Rio Del Oro Specific Plan

City of Rancho Cordova,
California

August 2016
Draft

RIO DEL ORO SPECIFIC PLAN
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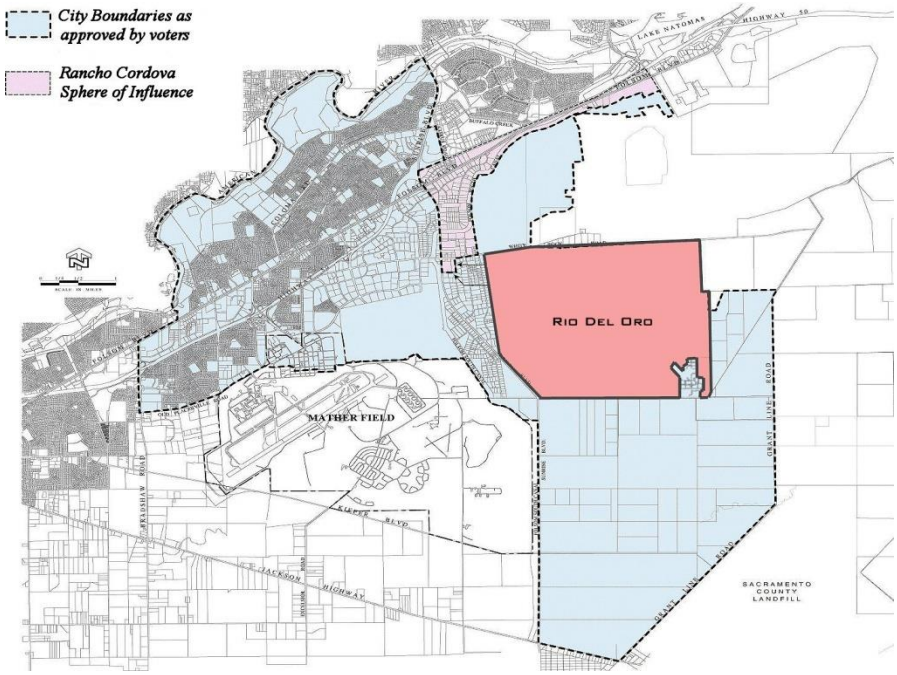
1 Introduction

1.1 PURPOSE

The purpose of this Specific Plan is to define a comprehensive land use, policy and regulatory document to govern all future development in the 3,828 acre Plan Area defined as the Rio Del Oro Specific Plan (RDOSP). The RDOSP establishes a development framework for land use, resource protection, circulation, public utilities and services, implementation and design. The Specific Plan and the subsequent entitlement process allows for a sequence of community input and government review to ensure that development occurs in a logical, consistent and timely manner.

1.2 LOCATION AND OVERVIEW

Rio Del Oro, referred to as the Plan Area, includes 3,828 acres of land predominately used for mining and grazing. The site is located south of White Rock Road, east of Sunrise Boulevard and north of Douglas Road within Rancho Cordova City Limits. Surrounding land uses include Aerojet property to the north and the Security Industrial Park to the south, industrial lands along the Sunrise Corridor to the east and west; Mather Airport to the west; and additional agricultural land uses to the south, east, and west. The Sacramento County Landfill and the SunRidge Specific Plan area are both located south of the Plan Area. Please refer to Section 2.2 for a detailed description of the site.



Regional Vicinity Map

1.3 PROJECT PURPOSE AND OBJECTIVES

The Rio Del Oro Specific Plan is designed as a balanced, mixed-use community in keeping with the City's vision as defined in the General Plan and implementing the smart growth and building block concepts in the Rio Del Oro land use plan. Specifically, Rio Del Oro establishes a new "District" within the City of Rancho Cordova, comprised of neighborhoods and villages. The project integrates village centers, regional town centers and a local town center with a variety of residential uses, commercial services, employment, parks, schools, public uses and open space uses. The project purpose and objectives are as follows:

1.3.1 Project Purpose:

The Rio Del Oro Specific Plan project serves to contribute to the economic development of the City of Rancho Cordova and the greater Sacramento region by providing a mixed use community that is consistent with the City of Rancho Cordova General Plan while bringing a positive image to the City and helping to create an identity for the city. Specifically, Rio Del Oro responds to and parallels the following General Plan Land Use goals:

- Goal LU.1: Achieve a balanced and integrated land use pattern throughout the community
- Goals LU.2: Establish growth patterns based on smart growth principles and the City building blocks concept
- Goal LU.3: Establish Rancho Cordova as a destination place in the region
- Goal LU.6: Ensure development of the Planning Areas consistent with the City's vision

1.3.2 Project Objectives:

The following project objectives serve to implement the project purpose:

- Develop a well-integrated mixed-use master-planned community that includes employment-generating uses, retail and support services, recreation opportunities, and a broad range of housing types with particular emphasis on affordability and proximity to jobs and services.
- Provide a ready source of housing that is affordable to a broad range of income levels and in close proximity to the major employment-generating centers along the U.S. Highway 50 (U.S. 50) corridor.
- Provide for residential development that improves the jobs/housing balance in the eastern portion of the County without having to cross the American River or utilize U.S. 50 to access the U.S. 50 corridor employment center.
- Provide diversity in housing stock in the City of Rancho Cordova by providing a variety of housing types; including executive housing; ranges of lot sizes and compatible architectural styles to promote neighborhood diversity.
- Provide a pedestrian-friendly, human scale, walkable community environment that provides a safe and pleasant place for people to live, work and recreate.

- Establish neighborhood commercial/mixed use centers that are designed for convenient pedestrian access, are constructed of quality materials, and enhance the visual character of the community.
- Encourage separate and distinct identities for each residential neighborhood.
- Retain and enhance existing sensitive biological habitat, as outlined in this plan
- Provide a variety of recreational opportunities that focus on outdoor uses.
- Create a contiguous open space and trail system to maintain existing environmental resources and provide for pedestrian and bicycle access throughout the RDOSP.
- Establish an internal circulation system that enables trips to shopping, school, recreation, and employment destinations without depending exclusively on thoroughfares or arterials by dispersing traffic within the project while by providing good connection to surrounding street networks, providing drivers with choices of routes.
- Provide to the City of Rancho Cordova (and the surrounding region) long-term community benefits, including generation of substantial permanent employment opportunities.
- Achieve an economically viable reuse of a prior industrial site.
- Facilitate the implementation of regional and City transportation circulation linkages, especially Rancho Cordova Parkway and Americanos Boulevard from the project site north to U.S. 50.
- Facilitate the expansion and use of alternate modes of transportation.

1.4 PROPOSED ENTITLEMENTS

Development of the RDOSP requires the approval of subsequent entitlements by the City of Rancho Cordova. The Tier 1 and Tier 2 entitlements involve actions, agreements, permits, or maps that were needed by the entire Specific Plan Area in order to proceed with the development of individual villages or parcels. The Tier 1 and 2 entitlements have been completed, however may be subject to amendment or revision over the projected build-out of the Rio del Oro community. Subsequent entitlements will also be needed by individual villages or parcels in order to develop. Please confirm with the City the status of entitlements.

Tier 1 Entitlements:

- Adoption of the Rio Del Oro Specific Plan
- Amendment to the Aerojet Special Planning Area (SPA) Ordinance (SZC 95-0014)
- Adoption of Tier 1 Development Agreement(s)

Development of the RDOSP also requires the approval of the following actions by State, Federal and other agencies:

- Regional Water Quality Control Board Permits (Section 401)
- Clean Water Act Permits (Section 404)
- Streambed Alternation agreements (Section 1602)
- Agreement pursuant to Section 7 of the Federal Endangered Species Act
- Annexation to Regional San/Sacramento Area Sewer District

Tier 2 Entitlements:

Tier 2 approvals required the approval of a single Financing Plan, Phasing Master Plan, a master Large Lot Tentative Map, Conditions of Approval, Tier 2 Development Agreements providing further detail on phasing, financing and details of other Specific Plan measures that are required to assure implementation of the Specific Plan to the City's satisfaction. It also includes the 2016 Specific Plan Amendment. The following Tier 2 entitlements have been completed:

- Adoption of the Tier 2 Development Agreements
- Adoption of the Rio Del Oro Affordable Housing Plan or Agreement(s)
- Adoption of a Public Facilities Financing Plan
- Infrastructure Phasing Plan
- Large Lot Tentative Map

Subsequent Entitlements:

Once Tier 1 and Tier 2 entitlements have been completed, small lot Tentative Subdivision Maps, Final Maps, Improvement Plans, engineering studies, or architectural drawings may be submitted and processed for individual villages for review and approval by the City to allow development to proceed.

- "Small Lot" Tentative Subdivision Maps
- Lot Line Adjustments
- Engineering Improvement Plans
- Design Review (if needed)
- Use Permits

1.5 RELATED DOCUMENTS

1.5.1 Environmental Impact Report

Concurrently with the adoption of this Specific Plan, a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) was prepared and certified by the Rancho Cordova City Council as required by CEQA. This EIR/EIS identified potential significant adverse environmental impacts which could result from the development proposed by this Specific Plan. The EIR/EIS

also recommended mitigation measures to reduce or eliminate potentially adverse impacts. Mitigation measures identified in the EIR/EIS for the Specific Plan have either been incorporated into the land use plan or contained in this Specific Plan. The EIR/EIS serves as the base environmental document for the purposes of evaluating subsequent entitlements associated with the RDOSP.

1.5.2 Development Standards and Guidelines

Concurrent with the approval of this Specific Plan, Development Standards and Design Guidelines, Appendix A, for the RDOSP were adopted by the City of Rancho Cordova City Council. The RDOSP Development Standards set forth the permitted uses, development standards and other regulations.

The RDOSP Design Guidelines include additional detail to be considered in the design, review and approval of individual projects. Development within the Plan Area is required to comply with the RDOSP Development Standards and Design Guidelines.

When conflicts occur between the provisions in the Rancho Cordova Zoning Ordinance and the RDOSP Development Standards, the provisions of this Specific Plan and Development Standards shall apply. Where the RDOSP Development Standards do not address a specific provision, Zoning Ordinance requirements shall govern development in the Plan Area.

1.5.3 Rio Del Oro Development Agreement

Implementation of the policies set forth in this Specific Plan document will be governed by separate Tier 1 and Tier 2 Development Agreements for each of the two developers.

A Tier 1 Development Agreement with identical terms were executed by each of the two developers as part of the initial Specific Plan approval process. The Tier 1 Development Agreements outline the general provisions and procedures that apply to all phases of project development, including but not limited to governing standards for approval of the Tier 2 Development Agreements that will ensure uniform applicability to the City's satisfaction of the provisions of this Specific Plan, the Financing Plan and the Phasing Master Plan to all subsequent phases of development.

The City and Elliott Homes have entered into a Tier 2 Development Agreement(s) that covers those phases of development of the portion of the Specific Plan Area to be developed by Elliott Homes (or successors in interest as provided for in the Tier 1 Development Agreement). The City and Aerojet have entered into a Tier 2 Development Agreement (or agreements, as applicable) that covers those phases of development of the portion of the Specific Plan Area owned by Aerojet (or successors in interest as provided for in the Tier 1 Development Agreement).

Aerojet and Elliott Homes proceeded with the tier 2 Development Agreement(s) during the 2016 Specific Plan Amendment and therefore were responsible for working with the City to prepare a single Financing Plan, Phasing Master Plan

and set of master Large Lot Tentative Map Conditions of Approval that together specify the needed on-site and off-site infrastructure improvements, the timing and method for financing improvements, and other specific performance obligations that are applicable to the entire Specific Plan Area. This Tier 2 Development Agreement(s) was approved at the same time as the City approved the Financing Plan and Phasing Master Plan for the entire Specific Plan Area, and a Large Lot Tentative Subdivision Map and master Conditions of Approval.

1.5.4 Financing Plan

Subsequent to initial approval of this Specific Plan and concurrent with the approval of the first Large Lot Tentative Map for residential units, a Public Facilities Financing Plan was adopted by the Rancho Cordova City Council. The Public Facilities Financing Plan will apply to the entire Specific Plan Area and shall define the specific mechanisms which will be required to fund the capital costs of all infrastructure necessary as a result of Specific Plan build-out. The Financing Plan also defines funding for the maintenance of new infrastructure and public services needed by the future residents and business within the Plan Area.

1.5.5 On-site Infrastructure Phasing Plan

Concurrent with the approval of this Specific Plan, an On-site Infrastructure Phasing Plan (On-site Phasing Plan) was adopted by the City Council. The On-Site Phasing Plan, Appendix B, provides information regarding the general phasing, sizing, costs of public facilities and on-site improvements described in this document. A more detailed Phasing Master Plan, covering both on-site and off-site improvements, was adopted by the City concurrent with the approval of the Large Lot Tentative Subdivision Map, which defines in detail the facility requirements to develop each phase of the Plan Area. The plan also includes maps showing the alignment and location of facilities, cost estimates and construction timing requirements.

The improvements and requirements described in Appendix B are based on the standards and policies in effect at the time of the RDOSP approval, but notwithstanding anything in this On-Site Phasing Plan to the contrary, should any of such standards and/or policies change in the future, then these improvements and requirements may also change. Furthermore, these improvements and requirements may change as provided by any future amendments to the Phasing Master Plan, the Tier 2 Development Agreements, and the terms of which shall prevail in the event of any inconsistency with the On-Site Phasing Plan.

1.6 RELATIONSHIP TO GENERAL PLAN

The City of Rancho Cordova General Plan serves as the long-term policy guide for the physical and economic growth of the City. By virtue of state law, all development plans, projects and activities must be consistent with the General Plan. The guiding principles and project objectives of the Rio Del Oro Specific Plan parallel the goals of the General Plan, as outlined in Section 1.3. This

Specific Plan implements and is consistent with the goals, policies and objectives of the Rancho Cordova General Plan, as amended. If conflicts occur between subsequent amendments to the Rancho Cordova General Plan and this Specific Plan, the provisions of this Specific Plan shall govern.

1.7 LEGAL AUTHORITY

Specific Plans are an implementation mechanism for new growth areas authorized (but not mandated) by California statute (California Government Code Sections 65450 et seq). The content of a Specific Plan is defined in Government Code Section 64541 (a), which specify the following in detail:

- The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.

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2 PLAN AREA SETTING

2.1 PLAN AREA LOCATION

The Rio Del Oro site contains approximately 3,828 acres located within the City of Rancho Cordova, approximately five miles south of US Highway 50 along the east side of Sunrise Boulevard. The northern boundary of the site is adjacent to White Rock Road. The southeastern corner of the site is located at the intersection of Americanos Boulevard and Douglas Road, adjacent to the "panhandle" portion of the SunRidge Specific Plan area. The southern boundary of the site is adjacent to Douglas Road and the remaining SunRidge Specific Plan area. The western boundary of the site is adjacent to Sunrise Boulevard along the south, while the remainder of the northwestern boundary is adjacent to existing developed Fitzgerald and Cordova Industrial Parks.

2.2 SITE HISTORY AND DESCRIPTION

The Rio Del Oro project site has a past history of agricultural uses, gold mining and industrial uses, including missile testing. Approximately one third of the site has been used for grazing, while the remaining two thirds has been significantly altered by gold mining activities. The current use of the site is primarily cattle grazing with an area of aggregate mining occurring in the eastern portion of the site.

Existing dredger tailings

A considerable amount of the mining occurred in the 1920s, with additional mining occurring in the 1950s. The mining activities consisted of dredging ancient alluvial deposits. The areas that were mined are distinguished by alternating piles of rocky tailings and lower areas where the finer sediment settled out. The average depth of the dredger tailings is between 80-110 feet deep.

In 1956, Aerojet General Corporation purchased the Rio Del Oro site for use in development and testing of missile propulsion systems. McDonnell Douglas initially leased the land from Aerojet for its rocket testing activities, and then bought it outright in 1961. McDonnell Douglas ceased operations at the site in 1969, and then Aerojet reacquired it in 1984 for use primarily as a buffer zone from White Rock Road, but also as a place to burn excess rocket fuel and test small quantities of energetic material. Limited development of the site during this time included

Remaining rocket testing facility

construction of paved and unpaved access roads, various structures and buildings, and a limited infrastructure of utilities and drainage improvements. Numerous buildings, roads and structures associated with the prior use remain on the site today, primarily located in the southern/central portion of the site.

A small industrial park, Security Park, is located in the southeastern corner of the site, however the developed portion of Security Park is not a part of the RDOSP Area. The aerial photo in Exhibit 2-1 shows the existing conditions of the site.

2.3 ADJACENT LAND USES

The land surrounding the RDOSP is a mix of urban and limited agricultural. Land to the south and southeast is part the SunRidge Specific Plan Area, containing approximately 2,600 acres for mixed-use development. The neighborhoods adjacent to the Plan Area in the SunRidge development contain mostly low-density residential units. The land to the west contains a variety of existing commercial, office and light industrial uses along the Sunrise Boulevard Corridor. The land to the north is owned by Aerojet General Corp and is presently used for limited agricultural and industrial uses. The remaining land to the east of the site is used for grazing, agricultural residential and some aggregate mining operations.

2.4 SITE FEATURES

2.4.1 Topography and Drainage

Due to the previous history of mining on the site, the topography and drainage is significantly disturbed from the natural condition on approximately two-thirds of the site. A tributary of Morrison Creek flows through the southern portion of the site, flowing from east to west. Numerous intermittent drainage channels occur throughout the site. Most of the channels lack riparian or emergent vegetation except for the lower reach of Morrison Creek.

2.4.2 Soils

Ten different soils types are mapped by the Soil Conservation Service (SCS) within the Plan Area. Fiddyment, Hicksville, Natomas, Red Bluff, and Redding soils occur in the grasslands within areas which have not been disturbed by historic mining activities. Slickens and Xerorthent dredge tailings soils occur with areas that have been substantially disturbed by historic mining activities.

2.4.3 Wetlands

Jurisdictional wetlands occur within the Plan Area in the form of vernal pools, seasonal wetland swales and depressions, riparian wetlands and ponds. The vernal pools and seasonal wetland swales are found exclusively within grasslands in areas which have not been mined. The seasonal wetland depressions occur almost exclusively

Seasonal Wetlands

within the previously mined areas. Riparian wetlands occur only in the previously mined areas. They are topographically similar to the seasonal wetland depressions, but are characterized by the presence of trees and shrubs.

2.4.4 Vegetation

The characteristic plant community within the areas of the site not disturbed by the historic mining operations is non-native annual grassland. The vegetation is characterized by a dominance of non-native grasses and forbs. Three general plant communities occur in the areas of the site which were not significantly disturbed by historic mining activities. These communities occur on the dredge tailing piles, in low areas between the piles and in relatively broad flat areas lacking dredge tailings piles. Vegetation is sparse with yellow star thistle the dominant plant and few grasses. The areas between the tailings have soil, lack cobbles, and receive additional moisture draining laterally from the piles. Common species include Fremont cottonwoods, willows and coyote brush. A significant stand of elderberry shrubs exist on site.

2.4.5 Airport Compatibility

The Plan Area is located approximately 2 miles northeast of Mather Airport. The northwestern portion of the Plan Area lies within the runway approach pattern and is subject to noise levels of 60 to 70 CNEL. The Mather Airport Policy Area (MAPA) and the Comprehensive Land Use Plan (CLUP) govern and restrict uses within this area to ensure compatibility. Specifically, residential uses are not permitted within the Mather Airport noise contour zone. The noise contours are subject to revision and refinement as part of the Mather Airport Master Plan (MAMP). If new noise contours affecting the Rio Del Oro Plan Area are subsequently adopted as part of the MAMP, the RDOSP may be modified or amended as outlined in Section 8.3 to allow for additional residential uses in conjunction with non-residential uses as part of a mixed use project (vertical or horizontal) in the commercial use areas.

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3 LAND USE ELEMENT

3.1 PURPOSE

This section outlines the goals and vision for the Rio Del Oro Specific Plan (RDOSP) Area and provides a brief description of the focal elements which comprise the community form. A brief description of each land use is provided, as well as a summary of the land uses depicted on Community Vision, Exhibit 3-1.

3.2 COMMUNITY FORM

The vision for Rio Del Oro is to build a community within Rancho Cordova which has definable character, provides diversity and has a 'heart'; a place where people with shared interests can live, work and play. This vision will be realized by following Plan Area-wide design concepts in site planning, neighborhood and street layouts, architectural design and open space.

A primary focus of the RDOSP is to provide pedestrian scale 'main streets' to promote walking and add to the community's overall livability

- **A variety of housing opportunities.** A range of housing types and densities are integrated throughout the Plan Area to create choice and variety in housing stock, pricing and life style. Low to medium density neighborhoods, including opportunities for executive size lots, are predominate throughout the Plan Area. Higher density housing is clustered nearer to community services such as parks, shopping and services.
- **Town Centers.** Several town centers are provided within the Plan Area. A Local Town Center, with a pedestrian scale, "main street," is centrally located in the Village Core to provide a community center and offer a variety of retail, employment, services and public amenities. The LTC zoning designation is a variation of mixed use, allows for close integration of retail and office uses. Two Regional Town Centers are located along the adjacent major arterials to provide for both local, community and regional shopping needs.

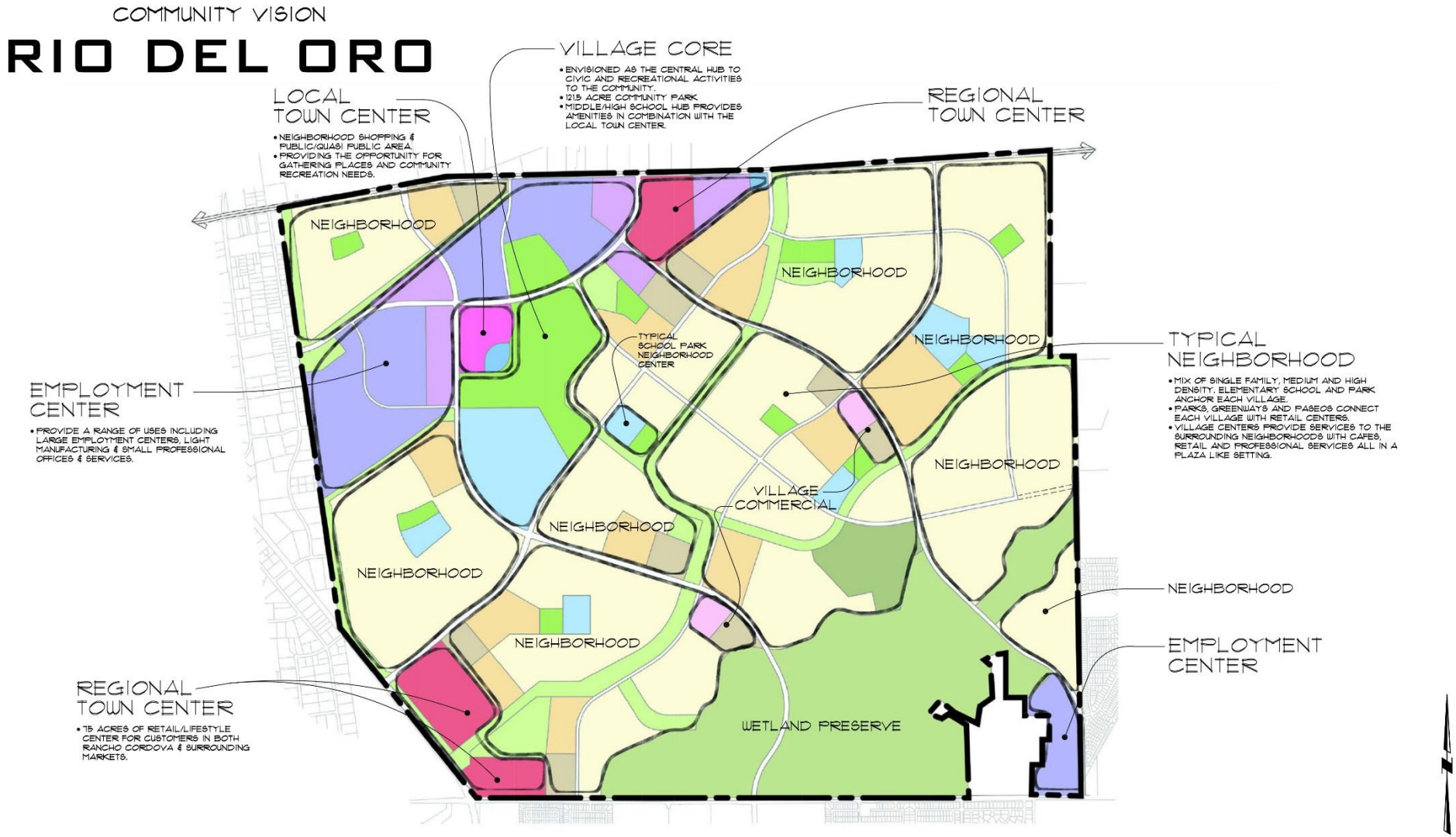


Exhibit 3-1
Community Vision Exhibit

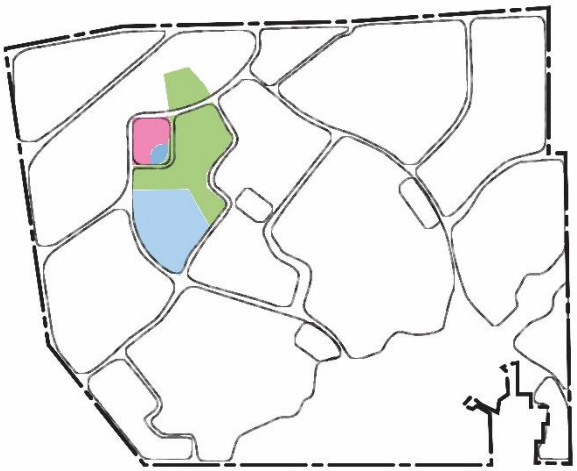
- **Transit opportunities.** Rancho Cordova Parkway is a major road through the core of the Plan Area. This roadway has been designed to accommodate vehicles, traditional bus modes and possible enhanced transit use. A transit center is envisioned to be provided within the Local Town Center and possibly on the high school/middle school campus.
- **An integration of Green Infrastructure,** including drainage parkways, paseos, landscape corridors, and greenbelts. The project proposes to enhance and define drainage courses that flow through the site, using multi-use drainage parkways which will incorporate bicycle and pedestrian trails alongside the drainage conveyance channels. The Green Infrastructure network—greenbelts, paseos and drainage parkways—will connect neighborhoods, schools, parks, shopping and businesses.
- **Environmental preservation and restoration.** The preservation of approximately 510 acres in the southeastern portion of the site will protect Morrison Creek and many existing wetlands, as well as providing for wetland restoration. The design of the major drainage ways will incorporate the restoration of riparian habitat along the major watercourses.
- **Storm water management and quality.** As outlined in this plan, the project will utilize the green infrastructure network for drainage and water quality treatment. Retention and detention will be designed into the overall drainage system to manage storm water flows at pre-project levels.

3.2.1 Plan Area Focal Elements

Primary elements within the RDOSP Area include the Village Core, which includes the Local Town Center, Community Park and high school/middle school campus; the Regional Town Centers; the residential neighborhoods and the Drainage Parkway/ Open Space Network.

3.2.1.1 Village Core

The Village Core is a centrally located community focal point which incorporates the Rio Del Oro Local Town Center, Community Park and a high school/middle school campus.



The Local Town Center is anticipated to serve both neighborhood and community needs. The 206 acre site is envisioned to facilitate a variety of commercial mixed uses and public/quasi-public uses with a “main street” feel. The Local Town Center will be compact, connected and pedestrian friendly in order to foster community character and provide a community identity.

The Community Park and adjacent school campus is envisioned as a central hub of civic and recreational activity for the Community. The uniquely designed school site will accommodate a joint high school and middle school campus, while also sharing recreational facilities with the adjacent Community

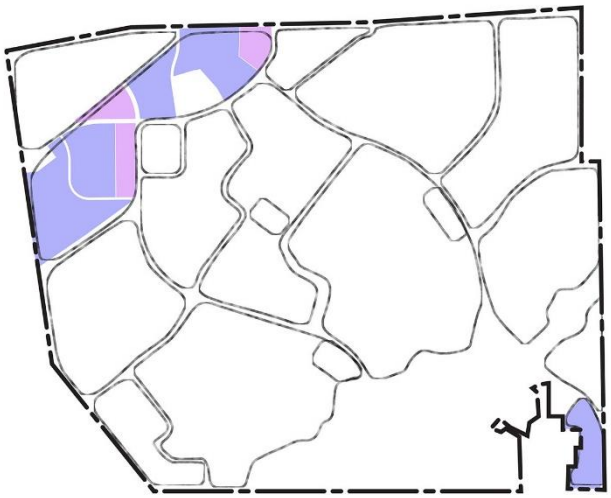
Park. A greenway system will allow direct non-vehicular access to the park and school campus from nearly every neighborhood within the Plan Area.

3.2.1.2 Regional Town Center

Two Regional Town Centers (RTC) are located within the Plan Area. The Regional Town Centers will provide regional shopping opportunities for the Plan Area, Rancho Cordova and surrounding markets. These sites are envisioned to contain a mix of uses and in addition to retail may also include business-professional.

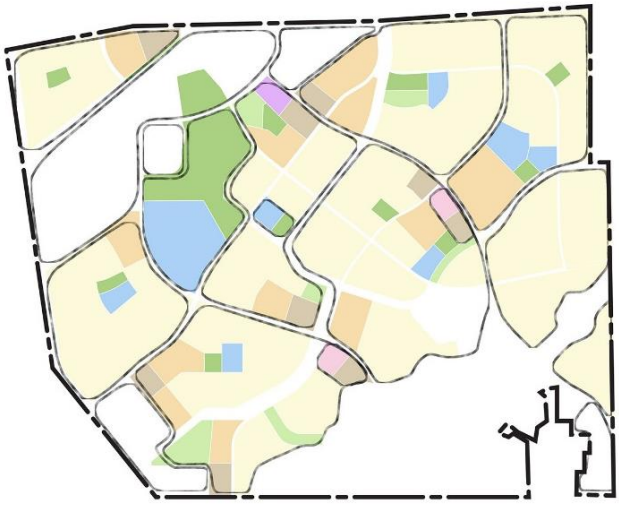
3.2.1.3 Employment Center

Business Park (BP) and Industrial (MP) land uses comprise the employment centers and will provide the principal employment opportunities for the Plan Area. Located in a highly accessible area, the primary employment center has frontage on White Rock Road and Rancho Cordova Parkway. A smaller employment center is located on Douglas Road adjacent to the existing Security Park Industrial Park.



3.2.1.4 Typical Neighborhood

The typical neighborhood within the RDOSP includes a mixture of low, medium and high-density residential uses. These neighborhoods will provide housing of varied types, densities and styles to enable a diversity of socio-economic residents. The neighborhoods are designed with centrally located parks and schools to serve as neighborhood centers and to be easily accessible via non-vehicular modes along the greenway system.



Village Commercial sites are designed as mixed-use commercial and high density residential hubs, serving the adjacent neighborhoods. These sites are envisioned to include a full range of small commercial shops and professional services organized around small urban plazas.

Pedestrian orientation is a focus of RDOSP, with the fundamental intent of reducing the impact of the automobile on both neighborhoods and the surrounding community through architectural and community design.

3.2.1.5 Open Space Network

The Rio Del Oro open space network is an interconnected system that provides access, recreation, and flood control while preserving natural features. Recreational opportunities may occur in all areas except for the wetland preserve. An integral concept of the RDOSP is to provide a well-integrated series of non-vehicular trails within the landscape corridors, greenbelts and drainage parkways that will connect residents to employment, retail, education and recreation facilities. The drainage parkways will also have a dual function to provide flood control.

3.3 LAND USE SUMMARY

All land within the Plan Area is designated with a land use category, acreage and dwelling units, as depicted on the Land Use Diagram, Exhibit 3-2. Table 3-1, Land Use Summary, provides an overall summary of each land use type. The assigned land use categories, along with other provisions in the RDOSP and the Development Standards and Design Guidelines, Appendix A, constitute zoning within the Plan Area and serves the purpose of maintaining the RDOSP vision for the Plan Area. All development within the Plan Area shall adhere to these land use designations unless the RDOSP is otherwise amended.

Table 3-1 Land Use Summary (Refer to Exhibit 3-2)

Land Use/ Zoning Symbol	Land Use Designation	Acres	% of Total Acres	% of Total Units	Units
Residential					
SF (2.1-6.0 DU/AC)	*Single Family*	*1,566.4*	*40.9%*	*62%*	*7,593*
MD (6.1-18.0 DU/AC)	*Medium Density*	*283.1*	*7.4%*	*17%*	*2,048*
HD (18.1-40.0 DU/AC)	*High Density*	*98.0*	*2.6%*	*21%*	*2,548*
Subtotal		***1,947.5***	***50.9%***	***100%***	***12,189***
Village Services and Employment					
VC	*Village Commercial*	*20.1*	*0.5%*		
LTC	*Local Town Center*	*24.3*	*0.6%*		
RTC	*Regional Town Center*	*112.9*	*3.0%*		
BP	*Business Park*	*90.4*	*2.4%*		
MP	*Industrial Park*	*269.5*	*7.0%*		
Subtotal		***517.2***	***13.5%***		
Education					
HS/MS	*High School/Middle School*	*78.0*	*2.0%*		
MS	*Middle School*	*20.0*	*0.5%*		
ES	*Elementary School*	*54.9*	*1.5%*		
Subtotal		***152.9***	***4.0%***		
Open Space & Public					
CP	*Community Park*	*121.5*	*3.2%*		
P/QP	*Public/Quasi Public*	*7.5*	*0.2%*		
NP	*Neighborhood Park*	*57.7*	*1.5%*		
SWD	*Storm Water Detention*	*38.7*	*1.0%*		
WP	*Wetland Preserve*	*510.0*	*13.3%*		
DP	*Drainage Parkway*	*141.9*	*3.7%*		
PR	*Private Recreation*	*52.5*	*1.4%*		
OS	*Open Space*	*22.2*	*0.6%*		
OS/P	*Open Space/Preserve*	*12.0*	*0.3%*		
LC	*Landscape Corridors**	*0.0*	*0.0%*		
GB	*Green Belts*	*50.8*	*1.3%*		
ROW	*Right-of-way*	*195.5*	*5.1%*		
Subtotal		***1,210.3***	***31.6%***		
	TOTAL:	***3,827.9***	***100%***		***12,189***

**Note: The Landscape Corridors previously shown were removed from Land Use Plan, acreage assigned to adjacent parcel*

LAND USE PLAN

RIO DEL ORO

LAND USE SUMMARY

	LAND USE	ACRES	DENSITY RANGE	FIXED COUNT	UNITS	UNIT %	% OF RESIDENTIAL ACRES
SF	SINGLE FAMILY RESIDENTIAL	1,566.4	2.1 - 6.0	4.84 DU/AC	7,593	62%	40.9%
MD	MEDIUM DENSITY RESIDENTIAL	283.1	6.1 - 18.0	7.23 DU/AC	2,048	17%	7.4%
HD	HIGH DENSITY RESIDENTIAL	98.0	18.1 - 40.0	26.00 DU/AC	2,548	21%	2.6%
VC	VILLAGE COMMERCIAL	20.1					
LTC	LOCAL TOWN CENTER	24.3					
RTC	REGIONAL TOWN CENTER	112.9					
BP	BUSINESS PARK	90.4					
MP	INDUSTRIAL PARK	269.5					
P/QP	PUBLIC / QUASI PUBLIC	7.5					
FS	FIRE STATION	*					
AFS	ALTERNATIVE FIRE STATION	*					
MS/HS	SCHOOL CAMPUS	78.0					
MS	MIDDLE SCHOOL	20.0					
ES	ELEMENTARY SCHOOL	54.9					
CP	COMMUNITY PARK	121.5					
P	NEIGHBORHOOD PARKS	57.7					
SWD	STORM WATER DETENTION	38.7					
	WETLAND PRESERVE	510.0					
	DRAINAGE PARKWAY	141.9					
	PRIVATE RECREATION	52.5					
OS	OPEN SPACE	22.2					
OS/P	OPEN SPACE/ PRESERVE	12.0					
	LANDSCAPE CORRIDORS*	0.0					
GB	GREENBELTS	50.8					
	MAJOR ROADS	195.5					
TOTALS:		3,827.9			12,189	100%	

*LANDSCAPE CORRIDORS REMOVED FROM LAND USE SUMMARY, ACREAGE ASSIGNED TO ADJACENT PARCEL.

