COUNTY OF SACRAMENTO
CALIFORNIA

For the Agenda of:
December 12, 2012
Timed: 2:30 P.M.

To: Board of Supervisors

From: Community Development Department

Subject: PLNP2008-00142. Cordova Hills. Request For General Plan Amendment, Zoning Ordinance Amendment, Large Lot Subdivision Map, Affordable Housing Plan, Development Agreement And Additional Approvals Associated With The Adoption Of The Cordova Hills Special Planning Area Ordinance, Which Will Provide Policy Framework To Guide The Future Development Of The Cordova Hills Project Site, Located In The Southeastern Portion Of Sacramento County On Approximately 2,668.7 Acres, Adjacent To The City Of Rancho Cordova. The Area Is Designated By The Sacramento County General Plan As General Agriculture (80 Acres) And Is Currently Zoned For AG-80 Agricultural Uses. Most Of The Project Is Within The Urban Services Boundary (USB), But Outside The Urban Policy Area (UPA). Grant Line Road, A Two-Lane Thoroughfare, Extends Along The Western Project Boundary. The Eastern Side Of The Project Abuts Carson Creek And The Northern Boundary Line Of The Property Is Glory Lane, Which Is A Two-Lane Gravel Road That Intersects Grant Line Road Just South Of Douglas Road. The Kiefer Landfill And The 2,000-Foot Buffer Zone Protecting The Landfill From Urban Encroachment Are Southwest Of The Project In The Cosumnes Community Planning Area. Applicant: Cordova Hills, LLC; APNs: 073-0040-020 Through -026, 073-0040-029, 073-0050-023, And 073-0050-052; Environmental Document: Final Environmental Impact Report

Supervisorial District: Don Nottoli

Contact: *Tricia Stevens, Principal Planner, 874-2926; stevenst@saccounty.net*
Surinder Singh, Senior Planner, 874-5462; singhsu@saccounty.net

Overview

The purpose of this report is to provide the Board of Supervisors (Board) with a summary of the County Planning Commission (Planning Commission) action (see Attachment 1 - Planning Commission transmittal and Attachment 2 - Planning Commission staff report) and other new information since the Planning Commission hearing. The Planning Commission, meeting in a regular session on September 24, 2012, voted 4-0 (Commissioner Guerra was absent) to recommend approval of the project and directed staff to work with the applicant, the Sacramento Metropolitan Air Quality Management District and the Capital Southeast Connector Joint Powers Authority regarding the Cordova Hills Air Quality Management Plan and the Connector project. The Planning Commission had several questions about the project, but did not express any significant concerns. Several representatives of environmental advocacy organizations and one resident testified before the Planning Commission to voice their concerns regarding the

environmental impacts associated with the project. The Cosumnes Community Planning Advisory Council (CPAC) met on January 25, 2012 and recommended unanimous APPROVAL (5-0 vote) of the proposed project. Many questions were raised during this meeting; however, no one spoke in opposition to this project. The Cordova Hills project was also subject to a courtesy review by the Cordova CPAC on January 19, 2012. The Cordova CPAC voted unanimously to endorse the project.

Recommendations

1. **Close** the public hearing on the Cordova Hills project.
2. **Certify** the FEIR as adequate and complete.
3. **Direct** staff to prepare the Findings of Fact and Statement of Overriding Consideration
4. **Tentative Action to Approve** the Following General Plan Amendments:
   a. General Plan Amendment to move the Urban Policy Area (UPA) boundary, which abuts the property at Grant Line Road, to include approximately 2,366.3 acres of the Cordova Hills site.
   b. A General Plan Amendment to amend the Land Use Diagram from General Agriculture to Low Density Residential, Medium Density Residential, Commercial and Office, Recreation, Natural Preserve, and Public/Quasi Public for approximately 2,366.3 acres.
   c. A General Plan Amendment to include a new policy in the Land Use Element to address the provision of limited public water service to serve uses potentially allowed by the Cordova Hills Special Planning Area for 251 acres located in proximity to the Kiefer Landfill, and an Amendment to LU-1 to reference this exception.
   d. Amend the General Plan Transportation Plan to show new thoroughfares, arterials and collectors as shown in the Plan, Amendment Diagram dated October 24, 2011.
   e. Amend the Bikeway Master Plan to add on- and off-street bikeways as shown in the Bikeways Master Plan Amendment Diagram dated October 17, 2011.
5. **Continue** the project to January 29, 2013 at 2 p.m. and direct staff to prepare all documents required for the approval of the General Plan Amendment entitlements.
6. **Continue** the following remaining entitlements to January 29, 2013 at 2 p.m.:
   a. A Zoning Ordinance Amendment to adopt the Cordova Hills Special Planning Area (SPA) to incorporate a Master Plan including Design Guidelines and Development Standards. The SPA consists of a total of 2,668.7 acres in three distinct areas:
      (1) Cordova Hills urban areas – 2,119.7 acres
      (2) University/College Campus Center – 246.6 acres, including 223 acres for the campus
      (3) Buffer lands and floodplain outside the Urban Policy Area – 302.4 acres. The

areas will be designated Agriculture, Recreation (sports park), and Avoidance in the SPA.

b. A Large Lot Tentative Subdivision Map to create 154 large parcels for the purpose of creating legal parcels corresponding to villages within the Cordova Hills SPA and within the approximately 2,668.7-acre SPA.
c. An Affordable Housing Plan consisting of on-site construction of affordable units and land dedication.
d. A Development Agreement by and between the County of Sacramento and the landowners.
e. Adoption of a Public Facilities Financing Plan for Cordova Hills that includes a Capital Improvement Program and Financing Plan.
f. Adoption of an Urban Services and Governance Plan**.**
g. A Street Resolution to allow certain County streets within the Cordova Hills Land Use Master Plan to be based on less than a 40-foot right-of-way, pursuant to the State Streets and Highways Code Section 906.
h. Zone 40 Boundary**:** Amend Zone 40 boundary to include the 251 acres of the Cordova Hills project which lies outside of the Urban Services Boundary. (Note: This is a separate action of the Sacramento County Water Agency)
i. Zone 41 Boundary**:** Amend Zone 41 boundary to include 251 acres of the Cordova Hills project which lies outside of the Urban Services Boundary. (Note: This is a separate action of the Sacramento County Water Agency)
j. Adoption of the Cordova Hills Water Supply Master Plan Amendment: Amends the existing Zone 40 Water Supply Master Plan to include provision of water service to Cordova Hills. (Note: This is a separate action of the Sacramento County Water Agency)
k. Approve the Water Supply Assessment for Cordova Hills: Required by the California Water Code to link land use and water supply planning activities.

Measures/Evaluation
The conditions of approval will be monitored and implemented when construction begins.

Fiscal Impact
Application costs are borne by applicant. No fiscal impact.

BACKGROUND

The Cordova Hills project has been initiated in order to provide for the orderly and systematic development of the Cordova Hills project through the establishment of a Special Planning Area (SPA) that is consistent with the Sacramento County General Plan. Designed as a master plan community, the 2,668.7 acres Cordova Hills' project includes a wide variety of uses including residential, commercial, office, recreational, open space, natural preserve, and public and

educational uses. The Cordova Hills' project allows for a maximum of 8,000 residential units at full build out.

The proposed project is located east of Grant Line Road immediately adjacent to the City of Rancho Cordova. The area to the west of Grant Line Road is planned for urban development at intensities similar to the proposed Cordova Hills project.

The proposed project includes a range of housing types with estate, low and high density residential homes that gradually transition from the rural edge along the project's eastern foothills to the proposed 205.7 acre regional retail /office and mixed use town center along Grant Line Road and the potential future Grant Line Regional Connector Road. One of the key features of the project is the 223-acre university campus site. Other key features of the project include the 493.2-acre Avoidance (Preserve) Area, 75 miles of trails, bike lanes and paseos, a 50-acre Regional Park, an aquatic center, 56.1 acres designated for affordable housing, an internal private transit system with external connections to the Highway 50 Corridor, and dedicated Neighborhood Electric Vehicle lanes. The Cordova Hills application was accepted under the criteria of the 1993 General Plan by the Board of Supervisors on May 14, 2008, in part due to the benefits of the project to Sacramento County, including the university campus area.

The Cordova Hills project is being evaluated based upon the recently adopted 2030 General Plan. The project meets the growth management criteria of the 2030 General Plan, as the project has been designed to conform to the requirements of General Plan Policy LU-120. Several documents have been prepared to demonstrate such compliance, including an Affordable Housing Plan, Urban Services Plan, Fiscal Impact Analysis, Public Facilities Financing Plan, Air Quality Management Plan, Greenhouse Gas Plan, and a Development Agreement.

The Development Agreement (DA) is intended to insure to the County that the project benefits are carried out over the life of the project in return for the vesting of development rights over a 30-year period. The project benefits include:

- A 223-acre site for a campus of higher education.
- 75 miles of trails, bike lanes and paseos, including the dedication of an off-project connection to potential future county-wide trail master plans.
- A deed restriction on 80 acres to permanently protect the Urban Services Boundary.
- An internal private transit system loop, connecting outside of the project area to the Highway 50 corridor, including Regional Transit bus and light rail facilities.
- Dedicated Neighborhood Electric Vehicle (NEV) lanes on internal streets.
- A plan for new sustainable, greenfield planning and development through enhanced environmental designs.
- A commercial-flex zone which allows mixed use residential and commercial in certain areas.

- The opportunity for larger, contiguous habitat conservation avoidance/preserve areas (totaling approximately 500 acres).
- Land, through an irrevocable offer of dedication (IOD), to accommodate traffic impact improvements along Grant Line Road and reservation of land for future interchanges.

The Fiscal Impact Analysis concludes that the project would have no adverse fiscal impact on the County as a whole, and the DA provides assurances to the County that any possible shortfall will be adequately funded. The Public Facilities Plan and the Urban Services Plan provide financial mechanisms to insure the viability of the capital facilities program and the ongoing provision of services.

DISCUSSION

The Planning Commission, meeting in a regular session on September 24, 2012, voted 4-0 (Commissioner Guerra was absent) to recommend approval of the Cordova Hills project, as submitted. The Commission also directed staff to work with the applicant, the Sun Ridge Homeowners, Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Capital Southeast Connector Joint Powers Authority to address the following three key issues pertaining to the project: 1) Cordova Hills Air Quality Management Plan, 2) Capital Southeast Connector project, and 3) Sun Ridge Homeowners' request for additional information. The Commission had several questions about the project, but did not express any significant concerns.

Cordova Hills Air Quality Management Plan: On July 11, 2011, staff received a letter from the project applicant indicating that the University of Sacramento was closing its initial campus in downtown Sacramento and was no longer interested in establishing a full-fledged campus facility in Cordova Hills. The applicant expressed a commitment to finding a suitable college or university replacement; as a result, the Cordova Hills land use plan continues to designate the 223-acre site for a future college campus. The Cordova Hills Development Agreement also includes a provision that addresses the designation of this site for a university or other institution of higher learning. Any change to the proposed land use would require an SPA amendment and environmental review pursuant to CEQA.

The lack of a specific tenant for the university/college campus center was the primary issue discussed at the Planning Commission hearing. The concern is that because the specific tenant for the university is no longer interested, the SMAQMD expressed concern about whether a university will be built. Some reduction measures included in the Cordova Hills Air Quality Mitigation Plan (AQMP) are affiliated with design benefits specific to the college campus, and the Sacramento Metropolitan Air Quality Management District (SMAQMD) states that these should no longer apply because they contend that the university is now a speculative use. On these grounds, SMAQMD commented that they no longer consider the Cordova Hills Air Quality Mitigation Plan (AQMP) to be technically adequate. Similar claims of deficiency were made by other speakers with regard to the Greenhouse Gases Reduction Plan.

After the Planning Commission hearing, several meetings were held on this topic; agreement between County staff, SMAQMD staff, and the applicant group was not achieved. As a result, this staff report includes several attachments which illustrate the current positions of SMAQMD, the County, and the applicant on this issue:

- Attachment 3: A legal memorandum dated October 10, 2012 from Tina Thomas of the Thomas Law Group to Kathy Pittard of SMAQMD (this document was conveyed via e-mail to Lori Moss, Director of the Sacramento County Community Development Department).
- Attachment 4: A legal memorandum dated November 16, 2012 from Gregory Thatch of the Law Offices of Gregory Thatch to Lori Moss. This memorandum was prepared by the applicant's legal representative in response to Attachment 3.
- Attachment 5: A letter dated November 15, 2012 from Ron Alvarado of Cordova Hills, LLC to Lori Moss. This letter from the applicant provides evidence for the record that there is demand for a university.
- Attachment 6: A technical memorandum dated November 20, 2012 from Catherine Hack, Environmental Coordinator, Planning and Environmental Review to the Board of Supervisors. This memorandum addresses the adequacy of the EIR, given the additional comments made during meetings held between the County and SMAQMD.

Based upon the FEIR and the above documents, staff is of the opinion that the air quality analysis is adequate, and new analysis is not required. In staff's memo dated November 20, 2012 prepared by Lauren Hocker, Associate Environmental Analyst, additional air quality measures, agreed to by the applicant, have been incorporated into the conditions of approval but were not a part of the FEIR. These conditions include the use of cool roofs and a requirement to exceed 2012 Title 24 standards instead of 2008 standards (Condition No. 6).

Capital Southeast Connector: Tom Zlotkowski, Executive Director of the Capital Southeast Connector Joint Power Authority (JPA), testified before the County Planning Commission requesting a continued dialogue with the applicant and Sacramento County Department of Transportation to address the following issues associated with the Capital Southeast Connector project: financing, fair share contribution, access, and interchange spacing. Since the Planning Commission hearing, staff has met with the applicant and Mr. Zlotkowski on several occasions and new conditions of approval, agreed to by the applicant, have been crafted to adequately address all concerns raised regarding the Connector project.

Sun Ridge Homeowners' Request For Additional Information: A representative of the Sun Ridge subdivision testified before the County Planning Commission requesting additional information on the Cordova Hills' project, and primarily expressing concerns about transportation issues. The applicant plans to schedule an "open house" on Saturday, December 1, 2012, from 10 a.m. to noon to answer questions that the residents may have regarding the Cordova Hills project. Notices will be mailed to all surrounding property owners. A report on

the outcome of this meeting will be provided by staff during the December 12, 2011 Board hearing on the Cordova Hills project.

MEASURES/EVALUATION

The conditions of approval will be monitored and implemented when construction begins.

FINANCIAL ANALYSIS

Application costs are borne by applicant. No fiscal impact.

STAFF RECOMMENDATIONS

A. Recommended Board of Supervisors Actions: Staff and the Planning Commission recommend these actions to the Board. These actions are the total actions required to approve the project. The recommended actions on page 2 are motions for the first hearing.

1. Environmental Documentation: Certify the **FINAL ENVIRONMENTAL IMPACT REPORT** has been reviewed and considered, and is found to be adequate and complete.

2. General Plan Amendment: **APPROVE** a General Plan Amendment (Exhibit "1") to move the Urban Policy Area (UPA) boundary east to include approximately 2,366.3 acres of the Cordova Hills site.

3. General Plan Amendment: **APPROVE** a General Plan Amendment (Exhibit "2") to amend the Land Use Diagram from General Agriculture to Low Density Residential, Medium Density Residential, Commercial and Office, Recreation, Natural Preserve, and Public/Quasi Public for approximately 2,366.3 acres.

4. General Plan Amendment**: APPROVE** a General Plan Amendment (Exhibit "3") to include a new policy in the Land Use Element to address the provision of limited public water service to serve uses potentially allowed by the Cordova Hills Special Planning Area for 251 acres located in proximity to the Kiefer Landfill, and an Amendment to LU-1 to reference this exception.

5. General Plan Amendment**: APPROVE** a General Plan Amendment (Exhibit "4") to amend the General Plan Transportation Plan to show new thoroughfares, arterials and collectors as shown in the Transportation General Plan Amendment Diagram dated October 24, 2011.

6. General Plan Amendment**: APPROVE** a General Plan Amendment (Exhibit "5") to amend the Bikeway Master Plan to add on- and off-street bikeways as shown in the Bikeways Master Plan Amendment Diagram dated October 17, 2011.

7. Zoning Ordinance Amendment: **APPROVE** a Zoning Ordinance Amendment to adopt the Cordova Hills Special Planning Area (SPA) (provided as Attachment 7) to

incorporate a Master Plan including Design Guidelines and Development Standards. The SPA consists of a total of 2,668.7 acres in three distinct areas:

a. Cordova Hills urban areas – 2,119.7 acres

b. University/College Campus Center – 246.6 acres, including 223 acres for the campus

c. Buffer lands and floodplain outside the Urban Policy Area – 302.4 acres. The areas will be designated Agriculture, Recreation (sports park), and Avoidance in the SPA.

8. Large Lot Subdivision Map: **APPROVE** a Large Lot Tentative Subdivision Map (Exhibit "6") to create 154 large parcels for the purpose of creating legal parcels corresponding to villages within Cordova Hills SPA and within the approximately 2,668.7-acre SPA.

9. Affordable Housing Plan: **APPROVE** an Affordable Housing Plan (provided as Attachment 8) consisting of on-site construction of affordable units and/or land dedication.

10. Development Agreement: **APPROVE** a Development Agreement (provided as Attachment 9) by and between the County of Sacramento and the landowners.

11. Public Facilities Financing Plan**:** **ADOPT** a Public Facilities Financing Plan (provided as Attachment 10 for Cordova Hills that includes a Capital Improvement Program and Financing Plan.

12. Urban Services and Governance Plan: **ADOPT** the Urban Services and Governance Plan (provided as Attachment 11) for the Cordova Hills project area.

13. Fiscal Impact Analysis**:** **RECEIVE** and **FILE** the Fiscal Impact Analysis (provided as Attachment 12) for the Cordova Hills project area.

14. Street Resolution: **ADOPT** a Street Resolution to allow certain County streets within the Cordova Hills Land Use Master Plan to be based on less than a 40-foot right-of-way, pursuant to the State Streets and Highways Code Section 906.

15. Zone 40 Boundary**: AMEND** Zone 40 boundary (Exhibit "7") to include the 251 acres of the Cordova Hills project which lies outside of the Urban Services Boundary (Note: This is a separate action of the Sacramento County Water Agency).

16. Zone 41 Boundary**: AMEND** Zone 41 boundary (Exhibit "8") to include 251 acres of the Cordova Hills project which lies outside of the Urban Services Boundary (Note: This is a separate action of the Sacramento County Water Agency).

17. Cordova Hills Water Supply Master Plan Amendment: **ADOPT** the Cordova Hills Water Supply Master Plan Amendment to include provision of water service to Cordova Hills (Note: This is a separate action of the Sacramento County Water Agency).

18. Water Supply Assessment: **APPROVE** the Water Supply Assessment for Cordova Hills, required by the California Water Code to link land use and water supply planning activities.

19. Air Quality Mitigation Plan: **APPROVE**

20. Mitigation Monitoring and Reporting Program: **ADOPT**

B. Recommended Findings: The staff recommendations are based upon the following considerations:

1. The Cordova Hills project meets the growth management criteria of the General Plan; the project has been designed to conform to the requirements of General Plan Policy LU-120. The project is consistent with LU-120 (PC-1 through PC-10), and achieves a total of 21 points in the criteria based standards (CB-1 through CB-5). A total of 18 points are required and 24 points are possible.

2. The Cordova Hills project meets the intent of the County's General Plan which places a strong emphasis on achieving compact and mixed used developments, differing housing types, and a better balance of employment and neighborhood services while designing new growth areas. Planning principles relating to mixed use and compact developments, as cited in General Plan Policies LU-21, 22 and 23, have been incorporated into the design of the Cordova Hills project.

3. Many of the circulation related planning principles cited in the General Plan, including pleasant walking environments, streetscape features, and direct and multiple linkages for walking and biking have been incorporated into the design of the Cordova Hills project. As a result, the proposed project meets the intent of General Plan policies LU-27, LU-37, LU-39, CI-3, CI-4, CI-32 and AQ-1.

4. Cordova Hills is also consistent with Economic Development Element policies ED-1, ED-2, ED-4, ED-5, ED-6, ED-7, and ED-8, pertaining to identification of adequate commercial sites to meet the future service demands of new growth areas and the need to provide balanced mix of uses. The plan also conforms to Economic Development Element Policies ED-68 and ED-69 which advocates for the attraction of *institution of higher education to Sacramento County and integration of the regional institution of higher education into the local and regional economies."*

5. The project also meets General Plan Policies CI-26, CI-27 and CI-30 which requires the expansion of neighborhood shuttle service and the identification of capital costs in the Financing Plan. A transit shuttle system will be provided that circulates through Cordova Hills and feeds into the Sacramento Regional light rail transit system.

6. The project also conforms to General Plan policies LU-13, LU-66 and LU-110 which address a variety of infrastructure related issues, including requirements for general coordination within service providers, provision of adequate facilities, and securing funds to financing new infrastructure improvements needed to serve new developments. The project includes a Capital Improvement Plan and a Financing

Plan which specifies the extent, timing and estimated cost of necessary infrastructure and other public facilities needed to serve new development in the project area. The Financing plan has also been reviewed and approved by appropriate service entities.

7. An Air Quality Mitigation Plan has been prepared for the project which requires the implementation of Plan-wide and project-specific emission reduction measures to achieve reduction in operational and areas source emissions, consistent with General Plan Policy AQ-4.

8. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.

C. Recommended Conditions: Any approval of the Zoning Ordinance Amendment shall be subject to the conditions listed below. New additions and deletions following the Planning Commission hearing are presented in **bold** and ~~strikethrough~~ text, respectively.

DRAFT EIR MITIGATION MEASURES

1. The SPA shall be amended to require all lighting applications subject to the 2008 Building Efficiency Standards Section 147 to use fixtures approved by the International Dark Sky Association *(Final EIR Mitigation Measure AE-1).*

2. **The applicant shall disclose to all** ~~All~~ prospective buyers of properties within 500 feet of the northern property boundary shall receive a recorded notice that would appear in the Title Report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the County Right-To-Farm Ordinance **and shall include a Note on all final maps disclosing the Right-To-Farm Ordinance** *(Final EIR Mitigation Measure AG-1).*

3. The applicant shall enter into an agreement with an agricultural operator to maintain grazing use, or other more intensive use, on the land which is subject to Williamson Act contract 72-AP-109. Agricultural use shall be maintained until Williamson Act contract expiration. Documentation of this agreement shall be submitted to ~~DERA~~ **Environmental Coordinator** prior to approval of the zoning agreement for the Williamson Act contracted property *(Final EIR Mitigation Measure AG-2).*

4. Prior to the approval of improvement plans, building permits, or recordation of the final map, whichever occurs first, the applicant shall offset the loss of 8.6 acres of Unique Farmland and 242.4 acres of Grazing Land through 1:1 preservation of farmland within a permanent conservation easement. Preservation land must be in-kind or of similar resource value *(Final EIR Mitigation Measure AG-3).*

5. The following language shall be added to the SPA: All individual development projects shall implement Sacramento Metropolitan Air Quality Management District rules and mitigation pertinent to construction-related ozone precursor emissions, as defined by the most current version of the Sacramento Metropolitan Air Quality

Management District Guide to Air Quality Assessment *(Final EIR Mitigation Measure AQ-1).*

6. Comply with the provisions of the Air Quality Management Plan dated June 1, 2011, and incorporate the requirements of this plan into the Cordova Hills Special Planning Area conditions. **Add to the AQMP the requirement to use Energy Star cool roofs on all buildings and modify the requirement to be 20% more efficient than 2012 Title 24 requirements rather than 20% more efficient than 2008 requirements.** Also, the following text shall be added to the Cordova Hills SPA: "All amendments to the Cordova Hills SPA with the potential to result in a change in ozone precursor emissions shall include an analysis which quantifies, to the extent practicable, the effect of the proposed SPA amendment on ozone precursor emissions. The amendment shall not increase total ozone precursor emissions above what was considered in the AQMP for the entire Cordova Hills project and shall achieve the original 35% reduction in total overall project emissions. If the amendment would require a change in the AQMP to meet that requirement, then the proponent of the SPA amendment shall consult with SMAQMD on the revised analysis and shall prepare a revised AQMP for approval by the County, in consultation with SMAQMD." *(Final EIR Mitigation Measure AQ-2).*

7. The following language shall be added to the SPA: Buffers shall be established on a project-by-project basis and incorporated during permit or project review to provide for buffer separations between sensitive land uses and sources of air pollution or odor. The California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective", or more current document, shall be utilized when establishing these buffers. Sensitive uses include schools, daycare facilities, congregate care facilities, hospitals, or other places of long-term residency for people (this includes both single- and multiple-family). The buffers shall be applied to the source of air pollution or odor, and shall be established based either on proximity to existing sensitive uses or proximity to the property boundary of land designated for sensitive uses. Buffers current at the time of the establishment of this SPA indicate that sensitive uses should be:

    a. A least 500 feet from auto body repair services.

    b. At least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons.

    c. At least 300 feet from existing land uses that use methylene chloride or other solvents identified as a TAC, including furniture manufacturing and repair services *(Final EIR Mitigation Measure AQ-3).*

8. Include in the SPA a requirement that the western perimeter of the Sports Park and University/College Campus Center (where these are within 2,000 feet of the Kiefer landfill) include a minimum 25-foot-wide landscaping area. This landscaping area

shall include a dense mix of trees and shrubs, to screen the uses from the landfill. Acceptable tree species include those expected to reach minimum heights of 40 feet *(Final EIR Mitigation Measure AQ-4).*

9. To compensate for the permanent loss of wetlands, the applicant shall perform one or a combination of the following prior to issuance of building permits, **and shall also obtain all applicable permits from the Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Game**:

    a. Where a Section 404 Permit has been issued by the Army Corps of Engineers, or an application has been made to obtain a Section 404 Permit, the Mitigation and Management Plan required by that permit or proposed to satisfy the requirements of the Corps for granting a permit may be submitted for purposes of achieving a no net-loss of wetlands. The required Plan shall be submitted to the Sacramento County ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator**, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service for approval prior to its implementation.

    b. If regulatory permitting processes result in less than a 1:1 compensation ratio for loss of wetlands, the Project applicant shall demonstrate that the wetlands which went unmitigated/uncompensated as a result of permitting have been mitigated through other means. Acceptable methods include payment into a mitigation bank or protection of off-site wetlands through the establishment of a permanent conservation easement, subject to the approval of the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator.**

    c. The Project applicant may participate in the South Sacramento Habitat Conservation Plan if it is adopted, and if the Project area and activities are covered. The applicant shall prepare Project plans in accordance with that Plan and any and all fees or land dedications shall be completed prior to construction *(Final EIR Mitigation Measure BR-1)*.

10. Prior to issuance of building permits, all areas designated within the SPA as Avoided shall be placed within a permanent conservation easement, which shall be reviewed and approved by the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator.** At a minimum, the permanent conservation easements must cover all areas which are required to be preserved as part of the Section 404 and Section 401 wetland permits *(Final EIR Mitigation Measure BR-2).*

11. If construction, grading, or Project-related improvements are to occur between March 1 and September 15, a focused tree survey for **tree-or-ground** nesting raptors within 500 feet of the **construction** site **(1/2-mile for Swainson's hawk) and for ground–nesting grasshopper sparrow** shall be conducted by a qualified biologist within 14 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Department of Fish and Game shall be contacted

to determine appropriate protective measures. If no active nests are found during the focused survey, no further mitigation will be required *(Final EIR Mitigation Measure BR-3).*

12. Prior to the approval of improvement plans, building permits, or recordation of the final map, whichever occurs first, implement one of the options below to mitigate for the loss of Swainson's hawk foraging habitat on the Project site; based on current Project designs this is 2,267 acres. Based on current designs, this can be reduced to 2,231 acres of mitigation if the applicant establishes a permanent conservation easement over the areas designated Agriculture on the eastern and southeastern sides of the site (these are areas outside of the Urban Services Boundary). Foraging habitat preserved shall consist of grassland or similar habitat open habitat, not cropland, because this mitigation measure also offsets impacts to other species that do not use cropland habitat.

    a. The project proponent shall utilize one or more of the mitigation options (land dedication and/or fee payment) established in Sacramento County's Swainson's Hawk Impact Mitigation Program (Chapter 16.130 of the Sacramento County Code).

    b. The Project proponent shall, to the satisfaction of the California Department of Fish and Game, prepare and implement a Swainson's hawk mitigation plan that will include preservation of Swainson's hawk foraging habitat.

    c. Should the County Board of Supervisors adopt a **new** Swainson's hawk mitigation policy/program (which may include a mitigation fee payable prior to issuance of building permits) prior to the implementation of one of the measures above, the Project proponent may be subject to that program instead.

    If the design of the primary avoided area on the western plateau (currently 382 acres in size) is increased in size in response to Section 404 wetland permitting requirements, the total amount of mitigation land required may be adjusted downward to reflect this increased avoidance, at the discretion of ~~DERA~~ **Environmental Coordinator** *(Final EIR Mitigation Measure BR-4)*

13. Prior to construction activity (including site improvements, and building construction) focused surveys shall be conducted by a qualified biologist for burrowing owls in the construction area and within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities. Surveys shall be conducted in accordance with "Burrowing Owl Survey Protocol and Mitigation Guidelines" published by The California Burrowing Owl Consortium (April 1993). The following shall also apply:

    a. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the County and no further mitigation is necessary.

b. If an occupied burrow is found the applicant shall contact the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** and consult with the California Department of Fish (CDFG), prior to construction, to determine if avoidance is possible or if burrow relocation will be required.

c. If owls are to remain on-site, a minimum of 6.5 acres of foraging habitat for each occupied burrow needs to be permanently preserved according to California Department of Fish and Game guidelines. In addition, no activity shall take place within 160 feet of an active burrow from September 1 to January 31 (wintering season) or 250 feet from February 1 through August 31 (breeding season). Protective fencing shall be placed, at the distances above, around the active burrows and no activity shall occur within the protected buffer areas. Permanent improvements shall be a minimum of 250 feet from an occupied burrow.

d. Any impact to active owl burrows, relocation of owls, or mitigation for habitat loss shall be done in accordance with the Fish and Game "Staff Report on Burrowing Owl Mitigation" (October 17, 1995) or the version current at the time of construction. Written evidence from Fish and Game staff shall be provided to ~~DERA~~ **Environmental Coordinator** attesting to the permission to remove burrows, relocate owls, or mitigate for lost habitat, and shall include a plan to monitor mitigation success *(Final EIR Mitigation Measure BR-5).*

14. If construction occurs between March 1 and July 31 pre-construction surveys for nesting tricolored blackbirds shall be performed by a qualified biologist. Surveys shall include the ~~project~~ **construction** site and areas of appropriate habitat within 300 feet of the **construction** site. The survey shall occur no longer than 14 days prior to the start of construction work (including clearing, grubbing or grading). The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the ~~Division of Environmental Review and Assessment (DERA)~~ **Environmental Coordinator** prior to ground disturbing activity. If no tricolored blackbird were found during the pre-construction survey, no further mitigation would be required. If an active tricolored blackbird colony is found on-site or within 300 feet of the ~~project~~ **construction** site the project proponent shall do the following:

a. Consult with the California Department of Fish and Game to determine if project activity will impact the tricolored blackbird colony(s), and implement appropriate avoidance and impact minimization measures if so directed. Provide the Division of ~~Environmental Review and Assessment (DERA)~~ **Environmental Coordinator** with written evidence of the consultation or a contact name and number from the California Department of Fish and Game.

b. The applicant may avoid impacts to tricolored blackbird by establishing a 300-foot temporary setback with fencing that prevents any project activity within 300 feet of the colony. A qualified biologist shall verify that setbacks and

fencing are adequate and will determine when the colonies are no longer dependent on the nesting habitat (i.e. nestlings have fledged and are no longer using habitat), which will determine when the fencing may be removed. The breeding season typically ends in July *(Final EIR Mitigation Measure BR-6)*

15. Presence of California linderiella, midvalley fairy shrimp, vernal pool fairy shrimp and vernal pool tadpole shrimp shall be assumed unless determinate surveys that comply with U.S. Fish and Wildlife protocol conclude that the species are absent. If the protocol surveys are performed and all listed crustacean species are absent, Ricksecker's water scavenger beetle may also be presumed absent, and no further mitigation shall be required for listed vernal pool invertebrates. If species are found, one or a combination of the following shall apply:

    a. *Total Avoidance: Species are present or assumed to be present.* Unless a smaller buffer is approved through formal consultation with the Fish and Wildlife Service, construction fencing shall be installed a minimum of 250 feet from all delineated vernal pool margins. All construction activities are prohibited within this buffer area. For all vernal pools where total avoidance is achieved, no further action is required.

    b. *Compensate for habitat removed.* Obtain all applicable permits from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Game, and the Central Valley Regional Water Quality Control Board for any proposed modifications to vernal pools and mitigate for habitat loss in accordance with the Biological Opinion and Section 404 permits obtained for the Project. At a minimum, mitigation ratios shall be consistent with County General Plan Policy, which requires no net loss of wetland resources. Any vernal pool loss not mitigated through the permitting process shall be mitigated for by payment into a mitigation bank or protection of off-site wetlands through the establishment of a permanent conservation easement, subject to the approval of the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** *(Final EIR Mitigation Measure BR-7).*

16. If construction activities encroach within the 250-foot buffer for vernal pools 358, 363, 370, 426 or 511 the applicant shall prepare a pesticide and pollution prevention plan. The plan shall include measures to reduce pollution run-off, pesticide drift, and other similar potential contaminates, to protect surrounding preserve areas from urban contaminates. Measures shall include the implementation of best management practices (e.g. straw wattles, silt fencing, and soil stabilization) for stormwater control. The plan shall be incorporated in the Operations and Management Plan which is a requirement of the Section 404 permit process *(Final EIR Mitigation Measure BR-8).*

17. The project applicant shall prepare an invasive species removal and prevention plan. The plan shall provide methods to remove invasive species from preservation areas

and to restore the affected wetland features. The plan shall include methods for the prevention of the introduction of new invasive species from landscapes associated with the development. Minimum components of such a plan shall include: mapping of existing invasive plant populations within the avoided areas, with the map being updated a minimum of every five years; a description of acceptable methods for removing invasive species, examples of which include hand removal or biological controls (e.g. natural parasites); and a prohibition on the use of non-native plants within either the avoided areas or the Recreation-2 areas. The plan shall be incorporated in the Operations and Management Plan which is a requirement of the Section 404 permit process *(Final EIR Mitigation Measure BR-9)*

18. The following text shall be added to the Cordova Hills SPA: All amendments to the SPA **with the potential to change SPA-wide GHG emissions** shall include an analysis which quantifies, to the extent practicable, the effect of the Amendment on **SPA-wide** greenhouse gas emissions. The Amendment shall not increase **SPA-wide** greenhouse gas emissions above an average 5.80 metric tons per capita (including emissions from building energy usage and vehicles). **If the SPA amendment would require a change in the approved GHG Reduction Plan in order to meet the 5.80 MT CO_2e threshold, then the proponent of the SPA amendment shall consult with the SMAQMD on the revised analysis and shall prepare a revised GHG Reduction Plan for approval by the County, in consultation with SMAQMD.** *(Final EIR Mitigation Measure CC-1).*

19. If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 200-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

    Work cannot continue within the 200-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

    If a potentially-eligible resource is encountered, then the archaeologist, ~~DERA~~ **Environmental Coordinator**, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted

to ~~DERA~~ **Environmental Coordinator** as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains *(Final EIR Mitigation Measure CR-1).*

20. Any structure within the project boundaries (including but not limited to, buildings, subsurface vaults, utilities, or any other areas where potential landfill gas buildup may cause adverse impacts to the public health or safety or the environment) within 1,000 feet of buried waste or proposed buried waste at Kiefer Landfill (refer to Plate HM-2 of the EIR) shall be continuously monitored **by the owner/operator of said structure** for landfill gas and be designed and constructed to prevent landfill gas accumulation in those structures *(Final EIR Mitigation Measure HM-1).*

21. The location and nature of the Sacramento County Boys Ranch facility shall be disclosed to all prospective buyers of estate-residential properties *(Final EIR Mitigation Measure LU-1).*

22. The location and nature of the Kiefer Landfill facility shall be disclosed to all prospective buyers of properties within one mile of the ultimate active landfill boundary. **The disclosure notice shall include:**

    a. **A statement substantially consistent with the following: "The landfill will expand in height and land area over time, and thus the visibility and proximity of the landfill from the property at the time of purchase does not reflect how visible or proximate the landfill will be in the future." This statement shall be supplemented with relevant facts about ultimate landfill design, including the distance of the property to the ultimate planned edge of the landfill waste disposal area to the nearest 100 feet and the ultimate planned height of the landfill (as set forth in the Solid Waste Facilities Permit).**

    b. **Notification that the landfill operates under a Solid Waste Facilities Permit and is required to control pests, vectors, litter, and odor to the extent practicable, but that it is not possible to eliminate all of these nuisances. For this reason, property owners may experience some of these nuisance conditions.**

    c. **Notification that the active landfill area is lighted at night.** *(Final EIR Mitigation Measure LU-2).*

23. All residential development projects exposed to greater than 65 dB L_{dn} (as identified in Appendix NO-1) at the property line shall be designed and constructed to reduce

noise levels to within General Plan Noise Element standards for exterior activity areas. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, and/or strategic placement of structures. An acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant shall be submitted to and verified by the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** prior to the issuance of any building permits for affected sites *(Final EIR Mitigation Measure NO-1).*

24. All residential development projects exposed to greater than 70 dB L_{dn} (as identified in Appendix NO-1) at the property line shall be designed and constructed to achieve an interior noise level of 45 dB L_{dn} or less. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, strategic placement of structures and/or enhanced building construction techniques. An acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant, shall be submitted to and verified by the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** prior to the issuance of any building permits for the site *(Final EIR Mitigation Measure NO-2).*

25. Non-residential development projects such as churches, libraries, meeting halls, and schools exposed to greater than 60 dB L_{dn}, and all non-residential development projects such as transient lodging, hospitals and nursing homes, and office buildings exposed to greater than 65 dB L_{dn} (as identified in Appendix NO-1) at the property line shall demonstrate that interior noise volumes will not exceed General Plan Noise Element standards for non-residential uses exposed to traffic noise. This may be accomplished by providing documentation that the type of use is within acceptable limits based on the location of the identified noise contours and assuming standard exterior-to-interior attenuation of 25 dB. If this cannot be demonstrated, an acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant, shall be submitted to and verified by the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** prior to the issuance of any building permits for affected sites. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, strategic placement of structures and/or enhanced building construction techniques. The measure does not apply to commercial uses *(Final EIR Mitigation Measure NO-3).*

26. All parks exposed to noise volumes in excess of 70 dB (as identified in Appendix NO-1) at the property line shall be designed and constructed to reduce noise levels within park activity areas (benches, play structures, etc.) to within General Plan Noise Element standards for parks. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, and/or strategic placement of structures. For barrier and other structural options, an

acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant shall be submitted to and verified by the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** prior to the issuance of any building permits for affected sites *(Final EIR Mitigation Measure NO-4).*

27. All non-residential development projects located adjacent to residentially designated properties shall be designed and constructed to ensure that noise levels generated by the uses do not result in General Plan Noise Element standards being exceeded on adjacent properties. An acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant shall be submitted to and verified by the ~~Division of Environmental Review and Assessment~~ **Environmental Coordinator** prior to the issuance of any building permits for the non-residential projects with the potential to generate substantial noise (e.g. car wash, auto repair, or buildings with heavy-duty truck loading docks) if those uses are adjacent to residentially designated properties. The acoustical analysis shall include, but not be limited to, consideration of potential noise conflicts due to operation of the following items:

    - Outdoor playing fields;
    - Mechanical building equipment, including HVAC systems;
    - Loading docks and associated truck routes;
    - Refuse pick up locations; and
    - Refuse or recycling compactor units *(Final EIR Mitigation Measure NO-5).*

28. The following conditions will be required to ensure adequate disclosure of Mather Airport operations:

    a. Notification in the Public Report prepared by the California Department of Real Estate shall be provided disclosing to prospective buyers that the parcel is located within the applicable Airport Planning Policy Area and that aircraft operations can be expected to overfly that area at varying altitudes less than 3,000 feet above ground level.

    b. Avigation Easements prepared by the Sacramento County Counsel's Office shall be executed and recorded with the Sacramento County Recorder on each individual residential parcel contemplated in the development in favor of the County of Sacramento. All Avigation Easements recorded pursuant to this policy shall, once recorded, be copied to the director of Airports and shall acknowledge the property location within the appropriate Airport Planning Policy Area and shall grant the right of flight and obstructed passage of all

aircraft into and out of the appropriate airport *(Final EIR Mitigation Measure NO-6).*

29. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below applicable County standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement and/or a fee credit to the applicant may be considered.

    a. *Bradshaw Road and Jackson Road* – Provide a second westbound through lane.

    ~~b. *Mather Boulevard and Douglas Road* – Construct a new traffic signal. Provide a shared through-right turn lane on the northbound approach; provide a separate left turn lane and a through lane on the southbound approach; and a provide separate left turn lane and a separate right turn lane on the westbound approach.~~

    c. *Eagles Nest Road and Jackson Road* – Construct a new traffic signal. Provide a left turn lane and a through-right turn shared lane on the northbound and southbound approaches.

    d. *Grant Line Road and Sunrise Boulevard* – Provide a separate southbound right turn lane so the southbound approach has one left turn lane, one through lane and one right turn lane.

    e. *Grant Line Road and White Rock Road* – ~~Construct a new~~ **Modify the intersection and** traffic signal to ~~P~~**p**rovide dual left turn lanes and a ~~separate~~ **two** through lanes on the northbound approach; provide ~~a~~ **two** through lane**s** and a separate right turn lane on the southbound approach; and provide ~~separate~~ **two** left turn lane**s** and a separate right turn lane on the eastbound approach. ~~Also an extra westbound departure lane is needed for the dual northbound left movement~~. **On the western leg of the intersection, two westbound departure lanes are required**.

    ~~f. *Prairie City Road and White Rock Road* – The applicant shall be responsible for a fair share of this measure. Construct a new traffic signal. Provide a separate left turn lane and a separate right turn lane on the southbound approach; provide a separate left turn lane and a through lane on the eastbound approach; and provide a through lane and a separate right turn lane on the westbound approach. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.~~

    g. *School Access and North Loop Road* – Provide dual eastbound left turn lanes. The applicant shall be responsible for a focused access study addressing the internal circulation of the Cordova Hills project to finalize the design of

intersection geometries and length of left turn pockets. The scope of work for the analysis shall be submitted to the Sacramento County DOT staff. Upon completion, the analysis shall be submitted to the Sacramento County DOT for approval and recommendations *(Final EIR Mitigation Measure TR-1).*

30. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Rancho Cordova, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.

    a. *Zinfandel Drive and White Rock Road* – The applicant shall be responsible for a fair share of this measure. Provide separate dual right turns on the westbound approach so the westbound approach has two left turn lanes, two through lanes and two right turn lanes. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    b. *Sunrise Boulevard and White Rock Road* – Provide overlap phasing on the eastbound and westbound approaches.

    c. *Sunrise Boulevard and Douglas Road* – Provide overlap phasing on the westbound approach.

    d. *Sunrise Boulevard and Jackson Road* – ~~Provide dual through lanes on the eastbound and westbound approaches~~. **Provide an eastbound through lane, and eastbound through-right turn shared lane, and an eastbound left turn lane; a northbound left turn lane and a northbound through-right turn shared lane; two westbound through lanes, a westbound right turn lane, and a westbound left turn lane; a southbound through lane, a southbound left turn lane, and a southbound right turn lane**.

    e. *Grant Line Road and Jackson Road* – The applicant shall be responsible for a fair share of this measure. Provide a left turn lane and a through-right shared turn lane on the eastbound and westbound approaches. Provide a separate left turn lane, a through lane and a separate right turn lane on the northbound and southbound approaches. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    f. *Grant Line Road and Kiefer Boulevard* – Construct a new traffic signal. Provide a left turn lane, a through lane and a through-right turn shared lane on the northbound and southbound approaches; provide a left turn lane and a through-right turn shared lane on the eastbound and westbound approaches.

g. *Grant Line Road and Douglas Road* – Construct a new traffic signal. Provide dual left turn lanes and a separate through lane on the northbound, a through lane and a through-right turn shared lane on the southbound approach, and a separate left turn lane and a free-right turn lane on the eastbound approach. Also an extra southbound departure lane is needed for the eastbound free-right movement. To be consistent with the segment mitigations a second northbound through lane is included.

h. *Grant Line Road and North Loop Road* – Construct a new traffic signal. Provide two through lanes and a separate right turn lane on the northbound approach, dual left turn lanes and one through on the southbound approach, and one left turn lane and one free-right turn lane on the westbound approach. Also an extra northbound departure lane is needed for the westbound free-right movement. To be consistent with the segment mitigations a second southbound through lane is included.

i. *Grant Line Road and Chrysanthy Boulevard* – Construct a new traffic signal. Provide a through lane and a separate right turn lane on the northbound approach, dual left turn lanes and a through lane on the southbound approach, and dual left turn lanes and one right turn lane on the westbound approach. To be consistent with the segment mitigations a second northbound and southbound through lane is included. Also provide two westbound through lanes for when Chrysanthy Boulevard is connected through Rancho Cordova.

j. *Grant Line Road and University Boulevard* – Construct a new traffic signal. Provide a through lane and a separate free-right turn lane on the northbound approach, dual left turn lanes and one through lanes on the southbound approach, and dual left turn lanes and a right turn lane on the westbound approach. Also an extra eastbound departure lane is needed for the northbound free-right movement. To be consistent with the segment mitigations a second northbound and southbound through lane is included *(Final EIR Mitigation Measure TR-2).*

31. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below applicable County standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement and/or a fee credit to the applicant may be considered.

    a. *Prairie City Road from US 50 to White Rock Road* – Increase roadway capacity by upgrading the capacity class for this segment from a rural highway without shoulders to a rural highway with shoulders *(Draft EIR Mitigation Measure TR-3).*

32. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Elk Grove, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.

    a. *Grant Line Road from Sheldon Road to Calvine Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control *(Final EIR Mitigation Measure TR-4)*.

33. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Rancho Cordova, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.

    a. *Grant Line Road from Jackson Road to Kiefer Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

    b. *Grant Line Road from Kiefer Boulevard to University Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

    c. *Grant Line Road from University Boulevard to Chrysanthy Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

    d. *Grant Line Road from Chrysanthy Boulevard to North Loop* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

    e. *Grant Line Road from North Loop to Douglas Road* – Increase roadway capacity by widening this segment to 6 lanes and upgrading the capacity class to an arterial with moderate access control.

    f. *Grant Line Road from Douglas Road to White Rock Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

    g. *Jackson Road from Sunrise Boulevard to Grant Line Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

~~h. *Douglas Road from Sunrise Boulevard to Rancho Cordova Parkway* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.~~

i. *Douglas Road from Rancho Cordova Parkway to Grant Line Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control **between Americanos Boulevard and Grant Line Road, and by adding two westbound travel lanes to Douglas between Rancho Cordova Parkway to Americanos Boulevard**. **Construct interim sidewalk improvements (typically a detached asphaltic concrete path) and bicycle lanes** *(Final EIR Mitigation Measure TR-5).*

34. The applicant shall be responsible for funding a fair share of the construction costs of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with Caltrans.

    a. *Westbound US 50 from Hazel Avenue to Sunrise Boulevard* – Add an auxiliary lane.

    b. *Eastbound US 50 from Sunrise Boulevard to Hazel Avenue* – Add an auxiliary lane *(Final EIR Mitigation Measure TR-6).*

35. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    a. Construct **interim** sidewalks **improvements (typically a detached asphaltic concrete path)** and bicycle lanes along Grant Line Road from Douglas Road to White Rock Road and on Douglas Road from Rancho Cordova Parkway to Grant Line Road, **to the satisfaction of the Sacramento County Department of Transportation** *(Final EIR Mitigation Measure TR-7).*

36. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    a. *School Access and North Loop Road* – Provide dual eastbound left turn lanes *(Final EIR Mitigation Measure TR-8).*

37. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with the City of Rancho Cordova, and may be up to 100% of the cost of the improvements.

a. *Sunrise Boulevard and Douglas Road* – Provide overlap phasing on the eastbound and westbound right turns.

b. *Grant Line Road and Douglas Road* – Provide a third southbound through lane and overlap phasing on the eastbound right turn lane. To be consistent with the segment mitigations a third northbound through lane is included.

c. *Grant Line Road and North Loop Road* – Provide a westbound free-right turn lane. Also an extra northbound departure lane is needed for the westbound free-right movement.

d. *Grant Line Road and University Boulevard* – Provide a northbound free-right turn lane. Also an extra eastbound departure lane is needed for the northbound free-right movement *(Final EIR Mitigation Measure TR-9).*

38. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    a. *North Loop Road from Street D to Street F* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with low access control *(Final EIR Mitigation Measure TR-10).*

39. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with the City of Rancho Cordova, and may be up to 100% of the cost of the improvements.

    a. *Grant Line Road from Rancho Cordova Parkway to Kiefer Boulevard* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.

    b. *Grant Line Road from Kiefer Boulevard to University Boulevard* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.

    c. *Grant Line Road from North Loop to Douglas Road* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.

    d. *Grant Line Road from Douglas Road to White Rock Road* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control *(Final EIR Mitigation Measure TR-11).*

ROADWAY IMPROVEMENT TRIGGERS (DEPARTMENT OF TRANSPORTATION)

Roadway Improvements

The County Department of Transportation conditions below are based on traffic mitigation measures identified in the Draft Environmental Impact Report (DEIR) for the Cordova Hills SPA and on additional traffic analysis to determine the appropriate phasing of roadway improvements associated with development of approved land uses in the Cordova Hills SPA. For a complete description of the mitigation measure improvements, refer to the Cordova Hills SPA DEIR. These conditions apply to all development within the Cordova Hills area and are in addition to any other conditions applied to individual properties within the Cordova Hills SPA.

Conditions of approval may call for partial roadway improvements or the expansion of existing facilities. The County recognizes and allows partial phased improvements. Fee credits or reimbursements for partially constructed, or phased, roadway facilities will be adjusted, at the County's discretion, according to the portion of the cost incurred for permanent improvements eligible for credit or reimbursement under the applicable fee program. The partially phased interim improvements that are not the ultimate facility or are not at the ultimate location are considered a "throw away" item. The costs associated with "throw away" items of the partially phased improvements are non-reimbursable through the SCTDF program.

It is recognized that circumstances may change over time and in cases where the developer of the Cordova Hills Project is obligated to construct or is constructing an item of roadway infrastructure pursuant to any of the below conditions, the County may request that Developer construct an additional item of infrastructure. Developer may construct such additional infrastructure provided County reimburses the Developer for all additional costs that are incurred by Developer to construct the requested additional infrastructure.

Fair Share Funding/Mitigation Measure: Trigger Adjustments

40. Fair Share Funding/Mitigation Measure: Trigger Adjustments. The developer of the Cordova Hills Project or its successors, at their own expense, may submit an additional traffic analysis along with a request for an adjustment of their fair share funding and/or the improvement trigger requirement for any roadway infrastructure mitigation measures required below. The Director of the County's Department of Transportation may adjust the fair share funding percentage and/or the improvement trigger in his discretion based on the traffic analysis as long as the required level of service is achieved. Whenever the County enters into a reciprocal funding agreement to address cross jurisdictional roadway impacts with an adjacent jurisdiction, the Cordova Hills Project's fair share funding obligation and/or the mitigation measure trigger for such cross jurisdictional roadway impacts shall be adjusted by the County to take into account other new development projects which have cross jurisdictional

roadway impacts and an obligation to build or contribute to the cost to build the roadway improvement in question.

Onsite Roadway Improvement Conditions to be constructed by the developer of the Cordova Hills Project:

41. As part of intersection improvements, provide dual eastbound left turn lanes at the intersection of North Loop Road and the proposed school access pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (DEIR Mitigation Measures TR-1.G and TR-8.A)

42. On site roadways within the Cordova Hills Project area shall be subject to the requirements of the County policy concerning discontinuous roadway frontage improvements ("sawtooth"). Unless otherwise noted, a specific project subject to these requirements shall install roadway frontage improvements along logical segments of at least one-quarter mile in length, including the specific project's frontage. If the length of the specific project's conditioned on-site frontage improvements on a single roadway is equal to or greater than one-quarter mile in length, then the specific project will be deemed to have satisfied the logical segment condition for that roadway. If the specific project's on-site frontage improvements are less than one-quarter mile, the specific project shall install additional off site frontage improvements within the Cordova Hills SPA in order to satisfy the logical segment condition. The location of limits of such on-site frontage improvements will be determined at the time of improvement plan approval and to the satisfaction of the Department of Transportation. On-site frontage improvements shall include the construction of the outside travel lane, bike lane or NEV lane, finished roadway edge, and a pedestrian walkway, all as per applicable SPA cross section. Specific projects that front on more than one of the roadways listed in Table A-1 (including corner lots) shall be responsible for meeting the logical segment condition on each fronting roadway.

    Table A-1 Cordova Hills Special Planning Area – Roadways Subject to Logical Segments:

    - University Boulevard
    - Chrysanthy Boulevard
    - North Loop Road
    - Town Center Boulevard
    - Street "A"
    - Street "D"

Roadway Improvement Conditions at time of connection to Grant Line Road

43. At the time of connection of North Loop Road to Grant Line Road, install a stop sign on the westbound approach with one left turn lane, one right turn lane, and a 14-foot wide refuge lane for a length of 200 feet for the westbound to southbound movement; on the southbound approach (uncontrolled), install a left turn lane and a through lane; and on the northbound approach (uncontrolled), install a shared through-right turn lane to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: pursuant to Title 22 of the Sacramento County Code, developments greater than 40 units shall be served by two points of public access and the streets must be greater than 50 feet in width for 20 or more units.

44. At the time of connection of Chrysanthy Boulevard to Grant Line Road, install a stop sign on the westbound approach with one left turn lane, one right turn lane, and a 14-foot wide refuge lane for a length of 200 feet for the westbound to southbound movement; on the southbound approach (uncontrolled), install a left turn lane and a through lane; and on the northbound approach (uncontrolled), install a shared through-right turn lane to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: pursuant to Title 22 of the Sacramento County Code, developments greater than 40 units shall be served by two points of public access and the streets must be greater than 50 feet in width for 20 or more units.

45. At the time of connection of University Boulevard to Grant Line Road, install a stop sign on the westbound approach with one left turn lane, one right turn lane, and a 14-foot wide refuge lane for a length of 200 feet for the westbound to southbound movement; on the southbound approach (uncontrolled), install a left turn lane and a through lane; and on the northbound approach (uncontrolled), install a shared through-right turn lane to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: pursuant to Title 22 of the Sacramento County Code, developments greater than 40 units shall be served by two points of public access and the streets must be greater than 50 feet in width for 20 or more units.

Roadway Improvement Trigger Conditions for Project Access to Grant Line Road

Prior to the recordation of the final maps for 1,250 Dwelling Unit Equivalents (DUEs) within the Cordova Hills SPA:

46. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and shared through-right turn lane on the northbound approach; two left turn lanes and a through lane on the southbound approach; and a left turn lane and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and North Loop Road.

47. Commence reconstruction and widening of the intersection of University Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and a through lane, and a right turn lane on the northbound approach; one left turn lane and one through lane on the southbound approach; and dual left turn lanes and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and University Boulevard.

Prior to the recordation of the final maps for 1,800 DUEs within the Cordova Hills SPA:

48. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a modification to the traffic signal, providing a u-turn lane and two through ~~turn~~ lanes, and a right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes and a free right turn lane on the westbound approach. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and North Loop Road.

Prior to the recordation of the final maps for 3,200 DUEs within the Cordova Hills SPA:

49. Commence reconstruction and widening of the intersection of University Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification of the existing traffic signal, providing a u-turn lane, two through lanes, and a free right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes and a right turn lane on the westbound approach. Note: The two westbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and University Boulevard. (FEIR Mitigation Measures TR-2.J and TR-9.D)

Prior to the recordation of the final maps for 3,700 DUEs within the Cordova Hills SPA:

50. Commence reconstruction and widening of the intersection of Chrysanthy Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and shared through-right turn lane on the northbound approach; a left turn lane and a through lane on the southbound approach; and a left turn lane and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and Chrysanthy Boulevard.

Prior to the recordation of the final maps for 6,500 DUEs within the Cordova Hills SPA:

51. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the latest Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification to the traffic signal, providing a

u-turn lane, three through lanes, and a right turn lane on the northbound approach; two left turn lanes and a free right turn lane on the westbound approach; and two left turn lanes and three through lanes on the southbound approach. Note: The two southbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and North Loop Road. (FEIR Mitigation Measures TR-2.H and TR-9.C)

Prior to the recordation of the final maps for 7,500 DUEs within the Cordova Hills SPA:

52. Commence reconstruction and widening of the intersection of Chrysanthy Boulevard and Grant Line Road pursuant to the latest Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification to the traffic signal, providing a u-turn lane, two through lanes, and a right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes, pavement for future two through lanes, and a right turn lane on the westbound approach. Note: The two southbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and Chrysanthy Boulevard. (FEIR Mitigation Measure: TR-2.I)

Offsite Roadway Improvement Trigger Conditions

Construction of the improvements identified in each phased condition below (by the developer of the Cordova Hills Project or by another entity) must begin prior to the applicable trigger being exceeded. Once construction of the relevant improvement has begun, it is permissible for additional development to proceed beyond the cap identified in the Dwelling Unit Equivalent (DUEs) trigger, provided that construction continues to progress and is completed to the satisfaction of the Department of Transportation prior to reaching the next chronological set of DUE triggers or an additional 500 DUEs (whichever occurs first).

Prior to the recordation of the final maps for 250 Dwelling Unit Equivalents (DUEs) within the Cordova Hills SPA:

53. Commence construction of shoulders on both sides of the existing roadway segment of Grant Line Road from Douglas Road to White Rock Road to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho

Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. It is the intent that these shoulders shall be designed and constructed to standard (six foot); however; flexibility in the design and construction of these shoulders will be allowed along the segment to avoid natural resources and their associated buffers.

Prior to the recordation of the final maps for 500 Dwelling Unit Equivalents (DUEs) within the Cordova Hills SPA:

54. Commence reconstruction and widening of the existing intersection of Grant Line Road at Jackson Road (State Route 16) pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County, Caltrans and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Improvements shall include a traffic signal modification to accommodate an eastbound through lane, an eastbound through-right turn shared lane, and an eastbound left turn lane; a westbound through lane, a westbound through-right turn shared lane, and a westbound left turn lane; a northbound through-right lane, and a northbound left turn lane; and a southbound shared through-right turn lane, and a southbound left turn lane. The traffic signal phasing in the north-south on Grant Line Road shall be changed from split phase to provide protected left turn phasing. The east-west phasing on Jackson Road (State Route 16) will remain protected left turn phasing.

Prior to the recordation of the final maps for 850 DUEs within the Cordova Hills SPA:

55. Commence reconstruction and widening of the existing intersection of Grant Line Road at Douglas Road to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include dual northbound left turn lanes and a northbound through lane; a southbound u-turn lane, a southbound through lane and a southbound right turn lane; and an eastbound left turn lane and an eastbound right turn lane. Note: Bus turnouts will be required on Grant Line Road and Douglas Road.

Prior to the recordation of the final maps for 1,800 DUEs within the Cordova Hills SPA:

56. Commence reconstruction and widening of the Grant Line Road at Douglas Road intersection to modify a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation,

provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a southbound u-turn lane, two southbound through lanes and a southbound right turn lane; an eastbound left turn lane and an eastbound free right turn lane; and dual northbound left turn lane and two through lanes. For the free-right turn movements, provide sufficient acceleration lane length ~~and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane length~~ to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Grant Line Road and Douglas Road. The through lanes in the northbound and southbound directions shall be carried through the intersection.

57. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare section from North Loop Road to Douglas Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (Note: Bus turnouts will be required on Grant Line Road. Note: Condition number ~~9~~ **51** requires improvements to the intersection of North Loop Road and Grant Line Road and Condition number ~~17~~ **56** requires improvements to the intersection of Douglas Road and Grant Line Road.)

Prior to the recordation of the final maps for 2,000 DUEs within the Cordova Hills SPA:

58. Modify the existing intersection of Bradshaw Road and Jackson Road (State Route 16) to provide a second westbound through lane pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans. Note: The additional westbound through lane shall be carried through the intersection. (FEIR Mitigation Measure: TR-1.A)

59. Commence reconstruction and widening of the existing intersection of Grant Line Road at Kiefer Boulevard to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a northbound left turn lane, and a northbound through-right turn shared lane; a westbound left-through-right turns shared lane; a southbound left turn lane, and a southbound through-right turn shared lane; and an eastbound left-through-right turns shared lane.

Prior to the recordation of the final maps for 3,200 DUEs within the Cordova Hills SPA:

60. Commence reconstruction and widening of the existing intersection of Grant Line Road and White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Improvements shall include dual northbound left turn lanes and two northbound through lanes; two southbound through lanes and one southbound right turn lane; two eastbound left turn lanes, and one eastbound right turn lane. On the western leg of the intersection, two westbound departure lanes are required. Note: A project to widen White Rock Road from two lanes to four lanes between Grant Line Road and Prairie City Road is currently (2012) under construction. (FEIR Mitigation Measure: TR-1.E)

61. Commence reconstruction and widening of the existing intersection of Sunrise Boulevard at Jackson Road (State Route 16) pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans, provided that the County, Caltrans and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Improvements shall include an eastbound through lane, an eastbound through-right turn shared lane, and an eastbound left turn lane; a northbound left turn lane and a northbound through-right turn shared lane; two westbound through lanes, a westbound right turn lane, and a westbound left turn lane; a southbound through lane, a southbound left turn lane, and a southbound right turn lane. Note: The two eastbound and westbound through lanes shall be carried through the intersection. (FEIR Mitigation Measure: TR-2.D)

62. Commence reconstruction and widening of the Grant Line Road at Jackson Road (State Route 16) intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans, provided that the County, Caltrans and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. **Performance of this condition shall be held in abeyance pending such agreement and development may continue**. Improvements shall include a traffic signal modification to accommodate dual eastbound left turn lanes, an eastbound through lane, and an eastbound through-right turn shared lane; a westbound left turn lane, westbound through lane and a westbound through-right turn shared lane; a northbound left turn lane, a northbound through lane, and a northbound through-right turn shared lane; and a southbound shared through-right turn lane, a southbound through lane and a southbound left turn lane. (FEIR Mitigation Measure: TR-2.E)

63. Commence reconstruction and widening of the existing intersection of Grant Line Road at Kiefer Boulevard to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have

reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a northbound left turn lane, a northbound through lane, and a northbound through-right turn shared lane; a westbound left turn lane and a westbound through-right turn shared lane; a southbound left turn lane, a southbound through lane, and a southbound through-right turn shared lane; and an eastbound left turn lane and an eastbound through-right turn shared lane. (FEIR Mitigation Measure: TR-2.F).

64. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Jackson Road (State Route 16) to Kiefer Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (FEIR Mitigation Measure: TR-5.A)

65. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Kiefer Boulevard to University Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: Bus turnouts will be required on Grant Line Road. Refer to Condition number ~~10~~ **49** requires improvements to the intersection of University Boulevard and Grant Line Road. (FEIR Mitigation Measure: TR-5.B)

66. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Douglas Road to White Rock Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (FEIR Mitigation Measures: TR-5.F and TR-7.A)

Prior to the recordation of the final maps for 4,500 DUEs within the Cordova Hills SPA:

67. Commence reconstruction and widening of the existing intersection of Eagles Nest Road at Jackson Road (State Route 16) to a signalized intersection pursuant to the

Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans. Improvements shall include a left turn lane and a through-right turn shared lane on the all approaches. (FEIR Mitigation Measure: TR-1.C)

Prior to the recordation of the final maps for 5,800 DUEs within the Cordova Hills SPA:

68. Commence reconstruction and widening of the existing intersection of Grant Line Road at Sunrise Boulevard to provide a separate southbound right turn lane so the southbound approach has one left turn lane, one through lane, and one right turn lane pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (FEIR Mitigation Measure: TR-1.D).

Prior to the recordation of the final maps for 6,500 DUEs within the Cordova Hills SPA:

69. Commence reconstruction and widening of the Grant Line Road at Douglas Road intersection to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include dual northbound left turn lanes (length of northbound left turn lanes to be determined based on future analysis) and three northbound through lanes; a southbound u-turn lane, three southbound through lanes and a southbound right turn lane; and an eastbound left turn lane and an eastbound free right turn lane. For the free-right turn movements, provide sufficient acceleration lane length to the satisfaction of the Department of Transportation. Note: The through lanes in the northbound and southbound directions shall be carried through the intersection. (FEIR Mitigation Measure: TR-2.G, and TR-9.B)

70. Commence reconstruction and widening of Prairie City Road from a rural highway without shoulders to a rural highway with shoulders from U.S. 50 to White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Folsom have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (FEIR Mitigation Measure: TR-3.A)

71. Commence reconstruction and widening of Grant Line Road from a four-lane road section to a six-lane thoroughfare section from North Loop Road to Douglas Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement

for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (Note: Bus turnouts will be required on Grant Line Road. Condition number ~~12~~ **51** requires improvements to the intersection of North Loop Road and Grant Line Road and Condition number ~~30~~ **69** requires improvements to the intersection of Douglas Road and Grant Line Road.) (FEIR Mitigation Measures TR-5.E and TR-11.C)

Prior to the recordation of the final maps for 6,900 DUEs within the Cordova Hills SPA:

72. Commence reconstruction and widening of Jackson Road (State Route 16) from an existing two-lane road section to four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Sunrise Boulevard to Grant Line Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (FEIR Mitigation Measure: TR-5.G)

Prior to the recordation of the final maps for 7,500 DUEs within the Cordova Hills SPA:

73. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center road section with interim AC paths and six-foot bike lanes from University Boulevard to Chrysanthy Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (FEIR Mitigation Measure: TR-5.C)

74. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center road section with interim AC paths and six-foot bike lanes from Chrysanthy Boulevard to North Loop Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (FEIR Mitigation Measure: TR-5.D)

Provide a fair share contribution for the following mitigation measures for roadway and intersection facilities to the satisfaction of the Department of Transportation. If

the Southeast Connector Project is adopted into the County General Plan, then the Cordova Hills Project shall only pay its fair share contribution for the cost of the facilities needed for the Connector Project which replaces them, not to exceed the amount that would have been owed as the Cordova Hills Project's fair share contribution for the original improvements.

75. Pay a fair share (21%) contribution towards the reconstruction and widening of Grant Line Road from an existing four-lane thoroughfare center road section to a six-lane thoroughfare section from Douglas Road to White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (FEIR Mitigation Measure: TR-11.D)

76. Pay a fair share (34%) contribution towards the reconstruction and widening of Grant Line Road from an existing four-lane thoroughfare center road section to a six-lane thoroughfare section from Rancho Cordova Parkway to Kiefer Boulevard. (FEIR Mitigation Measure: TR-11.A)

77. Pay a fair share (54%) contribution towards the reconstruction and widening of Grant Line Road from an existing four-lane thoroughfare center road section to a six-lane thoroughfare section from Kiefer Boulevard to University Boulevard. (FEIR Mitigation Measure: TR-11.B)

Freeway Improvements located under the jurisdiction of the Caltrans:

Provide a fair share contribution for the following mitigation measures for Caltrans freeway facilities to the satisfaction of the Department of Transportation:

78. Pay a fair share (4%) contribution towards the addition of an auxiliary lane on westbound U.S. 50 from Hazel Avenue to Sunrise Boulevard. (FEIR Mitigation Measure: TR-6.A)

79. Pay a fair share (9%) contribution towards the addition of an auxiliary lane on eastbound U.S. 50 from Sunrise Boulevard to Hazel Avenue. (FEIR Mitigation Measure: TR-6.B)

Roadway Improvements located in the City of Rancho Cordova and the City of Elk Grove:

The roadway improvements located within the adjacent jurisdictions of the City of Rancho Cordova and the City of Elk Grove are not required to be constructed pursuant to development threshold restrictions. The County and Cordova Hills Developer will pursue a reciprocal funding agreement and operational agreement with the respective jurisdictions as discussed in the Development Agreement to address the cross jurisdictional roadway impacts.

Provide a fair share contribution for the following roadway and intersection improvements entirely within the City of Elk Grove to the satisfaction of the Department of Transportation. If the Southeast Connector Project is adopted into the County General Plan, then the Cordova Hills Project shall only pay its fair share contribution for the cost of the facilities needed for the Connector Project which replaces them, not to exceed the amount that would have been owed as the Cordova Hills Project's fair share contribution for the original improvements.

80. Pay a fair share (9%) contribution towards the reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center road section from Sheldon Road to Calvine Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (FEIR Mitigation Measure: TR-4.A)

Provide a fair share contribution for the following roadway and intersection improvements entirely within the City of Rancho Cordova to the satisfaction of the Department of Transportation:

81. Pay a fair share (18%) contribution towards the modification and associated improvements at the intersection of Sunrise Boulevard and White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation to provide overlap phasing on the eastbound and westbound approaches. (FEIR Mitigation Measure: TR-2.B)

82. Pay a fair share (16%) contribution towards the modification and associated improvements at the intersection of Sunrise Boulevard and Douglas Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation to provide overlap phasing on the eastbound and westbound right turns. (FEIR Mitigation Measure: TR-9.A)

83. Pay a fair share (58%) contribution towards the reconstruction and widening of Douglas Road from an existing two-lane road section to a four-lane arterial section from Americanos Boulevard to Grant Line Road, including interim AC paths and six-foot bike lanes. Also, pay a fair share (58%) contribution towards construction of a landscape median, two westbound travel lanes (any turn lanes at major intersections as applicable), a westbound six foot bike lane, and a westbound interim AC path for 5,030 feet on Douglas Road from Rancho Cordova Parkway to Americanos Boulevard. (FEIR Mitigation Measures: TR-5.I and TR-7.A)

84. Pay a fair share (16%) contribution towards the modification and associated improvements at the intersection of Zinfandel Drive and White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation in order to provide separate dual right turns on the westbound approach so the westbound approach has two left turn lanes, two through lanes and two right turn lanes. (FEIR Mitigation Measure: TR-2.A)

85. Pay a fair share (16%) contribution towards the modification and associated improvements at the intersection of Sunrise Boulevard and Douglas Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation to provide overlap phasing on the westbound approach. (FEIR Mitigation Measure: TR-2.C)

SPECIAL DISTRICTS SECTION

86. No residential final maps, with the exception of large lot final maps, shall be recorded and no residential building permits shall be issued thereon, nor any building permits issued for any other use until the financing mechanisms recommended in the approved Cordova Hills Special Planning Area Public Facilities Financing Plan are implemented. The property owners shall comply with the implementation of financing mechanisms including any future amendments and revisions adopted by the Board of Supervisors

87. Prior to the recordation of a final map or issuance of a building permit, whichever may occur first, the property owner shall annex to County Service Area No. 10 (CSA 10) or establish an equivalent financing mechanism to the satisfaction of the Board of Supervisors, for the purpose of funding a variety of transportation demand management (TDM) services to implement an overall TDM strategy that will contribute to the goal of reducing vehicle trips and shall participate in CSA 10 or an equivalent financing mechanism by approving the levy of annual service charges or special taxes. If the property would to be annexed to CSA 10, to activate annual property related service charges for CSA10, the protest ballot process is required by Proposition 218. If an equivalent financing mechanism is the choice of the development for TDM services, the mechanism needs to be established with approved levy of annual service charges or special taxes prior to the recordation of a final map or issuance of a building permit. In the event the property owners fail to annex to CSA 10, or establish a financing mechanism, or approve a service charge or special tax, no final map shall be recorded or building permits shall be issued. The annexation and protest ballot process for CSA 10 takes approximately three (3) months and the establishment of a new financing district could take six (6) months or longer. The applicants are advised to contact the County of Sacramento Special District Section at (916) 874-6525 at the earliest possible time to initiate the process. In no event shall a building permit be issued prior to the successful completion of protest ballot or election proceedings that approve the levy of annual service charges or special taxes to fund the TDM services.

88. Prior to recordation of final map, the property shall annex into the County of Sacramento Community Facilities District No. 2005-1 (Police Services). The annexation process takes approximately 6 months and the applicants must contact the County of Sacramento Special Districts Section at (916) 874-6525 at the earliest possible time to initiate the process.

89. **To the extent required by the Biological Opinion issued for the Freeport Regional Water Project, new water service will not be authorized or provided until compliance with the Endangered Species Act is demonstrated. Depending upon the source of water, compliance may be demonstrated by one of the following: participation in the SSHCP if the SSHCP is approved and implemented; a letter from the US Fish and Wildlife Service (USFWS) to the Project proponent and/or federal agency indicating the Project is not likely to adversely affect or result in a take of listed species; incidental take coverage through a biological opinion for the Project; or, incidental take coverage through an Endangered Species Act section 10(a)(1)(B) permit for the Project. Such compliance must be demonstrated to the satisfaction of the Director of the Department of Water Resources before approval of final map or issuance of the first building permit, whichever occurs first.**

90. **In accordance with the Cordova Hills Development Agreement, the project shall be required to participate in any future County-wide Storm Water CFD required to fund maintenance of expanded stormwater /stormwater quality/hydromodification basins and facilities required as a result of State or Federal mandates and which are not included in the existing county Storm Water Utility program.**

Any approval of the Large Lot Tentative Subdivision Map shall be subject to the conditions listed below. New additions and deletions following the Planning Commission hearing are presented in **bold** and ~~strikethrough~~ text, respectively.

SACRAMENTO AREA SEWER DISTRICT

1. Annex the subject property to both the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) prior to recordation of the Final Map or submission of any improvement plans, whichever occurs first. Upon annexation, following conditions will apply to this project.

    - Connection to the SASD's sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to sewer construction.

    - Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or the SASD public sewer line.

    - A Level 2 Sewer Study (Master Plan Level) has already been approved by SASD/SRCSD. However, to address a recently developed sewer alternate for the area an addendum to the Level 2 Sewer study will be required before

recordation of the large lot map or submission of any improvement plans. A Level 3 Sewer Study (Subdivision Level) will also be required before recordation of small lot maps or submission of the improvement plans. The sewer study shall demonstrate the quantity of discharge and any "flow through sewage" along with the appropriate pipe sizes, elevations, downstream connections(s), upstream responsibilities, etc., and shall be done in accordance with SASD's most recent "Minimum Sewer Study Requirements". The study shall be done on a no "Shed-Shift" basis unless approved by SASD in advance and in compliance with the SASD Design Standards.

- To obtain public sewer service, construction of necessary onsite and offsite sewer infrastructure will be required to serve this project.
- Sewer easements may be required. All sewer easements shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. SASD will provide maintenance only in public right-of-ways and in easements dedicated to SASD.
- SASD requires their sewers to be located a minimum of 10 feet (measured horizontally (from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer line from other parallel utilities, such as storm drain and other 'dry' utilities (electrical, telephone, cable, etc.) shall be a minimum of 7 feet (measured horizontally from the center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by SASD on a case by case basis.
- The trunk and collector sewer system for the project will not be accepted for operation and maintenance until the downstream sewer system serving the project is also accepted for operation and maintenance. All sewer facilities shall be accepted for operation and maintenance prior to issuance of a building permit as necessary to serve this project.

SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

2. Annexation to both SRCSD and the local sewer provider will be required to receive public sewer service.
3. To obtain public sewer service, construction of necessary onsite and offsite sewer infrastructure will be required to serve this project.
4. An approved sewer study will be required prior to recordation of the large lot map or submission of any improvement plans, whichever occurs first. The sewer study will be done in accordance with SASD's most recent Minimum Sewer Study Requirements and in compliance with SASD's Design Standards.

5. The applicant shall provide an area for sewer pump station facilities. The location and size of the area will be in accordance with the applicant's approved sewer study.

SACRAMENTO FIRE PROTECTION DISTRICT

6. The final number and locations of the fire stations is to be determined by the comprehensive District's Standards of Coverage Study covering the Cordova Hills' project site and adjacent development areas where fire response may overlap, at the Developer's expense. The final site selection will also be subject to real property negotiations to acquire property for a fire station. The District's requirements for a fire station site include a minimum of 2.5 net acres of level property with a minimum of 330 feet of frontage and 330 feet of depth complete with utilities adequate to support the fire station. Please contact the District's Chief Administrative Officer, Larry Davis at (916) 708-6377, to determine specific site location(s), and then show the location of the final project plan.
7. The installation of approved traffic control equipment shall be installed on all signal lights installed or modified as a part of this project to allow emergency fire apparatus to activate the traffic signal.
8. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located shall be located along the route of the public roadways or fire apparatus access lanes. Hydrants shall be located at 300 foot spacing for commercial areas, and 500 foot spacing for residential areas, or as approved by Sacramento Metropolitan Fire District. Fire hydrants shall not be located in the bulb area of cui-del-sacs. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials.
9. Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof coverings, fire sprinklers, and additional clearance from unimproved lands. Such requirements shall be determined with subsequent individual development applications.
10. Residential roof coverings shall consist of materials having a minimum Class C rating.
11. Traffic calming measures, speed bumps, humps, etc. shall not be installed in private fire apparatus access roadways.
12. All residential, commercial, and recreational structures in the proposed subdivision will be connected to the public water supply; private wells shall not be permitted.
13. Fire apparatus access shall be provided into wetland, wild land, unimproved open space areas, and large park and recreation areas for emergency medical and fire

suppression purposes. Access to the aforementioned sites shall comply with the following requirements:

a. Access roadways designed for vehicle use shall be a minimum of 20 feet in width.
b. Pedestrian, bicycle, and non-vehicle recreational trails shall be a minimum of 10 feet in width.
c. Class I Trail surfacing materials utilized for bicycle and pedestrian shall be all weather driving surface designed to meet the requirements of Sacramento County Road improvement standards (a minimum of 2 inches of asphalt on 6 inches of aggregate base).
d. The Fire District shall approve the number and location of required apparatus access points.

14. Firebreaks shall be provided to separate unimproved areas, wetland (when permitted by federal and state agencies), wild land, open space areas, etc., from adjacent commercial, residential, and recreational development. Firebreaks shall provide a minimum of 30-feet of separation from combustible fences, structures, and ornamental vegetation. When a fire break is not permitted, a minimum of 30' of irrigated landscaping or a paved road must separate the unimproved areas. Where non-combustible fencing is provided, fire-resistive plants may be used to reduce or eliminate the firebreak subject to approval by the Fire District.

15. Backyard fencing separating residences from wetland, wild land, unimproved, open space, recreational areas, etc., shall be, constructed of non-combustible materials. New fencing shall be of the metal, open grate variety.

AIRPORT SYSTEM

16. Execution and recordation with the Sacramento County Recorder of an Avigation Easement to Sacramento County and compliance with all other conditions as required by the Sacramento County Board of Supervisors adoption of the Airport Planning Policy Area for Mather Air Field.

SHERIFF

17. Rounded curbs shall be avoided whenever possible.

18. Prior to the recordation of the first final parcel map, Property Owners shall cooperate with the County Sheriff's Department, in consultation with the City of Rancho Cordova, in the creation and implementation of a police services plan approved by the County for providing adequate levels of police services for the needs of the Cordova Hills Project Areas during the early phases of development.

SIPS

19. Grant to the County an IOD for the on-site portion of roadways as shown on the tentative map and consistent with the Cordova Hills SPA to the satisfaction of Municipals Services Agency

20. Dedicate a Public Utility Easement for underground facilities and appurtenances adjacent to all roadway IODs as shown on the Tentative Map and consistent public utility easements shown on street sections within the Cordova Hills Master Plan.

21. Conduct an assessment ballot to annex into the Enhanced or the Decorative street light benefit categories within CSA1.

WATER RESOURCES

22. Coincident with the approval of the improvement plans, provide drainage easements as needed and pay any fee required by the Sacramento County Water Agency Code. Install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, approved Drainage Master Plan, and Sacramento County Improvement Standards. All basins and channel alignments are contingent upon development interest. Any SCWA funding is contingent upon a need by SCWA, pursuant to title 2 of the SCWA Code. All drainage studies are subject to alternative analyses. Basin land shall not be credited within the Zone 11A fee program.

23. The Department of Water Resources shall require an approved drainage study incorporating all the items contained in the latest version of the document **"COUNTY OF SACRAMENTO DEPARTMENT OF WATER RESOURCES DRAINAGE DEVELOPMENT AND HYDROLOGY SECTION, Drainage Study Requirements"** and all the requirements listed in the Sacramento County Drainage Improvement Standards, prior to recordation of the large lot map. The study shall describe permanent stormwater quality treatment facilities capable of treating stormwater to the satisfaction of DWR groundwater engineering for infiltration into the Mehrten formation. The study must also identify, to the satisfaction of the Sacramento County DWR, hydromodification mitigation measures and flood detention facilities, to be implemented by the Cordova Hills development, in conformance with applicable County ordinances & standards, and state and federal law.

24. An existing condition (pre-project) Letter of Map Revision, must be approved by FEMA prior to recordation of the first large lot final map, approval of improvement plans, or grading plans, whichever comes first.

25. A CLOMR must be approved by FEMA for proposed development prior to approval of improvement plans, or grading plans, whichever comes first. Afterwards, a submittal to FEMA for a Letter of Map Revision is required prior to final map

recordation. The development related CLOMR/LOMR process may be tied to the scope of the development phases with DWR approval.

26. An approved Letter of Map Revision for the developed condition shall be required prior to Building Permit issuance.

27. Prior to the first large lot map recordation, annex to the County of Sacramento Stormwater Utility District pursuant to the Sacramento County Water Agency Code, and the Sacramento County Improvement Standards.

28. There shall be no net loss of storage for any fill placed within the 100-year floodplain without in-kind excavation, unless documented and approved through the submittal and review of a comprehensive drainage study.

29. Provide post & cable, split rail, or wrought iron fencing around storm water detention basins consistent with the Cordova Hills Master Plan and to the satisfaction of the Sacramento County Department of Water Resources. Design the basins to be aesthetically pleasant and safe to accessing public.

30. Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of DWR not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet in the site improvement plans.

DEPARTMENT OF TRANSPORTATION

31. The developer shall irrevocably offer to dedicate to the County up to 100 feet of right-of-way east of the centerline of Grant Line Road to the satisfaction of the Department of Transportation. The developer shall install frontage improvements along Grant Line Road for the length of the Project's frontage east of the centerline based on the Design Standards for the proposed Capital Southeast Connector (Connector). Alternatively, the developer may install interim improvements to the satisfaction of the Department of Transportation. Frontage improvements shall be constructed for the full length between major intersections or up to the Project's boundary at the earlier of the segment widening threshold or development of 50% (by total length of the associated frontage) of the parcels located immediately adjacent to the affected frontage. For instance, the entire frontage along Grant Line Road east of the centerline between Chrysanthy Boulevard and University Boulevard must be constructed once 50% of the Cordova Hills Project's developable land frontage in this area is developed. This condition in no way precludes trigger conditions due to advancement of projects within the interior of the Cordova Hills plan area. Cash-in-lieu of improvements may be considered as satisfying the frontage improvement requirement.

32. The developer shall dedicate to the County additional right-of-way for at-grade intersection widening at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road pursuant to Sacramento

County Improvement Standards and to the satisfaction of the Department of Transportation.

33. The developer shall grant the right of direct vehicular access to the County of Sacramento along Grant Line Road to the satisfaction of the Department of Transportation, except at the intersections of University Boulevard, Chrysanthy Boulevard, and North Loop Road.

34. All subdivision and/or parcel maps with land adjacent to Grant Line Road shall include an irrevocable setback line consistent with a future one hundred foot (100 ft.) right-of-way line to accommodate the Connector project which shall be the basis for development/building setbacks.

35. If interim access road improvements are deemed appropriate by the County, the developer shall install Class "C" intersection improvements on Grant Line Road at the project entrance streets pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

36. The geometric design of the right turn and left turn pockets, including bay tapers, at the intersections of Grant Line Road with North Loop Road, Chrysanthy Boulevard, and University Boulevard shall be based on an engineering analysis to the satisfaction of the Department of Transportation.

37. ~~There are three alternative conditions depending on the status of the Connector Project: (i) the Connector is included in the General Plan before any tentative maps are approved at the Project; (ii) the Connector is included in the General Plan after a tentative map is approved but before a final map is recorded; or (iii) the Connector is not included in the General Plan at the time a final map is recorded. The alternative conditions are as follows:~~

    a. ~~Alternative #1 – Connector Incorporated in General Plan before Map Approval. In the event that the Connector is incorporated into the County's General Plan prior to approval of any tentative maps at the Cordova Hills Project, the following conditions shall be applicable to any tentative subdivision maps or tentative parcel maps.~~

        (1) ~~The proposed access for the Cordova Hills Project to Grant Line Road, via University Avenue, Chrysanthy Boulevard, and North Loop Road, may be modified in the future with the implementation of the Connector project. It is anticipated that full roadway access to and from Grant Line Road at University Boulevard and Chrysanthy Boulevard will be accommodated with grade separated interchanges. Access to and from Grant Line Road at North Loop Road may be limited and/or accommodated with some form of grade separated interchange incorporating a special design or through an alternative access location. Any future changes to the Cordova Hills Project's access points to and from Grant Line Road will be a part of the~~

~~Connector project and will be subject to future CEQA review as an element of the Connector project.~~

~~(2) The developer shall have the right to coordinate with the Capital Southeast Connector Joint Powers Authority ("Connector JPA") and the Sacramento County Department of Transportation in the development of an alternative access design for the North Loop Road intersection with Grant Line Road. Prior to physical implementation of the Connector with an alternative access configuration at North Loop Road and Grant Line Road, full at-grade access of North Loop Road to Grant Line Road may be maintained.~~

~~(3) In the event the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point before the developer's construction of the Grant Line Road and North Loop Road at-grade intersection begins, then the Cordova Hills Project shall make a financial contribution to the construction cost of the Grant Line Road and North Loop Road access point, up to the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project. Should the developer of the Cordova Hills Project build any portion of the Grant Line Road and North Loop Road at-grade intersection improvements prior to the time the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point, then the Cordova Hills Project's fair share of the construction cost of the Connector's Grant Line Road and North Loop Road access point shall be a sum not to exceed the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project, minus the amount previously incurred by the developer for that portion of the Grant Line Road and North Loop Road at-grade intersection improvements that actually were built.~~

~~(4) The developer shall grant the right of direct vehicular access to the County of Sacramento along any grade separated interchange approaches of University Boulevard, Chrysanthy Boulevard and North Loop Road to Grant Line Road to the satisfaction of the Department of Transportation.~~

~~(5) The developer shall irrevocably offer to dedicate to the County additional right-of-way to accommodate the grade separated interchanges pursuant to the Connector Design Standards at the applicable intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road to the satisfaction of the Department of Transportation and the~~

~~Capital Southeast Connector Joint Powers Authority. This dedication shall be the basis for development/building setbacks.~~

~~b. Alternative #2 – Connector Incorporated into General Plan after Tentative Map is Approved But Before Final Map is Recorded. In the event that the Connector is incorporated into the County's General Plan after the County approves any tentative parcel map or tentative subdivision map, but before a final map based thereon is recorded, then notwithstanding Sections 1.2.17 and 4.2 of the Development Agreement, the County shall have the right to require revisions to the final map in accordance with the Subdivision Map Act, provided the revisions are in substantial compliance with approved tentative map, based upon the following conditions:~~

~~(1) The developer shall provide a reservation for the additional land needed for the Connector project interchanges at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road. County and Property Owners agree that the value of lands subject to the reservation for the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to the reservation is acquired for the Connector project. The reservation area limit shall be the basis for development/building setbacks.~~

~~(2) The County shall have the right to require revisions to address the Connector project in final maps so long as the revisions are in substantial compliance with the previously approved tentative maps as allowed by Section 66474.1 of the Government Code (the Subdivision Map Act). The County and developer shall work together on any redesign of the Grant Line Road access points to minimize costs to the Cordova Hills Project and preserve the viability and feasibility of the development of land uses within the Cordova Hills Project along Grant Line Road, as well as avoid a substantial redesign or modification of the planned or then existing backbone infrastructure related to the Cordova Hills Project.~~

~~(3) In the event the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point before the developer's construction of the Grant Line Road and North Loop Road at-grade intersection begins, then the Cordova Hills Project shall make a financial contribution to the construction cost of the Grant Line Road and North Loop Road access point, up to the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project. Should the developer of the Cordova Hills Project build any portion of the Grant Line Road and North Loop Road at-~~

~~grade intersection improvements prior to the time the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point, then the Cordova Hills Project's fair share of the construction cost of the Connector's Grant Line Road and North Loop Road access point shall be a sum not to exceed the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project, minus the amount previously incurred by the developer for that portion of the Grant Line Road and North Loop Road at-grade intersection improvements that actually were built.~~

~~c. Alternative #3 – Connector Not Incorporated into General Plan Prior to Final Map Recordation. In the event that the Connector has not been incorporated into the County's General Plan by the time a final map is recorded, then notwithstanding Sections 1.2.17 and 4.2 of the Development Agreement, the following condition shall be applicable:~~

~~(i) The developer shall provide a reservation for the additional land needed for the Connector project interchanges at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road. County and Property Owners agree that the value of lands subject to the reservation for the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to the reservation is acquired for the Connector project. This reservation shall be the basis for development/building setbacks.~~

38. The feasibility of allowing left-turn access and the design of left turn pockets on Chrysanthy Boulevard, Town Center Boulevard, North Loop Road, and University Boulevard at commercial driveways and village entries shall be based on a focused access study that considers the entirety of the median design and the impacts to capacity and safety to the satisfaction of the Department of Transportation.

39. Prior to the recordation of any final map applicable to the Town Center Village within the Cordova Hills SPA, a focused access study addressing internal Cordova Hills' circulation and roadway design shall be completed. This study shall address the operations of the internal circulation and connections to Grant Line Road, Chrysanthy Boulevard, Town Center Boulevard, North Loop Road, and University Boulevard. A micro-simulation or manual operational analysis shall be conducted to finalize the design of internal circulation and road connections to ensure they operate acceptably. The scope of work for the analysis shall be approved by the Sacramento County Department of Transportation staff. Upon completion, the analysis shall be submitted to the Sacramento County Department of Transportation for approval and recommendations.

40. **The developer shall reserve an additional ten feet (10 ft.) of right-of-way east of the one hundred feet (100 ft.) of right-of-way that is being dedicated east of the centerline of Grant Line Road between Chrysanthy Boulevard and the Project's northern boundary at Glory Lane. County and developer agree that the value of lands subject to the foregoing reservation shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to this reservation is acquired for the Connector project. The foregoing reservation shall state that the developer and the public agency for whose benefit the reservation is being provided shall have a period of five (5) years following approval of the applicable final parcel map or final subdivision map within which to enter into a binding agreement for the acquisition of the reserved land area shown on the map, which area may be acquired in fee title or easement at the discretion of the public agency.**

41. **The developer shall provide a reservation for the additional land needed for the Connector project interchanges at the at-grade intersections of Grant Line Road with University Boulevard and Chrysanthy Boulevard. County and developer agree that the value of lands subject to the reservation for the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to the reservation is acquired for the Connector project. The reservation area limit shall be the basis for development/building setbacks. The foregoing reservation shall state that the developer and the public agency for whose benefit the reservation is being provided shall have a period of five (5) years following approval of the applicable final parcel map or final subdivision map within which to enter into a binding agreement for the acquisition of the reserved land area shown on the map, which area may be acquired in fee title or easement at the discretion of the public agency.**

    If the Connector is included in the General Plan before a final map is recorded for any portion of the Cordova Hills Project that includes an access point along Grant Line Road, the County shall have the right to require revisions to address the Connector project in final maps so long as the revisions are in substantial compliance with the previously approved tentative maps as allowed by Section 66474.1 of the Government Code (the Subdivision Map Act), and further provided that: (a) the County's revision shall not convert a reservation into an irrevocable offer of dedication; and (b) the County, the Connector JPA and developer shall work together on any redesign of the Grant Line Road access points.

