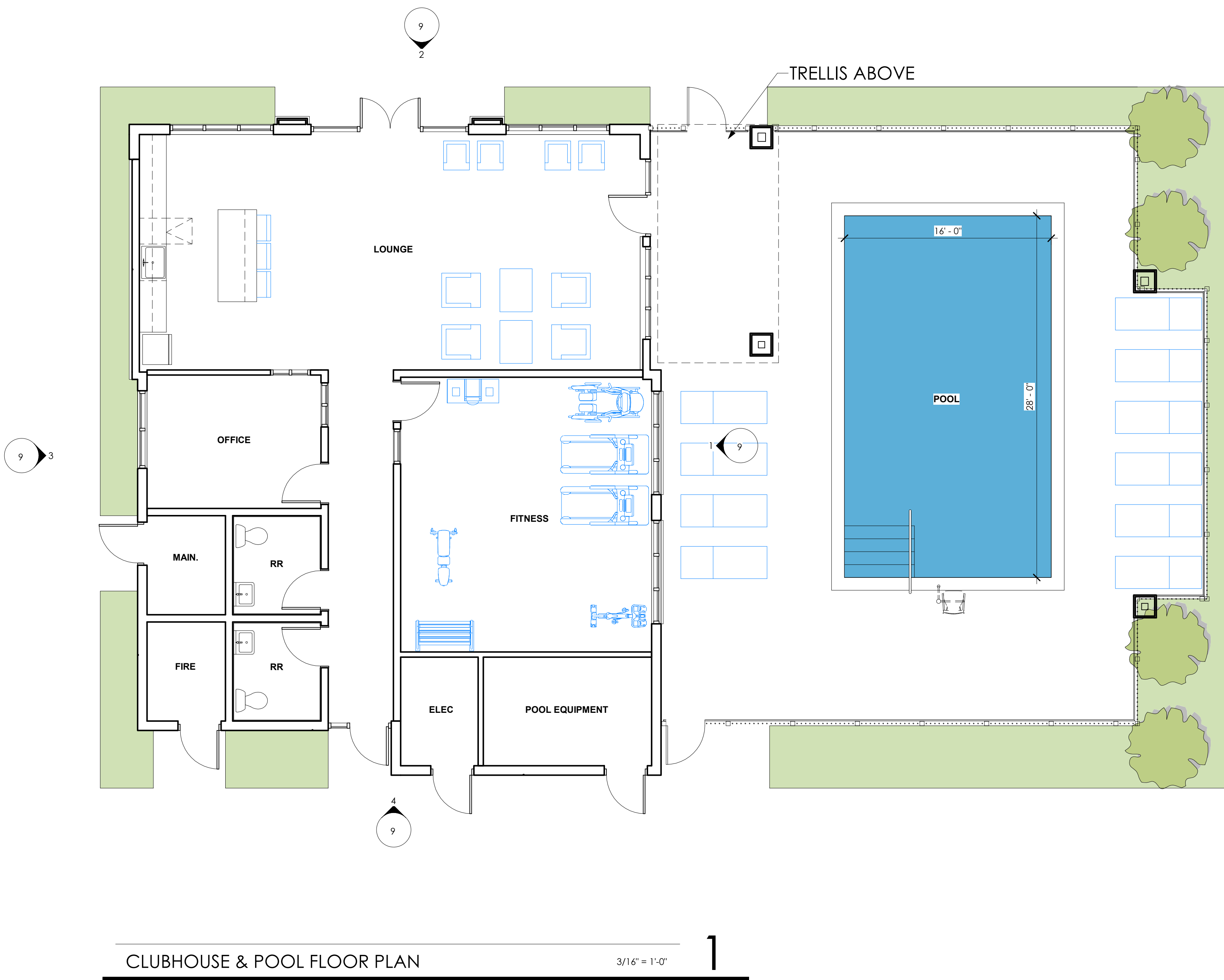


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RANCHO CORDOVA APARTMENTS

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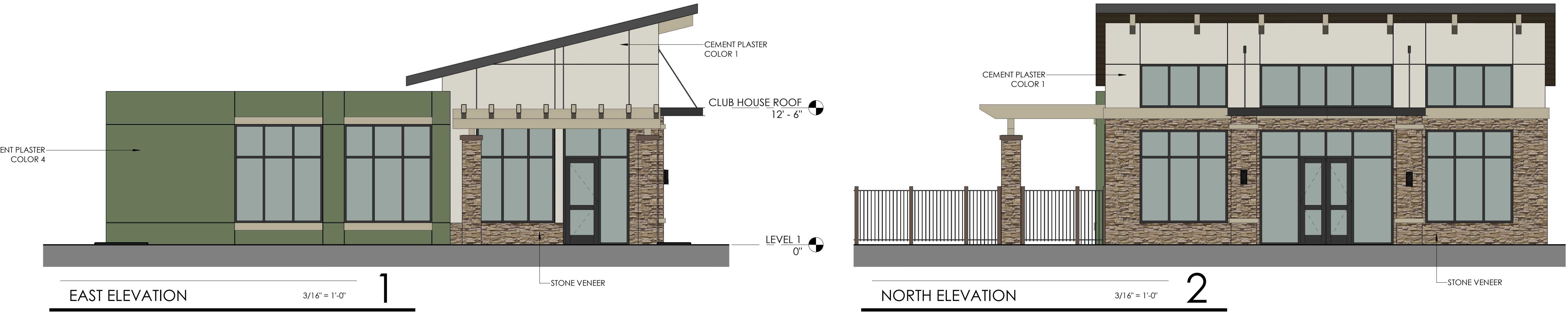
BLDG D 7



CLUBHOUSE PERSPECTIVE 3



CLUBHOUSE PERSPECTIVE 2



CLUB HOUSE

11/30/2022

20031

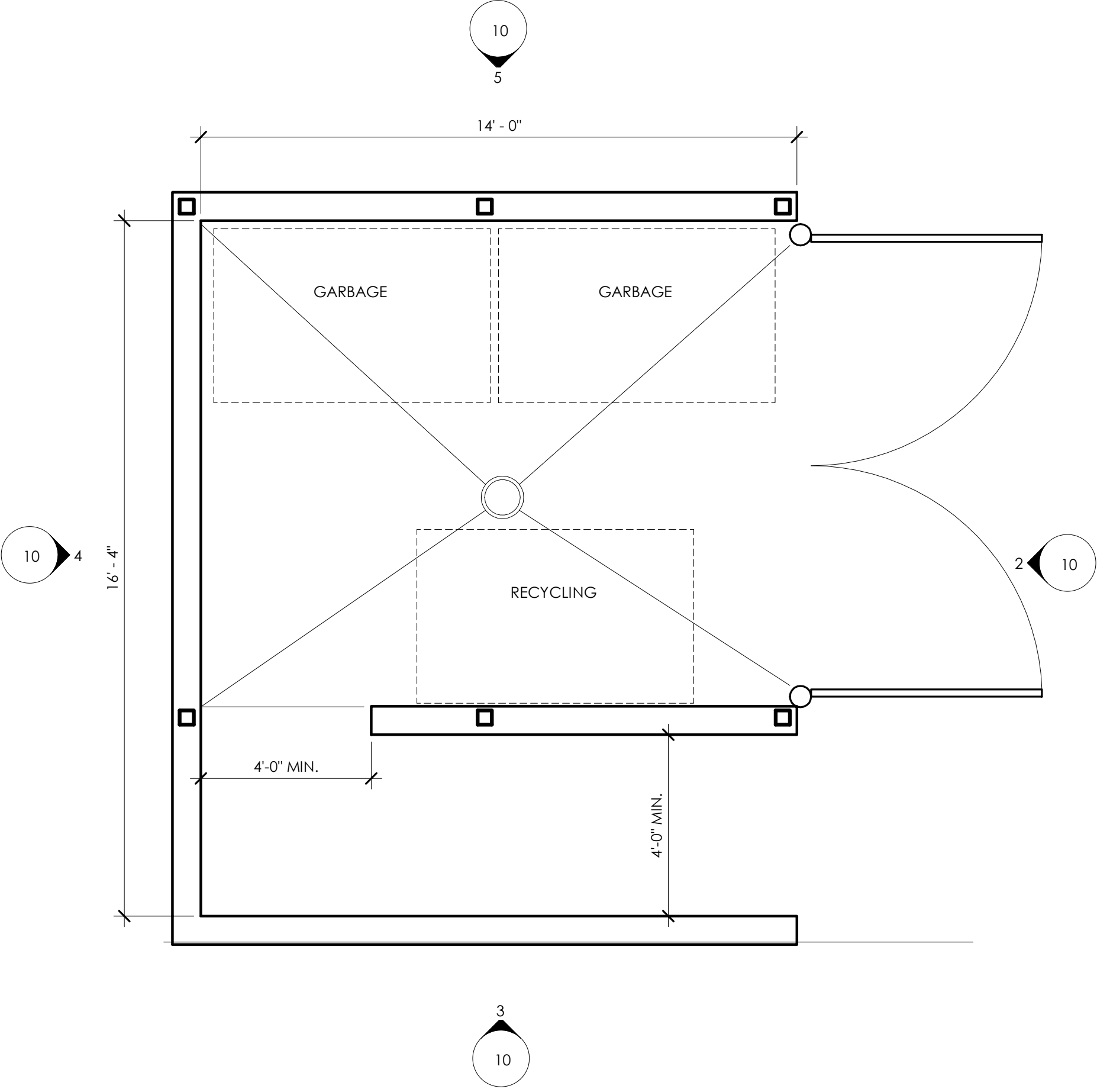


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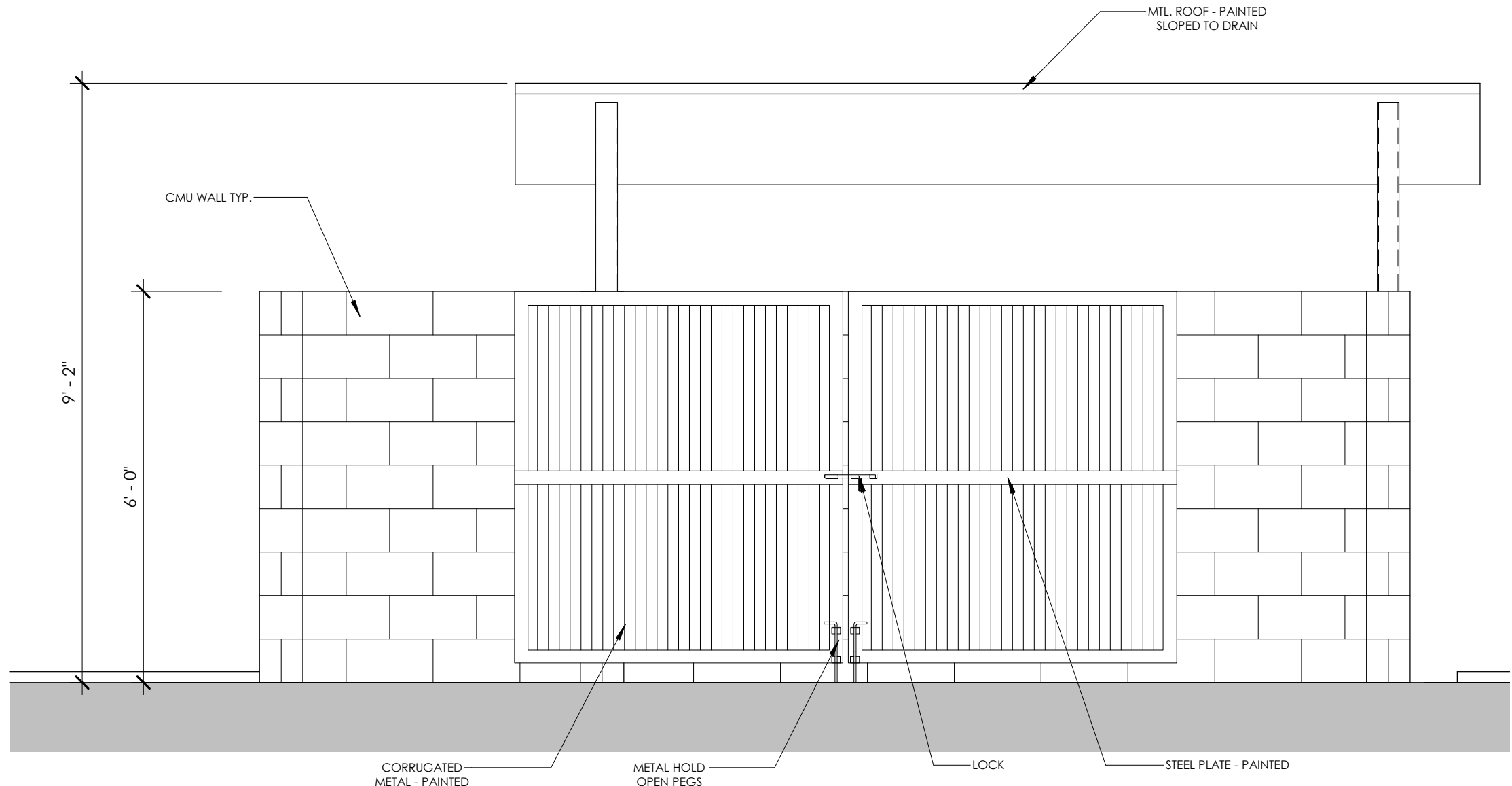
9



ENLARGED TRASH ENCLOSURE PLAN

3/8" = 1'-0"

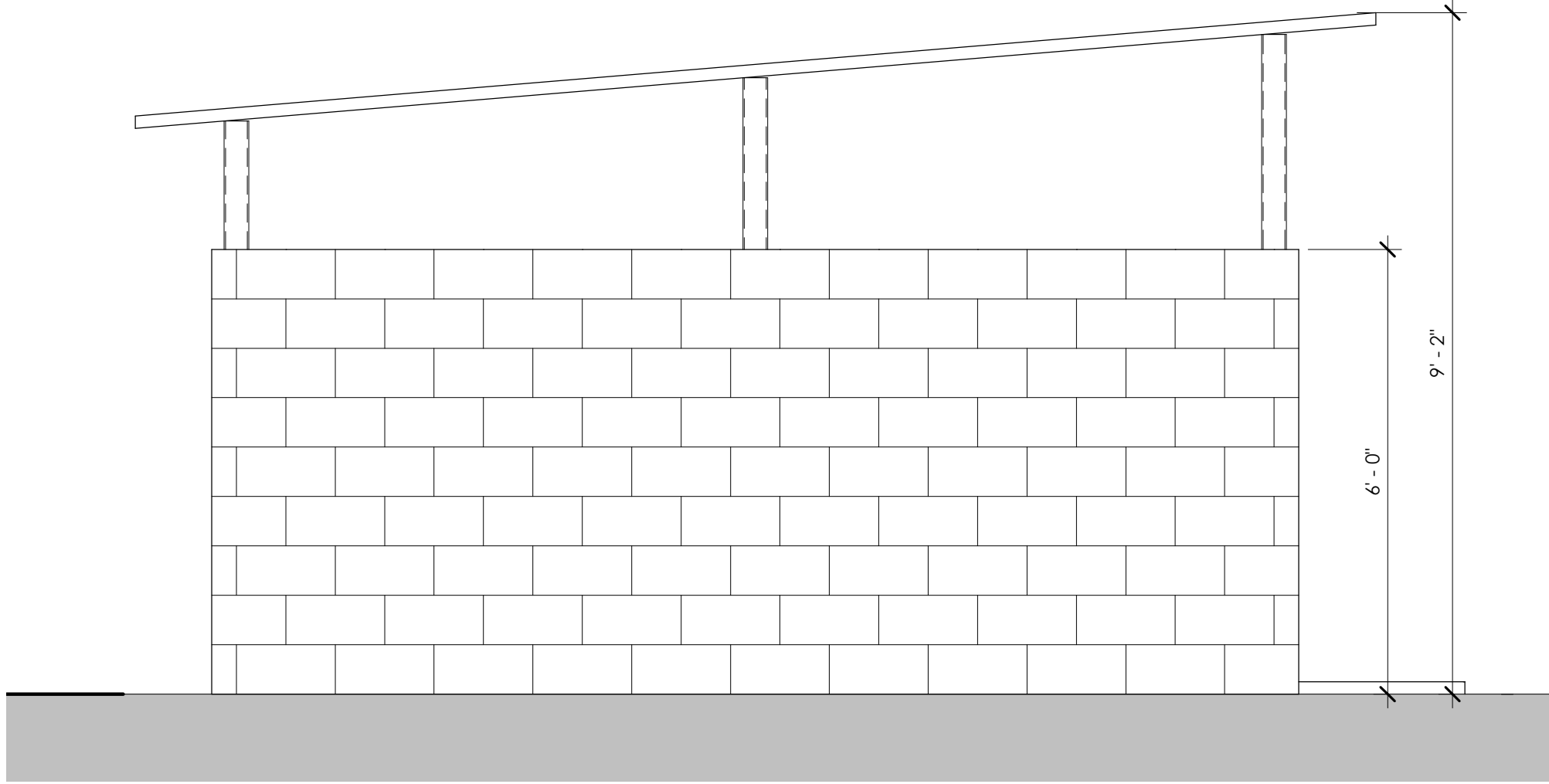
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TRASH ENCLOSURE ELEV. A

1/2" = 1'-0"

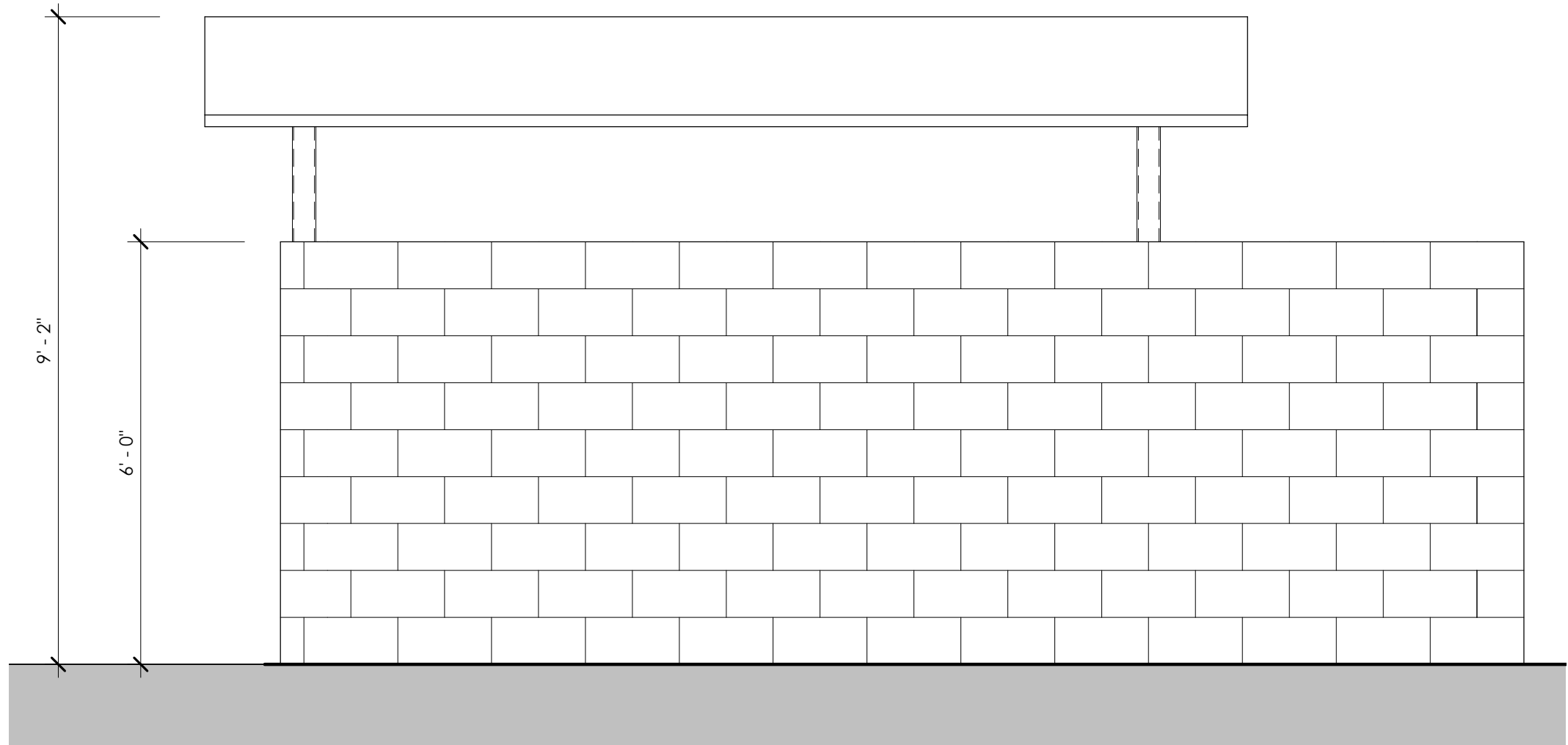
2



TRASH ENCLOSURE ELEV. B

1/2" = 1'-0"

