Air Quality Mitigation Plan

SunCreek Specific Plan Project

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Acronyms

AQMP	Air Quality Mitigation Plan
Bikeway Master Plan	2010 Sacramento City/County Bikeway Master Plan
BRT	Bus Rapid Transit
City General Plan	City of Rancho Cordova General Plan
C	commercial projects
du/acre	dwelling units per acre
FAR	Floor Area Ratio
LRT	light rail transit
M	mixed-use projects
MTP	Metropolitan Transportation Plan
NEVs	neighborhood electric vehicles
NTMP	Neighborhood Traffic Management Program
paseos	small pedestrian ways
R	residential projects
SMAQMD	Sacramento Metropolitan Air Quality Management District
SPA	Specific Plan Area
Specific Plan	SunCreek Specific Plan
SRI	Solar Reflectance Index
TMA	Transportation Management Association
Transit Master Plan	City of Rancho Cordova Transit Master Plan
U.S. 50	U.S. Highway 50

1 INTRODUCTION

This document presents the Air Quality Mitigation Plan (AQMP) for the proposed SunCreek Specific Plan (Specific Plan). The Specific Plan provides guidelines for development of approximately 1,253 acres in eastern Sacramento County, south of U.S. Highway 50 (U.S. 50) within the southeastern portion of the City of Rancho Cordova (City). The Specific Plan Area (SPA) is located south of Douglas Road, north of Jackson Highway (i.e., State Route 16), west of Grant Line Road, and east of Sunrise Boulevard. The Specific Plan would accommodate a mix of residential, commercial, and public uses, including a large central community park and a combined high school and middle school campus. The entire planned community is organized around a network of interconnected, large open spaces linked by a pedestrian and bike trail system. The pedestrian and bike trail system and the significant community destinations, including village retail centers, and neighborhood schools and parks, as well as the community park and high school/middle school complex are configured to enable residents to walk or bike rather than drive for many daily trips. The land plan and the extensive pedestrian/bike network work together to significantly reduce air quality impacts related to vehicle traffic. The Specific Plan proposes approximately 4,697 residential units and neighborhood-serving retail areas. The Specific Plan includes a range of residential densities, with the intent to provide additional housing to balance the high employment concentrations in and around the City.

The City of Rancho Cordova General Plan (Action AQ.1.2.3) requires that this development project must incorporate design, construction, and/or operational features that would result in a 15 percent reduction in emissions and conditions that create Ozone (i.e., nitrogen oxide and reactive organic gases operational emissions) when compared to an "unmitigated baseline" project.

SMAQMD's *Recommended Guidance for Land Use Emission Reductions, Version 2.5* (SMAQMD January 12, 2010) provides guidance to local land use agencies for implementing the indirect source review program. SMAQMD has prepared a list of measures and corresponding reduction credits that can be applied to meet the targeted 15 percent reduction in emissions. Each emission reduction measure is assigned a point value, which is approximately equivalent to the percentage of emission reductions from an unmitigated baseline-case project, assuming full trip generation per the current Institute of Traffic Engineers' *Trip Generation Handbook* (2001). The emission reduction measures are organized into the following categories:

- Bicycle, Pedestrian, and Transit Measures
- Parking Measures
- Site Design Measures
- Mixed Use Measures
- Building Component Measures

Table 1 shows the SMAQMD measure number, title, applicable land use type (i.e., residential, commercial, or mixed use), a description of the measure, and indicates the total possible points that could be achieved, the scaling factor used for this project, and the total points for this project for each measure.

The total mitigation reduction is 19.69 percent.

Table 1 Summary of Proposed SunCreek Air Quality Mitigation Measures						
Measure Number	Title	Use[1]	Description of SMAQMD Measure	Mitigation Points		
				Possible	Scale	Achieved
Qualified Measures						
1	Bicycle Parking	C, M	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.	0.625	0.0	0.0
2	End of Trip Facilities	C, M	Non-residential projects provide "end-of-trip" facilities including showers, lockers, and changing space.	0.625	0.14	0.0887
3	Bicycle Parking at Multi-Unit Residential	R	Long-term bicycle parking is provided at apartment complexes or condominiums without garages.	0.625	0.09	0.056
5	Pedestrian Network	R, C, M	The project provides a pedestrian access network to internally link all uses and connect to all existing or planned external streets and pedestrian facilities contiguous with the project site.	1.0	0.5	0.5
6	Pedestrian Barriers Minimized	R, C, M	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers (such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation) are eliminated.	1.0	1.0	1.0
8	Bus Shelter for Planned Transit Service	R, C, M	The project provides transit stops with safe and convenient bicycle/pedestrian access. The project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.	0.25	1.0	0.25
9	Traffic Calming	R, C, M	The project design includes bicycle/pedestrian safety and traffic-calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage bike trips and pedestrians by featuring traffic calming measures.	1.0	1.0	1.0
13	Pedestrian Pathway through Parking	R, C, M	The project provides a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	0.5	.63	.32
15	Office/Mixed-Use Density	C, M	The project provides a high-density office or mixed-use area proximate to transit.	0.25	0.472	0.118
17	Orientation Toward Planned Transit, Bicycle, or Pedestrian Corridor	R, C, M	The project is oriented towards a planned transit, bicycle, or pedestrian corridor. The setback distance is minimized.	0.25	1.0	0.25

Table 1
Summary of Proposed SunCreek Air Quality Mitigation Measures

Measure Number	Title	Use[1]	Description of SMAQMD Measure	Mitigation Points		
				Possible	Scale	Achieved
18	Residential Density	R	The project provides high-density residential development.	10.5	See Table 11	2.68
20	Neighborhood Electric Vehicle Access	R, C, M	The project makes physical development consistent with requirements for neighborhood electric vehicles (NEVs).	1.0	1.0	1.0
23	Suburban Mixed-Use	R, C, M	The project has at least three of the following features on-site and/or off-site within one-quarter mile: Residential Development, Retail Development, Park, Open Space, or Office.	3.0	1.0	3.0
25	No Fireplace	R	The project does not feature fireplaces or wood burning stoves.	1.0	0.43	0.43
33	Transportation Management Association Membership	R, C, M	The project includes permanent Transportation Management Association (TMA) membership and meets funding requirement. Funding is provided by Community Facilities District, County Service Area, or other non-revocable funding mechanism.	5.0	1.0	5.0
99A	Enhanced Pedestrian Network	R, C, M	The project provides additional pedestrian access networks beyond those specified in Measure 5.	2.0	1.0	2.0
99B	Transit Corridor Fees	R, C, M	The City of Rancho Cordova requires payment of a transit fee.	2.0	1.0	2.0
Total Points						**19.6927**

Note: [1] Measures are applicable to residential (R), commercial (C) and mixed-use (M) projects, as identified by the SMAQMD criteria.
Source: SMAQMD 2010; data compiled by AECOM in 2011(amended by Wade Associates, 2011)

2 PROJECT DESCRIPTION

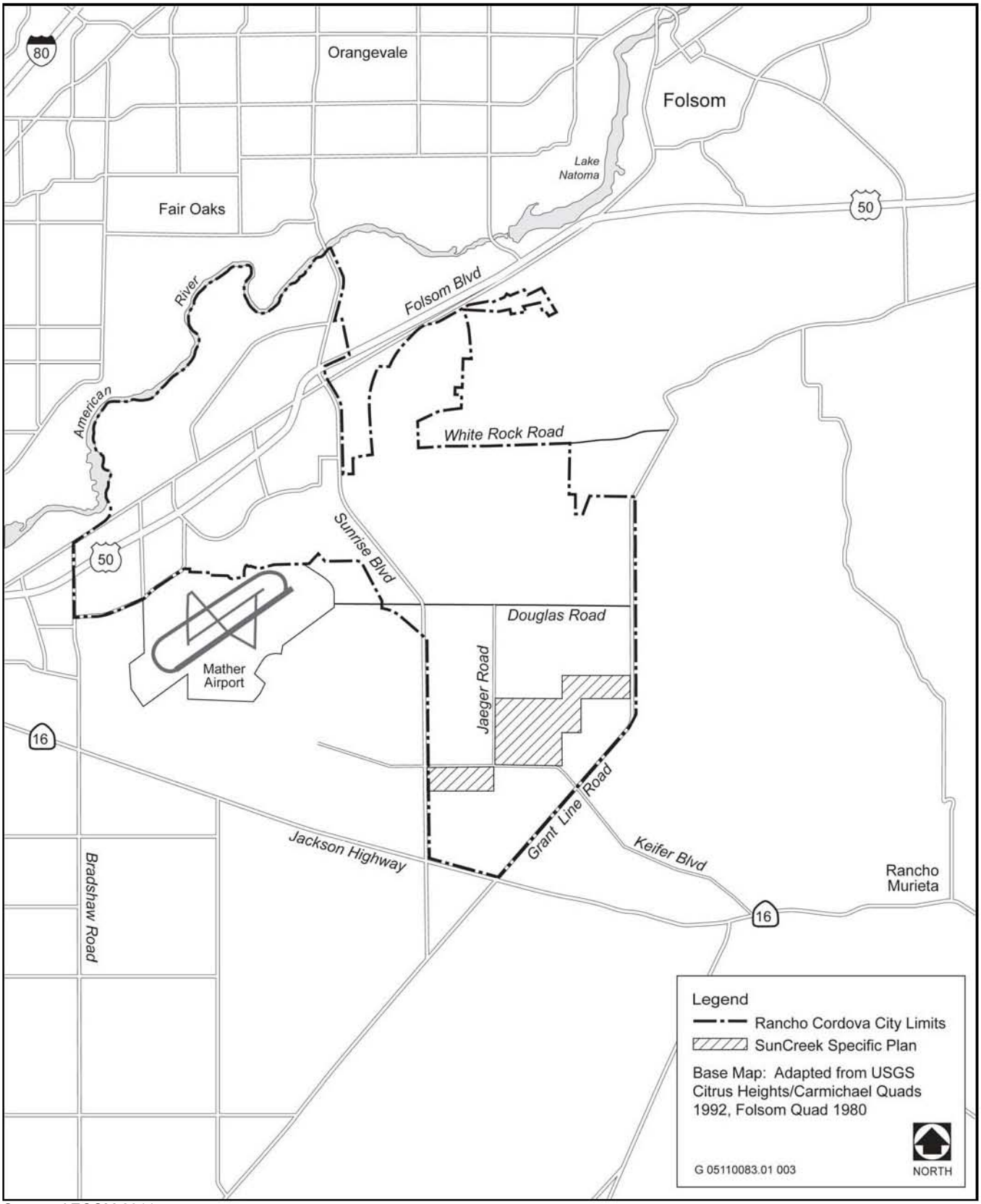
The Specific Plan provides guidelines, standards, policies and a land use map for development of approximately 1,253 acres located in the southern area of the City. The Specific Plan is predominantly a mixed-density residential development supported by neighborhood parks and schools, a 60 acre employment and regional retail center, a major public complex comprised of a large community park, and a combined high school and middle school campus encompassing a network of interconnected, large open spaces, linked by a pedestrian and bike trail system. Exhibit 1 shows the location of the SPA within the City.

The land use objectives in the Specific Plan address issues identified in the City of Rancho Cordova General Plan (City General Plan) (City of Rancho Cordova 2006a) that relate to reducing overall travel demand and associated air pollutant emissions, including:

- provision of a diverse supply of housing types and densities to ensure housing for the City's workforce;
- integration of residential and supporting land uses in a compact urban environment to improve livability and to reduce urban sprawl;
- establishment of more livable and sustainable neighborhoods where residents can walk to commercial services and recreational amenities;
- creation of convenient retail shopping and commercial service opportunities so that residents are able to meet their shopping needs locally; and
- preservation of natural resources and integration of open space into urban development.

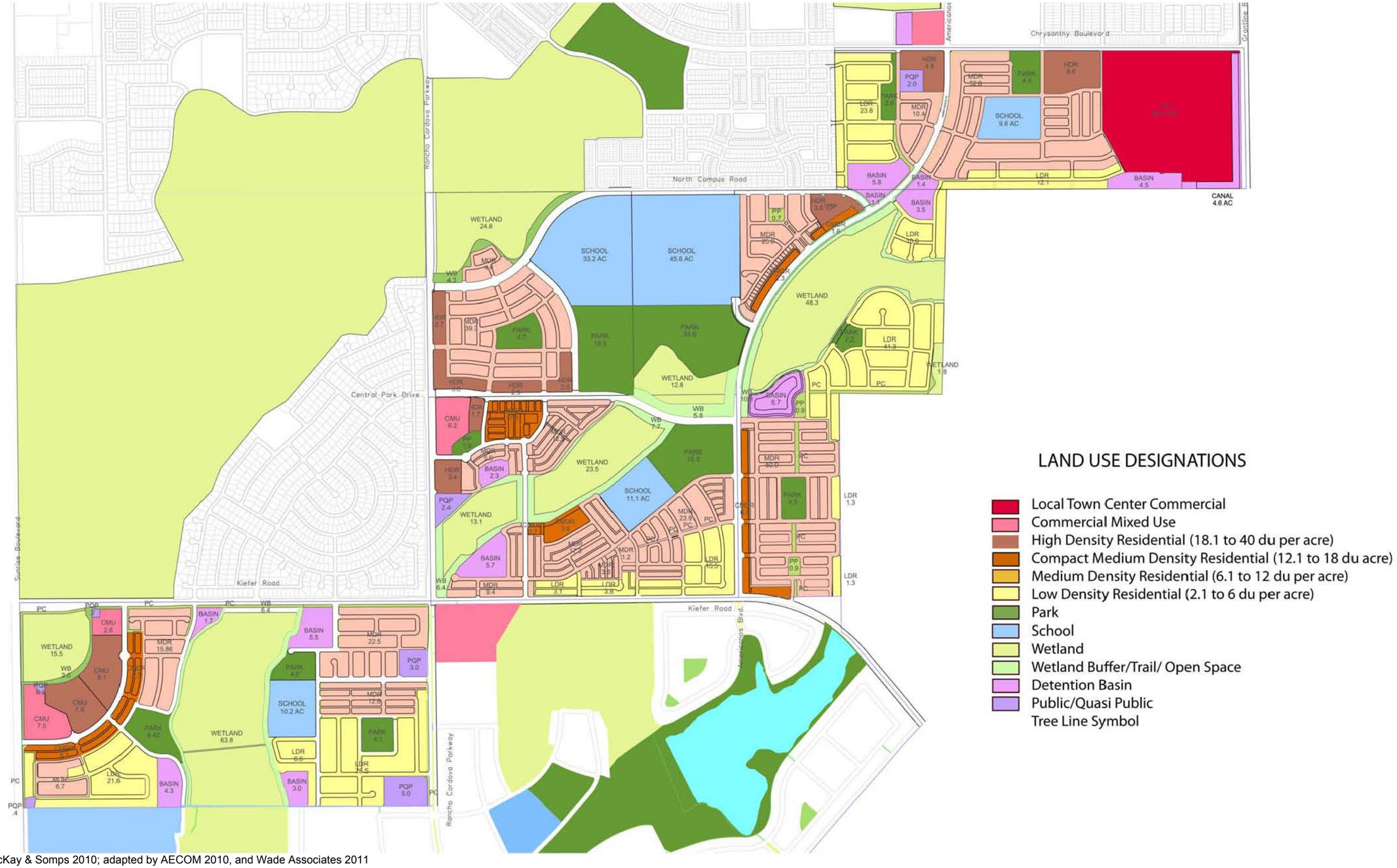
The Specific Plan includes a community vision that describes the key features intended to establish the theme and tone for the built community. The vision is built on Smart Growth Principles and the "Building Blocks" concepts discussed in the City General Plan, as well as on the concepts developed in the SunCreek charette (see Specific Plan Section 2.2.3). The proposed Specific Plan land uses are shown in Exhibit 2.

The Specific Plan would accommodate approximately 4,697 residential units on 1,265 acres. The land use designations in the Specific Plan include a range of residential categories, parks and open space, natural preserves, public and quasi-public uses, and mixed-use retail, service, and office categories. The Specific Plan would provide diverse housing opportunities, along with supporting commercial uses. Table 2 summarizes the acreages, percentage of total acreage, dwelling unit totals, and average density per acre that would result at full buildout of the Specific Plan.



Source: AECOM 2011

Regional Location Map **Exhibit 1**



LAND USE DESIGNATIONS

- Local Town Center Commercial
- Commercial Mixed Use
- High Density Residential (18.1 to 40 du per acre)
- Compact Medium Density Residential (12.1 to 18 du acre)
- Medium Density Residential (6.1 to 12 du per acre)
- Low Density Residential (2.1 to 6 du per acre)
- Park
- School
- Wetland
- Wetland Buffer/Trail/ Open Space
- Detention Basin
- Public/Quasi Public
- Tree Line Symbol

Source: MacKay & Somps 2010; adapted by AECOM 2010, and Wade Associates 2011

SunCreek Specific Plan Land Use Plan **Exhibit 2**

Table 2
SunCreek Specific Plan Land Use Summary

Land Use	Totals		Allocation Percentage		
	Area (Acres)	Dwelling Units	Percent of Residential Type	Percent of Total Area	Average Density per Acre
Low Density (2.1 to 6 du/ac)	169.4	900	19.2	13.4	5.31
Medium Density Residential (6.1 to 12 du/ac)	322.7	2,517	53.6	25.5	7.80
Compact Density Residential (12.1 to 18 du/ac)	20.1	286	6.1	1.6	14.2
High Density Residential (18.1 to 40 du/ac)	34.6	735	15.6	2.7	21.2
Commercial Mixed Use	31.9	259	5.5	2.5	—
Local Town Center Commercial and Employment Center	59.4	0	—	4.7	—
Public/Quasi-Public	13.0	0	—	1.0	—
Neighborhood Green	4.3	0	—	0.3	—
Park	87.13	0	—	6.9	—
Parkway, Small Pedestrian Ways (Paseos), and Trails	9.1	0	—	0.7	—
Preserve Buffer	45.2	0	—	3.6	—
Detention Basin	46.9	0	—	3.7	—
Stormwater Canal	5.0	0	—	0.4	—
Wetland Preserve	203.7	0	—	16.1	—
School	110.9	0	—	8.7	—
Minor Roads	23.1	0	—	1.8	—
Major Roads	79.0	0	—	6.3	—
Total	**1,265.5**	**4,697**	**100.0**	**100.0**	

Note: du/ac = dwelling units/acre
Source: Wade Associates 2010; adapted by AECOM in 2011

Table 3 presents vehicle trip generation and rates for various land uses within the SPA. Development of the Specific Plan would generate approximately 94,000 vehicle trips per day. The Local Town Center is anticipated to generate the most vehicle trips of any single land use (approximately 28 percent of the total Specific Plan vehicle trips). Medium density residential units would contribute an estimated 23,559 trips per day, representing approximately 25 percent of the total Specific Plan vehicle trips.

SMAQMD guidance specifies that measures limited in application to one land use type should only be counted as mitigating the emissions associated with trip generation for that specific land use type (e.g., bicycle parking at multi-unit residential would only reduce trips from certain residential land uses). For mixed-use plans or projects, such as the Specific Plan, SMAQMD recommends that the effectiveness of mitigation measures should be scaled based on one of the following methodologies:

(1) trip generation;

(2) specific use by square footage; or

(3) specific use by percentage of net lot area.

Table 3 Trip Generation and Rates for the SunCreek Specific Plan				
Land Use	**Acreage**	**Amount**	**Trip Generation By Land Use**	**Percent of Total**
Low Density Residential	169.4	900 DUs	8,424	8.9
Medium Density Residential	322.6	2,517 DUs	23,559	25.1
Compact Density Residential	20.0	286 DUs	1,625	1.8
High Density Residential	34.6	994 DUs	6,465	6.8
Commercial Mixed Use	31.9	458 ksf	17,859	19.0
Public/Quasi-Public	13.0	39 employees	2,007	2.1
Elementary School	110.9	1,500 students	1,892	2.0
Middle School		1,200 students	1,901	2.0
High School		2,200 students	3,679	3.9
Local Town Center	59.4	854 ksf	26,776	28.4
Total			**94,187**	**100.00**
Notes: DUs = dwelling units; ksf = thousand square feet Source: Fehr & Peers 2010				

As shown in Table 2, the Specific Plan contains a large percentage of land area that is not anticipated to generate or attract substantial vehicle trips. For example, preserve buffers, detention basins, and the wetland preserve constitute a combined 23 percent of the total SPA acreage. Therefore, scaling by net area would underestimate the reductions associated with the emission reduction measures.

This AQMP uses methodology based on the trip generation percentage for each land use type. The total point value of the measure is scaled by a factor of X, where X is equal to the percentage of trip generation associated with the specific land use type of the total Specific Plan trip generation. For example, if a project has a commercial use component that is anticipated to generate 40 percent of the total trips associated with the entire project, a measure that only applies to the commercial portion of the project must be scaled down to 40 percent (SMAQMD 2010). Table 4 lists the combined trip generation estimates and percentages for residential, mixed use, commercial, and public/quasi- public land uses. These estimates were developed based on the data presented in Table 3.

Table 4 SunCreek Percentage of Trip Generation by Land Use Type		
Land Use	**Trip Generation By Land Use**	**Percent of Total**
Residential	40,072	43
Mixed Use	17,859	19
Commercial	26,776	28
Public/Quasi-Public	9,418	10
Total	**94,187**	**100**
Source: Fehr & Peers 2010; data compiled by AECOM in 2011		

In some instances, detailed estimates of trip generation are not available for the scaling methodology. Those instances are noted in the methodology and appropriate land use estimates in acreage (i.e., square footage or net lot area) are provided.

2.1 TRANSIT SERVICE

The City of Rancho Cordova General Plan establishes transit as a key component of the City's Circulation Plan. Currently, the regional transit provider is the Sacramento Regional Transit District, which operates bus and light rail transit (LRT) services in and around the City. LRT service is provided from downtown Sacramento along the U.S. 50 corridor, parallel to Folsom Boulevard, connecting downtown Sacramento with the City of Folsom, including several transit stations in the City of Rancho Cordova. The stop at the Sunrise Boulevard light rail station has a 489-space park-and-ride lot. LRT service then extends eastward to the City of Folsom. Buses connect light rail passengers with office, retail, and employment areas in the City of Rancho Cordova.

Fixed-route bus service is available northwest of the SPA. Bus routes 73 and 74 run on White Rock Road. Bus route 109 is operated on U.S. 50 during weekday peak periods only. See Exhibit 3 for additional details of the existing transit service in the SPA vicinity.

The City of Rancho Cordova Transit Master Plan (Transit Master Plan) (City of Rancho Cordova 2006b) is a 20-year plan that identifies routes and transit corridors planned within the City. The Transit Master Plan proposes a system of city, neighborhood, and regional services. The Transit Master Plan identifies Rancho Cordova Parkway as a "Signature Transit Route" and Sunrise Boulevard as a designated Bus Rapid Transit (BRT) Route. The Signature Transit Route is intended to connect residents to businesses, shopping, and recreation, and would provide a branding mechanism that would serve broader economic planning goals. The Signature Transit Route would connect older neighborhoods with new ones, business centers with residential areas, both sides of U.S. 50, and the City to the regional LRT.

The Signature Transit Route would be 18.5 miles long and would span the entire length of the City from south to north, including north of U.S. 50. The proposed Signature Transit Route would follow Rancho Cordova Parkway from Grant Line Road in the south to Citrus Road (Citrus Road is a future connector to Folsom Boulevard), proceed north on Sunrise Boulevard to Coloma Road, and return east along Folsom Boulevard to downtown Sacramento (see Exhibit 4). The planning phases for implementing the Signature Transit Route are divided into seven stages. The final stage, Stage 7, would extend south along Rancho Cordova Parkway within the SPA. Neighborhood shuttles (e.g., CordoVan) would feed both the Signature Transit Route and SACOG MTP 2025 BRT routes. Rancho Cordova Parkway through the SPA has been designed to accommodate such future transit use. The planned commercial use at the intersection of Rancho Cordova Parkway and Central Park Drive is located along this planned transit route.

Along with the existing transit routes, the City of Rancho Cordova identifies future bus lines and BRT lines planned to run along Sunrise Boulevard, Rancho Cordova Parkway, Grant Line Road, White Rock Road, and other major corridors in the City. Exhibit 5 shows the future locations for BRT as identified in the City of Rancho Cordova Transit Master Plan. Bus Rapid Transit is not included along Grantline Road adjacent to the SunCreek Specific Plan in the Sacramento Regional Transit Master Plan, the SACOG Metropolitan Transportation Plan (2025), or the Southeast Connector, however, the SACOG MTP does indicate BRT routes along Sunrise Boulevard on the west edge of the SunCreek Plan and along Grantline Road just one mile to the south of the SunCreek plan. The City of Rancho Cordova's choice to indicate a future BRT route on Grantline Road throughout the city is within the city's prerogative to plan for future traffic and is not inconsistent with the concept of the Southeast Connector configuration of 6 lanes with limited access. The SACOG MTP 2025 indicates BRT service from the intersection of Sunrise Boulevard and Grantline Road south through the low density residential area of Wilton. A northern extension of BRT or other transit service north to Folsom from this location does not seem unreasonable, particularly with the land use development envisioned in the County of Sacramento Southeast Visioning Plan, the Cordova Hills SPA, the City of Rancho Cordova General Plan and the City of Folsom SOI area just to the north. The SunCreek

Specific Plan must be responsive to and consistent with the City of Rancho Cordova General Plan, including the Transit Master Plan. With the major 60 acre employment center at the intersection of Chrysanthy Boulevard and Grantline Road it is both reasonable, and required for General Plan consistency by Article 8, Sections 65450 through 65457 of Title 7 Planning and Land Use Law, California Government Code, to plan for future transit service and a transit node at this location.