42. **The developer shall provide County with an irrevocable offer of dedication for a 76 ft. wide roadway right-of-way with 28 ft. wide landscape maintenance easements on both sides of the roadway right-of-way for that segment of Town**

Center Boulevard between its intersection with North Loop Road to the northern boundary of the Cordova Hills Project.

43. **To the extent required by the Biological Opinion issued for the Freeport Regional Water Project, new water service will not be authorized or provided until compliance with the Endangered Species Act is demonstrated. Depending upon the source of water, compliance may be demonstrated by one of the following: participation in the SSHCP if the SSHCP is approved and implemented; a letter from the US Fish and Wildlife Service (USFWS) to the Project proponent and/or federal agency indicating the Project is not likely to adversely affect or result in a take of listed species; incidental take coverage through a biological opinion for the Project; or, incidental take coverage through an Endangered Species Act section 10(a)(1)(B) permit for the Project. Such compliance must be demonstrated to the satisfaction of the Director of the Department of Water Resources before approval of final map or issuance of the first building permit, whichever occurs first.**

Respectfully submitted,

LORI A. MOSS, Director
Department of Community Development

APPROVED:

BRADLEY J. HUDSON
County Executive

By: _____
ROBERT B. LEONARD
Chief Deputy County Executive

Attachments:

BOS ATT 1 - Planning Commission Transmittal

BOS ATT 2 - Planning Commission Staff Report with Attachments

BOS ATT 3 - A legal memorandum from Tina Thomas - October 10, 2012

BOS ATT 4 - A legal memorandum from Law Office of Gregory Thatch - November 16, 2012

BOS ATT 5 - A letter from Ron Alvarado of Cordova Hills, LLC - November 15, 2012

BOS ATT 6 - A technical memorandum from Catherine Hack, Environmental Coordinator - November 20, 2012

BOS ATT 7 - Draft Cordova Hills Master Plan, including the Air Quality Mitigation Plan and Green House Gas Reduction Plan –November 2012

BOS ATT 8 - Affordable Housing Plan

BOS ATT 9 - Development Agreement – October 30, 2012

BOS ATT 10 - Financing Plan – October 20, 2012

BOS ATT 11 - Cordova Hills Urban Services and Governance Plan – October 20, 2012

BOS ATT 12 - Cordova Hills Fiscal Impact Analysis – October 20, 2012

Exhibits:

BOS EXH 1 - General Plan Amendment—UPA (December 18, 2009)

BOS EXH 2 - General Plan Amendment –Land Use Plan (October 17, 2011)

BOS EXH 3 - General Plan Amendment—New Policy & Revised Policy LU-1

BOS EXH 4 - General Plan Amendment—Revised Transportation Plan (October 24, 2012)

BOS EXH 5 - General Plan Amendment –Bikeways Master Plan (October 17, 2011)

BOS EXH 6 - Revised Large Lot Subdivision Map (November 9, 2012)

BOS EXH 7 - Zone 40 Boundary Map

BOS EXH 8 - Zone 41 Boundary Map

COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE

November 14, 2012
Board Date: December 12, 2012 at 2:30 p.m.

TO: BOARD OF SUPERVISORS

FROM: FLORENCE EVANS, Secretary
County Planning Commission

SUBJECT: **2008-GPB-SDP-ZOB-AHP-00142 - (CORDOVA HILLS / STEVENS / SINGH) GENERAL PLAN AMENDMENT, ZONING ORDINANCE AMENDMENT, LARGE LOT SUBDIVISION MAP, AFFORDABLE HOUSING PLAN, DEVELOPMENT AGREEMENT AND ADDITIONAL APPROVALS ASSOCIATED WITH THE ADOPTION OF THE CORDOVA HILLS SPECIAL PLANNING AREA ORDINANCE**

CORDOVA HILLS, LLC - Engineer: MacKay & Somps - The property is located in the southeastern portion of Sacramento County on approximatley 2,669 acres, adjacent to the City of Rancho Cordova. Grant Line Road, a two-lane thoroughfare, extends along the western Project boundary. The eastern side of the Project abuts Carson Creek and the northern boundary line of the property is Glory Lane, which is a two-lane gravel road that intersects Grant Line Road just south of Douglas Road. The Kiefer Landfill and the 2,000-foot buffer zone protecting the landfill from urban encroachment are southwest of the Project in the Cosumnes Community Planning Area.

The County Planning Commission, meeting in regular session on September 24, 2012, voted 4-0 (Commissioner Guerra was absent) to recommend approval of the following requests:

GENERAL PLAN AMENDMENT

A General Plan Amendment by Resolution No. **2012-COPC-0005** to move the Urban Policy Area (UPA) boundary east to include approximately 2,366.3 acres of the Cordova Hills site, subject to the findings recommended by staff.

A General Plan Amendment by Resolution No. **2012-COPC-0005** to amend the Land Use Diagram from General Agriculture to Low Density Residential, Medium Density Residential, Commercial and Office, Recreation, Natural Preserve, and Public/Quasi Public for approximately 2,366.3 acres, subject to the findings recommended by staff.

A General Plan Amendment by Resolution No. **2012-COPC-0005** to include a new policy in the Land Use Element to address the provision of limited public water service to serve uses potentially allowed by the Cordova Hills Special Planning Area for 251 acres located in proximity to the Kiefer Landfill, and an Amendment to LU-1 to reference this exception, subject to the findings recommended by staff.

Amend the General Plan Transportation Plan by Resolution No. **2012-COPC-0005** to show new thoroughfares, arterials and collectors as shown in the Transportation General Plan Amendment Diagram dated October 17, 2011, subject to the findings recommended by staff.

Amend the Bikeway Master Plan by Resolution No. **2012-COPC-0005** to add on- and off-street bikeways as shown in the Bikeways Master Plan Amendment Diagram dated October 17, 2011, subject to the findings recommended by staff.

ZONING ORDINANCE AMENDMENT

A Zoning Ordinance Amendment to adopt the Cordova Hills Special Planning Area (SPA) to incorporate a Master Plan including Design Guidelines and Development Standards, subject to the findings and conditions recommended by staff. The SPA consists of a total of 2,668.7 acres in three distinct areas:
a) Cordova Hills urban areas – 2,119.7 acres;
b) University/College Campus Center – 246.6 acres;
c) Buffer lands and floodplain outside the Urban Policy Area – 302.4 acres.
The areas will be designated Agriculture, Recreation (sports park), and Avoidance in the SPA.

LARGE LOT TENTATIVE SUBDIVISION MAP

A Large Lot Tentative Subdivision Map to create 155 large parcels for the purpose of creating legal parcels corresponding to villages within Cordova Hills SPA and within the approximately 2,668.7-acre SPA, subject to the findings and conditions recommended by staff.

AFFORDABLE HOUSING PLAN

An Affordable Housing Plan consisting of on-site construction of affordable units and/or land dedication.

DEVELOPMENT AGREEMENT

A Development Agreement by and between the County of Sacramento and the landowners.

CORDOVA HILLS
PLNP2008-GPB-SDP-ZOB-AHP-00142

PUBLIC FACILITIES FINANCING PLAN

Adoption of a Public Facilities Financing Plan for Cordova Hills that includes a Capital Improvement Program and Financing Plan.

URBAN SERVICES AND GOVERNANCE PLAN

Adoption of an Urban Services and Governance Plan.

STREET RESOLUTION

A Street Resolution to allow certain County streets within the Cordova Hills Land Use Master Plan to be based on less than a 40-foot right-of-way, pursuant to the State Streets and Highways Code Section 906.

ZONE 40 BOUNDARY

Zone 40 Boundary: Amend Zone 40 boundary to include the 251+/- acres of the Cordova Hills project which lies outside of the Urban Services Boundary. (Note: This is a separate action of the Sacramento County Water Agency)

ZONE 41 BOUNDARY

Zone 41 Boundary: Amend Zone 41 boundary to include 251+/- acres of the Cordova Hills project which lies outside of the Urban Services Boundary. (Note: This is a separate action of the Sacramento County Water Agency)

WATER SUPPLY MASTER PLAN AMENDMENT

Adoption of the Cordova Hills Water Supply Master Plan Amendment: Amends the existing Zone 40 Water Supply Master Plan to include provision of water service to Cordova Hills.

WATER SUPPLY ASSESSMENT

Approve the Water Supply Assessment for Cordova Hills: Required by the California Water Code to link land use and water supply planning activities.

The Commission closed the public comment period on the Draft Environmental Impact Report and directed staff to respond to comments and prepare the Final Environmental Impact Report. The Commission recommended adoption of the Mitigation Monitoring and Reporting Program.

FE:am

cc: In-house

COUNTY OF SACRAMENTO
CALIFORNIA

PLANNING COMMISSION REPORT

Control No.: PLNP2008-00142
Type: GPB-SDP-ZOB-AHP

TO: COUNTY PLANNING COMMISSION
(Final Approval by the Board of Supervisors)

FROM: DEPARTMENT OF COMMUNITY DEVELOPMENT

CONTACT: *Tricia Stevens, Principal Planner, 874-2926; stevenst@saccounty.net*
Surinder Singh, Senior Planner, 874-5462; singhsu@saccounty.net

PROJECT DESCRIPTION

PLNP2008-00142. Cordova Hills. Request for General Plan Amendment, Zoning Ordinance Amendment, Large Lot Subdivision Map, Affordable Housing Plan, Development Agreement and additional approvals associated with the adoption of the Cordova Hills Special Planning Area ordinance, which will provide policy framework to guide the future development of the Cordova Hills project site, located in the southeastern portion of Sacramento County on approximately 2,669 acres, adjacent to the City of Rancho Cordova. The area is designated by the Sacramento County General Plan as General Agriculture (80 acres) and is currently zoned for AG-80 agricultural uses. Most of the Project is within the Urban Services Boundary (USB), but outside the Urban Policy Area (UPA). Grant Line Road, a two-lane thoroughfare, extends along the western Project boundary. The eastern side of the Project abuts Carson Creek and the northern boundary line of the property is Glory Lane, which is a two-lane gravel road that intersects Grant Line Road just south of Douglas Road. The Kiefer Landfill and the 2,000-foot buffer zone protecting the landfill from urban encroachment are southwest of the Project in the Cosumnes Community Planning Area. Applicant: Cordova Hills, LCC; APNs: 073-0040-020 through -026, 073-0040-029, 073-0050-023, and 073-0050-052; Environmental Document: Draft Environmental Impact Report. Supervisor District 5: Don Nottoli

APPLICANT/OWNER:	ENGINEER:
Cordova Hills, LLC	MacKay & Somps
5241 Arnold Ave	1552 Eureka Road, Suite 100
McClellan, CA 95652	Roseville, CA 95661
Contact: Ron Alvarado	Contact: Holger Fuerst

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DETAILED REQUESTS:

1. A **General Plan Amendment** to move the Urban Policy Area (UPA) boundary east to include approximately 2,366.3 acres of the Cordova Hills site.
2. A **General Plan Amendment** to amend the Land Use Diagram from General Agriculture to Low Density Residential, Medium Density Residential, Commercial and Office, Recreation, Natural Preserve, and Public/Quasi Public for approximately 2,366.3 acres.
3. A **General Plan Amendment** to include a new policy in the Land Use Element to address the provision of limited public water service to serve uses potentially allowed by the Cordova Hills Special Planning Area for 251 acres located in proximity to the Kiefer Landfill, and an Amendment to LU-1 to reference this exception.
4. **Amend the General Plan Transportation Plan** to show new thoroughfares, arterials and collectors as shown in the Transportation General Plan Amendment Diagram dated October 17, 2011.
5. **Amend the Bikeway Master Plan to add on- and off-street bikeways** as shown in the Bikeways Master Plan Amendment Diagram dated October 17, 2011.
6. A **Zoning Ordinance Amendment** to adopt the Cordova Hills Special Planning Area (SPA) to incorporate a Master Plan including Design Guidelines and Development Standards. The SPA consists of a total of 2,668.7 acres in three distinct areas:
    a. Cordova Hills urban areas – 2,119.7 acres
    b. University/College Campus Center – 246.6 acres
    c. Buffer lands and floodplain outside the Urban Policy Area – 302.4 acres. The areas will be designated Agriculture, Recreation (sports park), and Avoidance in the SPA.
7. A **Large Lot Tentative Subdivision Map** to create 155 large parcels for the purpose of creating legal parcels corresponding to villages within Cordova Hills SPA and within the approximately 2,668.7-acre SPA.
8. An **Affordable Housing Plan** consisting of on-site construction of affordable units and/or land dedication.
9. A **Development Agreement** by and between the County of Sacramento and the landowners.
10. **Adoption of a Public Facilities Financing Plan** for Cordova Hills that includes a Capital Improvement Program and Financing Plan.

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11. **Adoption** of an **Urban Services and Governance Plan.**

12. **A Street Resolution** to allow certain County streets within the Cordova Hills Land Use Master Plan to be based on less than a 40-foot right-of-way, pursuant to the State Streets and Highways Code Section 906.

13. **Zone 40 Boundary:** Amend Zone 40 boundary to include the 251+/- acres of the Cordova Hills project which lies outside of the Urban Services Boundary. (Note: This is a separate action of the Sacramento County Water Agency)

14. **Zone 41 Boundary:** Amend Zone 41 boundary to include 251+/- acres of the Cordova Hills project which lies outside of the Urban Services Boundary. (Note: This is a separate action of the Sacramento County Water Agency)

15. **Adoption of the Cordova Hills Water Supply Master Plan Amendment**: Amends the existing Zone 40 Water Supply Master Plan to include provision of water service to Cordova Hills. (Note: This is a separate action of the Sacramento County Water Agency)

16. **Approve the Water Supply Assessment for Cordova Hills**: Required by the California Water Code to link land use and water supply planning activities.

Please click on the following web links to view additional documents prepared for the Cordova Hills project. Copies of these documents can also be obtained by contacting the Planning and Environmental Review Division at (916) 874-6141.

Cordova Hills General Website:
http://cordovahills.com/

Draft Cordova Hills SPA Document:
http://www.msa2.saccounty.net/planning/Documents/Growth%20Area%20Plans/CH_SPA%20Master%20Plan_0911.pdf

Planning Division's Project Viewer
http://www.planningdocuments.saccounty.net/ViewProjectDetails.aspx?ProjectID=784

Draft EIR for the Cordova Hills Project:
http://www.dera.saccounty.net/PublicNotices/SQLView/ProjectDetails/tabid/71/Default.aspx?ProjectID=35697

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Overview:
The Cordova Hills project has been initiated in order to provide for the orderly and systematic development of the Cordova Hills project through the establishment of a Special Planning Area (SPA) that is consistent with the Sacramento County General Plan. Designed as a master plan community, the 2,668.7± acres Cordova Hills' project includes a wide variety of uses including residential, commercial, office, recreational, open space, natural preserve, public and educational uses. The Cordova Hills' project allows for a maximum of 8,000 residential units at full build out.

The proposed project includes a range of housing types with estate, low and high density residential homes that gradually transition from the rural edge along the project's eastern foothills to the proposed 205.7 acres regional retail /office and mixed use town center along Grant Line Road and the potential future Grant Line Regional Connector Road. One of the key features of the project is the 223-acre university campus site. Other key features of the project include the 493.2-acre Avoidance (Preserve) Area, 75 miles of trails, bike lanes and paseos, a 50-acre Regional Park, an aquatic center, 56.1 acres designated for affordable housing, an internal private transit system with external connections to the Highway 50 Corridor, and dedicated Neighborhood Electric Vehicle lanes. The Cordova Hills application was accepted under the criteria of the 1993 General Plan by the Board of Supervisors on May 14, 2008 in part due to the extraordinary benefit of the project to Sacramento County, including the potential University of Sacramento on 223 acres.

Summary of Significant Issues:
The Cordova Hills project is being evaluated based upon the recently adopted 2030 General Plan. The project meets the growth management criteria of the 2030 General Plan, as the project has been designed to conform to the requirements of General Plan Policy LU-120. Several documents have been prepared to demonstrate such compliance, including an Affordable Housing Plan, Urban Services Plan, Fiscal Impact Analysis, Public Facilities Financing Plan, Air Quality Management Plan, Greenhouse Gas Plan, and a Development Agreement. The Development Agreement (DA) is intended to insure to the County that the benefits of the project exceeds traditional standards and are carried out over the life of the project in return for the vesting of development rights over a 30-year period. The Fiscal Impact Analysis concludes that the project would have no adverse fiscal impact on the County as a whole, and the DA provides assurances to the County that any possible shortfall will be adequately funded. The Public Facilities Plan and the Urban Services Plan provide financial mechanisms to insure the viability of the capital facilities program and the ongoing provision of services.

On July 11, 2011, County staff was notified that the University of Sacramento was no longer able to establish a new campus facility within the project site. The Master Plan continues to reserve the 223-acre site for a future college campus. The Cordova Hills Development Agreement includes a provision that requires the reservation of this 223-acre site for a university or other institution of higher education use, and requires a no-cost transfer of the site to the County if a university is not built within the term of the Agreement.

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CPAC Recommendation:
The Cosumnes Community Planning Advisory Council (CPAC) met on January 25, 2012 and recommended unanimous **APPROVAL (**5-0 vote) of the proposed project. Many questions were raised during this meeting; however, no one spoke in opposition to this project. The Cordova CPAC (adjacent CPAC) met on January 19, 2012 and voted *(6-0)* to **ENDORSE** the proposed Cordova Hills project. No negative concerns were raised during this meeting.

Department of Community Development Recommendation:
Staff is recommending **APPROVAL** of the proposed project, see page 42-46 for specifics.

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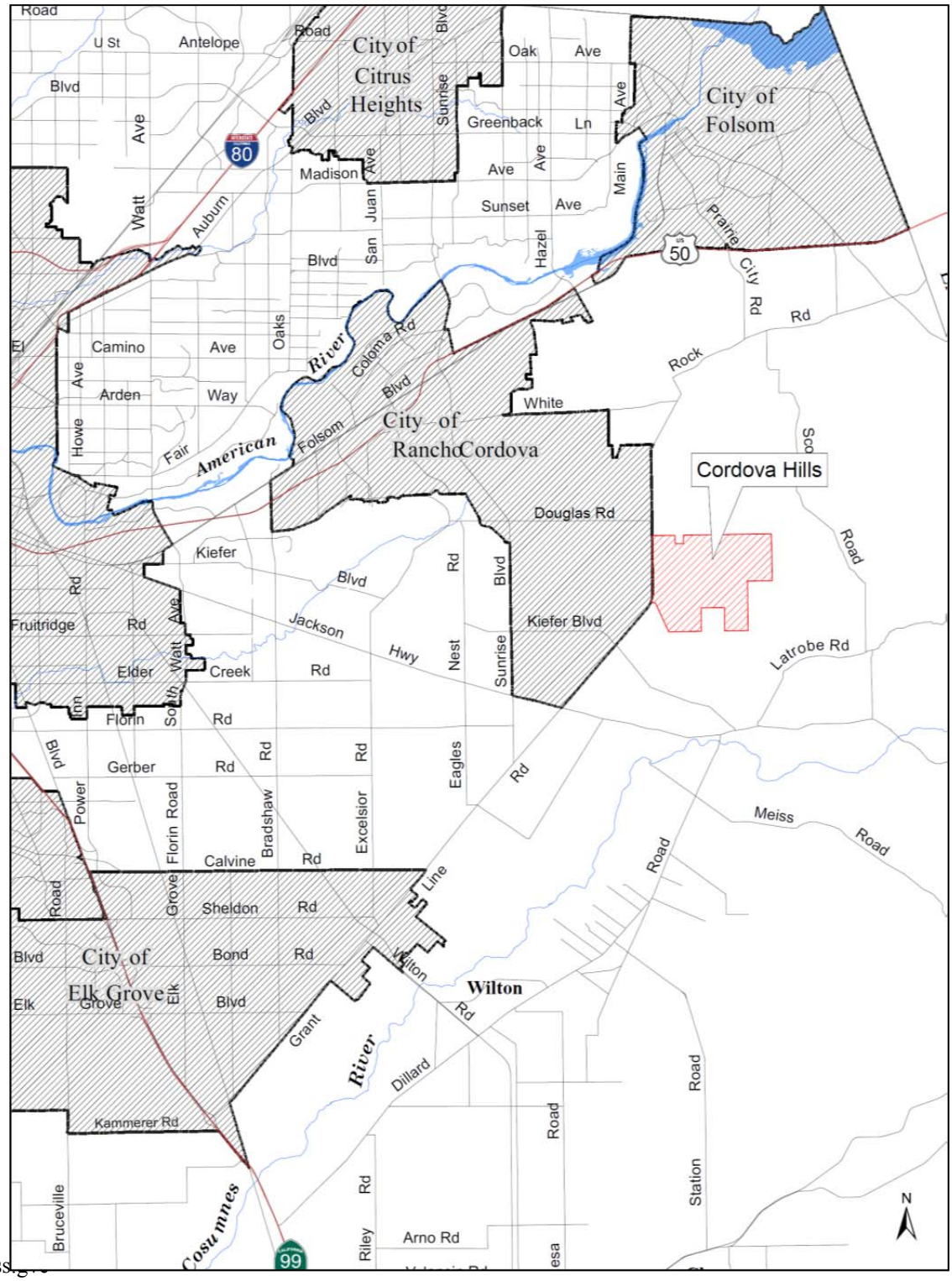
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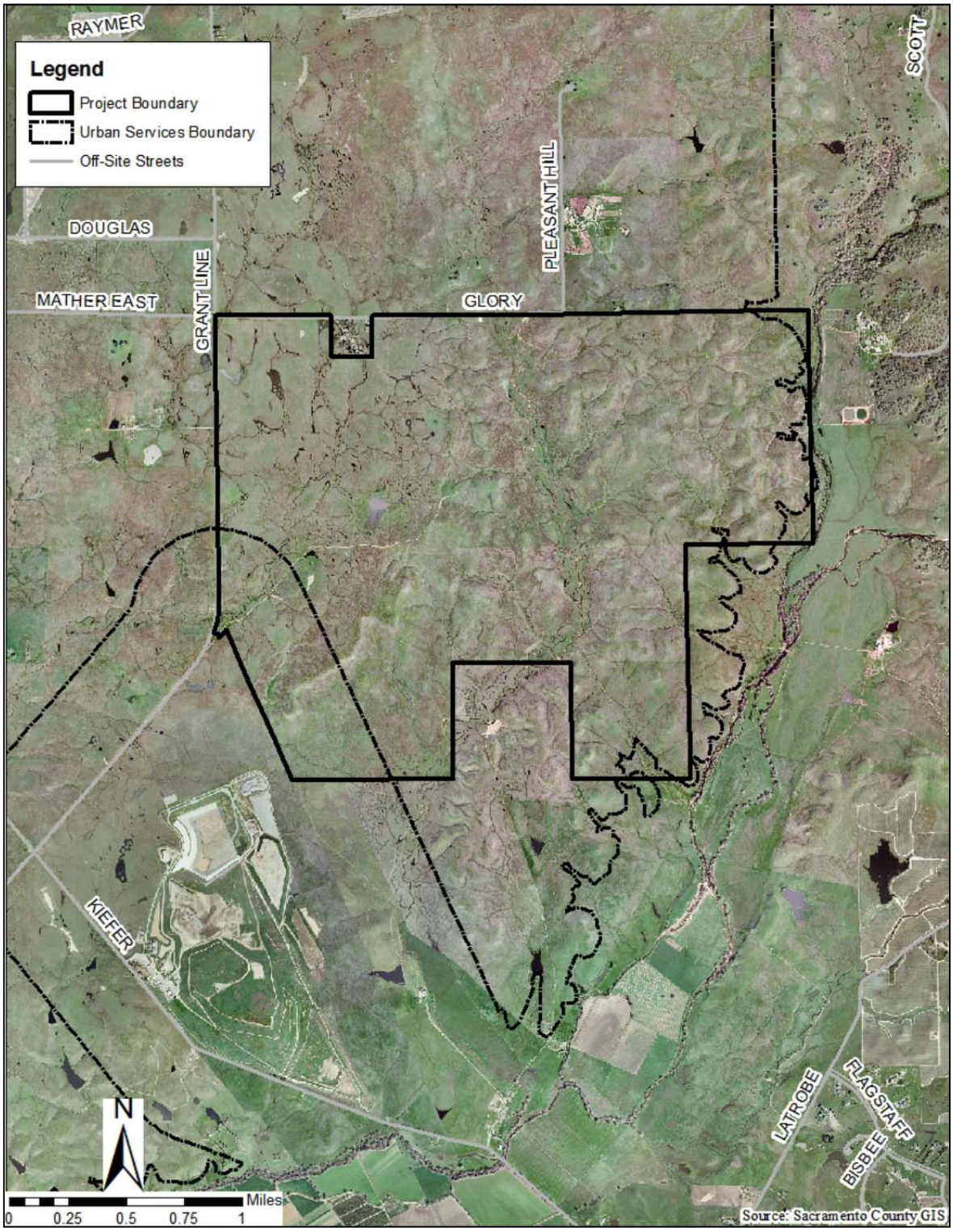
I. EXHIBITS

A. Location Map



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B. Project Boundary Exhibit



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II. ENVIRONMENTAL ANALYSIS

A. Environmental Setting: The Cordova Hills project site is located in the southeastern portion of Sacramento County on approximately 2,668.7 acres, adjacent to the City of Rancho Cordova. The project site is currently vacant and occasionally used for cattle grazing. The elevation of the site ranges from approximately 130 feet to 270 feet with the highest elevation occurring at the university designated site (i.e., southwest corner of site). The topography on the western third of the project site is relatively flat consisting of a plateau that slopes westerly towards Grant Line Road. The eastern edge of this plateau slopes easterly into an intermittent drainage which traverses north and south in the center of the project site. The topography climbs east of the central drainage where the ground then starts to undulate into gentle rolling hills up to the eastern edge of the project site. At this point, the topography then drops into the Carson Creek floodplain area. A 120KV PG&E tower line traverses the eastern edge of project site in a north to south direction and runs parallel to Carson Creek.

A majority of Cordova Hills' notable biological resources, including clustered wetlands that support fairy shrimp and other species, are located on a plateau along the western third of the project site. The remainder of the site is relatively free of wetlands features with the exception of a few small depressional features scattered along the central drainage corridor. In total, there are approximately 89.1 acres of wetland resources on the project site.

B. Environmental Effects and Suggested Mitigation Measures: The Cordova Hills Draft Environmental Impact Report (DEIR), dated January 2012, concludes that impacts associated with cultural resources, air quality (related to construction ozone precursors, toxic air contaminants, and odor), biological resources (bird species, western spadefoot toad, and plant species), hazardous materials (landfill gas migration), noise, and traffic and circulation (pedestrian/bicycle network, public transit, and some facilities) are considered potentially significant impacts but could be reduced to a less than significant level with recommended mitigation measures.

The DEIR also concludes that impacts associated with aesthetics, air quality (related to construction particulate matter, operational ozone precursors, and implementation of the State Implementation Plan for ozone), biological resources (wetlands and vernal pool crustaceans), climate change, land use (SACOG Blueprint principles conflict), noise (substantial increases in existing ambient levels), public utility construction, and traffic and circulation (some facilities) are considered significant and unavoidable.

Impacts associated with agricultural resources, air quality (related to carbon monoxide emissions), geology and soils, hydrology and water quality, general land use, noise (Kiefer Landfill and Mather Airport), public services, and public utilities are considered less than significant.

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III. PROJECT ANALYSIS

A. History/Background: On November 13, 2007, the Planning Department received a letter from the Cordova Hills project proponent, petitioning the County to accept a General Plan Amendment application and corresponding development entitlements to develop 3,216 acres of land located in the eastern portion of Sacramento County. The project site, referred to as the "Cordova Hills" master planned project area, is located directly east of the City of Rancho Cordova and the approved Sunridge Specific Plan area (i.e., east of Grant Line Road) and north of the Kiefer Landfill. Upon the review of this request, planning staff concluded that the project did not meet the requirements of 1993 General Plan Policy LU-75 and subsequently sent a letter to the project proponent on November 26, 2007 rejecting the petition to submit the Cordova Hills application.

The project proponent filed an appeal of the Planning Department's determination to reject the application. An appeal hearing was scheduled before the Board of Supervisors on April 2, 2008 but was eventually continued to allow for additional discussions between County staff and the project proponent. Based upon these discussions, the project proponent offered a revised proposal to submit an application that featured a reduced project area (i.e., from 3,216 acres to 2,668.7 acres) and a new location to accommodate the University of Sacramento's request to locate a major private university within the Cordova Hills project site.

On May 14, 2008, the Board of Supervisors reviewed the revised proposal, adopted a set of findings, granted the appeal, and accepted the General Plan amendment application and other project related entitlements required for the Cordova Hills project. The Board also directed staff to work with the project proponent in developing a collaborative strategy for the processing of this application. A formal application was submitted to Sacramento County on July 1, 2008 which proposed to locate the University of Sacramento campus within the southwestern portion of the project area. The University of Sacramento campus proposal was a key and unique component of the Cordova Hills project since County staff had been working with the university representatives for several years in identifying a suitable site for the campus. Staff then worked with applicant to revise the land use plan that was originally submitted on July 1, 2008, which now includes a university village area and wetland preserves that increased in size from the original application by approximately 200 acres to be aligned with the proposed South Sacramento Habitat Conservation Plan.

On December 9, 2009, the Board of Supervisors directed staff to accept an amended project application which included a revised project boundary to add an additional 251 acres of land proposed for sports park and various agricultural related ancillary uses in the buffer land area near Kiefer Landfill. A revised application was formally submitted to the Planning Division in January 2010.

Following the filing of the amended application, County staff and representatives of the Cordova Hills project continued to work diligently to address planning related issues affecting the project area. Several documents and technical studies have also been prepared to guide the planning and development of the Cordova Hills area, including the Master Plan Special Planning Area (SPA) document, Project Brief, Executive Summary and various infrastructure master plans. The Draft Cordova Hills Master Plan, provided as Attachment "A", details land use goals and policies, development standards, design guidelines, circulation, parks and open space, public facilities and services and implementation.

A Notice of Preparation for the Draft Environmental Impact Report (DEIR) for Cordova Hills was released in June, 2010. The DEIR was released in January 2012.

B. Project Size and Boundaries: Cordova Hills is located on approximately 2,668.7± acres in the southeastern Sacramento County, consisting of the following three distinct areas:

Cordova Hills Sub Area	**Sub Acres**	**Total Acres**
A. University/College Campus Center	246.6 acres	
1. Campus (223 acres)		
2. Avoidance (Preserve) Area (18 acres)		
3. Streets (5.6 acres)		
B. Cordova Hills Urban Area	2,119.7 acres	
Total UPA Expansion Area		2,366.3 acres
C. Bufferlands Area	302.4 acres	
Grand Total		2,668.7 acres

The project is located entirely within the Urban Services Boundary of the County General Plan with the exception of 302. 4 acres (i.e., 251± acres known as the buffer lands and approximately 51.4± acres (floodplain) along the eastern border) that will be utilized for agriculturally compatible uses. The site is bordered to the west by Grant Line Road and the city limit of Rancho Cordova, to the north by Glory Lane (about one-third mile south of Douglas Road), and to the east by Carson Creek. The Kiefer Landfill and its buffer lands are southwest of the project site, and the required buffer lands extend into the southwest portion of Cordova Hills.

C. Purpose and Vision of Cordova Hills SPA: A Special Planning Area (SPA) program has been initiated in order to provide for the orderly and systematic development of the Cordova Hills project through the establishment of a master planning program that is consistent with the Sacramento County General Plan and to respond to opportunities and constraints of the area. The SPA provides a complete framework

for the development of all land uses and has been crafted based upon the following goals:

- Create a distinct, vibrant and sustainable community that contains a diverse, yet complementary, mix of land uses.
- Develop compact community nodes in strategic locations to support high quality civic amenities, encourage walking and biking, and utilize land efficiently.
- A site designated for a university/college campus center.
- Protect and avoid natural resources.
- Provide a variety of transportation options, including roadways, bike trails, walking trails, Neighborhood Electric Vehicles (NEVs) and public transportation.
- Create distinctive community nodes that create a sense of place and opportunities for social and recreational activity.
- Design the community with employment nodes, parks, schools, shopping and other daily needs close to housing.
- Provide a range of housing choices that could include: semi-rural, traditional single-family homes, condominiums/townhomes, apartments, active adult/seniors and mixed-use development.

D. Cordova Hills SPA Project Description: The proposed Cordova Hills project consists of a General Plan Amendment to amend the Land Use Diagram and Transportation Plan of the 2030 General Plan. The project will require amendments to the General Plan in order to include the site within the Urban Policy Area and recognize the proposed land uses, streets, and bikeways on the Land Use Diagram, Transportation Plan, and Bikeway Master Plan. The entire site will be rezoned from Agriculture (AG-80) to Special Planning Area (SPA). The adopted SPA will then become the primary land use document which stipulates uses and designs that are allowable within the Project area. The project is also seeking approvals of a large lot tentative subdivision map, an affordable housing plan, development agreement, urban services and governance plan and a public facilities financing plan. The project will also require an amendment of the Zone 40 Water Supply Master Plan, as the Project area is not included in the existing planning document, and includes a General Plan Amendment to allow limited water service outside of the Urban Services Boundary.

E. Key Components of the Cordova Hills SPA Project: The Cordova Hills SPA represents the "master plan" for the project area. Subsequent to the adoption of the SPA, individual project applications will be reviewed to determine consistency with the SPA and other relevant documents. The Cordova Hills project consists of several key components, which are analyzed in later sections of this report. These key components include:

- SPA Master Plan
- Infrastructure Master Plans
- Financing Plan
- Fiscal Impact Analysis

- Urban Services Plan and Governance Plan
- Development Agreement

F. Description of the Cordova Hills SPA Master Plan Ordinance: The Cordova Hills SPA Master Plan ordinance (Master Plan) is the regulatory document for Cordova Hills. The Master Plan establishes a development framework for land use, affordable housing, resource protection, circulation, utilities and services, implementation, and design. The Master Plan has been conceived based upon the following objectives:

- Provide a diverse supply of housing types and densities to ensure a variety of lifestyles, ages, and incomes can be housed and to bring a better balance of jobs to housing in the area.
- Integrate residential and supporting land uses in a compact urban environment to improve livability and to reduce urban sprawl.
- Establish more livable and sustainable neighborhoods where residents can walk to commercial services and recreational amenities.
- Create an environmentally sustainable community that is energy efficient, conserves water, and is responsive to the natural setting surrounding it.
- Create convenient retail shopping and commercial service opportunities so that residents are able to meet their shopping needs locally.
- Create streets that are safe for pedestrians and bicyclists.
- Avoid development in environmentally sensitive areas.
- Transition to lower density and intensity development toward more topographically diverse portions of Cordova Hills adjacent to the Urban Services Boundary thus reinforcing the permanent location of this boundary.

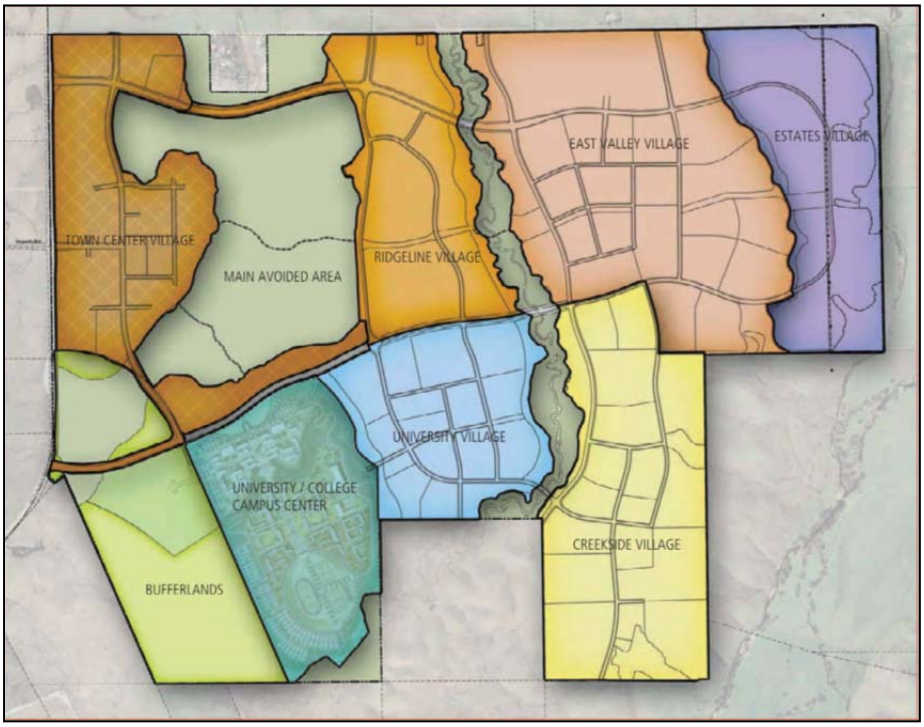
In order to accomplish these objectives, the Master Plan has been prepared based upon the following five key components:

- Village Concepts
- Land Use Plan
- Circulation Plan
- Parks
- Land Use Table - Permitted and Prohibited Uses
- Development Standards and Design Guidelines
- Affordable Housing Plan

1. Village Concept: Cordova Hills is envisioned as a series of six "Villages" and one University/College Campus Center, each with an individual architectural

and landscape character and a separate set of "placemaking" principles for community character, land use and housing mix, recreation, infrastructure, and open space. Each Village will have a distinct amenity. Existing land characteristics, such as flat or hilly terrain, help determine the locations for various types of urban forms and densities. For example, an area that has flatter or level grades is more suitable for a higher density neighborhood and retail with grid-pattern streets. Figure 1 illustrates the location of the Villages.

Figure 1: Village Concepts



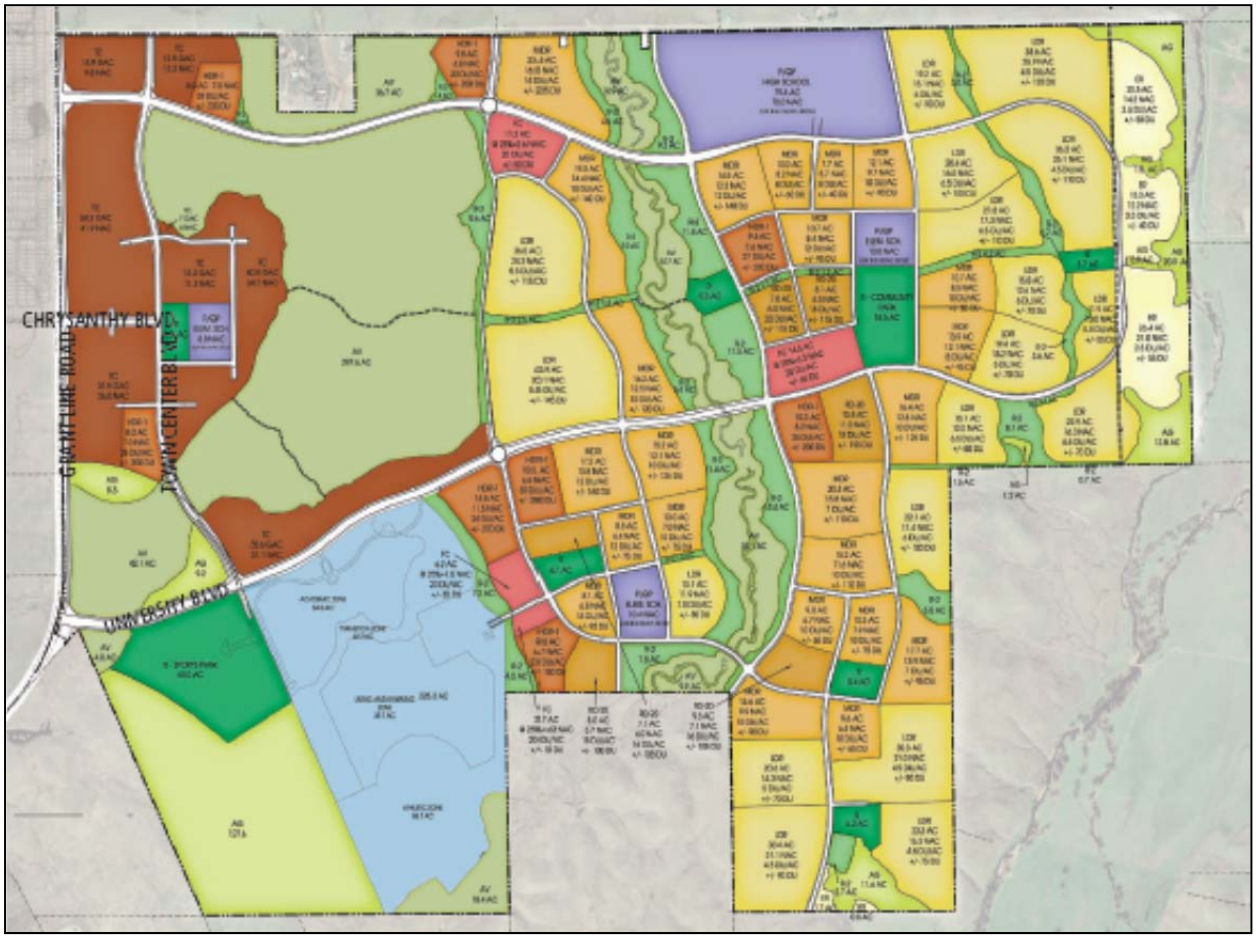
2. Land Use Plan: The Land Use Plan (Figure 2) summarizes the distribution of land uses for Cordova Hills. As illustrated in the Land Use Plan, the proposed Cordova Hills project is conceived as a master planned community which includes a wide variety of residential, commercial, office, recreational, open space, natural preserve, public and educational uses. The project will consist of estate, low and high density residential homes that gradually transition from the rural edge along the project's eastern foothills to the proposed regional retail centers along the existing Grant Line Road and potential future Capital Southeast Connector Road. The project may also include a variety of regional and community retail centers, office uses, research facilities and a vast network of trails and public uses. The project also designates a unique 223-acre site as a university campus. The key features of the Land Use Plan include:

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- A maximum residential yield of 8,000 dwelling units, ranging from large lot homes to high density residential units proposed at up to 40 units per acre.
- A maximum allowable square footage of approximately 1.35± million square feet of Commercial/Office use. The FRO or Flex Residential Overlay, would permit (but not require) retail and work centers, live work dwellings, children and senior day care centers in specified residential designations.
- The 205.7± acre Town Center.
- The 223± acre University/College Campus Center.
- The 200± acre University Village adjacent to the University/College Center.
- The remaining Villages of Ridgeline, East Valley, Creekside and the Estates are primarily residential Villages in the eastern and northern portions of Cordova Hills, covering approximately 1,240± acres, excluding agriculture and open space.
- Public uses including schools, and civic facilities, of approximately 106 acres.
- An open space and trail system, integrated community wide with creek avoidance and wetland habitat areas.
- Avoidance (Preserve) Areas, agricultural and open space (R2) informal recreation containing approximately 838± acres, not including active parks.
- The total active park acreage for all Villages is approximately 99± acres with an additional 7 acres of active park in the R2 areas, consistent with the Draft SPA and Development Agreement.

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Figure 2: Land Use Plan



Legend
Estates Residential (ER)
Low Density Residential (LDR)
Medium Density Residential (MDR)
Medium / High Density Residential (RD-20)
High Density Residential (HDR1 & HDR2)
Town Center (TC)
Flex Commercial (FC)
Public / Quasi Public (P/QP)
Recreation (R)
Recreation and Open Space (R-2)
Avoided Area (AV)
Agriculture (AG)
University/College Campus Center (U/CCC)

Residential Density Ranges

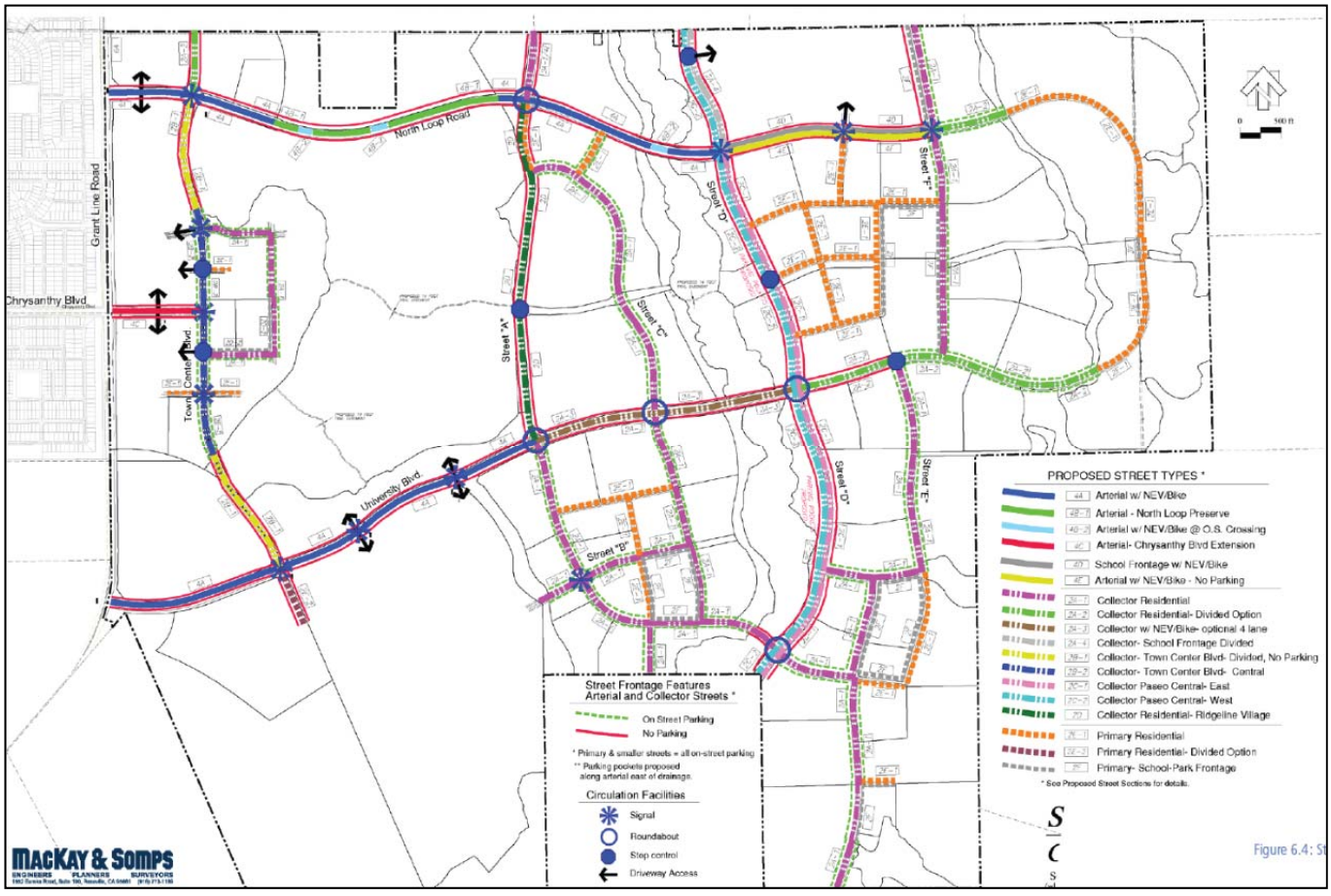
Residential Type	Residential Density Per Acre
Estate Residential	1-4 du/acre
Low Density Residential	4-7 du/acre
Medium Density Residential	7-15 du/acre
RD-20	20 du/acre
High Density Residential 1	20-30 du/acre
High Density Residential 2	30-40 du/acre

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3. Circulation Plan: The Cordova Hills Circulation Master Plan (Figure 3) integrates a variety of streets, trails, bikeways and NEV lanes configured to provide an adequate level of service for the planned land use densities and traffic loads. At full development, Cordova Hills will include a Town Center Boulevard, four-lane arterials, two-lane Community Boulevards, two-lane neighborhood Collectors, residential streets with detached sidewalks, and rural streets. Arterials serve the commercial, business-professional, multi-family residential uses and the University/College Campus Center on the west edge of the plan. These roads transition to smaller collector roads and residential streets in the eastern portion of the plan. The central point of access into the Cordova Hills project site will be through the extension of Chrysanthy Boulevard, which will provide direct access in the Town Center. Two additional access points into the project area are planned along Grant Line Road just north and south of Chrysanthy Boulevard. These access points will traverse into the eastern area of the project to create a loop road where both the roads will eventually connect.