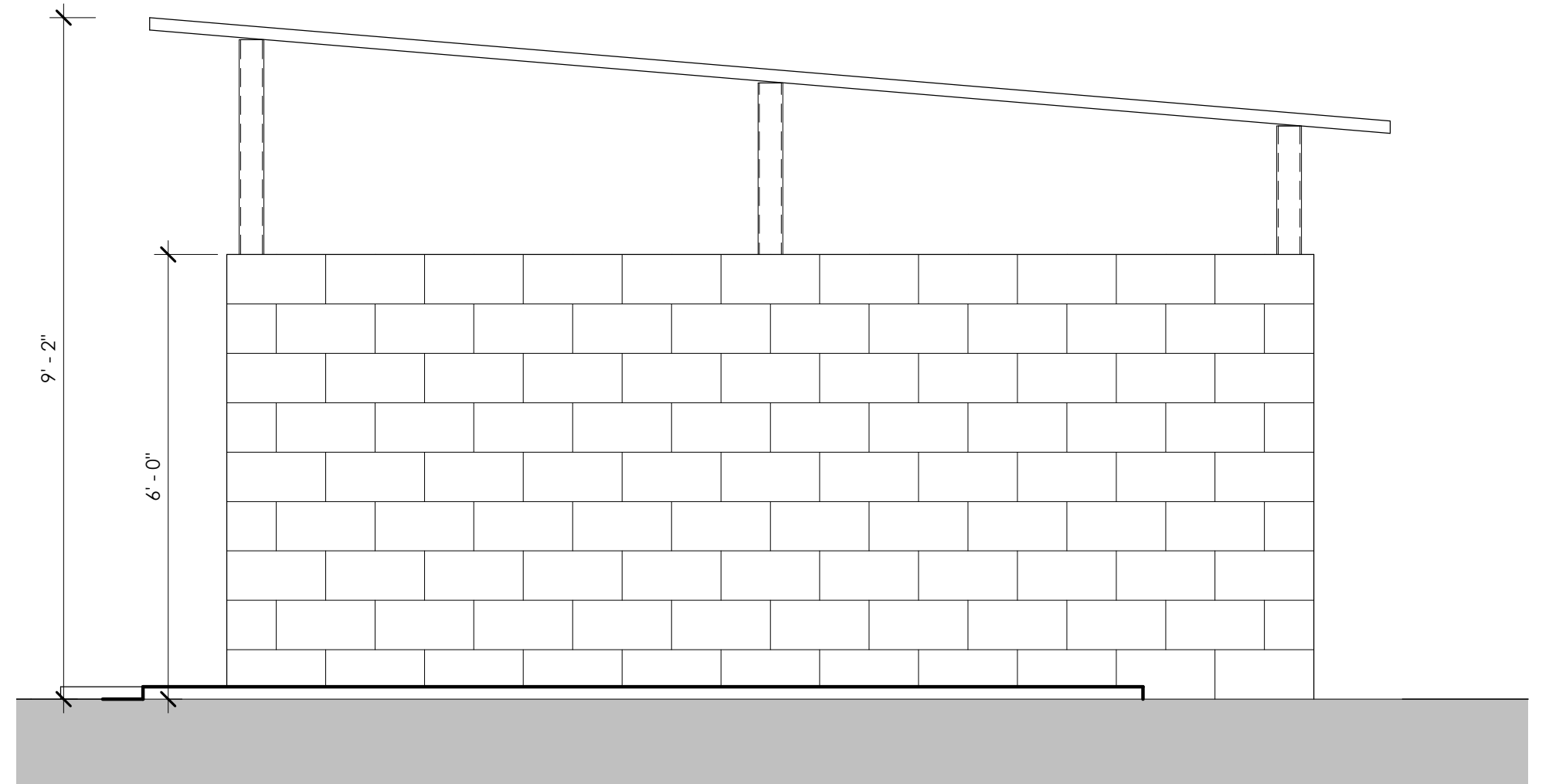
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TRASH ENCLOSURE ELEV. C

1/2" = 1'-0"

4

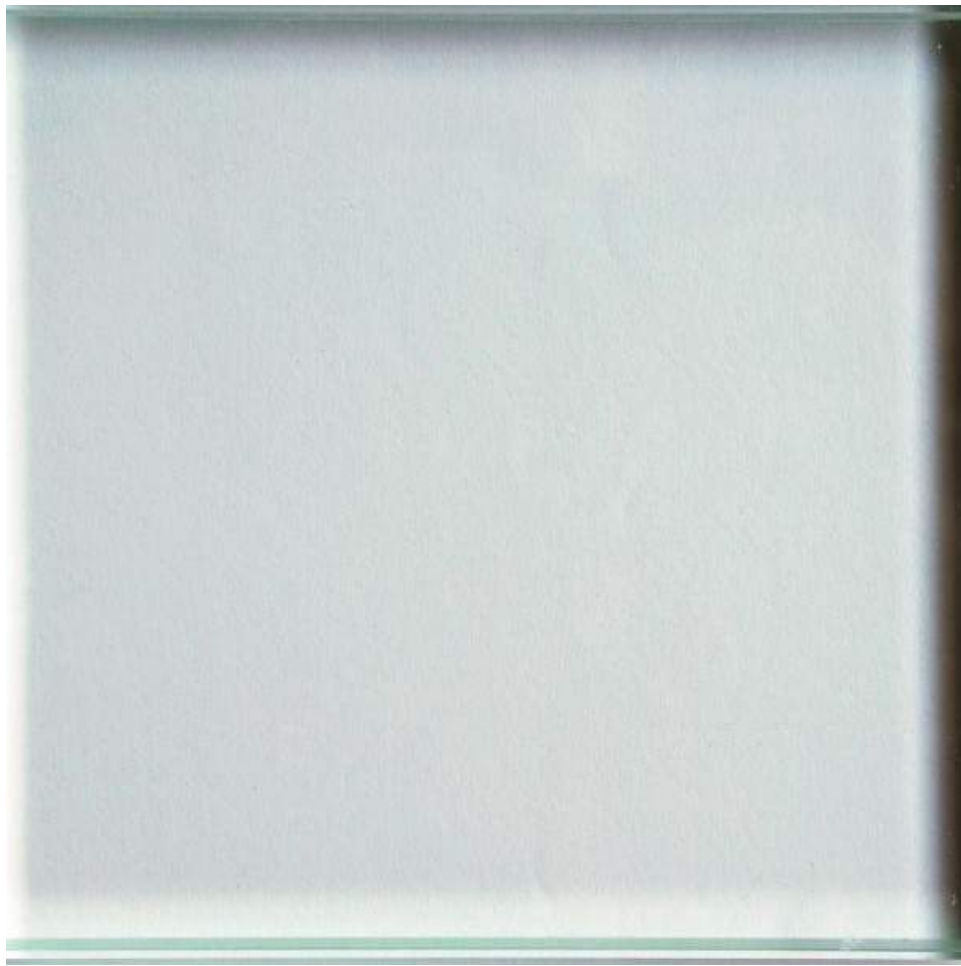


TRASH ENCLOSURE ELEV. D

1/2" = 1'-0"

5

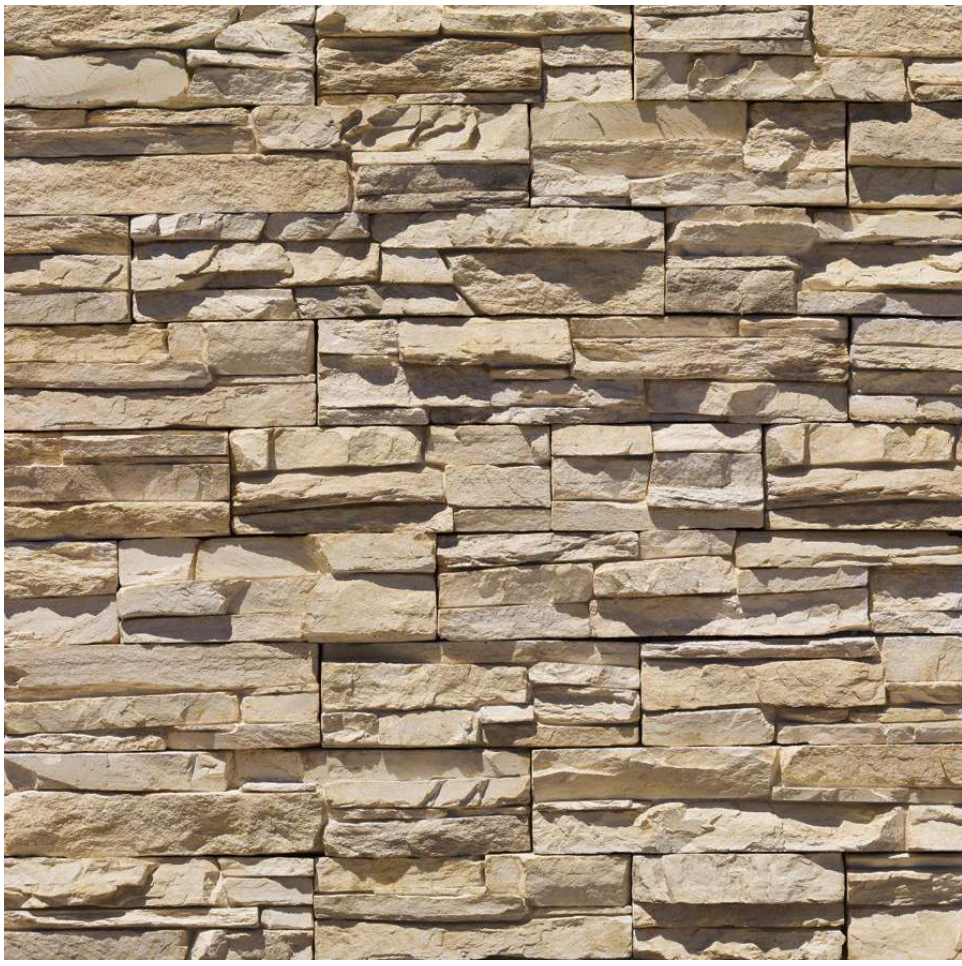
MATERIAL BOARD



CLEAR GLAZING



GREY SHINGLE ROOFING



STONE VENEER



BOARD & BATTEN SIDING



6FT HIGH WROUGHT IRON
FENCE



CEMENT PLASTER -
COLOR 1



CEMENT PLASTER -
COLOR 2



CEMENT PLASTER -
COLOR 3



CEMENT PLASTER -
COLOR 4



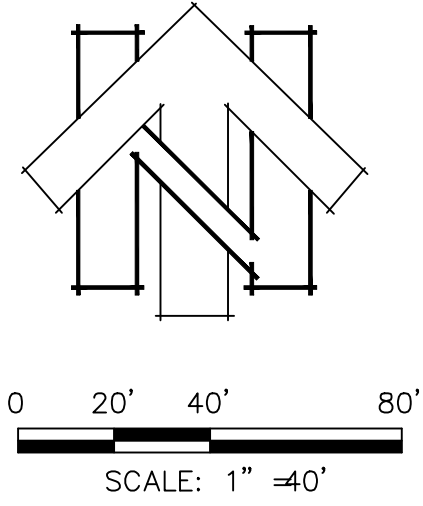
6FT HIGH WOOD FENCE

RANCHO CORDOVA APARTMENTS

INTERIM FRONTAGE IMPROVEMENTS AND SITE PLAN

CITY OF RANCHO CORDOVA, CALIFORNIA

SCALE: 1"=40' DECEMBER, 2022



DOUGLAS ROAD

LEGEND

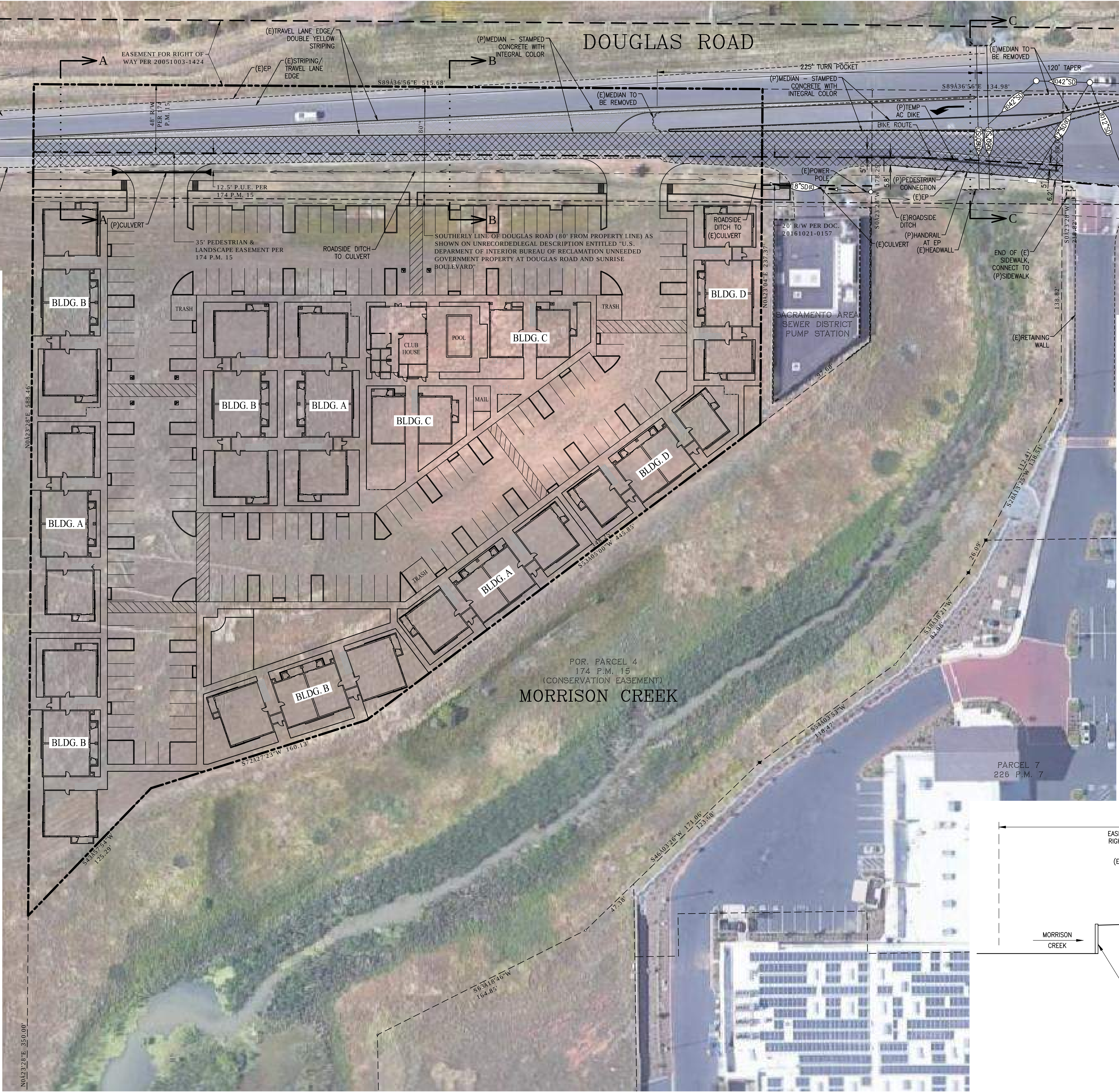
 APPROXIMATE LIMITS OF SLURRY SEAL & RESTRIPIING

NOTES:

1. DETAILED DESIGN TO COMPLY WITH SACRAMENTO COUNTY STANDARDS FOR STREET DESIGN.
2. PROPOSED TYPE 4A CURB FOR MEDIAN PER SACRAMENTO COUNTY STANDARD DETAIL 4-30 WITH REBAR DOWELS AND #4 LONGITUDINAL BARS.

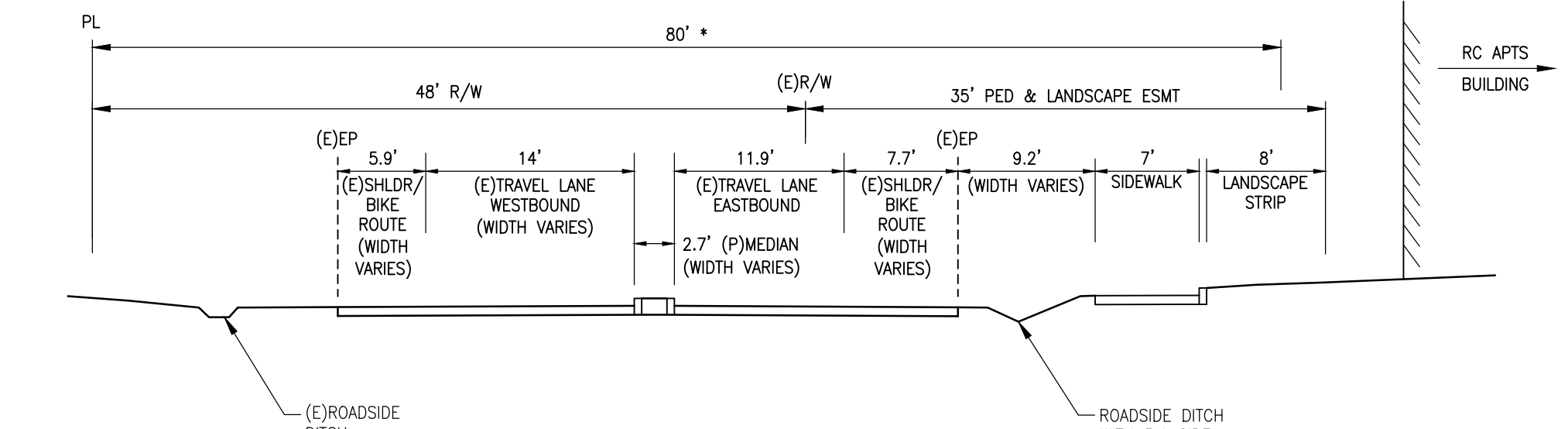
ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
ARV	AIR RELIEF VALVE
BC	BEGIN CURVE
BNDX	BOUNDARY
BLV	BLIND FLANGE
BOV	BLOW OFF VALVE
BV	BUTTERFLY VALVE
BW	BOTTOM OF WALL
CDS	COMMUNITY DEVELOPMENT SERVICES
C&G	CURB & GUTTER
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONST.	CONSTRUCT
CR	CURB RETURN
DI	DRAIN INLET
DWG	DRAWING
DRWY	DRIVEWAY
(E)	EXISTING
EC	END CURVE
EG	EXISTING GROUND
EP	EDGE OF PAVEMENT
ESMT	EDGE OF EASEMENT
EVA	EMERGENCY VEHICLE ACCESS
FES	FLARED END SECTION
FC	FACE OF CURB
FL	FIRE HYDRANT
FL	FLOW LINE
FG	FINISHED GRADE
GR	GRATE
GV	GATE VALVE
HDC	HIGH DEFLECTION COUPLING
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
INTX	INTERSECTION
INV	INVERT ELEVATION
LF	LINEAR FEET
LP	LIP OF GUTTER
LP	LOW POINT
MH	MANHOLE
NTS	NOT TO SCALE
(P)	PROPOSED
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PG	PROPOSED GRADE
PL	PROPERTY LINE
POC	POINT OF CONNECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RP	REDUCED PRESSURE OR RADIUS POINT
RW	RECYCLED WATER
ROW	RIGHT-OF-WAY
S/E	SLOPE EASEMENT
SBL	SET BACK LINE
SDE	STORM DRAIN EASEMENT
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSE	SANITARY SEWER EASEMENT
SSMH	SANITARY SEWER MANHOLE
STA	STATION
STD	STANDARD
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK



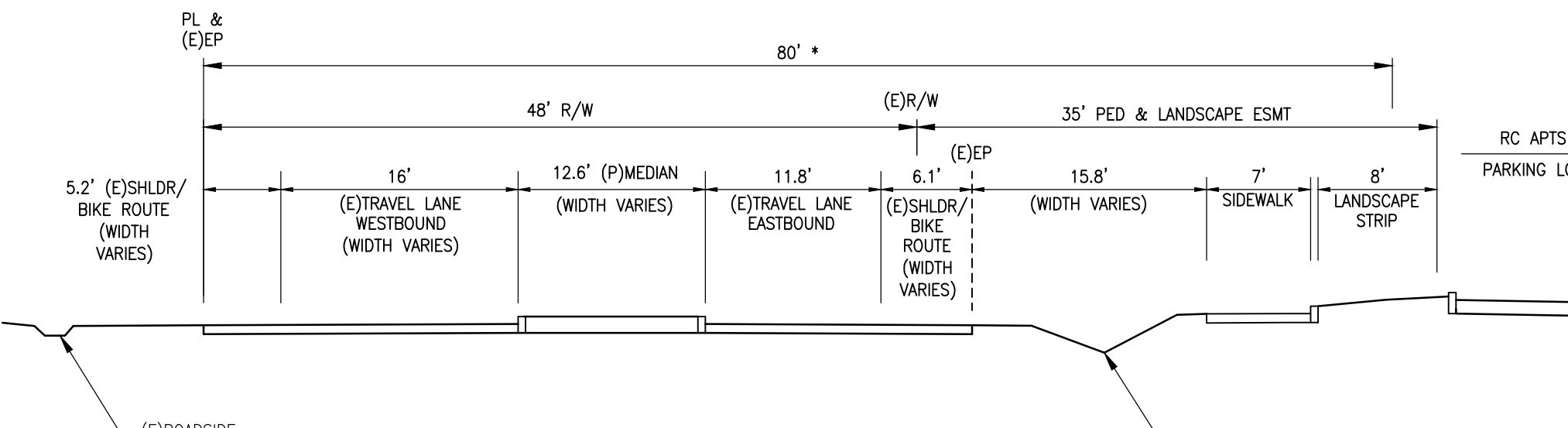
DOUGLAS ROAD SECTION A-A

SCALE: 1" = 10'



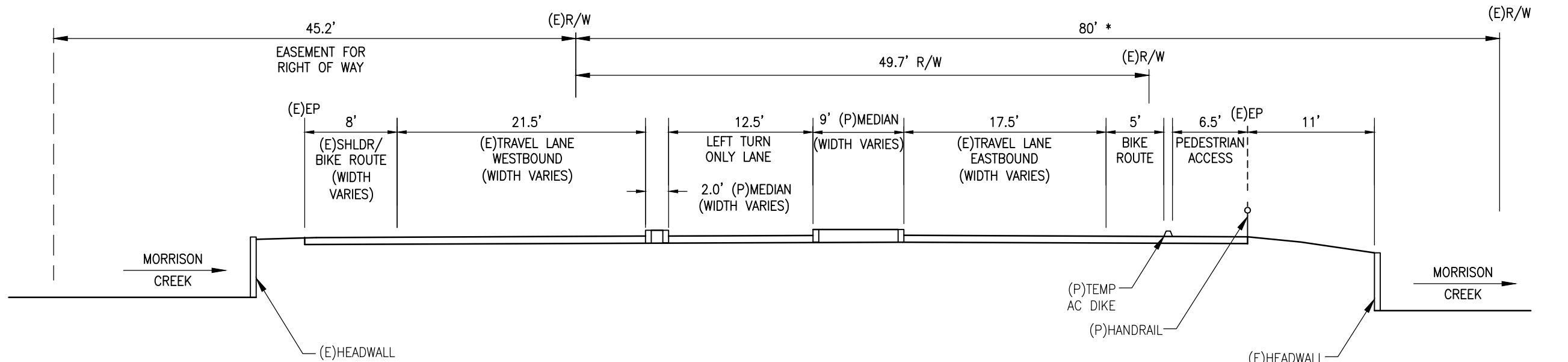
DOUGLAS ROAD SECTION B-B

SCALE: 1" = 10'



DOUGLAS ROAD SECTION C-C

SCALE: 1" = 10'