**UNDERLYING ZONING SHALL REMAIN.

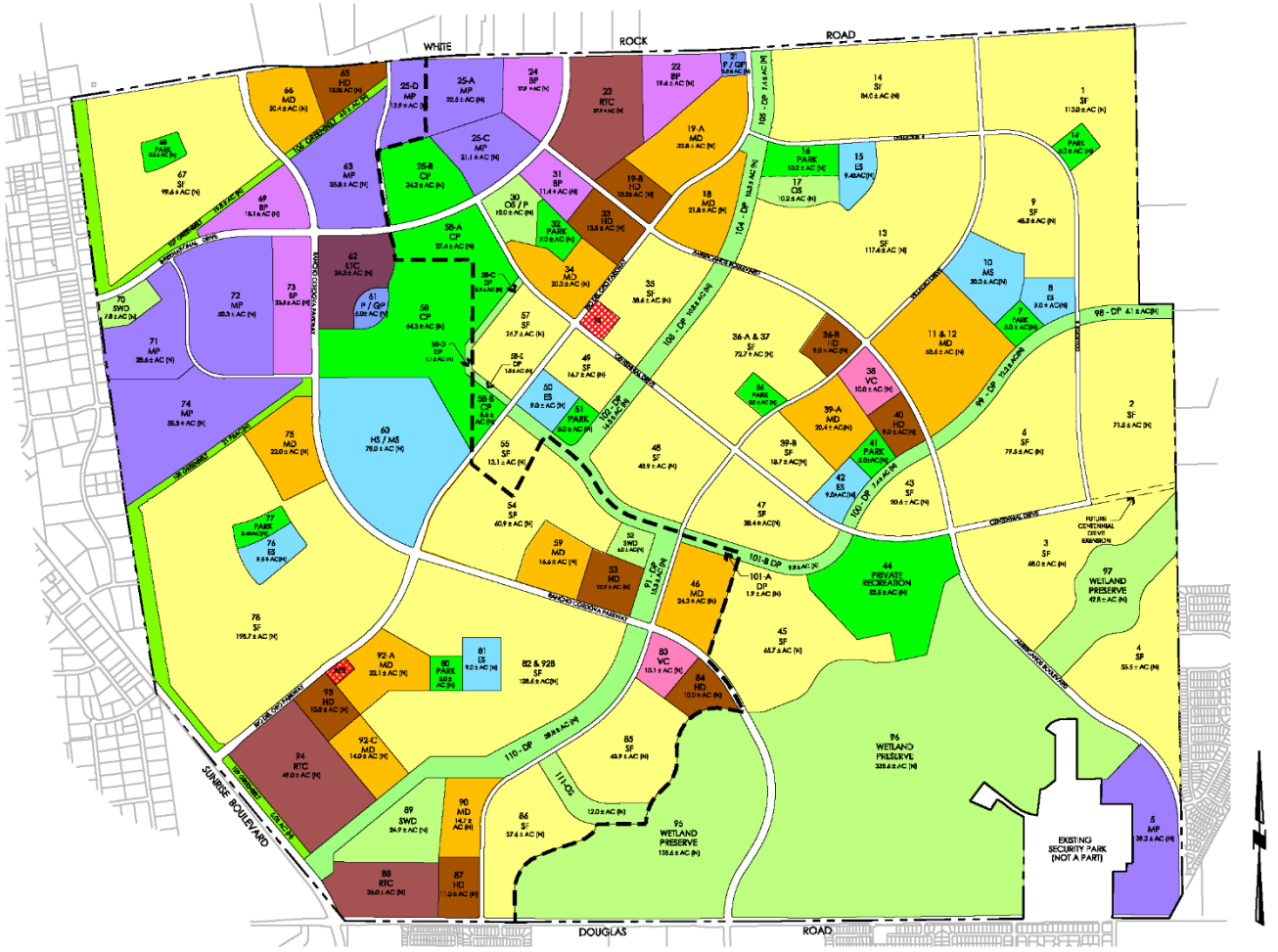


Exhibit 3-2
Land Use Plan

3.4 RESIDENTIAL USES

The land use plan provides three different residential designations: Single Family Residential (SF), Medium Density Residential (MD) and High Density Residential (HD). Density ranges, permitted uses and development standards and design guidelines for all residential uses are provided in the RDOSP Development Standards and Design Guidelines.

3.4.1 Single Family Residential (SF)

The SF district permits single-family development, with a density range of 2.1 to 6 dwelling units per acre. The size and type of lots anticipated will range from one half-acre executive lots to moderately sized lots. Portions of the highlighted parcels shown on Exhibit 3-3 are candidate locations where executive housing may be executed. Use of alternative garage configurations, porches and front courtyards are encouraged and are further addressed in the Development Standards and Design Guidelines.

Single family housing

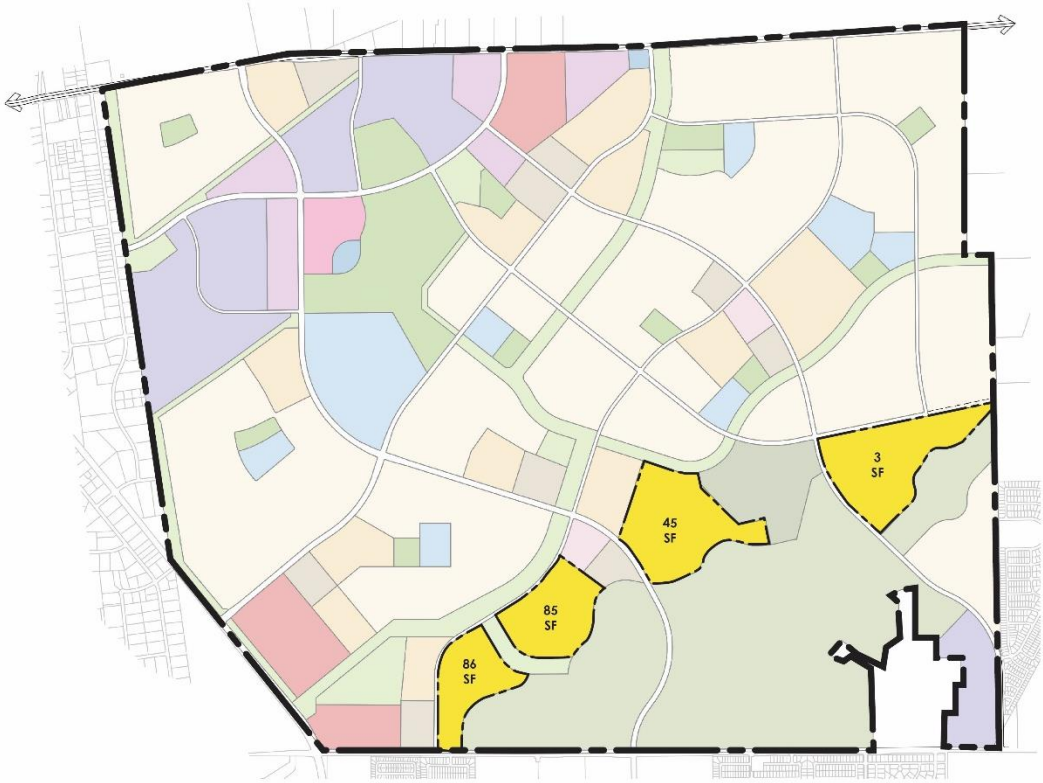


Exhibit 3-3
Candidate locations for executive housing

3.4.2 Medium Density Residential (MD)

The MD district provides an opportunity to accommodate a variety of housing types. Types may include cluster, courtyard, zero lot line, half-plexes and other attached and detached housing products, containing a density range of 6.1 to 18 dwelling units per acre. Incorporation of diverse and innovative housing alternatives are encouraged to enhance the neighborhood identity and provide opportunities to create for-sale housing at levels attainable to area residents and workers.

Medium density housing

3.4.3 High Density Residential (HD)

The HD district accommodates attached multi-family housing, including apartment, townhouse and condominiums. The HD sites are strategically located within the Village Core and near the higher intensity uses to promote alternative transportation, through the proximity to goods, services and transportation hubs. These HD sites will provide both rental and for-sale housing opportunities for the general workforce, with a density range of 18.1 to 40 dwelling units per acre. Portions of the HD units may be made available at affordable levels pursuant to the Rio Del Oro Affordable Housing Agreement.

High density housing

3.4.4 Affordable Housing Plan

A separate Affordable Housing Plan was approved in conjunction with this Specific Plan in 2016 and is summarized as follows: In total the HD sites must average a minimum density of 26 dwelling units per acre per the Affordable Housing Plan for Rio del Oro. If initial HD projects are developed at a higher density then subsequent HDR projects may be developed at a density lower than the 26 dwelling units per acre minimum provided the average minimum density across all HD sites is maintained at 26 dwelling units per acre.

The Affordable Housing Plan defines the project's fair share of the Regional Housing Needs Allocation (RHNA) and establishes affordable housing performance requirements to satisfy the project's obligations pursuant to the City or Rancho Cordova's Housing Element Policy H.1.5. The Rio del Oro Land Use Plan designates a number of High Density residential (HD) sites and a resulting total acreage within the Plan Area. In addition to designating parcels that could accommodate affordable housing, Rio del Oro is also subject to performance requirements. Builders within Rio del Oro are required to pay an **Affordable Housing In-Lieu Fee** at building permit for each market rate unit. Builders also have the option of reducing or eliminating the in-lieu fee by dedicating land to the City for affordable housing purposes and/or constructing affordable units.

3.5 COMMERCIAL SERVICE USES

Commercial service uses in RDOSP consists of two Regional Town Center (RTC) sites, the Local Town Center site (LTC) and two Village Commercial (VC) sites. Development standards and permitted uses for each of the commercial districts are addressed in the Development Standards and Design Guidelines.

3.5.1 Local Town Center (LTC)

The Local Town Center, located at the northeast corner of Rancho Cordova Parkway and International Drive, is envisioned to attract a variety of community and neighborhood serving retail commercial and office uses. The Local Town Center is located within the Village Core, providing a unique setting to blend the retail and office uses with the adjacent Community Park and public uses. Due to the current noise contours of Mather Airport, residential uses are not permitted within the LTC. However, if the noise contours are amended, the City will consider the vertical and/or horizontal integration of high density residential units in conjunction with the non-residential uses of the property via a Specific Plan Amendment as outlined in Section 8.3. A conceptual site plan covering the entire LTC parcel is required to be submitted and approved by the City Council prior to the approval of the first parcel map to subdivide the LTC area or any other development permit is issued in the LTC area.

The Town Center (LTC) will be a vibrant focal point of Rio Del Oro offering a mix of office and retail spaces

3.5.2 Regional Town Center (RTC)

The larger Regional Town Center site is located at the corner of Rio Del Oro Parkway and Sunrise Boulevard. This site is envisioned to serve as a combination lifestyle center and power center, which will draw customers from both Rancho Cordova and the surrounding market areas. The site will have vehicular access from Sunrise Boulevard, Rio Del Oro Parkway and Douglas Road, as well as trail access from the Morrison Creek Trail. The adjacent storm water detention area will be designed as an amenity for the shopping area, providing opportunities for recreation and outdoor dining spaces. The second Regional Town Center is located along White Rock Road and Americanos Boulevard. This site will provide opportunity for retail, office and neighborhood serving commercial uses. The Development Standards and Design Guidelines, Appendix A, emphasize the internal focus of parking to the interior of the sites, while locating the buildings along the streets. Due to the current noise contours of Mather Airport, residential uses are not permitted within the RTC. However, if

the noise contours are amended, the City will consider vertical and/or horizontal integration of high density residential units in conjunction with the non-residential uses of the property via a Specific Plan Amendment as outlined in Section 8.3. Residential uses are not permitted on RTC sites located outside of the noise contours. The City will consider the integration of high density residential units in conjunction with non-residential uses of the property via a Specific Plan Amendment. A conceptual site plan covering the entire RTC site is required to be submitted and approved by the City Council prior to the approval of the first parcel map to subdivide any RTC area or any other development permit is issued.

3.5.3 Village Commercial (VC)

The two 10 acre Village Commercial sites are intended to serve as neighborhood centers providing a variety of retail sales and professional services which residents may access on a daily basis. The location of these sites centralized within the neighborhoods and located adjacent to higher density uses and greenways will encourage pedestrian or bike access. The Village Commercial district's commercial mixed-use designation permits a limited variety of commercial and high-density residential uses. Residential units will be second floor uses above ground floor commercial uses such as coffee shops, cafes, and retail, as well as a grocery store. Residential units may be permitted via a Specific Plan Amendment as outlined in Section 8.3.

Village Commercial (VC) sites will act as neighborhood hubs offering a mix of uses

3.6 OFFICE AND INDUSTRIAL USES

Office and industrial uses within RDOSP consist of business professional (BP) and Industrial Park (MP). The majority of the BP and MP uses are found in the Employment Center located in the northwest quadrant of the Plan Area, coinciding with the portion of the site affected by the noise contours of Mather Airport. The Employment Center will provide the opportunity for a range of users, from large employment centers, light manufacturing and assembly to small professional offices and services. The BP districts are located along

Office (BP) and Industrial (MP) uses will provide Rio Del Oro with a robust employment center

Rancho Cordova Parkway and Americanos Boulevard to provide visibility and connectivity with the Town Centers. The future planned alignment connection of International Drive from the Plan Area to the adjacent business professional and industrial uses outside the Plan Area will further enhance the connectivity of the employment uses. The primary MP district will accommodate uses which are not noise sensitive. The proximity of the employment land uses to Rancho Cordova Parkway, a designated transit line, and to the Town Center, will contribute to the ability of workers to use alternative transit modes and have services nearby, thus reducing vehicle trips.

MP uses are also located adjacent to the existing Security Park industrial complex in the southeast corner of the Plan Area. Anticipated uses in this district may include manufacturing, assembly and other moderate to heavy industrial uses. The proximity of this MP district to Americanos Boulevard and Douglas Road will make it attractive to industrial users while being compatible with surrounding uses.

3.7 OPEN SPACE AND PUBLIC USES

Approximately 179 acres of parks, 510 acres of wetland preserve, 160 acres of public uses, such as schools, and approximately 320 acres of miscellaneous open space type of uses are designated within the RDO Plan Area. All open space and public use sites have been located and sized consistent with applicable policies. Specific design standards for open space and public uses are provided in the RDO Development Standards and Design Guidelines.

3.7.1 Schools (ES)

A total of 6 elementary school sites, 1 middle school, and 1 joint middle/high school are designated within the Plan Area. The sites have been sized in accordance with the Folsom-Cordova Unified School District criteria. The school sites have been given an underlying zone of SF and would be converted to single family use if the District determines that the site is not needed in the locations shown. Residential units resulting from the conversion of school sites to residential were not considered in the projected 12,189 dwelling units and will be subject to additional environmental analysis.

3.7.2 Public/Quasi Public (P/QP)

A total of 2 sites are designated for public/ quasi public use. This zoning is applied to a 5 acre parcel located within the Village Core, anticipated to accommodate a number of uses, such as a day care, transit center, library or post office which will support the community use of the Village Core. The additional site, approximately 2 acres, is located at the corner of Rio Del Oro Parkway and White Rock Road and may also accommodate similar uses. Public/Quasi Public uses may also be allowed within other land use designations as outlined by the Development Standards and Design Guidelines.

3.7.3 Parks (P)

Parks are allocated within the RDOSP, comprised of one Community Park and 9 Neighborhood Parks. Quimby and City Open Space requirements are discussed in Chapter 7. The 121.5-acre Community Park is located within the Village Core and is easily accessible via numerous greenbelts linking the entire Plan Area. Facilities in the Community Park are anticipated to include significant active recreation facilities, including ball fields, soccer fields, tennis courts, basketball courts, picnic and playground areas as well as community gathering facilities such as an amphitheater and plaza. Please refer to the Rio del Oro Development Standards and Design Guidelines and the Cordova Recreation and Park District Master Plan and Design Guidelines for a complete list of all allowed public uses. The joint high school/middle school is also located adjacent to the Community Park, providing a combined facility approximately 200 acres in size.

Parks will provide Rio Del Oro with a vast array of recreational opportunities (photo source: HLA)

The neighborhood parks are intended to serve as a focal point for each neighborhood, providing a gathering place with smaller scale recreational facilities, such as tot lots, playgrounds, multi-use turf fields and BBQ picnic areas. Many of the parks are co-located with elementary schools to provide shared facilities and to reinforce them as focal points of each neighborhood.

3.7.4 Private Recreation

The 52.5 acre private recreation site is located adjacent to Americanos Boulevard and the wetland preserve. The prior use of the site resulted in surface soil contamination, therefore limiting the site to uses which do not require buildings or structures with significant foundations. The proposed use of the site for private recreational uses, such as a golf course, driving range, skate park, recreation facility or other type of non-public park will provide a commercially viable and compatible use. Considering that the site will be private, it will not contribute to the Rio Del Oro project's Quimby or the City Open Space requirements.

3.7.5 Open Space (OS)

Open space zoning is applied to lands in four categories: open space preserves, wetland mitigation/preserves, landscape corridors, drainage parkways and greenbelts. Open space parcels provide community-oriented green space that fosters interaction between residents and nature, creating a cohesive framework divided into two components: Community Places and Green Infrastructure.

Community Places, as defined by the City of Rancho Cordova Open Space Guidelines, includes neighborhood greens, urban plazas, community gardens, and other passive recreation opportunities. Green infrastructure meets certain "functional standards," including pedestrian and bicycle trails, landscape corridors, floodwater conveyance and retention, storm water quality treatment, resource preservation and mitigation, and provides an interface between land uses and along Plan Area boundaries.

Open space (OS) trails will provide connections between land uses (photo source: EDAW)

A major element of the RDOSP is an accessible open space network, or Green Infrastructure, that will serve to soften the built environment while performing crucial functions. The Green Infrastructure network contains linear open spaces, landscape corridors, drainage parkways, greenbelts, paseos and parks to provide for drainage purposes while also allowing pedestrian and bicycle travel within the Plan Area. The Green Infrastructure network links the residential neighborhoods, schools and parks to the shopping and employment areas. The open space drainage system also provides opportunities for seasonal and riparian habitat. The corridors are designed to pass drainage flows within a meandering channel, creating upland areas for re-vegetation, and to provide for multiple passive (e.g. walking, biking, etc.) recreation uses. Trails are provided for pedestrian and bicycle uses as well as interpretive trails through the upland areas for uses such as bird watching and photography. The detailed trail plan is shown in Section 4.6 of this document.

3.7.6 Wetland Preserve

A 510-acre wetlands preserve area is located in the southern portion of the project, protecting Morrison Creek and 52% of the existing vernal pools and associated upland habitat. Vernal pool creation, maintaining approximately 250' buffers from existing vernal pool features, will occur within this preserve area also.

3.8 MINOR DENSITY ADJUSTMENT/ TRANSFER OF DENSITY

Each residential parcel has been assigned a density and allocated units, based upon factors such as site location, conditions and anticipated market demand for a variety of housing products. Table 3-2, Parcel Summary, in conjunction with the Land Use Plan, Exhibit 3-2, provides a detailed summary of the land use, zoning and unit allocation on a parcel-by-parcel basis. As individual residential projects are designed, a more detailed assessment of these factors may result in the need to adjust the number of units assigned to some residential parcels.

It is the intent of the Specific Plan to permit limited flexibility in adjusting the number of residential units allocated to and from any SF or MD parcel and to and from any HD parcel in response to market demand, subdivision design or other considerations.

3.8.1 Minor Density Adjustment Process

Minor density adjustment, if consistent with the following criteria, are contemplated by and within the intent of this Specific Plan and the RDO EIR and will not require an amendment to the Specific Plan or the City's General Plan.

1. The transfer and receiving parcels are within the RDOSP and the total maximum number of approved units for the entire Plan Area is not increased.
2. The cumulative increase or decrease in units resulting from the minor density adjustment does not change by more than twenty-percent (20%) the number of pre-transfer units allocated to any one receiving parcel as established by Table 3-2 of the Specific Plan. For example, if a parcel is allocated 100 units, it may transfer or receive up to a maximum of 20 units through this process.
3. The adjustments do not adversely affect the affordable housing program as set forth in the Affordable Housing Development Agreement (or other form as approved by the City). Any units located on a parcel designated for affordable development under an Affordable Housing Development Agreement are not eligible for unit transfers except to another parcel designated for affordable development.
4. The adjustments in density do not adversely impact planned infrastructure, roadways, schools, other public facilities or Plan Area fee programs and assessment districts.

To request a minor density adjustment, the owner or owners of both the transfer and receiving parcels shall submit an Administrative Permit to the Planning Director identifying the impacted parcels, designating the number of units being transferred and providing other documentation as required by the Planning Director to determine compliance with the above units transfer criteria. The applicant shall also provide a revised Specific Plan Table 3-2 Parcel Summary reflecting the adjusted unit counts and densities. The revised table will be the official record tracking unit allocations to each large lot residential parcel.

3.8.2 Review, Referral and Appeals Process

If, in the opinion of the City of Rancho Cordova Planning Department, such minor density adjustments fulfill the above criteria, they are consistent with the intent of this Specific Plan and EIR and will not require an amendment to the Specific Plan.

If the Planning Director determines that the minor density adjustment is not consistent with the criteria, the minor density adjustment shall be denied. The Planning Director may also refer the matter to the City Council for consideration to determine if the minor density adjustment is consistent with the criteria set forth herein. The land owner may also appeal the determination of the Planning Director to the City Council.

Table 3-2 Large Lot Parcel Summary (Refer to Exhibit 3-2)

Parcel Number	Land Use/ Zoning Symbol	Land Use Designation	Acres±	Fixed Count Density	Units
1	*SF*	*Single Family*	*113.0*	*4.84*	*547*
1F	*NP*	*Neighborhood Park*	*5.0*		
2	*SF*	*Single Family*	*71.5*	*4.84*	*346*
3	*SF*	*Single Family*	*68.0*	*4.84*	*329*
4	*SF*	*Single Family*	*55.5*	*4.84*	*269*
5	*MP*	*Industrial Park*	*39.2*		
6	*SF*	*Single Family*	*79.5*	*4.84*	*385*
7	*NP*	*Neighborhood Park*	*5.0*		
8	*ES*	*Elementary School*	*9.0*		
9	*SF*	*Single Family*	*48.3*	*4.84*	*234*
10	*MS*	*Middle School*	*20.0*		
11	*MD*	*Medium Density*	*26.8*	*7.23*	*194*
12	*MD*	*Medium Density*	*26.8*	*7.23*	*194*
13	*SF*	*Single Family*	*117.6*	*4.84*	*569*
14	*SF*	*Single Family*	*84.0*	*4.84*	*407*
15	*ES*	*Elementary School*	*9.4*		
16	*NP*	*Neighborhood Park*	*10.2*		
17	*OS*	*Open Space*	*10.2*		
18	*MD*	*Medium Density*	*21.8*	*7.23*	*158*
19A	*MD*	*Medium Density*	*32.8*	*7.23*	*237*
19B	*HD*	*High Density*	*10.5*	*26.00*	*273*
21	*P/QP*	*Public/ Quasi Public*	*2.5*		
22	*BP*	*Business Park*	*19.6*		
23	*RTC*	*Regional Town Center*	*37.9*		
24	*BP*	*Business Park*	*17.9*		
25A	*MP*	*Industrial Park*	*22.5*		
25B	*CP*	*Community Park*	*24.3*		
25C	*MP*	*Industrial Park*	*21.1*		
25D	*MP*	*Industrial Park*	*13.9*		
30	*OS/P*	*Open Space Preserve*	*12.0*		
31	*BP*	*Business Park*	*11.4*		
32	*NP*	*Neighborhood Park*	*7.0*		
33	*HD*	*High Density*	*13.5*	*26.00*	*351*
34	*MD*	*Medium Density*	*20.3*	*7.23*	*147*
35	*SF*	*Single Family*	*38.6*	*4.84*	*187*
36A	*SF*	*Single Family*	*19.1*	*4.84*	*92*
36B	*HD*	*High Density*	*9.0*	*26.00*	*234*
37	*SF*	*Single Family*	*53.6*	*4.84*	*259*
38	*VC*	*Village Commercial*	*10.0*		

39A	*MD*	*Medium Density*	*20.4*	*7.23*	*147*
39B	*SF*	*Single Family*	*18.7*	*4.84*	*91*
40	*HD*	*High Density*	*9.0*	*26.00*	*234*
41	*NP*	*Neighborhood Park*	*5.0*		
42	*ES*	*Elementary School*	*9.0*		
43	*SF*	*Single Family*	*20.6*	*4.84*	*100*
44	*PR*	*Private Recreation*	*52.5*		
45	*SF*	*Single Family*	*65.7*	*4.84*	*318*
46	*MD*	*Medium Density*	*24.3*	*7.23*	*176*
47	*SF*	*Single Family*	*38.4*	*4.84*	*186*
48	*SF*	*Single Family*	*48.9*	*4.84*	*237*
49	*SF*	*Single Family*	*16.7*	*4.84*	*81*
50	*ES*	*Elementary School*	*9.0*		
51	*NP*	*Neighborhood Park*	*5.0*		
52	*SWD*	*Storm Water Detention*	*6.0*		
53	*HD*	*High Density*	*12.9*	*26.00*	*335*
54	*SF*	*Single Family*	*60.9*	*4.84*	*295*
55	*SF*	*Single Family*	*13.1*	*4.84*	*63*
56	*NP*	*Neighborhood Park*	*5.0*		
57	*SF*	*Single Family*	*26.7*	*4.84*	*129*
58	*CP*	*Community Park*	*64.3*		
58A	*CP*	*Community Park*	*27.4*		
58B	*CP*	*Community Park*	*5.6*		
58C/D/E	*DP*	*Drainage Parkway*	*5.1*		
59	*MD*	*Medium Density*	*16.6*	*7.23*	*120*
60	*HS/MS*	*High School/Middle School*	*78.0*		
61	*P/QP*	*Public/ Quasi Public*	*5.0*		
62	*LTC*	*Local Town Center*	*24.3*		
63	*MP*	*Industrial Park*	*35.8*		
65	*HD*	*High Density*	*12.0*	*26.00*	*312*
66	*MD*	*Medium Density*	*20.4*	*7.23*	*147*
67	*SF*	*Single Family*	*99.6*	*4.84*	*482*
68	*NP*	*Neighborhood Park*	*5.2*		
69	*BP*	*Business Park*	*18.1*		
70	*SWD*	*Storm Water Detention*	*7.8*		
71	*MP*	*Industrial Park*	*28.6*		
72	*MP*	*Industrial Park*	*50.3*		
73	*BP*	*Business Park*	*23.5*		
74	*MP*	*Industrial Park*	*58.3*		
75	*MD*	*Medium Density*	*22.0*	*7.23*	*159*
76	*ES*	*Elementary School*	*9.5*		
77	*NP*	*Neighborhood Park*	*5.4*		

78	*SF*	*Single Family*	*198.7*	*4.84*	*962*
80	*NP*	*Neighborhood Park*	*5.0*		
81	*ES*	*Elementary School*	*9.0*		
82	*SF*	*Single Family*	*111.8*	*4.84*	*541*
83	*VC*	*Village Commercial*	*10.1*		
84	*HD*	*High Density*	*10.0*	*26.00*	*260*
85	*SF*	*Single Family*	*43.9*	*4.84*	*212*
86	*SF*	*Single Family*	*37.6*	*4.84*	*182*
87	*HD*	*High Density*	*11.0*	*26.00*	*286*
88	*RTC*	*Regional Town Center*	*26.0*		
89	*SWD*	*Storm Water Detention*	*24.9*		
90	*MD*	*Medium Density*	*14.7*	*7.23*	*106*
91	*DP*	*Drainage Parkway*	*15.3*		
92A/C	*MD*	*Medium Density*	*36.1*	*7.23*	*261*
92B	*SF*	*Single Family*	*16.8*	*4.84*	*81*
93	*HD*	*High Density*	*10.0*	*26.00*	*260*
94	*RTC*	*Regional Town Center*	*49.0*		
95	*WP*	*Wetland Preserve*	*128.6*		
96	*WP*	*Wetland Preserve*	*338.6*		
97	*WP*	*Wetland Preserve*	*42.8*		
98	*DP*	*Drainage Parkway*	*6.1*		
99	*DP*	*Drainage Parkway*	*12.2*		
100	*DP*	*Drainage Parkway*	*7.4*		
101A	*DP*	*Drainage Parkway*	*1.9*		
101B	*DP*	*Drainage Parkway*	*9.8*		
102	*DP*	*Drainage Parkway*	*16.5*		
103	*DP*	*Drainage Parkway*	*10.8*		
104	*DP*	*Drainage Parkway*	*10.5*		
105	*DP*	*Drainage Parkway*	*7.4*		
106	*GB*	*Greenbelt*	*4.0*		
107	*GB*	*Greenbelt*	*19.8*		
108	*GB*	*Greenbelt*	*21.9*		
109	*GB*	*Greenbelt*	*5.0*		
110	*DP*	*Drainage Parkway*	*38.8*		
111	*OS*	*Open Space*	*12.0*		
	Major ROW	*Major Right-of-Way*	*195.5*		
	LC	*Landscape Corridors*	*0.0*		
			3,827.9	*± Acres*	*12,189 Units*

Note:
The Landscape Corridors previously shown were removed from Land Use Plan, acreage assigned to adjacent parcel. Single Family fixed count density is rounded from 4.8477303 to 4.84 for the purposes of this table. Rounding is also utilized for the acreage calculation.

4 CIRCULATION ELEMENT

4.1 PURPOSE

The circulation system for the Rio Del Oro Specific Plan (RDOSP) is designed to provide for a full range of transportation modes, allowing for the safe and efficient movement of people and goods throughout the Plan Area.

Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that complies with City policies and allows for transportation options. The primary premise of the circulation plan is to facilitate pedestrian friendly non-vehicular circulation; to promote walking by providing large sidewalks on shaded streets, to provide streets which slow traffic, to provide access to trails and to provide safe and convenient access to transit.

4.2 EXISTING AND PLANNED REGIONAL IMPROVEMENTS

This section describes the existing roadway circulation system within and surrounding the Plan Area. Regional facilities near the Plan Area provide access for vehicles making long distance or commute trips, while local facilities provide access to areas within the Rancho Cordova, Folsom and East Sacramento County.

Exhibit 4-1
Regional Roadway Network

4.2.1 Regional Facilities

4.2.1.1 US Highway 50

This facility is located approximately 1.3 miles north of the Plan Area and is a 6-8 lane highway with an east-west alignment. This highway extends from Sacramento to Ocean City, Maryland. Within California, it extends from West Sacramento to the Nevada/California state line in South Lake Tahoe. White Rock Road to Sunrise Boulevard provides access to Highway 50 as shown in Exhibit 4-1.

4.2.2 Local Roadways

Local roadways which provide access in the vicinity of the Plan Area include Sunrise Boulevard, White Rock Road, Douglas Road and Rancho Cordova Parkway. Sunrise Boulevard is an existing 6-lane thoroughfare, running from Roseville to Grant Line Road as shown in Exhibit 4-1.

4.3 PROPOSED CIRCULATION SYSTEM

The RDOSP circulation system includes major roads, secondary roads, local roads, and residential streets. The circulation pattern within the Plan Area is a modified grid system which provides optimal connectivity and choices in driving routes. The RDOSP Circulation Plan is reflected on Exhibit 4-2. The construction of major and secondary roadways will be phased as described in Appendix B, On-Site Infrastructure Phasing Plan. All roads will be constructed to City of Rancho Cordova standards and based on the Phasing Master Plan, the Guiding Principles in Section 8 of this Specific Plan and additional phasing requirements identified in the Tier 2 entitlement process. Appendix B provides significant detail for on-site infrastructure phasing allowing flexibility in the order of the phased development of the project.

4.3.1 Major Arterials

The Rancho Cordova General Plan describes the primary purpose of major arterials is to connect Villages and Districts together. Major arterials have four to six lanes and are designed to carry high volumes of traffic with limited travel delay. Within the Plan Area, major arterials will also provide landscaped medians, dedicated bike lanes and landscape corridors. These corridors will include expanded detached sidewalks. Additionally, some of these major arterials will accommodate future transit by providing an enhanced transit corridor as shared lanes of the roadway. Several of the major arterials are downsized within the interior of the Plan Area to secondary roads, therefore, portions of roadways are addressed in multiple sections of the element.