Figure 3: Circulation Plan



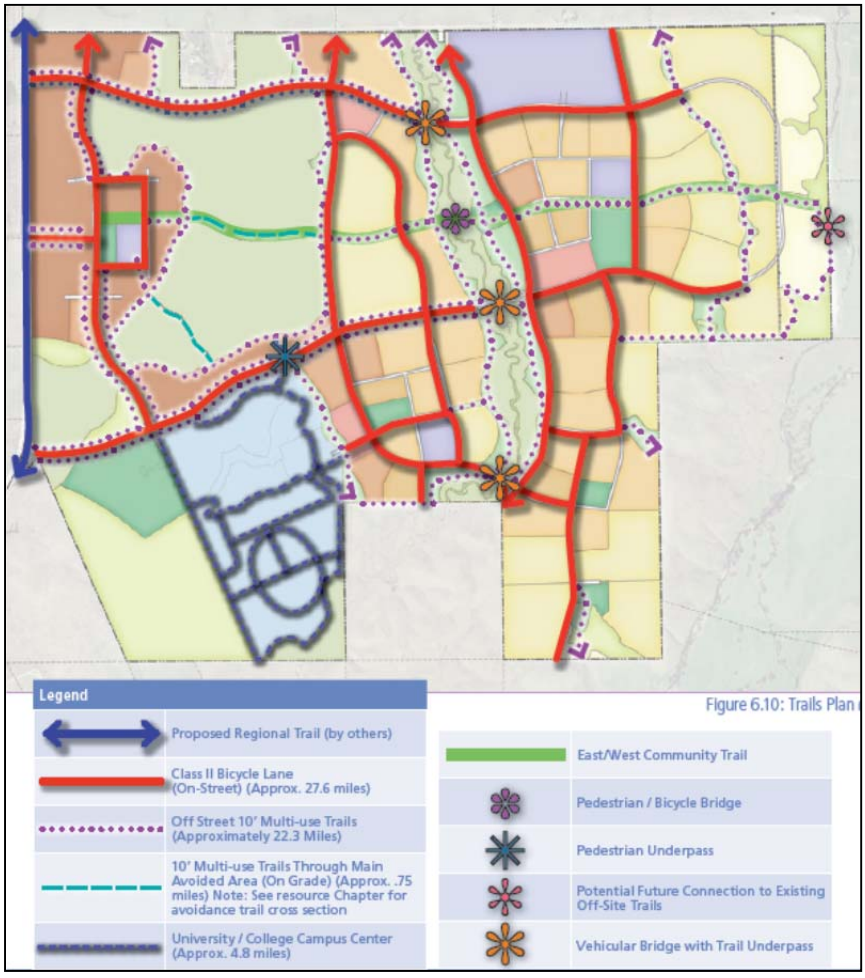
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The Cordova Hills Trails Plan (Figure 4) also includes a community pedestrian and bike network which will consist of formal sidewalks along streets in various widths and configurations, a Class II bike trail system, 10' multi use trails and, a secondary bike and pedestrian paseo system. The plan includes a total of 74.7 miles of on and off-street Class II bike lanes, trails and paseos consisting of:

- 27.6 miles of on-street Class II Village and community bicycle trails
- 22.3 Miles of Off-Street Trails
- 4.8 Miles of University / College Campus Center Trails
- 20 miles of Paseos

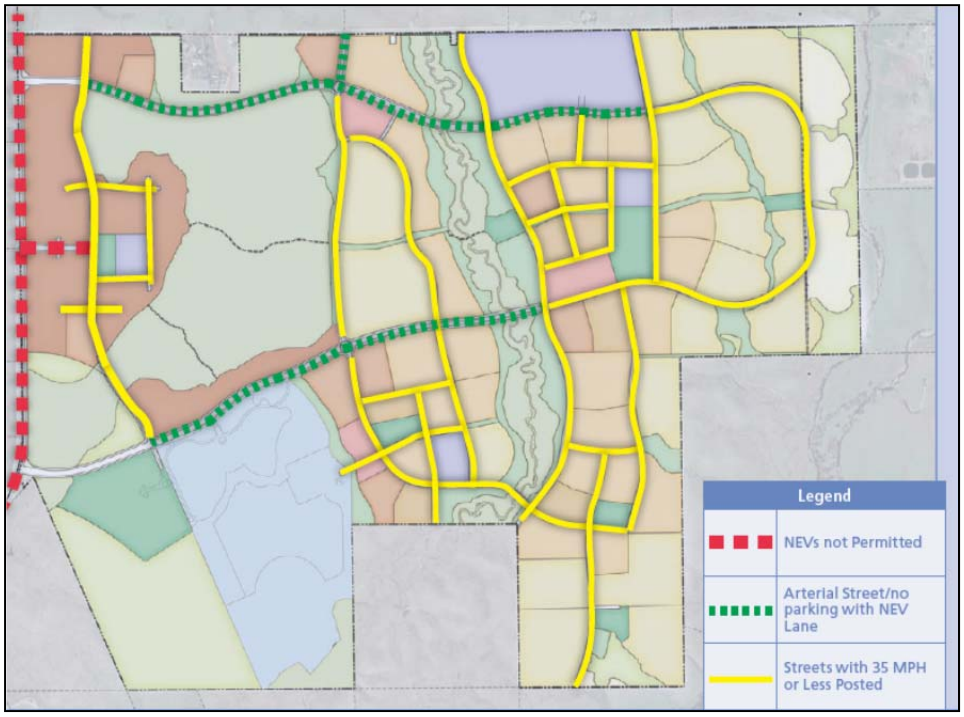
Figure 4: Trails Plan



The Cordova Hills project has been designed to support the use of Neighborhood Electric Vehicles (NEV) throughout the community's road network. Many of

the streets in Cordova Hills are designed to accommodate both alternative vehicles and conventional cars. Proposed NEV routes are shown in Figure 5.

Figure 5: NEV Network



Cordova Hills proposes a local transit shuttle system consisting of two distinct, but coordinated routes. The first is an internal transit route which will operate as a loop within Cordova Hills. The second is an external connection to and from the Mather/Mills LRT station. A transfer hub is envisioned in the Cordova Hills Town Center; both routes will be coordinated accordingly so that they can operate as a single continuous route with no transfer required. The proposed system will be managed by an operator under contract to a services district that will be formed for Cordova Hills. A Transit Management Association will be formed to provide a variety of services including rideshare initiatives, travel demand management methods, and alternative mode promotion. Development triggers have been identified in the Development Agreement to define start up and operational features of this service.

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Figure 6: External Shuttle Route

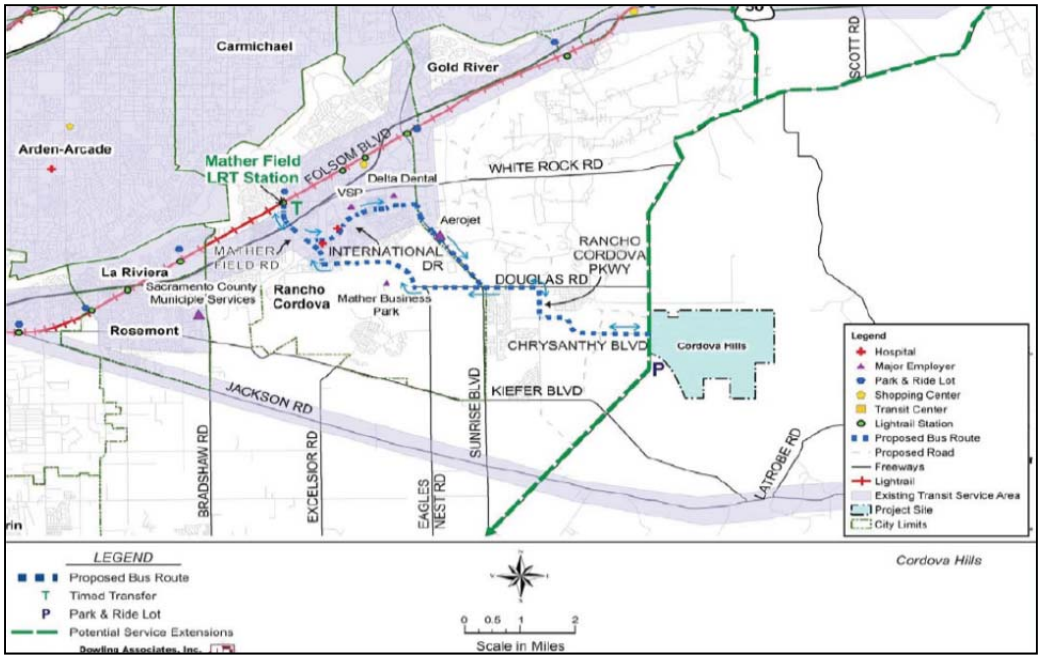
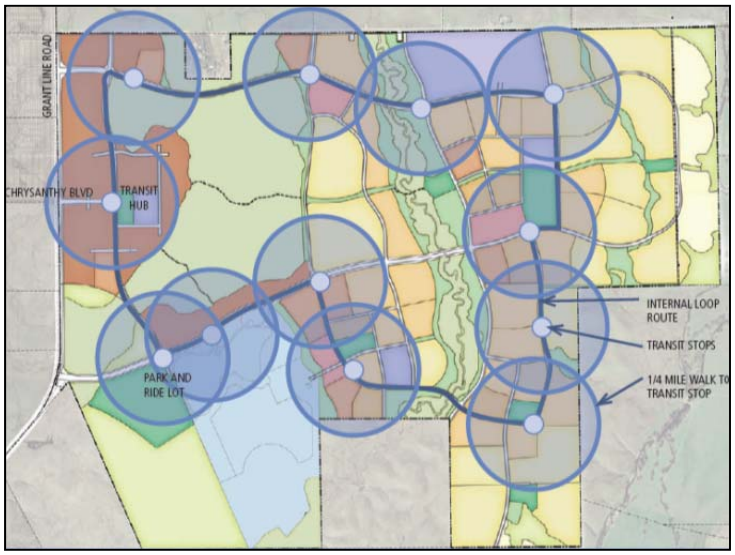


Figure 7: Internal Shuttle Route

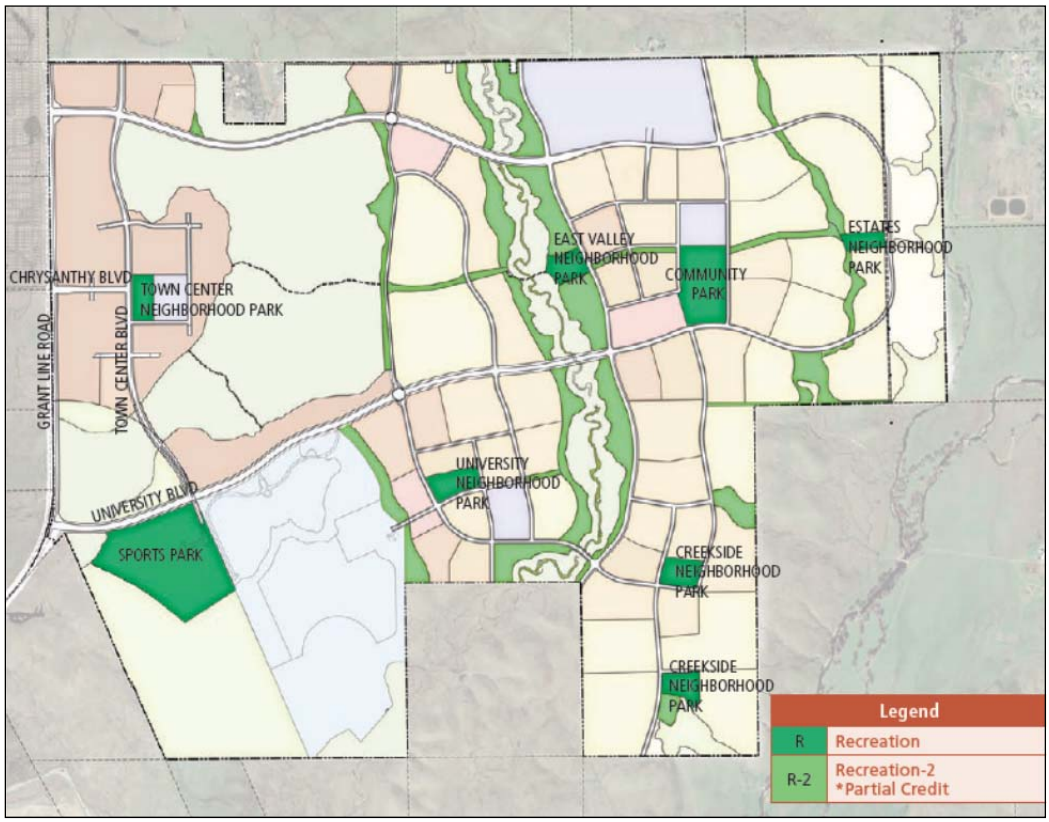


4. Parks: The Cordova Hills Master Plan designates 99.1 acres as active parks, including a 50-acre sports park, an 18.5 acre community park and six neighborhood parks ranging from four to six acres. The sports park conceptually includes four baseball fields and concession area, four regulation soccer fields, two basketball courts, picnic and playground areas, and parking. The sports park will be fully constructed prior to the issuance of the 5,500th

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building permit. One of the community parks includes an aquatic center. The Plan also includes 150.6 acres of permanent open space, not including the Avoided Area. That includes trails, informal play areas, picnic areas, paseos and basins, which are identified as Recreation 2 (R2) in the map below. The 150.6 acres will provide sufficient area to create a minimum of 7.8 acres of active park that, in combination with the 99.1 acres of active park, will fulfill the total Quimby parkland dedication requirement. Based upon the population estimate of the plan, a total of 106.9 acres of parkland is required to meet Quimby requirements.

Figure 8: Park Sites



5. Permitted and Prohibited Uses: The Draft Cordova Hills area will be governed by a Special Planning Area Ordinance (SPA); as a result, all properties within the project area will be rezoned to SPA. The Master Plan further identified sixteen land use classifications which are also reflected on the Cordova Hills Land Use Plan. The Cordova Hills Master Plan document also describes a range of permitted and prohibited use for each of the sixteen land use categories.

6. Development Standards and Design Guidelines: The Draft Master Plan (Section 4.3.2) provides a reference and summary of housing types, square footage requirements and densities for all housing units permitted in the Cordova Hills area. The housing types are also subject to Attached and Detached Standards that are presented in Tables 4.6, 4-7 and 4.8 of the Master Plan document, which are intended to define the desired urban form and character of neighborhoods within the Cordova Hills area. These tables include specific requirements for minimum lot sizes; width and depth; density; front side and rear setbacks; height and stories; parking and minimum floor area ratios. Non-Residential Standards are included in Table 4.9 of the Draft Cordova Hills Master Plan. The Master Plan (Section 4.7) also includes a set of development standards to govern the solar farm, corporation maintenance yard, and other agricultural-related uses that are permitted within the Agricultural Bufferlands.

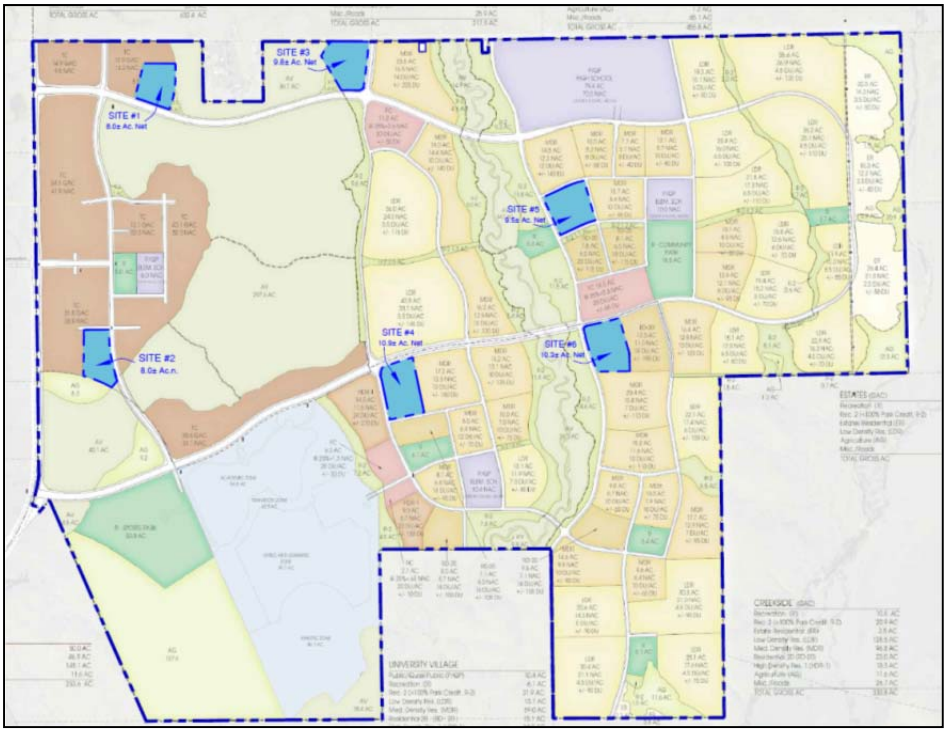
   Section 4.5 of the Cordova Hills Master Plan includes a set of design guidelines that are intended to be used in conjunction with the development standards included in Section 4.4. Together, these guidelines and standards will promote high quality site and building design. The design elements for Cordova Hills will be based upon an Early California theme, inspired by the following elements: simplified massing with deep set openings in walls; bell tower or campanario (wall of bells); generous use of arches and arcades offering shade; solid proportions of pillar, arch and wall, look of "permanence" and shelter; simplicity of building materials, including plaster and stone; interior gardens, patios, courts, and orchards; use of water as a focal point feature, with seating; tile roofs, rough timber under structure; and ornamental detailing around doors and windows.

7. Affordable Housing Plan: The project is subject to the County of Sacramento Affordable Housing Ordinance, Chapter 22.35 of Title 22 of the County Code, adopted by the Board of Supervisors on December 8, 2004. Pursuant to Section 22.35.045 of the County Code relating to land use master plans, the applicant prepared and submitted an Affordable Housing Plan (Attachment "B") which provides for a comprehensive approach for fulfillment, including options for on-site construction and dedication of suitable land to the Sacramento Housing and Redevelopment Agency (SHRA).

   The Affordable Housing Plan also includes comprehensive feature including implementation of this Plan from a master plan level to project level, and flexibility in phasing, concurrency, and timeframes to address possible future changes as the area develops over time. The Affordable Housing Plan also includes specific requirements that must be met prior to the recordation of the project's small lot final maps or issuance of building permits for individual development projects, including the mitigation of known environmental and

development constraints and the recordation and execution of an Affordable Housing Agreement with the land dedication option. SHRA has reviewed the Plan and found it acceptable under the Ordinance. The Cordova Hills SPA identifies six separate affordable housing sites (See Figure 8).

Figure 8: Affordable Housing Sites



G. Consistency with the General Plan: The project includes a General Plan Amendment to amend the Land Use Diagram for the project area from General Agriculture to Low Density Residential, Medium Density Residential, Commercial and Office, Recreation, Natural Preserve, and Public/Quasi Public for approximately 2,366.3 acres of land. Since the project area is located outside of the Urban Policy Area (UPA) of the General Plan, the project also includes a General Plan Amendment to move the UPA boundary east to include approximately 2,366.3 acres of the Cordova Hills site.

1. Growth Management: As described in the 2030 General Plan, Land Use Diagram amendments and UPA expansions can only be approved if such adjustments are consistent with General Plan policies pertaining to new growth management. In particular, projects must demonstrate compliance with Land Use Element Policy LU-120, as described below:

LU-120 The County shall only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board

finds that the proposed project is planned and will be built in a manner that:

- *meets all of the requirements per PC-1 through PC-10, and;*
- *meets ONE of two alternative performance metrics:*
  - *Alternative #1- Criteria-Based*
  - *Alternative #2 - VMT/ Greenhouse Gas Emissions Reduction Metric*

In response to Policy LU-120, the Cordova Hill project proponent has prepared and submitted a report to demonstrate the project's compliance with this policy. This report is provided as Attachment "C". Planning staff has reviewed this report and found the Cordova Hills project to be in conformance with the requirements of Policy LU-120. The project is consistent with criteria PC-1 through PC-10, and achieves a total of 21 points in the criteria based standards (CB-1 through CB-5). A total of 18 points are required and 24 points are possible. Tables 1 and 2 summarize the results of this analysis. In order to ensure that the requirements of LU-120 are implemented, the following sentence will be added to Section 9.2.2.4 of the Cordova Hills Master Plan document.

"Any amendment to the Master Plan shall conform to the requirements of General Plan Policy LU-120 or a comparable future General Plan policy in effect at the time of the amendment."

Table 1
Cordova Hills Performance Criteria Determination

CRITERIA		**CORDOVA HILLS RESPONSE**
PC-1	Vision for connection to other adjacent existing and potential future development areas.	Cordova Hills is integrally linked to existing and future development of adjacent areas in terms of land use compatibility, streets, transit, bike and pedestrian paths, regional recreation opportunities, institutional amenities, resource protection, and public utilities and services.
PC-2	Housing choice.	The Cordova Hills Master Plan provides a range of housing choices that will meet the needs of a diverse range of households, lifestyles, and income levels.
PC-3	Quality.	The Cordova Hills Master Plan provides extensive design guidelines and development standards that ensure an exceptionally high quality of design throughout the Project.

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CRITERIA		CORDOVA HILLS RESPONSE
PC-4	Accommodate the percentage of low and very low income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).	Thirty-three percent (33.2%) of all units in Cordova Hills are designated for a minimum density of 20 dwelling units per acre. The plan exceeds the requirement for high-density housing.
PC-5	Pedestrian- and transit-oriented design.	Cordova Hills is designed to implement and combine several forms of circulation that will provide significant alternatives to conventional vehicle use for common, every day travel and provides an extensive pedestrian and bike trail network linked to schools, parks, employment, and shopping.
PC-6	Infrastructure Master Plan and Financing Plan.	The County Special Districts Section has reviewed and approved the comprehensive Cordova Hills Financing Plan.
PC-7	Services Plan	The Urban Services and Governance Plan provides a description of the urban services that will be required to serve the Cordova Hills Community along with how and by whom these services will be provided, and how they will be funded over time.
PC-8	Consistency with County-adopted plans.	Cordova Hills is consistent with all County adopted plans that affect the project area. The project incorporates policies, smart growth principles, guiding principles and design guidelines and integrates project infrastructure plans with the County agency's master plans.
PC-9	Consideration of regional planning efforts.	The Cordova Hills Master Plan was prepared with consideration of regional planning and incorporates the Blueprint principles in the land use and circulation plan. The plan is coordinated with regional plans for transportation, transit, sewer, water, and air quality.
PC-10	Consideration of jobs-housing balance.	Cordova Hills includes a substantial employment base (6,548 jobs). The core of Cordova Hills and the adjacent development planned in Rancho Cordova will grow into a significant employment hub along Grant Line Road that will contribute to a balance of jobs/housing within five miles of the project.

Table 2: Criteria Based Analysis

CRITERIA			POINTS ACHIEVED BY CORDOVA HILLS
CB-1	Minimum density	≥10 dwelling units per net acre if using "double net" methodology, or ≥13.3 dwelling units per acre if using "triple net" methodology.	5 points
CB-2	Proximity to Amenity	≥90 percent of all units located within one mile of at least four of the amenity categories	4 points
CB-3	Mixed Use	At least 10 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	3 points

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CB-4a	Transit Proximity	≥80 percent of residential units located within ½ mile of existing or planned transit service	4 points
CB-4b	Transit Headway	Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	3 points
CB-5	Employment Proximity	<50,000 existing employees/jobs within a 5 mile radius of the proposed project	2 points
		TOTAL POINTS	**21 points**

2. Balanced Land Use Plan: The Cordova Hills project meets the intent of the County's General Plan which places an emphasis on achieving compact and mixed use developments, differing housing types, and a better balance of employment and neighborhood services while designing new growth areas. Planning principles relating to mixed use and compact developments, as cited in General Plan Policies LU-21, 22 and 23 (listed below), have been incorporated into the design of the Cordova Hills project.

LU-21 Promote a better balance of employment, neighborhood services, and different housing types by reviewing development projects and the surrounding community and designing new projects wherever feasible so that they maintain or improve the mix of uses in the community.

LU-22 Specific Plans and Community Plans should provide a balance of employment, neighborhood services, and different housing types whenever possible.

LU-23 Providing compact, mixed use developments shall be an integral part of all master planning efforts for new growth areas and commercial corridors.

The Cordova Hills project has been designed to provide a range of housing choices that will meet the needs of a diverse range of households, lifestyles, and income levels. The Plan includes housing types ranging from high density residential (30-40 dwelling units per acre) with apartments and town houses, to large executive homes planned at 1 to 4 dwelling units per acre. Examples of residential units envisioned for the project area include single family detached units, duplexes, small lot single family detached units, clustered detached units, townhomes, live/work townhomes, attached multi-family units and affordable housing units. The following section summarizes the planned distribution of residential units within the project area.

- Large Lot Single Family Estates Units (1-4 du/ac) – 147 units
- Traditional Single Family Residential Units (4-7 du/ac) – 1,930 units
- Small Lot Single Family Residential Units (7-15 du/ac) – 3,100 units
- Town Homes & Apartments (20 du/ac) – 1,043 units

- Multi-Family Residential (20-30 du/ac) – 1,620 units
- High Density Residential (30-40 du/ac) – 150 units

Cordova Hills provides for vertical mixed-use developments in the following three land use categories: High Density Residential 1 & 2, Flex Commercial and Town Center. The Land Use Plan provides for 1,750 dwelling units, or 21.8% of all dwelling units that would be potentially incorporated in a vertical mixed-use development of the master plan.

As illustrated in the Land Use Plan, the proposed Cordova Hills project is conceived as a balanced master planned community which includes a wide variety of residential, commercial, office, recreational, open space, natural preserve, public and educational uses. The plan provides a maximum residential yield of 8,000 dwelling units; a maximum allowable square footage of approximately 1.35 million square feet of commercial/office use; a 223± acre site designated for University/College Campus Center; 106 acres of public land uses including schools, and civic facilities; and, active park acreage of approximately 106 acres. At build out, Cordova Hills will generate an estimated 6,548 jobs, or approximately 0.80 jobs per household. The jobs are in a broad range of categories including retail, business professional, public services, and education.

3. Circulation and Connectivity: Many of the circulation related planning principles cited in the General Plan, including pleasant walking environments, streetscape features, and direct and multiple linkages for walking and biking have been incorporated into the design of the Cordova Hills. As a result, the proposed project meets the following General Plan policies:

   LU-27 Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.

   LU-37 Provide and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.

   LU-39 Support implementation of the ADA Transitional Plan and the Pedestrian Master Plan to create a network of safe, accessible and appealing pedestrian facilities and environments.

   CI-3 Travel modes shall be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served

CI-4 Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services

CI-32 Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing and other transportation modes.

AQ-1. New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.

CI-34. Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.

Cordova Hills includes a wide array of transportation choices, including residential collectors and arterials for vehicles, a network designed to accept Neighborhood Electric Vehicles (NEVs) on all roadways with speed limits less than 35 miles per hour. Roads with speed limits greater than 35 miles will have a dedicated NEV lane. There will also be a mass transit system, approximately 28 miles of on-street bicycle lanes, approximately 22 miles of off-street multi-use trails, pedestrian bridges and underpasses, and approximately 20 miles of paseos (multi-use path which connect vehicle pathways). Planned road and trail networks will efficiently emphasize walkability and connectivity. Homes are planned to be not more than 1/4 mile from a trail, a school, a park, a recreation facility, or other open space.

Cordova Hills includes a high degree of pedestrian connectivity. The Cordova Hills Master Plan includes design guidelines that seek to minimize barriers to pedestrian access and connectivity. The Master Plan requires the provision of passages through walls, berms, landscaping and slopes between residential and non-residential uses that would impede bicycle or pedestrian circulation. All development will be required to connect to the planned bicycle routes. All community pedestrian paths and bikeways will connect to the commercial and mixed-use areas within Cordova Hills. In all cases, commercial uses shall provide a walkway from the adjacent parking area and from the bikeway to the primary façade of the main building.

4. Design Guidelines: The character of Cordova Hills also complies with General Plan Policy LU-20 which specifies *"Planning processes for existing communities, commercial corridors and new growth areas shall provide for distinct and identifying physical elements, which may include: gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations".* Chapter 4 (Development Regulations and Design Guidelines) of the Cordova Hills Master Plan provides extensive design guidelines to ensure that exceptionally

high quality of design can be achieved throughout the entire project area. The Cordova Hills Design Guidelines builds upon the County's Community Design Guidelines and articulates the development vision for Cordova Hills. In order to implement this vision, the Master Plan provides detailed design guidelines and standards for streetscapes, pedestrian ways, landscape corridors, lighting, signage, gateways, and plant materials.

5. Infrastructure: General Plan policies LU-13, LU-66 and LU-110 address a variety of infrastructure related issues, including requirements for general coordination within service providers, provision of adequate facilities, and securing funds to finance new infrastructure improvements needed to serve new developments. Cordova Hills is consistent with Policies LU-12, LU-66 and LU-110 since the project includes Infrastructure Master Plans and a Financing Plan which specifies the extent, timing and estimated cost of necessary infrastructure and other public facilities needed to serve new development in the project area. The Financing Plan has also been reviewed and approved by appropriate service entities.

6. Air Quality: In conformance with General Plan Policy AQ-4 and Sacramento Metropolitan Air Quality Management District recommendation, an Air Quality Management Plan (AQMP) was prepared for Cordova Hills to demonstrate the project's compliance with Policy AQ-4 (see below). Through design features detailed in the AQMP, the Cordova Hills project would result in approximately 35% less ozone precursor emissions than a business as usual project design.

   AQ-4. Developments which meet or exceed thresholds of significance for ozone precursor pollutants as adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District.

7. Transit: Cordova Hills also meets General Plan Policies CI-26, CI-27 and CI-30 which require the expansion of neighborhood shuttle service and the identification of capital costs in the Financing Plan. A transit shuttle system will be provided that circulates through Cordova Hills and feeds into the Sacramento Regional light rail transit system. As discussed in the Cordova Hills Financing Plan, the transit system will be operated by the proposed Cordova Hills Local Community Services District (LSD) and funded through a community special tax.

   CI-26 Consider the expansion of Neighborhood Shuttle services in unincorporated area communities

CI-27 Public Facilities Financing Plans shall incorporate capital costs for transit. Infrastructure Master Plans shall include transit planning

CI-30 The County shall collaborate with transit service providers to promote the phased implementation of transit services to all growth areas as development occurs

8. Economic Development: Cordova Hills is also consistent with Economic Development Element policies ED-1, ED-2, ED-4, ED-5, ED-6, ED-7, and ED-8, pertaining to identification of adequate commercial sites to meet the future service demands of new growth areas and the need to provide a balanced mix of uses. The plan also conforms to Economic Development Element Policies ED-68 and ED-69 which advocates for the attraction of "… *additional institutions of higher education to Sacramento County"* and *"Support the continued integration of the regional institutions of higher education into the local and regional economies."* The Cordova Hills Land Use Plan designates a 223±-acre site for University/ College Campus uses.

Attachment "D" of this report shows significant policies in the General Plan that are relevant to this project. The second column is a brief response as to whether or not the project is consistent with General Plan policies.

H. Summary of Project Related Issues: The following section summarizes several policy related issues associated with the Cordova Hills project.

1. South Sacramento Habitat Conservation Plan (SSHCP): Sacramento County, along with several other jurisdictions and partner agencies, are seeking to complete the South Sacramento Habitat Conservation Plan (SSHCP) as a mechanism to facilitate and expedite regulatory permitting while ensuring that habitat for multiple species are conserved. The SSHCP anticipates streamlining the state and federal permitting process related to the Endangered Species Act and Clean Water Act. As part of the preparation of the SSHCP, the County has worked with five large master plans under preparation, including Cordova Hills, to identify areas that might be preserved if those areas use the SSHCP as the mechanism to get certain regulatory permits. The SSHCP will identify "hard-line preserves" for these five areas also known as Avoidance Areas. Therefore, the Cordova Hills project is contemplated as a covered activity within the SSHCP and the potential preserve area will be an important component of the conservation strategy within the SSHCP.

   This means that upon adoption of the SSHCP, the project has the option of utilizing the plan to pursue coverage or permit directly with state and federal agencies. Because of the evolving nature of the SSHCP, the current land use plan for Cordova Hills does not totally match the preserve boundary currently being considered in the SSHCP process. The standards and preserve design being proposed within the SSHCP would have the preserve boundary expanded

by approximately 30 acres and the western boundary would be more linear to minimize edge effects.

The project applicant has cooperated and assisted County staff in the SSHCP process and is aware of the circumstances. However, because the SSHCP is not yet adopted and further refinements could occur as the SSHCP proceeds through a public review and adoption process, the Cordova Hills applicants have decided to proceed with review and hearings on the project as evaluated in their EIR. Upon completion and adoption of the SSHCP, if they determine to obtain regulatory permits through the SSHCP, the applicants must amend the Cordova Hills Master Plan so that the land use plan coincides with the Avoidance (Preserve) boundary of the final adopted SSHCP.

2. University Site: On May 14, 2008, the Board of Supervisors voted to accept the filing of an application for the proposed Cordova Hills project, which included a 223 acre site reserved for the University of Sacramento. The university campus proposal was a key and unique component of Cordova Hills' project since County staff had been working with the university representatives for several years in identifying a suitable site for the campus. In accepting this application, the Board recognized the extraordinary benefit of the project to Sacramento County, as the proposed University of Sacramento would accommodate up to 7,000 students and 800 faculty staff members, resulting in approximately $1 billion in regional economic activity and a significant education and cultural amenity for the County and the region.

   On July 11, 2011, staff received a letter from the project applicant indicating that the University of Sacramento was closing and was no longer interested in establishing a full-fledged campus facility in Cordova Hills and the Sacramento region. The applicant expressed a commitment to finding a suitable college or university replacement; as a result, the Cordova Hills land use plan continues to reserve the 223 acre site for a future college campus. At the time of this writing, a specific university or other higher-education institutional user has not been identified for the site. In order to capture this commitment, the following provision has been included in the Cordova Hills Development Agreement.

   > *The 223 acre site in Cordova Hills Project designated for a university or other institution of higher learning in the Cordova Hills Master Plan shall be used for an institution of higher education as defined in the Master Plan. If such an institution of higher education does not locate on this land by the end of the thirty (30) year term of this Development Agreement, then the land shall be transferred at no cost to the County for public and/or regional benefit as determined by the Board of Supervisors.*

   The Cordova Hills Master Plan designates the 223-acre site for a university or college campus. Any proposed modifications for an alternative use on the university site shall be subject to a new CEQA review and public hearings

before the Planning Commission and Board of Supervisors. The review of an alternative use will include compliance with General Plan Policy LU-120 and air quality and greenhouse gas reduction policies.

3. SACOG Blueprint: The Blueprint map indicates urban development for areas located east of Grant Line Road, including portion of the Cordova Hills project. The Blueprint shows the southern half of the Cordova Hills area for medium density mixed residential, high density mixed residential, single family large lot and open space uses while the northern half is indicated as open space and vacant urban lands. The Blueprint map is not intended for parcel level interpretation; instead, the map illustrates the general extent and location of new growth areas with the region, as forecasted by SACOG. In this instance, the Blueprint assumes some level of growth within the Cordova Hills area. Most importantly, the Cordova Hills project has been designed to incorporate several of the essential characteristics of the Blueprint principles including: transportation choices, mixed-use developments, compact development, housing choice and diversity, and quality design. Although Cordova Hills has been designed to include a wide variety of transportation choices, an array of housing choices, a mix of uses, compact community design and fosters a sense of place, the project appears to be in conflict with a Blueprint principle relating to the proximity to existing developed communities. However, the project is located adjacent to land in the City of Rancho Cordova that is already fully entitled for urban development.

4. SACOG's Metropolitan Transportation Plan (MTP): The 2035 MTP is a long range planning document which identifies and programs roadway improvements throughout the Sacramento region. Senate Bill 375 requires a Sustainable Communities Strategy (SCS), similar to the Sacramento region's smart land use Blueprint project, to be added to transportation plans across the state. SACOG is required by federal law to update the MTP at least every four years. The MTP and a companion SCS was adopted in April 2012. The MTP and companion SCS indicate that Cordova Hills is not within the development areas included by SACOG in the preparation of the current SCS as the Cordova Hills project was not adopted by the Board or included in the County General Plan as of April 2012. The MTP/SCS are not intended to infringe on local land use authority, and the applicants and the County have the option to work with SACOG on how to prioritize limited dollars in the next MTP/SCS round.

5. Air Quality Management Plan and Greenhouse Gas Reduction Plan: An Air Quality Plan has been prepared for the Cordova Hills project which requires the implementation of project-specific emission reductions, consistent with General Plan Policy AQ-4. The Air Quality Plan is provided as Appendix "E" of the Draft SPA Master Plan (see Attachment "A"). Through design features detailed in the AQMP, the Cordova Hills' project would result in approximately 35% less ozone precursor emissions than a business as usual project design.

A Greenhouse Gas (GHG) Reduction Plan, provided as Appendix "D" of the Draft SPA Master Plan (see Attachment "A") has been prepared for the project which includes project features designed to reduce GHG emissions directly or indirectly, per development standards and design guidelines described in the Cordova Hills SPA. With all the committed strategies in the Cordova Hills GHG Plan, the project will achieve cumulative annual emissions of 147,386 Metric Tons (MT) or 5.80 MT per capita, well under the overall target of 6.86 annual MT of Carbon Dioxide equivalent per capita. This reduction represents a 43.04% reduction over the Business as Usual (BAU) scenario. Additional results of this analysis are provided below.

- In the Residential Sector under BAU, Cordova Hills will generate 1.50 MT per capita of GHG. By requiring several GHG reduction measures including constructing all units 20% above Title 24 (2008) and requiring a minimum of 20% renewable energy generation for the overall residential usage, Cordova Hills will achieve 1.18 metric tons (MT) per capita which is below the threshold target of 1.3 annual MT of Carbon Dioxide equivalent emissions.
- In the Commercial/Industrial Sector, under BAU, Cordova Hills will generate Carbon Dioxide Equivalent emissions of 6.32 annual MT per kft2. That is less than Sacramento County's GHG emissions target of 8.08 annual MT of Carbon Dioxide equivalent per kft2. By requiring all buildings to be constructed 20% better than Title 24 requirements (2008), Cordova Hills will achieve 5.75 MT. The 5.75 annual MT per kft2 equates to 0.62 MT per capita.
- In the Transportation Sector under BAU, Cordova Hills will emit 8.01 annual MT of Carbon Dioxide equivalent emissions, compared to the target emissions threshold of 4.56 annual MT. With GHG committed reduction strategies, Cordova Hills will generate 4.02 MT per capita, which is less than the threshold target of 4.56 annual MT of Carbon Dioxide equivalent emissions.

6. Public Facilities Financing Plan: Based on the Cordova Hills SPA Master Plan and the associated technical studies, Attachment "E", Public Facilities Financing Plan: 1) summarizes the major backbone infrastructure and public facilities required and the associated costs; 2) allocates the costs to the various land uses; 3) analyzes the phasing requirements and existing funding sources; and 4) recommends potential mechanisms to fund the unfunded major required public improvements.
   - **Facilities Requirement:** MacKay & Somps, the engineering consultant for the Cordova Hills SPA Master Plan, examined the needed facilities for the development of Cordova Hills, and prepared technical studies and the capital improvement programs for all the facilities' components in accordance with input and directions from each responsible agency. The

Financing Plan estimates that approximately $558.42 million in major public improvements are needed for the Cordova Hills area to develop. The following table summarizes the costs for all of the facilities components for Phase 1 and Buildout of the development:

Cordova Hills SPA Master Plan Financing Plan
Preliminary Cost Estimates (2011 $ in millions)

FACILITY	PHASE 1	BUILDOUT
Major Backbone Infrastructure		
Roadway*	$36.02	**$147.94**
Sewer	$12.09	**$42.49**
Drainage – Zone 11A	$3.74	**$3.74**
Drainage – Outside of Zone 11A*	$0.00	**$9.35**
Potable Water	$7.00	**$17.38**
Non-Potable Water*	$2.30	**$8.87**
Earthwork*	$10.08	**$96.12**
Subtotal	**$71.23**	**$325.89**
Other Public Facilities		
Fire Protection	$2.05	**$9.74**
Parks*	$5.63	**$47.46**
Open Space and Trails*	$2.01	**$19.56**
Habitat and Wetlands*	$4.67	**$15.35**
Library*	$1.24	**$5.48**
Transit*	$0.29	**$0.50**
CHLSD Facilities*	$4.00	**$9.00**
Special District Formation & Update*	$1.50	**$2.00**
Schools	$28.10	**$123.44**
Subtotal	**$49.49**	**$232.53**
TOTAL COSTS	**$120.72**	**$558.42**

*Facilities which have no existing funding for their total costs

Those facilities components marked with an asterisk have no existing funding sources that would fund their total costs. In addition to developer funding, the

financing plan proposes the implementation of a Cordova Hills Special Financing District to finance these facilities costs, which consists of implementation of a plan area fee program and establishment of Mello-Roos community facilities districts. On past developments, fee revenues have lagged behind facilities needs. However, the conditions of development include thresholds designed to insure that facilities will be in place when needed. The majority of the facilities identified for the development of the Cordova Hills are anticipated to be constructed by the developer and then reimbursed from the development impact fee programs or the community facilities districts when the funds are available from those financing mechanisms.

The following is a brief summary on the facilities' needs and constraints for the key facilities components:

a. Roadway: The total estimated cost for roadway facilities required is $147.9 million, including on-site and off-site major roadway and intersection improvements, bridge/culvert improvements along major roadways, frontage improvements along major roadways and internal roadways adjacent to public open space areas, and associated right-of-way (ROW) acquisition for major roadways.

b. Sewer: The Financing Plan scenario assumes that sewer capacity will be available in the existing Aerojet-Sunrise Douglas trunk sewer and Chrysanthy Pump Station to serve Phase 1 development. The total estimated cost for the required trunk sewer facilities based on this assumption is $42.5 million, of which, $21.9 million will be carried by developer until reimbursements are available.

c. Drainage: The total estimated cost for drainage improvements is $13.1 million. $3.7 million of improvements are Zone 11A facilities and the remainder $9.4 million is for facilities outside of the Zone 11A, which is proposed to be funded by the Cordova Hills Special Financing District.

d. Water: The total estimated cost for water facilities is $26.3 million.

e. Park and Recreation: The total estimated cost for Park and Recreation Facilities is $47.5 million. The cost of the facilities includes neighborhood parks, a 50-acre sports park, an 18.5-acre community park, a swim center and a community center.

f. Library: The Cordova Hills area anticipates participating in the proposed countywide library fee program. Approximately $5.5 million in the proposed fees could be generated from the Cordova Hills area.

g. Transit: Approximately $500,000 is estimated for the bus shelters and transit center facility identified in the Cordova Hills SPA.

7. Urban Services and Governance Plan and Fiscal Impact Analysis: In response to the Growth Management Strategy of the recently adopted 2030 Sacramento County General Plan, the project proponents have prepared an Urban Services and Governance Plan and Fiscal Impact Analysis report (See Attachments "F" and "G"), to demonstrate compliance with the following requirements of General Plan Policy LU-120 and Policy PC-7:
   - that provision of services to the proposed Cordova Hills Master Plan area are cost neutral to the County's General Fund and existing ratepayers;
   - that the operations and maintenance costs stemming from the required public facilities and infrastructure for the development of the proposed Cordova Hills Master Plan area are cost-neutral to the County's General Fund and existing ratepayers; and,
   - that existing levels of municipal services will not be negatively impacted by approval and buildout of the proposed Cordova Hills Master Plan.