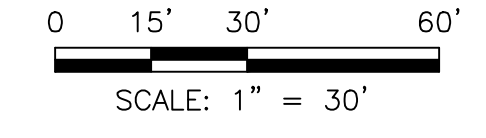
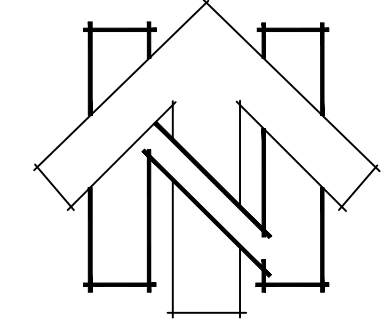
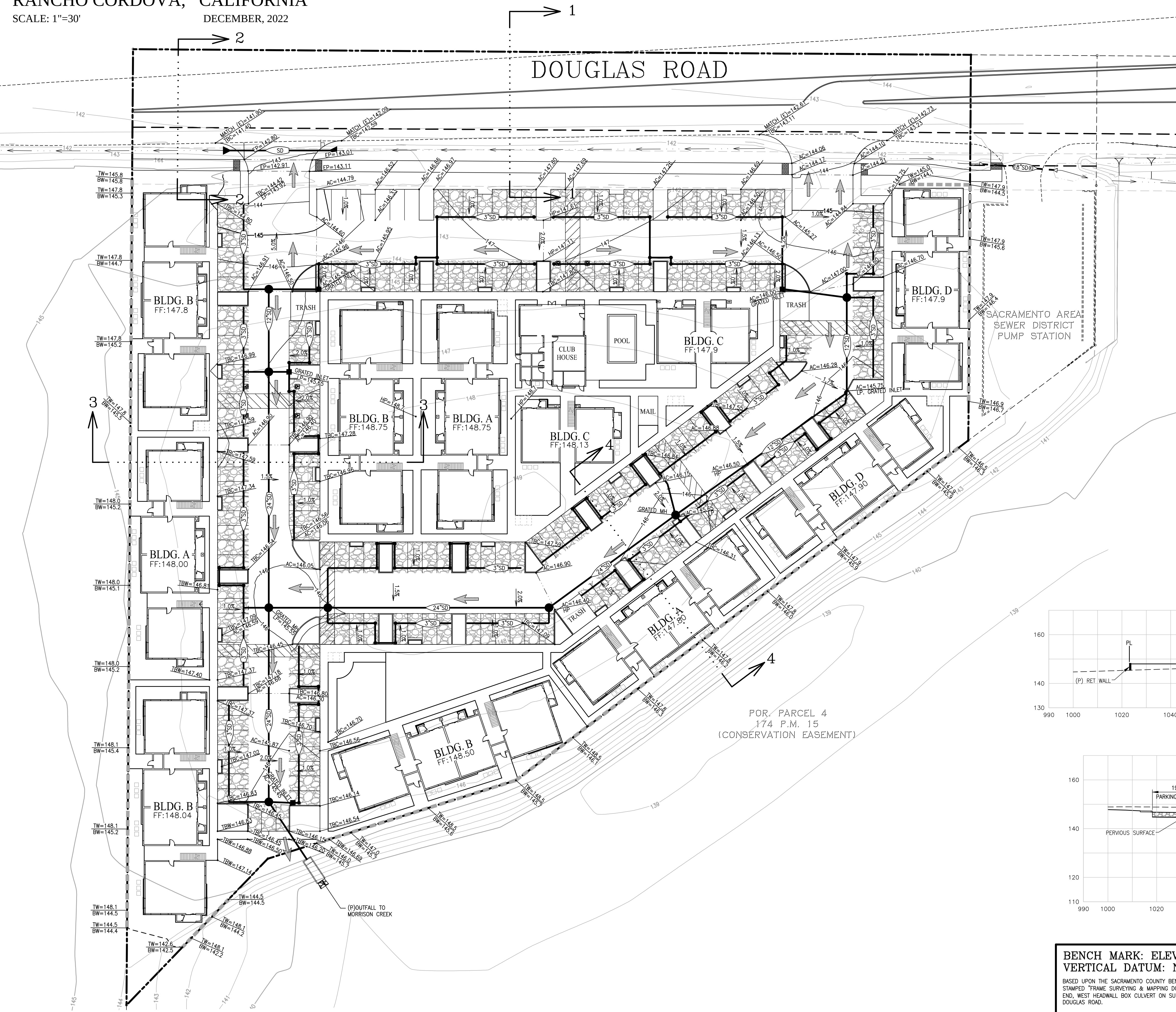


cta Engineering & Surveying
Civil Engineering ■ Land Surveying ■ Land Planning
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RANCHO CORDOVA APARTMENTS

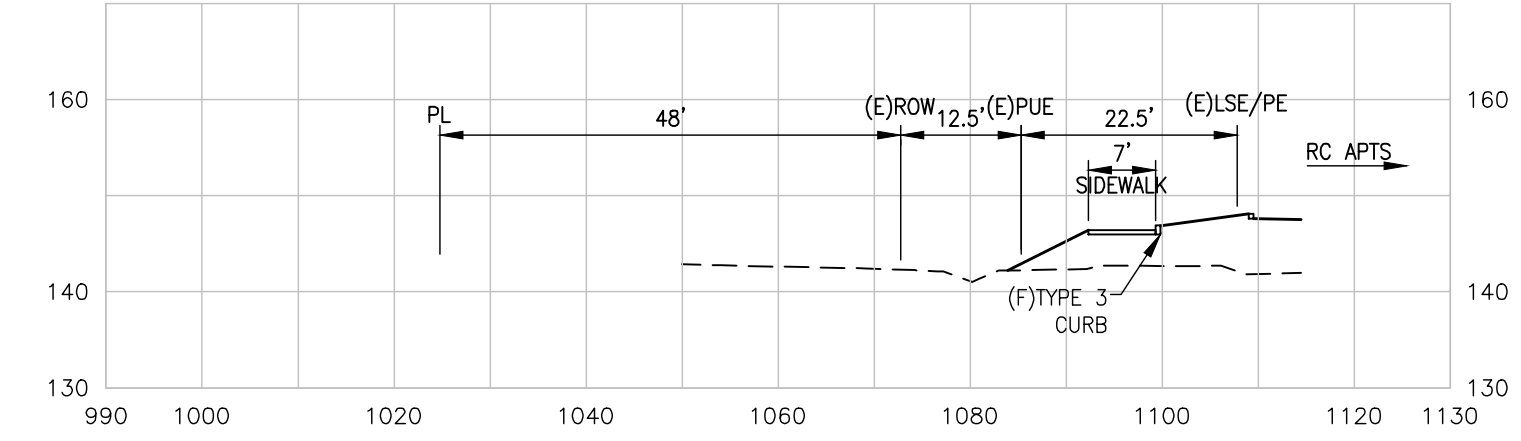
PRELIMINARY GRADING PLAN

RANCHO CORDOVA, CALIFORNIA
SCALE: 1"=30'
DECEMBER, 2022

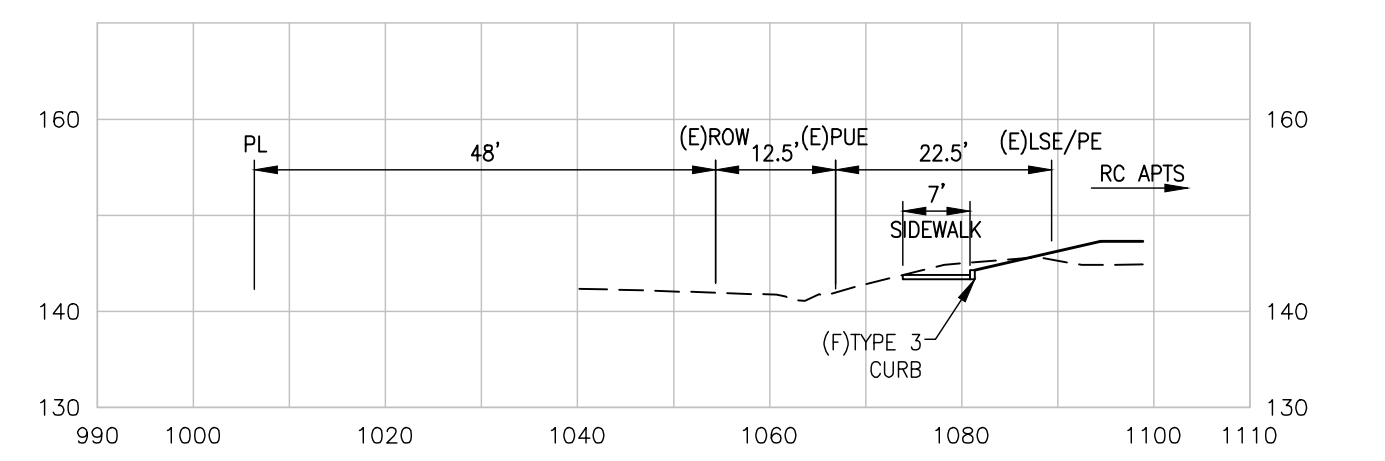


- LEGEND**
- BUILDING PAD
 - PROPOSED DITCH FLOW
 - PROPOSED CONTOUR
 - EXISTING CONTOUR
 - PERVIOUS CONCRETE
 - OVERLAND RELEASE PATH
 - RETAINING WALL

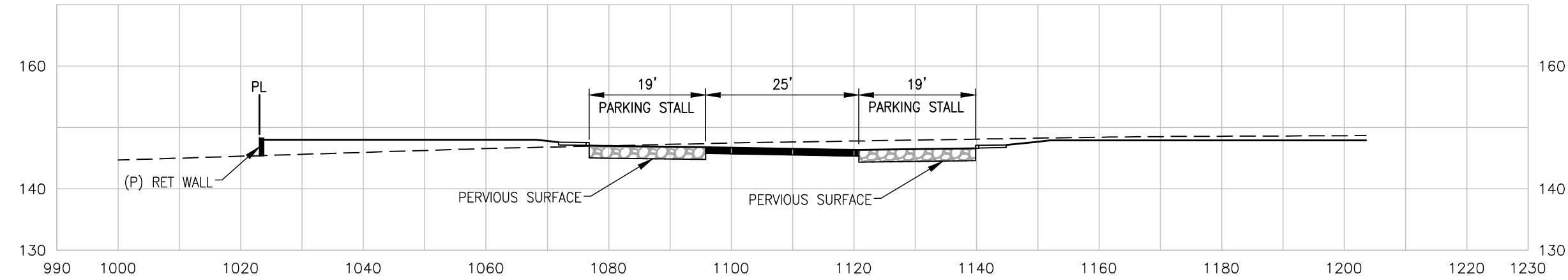
EARTHWORK QUANTITIES
CUT: 4,983 CY
FILL: 5,298 CY



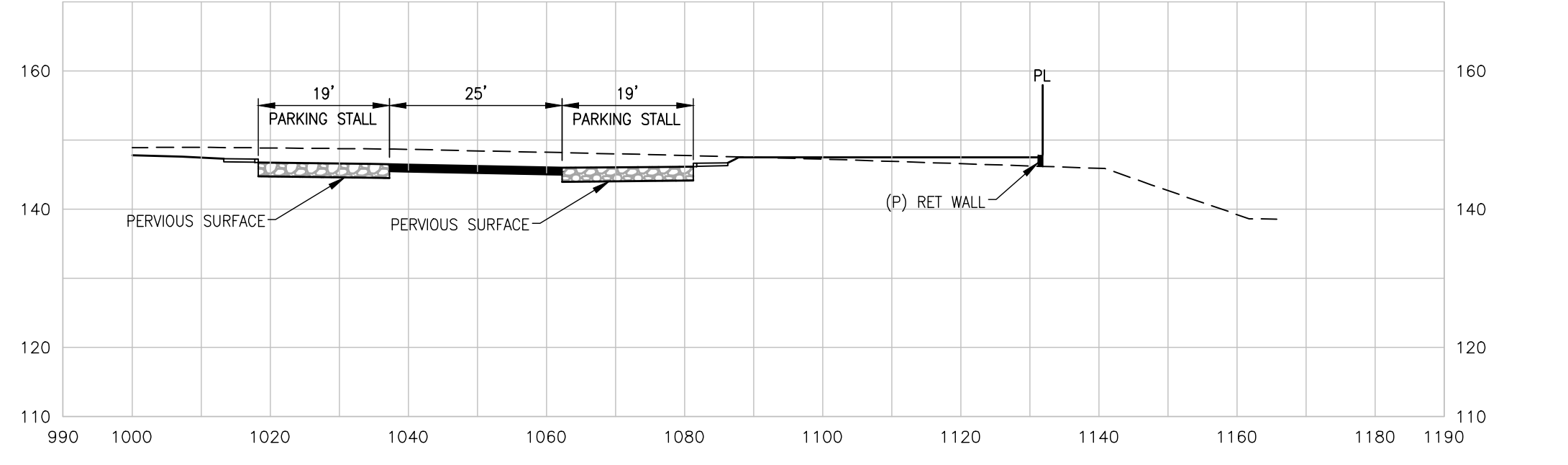
SECTION 1



SECTION 2



SECTION 3



SECTION 4

BENCH MARK: ELEV.=146.63
VERTICAL DATUM: NAVD88
BASED UPON THE SACRAMENTO COUNTY BENCHMARK "DOUGLAS", A 2" ALUMINUM DISK
STAMPED "FRAME SURVEYING & MAPPING DOUGLAS 2007 LS 5435" SET IN NORTH
END, WEST HEADWALL BOX CULVERT ON SUNRISE AVENUE, APPROX. 700' NORTH OF
DOUGLAS ROAD.

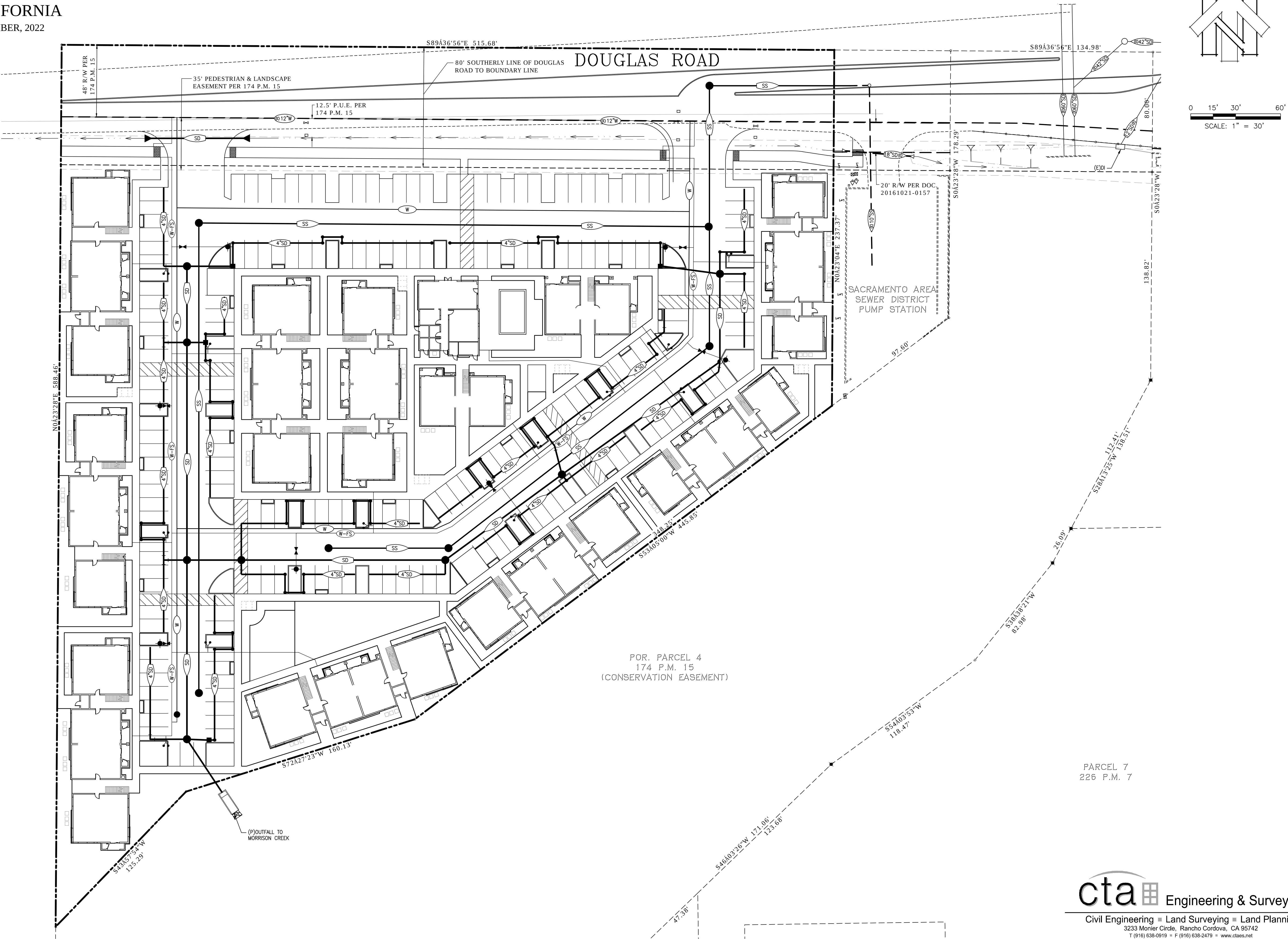
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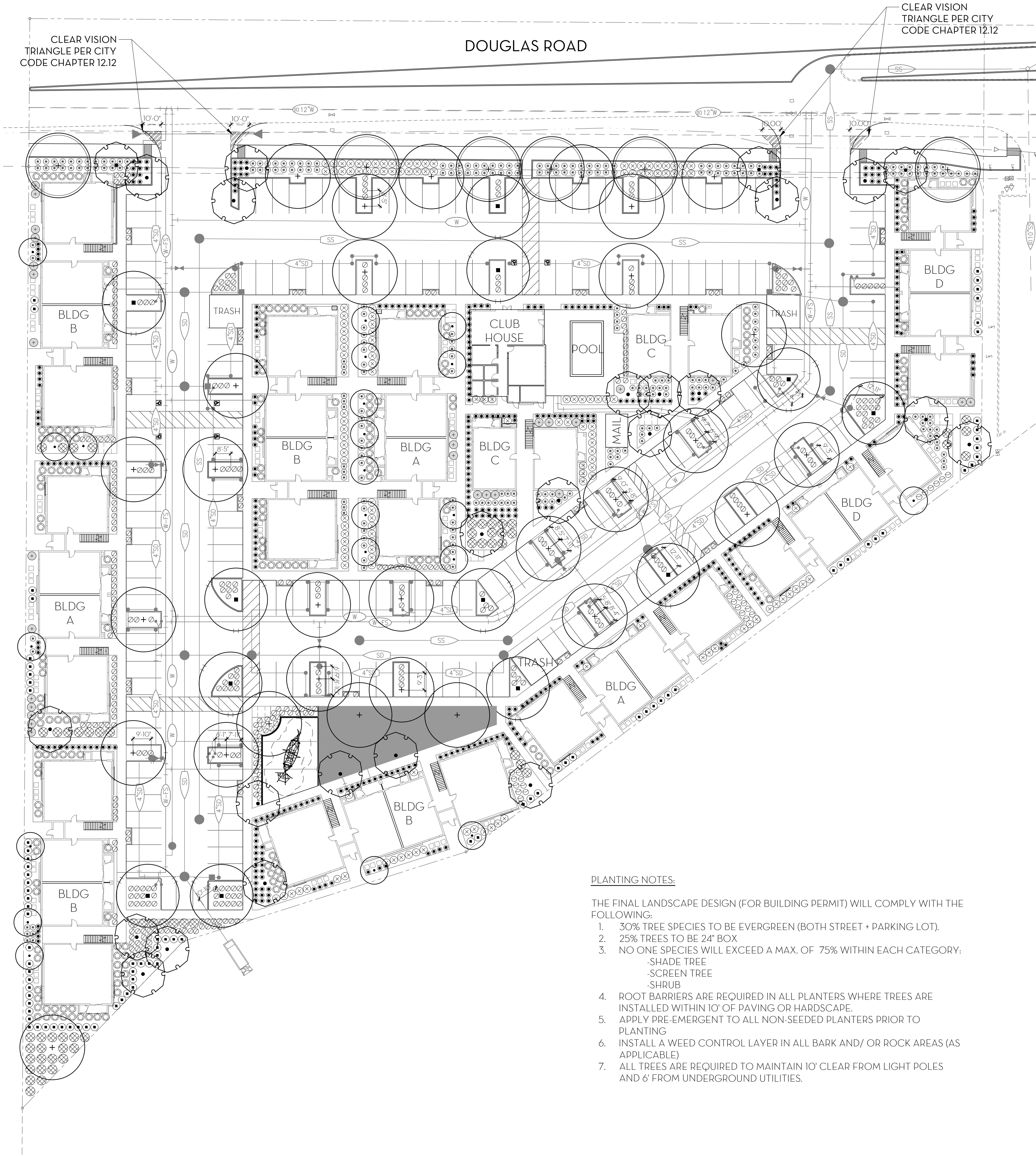
RANCHO CORDOVA APARTMENTS