CIRCULATION PLAN

RIO DEL ORO

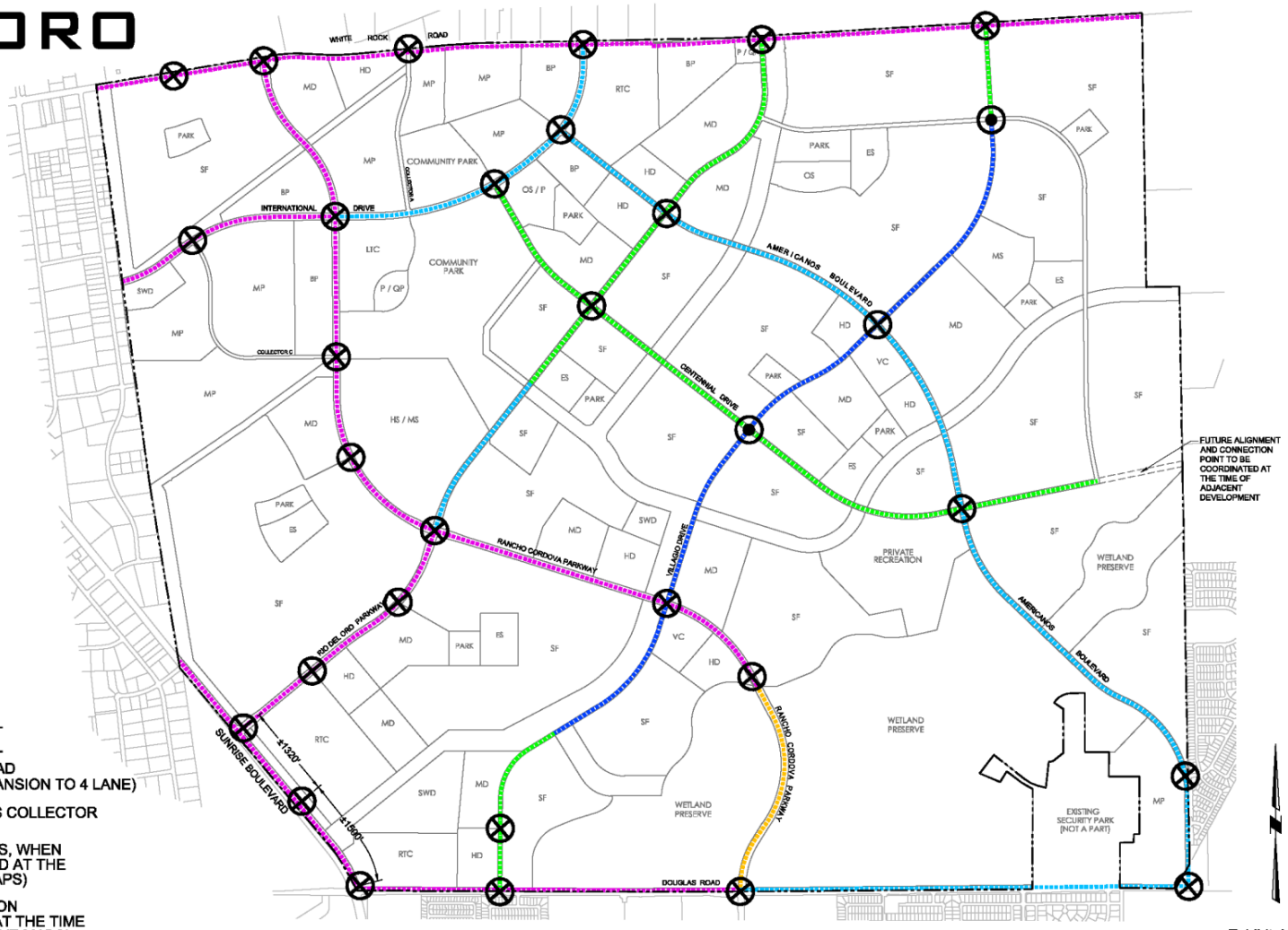
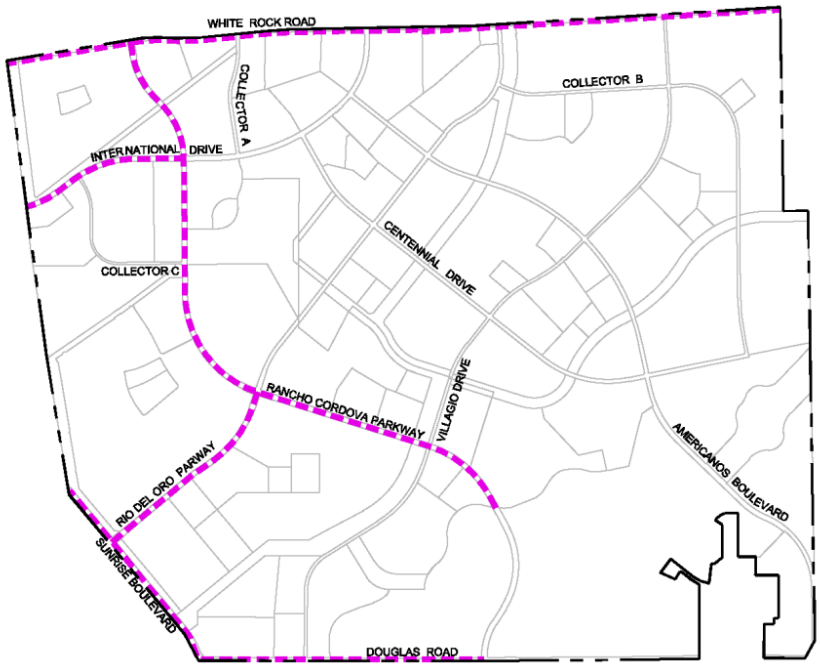


Exhibit 4-2
Circulation Plan

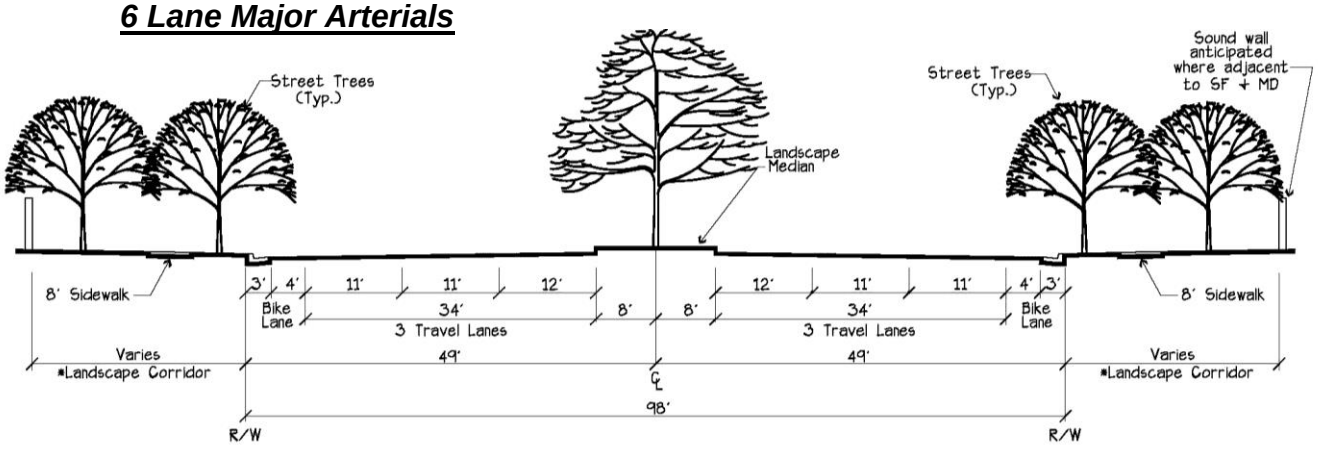
4.3.1.1 6 Lane Major Arterials

- ***Rancho Cordova Parkway (north of Wetland Preserve)***
- ***Rio Del Oro Parkway (west of Rancho Cordova Parkway)***
- ***International Drive (west of Rancho Cordova Parkway)***
- ***White Rock Road***
- ***Douglas Road (West of Rancho Cordova Parkway)***

This portion of Rancho Cordova Parkway will be the primary connector from the central core of the Plan Area to a future interchange with Highway 50 between Sunrise Boulevard and Hazel Avenue. These portions of Rio Del Oro Parkway and International Drive serve as entries to the Plan Area from Sunrise Boulevard. White Rock Road runs along the northern periphery of the Plan Area and serves as the primary east-west parallel route to Highway 50. These roadways, except for portions of Douglas Road, will provide a 16' landscaped median, 3 travel lanes in each direction, and the ability to accommodate an enhanced transit corridor. 8' wide sidewalks are provided within a variable width landscape corridor on each side.

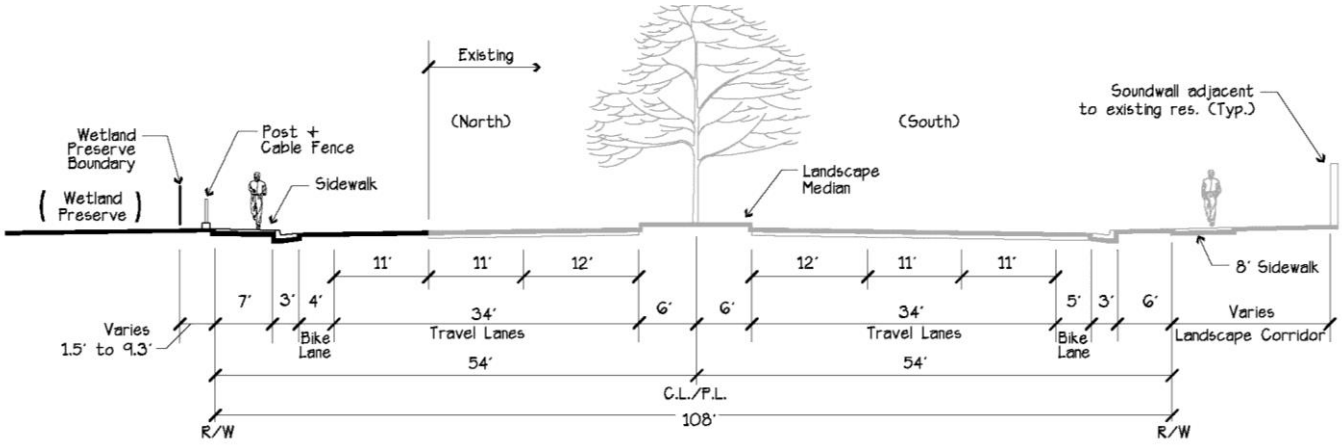


6 Lane Major Arterials



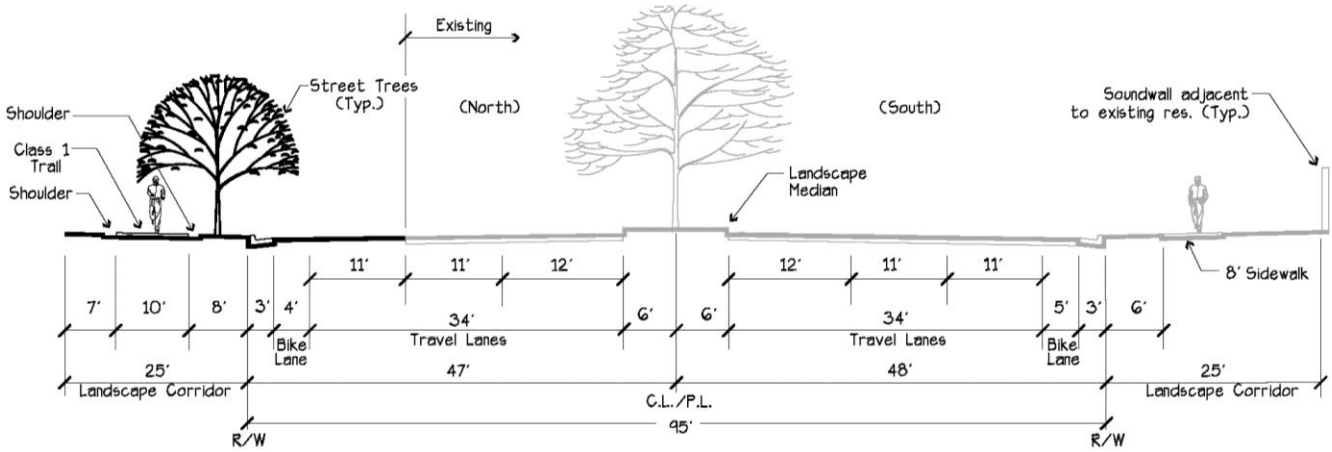
6 Lane Major Arterial- Douglas Road

This roadway applies to a portion of Douglas Road. It is located west of Rancho Cordova Parkway and east of Villagio Drive.



6 Lane Major Arterial- Douglas Road

This roadway applies to a portion of Douglas Road. It is located west of the Wetland Preserve.

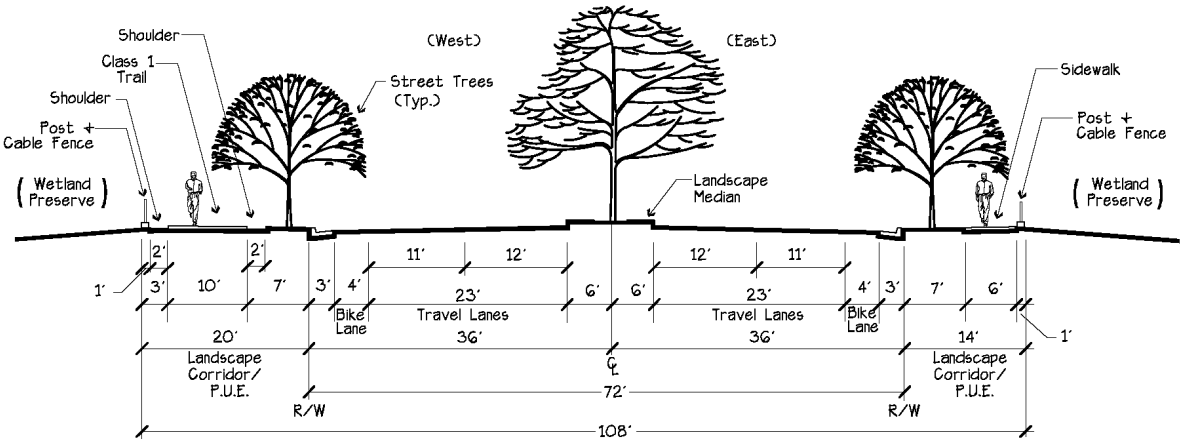


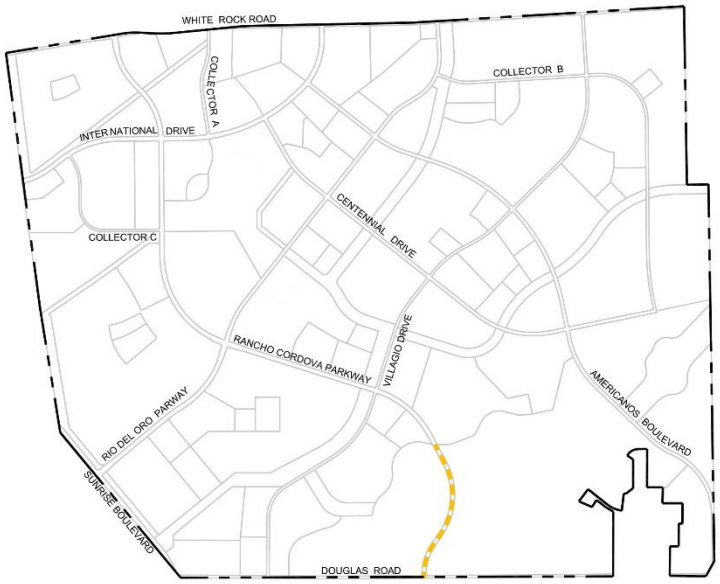
4.3.1.2 Major Arterial- Special Section

- ***Rancho Cordova Parkway (within the Wetland Preserve)***

This portion of Rancho Cordova Parkway traverses the wetland preserve, for a distance of approximately 3,000 feet, to provide the intersection at Douglas Road.

This roadway will provide a 12' landscaped median, 2 travel lanes in each direction, 4' bike lanes in both directions with a 10' wide pedestrian trail on one side and 6' sidewalk on the other.

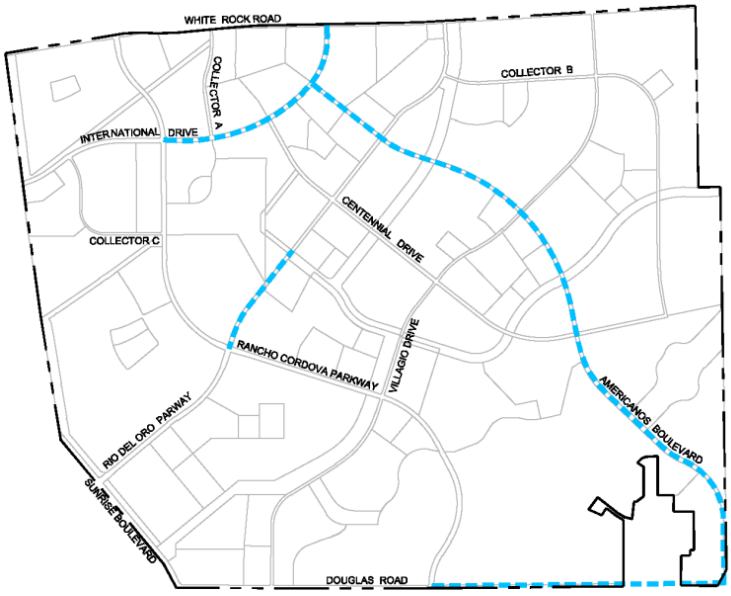




4.3.1.4 4 Lane Major Arterial

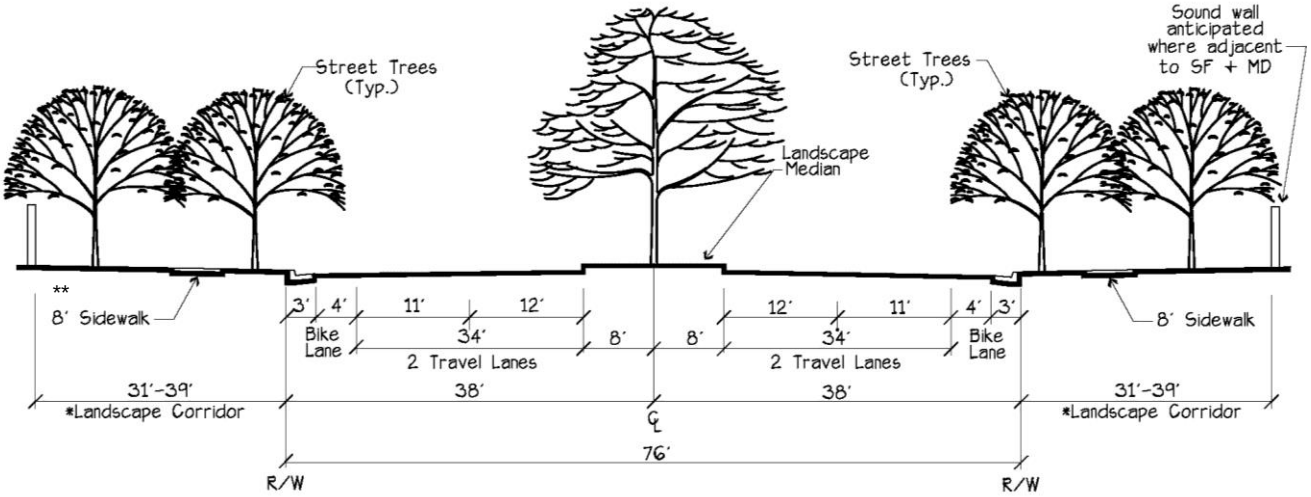
- ***International Drive Between White Rock Road & Rancho Cordova Pkwy***
- ***Americanos Boulevard***
- ***Portion of Rio Del Oro Parkway***
- ***Douglas Road East of Rancho Cordova Parkway***

Americanos Boulevard will be the primary north to south roadway on the eastern side of the Plan Area. This roadway will provide a 16' landscaped median, 2 travel lanes in each direction and 8' wide sidewalks within a 31'-39' varying width landscape corridor. The landscape corridor on the west side of Americanos Boulevard adjacent to the wetland preserve will include a 12 foot wide regional trail. Special Sections for Americanos Boulevard adjacent to the Wetland Preserve and Morrison Creek are also provided on the Large Lot Tentative Map. Where a single loaded street abuts open space, park or drainage parkway, the Class I path should replace the standard sidewalk on the open space side of the street.



4 Lane Major Arterials

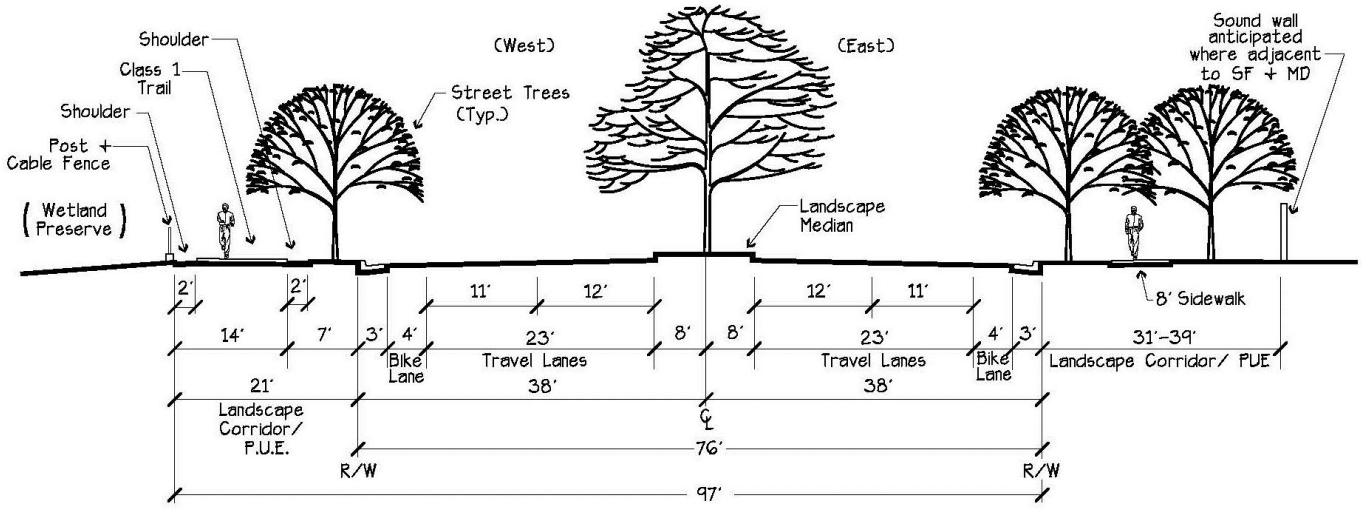
A 12' wide Regional Trail will be implemented on the west side of Americanos Boulevard where adjacent to Wetland Preserve.



** 12' wide Regional Trail adjacent to Wetland Preserve

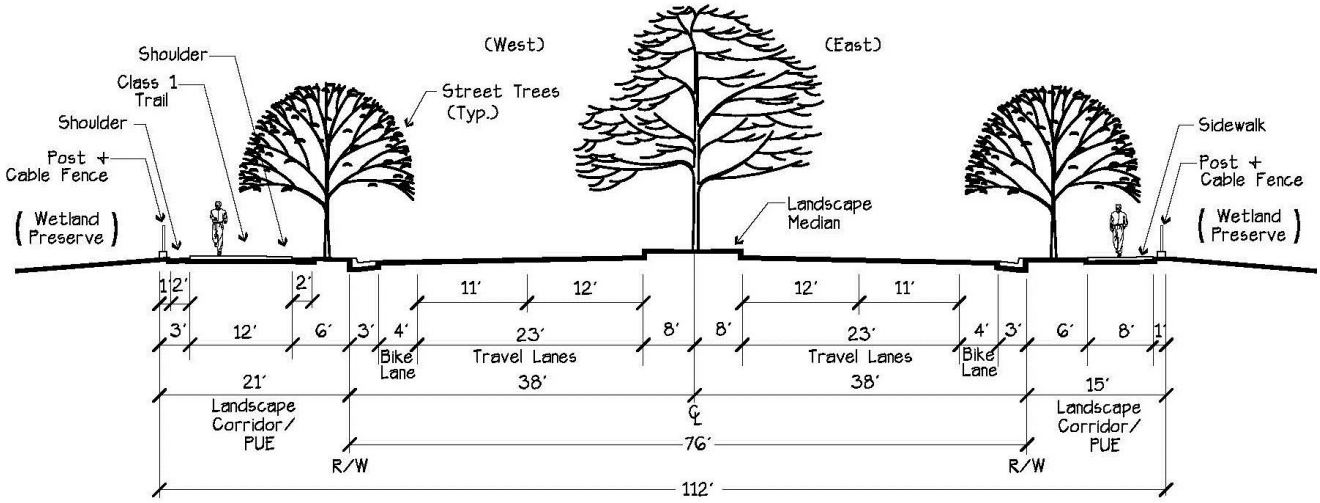
4 Lane Major Arterial- Americanos Boulevard

This special section applies to a portion of Americanos Boulevard. It is located between the wetland and single-family parcels.



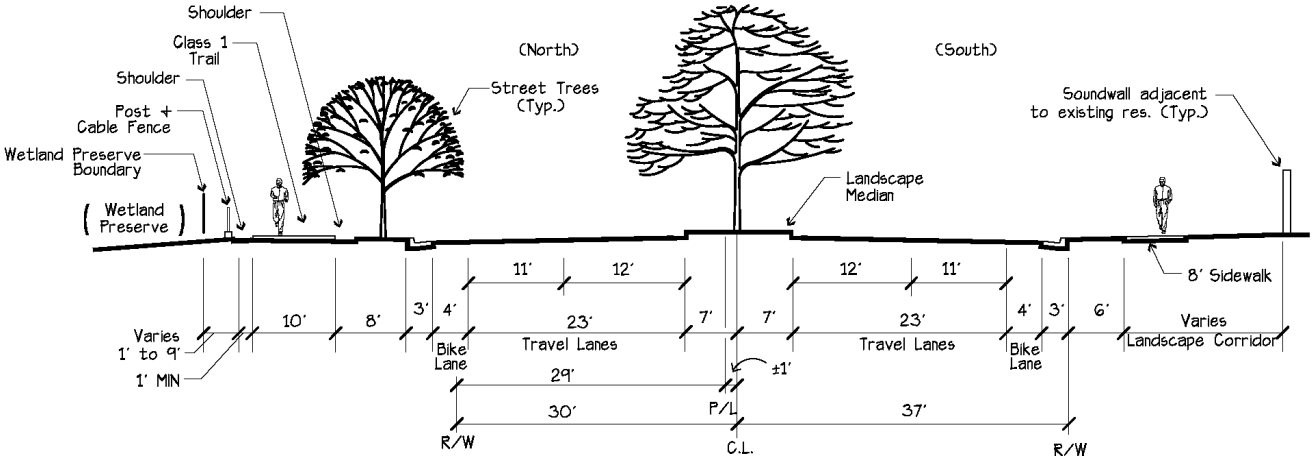
4 Lane Major Arterial- Americanos Boulevard

This special section applies to a portion of Americanos Boulevard. It is located between wetland parcels on either side.



4 Lane Major Arterial- Douglas Road

This roadway applies to a portion of Douglas Road. It is located east of Rancho Cordova Parkway.



4.3.2 Secondary Roads & Local Roads

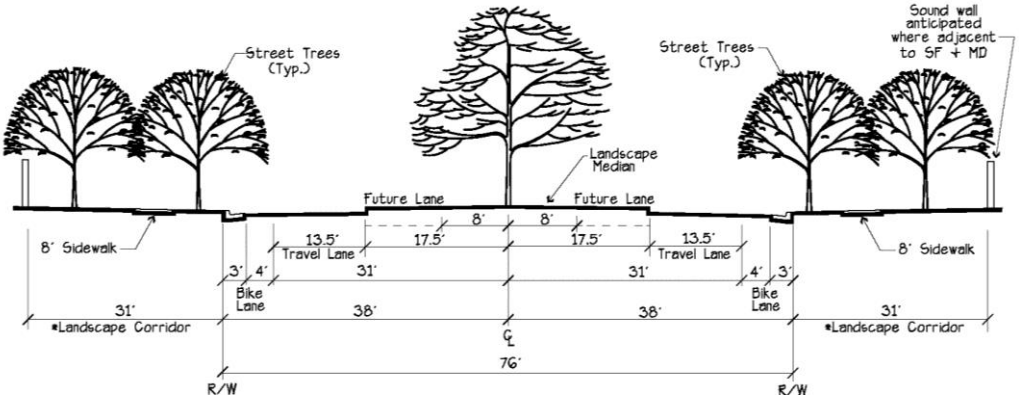
The Rancho Cordova General Plan defines secondary roads as two to four lane roadways that connect Neighborhoods and Villages together and carry light to moderate traffic flows. Within the Plan Area, secondary roads will provide landscaped medians, dedicated bike lanes, landscape corridors with expanded detached sidewalks and other features that make them accessible and attractive to pedestrians. In some locations, secondary roads will be constructed as two-lane roadways with right-of-way reserved in the center median to accommodate 2 additional travel lanes, if needed to maintain levels of service.

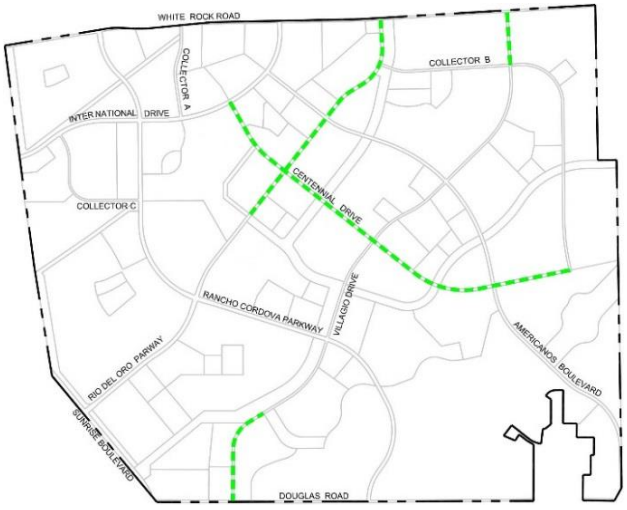
Local roads are secondary circulation routes that generally distribute trips from the secondary street system to the local street system. These streets provide access to individual development areas and neighborhood amenities. Local roads contain 2 lanes, dedicated bike lanes and landscape corridors incorporating expanded detached sidewalks.

4.3.2.1 2 Lane Secondary Roads with Expansion to 4 Lanes

- ***Rio Del Oro Parkway (north of the Drainage Parkway)***
- ***Centennial Drive***
- ***Villagio Drive from White Rock to Collector B and from Douglas Road to the Morrison Creek bridge***

This portion of Rio Del Oro Parkway will extend from the Drainage Parkway through the central portion of the Plan Area to White Rock Road. Centennial Drive provides internal circulation for the Plan Area beginning at International Drive and terminating just east of Americanos Boulevard. Centennial Drive will ultimately be extended through future residential areas (Large Lot Parcels 2 and 3) east to Grant Line Road. The precise connection point of Centennial Drive will be coordinated with the adjacent development. Segments of Villagio Drive are also planned as 2 lane secondary roads, which serve to disseminate traffic in to the Plan Area from Douglas Road and White Rock Road. These roadways will provide a right-of-way to accommodate future expansion to 4 lanes. Initial improvements provide a 36' landscaped median, 1 travel lane in each direction, Class II bike lanes and 8' wide sidewalks in a 31' landscape corridor.

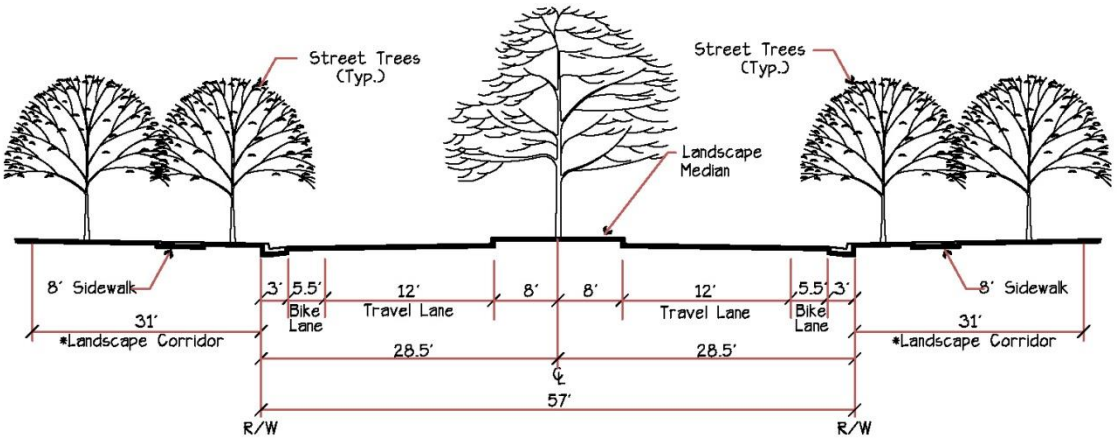


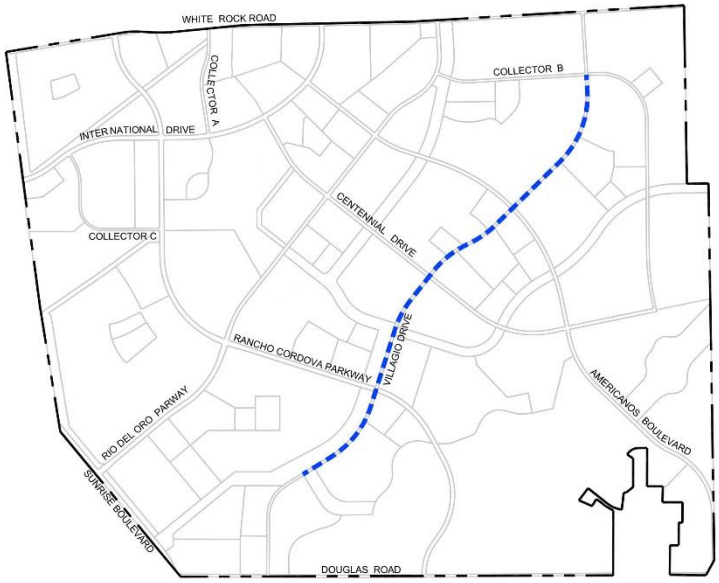


4.3.2.2 2 Lane Special Access Collector

- ***Central portion of Villagio Drive***

Villagio Drive will run parallel to Rio Del Oro Parkway through the center of the Plan Area. The roadway will provide a 16' landscaped median, 1 travel lane in each direction and 8' wide sidewalks in a 31' width landscape corridor.





Access requirements along the limited access portion of Villagio Drive are:

a. Median breaks will be permitted at a minimum spacing of 700 feet, measured from the roadway / intersection centerline. Signal spacing should be quarter mile or 1,320 ft.

b. Driveways will not be permitted within 250 feet of signalized intersections.

c. Consolidation of driveways and secondary road access locations will be required when deemed feasible.

d. On-street parking will be prohibited.

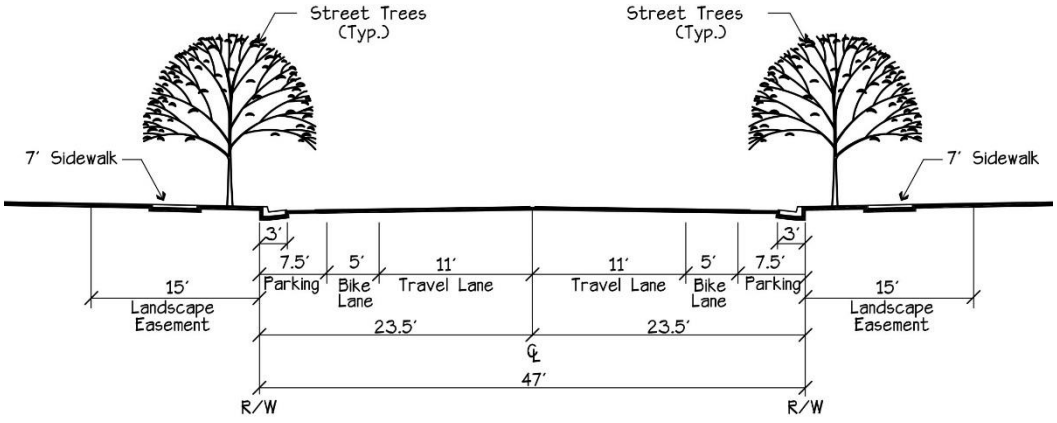
e. Signalized intersections will provide a minimum single right hand and left hand turn pockets on all approaches.

4.3.2.3 Commercial/ Business Park & Industrial Roadways

These roadways occur in the non-residential portions of the Plan Area. Typically the Commercial/ Business Park sections will be used within LC, RTC, VC and BP land uses. In circumstances where BP and MP uses are adjacent, one section may be chosen over another or a combination of the two sections may be used. The pattern of Commercial/ Business Park and Industrial roadways will be determined through the subdivision map process. Through road connections are encouraged between developments. Depending on the adjacent land use, these street sections will provide bike lanes and on-street parking and may provide optional landscaped medians and detached sidewalks at the option of the developer.