   The Urban Services and Governance Plan provides an overall description of the operation and maintenance needs stemming from the required infrastructure improvements for the Cordova Hills project as well as urban services that will be required to service the Cordova Hills Master Plan community. The plan indicates that Cordova Hills will be served by existing services provided by the County and independent agencies. Any new and enhanced services will be provided by the proposed Cordova Hills Local Services District with funding generated fully from the development itself. Staff has determined that based upon the findings of the Fiscal Impact Analysis and the self funding mechanism proposed in the Urban Services and Governance Plan, the project is cost-neutral to County's General Fund and existing ratepayers. The Fiscal Impact Analysis demonstrated that at build out, the development could generate approximately $2.5 million in net surplus for the County annually.

8. Development Agreement: The proposed project includes a Development Agreement (DA), provided as Attachment "H", for Cordova Hills, which insures to the County that the extraordinary benefits of the project are carried out over the life of the project in return for the vesting of development rights over a 30 year period. The DA vests the Master Plan and design standards. The DA also outlines which fees will be vested but does not "freeze" the dollar amount. The DA also requires participation in certain future funding mechanisms that the County may enact, such as funding programs for library, regional parks, roadway maintenance and voter approved fees.

The following is a summary of Development Agreement benefits to the County:

Cordova Hills would provide:

CORDOVA HILLS
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1. A 223-acre site for a campus of higher education to help address both regional and state-wide current and long-term deficiencies in local options for students and the benefits such a campus can bring to the community in which it is located. Cordova Hills is working independently, and will work with others, to attract an institution or institutions for this educational component.
   - Despite the closure of the University of Sacramento, the landowner and the County continue to reinforce the vision of a campus within the Cordova Hills master plan area, and this commitment is being carried forward in the zoning and the agreement that if such a facility is not established within the time frame of the Development Agreement, this 223 acre site would be given to the County at no cost for other public benefit use.
2. 75 miles of trails, bike lanes and paseos, including the dedication of an off-project connection to potential future county-wide trail master plans.
   - The Cordova Hills master plan contains an approximately 3 mile west to east public trail that will complement potential future plans of the County for a more extensive trails system. The Plan also includes north-south public trails with potential connection to future external trail systems as well.
   - Inclusion of a deed restriction on 80 acres of land to permanently protect the Urban Services Boundary.
3. An internal private transit system loop, connecting outside of the project area to the Highway 50 corridor, including existing Regional Transit bus and light rail facilities.
   - Funding for this transportation amenity will come from within the Cordova Hills plan area and provide residents with an efficient way to connect to the jobs and transportation corridor without having to use their own automobile.
4. Dedicated Neighborhood Electric Vehicle (NEV) lanes on internal streets within the plan area to provide more environmentally sound alternatives to the automobile.
   - Not a requirement of the County, but determined and designed with the input and cooperation of the County's Community Development Department and Department of Transportation as a means to address new and future trends of local community alternatives to the automobile for nearby commutes.
5. A plan for new sustainable, greenfield planning and development through enhanced environmental designs.
   - Examples include room for a potential solar farm within the plan's "bufferlands", a district energy plant and a commitment that 20% of all electricity required in Cordova Hills will come from renewable energy sources.
6. A commercial-flex zone which allows mixed use residential and commercial in certain areas, making home-work and small business activities possible and thus avoiding additional commute trips.

7. A $2.5 million net annual surplus to the County at build out.
8. The opportunity for larger, contiguous habitat conservation Avoidance (Preserve) preserve areas (totaling approximately 500 acres throughout the Cordova Hills plan) to assist the County in its effort to successfully design and implement the South Sacramento Habitat Conservation Plan (SSHCP).
9. Land, through an irrevocable offer of dedication (IOD), to accommodate traffic impact improvements along Grant Line Road per the County's current General Plan, as well as land for the County's potential future expansion for a limited access expressway along Grant Line Road.

9. Extension of Public Water Services to the Bufferland Area: The Draft Cordova Hills Special Planning Area Land Use Plan proposes a sports park and various agricultural related uses for the 251± acre bufferland area, located outside of the Urban Policy Area and Urban Services Boundary of the General Plan and within the 2,000 feet buffer area of Kiefer Landfill. Proposed land uses within the bufferlands are consistent with, and allowed conditionally under, the property's current AG-80 zoning. The Cordova Hills project originally anticipated the use of groundwater for the bufferlands. Based on the uncertainty of potential impacts on the ongoing groundwater remediation efforts occurring southwest of and downgradient of the Kiefer landfill and the unreliability of the limited groundwater that is available, Cordova Hills is requesting annexation of the bufferlands to the County's Zone 40 and 41 to be able to supply public water to the proposed land uses within these bufferlands. In order to do so, Cordova Hills is requesting a General Plan Amendment which would allow for the limited extension of public water services to only serve proposed uses within the bufferlands area. General Plan Policy LU-1, as listed below, currently prohibits the provision of urban services to areas outside the Urban Policy Area and Urban Services Boundary.

LU-1 The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes.

The following new policy has been crafted and an amendment to LU-1 is proposed to allow for the extension of public water services to serve proposed uses contemplated within the bufferlands area.

New General Plan Land Use Element Policy LU-XX:

Limited public water service and facilities can be extended beyond the Urban Policy Area/Urban Services Boundary to serve uses allowed by the Cordova Hills Special Planning Area (SPA) for the 251 acre area located in proximity to Kiefer Landfill, as shown in Exhibit "A". Permitted uses within this area include agriculture, sports park, solar farm, district energy plant, corporation yard, park and ride lot, transit

parking facility, fueling station, roads, storm water and storm water quality basins, community gardens, avoided areas, sewer pump station and lines, water tanks and similar utilities. Water facilities shall be sized adequately to only serve these permitted uses. Furthermore, proposed uses must be consistent with these permitted uses, act as a buffer between urban and open space uses, and help strengthen and preserve the current location of the Urban Services Boundary.

Revised Policy LU-1:

The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes ***and the extension provisions as provided in Policy LU-XX.*** *(i.e., new policy as described above)*

On September 28, 2011, the Board of Supervisors reviewed this request and adopted Resolution 2011-0726 to initiate a General Plan Amendment to amend the Land Use Element of the General Plan to allow the extension of limited public water service and facilities beyond the Urban Policy Area/Urban Services Boundary to serve uses allowed by the proposed Draft Cordova Hills SPA. This request is now being processed concurrently with the Cordova Hills project.

10. Wetland Impacts: As discussed in the Cordova Hills Draft Environmental Impact Report (DEIR), the Army Corps of Engineers verified a wetland delineation which identified approximately 89.1 acres of wetland resources in the project area. Wetlands resources on the project site vary from vernal pools to seasonal wetlands, swales, ephemeral drainages and a stock pond and provide potential habitat for several endangered or threatened species including, but not limited to California tiger salamander, valley elderberry longhorn bettle, vernal pool fairy shrimp, vernal pool tadpole shrimp, and Sacramento Orcutt Grass. Although the Cordova Hills Land Use Plan identifies several "Avoidance Areas", the project will result in the loss of 41.37 total wetlands acres, which is approximately 46% of the total wetlands on site, of which 5.6 acres are vernal pools. The DEIR identifies several mitigation options to address the loss of these wetlands resources, including payment into a mitigation bank, protection of off-site wetlands through the establishment of a permanent conservation easement, or participation in the South Sacramento Habitat Conservation Plan.

    BR-2 Prior to issuance of building permits, all areas designated within the SPA as Avoided shall be placed within a permanent conservation easement, which shall be reviewed and approved by the Environmental Coordinator. At a minimum, the permanent conservation easements must cover all areas which are required to be preserved as part of the Section 404 and Section 401 wetland permits.

11. Swainson's Hawk: As described in the DEIR, the Cordova Hills project will require 2,231 acres of mitigation to compensate for the loss of Swainson's hawk foraging habitat. To mitigate the loss of this foraging habitat, the DEIR identifies mitigation measures which include utilizing the County's Swainson's Hawk Impact Mitigation program or implementing a mitigation plan that is acceptable to the California Department of Fish and Game.
12. Roadway Issues: The following programs have been identified and prepared to address traffic and roadway related issues associated with the Cordova Hills project:

    - **Key Roadway Impacts and Mitigation Measures:** Traffic impact analysis prepared by DKS Associates evaluated transportation impacts of the project on existing conditions and cumulative conditions. Under existing conditions scenario, the study area includes 45 intersections, 54 roadway segments, and a portion of the US 50 freeway system between Howe Avenue and Hazel Avenue. Under the cumulative conditions scenario, the study area includes 66 intersections, 80 roadway segments, and portions of the US 50 freeway system between Howe Avenue and Scott Road. Impacts on the roadways, transit system, and pedestrian/bicycle networks within the study area were evaluated. The result reveals that the project has impacts on various roadway segments, intersections and the US 50 freeway system. Impacts are mainly on roadway segments and intersections along Grant Line Road, Jackson Road (State Route 16), and Douglas Boulevard. The implementation details of the mitigation measures are discussed in the rezone trigger conditions. All of the feasible mitigation measures are incorporated in the draft public facilities financing plan.

    - **Roadway Mitigation Measure Triggers:** The phasing analysis was prepared by DKS Associates and Kittelson Associates in consultation with Department of Transportation staff to determine implementation of phasing triggers for mitigation measures. The project has a total of 9,701 dwelling unit equivalents at build out of the project. The rezone phasing trigger conditions specify the mitigation measures that need to be constructed prior to recordation of the final maps based on the dwelling unit equivalents. The majority of the mitigation measures are triggered as connections to Grant Line Road are made and at the 3,200 DUE trigger.

    - **Southeast Connector:** Grant Line Road on the County's current General Plan is designated as a six-lane thoroughfare. Grant Line Road is also the preferred alignment for the Southeast Connector project, which has completed the program level environmental analysis. It is anticipated that the Capital Southeast Connector project will be heard in front of the Board of Supervisors to amend the General Plan to include the preferred alignment and designate this roadway as a four-lane expressway with grade separated interchanges. The Cordova Hills project has three alternative conditions of

approval depending on the status of the Connector project with respect to the General Plan: 1) the Connector is included in the General Plan before any tentative maps are approved at the Project; 2) the Connector is included in the General Plan after a tentative map is approved but before a final map is recorded; or 3) the Connector is not included in the General Plan at the time a final map is recorded.

- **Cross-Jurisdictional Roadway Impacts and Reciprocal Funding Agreement:** The County and Cordova Hills developer will pursue a reciprocal funding agreement with the City of Rancho Cordova and the City of Elk Grove as discussed in the Conditions of Approval, Draft Public Facilities Financing Plan and Development Agreement to address the cross-jurisdictional roadway impacts and mitigation measures.

IV. STAFF RECOMMENDATIONS

Staff recommends approval of all requests associated with the Cordova Hills project. The Cordova Hills project is a master planned community which includes a wide variety of residential, commercial, office, recreational, open space, natural preserve, public and educational uses. Cordova Hills will be implemented by a Special Planning Area ordinance. The SPA ordinance will provide for the orderly and systematic development of Cordova Hills that is consistent with the Sacramento County General Plan and establishes a development framework for land use, affordable housing, resource protection, circulation, utilities and services, implementation, and design. The Cordova Hills SPA ordinance and Draft Master Plan are based upon the following key objectives:

- Provide a diverse supply of housing types and densities to ensure a variety of lifestyles, ages, and incomes can be housed and to bring a better balance of jobs to housing in the area.
- Integrate residential and supporting land uses in a compact urban environment to improve livability and to reduce urban sprawl.
- Establish more livable and sustainable neighborhoods where residents can walk to commercial services and recreational amenities.
- Create an environmentally sustainable community that is energy efficient, conserves water, and is responsive to the natural setting surrounding it.
- Create convenient retail shopping and commercial service opportunities so that residents are able to meet some of their shopping needs locally.
- Create streets that are safe for pedestrians and bicyclists.
- Avoid and integrate natural resources into the development.
- Transition to lower density and intensity development toward more topographically diverse portions of Cordova Hills adjacent to the Urban Services Boundary

The Cordova Hills project meets the growth management criteria of the General Plan, as the project has been designed to conform to the requirements of General Plan Policy LU-120. The project is consistent with LU-120 (PC-1 through PC-10), and achieves a total of 21 points in the criteria based standards (CB-1 through CB-5). A total of 18 points are required and 24 points are possible. Many of the circulation related planning principles cited in the General Plan, including pleasant walking environments, streetscape features, and direct and multiple linkages for walking and biking have been incorporated into the design of the Cordova Hills project.

The Cordova Hills project further meets the intent of the County's General Plan which places a strong emphasis on achieving compact and mixed used developments, differing housing types, and a better balance of employment and neighborhood services while designing new growth areas. Planning principles relating to mixed use and compact developments have been incorporated into the design of the Cordova Hills project.

Cordova Hills consists of several documents and technical studies which have been prepared to guide the planning and development of the project area. These include the Master Plan document, Project Brief, Executive Summary, Development Agreement, Capital Improvement Plan, Public Facilities Financing Plan, Urban Services Plan, Fiscal Impact Analysis and various infrastructure master plans. The documents support compliance with the General Plan. The Fiscal Impact Analysis concludes that the project would have no adverse fiscal impact to the County.

The Cosumnes Community Planning Advisory Council (CPAC) met on January 25, 2012 and recommended unanimous approval (5-0 vote) of the proposed project. Many questions were raised during this meeting; however, no one spoke in opposition to this project. The Cordova Hills project was also subject to a courtesy review by the Cordova CPAC on January 19, 2012. The Cordova CPAC voted for unanimous endorsement of the project.

For these reasons, staff recommends **APPROVAL** of this proposal.

A. Recommended Planning Commission Actions: These actions are recommendations to the Board of Supervisors

1. Environmental Documentation: Determine that the environmental analysis is adequate and complete and that a **DRAFT ENVIRONMENTAL IMPACT REPORT** is appropriate.

2. General Plan Amendment: **APPROVE** a General Plan Amendment (Exhibit "1") to move the Urban Policy Area (UPA) boundary east to include approximately 2,366.3 acres of the Cordova Hills site.

3. General Plan Amendment: **APPROVE** a General Plan Amendment (Exhibit "2") to amend the Land Use Diagram from General Agriculture to Low Density Residential, Medium Density Residential, Commercial and Office, Recreation, Natural Preserve, and Public/Quasi Public for approximately 2,366.3 acres.

4. General Plan Amendment**:** **APPROVE** a General Plan Amendment (Exhibit "3") to include a new policy in the Land Use Element to address the provision of limited pubic water service to serve uses potentially allowed by the Cordova Hills Special Planning Area for 251 acres located in proximity to the Kiefer Landfill, and an Amendment to LU-1 to reference this exception.

5. General Plan Amendment**:** **APPROVE** a General Plan Amendment (Exhibit "4") to amend the General Plan Transportation Plan to show new thoroughfares, arterials and collectors as shown in the Transportation General Plan Amendment Diagram dated October 17, 2011.

6. General Plan Amendment**:** **APPROVE** a General Plan Amendment (Exhibit "5") to amend the Bikeway Master Plan to add on- and off-street bikeways as shown in the Bikeways Master Plan Amendment Diagram dated October 17, 2011.

7. Zoning Ordinance Amendment: **APPROVE** a Zoning Ordinance Amendment to adopt the Cordova Hills Special Planning Area (SPA) (provided as Attachment "A") to incorporate a Master Plan including Design Guidelines and Development Standards. The SPA consists of a total of 2,668.7 acres in three distinct areas:

   a. Cordova Hills urban areas – 2,119.7 acres

   b. University/College Campus Center – 246.6 acres

   c. Buffer lands and floodplain outside the Urban Policy Area – 302.4 acres. The areas will be designated Agriculture, Recreation (sports park), and Avoidance in the SPA.

8. Large Lot Subdivision Map: **APPROVE** a Large Lot Tentative Subdivision Map (Exhibit "6") to create 155 large parcels for the purpose of creating legal parcels corresponding to villages within Cordova Hills SPA and within the approximately 2,668.7-acre SPA.

9. Affordable Housing Plan: **APPROVE** an Affordable Housing Plan (provided as Attachment "B") consisting of on-site construction of affordable units and/or land dedication.

10. Development Agreement: **APPROVE** a Development Agreement (provided as Attachment "H") by and between the County of Sacramento and the landowners.

11. Public Facilities Financing Plan**:** **ADOPT** a Public Facilities Financing Plan (provided as Attachment "E") for Cordova Hills that includes a Capital Improvement Program and Financing Plan.

12. Urban Services and Governance Plan: **ADOPT** the Urban Services and Governance Plan (provided as Attachment "F") for the Cordova Hills project area.

13. Fiscal Impact Analysis: **ADOPT** the Fiscal Impact Analysis (provided as Attachment "G") for the Cordova Hills project area.

14. Street Resolution: **ADOPT** a Street Resolution to allow certain County streets within the Cordova Hills Land Use Master Plan to be based on less than a 40-foot right-of-way, pursuant to the State Streets and Highways Code Section 906.

15. Zone 40 Boundary**: AMEND** Zone 40 boundary (Exhibit "7") to include the 251 +/- acres of the Cordova Hills project which lies outside of the Urban Services Boundary (Note: This is a separate action of the Sacramento County Water Agency).

16. Zone 41 Boundary**: AMEND** Zone 41 boundary (Exhibit "8") to include 251 +/- acres of the Cordova Hills project which lies outside of the Urban Services Boundary (Note: This is a separate action of the Sacramento County Water Agency).

17. Cordova Hills Water Supply Master Plan Amendment: **ADOPT** the Cordova Hills Water Supply Master Plan Amendment to include provision of water service to Cordova Hills (Note: This is a separate action of the Sacramento County Water Agency).

18. Air Quality Mitigation Plan: **APPROVE**

19. Mitigation Monitoring and Reporting Program: **ADOPT**

B. Recommended Findings: The staff recommendations are based upon the following considerations:

1. The Cordova Hills project meets with growth management criteria of the General Plan; the project has been designed to conform to the requirements of General Plan Policy LU-120. The project is consistent with LU-120 (PC-1 through PC-10), and achieves a total of 21 points in the criteria based standards (CB-1 through CB-5). A total of 18 points are required and 24 points are possible.

2. The Cordova Hills project meets the intent of the County's General Plan which places a strong emphasis on achieving compact and mixed used developments, differing housing types, and a better balance of employment and neighborhood services while designing new growth areas. Planning principles relating to mixed use and compact developments, as cited in General Plan Policies LU-21, 22 and 23, have been incorporated into the design of the Cordova Hills project.

3. Many of the circulation related planning principles cited in the General Plan, including pleasant walking environments, streetscape features, and direct and

multiple linkages for walking and biking have been incorporated into the design of the Cordova Hills project. As a result, the proposed project meets the intent of General Plan policies LU-27, LU-37, LU-39, CI-3, CI-4, CI-32 and AQ-1.

4. Cordova Hills is also consistent with Economic Development Element policies ED-1, ED-2, ED-4, ED-5, ED-6, ED-7, and ED-8, pertaining to identification of adequate commercial sites to meet the future service demands of new growth areas and the need to provide balanced mix of uses. The plan also conforms to Economic Development Element Policies ED-68 and ED-69 which advocates for the attraction of *institution of higher education to Sacramento County and integration of the regional institution of higher education into the local and regional economies."*

5. The project also meets General Plan Policies CI-26, CI-27 and CI-30 which requires the expansion of neighborhood shuttle service and the identification of capital costs in the Financing Plan. A transit shuttle system will be provided that circulates through Cordova Hills and feeds into the Sacramento Regional light rail transit system.

6. The project also conforms to General Plan policies LU-13, LU-66 and LU-110 which address a variety of infrastructure related issues, including requirements for general coordination within service providers, provision of adequate facilities, and securing funds to financing new infrastructure improvements needed to serve new developments. The project includes a Capital Improvement Plan and a Financing Plan which specifies the extent, timing and estimated cost of necessary infrastructure and other public facilities needed to serve new development in the project area. The Financing plan has also been reviewed and approved by appropriate service entities.

7. An Air Quality Mitigation Plan has been prepared for the project which requires the implementation of Plan-wide and project-specific emission reduction measures to achieve reduction in operational and areas source emissions, consistent with General Plan Policy AQ-4.

8. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.

C. Recommended Conditions: Any approval of the Zoning Ordinance Amendment shall be subject to the following conditions:

DRAFT EIR MITIGATION MEASURES

1. The SPA shall be amended to require all lighting applications subject to the 2008 Building Efficiency Standards Section 147 to use fixtures approved by the International Dark Sky Association *(Draft EIR Mitigation Measure AE-1).*

2. All prospective buyers of properties within 500 feet of the northern property boundary shall receive a recorded notice that would appear in the Title Report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the County Right-To-Farm Ordinance *(Draft EIR Mitigation Measure AG-1).*

3. The applicant shall enter into an agreement with an agricultural operator to maintain grazing use, or other more intensive use, on the land which is subject to Williamson Act contract 72-AP-109. Agricultural use shall be maintained until Williamson Act contract expiration. Documentation of this agreement shall be submitted to DERA prior to approval of the zoning agreement for the Williamson Act contracted property *(Draft EIR Mitigation Measure AG-2).*

4. Prior to the approval of improvement plans, building permits, or recordation of the final map, whichever occurs first, the applicant shall offset the loss of 8.6 acres of Unique Farmland and 242.4 acres of Grazing Land through 1:1 preservation of farmland within a permanent conservation easement. Preservation land must be in-kind or of similar resource value *(Draft EIR Mitigation Measure AG-3).*

5. The following language shall be added to the SPA: All individual development projects shall implement Sacramento Metropolitan Air Quality Management District rules and mitigation pertinent to construction-related ozone precursor emissions, as defined by the most current version of the Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment *(Draft EIR Mitigation Measure AQ-1).*

6. Comply with the provisions of the Air Quality Management Plan dated June 1, 2011, and incorporate the requirements of this plan into the Cordova Hills Special Planning Area conditions *(Draft EIR Mitigation Measure AQ-2).*

7. The following language shall be added to the SPA: Buffers shall be established on a project-by-project basis and incorporated during permit or project review to provide for buffer separations between sensitive land uses and sources of air pollution or odor. The California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective", or more current document, shall be utilized when establishing these buffers. Sensitive uses include schools, daycare facilities, congregate care facilities, hospitals, or other places of long-term residency for people (this includes both single- and multiple-family). The buffers shall be applied to the source of air pollution or odor, and shall be established based either on proximity to existing sensitive uses or proximity to the property boundary of land designated for sensitive uses. Buffers current at the time of the establishment of this SPA indicate that sensitive uses should be:

   a. A least 500 feet from auto body repair services.

b. At least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons.

c. At least 300 feet from existing land uses that use methylene chloride or other solvents identified as a TAC, including furniture manufacturing and repair services *(Draft EIR Mitigation Measure AQ-3).*

8. Include in the SPA a requirement that the western perimeter of the Sports Park and University/College Campus Center (where these are within 2,000 feet of the Kiefer landfill) include a minimum 25-foot-wide landscaping area. This landscaping area shall include a dense mix of trees and shrubs, to screen the uses from the landfill. Acceptable tree species include those expected to reach minimum heights of 40 feet *(Draft EIR Mitigation Measure AQ-4).*

9. To compensate for the permanent loss of wetlands, the applicant shall perform one or a combination of the following prior to issuance of building permits:

   a. Where a Section 404 Permit has been issued by the Army Corps of Engineers, or an application has been made to obtain a Section 404 Permit, the Mitigation and Management Plan required by that permit or proposed to satisfy the requirements of the Corps for granting a permit may be submitted for purposes of achieving a no net-loss of wetlands. The required Plan shall be submitted to the Sacramento County Division of Environmental Review and Assessment, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service for approval prior to its implementation.

   b. If regulatory permitting processes result in less than a 1:1 compensation ratio for loss of wetlands, the Project applicant shall demonstrate that the wetlands which went unmitigated/uncompensated as a result of permitting have been mitigated through other means. Acceptable methods include payment into a mitigation bank or protection of off-site wetlands through the establishment of a permanent conservation easement, subject to the approval of the Division of Environmental Review and Assessment.

   c. The Project applicant may participate in the South Sacramento Habitat Conservation Plan if it is adopted, and if the Project area and activities are covered. The applicant shall prepare Project plans in accordance with that Plan and any and all fees or land dedications shall be completed prior to construction *(Draft EIR Mitigation Measure BR-1)*.

10. Prior to issuance of building permits, all areas designated within the SPA as Avoided shall be placed within a permanent conservation easement, which shall be reviewed and approved by the Division of Environmental Review and

Assessment. At a minimum, the permanent conservation easements must cover all areas which are required to be preserved as part of the Section 404 and Section 401 wetland permits *(Draft EIR Mitigation Measure BR-2).*

11. If construction, grading, or Project-related improvements are to occur between March 1 and September 15, a focused tree survey for nesting raptors within 500 feet of the site shall be conducted by a qualified biologist within 14 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Department of Fish and Game shall be contacted to determine appropriate protective measures. If no active nests are found during the focused survey, no further mitigation will be required *(Draft EIR Mitigation Measure BR-3).*

12. Prior to the approval of improvement plans, building permits, or recordation of the final map, whichever occurs first, implement one of the options below to mitigate for the loss of Swainson's hawk foraging habitat on the Project site; based on current Project designs this is 2,267 acres. Based on current designs, this can be reduced to 2,231 acres of mitigation if the applicant establishes a permanent conservation easement over the areas designated Agriculture on the eastern and southeastern sides of the site (these are areas outside of the Urban Services Boundary). Foraging habitat preserved shall consist of grassland or similar habitat open habitat, not cropland, because this mitigation measure also offsets impacts to other species that do not use cropland habitat.

    a. The project proponent shall utilize one or more of the mitigation options (land dedication and/or fee payment) established in Sacramento County's Swainson's Hawk Impact Mitigation Program (Chapter 16.130 of the Sacramento County Code).

    b. The Project proponent shall, to the satisfaction of the California Department of Fish and Game, prepare and implement a Swainson's hawk mitigation plan that will include preservation of Swainson's hawk foraging habitat.

    c. Should the County Board of Supervisors adopt a Swainson's hawk mitigation policy/program (which may include a mitigation fee payable prior to issuance of building permits) prior to the implementation of one of the measures above, the Project proponent may be subject to that program instead.

    If the design of the primary avoided area on the western plateau (currently 382 acres in size) is increased in size in response to Section 404 wetland permitting requirements, the total amount of mitigation land required may be adjusted downward to reflect this increased avoidance, at the discretion of DERA *(Draft EIR Mitigation Measure BR-4)*

13. Prior to construction activity (including site improvements, and building construction) focused surveys shall be conducted by a qualified biologist for burrowing owls in the construction area and within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities. Surveys shall be conducted in accordance with "Burrowing Owl Survey Protocol and Mitigation Guidelines" published by The California Burrowing Owl Consortium (April 1993). The following shall also apply:

    a. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the County and no further mitigation is necessary.

    b. If an occupied burrow is found the applicant shall contact the Division of Environmental Review and Assessment and consult with the California Department of Fish (CDFG), prior to construction, to determine if avoidance is possible or if burrow relocation will be required.

    c. If owls are to remain on-site, a minimum of 6.5 acres of foraging habitat for each occupied burrow needs to be permanently preserved according to California Department of Fish and Game guidelines. In addition, no activity shall take place within 160 feet of an active burrow from September 1 to January 31 (wintering season) or 250 feet from February 1 through August 31 (breeding season). Protective fencing shall be placed, at the distances above, around the active burrows and no activity shall occur within the protected buffer areas. Permanent improvements shall be a minimum of 250 feet from an occupied burrow.

    d. Any impact to active owl burrows, relocation of owls, or mitigation for habitat loss shall be done in accordance with the Fish and Game "Staff Report on Burrowing Owl Mitigation" (October 17, 1995) or the version current at the time of construction. Written evidence from Fish and Game staff shall be provided to DERA attesting to the permission to remove burrows, relocate owls, or mitigate for lost habitat, and shall include a plan to monitor mitigation success *(Draft EIR Mitigation Measure BR-5).*

14. If construction occurs between March 1 and July 31 pre-construction surveys for nesting tricolored blackbirds shall be performed by a qualified biologist. Surveys shall include the project site and areas of appropriate habitat within 300 feet of the site. The survey shall occur no longer than 14 days prior to the start of construction work (including clearing, grubbing or grading). The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the Division of Environmental Review and Assessment (DERA) prior to ground disturbing

activity. If no tricolored blackbird were found during the pre-construction survey, no further mitigation would be required. If an active tricolored blackbird colony is found on-site or within 300 feet of the project site the project proponent shall do the following:

a. Consult with the California Department of Fish and Game to determine if project activity will impact the tricolored blackbird colony(s), and implement appropriate avoidance and impact minimization measures if so directed. Provide the Division of Environmental Review and Assessment (DERA) with written evidence of the consultation or a contact name and number from the California Department of Fish and Game.

b. The applicant may avoid impacts to tricolored blackbird by establishing a 300-foot temporary setback with fencing that prevents any project activity within 300 feet of the colony. A qualified biologist shall verify that setbacks and fencing are adequate and will determine when the colonies are no longer dependent on the nesting habitat (i.e. nestlings have fledged and are no longer using habitat), which will determine when the fencing may be removed. The breeding season typically ends in July *(Draft EIR Mitigation Measure BR-6)*

15. Presence of California linderiella, midvalley fairy shrimp, vernal pool fairy shrimp and vernal pool tadpole shrimp shall be assumed unless determinate surveys that comply with U.S. Fish and Wildlife protocol conclude that the species are absent. If the protocol surveys are performed and all listed crustacean species are absent, Ricksecker's water scavenger beetle may also be presumed absent, and no further mitigation shall be required for listed vernal pool invertebrates. If species are found, one or a combination of the following shall apply:

a. *Total Avoidance: Species are present or assumed to be present.* Unless a smaller buffer is approved through formal consultation with the Fish and Wildlife Service, construction fencing shall be installed a minimum of 250 feet from all delineated vernal pool margins. All construction activities are prohibited within this buffer area. For all vernal pools where total avoidance is achieved, no further action is required.

b. *Compensate for habitat removed.* Obtain all applicable permits from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Game, and the Central Valley Regional Water Quality Control Board for any proposed modifications to vernal pools and mitigate for habitat loss in accordance with the Biological Opinion and Section 404 permits obtained for the Project. At a minimum, mitigation ratios shall be consistent with County General Plan Policy, which requires no net loss of wetland resources. Any

vernal pool loss not mitigated through the permitting process shall be mitigated for by payment into a mitigation bank or protection of off-site wetlands through the establishment of a permanent conservation easement, subject to the approval of the Division of Environmental Review and Assessment *(Draft EIR Mitigation Measure BR-7).*

16. If construction activities encroach within the 250-foot buffer for vernal pools 358, 363, 370, 426 or 511 the applicant shall prepare a pesticide and pollution prevention plan. The plan shall include measures to reduce pollution run-off, pesticide drift, and other similar potential contaminates, to protect surrounding preserve areas from urban contaminates. Measures shall include the implementation of best management practices (e.g. straw wattles, silt fencing, and soil stabilization) for stormwater control. The plan shall be incorporated in the Operations and Management Plan which is a requirement of the Section 404 permit process *(Draft EIR Mitigation Measure BR-8).*

17. The project applicant shall prepare an invasive species removal and prevention plan. The plan shall provide methods to remove invasive species from preservation areas and to restore the affected wetland features. The plan shall include methods for the prevention of the introduction of new invasive species from landscapes associated with the development. Minimum components of such a plan shall include: mapping of existing invasive plant populations within the avoided areas, with the map being updated a minimum of every five years; a description of acceptable methods for removing invasive species, examples of which include hand removal or biological controls (e.g. natural parasites); and a prohibition on the use of non-native plants within either the avoided areas or the Recreation-2 areas. The plan shall be incorporated in the Operations and Management Plan which is a requirement of the Section 404 permit process *(Draft EIR Mitigation Measure BR-9)*

18. The following text shall be added to the Cordova Hills SPA: All amendments to the SPA shall include an analysis which quantifies, to the extent practicable, the effect of the Amendment on greenhouse gas emissions. The Amendment shall not increase greenhouse gas emissions above an average 5.80 metric tons per capita (including emissions from building energy usage and vehicles) *(Draft EIR Mitigation Measure CC-1).*

19. If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 200-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious,

and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

Work cannot continue within the 200-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

If a potentially-eligible resource is encountered, then the archaeologist, DERA, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to DERA as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains *(Draft EIR Mitigation Measure CR-1).*

20. Any structure within the project boundaries (including but not limited to, buildings, subsurface vaults, utilities, or any other areas where potential landfill gas buildup may cause adverse impacts to the public health or safety or the environment) within 1,000 feet of buried waste or proposed buried waste at Kiefer Landfill (refer to Plate HM-2 of the EIR) shall be continuously monitored for landfill gas and be designed and constructed to prevent landfill gas accumulation in those structures *(Draft EIR Mitigation Measure HM-1).*

21. The location and nature of the Sacramento County Boys Ranch facility shall be disclosed to all prospective buyers of estate-residential properties *(Draft EIR Mitigation Measure LU-1).*

22. The location and nature of the Kiefer Landfill facility shall be disclosed to all prospective buyers of properties within one mile of the ultimate active landfill boundary *(Draft EIR Mitigation Measure LU-2).*

23. All residential development projects exposed to greater than 65 dB L_{dn} (as identified in Appendix NO-1) at the property line shall be designed and constructed to reduce noise levels to within General Plan Noise Element standards for exterior activity areas. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, and/or strategic placement of structures. An acoustical

analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant shall be submitted to and verified by the Division of Environmental Review and Assessment prior to the issuance of any building permits for affected sites *(Draft EIR Mitigation Measure NO-1).*

24. All residential development projects exposed to greater than 70 dB L_{dn} (as identified in Appendix NO-1) at the property line shall be designed and constructed to achieve an interior noise level of 45 dB L_{dn} or less. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, strategic placement of structures and/or enhanced building construction techniques. An acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant, shall be submitted to and verified by the Division of Environmental Review and Assessment prior to the issuance of any building permits for the site *(Draft EIR Mitigation Measure NO-2).*

25. Non-residential development projects such as churches, libraries, meeting halls, and schools exposed to greater than 60 dB L_{dn}, and all non-residential development projects such as transient lodging, hospitals and nursing homes, and office buildings exposed to greater than 65 dB L_{dn} (as identified in Appendix NO-1) at the property line shall demonstrate that interior noise volumes will not exceed General Plan Noise Element standards for non-residential uses exposed to traffic noise. This may be accomplished by providing documentation that the type of use is within acceptable limits based on the location of the identified noise contours and assuming standard exterior-to-interior attenuation of 25 dB. If this cannot be demonstrated, an acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant, shall be submitted to and verified by the Division of Environmental Review and Assessment prior to the issuance of any building permits for affected sites. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, strategic placement of structures and/or enhanced building construction techniques. The measure does not apply to commercial uses *(Draft EIR Mitigation Measure NO-3).*

26. All parks exposed to noise volumes in excess of 70 dB (as identified in Appendix NO-1) at the property line shall be designed and constructed to reduce noise levels within park activity areas (benches, play structures, etc) to within General Plan Noise Element standards for parks. Potential options for achieving compliance with noise standards include, but are not limited to, noise barriers, increased setbacks, and/or strategic placement of structures. For barrier and other structural options, an acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant shall be submitted to and verified by the Division of Environmental

Review and Assessment prior to the issuance of any building permits for affected sites *(Draft EIR Mitigation Measure NO-4).*

27. All non-residential development projects located adjacent to residentially designated properties shall be designed and constructed to ensure that noise levels generated by the uses do not result in General Plan Noise Element standards being exceeded on adjacent properties. An acoustical analysis substantiating the required noise level reduction, prepared by a qualified acoustical consultant shall be submitted to and verified by the Division of Environmental Review and Assessment prior to the issuance of any building permits for the non-residential projects with the potential to generate substantial noise (e.g. car wash, auto repair, or buildings with heavy-duty truck loading docks) if those uses are adjacent to residentially designated properties. The acoustical analysis shall include, but not be limited to, consideration of potential noise conflicts due to operation of the following items:

    - Outdoor playing fields;
    - Mechanical building equipment, including HVAC systems;
    - Loading docks and associated truck routes;
    - Refuse pick up locations; and
    - Refuse or recycling compactor units *(Draft EIR Mitigation Measure NO-5).*

28. The following conditions will be required to ensure adequate disclosure of Mather Airport operations:

    a. Notification in the Public Report prepared by the California Department of Real Estate shall be provided disclosing to prospective buyers that the parcel is located within the applicable Airport Planning Policy Area and that aircraft operations can be expected to overfly that area at varying altitudes less than 3,000 feet above ground level.

    b. Avigation Easements prepared by the Sacramento County Counsel's Office shall be executed and recorded with the Sacramento County Recorder on each individual residential parcel contemplated in the development in favor of the County of Sacramento. All Avigation Easements recorded pursuant to this policy shall, once recorded, be copied to the director of Airports and shall acknowledge the property location within the appropriate Airport Planning Policy Area and shall grant the right of flight and obstructed passage of all aircraft into and out of the appropriate airport *(Draft EIR Mitigation Measure NO-6).*

29. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, the

below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below applicable County standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement and/or a fee credit to the applicant may be considered.

a. *Bradshaw Road and Jackson Road* – Provide a second westbound through lane.

b. *Mather Boulevard and Douglas Road* – Construct a new traffic signal. Provide a shared through-right turn lane on the northbound approach; provide a separate left turn lane and a through lane on the southbound approach; and a provide separate left turn lane and a separate right turn lane on the westbound approach.

c. *Eagles Nest Road and Jackson Road* – Construct a new traffic signal. Provide a left turn lane and a through-right turn shared lane on the northbound and southbound approaches.

d. *Grant Line Road and Sunrise Boulevard* – Provide a separate southbound right turn lane so the southbound approach has one left turn lane, one through lane and one right turn lane.

e. *Grant Line Road and White Rock Road* – Construct a new traffic signal. Provide dual left turn lanes and a separate through lane on the northbound approach; provide a through lane and a separate right turn lane on the southbound approach; and provide separate left turn lane and a separate right turn lane on the eastbound approach. Also an extra westbound departure lane is needed for the dual northbound left movement.

f. *Prairie City Road and White Rock Road* – The applicant shall be responsible for a fair share of this measure. Construct a new traffic signal. Provide a separate left turn lane and a separate right turn lane on the southbound approach; provide a separate left turn lane and a through lane on the eastbound approach; and provide a through lane and a separate right turn lane on the westbound approach. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

g. *School Access and North Loop Road* – Provide dual eastbound left turn lanes. The applicant shall be responsible for a focused access study addressing the internal circulation of the Cordova Hills project to finalize the design of intersection geometries and length of left turn pockets. The scope of work for the analysis shall be submitted to the Sacramento County DOT staff. Upon completion, the analysis shall be

submitted to the Sacramento County DOT for approval and recommendations *(Draft EIR Mitigation Measure TR-1).*

30. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Rancho Cordova, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.

    a. *Zinfandel Drive and White Rock Road* – The applicant shall be responsible for a fair share of this measure. Provide separate dual right turns on the westbound approach so the westbound approach has two left turn lanes, two through lanes and two right turn lanes. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    b. *Sunrise Boulevard and White Rock Road* – Provide overlap phasing on the eastbound and westbound approaches.

    c. *Sunrise Boulevard and Douglas Road* – Provide overlap phasing on the westbound approach.

    d. *Sunrise Boulevard and Jackson Road* – Provide dual through lanes on the eastbound and westbound approaches.

    e. *Grant Line Road and Jackson Road* – The applicant shall be responsible for a fair share of this measure. Provide a left turn lane and a through-right shared turn lane on the eastbound and westbound approaches. Provide a separate left turn lane, a through lane and a separate right turn lane on the northbound and southbound approaches. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

    f. *Grant Line Road and Kiefer Boulevard* – Construct a new traffic signal. Provide a left turn lane, a through lane and a through-right turn shared lane on the northbound and southbound approaches; provide a left turn lane and a through-right turn shared lane on the eastbound and westbound approaches.

    g. *Grant Line Road and Douglas Road* – Construct a new traffic signal. Provide dual left turn lanes and a separate through lane on the northbound, a through lane and a through-right turn shared lane on the southbound approach, and a separate left turn lane and a free-right turn lane on the eastbound approach. Also an extra southbound departure

lane is needed for the eastbound free-right movement. To be consistent with the segment mitigations a second northbound through lane is included.

h. *Grant Line Road and North Loop Road* – Construct a new traffic signal. Provide two through lanes and a separate right turn lane on the northbound approach, dual left turn lanes and one through on the southbound approach, and one left turn lane and one free-right turn lane on the westbound approach. Also an extra northbound departure lane is needed for the westbound free-right movement. To be consistent with the segment mitigations a second southbound through lane is included.

i. *Grant Line Road and Chrysanthy Boulevard* – Construct a new traffic signal. Provide a through lane and a separate right turn lane on the northbound approach, dual left turn lanes and a through lane on the southbound approach, and dual left turn lanes and one right turn lane on the westbound approach. To be consistent with the segment mitigations a second northbound and southbound through lane is included. Also provide two westbound through lanes for when Chrysanthy Boulevard is connected through Rancho Cordova.

j. *Grant Line Road and University Boulevard* – Construct a new traffic signal. Provide a through lane and a separate free-right turn lane on the northbound approach, dual left turn lanes and one through lanes on the southbound approach, and dual left turn lanes and a right turn lane on the westbound approach. Also an extra eastbound departure lane is needed for the northbound free-right movement. To be consistent with the segment mitigations a second northbound and southbound through lane is included *(Draft EIR Mitigation Measure TR-2).*

31. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below applicable County standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement and/or a fee credit to the applicant may be considered.

    a. *Prairie City Road from US 50 to White Rock Road* – Increase roadway capacity by upgrading the capacity class for this segment from a rural highway without shoulders to a rural highway with shoulders *(Draft EIR Mitigation Measure TR-3).*

32. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Elk Grove, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction

of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.

a. *Grant Line Road from Sheldon Road to Calvine Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control *(Draft EIR Mitigation Measure TR-4)*.

33. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Rancho Cordova, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.

a. *Grant Line Road from Jackson Road to Kiefer Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

b. *Grant Line Road from Kiefer Boulevard to University Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

c. *Grant Line Road from University Boulevard to Chrysanthy Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

d. *Grant Line Road from Chrysanthy Boulevard to North Loop* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

e. *Grant Line Road from North Loop to Douglas Road* – Increase roadway capacity by widening this segment to 6 lanes and upgrading the capacity class to an arterial with moderate access control.

f. *Grant Line Road from Douglas Road to White Rock Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

g. *Jackson Road from Sunrise Boulevard to Grant Line Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

h. *Douglas Road from Sunrise Boulevard to Rancho Cordova Parkway* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.

i. *Douglas Road from Rancho Cordova Parkway to Grant Line Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control *(Draft EIR Mitigation Measure TR-5)*.

34. The applicant shall be responsible for funding a fair share of the construction costs of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with Caltrans.

a. *Westbound US 50 from Hazel Avenue to Sunrise Boulevard* – Add an auxiliary lane.

b. *Eastbound US 50 from Sunrise Boulevard to Hazel Avenue* – Add an auxiliary lane *(Draft EIR Mitigation Measure TR-6)*.

35. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

a. Construct sidewalks and bicycle lanes along Grant Line Road from Douglas Road to White Rock Road and on Douglas Road from Rancho Cordova Parkway to Grant Line Road *(Draft EIR Mitigation Measure TR-7)*.

36. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

a. *School Access and North Loop Road* – Provide dual eastbound left turn lanes *(Draft EIR Mitigation Measure TR-8)*.

37. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with the City of Rancho Cordova, and may be up to 100% of the cost of the improvements.

a. *Sunrise Boulevard and Douglas Road* – Provide overlap phasing on the eastbound and westbound right turns.

b. *Grant Line Road and Douglas Road* – Provide a third southbound through lane and overlap phasing on the eastbound right turn lane. To

be consistent with the segment mitigations a third northbound through lane is included.

c. *Grant Line Road and North Loop Road* – Provide a westbound free-right turn lane. Also an extra northbound departure lane is needed for the westbound free-right movement.

d. *Grant Line Road and University Boulevard* – Provide a northbound free-right turn lane. Also an extra eastbound departure lane is needed for the northbound free-right movement *(Draft EIR Mitigation Measure TR-9)*.

38. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation and may be up to 100% of the cost of the improvements.

a. *North Loop Road from Street D to Street F* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with low access control *(Draft EIR Mitigation Measure TR-10)*.

39. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with the City of Rancho Cordova, and may be up to 100% of the cost of the improvements.

a. *Grant Line Road from Rancho Cordova Parkway to Kiefer Boulevard* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.

b. *Grant Line Road from Kiefer Boulevard to University Boulevard* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.

c. *Grant Line Road from North Loop to Douglas Road* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.

d. *Grant Line Road from Douglas Road to White Rock Road* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control *(Draft EIR Mitigation Measure TR-11)*.

ROADWAY IMPROVEMENT TRIGGERS
(DEPARTMENT OF TRANSPORTATION)

Roadway Improvements

The County Department of Transportation conditions below are based on traffic mitigation measures identified in the Draft Environmental Impact Report (DEIR) for the Cordova Hills SPA and on additional traffic analysis to determine the appropriate

phasing of roadway improvements associated with development of approved land uses in the Cordova Hills SPA. For a complete description of the mitigation measure improvements, refer to the Cordova Hills SPA DEIR. These conditions apply to all development within the Cordova Hills area and are in addition to any other conditions applied to individual properties within the Cordova Hills SPA.

Conditions of approval may call for partial roadway improvements or the expansion of existing facilities. The County recognizes and allows partial phased improvements. Fee credits or reimbursements for partially constructed, or phased, roadway facilities will be adjusted, at the County's discretion, according to the portion of the cost incurred for permanent improvements eligible for credit or reimbursement under the applicable fee program. The partially phased interim improvements that are not the ultimate facility or are not at the ultimate location are considered a "throw away" item. The costs associated with "throw away" items of the partially phased improvements are non-reimbursable through the SCTDF program.