UTILITY EXHIBIT

RANCHO CORDOVA, CALIFORNIA

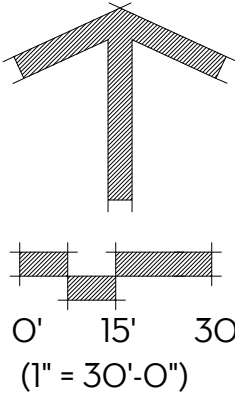
SCALE: 1"=30' NOVEMBER, 2022





PRELIMINARY PLANT LEGEND

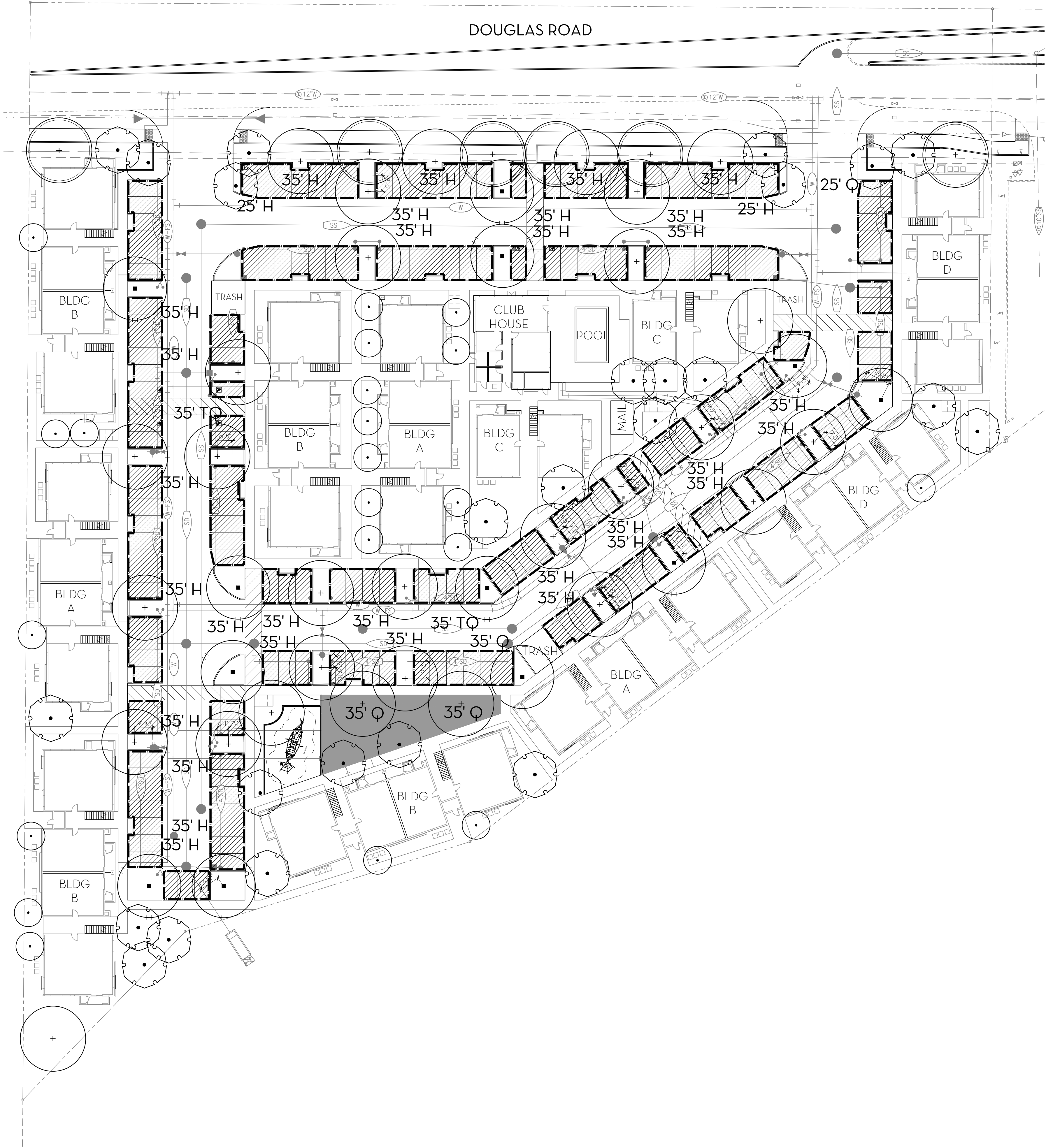
TYPE	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	HEIGHT/WIDTH
30'-35' DIA. STREET TREES					
	MAGNOLIA G. 'SAMUE' SOMMER	SOUTHERN MAGNOLIA	M	15 GAL.	35' x 30'
	QUERCUS WISLIZENII	INTERIOR LIVE OAK	L	24" BX	45x35'
	ZELKOVA SERRATA 'VILLAGE GREEN'	SAWLEAF ZELKOVA	M	15 GAL.	45x35'
30'-35' DIA. SHADE TREES					
	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	M	15 GAL.	35'x35'
	PISTACIA CHINENSIS 'KEITH DAVEY'	FRUITLESS CHINESE PISTACHE	L	24" BX	35'x35'
	ULMUS PARVIFOLIA 'DRAKE'	DRAKE CHINESE EVERGREEN ELM	L	24" BX	40'x35'
25' DIA. CANOPY TREES					
	CARPINUS BETULUS 'FASTIGIATA'	EUROPEAN HORNBEAM	M	15 GAL.	35'x25'
	ELAEOCARPUS DECIPENS	JAPANESE BLUEBERRY TREE	M	15 GAL.	40'x25'
	LAURUS NOBILIS 'SARATOGA'	SWEET BAY	L	24" BX	30'x25'
ACCENT TREES					
	COTINUS COGGYGRIA 'ROYAL PURPLE'	PURPLE SMOKE TREE (STD.)	L	15 GAL.	15'x15'
	LAGERSTROEMIA INDICA X FAURIEI 'ARAPAHO'	RED CRAPE MYRTLE (STD.)	L	15 GAL.	22'x12'
	VITEX AGNUS-CASTUS BLUE	CHASTE TREE (STD.)	L	24" BX	15'x15'
SCREEN SHRUBS (5'+ HIGH)					
	CALLISTEMON VIMINALIS 'SLIM'	SLIM BOTTLEBRUSH	L	15 GAL.	8'x3'
	FEUJOA SELLOWIANA	PINEAPPLE GUAVA	L	15 GAL.	10'x10'
	PODOCARPUS MACROPHYLLUS 'MAKI'	SHRUBBY YEW PINE	M	15 GAL.	10'x4'
FOUNDATION SHRUBS					
	ACANTHUS MOLLIS	BEAR'S BREECH	M	5 GAL.	3'x3'
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	L	5 GAL.	5'x2'
	DAPHNE ODORA 'AUROMARGINATA'	VARIEGATED WINTER DAPHNE	L	5 GAL.	3.5'x3.5'
	DIETES IRIDIOIDES	AFRICAN IRIS	L	5 GAL.	3.5'x3.5'
	LOMANDRA LONGIFOLIA 'LOMLON'	PLATINUM BEAUTY MAT RUSH	L	5 GAL.	2.5'x2.5'
	RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	L	5 GAL.	3.5'x3.5'
	SALVIA LEUCANTHA 'SANTA BARBARA'	COMPACT MEXICAN BUSH SAGE	L	5 GAL.	2.5'x3.5'
	WESTRINGIA R. 'MORNING LIGHT'	VARIEGATED COAST ROSEMARY	L	5 GAL.	3'x3'
ACCENT SHRUBS					
	ANIGOZANTHOS HYBRID 'ORANGE'	ORANGE KANGAROO PAW	L	5 GAL.	3.5'x2.5'
	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	L	1 GAL.	2.5'x1.5'
	LIRIOPE MUSCARI 'SILVERY SUNPROOF'	VARIEGATED LILYTURF	M	5 GAL.	2'x2'
	LOMANDRA LONGIFOLIA 'LIME TUFF'	DWARF MAT RUSH	L	1 GAL.	2.5'x2.5'
	PENNISETUM ALOPECUROIDES 'HAMELN'	DWARF FOUNTAIN GRASS	L	1 GAL.	1.5'x1.5'
	PEROVSKIA ATROPICIFOLIA 'BLUE SPIRES'	RUSSIAN SAGE	L	5 GAL.	3'x3'
GROUNDCOVERS					
	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIEPER	L	5 GAL.	1' x 8', 36" O.C.
	LANTANA MONTEVIDENSIS 'SPREADING WHITE'	TRAILING WHITE LANTANA	L	5 GAL.	2' x 6', 36" O.C.
TURF					
	LAWN	BOLERO PLUS. (90% BOLERO DWARF FESCUE & 10% KENTUCKY BLUEGRASS) *AS AVAILABLE FROM DELTA BLUEGRASS	H	SOD	
MULCH					
		WALK-ON BARK MULCH ONLY, MIN. 3" DEPTH.			



RANCHO CORDOVA APARTMENTS
11650 DOUGLAS ROAD, RANCHO CORDOVA

PRELIMINARY LANDSCAPE PLAN L1
NOVEMBER 28, 2022





PARKING LOT AREA SHADE CALCULATIONS

DIAMETER	F	TQ	H	Q	TOTAL
35' DIA.	O@962	2@722	31@481	3@240	17,075 SF
25' DIA.	O@491	O@368	2@246	1@123	615 SF
TOTAL TREE SHADE					17,690 SF
TOTAL PARKING LOT AREA					31,194 SF
50% SHADE REQUIRED					15,597 SF
PERCENT SHADED					56.8%

LIMIT OF AREA FOR SHADE CALCULATIONS:

RANCHO CORDOVA APARTMENTS
11650 DOUGLAS ROAD, RANCHO CORDOVA

PARKING LOT SHADE CALCULATIONS L2
NOVEMBER 28, 2022

0' 15' 30'
(1" = 30'-0")

Wilson Design Studio Landscape Architecture
1631 Alhambra Blvd., Suite 100
Sacramento, CA 95816
916.524.5614 | www.wdsla.com



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
POC	POINT OF CONNECTION 1.5" WATER METER AND BACKFLOW PREVENTER. REFER TO CIVIL IMPROVEMENT PLANS.
---	IRRIGATION MAINLINE: PVC SCHEDULE 40 UP TO 2"; PVC CLASS 315 2-1/2" AND ABOVE. SOLVENT WELD FITTINGS AT 24" DEPTH; SIZE AS NOTED. FOR MAINLINES 3" AND LARGER, INSTALL PIPE RESTRAINTS/THRUST BLOCKS PER COUNTY STDs.
----	PIPE SLEEVE: PVC SCHEDULE 40 SIZE TO BE 2X THE TOTAL OF PIPE DIAMETER. INSTALL UNDER ALL NEW PAVING AND EXTEND 12" BEYOND HARDSCAPE EDGES.

RANCHO CORDOVA APARTMENTS, 11650 DOUGLAS RD., RANCHO CORDOVA, CA
WATER EFFICIENT LANDSCAPE WORKSHEET
(APN 067-0030-078)

REGULAR LANDSCAPE AREAS								
VALVE NUMBER	IRRIGATION METHOD	PLANT WATER USE	PLANT FACTOR (PF)	IRRIGATION EFFICIENCY (IE)	LANDSCAPE AREA (SF)	ETAF (PF/IE)	ETAF x AREA	ETWU
A1	Drip	LOW	0.2	0.81	22,720	0.25	5,680.88	180,515
A2	Drip	MODERATE	0.5	0.81	5,680	0.62	3,506.17	112,822
A3	TREE BUBBLER	LOW	0.2	0.81	1,344	0.25	331.85	10,678
A4	TREE BUBBLER	MODERATE	0.5	0.81	1,316	0.62	812.35	26,140
POOL	N/A	HIGH	0.8	0.75	448	1.07	477.87	15,377
TOTALS:				(A)	31,508	(B)	10,738.11	345,531

SPECIAL LANDSCAPE AREAS								
VALVE NUMBER	IRRIGATION METHOD	PLANT WATER USE	PLANT FACTOR (PF)	IRRIGATION EFFICIENCY (IE)	LANDSCAPE AREA (SF)	ETAF (PF/IE)	ETAF x AREA	ETWU
A5	MP ROTATOR	HIGH	0.8	0.75	2679	1.00	2,679.00	86,205
TOTALS:				(C)	2,679	(D)	2,679.00	86,205

		TOTAL AREA:		34,187		
ETO:	51.90	ETWU = (ETO x 0.62 x ETAF x AREA)			ETWU TOTAL:	431,736
ETAF:	0.45	MAWA = (ETO x 0.62 [(ETAF x LA) + ((1-ETAF) x SLA)])			MAWA TOTAL:	542,444
					ETWU - MAWA	

*ETAF is 0.55 for RESIDENTIAL APPLICATIONS AND 0.45 FOR COMMERCIAL APPLICATIONS.

*ETAF IS 0.55 FOR RESIDENTIAL APPLICATIONS AND 0.45 FOR COMMERCIAL APPLICATIONS.
*TREE AREA IS CALCULATED BY THE AREA COVERED BY ROOT BALL IRRIGATION (28 SF EA.)

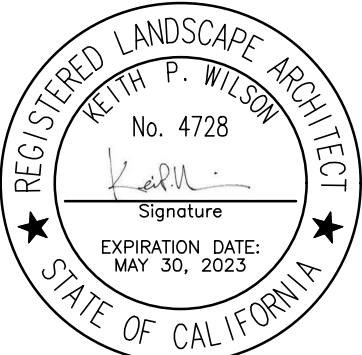
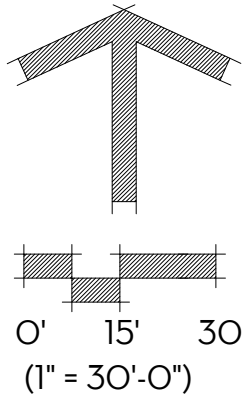
ETAF CALCULATIONS		
REGULAR LANDSCAPE AREAS		
TOTAL ETAF x AREA	(B)	10,738.11
TOTAL AREA	(A)	31,508
AVERAGE ETAF	(B) / (A) =	0.34
ALL LANDSCAPE AREAS		
TOTAL ETAF x AREA	(B + D)	13,417.11
TOTAL AREA	(A + C)	34,187
SITEWIDE ETAF	(B + D) / (A + C) =	0.39

**PRELIMINARY CALCULATIONS ASSUME THAT 75% OF SHRUBS/GROUNDCOVER ARE ON LOW VALVES, 25% OF SHRUBS/GROUNDCOVER ARE ON MODERATE VALVES, 50% OF TREES ARE ON MODERATE VALVES AND 50% OF TREES ARE ON LOW VALVES.

PRELIMINARY WATER BUDGET CALCULATIONS

NO SCALE

NOTE: FULL IRRIGATION SYSTEM COVERAGE DELINEATION WILL BE SUBMITTED WITH PLANS FOR BUILDING PERMITS AND COMPLY WITH THE CITY'S MWEL0 REQUIREMENTS.



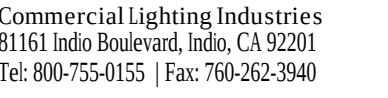
RANCHO CORDOVA APARTMENTS
11650 DOUGLAS ROAD, RANCHO CORDOVA

PRELIMINARY IRRIGATION PLAN L3
NOVEMBER 28, 2022

WDSL

A

Wilson Design Studio Landscape Architecture
1631 Alhambra Blvd., Suite 100
Sacramento, CA 95816
916.524.5614 | www.wdsla.com



No.	Issue	Date
1.	SITE LIGHTING	06.16.2021
2.	SITE LTG REV	07.16.2021
3.	SITE LTG REV	07.11.2022
4.	SITE LTG REV	11.29.2022

[illegible]

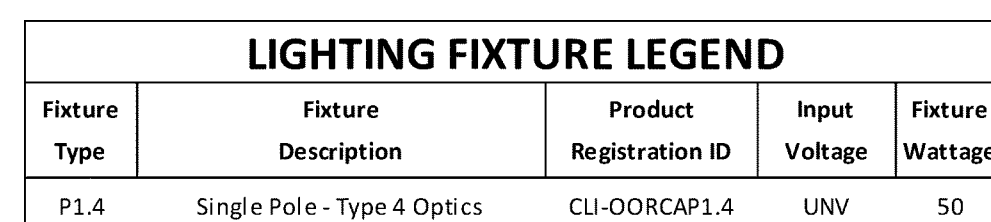
RANCHO CORDOVA
APARTMENTS
11650 DOUGLAS ROAD
RANCHO CORDOVA, CA

ALL PLANS AND SPECIFICATIONS ARE THE PROPERTY OF
COMMERCIAL LIGHTING INC. DO NOT SCALE DRAWINGS.
ALL MEASUREMENTS MUST BE CHECKED ON SITE BY
THE CONTRACTORS AND ANY DISCREPANCIES BROUGHT
TO THE ATTENTION OF THE DESIGNER OR ARCHITECT.

Title _____

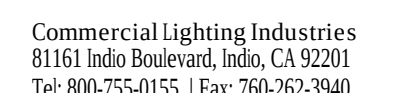
SITE LIGHTING PLAN

Scale	Date
AS SHOWN	11.29.2022
Drawn By	Checked By
K.D.	I.D.
Job No.	
Sheet No.	



1 SITE LIGHTING PLAN
1" = 30'-0"





No.	Issue	Date
1.	SITE LIGHTING	06.16.2021
2.	SITE LTG REV	07.16.2021
3.	SITE LTG REV	07.11.2022
4.	SITE LTG REV	11.29.2022

LIGHTING FIXTURE LEGEND				
Fixture Type	Fixture Description	Product Registration ID	Input Voltage	Fixture Wattage
P1.4	Single Pole - Type 4 Optics	CU-OORCAP1.4	UNV	50

1 SITE LIGHTING CALCULATION
1" = 30'-0"

RANCHO CORDOVA
APARTMENTS
11650 DOUGLAS ROAD
RANCHO CORDOVA, CA

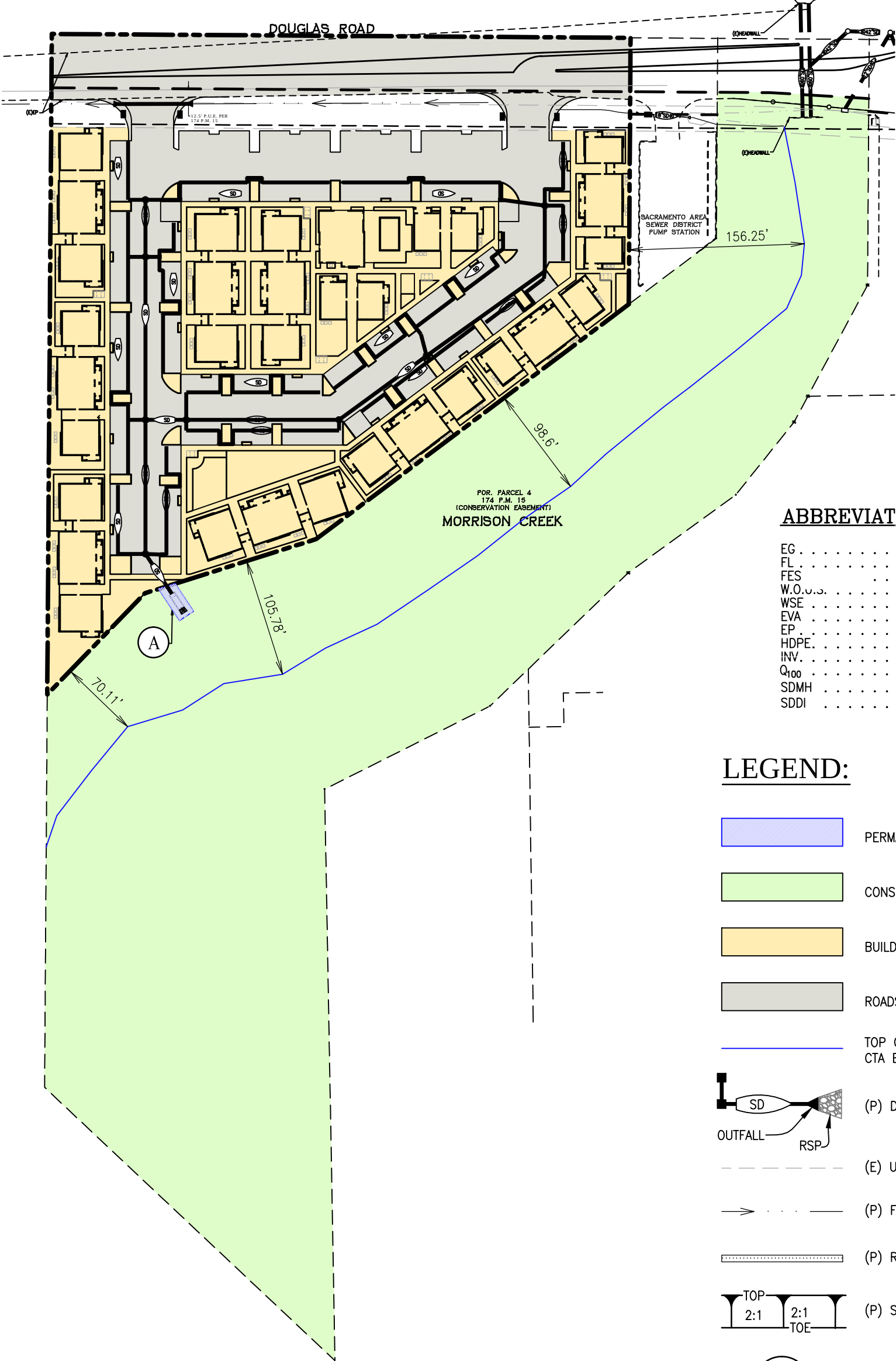
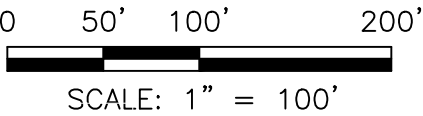
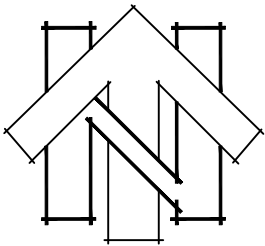
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SITE LIGHTING CALCULATION

Scale	Date
AS SHOWN	11.29.2022
Drawn By	Checked By
K.D.	I.D.
Job No.	
Sheet No.	