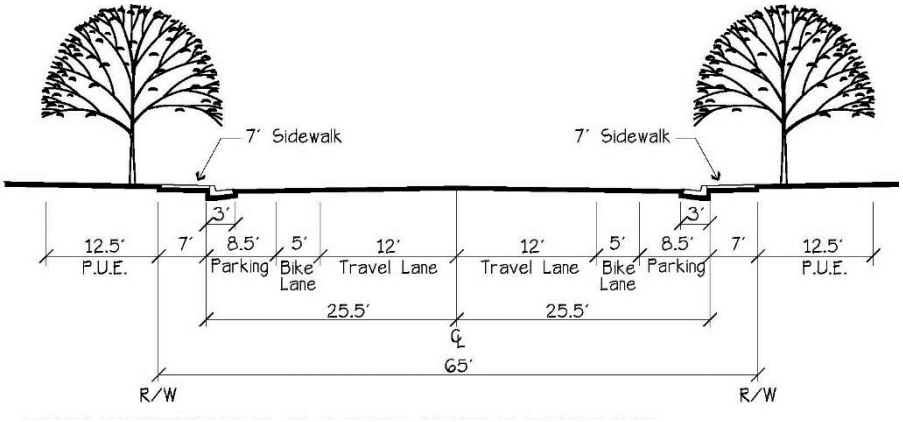
Commercial/ Business Park Collector

This 2 lane roadway will provide an 11' travel lane in each direction, 5' Class II bike lanes in each direction, 7.5' of on street parallel parking and a 15' landscape easement containing a 7' sidewalk. Landscape medians are permitted at the option of the developer.



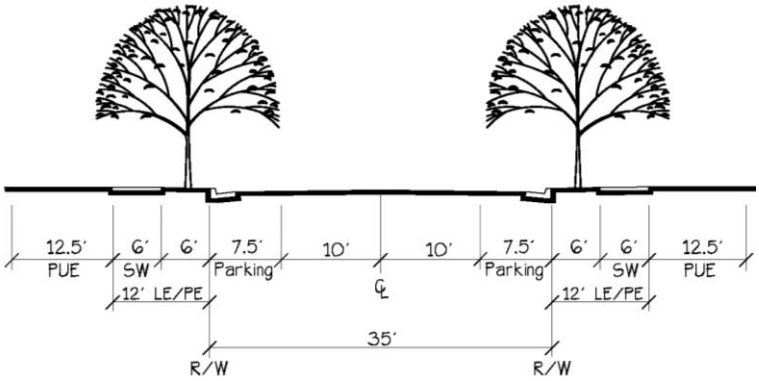
Industrial Park Collector

This 2 lane roadway will provide a 12' travel lane in each direction, a 5' Class II bike lane in each direction, 8.5' of on street parallel parking and a 7' sidewalk. Landscape medians are permitted at the option of the developer.



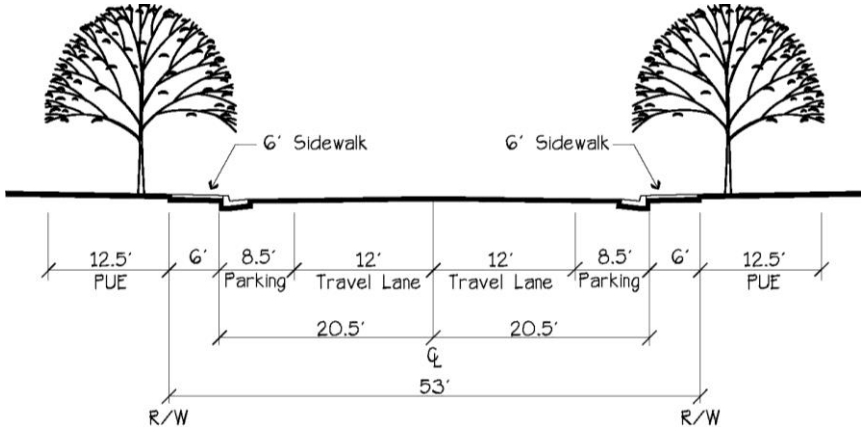
Commercial/ Business Park Local Street

This 2 lane roadway will provide 10' travel lanes, 7.5' feet of on-street parallel parking and detached 6' sidewalks.



Industrial Local Street

This 2 lane roadway will provide 12' travel lanes, 8.5' feet of on-street parallel parking and 6' sidewalks.



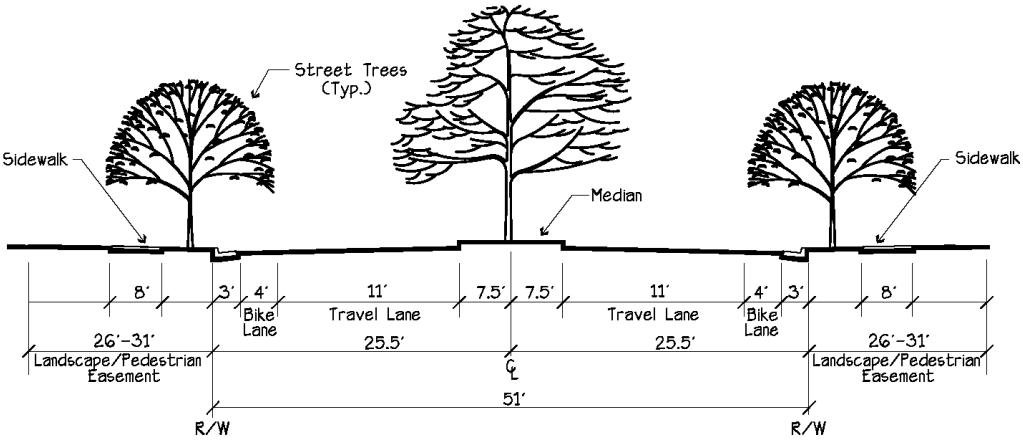
4.3.3 Residential Roadways

Residential streets within the Plan Area are typically roadways with on-street parking and separated sidewalks. The pattern of residential streets will be determined through the subdivision map process and through road connections, encouraged between developments. Internal connections will enhance local circulation and assist in minimizing the number of connections to local and secondary roadways. It is anticipated that a majority of residential streets will be public, although private streets may be proposed. Additional street and alley sections may be considered through the subdivision map process. See the Rio Del Oro Development Standards and Design Guidelines, Appendix A, for additional information.

Primary residential streets provide direct access to abutting land uses and connections to major roads, and are used to accommodate higher traffic volumes. These residential streets are two lanes and include front-on residential, on-street parking, and detached five–foot wide sidewalks, and are required when the street will serve more than 400 homes. If multiple access points are provided to a village with more than 400 units, a primary residential street is not required.

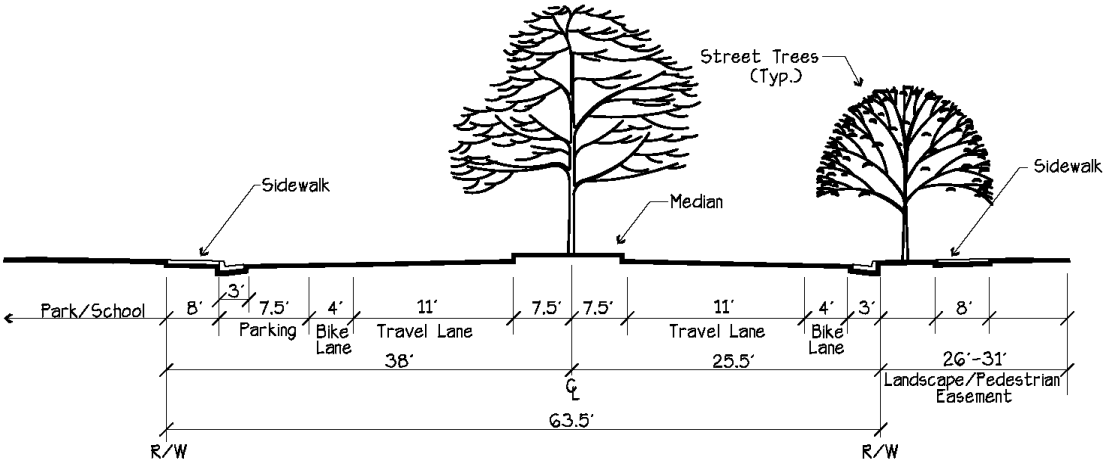
Minor residential streets serving individual home sites may vary. Two different minor residential street sections are anticipated: one with a detached sidewalk and the other with an attached sidewalk. Minor deviations (6”) to parking lane width are approved for Primary Residential and Minor Residential street sections in Phase I Villages 1 through 3. Two possible private residential street sections are depicted for informational purposes and shall be considered during the subdivision map process. A provision of a detached sidewalk with a 6’ landscape/pedestrian easement is an approved option for private residential street section per the developer’s option.

Residential Collector with median

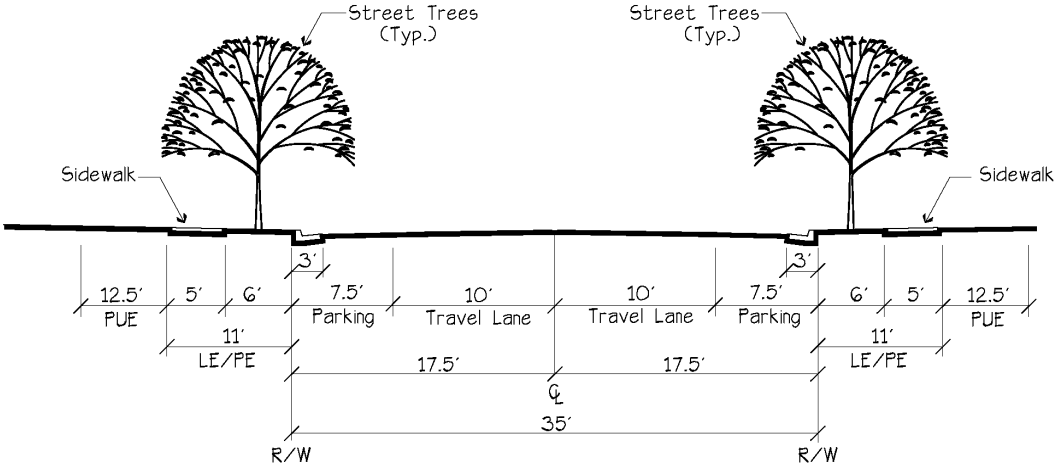


Residential Collector B, Adjacent to School and Park.

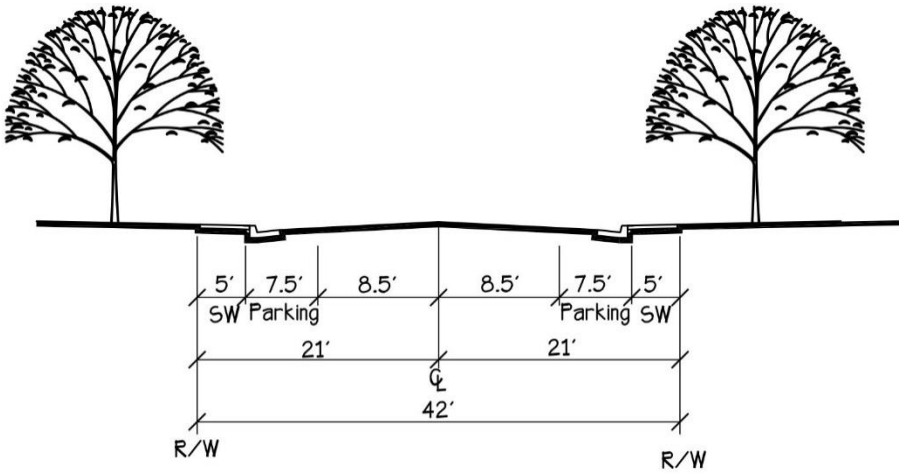
This roadway provides an 8' attached walk and parking space where adjacent to a school or park.



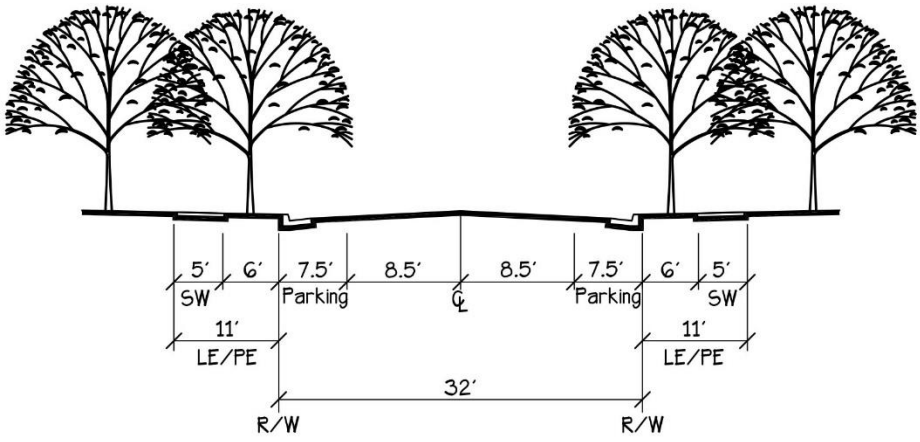
Primary Residential with Parking [35' BOC]



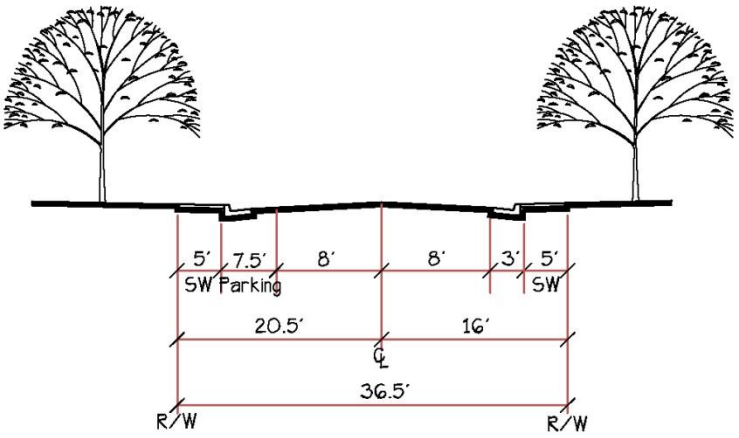
Minor Residential with attached walk



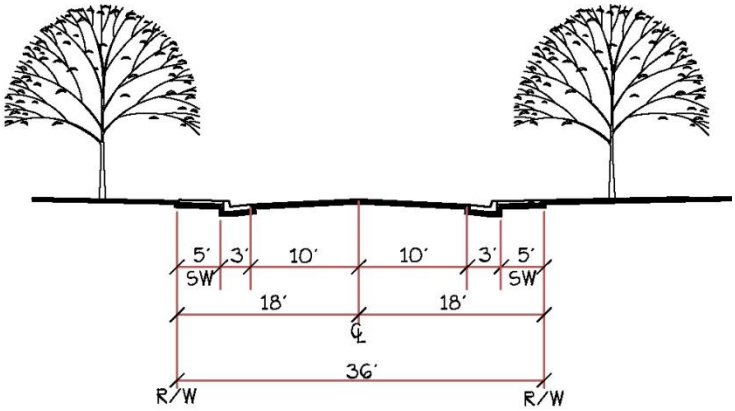
Minor Residential with detached walk



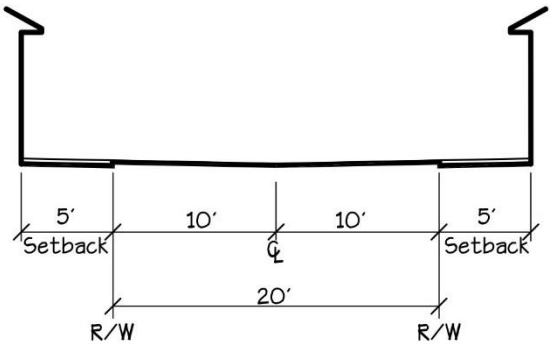
Private Residential with parking on one side



Private Residential without parking



Alley



4.3.4 Intersection Improvements

Traffic control devices will be installed, when warranted, at intersections within the RDOSP based on analysis of future traffic calculations at full build-out of the Plan Area. Possible traffic signal locations are reflected in Exhibit 4-2, Circulation Plan. White Rock Road and International Drive are expressway corridors, therefore the traffic signals shall be limited to those shown on Exhibit 4-2. Roundabouts may be considered as an alternative traffic control option at two locations on Villagio Drive. Additional traffic signal locations will be considered by the City at the tentative subdivision map and project development phases to ensure that minimum signal spacing requirements are met. The use of roundabouts will be evaluated at the time of tentative subdivision map for the adjacent residential villages. Major streets will have widened right-of-ways at intersections in order to accommodate standard intersection improvements such as turn lanes and acceleration lanes. In addition, the transit corridors along Rancho Cordova Parkway, White Rock Road and International Drive may accommodate additional widening for transit vehicle queue bypass turnout and widened medians for pedestrian refuge. Intersection improvements at all arterial intersections to facilitate pedestrian safety will be determined by Public Works at the time of tentative maps and/or improvement plans, in accordance with the adopted City improvement standards. Exhibit 4-3 illustrates a transit corridor widened intersection.

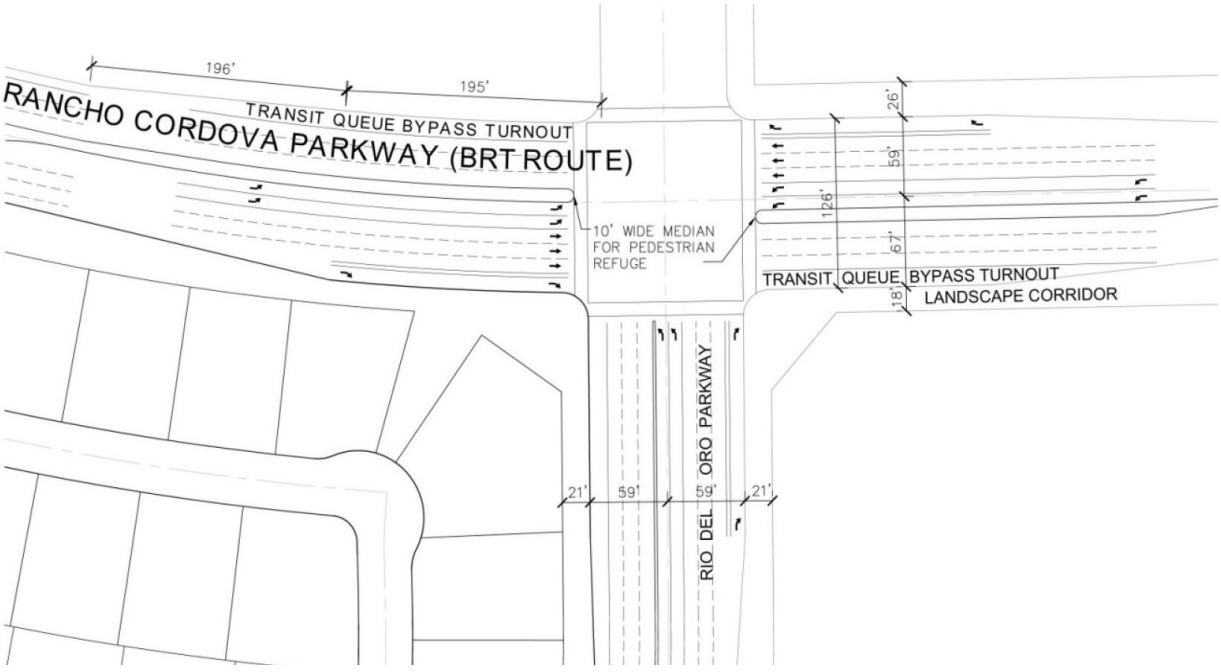


Exhibit 4-3
Transit Corridor Widened Intersection

4.3.5 Landscape Corridors/ Easements

The Rio Del Oro Specific Plan maintains uniform landscape corridors adjacent to major roadways throughout the Plan Area. Landscape corridors are separate parcels that act to buffer adjacent land uses from the roadways and enhance the aesthetics of the Plan Area. Landscape corridors will typically be provided where adjacent to Single Family (SF) and Medium Density (MD) land uses. Landscape easements will typically be provided where adjacent to all other uses. Landscape easement are not separate parcels, however, the easement will be dedicated to landscape enhancements. Landscape corridors or easements widths may be reduced for intersection improvements. A minimum of 15 feet of width shall be maintained at widened intersections in order to accommodate intersection improvements such as turn lanes and acceleration lanes. Refer to Section 4.3.4 and the Rio Del Oro Development Standards and Design Guidelines for more specific information on landscape corridors, easements, setback requirements and uses allowed within landscape easements.

4.3.6 Traffic Calming

The purpose of traffic calming measures is to create livable neighborhoods by managing traffic volumes and speeds. Traffic calming measures should be applied where appropriate on local streets to soften the impact of motor vehicles. The City of Rancho Cordova Neighborhood Traffic Management Program should be utilized as a resource at the time of Tentative Subdivision Maps to select the most effective traffic calming designs and measures.

Consideration should be given to enhanced landscaping upon entering local neighborhood streets. Other traffic calming devices that can be applied include traffic circles, bulb outs and raised intersections. Bulb outs are pedestrian enhancements that shorten the pedestrian crossing distance at intersections or mid-block crossings through a narrowing of the street, typically by eliminating parking. Raised intersections provide for reduced speeds and pedestrian enhancements through a raised profile where roadways approach an intersection, operating similarly to flat top road humps.

4.4 PUBLIC TRANSPORTATION

The City of Rancho Cordova (CordoVan) and Sacramento Regional Transit (RT) provide public transportation in the area and presently offers no service to the project site. RT operates several bus lines that service Rancho Cordova and the surrounding area. These lines include routes 21, 28, 73, 74, and 75. The routes generally follow Folsom Boulevard, Sunrise Boulevard and Highway 50 as main travel routes, with Route 74 traveling closest to the project site on Sunrise Boulevard just south of Folsom Boulevard. RT also operates a Light Rail line (Gold Line) that runs along Folsom Boulevard through Rancho Cordova. The Gold Line station nearest to the Plan Area is located at Sunrise Boulevard and Folsom Boulevard. This station also serves as a Park and Ride lot and bus transfer point for RT bus lines servicing Rancho Cordova, Gold River, Fair Oaks and Orangevale.

The Rancho CordoVan serves as the connector route for residents in the City's new communities connecting travelers within the City, and connecting to RT's Gold Line. The Gold Line currently serves Capital Village, Stone Creek and the Anatolia area. It is anticipated that the CordoVan will serve Rio del Oro as the project develops. Future expansion of transit service in the City will depend on adequate funding and suitable residential density to support service.

The RDOSP is designed to be supportive of transit through an integrated land use and circulation plan. Public transit is most effective when stations are surrounded by compact higher density urban development that is connected to stations with a good pedestrian network. The land use plan provides two Regional Town Centers and one Local Town Center, which plan for mixed uses and higher intensity residential and commercial uses.

The City of Rancho Cordova intends to create a public transportation system independent of RT and has prepared The Rancho Cordova Transit Master Plan to identify the goals of the City's public transportation system. The Transit Master Plan identifies Signature and Bus Rapid Transit (BRT) routes that serve the City, provide connection to the region, and integrated with Sacramento Regional Transit's Gold Line. The Public Transit Master Plan for Rio Del Oro is shown on Exhibit 4-4.

The City's Signature Route serves as the backbone to the Rancho Cordova transit system. The Signature Route is initially proposed as a rubber tire service (bus or van) with a long term vision as a modern street car. Under either technology the Signature Route will be a mixed use service with automobile traffic. The Signature Route follows Rancho Cordova Parkway connecting to communities to the south and follows International Drive west of Rancho Cordova Parkway. More information on the phasing of Signature Route can be found in the City's Master Plan. The Public Transit Plan, Exhibit 4-4, illustrates the potential Signature Route alignment. See Figure 2 of the City's Master Transit Plan for more detailed Stage information.

In addition to the Signature Route, the Rancho Cordova Transit Master Plan identifies BRT routes that service regional designations in the Plan Area along White Rock Road and eastward toward the City of Folsom and El Dorado Hills.

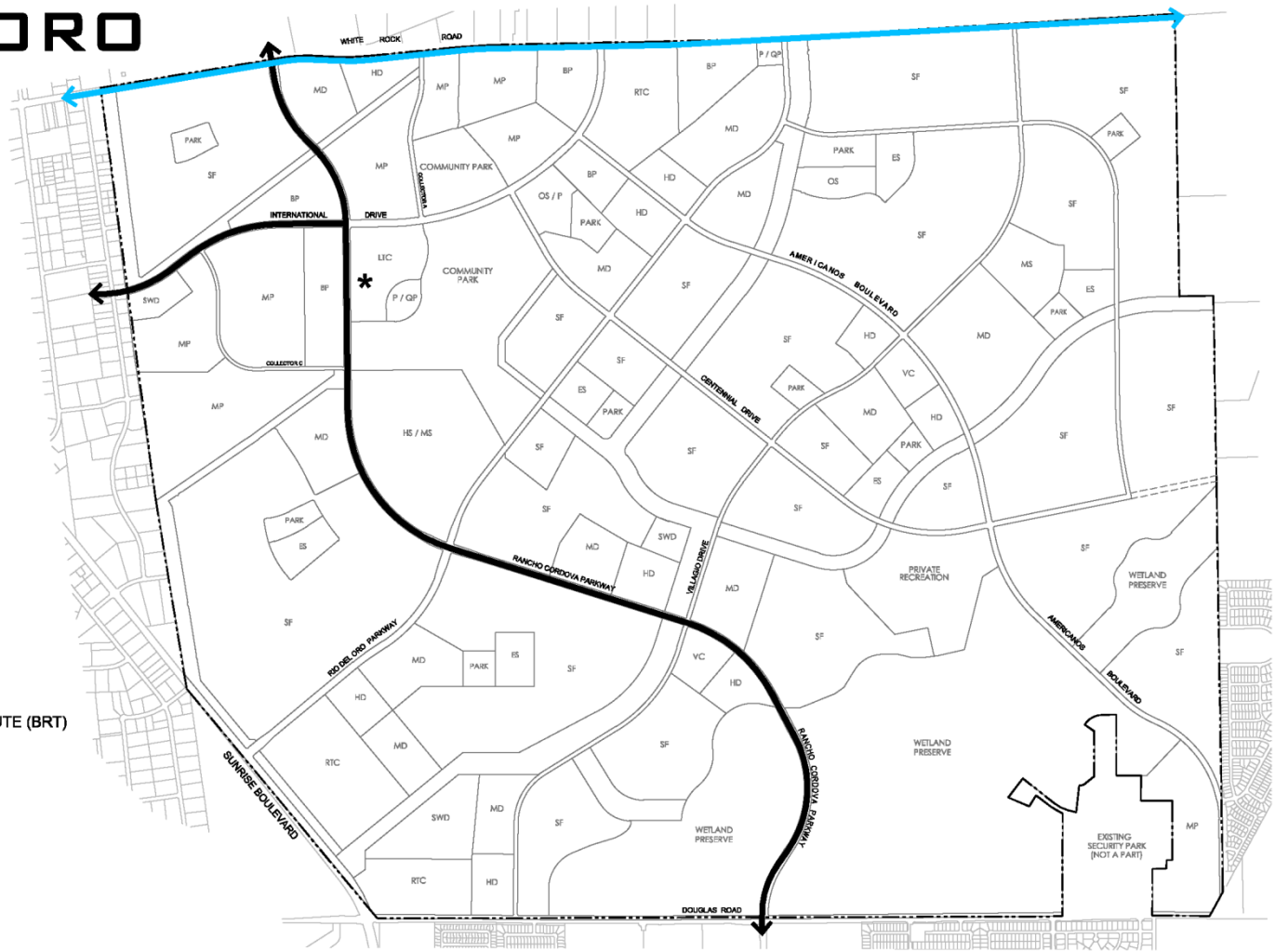
A regional transit center will be located within the Plan Area. This center will provide a transit stop, route transfer location, travel information center and fare distribution facility. It is anticipated that the regional transit center will be located at the Local Town Center on Rancho Cordova Parkway near the intersection of International Boulevard. Other regional transit centers throughout the City will be provided along BRT and Signature Routes. The Public Transit Plan, Exhibit 4-4, illustrates potential BRT alignments, the Signature Route and the regional transit center location.

4.5 TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) measures will be implemented for the proposed Employment Center area (i.e. office and industrial) to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours and support of public transportation.

PUBLIC TRANSIT PLAN

RIO DEL ORO



LEGEND

- POTENTIAL SIGNATURE ROUTE
- POTENTIAL BUS RAPID TRANSIT ROUTE (BRT)
- * POTENTIAL TRANSIT CENTER

Exhibit 4-4
Public Transit Plan

4.6 PEDESTRIAN AND BICYCLE SYSTEM

A primary objective of the RDOSP is the provision of a pedestrian friendly, walkable community. The land use plan utilizes contiguous open space corridors with trails that can be used by bicyclists and pedestrians. The bicycle and pedestrian system is an important component in ensuring connectivity and promoting non-vehicular travel in the RDOSP. The network has been designed to allow movement throughout the Plan Area and provide linkages to the City's existing and planned network. The RDOSP system includes, sidewalks, on-street Class II bike lanes and Class III bike routes and off-street Class I trails. The Class I and II bicycle trails/lanes are reflected in Exhibit 4-6, Bikeway and Trails Plan.

4.6.1 Class I Bicycle Paths

When complete, the RDOSP will provide over 15 miles of Class I, paved off-street bike paths as depicted in Exhibit 4-5. The RDOSP Class I bicycle trails are a destination-oriented system that provides connectivity between major employment centers, neighborhood cores, schools, parks and open space, and other amenities within the Plan Area. Class I bicycle path widths are planned as 10' of pavement flanked by 2' of decomposed granite and the Regional Class I trail segments should be 12' of pavement. These trails will be located within varying widths of greenbelts, parks, open space and drainage parkways as shown in Exhibit 4-5. The Class I system has been designed to minimize conflicts with physical barriers such as major streets and creeks, and reduce potential travel disruption as approximately shown on Exhibit 4-6. This is achieved through the use of off-street bike lanes**,** at-grade and grade separated pedestrian and bicycle crossings where feasible. Utilities and other improvements shall be designed to accommodate grade separated crossings. Exhibits 4-7 and 4-8 depict conceptual development and design features for future bikeway undercrossing occurring in conjunction with a vehicular bridge crossing of the primary drainage way along Rancho Cordova Parkway. Examples of at-grade bikeway crossing are provided in the Rio Del Oro Design Standards and Development Guidelines. In addition, the Class I bikeway paths may accommodate emergency and maintenance vehicle access to open space.

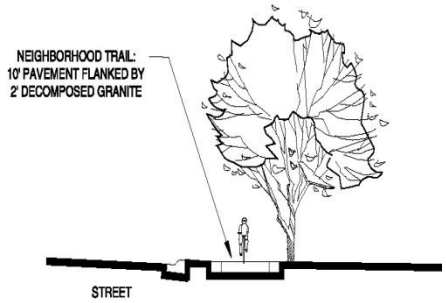
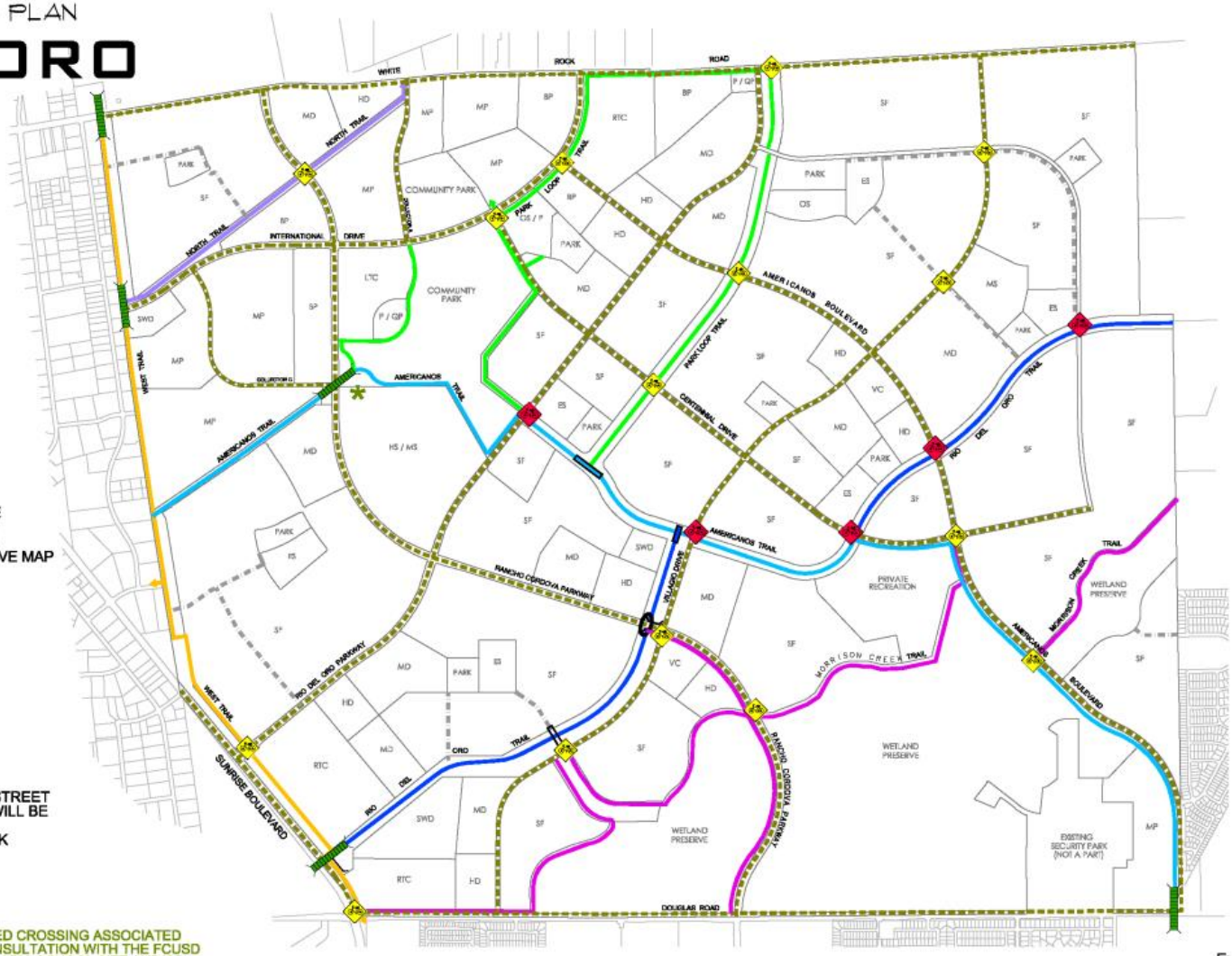


Exhibit 4-5 Class I Bicycle Path Detail

BIKEWAY AND TRAILS PLAN

RIO DEL ORO



LEGEND

CLASS I 12' OFF-STREET REGIONAL TRAIL

- WEST TRAIL
- AMERICANOS TRAIL

CLASS I 10' OFF-STREET TRAIL

- NORTH TRAIL
- RIO DEL ORO TRAIL
- PARK LOOP TRAIL
- MORRISON CREEK TRAIL

CLASS II BIKE LANE

- LOCATION OF ON-STREET BIKE LANE
- NEIGHBORHOOD BIKE ROUTE TO BE SPECIFICALLY LOCATED AT TENTATIVE MAP

CROSSINGS

- GRADE SEPARATED STRUCTURE FUNDED BY CIP
- LOW FLOW CHANNEL CROSSING
- UNDER CROSSING
- AT GRADE STREET CROSSING
- FEASIBILITY OF A TRAIL UNDER CROSSING TO REPLACE AT GRADE STREET CROSSINGS AT THESE LOCATIONS WILL BE EVALUATED AT THE TENTATIVE SUBDIVISION MAP OR SCHOOL / PARK DESIGN REVIEW PHASES

* ACTUAL LOCATION OF TRAIL AND GRADE SEPARATED CROSSING ASSOCIATED WITH COMMUNITY PARK TO BE DETERMINED IN CONSULTATION WITH THE FCUSD AND THE CRPD PRIOR TO DESIGN OF COMMUNITY PARK, SCHOOL SITE AND/OR SEPARATED CROSSING.