It is recognized that circumstances may change over time and in cases where the developer of the Cordova Hills Project is obligated to construct or is constructing an item of roadway infrastructure pursuant to any of the below conditions, the County may request that Developer construct an additional item of infrastructure. Developer may construct such additional infrastructure provided County reimburses the Developer for all additional costs that are incurred by Developer to construct the requested additional infrastructure.

Fair Share Funding/Mitigation Measure: Trigger Adjustments

40. Fair Share Funding/Mitigation Measure: Trigger Adjustments. The developer of the Cordova Hills Project or its successors, at their own expense, may submit an additional traffic analysis along with a request for an adjustment of their fair share funding and/or the improvement trigger requirement for any roadway infrastructure mitigation measures required below. The Director of the County's Department of Transportation may adjust the fair share funding percentage and/or the improvement trigger in his discretion based on the traffic analysis as long as the required level of service is achieved. Whenever the County enters into a reciprocal funding agreement to address cross jurisdictional roadway impacts with an adjacent jurisdiction, the Cordova Hills Project's fair share funding obligation and/or the mitigation measure trigger for such cross jurisdictional roadway impacts shall be adjusted by the County to take into account other new development projects which have cross jurisdictional roadway impacts and an obligation to build or contribute to the cost to build the roadway improvement in question.

Onsite Roadway Improvement Conditions to be constructed by the developer of the Cordova Hills Project:

41. As part of intersection improvements, provide dual eastbound left turn lanes at the intersection of North Loop Road and the proposed school access pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (DEIR Mitigation Measures TR-1.G and TR-8.A)

42. On site roadways within the Cordova Hills Project area shall be subject to the requirements of the County policy concerning discontinuous roadway frontage improvements ("sawtooth"). Unless otherwise noted, a specific project subject to these requirements shall install roadway frontage improvements along logical segments of at least one-quarter mile in length, including the specific project's frontage. If the length of the specific project's conditioned on-site frontage improvements on a single roadway is equal to or greater than one-quarter mile in length, then the specific project will be deemed to have satisfied the logical segment condition for that roadway. If the specific project's on-site frontage improvements are less than one-quarter mile, the specific project shall install additional off site frontage improvements within the Cordova Hills SPA in order to satisfy the logical segment condition. The location of limits of such on-site frontage improvements will be determined at the time of improvement plan approval and to the satisfaction of the Department of Transportation. On-site frontage improvements shall include the construction of the outside travel lane, bike lane or NEV lane, finished roadway edge, and a pedestrian walkway, all as per applicable SPA cross section. Specific projects that front on more than one of the roadways listed in Table A-1 (including corner lots) shall be responsible for meeting the logical segment condition on each fronting roadway.

Table A-1 Cordova Hills Special Planning Area – Roadways Subject to Logical Segments:

- University Boulevard
- Chrysanthy Boulevard
- North Loop Road
- Town Center Boulevard
- Street "A"
- Street "D"

Roadway Improvement Conditions at time of connection to Grant Line Road

43. At the time of connection of North Loop Road to Grant Line Road, install a stop sign on the westbound approach with one left turn lane, one right turn lane, and a 14-foot wide refuge lane for a length of 200 feet for the westbound to southbound movement; on the southbound approach (uncontrolled), install a left turn lane and a through lane; and on the northbound approach

(uncontrolled), install a shared through-right turn lane to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: pursuant to Title 22 of the Sacramento County Code, developments greater than 40 units shall be served by two points of public access and the streets must be greater than 50 feet in width for 20 or more units.

44. At the time of connection of Chrysanthy Boulevard to Grant Line Road, install a stop sign on the westbound approach with one left turn lane, one right turn lane, and a 14-foot wide refuge lane for a length of 200 feet for the westbound to southbound movement; on the southbound approach (uncontrolled), install a left turn lane and a through lane; and on the northbound approach (uncontrolled), install a shared through-right turn lane to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: pursuant to Title 22 of the Sacramento County Code, developments greater than 40 units shall be served by two points of public access and the streets must be greater than 50 feet in width for 20 or more units.

45. At the time of connection of University Boulevard to Grant Line Road, install a stop sign on the westbound approach with one left turn lane, one right turn lane, and a 14-foot wide refuge lane for a length of 200 feet for the westbound to southbound movement; on the southbound approach (uncontrolled), install a left turn lane and a through lane; and on the northbound approach (uncontrolled), install a shared through-right turn lane to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: pursuant to Title 22 of the Sacramento County Code, developments greater than 40 units shall be served by two points of public access and the streets must be greater than 50 feet in width for 20 or more units.

Roadway Improvement Trigger Conditions for Project Access to Grant Line Road

Prior to the recordation of the final maps for 1,250 Dwelling Unit Equivalents (DUEs) within the Cordova Hills SPA:

46. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and shared through-right turn lane on the northbound approach; two left turn lanes and a through lane on the southbound approach; and a left turn lane and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and North Loop Road.

47. Commence reconstruction and widening of the intersection of University Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and a through lane, and a right turn lane on the northbound approach; one left turn lane and one through lane on the southbound approach; and dual left turn lanes and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and University Boulevard.

Prior to the recordation of the final maps for 1,800 DUEs within the Cordova Hills SPA:

48. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a modification to the traffic signal, providing a u-turn lane and two through turn lanes, and a right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes and a free right turn lane on the westbound approach. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and North Loop Road.

Prior to the recordation of the final maps for 3,200 DUEs within the Cordova Hills SPA:

49. Commence reconstruction and widening of the intersection of University Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification of the existing traffic signal, providing a u-turn lane, two through lanes, and a free right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes and a right turn lane on the westbound approach. Note: The two westbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and University Boulevard. (DEIR Mitigation Measures TR-2.J and TR-9.D)

Prior to the recordation of the final maps for 3,700 DUEs within the Cordova Hills SPA:

50. Commence reconstruction and widening of the intersection of Chrysanthy Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and shared through-right turn lane on the northbound approach; a left turn lane and a through lane on the southbound approach; and a left turn lane and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and Chrysanthy Boulevard.

Prior to the recordation of the final maps for 6,500 DUEs within the Cordova Hills SPA:

51. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the latest Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova

have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification to the traffic signal, providing a u-turn lane, three through lanes, and a right turn lane on the northbound approach; two left turn lanes and a free right turn lane on the westbound approach; and two left turn lanes and three through lanes on the southbound approach. Note: The two southbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and North Loop Road. (DEIR Mitigation Measures TR-2.H and TR-9.C)

Prior to the recordation of the final maps for 7,500 DUEs within the Cordova Hills SPA:

52. Commence reconstruction and widening of the intersection of Chrysanthy Boulevard and Grant Line Road pursuant to the latest Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification to the traffic signal, providing a u-turn lane, two through lanes, and a right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes, pavement for future two through lanes, and a right turn lane on the westbound approach. Note: The two southbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and Chrysanthy Boulevard. (DEIR Mitigation Measure: TR-2.I)

Offsite Roadway Improvement Trigger Conditions

Construction of the improvements identified in each phased condition below (by the developer of the Cordova Hills Project or by another entity) must begin prior to the applicable trigger being exceeded. Once construction of the relevant improvement has begun, it is permissible for additional development to proceed beyond the cap identified in the Dwelling Unit Equivalent (DUEs) trigger, provided that construction continues to progress and is completed to the satisfaction of the Department of

Transportation prior to reaching the next chronological set of DUE triggers or an additional 500 DUEs (whichever occurs first).

Prior to the recordation of the final maps for 250 Dwelling Unit Equivalents (DUEs) within the Cordova Hills SPA:

53. Commence construction of shoulders on both sides of the existing roadway segment of Grant Line Road from Douglas Road to White Rock Road to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. It is the intent that these shoulders shall be designed and constructed to standard (six foot); however; flexibility in the design and construction of these shoulders will be allowed along the segment to avoid natural resources and their associated buffers.

Prior to the recordation of the final maps for 500 Dwelling Unit Equivalents (DUEs) within the Cordova Hills SPA:

54. Commence reconstruction and widening of the existing intersection of Grant Line Road at Jackson Road (State Route 16) pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County, Caltrans and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Improvements shall include a traffic signal modification to accommodate an eastbound through lane, an eastbound through-right turn shared lane, and an eastbound left turn lane; a westbound through lane, a westbound through-right turn shared lane, and a westbound left turn lane; a northbound through-right lane, and a northbound left turn lane; and a southbound shared through-right turn lane, and a southbound left turn lane. The traffic signal phasing in the north-south on Grant Line Road shall be changed from split phase to provide protected left turn phasing. The east-west phasing on Jackson Road (State Route 16) will remain protected left turn phasing.

Prior to the recordation of the final maps for 850 DUEs within the Cordova Hills SPA:

55. Commence reconstruction and widening of the existing intersection of Grant Line Road at Douglas Road to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this

condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include dual northbound left turn lanes and a northbound through lane; a southbound u-turn lane, a southbound through lane and a southbound right turn lane; and an eastbound left turn lane and an eastbound right turn lane. Note: Bus turnouts will be required on Grant Line Road and Douglas Road.

Prior to the recordation of the final maps for 1,800 DUEs within the Cordova Hills SPA:

56. Commence reconstruction and widening of the Grant Line Road at Douglas Road intersection to modify a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a southbound u-turn lane, two southbound through lanes and a southbound right turn lane; an eastbound left turn lane and an eastbound free right turn lane; and dual northbound left turn lane and two through lanes. For the free-right turn movements, provide sufficient acceleration lane length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane length to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Grant Line Road and Douglas Road. The through lanes in the northbound and southbound directions shall be carried through the intersection.

57. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare section from North Loop Road to Douglas Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (Note: Bus turnouts will be required on Grant Line Road. Note: Condition number 9 requires improvements to the intersection of North Loop Road and Grant Line Road and Condition number 17 requires improvements to the intersection of Douglas Road and Grant Line Road.)

Prior to the recordation of the final maps for 2,000 DUEs within the Cordova Hills SPA:

58. Modify the existing intersection of Bradshaw Road and Jackson Road (State Route 16) to provide a second westbound through lane pursuant to the

Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans. Note: The additional westbound through lane shall be carried through the intersection. (DEIR Mitigation Measure: TR-1.A)

59. Commence reconstruction and widening of the existing intersection of Grant Line Road at Kiefer Boulevard to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a northbound left turn lane, and a northbound through-right turn shared lane; a westbound left-through-right turns shared lane; a southbound left turn lane, and a southbound through-right turn shared lane; and an eastbound left-through-right turns shared lane.

Prior to the recordation of the final maps for 3,200 DUEs within the Cordova Hills SPA:

60. Commence reconstruction and widening of the existing intersection of Grant Line Road and White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Improvements shall include dual northbound left turn lanes and two northbound through lanes; two southbound through lanes and one southbound right turn lane; two eastbound left turn lanes, and one eastbound right turn lane. On the western leg of the intersection, two westbound departure lanes are required. Note: A project to widen White Rock Road from two lanes to four lanes between Grant Line Road and Prairie City Road is currently (2012) under construction. (DEIR Mitigation Measure: TR-1.E)

61. Commence reconstruction and widening of the existing intersection of Sunrise Boulevard at Jackson Road (State Route 16) pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans, provided that the County, Caltrans and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Improvements shall include an eastbound through lane, an eastbound through-right turn shared lane, and an eastbound left turn lane; a northbound left turn lane and a northbound through-right turn shared lane; two westbound through lanes, a westbound right turn lane, and a westbound left turn lane; a southbound through lane, a southbound left turn lane, and a southbound right turn lane. Note: The two eastbound and westbound through lanes shall be carried through the intersection. (DEIR Mitigation Measure: TR-2.D)

62. Commence reconstruction and widening of the Grant Line Road at Jackson Road (State Route 16) intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans, provided that the County, Caltrans and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Improvements shall include a traffic signal modification to accommodate dual eastbound left turn lanes, an eastbound through lane, and an eastbound through-right turn shared lane; a westbound left turn lane, westbound through lane and a westbound through-right turn shared lane; a northbound left turn lane, a northbound through lane, and a northbound through-right turn shared lane; and a southbound shared through-right turn lane, a southbound through lane and a southbound left turn lane. (DEIR Mitigation Measure: TR-2.E)

63. Commence reconstruction and widening of the existing intersection of Grant Line Road at Kiefer Boulevard to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a northbound left turn lane, a northbound through lane, and a northbound through-right turn shared lane; a westbound left turn lane and a westbound through-right turn shared lane; a southbound left turn lane, a southbound through lane, and a southbound through-right turn shared lane; and an eastbound left turn lane and an eastbound through-right turn shared lane. (DEIR Mitigation Measure: TR-2.F).

64. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Jackson Road (State Route 16) to Kiefer Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (DEIR Mitigation Measure: TR-5.A)

65. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Kiefer Boulevard to University Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the

Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Note: Bus turnouts will be required on Grant Line Road. Refer to Condition number 10 requires improvements to the intersection of University Boulevard and Grant Line Road. (DEIR Mitigation Measure: TR-5.B)

66. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Douglas Road to White Rock Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (DEIR Mitigation Measures: TR-5.F and TR-7.A)

Prior to the recordation of the final maps for 4,500 DUEs within the Cordova Hills SPA:

67. Commence reconstruction and widening of the existing intersection of Eagles Nest Road at Jackson Road (State Route 16) to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation and Caltrans. Improvements shall include a left turn lane and a through-right turn shared lane on the all approaches. (DEIR Mitigation Measure: TR-1.C)

Prior to the recordation of the final maps for 5,800 DUEs within the Cordova Hills SPA:

68. Commence reconstruction and widening of the existing intersection of Grant Line Road at Sunrise Boulevard to provide a separate southbound right turn lane so the southbound approach has one left turn lane, one through lane, and one right turn lane pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (DEIR Mitigation Measure: TR-1.D).

Prior to the recordation of the final maps for 6,500 DUEs within the Cordova Hills SPA:

69. Commence reconstruction and widening of the Grant Line Road at Douglas Road intersection to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova

have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include dual northbound left turn lanes (length of northbound left turn lanes to be determined based on future analysis) and three northbound through lanes; a southbound u-turn lane, three southbound through lanes and a southbound right turn lane; and an eastbound left turn lane and an eastbound free right turn lane. For the free-right turn movements, provide sufficient acceleration lane length to the satisfaction of the Department of Transportation. Note: The through lanes in the northbound and southbound directions shall be carried through the intersection. (DEIR Mitigation Measure: TR-2.G, and TR-9.B)

70. Commence reconstruction and widening of Prairie City Road from a rural highway without shoulders to a rural highway with shoulders from U.S. 50 to White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Folsom have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (DEIR Mitigation Measure: TR-3.A)

71. Commence reconstruction and widening of Grant Line Road from a four-lane road section to a six-lane thoroughfare section from North Loop Road to Douglas Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (Note: Bus turnouts will be required on Grant Line Road. Condition number 12 requires improvements to the intersection of North Loop Road and Grant Line Road and Condition number 30 requires improvements to the intersection of Douglas Road and Grant Line Road.) (DEIR Mitigation Measures TR-5.E and TR-11.C)

Prior to the recordation of the final maps for 6,900 DUEs within the Cordova Hills SPA:

72. Commence reconstruction and widening of Jackson Road (State Route 16) from an existing two-lane road section to four-lane thoroughfare center section with interim AC paths and six-foot bike lanes from Sunrise Boulevard to Grant Line Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of

Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (DEIR Mitigation Measure: TR-5.G)

Prior to the recordation of the final maps for 7,500 DUEs within the Cordova Hills SPA:

73. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center road section with interim AC paths and six-foot bike lanes from University Boulevard to Chrysanthy Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (DEIR Mitigation Measure: TR-5.C)

74. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center road section with interim AC paths and six-foot bike lanes from Chrysanthy Boulevard to North Loop Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (DEIR Mitigation Measure: TR-5.D)

Provide a fair share contribution for the following mitigation measures for roadway and intersection facilities to the satisfaction of the Department of Transportation. If the Southeast Connector Project is adopted into the County General Plan, then the Cordova Hills Project shall only pay its fair share contribution for the cost of the facilities needed for the Connector Project which replaces them, not to exceed the amount that would have been owed as the Cordova Hills Project's fair share contribution for the original improvements.

75. Pay a fair share (21%) contribution towards the reconstruction and widening of Grant Line Road from an existing four-lane thoroughfare center road section to a six-lane thoroughfare section from Douglas Road to White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (DEIR Mitigation Measure: TR-11.D)

76. Pay a fair share (34%) contribution towards the reconstruction and widening of Grant Line Road from an existing four-lane thoroughfare center road

section to a six-lane thoroughfare section from Rancho Cordova Parkway to Kiefer Boulevard. (DEIR Mitigation Measure: TR-11.A)

77. Pay a fair share (54%) contribution towards the reconstruction and widening of Grant Line Road from an existing four-lane thoroughfare center road section to a six-lane thoroughfare section from Kiefer Boulevard to University Boulevard. (DEIR Mitigation Measure: TR-11.B)

Freeway Improvements located under the jurisdiction of the Caltrans:

Provide a fair share contribution for the following mitigation measures for Caltrans freeway facilities to the satisfaction of the Department of Transportation:

78. Pay a fair share (4%) contribution towards the addition of an auxiliary lane on westbound U.S. 50 from Hazel Avenue to Sunrise Boulevard. (DEIR Mitigation Measure: TR-6.A)

79. Pay a fair share (9%) contribution towards the addition of an auxiliary lane on eastbound U.S. 50 from Sunrise Boulevard to Hazel Avenue. (DEIR Mitigation Measure: TR-6.B)

Roadway Improvements located in the City of Rancho Cordova and the City of Elk Grove:

The roadway improvements located within the adjacent jurisdictions of the City of Rancho Cordova and the City of Elk Grove are not required to be constructed pursuant to development threshold restrictions. The County and Cordova Hills Developer will pursue a reciprocal funding agreement and operational agreement with the respective jurisdictions as discussed in the Development Agreement to address the cross jurisdictional roadway impacts.

Provide a fair share contribution for the following roadway and intersection improvements entirely within the City of Elk Grove to the satisfaction of the Department of Transportation. If the Southeast Connector Project is adopted into the County General Plan, then the Cordova Hills Project shall only pay its fair share contribution for the cost of the facilities needed for the Connector Project which replaces them, not to exceed the amount that would have been owed as the Cordova Hills Project's fair share contribution for the original improvements.

80. Pay a fair share (9%) contribution towards the reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center road section from Sheldon Road to Calvine Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (DEIR Mitigation Measure: TR-4.A)

Provide a fair share contribution for the following roadway and intersection improvements entirely within the City of Rancho Cordova to the satisfaction of the Department of Transportation:

81. Pay a fair share (18%) contribution towards the modification and associated improvements at the intersection of Sunrise Boulevard and White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation to provide overlap phasing on the eastbound and westbound approaches. (DEIR Mitigation Measure: TR-2.B)

82. Pay a fair share (16%) contribution towards the modification and associated improvements at the intersection of Sunrise Boulevard and Douglas Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation to provide overlap phasing on the eastbound and westbound right turns. (DEIR Mitigation Measure: TR-9.A)

83. Pay a fair share (58%) contribution towards the reconstruction and widening of Douglas Road from an existing two-lane road section to a four-lane arterial section from Americanos Boulevard to Grant Line Road, including interim AC paths and six-foot bike lanes. Also, pay a fair share (58%) contribution towards construction of a landscape median, two westbound travel lanes (any turn lanes at major intersections as applicable), a westbound six foot bike lane, and a westbound interim AC path for 5,030 feet on Douglas Road from Rancho Cordova Parkway to Americanos Boulevard. (DEIR Mitigation Measures: TR-5.I and TR-7.A)

84. Pay a fair share (16%) contribution towards the modification and associated improvements at the intersection of Zinfandel Drive and White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation in order to provide separate dual right turns on the westbound approach so the westbound approach has two left turn lanes, two through lanes and two right turn lanes. (DEIR Mitigation Measure: TR-2.A)

85. Pay a fair share (16%) contribution towards the modification and associated improvements at the intersection of Sunrise Boulevard and Douglas Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation to provide overlap phasing on the westbound approach. (DEIR Mitigation Measure: TR-2.C)

SPECIAL DISTRICTS SECTION

86. No residential final maps, with the exception of large lot final maps, shall be recorded and no residential building permits shall be issued thereon, nor any building permits issued for any other use until the financing mechanisms

recommended in the approved Cordova Hills Special Planning Area Public Facilities Financing Plan are implemented. The property owners shall comply with the implementation of financing mechanisms including any future amendments and revisions adopted by the Board of Supervisors

87. Prior to the recordation of a final map or issuance of a building permit, whichever may occur first, the property owner shall annex to County Service Area No. 10 (CSA 10) or establish an equivalent financing mechanism to the satisfaction of the Board of Supervisors, for the purpose of funding a variety of transportation demand management (TDM) services to implement an overall TDM strategy that will contribute to the goal of reducing vehicle trips and shall participate in CSA 10 or an equivalent financing mechanism by approving the levy of annual service charges or special taxes. If the property would to be annexed to CSA 10, to activate annual property related service charges for CSA10, the protest ballot process is required by Proposition 218. If an equivalent financing mechanism is the choice of the development for TDM services, the mechanism needs to be established with approved levy of annual service charges or special taxes prior to the recordation of a final map or issuance of a building permit. In the event the property owners fail to annex to CSA 10, or establish a financing mechanism, or approve a service charge or special tax, no final map shall be recorded or building permits shall be issued. The annexation and protest ballot process for CSA 10 takes approximately three (3) months and the establishment of a new financing district could take six (6) months or longer. The applicants are advised to contact the County of Sacramento Special District Section at (916) 874-6525 at the earliest possible time to initiate the process. In no event shall a building permit be issued prior to the successful completion of protest ballot or election proceedings that approve the levy of annual service charges or special taxes to fund the TDM services.

88. Prior to recordation of final map, the property shall annex into the County of Sacramento Community Facilities District No. 2005-1 (Police Services). The annexation process takes approximately 6 months and the applicants must contact the County of Sacramento Special Districts Section at (916) 874-6525 at the earliest possible time to initiate the process.

Any approval of the rezone Large Lot Tentative Subdivision Map shall be subject to the following conditions:

SACRAMENTO AREA SEWER DISTRICT

89. Annex the subject property to both the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) prior to recordation of the Final Map or submission of any improvement

plans, whichever occurs first. Upon annexation, following conditions will apply to this project.

- Connection to the SASD's sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to sewer construction.
- Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or the SASD public sewer line.
- A Level 2 Sewer Study (Master Plan Level) has already been approved by SASD/SRCSD. However, to address a recently developed sewer alternate for the area an addendum to the Level 2 Sewer study will be required before recordation of the large lot map or submission of any improvement plans. A Level 3 Sewer Study (Subdivision Level) will also be required before recordation of small lot maps or submission of the improvement plans. The sewer study shall demonstrate the quantity of discharge and any "flow through sewage" along with the appropriate pipe sizes, elevations, downstream connections(s), upstream responsibilities, etc., and shall be done in accordance with SASD's most recent "Minimum Sewer Study Requirements". The study shall be done on a no "Shed-Shift" basis unless approved by SASD in advance and in compliance with the SASD Design Standards.
- To obtain public sewer service, construction of necessary onsite and offsite sewer infrastructure will be required to serve this project.
- Sewer easements may be required. All sewer easements shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. SASD will provide maintenance only in public right-of-ways and in easements dedicated to SASD.
- SASD requires their sewers to be located a minimum of 10 feet (measured horizontally (from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer line from other parallel utilities, such as storm drain and other 'dry' utilities (electrical, telephone, cable, etc.) shall be a minimum of 7 feet (measured horizontally from the center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by SASD on a case by case basis.
- The trunk and collector sewer system for the project will not be accepted for operation and maintenance until the downstream sewer system serving the project is also accepted for operation and maintenance. All sewer

facilities shall be accepted for operation and maintenance prior to issuance of a building permit as necessary to serve this project.

SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

90. Annexation to both SRCSD and the local sewer provider will be required to receive public sewer service.

91. To obtain public sewer service, construction of necessary onsite and offsite sewer infrastructure will be required to serve this project.

92. An approved sewer study will be required prior to recordation of the large lot map or submission of any improvement plans, whichever occurs first. The sewer study will be done in accordance with SASD's most recent Minimum Sewer Study Requirements and in compliance with SASD's Design Standards.

93. The applicant shall provide an area for sewer pump station facilities. The location and size of the area will be in accordance with the applicant's approved sewer study.

SACRAMENTO FIRE PROTECTION DISTRICT

94. The final number and locations of the fire stations is to be determined by the comprehensive District's Standards of Coverage Study covering the Cordova Hills' project site and adjacent development areas where fire response may overlap, at the Developer's expense. The final site selection will also be subject to real property negotiations to acquire property for a fire station. The District's requirements for a fire station site include a minimum of 2.5 net acres of level property with a minimum of 330 feet of frontage and 330 feet of depth complete with utilities adequate to support the fire station. Please contact the District's Chief Administrative Officer, Larry Davis at (916) 708-6377, to determine specific site location(s), and then show the location of the final project plan.

95. The installation of approved traffic control equipment shall be installed on all signal lights installed or modified as a part of this project to allow emergency fire apparatus to activate the traffic signal.

96. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located shall be located along the route of the public roadways or fire apparatus access lanes. Hydrants shall be located at 300 foot spacing for commercial areas, and 500 foot spacing for residential areas, or as approved by Sacramento Metropolitan Fire District. Fire hydrants shall not be located in the bulb area of cui-del-sacs. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials.

97. Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof

coverings, fire sprinklers, and additional clearance from unimproved lands. Such requirements shall be determined with subsequent individual development applications.

98. Residential roof coverings shall consist of materials having a minimum Class C rating.

99. Traffic calming measures, speed bumps, humps, etc. shall not be installed in private fire apparatus access roadways.

100. All residential, commercial, and recreational structures in the proposed subdivision will be connected to the public water supply; private wells shall not be permitted.

101. Fire apparatus access shall be provided into wetland, wild land, unimproved open space areas, and large park and recreation areas for emergency medical and fire suppression purposes. Access to the aforementioned sites shall comply with the following requirements:

    a. Access roadways designed for vehicle use shall be a minimum of 20-feet in width.
    b. Pedestrian, bicycle, and non-vehicle recreational trails shall be a minimum of 10 feet in width.
    c. Class I Trail surfacing materials utilized for bicycle and pedestrian shall be all weather driving surface designed to meet the requirements of Sacramento County Road improvement standards (a minimum of 2 inches of asphalt on 6 inches of aggregate base).
    d. The Fire District shall approve the number and location of required apparatus access points.

102. Firebreaks shall be provided to separate unimproved areas, wetland (when permitted by federal and state agencies), wild land, open space areas, etc., from adjacent commercial, residential, and recreational development. Firebreaks shall provide a minimum of 30-feet of separation from combustible fences, structures, and ornamental vegetation. When a fire break is not permitted, a minimum of 30' of irrigated landscaping or a paved road must separate the unimproved areas. Where non-combustible fencing is provided, fire-resistive plants may be used to reduce or eliminate the firebreak subject to approval by the Fire District.

103. Backyard fencing separating residences from wetland, wild land, unimproved, open space, recreational areas, etc., shall be, constructed of non-combustible materials. New fencing shall be of the metal, open grate variety.

AIRPORT SYSTEM

104. Execution and recordation with the Sacramento County Recorder of an Avigation Easement to Sacramento County and compliance with all other

conditions as required by the Sacramento County Board of Supervisors adoption of the Airport Planning Policy Area for Mather Air Field.

SHERIFF

105. Rounded curbs shall be avoided whenever possible.

106. Prior to the recordation of the first final parcel map, Property Owners shall cooperate with the County Sheriff's Department, in consultation with the City of Rancho Cordova, in the creation and implementation of a police services plan approved by the County for providing adequate levels of police services for the needs of the Cordova Hills Project Areas during the early phases of development.

LDSIR

107. Grant to the County an IOD for the on-site portion of roadways as shown on the tentative map and consistent with the Cordova Hills SPA to the satisfaction of Municipals Services Agency

108. Dedicate a Public Utility Easement for underground facilities and appurtenances adjacent to all roadway IOD's as shown on the Tentative Map and consistent public utility easements shown on street sections within the Cordova Hills Master Plan.

109. Conduct an assessment ballot to annex into the Enhanced or the Decorative street light benefit categories within CSA1.

WATER RESOURCES

110. Coincident with the approval of the improvement plans, provide drainage easements as needed and pay any fee required by the Sacramento County Water Agency Code. Install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, approved Drainage Master Plan, and Sacramento County Improvement Standards. All basins and channel alignments are contingent upon development interest. Any SCWA funding is contingent upon a need by SCWA, pursuant to title 2 of the SCWA Code. All drainage studies are subject to alternative analyses. Basin land shall not be credited within the Zone 11A fee program.

111. The Department of Water Resources shall require an approved drainage study incorporating all the items contained in the latest version of the document **"COUNTY OF SACRAMENTO DEPARTMENT OF WATER RESOURCES DRAINAGE DEVELOPMENT AND HYDROLOGY SECTION, Drainage Study Requirements"** and all the requirements listed in the Sacramento County Drainage Improvement Standards, prior to recordation of the large lot map. The study shall describe permanent stormwater quality treatment facilities capable of treating stormwater to the

satisfaction of DWR groundwater engineering for infiltration into the Mehrten formation. The study must also identify, to the satisfaction of the Sacramento County DWR, hydromodification mitigation measures and flood detention facilities, to be implemented by the Cordova Hills development, in conformance with applicable County ordinances & standards, and state and federal law.

112. An existing condition (pre-project) Letter of Map Revision, must be approved by FEMA prior to recordation of the first large lot final map, approval of improvement plans, or grading plans, whichever comes first.

113. A CLOMR must be approved by FEMA for proposed development prior to approval of improvement plans, or grading plans, whichever comes first. Afterwards, a submittal to FEMA for a Letter of Map Revision is required prior to final map recordation. The development related CLOMR/LOMR process may be tied to the scope of the development phases with DWR approval.

114. An approved Letter of Map Revision for the developed condition shall be required prior to Building Permit issuance.

115. Prior to the first large lot map recordation, annex to the County of Sacramento Stormwater Utility District pursuant to the Sacramento County Water Agency Code, and the Sacramento County Improvement Standards.

116. There shall be no net loss of storage for any fill placed within the 100-year floodplain without in-kind excavation, unless documented and approved through the submittal and review of a comprehensive drainage study.

117. Provide post & cable, split rail, or wrought iron fencing around storm water detention basins consistent with the Cordova Hills Master Plan and to the satisfaction of the Sacramento County Department of Water Resources. Design the basins to be aesthetically pleasant and safe to accessing public.

118. Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of DWR not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet in the site improvement plans.

DEPARTMENT OF TRANSPORTATION

119. The developer shall irrevocably offer to dedicate to the County up to 100 feet of right-of-way east of the centerline of Grant Line Road to the satisfaction of the Department of Transportation. The developer shall install frontage improvements along Grant Line Road for the length of the Project's frontage east of the centerline based on the Design Standards for the proposed Capital Southeast Connector (Connector). Alternatively, the developer may install interim improvements to the satisfaction of the Department of Transportation.

Frontage improvements shall be constructed for the full length between major intersections or up to the Project's boundary at the earlier of the segment widening threshold or development of 50% (by total length of the associated frontage) of the parcels located immediately adjacent to the affected frontage. For instance, the entire frontage along Grant Line Road east of the centerline between Chrysanthy Boulevard and University Boulevard must be constructed once 50% of the Cordova Hills Project's developable land frontage in this area is developed. This condition in no way precludes trigger conditions due to advancement of projects within the interior of the Cordova Hills plan area. Cash-in-lieu of improvements may be considered as satisfying the frontage improvement requirement.

120. The developer shall dedicate to the County additional right-of-way for at-grade intersection widening at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road pursuant to Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

121. The developer shall grant the right of direct vehicular access to the County of Sacramento along Grant Line Road to the satisfaction of the Department of Transportation, except at the intersections of University Boulevard, Chrysanthy Boulevard, and North Loop Road.

122. All subdivision and/or parcel maps with land adjacent to Grant Line Road shall include an irrevocable setback line consistent with a future one hundred foot (100 ft.) right-of-way line to accommodate the Connector project which shall be the basis for development/building setbacks.

123. If interim access road improvements are deemed appropriate by the County, the developer shall install Class "C" intersection improvements on Grant Line Road at the project entrance streets pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

124. The geometric design of the right turn and left turn pockets, including bay tapers, at the intersections of Grant Line Road with North Loop Road, Chrysanthy Boulevard, and University Boulevard shall be based on an engineering analysis to the satisfaction of the Department of Transportation.

125. There are three alternative conditions depending on the status of the Connector Project: (i) the Connector is included in the General Plan before any tentative maps are approved at the Project; (ii) the Connector is included in the General Plan after a tentative map is approved but before a final map is recorded; or (iii) the Connector is not included in the General Plan at the time a final map is recorded. The alternative conditions are as follows:

a. Alternative #1 - Connector Incorporated in General Plan before Map Approval. In the event that the Connector is incorporated into the County's General Plan prior to approval of any tentative maps at the Cordova Hills Project, the following conditions shall be applicable to any tentative subdivision maps or tentative parcel maps.

(1) The proposed access for the Cordova Hills Project to Grant Line Road, via University Avenue, Chrysanthy Boulevard, and North Loop Road, may be modified in the future with the implementation of the Connector project. It is anticipated that full roadway access to and from Grant Line Road at University Boulevard and Chrysanthy Boulevard will be accommodated with grade separated interchanges. Access to and from Grant Line Road at North Loop Road may be limited and/or accommodated with some form of grade separated interchange incorporating a special design or through an alternative access location. Any future changes to the Cordova Hills Project's access points to and from Grant Line Road will be a part of the Connector project and will be subject to future CEQA review as an element of the Connector project.

(2) The developer shall have the right to coordinate with the Capital Southeast Connector Joint Powers Authority ("Connector JPA") and the Sacramento County Department of Transportation in the development of an alternative access design for the North Loop Road intersection with Grant Line Road. Prior to physical implementation of the Connector with an alternative access configuration at North Loop Road and Grant Line Road, full at-grade access of North Loop Road to Grant Line Road may be maintained.

(3) In the event the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point before the developer's construction of the Grant Line Road and North Loop Road at-grade intersection begins, then the Cordova Hills Project shall make a financial contribution to the construction cost of the Grant Line Road and North Loop Road access point, up to the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project. Should the developer of the Cordova Hills Project build any portion of the Grant Line Road and North Loop Road at-grade intersection improvements prior to the time the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point, then the Cordova

Hills Project's fair share of the construction cost of the Connector's Grant Line Road and North Loop Road access point shall be a sum not to exceed the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project, minus the amount previously incurred by the developer for that portion of the Grant Line Road and North Loop Road at-grade intersection improvements that actually were built.

(4) The developer shall grant the right of direct vehicular access to the County of Sacramento along any grade separated interchange approaches of University Boulevard, Chrysanthy Boulevard and North Loop Road to Grant Line Road to the satisfaction of the Department of Transportation.

(5) The developer shall irrevocably offer to dedicate to the County additional right-of-way to accommodate the grade separated interchanges pursuant to the Connector Design Standards at the applicable intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road to the satisfaction of the Department of Transportation and the Capital Southeast Connector Joint Powers Authority. This dedication shall be the basis for development/building setbacks.

b. Alternative #2 - Connector Incorporated into General Plan after Tentative Map is Approved But Before Final Map is Recorded. In the event that the Connector is incorporated into the County's General Plan after the County approves any tentative parcel map or tentative subdivision map, but before a final map based thereon is recorded, then notwithstanding Sections 1.2.17 and 4.2 of the Development Agreement, the County shall have the right to require revisions to the final map in accordance with the Subdivision Map Act, provided the revisions are in substantial compliance with approved tentative map, based upon the following conditions:

(1) The developer shall provide a reservation for the additional land needed for the Connector project interchanges at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road. County and Property Owners agree that the value of lands subject to the reservation for the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to the

reservation is acquired for the Connector project. The reservation area limit shall be the basis for development/building setbacks.

(2) The County shall have the right to require revisions to address the Connector project in final maps so long as the revisions are in substantial compliance with the previously approved tentative maps as allowed by Section 66474.1 of the Government Code (the Subdivision Map Act). The County and developer shall work together on any redesign of the Grant Line Road access points to minimize costs to the Cordova Hills Project and preserve the viability and feasibility of the development of land uses within the Cordova Hills Project along Grant Line Road, as well as avoid a substantial redesign or modification of the planned or then existing backbone infrastructure related to the Cordova Hills Project.

(3) In the event the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point before the developer's construction of the Grant Line Road and North Loop Road at-grade intersection begins, then the Cordova Hills Project shall make a financial contribution to the construction cost of the Grant Line Road and North Loop Road access point, up to the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project. Should the developer of the Cordova Hills Project build any portion of the Grant Line Road and North Loop Road at-grade intersection improvements prior to the time the Connector JPA commences construction of the Connector's Grant Line Road and North Loop Road access point, then the Cordova Hills Project's fair share of the construction cost of the Connector's Grant Line Road and North Loop Road access point shall be a sum not to exceed the total amount that the Cordova Hills Project would have otherwise contributed as its fair share of the construction cost of the Grant Line Road and North Loop Road at-grade intersection improvements at build-out of the Cordova Hills Project without the Connector project, minus the amount previously incurred by the developer for that portion of the Grant Line Road and North Loop Road at-grade intersection improvements that actually were built.

c. <u>Alternative #3 – Connector Not Incorporated into General Plan Prior to Final Map Recordation.</u> In the event that the Connector has not been incorporated into the County's General Plan by the time a final map is

recorded, then notwithstanding Sections 1.2.17 and 4.2 of the Development Agreement, the following condition shall be applicable:

(i) The developer shall provide a reservation for the additional land needed for the Connector project interchanges at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road. County and Property Owners agree that the value of lands subject to the reservation for the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to the reservation is acquired for the Connector project. This reservation shall be the basis for development/building setbacks.

126. The feasibility of allowing left-turn access and the design of left turn pockets on Chrysanthy Boulevard, Town Center Boulevard, North Loop Road, and University Boulevard at commercial driveways and village entries shall be based on a focused access study that considers the entirety of the median design and the impacts to capacity and safety to the satisfaction of the Department of Transportation.

127. Prior to the recordation of any final map applicable to the Town Center Village within the Cordova Hills SPA, a focused access study addressing internal Cordova Hills' circulation and roadway design shall be completed. This study shall address the operations of the internal circulation and connections to Grant Line Road, Chrysanthy Boulevard, Town Center Boulevard, North Loop Road, and University Boulevard. A micro-simulation or manual operational analysis shall be conducted to finalize the design of internal circulation and road connections to ensure they operate acceptably. The scope of work for the analysis shall be approved by the Sacramento County Department of Transportation staff. Upon completion, the analysis shall be submitted to the Sacramento County Department of Transportation for approval and recommendations.

This staff report was prepared on September 11, 2012.

V. ATTACHMENTS

A. Draft Cordova Hills Master Plan, including the Air Quality Mitigation Plan and Green House Gas Reduction Plan –August 2012

B. Affordable Housing Plan

C. Cordova Hills General Plan Policy LU-120 Consistency Analysis

D. List of Applicable General Plan Policies

SS:ss:gvc
PLNP2008-00142

E. Financing Plan

F. Cordova Hills Urban Services and Governance Plan

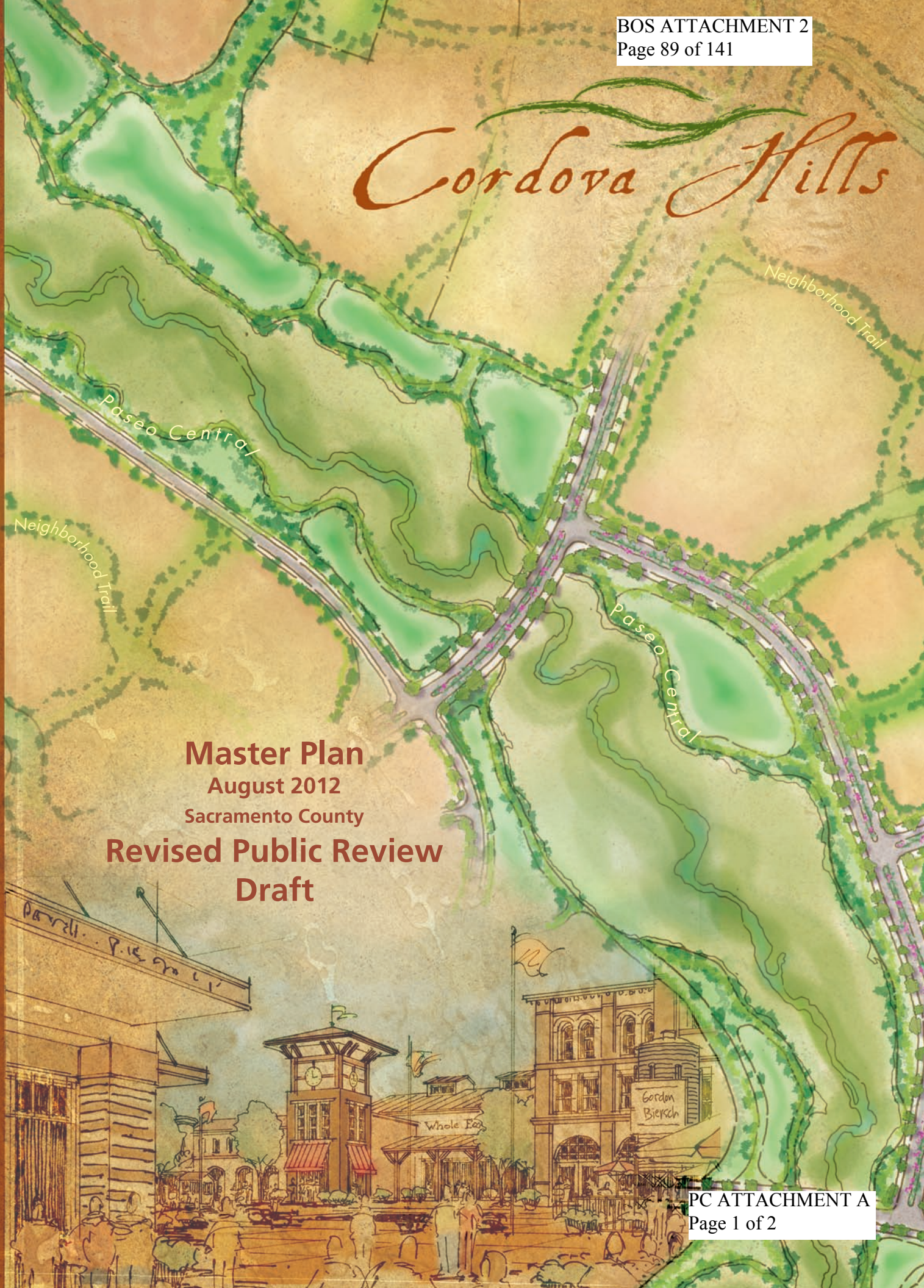
G. Cordova Hills Fiscal Impact Analysis

H. Development Agreement

VI. EXHIBITS

1. General Plan Amendment—UPA
2. General Plan Amendment –Land Use Plan
3. General Plan Amendment—New Policy & Revised Policy LU-1
4. General Plan Amendment—Transportation Plan
5. General Plan Amendment –Bikeways Master Plan
6. Large Lot Subdivision Map
7. Zone 40 Boundary Map
8. Zone 41 Boundary Map

Cordova Hills



Master Plan

August 2012

Sacramento County

Revised Public Review Draft

THE FULL TEXT OF THE CORDOVA HILLS MASTER PLAN

Revised Public Review Draft August 2012

Appears as Attachment A to the County Planning Commission Documents for Item #3 on the Agenda of 09-24-2012

See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

Revised Public Review Draft for November 2012

Appears as Attachment 7 to the Board of Supervisors Documents for the Agenda of 12-12-2012

See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

THE TEXT OF THE
Cordova Hills Affordable Housing Plan
Draft of 6-29-2011
Appears as Attachment B to the
County Planning Commission Documents for
Item #3 on the Agenda of 09-24-2012
And as Attachment 8 to the
Board of Supervisors Documents to the
Agenda of 12-12-2012
See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

CORDOVA HILLS COMPLIANCE WITH THE SACRAMENTO COUNTY GROWTH MANAGEMENT STRATEGY CRITERIA
NOVEMBER 2011

I. ACCEPTANCE OF CORDOVA HILLS APPLICATION TO EXPAND THE UPA:

The application for the processing of the Cordova Hills Plan was accepted in July 2008, after the Board of Supervisors voted to accept an application from the landowner in May 2008. The preparation of the Cordova Hills SPA Master Plan and all the associated documents was concurrent with the application to amend the UPA to include the project area within the existing Urban Services Boundary (USB). As such General Plan policy LU-119 is not applicable to Cordova Hills since the project application was accepted prior to adoption of the 2011 General Plan. Key dates in the project process include:

- On May 14, 2008, the Sacramento County Board of Supervisors voted to permit Cordova Hills to submit an application allowing the Cordova Hills project to begin planning the area with the County for future growth. This included the application to expand the UPA.
- On July 1, 2008, the Cordova Hills project team submitted a formal application to Sacramento County. The application included a specific request to expand the UPA boundary in the "Urban Policy Area Expansion Exhibit" attached to and part of the application.
- On December 2, 2009 the Board of Supervisors voted to amend the application to include 251 acres in the bufferlands and to also receive and file the land plan for purposes of environmental review. This expanded area is beyond the Urban Services Boundary and is not planned for urban use; therefore, proposed UPA expansion does not include this area.

II. BASIS FOR BOARD FINDINGS FOR UPA EXPANSION

GP Policy LU-120. The County shall only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that:[1]

- meets all of the requirements per PC-1 through PC-10 as summarized in Table 1 below, and;
- meets ONE of two alternative performance metrics:
    - *Alternative #1- Criteria-Based as summarized in Table 2 below.*
    - *Alternative #2 - VMT/ Greenhouse Gas Emissions Reduction Metric*

[1] Some areas within a Master Plan may have existing uses that are not likely to change and are appropriate to remain. If the Master Plan designates such areas with a land use category that reflects that existing use, the Board may exclude these areas for purposes of determining consistency with these criteria.