○ SunCreek Land Use Design to Facilitate Future Transit Opportunities

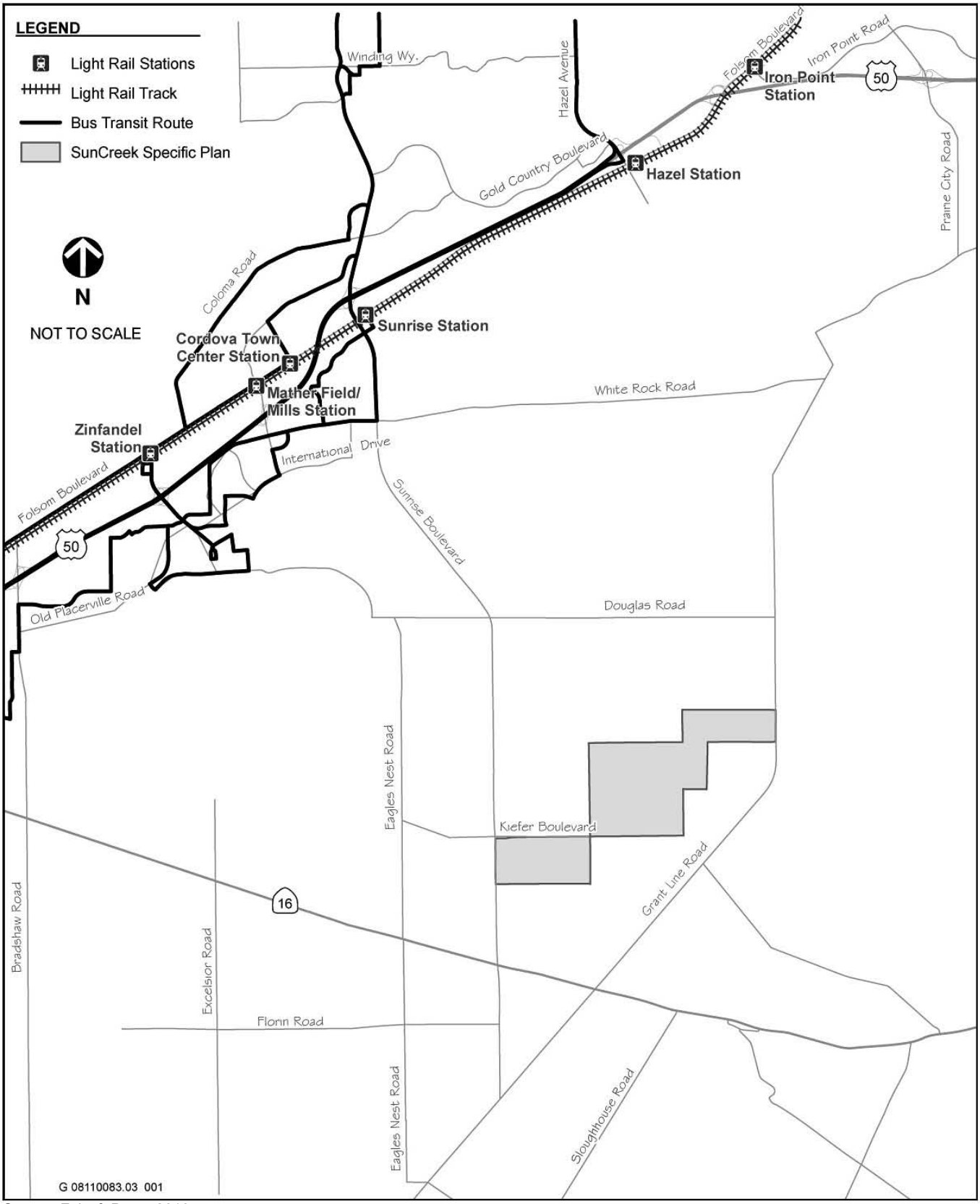
With the exception of home based businesses and public uses (schools, parks, fire, community facilities), employment within Sun Creek is concentrated in the Local Town Center and CMU sites. The mix of uses in these areas is intended to capture some of the normal daily trips for employees.

As previously discussed, each of these sites is readily accessible to local employees without the need for driving. The concentration of high density housing in near proximity provides the potential for short walks to work and the backbone trail system makes alternative commutes from within Sun Creek and the surrounding area attractive options.

The transit friendly location and design of the employment centers will help make transit commuting a viable and attractive option for employees from outside of Sun Creek. Similarly, Sun Creek is designed to encourage and enhance transit commuting to outside employment (or to other destinations). Higher density uses are clustered near transit locations to provide for short walks. The backbone trail system provides a direct link between transit locations and the neighborhoods, with all of the qualitative design features previously discussed to encourage walking and bicycling.

2.2 Bicycle and Pedestrian Facilities

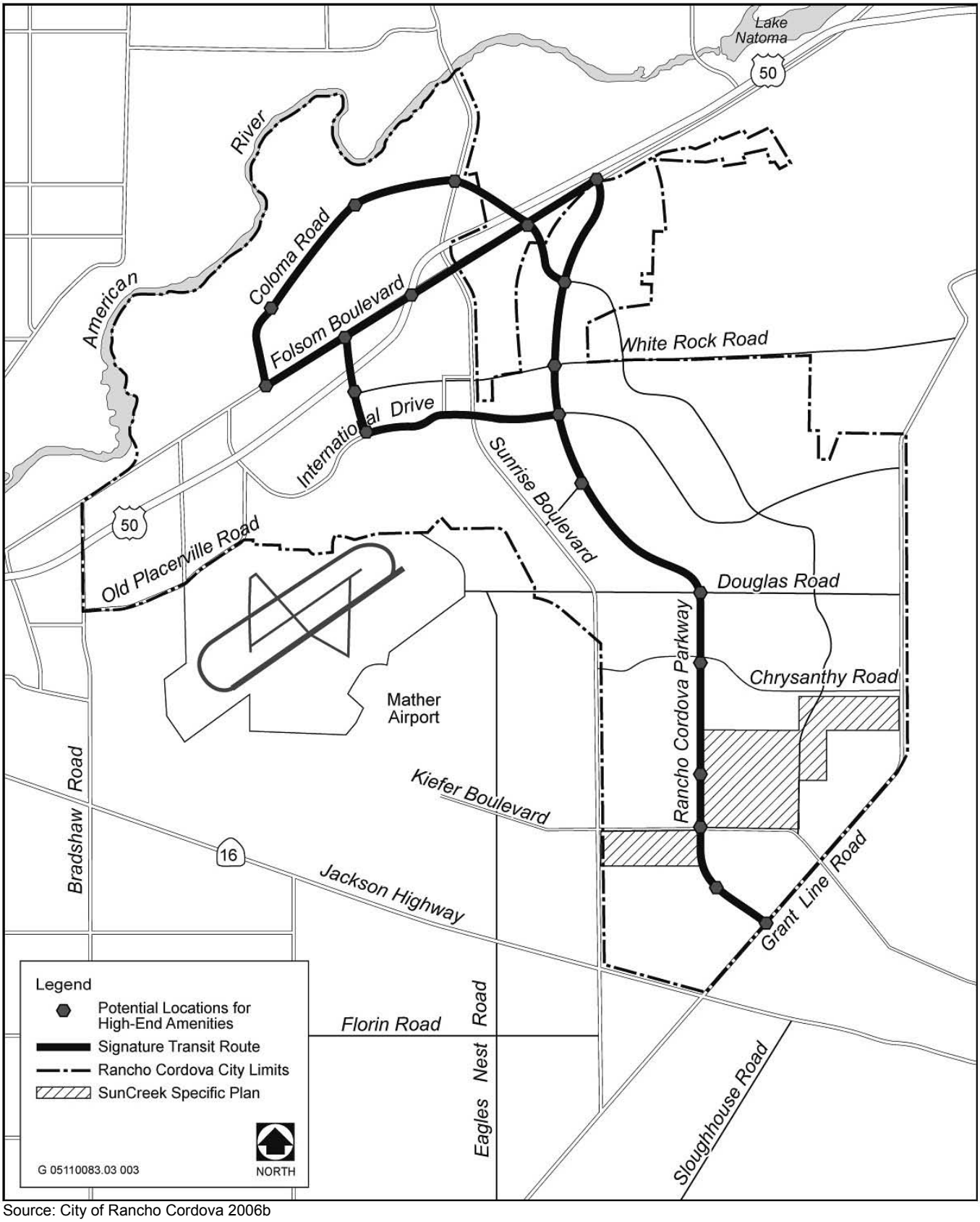
Existing bicycle and pedestrian facilities are limited near the SPA. A Class I off-street bike path parallels Sunrise Boulevard from White Rock Road south to Grant Line Road along the Folsom South Canal. Sidewalks have been built along Sunrise Boulevard north and south of White Rock Road; sidewalks south and east of the Sunrise Boulevard/Douglas Road intersection are currently being constructed. The 2010 Sacramento City/County Bikeway Master Plan (Bikeway Master Plan) (County of Sacramento 1992) identifies existing and planned bike routes through and near the SPA. On-street bike lanes are planned along Sunrise Boulevard, Grant Line Road, Jackson Highway (State Route 16) (just past Grant Line Road), Kiefer Boulevard west of Sunrise Boulevard, Douglas Road west of Sunrise Boulevard, and White Rock Road. The Circulation Element of the City General Plan also identifies bicycle facilities within and around the SPA. As shown in Exhibit 6, the bikeways and trails included in the City General Plan are consistent with the Bikeway Master Plan and feature several Class II bicycle facilities and off-street trails in the vicinity of and throughout the SPA. Grade-separated crossings are planned on Sunrise Boulevard and Kiefer Boulevard. The City is currently developing its Bicycle and Pedestrian Master Plan, which will supersede the Bikeway Master Plan and the Bikeways and Trails Plan within the City General Plan.



Source: Fehr & Peers 2010

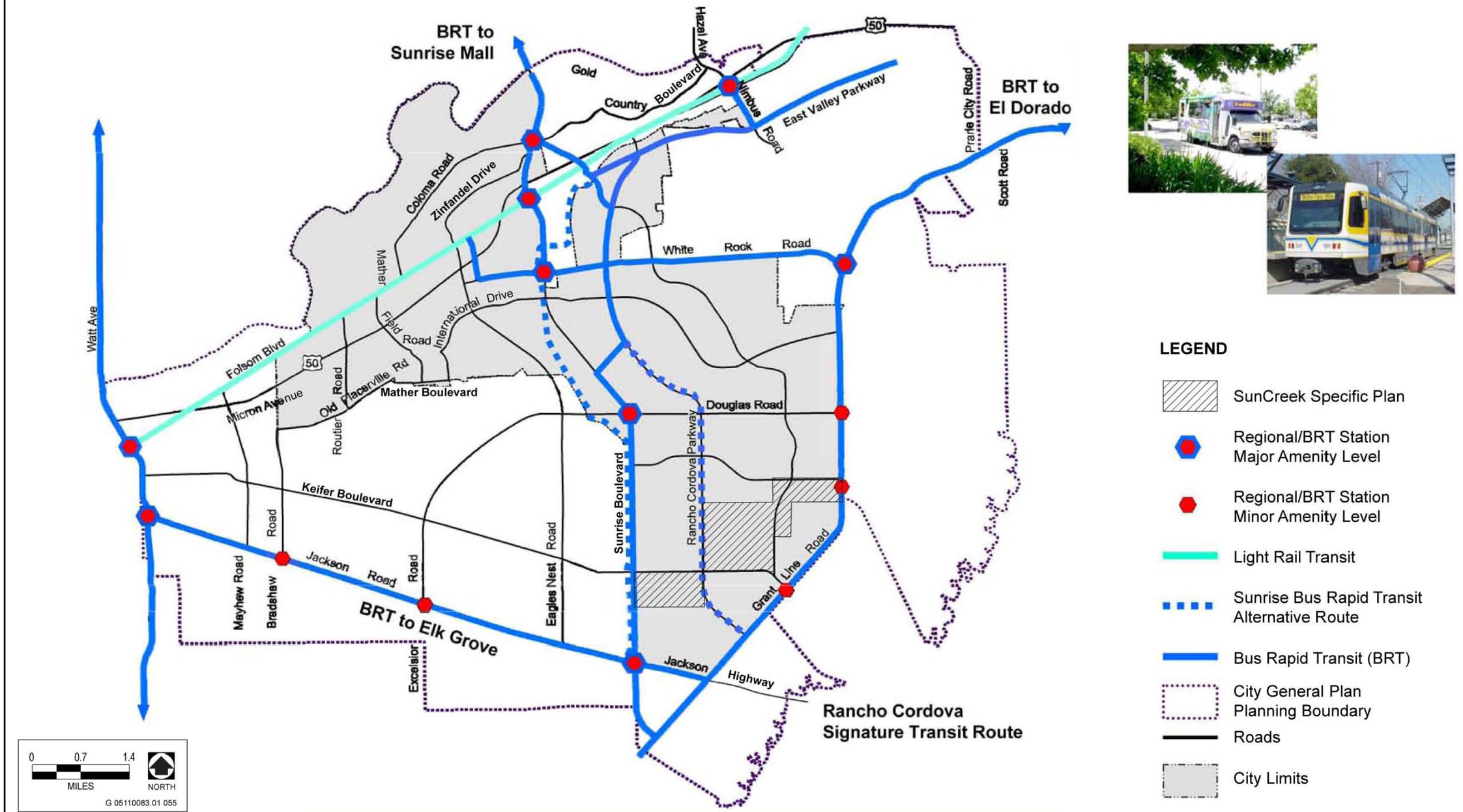
Existing Transit Service in Rancho Cordova

Exhibit 3



Source: City of Rancho Cordova 2006b

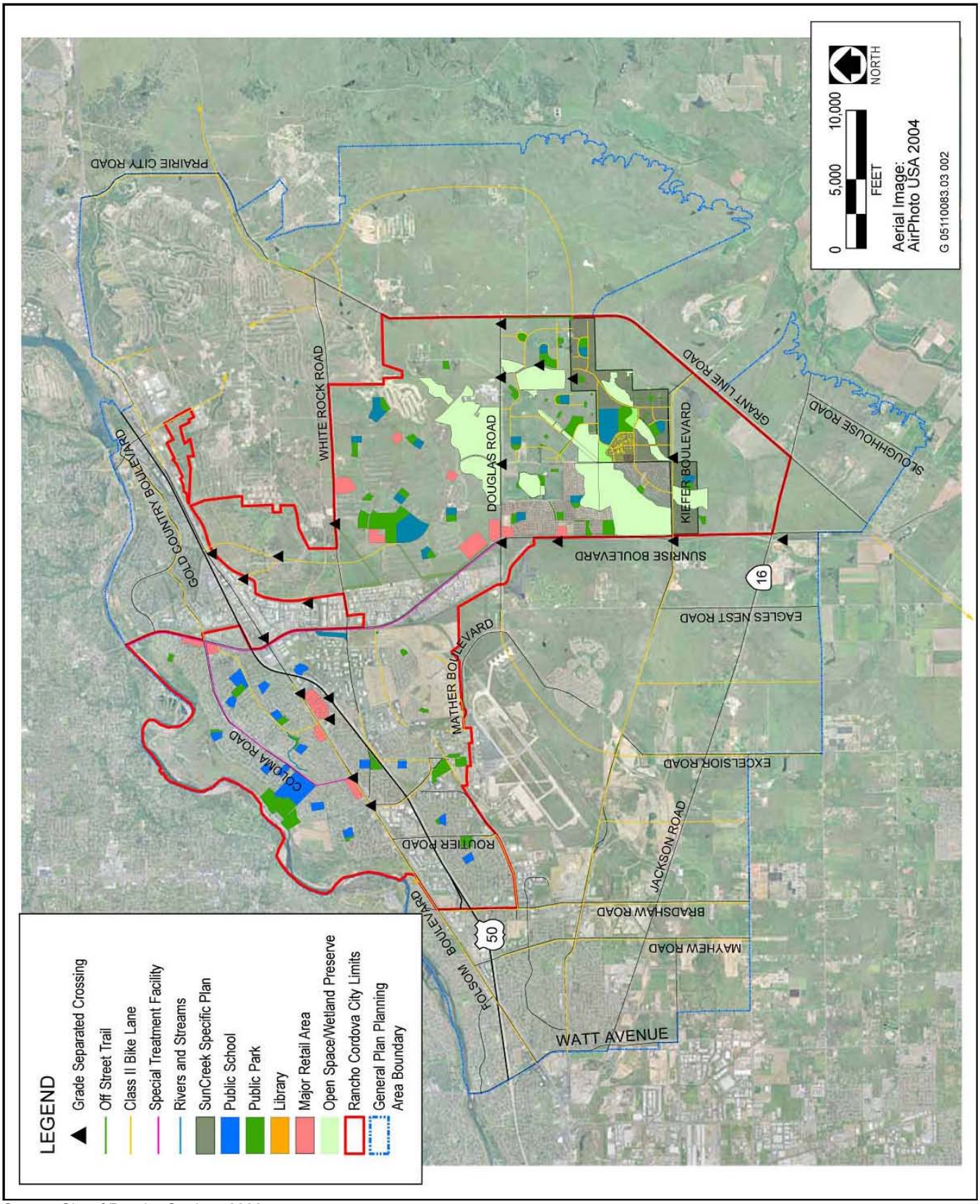
Proposed Rancho Cordova Signature Transit Route **Exhibit 4**



Source: City of Rancho Cordova 2006b

Future Bus Rapid Transit Service Identified in the City of Rancho Cordova Transit Master Plan

Exhibit 5



Source: City of Rancho Cordova 2006a

City of Rancho Cordova Bikeways and Trails Plan **Exhibit 6**

3 QUALIFIED SMAQMD MEASURES

This section presents a detailed discussion of each SMAQMD measure that would reduce the project's emissions. Each measure is consistent (in scope and numbering) with the list of creditable emission reduction measures developed by SMAQMD. Measures are applicable to residential (R), commercial (C) and mixed-use (M) projects as identified by SMAQMD criteria (SMAQMD 2010). See Table 1 for a summary of each measure included in this AQMP.

3.1 MEASURE 1 – BICYCLE PARKING (C, M)

Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand. (Mitigation Points = 0.625)

SMAQMD provides a maximum credit of 0.625 for mitigation measures that use the location and design of bicycle parking facilities to minimize impediments to pedestrian activity. Short-term facilities must be provided at a minimum ratio of one bike rack space per 20 vehicle spaces. Long-term facilities should provide a minimum ratio of one long-term bike storage space per 20 employee parking spaces. The required ratio of bike parking to vehicle parking is therefore typically .05 (1/20). The bicycle parking required in the Specific Plan exceeds the SMAQMD guidelines in all land use categories.

The Specific Plan (Section 2.1.1) contains the minimum vehicle and bicycle parking requirements that are required by the Rancho Cordova Municipal Code (Table 5, "Required Minimum Vehicle and Bicycle Parking Ratios"). As indicated in Table 5 the bicycle parking ratio required in the SunCreek Specific Plan far exceeds the minimum ratio required by the standard. In some instances the bicycle parking is ten times greater than the minimum standard.

Additional design requirements listed in the SMAQMD guidance for bicycle facilities indicate that short-term facilities should be located adjacent to destination(s) and within 50 feet of all primary entrances unless it can be demonstrated that a greater distance would be necessary for safety. Racks should have a non-enclosed design to allow for the use of high-security U-shaped locks, to lock the frame and one wheel to the rack. Long–term facilities should consist of one of the following: (1) a bike locker, (2) a lockable room for short-term bicycle parking with access limited to bicyclists only, or (3) a standard rack in a location that was staffed or monitored by video surveillance during standard operating hours.

The Specific Plan Section 2.10.11, "Design Standards for Bicycle Parking Facilities," contains minimum requirements for bicycle parking and design for all developments, including bicycle parking location and access. According to the Specific Plan, outdoor bicycle parking must be located within 50 feet or less from the primary building entrance and visible from within on-site buildings or the street. Bicycle parking and bike racks must be located to avoid conflicts with pedestrian movement and accessibility requirements. All required employee bicycle parking spaces and 50 percent of all visitor bicycle parking must be sheltered from precipitation by means such as roof extensions, overhangs, awnings, arcades, carports, roofed enclosures, lockers, or indoor bike rooms. Bicycle parking facilities must offer security in the form of either a lockable enclosure in which bicycles can be stored or a stationary object (i.e., "rack") on which bicycles can be locked. Bike racks, shelters, or lockers must be securely anchored to the ground or to a structure.

Moreover, the Specific Plan requires that the bicycle parking meet standards for security and weather protection that meet or exceed the standard as specified in the following excerpt from the SunCreek Specific Plan Volume II Development Regulations.

2.110.11. Design Standards for Bicycle Parking Facilities

All developments shall meet the following minimum requirements for bicycle parking and design. The purpose of these design standards is to ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage.

A. Minimum Required Bicycle Parking. Minimum required bicycle parking spaces are required as designated in RCMC Table 23.719-1 (Required Minimum Vehicle and Bicycle Parking Ratios).

B. Bicycle Parking Location and Access.

1. Use. Areas set aside for required bicycle parking must be clearly reserved for bicycle parking only.

2. Lighting. See RCMC 23.725.070 (General lighting standards).

3. Location.

a. Outdoor bicycle parking must be located within 50 feet or less from the primary building entrance.

b. Bicycle parking must be visible from within on-site buildings or the street.

c. Bicycle parking may be located within a building if access is readily available from an outdoor entrance.

d. Bicycle parking is prohibited within 100 feet of a trash or recycling enclosure.

4. Amenities. Bicycle parking areas are encouraged to include a bench and bicycle rack screened with 30- to 36-inch shrubs from any parked cars or arterial streets.

5. Pedestrian Conflicts. Bicycle parking and bicycle racks shall be located to avoid conflicts with pedestrian movement and accessibility requirements.

C. Covered Bicycle Parking Spaces for All Uses.

All required employee bicycle parking spaces and 50 percent of all visitor bicycle parking must be sheltered from precipitation by means such as roof extensions, overhangs, awnings, arcades, carports, roofed enclosures, lockers, or indoor bicycle rooms. These may be Class I parking spaces (e.g., bike lockers) or other suitable alternative.

Figure II.3-1 Acceptable Covered Bicycle Parking Options (RCMC Figure 23.719-4)

D. Bicycle Parking for Residential Uses. When required, 25 percent of all bicycle parking for residential uses shall be provided as Class I facilities (locker, bike room, etc.).

E. Bicycle Rack Types and Dimensions.

1. Security. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., "rack") upon which the bicycle can be locked. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure. Bicycle racks must hold bicycles securely by the means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

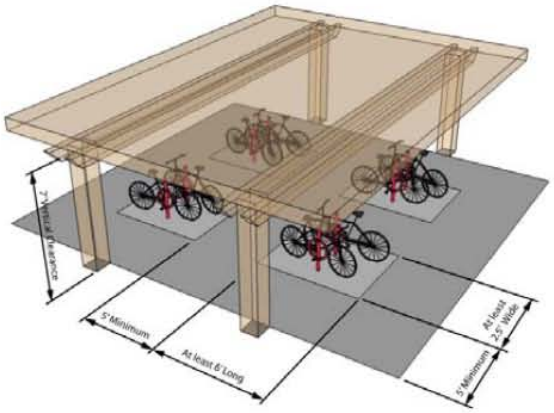
Figure II.3-2 Acceptable Bicycle Rack Options (RCMC Figure 23.719-5)

2. Standards. Bicycle parking shall be at least two and one-half feet wide by six feet long and, when covered, provide a minimum vertical clearance of seven feet. An access aisle of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle space must be accessible without moving another bicycle. Bicycle parking spaces required by this chapter may not be rented or leased.

F. Surfaces.

Paving and surfacing of bicycle parking areas shall be surfaced with hard surfacing of at least two inches minimum (i.e., pavers, asphalt, concrete, or similar material). This surface must be designed to maintain a well-drained condition.

Figure II.3-3 Bicycle Parking Area Design Requirements (RCMC Figure 23.719-6)



Source: SERA Architects, 2008

Table 5
Required Minimum Vehicle and Bicycle Parking Ratios for Non-Residential Uses[1]

Land Use Category	Vehicle Parking Spaces	Bicycle Parking Spaces	Ratio of Bicycle to Vehicle Parking
Parks and Public Plazas (less than 10 acres)	No minimum	1/1,000 sq. ft.	na
Parks (10 acres or larger)	4/acre	2/acre	.5
Pre-School Facilities and Kindergartens	1/employee or 1/3 seats in assembly area	2/classroom	1.0
Elementary or Middle Schools	1/employee or 1/3 seats in assembly area	5/classroom	2.5 (assume 2 employees/classroom)
High Schools	1/employee plus 1/3 students in 11th and 12th grades; or 1/3 seats in main auditorium	7/classroom	.26 (assume 2 employees/classroom + 1/3 of 1,200 students, 25/classroom) (7/27)
Commercial Schools	1 space/employee + 1 space/2 students; or 1/3 seats in largest assembly area	7/classroom	.41 (assume 2 employees/classroom + ½ of 300 students at 20/classroom)7/17)
Banks and Financial Services	3.2/1,000 sq. ft.	0.3/1,000 sq. ft.	.1
Convenience Stores	2.5/1,000 sq. ft.	1/1,000 sq. ft.	.4
Neighborhood Market	2.9 /1,000 sq. ft.	0.5/1,000 sq. ft.	.17
Offices, Business and Professional	2.7/1,000 sq. ft.	0.5/1,000 sq. ft.	.185
Restaurants, with Drive-Through	6/1,000 sq. ft.	1/1,000 sq. ft.	.167
Restaurants, without Drive-Through	7/1,000 sq. ft.	1/1,000 sq. ft.	.142

Notes: sq. ft. = square feet; "/" = per (as in "1 per employee")

[1] The table only includes example non-residential uses. A complete list is available in the Specific Plan, with additional details for applicable requirements.

Source: Wade Associates 2010; data compiled by AECOM in 2011

SUMMARY

This mitigation measure would be applied to schools and parks, which are the predominant use in the Public/Quasi-public category, as well as commercial and mixed-use development throughout the entire SPA. These land uses represent approximately 55.3 percent of the total vehicle trips that would be generated by the project. Moreover, the bicycle facilities are required to be weather protected, and located where they can be monitored by users, passersby, and the office, commercial or public use they serve. As noted above security is required in the form of bicycle lockers or comparable facilities. All uses in this analysis are expected to be under surveillance by private security and school district police. The mitigation measure scale is as follows:

Maximum Mitigation:	0.625
Scaling Factor:	0.0
Project Credit (Maximum Mitigation × Scaling Factor):	0.0

3.2 MEASURE 2 – END-OF-TRIP FACILITIES (C, M)

Non-residential projects provide "end-of-trip" facilities including showers, lockers, and changing space. (Mitigation Points = 0.625)

SMAQMD guidance states that facilities must be provided in the following ratio: four clothes lockers and one shower for every 80-employee parking spaces. For projects with 160 or more employee parking spaces, separate facilities are required for each gender.

The City of Rancho Cordova Municipal Code requires that any commercial, industrial, institutional, or other use that is expected to employ 200 or more persons must meet certain trip reduction requirements. The applicability of these requirements can be determined by either actual employee projections or equivalent development size, as noted in Table 6. The Specific Plan requires that all development projects above the minimum development size equivalent to 200 employees (see Table 6) must provide shower and locker facilities for use by employees or tenants who commute to the site by bicycle or walking. The Specific Plan requires that one shower and eight lockers be provided for each 200 employees or fraction thereof, based on the equivalent development size data shown in Table 6. The shower and locker facilities must be located convenient to one another and located near the employee bicycle parking facilities whenever possible. Class I bike facilities are encouraged through a parking space reduction provided in the Specific Plan Development Regulations Section 2.10.9 B (4):

> *4. Shower/Locker Facilities. Developments with 100 or more employees may reduce their parking requirement by providing shower and clothing locker facilities for bicycle commuting employees. Maximum reduction: five percent of required parking.*

Table 6 indicates that the number of parking spaces required for 200 employees exceeds the minimum threshold of 80 parking spaces established in the SMAQMD guidelines.