Exhibit 4-6
Bikeway and Trails Plan

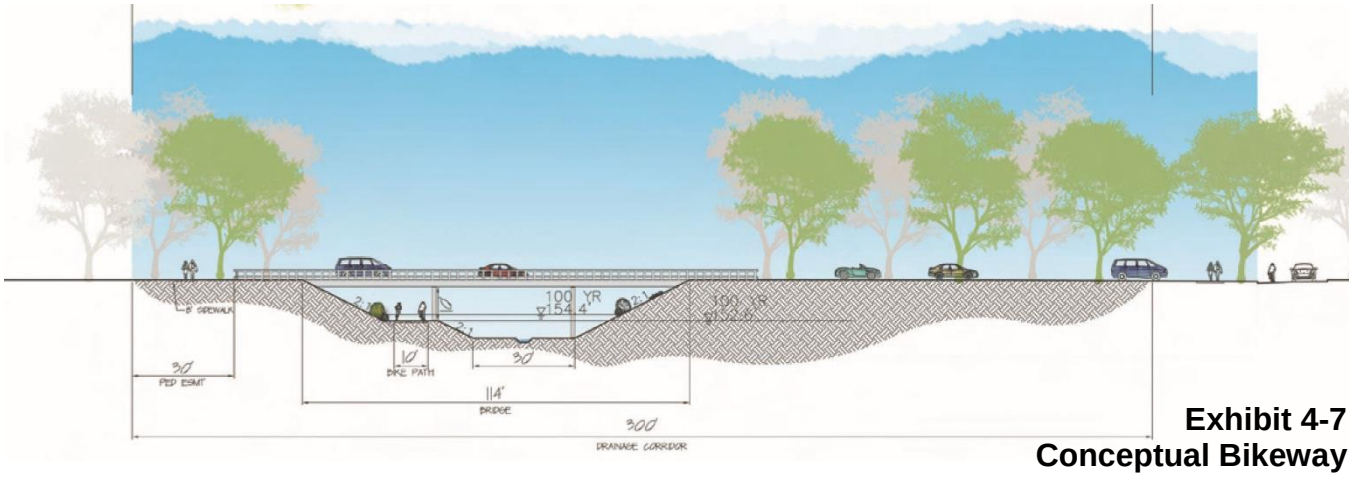


Exhibit 4-7
Conceptual Bikeway Undercrossing Section

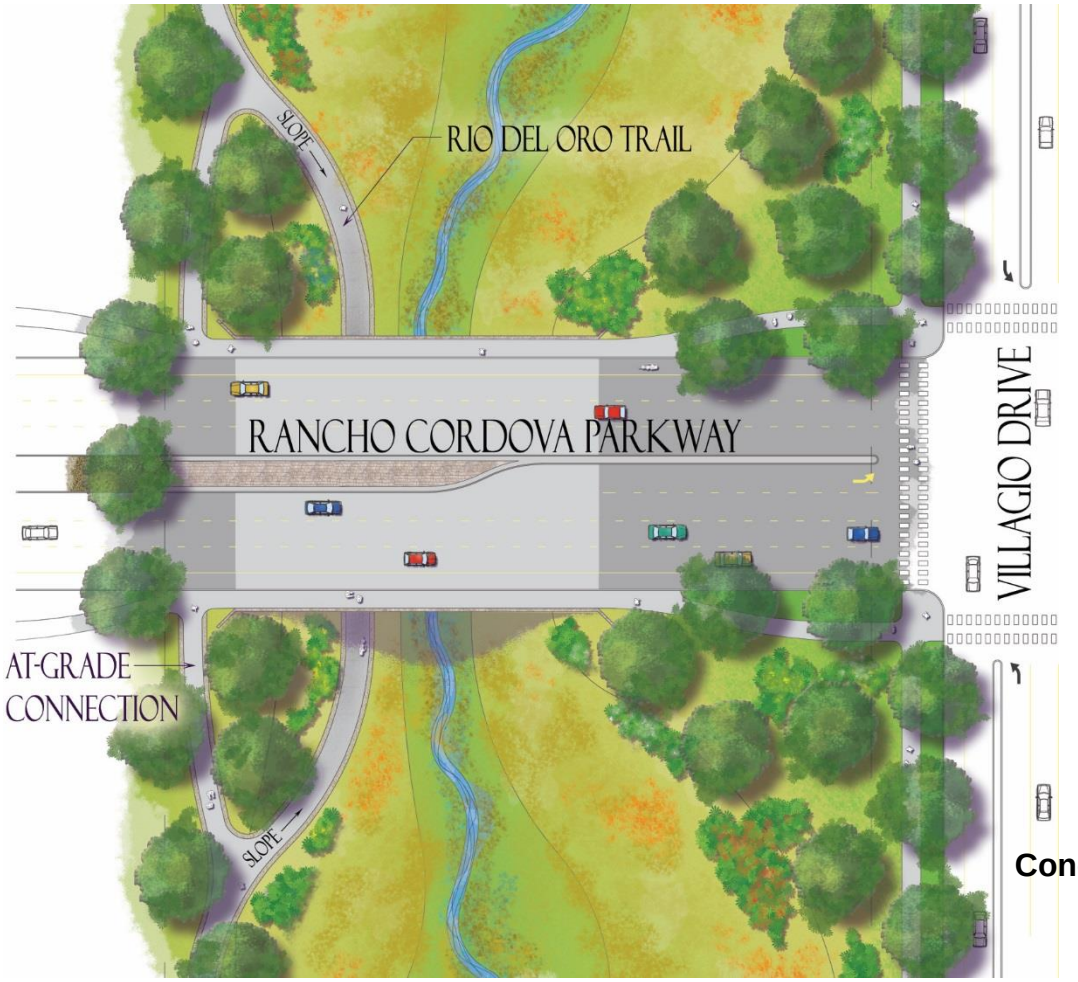


Exhibit 4-8
Conceptual Bikeway Undercrossing Plan View

The RDOSP Class I bicycle path system consists of six distinct trails. The Rio Del Oro Trail serves as the backbone of the Class I trail system. This trail traverses from the northeast to the southwest portion of the plan area, creating a connected system of parks, paseos, neighborhood greens, and open spaces along a naturalized greenway. The Rio Del Oro trail also connects key origins and destinations within the Plan Area and provides direct connectivity to neighboring communities.

The West Trail runs along the western boundary of the Plan Area, primarily in greenbelts, and connects White Rock Road, International Drive, Sunrise Boulevard, Rio Del Oro Parkway, and Douglas Road. The Park Loop Trail provides internal circulation, connecting the Community Park, neighborhood parks, Regional Town Center, schools and various housing types. The North Trail branches off the West Trail and provides the northern most villages of the Plan Area with a connection to the rest of the bikeway trail system. The Americanos Trail provides a regional trail connection between the Sunrise – Douglas Plan area to the south and connects with the West Trail. The Morrison Creek Trail is the most natural of all of the Class I bicycle trails in the Plan Area and provides the community with a direct link to the Morrison Creek Wetland Preserve along the southern periphery of the community. While serving as a functional link between the eastern portion of the Plan Area and the Rio Del Oro Trail, the Morrison Creek Trail is intended as a passive recreational amenity that provides miles of scenic open space and wildlife viewing to recreational bicyclists and walkers.

The RDOSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or drainage parkway, the Class I path may replace the standard sidewalk on the open space side of the street. Where a cul-de-sac or loop street, multi-family or non-residential use abuts the Class I path, a paved link shall be provided to the path to the extent feasible. The Class I system within an open space area may meander to minimize environmental impacts and create visual interest.

Barriers (bollards, rail fence, post and cable, posts, etc.) shall be provided along bike paths adjacent to open space preserve areas regulated by a Section 404 permit issued under the federal Clean Water Act as shown in Exhibit 4-9. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety standards.

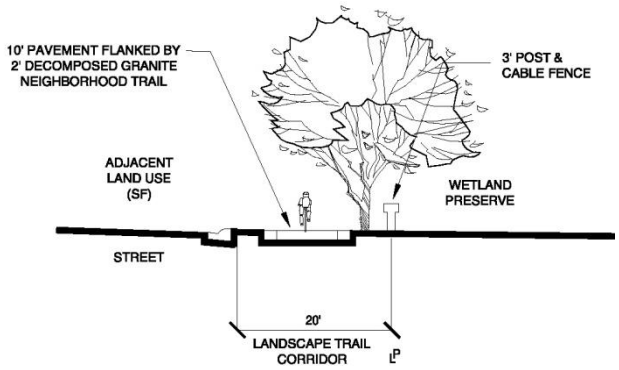


Exhibit 4-9 Barriers along Bike Paths

4.6.2 Class II and III Bicycle Paths

Class II bike lanes will be provided along all major, secondary and local roads within the RDOSP. Class II bike lanes are designated on-street with painted stripes. Bike lanes are 4-feet wide if located next to gutter and curb (providing 6.5-feet of travel width next to the curb) or 5-feet wide if located next to a parking lane. Bicycle traffic is allowed along all residential streets, with some routes designated as Class III through the use of Bike Route Signage.

4.6.3 Sidewalks

Sidewalks are required along all RDOSP roadways. These include attached or detached sidewalks along residential streets, sidewalks within landscape corridors along local roads and 8-foot wide detached sidewalks along major and secondary roads.

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5 ENVIRONMENTAL RESOURCES ELEMENT

5.1 PURPOSE

This section identifies environmentally sensitive resources found within the Rio Del Oro Specific Plan (RDOSP) Area and outlines policies to guide the conservation, protection or mitigation of these resources, some of which will be impacted with the development of the Plan Area. The Environmental Resources Element addresses three key areas; wetlands, special-status species, and cultural resources

5.2 WETLAND RESOURCES

Waters of the U. S. and waters of the state mapped within the Plan Area include wetlands and "other waters." Wetlands consist of vernal pools, seasonal wetland swales, seasonal wetlands, and ponds. "Other waters" include ephemeral drainages (including Morrison Creek). Impacts to these features requires permitting pursuant to Section 404 and 401 of the federal Clean Water Act, and/or Section 1600-1616 of the California Fish and Game Code (Lake and Streambed Alteration Agreement), and the Porter-Cologne Water Quality Control Act.

A wetland investigation was conducted for the RDOSP Area to determine the relative distribution and extent of areas potentially subject to jurisdiction of the US Army Corps of Engineers under Section 404 of the Clean Water Act and the Regional Water Quality Control Board under the Porter-Cologne Water Quality Control Act. The site was originally delineated by Gibson and Skordal in 1999 and subsequently verified by the Army Corps of Engineers (Corps) on January 5, 2000 (Regulatory No. 199900590). The RDOSP Area was re-delineated by ECORP Consulting, Inc. in June 2004.

5.2.1 Wetland Types

The following wetland types were identified in the 2004 wetland delineation performed by ECORP Consulting, Inc. The delineation was verified by the Corps of Engineers on January 10, 2005. See Exhibit 5-1.

5.2.1.1 Vernal Pools

There are numerous vernal pools throughout the annual grassland habitat portions of the RDOSP Area, particularly in the non-mined areas. Vernal pools are types of shallow, seasonal wetland depression that are typically dominated by annual native wetland plant species adapted to an annual wet/dry cycle. Vernal pools are flooded in the winter and spring but completely dry by summer. On-site vernal pools

vary in maximum water depth from a couple of inches to 18 inches deep, and they range from 0.002 to 1.3 acres in size.

5.2.1.2 Seasonal Wetlands

Seasonal wetlands are scattered throughout both the mined and non-mined areas of the RDOSP Area. These seasonal wetlands are ephemerally wet areas that are usually underlain by clay or a heavy clay loam that act to suspend runoff within low-lying areas. They become inundated during the winter and fall but dry completely during the summer months. Unlike vernal pool wetlands, vegetation inhabiting on-site seasonal wetlands is predominately non-native wetland generalist species such as Italian ryegrass (*Lolium multiflorum*), barley (*Hordeum murinum*), dock (*Rumex* spp.), and rabbits-foot grass (*Polypogon monspeliensis*). Less common are native species such as Baltic rush (*Juncus balticus*) and creeping spikerush (*Eleocharis macrostachya*). Many of the seasonal wetlands that occur within the cobble tailings low areas also contain woody species including willow (*Salix* spp.) and Fremonts cottonwood (*Populus fremontii*).

5.2.1.3 Ponds

Several wetland features identified as ponds are present within the RDOSP Area and consist primarily of modified or excavated basins or impounded drainages. They currently provide water for cattle grazing. For the most part, the ponds are seasonally inundated yet they hold water significantly longer than other seasonal wetland types. Several may even remain inundated throughout the year. The ponds largely lack emergent vegetation except for scarce individuals that exist around the high water mark.

5.2.1.4 Seasonal Wetland Swales

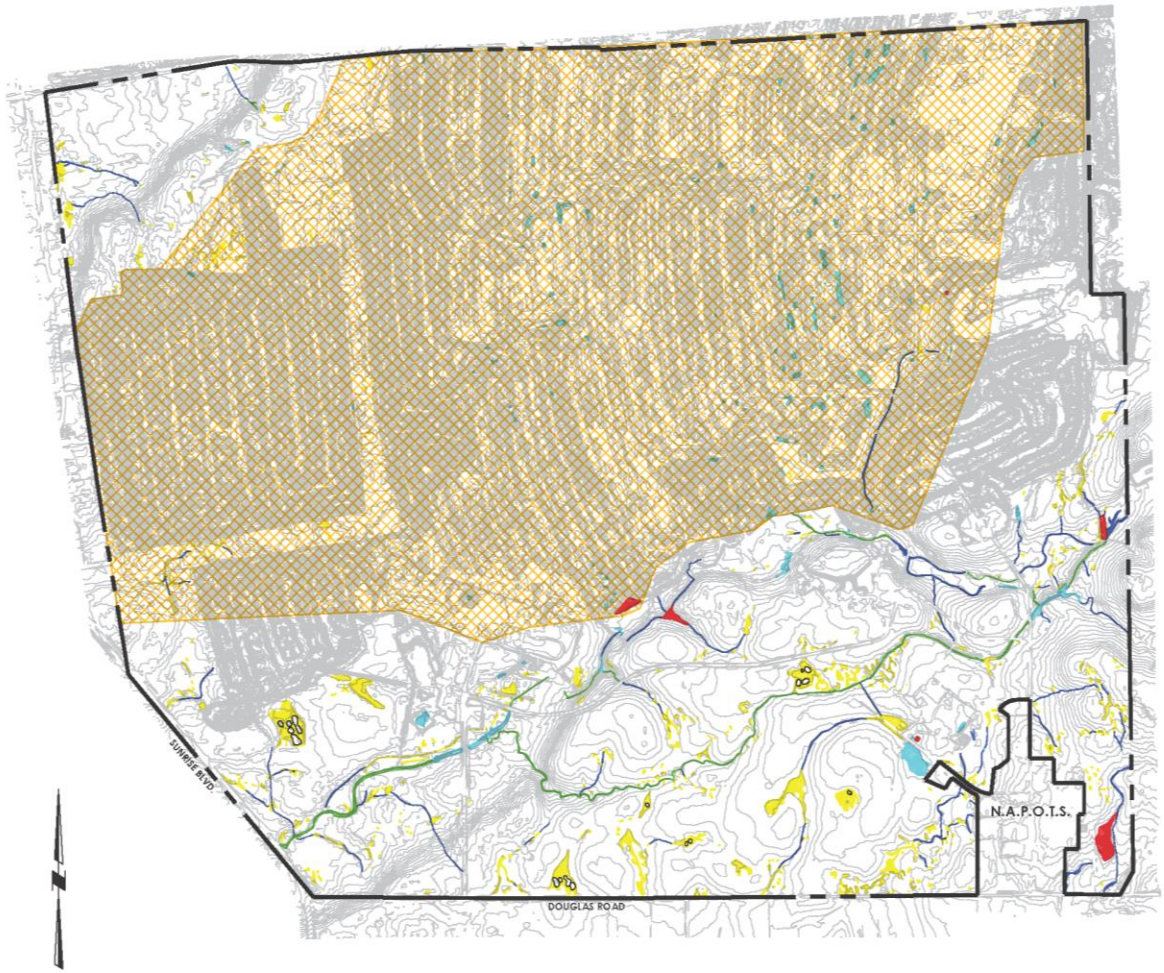
Various seasonal wetland swales are located in the RDOSP Area and consist of shallow, ephemerally wet areas that convey water between larger drainages or other wetland/water features during storm events. They occur as linear wetland features but lack bed-and-bank. Portions of a swale remain saturated into the growing season, support some hydrophytic vegetation, and exhibit hydric soil characteristics. The vegetation community of on-site swales consists primarily of non-native wetland generalist plants such as Italian ryegrass, Mediterranean barley, dock, as well as native annual species including coyote thistle.

5.2.1.5 Ephemeral Drainages

Several ephemeral drainages have been mapped within the RDOSP Area. Ephemeral drainages are linear features that provide a conduit to flow during storm events. In general, they exhibit bed-and-bank characteristics and are largely un-vegetated due to the depth and scouring effects of flowing water. Occasionally however, some hydrophytic vegetation is present along the upper edges, and in areas where sediment accumulation provides suitable substrate for plant establishment. The dominant ephemeral drainage (Morrison Creek) located on-site runs from east to west through the southern section of the site and is identified on the U.S.G.S topographic map as a blue line feature. Ultimately, Morrison Creek drains into Mather Lake, located southwest from the RDOSP Area. Several other smaller sections of ephemeral drainages mapped in the RDOSP Area. They consist originally of seasonal wetland swale features that have eroded and developed bed-and-bank characteristics.

PRELIMINARY WETLAND ASSESSMENT

RIO DEL ORO



Legend

WATERS OF THE U.S. ACREAGE

CLASSIFICATION	JURISDICTIONAL ACREAGE	ISOLATED ACREAGE	EXISTING ACREAGE
Wetlands:			
Vernal Pool	35.485	2.414	37.899
Pond	3.540	0.721	4.261
Seasonal Wetland Swale	6.044	0.653	6.697
Seasonal Wetland	6.418	9.158	15.576
Other Waters:			
Ephemeral drainage	5.145	---	5.145
TOTAL:	56.632	12.946	69.578

Isolated wetlands

Exhibit 5-1
Preliminary Wetland Assessment

5.3 WETLAND PRESERVATION AND MITIGATION

Although the development of the project will be concentrated on the highly-disturbed areas that were mined in the 1920s and 1950s, unavoidable impacts to wetland features will occur.

A 510-acre area located in the southern portion of the Project containing the highest quality and density of vernal pools will be set aside as a Wetland Preserve. Existing wetlands within the Preserve area will be preserved, maintained, and monitored. Additional vernal pools and seasonal wetlands will be created within the Preserve that will also be maintained and monitored. The portion of Morrison Creek located within this area will also be preserved and enhanced. On-site success monitoring of both preserved and constructed vernal pool habitat within the Wetland Preserve will be conducted over a ten-year period.

Mitigation for non-vernal pool wetland habitat impacts will occur within drainage corridors and open space areas within the project boundaries. The corridors will range from 200 to 300 feet wide and will consist of created, meandering, low-flow channel, adjacent wetlands, riparian plantings, and a bike trail.

In addition to the onsite mitigation, there will be two offsite mitigation locations. The 160-acre Cook Property, located south of Highway 16 in Sacramento County, is proposed as additional mitigation for the Rio del Oro project. The Cook Property is bordered to the north and west by existing conservation properties, to the east by Eagles Nest Road, and to the south by Florin Road. The Cook property contains vernal pools, seasonal marsh, seasonal swales, other waters (ponds), and irrigated pasture. The likely presence of listed vernal pool invertebrates, as well as the property's proximity to other regional conservation areas, makes it ideal to mitigate impacts to biological resources resulting from the Rio Del Oro project. A conservation easement will be created for this preserve and managed by Sacramento Valley Conservancy or other conservation oriented third party.

The Rio Del Oro project will also purchase seasonal wetland credits at the Clay Station Mitigation Bank located approximately 15 miles south of the Rio del Oro project. The Rio del Oro project is within the service area of the Clay Station Mitigation Bank.

5.4 SPECIAL-STATUS SPECIES

Special-status species refers to those species which:

- Have been designated by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Services (USFWS) as either *rare, threatened,* or *endangered*; and are legally protected under the California or federal endangered species acts;

- Are proposed or candidate species being considered for listing under either federal or California Endangered Species Acts; or
- Are of expressly stated interest to resource regulatory agencies, or local jurisdictions, such as CDFG species of special concern, or California Native Plant Society (CNPS) List species.

The following surveys have been conducted in the RDOSP Area to date:

- Results of Surveys for Special-Status Wildlife Species at the Aerojet Property, Sacramento County, California, Miriam Green Associates, April 1999
- Jurisdictional Delineation Rio del Oro Property, Gibson and Skordal, June 1999
- Listed Vernal Pool Branchiopods Wet Season Survey, Gibson and Skordal, August 2000
- Listed Vernal Pool Branchiopods Wet Season Survey, Gibson and Skordal, July 2001
- Elderberry Survey, Gibson and Skordal, September 2000
- Rio del Oro, Rancho Cordova, California – Rare Plant Survey, ECORP Consulting, Inc., August 2003
- Rio del Oro, Rancho Cordova, California – Rare Plant Survey, ECORP Consulting, Inc., November 2003
- Wetland Delineation, ECORP Consulting, Inc., July 2004
- Wetland Resource Assessment, ECORP Consulting, Inc., November 2004
- Late Season Special-Status Plant Survey, ECORP Consulting, Inc., August 2006
- Soil Investigation of Rio del Oro Wetland Preserve, Davis Consulting Earth Scientists, Inc., August 2007
- Watershed Analysis of the Hydrologic Function of the Rio del Oro Preserve for Preservation of Existing Wetlands and Construction of Mitigation Wetlands, ECORP Consulting, Inc., September 2007

Based upon vegetation communities present on the property, species' known distributive data, and the references cited above, a list of potentially occurring special-status species has been developed for the RDOSP Area and is included in the Recirculated Draft EIR/EIS.

5.4.1 Plants

Species known to occur on the site include Greene's legenere (*Legenere limosa*) and Northern California black walnut (*Juglans hindsii*), both CNPS List 1B species, although the Northern California black walnut identified on site are likely to be hybrids with other common species. No other special-status plant species are likely to occur on site. (See Recirculated Draft EIR/EIS, Table 3.10-1)

5.4.2 Invertebrates

Several of the wetland types on-site represent habitat for the federally-threatened vernal pool fairy shrimp (*Branchinecta lynchi*) and the federally-endangered vernal pool tadpole shrimp (*Lepidurus packardi*). The Conservancy fairy shrimp (*Branchinecta conservation*), a federal endangered species, may also occur, according to the Recirculated Draft EIR/EIS.

In addition, there is suitable habitat for the federally threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) whose exclusive host plant is the elderberry plant (*Sambucus mexicana*).

The U.S. Army Corps of Engineers, in consultation with the USFWS, is ultimately responsible in making the determination of potentially suitable habitat.

5.4.3 Fish

There are no immediate special-status fish issues within this reach of Morrison Creek, as it is a relatively narrow ephemeral drainage.

5.4.4 Amphibians and Reptiles

The vernal pools and adjacent grasslands in the RDOSP Area represent potentially suitable habitat for the western spadefoot toad (*Spea hammondi*, CDFG species of special concern and federal species of concern). No other special-status amphibians are likely to occur on-site. No special-status reptiles are likely to occur on the site. (See Recirculated Draft EIR/EIS, Table 3.10-2.)

5.4.5 Birds

The potentially occurring special-status birds in the RDOSP Area include nesting raptors, nesting songbirds, and wintering or migrant birds. The nesting raptors include both tree nesting and ground nesting species.

Tree nesting species that may nest or forage in the RDOSP Area are white-tailed kite (*Elanus leucurus*, Fish and Game Code fully protected and USFWS bird of management concern), Cooper's hawk (*Accipiter cooperii*, CDFG species of special concern), Swainson's hawk (*Buteo swainsoni*, California-threatened), sharp-shinned hawk (*Accipiter striatus*, a CDFG species of special concern), ferruginous hawk (*Buteo regalis*, CDFG species of special concern and USFWS-Bird of Management Concern), merlin (*Falco columbarius*, CDFG species of special concern), prairie falcon (*Falco mexicanus*, a CDFG species of special concern), and short-eared owl (*Asio flammeus*, a CDFG species of special concern)., While not considered optimal foraging habitat, much of the site represents potential foraging habitat for Swainson's hawk and other raptors.

Potentially occurring ground-nesting birds in the RDOSP Area include northern harrier (*Circus cyaneus*, CDFG-species of special concern) and burrowing owl (*Athene cunicularia*, CDFG-species of special concern).

Special-status songbirds that may occur in the RDOSP Area include loggerhead shrike (*Lanius ludovicianus*, CDFG species of special concern and USFWS bird of management concern) and tricolored blackbird (*Agelaius tricolor*, CDFG species of special concern and USFWS bird of management concern).

5.4.6 Mammals

There is suitable habitat for the American badger (*Taxidea taxus*, a CDFG species of special concern) on site.

5.5 SPECIAL STATUS SPECIES MITIGATION

Project implementation will involve impacts to the federally threatened vernal pool fairy shrimp and vernal pool tadpole shrimp. The U.S. Army Corps of Engineers, in consultation with the U.S. Fish and Wildlife Service will determine the acreage of potential vernal pool fairy shrimp and vernal pool tadpole shrimp habitat on the site. The applicant is proposing on-site preservation, restoration and creation of vernal pools as mitigation for impacts to these species.

Project implementation will also results in impacts to potential habitat for the federally threatened valley elderberry longhorn beetle. An elderberry preserve (totaling 12 acres) is proposed on the Project site. Elderberry seedlings will be transplanted and planted within the preserve and in other suitable areas on site, such as the drainage corridors.

The specific mitigation requirements for federally-listed species will be determined by the U.S. Fish and Wildlife Service through the Section 7 Consultation process. Mitigation for the non-federally listed special status species will be determined by the California Department of Fish and Game and the City.

If as a result of the final approval by Federal and State agencies of the Clean Water Act 404 Permit for the Specific Plan, or any approval related thereto , there is a material increase in the size of, or any material change in the dimensions or locations of any of the on-site wetland preserves from that shown on Exhibit 3-2 (the Land Use Plan), then prior to the commencement of any grading of any land within the Plan Area, the City shall have the right to approve or disapprove as part of a Specific Plan amendment, any such change in the on-site preserve(s) and any revision to the Land Use Plan which the City deems necessary as a result of such change; and there shall be no vested right under any development agreement to prevent or restrict the approval or applicability of such a Specific Plan Amendment.. For purposes of this paragraph, any change

to an on-site wetland preserve which necessitates a reduction in size of, or a reconfiguration of any parcel designated "RTC" in the Specific Plan, or which affects the location or dimensions of Rancho Cordova Parkway, shall be considered 'material'.

5.6 OAK AND RIPARIAN WOODLANDS

The project site has been significantly disturbed by dredger mining activities which occurred approximately 50-100 years ago. The topography of the site is undulating, with large expanses of river cobble on the surface. Sierra Nevada Arborists prepared a tree survey in 2003. The results of the survey show that of the 1,520 trees of significance within the Plan Area, the majority of the trees are Fremont Cottonwood (*Populus Fremontii*), with some Pacific Willow (*Salix lasiandra*) being observed in the depressions between tailing rows. A total of 47 native oaks are documented in the survey and less than 50 smaller oaks (less than 6" DBH) were also observed on the site.

5.7 CULTURAL RESOURCES

The Plan Area was researched and surveyed for historic and archaeological resources. In 1999 and 2004, research was completed by Peak & Associates, Inc. on known and potential cultural resources for the Specific Plan area. A field assessment was conducted surveying all areas of the site not disturbed by the extensive dredging activities, and in addition, several transects were made across various portion of the tailings to ascertain if any features were present. In April and May 2005, Weitz Research conducted an inventory evaluation for potential historic resources within the Plan Area. The Rio Del Oro EIR/EIS includes these studies and recommends mitigation measures for impacts to potential cultural resources. Further studies are also being carried out as part of compliance with Section 106 of the National Historic Preservation Act (NHPA) as required for permitting under Section 404 of the Clean Water Act. The studies are subject to review and approval by the California Office of Historic Preservation and the US Army Corp of Engineers. Mitigation of adverse effects to any resources identified as significant in the Section 106 process will be developed in consultation with the California Office of Historic Preservation and will be implemented.

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6 PUBLIC UTILITIES ELEMENT

6.1 PURPOSE

The goal of the Public Utilities element is to identify the necessary utilities required to serve the Rio Del Oro Specific Plan (RDOSP). This section provides an overview of the existing system and identifies the "backbone" infrastructure necessary to serve the Plan Area. Phasing of infrastructure improvements, detailed in Appendix B, On-Site Infrastructure Phasing Plan, is preliminarily based on current standards and policies. Funding obligations, final improvements and phasing will be determined in conjunction with Tier 2 entitlements.

6.1.1 Utility Providers

The 3,828 acre Plan Area does not currently have the urban services and facilities which are required for development to occur. Utility service providers, as shown in Table 6-1, are able to supply the Plan Area with the necessary utilities as summarized herein.

Table 6-1 Utility Service Providers

Utility	Provider
Sanitary Sewer	Regional San/SASD
Water	SCWA/ Zone 40/ Zone 41/ Cal-Am
Drainage and Flood Control	SCWA/Zone 11/City of Rancho Cordova
Solid Waste Disposal	Allied Waste Services
Electric Service	SMUD
Natural Gas	P.G. & E.
Telephone & Communications	AT&T and/or other telecom companies

6.2 SANITARY SEWER

The following section summarizes the information contained within the *"Conceptual Sewer Study for Rio Del Oro, August 2014"* prepared by Wood Rodgers, Inc. This document is part of the technical studies on file prepared in support of the Specific Plan and EIR. The sewer system is designed to be consistent with the General Plan policies and District standards. Rio Del Oro is located within the Regional San and Sacramento Area Sewer District (SASD). Regional San is responsible for the interceptor collection (sanitary sewers which are designed to carry flows in excess of 10 million gallons per day) and treatment

of wastewater. SASD is responsible for the local collection facilities including trunk sewers with capacity of 1 million to 10 million gallons per day.

6.2.1 Existing Conditions

At the time the Specific Plan was prepared, the existing public sewer facilities adjacent to RDOSP are small sewer laterals ranging in size from 6" to 8" in diameter located along the western boundary and eastern boundary, an 18" trunk sewer located in White Rock Road approximately 300 feet west of the Rio Del Oro northwest boundary and 12" to 24" trunk sewers to the east and south in Americanos and Douglas Roads. The existing adjacent area served by public sewer is the Cordova/Sunrise Industrial Park located along the west boundary, North Douglas on the east and Sunrise/Douglas to the south of the Plan Area.

Private septic systems serve the following adjacent developed areas:

1. The Aerojet Industrial Park located on the north side of White Rock Road.
2. Security Park located southeast of the Plan Area.
3. Scattered existing residences outside the Plan Area on the east.

The existing adjacent trunk and collection facilities are not sized to convey flows from RDOSP. Two 8-inch diameter sewer pipes have been stubbed east from the Cordova/Sunrise Industrial Park along the west boundary of RDOSP (at White Rock Road and unnamed street stub 1,800 feet south of White Rock).

6.2.2 Planned Sewer Facilities

The 2013 Regional San Interceptor Sequencing Study (ISS) and 2010 SASD Sewer System Capacity Plan (SCP) indicated that the Aerojet-2 Interceptor will serve the RDOSP. The Aerojet-2 interceptor will flow north to the White Rock Interceptor, which will flow west to intersect the Bradshaw Interceptor (existing) west of the RDOSP.

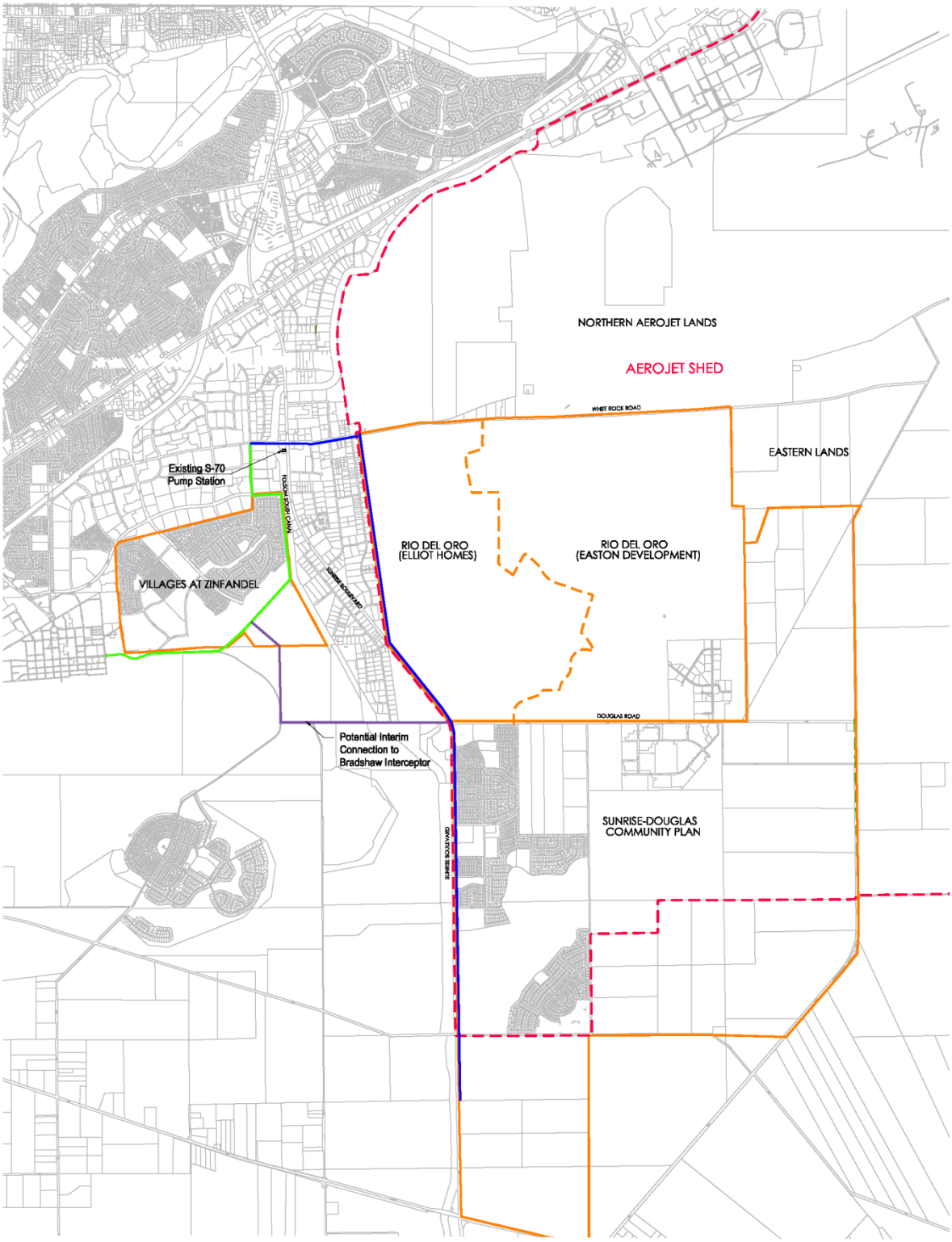
All of the RDOSP will flow into the Aerojet-2 Interceptor, with the exception of the industrial land use in the southeast corner adjacent Americanos Road which will flow to the Douglas Interceptor. The ISS indicates construction of the White Rock Interceptor is in 2020 and the Aerojet-2 Interceptor is 2030. The ultimate timing for construction of these facilities is dependent upon the generation of flow within the shed. The years identified for construction are based on the current ISS. The actual construction will be based upon development growth within the Rio Del Oro shed and development growth within adjacent sheds within the Regional San service area. A large portion of RDOSP will be ready for service prior to completion of the White Rock and Aerojet-2 Interceptors. Therefore, interim facilities for portions of the area to be served are necessary. These interim facilities will flow into the existing Bradshaw Interceptor. Exhibit 6-1 displays the Overall Sewer Shed Map for the RDOSP and upstream areas. This exhibit combines the information contained in the Regional San and SASDISS and SCP, the Sunrise Douglas Sewer Master Plan and information made

available by the SASD. This exhibit identifies the proposed interceptors within and around RDOSP. Exhibit 6-2 is the Onsite Sewer Plan for RDOSP.