Table 1 SUMMARY OF CORDOVA HILLS PERFORMANCE CRITERIA (PC 1-10)

	CRITERIA	CORDOVA HILLS RESPONSE
PC-1	*Vision for connection to other adjacent existing and potential future development areas*.	Cordova Hills is integrally linked to existing and future development of adjacent areas in terms of land use compatibility, streets, transit, bike and pedestrian paths, regional recreation opportunities, institutional amenities, resource protection, and public utilities and services.
PC-2	*Housing choice.*	The Cordova Hills Master Plan provides a range of housing choices that will meet the needs of a diverse range of households, lifestyles, and income levels.
PC-3	*Quality.*	The Cordova Hills Master Plan provides extensive design guidelines and development standards that ensure an exceptionally high quality of design throughout the Project.
PC-4	*Accommodate the percentage of low and very low income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).*	Thirty-three percent (33.2%) of all units in Cordova Hills are designated for a minimum density of 20 dwelling units per acre. The plan exceeds the requirement for high-density housing.
PC-5	*Pedestrian- and transit-oriented design.*	Cordova Hills is designed to implement and combine several forms of circulation that will provide significant alternatives to conventional vehicle use for common, every day travel and provides an extensive pedestrian and bike trail network linked to schools, parks, employment, and shopping.
PC-6	*Infrastructure Master Plan And Financing Plan.*	The County Infrastructure Finance Service is reviewing the comprehensive Cordova Hills Financing Plan that addresses all of the requirements of November 6, 2011.
PC-7	*Services Plan*	The Urban Services and Governance Plan provides a description of the urban services that will be required to serve the Cordova Hills Community along with how and by whom these services will be provided, and how they will be funded over time.

PC-8	*Consistency with County-adopted plans.*	Cordova Hills is consistent with all County adopted plans that affect the project area. The project incorporates policies, smart growth principles, guiding principles and design guidelines and integrates project infrastructure plans with the County agency's master plans.
PC-9	*Consideration of regional planning efforts.*	The Cordova Hills Master Plan was prepared with consideration of regional planning and incorporates the Blueprint principles in the land use and circulation plan. The plan is coordinated with regional plans for transportation, transit, sewer, water, and air quality.
PC-10	*Consideration of jobs-housing balance.*	Cordova Hills includes a substantial employment base (6,548 jobs). The core of Cordova Hills and the adjacent development planned in Rancho Cordova will grow into a significant employment hub along Grantline Road that will contribute to a balance of jobs/housing within five miles of the project.

Table 2 SUMMARY OF CORDOVA HILLS CRITERIA-BASED POINTS (CB 1-5)

		CRITERIA	POINTS ACHIEVED BY CORDOVA HILLS
CB-1	*Minimum density*	≥10 dwelling units per net acre if using "double net" methodology, or ≥13.3 dwelling units per acre if using "triple net" methodology.	5 points
CB-2	*Proximity to Amenity*	≥**90** percent of all units located within one mile of at least **four** of the amenity categories	4 points
CB-3	*Mixed Use*	At least 10 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	3 points
CB-4a	*Transit Proximity*	≥80 percent of residential units located within ½ mile of existing or planned transit service	4 points
CB-4b	*Transit Headway*	Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	3 points
CB-5	*Employment Proximity*	<50,000 existing employees/jobs within a 5 mile radius of the proposed project	2 points
		TOTAL POINTS	21 points

III. PERFORMANCE CRITERIA (PC)

PC-1. Vision for connection to other adjacent existing and potential future development areas.

Required: Include a vision of how the development will connect to other adjacent existing and potential future development areas within the USB, including how roadways, transit, sewer, and water could occur within all adjacent areas.

Cordova Hills Response to the Criterion:

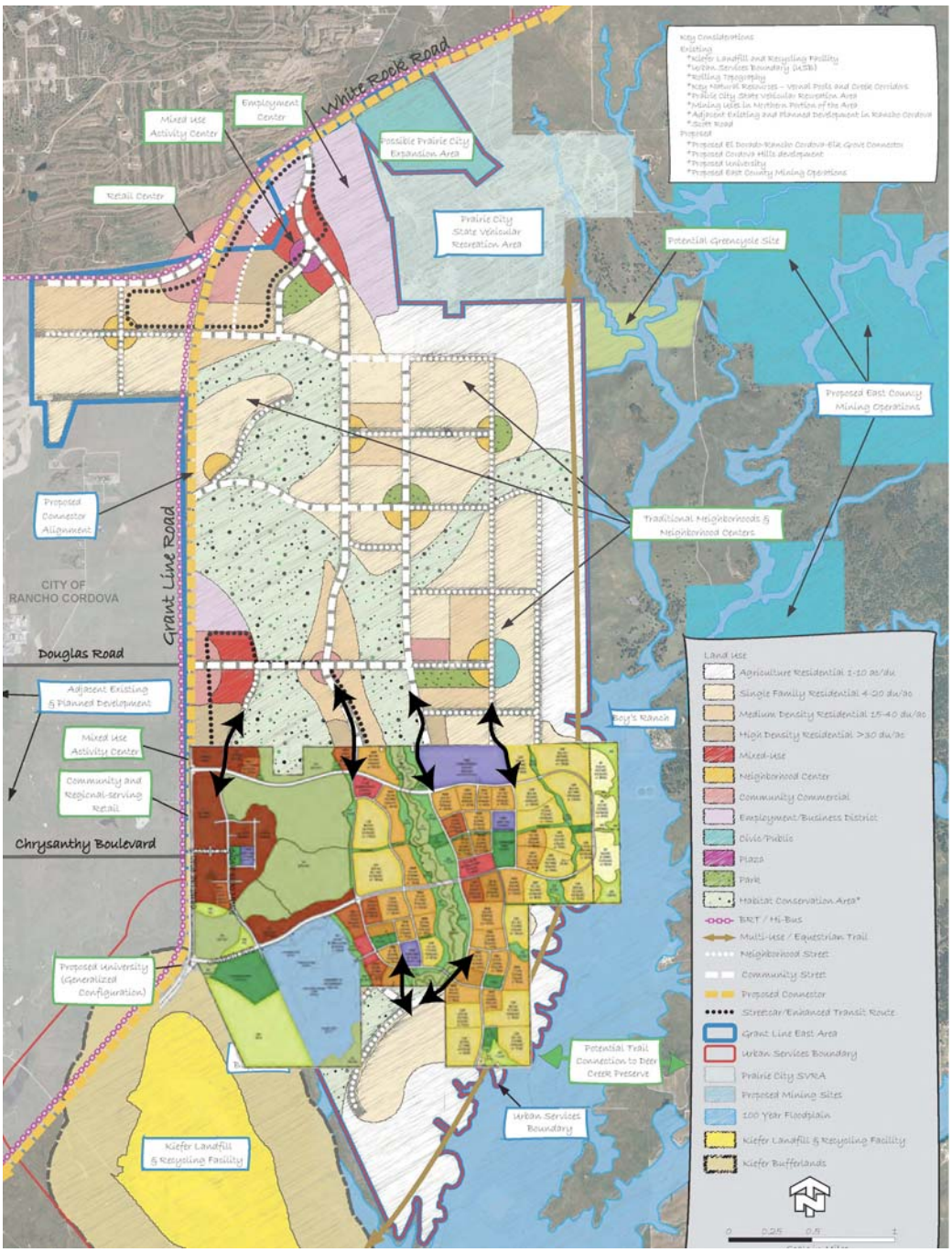
Cordova Hills is integrally linked to existing and future development of adjacent areas. Planned urbanization of the land immediately west of Grantline Road in the City of Rancho Cordova is compatible with the proposed land use in Cordova Hills. Indeed, the 60-acre employment center and adjacent multi-family housing on the southwest quadrant of Chrysanthy Boulevard and Grantline Road in Rancho Cordova is a natural complement to the Town Center in Cordova Hills. These two uses will form an activity hub in the southeast Sacramento County at a strategic location along the proposed Capitol Southeast Connector. The complex of retail, offices, civic institutions, higher education, and urban density housing, will serve as a core center for the area, and a hub for transit services in Cordova Hills, Rancho Cordova, and future service along the proposed Southeast Connector. As the area develops it will become a sub-regional center for employment, cultural, education, shopping, and recreation, as well as residential use.

Land Use Compatibility: The land use in Cordova Hills is compatible with the planned uses to the west of Grantline Road. The intense commercial and employment uses on the west will mirror similar uses in Cordova Hills. The University/College Campus Center will add to the economic and cultural activity around this hub. Residential neighborhoods on the west side of Grantline Road and north of Chrysanthy Boulevard will be separated from the more intensive uses planned in Cordova Hills by a major drainage channel on the west side of Grantline Road, the proposed Southeast Connector improvements, and a landscaped setback from the connector.

Streets: Stubbed collector streets identified in Cordova Hills will accommodate local streets connections to future development to the north and south of the Project as identified in the Grantline East Visioning Study. The alignment of these roads considers the terrain and observable natural resource areas located in the adjacent properties. No streets are planned to extend to the east beyond the Urban Services Boundary. Street access to the west is limited by the planned configuration of the proposed Southeast Connector that limits points of intersection with Grantline Road. In addition, the planned land uses and the major drainage channel on the west side of Grantline Road restrict opportunities for local street connections. Only Chrysanthy Boulevard will connect directly from one side of Grantline Road to the other. Chrysanthy Boulevard is envisioned as a major thematic street at the entry to the Cordova Hills Town Center and is expected to provide a similar function as an entry to the SunCreek Local Town Center, thus further linking the two areas together.

The Grantline East Visioning Area Connections: Cordova Hills is also consistent with the Grantline East Visioning Plan that indicates the potential for future urbanization to the north and south of the plan. Internal collector or arterial streets designed to link to future, off-site urbanization are shown at four locations along the north and two locations along the south boundary of the plan. Such street indications are not intended to induce future urbanization, but they are included to not obstruct coordinated, comprehensive planning. Figure 1 illustrates the Cordova Hills project overlaid on the Grantline East Visioning Plan and indicates that street connections to the north and south are anticipated in both plans.

FIGURE 1 GRANTLINE EAST VISIONING PLAN



Transit: Cordova Hills will provide a local transit system that links directly to the urban area of Rancho Cordova via a route that extends along Chrysanthy Boulevard, then north along Rancho Cordova Parkway on its route to the Mather Field/Mills Light Rail Station. This route is envisioned as a service for the Cordova Hills community, consisting of a loop route that connects to the job center at Highway 50. The planned network is envisioned as integrated with the Regional Transit systems, and thereby will extend service to Cordova Hills long in advance of when such service would be practical for Regional Transit. The Cordova Hills transit system is also compatible with and would link with any future transit system along the proposed Southeast Connector. In this way the Cordova Hills transit riders would have linkages to the Folsom Stage Line Transit System and the Elk Grove Transit Services (e-tran). The implementation of the Cordova Hills transit system is assured in the DEVELOPMENT AGREEMENT BY AND BETWEEN THE COUNTY OF SACRAMENTO, AND CORDOVA HILLS, LLC, RELATIVE TO THE CORDOVA HILLS PROJECT (hereafter, the "DA") Section 2.3.4 Transportation Services and Transportation Management Association that provides a commitment to on-going funding and operations. Sections 2.3.16 and 2.3.17 provide a commitment to the funding and operation of a internal and external transit system with 15 minute headways during peak hours. The urban services plan outlines a commitment of approximately $2 million dollars a year at build out to fund the O&M of the transit system.

Bike and Pedestrian Paths: Cordova Hills provides 75 mile internal bike and pedestrian path network including major east-west and north-south corridors that provide the opportunity for extended connections off-site. The major north-south corridor follows the Paseo Centrale that extends to the edges of the project and provides a natural route for future extensions of the off-street trail. The major east-west corridor provides a natural route between Grantline Road and the east boundary of the Project. Grade separated crossings over the major drainages provide a vehicle free corridor in both the north-south and east-west routes. The west end of the primary route offers the potential to connect across Grantline Road beneath the future alignment of the proposed Southeast Connector improvements and extend southwest along the Upper Laguna Creek drainage and connect to the primary bike and pedestrian path network planned by the City of Rancho Cordova.

Regional Recreation: The planned 50-acre Cordova Hills Sports Center is located near the Grantline Road/University Boulevard entry in part to provide access to the broader community. Although the Sports Center is designed specifically to meet the park facility and area requirements of Cordova Hills, the extensive sports facilities will be suited to tournaments and other events that could easily attract participants from beyond the immediate community.

Institutional Amenities: The University/College Campus Center is planned as a regional resource that will include programs and facilities available to the entire Sacramento region, but will, of course, be more accessible to the immediate neighbors, both within Cordova Hills and nearby. The planned Cordova Hills transit system will provide access directly to the campus center. The High School and Middle School are part of the Elk Grove Unified School District and will serve students outside of the Cordova Hills community. The school complex is located in part to facilitate access from those living outside the community.

Resource Protection: Cordova Hills includes two major resource avoidance features, the Paseo Centrale and the large plateau area. In addition, there are increments of the Carson Creek drainage and the 18-acre University/college campus center preserve along the east boundary that will remain in open space. Each of these major features provides a continuous open space corridor through the entire body of the project and each connects to existing open space areas on the edge of the plan. The main plateau area extends from the north project boundary at Glory Lane where it is contiguous to an extensive area of similar character to the north. The south end of the plateau connects directly to the Kiefer Landfill wetlands preserve and thereby provides a continuous link through the entire project.

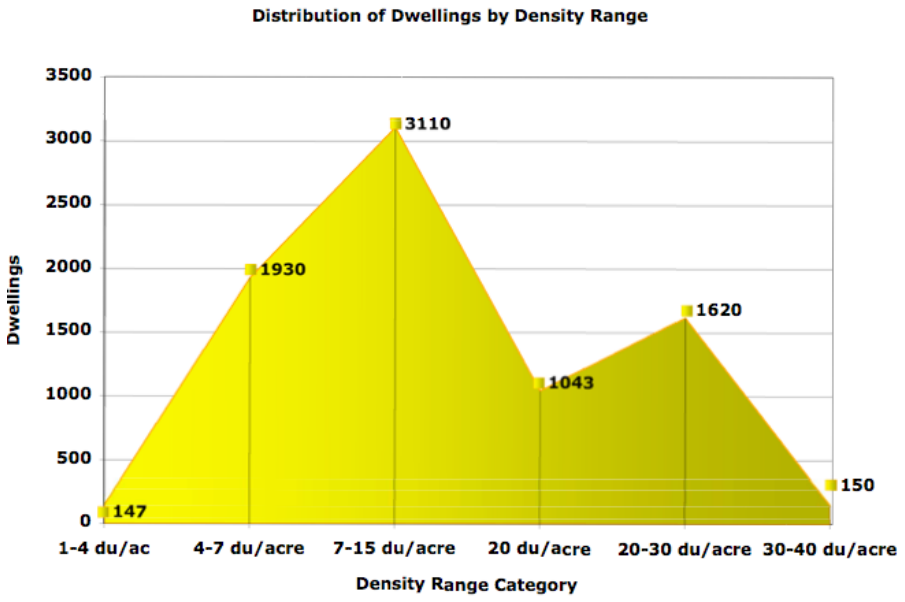
Sewer, Water, Major Drainage: Cordova Hills is integrated with the regional sewer, water and major drainage systems to the west. The Cordova Hills Master Plan describes these connections in detail in Chapter 8 Infrastructure, particularly 8.3.1 Off-site Water (CHMP p.8-8), 8.4 Sanitary Sewer (CHMP p.8-12) and 8.5 Storm Drainage (CHMP p.8-16). Further details on the sewer, water, and drainage systems can be found in the County approved Infrastructure Master Plans for the project.

PC-2. Housing choice.

Required: A variety of housing types and densities, including single-family homes, duplexes, triplexes, accessory dwelling units, townhomes, condominiums, apartments and similar multi-family units, in a variety of settings including both residential neighborhoods and mixed use nodes.

Cordova Hills Response to the Criterion:

The Cordova Hills Master Plan provides a range of housing choices that will meet the needs of a diverse range of households, lifestyles, and income levels. The Plan includes housing types ranging from high-density (30-40 du/acre) town center living with apartments and town-homes to large executive homes (1-4 du/acre), and includes the potential for active adult areas within the community. The Cordova Hills Plan includes a notable diversity in residential types, styles and configurations. Indeed, housing diversity is one of the hallmarks of this plan.



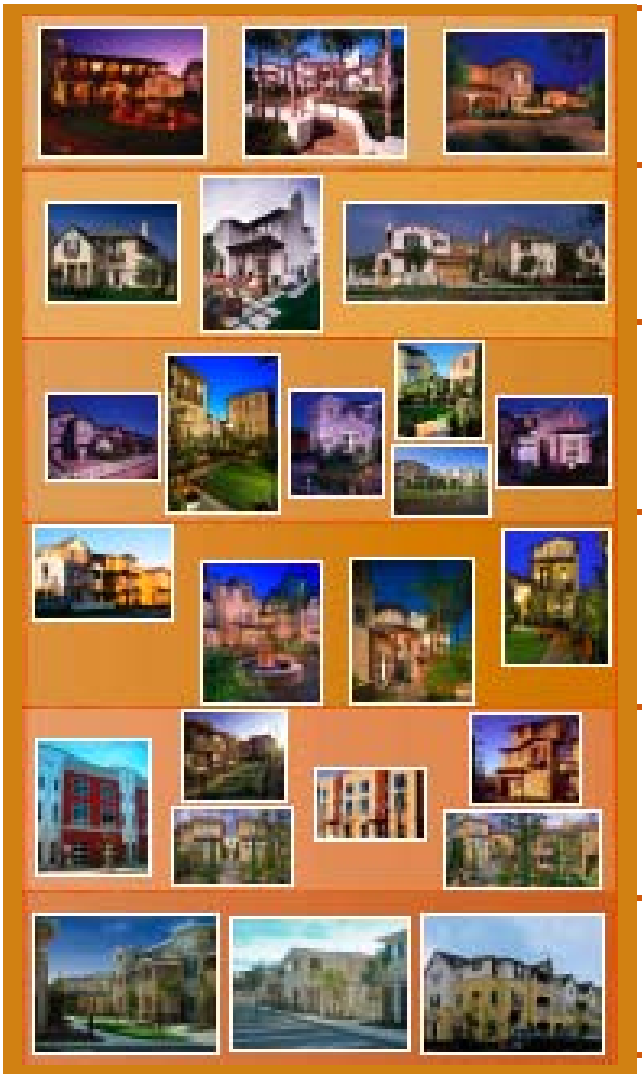
Medium density, the largest category of residential uses in Cordova Hills (39%), encompasses a variety of types, densities, prices and styles. Among the many options are conventional front-loaded

homes and alley-loaded homes, which front on green courts or local streets, are allowed in all land use categories and neighborhoods. A variety of single-family floor plans, square footages and architectural designs are envisioned.

Multi-family town-homes/flats (for rent or for sale), apartments and duplexes are allowed in the MDR, RD20, HDR 1 and HDR 2 land use designations. Live/work opportunities are included in single family detached; multi-family town-homes and flats fronting on the central, locations such as neighborhood parks and the Town Center. (CHMP p.4-5)

Living choices to accommodate multi-generational community lifestyles will be incorporated into attached and detached housing. Workforce, affordable housing, and on- and off-campus housing will also be provided in various planning areas. (CHMP p.3-2)

FIGURE 2. EXAMPLES OF RESIDENTIAL TYPE VARIETY IN CORDOVA HILLS



Single Family Detached	1-4 du/ac
Single Family Detached	4-7 du/ac
Single Family Detached Single Family Detached Small Lot Single Family Detached Cluster	7-13 du/ac
Single Family Attached Duplex Attached Townhouse	13-20 du/ac
Attached Cluster Live/work Townhouse MF Cluster	20-30 du/ac
Multi-family for Rent	30-40 du/ac

PC-3. Quality.

Required: Design guidelines, development standards and/or similar assurances that will require high-quality development consistent with the vision set forth in the Master Plan.

Cordova Hills Response to the Criterion:

The Cordova Hills Master Plan provides extensive design guidelines and development standards that ensure an exceptionally high quality of design throughout the Project. Chapter 4 Development Regulations and Design Guidelines (CHMP) combines definitive land use regulations with flexible design guidelines. The need for innovation in all aspects of development requires flexible approach to land use regulation that responds to both the site conditions. To meet this need, the Cordova Hills land use will be regulated with a mix of Sacramento County conventional zoning standards and modified development regulations that are tailored to Cordova Hills.

The Development Regulations establish the regulatory framework for administering the development over time. For each of the designated land use categories this plan establishes the intent and purpose of the designation, the permitted uses, and the fundamental development regulations such as minimum parcel size, setbacks, height limits, and other basic standards that define the allowed development envelope.

The basic standards are augmented by design guidelines that expand upon and articulate the development vision for Cordova Hills. These guidelines include architectural, site planning, streetscape, and landscape considerations for general classes of development, including residential neighborhoods, Village centers, and the Town Center. (CHMP p.4-2)

The design character of the Villages, neighborhoods and Town Center inspired by Early California includes the following:

- Simplified massing with deep set openings in walls
- Bell tower or campanario (wall of bells)
- Generous use of arches and arcades, offering shade
- Solid proportions of pillar, arch and wall
- Look of "permanence" and shelter
- Simplicity of building materials, including plaster and stone
- Interior gardens, patios, courts, and orchards
- Use of water as a focal point, feature, with seating
- Tile roofs, rough timber under structure
- Ornamental detailing around doors and windows (CHMP Section 4.9, p. 4-33)



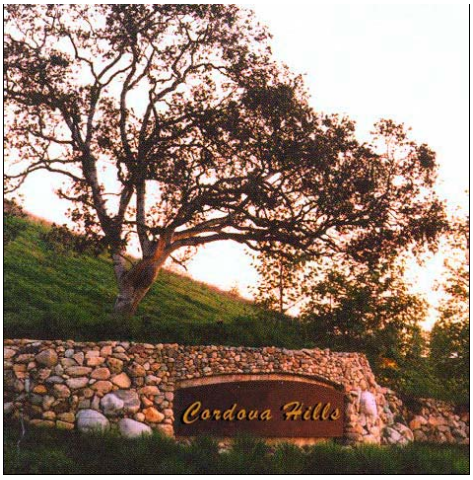
Example of a campanario

The residential architectural design standards provide guidance for appropriate styles for Cordova Hills. Among these are:
American Farm
Spanish Colonial
Colonial Monterey
Craftsman
The standards describe each style, provide illustrative examples, and identify the minimum requirements for expression of the style. (CHMP 4-41 through 4-55)



Example of Craftsman Style Guide

The Master Plan also provides detailed design guidelines and standards for streetscapes, pedestrian ways, landscape corridors, lighting, signage, gateways, and plant materials. The landscape character for Cordova Hills will reinforce and amplify the land plan, circulation network, trails and open space with landscape design which is regionally appropriate for the eastern grasslands of Sacramento; use of Oaks and native / drought tolerant plant species, creation of outdoor spaces capitalizing on the warm climate and agricultural heritage, and establishing an Early California design theme will create this character. (CHMP p. 4-66)



Example of Gateway Design Character

PC-4. Accommodate the percentage of low and very low-income residential units required by state law per the County's current Housing Element based on the Regional Housing Needs Allocation (RHNA).

Required: Accommodate ≥90 percent of the obligation per RHNA (currently ~33% of units accommodated in RD-20 or higher).

Cordova Hills Response to the Criterion:

Cordova Hills achieves ≥90 percent of the obligation per RHNA (currently ~33% of units accommodated in RD-20 or higher) because thirty-three percent (33.2%) of all units are designated for a minimum density of 20 dwelling units per acre. Table 3 is derived from the Cordova Hills Table 3.1: Total Development Summary (CHMP p.3-13) and Figure 3.5: Illustrative Land Use Plan (CHMP p.3-23). This table illustrates the number of dwelling units planned in each density range category. The dwelling unit types that comply with the RHNA requirement include RD-20, High Density Residential HDR1 (20-30 du/acre) and High Density

Residential HDR2 (30-40 du/acre). Each of the designations meets the minimum density standard of 20 du/acre. In addition, the Flex Commercial (FC) zoning designation permits a minimum density of 20 du/acre on up to 25% of the land area of each FC zoned parcel. The dwelling units in these zones may be horizontally or vertically mixed on the site. Because the dwelling units in the FC zone are permitted rather than mandatory these dwelling units are not included in the RHNA analysis, but are shown on Table 3.

Table 3 Percentage of Residential Type

Residential Type	Density Range	Dwelling Units	Percent of Units
Estate Residential	1-4 du/ac	147	1.8%
Low Density Residential	4-7 du/acre	1930	24.1%
Medium Density Residential	7-15 du/acre	3110	38.9%
Flex Commercial	20 du/ac	155	1.9%
RD-20	20 du/acre	888	11.1%
High Density Residential 1	20-30 du/acre	1620	20.2%
High Density Residential 2	30-40 du/acre	150	1.9%
Subtotal of RHNA Compliant Dwellings		2658	33.2%
TOTAL		8000	100.0%

*Indicates dwelling units that comply with RNHA requirement.

PC-5. Pedestrian- and transit-oriented design.

Required: Pedestrian- and transit-oriented design, including:

- Sidewalks and bike routes along interconnected streets with short block lengths and a high intersection density.
- Prominent pedestrian and bicycle network.
- Few if any cul-de-sacs.
- Pedestrian and bike connections at the ends of all cul-de-sacs unless infeasible due to topography or similar impediments inherent in the project site.

Cordova Hills Response to the Criterion:

Cordova Hills is designed to combine several forms of circulation that will provide significant alternatives to conventional vehicle use for common, every day travel. The Cordova Hills community will be served by a multi-level, multimodal transportation system.
Draft Master Plan, April 2011 **1-11**
Well-planned road and trail networks will efficiently emphasize walkability and connectivity. Homes are planned to be not more than 1/4 mile from a trail (CHMP Figure 6.9c), a school, a park, a recreation facility, or other open space. The community trail network links includes approximately 75 miles of on-street and off-street class II bike lanes trails and paseos. (CHMP p.1-10) See also the description of Bike and Pedestrian Paths in PC-1 above.

The Cordova Hills plan reflects a strong relationship between land use and transportation. Specifically, the plan enhances the use of public transportation and pedestrian and bicycle transportation by careful placement of higher intensity land uses. Relatively short travel encourages walking, bicycling, or NEV use. Transit routes adjacent to higher density residential uses and major trip destinations significantly increase the use of transit as an alternative to private automobiles. (CHMP p.6-4)

Cordova Hills includes a high degree of pedestrian connectivity. Connectivity is a measurement of the vehicular, pedestrian and bicycle connections and directness of the road or trail. A well-connected network will have many short links, numerous vehicular or pedestrian route intersections and few dead-ends; the more intersections, the greater the connectivity. The connectivity index for Cordova Hills neighborhoods is 140 intersections (pedestrian or vehicular) per square mile except where topography precludes connections and in the Estate Village (CHMP Section 6.5.7, p. 6-14). This criterion is based on the USGBC LEED for Neighborhood Development requirements.

All development will be designed to minimize barriers to pedestrian access and connectivity. Passages shall be provided through physical barriers such as walls, berms, landscaping and slopes between residential and non-residential uses that would impede bicycle or pedestrian circulation. All development will be required to connect to the planned bicycle routes. All community pedestrian paths and bikeways will connect to the commercial and mixed-use areas within Cordova Hills. In all cases, commercial uses shall provide a walkway from the adjacent parking area and from the bikeway to the primary façade of the main building. (CHMP p.6-14)

Cordova Hills provides a well-defined, off-street bike and pedestrian network that is integral to the community design and the bike and pedestrian network is dominant. Local residential streets are allowed to terminate in cul-de-sacs in order to avoid crossing the bike/pedestrian corridor. The overall street pattern supports walkability through reasonably short block lengths and a warped or modified grid form that provides reasonably direct routes to major destinations (schools, parks, shopping and employment centers).

The local street system is designed to give dominance to local paseos and major pedestrian trails. In neighborhood design the priority is given to pedestrian and bike circulation rather than vehicles. Consequently, Cordova Hills employs a pedestrian system that emphasizes pedestrian

routes over streets. This means that streets will give way to pedestrian routes and in some cases may be terminated in cul-de-sacs to avoid cutting through a pedestrian way. Paseos will be dispersed throughout the Villages providing connections between the neighborhoods.

The design criteria for paseos include the following:



- Paseos shall be designed in concert with the street network to ensure pedestrian and bike connectivity.
- ***Paseos shall be provided in at least 90% of the cul-de-sacs to connect to adjacent streets, and trails.*** *(emphasis added to highlight requirement)*
- Paseos are encouraged to be 20 feet wide with 6 to 8 feet of paving and 12 to 14 feet of landscaping.
- Where walls are required along arterial and collector streets, a paseo connection shall be provided to allow relatively direct routes between the adjacent neighborhood or destination and the street.
- Paseos design will depend on location, gradient, cross slope, nearby land uses, and primary destination for a particular route. Design details will be established at the Tentative Maps process.
- Paseos should be generally visible from nearby street and homes along the route.
- Paseos shall include trees for shading where practical and be landscaped in a manner consistent with the adjacent use. (CHMP p.6-36)

The use of cul-de-sacs may also be appropriate where a community includes natural features such as a drainage corridor or steep terrain where a through street would conflict with the natural feature or be impractical to construct. The use of cul-de-sacs integrated with open space is a well-established planning design concept with historic precedents in such notable planning landmarks as the Radburn plan (Stein and Wright, 1929) and Village Homes in Davis (Corbett, 1975). The Cordova Hills local street system is designed to give dominance to local paseos ("walkways") and major pedestrian trails. In neighborhood design the priority is given to pedestrian and bike circulation rather than vehicles.

Paseos may also be connected to parks, schools and commercial areas and a major component of the pedestrian and bikeway connectivity through the plan addressed in CHMP Section 6.5.7. Paseos should provide reasonably direct connections that link all commercial uses, schools, and neighborhoods. Multiuse trails shall have a 10' paved section (CHMP Figure 6.11), and paseos shall have a 6' or 8' paved section (CHMP Section6.11.30. Paseos should be reasonably direct and provide the shortest practical distance between destinations.

The Paseo locations are not defined in the Master Plan and will be determined during the design of small lot tentative maps.

- Based on a connectivity standard of 140 intersections per square mile, it is estimated there will be approximately 20 miles of paseos throughout Cordova Hills.

PC-6. Infrastructure Master Plan And Financing Plan

Required: Inclusion of an Infrastructure Master Plan and Financing Plan that include the following:

- The Infrastructure Master Plan shall identify required public facilities and infrastructure (including roads, transit, water, sewer, storm drainage, schools, fire, park, library, and other needed community facilities) and associated costs for the development of the proposed UPA expansion/Master Plan;
- The Financing Plan shall:
  - Include a infrastructure phasing analysis that examines development through buildout taking into consideration potential development activities, facilities requirements and constraints;
  - Identify the phase or timing for when the facilities are needed;
  - Identify the funding mechanisms proposed to pay for the identified infrastructure and facilities;
  - Demonstrate that infrastructure requirements and the associated costs are reasonably balanced throughout each development phase and outline solutions for any potential constraints and/or shortfalls for any given phase.

Cordova Hills Response to the Criterion:

The Cordova Hills Master Plan describes the Infrastructure Plan for the community.
The Infrastructure Plan describes the level and type of public services, facilities and systems that will serve Cordova Hills. In addition, the County has approved sewer, water and drainage master plans for Cordova Hills. The Cordova Hills Master Plan will require extensions of public infrastructure (sewer, water, drainage and dry utilities) and expansion of public services. Public services include fire and police protection, public schools, library, animal protection services, and park and recreation services.

The Cordova Hills Master Plan includes the following infrastructure, facilities, and services objectives:

- Ensure adequate financing for infrastructure improvements and community services.
- Establish a comprehensive infrastructure system to meet the needs of residents, employees, and visitors.
- Manage new development areas to ensure that water, sewer, and drainage systems are constructed in advance of residential occupancy.
- Ensure coordination with water, sewer, and utility service providers to reduce incidences of service interruption, improve the quality and sustainability of services, and reduce per unit costs.
- Minimize visual impact impediments to utility extensions.

- Provide services to meet the needs of local residents.
- Create park and open space facilities that will provide active and passive recreation for all residents and visitors to Cordova Hills. (CHMP p.8-2)

As of November 15, 2011 the County Infrastructure Finance Service is reviewing the comprehensive Cordova Hills Financing Plan that addresses all of the requirements specified above. All departments have signed for approval with the exception of fire, transportation, water and drainage. These departments are continuing to review their sections.

The Cordova Hills Development Agreement will attach and incorporate by reference specific exhibits that constitute the approved phasing plans for several infrastructure components required for plan development. These include the finance plan and approved infrastructure master plans for water, sewer, and drainage.

PC-7. Services Plan

Required: Inclusion of a Services Plan to demonstrate:

- that provision of services to the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers;
- that the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers, and;
- that existing levels of municipal services will not be negatively impacted by approval and build out of the proposed UPA expansion/Master Plan.

Cordova Hills Response to the Criterion:

The Cordova Hills Urban Services and Governance Plan provides a description of the urban services that will be required to serve the Cordova Hills Community along with how and by whom these services will be provided. The Urban Services Plan is consistent with the policies and programs included in the Cordova Hills Master plan, the public services analysis contained in the Cordova Hills Draft Environmental Impact Report (EIR), and service cost and revenue information contained in the Cordova Hills Fiscal Analysis. Going forward, the Urban Services and Governance Plan will provide a framework for extending or creating the urban services needed as the Cordova Hills Community is developed and grows and matures in the coming years. As a framework document, it is likely that what actually occurs over time may vary from what is reflected herein, while remaining consistent with the overarching policies, plans, and agreements establishing the Community.

A key aspect of this process will be formation of the proposed Cordova Hills Community Services District (CHCSD). It is expected that, following consideration of the entitlement documents by the Sacramento County (County) Board of Supervisors, application will be made to the Sacramento Local Agency Formation Commission (LAFCo). The Urban Services and

Governance Plan contains information needed to support this LAFCo applications and the related technical studies that will be required, including completion of a Municipal Services Review, creation of a coterminous sphere of influence for the CHCSD, and other documentation deemed appropriate by the LAFCo Executive Officer. (p. 1-1, *Cordova Hills Special Planning Area Urban Services and Governance Plan*, Administrative Draft Report, Economic Planning Systems, Inc., July 22, 2011)

Sacramento County, with the assistance of a neutral third party consultant, will conduct review of the Service Plan to ensure that the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the proposed UPA expansion/Master Plan are cost-neutral to the County's General Fund and existing ratepayers.

PC-8. Consistency with County-adopted plans.

Required: Consistency with all applicable County adopted plans not sought to be amended by the proposed project.

Cordova Hills Response to the Criterion:

Cordova Hills is consistent with County adopted plans that affect this project area. These approved plans include the Climate Action Plan (Phase 1), and the Bikeway Master Plan as they apply to Cordova Hills. In the course of preparing the plan the applicant has worked with a wide range of public service agencies, both within and near the project area. These include the Sacramento Metropolitan Fire District, the City/County Library system and many other County agencies and departments. Formal presentations to the senior planning and administrative staff of Rancho Cordova, and to large groups of County agencies have been given on two occasions.

The applicant developed the infrastructure and urban services master plans in collaboration with the Zone 40 Water Supply Master Plan (SCWA) and the 2020 SRWTP Master Plan.

The applicant has also appeared at the Cosumnes Planning Advisory Council and the Cordova Planning Advisory Council on two occasions each to receive input from these bodies to ensure consistency with existing community plans.

Workshops have been completed with both the Planning Commission and Board of Supervisors.

PC-9. Consideration of regional planning efforts.

Required: Inclusion of a discussion/analysis of how the proposed UPA expansion/Master Plan relates to broad-based and regional planning efforts, such as SACOG's adopted Blueprint Vision and Metropolitan Transportation Plan, Sacramento County's Visioning documents created for the Jackson Highway and Grant Line East Areas, any applicable Habitat Conservation Plan(s), the Sacramento Metropolitan Air Quality Management District's State Implementation Plan, and Regional Transit's Master Plan.

Cordova Hills Response to the Criterion:

The County's Grant Line East Visioning Area plan (November 2008) envisions a land use pattern similar to that proposed in Cordova Hills. This includes a community and regional retail complex at the intersection of Chrysanthy Boulevard and Grantline Road, a mixed-use center near the geographical center of the project and an array of small residential neighborhoods of various densities. Major natural resource avoidance areas are similar in location and size to that proposed in Cordova Hills. The accompanying "Policies for Jackson & Grant Line East Visioning Areas" (November 2008) includes "Smart Growth" principles, sustainability principles, and planning principles that were considered and implemented in preparation of the Cordova Hills Master Plan. The principles address energy and sustainability, biological resources, mixed use and transit oriented guidelines, a multi-modal system, complete streets, a transit service, and other visioning principles that are directly implemented in Cordova Hills.

SACOG Blueprint: The Blueprint map depicts a way for the region to grow through the year 2050 in a manner generally consistent with the growth principles summarized below. The purpose of this mapping is to illustrate, generally, the amounts and locations for these types of growth. It is not intended to indicate that a specific parcel should or should not be developed in a particular manner. (SACOG, DISCUSSION DRAFT BLUEPRINT PREFERRED SCENARIO FOR 2050 MAP AND GROWTH PRINCIPLES, n.d.)

The Blueprint map indicates urban development in the Grantline East Visioning Area, including portions of the Cordova Hills project. The Blueprint also indicates preserve areas and future development within the area generally coterminous with Cordova Hills. Cordova Hills does include a significant open space allocated to wetland resource preservation that is conceptually similar to the Blueprint. Most importantly, the Cordova Hills plan incorporates the essential characteristics of the Blueprint principles including:

1. Transportation Choices
2. Mixed-Use Developments
3. Compact Development
4. Housing Choice and Diversity
5. Use of Existing Assets
6. Quality Design
7. Natural Resources Conservation

The principle relating to use of existing assets is intended primarily to encourage in-fill development in existing urban areas, but Cordova Hills is making use of the backbone infrastructure for sewer, water, drainage, and roads that exist within approximately one mile of the project boundary, and is planned for the service of this area in the County's long established infrastructure designs. In addition, Cordova Hills will participate in use of major backbone infrastructure facilities including the Sacramento Regional Wastewater Treatment Plant (SRWTP) and major interceptor systems, the Freeport Intake Facility and the Vineyard Surface Water Treatment Plant.

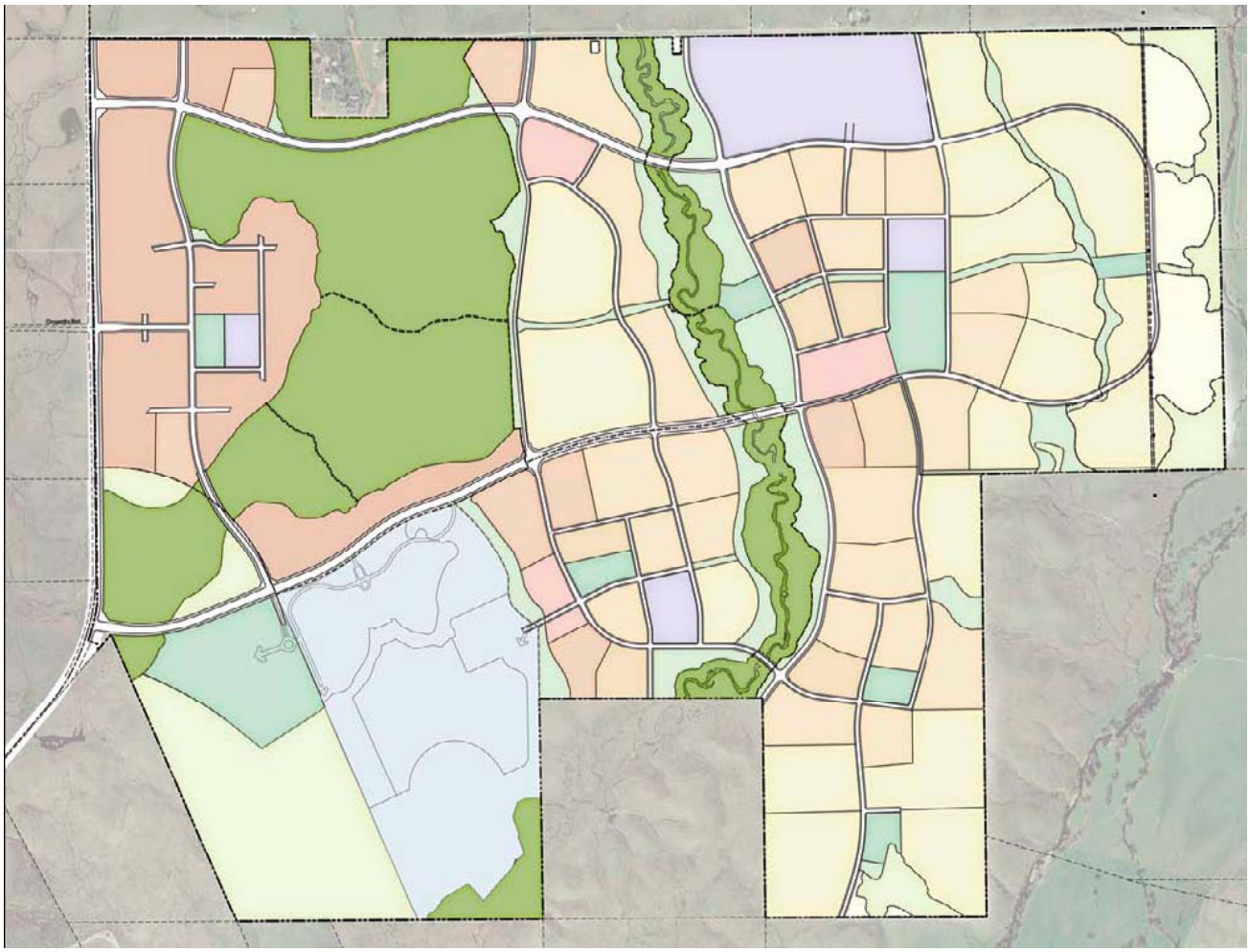
Metropolitan Transportation Plan: The study area for the traffic analysis prepared for the Cordova Hills EIR includes a wide range of traffic improvements within the current Draft MTP. The Draft MTP and companion Sustainable Communities Plan (SCS) indicate that Cordova Hills is not within the development areas included by SACOG in the preparation of the current SCS. However, by statute the MTP/SCS purpose is to provide guidance and an incentive through the CEQA process for allocation of transportation improvements. The MTP/SCS is not intended to infringe on local land use authority, and local land use authorities have the right to entitle development projects not included in the SCS. Such action does not diminish the SCS but would require re-analysis of the development assumptions in subsequent revisions to the MTP/SCS. Growth outside the MTP/SCS may be consistent with the smart growth, long-term, Blueprint vision for the region. In any event, however, SACOG has no authority to require or prohibit growth of any kind. Senate Bill 375 also specifically states that a sustainable communities strategy does not regulate land use, that city and county land use policies and plans are not required to be consistent with the MTP/SCS, and that nothing in a sustainable communities strategy "shall be interpreted as superseding the exercise of the local land use authority of cities and counties within the region." (Gov. Code, § 65080(b)(2)(J).)

Habitat Conservation Plan: The applicant has been an active landowner participant in the South Sacramento Habitat Conservation Plan (SSHCP) and has conformed the natural resource avoidance areas in the plan to conform to the preliminary SSHCP with regard to this project. The 493.2 acres of resource avoidance area (18.5% of the total land area) was designed, modified and expanded in collaboration with County staff to optimize the avoidance of habitat resources and to provide connectivity between the resource avoidance areas on-site and the potential avoidance areas off-site. The Cordova Hills avoidance areas would comprise a consistent component of the SSHCP vision.

Sacramento Metropolitan Air Quality Management District's (AQMD) State Implementation Plan: AQMD endorsed the Cordova Hills Operational Air Quality Mitigation Plan (AQMP) (June 2011) with a total of 35.32 mitigation points. The threshold of 35 mitigation points (rather than the standard 15 points) was required to conform to the AQMD State Implementation Plan. The project also has an AQMD endorsed Greenhouse Gas Plan dated June 1, 2011.

Regional Transit's Master Plan: The regional Transit Master Plan does not indicate direct service to Cordova Hills via Grantline Road in the time frame (2035) of the current TransitAction Plan. However, the MTP does indicate transit links that are directly accessible via the planned Cordova Hills Transit System. The external loop of the Cordova Hills system will connect directly to the Light Rail Transit Mather Field/Mills station and the streetcar route along Rancho Cordova Parkway.

FIGURE 3 RESOURCE AVOIDANCE AREAS CONSISTENT WITH THE PROPOSED SSHCP



PC-10. Consideration of jobs-housing balance.

Required: Inclusion of a discussion/analysis of the proposed UPA expansion/Master Plan's jobs-housing balance. Master Plans should provide an internal jobs-housing balance and/or improve the jobs housing balance within the project's vicinity.

Cordova Hills Response to the Criterion:

Internal Jobs/Housing Balance: The Cordova Hills plan will generate an estimated 6,548 jobs, or approximately .80 jobs per household, an unusually high ratio for a single master planned project. The jobs are in a broad range of categories including retail, business professional, public services, and education in addition to the core employment provided by the University/College Campus Center. The campus center will be the single largest employer on-site, but will account for less than 1/3 of all permanent employment in the project. This total does not include

construction employment that will occur on a sustained basis throughout the construction of the project.

Table 4 Summary of On-site Employment

CORDOVA HILLS ON-SITE EMPLOYMENT	
EMPLOYMENT CATEGORIES	**EMPLOYEES**
Retail	1,897
Office	1,129
Elementary Schools	180
High School/ Middle School	245
FRO Zone	329
Live Work Units	682
CSA or CSD District:	50
University Total Employment	2,036
Total Estimated Employment	**6,548**

Off-site Jobs/Housing Balance: The area within a 5-mile radius from the primary entry to Cordova Hills includes the employment centers along the Highway 50 corridor in Rancho Cordova (also addressed in Criterion CB-5 below).