Table 6
Minimum Development Size Equivalent to 200 Employees[1]

Type of Use	Minimum Development Size (in square feet)	Employees (per 1000 sq.ft.)	Parking Spaces Required for 200 Employees
Office (excluding medical)	50,000	2.75 /1000	137.5
Commercial	100,000	3.1/1000 (avg. banks and stores)	310
Mixed or Multiple Uses	75,000	2.9/1000 (avg. office and commercial)	217.5

Note: [1] The minimum development size for mixed or multi-use developments must be calculated based on the employment equivalent of the square footage or areas devoted to each type of use.
Source: Wade Associates 2010; data compiled by AECOM in 2011

SUMMARY

This mitigation measure would be applied to commercial and mixed-use development throughout the entire SPA. These land uses represent approximately 47 percent of the total vehicle trips that would be generated because of the project. However, under the Specific plan and the Rancho Cordova Municipal Code (RCMC) applies only to a higher number of parking spaces (equivalent to 200 employees) the requirement for end of trip facilities would apply only to larger employers. The percentage of larger employers that would comply with this requirement can be approximated at 50% of the Local Town Center uses. The LTC use generates 28.4% of the trips in the plan; therefore, the scaling factor is estimated at 14.2% (28.4% x 0.50). The mitigation measure scale is as follows:

Maximum Mitigation:	0.625
Scaling Factor:	0.14.2
Project Credit (Maximum Mitigation × Scaling Factor):	0.0887

3.3 MEASURE 3 – BICYCLE PARKING AT MULTI-UNIT RESIDENTIAL (R)

Long-term bicycle parking is provided at apartment complexes or condominiums without garages. (Mitigation Points = 0.625)

SMAQMD guidance indicates that credit for this mitigation measure can be received when a project provides one long-term bicycle parking space for each residential unit without a garage. Long–term facilities must consist of one of the following: a bike locker, a lockable room with standard racks and access limited to bicyclists only, or a standard rack in a location that is staffed and/or monitored by video surveillance 24 hours per day. As discussed in Measure 1, the Specific Plan (Section 2.1.1) contains the minimum vehicle and bicycle parking standards that are required by the Rancho Cordova Municipal Code (Table 7, "Required Minimum Vehicle and Bicycle Parking Ratios") (see Table 7). The bike security and weather protection standards are required by the SunCreek Specific Plan Section 2.110.11. Design Standards for Bicycle Parking Facilities, included above, apply to multi-family residential and compact medium density residential uses. A minimum of 25 percent of all bicycle parking for residential uses must be provided as Class I facilities (locker, bike room, etc.).

Table 7
Required Minimum Vehicle and Bicycle Parking Ratios for Residential Uses

Land Use Category	Vehicle Parking Spaces	Bicycle Parking Spaces[1]
Studio and one-bedroom units	1.5/unit	1/unit
Two- and three-bedroom units	2/unit	1/unit
Four or more bedroom units	2/unit	1/unit
Guest parking	0.6/unit	0.25/unit

Notes: "/" = per (as in "1.5 per unit")

[1] Where bicycle parking is required, no less than two spaces must be provided.

Source: Wade Associates 2010; City of Rancho Cordova Municipal Code 23,719; data compiled by AECOM in 2011

SUMMARY

The Specific Plan would require one bicycle parking space for each compact medium-density and high-density residential dwelling unit throughout the entire SPA and would therefore comply with the number of spaces required by the SMAQMD guidelines. The Specific Plan requires that not less than 25% of the spaces be Class I facilities, but also requires that the spaces be weather protected and provide substantial bike racks. This combined with private security associated with residential uses of this type will provide the surveillance required to qualify as long-term bicycle parking. These land uses represent approximately 9 percent of the total vehicle trips that would be generated by the project. The mitigation measure scale is as follows:

Maximum Mitigation:	0.625
Scaling Factor:	0.09
Project Credit (Maximum Mitigation × Scaling Factor):	0.056

3.4 MEASURE 5 – PEDESTRIAN NETWORK (R, C, M)

The project provides a pedestrian access network to internally link all uses and connect to all existing or planned external streets and pedestrian facilities contiguous with the project site. (Mitigation Points = 1.0)

SMAQMD provides a maximum of 1.0 mitigation point for a project that provides a pedestrian access network for connecting to existing external streets and pedestrian facilities. A maximum of 0.5 mitigation points is

possible for a project that connects to planned external streets and pedestrian facilities (facilities must be included in a "pedestrian master plan" or equivalent). The plan or project design should include a designated pedestrian route interconnecting all internal uses, have minimal conflict with parking and automobile circulation facilities, have sidewalks on both sides of all streets within to the project area, and have sidewalks within and adjacent to the project site that are a minimum of 5 feet wide. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming must be implemented wherever feasible, to minimize pedestrian barriers.

The Specific Plan includes neighborhoods designed to facilitate pedestrian and bicycle use by providing reasonably direct routes to homes, shopping, schools, parks and jobs. The multi-modal transportation network includes a wide range of bike and pedestrian paths, including sidewalks adjacent to all classes of streets, small pedestrian ways (paseos) within neighborhoods, informal bike paths along the edge of open space areas, and SunCreek Parkway (a major recreation trail that extends over 3 miles through the SPA and connects to the City-wide trail network at each end).

○ BACKBONE BIKE & PEDESTRIAN TRAIL SYSTEM

Sun Creek features a $20 million backbone bike/ped trail system that ties the neighborhoods together and connects them to other key destinations within the Specific Plan and surrounding community. The backbone trail system includes the off-street Sun Creek Parkway that runs through the center of the plan, off-street tributaries, and the pedestrian street known as Central Park Drive that passes through the Great Park and links it to planned transit and neighborhood commercial services.

The backbone bike and pedestrian trail system will be constructed in increments coinciding with development increments of the plan. The intent is to complete the trail system as the nearby residential areas and the destination commercial areas are built.

Much like an effective light rail line, the backbone trail system provides direct point to point connections between neighborhoods and other key destinations within and surrounding the Specific Plan. Only very short walks or bike rides are required between the trail and the individual homes and destinations it connects. Approximately 96% of homes are within ¼ mile of the backbone trail system and all homes are within ¼ mile of the combination of primary trails and connecting class II bike lanes with separated sidewalks. In most areas the homes are near multiple bike trails and pedestrian paths that provide diverse pedestrian route choices. Similarly, most other common destinations are connected directly by the trail (as more fully described below) with the few exceptions accessed by convenient class II bike lanes and separated sidewalks. The intent of this direct, safe and convenient access is to extend the distance that people are willing to walk or bike and substantially reduce the number of automobile trips to these destinations.

There are numerous qualitative features of the backbone trail system that are designed to make walking or biking more safe and attractive options and therefore increase the use of the trail. The trail is wide (10-12 feet of pavement with 2 foot DG shoulders on each side) and off-street. Road crossings have been minimized through careful design. Necessary road crossings are enhanced to provide priority and added safety for bikes and pedestrians. Grade separated crossings are provided where the primary trail crosses major roads. The trail is designed to have an open inviting character. Much of it is adjacent to open space preserves and other open uses including parks, schools and landscaped detention basins. Adjacency to sound walls and other visual barriers is kept to an absolute minimum. As a result, stretches of the trail will offer grand vistas that create visual interest. Users will have the sense of "elbow room" that makes walking and biking more comfortable. Similarly, the openness of the trail will make destinations visible for greater distances, inviting users to make the trip on bike or foot. The trail is landscaped for shade and provided with regular resting areas with benches and other similar amenities that make longer walks and bike rides more pleasant and attractive. The backbone trail system is intended to be open, visible and active, enhancing the sense of security among users.

Exhibit 7 shows the Primary Trail Master Plan for pedestrian and bicycle use throughout the SPA. The map indicates the areas that would include primary pedestrian/bike trails, safety crossings, and grade-separated crossings.

The Specific Plan (Section 4.6.9) features pedestrian paths that would provide access to all of the commercial and mixed-use areas as well as facilitate walking to schools from most of the neighborhoods in the SPA (see Specific Plan Section 4.6.7). Each commercial development within the SPA would be required to provide a protected pedestrian walkway through the parking area from the bike trail or sidewalk to the building front (see Chapter II.2, "Development Standards" in the Specific Plan). The schools would be located adjacent to collector and primarily residential or pedestrian streets, intended to provide a safe, direct, and convenient route to schools. Medium density residential development would include pedestrian routes that in most, but not all, instances would not cross a major street.

The routing of the collector streets in each neighborhood would provide an interconnected route that residents could use for recreational walks or biking. According to the Specific Plan, greenways and paseos would include a variety of small pedestrian and bike paths in neighborhoods, interconnected to provide a network that ultimately would link all parks, schools, and commercial areas; paseos also would provide reasonably direct connections that would link all commercial uses, schools, and neighborhood parks (5 acres or greater in size). As proposed in the Specific Plan, a person would not have to walk more than one-quarter mile on a standard street sidewalk to reach a paseo that would be connected to a plan-wide network.

Chapter I.4, "Circulation," in the Specific Plan indicates that the neighborhood streets would be as narrow as traffic safety would allow, thereby enhancing the pedestrian scale of the development. The Specific Plan provides additional guidelines to improve the pedestrian network, including the following:

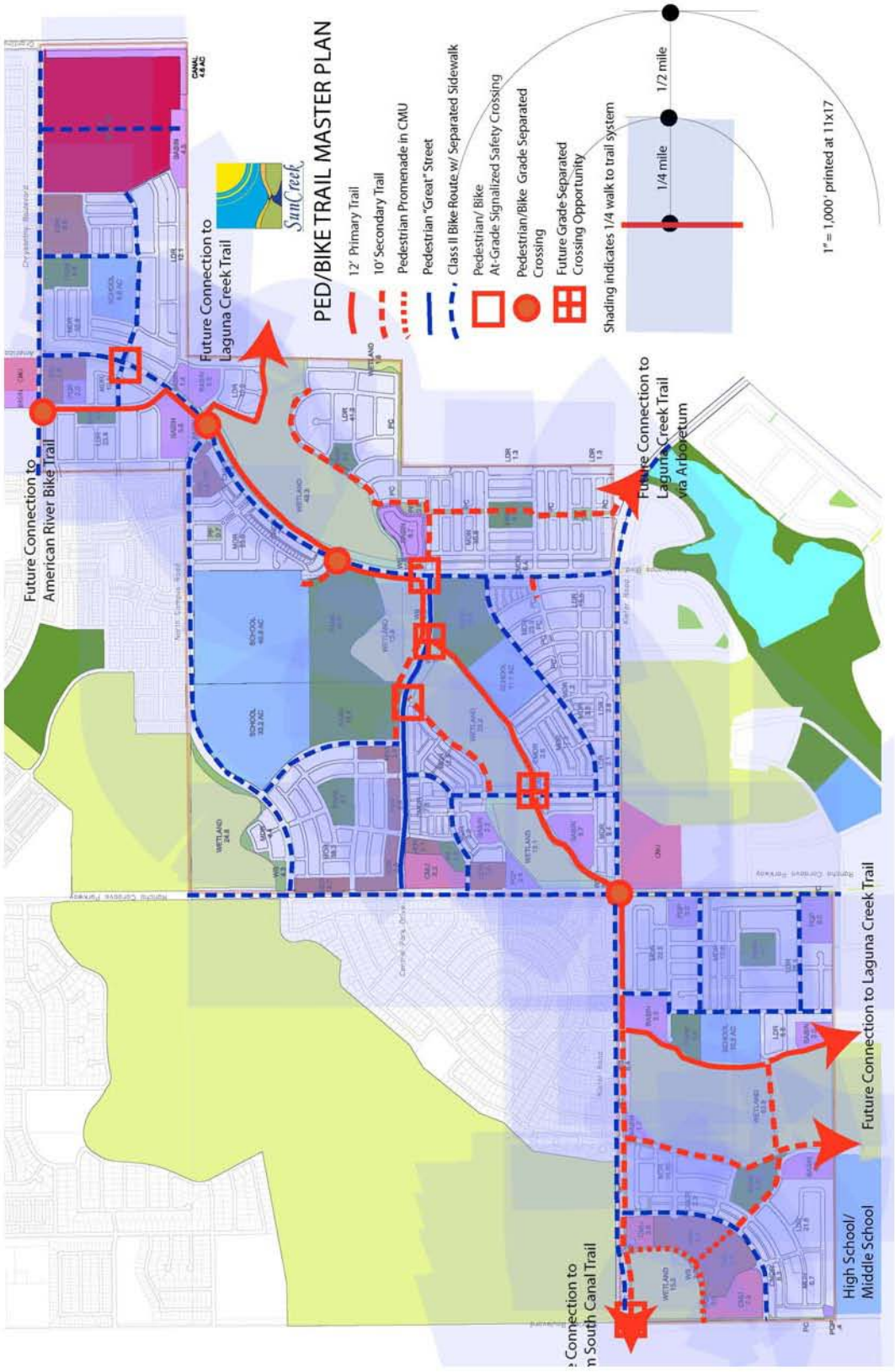
- **CD 5.** The street system shall be designed to discourage high volume and high-speed traffic through the neighborhood.

- **CD 6.** The internal street system shall be designed to provide multiple, direct and convenient traffic routes and to allow residents to walk easily to nearby parks.

- **CD 8.** Each neighborhood shall be connected to the adjacent neighborhoods 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.

- **CD 9.** Each neighborhood shall provide pedestrian connections to the sidewalk on adjacent major streets at intervals of not more than 800 feet along the perimeter of the neighborhood. Pedestrian connections can occur at residential street intersections, pedestrian portals, at cul-de-sac heads abutting the boundary street, and at open space corridors.

- **CD 10.** Neighborhoods located adjacent to an open space corridor will provide access where residential streets about the open-space edge. A pedestrian connection shall be provided from the street frontage to pedestrian or bike path within the adjacent open space at intervals of not more than 400 feet along the street frontage.



Source: Wade Associates 2011

SunCreek Trail Master Plan **Exhibit 7**

The Specific Plan includes several street configurations to serve a variety of needs. These street configurations are designed to accommodate traffic capacity as well as enhance the community character and provide pedestrian space along streets. Table 8 summarizes the standards for all street and landscape corridors.

Table 8
Summary of Proposed SunCreek Street and Landscape Corridor Standards

	Local Roads			Connector Roads		Major Roads	
	Residential Streets with Attached Sidewalk	Residential Streets with Detached Sidewalk	Pedestrian Streets	Collector Streets Without Median	Collector Streets with Median	Minor Arterial	Rancho Cordova Parkway
Average Daily Traffic (ADT)	< 750	< 5,000	< 750	< 13,000	< 13,000	< 24,000	< 24,000
Speed Limit	25 mph	25 mph	25 mph	35 mph	35 mph	45 mph	45 mph
Number of Travel Lanes	2	2	2	2	2	4	6
Width (Total ROW)	41 feet	57 feet	66 feet	69 feet	85 feet	104feet	155feet
Bike Lane Width (7-foot lane, includes curb and gutter)	None	None	None	5 feet	5 feet	7 feet	7 feet
Travel Lane Width	8 feet	9 feet	8 feet	9 feet	10 feet	11 feet (12 feet inside)	11 feet (12 feet inside)
Sidewalk Width	5 feet	6 feet	6 feet	7 feet	7 feet	7 feet	8 feet
Detached Sidewalk Required?	No	Yes	Yes	Yes	Yes	Yes	Yes
Landscape Strip Width	None	6 feet	23 feet/12 feet including sidewalk	6 feet	6 feet	15 feet including sidewalk	25 feet including sidewalk

Notes: < = less than; mph = miles per hour; ROW = right of way
Source: Wade Associates 2010; data compiled by AECOM in 2011

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

SUMMARY

This mitigation measure would be applied throughout the SPA. The mitigation measure scale is as follows:

Maximum Mitigation: (for connecting to existing external streets and pedestrian facilities)	1.0
Scaling Factor:	0.5
Project Credit (Maximum Mitigation × Scaling Factor):	0.5

3.5 MEASURE 6 – PEDESTRIAN BARRIERS MINIMIZED (R, C, M)

Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers (such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation) are eliminated. (Mitigation Points = 1.0)

SMAQMD guidance includes a maximum of 1.0 mitigation points for site design and building placement to minimize barriers to pedestrian access and interconnectivity. The pedestrian system must be designed to provide a

safe passage throughout the plan or project area. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation should be eliminated.

○ INTERNAL NEIGHBORHOOD TRIPS

Residential areas are divided into small, distinct, pedestrian friendly neighborhoods that encourage walking and bicycling for daily community activity. The neighborhoods are compact, with a variety of housing types and an average net density over 8.3 units per acre. Each neighborhood is unique and distinct from the others, yet shares important design principles intended to encourage walking and biking. The edges of each neighborhood are well defined and the maximum dimension is generally less than ½ mile in any direction, often less, giving the neighborhoods a walkable scale. Neighborhood streets are laid out in a modified grid that minimizes cul-de-sacs, maximizes connections and provides a safe walking environment. The basic community building block of small walkable neighborhoods is intended to facilitate neighborhood interaction through short walks and bike rides that significantly reduce the number of such trips taken in a car.

Similarly, each neighborhood is organized around a central public gathering place in the form of a neighborhood green or park. Neighborhood greens are specifically intended to provide a common area for unstructured play. Where the central gathering place is a programmed park, additional land has been included through the City's open space policy to accommodate unstructured play. The goal is to give neighborhood kids (and adults) a convenient place to meet and play without being driven. Approximately 95% of all residents are within ¼ mile of a neighborhood or larger park. All residences are within ¼ mile of a permanent open space or neighborhood green. This design strategy requires a larger number of small parks and greens that are less efficient to construct and maintain. It also has resulted in parkland in excess of normal Quimby requirements. However, it is intended to significantly reduce driving for daily social interaction between neighbors.

○ NEIGHBORHOOD TO NEIGHBORHOOD TRIPS

Nine of the ten neighborhoods connect directly to the backbone trail system, with the tenth connected indirectly through multiple convenient class II bike trails and separated sidewalks. This makes non-vehicular trips between neighborhoods safe and easy. SunCreek Specific Plan Policy CD establishes the requirement for neighborhood connectivity.

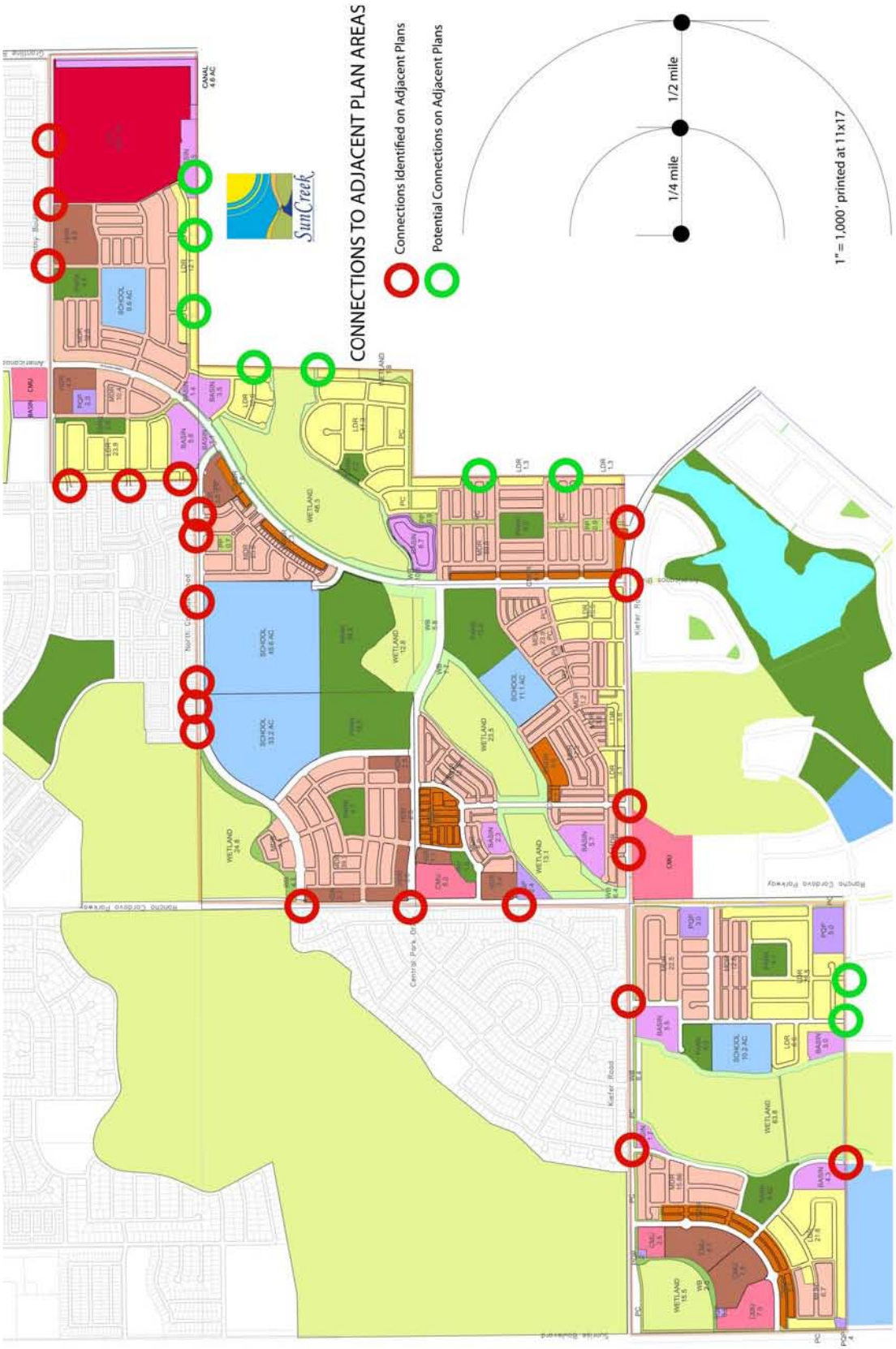
CD 1. Each neighborhood shall be connected to the adjacent neighborhoods so that residents can easily walk or drive from one neighborhood to another. Each neighborhood shall provide at least one neighborhood street connection to each adjacent neighborhood unless constrained by a major road, wetland preserve or other significant feature.

Section 2.10.20 of the Specific Plan provides a summary of standards for on-site pedestrian pathways (Rancho Cordova Municipal Code Section 23.722.06):

A. On-Site Connectivity

Within the plan area the connectivity between adjoining properties is guided by special design standards that require:

- A clear and continuous path along all adjacent streets that connects 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.
- A continuous path which connects the primary entrances of the structure(s) on the site.



Source: Wade Associates 2011

SunCreek Connections to Adjoining Properties Exhibit 8

- Clear and continuous paths from every primary building entrance to all transit stops and crosswalks directly adjoining the site.

- A clear and continuous path that connects the main pedestrian access point to the site with the main entrance of the primary-use structure on site.

- Pedestrian pathways from the building to adjacent streets at a ratio of one for each vehicle entrance on-site. For example, if there are two driveways into the site, two sidewalk entries that connect to the building's primary entrance are required. Entrances designed primarily for service and delivery vehicles are not included in this ratio.

- Drive aisles leading to main entrances with a walking path on at least one side.

B. Connectivity to Adjoining Property

The SunCreek Specific Plan is adjacent to major streets and permanent open space that restrict the opportunities for pedestrian and bike trail connections to adjacent neighborhoods. Grantline Road, Sunrise Boulevard, Rancho Cordova Parkway Americanos Boulevard and Kiefer Boulevard are existing major streets that create barriers to adjacent neighborhoods. The high school/middle school campuses located on the north edge of the specific plan and just to the south on the Arboretum plan also create potential barriers where pedestrian and bicycle access is controlled by the Elk Grove Unified School District. Major resource preserve areas on the north, south and east edges of the SunCreek plan area also restrict the potential for pedestrian and bike trail linkages.

Nonetheless, the SunCreek plan is exceptionally well connected to the adjoining properties wherever an opportunity exists. In all instances the local street network in SunCreek has been aligned to match the street intersections both existing and planned in adjoining projects. This has even extended to redesigning the internal street pattern when the high school/middle school site on the adjoining property to the south was relocated.

The backbone pedestrian and bikeway trail network in SunCreek Specific Plan (illustrated in Exhibit 7) is coordinated with the City of Rancho Cordova master trails plan to provide major linkages to adjoining properties in all directions. This includes two trails extending south along the major drainage way adjacent to the high school to the south. A trail connection is provided at the east end of Kiefer Boulevard, and along the east edge of the plan area to provide links to the city's planned trail along the Laguna Creek drainage. A major trail link extends to the north near Americanos Blvd. to provide connectivity to the city's main trail system to the north. In this instance a grade separated crossing of Chrysanthy Boulevard is required. On the west side of the plan the trail will cross Sunrise Boulevard to connect to the trail planned along the Folsom South Canal extending north to the American River, and south to Rancho Seco Park. It should also be noted that the primary pedestrian trail route through the plan area shown in Exhibit 7 will use grade separated crossings at major intersections wherever feasible, and across Americanos Boulevard and Chrysanthy Boulevard to facilitate the free bike and pedestrian travel on the backbone trail.

The complete elimination of barriers would not be practical in a large, mixed-use project such as the Specific Plan because of the wide variety of land uses. The Specific Plan would minimize barriers to pedestrian access and provide a high level of interconnectivity among uses.

SUMMARY

This mitigation measure would be applied throughout the SPA. The mitigation measure scale is as follows:

Maximum Mitigation:	1.0
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	1.0

3.6 MEASURE 8 – BUS SHELTER FOR PLANNED TRANSIT SERVICE (R, C, M)

The project provides transit stops with safe and convenient bicycle/pedestrian access. The project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service. (Mitigation Points = 0.25)

SMAQMD requires that safe and convenient bicycle/pedestrian access be provided to all planned transit stops within one-quarter mile of the project site boundary. This measure applies only to planned projects that do not have existing transit service within one-quarter mile.

As discussed in Measures 5 and 6, the Specific Plan includes convenient bicycle/pedestrian access, including access to planned transit stops both within and external to the SPA. Section 2.11.4, "Public Transit Access," of the Specific Plan states that commercial developments adjacent to a public transit route must 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. A shelter and waiting area that would support future public transit would be located in the commercial area.