Development in new areas often precedes construction of permanent facilities due to Regional San requirement to have sufficient flows in the system before bringing the system online, as well as for budgetary reasons. To the extent that development of RDOSP occurs prior to extension of ultimate facilities to the northwest corner, interim offsite facilities will be required. Similarly, interim on site facilities will be needed during initial development. These facilities would consist of gravity and/or force mains to convey flows to the nearest acceptable point of connection. The Bradshaw Interceptor has been completed to the intersection of Kilgore/White Rock Roads where the White Rock Interceptor will connect. Refer to Exhibit 6-1. Initial development of the RDOSP will require construction of onsite facilities to the westerly boundary of the RDOSP where two sewer lift stations are proposed.. From the sewer lift stations, offsite sewer force main facilities will be required to convey flows to the Bradshaw Interceptor. The south lift station sewer force main will follow an alignment south along Sunrise Boulevard, west on Douglas Road then north on Zinfandel Drive to the Bradshaw Interceptor at North Mather/Baroque Drives. The north sewer lift station force main will follow an alignment north to White Rock Road then west on White Rock Road to the Bradshaw Interceptor at Kilgore Road. SASD has approved a shed shift for the Elliott Phase 1 portion of the RDOSP to sewer to an existing 18" trunk sewer in White Rock Road and flow to the existing S-70 sewer lift station. Interim 18" and 21" trunk sewers are proposed onsite to connect to proposed trunk facilities until the Aerojet-2 interceptor is completed.

OVERALL SEWER SHED MAP

RIO DEL ORO



LEGEND:

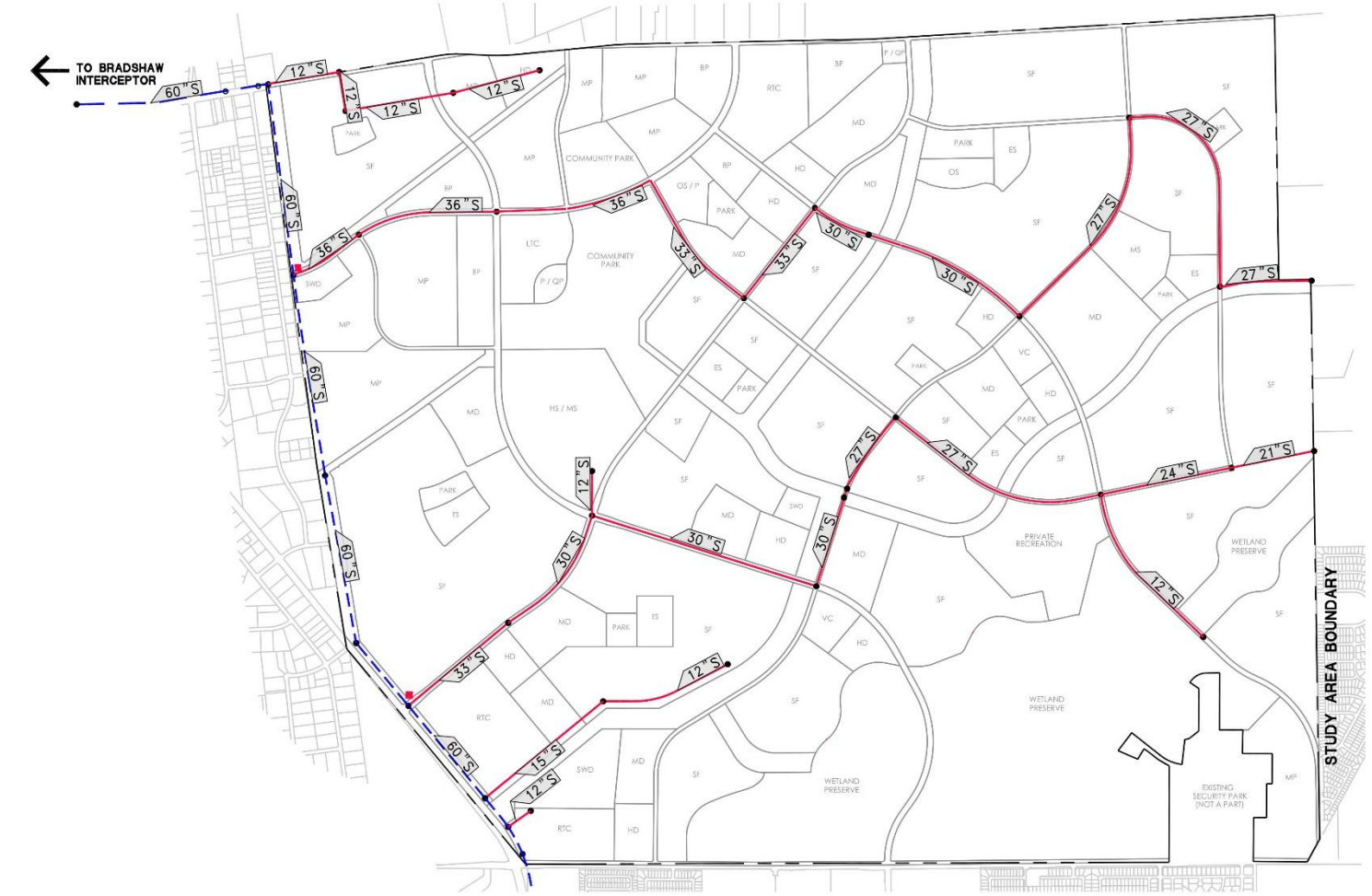
- BRADSHAW INTERCEPTOR
- FUTURE AEROJET INTERCEPTOR (REGIONAL SAN MASTER PLAN)
- SHED BOUNDARY (REGIONAL SAN MASTER PLAN)
- PROJECT AREA BOUNDARIES
- POTENTIAL INTERIM CONNECTION TO BRADSHAW INTERCEPTOR
- EXISTING S-70 PUMP STATION

Exhibit 6-1
Overall Sewer Shed Map

Rio Del Oro Specific Plan

ON-SITE SEWER FACILITIES PLAN

RIO DEL ORO



LEGEND

- SEWER MANHOLE
- EXISTING SEWER MANHOLE
- LIFT STATION
- EXISTING LIFT STATION
- PROPOSED SEWER PIPE
- FUTURE AEROJET-2 INTERCEPTOR
- FUTURE WHITEROCK INTERCEPTOR

Exhibit 6-2
On-Site Sewer Facilities Plan

6.3 WATER SUPPLY AND DISTRIBUTION

The following section summarizes the information contained within the *"Rio Del Oro Plan Area Water Supply Master Plan, March 2007", Rio Del Oro Master Water Study Update, October 2014* prepared by Wood Rodgers, Inc. and Rio Del Oro Specific Plan Project Amended Water Supply Assessment, May 2006 prepared by EDAW. These documents are part of the technical studies on file prepared in support of the Specific Plan and EIR. The water system is designed to be consistent with the General Plan policies and water agencies'' standards. SCWA will serve as the water wholesaler and California American Water Company (Cal-Am) and Zone 41 will operate and maintain parts of the distribution system in the Plan Area. Proposed water transmission and distribution facilities must be developed in accordance with SCWA and Cal-Am standards for the water system improvements. Once constructed, the facilities are planned to be annexed into Zone 41 and Cal-Am.

6.3.1 Existing Conditions

Cal-Am's Security Park service area and the SCWA Zone 41 facilities located west, south and east of the RDOSP are the only municipal water supply or distribution facility located within the vicinity of the Plan Area. Security Park is a small system fed by a single well and 1 MG storage tank located to the southeast of the RDOSP. SCWA operates the Anatolia groundwater treatment plant and wells at Mather along with storage, transmission and distribution facilities. The Cal-Am Security Park system is part of a larger franchise area contained within the Plan Area. The Cal-Am Security Park System is not capable of supplying or delivering water to the RDOSP and this area is not included as part of this report.

The SCWA Sunrise water system is located along Sunrise Boulevard north of Douglas Road west of the RDOSP. Primary demands are industrial and commercial customers. This system consists of groundwater wells, storage reservoirs, pumping stations, and a grid of 4-inch through 12-inch pipelines. The SCWA Mather Field water system is located west of the Sunrise water system and consists of the Main Base and Housing water systems. This system consists of distribution pipelines of 4-inch through 14-inch with a 16-inch transmission pipeline that was constructed to connect to the Sunrise System. Existing mains and supply facilities in the Sunrise and the Mather Field water systems are not adequately sized to wheel significant quantities of water to serve the RDOSP.

The American States/Golden State Water Company Arden Cordova Service Area (ASAC/GSWC) is north and east of the RDOSP project. The ASAC/GSWC has a connection to the Sunrise water system at Mercantile Drive and currently provides 1,700 gpm to the Sunrise system.

6.3.2 Planned Water Improvements

Montgomery Watson Harza (MWH), under contract to SCWA, prepared the Zone 40 Water System Infrastructure Plan (WSIP) (MWH, April 2006) to serve as a

steering document for both SCWA and the development community in the planning, design, and construction of major infrastructure within Zone 40. The SCWA is in the process of updating the 2006 WSIP and has provided draft information from the WSIP update for this report. The WSIP provides the water supply and major water infrastructure requirements to meet significant milestones in water supply development within Zone 40 and buildout conditions. In addition, the WSIP produced a water distribution model representative of different phases and the build-out condition that is used by adjusting the model to conditions representative for RDOSP. Lastly, the WSIP provides the assumptions needed for the water demand calculations and system design criteria used in designing the RDOSP water system.

Due to significant elevation differences across the entire RDOSP and the two service providers Cal-Am/SCWA, a preliminary pressure zone/service boundary was established that separates the RDOSP into two pressure/service areas. This pressure zone/service boundary was chosen to minimize the amount of parallel piping needed between the service districts and also neighboring customers being served by different agencies. The location of the pressure zone/service boundary line is shown in Exhibit 6-3.

The RDOSP water system has been laid out in a looping system following the major arterial street alignments for a transmission main grid that generally provides square mile loops. The transmission main sizes range from 12-inch to 36-inch diameter pipe. A 42-inch transmission main in Douglas Road has been sized to also convey demand for the Sunridge Specific Plan Area located south and east of the RDOSP. The distribution system for RDOSP will consist of 8-inch through 12-inch diameter pipes, with the 12-inch lines looping near sites that require higher fire flow requirements, such as commercial, industrial, and school sites. The size and location of the transmission mains and water supply infrastructure are shown in Exhibit 6-4.

Water storage tanks and booster pumping facility are planned as part of the WSIP for the RDOSP. The storage tanks are designed to supply the Plan Area with operational (peak flow), emergency, and fire flow demands. The storage required is calculated in MWH's WSIP. In addition to the facilities shown in the Zone 41 service area, storage tanks and booster pumping facilities are proposed at the Cal-Am service area point of connection. These tanks will supply the Cal-Am service area with peak and emergency flow. The draft WSIP identifies two (2) 1.5 MG tanks located south of White Rock Road on either Parcel 25-A or Parcel 25-D or two (2) 1.5 MG tanks to serve the Cal-Am service area. The tanks located south of White Rock Road are not exclusively sized for the RDOSP.

The long-term water supply source for the RDOSP will be Zone 40's Vineyard (surface) Water Treatment Plant (V-WTP). The V-WTP has multiple contracts for the supply of water. On an average year the V-WTP will have entitlements not exceeding 78,000 AF/year (48,360 gpm). Additionally, SCWA and Aerojet have entered into a 2010 Agreement under which Aerojet is transferring 8,900 afy of Groundwater Extraction and Treatment (GET) water to SCWA. Under the 2010

Agreement, SCWA acknowledges that the 8,900 afy will provide SCWA with sufficient available water to supply the RDOSP. The 8,900 afy, along with other available Zone 40 water, is sufficient to meet the RDOSP demand of 8,891 afy.

The SCWA has identified the Interim North Area Service Pipeline (INASP) project to deliver surface water from the V-WTP to their North Service Area which includes the RDOSP. The INASP is currently in engineering design and environmental review with planned construction in 2016. The INASP will provide an initial source of surface water until the North Area Service Pipeline (NASP) can be constructed. When the NASP is constructed SCWA will be able to serve the North Service Area with a conjunctive use water system (both groundwater and surface water). The off-site water infrastructure is shown in Exhibit 6-5.

WATER SERVICE BOUNDARIES

RIO DEL ORO

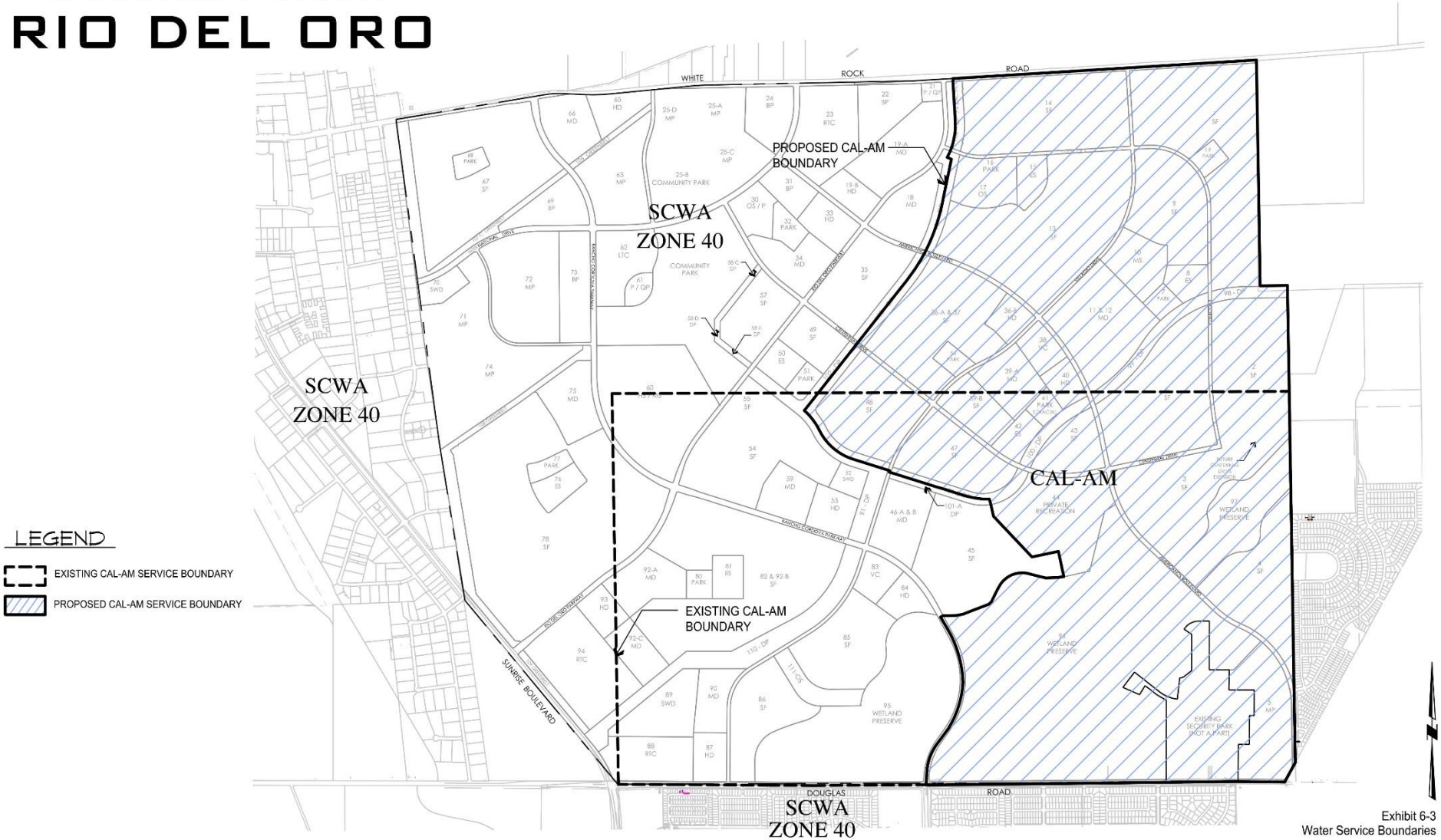


Exhibit 6-3
Water Service Boundaries

PRELIMINARY ON-SITE WATER

RIO DEL ORO

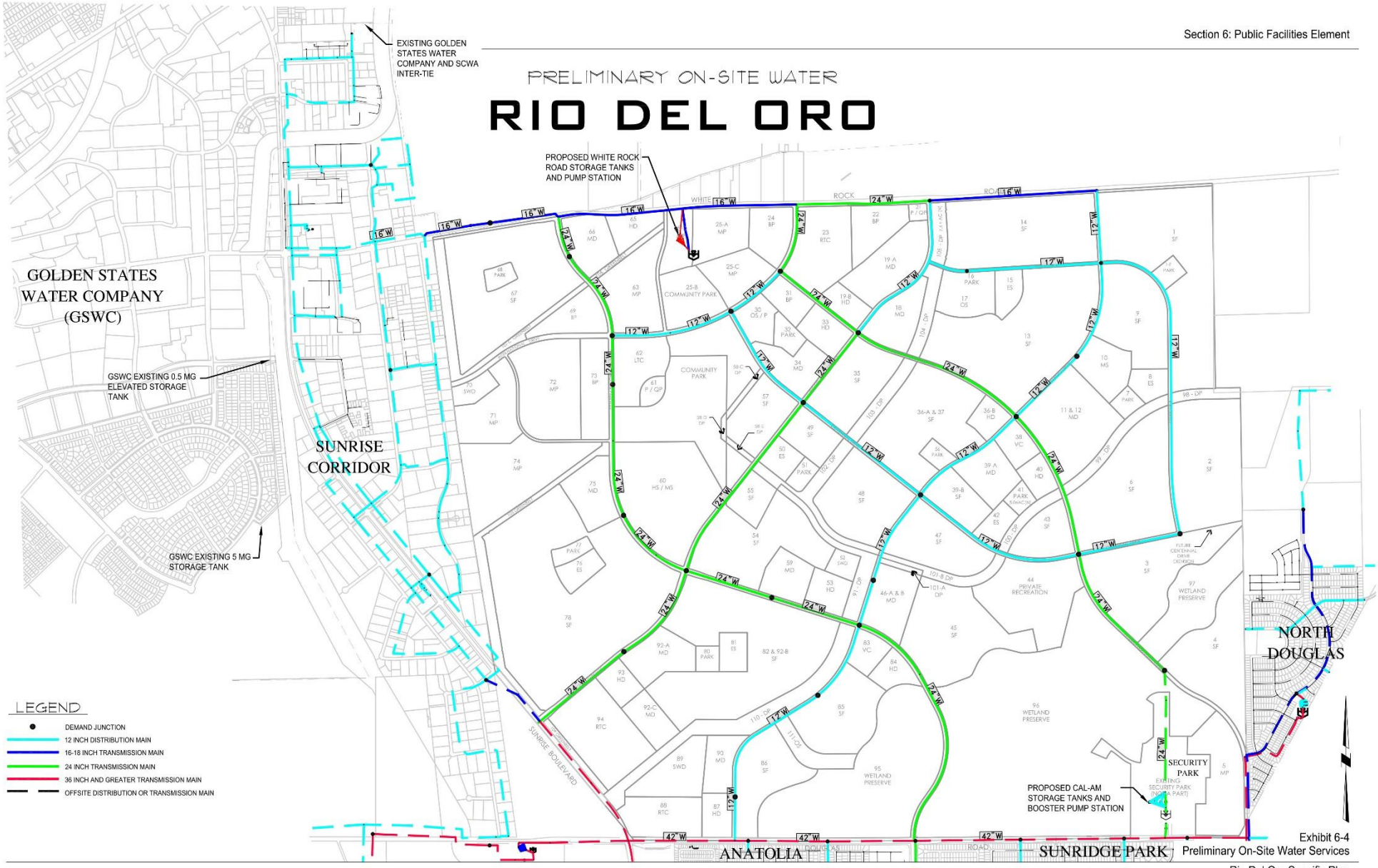
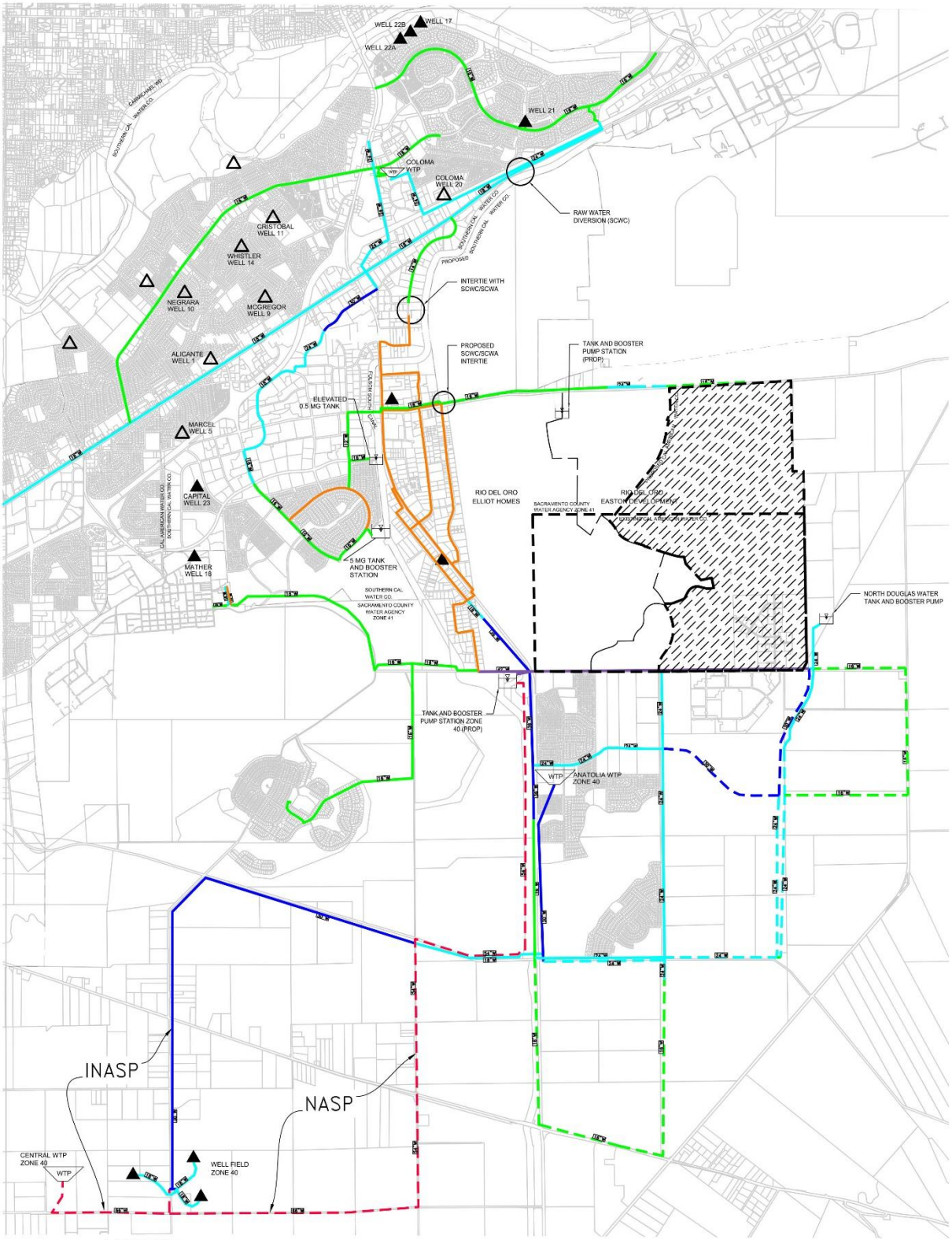


Exhibit 6-4
Preliminary On-Site Water Services

PRELIMINARY OFFSITE WATER INFRASTRUCTURE

RIO DEL ORO



LEGEND:

- EXISTING DISTRIBUTION LINE
- EXIST. TRANSMISSION LINE (12" - 16")
- EXIST. TRANSMISSION LINE (18" - 24")
- EXIST. TRANSMISSION LINE (30" - 36")
- EXIST. TRANSMISSION LINE (42" - 48")
- EXIST. 60" TRANSMISSION LINE
- FUTURE TRANSMISSION LINE (14" - 16")
- FUTURE TRANSMISSION LINE (18" - 24")
- EXIST. TRANSMISSION LINE (30" - 36")
- EXIST. TRANSMISSION LINE (42" - 48")
- EXIST. 60" TRANSMISSION LINE
- (F): FUTURE BUILDOUT SCWA SYSTEM NOT REQUIRED FOR RDO
- (P): PROPOSED PHASE 1
- TANK AND/OR BOOSTER PUMP STATION
- WTP: WATER TREATMENT PLANT
- WELL
- WELL - NO LONGER IN SERVICE
- "INASP": INTERIM NORTH AREA SERVICE PIPELINE
- "NASP": NORTH AREA SERVICE PIPELINE

NORTH

SCALE: 1" = 4,000'

Exhibit 6-5
Preliminary Offsite Water Infrastructure

6.4 DRAINAGE AND FLOOD CONTROL

The following section summarizes the information contained within the *"Master Drainage Study Rio Del Oro, August 2005",*the "Addendum", October 2005, the "Rio Del Oro: North Offsite Channel Analysis, April 2006 and the Rio Del Oro Master Drainage Study Update, June 2014 prepared by Wood Rodgers, Inc. These documents are part of the technical studies on file prepared in support of the Specific Plan and EIR. The drainage system is designed to be consistent with the General Plan policies, improvement standards and Agency standards.

6.4.1 Existing Conditions

The project is located within the Morrison Creek drainage watershed. All of the tributary watersheds within the study area must cross the Folsom South Canal. Four canal crossings convey the project area runoff. Three of the crossings are over chutes of varying size, while the fourth crossing is a siphon composed of three circular culverts. The Morrison Creek stream group in the vicinity of the RDOSP has not previously received detailed study for flood insurance purposes. The County of Sacramento has studied the local hydrology and has previously developed hydrology and hydraulic models of the system. The California DWR, under the Awareness Flood Mapping program, has recently prepared area floodplain maps. Existing floodplains mapped under the Awareness program approximate possible flood conditions since they lack detailed study of stream topography. Area floodplains and project watersheds are depicted in Exhibit 6-6.

Large areas of the site have historically been mined. Mining was conducted during two periods of intense activity and was concluded in the 1950's. Both natural and improved drainage conveyances exist within the project boundaries. Offsite flows entering the site are conveyed overland and through a handful of pipe culverts that lie beneath White Rock Road. There are several intermittent drainage watercourses onsite. These are mostly present in those parts of the site that have not been disturbed by mining activity. The intermittent drainage creeks include Morrison Creek, and an adjacent overflow area to the north where flow across the site may have historically bifurcated during large flood events. A non-engineered berm along this length of the creek helps confine the majority of creek flow to the south where it feeds several small wetlands and seasonal depressions. North of Morrison Creek, there are short runs of seasonally active gullies and ditches – however the majority of overland watercourses that may have been present historically have disappeared due to mining activity.

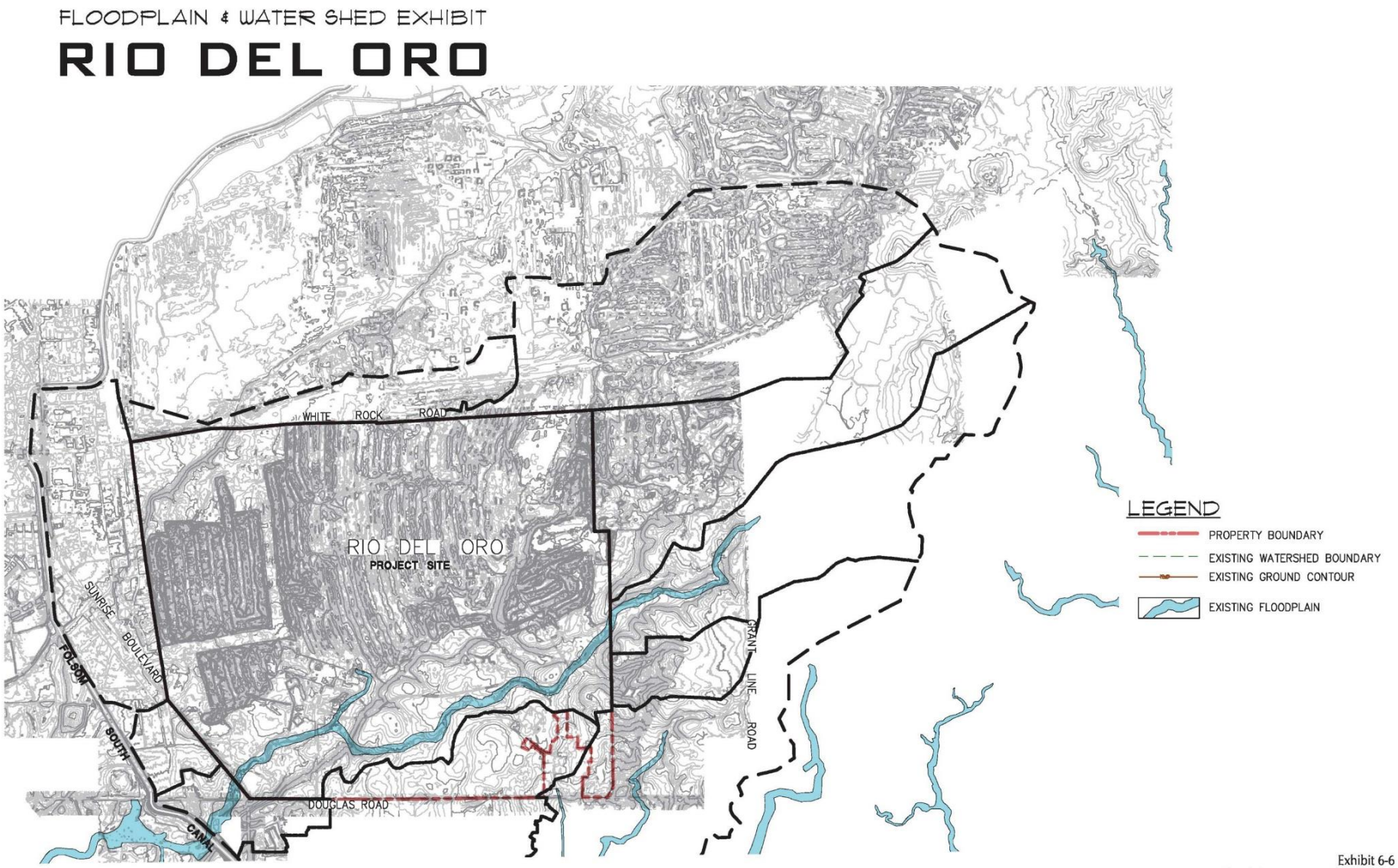


Exhibit 6-6
Floodplain & Water Shed Exhibit

6.4.2 Planned Drainage Improvements

The onsite drainage system will include trunk storm drains, drainage parkways including water quality facilities and channels, detention/water quality basins, pump stations and local collection and conveyance infrastructure, Exhibit 6-7. In general, the site grading plan proposes roadway grades and land contours that facilitate effective drainage throughout the site. A network of storm drains will convey runoff either to drainage parkways, or directly to one of the proposed detention basins.