RANCHO CORDOVA APARTMENTS
W.O.U.S. EXHIBITS - OVERALL
RANCHO CORDOVA, CALIFORNIA
SCALE: 1"=100' NOVEMBER, 2022



ABBREVIATIONS:

- EG EXISTING GROUND
- FL FLOWLINE
- FES FLARED END SECTION
- W.O.U.S. WATERS OF THE U.S.
- WSE WATER SURFACE ELEVATION
- EVA EMERGENCY ACCESS ROAD
- EP EDGE OF PAVEMENT
- HDPE HIGH-DENSITY POLYETHYLENE
- INV. INVERT
- Q₁₀₀ 100 YR FLOW
- SDMH STORM DRAIN MANHOLE
- SDDI STORM DRAIN INLET

LEGEND:

- PERMANENT IMPACTS
- CONSERVATION EASEMENT
- BUILDINGS & SIDEWALKS
- ROADS/DRIVE AISLES/PARKING LOT
- TOP OF BANK SURVEYED BY CTA ENGINEERING & SURVEYING
- (P) DRAINAGE SYSTEM
- (E) UTILITY EASEMENTS
- (P) FLOWLINE
- (P) RETAINING WALLS
- (P) SLOPE BANK

A
DETAIL (SEE PROFILE SECTIONS FOR FURTHER INFORMATION)

IMPACTS TABLE

PERMANENTLY IMPACTED WETLANDS		
ID	AREA (SF)	AREA (AC)
MORRISON CREEK	475	0.01

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		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification</u> (date & Signature)
General Conditions					
1.	The approved entitlement is for a Major Design Review for The Rancho Cordova Apartments as described in the City Council staff report dated January 3, 2023 and attached project plans (<u>Exhibit A</u>) with the conditions herein, for project number PLND-0821-0002.	Project Description	On-Going	Planning	
2.	The Applicant shall hold harmless the City, its Council Members, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General	On-Going	Planning	
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision-making body.	General	On-Going	Planning/ Building /Public Works	
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 account with the City.	General	On-Going	Finance	
5.	Prior to any ground disturbing activities, the Project proponent shall submit a South Sacramento Habitat Conservation Plan (SSHCP) permit application package to the City of Rancho Cordova ("Land Use Authority Permittee"). The City of Rancho Cordova shall	Regulatory Permits	Prior to ground disturbance	Planning	

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	review the SSHCP permit application for consistency with the requirements of the SSHCP. The Project proponent shall be responsible for paying all SSHCP development fees associated with obtaining coverage from the City of Rancho Cordova. Through the review process of the SSHCP permit application, if the proposed project is found to be inconsistent and/or in conflict with the SSHCP, then the applicant must redesign the project and amend the SSHCP application.				
6.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	General	On-Going	Public Works	
7.	Reference datum for improvement plans and maps shall conform to NAVD88.	General	On-Going	Public Works	
8.	All storm drain facilities within private lots shall be privately maintained and shall be clearly labeled as “private” in the improvement plans.	Utility	On-Going	Public Works	
9.	Applicant understands that left turn access shall be removed at a future date when City widens Douglas Road. At that time a solid median will be installed without median breaks. Westbound access to the site shall be via U-turn at a future signal installed west of the subject site.	Transportation Improvements	On-Going	Public Works	
10.	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 with said easement that unreasonably interferes with those needs.	SMUD Easements	On-Going	SMUD	
11.	All outdoor lighting shall be constructed and operate within the required standards of Chapter 23.725.060 of the Rancho Cordova Municipal Code.	Outdoor Lighting	On-Going	Planning	

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12.	The Design Review Entitlement is valid for three years from the date of City Council approval, unless an extension of time is subsequently approved or 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.	Permit Expiration	Three years, commencing with the date of approval.	Planning	
13.	Roof Mounted Mechanical Equipment must be screened from view where feasible per Chapter 23.731 of the RCMC	Roof Screening	On-Going	Planning	
Prior to Approval of Improvement Plans					
14.	Provide Fire Access Agreement between all parcels connected to and served by fire access. Fire access Agreement shall be recorded with the Public Records Office having jurisdiction.	Fire Access Agreement	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	
15.	Provide Fire Access Roadway Maintenance Agreement (RMA) between all parcels connected to and served by the fire access roadway. The fire access Roadway Maintenance Agreement shall be recorded with the Public Records Office having jurisdiction. The roadway maintenance agreement shall include the following: a) Provisions for the necessary repair and maintenance of the roadway surface. b) Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13' 6") or width of twenty feet (20'). c) Provisions for the maintenance, repair, and/or replacement of NO PARKING – FIRE LANE signage or striping. d) Provision for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems.	Fire Access Roadway Maintenance Agreement	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	

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16.	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 Easements	Prior to Approval of Improvement Plans	SMUD	
17.	In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.	Public Utility Easement	Prior to Approval of Improvement Plans	SMUD	
18.	The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.	Utility Easement	Prior to Approval of Improvement Plans	SMUD	
19.	The Applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.	Access Roads	Prior to Approval of Improvement Plans	SMUD	
20.	The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.	Access Roads	Prior to Approval of Improvement Plans	SMUD	
21.	Show the design for a fire access roadway of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radii of 25 feet inside and 50 feet outside dimension on the improvement plans. The access roadway shall extend within 150 feet of all portions of the exterior walls of the first story of any proposed building. <i>The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways.</i>	Fire Access Roadway	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	

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22.	Show the design for an approved fire apparatus turnaround. Fire apparatus turnaround shall conform to Sacramento Metro Fire Districts Fire Prevention Standard #3. Fire access turn-around shall be located within 50 feet of the end of the access roadway.	Fire Access Roadway	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	
23.	Show on the plan how Fire Lanes will be marked. Fire Lane identification shall be provided along the required fire access roadway. Fire Lane identification shall be in accordance with the Sacramento Metro Fire Districts Fire Prevention Standard #3 and the California Vehicle Code. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 36 feet or more in width. Roadway widths shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads.	Fire Lanes	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	
24.	Provide a note on the plan that reads, "Fire apparatus access roads shall be designed and maintained to support the imposed live load of 80,000 pounds, with a maximum axle load of 31,000 pounds, and meet Public Works Standards for roadways. A report, prepared by a registered geotechnical engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating construction of roadway. Verification of constructed roadway shall be provided by a registered geotechnical engineer prior to final of the project."	Fire Apparatus Access Roads	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	
25.	Show the location of the required fire hydrants for this project on the improvement plans. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the	Fire Hydrants	Prior to Approval of Improvement Plans	Sacramento Metro Fire District	

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	protection of commercial developments is 1,500 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration.				
26.	Drainage Study: Applicant shall prepare and submit a project specific drainage study that includes but is not limited to: a pre- and post-project drainage analysis of the project impacts, identification of offsite project impacts or required offsite improvements, and identification of proposed connections to the City's Storm Drainage System with adequate supporting calculations. The drainage study shall conform to the requirements of the Sacramento City/County Drainage Manual (Volume 2), County of Sacramento Improvement Standards (Section 9), and all other applicable City standards. The drainage study must be developed and stamped by a Professional Engineer and determined by the City to be accurate and adequate. Because of existing downstream drainage system constraints, Onsite mitigation of the 10-year and 100-year flows is required. The drainage study shall include detailed analysis and sizing calculations of the proposed onsite mitigation measures.	Drainage Study	Prior to Approval of Improvement Plans	Public Works	
27.	Approval of the drainage study and the proposed drainage design is contingent upon Army Corp of Engineers approval of the proposed outfall to Morrison Creek/wetland preserve, and implementation of any required mitigation measures.	Drainage Study	Prior to approval of improvement plans	Public Works	
28.	The applicant shall obtain applicable California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and other required state and federal permits for the proposed outfall to the creek. The conditions of such permits must be reviewed and considered acceptable by the City. The City will not accept any conservation or other conditional easements on the drainage courses to be conveyed to the City.	Regulatory Permits	Prior to approval of improvement plans	Public Works	

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29.	Stormwater Quality- Post Construction The improvement plans shall incorporate all applicable post construction stormwater quality measures; including source control, treatment control, hydromodification management, low impact development, and full capture trash control measures into the site improvement plans in conformance with the most recent version of the <i>Stormwater Quality Design Manual for the Sacramento Region</i> . The applicant shall prepare and submit a Post-Construction Stormwater Quality Control Plan that includes details and sizing calculations of all the proposed post construction stormwater quality measures. In addition, a maintenance covenant is required for all proposed post construction stormwater quality measures, as detailed in Appendix B of the <i>Stormwater Quality Design Manual for the Sacramento Region</i> .	Stormwater Quality	Prior to Approval of Improvement Plans	Public Works	
30.	Stormwater Quality– During Construction: SWPPP – the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) to be executed through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. These measures shall be consistent with the City’s Improvement Standards and Land Grading and Erosion Control Ordinance. During construction, the applicant shall implement BMPs in accordance with the SWPPP and the City’s Improvement Standards. Advisory Condition: Construction General Permit The project applicant shall file a Notice of Intent (NOI) to obtain coverage under the <i>National Pollutant Discharge Elimination System (NPDES) General Permit For Storm Water Discharges Associated With Construction And Land Disturbance Activities</i> (Construction General Permit). Permits are issued by the State Water Resources Control Board.	Stormwater Quality	Prior to Approval of Improvement Plans	Public Works	

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31.	The SWPPP for the site shall include a contingency plan for the implementation of a process to remove fine clay sediments prior to discharge to the City of Rancho Cordova's storm drain system and/or Waters of the State (e.g., creeks, rivers) to the satisfaction of the City of Rancho Cordova. A polymer treatment system or comparable process shall be incorporated in the erosion and sediment control plan as part of the improvement plans submittal. This system shall be implemented by qualified professionals with training and proven experience in this field. Such treatment shall be accomplished in a manner that does not pose a toxic threat to fish and other aquatic organisms in receiving waters.	SWPPP Mitigation	Prior to Approval of Improvement Plans	Public Works	
32.	Drainage System Design: The applicant shall submit and obtain City approval of plans and specifications for the construction of public improvements and all grading. The drainage system shall be designed in accordance with the approved Drainage Study to accommodate runoff from the ultimate development and shall meet the City of Rancho Cordova's Improvement Standards, construction standards, and Floodplain Management Ordinances in effect at the time of improvement plans approval.	Drainage System	Prior to Approval of Improvement Plans	Public Works	
33.	All development within the City must comply with the City of Rancho Cordova's Floodplain Management Ordinance. All new structures shall be protected from the 100-year (1 percent) flood event. Certified pad elevations (certified by a registered Civil Engineer or licensed Land Surveyor) shall be set at least one and two tenths foot (1.2') above all sources of 100-year flooding (see Section 9-1 of improvement standards). The overland release path must be shown on the improvement plans and the hydraulic computation must be provided to estimate the flow depths along the overland release paths. The calculations must be in conformance with Section 9-15 of the Improvement Standards.	Floodplain Management	Prior to Approval of Improvement Plans	Public Works	

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34.	Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of the City not including paint, which reads “No Dumping-Flows to Creek” or other approved message at each storm drain inlet.	Concrete Stamps	Prior to Approval of Improvement Plans	Public Works	
35.	All storm drain facilities within private lots shall be privately maintained and shall be clearly labeled as “private” in the improvement plans.	Private Lot Drains	Prior to Approval of Improvement Plans	Public Works	
36.	Fees: Pay the drainage impact fees to the satisfaction of the City of Rancho Cordova’s Public Works Department.	Drainage Impact Fees	Prior to Approval of Improvement Plans	Public Works	
37.	Number, size, and location of driveways are subject to approval by the Public Works Department	Driveways	Prior to Approval of Improvement Plans	Public Works	
38.	Applicant shall photo-document the condition of adjacent streets, sidewalks and infrastructure to the satisfaction of the Public Works Department.	Photo Documentation	Prior to Approval of Improvement Plans	Public Works	
39.	Enter into a frontage agreement and bond for construction of public improvements per the approved Public Works plans to the satisfaction of the Public Works Department.	Frontage Agreement	Prior to approval of improvement plans	Public Works	
40.	A final landscape plan shall be submitted in conjunction with improvement plan and or building permit submittal and approved by the planning and public works departments prior to issuance of permits and/or any installation of landscape materials RCMC 23.716.020. The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect and include the following items per RCMC 22.180.060:	Landscape Plan	Prior to Approval of Improvement Plans	Public Works	

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	- Planting plan to scale that indicate slope - Irrigation Plan - Soils Test - Water Use Calculations - Irrigation Schedule - Permeability test for LID facilities' locations - Soil media specifications (LID features)				
41.	Traffic control devices shall be designed where needed to the satisfaction of the City Engineer. Traffic control locations will be determined at time of improvement plan submittal.	Traffic Control	Prior to approval of Improvement Plans	Public Works	
42.	All landscape strips, medians, etc. that contain trees shall be designed to include continuous root barriers. Trees shall be appropriately sized for their proposed planters.	Root Barriers	Prior to Approval of Improvement Plans	Public Works	
43.	All landscape corridor walls shall be designed of masonry construction using graffiti resistant materials. Wall design and materials shall be subject to City's approval and according to the design standards in the Sunridge Specific Plan.	Landscape Corridors	Prior to approval of improvement plans	Public Works and Planning	
44.	Civil improvement plans shall not be approved by the City until a complete submittal for accompanying landscaping has been submitted.	Approvals	Prior to approval of improvement plans	Public Works	
45.	Each owner is responsible for installing collector sized sewer pipeline and appurtenances across the parcel frontage. Construction of the sewer main line is required on Douglas Road. These improvements must be shown on the plan.	Sewer Infrastructure	Prior to Approval of Improvement Plans	Sacramento Area Sewer District	
46.	To obtain sewer service, construction of SASD sewer infrastructure will be required. Current SASD Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans.	Sewer Infrastructure	Prior to Approval of Improvement Plans	Sacramento Area Sewer District	

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	Field modifications to new or existing precast manhole bases are not allowed.				
47.	SASD requires each building on each lot with a sewage source to have a separate connection to SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans.	Sewer Connections	Prior to Approval of Improvement Plans	Sacramento Area Sewer District	
48.	Alignment of all main lines and structures must provide a minimum of 1-foot vertical clearance and 5 feet horizontal clearance from all other utilities and improvements. Sewer is to be located a minimum of 10-feet (measured horizontally) from any structure or footing. Show public sanitary sewer and water supply facilities in accordance with the Health and Safety Code.	Clearance	Prior to Approval of Improvement Plans	Sacramento Area Sewer District	
49.	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.).	Clearance Requirements	Prior to Approval of Improvement Plans	SMUD	
50.	Prior to any ground disturbance or issuance of grading or improvement plans, the applicant shall obtain a Covered Activities Authorization permit in compliance with the South Sacramento Habitat Conservation Plan (SSHCP).	SSHCP	Prior to Issuance of grading or improvement plans	Planning	
Prior to Issuance of Building Permit					
57.	Final approval from USACE, all easement holder(s), is required.	Regulatory Approvals	Prior to issuance the first building permit	Public Works and Planning	

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		<u>Category</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date & Signature)</u>
58.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the project's stormwater drainage and flood protection system. This may be accomplished through annexation to the City's Stormwater Utility Fee District, or other financial mechanism as may be proposed and provided by the Property Owner for the same purpose of providing a funding mechanism to fund the operation and maintenance of the Project's stormwater drainage and flood protection system. Costs associated with the annexation shall be borne by the Property Owner/Applicant through payment of the annexation costs in the amount of \$7,000 per annexation. Contact Elizabeth Sparkman at (916) 851-8714 with regard to the process to satisfy this condition of approval.	Stormwater Drainage and Flood Protection System	Prior to issuance the building permit	Public Works	
60.	Property Owner/Applicant shall participate in or provide a funding mechanism for maintenance services for the fair share of existing and all new public improvements associated with the project including, but not limited to, streets, bridges/culverts, traffic signals, traffic signs, striping and legends, ITS operations, street lights and safety lighting, public frontage and median and landscape improvements, and trails. This may be accomplished through annexation to the City's Community Facilities District No. 2014-2 (Street, Lighting and Landscape Maintenance), or other financial mechanism as may be proposed and provided by the Property Owner for the same purpose of providing a financial mechanism to fund the operation and maintenance of the Project's public improvements. Costs associated with the annexation shall be borne by the Property Owner/Applicant through payment of the annexation costs of the CFD annexation in the amount of \$5,000 per annexation. Contact Elizabeth Sparkman at (916) 851-8714 with regard to the process to satisfy this condition of approval.	Existing and New Public Improvements	Prior to Issuance of any Building Permits	Public Works	

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61.	The Landowner shall support the annexation of the Project into the Police Services CFD and cover Landowner's fair-share costs of the CFD annexation, not to exceed \$7,000 for the Property. City agrees that the CFD will provide that on lands designated for all residential land use categories, the base year Police Special Tax shall be \$450.00 annually per residential dwelling unit, including multi-family units. The special tax imposed by the CFD will be payable on a parcel within the Property only after a building permit has been issued by City for the construction of a building on that particular parcel, and there will be no undeveloped land tax imposed by the CFD. The CFD shall further provide that on each July 1 commencing July 1, 2012, the Police Special Tax shall be escalated by the increase, if any, in the City CPI Index. However, in no event shall the tax per parcel for any fiscal year be less than the amount established for the prior fiscal year. The CFD shall specify that the Police Special Tax shall commence being payable annually following the issuance of a building permit for each parcel subject to the Police Special Tax.	Police Services	Prior to Issuance of Building Permits	Finance	
62.	Dedicate public utility easements, for the installation and maintenance of water, gas, sewer, drainage facilities, traffic control devices and dry utilities as shown on the tentative map.	Utility Easements	Prior to issuance of a building permit	Public Works	
63.	Property Owner/Applicant shall dedicate land or pay an in-lieu fee for 0.18 acres to comply with the City's Open Space Standard.	Open Space	Prior to issuance of the 1 st building permit.	Public Works	
64.	Applicant shall complete improvement plans to the satisfaction of the Public Works Department. Improvement plans shall include, but shall not be limited to: • All onsite civil improvements • Civil plan shall include an ADA access plan • All facilities, including but not limited to, sidewalk, driveways,	Improvement Plans	Prior to issuance of any building permit.	Public Works	

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etc. shall be installed to meet ADA requirements and City Standards. • Sidewalk is required along Douglas Rd frontage. • Pedestrian access shall be established between the east end of the new frontage sidewalk for this project and the Raley's shopping center. Access improvements shall include, but are not limited to, an asphalt concrete dike and signage providing a barrier separated area for pedestrians to walk. The work shall include railing on the south side to separate from drop-offs into the drainage way or other areas, and work as necessary to connect to existing improvements at the east end which may include removal and replacement of existing sidewalk panels. Reference site plan. • Install median connecting from existing median near east side of property to west side of subject property. Left turn access shall only be allowed in at the east driveway. No other left turn movements shall be permitted. The median shall include stamped colored concrete, sandy beige or equivalent to the satisfaction of the City. Reference site plan. • Slurry seal within limits shown on the site plan. • Install frontage lane improvements and striping • Utility laterals • Replacement of damaged pavement along property frontage to the satisfaction of The Public Works Department. Remove and replace pavement generally south of southern fog line. • Public improvement plans shall clearly delineate all transitions to existing improvements. • All improvements to be designed and constructed to the satisfaction of the Public Works Department prior to first occupancy. Provide street lighting as required by the City of Rancho Cordova				

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	Code. Street Lighting shall conform to all City improvement standards, and necessary easements shall be granted to accommodate those standards.				
65.	Secure City of Rancho Cordova Public Works Department approval of final grading plans, as required by City Ordinance	Grading Plan	Prior to issuance of building permit	Public Works	
66.	Based on an anticipated overall population of 185 residents, the Rancho Cordova Apartments project is required to provide 0.924 acres of Quimby Parkland to the Cordova Recreation and Park District (CRPD). The Developer shall provide the Quimby Park Land as follows: In-lieu fees Pay in-lieu fees directly to Cordova Recreation and Park District (CRPD) in the amount of \$356,726 X 0.924 acres for a total of \$329,615 (calculation valid until October 1, 2024) or in accordance with CoRC Municipal Code 22.40.045.	Parks	Prior to issuance of Building Permit	City Building Department/ CRPD	
67.	To fund mitigation of impacts by new residents of the Rancho Cordova Apartment project on surrounding parks the developer will pay a Park Development Fee in the amount of Seven Thousand One Hundred and Nine Dollars and Forty-six Cents (\$7, 109.46) per multifamily unit effective January 1, 2023. The Park Development Fee will be adjusted on January 1 annually thereafter no later than January 15th by the method provided in City Construction Cost Index (CCI) Index as follows: A “mean” index will be computed by averaging the index for 20 U.S. cities with the index for San Francisco by resort to the October issue of the Engineering News Record magazine Construction Cost Index of	Parks	Prior to issuance of Building Permit	City Building Department/ CRPD	

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	the year in which the calculation is being made. An adjustment factor shall be computed by dividing the “mean” index as calculated in subsection (a) of this section by the “mean” index for the previous October. The adjusted Park Development Fee shall be calculated by multiplying the adjustment factor, as calculated in subsection (b) of this Section, by the Park Development in place prior to the annual adjustment.				
68.	The developer shall annex the Rancho Cordova Apartment project into CRPD’s Community Facilities District (CFD) No. 2018-01 Parks and Facilities Services and is subject to the existing assessment formed under the provisions of the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et seq.) for the purpose of funding developments’ fair share of the cost of maintaining surrounding parks utilized by the project residents.	Parks	Prior to issuance of Building Permit.	City Building Department/ CRPD	
69.	The District shall provide, and the developer shall deliver to City Public Works a certificate from the Cordova Recreation and Parks District stating that all fees as required by the District have been paid and the project has been annexed into CRPD’s CFD No. 2018-01.	Parks	Prior to issuance of Building Permit.	City Public Works/ CRPD	
70.	The project developer/owner shall pay Zone 40 development fees applicable to at the time of building permit issuance in accordance with Title 4 of the Sacramento County Water Agency (SCWA) Code.	Fees	Prior to issuance of Building Permit	SCWA	
71.	Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Rancho Cordova Landscaping Ordinance (Municipal Code Title 23, Chapter 23.716).	Landscaping	Prior to Issuance of Building Permits	Planning	

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72.	The Owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.	Sewer Impact Fees	Prior to Issuance of Building Permits	Sacramento Area Sewer District	
73.	All projects are subject to Sacramento Metro Air District rules and regulations in effect at the time of construction.	Construction Regulations	Prior to Issuance of Building Permits	Sacramento Metro Air District	
74.	The Applicant shall meet the following: Civil Site Plans and Architectural Plans shall be submitted <u>and</u> approved prior to Final Building Permit being issued. Fire Sprinkler and Fire Alarm plan shall be <u>submitted</u> prior to Final Building Permit being issued. Please note: The Sacramento Metro Fire District does not allow deferred submittals for Fire Sprinkler or Fire Alarm plans.	Plan Submittal	Prior to Issuance of Building Permits	Sacramento Metro Fire District	
75.	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 CA Residential Code.	Fire Sprinklers	Prior to Issuance of Building Permits	Sacramento Metro Fire District	
76.	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.	Setbacks	Prior to Issuance of Building Permit	SMUD	
77.	In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.	SMUD Facilities	Prior to Issuance of Building Permit	SMUD	
78.	The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services	Siting Requirements	Prior to Issuance of Building Permit	SMUD	

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Prior to Final Inspection					
79.	During and upon completion of the installation of the landscaping for the project, the project landscape architect/designer shall <i>certify that the installed landscape complies with the approved plans.</i> Certification shall be accomplished by completion of site visits at key installation milestones. Key milestones at a minimum shall include: rough grade, soil amendment verification, Plant material inspection, irrigation coverage test underdrain installation (as applicable) and final installation. Certification shall include signed site observation reports, photographs and documentation verifying implementation of soil report recommendations. Failure to submit complete and accurate documentation to the Planning Department will delay final approval/occupancy of the project.	Landscaping Certification	Prior to Final building inspection of the first unit	Public Works	
80.	Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with <i>all city water conserving landscape requirements.</i> Certification shall be accomplished by completion of a certificate of compliance on a form approved by the director of the city public works department. Failure to submit a complete and accurate certificate of compliance will delay final approval of the project and/or discontinue water service per RCMC 22.180.090. Upon receipt of the certificate of compliance and site inspection from City staff, the landscaping performance bond will be released.	Water Conservation Landscape	Prior to Final Building Inspection	Public Works	
81.	Install public improvements per the approved Public Works plans and to the satisfaction of the Public Works Department.	Public and On-site Improvements	Prior to Final Inspection of the First Unit	Public Works	

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82.	Record drawings of grading and improvement plans (1 full size and 1 half size hard copy), as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department.	Plans	Prior to final building inspection	Public Works	
Prior to Granting Final Occupancy					
83.	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.	Addressing	Prior to Final Occupancy	Sacramento Metro Fire District	

ITEM 11.1. Conditions of Approval

ATTACHMENT 3 Exhibit B to the Resolution

ADVISORY

Sacramento County Water Agency

- Water supply will be provided by the Sacramento County Water Agency.
- Provide public water service to each building.
- All water lines shall be located within a public right-of-way or within easements dedicated to SCWA. Easements shall be reviewed and approved by Sacramento County Water Agency prior to Improvement Plan approval or Final Map approval.
- Destroy all abandoned wells on the proposed project site in accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvement plans for the project. Prior to abandoning any existing agricultural wells, applicant shall use water from agricultural wells for grading and construction.