SUMMARY

This mitigation measure would be applied throughout the SPA. The mitigation measure scale is as follows:

Maximum Mitigation:	0.25
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	0.25

3.7 MEASURE 9 – TRAFFIC CALMING (R, C, M)

The project design includes bicycle/pedestrian safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage bike trips and pedestrians by featuring traffic calming measures. (Mitigation Points = 1.0)

To receive full credit for the traffic calming measure, all streets and intersections within the plan or project area must include design features for bicycle/pedestrian safety and/or traffic-calming measures. All sidewalks within and immediately adjacent to the project site must be a minimum of 5 feet wide and feature vertical curbs. Intersections within and immediately adjacent to the project must have one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, countdown signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles.

Streets in the SPA would have pedestrian safety enhancements that would include on-street parking, planting strips, and sidewalks that would exceed 5 feet in width (see Table 9). Following Policy C6 of the Specific Plan, minimum widths for sidewalks would be provided, as shown in Table 9.

Table 9
Minimum Proposed SunCreek Sidewalk Standards

Minimum Sidewalk Standards	Street Classification Sidewalk Width (feet)
Residential	5-6
Commercial	7-8
Major Arterial	8

Source: Wade Associates 2010; data compiled by AECOM in 2011

These may be adjusted or increased, as determined appropriate by the City to accommodate special circumstances. Meandering sidewalks would be acceptable in wide landscaped areas and would follow a natural, shifting alignment rather than an unnatural, oscillating alignment. All streets within the SPA also would include improvements designed to enhance bicycle/pedestrian safety and access (see Exhibits 9-1 through 9-7).

In addition to the elements indicated above, collector streets and residential streets within the SPA would include traffic-calming devices to slow traffic and discourage non-resident traffic in neighborhoods. These measures also would enhance the pedestrian experience, and encourage people to walk by slowing traffic and provide shorter crossing distances at intersections. The City has prepared the Neighborhood Traffic Management Program (NTMP) Manual that addresses traffic calming and provides a process for neighborhoods to take the lead in working with City staff to study a particular traffic issue, identify potential solutions, and develop neighborhood consensus on desired measures (City of Rancho Cordova 2006c). The NTMP manual summarizes a toolbox of devices that address neighborhood traffic-related concerns such as speeding vehicles, high traffic volumes, cut-through traffic, or collisions at neighborhood intersections. Potential traffic-calming measures provided in the Specific Plan include, but are not limited to, the following examples:

- Traffic circles and roundabouts will be located at selected intersections of collector streets and primary residential streets within the SPA.
- Intersection bulb-outs and lane width restrictions may be used at residential street intersections to slow traffic within neighborhoods.

Figures 4-10 and 4-11 are excerpted from the SunCreek Specific Plan Section 4.5 Traffic Calming Measures

Figure 4-10 Typical Traffic Circle

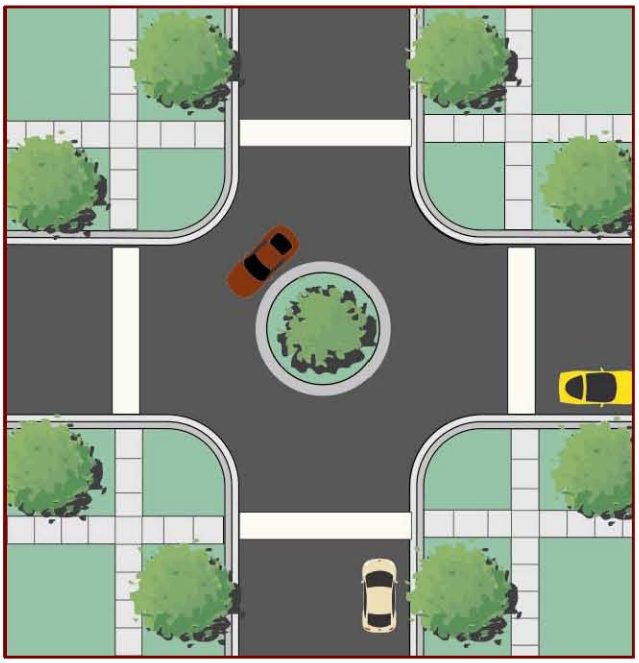
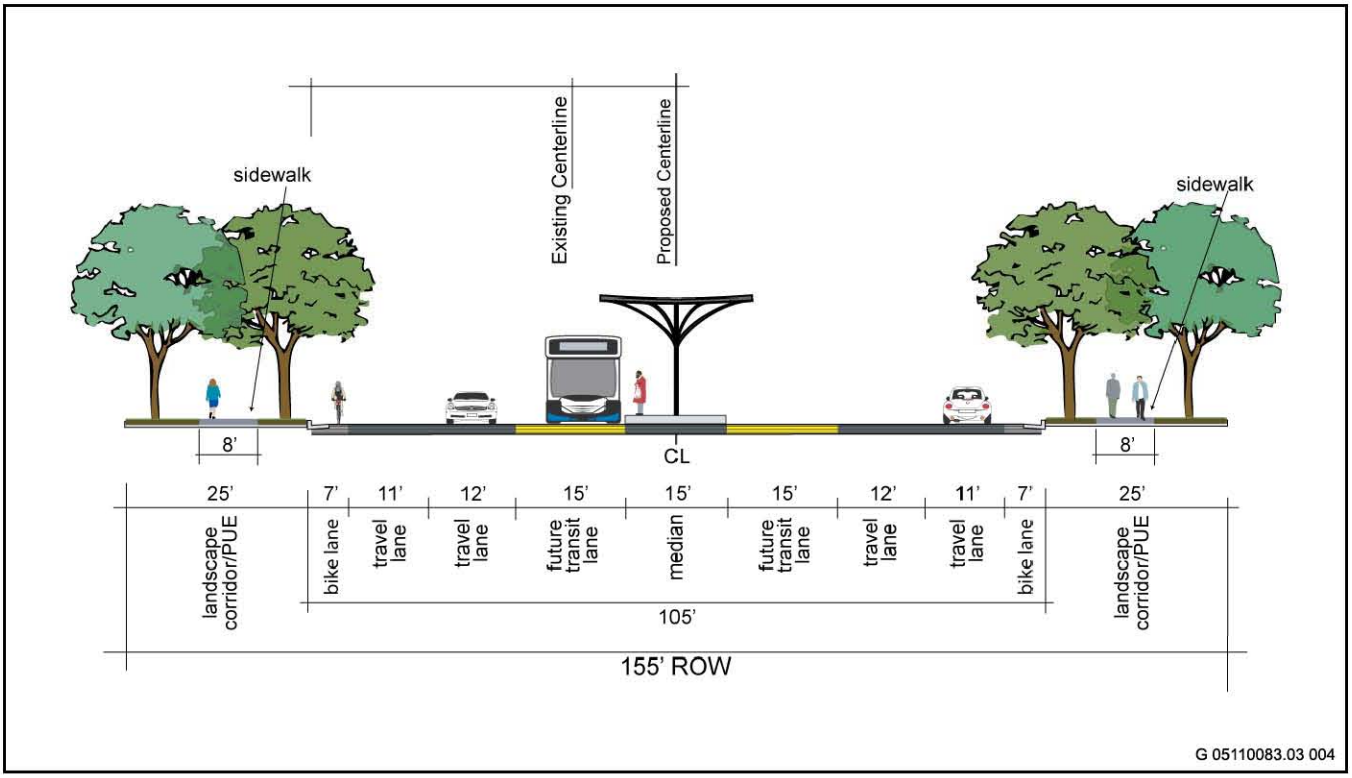
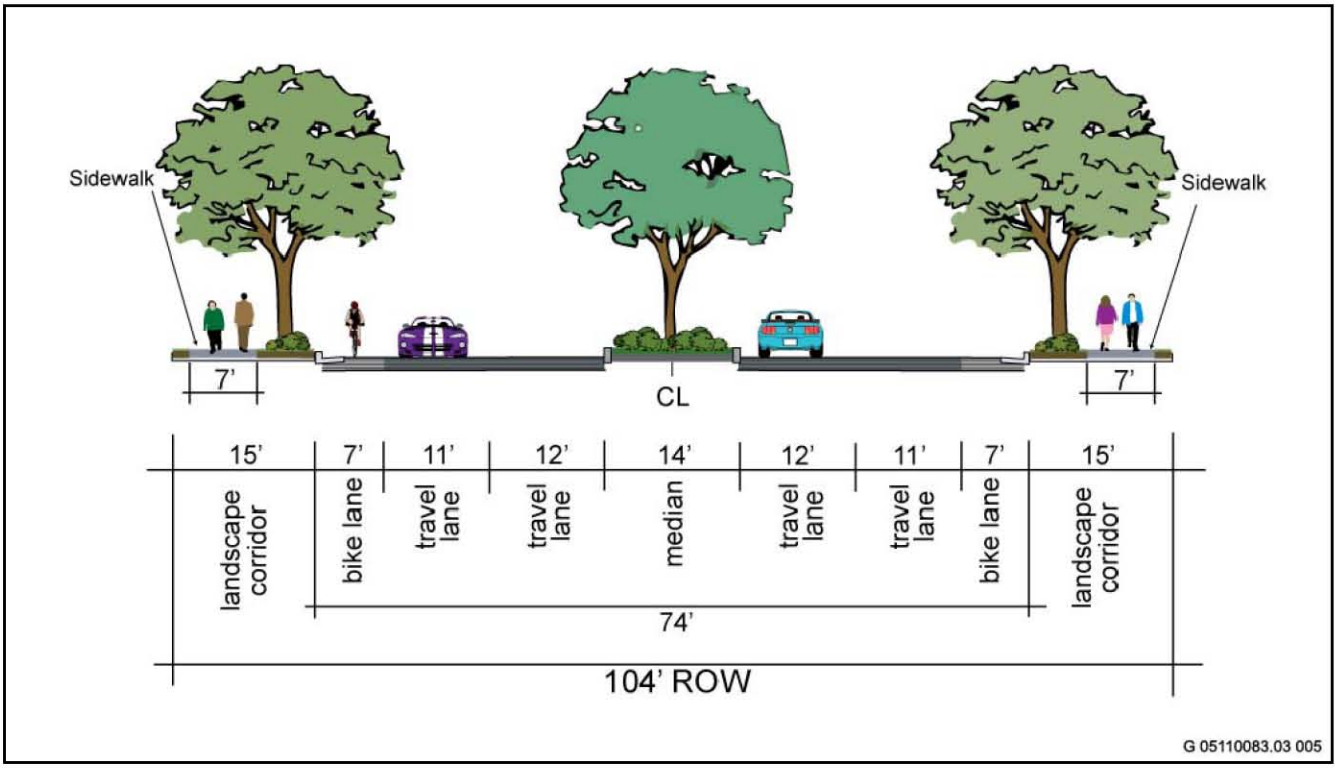


Figure 4-11 Typical Bulb at Residential Street Intersection



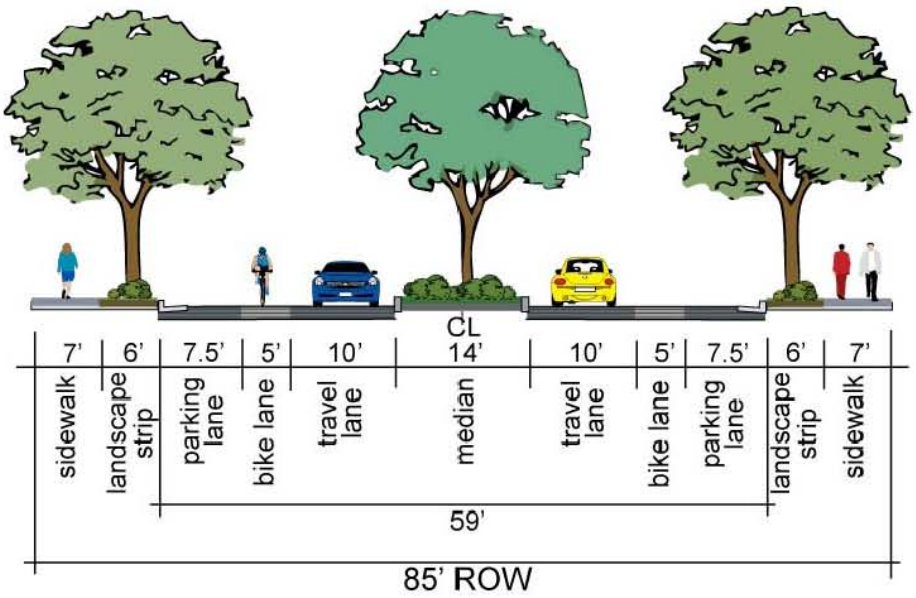
Source: Wade Associates 2010

Rancho Cordova Parkway within the General and Edge Zone Districts **Exhibit 9-1**



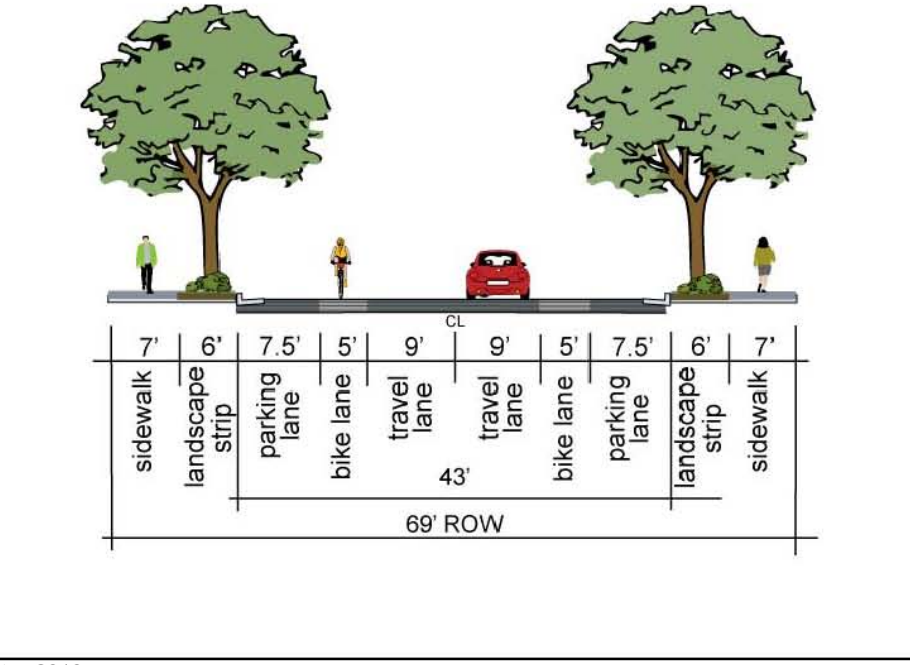
Source: Wade Associates 2010

Minor Arterial Street Exhibit 9-2



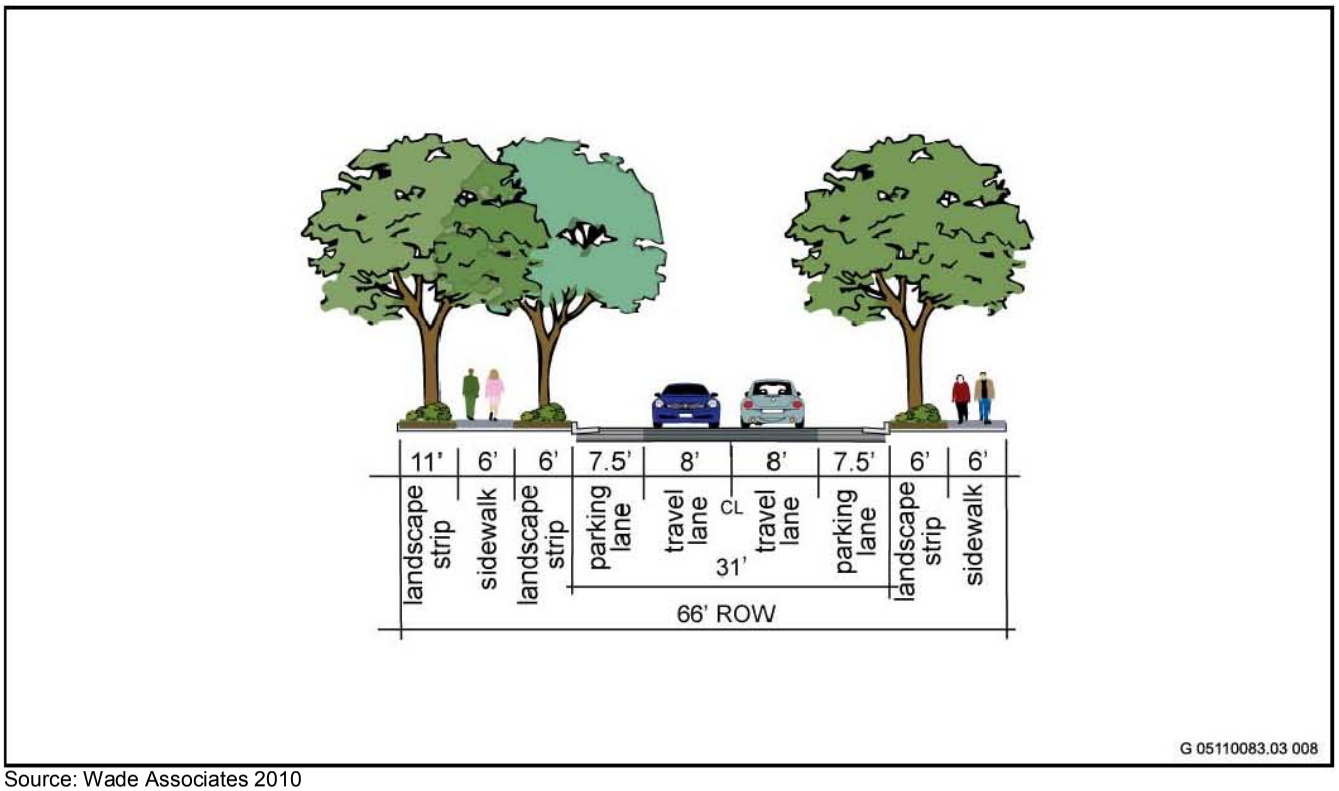
Source: Wade Associates 2010

Collector Street with Median Exhibit 9-3



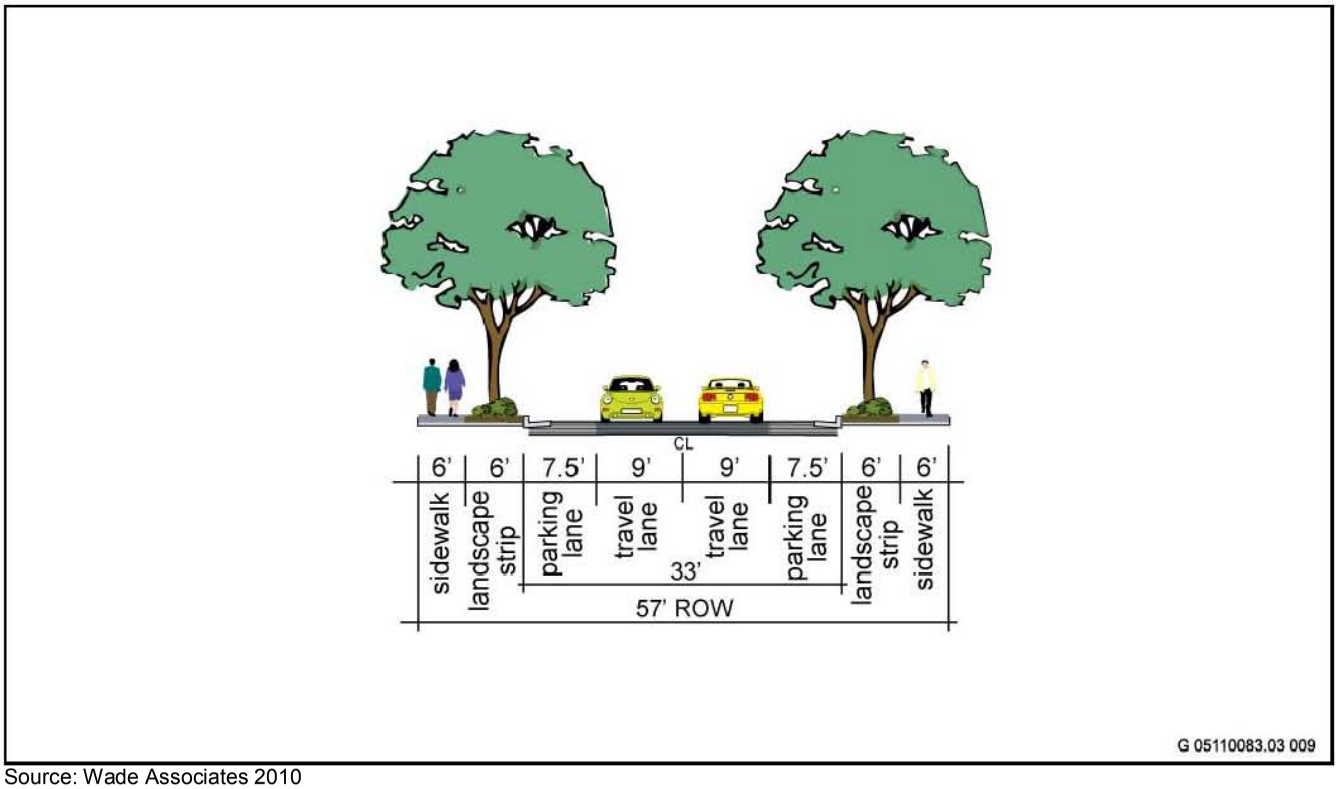
Source: Wade Associates 2010

Collector Street without Median Exhibit 9-4



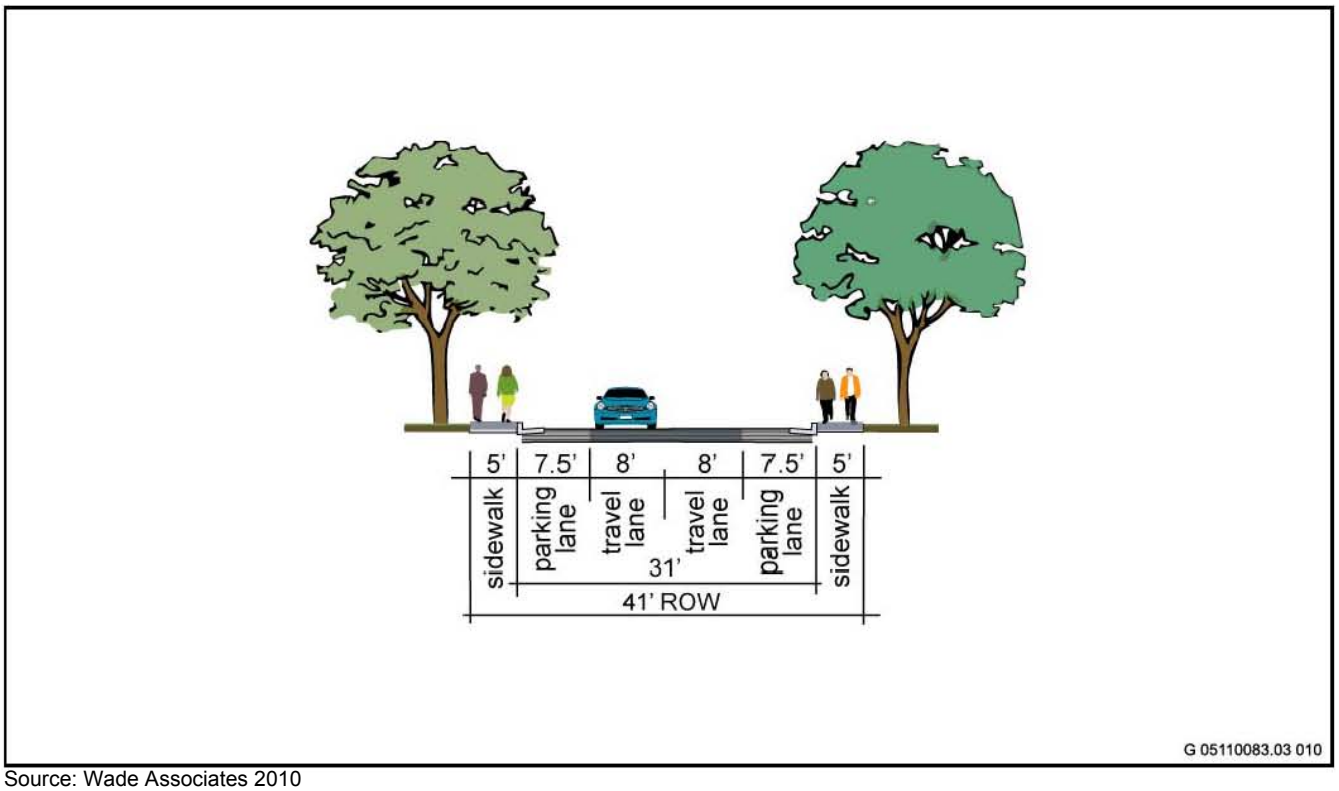
Source: Wade Associates 2010

Pedestrian Street **Exhibit 9-5**



Source: Wade Associates 2010

Residential Street with Detached Sidewalk **Exhibit 9-6**



Source: Wade Associates 2010

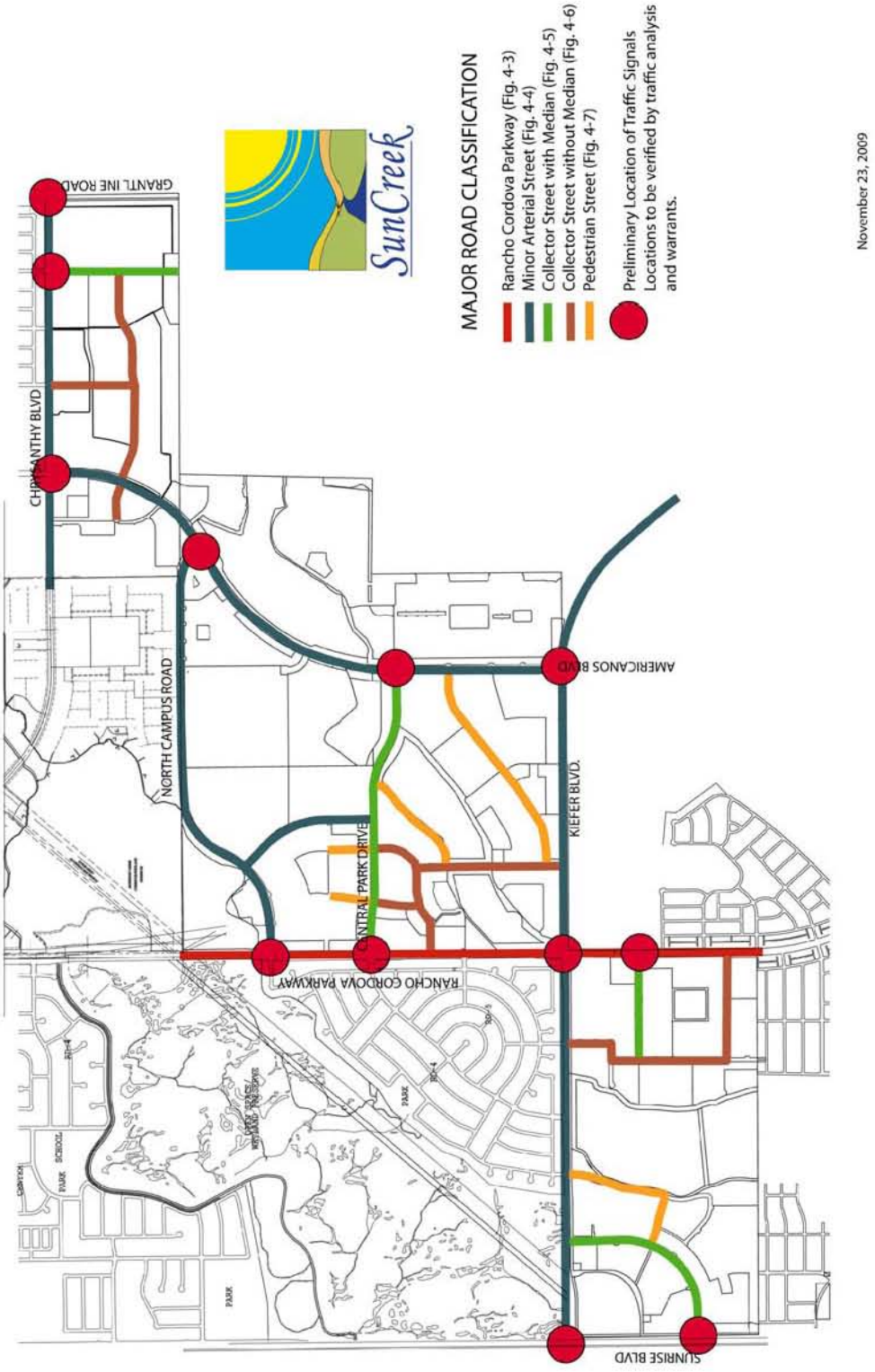
Residential Street with Attached Sidewalk **Exhibit 9-7**

All major street intersections, collector street intersections, and residential street intersections with major or collector streets will require at minimum marked crosswalks, and most will require median islands and signals that include count-down timers. Exhibit 10 illustrates the primary street classification and the location of signalized intersections. In addition, most internal residential streets will provide marked crosswalks, and many will include specific design treatments such as median islands, bulb outs, roundabouts and other traffic calming measures. All streets will have tight turning radii to slow traffic and limit the pedestrian crossing distance. The Specific Plan Volume II Development Regulations Section 2.6 Street Typology includes the following standard for most street conditions:

- Intersections should be designed to provide pedestrians with safe passage. Features may include pedestrian bulbouts, differentiated accent paving within the intersection, pedestrian refuge areas within the medians of arterials, and in-street crossing lights.
- Wherever a residential street intersects with a collector street, a main street, or a nonresidential local street, the intersection should be designed to provide pedestrians with safe passage. Features may include pedestrian bulbouts and differentiated accent paving within the intersection as illustrated in Chapter I.4, Circulation.