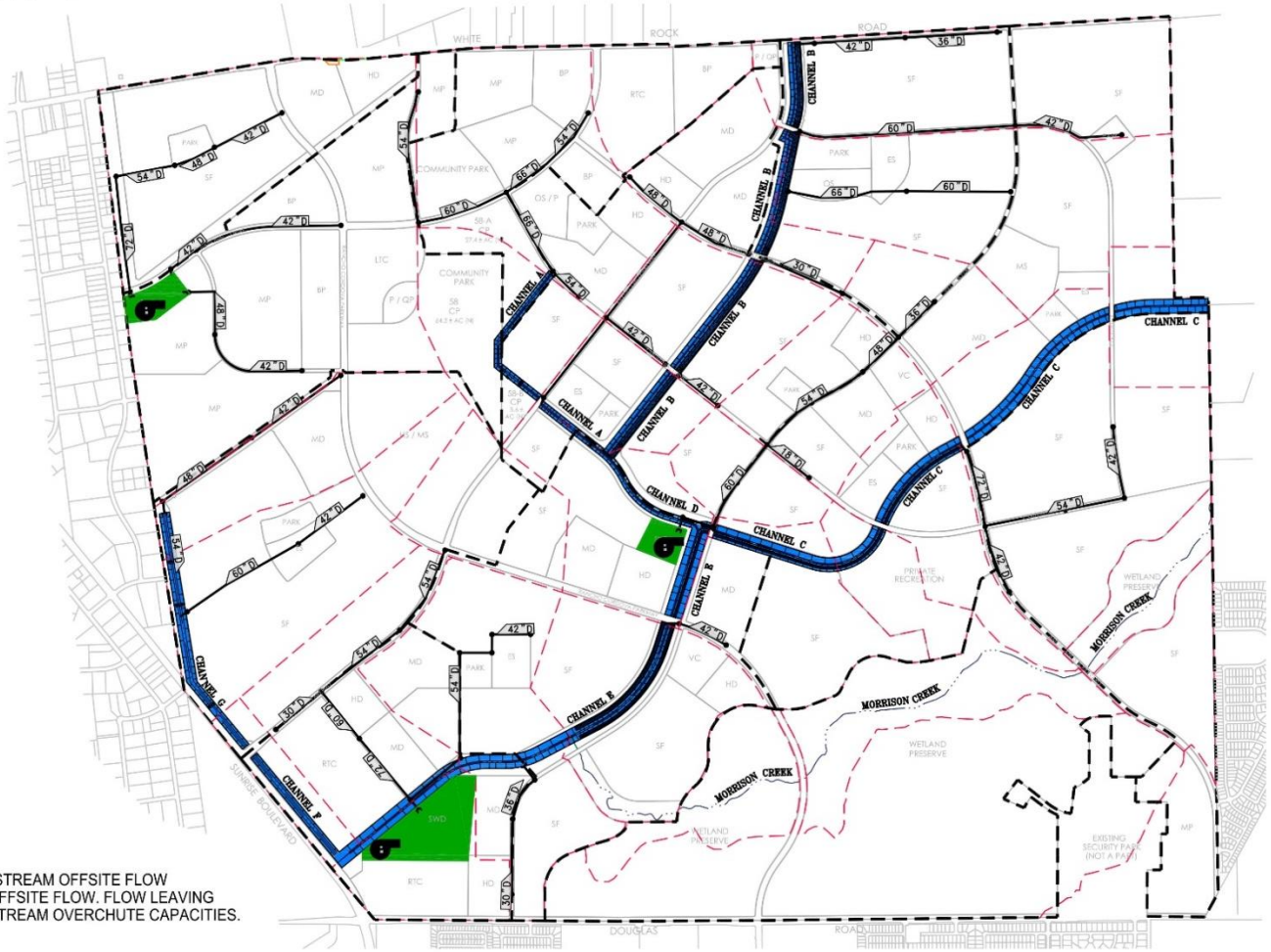
There are five drainage channels proposed for construction within the project. The channels vary in length from 4,200 feet to 7,600 feet. The channels will be constructed within drainage parkways. The width of the parkways varies from 120 feet to 300 feet depending upon the conveyance requirement. The goal of these channels is to provide an aesthetically and environmentally preferable alternative to enclosed drainage systems while maintaining effective site drainage and providing water quality facilities. The majority of historical Morrison Creek streambed through the project will be preserved as part of the site development plan. Grading and realignment is required in the eastern open space preserve to contain seasonal flows to an active channel and define the 100-year floodplain in this area. As Morrison Creek approaches the western boundary of the project, a large (26 acre) detention basin will be constructed. During smaller events, runoff will be conveyed within the channel banks while larger flows will utilize the detention basin area up to the design depth of the basin. Two smaller detention basins will be constructed, one in the central area (6 acres) and one in the northwest area (7 acres). The detention basins will be depressed below the gravity outfall elevation and require pump stations to drain the detention basin. The pump stations will have the following peak capacity in cubic feet per second (cfs); northwest=20 cfs, central=5 cfs and southwest 33 cfs.

The project proposes to include three storm water detention/water quality facilities and online BMP facilities within the drainage parkways. All runoff from the project will flow through a water quality facility prior to discharge from the site. Exhibit 6-8 depicts a conceptual illustration of the central (6 acre) storm water detention basin which is situated along the primary east – west drainage parkway. Exhibit 6-9 depicts a conceptual illustration of the large (26 acre) storm water detention located in the southwest portion of the Plan Area.

Developed watersheds will take advantage of existing downstream capacities at the Folsom South Canal crossings. Site grading will establish the proposed watershed boundaries in this manner.

PRELIMINARY ON-SITE DRAINAGE SYSTEM

RIO DEL ORO



LEGEND

- PROPOSED PHASE/PROPERTY BOUNDARY
- PROPOSED TRUNK DRAIN PIPE W/ MANHOLE
- PROPOSED ON-SITE SUB-WATERSHED
- 36" D — PROPOSED DRAIN PIPE SIZE & DIRECTION
- PUMP STATION
- DRAINAGE PARKWAYS
- STORMWATER DETENTION BASIN LOCATION

NOTES:
- 10 YR NODAL PEAK FLOWS APPROXIMATE
- TRUNK LINE LOCATIONS APPROXIMATE
- LAND USE BY WOOD RODGERS
- * PEAK OUTFLOW AT NORTHWEST BASIN DOES NOT INCLUDE UPSTREAM OFFSITE FLOW
- * PEAK OUTFLOW AT SOUTHWEST BASIN INCLUDES UPSTREAM OFFSITE FLOW. FLOW LEAVING RIO DEL ORO BORDER IS SPLIT TO ACCOMODATE BOTH DOWNSTREAM OVERCHUTE CAPACITIES.

Exhibit 6-7
Preliminary On-Site Drainage System

CONCEPTUAL STORM WATER DETENTION BASIN - CENTRAL

RIO DEL ORO

Exhibit 6-8
Conceptual Storm Water Detention Basin

CONCEPTUAL STORM WATER DETENTION BASIN - SOUTH

RIO DEL ORO

Exhibit 6-9
Conceptual Storm Water Detention Basin

The grading plan allows runoff to be collected throughout the site, minimizing the need for lengthy trunk pipe systems to deliver storm water to detention and water quality treatment facilities. The capacity of Folsom South Canal crossings and upstream conveyances governs the hydraulic design of the project. The project proposes to direct site runoff to the four Folsom South Canal crossings corresponding to each of the project watersheds. Detention facilities along each of these four watersheds will detain flows to the capacity of the Folsom South Canal crossing.

6.5 SOLID WASTE DISPOSAL

6.5.1 Existing Conditions

Allied Waste Services provides pickup and disposal of solid waste in the Rancho Cordova area. Services include refuse transfer, residential refuse collection, refuse disposal, and resource recovery. The City of Rancho Cordova and Allied Waste Services encourage diversion from the Kiefer landfill as a key method of extending the life of the landfill.

6.5.2 Planned Solid Waste Disposal Program

Solid waste is generated at an average per capita rate of six pounds per day. Under the direction of AB 939, the county-wide County Integrated Waste Management Board (CIWMB) requires recycling programs, which are expected to result in a 50 percent diversion away from landfills, thereby extending the life of the landfill.

Based on the CIWMB's generation rates, the total residential and business solid waste generation for the RDOSP would be approximately 29,720 tons per year at buildout. Much lower generation rates would occur at project initiation, with gradual increases in the rate as development progressed. The Kiefer Road Landfill has approximately 117 million cubic yards of available capacity, which is estimated to last for 40 years. This landfill has sufficient permitted capacity to accommodate solid waste disposal needs for the RDOSP.

6.6 DRY UTILITIES

The following section describes the existing public or "dry" utilities in the vicinity of the RDOSP area, including electricity, natural gas, and telecommunications (i.e. telephone and cable). Each of the utility service providers listed has indicated that adequate infrastructure exists or can readily be extended to serve the RDOSP area.

6.6.1 Electrical Power

Sacramento Municipal Utility District (SMUD) currently provides electricity to the area and operates existing substations and overhead power lines in the area. New 69 kilovolt (Kv) power lines will be extended to serve the RDO area and 2 additional substations will be constructed in the RDO area. Additional power

lines and facilities will be installed by SMUD as demand requires. See Exhibit 6-10 for the anticipated locations of the substations and 69 Kv lines.

6.6.2 Natural Gas

Pacific Gas & Electric (PG&E) currently provides natural gas in the vicinity of the RDO plan area. PG&E will extend gas pipelines and construct facilities to serve the RDO plan area as the development occurs.

6.6.3 Telecommunications

AT&T has existing underground and overhead telephone service in the vicinity of the RDO plan area. AT&T will extend lines and construct facilities to serve the RDO plan area as the development occurs. One or more private cable television companies may provide service to the Plan Area. The appropriate providers will review delivery of telecommunication and cable television services to individual projects.

ELECTRICAL FACILITIES

RIO DEL ORO

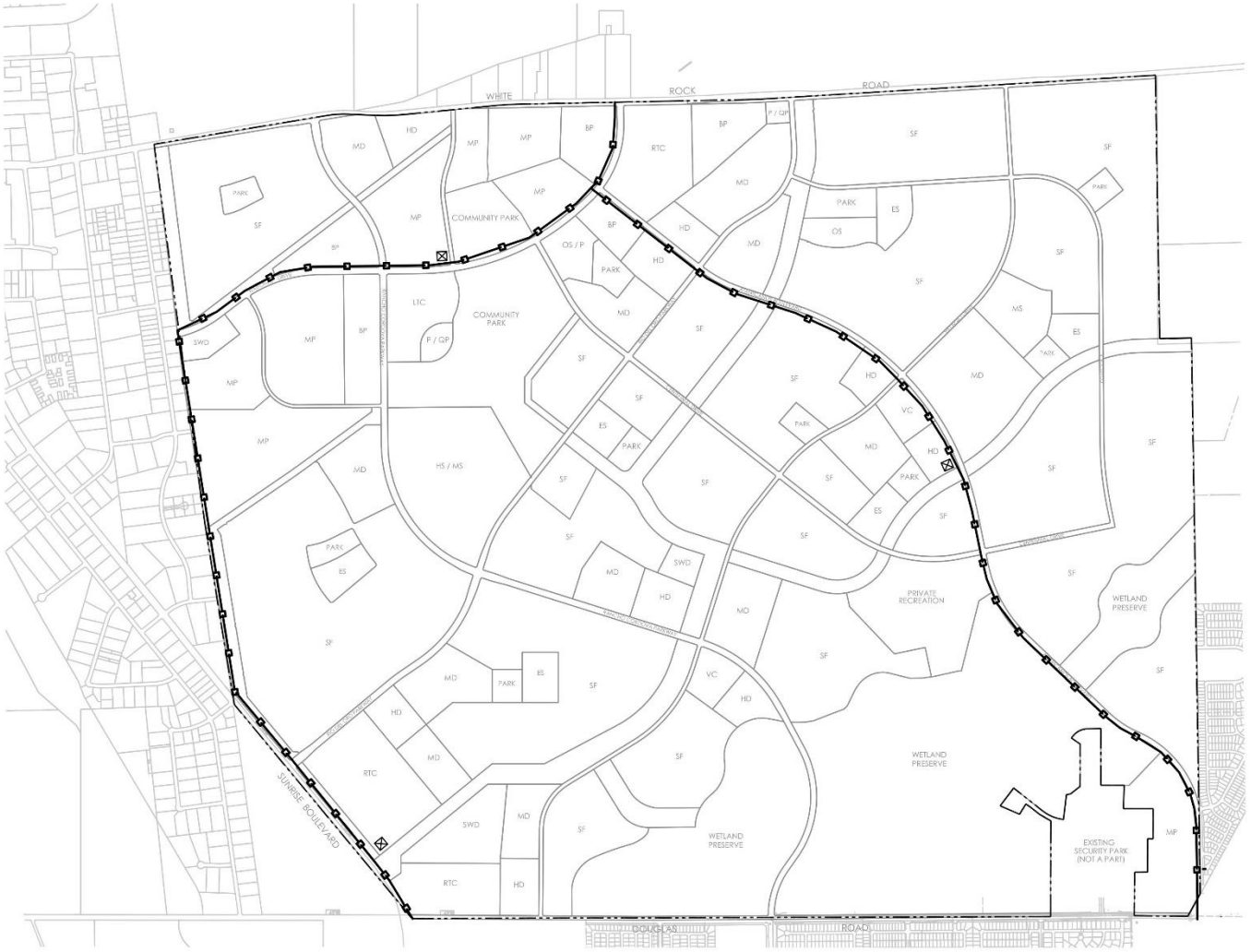


Exhibit 6-10
Electrical Facilities

7 PUBLIC SERVICES ELEMENT

7.1 PURPOSE

The Rio Del Oro Specific Plan (RDOSP) will provide public services necessary to meet the needs of the Plan Area residents, in accordance with the policies of the City of Rancho Cordova's General Plan. Phasing and financing obligations relating to public services are outlined in the Implementation and Administration Element, Section 8, of this Specific Plan. Full details of the phasing and funding will be adopted as part of the Tier 2 entitlements. Table 7-1 summarizes the public service providers to the Plan Area.

Table 7-1 Public Service Providers

Utility	Provider
Parks and Recreation	*Cordova Recreation and Park District or City of Rancho Cordova*
Fire Protection	*Sacramento Metro Fire Department*
Law Enforcement and Protection	*City of Rancho Cordova Police Dept.*
School District	*Folsom-Cordova Unified*
Library	*Sacramento Public Library System*

7.2 PARKS AND OPEN SPACE

Rio Del Oro is located within the Cordova Recreation and Park District (CRPD), which encompasses approximately 75 square miles of land. The RDO Parks and Recreation Master Plan provides for a full range of recreational opportunities including active and passive parks, natural open space and parkway corridors. The parks and open space program is structured to provide a distribution of facilities to meet the needs of future residents of the Plan Area.

The standards for parks and open space in the City are set forth in the policies in the Open Space, Parks and Trails Element in the City's General Plan, the City's Open Space Guidelines, in standards set forth by CRPD for parks and open space dedication, and in City ordinances implementing park dedication requirements. The combination of these policies is aimed to provide an integrated parks and open space system for the community at large, and includes three parks and open space categories: Quimby parks, Community Places, and Green Infrastructure. Combined the CRPD and City standards require: (1) five acres of parks per 1,000 residents to meet Quimby requirements, comprised of Community Parks and Neighborhood Parks, and; (2) 1.00 acre per 1,000 residents for Community Places (CP) to meet City Open Space Guideline requirements which is intended to provide smaller, dispersed local recreation opportunities (e.g. plazas, neighborhood greens, paseos), but may also be combined with other proposed parks. In the Rio Del Oro Plan, the City Council expressed a strong desire for a significantly sized, large Community Park, and

therefore a portion of the Community Places requirement (15.73 acres) is added to that facility to provide a total of 121.50 acres.

The third category, Green Infrastructure, is provided in conjunction with meeting functional requirements of developing a master plan area (e.g. providing connectivity or flood control). This Open Space category includes bike and pedestrian trails, landscape corridors, green streets, greenbelts, and drainage parkways. There is not a specific measurable standard for Green Infrastructure.

The City, CRPD and the developers have implemented the foregoing standards in a manner that meets the requirements, goals and objectives of the General Plan policies, the CRPD requirements and City ordinances. Table 7-2 details the park and open space dedication requirements that shall govern the Rio Del Oro Specific Plan. Table 7-3 provides a summary of the allocation of parks and Community Places provided in the Plan Area.

Exhibit 7-1 designates the specific location of the major park facilities, providing a total of 163.57 acres of Quimby Park land and 32.36 acres of Community Places. The total acreage provided in the Rio Del Oro project for park dedication is 195.93 acres, which is 1.74 acres in excess of the total Quimby Park and City Open Space dedication requirements. Rio del Oro has been planned to dedicate Quimby and City Open Space lands in full. Both Quimby park land dedications and City Open Space dedications have been calculated on a Specific Plan area wide basis. Future tentative maps in areas where parks are not indicated on the specific plan exhibits are not subject to further dedication requirements or in lieu fee payments.

Table 7-2 Quimby Park and Community Places Requirement

Type	Required Ratio *(acres/population)*	Required Acreage[1] *(acres)*
Active Parks: Quimby Requirement	5.0/1000	161.83
Community Places	1.0/1000	32.36
TOTAL		**194.19**

[1]Notes: Required acreages is based on the population calculation below:

Type of Dwelling Unit*	No. of Units	PPH*	Population
Single-Family	9,641	2.95	28,441
Multiple Family (7+units)	2,548	1.54	3,924
Total	12,189		32,365

*Type of dwelling unit and PPH (population per household) factors are derived from City of Rancho Cordova Ordinance No. 53-2004. Medium Density Residential is assumed to be all single-family.

Table 7-3 Summary of Provided Parks and Community Places

Rio Del Oro Parks/OS	Quimby 5+ Acre Parks	Community Places 1.0/1000	Total Acres
Neighborhood Park (Parcel 1F)	5.00		5.00
Neighborhood Park (Parcel 7)	5.00		5.00
Neighborhood Park (Parcel 16)	10.20		10.20
Neighborhood Park (Parcel 32)	7.00		7.00
Neighborhood Park (Parcel 41)	5.00		5.00
Neighborhood Park (Parcel 51)	5.00		5.00
Neighborhood Park (Parcel 56)	5.00		5.00
Neighborhood Park (Parcel 68)	5.20		5.20
Neighborhood Park (Parcel 77)	5.40		5.40
Neighborhood Park (Parcel 80)	5.00		5.00
(New)Subtotal Neighborhood Parks	**57.80**		**57.80**
Community Park (Parcel 58) [1]	57.66	6.61	64.27
Community Park (Parcel 58-A)	18.24	9.12	27.36
Community Park (Parcel 58-B)	5.60		5.60
Community Park (Parcel 25B)	24.27		24.27
(New)Subtotal Community Parks	**105.77**	**15.73**	**121.5**
Total Parks	**163.57**	**15.73**	**179.30**
Community Places (CP):			
Urban Plaza (Parcel 94)		1.00	1.00
Neighborhood Greens [2] (Location TBD with tentative maps)		15.63	15.63
(New)Subtotal Community Places		**16.63**	**16.63**
Total Provided Acreage	***163.57***	***32.36***	***195.93***
Requirement for Quimby and CP Total	161.83	32.36	194.19
Surplus (Deficit) Acreage	***1.74***	***0.00***	***1.74***

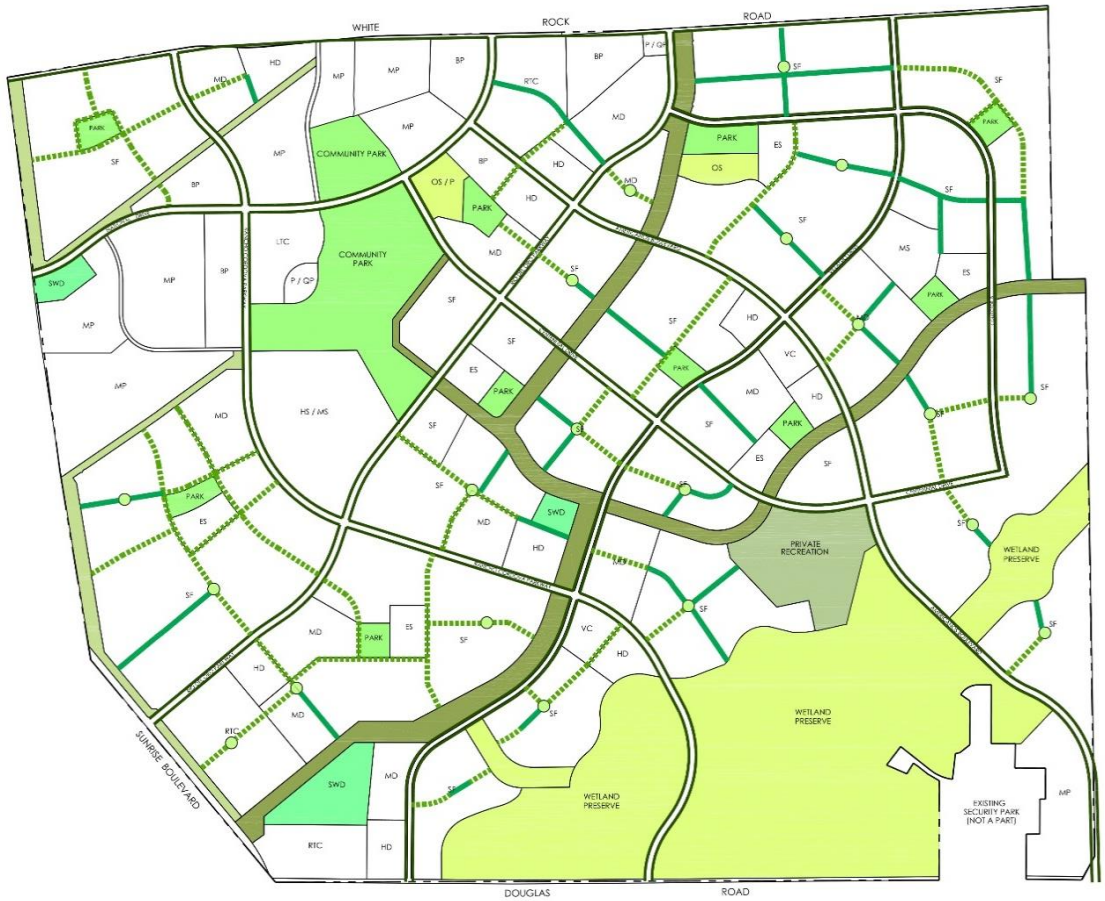
Notes:

[1] The total acreage of the Community Park is 121.5 acres. Drainage corridor adjacent to the Community Park is not included.

[2] Individual sites will be located at the time of Small Lot Tentative Subdivision Maps

CONCEPTUAL PARK & OPEN SPACE MASTER PLAN

RIO DEL ORO



LEGEND

- PARK
- COMMUNITY PARK
- DRAINAGE PARKWAYS
- LANDSCAPE CORRIDORS / GREENBELTS
- OPEN SPACE PRESERVE / WETLAND PRESERVE
- PRIVATE RECREATION
- STORM WATER DETENTION
- COMMUNITY PLACES (LOCATION FLEXIBLE; TBD BY T-MAP)
- GREEN STREETS / SEPARATED SIDEWALK (LOCATION FLEXIBLE; TBD BY T-MAP)
- NEIGHBORHOOD PASEOS (LOCATION FLEXIBLE; TBD BY T-MAP)
- LANDSCAPE CORRIDORS

Exhibit 7-1
Parks and Open Space

7.2.1 Active Park Facilities

Active parks include the centrally located Community Park and 10 Neighborhood Parks. The following provides a general description of each facility type. Exhibit 7-2 demonstrates the distribution of the park facilities based upon the walking contours of ½ mile for neighborhood parks as discussed by the City's General Plan. It illustrates that almost the entire RDO Plan area is within a ½ mile of a park facility.

7.2.1.1 Community Park

The Rio Del Oro Community Park is the primary central element for the Plan Area and will serve as a destination for the entire community. The CRPD classification for Community Parks is a minimum of 15 acres in size and has a service area of 0.75 to 1.50 miles. The Community Park provides a significant element of the Village Core, incorporating the adjacent high/middle school and the Local Town Center. The Community Park will be designed to accommodate a wide variety of active, passive and cultural uses, including community-wide events such as sports tournaments, 4th of July celebrations, City fairs or markets, and other public gathering events. The Community Park will be designed using a participatory process including community outreach to accommodate a wide variety of active, passive, and cultural uses. The CRPD Master Plan also suggest uses for Community sized Park facilities and directs that the park be designed using a public participation process with substantial community outreach.

The Community Park includes Parcels 25-B, 58, 58-A, and 58-B providing a total of 121.5 acres of park space. This acreage does not include the 5.1 acres of Drainage Parkway that borders the easterly edge of the Community Park that provides a buffer to the single-family residential on Parcel 57. As illustrated by Exhibit 7-1 the Community Park site is centrally located. Exhibit 4-5 illustrates a number of bike trails that radiate from the Community Park out into the Plan Area.

WALKING CONTOUR MAP

RIO DEL ORO

Exhibit 7-2
Walking Contour Map

7.2.1.2 Neighborhood Parks

Neighborhood Parks are located so that they are central features in each neighborhood. The CRPD classification for Neighborhood Parks is a desired size of 5 to 15 acres and a service area of ¼ to ½ mile. Most of the proposed parks are co-located with an elementary school and range in size from 5 to 10 acres. Amenities may include, but not be limited to play areas, sports fields/courts and picnic areas as depicted in the conceptual illustration of a Neighborhood Park, Figure 7-3. Final park design, amenities and improvements will be determined by CRPD and the City of Rancho Cordova.

Exhibit 7-3 Illustrative Concept of Neighborhood Park

7.2.2 Open Space

The City's Open Space Guidelines call for an open space system comprised of *"Community Places"* and *"Green Infrastructure."* **Community Places** are defined as neighborhood greens, urban plazas, community gardens, and community-wide open space. **Green Infrastructure** is defined as bike & pedestrian trail systems, green streets, and detention basins or drainage parkways. The RDOSP is consistent with the City's Open Space Guidelines and includes a system of open space areas

that connect all parts of the community and provide opportunities for passive and neighborhood-based recreation. Exhibit 7-4 provides a conceptual illustration of how an individual subdivision can be designed to provide both **Community Places** (e.g. neighborhood greens, urban plazas) where local residents can conveniently walk to, or **Green Infrastructure** (e.g. paseo connections to the community-wide trail system, green streets or separated walks, or drainage parkways) that can provide connectivity through the community and linkages that will encourage pedestrian and bicycle travel. Larger facilities that serve the RDO community, such as Detention Basins or Drainage Parkways, are identified on Exhibit 7-1.

Exhibit 7-4
Conceptual Neighborhood Level Open Space

- ***Community Places***

As shown in Table 7-2, the requirement for 1 acre per 1,000 residents for Community Places results in the need for 32.36 acres of additional green space. Approximately half of this additional green space is utilized to augment the size of the proposed Community Park, and half is distributed throughout the Plan Area as Community Places to provide neighborhood gathering spaces. The proposed Community Places sites are identified on Exhibit 7-1, including an Urban Plaza on Parcel 94 Regional Town Center. The exact size and location of Community Places will be determined with the tentative subdivision maps or preliminary site plans.

Community Places are envisioned as intimate neighborhood scale spaces that evoke a feeling of leisure. Ranging approximately ½ to 2 acres in size, Community Places serve as a walkable gathering place for neighborhood residents and may be square, circular or linear in shape. Community Places may be partially bounded by streets and are encouraged to interface with green streets and paseos. Exhibit 7-5 illustrates the elements that may be included in Community Places: pedestrian pathways, grassy mounds, bicycle parking, barbeques, drinking fountains, lighting, play features, public art, community gardens, shade and signage.

Exhibit 7-5 Illustrative Concept of a Community Place

7.2.2.1 Green Infrastructure

Green Infrastructure includes landscape corridors adjacent to streets with trails, greenbelts, green streets with separated sidewalks, paseos, open space nodes, drainage parkways and related features. The RDO land use plan includes significant acreage of Green Infrastructure that will add value to the RDO community and provide attractive, aesthetically pleasing pedestrian and bike corridors. These open space features, such as paseos and green streets with separated sidewalks, are encouraged to be identified and incorporated into individual neighborhood designs as part of the tentative subdivision map process as a method of providing linkages to park facilities and the community-wide trail system

Most open space designated within the Plan Area will be accessible to the public and will provide a community-wide and potentially a regional benefit. Some open space areas, specifically the wetland preserve in the southern portion of the Plan Area, will have restricted public access. The following summarizes the primary elements of the RDO open space system.

Expanded landscape corridors are utilized adjacent to roadways to enhance the pedestrian experience by providing connections for connect pedestrians to destination locations within the Plan Area in a visually engaging way that buffers or restricts the interaction between pedestrians and automobiles.

Community level green streets dedicate landscape corridors of 30 feet or more creating a visually appealing pedestrian experience.

Landscape Corridors are considered green streets when they are located along arterial/secondary roadways within a landscape corridor of 15 feet or greater. Consistent with the RDO Development Standards and Design Guidelines, boundary walls along these roadways shall incorporate frequent breaks that coincide with street intersections, open-end cul-de-sacs and trail connections to enhance pedestrian connectivity. Where appropriate, rear accessed housing may front onto 2 and 4 lane roadways to further enhance pedestrian connectivity. Green streets with separated sidewalks that are included in the Specific Plan are Rancho Cordova Parkway, Rio Del Oro Parkway, Americanos Drive, International Drive, Centennial Drive and Villagio Drive.

Urban level streets enhanced landscaping may be found in the Village Centers as well as the Local and Regional Town Centers. These “green” streets may employ the use of sidewalk furniture, including benches, in-ground and aboveground planters to restrict pedestrian and automobile

interaction in lieu of more traditional parkway strips. The Town Centers may serve as a beginning or ending point for well-landscaped streets so long as the overall goal of connecting pedestrians to destination locations within the Plan Area is maintained. Residential land uses abutting town centers may create urban level enhanced landscape streets by fronting alley loaded or other rear accessed housing towards the abutting town center to create a pedestrian friendly urban village atmosphere. Urban level enhanced landscape streets will be determined at the individual tentative map or design review level.

Street lighting, benches, in-ground and above ground planters provide a barrier between pedestrians and automobiles while creating an urban feel to the streetscape and allowing for a higher capacity sidewalk. Photo Source: Slate.com

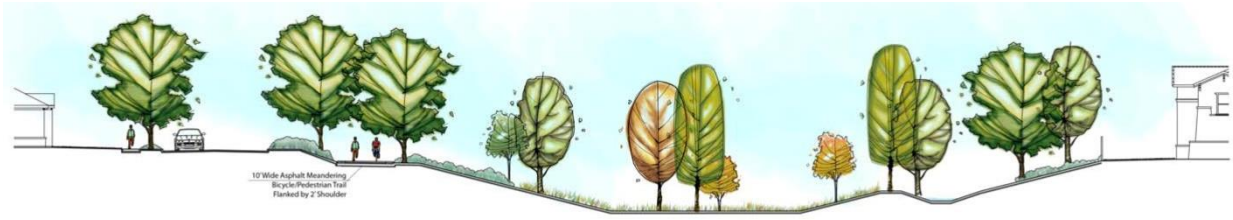
Neighborhood level "green" streets provide connections to Plan Area/ neighborhood amenities or to community/ urban level "green" streets. Techniques to create neighborhood level green streets can include fronting alley loaded or other types of rear accessed housing on roadways and dedicating predominantly continuous landscape lots to pedestrian uses. Exhibit 7-4 illustrates a typical green system at the neighborhood level. Neighborhood level green streets are designated as part of the individual tentative map.

- ***Drainage Parkways & Greenbelts***

Drainage Parkways and Greenbelts are the pedestrian and bicycle oriented open space corridors traversing the Plan Area, designed as dual use to restore and direct drainage flows that have been significantly altered over time by mining operations. The Drainage Parkways and Greenbelts are wide corridors which have been located to provide a transition between residential and employment uses. The result is a collection of corridors designed to provide a facility for storm water conveyance, water quality treatment detention, and the opportunity for

groundwater recharge, as well as providing pedestrian and bicycle corridors which link the Plan Area and provides access to parks and public facilities.

Each of the Drainage Parkways and Greenbelts have a trail system to provide linkages to every area of the community as depicted in the Bikeway Exhibit 4-5 located in the Circulation Element. Because of the alterations made in the terrain for the former mining operations, significant grading will be required to re-create the drainage corridors and provide 100-year flood protection. The shape and slope of the Drainage Parkways and Greenbelts vary in width from 250 to 300' to create a more natural appearance. Refer below to Exhibit 7-6 for a depiction of a typical Drainage Parkway and Greenbelt cross section and to the Development Standards and Design Guidelines, Appendix A, for the landscape design criteria. Predominantly native plant species shall be utilized with the riparian area.



10' Wide Asphalt Meandering Bicycle/ Pedestrian Trail, flanked by 2'shoulder

Exhibit 7-6: Drainage Parkway and Greenbelt Cross-Section

7.2.2.2 Paseos

Paseos in the Plan Area are neighborhood scale open space amenities which provide pedestrian and visual linkages within the immediate area and potentially to community-wide trail systems. Paseos should include a pedestrian path and provide multiple convenient access points to facilitate use as an alternative to the vehicle. A typical paseo at the neighborhood level is depicted in Exhibit 7-4. Paseo locations will be designated as a part of the individual neighborhood subdivision maps and will provide connections depicted in the Bikeway and Trails Plan, Exhibit 4-5.

- ***Landscape Corridors***

As defined in Section 4, Circulation Element, significant landscape corridors are provided along all arterial roadways with separated walkways. At key entry points into the community, these landscape corridors are expanded to allow more extensive landscaping, theme signage and other features, such as project gateways, as discussed in the RDO Development Standards and Design Guidelines Appendix A. Where landscape corridors are adjacent to parks or open space, they shall be blended into these facilities and included as part of the park or open space acreage. On-going maintenance may be funded through a Community Service Area (CSA), Community Services District (CSD), Community Facilities District (CFD) or other special district, or may also be HOA maintained.

7.3 FIRE PROTECTION SERVICE

The Plan Area is located within the Sacramento Metro Fire Department (SMFD) service area. The SMFD provides fire protection services, fire suppression, inspection, plan checking, emergency transportation and medical and rescue services to the unincorporated portions of Sacramento County and the City of Rancho Cordova. It is the largest fire district in Sacramento County and operates 42 stations, 7 which serve the City of Rancho Cordova. Currently, primary response to emergency calls from within the Plan Area are handled by the Fire Station 66 located at 3180 Kilgore Road, approximately 1 mile west of the northwestern portion of Plan Area bordering White Rock Road. This station handles most types of fires within the area, including structure and wild fires and also responds to medical emergencies with Emergency Medical Technicians (EMTs). The Station 68 Site is located at 4381 Anatolia Drive, southwest of the intersection of Sunrise Boulevard and Chrysanthy Boulevard approximately 1 mile south of the Plan Area. The construction of this station has not been determined due to funding constraints, but if it is built it could provide fire service to the Plan Area. Additional fire stations and/or administrative facilities are being planned within the Specific Plan Area.

7.3.1 Planned Fire Protection Program

Based on SMFD staffing standards, one fire fighter per 1,000 residents is required, generating a total of 31 firefighters needed for RDOSP. SMFD identified the need for one 2.5-acre fire station site to be located within the Plan Area. The preferred location is near the intersection of Rio Del Oro Parkway and Centennial Drive, as shown on Exhibit 7-7. However, SMFD may select an alternative site if the development timing does not facilitate the construction of a centrally located fire station to ensure adequate response time to the homes and businesses constructed in earlier phases. The preliminary location of an alternative site is shown on Exhibit 7-7 on Rio Del Oro Parkway east of Sunrise Boulevard. A fire station will be allowed as a permitted use. The underlying zoning of single family (SF) and medium density (MD) will remain in both locations.

7.4 LAW ENFORCEMENT AND PROTECTION

The Plan Area receives law enforcement services from the City of Rancho Cordova Police Department, which are contracted through the County of Sacramento Sheriff Department. The police department is located at 10361 Rockingham Drive, approximately 3.5 miles southwest of the Plan Area.

7.4.1 Planned Police Protection Program

Law enforcement for the Community will be provided entirely by City of Rancho Cordova Police Department. The City's goal for staffing standards is 1.1 officer per 1000 residents and one support staff member for every 3 officers, approximately 36 officers and 12 support staff are required to serve the Community portion of Plan Area.

Site design considerations to incorporate ideas of defensible space are addressed in the Design Guidelines and Development Standards, Appendix A. Concepts include reducing opportunities for crime to occur though employing physical design features that discourage crime, while also encouraging legitimate use of the environment.

7.5 LIBRARY FACILITIES

The Sacramento Public Library administers library facilities. The Library operates a main branch, 27 branch libraries and mobiles that service the entire County, excluding the City of Folsom. The nearest existing library facility to the Plan Area is the Rancho Cordova Community Library, located at 9845 Folsom Boulevard, approximately 5 miles northwest of the Plan Area.