The large number of jobs in Cordova Hills will increase the overall ratio of jobs to housing within a five-mile radius of Cordova Hills. Moreover, Cordova Hills includes a transit system and TMA program that will enhance the opportunity for resident workers to reach the existing employment centers in the Highway 50 corridor area, portions of which are within a five-mile radius from Cordova Hills.

The jobs, retail, and institutional growth in Cordova Hills will be the hub of a significant new employment core area in southeast Sacramento County. The factors contributing to this emerging area include the Folsom SOI, major new specific plans in Rancho Cordova, and the Sacramento County envisioned urbanization of the area to the east of Grantline Road including Cordova Hills within the Grantline East Visioning Plan. The SACOG Blueprint envisions a long-term horizon for urbanization of this area; however, the Grantline East Visioning Plan, and the City of Rancho Cordova General Plan both indicate highly urbanized use in this area. With the high level of planning and development activity adjacent to Cordova Hills in Rancho Cordova and the on-going progress of planning for the proposed Southeast Connector it is not unreasonable to envision an actively developing urban node in this area in the near term.

The Rancho Cordova area has been a major employment center in the region for decades. Beginning with the post-WWII critical missions assigned to Mather AFB and the major growth of the Aerojet facilities during the race to the moon in the 1960's a large, highly skilled work force became the vanguard of a major employment hub in the Highway 50 corridor. In the 1980's the Highway 50 corridor became a major office center as "back office" and support enterprises abandoned the traditional downtown offices for more affordable workspace. Today, the Highway 50 corridor is the second largest employment center in the Sacramento region. From the El Dorado Hills Business Park on the east to the County complexes near Bradshaw Road and the Capitol Center at Watt Avenue this corridor provides a wide range of work space that accommodate a wide range of business and industries.

The planned developments and the potential for enhanced reuse of underutilized lands within 5 to 10 miles of Cordova Hills indicate that this region will grow significantly and will at least hold the position of a major employment center in the region. Among the new employment locations within a short commute distance of Cordova Hills are the following opportunities:
Sunrise Douglas area: Sunrise Douglas, notably the SunRidge Specific Plan area initially developed as a "bedroom" area for the already significant employment center along the Highway 50 corridor, but very little land use was allocated to employment purposes. However, as the Sunrise Douglas area continues to develop new master plans are identifying major new employment centers literally on Cordova Hill's doorstep.

The SunCreek Specific Plan includes 60 acres designated as "Local Town Center" commercial on the west side of Grantline Road opposite the Cordova Hills Town Center. The Arboretum Specific Plan located just south of the SunCreek project provides a 69 acre "Office Park" designation on the west side of Grantline Road about one mile from Cordova Hills. The Rio del Oro Specific Plan located on the north side of Douglas Boulevard about 2 miles northwest of Cordova Hills includes 26 acres designated as Business Professional, 281 acres designated as Industrial Office, and 36 acres designated as Industrial. Glenborough and Easton Place to the north of White Rock Road include 37.1 acres and 40.1 acres respectively of office or office/commercial/retail use. This summary of planned development employment centers does not include sites designated as purely commercial retail that will add another significant employment component. Additional employment generating land use will occur with potential intensification of existing business parks in the Highway 50 corridor, re-development of the under utilized older auto demolition yards along Sunrise Boulevard, and the expanding quarry operations just north of Cordova Hills.

The gradual development of the former Mather AFB as a transit hub and specialized government services base will also increase the opportunity for highly skilled employment within a few miles of Cordova Hills. The FAA TRACON, just over three miles from Cordova Hills, and the California Emergency Management facility just on the west side of Mather are examples of the emerging technical employment opportunities in the short range "commute shed" of Cordova Hills. Clearly, the Rancho Cordova/Highway 50 corridor will continue to be a regional job center.

As new housing is developed in the specific plan areas planned in Rancho Cordova from Highway 50 south to the Jackson Highway there will be a need for additional shopping and services for these communities. New employment areas along Grantline Road, including the

retail, office and university/college campus center in Cordova Hills and the major employment centers planned by Ranch Cordova in the SunCreek Specific Plan and the Arboretum Specific Plan will create a major new activity node at a point roughly mid-way between Folsom and Elk Grove. At this activity node both Rancho Cordova and Cordova Hills plan significant transit systems that will enhance the viability of employment, major recreation, regional retail, and educational institutions around a node centered on the intersection of Chrysanthy Boulevard and Grantline Road.

Figure 4 illustrates that Cordova Hills is well within 5 miles of the emerging project area employment centers and portions of the existing job centers, is within 7 miles of the majority of the existing job centers in the Rancho Cordova and south Folsom areas. The City of Rancho Cordova study "A Commercial Development Strategy for Rancho Cordova" March, 2011, indicates the potential for 1,215 acres of office and industrial use within 6 miles of Cordova Hills.

Figure 4 Employment Areas Proximate to Cordova Hills



IV. CRITERIA BASED (CB) STANDARDS

Alternative #1 – Criteria-Based
To satisfy this alternative, the Board must find that the proposed project is planned and will be built in a manner that:

- meets all of the requirements per the criteria above (PC1-10), and;
- qualifies for a minimum of 18 points (out of a possible 24) per the criteria below CB1-5):

Cordova Hills achieves 20 points in the following analysis.

Table 2 SUMMARY OF CORDOVA HILLS CRITERIA-BASED POINTS (CB 1-5)

(repeated from page 3)

		CRITERIA	POINTS ACHIEVED BY CORDOVA HILLS
CB-1	*Minimum density*	≥10 dwelling units per net acre if using "double net" methodology, or ≥13.3 dwelling units per acre if using "triple net" methodology.	5 points
CB-2	*Proximity to Amenity*	≥**90** percent of all units located within one mile of at least **four** of the amenity categories	4 points
CB-3	*Mixed Use*	At least 10 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	3 points
CB-4a	*Transit Proximity*	≥80 percent of residential units located within ½ mile of existing or planned transit service	4 points
CB-4b	*Transit Headway*	Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	3 points
CB-5	*Employment Proximity*	<50,000 existing employees/jobs within a 5 mile radius of the proposed project	2 points
		TOTAL POINTS	21 points

CB-1. Minimum net density.

Required: Minimum density of at least 7 dwelling units per net acre if using "double net" methodology or 9.3 dwelling units per acre if using "triple net" methodology.

Points:

1. ≥8 dwelling units per acre if using "double net" methodology, or ≥10.6 dwelling units per acre if using "triple net" methodology.	3 points
2. ≥9 dwelling units per net acre if using "double net" methodology, or ≥12 dwelling units per acre if using "triple net" methodology.	4 points
3. ≥10 dwelling units per net acre if using "double net" methodology, or ≥13.3 dwelling units per acre if using "triple net" methodology.	5 points

Cordova Hills Response to the Criterion:

Cordova Hills achieves a density of 10.1 dwelling units per acre applying the double net density calculation. The calculation does not include the dwelling units within ¼ mile of the Urban Service Boundary along the east and southeast edge of the Project. A minimum of 35 acres will be developed as non-residential use in the Town Center thus 170 acres will be used for residential in addition to the 16 acres specifically designated for high density residential.

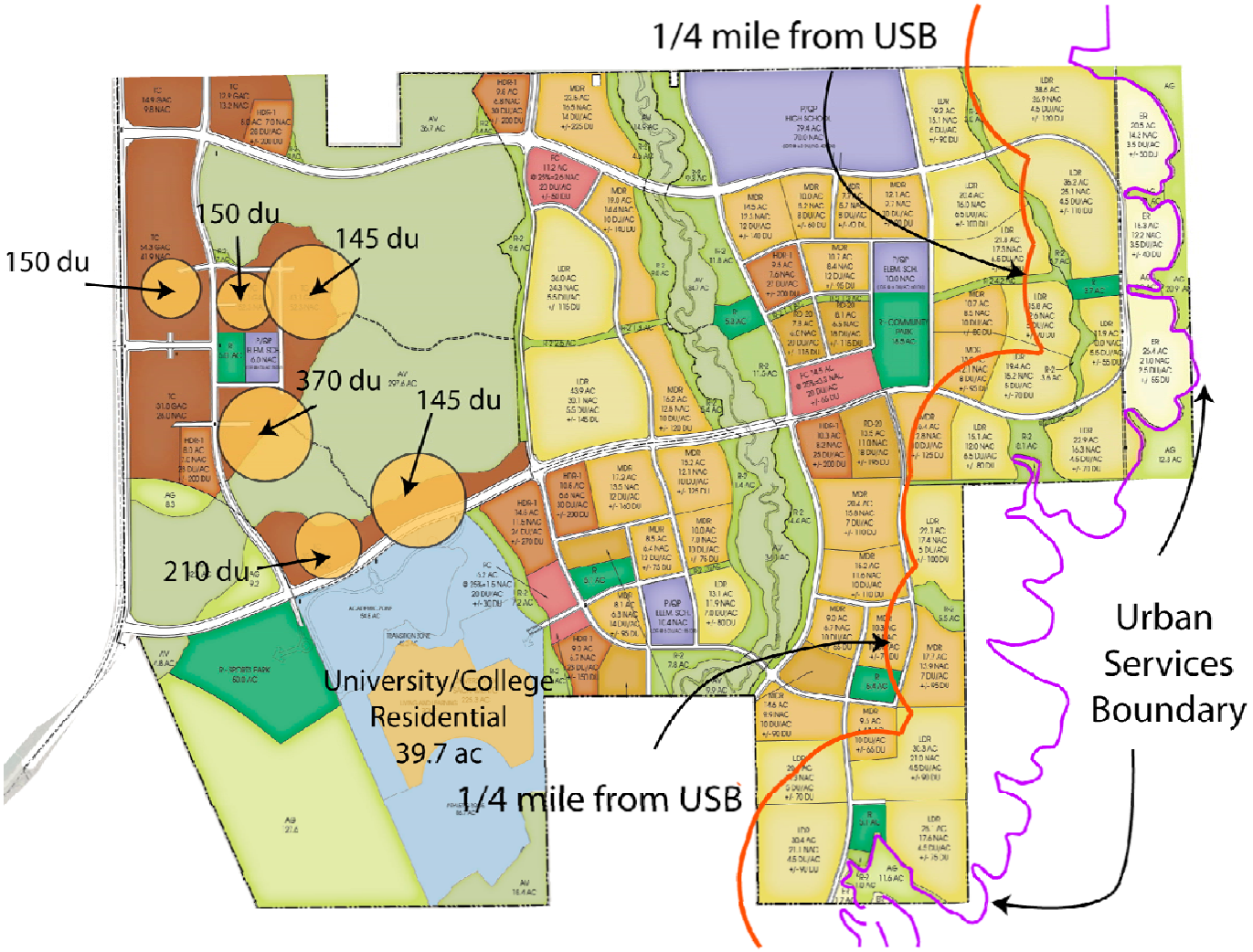
Table 5: Summary of Residential Density

SUMMARY OF RESIDENTIAL DENSITY IN CORDOVA HILLS		
RESIDENTIAL LAND AREA (Double Net)	DWELLINGS	ACRES
Estates	147	64.8 AC
Low Density Residential (LDR)	1,930	442.8 AC
Medium Density Residential (MDR)	3,110	310.5 AC
High Density (RD 20)	1,043	54.0 AC
High Density Residential (HDR1)	1,770	79.6 AC
Total CH Residential Acreage		**951.7 AC**
Total Town Center Allocated to Residential Use		+170.0 AC
University/College Campus Residential Area		+ 39.7 AC
Minus Gross Res. Acres within 1/4 mile to USB		- 406.5 AC
Total Net Residential Acreage		754.9 AC
RESIDENTIAL DWELLING UNITS	8,000	
University/College Campus Residential Units	+1,010	
Minus Residential Units within ¼ mile to USB	-1,382	
Total Net Residential Units	7,628	
Overall Gross Density		10.1 DU/AC

Table 6: Summary of Parcels within ¼ mile of USB as Illustrated in Figure 5

TOTAL PARCEL PORTION WITHIN 1/4 MILE OF USB			
Creekside Area within 1/4 Mile of USB		Units	Gross Acres
100.0%	LDR	100	21.8
100.0%	MDR	110	17.4
100.0%	LDR	105	30.1
60.0%	MDR	45	9.2
70.0%	LDR	49	20.4
70.0%	LDR	63	30.1
100.0%	LDR	80	26.1
Total		552	155.1
East Valley/Estates Area within 1/4 Mile of USB			
80.0%	MDR	100	16
100.0%	LDR	80	15
40.0%	MDR	38	13.6
90.0%	LDR	63	19.1
70.0%	LDR	49	14.8
Total		330	78.5
Estates Area within 1/4 Mile of USB			
100%	LDR	355	110.7
100%	ER	145	62.2
Total		500	172.9
Total Units and Acres within 1/4 mile of USB		1,382.0	406.5

FIGURE 5. APPROXIMATE HOUSING LOCATIONS IN THE TOWN CENTER AND DELINEATION OF THE ¼ MILE SETBACK FROM THE USB



CB-2. Proximity of residential units to amenities.

Required: ≥80 percent of all residential units located within one mile of at least three of the following existing or planned amenity categories:

- Public elementary, middle, or high school
- Park or recreational facility
- Grocery store, drug store or commercial center
- Office or industrial employment center
- Civic use (e.g. library, post office, community garden, urban farm)
- Preschool, childcare or senior care facility
- Medical offices or facilities

Points:

1. ≥**85** percent of all units located within one mile of at least three of the amenity categories	2 points
2. ≥**90** percent of all units located within one mile of at least three of the amenity categories	3 points
3. ≥**90** percent of all units located within one mile of at least **four** of the amenity categories	4 points

Cordova Hills Response to the Criterion:

Cordova Hills achieves 4 points, the maximum points allowed for this criterion. Cordova Hills is designed to provide pedestrian and bicycle access to all community destinations including schools, parks, grocery and other daily shopping needs, and civic uses. The Cordova Hills Master Plan Figures 6.9 a,b,c, and d (CHMP p.6-28 to 6-31) illustrate the walking distance to retail/entertainment, transit stops, parks and open space, and schools.

Table 7: Proximity of Homes to Amenities

Land Use Category	Total Units	Proximity	Percentage Homes within Proximity
Parks/Paseos/Recreation	8,000	1 mile	100%
Transit	8,000	1 mile	100%
Schools	8,000	1 mile	100%
Shopping	7,440	1 mile	93%

Figures 6 through 9 illustrate the walking radius for each of the destination land use categories. The graphics indicate a one-quarter and one half-mile radius, thus the design of Cordova Hills easily exceeds the standard established by this criterion. The graphics cannot illustrate the extensive pedestrian network that links all of these destinations to the nearby residences. Please refer to the Cordova Hills Master Plan Figure 6-10 Trails Plan (CHMP p. 6-33)

The Cordova Hills Master Plan incorporates pedestrian friendly features that remove barriers throughout the plan document but specifically address the elimination of barriers in the following section. "All development will be designed to minimize barriers to pedestrian access and interconnectivity. Passages shall be provided through physical barriers such as walls, berms, landscaping and slopes between residential and non-residential uses that would impede bicycle

or pedestrian circulation. All development will be required to connect to the planned bicycle routes.
Barriers to pedestrian access between neighborhoods shall be minimized. All community pedestrian paths and bikeways will connect to the commercial and mixed-use areas within Cordova Hills. In all cases, commercial uses shall provide a walkway from the adjacent parking area and from the bikeway to the primary façade of the main building." (CHMP p. 6-4)

FIGURE 6 WALKING DISTANCE TO PARKS AND OPEN SPACE



FIGURE 7 WALKING DISTANCE TO TRANSIT STOPS

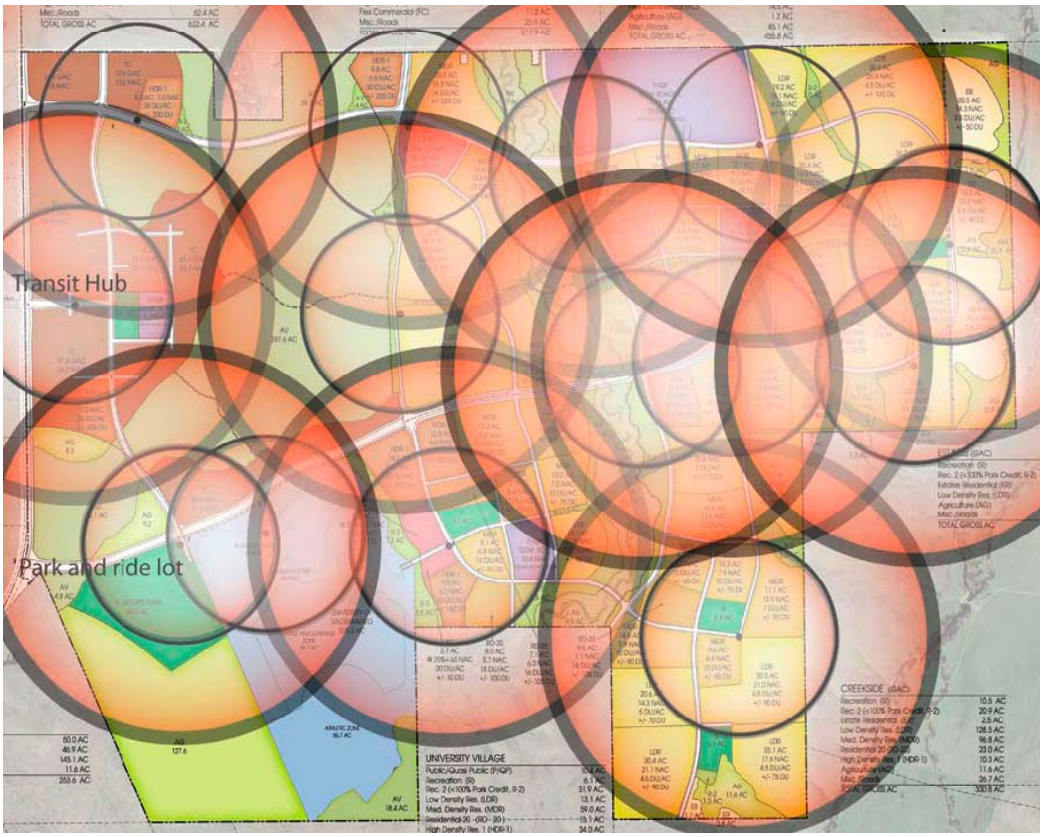


FIGURE 8 WALKING DISTANCE TO SCHOOLS

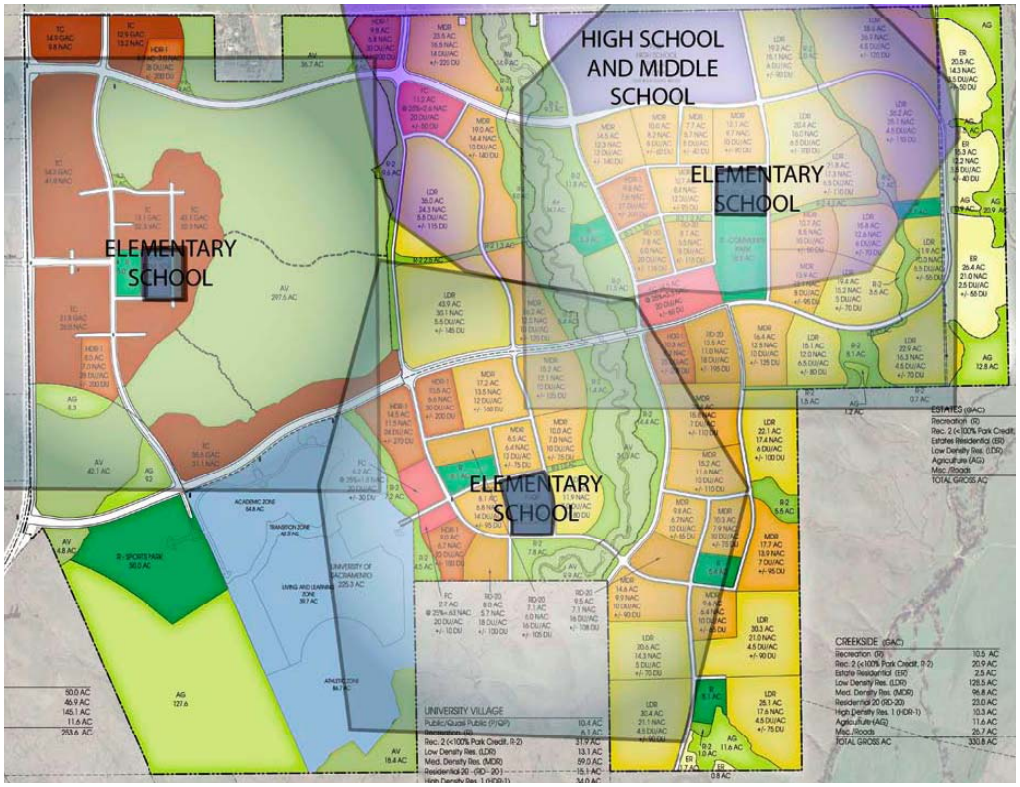
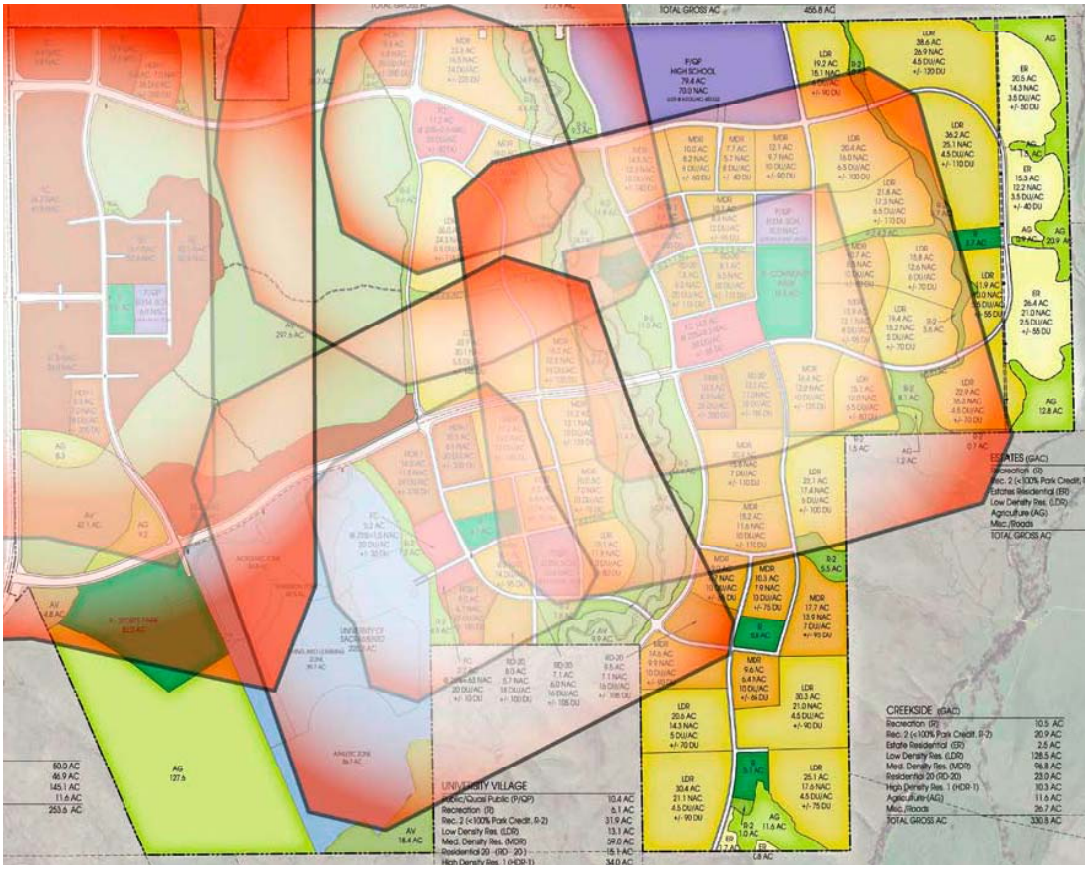


FIGURE 9 WALKING DISTANCE TO SHOPPING



CB-3. Mixed use.

Required: Include a mixed use designation, overlay, and/or zoning category that allows vertical mixed use by right, provides uninterrupted pedestrian connections, and prohibit barriers between different uses.

Points:

1. At least 5 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	2 points
2. At least 10 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical).	3 points
3. At least 15 percent of a Master Plan's developable land zoned for mixed use (horizontal or vertical) or assurances that at least 5 percent of the residential units will be located and built within vertically integrated mixed-use buildings.	4 points

Cordova Hills Response to the Criterion:

Cordova Hills achieves 3 points out of the maximum potential of 4 points. The plan specifically provides for vertical mixed-use development in three distinct land use classifications. Vertical mixed used is permitted in the high-density residential classifications, HDR1/HDR2 in Section 4.3.1.5 of the Cordova Hills Master Plan. The Flex Commercial (FC) classification permits vertical and horizontal mixed use residential on up to 25% of the net land area in that classification, (see Section 4.3.3.3). Table 4.9 specifically identifies vertical mixed use in the Flex Commercial classification. The entire Town Center classification permits vertical mixed use in Section 4.13. These land uses include 1,750 dwelling units, or 21.8% of all dwellings that would be potentially incorporated in a vertical mixed-use development (see Table 3.1, page 3-13 of the master plan.

Table 3.2: Proposed Land Use Summary (CHMP p.3-22) summarized here indicates that the total developable land area encompasses 1,830.8 acres of developable land. This includes all for-sale land uses and the Public/Quasi-Public Uses (schools) and Recreation (parks). Within this developable area both the Flex Commercial and Town Center designations not only permit a mix of residential, commercial, and office use, but the land use assumptions include an allocation of residential in each of the designated areas. Flex Commercial and Town Center together are 240.3 acres, or 13.1% of the developable acres in the plan.

TABLE 7 CALCULATION OF MIXED USE DEVELOPMENT POTENTIAL

Land Use	Gross Acreage	% of Gross Acres
For-Sale Land Use		
Residential	951.6	35.7%
Flex Commercial	34.6	1.3%
Town Center	205.7	7.7%
Sub Total	1191.9	44.7%
Community Land Use		
Public / Quasi Public	105.8	4.0%
Recreation	99.1	3.7%
University/ College Campus Center	223.5	8.4%
Roadways/ Misc Open Space	210.4	7.9%
Sub Total	638.9	24.0%
TOTAL DEVELOPABLE AREA	1,830.7	
Additional Land Use		
Recreation 2	150.6	5.6%
Agricultural	194.0	7.2%
Avoided Area	493.2	18.5%
Subtotal	837.8	31.3%
Total Project	2668.5	100.00%

CB-4. Transit.

Required: ≥65 percent of all residential units located within ½ mile of existing or planned transit service, which consists of light rail, streetcars, buses, vanpools and/or shuttles that connects with regional public transit service.

Points:

Proximity

1. ≥70 percent of residential units located within ½ mile of existing or planned transit service	2 points
2. ≥75 percent of residential units located within ½ mile of existing or planned transit service	3 points
3. ≥80 percent of residential units located within ½ mile of existing or planned transit service	4 points

Headways

1. Transit service with headways of 60 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	1 points
2. Transit service with headways of 30 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	2 points
3. Transit service with headways of 15 minutes or less during peak hours (Monday through Friday from 7-9 a.m. and 4-6 p.m.)	3 points

Cordova Hills Response to the Criterion:

Cordova Hills achieves 7 points, the maximum allowed for this criterion. Cordova Hills includes a local transit shuttle system consisting of two distinct, but coordinated routes. An internal route will operate around a loop within Cordova Hills. An external loop will provide a connection to the Mather/Mills LRT station. The loops can operate independently with a transfer hub in the Cordova Hills Town Center, but the routes are coordinated so that they can operate as a single continuous route with no transfer required.

The planned system would feed into Sacramento Regional Transit (RT) system, but would not be part of RT. The Cordova Hills transit system is independent of, and is not included in, the RT TransitAction Plan. The Cordova Hills system would be operated by a service operator (which could be RT) under contract to the Cordova Hills Community Services District (CHCSD) a special district formed for Cordova Hills.

The special district would also provide TMA services or contract with another TMA for management of the shuttle system. The internal services may include a range of rideshare initiatives, travel demand management methods, and alternative mode promotional activities undertaken by the Cordova Hills TMA. (CHMP p.6-37)

The external bus route would take residents between Cordova Hills, major employment areas, and the Mills/Mather Field light rail station. The route would depart the planned transit node located in the Cordova Hills Town Center on Chrysanthy Boulevard, head west on Chrysanthy Boulevard, north on Rancho Cordova Parkway, west on Douglas Road, northwest on Mather Boulevard, north on Whitehead Street where it becomes Mather Field Road, and a final stop at the Light Rail station. Other potential connections to RT bus routes and the City of Rancho Cordova transit system are possible.

The route for local internal service would consist of a loop which would connect the Town Center Village with the medium to high density residential development in each of the Villages, as well as the high school/middle school, the commercial centers, the Community Park, the University/College Campus, the Sports Park and park and ride lot. The route can operate in either a clockwise or counter-clockwise direction that would begin at the planned transit center located on Chrysanthy Boulevard.

Proximity to Transit: At full development one hundred percent (100%) of Cordova Hills land uses will be within a ½ mile walk of a planned bus stop on the local transit system. The system routing is designed to expand with growth of the community so that during all phases of development it is expected that the transit system will be within ½ mile walking distance of at least 80% of the residents and 100% of all major destinations including schools, parks and shopping.

Headway:

Headways will be 15 minutes during peak hours and 45 minutes during all other times of the day. (CHMP p.6-41) The plan assumes two 3-hour peak periods, one in the morning (6:30 to 9:30) and one in the afternoon (3:30 to 6:30). The system would operate from 6:00 AM to 9:00 PM every day (starting with an internal loop first).

Cordova Hills is committed to implementing the transit system and associated facilities, such as park and ride, and NEV routes that allow residents to access the transit system with small electric vehicles. The Cordova Hills DA includes the following commitments:

- Section 2.3.4 Transportation Services and Transportation Management Association includes a commitment to funding and operations.
- Section 2.3.13: Commitment to build out of NEV infrastructure
- Section 2.3.16 and section 2.3.17: Commitment to the funding and operation of an internal and external transit system with 15-minute headways during peak hours. The urban services plan outlines a commitment of approximately $2 million dollars a year at build out to fund the O&M of the transit system.
- Section 2.3.18: Commitment to dedication of park and ride lot prior to the 1,000th building permit and to be operational by the 1,500th building permit.

CB-5. Proximity to employment.

Required: Analysis of existing employment/jobs within a five-mile radius of the proposed UPA expansion/Master Plan boundary.

Points:

1. <50,000 existing employees/jobs within a 5 mile radius of the proposed project	2 points
2. Between 50,000-100,000 existing employees/jobs within a 5 mile radius of the proposed project	3 points
3. >100,000 existing employees/jobs within a 5 mile radius of the proposed project	4 points

Cordova Hills Response to the Criterion:

Cordova Hills achieves 2 points of the potential maximum of 4 points. County staff conducted a preliminary analysis using SACOG's 2008 data summarized for Cordova Hills in the following table.

Table 8: Existing (2008) Employment within 5 mile Radius

Proposed Project	Employees/Jobs within 5 mile radius (2008 data)	Points
Cordova Hills	15,982	2

Source: Staff Report to the Board of Supervisors September 20, 2011

General Plan Consistency
Land Use Policies

Key Policy		Consistency
LAND USE ELEMENT:		
LU-13	A Public Facilities/Infrastructure Master Plan shall be prepared to identify the major facilities required to serve new development in urban growth areas. A Public Facilities Financing Plan shall be prepared and approved by the Board of Supervisors prior to or concurrent with the approval of any zoning for any urban uses in urban growth areas. The Financing Plan shall include a Public Facilities/Infrastructure Master Plan describing required major infrastructure improvements necessary to support proposed developments, and present a detailed plan for the phasing of capital improvements and identifies the extent, timing and estimated costs of all necessary infrastructure.	Yes
LU-15	Planning and development of new growth areas should be consistent with Sacramento County-adopted Habitat Conservation Plans and other efforts to preserve and protect natural resources.	Yes
LU-16	Apply the "Community Design Guidelines" and design review authority to all long-range planning efforts, including but not limited to Specific Plans, Comprehensive Plans, Community Plans, and Commercial Corridor Plans.	Yes
LU-20	Planning processes for existing communities, commercial corridors and new growth areas shall provide for distinct and identifying physical elements, which may include: gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations.	Yes
LU-21	Promote a better balance of employment, neighborhood services, and different housing types by reviewing development projects and the surrounding community and designing new projects wherever feasible so that they maintain or improve the mix of uses in the community.	Yes
LU-22	Specific Plans and Community Plans should provide a balance of employment, neighborhood services, and different housing types wherever feasible.	Yes
LU-27	Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.	Yes
LU-34	Developments in the areas designated on the Land Use Diagram as Transit Oriented Development shall be designed in a manner that conforms to the concepts of transit-oriented development, including: • High intensity, mixed-use development concentrated in a Core Area within an easy walk (one quarter mile) of a transit stop on the Trunk or Feeder Line Network. • An emphasis on neighborhood support commercial services at street level in the Core Area that can serve the residents of the Core and surrounding Secondary Areas, with other employment encouraged in the TODs created along the Trunk Line Network. • A pleasant walking environment created through good land use design, short distances, amenities, and streetscape features. • Direct, multiple linkages, especially for bicycles and pedestrians, between the Core Area and the surrounding Secondary Area.	Yes
LU-35	The primary concepts in LU-34 should be employed wherever feasible in new urban development.	Yes

Key Policy		Consistency
LU-36	Community Plans and Specific Plans shall employ the primary concepts in LU-34 in designating locations for higher intensity mixed use development and designing circulation and pedestrian networks.	Yes
LU-37	Provide and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.	Yes
LU-38	Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.	Yes
LU-39	Support implementation of the ADA Transitional Plan and the Pedestrian Master Plan to create a network of safe, accessible and appealing pedestrian facilities and environments.	Yes
LU-42	Master planning efforts for new growth areas shall provide for separated sidewalks along all arterials and thoroughfares to make walking a safer and more attractive transportation option.	Yes
LU-43	Parking areas shall be designed to: minimize land consumption, provide pleasant and safe pedestrian and bicycle movement, facilitate shared parking, allow for the possible reuse of surface parking lots through redevelopment; and, minimize parking lot street frontage.	Yes
LU-44	Affordable housing should be located in compact, mixed use developments near transit stations whenever feasible.	Yes
LU-45	Mix affordable housing units with market rate units to the extent feasible, as opposed to building segregated affordable housing developments.	Yes
LU-48	Discourage the establishment and build-out of linear, strip pattern, commercial centers.	Yes
LU-66	Assure service availability, adequacy, and funding at each stage of the development process for all public services for the life of the project consistent with the intent of the adopted Public Facilities Financing Plan and accompanying Phasing Plan.	Yes
LU-89	Support planning for and development of mixed-use centers and urban villages along commercial corridors to improve quality of life by creating diverse neighborhood gathering places, supporting enhanced transit service and non-automotive travel, stimulating local economic development, eliminating blight and balancing land uses.	Yes
LU-99	Support development of a variety of housing opportunities to meet the County's diverse needs.	Yes
LU-110	County department shall coordinate with public service providers independent from County government, including schools, parks and recreation, reclamation, water, transit, electric and other service districts, in developing financial and service planning strategies consistent with the General Plan policies.	Yes
LU-120	The County shall only consider approval of a proposed UPA expansion and/or Master Plan outside of the existing UPA if the Board finds that the proposed project is planned and will be built in a manner that: • meets all of the requirements per PC-1 through PC-10, and; • meets ONE of two alternative performance metrics: o *Alternative #1- Criteria-Based* o *Alternative #2 - VMT/ Greenhouse Gas Emissions Reduction Metric*	Yes

Key Policy		Consistency
CIRCULATION ELEMENT:		
CI-1	Promote complete streets with access to a diversity of safe and efficient travel modes for all new and existing land uses within Sacramento County.	Yes
CI-3	Travel modes shall be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served	Yes
CI-4	Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services	Yes
CI-5	Land use and transportation planning and development should be cohesive, mutually supportive, and complement the objective of reducing per capita vehicle miles travelled (VMT).	Yes
CI-13	Collaborate with regional transportation planning agencies and neighboring jurisdictions to provide cross jurisdictional mobility.	Yes
CI-26	Consider the expansion of Neighborhood Shuttle services in unincorporated area communities.	Yes
CI-27	Public Facilities Financing Plans shall incorporate capital costs for transit. Infrastructure Master Plans shall include transit planning.	Yes
CI-30	The County shall collaborate with transit service providers to promote the phased implementation of transit services to all growth areas as development occurs.	Yes
CI-32	Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing and other transportation modes.	Yes
CI-34	Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.	Yes
AIR QUALITY ELEMENT:		
AQ-1	New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants	Yes
Key Policy		**Consistency**
AQ-4	Developments which meet or exceed thresholds of significance for ozone precursor pollutants as adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District	Yes
AQ-8	Promote mixed-use development and provide for increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips	Yes
AQ-20	Promote Cool Community strategies to cool the urban heat island, reduce energy use and ozone formation, and maximize air quality benefits by encouraging four main strategies including, but not limited to: plant trees, selective use of vegetation for landscaping, install cool roofing, and install cool pavements	Yes
HOUSING ELEMENT:		
HE-1	The County shall maintain an adequate supply of residential and agricultural-residential zoned land to accommodate projected housing needs.	Yes

HE-3	Promote the development of various types of housing opportunities, by ensuring an adequate supply of designated or zoned sites for rental and purchase housing, in all residential areas throughout the County.	Yes
HE-6	Support development proposals that seek to locate new market rate multi-family uses at strategic locations within transportation corridors and at transit stops and stations, or at other strategically located reuse and underdeveloped sites.	Yes
HE-7	Support residential project proposals that are appropriately designed, and meet required density ranges in order to promote the construction of affordable housing.	Yes
HE-13	Support the flexibility of development standards, or flexibility within the adopted development ordinances, to accommodate residential projects that are unique or provide special housing arrangements, including affordable housing for lower income households.	Yes
AGRICULTURAL ELEMENT:		
AG-3.	The County shall permit agricultural uses on buffers, provided such uses are conducted in a manner compatible with urban uses. Buffers shall be used to separate farming practices incompatible with adjacent urban uses. Any homeowners' association or similar entity within the development shall assist in determining compatible use. Buffers shall not adversely conflict with agricultural uses on adjoining property.	Yes
ECONOMIC DEVELOPMENT ELEMENT:		
ED-1	Achieve complete communities that have enough land capacity to accommodate the development of general commercial, industrial, and office uses which support community needs in all areas of the County.	Yes
ED-2	Concentrate commercial uses in areas best able to support them, including neighborhood, community and regional centers, transit stations, and commercial corridors.	Yes
ED-4	Identify opportunity sites within the unincorporated area that are appropriate for regional retail opportunities and other synergistic uses.	Yes
ED-5	Ensure that adequate infrastructure is planned and developed to support regional retail opportunity sites.	Yes
Key Policy		**Consistency**
ED-6	Rezone designated regional retail sites.	Yes
ED-7	Promote retail facilities of appropriate size and scale to serve the shopping needs of the local population and the populace at large when planning new residential neighborhoods or major residential developments.	Yes
ED-8	Create plans for new growth areas with a mix of land uses, including a balance of residential and employment (jobs-housing balance) as well as providing for neighborhood-oriented services and diverse commercial amenities to serve a broader portion of the population.	Yes
ED-9	Plan new growth areas to emphasize full capture of retail and service demands within the planning area and within a broader area when appropriate.	Yes
ED-68	Attract additional institutions of higher education to Sacramento County.	Yes
ED-69	Support the continued integration of the regional institutions of higher education into the local and regional economies.	Yes
ENERGY ELEMENT:		
EN-5	Reduce travel distances and reliance on the automobile and facilitate increased use of public transit through appropriate land use plans and regulations.	Yes
EN-8	Promote and encourage increased percentages of more efficient cars.	Yes

EN-9	Inform the public of the need to reduce auto travel and encourage the use of public transit and other energy efficient modes of travel.	Yes
EN-19	Support the development and use of renewable sources of energy, including but not limited to biomass, solar, wind, and geothermal.	Yes
PUBLIC FACILITIES ELEMENT:		
PF-21	Property buffering the County landfill shall remain in agricultural, recreational or other open space uses and extend at least 2,000 feet in all directions, measured from the landfill's permitted boundary, unless the Department of Waste Management and Recycling determines that the use is compatible with landfill operations and the Board of Supervisors makes the finding that the uses are compatible with the existing or future operations of the landfill.	Yes
PF-27	Community plans shall identify all existing and planned school sites and shall include guidelines and conceptual examples for incorporating new schools into overall neighborhood design.	Yes
PF-28	Community and Specific Plans shall consider the needs of community colleges and address the feasibility and appropriateness of off-campus facilities, particularly in TODs.	Yes
PF-29	Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, neighborhood and community parks, greenways and off-street paths whenever possible.	Yes
PF-30	New elementary schools in the urban area should be planned whenever possible so that almost all residences will be within walking distance of the school (one mile or less) and all residences are within two miles of a school.	Yes
Key Policy		**Consistency**
PF-31	Schools shall be planned adjacent to neighborhood parks whenever possible and designed to promote joint use of appropriate facilities. The interface between the school and park shall be planned with an open design and offer unobstructed views to promote safety.	Yes
PF-32	Elementary schools shall not be located along arterials and thoroughfares. Junior high and high schools should be located near roadways with adequate capacity and should provide adequate parking to facilitate the transport of students.	Yes
PF-33	New community college campuses and high schools within the urban service boundary shall be located along arterial or thoroughfare streets, with high priority to location adjacent to transportation corridors identified on the Transportation Plan Map.	Yes
PF-34	All school site plans shall be designed to minimize traffic speed and maximize traffic flow around the school, allowing for several access points to and from the site.	Yes
PF-35	New schools should link with planned bikeways and pedestrian paths wherever possible.	Yes
PF-39	Specific Plans shall show the location of future school sites based upon adopted school district master plans and criteria in the General Plan.	Yes

PF-123	At a minimum, new residential developments approved by the County shall provide sites for local parks for their prospective residents consistent with the Quimby Act and the land dedication standards for each local recreation and park district adopted by Sacramento County in Chapter 22.40 of the Sacramento County Code. These requirements may be satisfied by land dedication, payment of fees in lieu of dedication, or on-site improvements per the provisions of Chapter 22.40, which will be regularly updated to reflect changing demography. These include the baseline standard of three acres of land for parks per 1,000 residents or in cases where existing parklands within a park district exceed three acres per 1,000 population, that higher ratio shall be the standard for new developments up to a maximum of five acres of land for parks per 1,000 residents based on calculations specified in SCC Chapter 22.40.	Yes
PF-127	Require new residential developments to participate in park O & M financing mechanisms where established by local park districts or the County.	Yes
PF-128	Encourage park development adjacent to school sites and the formation of joint use agreements between school and park districts.	Yes
PF-129	In cooperation with local park districts and County Regional Parks, the County shall assist in establishing permanent financing systems for the purpose of supporting an adequate level of park services and maintenance.	Yes

Public Review Draft Report

Cordova Hills Special Planning Area Public Facilities Financing Plan

The Economics of Land Use

Prepared for:

Conwy, LLC

Prepared by:

Economic & Planning Systems, Inc.

September 2012

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EPS #16586

THE TEXT OF THE Cordova Hills Special Planning Area Public Facilities Financing Plan Draft of October 2012 Appears as Attachment E to the County Planning Commission Documents for Item #3 on the Agenda of 09-24-2012

The Revised Draft (October 20, 2012) of the Cordova Hills Special Planning Area Public Facilities Financing Plan Appears as Attachment 10 to the Board of Supervisors Documents to the Agenda of 12-12-2012

See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

Public Review Draft Report

Cordova Hills Special Planning Area Urban Services and Governance Plan

The Economics of Land Use

Prepared for:

Conwy, LLC

Prepared by:

Economic & Planning Systems, Inc.

September 2012

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EPS #16586.4

THE TEXT OF THE
Cordova Hills Special Planning Area Urban Services and Governance Plan
Draft of October 2012
Appears as Attachment F to the County Planning Commission Documents for Item #3 on the Agenda of 09-24-2012

The Revised Draft (October 20, 2012) of the Cordova Hills Special Planning Area Urban Services and Governance Plan Appears as Attachment 11 to the Board of Supervisors Documents to the Agenda of 12-12-2012

See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

Public Review Draft Report

Cordova Hills Special Planning Area Fiscal Impact Analysis

The Economics of Land Use

Prepared for:

Conwy, LLC

Prepared by:

Economic & Planning Systems, Inc.

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EPS #16586.3

THE TEXT OF THE
Cordova Hills Fiscal Impact Analysis
Draft of September 2012
Appears as Attachment G to the
County Planning Commission Documents for
Item #3 on the Agenda of 09-24-2012

The Revised Draft (October 20, 2012) of the
Cordova Hills Fiscal Impact Analysis
Appears as Attachment 12 to the
Board of Supervisors Documents to the
Agenda of 12-12-2012
See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

THE TEXT OF THE
Cordova Hills Development Agreement
Draft of September 12, 2012
Appears as Attachment H to the
County Planning Commission Documents for
Item #3 on the Agenda of 09-24-2012

The Revised Draft November 29, 2012
of the
Cordova Hills Development Agreement
Appears as Attachment 9 to the
Board of Supervisors Documents to the
Agenda of 12-12-2012
See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx

CORDOVA HILLS EXHIBITS 1 - 8
Appear with the
County Planning Commission Documents for
Item #3 on the Agenda of 09-24-2012

EXHIBITS 1 - 8,
Including Revised EXHIBITS 4 and 6,
Appear with the
Board of Supervisors Documents for the
Agenda of 12-12-2012
See also: Planning Division Web Site at

http://www.msa2.saccounty.net/planning/Pages/CordovaHills.aspx