Sacramento Area Sewer District

- ONGOING: SASD Design Standards and Specifications require minimum 6-inch lower laterals for commercial and industrial buildings.
- ONGOING: If the proposed garbage enclosure will contain a drain to the sewer, it must be covered.

Sacramento Metro Fire District

- Any gates shall be installed in accordance with The County Emergency Access and Barriers Standard. Plan submittal is required prior to installation.
- The Sacramento Metropolitan Fire Districts requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests.

MEMORANDUM



ITEM 12.1.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Adam Lindgren, City Attorney
Palmer Hilton, Deputy City Attorney
Anthony Amara, Deputy City Attorney
SUBJECT: 2022 CALIFORNIA LEGISLATIVE UPDATE

RECOMMENDATION

Receive update.

RESULT OF RECOMMENDED ACTION

This item will assist the Council and staff to comply with newly enacted state laws on a range of topics critical to the City.

BACKGROUND

This Agenda Item and report briefly summarize new California laws adopted in 2022 that are of interest to the City. Unless otherwise stated, these laws go into effect January 1, 2023. We will work closely with Council and staff in coming months to ensure compliance with these new obligations.

DISCUSSION

Public Works

SB 1157: Urban water use objectives.

SB 1157 reduces the standards recommended to the Legislature by the Department of Water Resources for indoor residential water use from 52.5 to 47 gallons per capita daily (GPCD) by 2025, and from 50 to 42 GPCD by 2030.

SB 1157 is aimed at increasing water conservation and water use efficiency in the State due to the ongoing impacts of drought. Under existing law, the Department of Water Resources and State Water Resources Control Board (State Water Board) have established 55 gallons per capita daily (GPCD) as a standard threshold for recommended indoor residential water use. Under existing law, this threshold would be reduced to 52.5 GPCD in 2025, and further reduced to 50 GPCD in 2030. SB 1157 ratchets down the recommended thresholds for indoor water use using the same framework as existing law.

This threshold is important not only for aspirational goals for water conservation, but also because in some circumstances these thresholds can become enforceable upon the City's water providers and its users. One notable example is during times of extreme drought – in which curtailment of water rights and water use is an authorized remedy to prevent interference with senior water rights or exacerbation of other environmental impacts – the State Water Board will enforce a strict water use limit on municipal water providers or local agencies in accordance with these recommended indoor residential water use thresholds.

AB 1851: Public works: prevailing wage: hauling.

This bill expands the definition of a “public work” to include: (1) the hauling of refuse from a public works site to an outside disposal location; and (2) the on hauling of materials used for paving, grading, and fill onto a public works site, if the individual driver's work is integrated into the flow process of construction. “Hauling of refuse” includes soil, sand, gravel, rocks, concrete, asphalt, excavation materials, and construction debris. It does not include recyclable metals that have been separated from other materials prior to transportation – which are then sold at fair market value to a bona fide purchaser.

Housing, Community and Economic Development

AB 2011: Affordable Housing and High Road Jobs Act of 2022.

This bill requires cities to ministerially approve affordable housing units and mixed use developments meeting certain criteria such as being located in a zone in which office, retail, or parking are a principally permitted use. The bill establishes that affordable housing developments are permitted by right in these zones and shall be subject to streamlined review processes. The bill defines “use by right” to exempt the development of affordable housing meeting the above criteria from review under CEQA and a decision on the project must be made within 90 days for projects with less than 150 homes or within 180 days for projects with more than 150 homes. Any design review must occur in this limited time frame and be based solely on objective standards. If the City determines that a project does not comply with objective planning standards, it must provide a written explanation to the developer within a 60-90 day period from filing of the application, depending on the number of the units in the project. Along with the streamlined review process, the bill requires that the developer include (and certify compliance with the City) in contracts with construction contractors that prevailing wages will be paid along with other labor and wage standards.

AB 2234: Planning and zoning: housing: postentitlement phase permits.

This measure amends the Permit Streamlining Act, which requires public agencies considering non-legislative development projects: (1) to provide a project applicant with a list of information required from the applicant for approval or denial; (2) approve or deny a project within certain timeframes; and (3) provide existing schedule of fees, exactions and other affordability requirements.

This bill increases the amount and type of information provided to applicants under the Permit Streamlining Act, by requiring the local agency to compile a list of information needed to approve or deny a postentitlement phase permit no later than January 1, 2024. The information must be posted to the City's website. Based on certain population thresholds, the bill requires local agencies – at certain phase in dates- to provide an option for post entitlement phase permits to be applied for, completed, and retrieved on the City's website. The status of in

progress permits must also be viewable online.

SB 6: Local planning: housing: commercial zones.

This measure facilitates the development of housing in commercial, office and retail areas. This bill deems housing development projects an allowable use on commercial parcels (i.e. within a zone in which office, retail, or parking are a principally permitted use) so long as certain conditions such as density, public notice, comment and other procedures, site location and size, consistency with sustainable community strategy, prevailing wage requirements, and skilled and trained workforce requirements are met. Effectively, this permits housing on commercial parcels without a rezone subject to any applicable conditions.

SB 897: Accessory dwelling units: junior accessory dwelling units.

Existing law allows a local agency to limit ADU height to 16 feet. SB 897 increases this height limitation to 18 feet for units near transit, and for detached units on lots that have existing multistory multifamily dwellings; and it increases the local agency's height limitation to 25 feet if an ADU is attached to a primary dwelling, – subject to a number of exceptions.

Existing law permits local agencies to provide for the creation of ADU's in residential zones through ordinance or ministerial approval, and also to impose standards related to parking, height, setback, landscape, and size maximums. SB 897 requires that any standards imposed on ADU approval be objective and prohibits local agencies from denying an ADU permit application due to nonconforming zoning, building code violations, or unpermitted structures not presenting a threat to public health and safety and are not affected by the ADU construction.

Additionally, the bill requires local agencies to review and issue demolition permits for detached garages that an ADU would replace, concurrently with the review and issuance of the ADU permit.

AB 2097: Residential, commercial, or other development types: parking requirements.

This bill prohibits any public agency from imposing minimum parking standards on residential, commercial, or other development projects that are located within one half mile of public transit as defined in Section 21155 of the Public Resources Code.

As an exception to this prohibition, the bill permits a City to impose minimum parking standards on housing development projects if the City makes written findings that not imposing or enforcing such standards would have a substantially negative impact on one of the following: (1) regional housing needs for low- and very low-income households; (2) special housing needs for the elderly or persons with disabilities; and (3) existing residential or commercial parking facilities located within a half-mile of the housing development project. Such findings must be made within thirty days of receipt of a complete project application. This exception is further limited for housing development projects if : (1) at least twenty percent of units are dedicated to very low-, low- or moderate-income households, students, the elderly, or persons with disabilities; (2) the development contains twenty residential units or fewer; or (3) the development is subject to other applicable parking reductions.

Governance and transparency

SB 1439: Campaign contributions: agency officers.

Previously, the Levine Act prohibited “officers” of any state or local government agency who have received a contribution of \$250 or more from an applicant or affiliated party from voting on the applicant’s matter if the officer knows or has reason to know that the participant has a financial interest in the matter. State and local elected officials and bodies—such as mayors and legislators, city councils, and boards of supervisors—have always been excluded from the Levine Act’s prohibitions.

SB 1439 expands this prohibition to local appointed government officers or candidates from accepting, soliciting, or directing a contribution of \$250 or more from any person involved in an application for a license, permit, or other entitlement pending before the body and for 12 months after a decision is made. This bill also requires City Council members to recuse themselves from a proceeding involving a license, permit, or other use entitlement if they received a campaign contribution from that person in the preceding 12 months. The term “license, permit, or other entitlement” includes any contract not competitively bid. This prohibition will not be retroactive, meaning it will not apply to contributions from 2022.

AB 2449: Brown Act teleconference for just cause and emergency.

Starting in March 2023, cities will no longer be able to use AB 361 to hold fully remote meetings due to the State of Emergency expiring. AB 2449 will allow individual council members to participate remotely for “just cause” or due to “emergency circumstances.”

“Just cause” is defined as one of the following: (i) a childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely; (ii) a contagious illness that prevents a member from attending in person; (iii) a need related to a physical or mental disability as defined by statute; or (iv) travel while on official business of the legislative body or another state or local agency. “Emergency circumstances” means a physical or family medical emergency that prevents a member from attending in person.

The following requirements apply: A quorum of the legislative body must be established in a physical location; the public must be able to participate through a call-in option, via an internet-based service option, and at the in-person location of the meeting. Members may only participate remotely under AB 2449 a maximum of three consecutive months or 20% of the regular meetings within a calendar year.

SB 1100: Open meetings: orderly conduct.

Under the Brown Act, legislative bodies may enact reasonable regulations governing public participation at open meetings, but governing bodies are forbidden from prohibiting “public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body.”

This bill sets forth a process to remove individuals when they are disrupting the meeting. A governing body must warn them that their behavior is disruptive and that if they do not stop their behavior, the governing body may remove them from the meeting. If the member of the public does not promptly cease their behavior, the governing body’s presiding member or their designee may order their removal.

Disruptive behavior is defined as behavior that “actually disrupts, disturbs, impedes, or renders

infeasible the orderly conduct of the meeting,” including but not limited to, behavior that, (1) violates one of the governing body’s reasonable and lawful regulations for addressing the conduct of open meetings, or (2) a reasonable observer would perceive as a threat to use force by that member of the public.

Code enforcement and public safety

SB 1338: Community Assistance, Recovery, and Empowerment (CARE) Court Program.

This bill will allow families, clinicians, first responders and other adults to refer individuals to a civil court to create either: a voluntary CARE agreement or court ordered CARE plan. Individuals that may be referred to a CARE Court are those experiencing a severe mental illness such as schizophrenia and other psychotic disorders. The voluntary agreements or court-ordered plans will be implemented by County behavioral health agencies to provide health care, medication, housing, and whichever other services are necessary.

State financial assistance will be allocated to counties to establish the program, and individual counties will be responsible for implementing their CARE Court programs. Sacramento County has until December 1, 2024. Cities will have an important role in referring individual residents with mental illnesses to CARE Court.

SB 1186: Medicinal Cannabis Patients’ Right of Access Act.

Starting January 1, 2024, cities will not be allowed to adopt or enforce laws that prohibit the delivery of medicinal cannabis, or that prevent medicinal cannabis from being distributed “in a timely and readily accessible manner.” The new law also prohibits local governments from de facto bans on medicinal cannabis delivery, including:

1. The number of medicinal cannabis businesses authorized to deliver medicinal cannabis in the local jurisdiction.
2. The operating hours of medicinal cannabis businesses.
3. The number or frequency of sales by delivery of medicinal cannabis.
4. The types or quantities of medicinal cannabis authorized to be sold by delivery.
5. The establishment of physical premises from which retail sale by delivery of medicinal cannabis within the jurisdiction is conducted by a licensed non-storefront retailer.

We will review the Rancho Cordova Municipal Code for possible updates to comply with this bill.

AB 1406: Law enforcement agency policies: carrying of equipment.

This bill requires a law enforcement agency that authorizes peace officers to carry an electroshock device, such as a taser or stun gun that is held and operated in a manner similar to a pistol, to require that device to be holstered or otherwise carried on the lateral side of the body opposite to the side that that officer’s primary firearm is holstered.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact.

ATTACHMENT(S)

None

MEMORANDUM



ITEM 12.2.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Maria Kniestedt, Communications and Public Affairs Director
SUBJECT: 2023 LEGISLATIVE ADVOCACY UPDATE AND PLATFORM

RECOMMENDATION

Presentations by Simon and Company, Inc. and Joe A. Gonsalves & Son regarding key 2022 legislation affecting the city, as well as staff update regarding 2023 legislative priorities. Receive presentations and update; provide direction and/or approval to staff on city's 2023 Legislative Priorities.

RESULT OF RECOMMENDED ACTION

Staff will proceed with recommended direction and approval to finalize the city's 2023 legislative program. This includes producing the annual legislative brochure, which Council and staff use for meetings with legislators and key agencies.

BACKGROUND

There are two elements to the 2023 Legislative Priorities update:

1. Federal Funding Requests

Annually, the city has an opportunity to submit applications for federal and/or state funding. If appropriations opportunities exist for 2023, applications will be submitted through the offices of our elected representatives or appropriate federal agency in Washington, D.C., or through the appropriate state-level process.

In keeping with recommended practices and citywide goals and priorities, staff is recommending the attached projects to the appropriate federal agencies, as well as elected officials. These projects have been vetted and further the city's goals of sustaining and improving transportation and connectivity, as well as providing a community where residents live, work, learn and play.

Attachment 1 includes the recommended projects.

2. 2023 Legislative Advocacy Platform

Managing federal funding requests is just one part of the City's legislative program. The

program, founded on a set of policy guidelines that were first approved by the Council in 2007, also directs our advocacy efforts to support or oppose legislation that significantly impacts the city, or to work with legislators through our advocacy partners on amendments.

Attachment 2 shows the City's proposed 2023 Legislative Platform.

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact.

ATTACHMENT(S)

1. 2023 Projects for Federal Funding
2. 2023 Legislative Advocacy Platform
3. 2023 Legislative Update

2023 Projects for Federal Funding Opportunities	
Project	Description
Rancho Cordova Parkway Interchange	This project will construct a new interchange on US Highway 50 between Sunrise Boulevard and Hazel Avenue, and a six-lane road connecting south to White Rock Road. This project is part of a concerted, regional effort to improve overall mobility and spur economic development, including job creation and affordable housing. The project accomplishes these goals by strengthening the connection between 65,000+ jobs in the City of Rancho Cordova and surrounding communities. The project has full environmental approval. • Total Project Cost: \$154 million • City Investment: \$19.3 million in local funds • Federal Funding Request: \$90 million for construction
White Rock Road Improvements, Sunrise Blvd. to City Limits	Improve White Rock Road from Sunrise Boulevard to Grant Line Road. This project will eliminate the two-lane bottleneck between the existing six-lane road at Sunrise Boulevard and Grant Line Road where Sacramento County has constructed additional lanes. White Rock Road has regional significance, as it will provide parallel relief capacity for US Highway 50. This will increase the goods movement capacity and allow for increased freight and commerce capacity both within and through the Sacramento area. Completed in coordination with a similar Sacramento County project at White Rock Road east of Grant Line Road, this project will greatly enhance the safety benefits of this regional asset. This project was identified as a priority project by the Highway 50 Mobility Partnership. • Total Project Costs: \$47.3 million for a four-lane arterial with median improvements. Project can be phased. • City Investment: \$16.8 million in local developer transportation improvement fees; \$18 million in Congestion Mitigation Air Quality (CMAQ) and Regional Surface Treatment Program (RSTP) funds • Federal Funding Request: \$12.5 million for completion from Rancho Cordova Parkway to the easterly city limits
Sunrise Boulevard - Kiefer Boulevard to State Route 16 (Jackson Highway)	This project would widen Sunrise Boulevard from two at-capacity lanes to four lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard, Laguna Creek and Folsom South Canal. This project will include raising a portion of Sunrise Boulevard above a local flood plain. When this section of Sunrise Boulevard floods, it cuts off a critical connection to the southeast county. • Total Project Cost: \$36.5 million

	• City Investment: \$9.2 million in local funds • Federal Funding Request: \$27.3 million
Douglas Road, Sunrise Blvd. to West City Boundary	This project will widen Douglas Road from two to four lanes from Sunrise Boulevard to the west city boundary. The scope includes removing the existing bridge over the Folsom South Canal and replacing it with a six-lane bridge. This will be a complete streets project and will provide better access for bicycle and pedestrian mobility. This project will also provide relief to the congestion along Sunrise Boulevard. • Total Project Cost: \$18 million • City Investment: \$2.9 million • Federal Funding Request: \$18 million
Mills Crossing Mixed-Use Transit-Oriented Development Project	The Mills Crossing project will revitalize the city's most underinvested neighborhoods with over 100,000 square feet of community-serving facilities, including a health and wellness center, black box theater, artist gallery and meeting spaces, a community event center, and retail. The project also features over 100 units of new housing and nearly three acres of plaza and accessible open spaces. Located adjacent to a Regional Transit light rail station this project will stimulate mode-switching to transit and active transportation. In addition to creating a new regional destination, this project will be the catalyst for additional transit-oriented development all along the Folsom Blvd corridor. • Total Project Cost: \$107 million • City Investment: \$9.3 million; final city investment anticipated to be \$40 million • Federal Funding Request: \$16 million
Mather Veterans Village Homeless Housing Development	This project will continue the City of Rancho Cordova's successful model of housing homeless veterans by creating an additional 60 units of permanent supportive housing adjacent to the previous three phases of the Mather Veterans Village housing project (150 existing units). The city is partnering with Sacramento County, Mercy Housing and Nation's Finest to bring an additional phase of new housing to continue ending veterans homelessness in our community. Nationwide, California has the highest number of homeless veterans. However, this number is decreasing in Sacramento County due to projects like the Mather Veterans Village, which is within walking distance to the regional VA Northern California Medical Center. • Total Project Cost: \$29 million • City Investment: \$2 million • Federal Funding Request: 60 Federal VASH Vouchers or \$4 million

2023 Legislative Advocacy Platform

The Legislative Advocacy Platform is adopted annually to authorize the city's active participation in the decision-making process for federal and state legislation and budget issues. It also guides city staff and the city's advocacy partners in pursuing federal or state funding, and/or to act upon legislative issues.

Using the Legislative Advocacy Platform as a guide, the city will take positions on specific legislation and amendments. The mayor or appointed designee will sign legislative letters based on the city's identified interests, and Council Members may be actively involved in advocacy efforts. The legislative programs of Cal Cities, the National League of Cities, and other organizations may also influence city activities when there are common interests.

Areas of support and opposition are stated broadly to provide the flexibility needed to respond in a timely manner and to serve as a guide to assist staff in identifying specific issues that are important to the city, as well as to determine interest in specific legislation. In addition, these priority areas will help Council Members, city staff and advocacy partners focus on key issues and funding areas when speaking to representatives.

In addition, the city will evaluate legislation and pursue funding to enhance the community based on specific policy areas, such as transportation and infrastructure, economic development, planning, public safety, and housing.

Generally, the city will evaluate legislation based on the following broad criteria:

- Protection of local revenues
- Protection/increase of local government discretion
- Protection/increase of funding for specific programs or services
- Support of key programmatic goals
- Prevention of unfunded mandates
- Consistency with existing city policy
- Direct impact upon the city and the region

Based on the above criteria, the following policy positions are recommended.

Brown Act/Elections Code/Political Reform Act/Public Records Act*Support:*

- Legislation on administration of the Brown Act and the Public Records Act that provides additional opportunities to recover costs.
- Legislation that seeks to protect the City's ability to obtain confidential advice from legal counsel on items such as anticipated and pending litigation and real estate acquisition.
- Legislation that explores the use of virtual meeting technology to provide additional opportunities for meeting participation.

Oppose:

- Additional mandates in this policy area without full cost recovery.

- Legislation that would invade the attorney-client privilege and upset the balance between the public's right to know the conduct of its business and a city's need for privileged conversations with legal counsel.

Economic Development*Support:*

- Legislation, strategies, and policies that: attract, retain, and expand business; support job creation, retention, expansion, extended opportunity zones, and new redevelopment plans; maximize revenue opportunities; foster place making; and enhance community amenities. Legislation that promotes the state as an economically viable and strong destination for businesses to locate.

Oppose:

- Legislation that adversely impacts the ability of communities to attract and retain jobs.
- Legislation that creates competitive disadvantages for new and existing businesses.

Environment*Support:*

- Legislation that ensures local government representation and participation on state and federal environmental regulatory bodies.
- Legislation to standardize and streamline state and federal environmental regulations.
- Legislation that provides the city with the flexibility to enact environmental standards that are stricter than state or federal standards if the city so chooses.

Oppose:

- Legislation that, under the guise of environmental protection, restricts its land use authority.
- Legislation that deletes local government representation and participation on state and federal environmental regulatory bodies.

Housing*Support:*

- Legislation that provides needed resources and flexibility to local governments to produce housing that meets all socioeconomic needs and local demands.
- Legislation that supports and facilitates affordable housing production of special needs populations (e.g., veterans, homeless, seniors)
- Measures that would provide local governments with greater flexibility in the housing element process.
- Legislation that provides or enhances needed federal and state incentives that help facilitate the production and preservation of affordable housing units including, but not limited to, housing bond funds and tax credits, ~~housing element self-certification~~ **project-based vouchers**, relief from prevailing wage requirements, and CEQA reform.

ITEM 12.2.

ATTACHMENT 2

- Adequate and fair funding for the city and equitable distribution of housing dollars in the region.

Oppose:

- Legislation that eliminates opportunities for public review, project-level environmental review and restricts design review.
- Legislation that eliminates or weakens the low-income housing tax credit, the new markets tax credit, or Community Development Block Grants.

Local Control

Support:

- Legislation that enhances local control of resources and tools that allows the City Council to make decisions that address the needs of residents and businesses within the local jurisdiction they serve, as well as the broader interest of the region.

Oppose:

- Legislation that erodes local control, whether by state or federal legislation, or ballot propositions.
- ~~• Legislation that eliminates or weakens the low-income housing tax credit or the new markets tax credit.~~

Mandates

Support:

- Legislation that encourages the use of state and federal incentives for local government action rather than mandates.
- Legislation to enhance local government's ability to comply with state and federal mandates.
- Measures to provide funding for federal and state mandates.
- Measures to streamline the process by which local governments are reimbursed by the state for the cost of unfunded mandates.
- Future legislation that repeals previously unfunded mandates.

Oppose:

- Legislation that seeks to impose additional unfunded mandates on local governments that produce inequitable burdens and financial and other hardships.
- Measures that would further delay reimbursement for unfunded mandates.

Planning

Support:

- Measures that seek to enhance the flexibility of local planning agencies to meet community needs, strengthen local land-use policies and provide community enhancement.

ITEM 12.2.