7.5.1 Planned Library Program

The Plan Area development will fund library facilities in the Plan Area. Library is a permitted use in the P/QP land use category.

7.6 SCHOOLS

The Plan Area falls within the Folsom Cordova Unified School District (FCUSD) as shown on Exhibit 7-7. Folsom Cordova Unified School District provides service to approximately 18,000 students and covers an area spanning from the City of Rancho Cordova to the City of Folsom. There are currently 19 elementary schools, four middle schools and two high schools in the District.

7.6.1 Student Generation and School Requirements

Table 7-4 summarizes the calculation of students and number of schools needed based on the land use mix proposed for the Plan Area. The land use plan provides six elementary schools, one middle school, and one joint high school and middle school as depicted in Exhibit 7-7. The elementary schools are centrally located to the housing each school will serve. The middle and high schools are located on primary streets making them easily accessible for the entire Plan Area. The proposed schools in the Plan Area will accommodate the

elementary, middle and high school students generated from the Plan Area. A public school is a permitted use in this location with the underlying zoning of single family (SF). It should be noted that over the projected build out of the Plan Area, some of these factors may potentially change resulting in the need for more or fewer schools or for larger facilities. The total number of projected students will not necessarily occur all at once, given the long-term build out of the project. The student generation tables assume the standard factors provided by FCUSD.

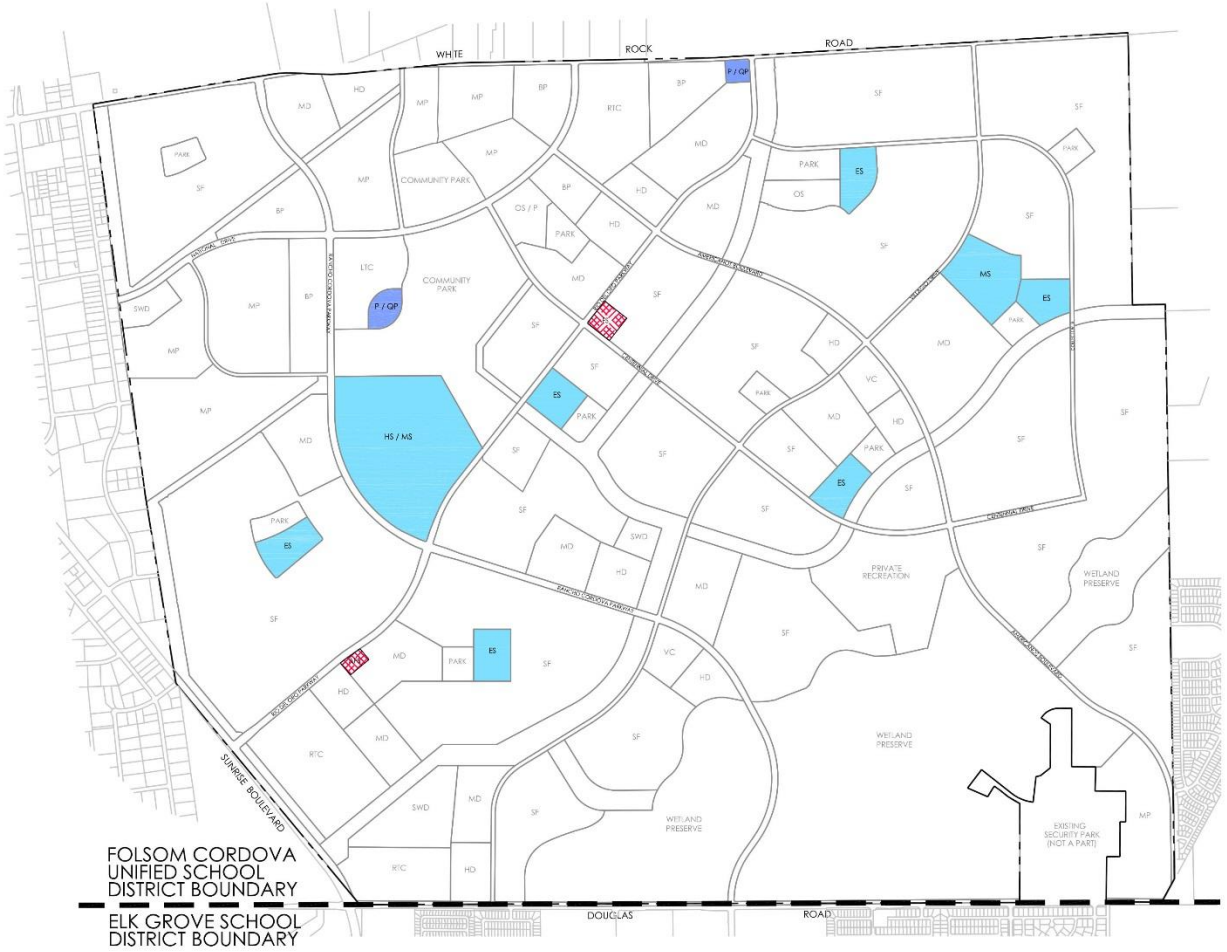
Table 7-4 Student Generation and School Requirement

Student Generation Calculation Formula	K-5 (ES)	6-8 (MS)	9-12 (HS)	TOTAL
Single Family-SF Units	*7,593*	*7,593*	*7,593*	
	x			
Student/DU Factor	*.428*	*.136*	*.136*	*0.700*
Subtotal SF students:	*3,251*	*1,032*	*1,032*	*5,315*
Medium Density-MD Units	*2,048*	*2,048*	*2,048*	
Student/DU Factor	*.2061*	*.0820*	*.0718*	*0.356*
Subtotal MD students:	*422*	*168*	*147*	*737*
Multi-Family HD/VC	*2,548*	*2,548*	*2,548*	
	x			
Student/DU Factor	*.1381*	*.0557*	*.0663*	*.2601*
Subtotal HD/VC students:	*352*	*142*	*169*	*663*
TOTAL STUDENT GENERATION:	*4,025*	*1,342*	*1,348*	*6,715*
School Student Capacity:	*600*	*800*	*2,000*	
Schools Required:	*6.71*	*1.68*	*0.674*	
Schools Provided:	*6*	*2*	*1*	

Note: Student Generation factors vary over time and may be periodically updated by the FCUSD. Factors utilized above are per FCUSD letter dated July 14, 2014. Per telephone communication with Geri Wickham Special Education students are distributed back into the K-5, 6-8, and 9-12 category on an approximately proportional basis.

PUBLIC SERVICES EXHIBIT

RIO DEL ORO



LEGEND

- ES — ELEMENTARY SCHOOL
- MS — MIDDLE SCHOOL
- HS/MS — HIGH SCHOOL / MIDDLE SCHOOL
- P/QP — PUBLIC / QUASI PUBLIC

UNDERLYING ZONING SHALL REMAIN

- FS — FIRE STATION
- AFS — ALTERNATIVE FIRE STATION

Exhibit 7-7
Public Services

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8 Implementation and Administration Element

8.1 PURPOSE

Implementation and administration of the Rio Del Oro Specific Plan (RDOSP) includes the review and processing of individual development projects within RDOSP, the anticipated phasing of the development and the methods of financing of the required public improvements. Administration includes the subsequent entitlements necessary to allow construction of individual projects and identifies the procedural steps in implementing the Specific Plan. Phasing describes the anticipated program to develop the project over time and identifies which areas are targeted to build first. Financing describes the basic financing strategies to allow development to proceed in a fiscally responsible manner.

The City of Rancho Cordova is the public agency responsible for the administration of the Specific Plan and related documents. The RDOSP shall be implemented consistent with all adopted City rules, regulations and policies.

8.2 ENTITLEMENTS

Development within the Plan Area is subject to approval of subsequent entitlements by the City, and will be governed by a series of development entitlements between the City and the developers. A multi-tier approach to entitlement execution will establish the conditions of and mitigation measures for project development*.* Due to the fact that the limited entitlement does not include overall project conditions and financing, there will be multiple phases (Tiers) of development entitlements as follows:

Tier 1 Entitlements. The Tier 1 entitlement process will include approval of the Specific Plan, EIR, amendment of the SPA and a Tier 1 development agreement with identical terms for each of the two developers. The Tier 1 development agreement shall explain Tier 1 and Tier 2 processing in additional detail. The Tier 1 development agreements will include as an exhibit the Large Lot Tentative Maps that serve as the basis for the land use plan described in this Specific Plan.

Tier 2 Entitlements*.* The Tier 2 entitlement process will occur prior to, or concurrent with, any further entitlement or physical development of the property. Tier 2 entitlement shall complete the master planning, financing planning, and phasing planning for the Specific Plan Area. Aerojet and Elliott Homes (or respective successors in interest as provided for in the Tier 1 development agreements) shall each have the discretion to apply for a Tier 2 development agreement for its portion of the Specific Plan Area at any time during the term of its Tier 1 development agreement. Aerojet and Elliott Homes (or respective successors in interest as provided for in the Tier 1 development agreements) will not be required to simultaneously process the two Tier 2 development agreements.

The first developer to request approval of a Tier 2 development agreement for its property within any portion of the Specific Plan area shall be responsible for working with the City to prepare a single Financing Plan, Phasing Master Plan and set of master Large Lot Tentative Map Conditions of Approval that together will specify the needed infrastructure improvements, the timing and method for financing improvements, and other specific performance obligations that will be applicable to the entire Specific Plan Area. The first of the Tier 2 development agreements shall be approved at the same time as the City approves the Financing Plan and Phasing Master Plan for the entire Specific Plan Area, a Large Lot Tentative Map and Affordable Housing Agreement(s) for the portion of the Specific Plan Area owned by first Tier 2 Developer which map includes the master Conditions of Approval.

The City shall have the discretion to deny approval for any Tier 2 entitlements for any portion of the Specific Plan until every developer in the entire Specific Plan area has agreed to substantially comply with the terms of the Financing Plan and Phasing Master Plan and the master Large Lot Tentative Map Conditions of Approval by either (a) amending its Tier 1 development agreement, or (b) entering into a Tier 2 development agreement. Substantial compliance will require developers to achieve the same timing, level of service, infrastructure and functional outcomes described in the Financing Plan and Phasing Master Plan and the master Large Lot Tentative Map Conditions of Approval.

Subsequent Entitlements. Subsequent entitlements include any entitlements associated with subsequent development of individual portions of the project. These may include, but are not limited to, large lot and subdivision tentative maps, final maps, site improvements, rezones, conditional use permits, variances, tree permits and design review permits. Individual project applications will be reviewed to determine consistency with the RDOSP and other regulatory documents.

The applicant may elect to request Tier 2 Entitlements and Subsequent Entitlements at the same time, however, no Subsequent Entitlements will be granted prior to the approval of Tier 2 Entitlements.

8.2.1 Processing

Individual development projects within the RDOSP are subject to review and approval of subsequent permits and entitlements by the City of Rancho Cordova. Application and processing requirements shall be in accordance with the Rancho Cordova Zoning Ordinance and other adopted regulations, unless otherwise modified by this Specific Plan or the Tier 1 or Tier 2 Development Agreements. All subsequent development projects, public improvements and other activities shall be consistent with this Specific Plan, the Tier 1 or Tier 2 Development Agreements, and all adopted City policies, requirements and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonable and necessary to ensure that the project is in compliance with the Specific Plan and all applicable plans and regulations.

8.2.2 Environmental Review

In addition to consistency with the Specific Plan, all individual project applications will be reviewed to ensure compliance with CEQA requirements. The Environmental Impact Report/ Environmental Impact Statement for the Plan Area (EIR/ EIS) certified concurrent with the Specific Plan document, serves as the base environmental document for subsequent entitlements within the Plan Area. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR/EIS.

In general, if it is determined that a subsequent project is consistent with the Specific Plan and within the scope of the EIR/EIS, no further environmental review may be necessary. Section 65457(a) of the California Government Code and Public Resources Code Section 15182(a) of CEQA provide that an EIR/EIS or negative declaration is not required for any residential project undertaken in conformity with an adopted Specific Plan for which and EIR/EIS has been certified. However, if the subsequent project is determined as not consistent, then either a negative declaration or subsequent EIR/EIS may be necessary. If it is determined that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines, Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation-monitoring program has been adopted with the EIR/EIS in accordance with Public Resources Code 21081.8 to help ensure implementation of EIR/EIS mitigation measures.

8.3 SPECIFIC PLAN AMENDMENTS AND MINOR REVISIONS

During the long-term build-out of the Rio Del Oro Plan Area, amendments to the adopted Specific Plan may be necessary because of changing circumstances. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible to implement on a particular parcel. In these situations, the procedures listed below will be followed to amend the adopted Specific Plan.

Typically, property owners will request amendments to a Specific Plan. There may also be circumstances where the City may wish to request an amendment to the Plan. For example, the City may propose to the property owners an amendment to the Plan to address shifting land use patterns outside the Plan Area. Any proposal by the City to amend the RDOSP will follow procedures set forth in the Tier 1 Development Agreement(s).

8.3.1 Scope of Amendment

Any proposed changes to the Specific Plan can include, but are not limited to changing land use designations, design criteria, development standards or policies. Changes proposed to this adopted Specific Plan shall be categorized

by the Community Development Director as either an amendment or minor revision.

8.3.1.1 Amendment Procedure, Criteria, Decision and Appeal

An amendment is required when one of the following criteria is met:

1. A new type of land use not specifically discussed in this Specific Plan is introduced.
2. Significant changes to the distribution of land uses beyond that allowed by Section 3.8 Minor Density Adjustments or other changes affecting land use are proposed which may substantially affect the Project Purpose and Objectives as set forth in this Specific Plan.
3. Changes to design guidelines and/or development standards, which, if adopted, would substantially change the physical character of the Plan Area as envisioned by the Specific Plan as determined by the Community Development Director.
4. Changes to the approved Phasing Plan are proposed which significantly increases or alters the area boundaries or units allocated by the proposed phasing schedule.
5. Any change that would trigger the preparation of any form of negative declaration or environmental impact report.

Amendments require City Council hearing..

Application filing fee and a detailed justification statement which explains in detail why an amendment to the Specific Plan is warranted, and any exhibits deemed necessary by the Community Development Director shall be submitted with the request to change the Specific Plan. All requirements of CEQA will be applicable.

8.3.1.2 Minor Revisions Procedure, Criteria, Decision and Appeal

Minor revisions are intended to apply to the applicable development and improvement standards and not to the allowed use of the property. A minor revision shall be permitted if authorized under the following criteria including but not limited to the following:

1. Requests for an adjustment that the Community Development Director determines do not have a significant impact on the character of the Plan. In granting the adjustment, the Community Development Director shall determine the proposed adjustments will result in a superior design or amenity than would otherwise result from strict adherence to the standards. Additionally, the adjustment will not significantly change the anticipated physical characteristics of the development.

2. The proposed changes to the alignment of arterial streets, which if adopted, would not substantially alter the land use or circulation concepts set forth in this Specific Plan.
3. The proposed changes to the alignment of collector or secondary streets maintain the general land use pattern.
4. The proposed changes do not significantly increase any environmental impacts that were determined to be significant in the certified Final Environmental Impact Report.
5. The proposed change to the approved Phasing Plan will not result in an increase in the total number of units proposed for the entire Plan Area.
6. The request is in compliance with Minor Density Adjustments (Section 3.8).

Minor revisions may be reviewed and acted upon by the Community Development Director. This determination may be appealed to the City Council.

Application filing fee and a detailed justification statement which explains in detail why a minor revision to the Specific Plan is warranted, and any exhibits deemed necessary by the Planning Director shall be submitted with the request to change the Specific Plan. All requirements of CEQA will be applicable.

8.4 PHASING

The RDOSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. A total of ten (10) phases are proposed in the RDOSP. The geographic boundaries of each phase are reflected in Exhibit 8-1. The On-Site Phasing Plan is provided in Appendix B, which includes a listing, by phase, of improvements and specific details relating to those improvements.

Infrastructure requirements for each phase of development include all on-site infrastructure necessary for each phase to proceed. The City shall approve a single Phasing Master Plan prior to or contemporaneous with the approval of any Tier 2 Entitlements. The City will require, through map conditions and/or Tier 2 Development Agreement provisions, those off-site improvements which are necessary or beneficial in conjunction with a particular phase of development.

The improvements and requirements described in Appendix B are based on the City standards and policies in effect at the time of this Specific Plan approval. Notwithstanding anything in Appendix B to the contrary, should any of such City standards and/or policies change in the future, then these improvements and requirements may also change. Furthermore, these improvements and requirements may change as provided in the future Phasing Master Plan and/or

the Tier 2 Entitlements, the terms of which shall prevail in the event of any inconsistency with the On-Site Infrastructure Phasing Plan.

PRELIMINARY PHASING PLAN

RIO DEL ORO

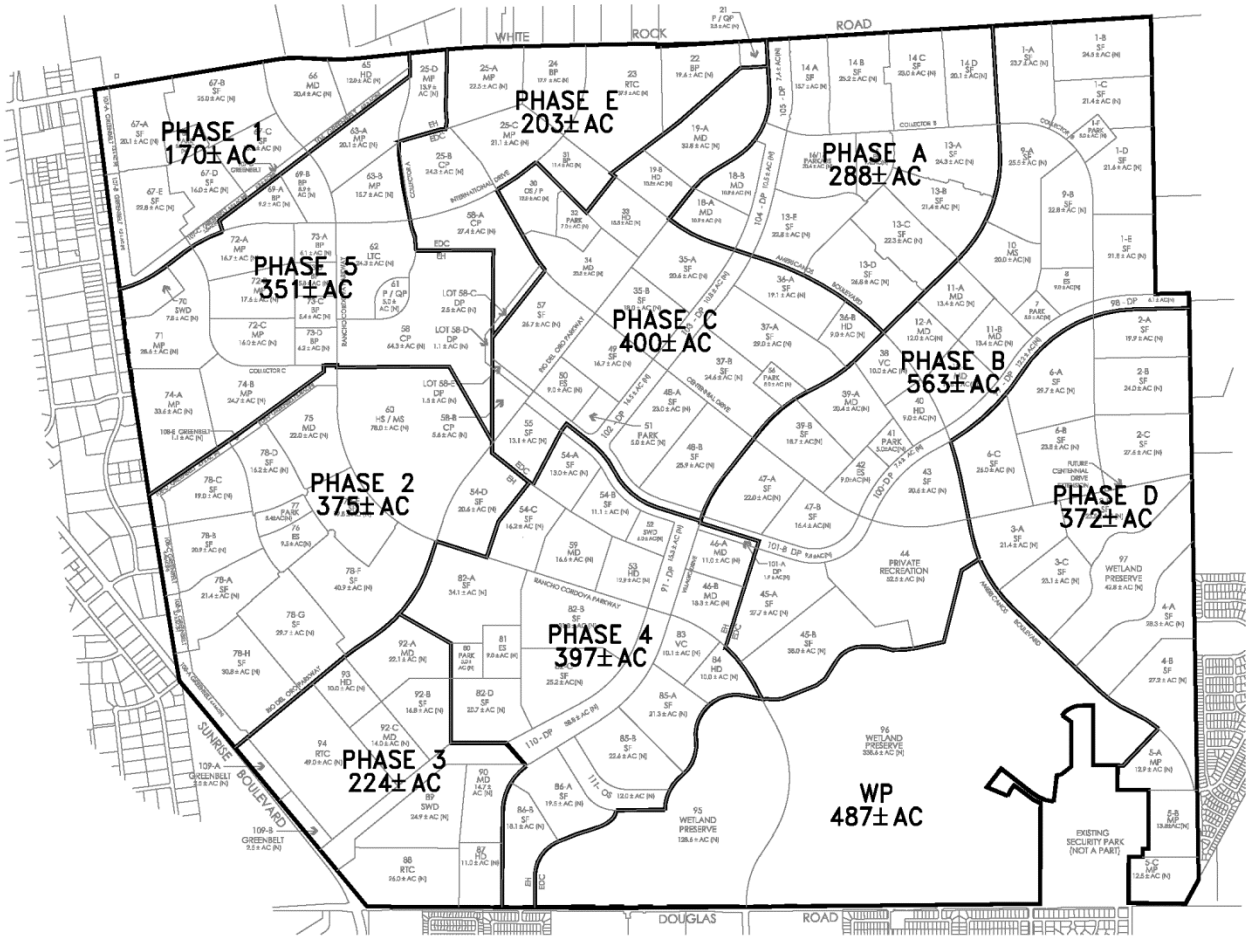


Exhibit 8-1
Preliminary Phasing Plan

8.5 IMPLEMENTATION AND FINANCING

Implementation of the policies set forth in this Specific Plan document will be governed by a series of development entitlements between the City and the developers. A multi-tier approach to entitlement execution will establish the conditions of and mitigation measures for project development. Due to the fact that the limited entitlement does not include overall project conditions and financing, there will be multiple phases, (Tiers) of development entitlements as described in Section 8.2 of this document.

The Tier 1 Entitlement will require participation in a single Public Facilities Financing Plan (Financing Plan) that will be prepared for and cover the entire Rio Del Oro Specific Plan area. The Financing Plan shall be approved by the City prior to or contemporaneous with the approval of the first large lot tentative map for the Rio Del Oro development.

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

- Description and associated estimated costs of major backbone infrastructure and public facilities (Phasing Master Plan) to be constructed or acquired in association with Rio del Oro development, including roadways, sewer, drainage, water and public facilities (parks, schools, fire protection, law enforcement, etc). In-tract subdivision costs will not be included.
- Identification of funding mechanisms, both existing and new, to pay for required onsite and offsite backbone infrastructure and other public facilities.
- Specification of phasing requirements for onsite and offsite backbone infrastructure and public facilities.
- Establishment of a policy framework for financing the required major backbone infrastructure and public improvements.
- Identification of costs associated with ongoing operations and maintenance for constructed backbone infrastructure and public facilities.
- Identification of funding mechanisms, both existing and new, to pay for ongoing operations and maintenance costs associated with required backbone infrastructure and other public facilities.
- Incorporation of the Guiding Principles outlined below that create development conditions and triggers for builders regarding infrastructure required for any given builder.

8.5.1 Guiding Principles

A set of Guiding Principles defines the “rules” regarding the funding and construction of infrastructure and the phasing of development within the Specific Plan area. These rules clarify the approach for developing required infrastructure as each project or tentative subdivision map moves forward.

Development in the Rio Del Oro Specific Plan shall be consistent with the following policies, which will be incorporated as Conditions of Approval for Tier 2 Entitlements and Subsequent Entitlements:

8.5.1.1 Responsibility for Infrastructure Funding

Development within the RDOSP shall pay the full costs of infrastructure needed to serve the Specific Plan area, except where other funding sources are appropriate and available. Amounts over and above the developer's fair share will be reimbursed/ credited after subsequent developers pay their fair share of the full costs of infrastructure, as detailed in the Tier 2 Entitlements (Development Agreements or Conditions of Approval). The Financing Plan and the Tier 2 Entitlements will address issues associated with timing of financing and construction, fee credits and reimbursement for developers who install public facilities.

8.5.1.2 Timing of Infrastructure Funding

The Financing Plan shall provide a strategy for funding backbone infrastructure and community facilities consistent with the timing set forth in the Infrastructure Phasing Master Plan, the Tier 2 Entitlements, and these Guiding Principles. Developers within the RDOSP shall be required to construct, or pay for the construction of, public improvements as needed pursuant to the approved phasing plans.

8.5.1.3 General Timing- Offsite & Onsite Infrastructure

Both on-site (in the Rio Del Oro Specific Plan area) and off-site (outside the physical boundaries of the Specific Plan area) public facilities and infrastructure improvements shall be installed to meet projected development demands in accordance with the City's and/or other agency infrastructure requirements and policies, unless otherwise modified by the Tier 2 Entitlements.

8.5.1.4 Linking Requirements to General Plan

Before building permit issuance in the Rio Del Oro Project Area, infrastructure required of a specific project shall be constructed to the satisfaction of the City, consistent with General Plan Circulation Element and Infrastructure Services and Finance Policies in effect at the time of small lot tentative map approval, unless otherwise modified by the Tier 2 Entitlements.

8.5.1.5 Refinement of Onsite Infrastructure

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

8.5.1.6 Tying Offsite Core to Internal Capital Projects

The City of Rancho Cordova Core Backbone Roadway Phasing Plan (attached as Exhibit 8-2), provides minimum Rio Del Oro offsite infrastructure required to meet development standards throughout the City. These offsite infrastructure improvements are required and will be timed with Rio Del Oro onsite capital improvement requirements as provided in the Tier 2 Entitlements.

8.5.1.7 Offsite Core Infrastructure Timing

Offsite infrastructure timing requirements will be identified in the overall project Conditions of Approval and will be incorporated into the Financing Plan that will be prepared and approved by the City prior to the approval of the first Tier 2 large lot tentative map.

8.5.1.8 Finance Mechanisms and Funding Availability

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

8.5.1.9 Forms of Dedication

All dedications shall be in a form approved by the City, including but not limited to grant deeds, easements, irrevocable offers of dedication, or other approved instruments. The type and form of the dedication shall be at the sole discretion of the City, or as otherwise provided for in the Tier 2 Entitlements.

8.5.1.10 Right-of-Way and Easement Dedication

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

8.5.1.11 Park Dedications

All accepted parklands, paseos and other open space shall be dedicated to the City or the Cordova Recreation and Park District, as determined by the City. The timing for the delivery of parks, recreation facilities, paseos and open space shall be determined before the approval of the first tentative subdivision map in the corresponding phase of the Specific Plan, or as set forth in the Tier 2 Entitlements.

8.5.1.12 Major Roadway Timing and Completeness

The City's goal is to have all infrastructure including onsite and offsite roadway improvements serving a community completed prior to the issuance of building permits in that community.

The Tier 2 Entitlement process will identify the specific timing of the construction of arterial and collector roadway improvements. Clarification of roadway elements that will be subject to this requirement will also be developed and finalized prior to completion of the Tier 2 Entitlements.

8.5.1.13 Internal Streets Timing and Completeness

The City's goal is to ensure that the phasing of construction within each tentative subdivision map provides logical and reasonably complete infrastructure for residents who occupy homes prior to completion of the entire mapped subdivision. As such, the developer shall provide a phasing plan addressing sequencing and build-out of all internal streets depicted on the tentative map.

A detailed agreement on requirements and timing for the tentative map phasing plan will be finalized as part of the Tier 2 Entitlements.

8.5.1.14 Logical Completion of Roadway Segments

All roadways, pedestrian facilities, and bikeways shall be constructed in logical and complete segments, connecting from intersection to intersection, to provide safe and adequate access with each phase of development as conditioned with the approval of each small lot tentative map, or as set forth in the Tier 2 Entitlements.

8.5.1.15 Two Points of Access

Each phase of a project or tentative subdivision map shall include a collector or local street system that provides at least two points of access to arterial roadways, to the satisfaction of the City.

8.5.1.16 Arterial Roadway Completeness

Wherever collector or local roadways intersect an arterial roadway, that arterial roadway shall be improved, in accordance with the "Logical Completion of Segments" and "Major Roadway Timing and Completeness" items above, from that point to the next completed arterial roadway segment, or as otherwise set forth in the Tier 2 Entitlements.

8.5.1.17 Intersection Completion

When intersections are part of the required roadway improvements, they shall be constructed to their planned ultimate configuration, unless otherwise set forth in the Tier 2 Entitlements. Where an intersection is planned for signalization, the new signal shall be installed during construction of the intersection, unless the Tier 2 Entitlements specify otherwise.

8.5.1.18 Ultimate Utility Installation

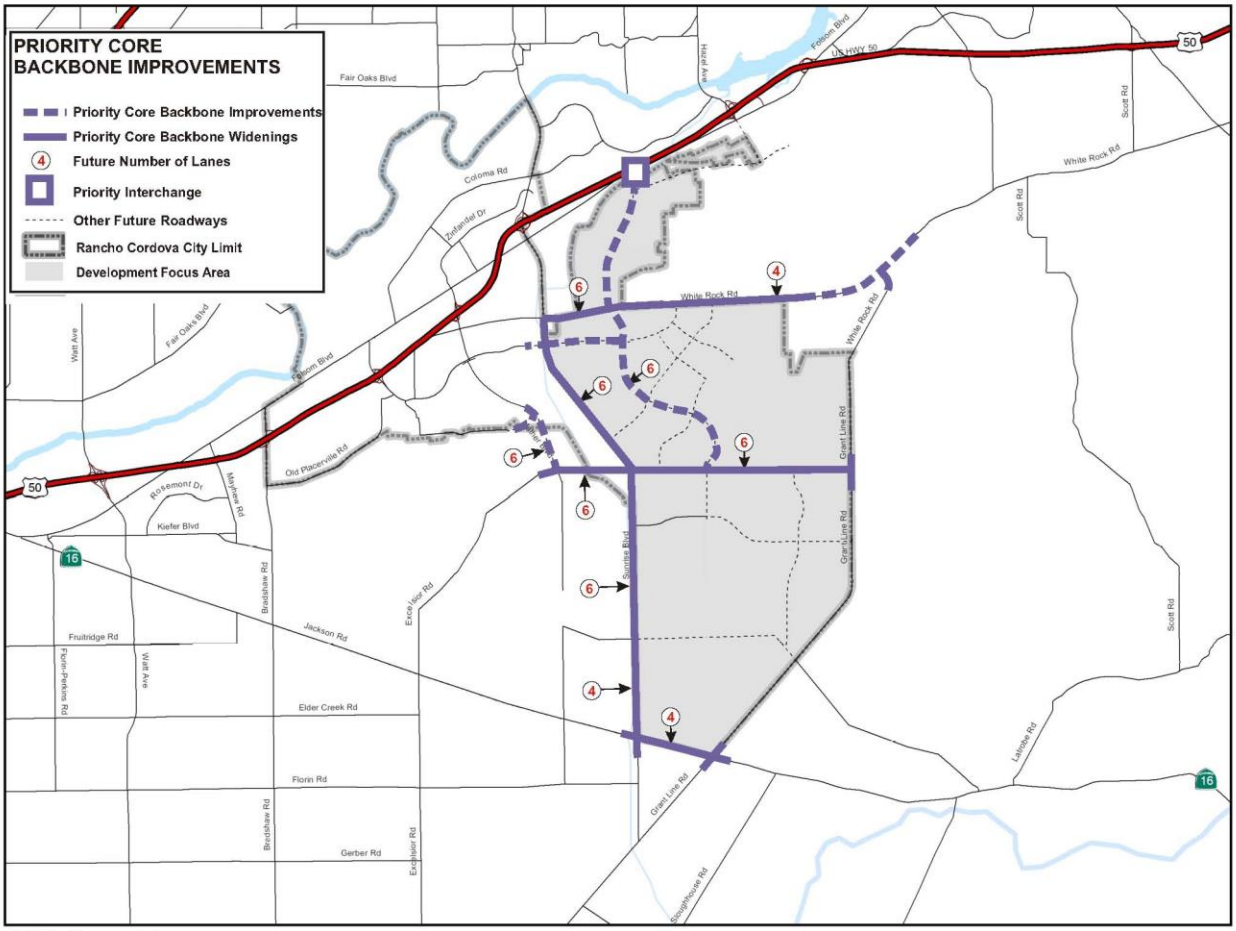
Underground sewer, water and drainage facilities shall be installed to the ultimate planned capacity as part of required road construction, unless otherwise set forth in the Tier 2 Entitlements.

8.5.1.19 Operations and Maintenance Financing

All properties shall be included in one or more financing districts (or will establish an alternative financing mechanism) to provide adequate funding as determined by the City for the annual operation and maintenance costs of streets, street lights, drainage ways, landscaping corridors, open space, parks, and other public facilities prior to the approval of final maps or prior to building permits for projects that do not require an associated final map, or as otherwise set forth in the Tier 2 Entitlements.

8.5.1.20 Police CFD for Residential Projects

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



DKS Associates
TRANSPORTATION SOLUTIONS

Exhibit 8-2
City of Rancho Cordova Core Backbone Roadway Phasing Plan

8.5.2 Financing of Public Improvements

The construction of public improvements to serve the Plan Area will be funded by a variety of mechanisms including City-wide impact fees; County and other Special District Fees; School District impact fees; establishment of a Special Financing District that could include a Mello-Roos Community Facilities District (CFD), Plan Area Fee, Assessment District, or infrastructure charge; developer financing; and other potential methods. The following is a list of the potential financing methods:

8.5.2.1 City Impact Fees

The City of Rancho Cordova has adopted a set of development fees to finance capital improvements including transportation, park renovation, police, library, and museums, among other community facilities. The Rio Del Oro Project Area will participate in these programs by paying the associated fees. Some of these programs may require updating following approval of Rio Del

Oro, such as to the cost of improvements and the integration of the Rio Del Oro land uses.

8.5.2.2 County/Other District Fees

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

8.5.2.3 School Financing

The Rio Del Oro Area is located within the boundaries of the Folsom Cordova Unified School District (FCUSD). School facilities within the FCUSD will be funded through a combination of school impact fees, state matching program funds, and funds from the FCUSD SFID 1 and FCUSD SFID 3.

Proposition 1A and SB 50 restrict cities and counties from placing school mitigation conditions on development approvals. As a result, the FCUSD has currently adopted the SB 50 Level II school impact fee.

8.5.2.4 Special Financing District

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

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

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

- **Assessment Districts:** California statutes give local governments the authority to levy several special assessments for specific public improvements such as streets, storm drains, sewers, streetlights, curbs, gutters, and sidewalks. The agency creates a special assessment district that defines both the area to benefit from the improvements and the properties that will pay for the improvements. Thereafter, each property in the district will be assessed a share of the cost of improvements that is proportional to the benefit it receives from those improvements.
- **Infrastructure Charge:** An infrastructure charge is similar to a plan area fee, but the revenue may "be collected privately by the Master Developer(s) either as a specific charge or as a component of the price of the land sale. This funding mechanism is implemented and managed as a private cost-sharing mechanism between developers.

8.5.2.5 Developer Financing

Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing and for in-tract subdivision improvements. Private capital will be used for in-tract infrastructure that is serving the specific development project, such as standard street frontage improvements, local water distribution lines, local sewer lines, and internal storm drains. In addition, private capital from specific development projects may be required as advance funding if there are insufficient revenues from other funding sources and the development project wants to proceed. Facilities financed with developer capital or by land secured financing districts that are otherwise funded by development impact fee programs will be eligible for fee program credits or reimbursements.

8.5.2.6 Other

As noted, other financing mechanisms may be utilized, to fund maintenance of certain facilities within the RDOSP. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance and other financing and improvement related obligations will be detailed in the Financing Plan and/or the Tier 2 Entitlements.

8.5.3 Funding of Ongoing Operations and Maintenance Costs

The RDOSP will be required to participate in a series of special financing districts to fund public services and the maintenance and operation of public improvements. Formation of, or annexation proceedings for, these districts will be completed no later than the recordation of a final small lot map, or a building permit for parcels not requiring a small lot map.

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

8.5.3.1 8.5.3.1 Rancho Cordova Police CFD

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

8.5.3.2 Sloughhouse Fire Protection

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

8.5.3.3 Landscaping and Lighting District

An LLD could be created to fund ongoing operations and maintenance services for the landscape corridors and any lighting.

8.5.3.4 Services CFD

Unless an alternative source of funding from new development is identified, one or more services CFD's, or similar funding mechanisms, will be formed in the RDOSP to fund the costs of maintaining streets, street lights, drainage ways, landscape corridors, open space, parks and other public facilities.