As part of the City's development review process, City staff may consider whether proposed developments within the SPA would ultimately require traffic-calming measures. New development projects would be conditioned to design, build, and maintain traffic-calming features as part of the project through subdivision improvement agreements, development agreements, homeowner associations, and other development-related mechanisms, if warranted. At the Specific Plan design level it is not possible to determine precisely the number of intersections that will include traffic calming measures, however, the development regulations, while not mandatory, are quite clear that such measure are to be applied in subdivision design. This combined with the City of Rancho Cordova development standards ensures a high level of compliance. It is estimated that not less than 80% of all

intersections will incorporate traffic calming measures identified in the SMAQMD guidelines and 100% of the intersections will use tight radius corners.



Source: Wade Associates 2010

SunCreek Signalized Intersections and Major Road Network **Exhibit 10**

SUMMARY

This mitigation measure would be applied throughout the SPA. The mitigation measure scale is as follows:

Maximum Mitigation:	1.0
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	1.0

3.8 MEASURE 13 – PEDESTRIAN PATHWAY THROUGH-PARKING (R, C, M)

The project provides a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (Mitigation Points = 0.5)

According to SMAQMD guidance, the plan or project must provide parking lot design that includes clearly marked and shaded pedestrian pathways to all transit facilities within or adjacent to the project site to receive full credit for this measure.

The Specific Plan Volume II Development Regulations (Section 2.10.10, "Design Standards for Surface Parking Lots") contains provisions for pedestrian circulation and access to buildings through pathways.

> *C. Parking Lot Design*
> *1. Surfacing and Striping. Areas used for parking and maneuvering of vehicles shall be paved with a minimum of two-inch asphalt, concrete, or equivalent surface. All parking areas shall be appropriately striped, marked, and signed.*
> *2. Curb Cuts/Access Points. Street access points shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Curb-cuts must comply with city street improvement standards.*
> *Parking access points, whether located on front or side streets must be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points shall be limited to the minimum amount necessary to provide adequate circulation.*
> *Common driveways which provide vehicular access to more than one site are encouraged.*
> *3. Driveways/Driveway Approach Width and Grade. The minimum driveway width shall comply with public improvement and fire safety standards.*
> *4. Back-Out Parking. With the exception of duplexes and single-family residences, all parking areas shall be designed so that vehicles are not permitted to back out of the parking area onto a public street.*
> *5. Driveway/Drive Aisle Width. Driveways shall have a minimum paved width of 20 feet for two-way circulation and 14 feet for one-way circulation. Driveways shall not occupy a yard setback or buffer except to pass through the yard in order to connect directly to a public street or as necessary for shared driveways and internal access between uses on abutting lots.*
> *Parking aisles shall be separated from vehicle circulation routes where feasible.*
> *Drive aisle throats shall be of sufficient depth to avoid vehicle stacking into the street.*
> *On-site circulation shall be designed to discourage speeding by avoiding long straight drives where conflicts with pedestrians and parked cars may occur. Speed bumps are strongly discouraged.*
> *6. Turnaround Areas. Parking spaces shall be provided with adequate drive aisles or turnaround areas so that all vehicles may enter the street in a forward manner.*
> *7. Setback Restrictions for Parking Spaces and Drive Aisles. Parking areas including spaces, aisles, and turnaround and maneuvering areas shall not occupy the required setbacks.*
> *8. Cluster of Spaces. Clusters of auto spaces shall not exceed 50 spaces. Auto parking clusters shall be separated by landscaping as provided in Chapter 23.716 RCMC (Landscaping) or by buildings.*

9. Connect Parking Lots. Auto parking areas shall be designed to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the public right-of-way for cross movements. Joint or shared access, internal circulation, or parking is encouraged with adjacent uses through reduction of parking area requirements or other inducements as may be identified in the project review process. Cross access agreements shall be required for all driveway connections between parking lots.
Where parking areas are connected, direction of travel and parking bays shall be similar to reduce conflicts at points of connection.
10. Pedestrian Circulation. Separate vehicular and pedestrian circulation systems shall be provided. Pedestrian linkages between uses in commercial developments shall be emphasized, including distinct pedestrian access from parking areas.
Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.
Pedestrian walkways located in parking areas shall be visible from structures. This can be accomplished by using design features such as walkways with enhanced paving trellis structures, or special landscape treatment.
Linkages from the structures shall be provided for pedestrian access to public sidewalks.
11. Minimum Clearance. Driveways, aisles, turnaround areas, and ramps shall have a minimum vertical clearance of 12 feet for the entire length and width, but such clearance may be reduced in parking structures.
12. Drainage. Adequate drainage shall be provided to dispose of the runoff generated by the impervious surface area of the parking area. Provision shall be made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property. Parking areas may include water quality features within interior landscaped areas that reduce the flow of untreated surface water to the parking area perimeter. Refer to Chapter 6, Natural Resources, Section, 6.4 Water Quality for water quality guidelines.

Appendix A provides detailed standards and graphics from SunCreek Specific Plan Development Regulations.

SUMMARY

This mitigation measure would be applied to land uses that provide parking areas, including the schools, parks, high density residential and commercial uses. The mitigation measure scale is as follows:

Maximum Mitigation:	0.5
Scaling Factor:	0.63
Project Credit (Maximum Mitigation × Scaling Factor):	0.32

3.9 MEASURE 15 – OFFICE/MIXED-USE DENSITY (C, M)

The project provides a high-density office or mixed-use area proximate to transit. (Mitigation Points = 0.1 – 2.0)

The mitigation value to be achieved by this measure is based on project density and proximity to transit. Planned transit must be included in the Metropolitan Transportation Plan (MTP) or Regional Transit Master Plan. The plan or project must provide safe and convenient bicycle/pedestrian access to all transit stops, within one-quarter mile.

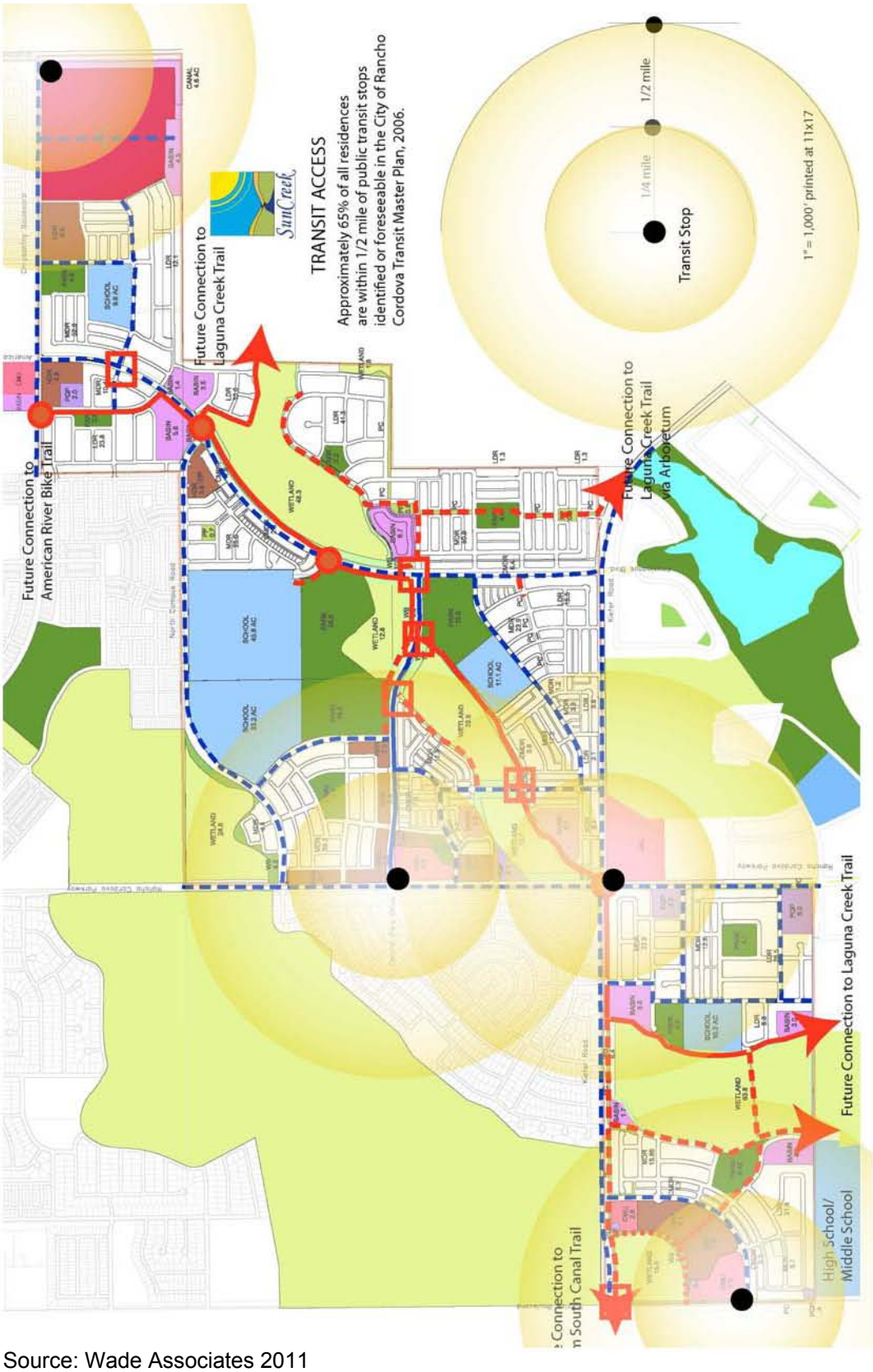
The City has initiated transit services, in addition to services provided by Sacramento Regional Transit. As discussed in Section 2.1.1 of the RC Transit Master Plan Rancho Cordova Parkway has been identified as a Signature Transit Route and Sunrise Boulevard has been designated as the preferred BRT Route. The RC Transit Master Plan proposes a system of city, neighborhood, and regional services. This Signature Transit Route would connect residents to businesses, shopping, and recreation. Shuttle services would provide access to neighborhoods

and businesses within the City, and would connect to Regional Transit's Light Rail Gold Line. Proposed regional services, coordinated with Sacramento Regional Transit, would focus on future BRT routes and additional stations along the Light Rail Gold Line.

Neighborhood shuttles (CordoVan) would feed both the Signature Transit Route and Sacramento Regional Transit's BRT routes. Rancho Cordova Parkway through the SPA is designed to accommodate such future transit use. The proposed SunCreek commercial use at the intersection of Rancho Cordova Parkway and Central Park Drive is designed to facilitate transit-oriented development.

The Specific Plan includes commercial mixed-use areas and office uses in the Local Town Center. Each of these areas would be located along a major street and could be a transit-oriented development served by bus, BRT, local shuttle, or all three. The commercial mixed-use areas would be located adjacent to high-density residential uses and would be served by the bike trail and pedestrian network that would connect the commercial mixed-use areas to the surrounding neighborhoods.

Land use development standards in the City provide a range for the Floor Area Ratio (FAR) for office and commercial mixed-use development (i.e., the minimum FAR is 0.3 and the maximum FAR is 3.0). This analysis considers the most conservative category (0.75 to 1.5 FAR) for this measure, which provides the fewest mitigation points. No LRT or BRT exists in proximity to the commercial mixed-use areas proposed in the Specific Plan; however, as discussed above, the Signature Transit Route service and BRT are planned routes within one-quarter mile of the SPA. Exact locations of the transit stops are unknown but would likely be located near the commercial mixed-use areas. Exhibit 11 shows the CMU and LTC uses within the SPA that are within one-quarter mile of future transit stops. To ensure the availability of transit to the SPA, the project applicants would work with the City to locate transit stops along the proposed Signature Transit Route and BRT. The proposed routes are anticipated to operate largely on 15- and 30-minute frequencies (City of Rancho Cordova 2006b). Based on the percent reduction table in the SMAQMD guidance, the maximum mitigation for a project that has 0.75 to 1.5 FAR and planned BRT on 15-minute frequencies would be 0.25.



Source: Wade Associates 2011

SunCreek Office and CMU Areas within One-Quarter Mile of Future Transit Locations **Exhibit 11**

SUMMARY

This mitigation measure would be applied to office and commercial mixed-use development throughout the entire SPA. The Local Town Center is envisioned to be an employment center identified by the City of Rancho Cordova in the study "A Commercial Development Strategy for Rancho Cordova" Spinnaker Strategies, March 1, 2011, page 6.

The major change on this map from current proposals is the addition of a significant amount of office acreage in the north near Highway 50, where a great deal of low density residential space has now been proposed, and to the east along Grant Line Road, a future "regional connector". Significant levels of office development near Grant Line Road will probably not be marketable until that road becomes a regional connector. In the meanwhile, most office tenants will want to be closer to the freeway and light rail stations.

The question of whether the intersection of Grantline Road and Chrysanthy Boulevard (northeast corner of the Local Town Center) will become a transit stop has been addressed in Section 2.1 Transit in this document. The City of Rancho Cordova has adopted a Transit Master Plan that indicates the planned routes for transit service in the city. The SunCreek Specific Plan must be consistent with the city General Plan and thus must respond to the city's transit plan. A ¼ mile radius from the planned transit stops would encompass all of the CMU designated areas, and 31 acres (52%) of the 60 acre LTC designated site. These land uses represent approximately 33.7 percent of the total vehicle trips that would be generated by the project. The mitigation measure scale is as follows:

Maximum Mitigation:	0.25
Scaling Factor:	0.337
Project Credit (Maximum Mitigation × Scaling Factor):	0.118

3.10 MEASURE 17 – ORIENTATION TOWARD PLANNED TRANSIT, BIKEWAY, OR PEDESTRIAN CORRIDOR (R, C, M)

The project is oriented towards a planned transit, bicycle, or pedestrian corridor. The setback distance is minimized. (Mitigation Points = 0.25)

As discussed in Measures 5 and 6, the Specific Plan is designed to facilitate bicycle and pedestrian travel. The Specific Plan features pedestrian paths to provide access to all commercial and mixed-use areas within the SPA (see Specific Plan Section 4.6.9), as well as to facilitate walking to schools from most of the neighborhoods in the SPA (see Specific Plan Section 4.6.7). Each commercial development within the SPA would be required to provide a protected pedestrian walkway through a parking area from a bike trail or sidewalk to a building front (see Chapter II.2, "Development Standards" in the Specific Plan). In addition, planned transit along Sunrise Boulevard and Rancho Cordova Parkway (within the SPA) is included in the Transit Master Plan. The Specific Plan provides a comprehensive pedestrian network to ensure connectivity within the SPA as well as connection to external facilities. Design standards developed by the City and furthered by the Specific Plan are intended to maximize the safety of pedestrian connectivity throughout the SPA.

▪ 4.6.7 SAFE WALK TO SCHOOL ROUTES

The local street and pedestrian network is designed to facilitate walking to school from most of the neighborhoods in the Plan Area. The schools are adjacent to collector, primary residential or pedestrian streets that provide a safe, direct and convenient route to school. In most, but not all, instances the pedestrian route will not cross a major street.

▪ 4.6.9 SIDEWALKS AND BIKEWAYS ADJACENT TO COMMERCIAL USES

The pedestrian paths and bikeways will provide convenient access to all of the commercial and mixed use areas within the Plan. Each commercial area shall provide a protected pedestrian walkway through the parking area from the bike trail or sidewalk to the building front as described in Chapter II.2 Development Standards.

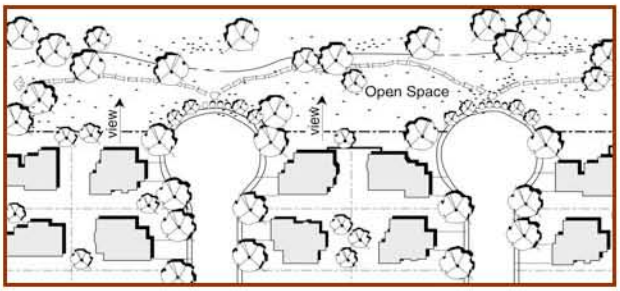
The SunCreek Specific Plan Volume I Chapter 5 "Community Character" provides the following policies:

> *As described in Chapter I.4, Circulation, the neighborhood streets will be as narrow as traffic safety will allow thereby enhancing the pedestrian scale. As described in Chapter II.2 Development Regulations, homes may be placed near the sidewalk and should be oriented with a porch or other living space reaching out to the street.*
>
> *CD 2. The street system shall be designed to discourage high volume and high speed traffic through the neighborhood.*
>
> *CD 3. The internal street system shall be designed to provide multiple, direct and convenient traffic routes and to allow residents to walk easily to nearby parks.*
>
> *CD 4. Single loaded streets shall be used where practical adjacent to Preserve areas to control surface run-off, provide open space views, and allow direct interaction between the built environment and the natural setting.*
>
> *CD 5. Each neighborhood shall be connected to the adjacent neighborhoods 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.*

CD 6. Each neighborhood shall provide pedestrian connections to the sidewalk on adjacent major streets at intervals of not more than 800 feet along the perimeter of the neighborhood. Pedestrian connections can occur at residential street intersections, pedestrian portals, at cul-de-sac heads abutting the boundary street, and at open space corridors.

CD 7. Neighborhoods located adjacent to an open space corridor will provide access where residential streets abut the open-space edge. A pedestrian connection shall be provided from the street frontage to pedestrian or bike path within the adjacent open space at intervals of not more than 400 feet along the street frontage.

CD 8. A variety of alternative street patterns and residential-lot configurations will be used to achieve visual as well as physical access to open space.



Example of open space corridor access from adjacent neighborhood.

Table II.2-4 in the Specific Plan provides a summary of development standards, including minimum setback distances. Consistent with the SMAQMD guidance for this measure, the setback distance between the project buildings on-site and between adjacent uses has been reduced to the minimum allowed under Title 23 of the City of Rancho Cordova Municipal Code. As stated in the Specific Plan, buildings would be oriented to a pedestrian space, rather than to a parking lot, and walkways would be provided to connect the commercial uses directly to the sidewalk along the street.

CD4. Residences will be oriented toward the parks and open space. The neighborhood parks shall have frontage on at least two single-loaded streets to provide for visibility and ready access.

The Specific Plan Vol. II Development Regulations Section 2.7 "Frontage Typology by Zone" and Table II 2-4 "Summary of Development Standards" (attached here as Appendix B) describe the setback or "build to" standards for each land use in the specific plan and describe the orientation to planned transit, pedestrian and bikeway corridor.

SUMMARY

This mitigation measure would be applied throughout the SPA. The mitigation measure scale is as follows:

Maximum Mitigation:	0.25
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	0.25

3.11 MEASURE 18 – RESIDENTIAL DENSITY (R)

The project provides high-density residential development. (Mitigation Points = 1.0 – 12.0)

The number of points for this measure is based on the project density and proximity to transit. Density is calculated by determining the number of dwelling units per acre (du/acre) within the residential portion of the project's net lot area. Reductions are calculated relative to a baseline density of 3 du/acre residential development. SMAQMD guidance requires that transit be available with one-quarter mile of the project site and that planned transit must be included in the MTP or Regional Transit Master Plan. As discussed previously in this AQMP the City of Rancho Cordova has adopted a Transit Master Plan that exceeds the planned transit vision of both the MTP and the Regional Transit Master Plan and the SunCreek Specific Plan must be consistent with the City General Plan. For the purposes of this analysis the BRT route shown by the City of Rancho Cordova along Grantline Road has no relevance because no residential use (in the SunCreek Specific Plan) is shown within ¼ mile of that route. Only the planned BRT routes along Sunrise Boulevard and Rancho Cordova Parkway are considered here.

Within one-quarter mile of Sunrise Boulevard and Rancho Cordova Parkway, the SPA includes 83 acres of medium density residential, 7 acres of compact medium density residential, and 14 acres of high density residential uses; this represents approximately 28 percent of the total acreage within the SPA of these land use types. Exhibit 11 shows the locations of these three land use types within the one-quarter mile of the proposed transit routes along Sunrise Boulevard and Rancho Cordova Parkway.

Table 10
SunCreek Specific Plan Allocation of Trip Generation within ¼ Mile of BRT

Land Use	Totals		Allocation Percentage		
	Area (Acres)	Acres within ¼ mile	Percent of Residential Type	Trip Generation Factor	Apportioned Mitigation Factor
Medium Density Residential (6.1 to 12 du/ac)	322.7	83	.257	25.1	0.64
Compact Density Residential (12.1 to 18 du/ac)	20.1	7	.35	1.8	0.063
High Density Residential (18.1 to 40 du/ac)	34.6	14	.40	6.8	0.272
Total	**1,265.5**				

Note: Trip Generation Factor by Type from Table
Source: Wade Associates 2010; adapted by AECOM in 2011

SUMMARY

The scaled mitigation value presented in Table 11 shows the maximum mitigation value that could be achieved by the Specific Plan.

Table 11
SunCreek Residential Density Mitigation Value

Land Use Type	Dwelling Units per Acre	Base Mitigation Value	Planned BRT (15-Minute Headway)	Total Mitigation Value	Apportioned Mitigation Factor	Scaled Mitigation Value
Medium Density Residential	6.1-12.0	1	0.5	1.5	0.64	0.96
Compact Medium Density Residential	12.1-18.0	3	0.5	3.5	0.063	0.22
High Density Residential	20.1-40.0	5	0.5	5.5	0.272	1.496
Total				**10.5**		**2.68**

Source: Data compiled by AECOM in 2011(amended by Wade Associates

Maximum Mitigation:	10.5
Scaling Factor:	varies by land use category
Project Credit (Maximum Mitigation × Scaling Factor):	2.68

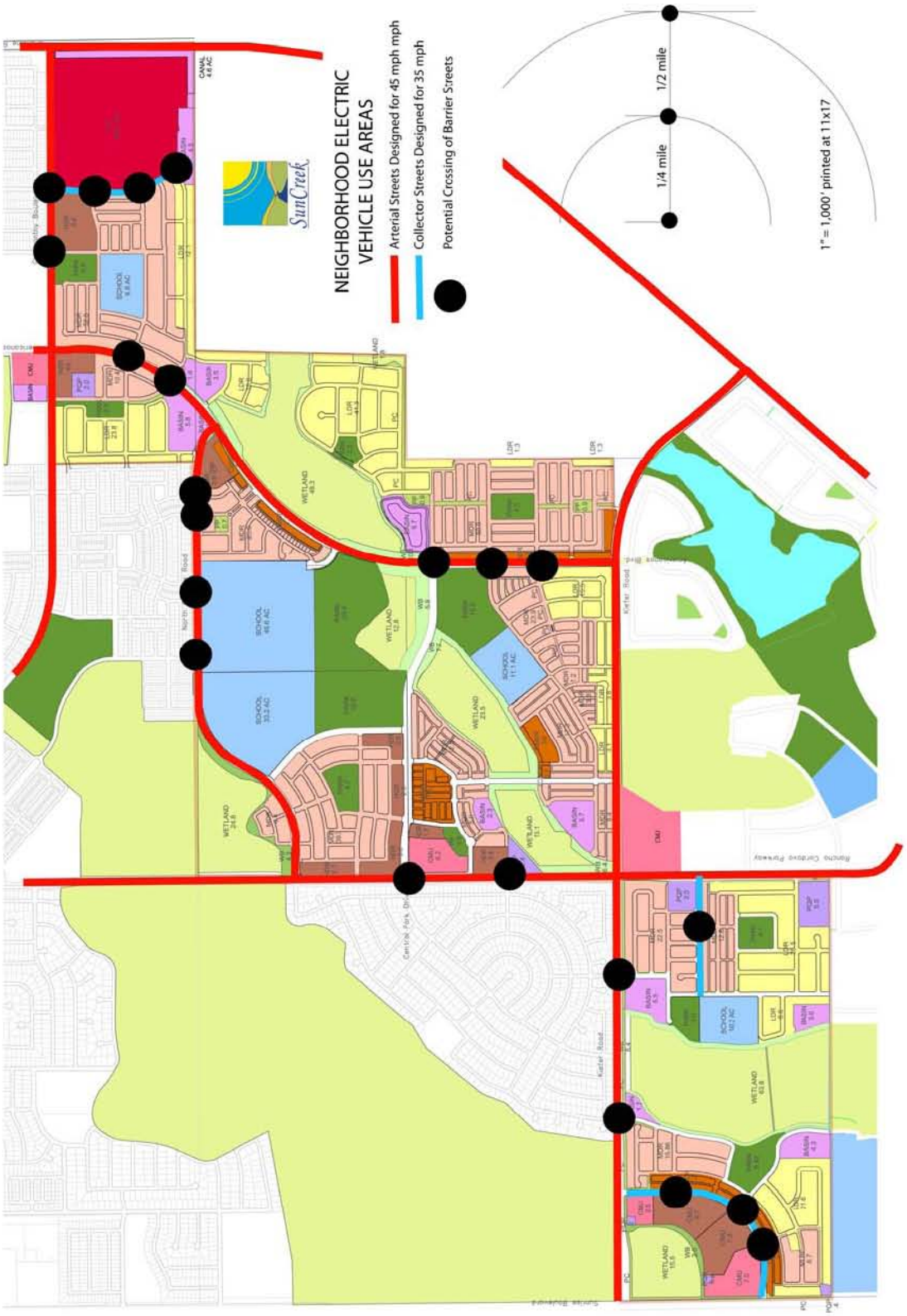
3.12 MEASURE 20 – NEIGHBORHOOD ELECTRIC VEHICLE ACCESS (R, C, M)

The project makes physical development consistent with requirements for neighborhood electric vehicles (NEVs). (Mitigation Points = 0.5 – 1.5)

NEVs do not replace gas-fueled vehicles as the primary vehicle for most trips. Project design should include designated NEV routes and facilities, and internal project roadways should accommodate NEVs. The SunCreek Specific Plan Chapter I.4 Circulation Table 4-1 Summary of Street Standards indicates that all streets in the plan with the exception of collector streets and arterial streets are designed for speeds of 25 mph or less. (See Exhibit 10 in this AQMP).