ATTACHMENT 2

- Legislation to resolve ambiguous or unworkable planning and environmental statutes so that local agencies have clear direction from the federal and state governments.
- Legislation that provides technical and financial support for streamlining Endangered Species Act and Clean Water Act permitting programs.

Oppose:

- Legislation to impose additional mandatory and arbitrary reviews by non-local agencies of local planning documents.

Public Safety

Support:

- Legislation and measures to enhance public safety by providing additional funding for local agencies in their efforts to safeguard the public, increase the quality of life, reduce or prevent crime, educate citizens, and build community partnerships.
- Legislation that provides local law enforcement with additional tools to protect the public and prevent crime.
- Measures that establish task forces, which unite multiple public safety resources in an effort to combat criminal acts, which extend beyond the jurisdictional borders.
- Legislation to assist local law enforcement in its role as “first responders” to natural and man-made disasters.

Oppose:

- Legislation that limits the public safety policy tools available to local governments to deal with local conditions.
- Measures to reduce subventions and grant programs for public safety.
- Legislation that will limit or restrict public safety professionals from the efficient performance of their duties or that limits the law enforcement tools available to local public safety professionals.
- Legislation that provides local enforcement with additional tools to protect the public from substandard housing and dangerous structures.

Revenue Protection

Support:

- Measures that give local government greater stability and independence in the state-local fiscal relationship, including full, constitutional protection of all local government revenues.
- Legislation that provides additional opportunities for local governments to be financially self-sufficient and oppose legislation that erodes the fiscal independence of local governments.
- Legislation that will enhance the state’s fiscal stability and minimize the impact to local governments of state budget deficits.

Oppose:

- Legislation that would give the state or federal government greater control over local revenue sources or in any way reduces or diminishes City authority over local revenues.

- Legislation that would result in the permanent loss of City revenues unless it is part of a broader local government revenue protection package.
- Legislation that further exacerbates the state's long-term budget imbalance and further exposes local governments to the effects of state budget deficits.

Telecommunications and Cable Franchises*Support:*

- Legislation that maintains local control over public rights-of-way; protects local revenues used for essential local services, including public safety; guarantees access to, and funding for, public, educational and government access television.
- Legislation that ensures that the public is appropriately compensated by telecommunications providers that use the public's rights-of-way.

Oppose:

- Any legislation that does not adhere to the principles above.

Transportation and Infrastructure*Support:*

- Additional funding for local transportation and other critical unmet infrastructure needs.
- Adequate and fair funding for the city and equitable distribution of transportation dollars within the SACOG region.

Oppose:

- Legislation that would reduce the ability of growing communities to address transportation and infrastructure needs with adequate funding (from diversified sources) and with as much flexibility as possible.
- Legislation that would in any way unduly restrict the city's ability to ensure that necessary public improvements are completed as part of new subdivisions.

Legislative Update

2022 Insights and 2023 Plans



Tonight's Discussion

- Presentation: **State Legislative Update**
- Presentation: **Federal Legislative Update**
- Regular Calendar: **2023 Legislative Platform and Projects for Possible Federal Funding Opportunities**
- Discussion and Feedback



MEMORANDUM



ITEM 12.3.

DATE: January 3, 2023
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 AESTHETIC CONCEPT**

RECOMMENDATION

Receive staff presentation on the proposed Aesthetic Concept for the Zinfandel Drive Bicycle and Pedestrian Overcrossing Project and provide direction.

RESULT OF RECOMMENDED ACTION

Staff will proceed with Aesthetic Concept 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. This Project will construct a bicycle and pedestrian facility along Zinfandel Drive from White Rock Road to Folsom Boulevard. This 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 the Zinfandel light rail station, housing, jobs and education. The completed work will reduce vehicle miles traveled and improve air quality.

In September 2021, staff presented Council the proposed alternatives for the project, with the Tied Arched Bicycle and Pedestrian Overcrossing being the preferred alternative. With the alternative being selected, the project team advanced the environmental and preliminary engineering phases with Caltrans and have actively pursued grant funding for the construction phase. As a result, the City was awarded a \$19,956,000 grant through the State Active Transportation Program for the construction phase.

As the project advances into the final stages of environmental and design, the team was tasked to develop an aesthetic concept that establishes connections to the City's rich history. The concept being presented is intended to create a user experience that makes references to the

City's historical timeline that spans early settlements, gold rush, agriculture, housing, aviation, nature, community development, technology and the future (Refer to Attachment).

FISCAL IMPACT AND FUNDING SOURCE

The total project cost is \$27,320,000. Project funding currently consists of \$438,000 in Traffic Mitigation Impact Fees, \$3,377,000 in Federal Highway Improvement Program Grants and \$19,956,000 in State Active Transportation Program Funds.

This project is included in the City's current approved Capital Improvement Plan and in the 2022/2023 budget and is being updated as part of the upcoming 2023 budget approval process. There is no impact to the City's General Fund.

ATTACHMENT(S)

1. Presentation

Zinfandel Drive Bicycle and Pedestrian Overcrossing

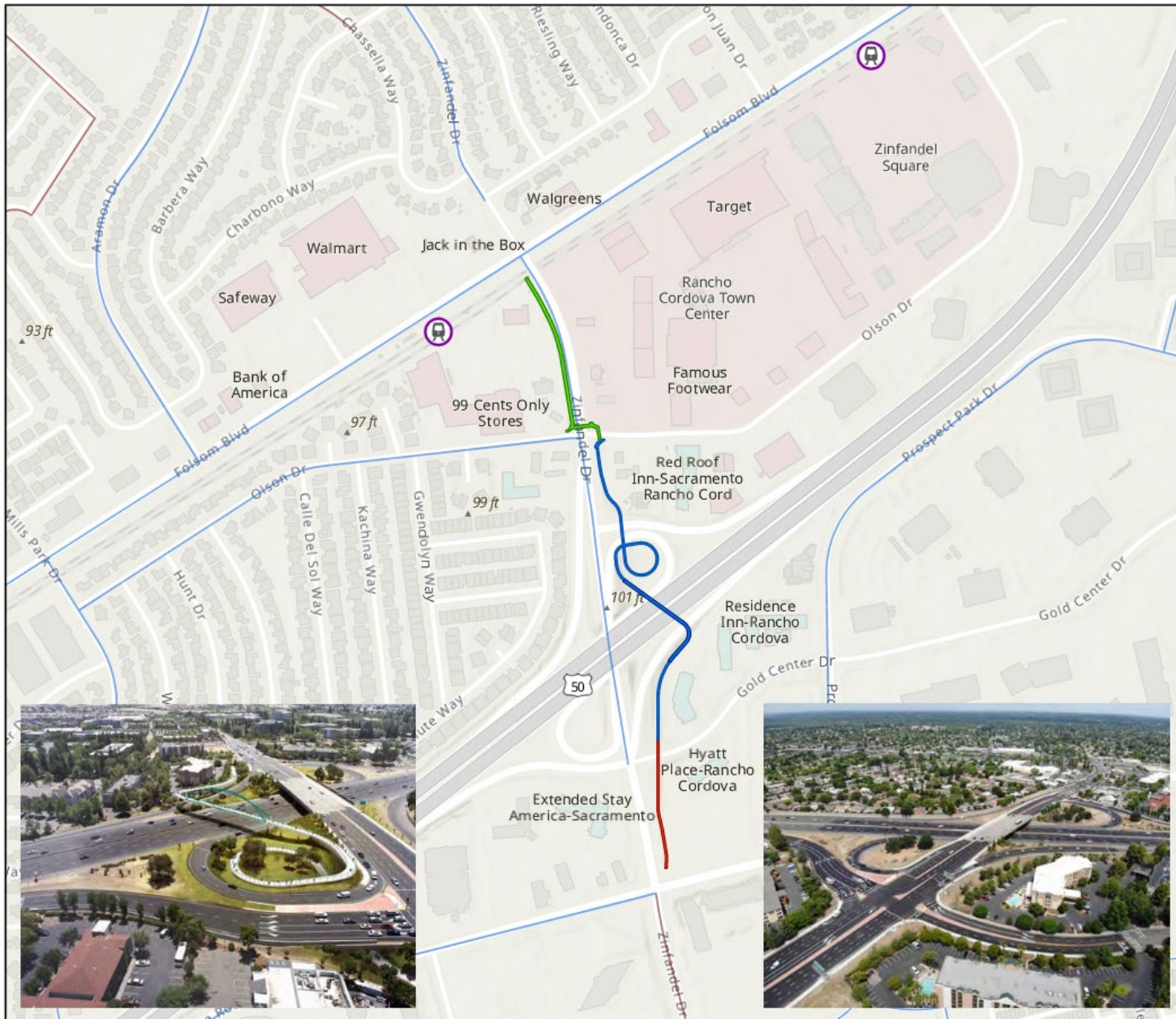
January 3, 2023

- 
- **Update Council on:**
 - **Project Goals**
 - **Project Status**
 - **Placemaking Opportunities**
 - **Next Steps**
 - **Receive Council Input and Direction**

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

ATTACHMENT 1



Project Goals:

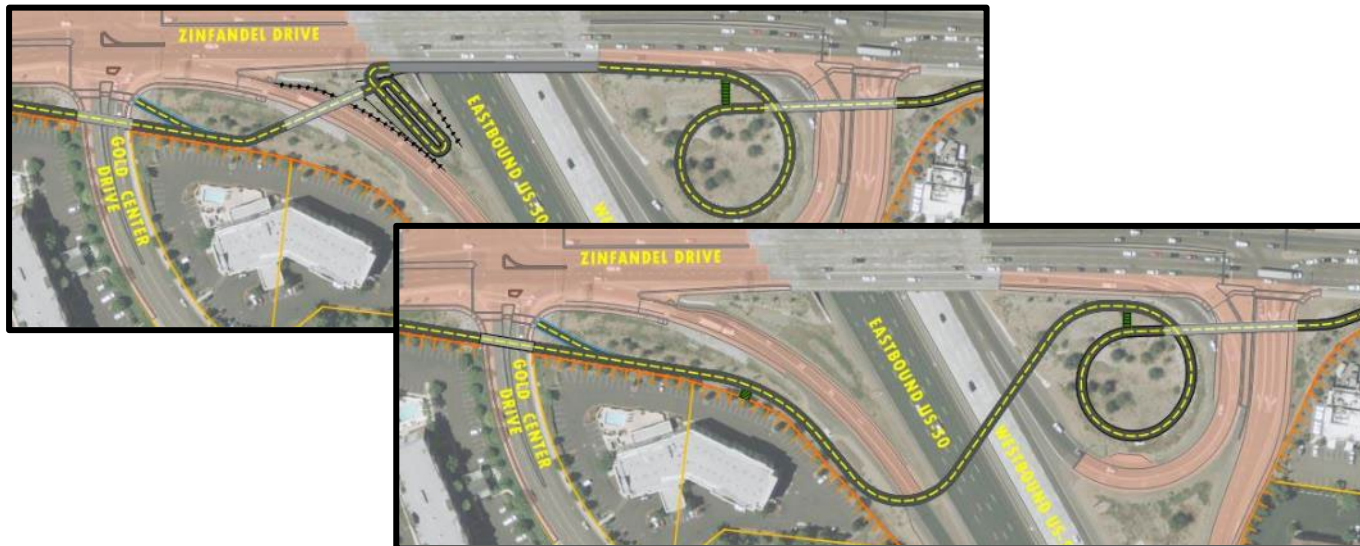
- Improves multimodal access along Zinfandel Drive
- Improves connectivity to existing SacRT Light Rail Stations along Folsom Blvd.
- Increase safety by reducing conflict zones at Highway 50 ramps.
- Increase safety at Olson Drive
- Supports Economic Development in the City's Employment Centers
 - Connects 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

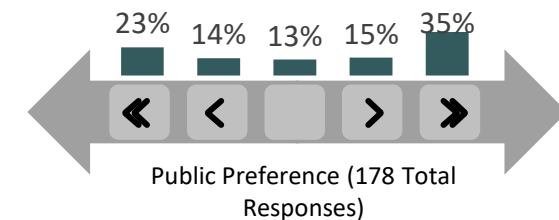
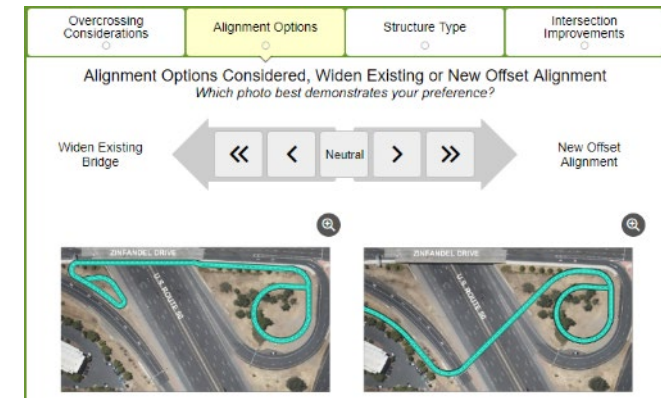
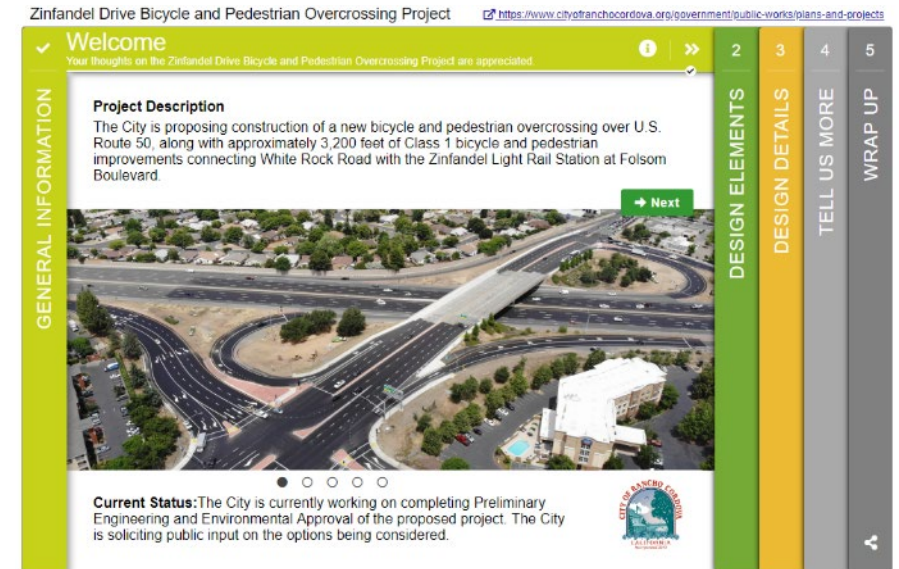
Project Status

- **Project Approval / Environmental Document**
 - Online Public Outreach / Council Presentation (2021)
 - Environmental Technical Studies / Draft Project Report
- **Funding**
 - Regional ATP Grant Application Award (\$19,956,000)
- **Aesthetics**
 - City Leadership Presentation / Guidance on Vision
 - Meeting with Local Historian / Confirmation of Historical Details

Alignment Alternatives



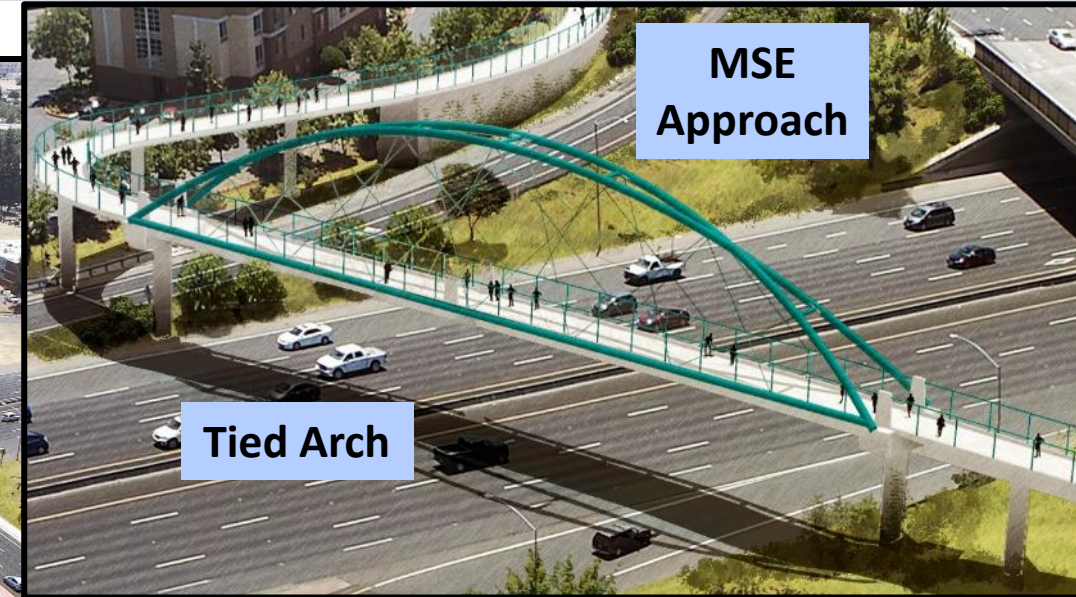
Online Public Outreach



Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

ATTACHMENT 1



Placemaking Opportunities

- Significant Visibility
- Exposure to Local and Regional Users
- Signature Structure
- Improved User Experience at UC
- Opportunities Beyond the Structure

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

ATTACHMENT 1



Nisenan settled the land south of the American River. Constructed weirs to trap fish. Now referred to as the Northern Sierra Miwok. Gathered acorns and other kinds of seeds and ground them into meal in the mortar holes – or chaw'se.

The community of Mills in reference to the mills John Sutter had built along the American River. A grist mill race, would turn a water wheel to power mill to grind wheat or other grains.

The vineyards were founded by Roland Federspiel's family in the late 1800s, wine from that vineyard was even served to Teddy Roosevelt in the White House. The Cordova name itself is a reference to the Cordoba Region of Spain.

1960s, Ranch Rio de los Americanos was subdivided for servicemen at nearby Mather Field. Rancho Cordova homes were under construction to house people from Mather Field and Aerojet Divisions such as Lincoln Village in Rancho Cordova promised "Symphony of Homes" for military veterans.



In November, Rancho Cordova cityhood was on the ballot and passed. Twenty years of hard work resulted in 78% of voters approving cityhood, an almost unprecedented number in California. Rancho Cordova officially became an independent city on July 1, 2003 with hundreds of people attending a grand celebration at Mills Station.



American River Parkway 32-mile parkway that runs along the American River. supports the preservation and enjoyment of the American River Parkway by fostering environmental education, stewardship and volunteer opportunities.

Sacramento Family Air Show - California Capital Airshow
Mather Heritage Trail

Soil Born Farms: an urban agriculture and education project that empowers youth and adults to discover and participate in a local food system that encourages healthy living, nurtures the environment and grows a sustainable community.

2019 All-America City Finalist

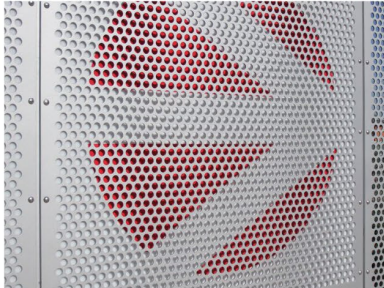
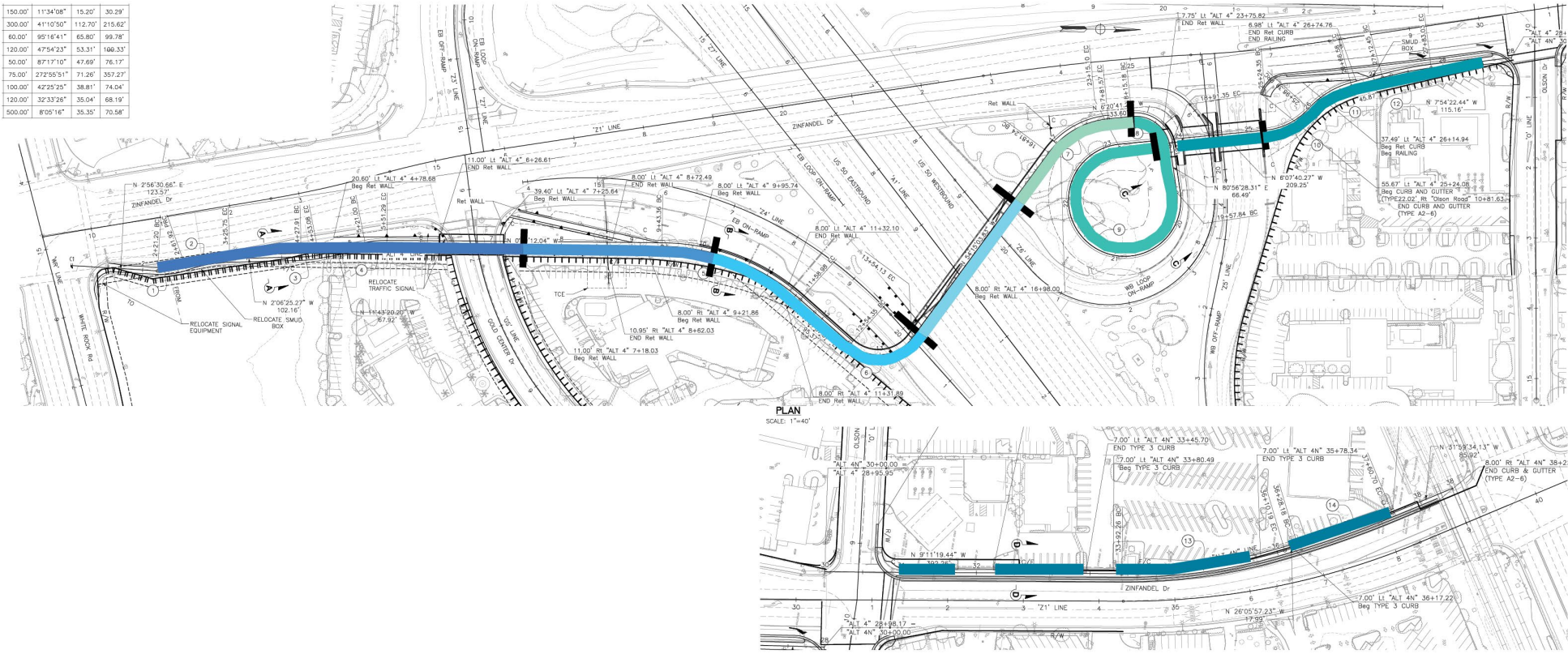
Significant city growth for community, nature and the economy (Ceratizit, Soldigm, VSP)

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

ATTACHMENT 1

- Technology
- Health
- Community
- Housing
- Air Force
- Agriculture
- Mills
- River

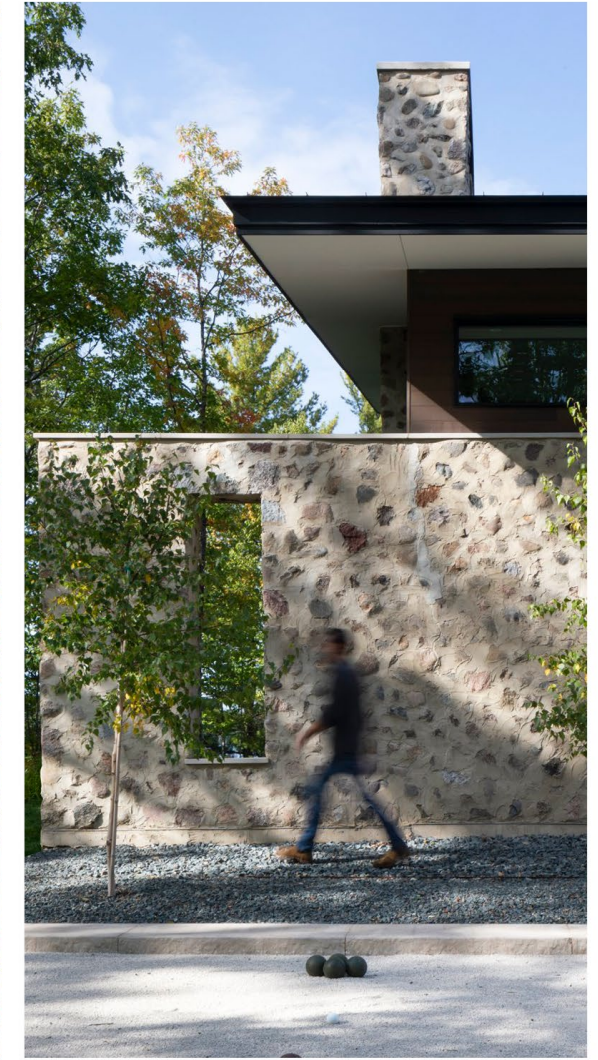
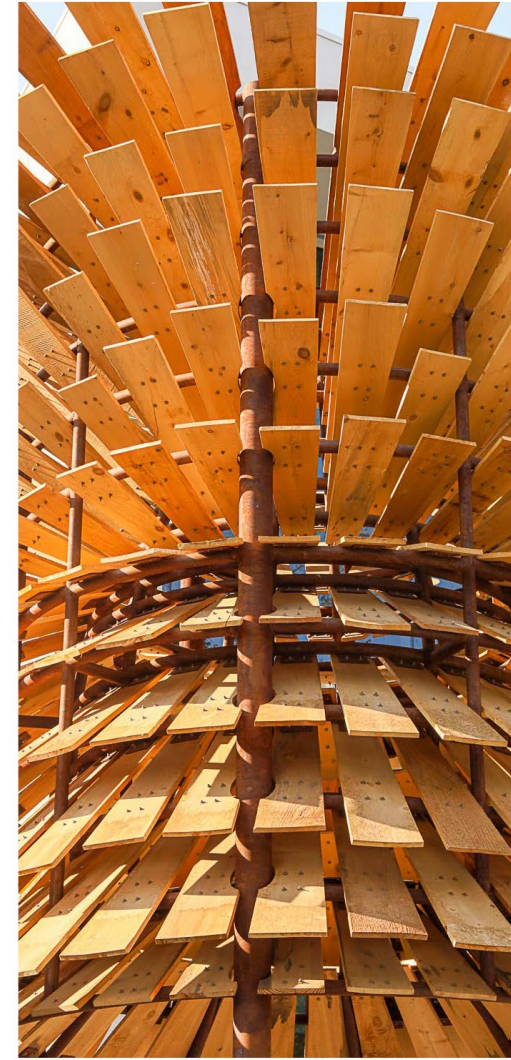
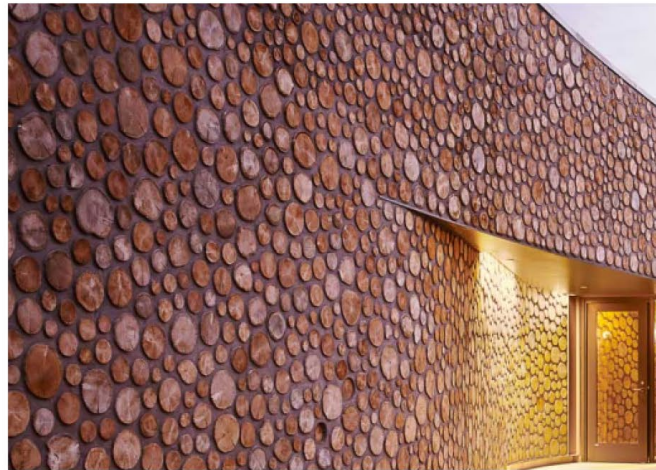


Linear Timeline

Zinfandel Drive Bicycle and Pedestrian Overcrossing

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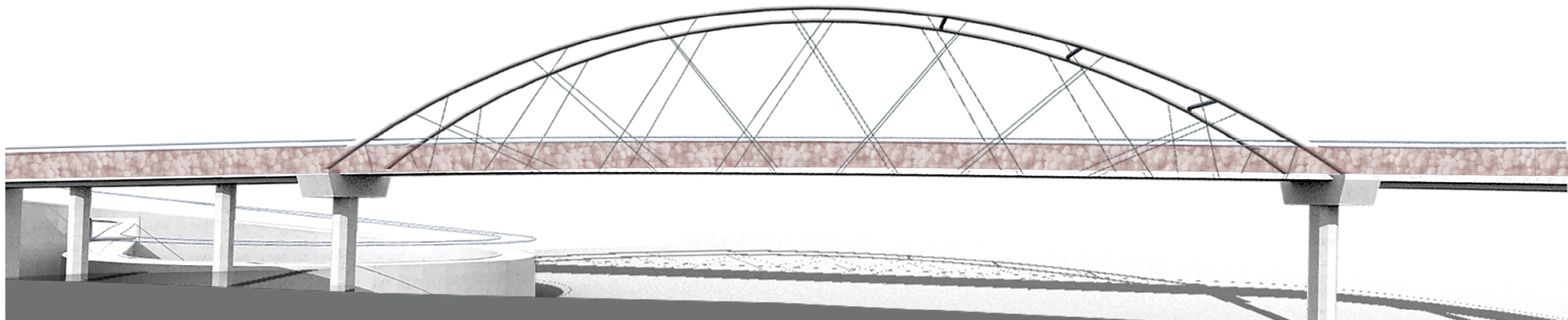
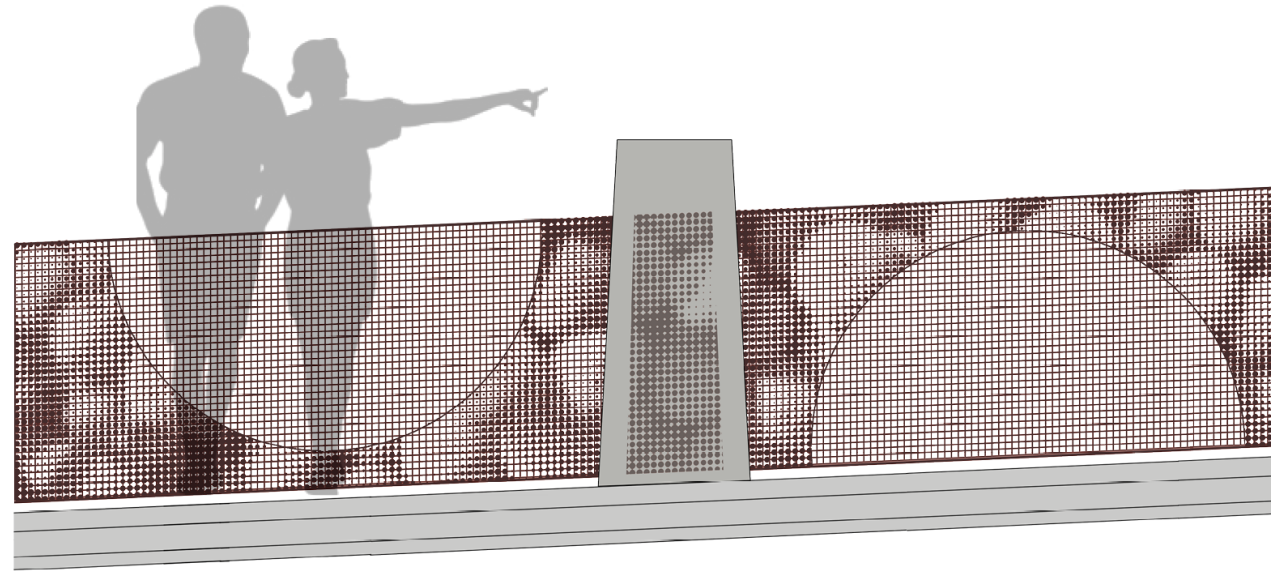


Linear Timeline, Timeless Materials: Stone, Weathered Steel, Wood

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

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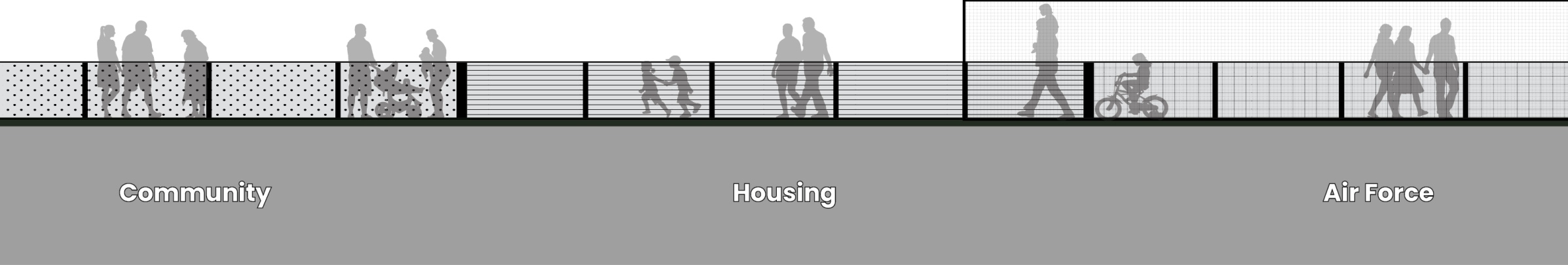


Linear Timeline Relative Scale

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

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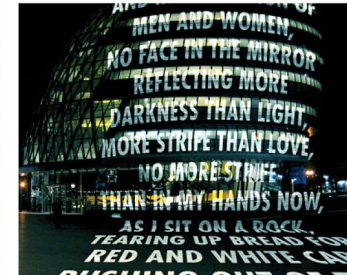
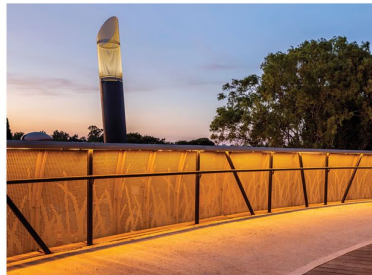
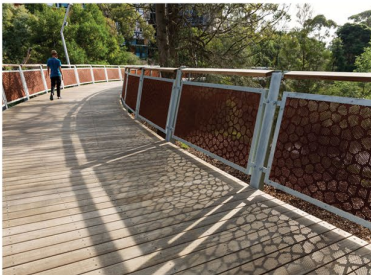
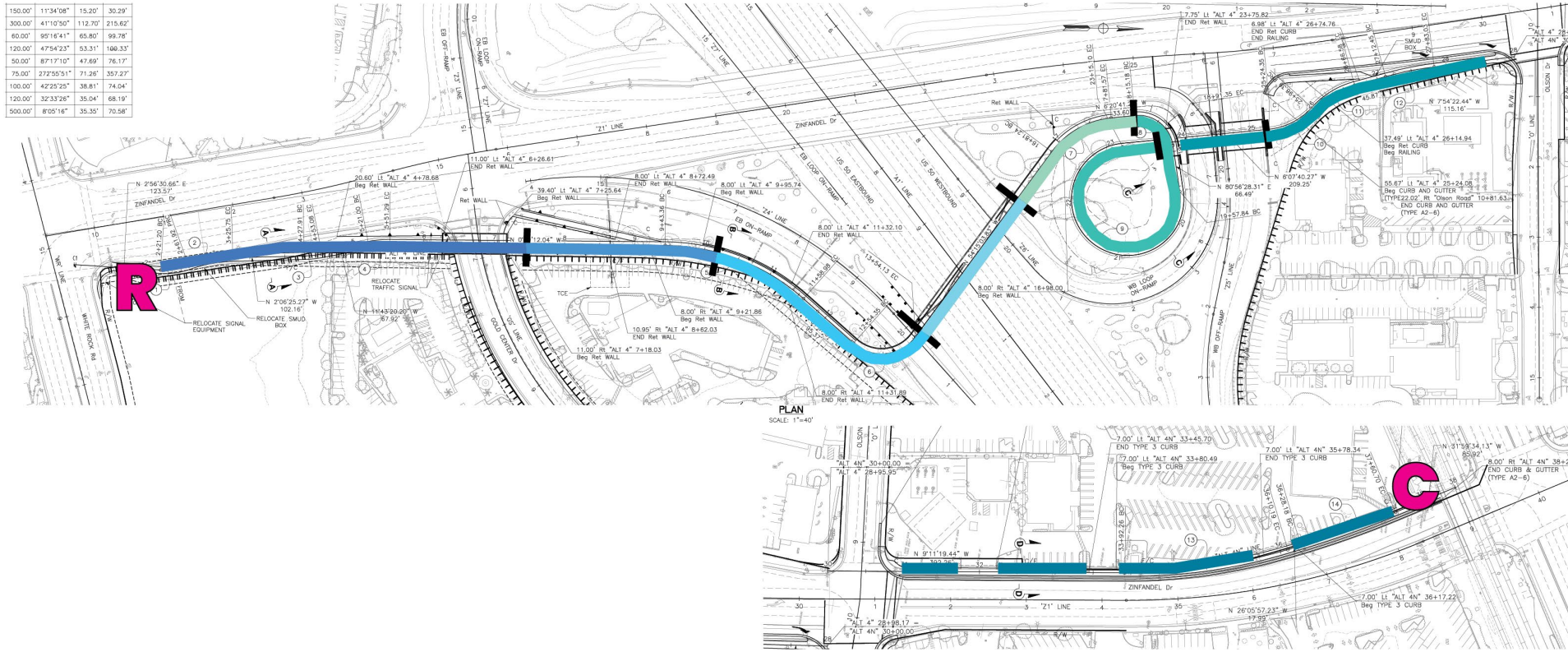


Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

ATTACHMENT 1

- Technology
- Health
- Community
- Housing
- Air Force
- Agriculture
- Mills
- River



Linear Timeline Panels – Artist Monument Bookend Alternate

Zinfandel Drive Bicycle and Pedestrian Overcrossing

ITEM 12.3.

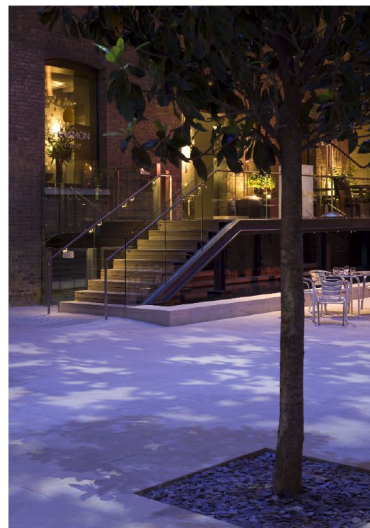
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Zinfandel Drive Bicycle and Pedestrian Overcrossing

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Zinfandel Drive Bicycle and Pedestrian Overcrossing

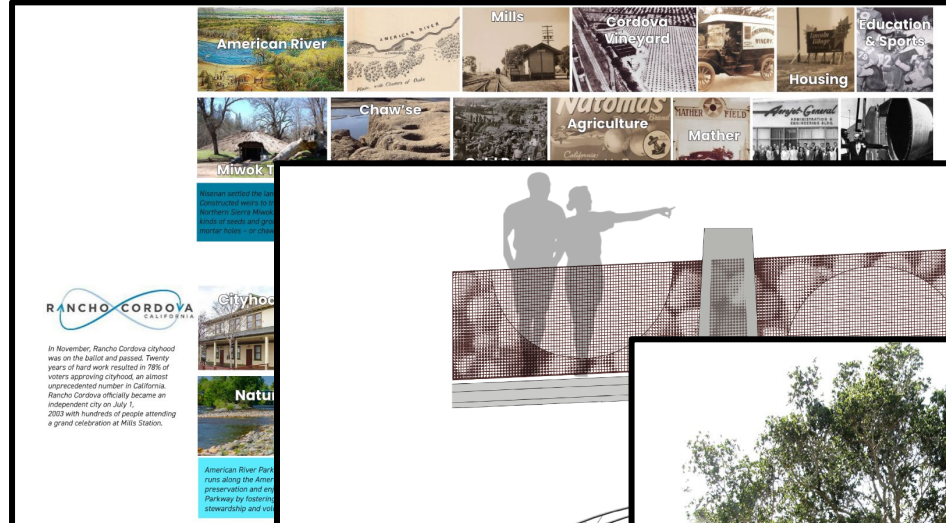
ITEM 12.3.

ATTACHMENT 1



Next Steps

- Circulate CEQA Document, Caltrans Coordination (Agreements, Encroachment Permit, Design Oversight), Complete Design, Initiate Right of Way Acquisitions, Construction - 2024
- Receive Council Input and Direction
- Incorporate Aesthetic Details



Council Feedback

MEMORANDUM



ITEM 12.4.

DATE: January 3, 2023
TO: Honorable Mayor and Council Members
FROM: Stacy Leitner, City Clerk
SUBJECT: **DISCUSSION AND APPROVAL OF COUNCIL MEMBER
APPOINTMENTS TO REGIONAL BOARDS, COMMISSIONS, AND
COMMITTEES**

RECOMMENDATION

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

RESULT OF RECOMMENDED ACTION

The City Council will continue to serve in leadership roles throughout the region. The City Clerk will notify each agency board, commission, or committees of any changes or reappointments and will help ensure that any necessary Fair Political Practices Commission (FPPC) filings are completed.

BACKGROUND

Each year Council Members discuss and determine appointments to serve on various advisory boards in the community to ensure that the City has representation within the region. By discussing and confirming their appointments annually, the members of the Council are committing their time to serve in these important leadership roles.

At the June 20, 2022 City Council meeting, the City Council did approve a motion that would take effect after the certification of the election for the following board appointments:

Capital SouthEast Connector Joint Powers Authority - Voting Member: Council Member
Gatewood, Alternate Member: Council Member Pulipati
Sacramento Metro Cable Television Commission - Voting Member: Council Member
Pulipati, Alternate Member: Council Member Gatewood

FISCAL IMPACT AND FUNDING SOURCE

There is no Fiscal Impact.

ATTACHMENT(S)

1. City Council Boards Commissions and Ad-hoc Committee Proposed Appointments 2023

City Council Appointments

Name	Meeting Schedule	2022	2023
Sacramento Area Council of Governments (SACOG)/Capitol Valley Regional SAFE • Airport Land Use Commission	3rd Thursday of the month from 9:30 – 11:30 a.m.	Sander Alt: Terry	
Sacramento Regional Transit District	2nd and 4th Monday of the month at 5:30 p.m.	Budge Alt: Sander	
Sacramento Transportation Authority	2nd Thursday of the month at 1:30 p.m.	Terry Alt: Pulipati	
Capital SouthEast Connector Joint Powers Authority	Last Friday of the month from 8:30–10:30 a.m.	Sander Alt: Gatewood	Gatewood Pulipati
Sacramento Placerville Transportation Corridor Joint Powers	Quarterly at 9:30 a.m.	Sander Alt: Budge	
Sacramento Metropolitan Air Quality Management District	4th Thursday of the month at 9:00 a.m.	Terry Alt: Pulipati	

City Council Appointments - Continued

Name	Meeting Schedule	2022	2023
Sacramento Area Sewer District	2nd and 4th Wednesday of the month at 9:30 a.m.	Sander Alt: Gatewood	
Regional San - Sacramento County Sanitation Districts Financing Authority - Sacramento Regional County Sanitation District	2nd and 4th Wednesday of the month at 9:30 a.m.	Sander Alt: Gatewood	
Sacramento Metro Cable Television Commission	March, June, September, and December 1st Thursday at 2:30 p.m.	Gatewood Alt: Pulipati	Pulipati Gatewood
Sacramento-Yolo Mosquito and Vector Control District	3rd Tuesday of the month at 10:00 a.m.	McGarvey Alt: Sander	
South Sacramento Habitat Conservation Plan Advisory Board	Last Monday of every other month at 11:30 a.m.	Budge, Gatewood Alt: Terry, Pulipati	

City Council Appointments - Continued

Name	Meeting Schedule	2022	2023
Greater Sacramento Economic Council	Monthly	Appointee: Abhar Designee: Sander	
Sacramento Local Agency Formation Commission	1st Wednesday of the month at 5:30 p.m.	Budge	
Sacramento Public Library Authority Governing Board	4th Thursday of the month at 3:00 p.m.	Gatewood Alt: Budge	
Lower American River Conservancy Program Advisory Committee	As Needed	Terry Alt: Gatewood	
NLC Postsecondary Education Team	Monthly	Terry, Sander, Abhar	
Folsom Lake College Philanthropy Council	Monthly	Pulipati, Abhar	
City Selection Committee of Sacramento County	As Needed	Mayor	
Sacramento County Criminal Justice Cabinet	Meetings Quarterly January/April/July/October	Appointee: Mayor Designee: Chief of Police	

City Council Appointments - Continued

Name	Meeting Schedule	2022	2023
Sacramento Homeless Policy Council	Active	Terry	

City Council Ad-hoc Committee Appointments

Name	2022	2023
Sacramento County (M/VM)	Terry, Budge	Budge, Sander
Elk Grove Unified School District	Pulipati, Terry	
Folsom Unified School District	Sander, Terry	
Sacramento City Unified School District	Terry, Gatewood	
Golden State Water	Gatewood, Budge	
Sac Metro Fire	Gatewood, Budge	
SMUD	Gatewood, Terry	
City of Rancho Cordova Asset Naming Committee	Budge, Sander	
City of Rancho Cordova Investment Committee	Gatewood, Sander	
Mobile Home Committee	Terry, Gatewood	
Gateway Signage Committee	Sander, Budge	
Nonprofit COVID-10 Recovery and Support	Gatewood, Pulipati	
Growing Strong Neighborhoods	Sander, Terry	