The Specific Plan includes circulation policies to encourage the use of NEVs, including Policy C9 that states, "All secondary streets shall be designed and posted for speeds of 25 miles per hour, or less to allow Neighborhood Electric Vehicles to circulate through the Plan Area." Therefore, the Specific Plan is designed to accommodate NEVs consistent with California Vehicle Code sections 21250 through 21266.

The arterial streets in the plan are established by the City of Rancho Cordova and thus set a framework for the SunCreek Specific Plan. Nonetheless, the Specific Plan circulation and land use plan is designed to facilitate the use of NEVs to the maximum extent feasible given the arterial street pattern established by the city and the presence of wetland preserve areas that cannot be crossed by streets. Local street connections are designed to provide as direct routing to major destinations and connections between neighborhoods as possible. Schools, parks, commercial and employment destinations are distributed to maximize access from all neighborhoods by NEVs as well as pedestrians and bicyclists. Exhibit 12 illustrates the location of barrier streets (arterial and collectors) and the potential points where local streets can cross these barriers to connect to adjacent neighborhoods. All streets not indicated as arterial or collector streets can be used by NEV traffic.



Source: Wade Associates 2011

SunCreek NEV Use Areas and Barrier Streets with Potential Crossings **Exhibit 12**

Additional details on parking guidelines for NEVs are provided in Section 2.10.7, "Requirements for Off-street Parking Spaces," of the Specific Plan, as follows:

1. Up to 20 percent of the required number of parking spaces may be sized for special motor vehicles such as golf carts and neighborhood electric vehicles.

2. Neighborhood electric vehicles parking spaces shall be at least six feet in width and 10 feet in length, and shall be clearly marked "NEIGHBORHOOD ELECTRIC VEHICLES ONLY," or "NEV."

3. Neighborhood electric vehicles spaces shall be clustered near the entries of destination buildings.

4. Where an entire section of the parking lot is restricted to neighborhood electric vehicles parking with an angle of 90 degrees, the aisle width may be reduced from the standard 25 feet to 15 feet. Such compact sections should be located so as to minimize the distance from the parking lot section to the appropriate building or activity.

SUMMARY

This mitigation measure would be applied throughout the SPA. The SMAQMD guidance states that scaling should be based on the following:

- For a 1.5 percent reduction, a neighborhood shall have internal NEV connections and connections to other existing NEV networks serving all other types of uses.

- For a 1.0 percent reduction, a neighborhood shall have internal and external connections to surrounding neighborhoods.

- For a 0.5 percent reduction, a neighborhood has internal connections only.

The plan area street design and the parking standards facilitate the use of NEVs throughout the plan area and opportunities for connections across barrier streets occur both within the plan and to external neighborhoods wherever internal streets in SunCreek are aligned with adjacent projects. This occurs wherever the adjacent plan is known. The mitigation therefore includes both internal and external connections to all major destinations including schools, parks, commercial and employment centers. In addition, the NEV routing would enable residents to use NEVs to connect to the transit stops identified in the plan. Since no NEV plans are known in adjacent plans the mitigation is a 1.0 percent reduction for internal and external connections.

Maximum Mitigation:	1.0 (internal and external connections)
Scaling Factor:	1.0 (entire project)
Project Credit (Maximum Mitigation × Scaling Factor):	1.0

3.13 MEASURE 23 – SUBURBAN MIXED-USE (R, C, M)

The project has at least three of the following features on-site and/or off-site within one-quarter mile: Residential Development, Retail Development, Park, Open Space, or Office. (Mitigation Points = 3.0)

The Specific Plan includes a mix of land zoned for residential, commercial, and public land uses within close proximity, providing at least three of the following features on-site and within one-quarter mile of each other: residential development, retail development, park, open space, and office. SMAQMD requires that the plan or

project demonstrate the functional interrelationships between three on-site and/or off-site project uses. Exhibit 13 shows the land uses within one-quarter-mile radii of the commercial and public land uses in the SPA.

SUMMARY

This mitigation measure would be applied throughout the SPA. The mitigation measure scale is as follows:

Maximum Mitigation:	3.0
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	3.0

3.14 MEASURE 25 – NO FIREPLACE (R)

The project does not feature fireplaces or wood burning stoves. (Mitigation Points = 1.0)

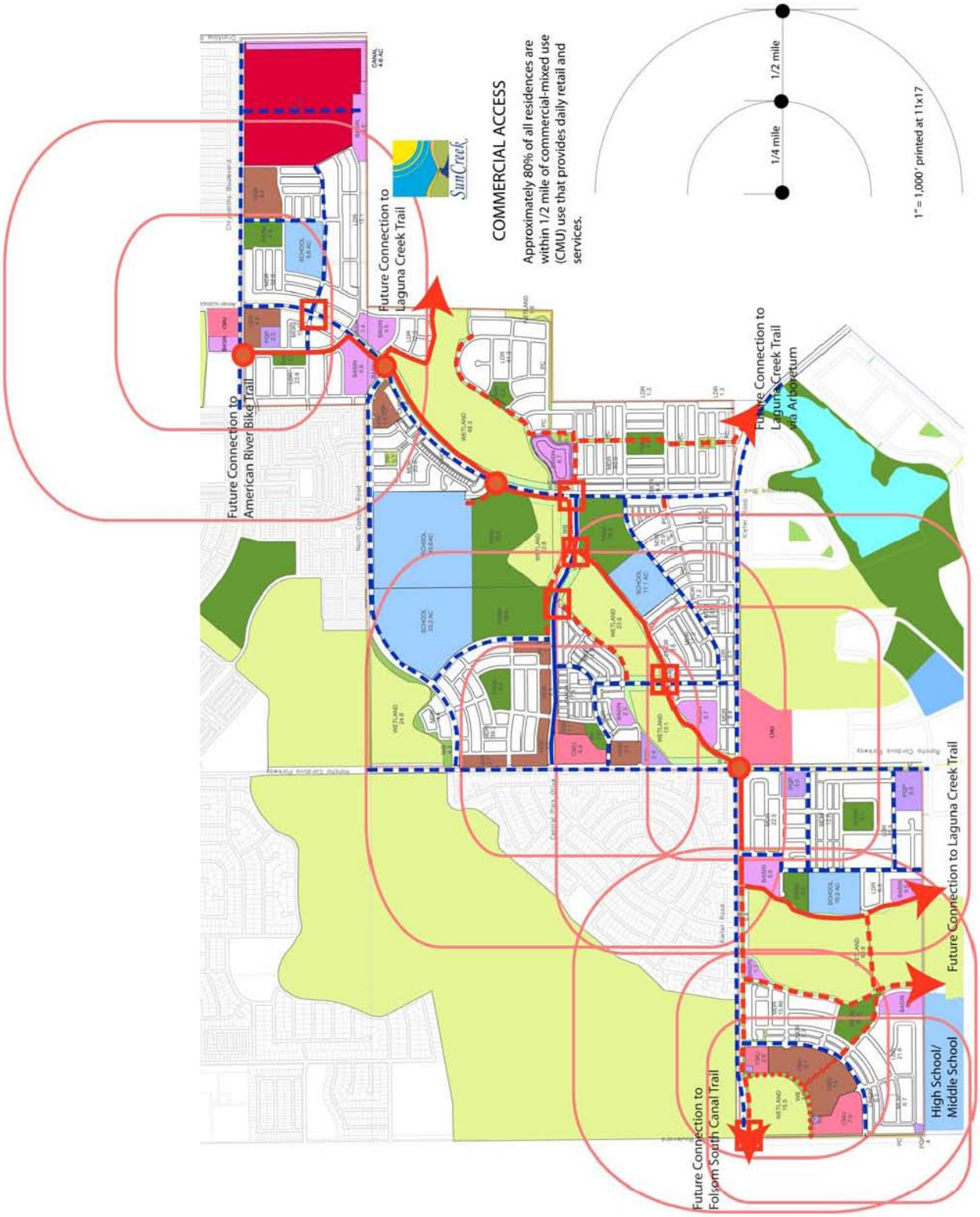
SMAQMD requires that all buildings, units, and facilities (indoors or outside) be free of devices designed to facilitate the combustion of wood or wood products. The use of natural gas or electric fireplaces would not be limited by this measure, and the inclusion of natural gas or electric fireplaces in a project design would not affect SMAQMD's endorsement of this measure as a part of an Air Quality Mitigation Plan.

As currently drafted, the Specific Plan prohibits the installation of fireplaces in any residential building. As stated on page 3.2-30 of Section 3.2, "Air Quality" in the Specific Plan, hearth emissions are presumed to be associated with 100 percent natural gas combustion, as stated by the project applicants. The project would install natural gas fireplaces in all residential units where fireplaces were to be installed.

SUMMARY

This mitigation measure would be applied to the residential component throughout the SPA. Residential uses represent 43 percent of both the total vehicle trips and total land use (based on acreage) of the Specific Plan. Therefore, the mitigation measure scale is as follows:

Maximum Mitigation:	1.0
Scaling Factor:	0.43
Project Credit (Maximum Mitigation × Scaling Factor):	0.43



Source: Wade Associates 2011

SunCreek Commercial and Public Uses Proximity **Exhibit 13**

3.15 MEASURE 33 – TRANSPORTATION MANAGEMENT ASSOCIATION MEMBERSHIP (R, C, M)

Include permanent Transportation Management Association (TMA) membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism. (Mitigation Points = 5.0)

TMAs are private, non-profit organizations run by a voluntary board of directors and a small staff. TMAs assist businesses, developers, building owners, local government representatives, and others to work together to collectively establish policies, programs, and services to address local transportation problems and issues. The key to a successful TMA lies in the synergism of multiple businesses banding together to address and accomplish more than any one employer, building operator, or developer could do alone. TMAs typically provide a number of services, including:

- Carpool and Vanpool Matching
- Advocacy
- Telecommuting Information
- Transit Schedules
- Emergency Ride Home Program
- Park and Ride Information
- Air Quality Information
- Transportation Roundtable
- Bicycle Discount Program
- Newsletters

The SunCreek Specific Plan is part of the Sunrise Douglas Community Plan approved by Sacramento County. As a condition of approval of the SunRidge Specific Plan the County formed County Service Area (CSA) 10 for the purpose of funding a Transportation Management Association (TMA). CSA 10 covered all of the area within the Community Plan and thus, the SunCreek SPA was included in the CSA 10 formation. Subsequent to the formation of the City of Rancho Cordova, the petitioned the Sacramento Local Agency Formation Commission (SLAFCo) to transfer to the City of Rancho Cordova the funding obligation and the TMA program for those portions of CSA 10 that lie within the city boundary. The Master Services Report filed with SLAFCo (attached as Appendix C) describes the TMA functions and financing mechanism provided through the City of Rancho Cordova. The TMA functions and long term funding are assured by this transfer of responsibility and authority from CSA 10 to the city.

SUMMARY

This mitigation measure would be applied to the entire project. The mitigation measure scale is as follows:

Maximum Mitigation:	5.0
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	5.0

3.16 MEASURE 99A – LAND USE DISTRIBUTION LINKED WITH ENHANCED PEDESTRIAN AND TRAIL NETWORK TO FACILITATE INTERNAL TRIP REDUCTION (R, C, M)

The project provides for a mix of land uses distributed to facilitate the enhanced pedestrian access and trail network beyond the requirements specified in Measure 5. The land use pattern and trails coordination is beyond the requirements specified in Measure 23. (Mitigation Points = 5.0)

The project provides additional pedestrian access networks beyond the requirements specified in Measure 5. Details of the pedestrian access and trail network are discussed above in Measures 5, 6, 9, 13, and 17. The Specific Plan includes neighborhoods designed to facilitate pedestrian and bicycle use by providing reasonably direct routes to homes, shopping, schools, parks and jobs. The multi-modal transportation network includes a wide range of bike and pedestrian paths, including 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. The Specific Plan features pedestrian paths that would provide access to all of the commercial and mixed-use areas as well as facilitate walking to schools from most of the neighborhoods in the SPA. The routing of the collector streets in each neighborhood would provide an interconnected route that residents could use for recreational walks or biking. As proposed in the Specific Plan, a person would not have to walk more than one-quarter mile on a standard street sidewalk to reach a paseo that would be connected to a plan-wide network. Chapter I.4, "Circulation," in the Specific Plan indicates that the neighborhood streets would be as narrow as traffic safety would allow, thereby enhancing the pedestrian scale of the development.

Sun Creek was strategically designed through a charette process coordinated by the City to make bike and pedestrian travel an attractive and viable option for most internal trips and to facilitate bike and transit alternatives for external trips.

The location, arrangement and mix of land uses, the design guidelines, the street network, and the backbone bike/pedestrian trail system were planned in a coordinated fashion to maximize the opportunity and incentive for people to get where they need to go without having to do it in a car. The neighborhoods are designed to be compact and pedestrian friendly. The backbone trail system is easily accessible to nearly every home and provides direct connections to key destinations within and adjacent to the Specific Plan. Extensive qualitative improvements were incorporated into the plan to make walking, biking, and transit ridership more inviting and attractive options. These measures are described in more detail below.

Source: Wade Associates 2011

SunCreek Neighborhood Based Land Use Plan **Exhibit 14**

○ Elementary School Trips

Each of Sun Creek's three elementary schools is centrally located away from major streets to make it safe and convenient for children to walk or bike to school from the surrounding neighborhood. The walkable scale and design of the neighborhoods (described above) encourages such trips. Children attending from outside the immediate neighborhood have direct access to two of the elementary schools through the backbone trail system. A special backbone trail connection has been provided across the wetlands preserve (at significant cost) to provide a direct link to the elementary school on the Shalako property for residents in the neighborhood west of the preserve. The third elementary school is connected to the backbone trail system by class II bike lanes and separated sidewalks. It this case we had to choose between direct access to the trail and being centrally located within the neighborhood. For an elementary school, we thought it was most important to locate the school to shorten the walking distance from the immediate neighborhood.

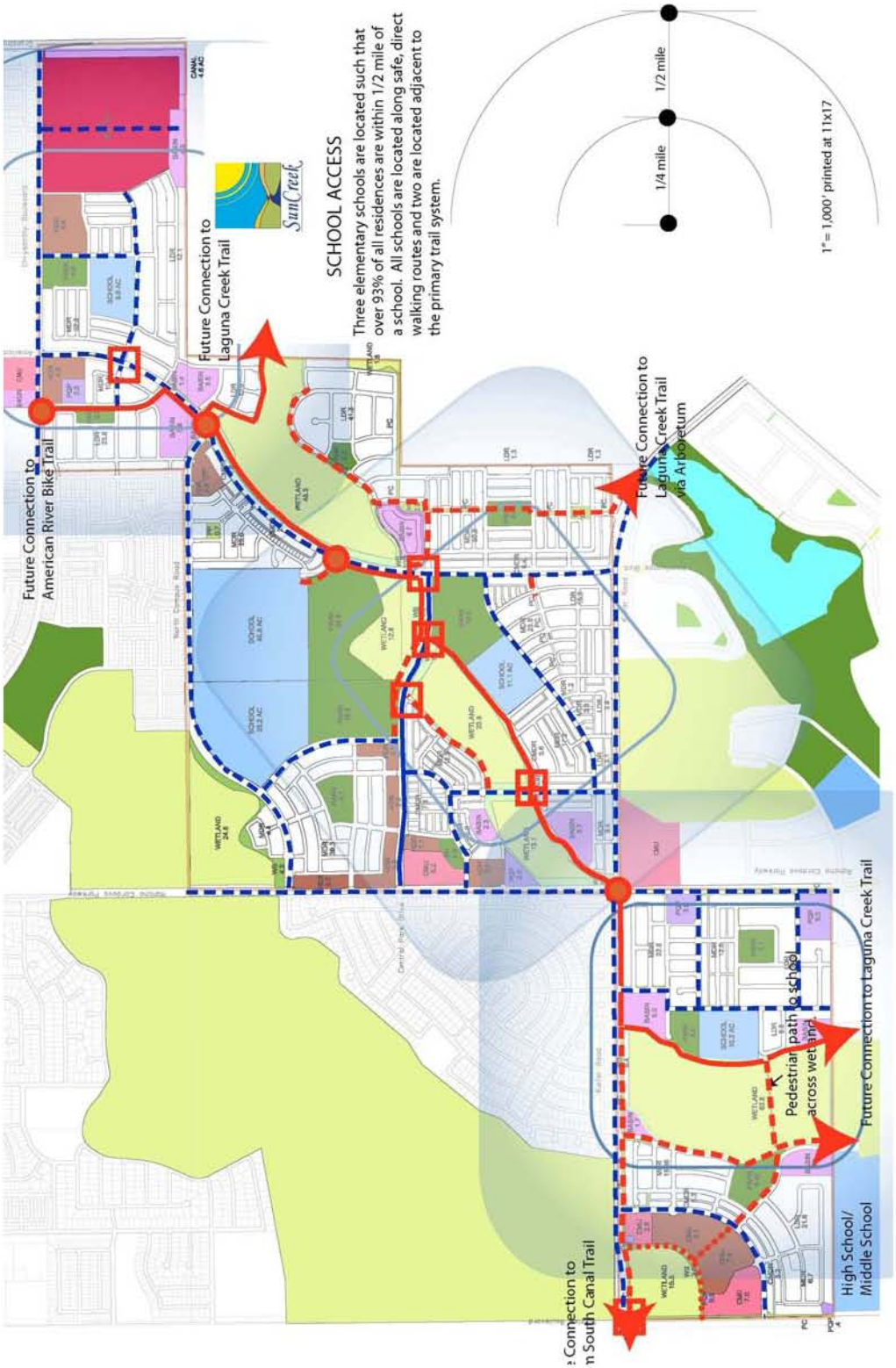
○ Middle School / High School Trips

High schools are often located along major arterials at the edge of a community for convenient automobile access. In the Elk Grove Unified School District, middle schools often share these auto oriented sites. In contrast, Sun Creek's high school and middle school share a central location that minimizes walking and biking distance for students. The high school and middle school are part of a large cluster of public uses in the center of the plan that we refer to as the Great Park (described below). This location provides for easy walking and biking from throughout Sun Creek and surrounding community utilizing the backbone trail system and/or the additional class II bike trails and separated sidewalks. A notable pedestrian feature is the "pedestrian street" or "great street" design applied to Central Plan Drive. This design features an extra wide pedestrian corridor and narrow street section to provide a signature pedestrian route linking the high school/middle school, and the Great Park with the village center commercial use located at the planned transit stop on Rancho Cordova Parkway. The design features of the trail system make walking and biking an attractive alternative to driving. The backbone trail system provides point to point connectivity to within ¼ mile of most homes in Sun Creek, with the rest linked to the trail system with class II bike lanes and separated sidewalks. Trail connections and other linkages to the surrounding community make walking and biking from beyond Sun Creek a viable option.

A second high school / middle school campus is planned immediately south of the Shalako property in the adjacent Arboretum project. Once that site was selected, an additional backbone trail segment was added to the Sun Creek plan to provide a direct connection to this campus as well. As a result, the backbone trail system will provide point to point connectivity from the Arboretum high school and middle school to within ¼ mile of most Sun Creek residents.

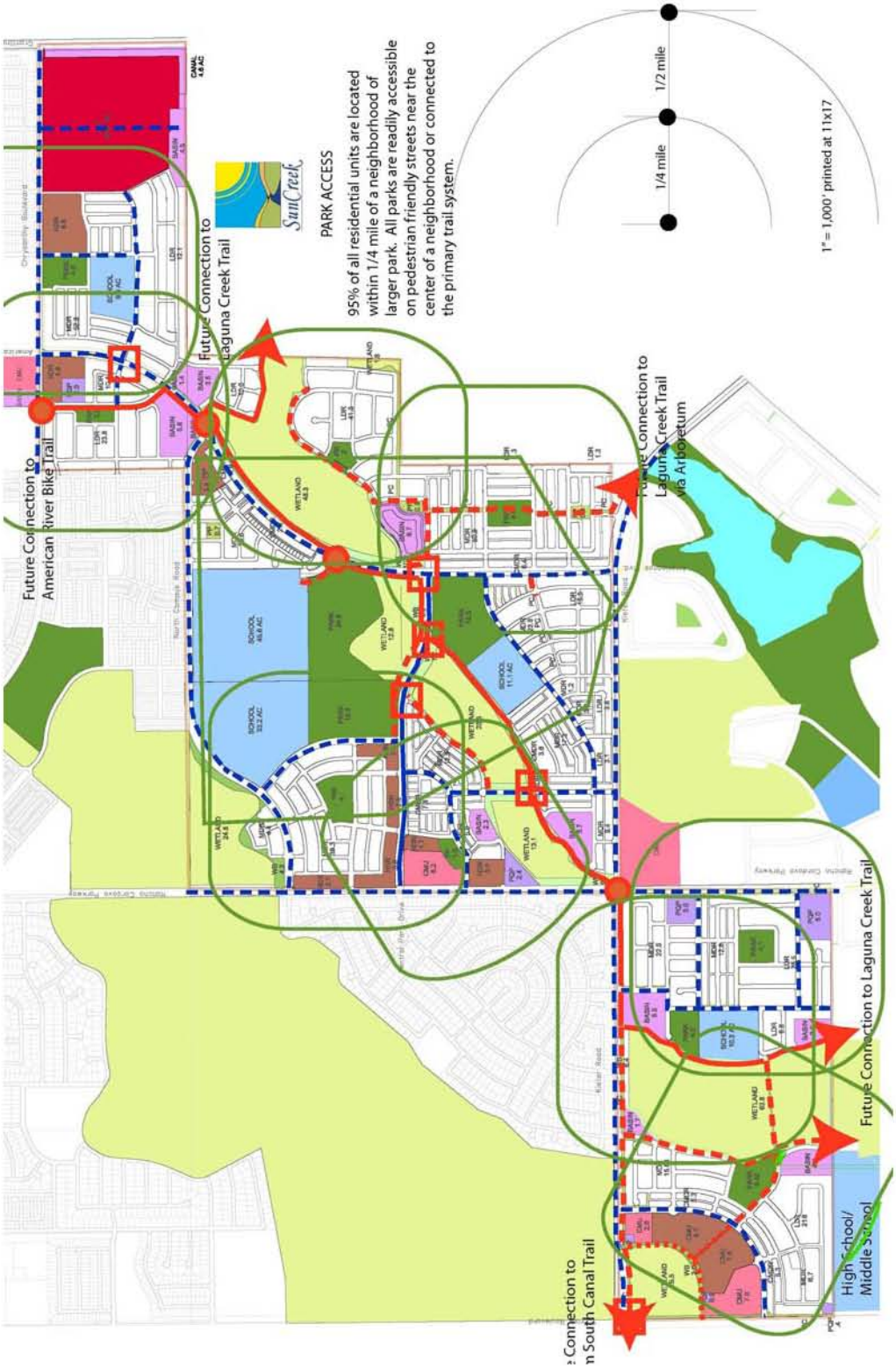
○ Trips the Community Park and Related Athletic Fields and Community Facilities

Just as each neighborhood has a defined center for neighborhood interaction, the Sun Creek Specific Plan and Sunrise Douglas Community Plan has a defined center for community wide activities. At the center of the community is the Great Park with over 195 acres of combined public space in the heart of the Specific Plan. The Great Park includes a high school, middle school, elementary school, permanent open space and two large parks that make up the community park for the entire Sunrise Douglas Community Plan area. The schools and park facilities are intended to be joint use and will be programmed for community facilities and formal sports fields. Landscaped detention basins, a portion of the wetlands preserve and some additional City open space create elbow room for more passive activities. Collocation of the schools and parks is intended to consolidate or eliminate some trips as kids walk directly to after school activities. The central location shortens walking and biking distances from throughout the community. The Great Park is directly connected to the backbone trail



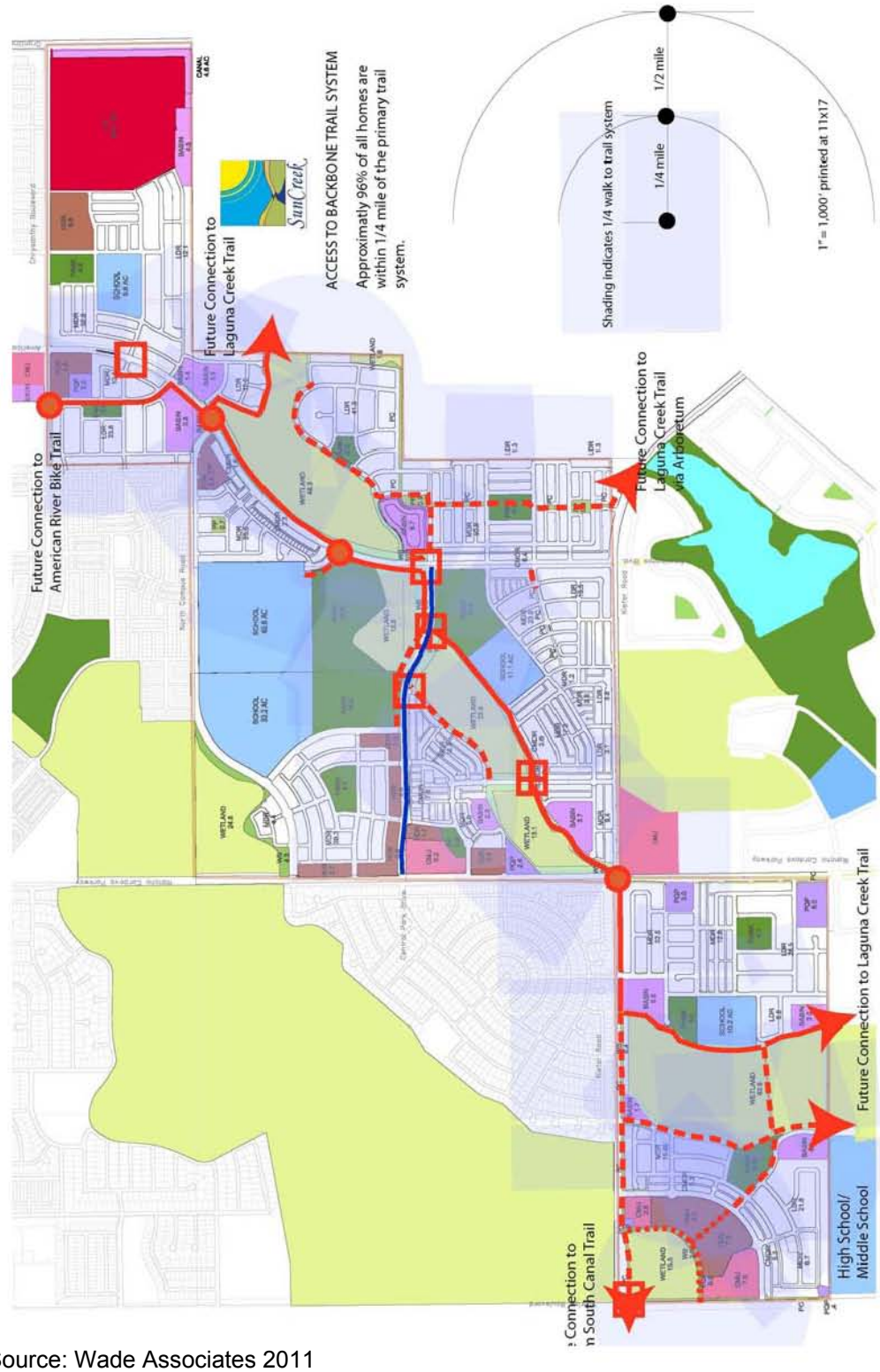
Source: Wade Associates 2011

SunCreek Pedestrian Access to Schools
Exhibit 15



Source: Wade Associates 2011

SunCreek Pedestrian Access to Parks **Exhibit 16**



Source: Wade Associates 2011

SunCreek Pedestrian Access to Backbone Trails Network **Exhibit 17**

system. The design features of the trail system make walking and biking an attractive alternative to driving. The backbone trail system provides point to point connectivity from the Great Park to within ¼ mile of most homes in Sun Creek, with the rest linked to the trail system with class II bike lanes and separated sidewalks. Trail connections and other linkages to the surrounding community make walking and biking from beyond Sun Creek a viable option. The Central Park Drive pedestrian street provides a convenient link to retail services for users of the Great Park.

○ TRIPS ASSOCIATED WITH SHOPPING AND SERVICES

The Sun Creek Specific Plan employs several strategies to reduce trips associated with neighborhood shopping and services. Neighborhood commercial is contained within commercial mixed use zones that allow for the integration of retail services with offices and residential uses. Please refer to Exhibit 13 in this AQMP. The City's form based zoning code allows for the mixing of uses and ensures that the design details will be pedestrian friendly. The Shalako CMU site features a pedestrian promenade and the Investek CMU site design will be integrated with the pedestrian street (Central Park Drive). Each site has additional high density housing in near proximity to maximize the number of residents within immediate walking distance. Each also has a direct link to the backbone trail system which provides point to point access from the CMU center to within ¼ mile of most homes in the community, with all of the qualitative design features previously discussed to encourage walking and bicycling. This is important not only for customers, but also for potential employees, as discussed below. Each CMU site is located where it can be easily served by transit and will be designed to accommodate transit service.

In addition to the CMU sites, Sun Creek features a 60-acre Local Town Center that is located at one of the few planned intersections for the future Southeast Connector (Grantline Road) immediately across from a planned University. The site will accommodate a variety of major retail uses, office development, restaurants, lodging, and entertainment. The Town Center is connected to the backbone trail system by class II bike lanes and separated sidewalks. It will be designed to have pedestrian friendly access directly from the adjacent neighborhood. In addition to the "drive by" traffic needed to sustain a major commercial center, the Town Center is strategically located to attract significant bike, pedestrian, and shuttle traffic from the nearby planned University/College Campus Center at Cordova Hills. The size of the Town Center and mix of uses is intended to consolidate trips for those who drive to the site.

SUMMARY

This mitigation measure would be applied to the entire project. The mitigation measure scale is as follows:

Maximum Mitigation:	5.0
Scaling Factor:	0.4
Project Credit (Maximum Mitigation × Scaling Factor):	2.0

3.17 MEASURE 99B – TRANSIT CORRIDOR FEES (R, C, M)

The City of Rancho Cordova requires payment of a transit fee to finance the cost of transportation facilities. (Mitigation Points = 2.0)

On November 7, 2005, the City Council approved Resolution No. 141-2005, which created the Rancho Cordova Transit-Related Services Special Tax Area and announced the City's intention to impose a transit-related services tax on new development within the City. Pursuant to that resolution, a property owner must approve a special tax on the parcel(s) within a subdivision as a condition of approval by the City. The City Council then adopts a resolution establishing a zone encompassing the subdivision, and an ordinance creating the special tax.

All development projects within the City, including the Specific Plan, would pay transit fees that would assist in the construction and operation of future transit services including bus stops, shelters, benches and signs. The fee would be based on a per unit or area basis. Consistent with current and projected mode shares (SACOG 2008), transit is expected to provide 2 percent of the total mode share for work and commute trips.

SUMMARY

This mitigation measure would be applied to the entire project. The mitigation measure scale is as follows:

Maximum Mitigation:	2.0
Scaling Factor:	1.0
Project Credit (Maximum Mitigation × Scaling Factor):	2.0

4 CONCLUSION

SMAQMD requires a minimum reduction of 15 points for this project. As discussed in Section 3, the total available reduction credits for compliance with SMAQMD measures, based on the current version of the Specific Plan, is approximately 19.6927 points. Therefore, the AQMP meets the SMAQMD requirements.

5 REFERENCES

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Appendix A

Pedestrian Standards in Parking Areas

2.10.20. STANDARDS FOR ON-SITE PEDESTRIAN PATHWAYS (RCMC 23.722.06)

A. On-Site Connectivity

The pedestrian paths system shall be designed to provide the pedestrian safe passage throughout the project area. Adherence to all of the following provisions will create maximum safe connectivity for pedestrians:

1. A continuous path which connects the primary entrances of the structure(s) on the site.

2. Clear and continuous paths from every primary building entrance to all transit stops and crosswalks directly adjoining the site.

3. A clear and continuous path that connects the main pedestrian access point to the site with the main entrance of the primary use structure on-site.

4. Pedestrian pathways from the building to adjacent streets at a ratio of one for each vehicle entrance on-site. For example, if there are two driveways into the site, two sidewalk entries that connect to the building's primary entrance are required. Entrances designed primarily for service and delivery vehicles are not included in this ratio.

5. Drive aisles leading to main entrances with a walking path on at least one side.

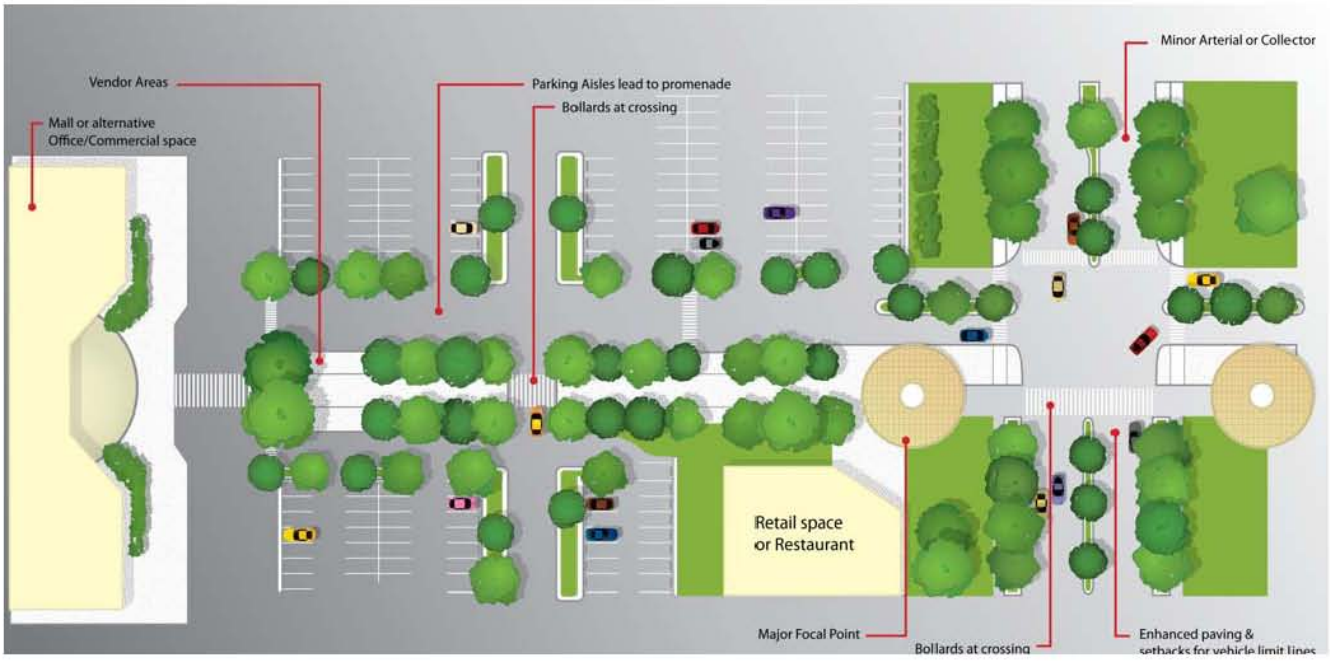
B. Connectivity to Adjoining Property

The pedestrian paths system shall be designed to provide the pedestrian safe passage between adjoining properties and shall connect their pedestrian pathways. Adherence to all of the following provisions will create maximum safe connectivity for pedestrians:

1. A clear and continuous path along all adjacent streets that connects the main entrance of the primary use structure on each property.

2. A clear and continuous path along all drive aisles providing access between the properties that connects the main entrance of

Figure II.2-8 Illustration of Pedestrian Connection from Sidewalk to Storefront



the primary use structure on each property.

3. Special pedestrian paths/connections between adjoining lots where those uses are compatible.

C. Building Perimeter Pathways

The following dimensional standards shall apply to building perimeter pathways in nonresidential districts:

1. Building perimeter pathways that are a minimum six feet in width.

2. A continuous building perimeter path interconnecting all entrances and exits of a building.

3. If parking area is proposed along the building facade within 15 feet from a building wall, a building perimeter path must be provided along the full length of the row of parking spaces facing the building.

D. Site Barriers

Where a berm, landscaping, fencing, or another physical barrier creates a site frontage impenetrable to pedestrians and bicyclists, there shall be no less than one point of access to a pedestrian pathway for every 100 feet of street frontage.

E. Parking Areas

The design and construction of pedestrian pathways into and through parking areas shall comply with the following standards:

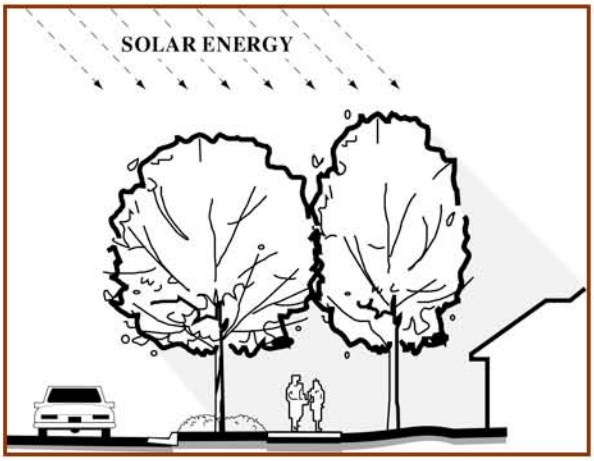
1. No parking space shall be located farther than 130 feet from a designated pedestrian pathway.

2. Where parking areas are located between a public right-of-way and a primary entrance into a site's primary use structure, a continuous and well-designated pedestrian path shall be provided through the parking area that connects the public right-of-way and the said entrance.

F. Shading

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.

Figure II.2-9 Shading Along Pedestrian Path



G. Standards for Enhanced Pedestrian Pathways

The following minimum standards apply when the enhanced pathway is used:

1. Arcades. If an arcade is provided, it shall be designed and constructed according to the following standards:

a. Permitted. An arcade may be designed and constructed in conjunction with a commercial or mixed-use project.

Arcades may be used between buildings to provide a covered walkway. The arcade may include access to stores and outdoor vendors.

Figure II.2-10 Design Requirements for Arcades (RCMC Figure 23.722-7)

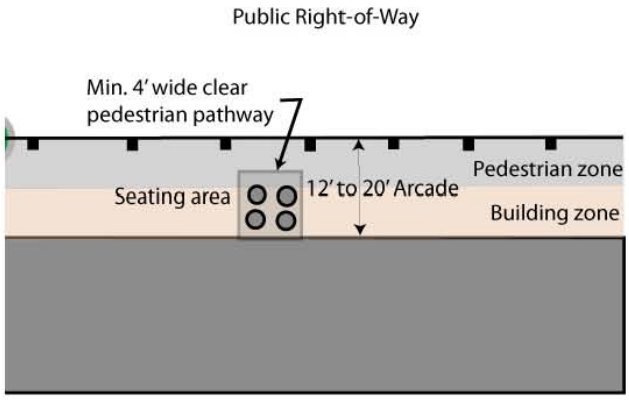


Figure II.2-11 Example of Arcade Between Buildings

b. Width. The width of an arcade shall extend from a building's facade to the public right-of-way, the edge of an adjacent public space, or the face of the curb along a private street. The minimum width shall be 12 feet and the maximum width shall be 20 feet. The width shall be divided between two zones, the building zone and the pedestrian zone, in the following manner:

i. The pedestrian zone includes the area adjacent to a public right-of-way, adjacent public space, or face of curb and shall be at minimum eight feet wide. This zone shall be free of all obstructions, except for select amenities, including cafe seating and food service vendors, which extend into the zone from the building zone. In the instance of such obstructions, a continuous four-foot-wide unobstructed pedestrian pathway must be maintained throughout the zone.

ii. The building zone is located between the pedestrian zone and a building's facade and shall be at maximum 12 feet wide. The zone shall include all required amenities (see RCMC 23.722.050(E)) and may include the following additional amenities: cafe seating, directional/directory maps, food service vendors, and public art (see RCMC 23.722.050(F)).

c. Addressing the Street Frontage and Public Space. Arcades shall be designed to address adjoining street frontages and public spaces in the following ways:

i. When a lot occupies the entire street frontage between two intersections, an arcade shall extend along the lot's entire frontage or provide unobstructed pedestrian flow along the entire frontage in combination with one or more of the following spaces: a corner arcade, a paseo, a plaza, or an intersecting sidewalk widening.

ii. When a lot occupies less than the entire street frontage between two intersections, an arcade shall contribute to unobstructed pedestrian flow along the entire frontage by aligning with one or more of the following spaces on the lot and adjoining lots: a corner arcade, a paseo, a plaza, or an intersecting sidewalk widening.

iii. An arcade adjacent to a public space shall provide continuous unobstructed pedestrian access to the space, except for structural members, and to one or more of the following public spaces that may be located at one or both ends of the arcade: a corner arcade, a paseo, an intersecting extension of the public space, or an intersecting sidewalk widening.

2. Sidewalks Along On-Site Main Streets. On-site main streets shall be designed and constructed according to the following standards:

a. Permitted. An arcade may be designed and constructed in conjunction with a commercial or mixed-use project.

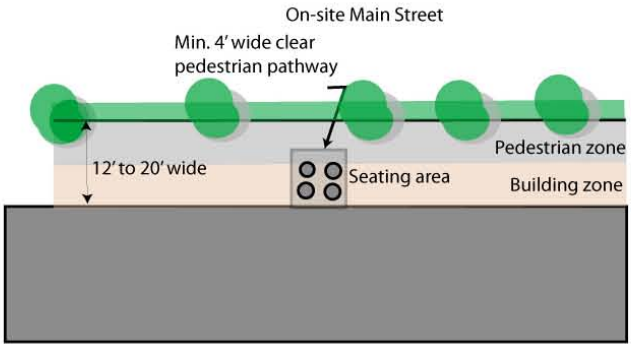
Example of Main Street Activity Area

b. Width. The width of a sidewalk shall extend from the face of the curb backwards toward a building's facade. The minimum width shall be 12 feet and the maximum width shall be 24 feet. The width shall be divided between three zones, the street buffer zone, the pedestrian circulation zone, and the amenity zone, in the following manner:

i. The street buffer zone includes the area adjacent to the back edge of a sidewalk. To accommodate the planting of street trees and the placements of tree wells, the zone shall be at minimum four feet wide and at maximum eight feet wide. The zone shall include all required amenities (see RCMC 23.722.050(E)) and may include the following additional amenities: cafe seating, directional/directory maps, food service vendors, and public art (see RCMC 23.722.050(F)).

Figure II.2-12 Design Requirements for Sidewalks Along On-Site Main Streets

(RCMC Figure 23.722-8)

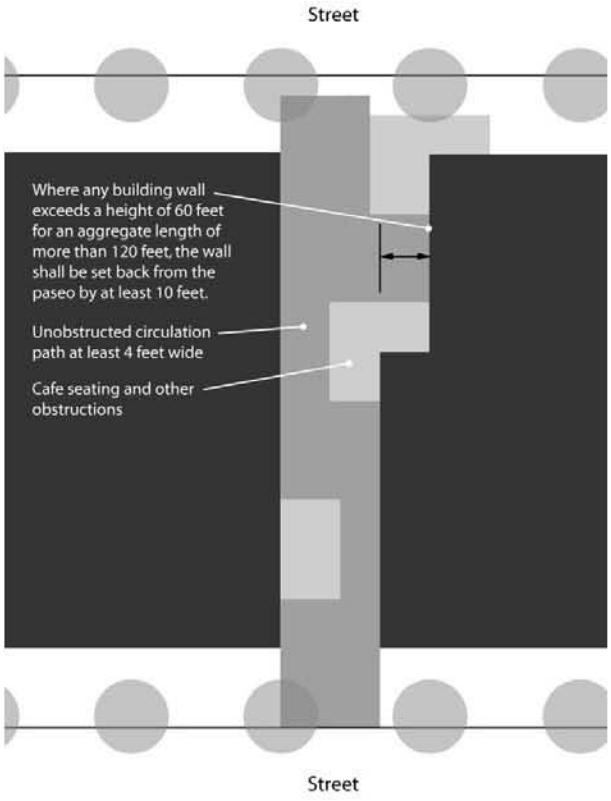


ii. The building zone includes the area adjacent to a building's facade and shall be at minimum two feet wide and at maximum 12 feet wide. The zone shall include all required amenities (see RCMC 23.722.050(E)) and may include the following additional amenities: cafe seating, directional/directory maps, food service vendors, and public art (see RCMC 23.722.050(F)).

iii. The pedestrian circulation zone is located between the street buffer zone and the building zone, and shall be at minimum six feet wide. This zone shall be free of all obstructions, except for select amenities, including cafe seating and food service vendors, which extend into the zone from the building zone. In the instance of such obstructions, a continuous four-foot-wide unobstructed pedestrian pathway must be maintained throughout the zone.

3. Paseos. Paseos shall be designed and constructed according to the following standards:

Figure II.2-13 Design Requirements for Paseos (RCMC Figure 23.722-9)



Source: SERA Architects, 2008

a. Permitted. A paseo may be designed and constructed in conjunction with a commercial or mixed-use project.

b. Width. A paseo shall be at least 20 feet in width.

c. Circulation. A paseo shall contain an unobstructed circulation path at least four feet in width, connecting the two streets on which the paseo fronts.

d. Relationship to Buildings. Where any building wall or walls adjoin a paseo and where such wall or walls exceed a height of 60 feet for an aggregate length of more than 120 feet, the wall or walls shall be set back from the paseo by a minimum distance of 10 feet.

2.11 STANDARDS FOR PUBLIC SPACES (RCMC 23.722.070)

2.11.1. Outdoor Gathering Places

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, pocket parks, plazas, squares, and pedestrian pathways.

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.

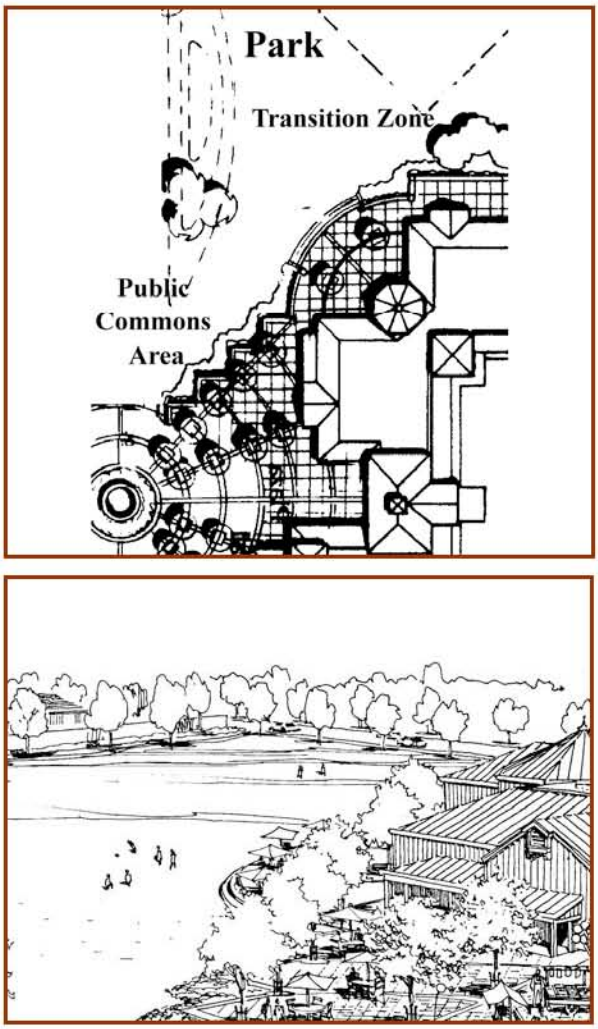
Sites shall be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development. Buildings should be clustered to form plazas or pedestrian malls and prevent long "barracks-like" rows of structures.

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.

Buildings should be oriented to a pedestrian space, rather than the parking lot, and by providing walkways that connect the commercial uses directly to the sidewalk along the street.

Buildings adjacent to a park, detention basin or informal open space shall be oriented to permit a plaza or courtyard to overlook the open space.

Figure II.2-14 Example of Commercial Space Overlooking Park or Open Space



2.11.2. Public Space Area Requirement

Public space shall occupy at minimum five percent of the gross square footage of new development. 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.

C. Sidewalk Frontage

To facilitate access from a public right-of-way or an on-site sidewalk to a public space, the following standards shall be followed:

1. 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, except for those listed below.

2. 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, except for those listed below.

3. 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.

4. For obstructed portions of a space's frontage, no walls or other obstructions, except for those listed in subsection (C)(5) of this section and fixed and moveable seating and tables, shall be higher than two feet above the curb level in front of the space.

5. 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.

D. Circulation Space

Public spaces shall include one or more unobstructed circulation spaces, connecting all adjacent public rights-of-way, on-site sidewalks, building entrances, and public spaces. These spaces shall be at minimum eight feet wide.

Public spaces shall include one or more unobstructed, continuous circulation spaces of at minimum four feet in width to provide pedestrian access across the spaces and between all adjoining public rights-of-way, on-

site sidewalks, primary building entrances, and public spaces.

E. Level of Public Space

To ensure visual surveillance of a public space from the sidewalk and street, the elevation of a public space shall in no location be greater than the average curb level elevation of the nearest adjoining street.

F. Hours of Access

All public spaces shall be accessible to the public at all times, unless the approving authority authorizes a nighttime closing contingent upon the following provisions:

1. 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.

2. 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.

3. Nighttime closing of the space is necessary for public safety and/or maintenance within the space.

4. Any approved design element that limits nighttime public access shall not impede public circulation and visual or physical access within the space or between the space and public areas during hours of public operation.

G. Defensible Space

Defensible space concepts and techniques shall be incorporated in public spaces. 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 15% window front length adjacent to walkways along the ground floor wall. These windows shall not be covered inside the building and shall allow direct line of sight to the outside.

Potential crime risk uses, such as walk-up ATM machines, shall be located in highly visible and well-lighted areas.

H. Standards for Specific Public Spaces

Building entry spaces, employee break areas, paseos, and plazas shall be designed and constructed to comply with the following standards:

1. Plazas. Plazas shall be designed and constructed according to the following standards:

a. Permitted. A plaza may be designed and constructed in conjunction with a commercial, mixed-use, or multifamily residential project.

b. Area. It is recommended that a plaza occupy at least 2,000 square feet.

c. Division of Space. It is recommended that plazas be divided into primary and secondary portions in the following manner:

i. Primary Portion of Plaza. The major portion of a plaza is the largest area of the public plaza and the area of primary use. Major portions should be generally regular in shape, easily and directly accessible from adjoining buildings, public spaces, and public rights-of-way, and continuously visible from within all portions of the public plaza and from adjoining public spaces. Major portions should occupy no less than 75 percent of the total public plaza area.

Appendix B

Development Regulations: Setbacks and Pedestrian Orientation

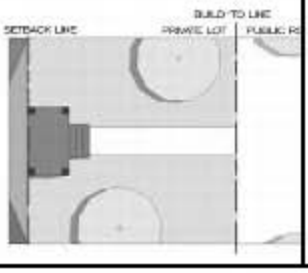
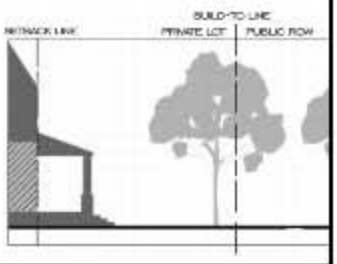
2.7 FRONTAGE TYPOLOGY BY ZONE

The purpose of this section is to introduce a limited number of common building frontages that may be applied along the streetscape typologies to specific zones in the SunCreek Plan Area.

The frontage types will ensure a proper transition from the public to the private realm by defining the edge of the streetscape.

Table II. 2-3 Frontage Types Descriptions and Standards (RCMC Table 23.504-2 amended)

Common Yard
A common yard frontage is characterized by deep front yard setbacks. Front yards do not contain fences and are visually continuous with one another, thereby creating a "strip" of green between the building frontage and the public right-of-way although attached sidewalks are also allowed. Porches and/or stoops are not required, though they are recommended. Setback standards shall be as established in Table II.2-4 Development Regulations.

Application Zones	Example	Plan	Section
Edge General			

Porch
This frontage type is characterized by a facade which is set back from the property line with a front yard and by a porch which is appended to the front facade (the porch may encroach into the front setback). Setback standards shall be as established in Table II.2-4 Development Regulations. The front facade of the structure must be set back a minimum of 10 feet behind the front property line and a maximum of 20 feet. Porches may project into the required front setback. Porches must conform with the following:
i. Minimum of 10 feet tall (clear).
ii. Minimum of six feet deep (clear).
iii. Porch height must be a minimum of three feet above grade.
iv. Minimum of 10 feet wide.
Fences are permitted within the front setback, but may be no greater than four feet in height.

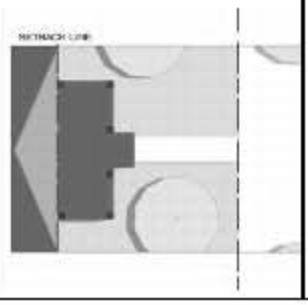
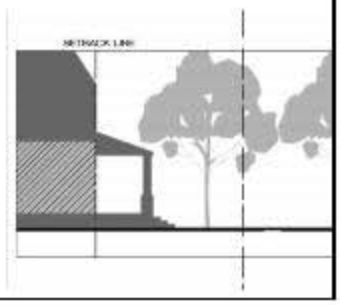
Application Zones	Example	Plan	Section
Edge General Center			

Table II.2-3 Frontage Types Descriptions and Standards (RCMC Table 23.504-2 amended)

Door Yard/Terrace/Light Court

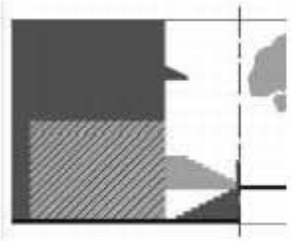
A door yard/terrace or light court frontage is characterized by a facade that is set back from the street property line by an elevated terrace or a sunken light court. This buffers residential uses from the sidewalk and removes the private yard from public encroachment. This frontage type is suitable for outdoor dining and is appropriate where residential, professional office, and retail development is incorporated into a center. It is particularly well suited to live work residential configurations.

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.

Sub-basements accessed by a light court may not be more than six feet below the sidewalk.

The stoop above the light court must be a minimum of three feet above grade and a minimum of three feet wide.

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. Such awnings must meet the dimensional standards provided in subsection (F) of this section (Storefront). 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.

Application	Example	Plan	Section
General Center			

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. 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.

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.

Courtyards must be set back from the build-to line/front building facade a minimum of 10 feet and a maximum of 30 feet.

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.

The courtyard frontage may choose to incorporate other frontage types (typically storefront, stoop, gallery, or arcade), but is not expressly required to do so.

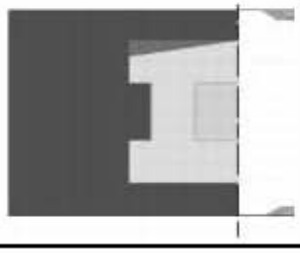
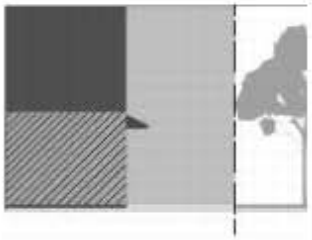
Application	Example	Plan	Section
General Center			

Table II. 2-3 Frontage Types Descriptions and Standards (RCMC Table 23.504-2 amended)

Stoop

A stoop frontage 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. The stoop frontage type is suitable for ground floor residential uses with short setbacks.

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.

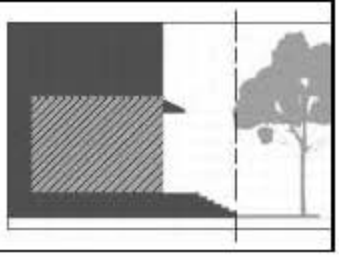
Stoops must conform with the following:

i. Stoops must rise to a minimum of three feet above grade.

ii. Minimum three feet wide.

Stoop frontages may be combined with a small roof or porch.

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 an awning or canopy is provided, it must meet the dimensional standards provided in subsection (F) of this section (Storefront). 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.

Application	Example	Plan	Section
			

Storefront

A storefront frontage is characterized by a facade which 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 awnings or canopies cantilevered over the sidewalk. Building entries may either provide a canopy or awning, or alternatively, may be recessed behind the front building facade. The front facade of the building must be built to the front property line.

Awnings/canopies must be provided for a minimum of 50 percent of the overall building frontage and must comply with the following:

i. Awnings/canopies must project a minimum of five feet over the sidewalk.

ii. Awnings/canopies must provide a minimum of eight feet and a maximum of 12 feet of vertical clearance over the sidewalk.

Building entrances must either be covered by an awning or canopy, or be recessed behind the front building facade. If an awning or canopy is provided, it must meet the dimensional standards provided above. 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.

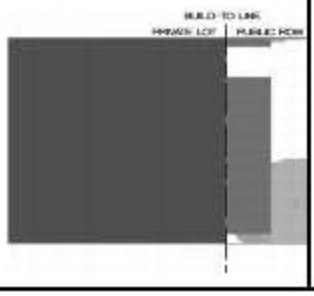
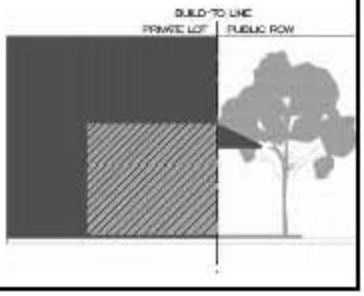
Application	Example	Plan	Section
Center			

Table II.2-3 Frontage Types Descriptions and Standards (continued)

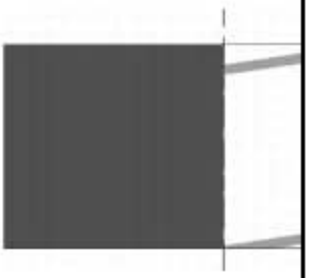
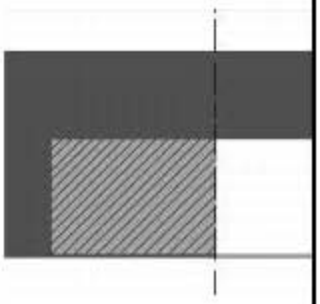
Arcade

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. This frontage is conventional for retail use.

The front facade of the building must be set back a minimum of 10 feet behind a colonnade. The colonnade may be located no more than three feet behind the curb.

The arcade must provide a minimum of 10 feet of vertical clearance from the sidewalk.

There must be a minimum of 10 feet of clearance between the columns and the front facade of the building. Columns must be spaced a minimum of eight feet and a maximum of 12 feet apart.

Application	Example	Plan	Section
Center			

Graphic Source: SERA Architects, 2008

2.8 DEVELOPMENT REGULATIONS FOR SPECIFIC USES

2.8.1. Setbacks, Lot Size and Height

The land use designations applied in the SunCreek Specific Plan Land Use Map and described in detail in this Chapter comply with the General Plan. Table II.2-4 lists each of the land use designations shown on the Specific Plan Land Use Map and provides a corresponding indication of maximum density or intensity of development, minimum and maximum floor area ratio, and maximum height. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity as listed below.

Table II.2-4 Summary of Development Standards

Form Based Regulatory Category			Center				
	Edge	General					
Specific Plan Land Use	LDR	MDR	CMDR	P/QP	POS	HDR	CMU
Density (gross neighborhood or development average for product type							
Minimum	2.1 du/ac.	6.1 du/ac.	12.1 du/ac.	na	na	20.1 du/ac	10.0 du/ac
Maximum	6.0 du/ac	12.0 du/ac	18.0 du/ac	na	na	40 du/ac	18.0 du/ac
Floor Area Ratio							
Minimum	n/a	na/	n/a	na	na	na	0.25
Maximum	n/a	na/	n/a	na			1.5
Setbacks (minimum)							
Front Yard Setback	20	18	18	25	25	18	n/a
Front Yard- Living Area	14	10	10	na	na	na	na
Side- Interior Lot/ Detached Units	5	5	5	10	10	20	na
Side- Interior Lot Attached Units	na	na	na	10	10	na	0
Side-Street Side/Corner Lot	12.5	10	10	25	25	15	0
Side – Zero Lot Line	0 to 10	0 to 10	0 to 10	10	10	na	na
Rear Yard	15	10	10	10	10	20	10
Rear Yard to Alley	3	3	3	10	10	3	3
Minimum Rear Yard Setback Adjacent to LDR (feet)	n/a	10	10	10	10	15	20
Lot Dimensions (minimum)							
Width/Frontage Interior Lot	50'	na	na	na	na	na	na
Width/Frontage Corner Lot	55'	na	na	na	na	na	na
Lot Depth	70'	na	na	na	na	na	na
Height (Maximum)							
Primary Structure/ Unit	40'	45'	45'	40'	40'	50'	60'
Accessory Structure	16'	26'	26'	na	na	26'	na
Lot Coverage	na	na	na	na	na	na	75%
Common Open Space Requirement (minimum)	na	na	10%	na	na	10%	25%

General Notes:

1. Porches, verandas, patios and other occupied space shall not extend into the required 10' setback.
2. Stoops and stairs may extend into the required 10' setback to the back of sidewalk.
3. Pop-outs are allowed in side yards to 1' from property line for a maximum length of 10' along the side yard.
4. Zero lot line dwellings shall be permitted.
5. Rear yard setbacks may be reduced to 3' for alley loaded dwellings.
6. Required open space may include front yards.

2.9 Energy Conserving Design

Energy conserving design not only will reduce the on-going operating costs of buildings but will also minimize the demand for new energy sources. Moreover, the design of energy conserving buildings will inherently reflect the climatic conditions of this region and thereby help establish a distinctive architectural style in the Plan Area. Energy conservation is implemented through building and landscape designs and orientations compatible with the climatic conditions.

a. Solar access shall 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.

b. Fire places are prohibited in residential buildings.

c. Life-cycle costs of buildings shall be considered in all commercial, office and light industrial buildings.

d. Use of wind and thermal mass to heat and cool structures and public spaces shall be considered in the design of all commercial buildings.

e. Solar collectors, if used, shall be oriented away from public view or designed as an integral element of the roof structure.

f. Buildings adjoining public spaces, such as along a pedestrian path, shall be designed to provide sun to walkways and primary gathering areas in the winter.

g. Sun shade structures such as building overhangs, verandas, trellises and porticoes shall be incorporated in the design of all buildings at the primary entry and pedestrian approaches to all buildings.

Figure II.2-1 Example of Shade Trellis on a Commercial Building

2.10 Parking and Loading (RCMC 23.719)

2.10.1. Purpose

This chapter establishes standards for 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 an increasingly pedestrian, bicycle-friendly, and transit-oriented community.

Appendix C

Reorganization of CSA 10

Agenda Item No. 6

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION
1112 I Street, Suite #100
SACRAMENTO, California 95814
(916) 874-6458

June 6, 2007

TO: Sacramento Local Agency Formation Commission

FROM: Peter Brundage, Executive Officer

RE: **DETACHMENT OF CITYOF RANCHO CORDOVA FROM COUNTY SERVICE AREA NO. 10**
(01-07) [CEQA: Exempt Sec.15320(a), Class 20]

CONTACT: Don Lockhart, Assistant Executive Officer, 874-2937

RECOMMENDATION

1. Certify the CEQA Categorical Exemption as adequate and complete for the Detachment from County Service Area No. 10, and direct the Executive Officer to file the Notice of Exemption with the appropriate government entity.

2. Accept as adequate the proposed Municipal Service Review prepared by the City of Rancho Cordova, specific to this detachment.

3. Amend the Sphere of Influence for County Service Area No. 10 to delete the affected territory (the City of Rancho Cordova.)

4. Approve the Detachment of the City of Rancho Cordova from County Service Area No. 10.

5. Condition detachment of the City of Rancho Cordova from County Service Area No. 10 subject to the terms and conditions listed below:

    a. The effective date of said detachment will be November 30, 2007 or upon the filing of the Certificate of Completion by the Executive Officer of the Sacramento Local Agency Formation Commission, if filed other than that date.

    b. The City of Rancho Cordova shall impose a special transit tax equal to the levy of the existing assessments currently authorized by the County of

Sacramento for County Service Area No. 10, and continue to provide at a minimum the same level of service. The City of Rancho Cordova may increase these assessments pursuant to Proposition 218.

c. The boundaries of the detachment are coterminous with the existing City of Rancho Cordova boundaries, as set forth in Figure 1, attached. The area to be detached is constituted by all of Benefit Zones No. 1 and No. 2, as well as the Mather Commerce Park.

d. The City of Rancho Cordova and the County of Sacramento shall adopt a Transition Agreement to ensure the efficient transfer of responsibility for operations, and maintenance, with no adverse impact to existing and future assessment payers.

e. The Transition Agreement will fully address and incorporate the issues and concerns introduced by Regional Transit.

6. Pursuant to provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, your Commission should exercise delegation of authority to the Executive Officer to act as Conducting Authority for the Detachment of Rancho Cordova from County Service Area No. 10; and to complete the protest proceedings prior to August 1, 2007.

7. Authorize your Chair to sign the Resolution making these determinations.

FPPC DISCLOSURE

None.

PROPONENT

City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
www.cityofranchocordova.org
Cyrus Abhar, Public Works Director
c/o Elizabeth Sparkman, Senior Civil Engineer
(916) 851-8700 (FAX) (916) 852-8762
esparkman@cityofranchocordova.org

BACKGROUND

City of Rancho Cordova

The Rancho Cordova City Council has adopted a resolution requesting the detachment from County Service Area No. 10, a dependent special district, which was established for

the purpose of funding extended transportation services to an urbanizing area in order to comply with previously imposed County of Sacramento conditions of development and environmental mitigation measures. Your Commission approved the establishment of CSA 10, to be effective on June 30, 2003, prior to the incorporation of Rancho Cordova. A portion of CSA No. 10 would be within the City of Rancho Cordova, upon incorporation, effective July 1, 2003. During the public hearings for CSA No. 10, the County of Sacramento Board of Supervisors recognized the need to work with the City of Rancho Cordova. The Board directed County staff to maintain an active outreach role to Rancho Cordova, which has been accomplished. Once formed, a County Service Area may continue to operate within a city after incorporation only with consent of the city. A large share of the territory within CSA 10 and all of the parcels in Benefit Zones No. 1 and No. 2 are located within the City of Rancho Cordova.

Incorporated on July 1, 2003, the City of Rancho Cordova encompasses 33 square miles, with a population of 56,355 (CA DOF 3/06.) The city provides municipal services through a combination of staff, contract staff, consultant services, and service providers operating within the City limits. The city contracts with the County of Sacramento to provide police protection, drainage and flood plain management, and limited construction management. City staff, supplemented by contract staff, provide services related to planning, building and safety permit and inspection services, improvement plan review, transportation planning, road maintenance, solid waste services, and animal control.

The City Council consists of five representatives elected at large to four-year overlapping terms. Council Members must be residents of the city. The positions of Mayor and Vice Mayor are chosen by the City Council through policy direction determined by the City Council. The Mayor conducts the Council meetings and represents the city on ceremonial occasions. The Council is the policy and legislative body of the city and formulates policies in response to the needs, values and interest of the citizens of Rancho Cordova. The Council hires the City Manager and City Attorney, makes appointments to the boards and commissions, and acts to influence local, regional and state policies favorable to the City of Rancho Cordova through various action groups and organizations. The City Manager implements the policies that are set by the Council and acts as the Chief Executive/Administrative Officer of the City and serves as the Executive Director of the Redevelopment Agency. The City Manager's Office is responsible for the day-to-day administration of the city.

Purpose of CSA 10 and Benefit Zone No. 1

The purpose of CSA 10 is to enable the provision of extended miscellaneous transportation services to developing areas within the CSA's boundaries.

The purpose of Benefit Zone No. 1 is to extend certain transportation-related services to only the Villages of Zinfandel, (approximately 1800 dwelling units.) Services would be funded by a property related charge pursuant to the California Constitution Article XIIID, Section 6.

Benefit Zones No. 1 and No. 2 levy charges for residential and nonresidential development to fund supplemental transportation services, which may include transit shuttle services, indefinitely as determined appropriate by the County Board of Supervisors, in consultation with the City of Rancho Cordova.

This proposal is for the detachment of that portion of CSA No. 10 within the City of Rancho Cordova. i.e., Benefit Zones No. 1 and No. 2, and Mather Commerce Center.

Services to be Assumed From CSA 10

Upon detachment, the city will carry forward the level of supplemental transportation related services which may include:

- Transit Shuttle – transit shuttle for residents and/or employees between residential areas, employment centers, shopping and service centers and light rail stations and/or other public transit options;
- Guaranteed Ride Home – free taxi rides and rental cars for ride sharers in case of an emergency;
- Transit Subsidies – financial assistance to encourage residents and employees to use transit or other alternative transportation measures;
- Transportation Plans for employers and/or resident groups – plans which guide employers and resident groups on the implementation of trip reduction programs, such as ride share matching or other similar programs;
- Education Programs – various programs such as education of transit options, home office set up, alternative commute opportunities;
- Infrastructure Support – additional bike racks and lockers, transportation alternative ride share informational boards/kiosks, and transit facilities;
- Transportation Coordinator Training and Support – instruction in mobility (transportation alternatives) for residential groups and work site coordinators;
- Bicycle and Alternative Fuel Vehicle Incentives – incentives for purchasing new bicycles or alternative fuel vehicles.

FUNDING

On November 7, 2005 the City Council adopt a Resolution creating the Rancho Cordova Transit-Related Services Special Tax Area, to provide funding for transit-related services. This funding source is equal to the current CSA 10 levy, which it will supplant. The adopted Transit-Related Services Special Tax Area applies throughout the city. All new subdivisions and other discretionary land use approvals will include a condition notifying the property owners that they will be required to vote on whether to approve of a levy of a special tax for transit-related services.

The Transit-Related Services Special Tax Area services to be funded through the special tax will be the same types of services currently provided by CSA 10. Those transit-related services, including but not limited to transit shuttle services, transit facilities, and other services related to promoting alternative modes of transportation, are described in

the County of Sacramento Board of Supervisors Annual Reports for each respective Benefit Zone, (attached.)

The proposed detachment entails the entirety of Benefit Zones No. 1 and No. 2, established in May 2003 and May 2004 respectively, for the purpose of providing the transit-related services to the Zinfandel Special Plan Area and the Sunridge Specific Plan Area. The Benefit Zones provide a funding mechanism through an annual charge on all parcels for transit shuttle and other supplemental transit-related services for residential and nonresidential development.

The service charge is based on the estimated annual cost of operation and maintenance of extended services for the fiscal year of the Benefit Zones' operation and an inflator formula will adjust the charge annually in subsequent years to maintain service levels. Muni-Financial prepared an Engineer's Report for each Benefit Zone pursuant to Section 4 of Article XIIID of the Constitution of the State of California, to propose the methodology for the service charge.

The service charge ranges from $30 to $80 per parcel for developed residential parcels and $460 to $2,051 per acre for developed non-residential parcels. The service charge is collected on the property tax roll.

The service charge is calculated in Benefit Zone 1 at the annual rate of $50 per Low Density Residential dwelling unit, $40 per Medium Density Residential dwelling unit, $30 per High Density Residential dwelling unit; $1,282 per Retail and Commercial acre, $1,102 per Business Park acre, and $460 per Light Industrial acre, subject to an annual inflator formula based on the Consumer Price Index for the Sacramento Region, or six percent, whichever is less.

The service charge in Benefit Zone 2 is calculated at the annual rate of $80 per Low Density Residential dwelling unit, $64 per Medium Density Residential dwelling unit, $48 per High Density Residential dwelling unit; $2,051 per Retail and Service Commercial acre, and $1,763 per Commercial Mixed Use acre, subject to an annual inflator formula based on the Consumer Price Index for the Sacramento Region, or six percent, whichever is less.

All of the Villages of Zinfandel and the Sunridge Specific Plan areas and a portion of the Mather Field Specific Plan Area north of the airport are within the limits of the City of Rancho Cordova as a result of the City's incorporation on July 1, 2003.

The city anticipates that additional new development elsewhere throughout the city will create impacts similar to those caused by the detachment of Benefit Zones 1 and 2. The city will be unable to fund the transit-related services at a level adequate to meet demand. As development in the city increases, the gap between available funding and services demand will widen because the city's budget does not contain adequate funding for transit-related services unless additional revenues are generated.

In order to address the anticipated funding shortfall, the City Council has acted to apply the Transit-related Services Tax throughout the entire city. All new subdivisions and other discretionary land use approvals would include a condition notifying the property owners that they will be required to vote on whether to approve of a levy of a special tax for transit-related services equal to those provided by CSA 10. A separate ordinance would be approved and a separate election would be conducted for each new development project. The property owners will be required to pay the costs of the special election. This will ensure that the current service levels of CSA 10 to be assumed by the city will not be adversely impacted by development elsewhere in the city.

The special tax would be similar to the special tax for police services, and would be calculated using the methodology as described in Engineer's Report County Service Area No. 10 and Benefit Zone No. 2 County of Sacramento, September 7, 2004, with a cost of living escalator. The proceeds of the tax will be used to provide transit-related services for the City.

The authority for the condition is the Rancho Cordova General Plan, which requires that transit-related services be provided to all new development, or the need to mitigate the need to identify environmental impacts identified in an Environmental Impact Report for new development.

The tax rate will be tied to the Assessor's property use code category. This will enable the County to collect the special tax along with property taxes. The use code categories and related additional implementation detail will be provided to the City Council in the future, when it implements the tax for specific development projects.

The special tax will be collected by the County on the property tax rolls. The County will deduct its cost of collection and remit the balance to the city at the same time it remits property tax payments to the city. In addition, there is a small charge for use of the County property tax use code categories.

Infrastructure and service costs will be financed by a combination of the assessments collected in the CSA 10 Benefit Zones 1 and 2, by the citywide transportation impact fee, and by special taxes in the city's transit related services special tax area. The boundaries of the transit related services special tax area are the boundaries of the city limits and new development is annexed in as new tax zones. There is currently only one zone of benefit for the Capital Village project, known as Benefit Zone 3. The city will also participate in the acquisition of federal and state funds intended to support transit system development.

Proposition 218 Process

LAFCo is responsible for the formation and configuration of the boundary of CSA 10, including any related detachments. Generally, when a city imposes a property-related charge, it must do so in conformance with Proposition 218, added as Articles XIII C and D to the State Constitution. However, the mere continuation of the CSA 10 service charge will not trigger the procedural requirements of Proposition 218. After the

detachment is completed, if the City Council seeks to increase the Transit-Related Services Special Tax, it will conduct the necessary Prop. 218 ballot process.

County Service Area No. 10 and Sphere of Influence Boundaries

Upon formation, the boundaries of County Service Area (CSA) No. 10 and its Sphere of Influence were congruent. The SOI should be amended to delete the area within the City of Rancho Cordova proposed for detachment, including a portion of the Mather Field Specific Plan Area north of the airport.

CSA No. 10 is irregularly shaped, and is generally located south of International Boulevard and White Rock Road; north of Kiefer Road; east of the western boundary of Mather Field; and West of Grant Line Road. *The area to be detached is within the City of Rancho Cordova, and is constituted by all of Benefit Zones No. 1 and No. 2, as well as the Mather Commerce Park.* When CSA 10 was originally formed, the boundaries included all properties within the Mather Field Special Planning Area.

Mather Commerce Center Boundaries (To be Detached)

That portion of the Mather Field SPA that is within the city limits is called the Mather Commerce Center, as it is currently where most of the commercial and office land uses are occurring within the Mather SPA. It is generally those properties in the Mather Field SPA within the city limits and is generally located north of the airport runway. There is no assessment being levied in the Mather Commerce Center, (Figure 1)

Benefit Zone No. 1 Boundaries (To be Detached)

The current Benefit Zone No. 1 is located entirely within the City of Rancho Cordova. Benefit Zone No. 1 is an irregular shape that covers the Villages of Zinfandel. The Villages of Zinfandel is generally located: south of International Boulevard; north of Mather Boulevard; east of Femoyer Street; and west of the Folsom South Canal. (Figure 1)

Benefit Zone No. 2 Boundaries (To be Detached)

The current Benefit Zone No. 2 is located entirely within the City of Rancho Cordova. Benefit Zone No. 1 is an irregular shape that covers the Sunridge Specific Plan. The Sunridge Specific Plan is generally located: south of Douglas Boulevard; north of Keifer Boulevard; east of Sunrise Boulevards; and west of Grant Line Road. (Figure 1)

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

Statement of Endorsement

The operational air quality mitigation plan of criteria emissions for the project known as SunCreek Specific Plan (SAC200300007) has been found by the Sacramento Metropolitan Air Quality Management District to be consistent with the District's *Recommended Guidance for Land Use Emission Reductions v2.5* and is anticipated to reduce the operational criteria emissions associated with the project to a less than significant level.

The District anticipates that implementation of the reduction measures described in the plan will lead to a 19.69 percent or greater reduction in operational criteria emissions from the project.

Endorsed this 17th day of October, 2011.

Paul Philley
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