SUNCREEK SPECIFIC PLAN

APPROVED

VOLUME I
AND
VOLUME II

December 2, 2013
Amended June 21, 2021, and December 19, 2022

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I.1. INTRODUCTION

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

1.1 PROJECT PURPOSE AND OBJECTIVES

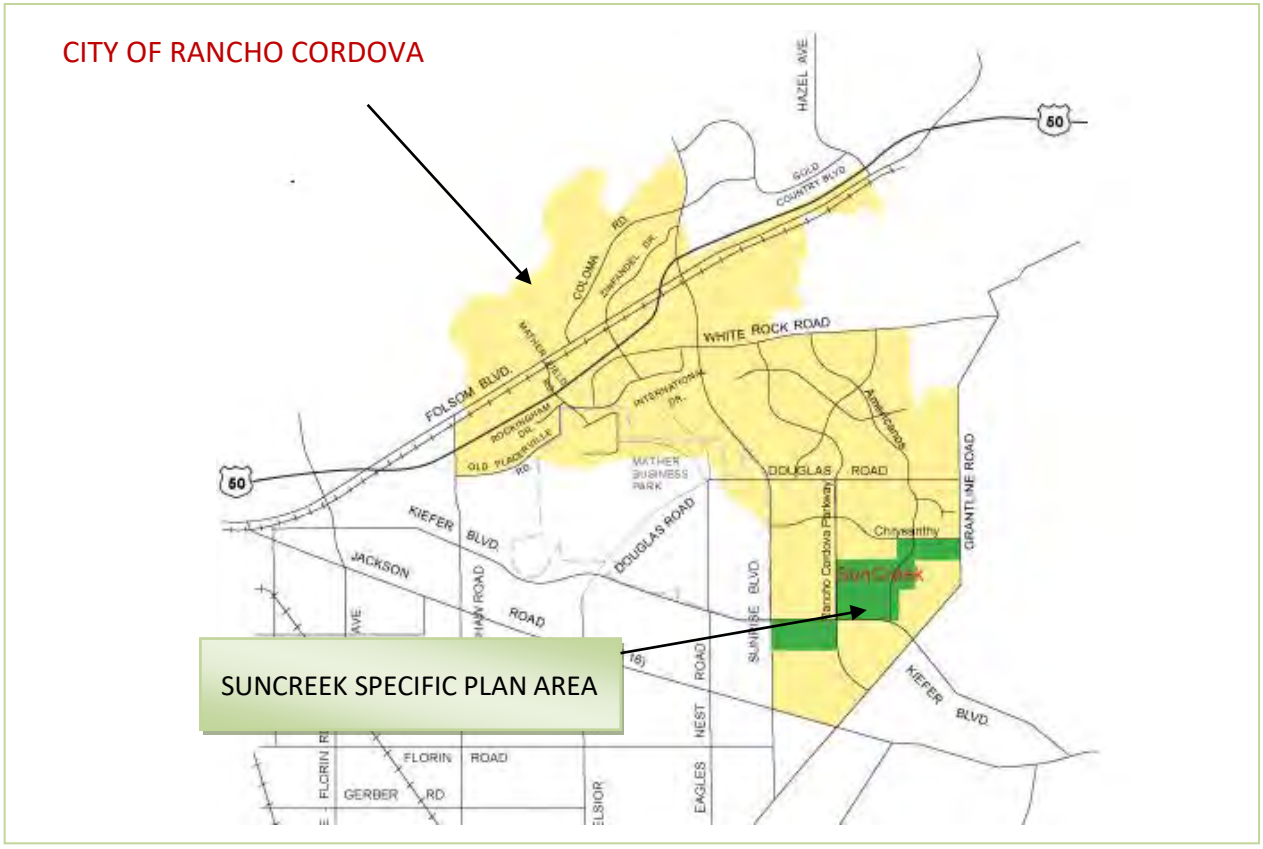
The project purpose is to create a cluster of walkable residential villages and a major civic and recreation core comprised of a community park, schools, and major open space. The residential neighborhoods will create a distinctive district for the city and house a work force to enhance the jobs housing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

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

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

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

Figure 1-1 Local Area Map



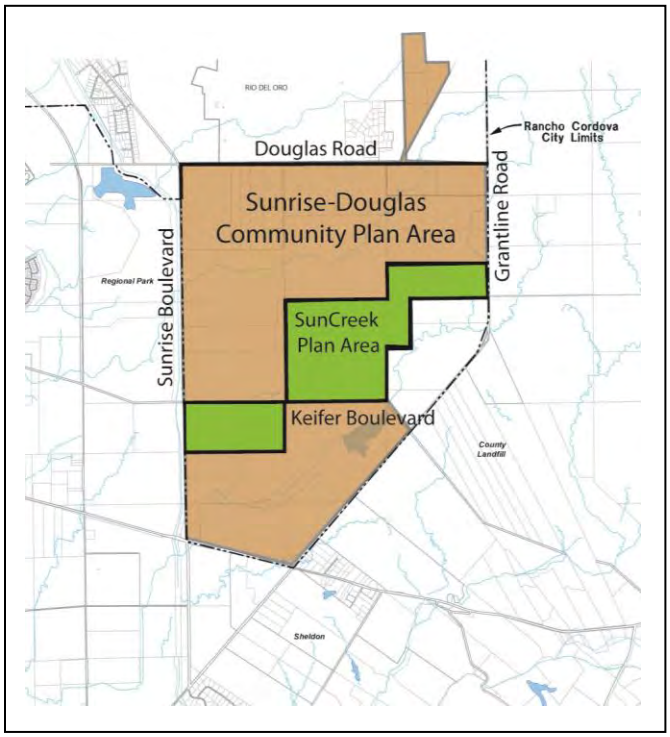
- Provide mixed density residential housing development.
- Provide a community serving retail and employment center along Grantline Road.
- Develop neighborhoods connected by a significant open space and recreational parkway.
- Provide neighborhood serving retail areas.
- Provide additional housing to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

1.2 RELATIONSHIP TO THE GENERAL PLAN

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

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

Figure 1-2 SunCreek Identified in the City General Plan



1.3 ORGANIZATION AND USE OF THIS SPECIFIC PLAN

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

The chapters in Volume I include:

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

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

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

1.3.1. Relationship to the Rancho Cordova Municipal Code

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

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

1.4 AUTHORITY AND APPLICATION OF THE SUNCREEK SPECIFIC PLAN

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

1.4.1. Other Required Documents

The following documents are required to accompany this Specific Plan:

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

1.4.2. Consistency with the Specific Plan

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

1.5 ENVIRONMENTAL REVIEW

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

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

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

1.6 PROJECT SETTING AND CONTEXT

1.6.1. Project Site Conditions

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

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

Terrain and Primary Drainage Corridors

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

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

Vegetation

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

Habitat Conservation Plan

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

Typical view of existing site conditions in early winter.

Wetland Preservation Area

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

Major Public Facilities

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

The most significant public facility that influences the land use is the planned high school and middle school and the community park complex. These facilities are located near the center of the Plan Area approximately mid-way between Rancho Cordova Parkway and Americanos Boulevard. The combination of land uses creates a large block that requires major circulation access, but prohibits through streets that would provide multiple routes in the core of the Plan Area.

Adjacent Uses

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

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

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

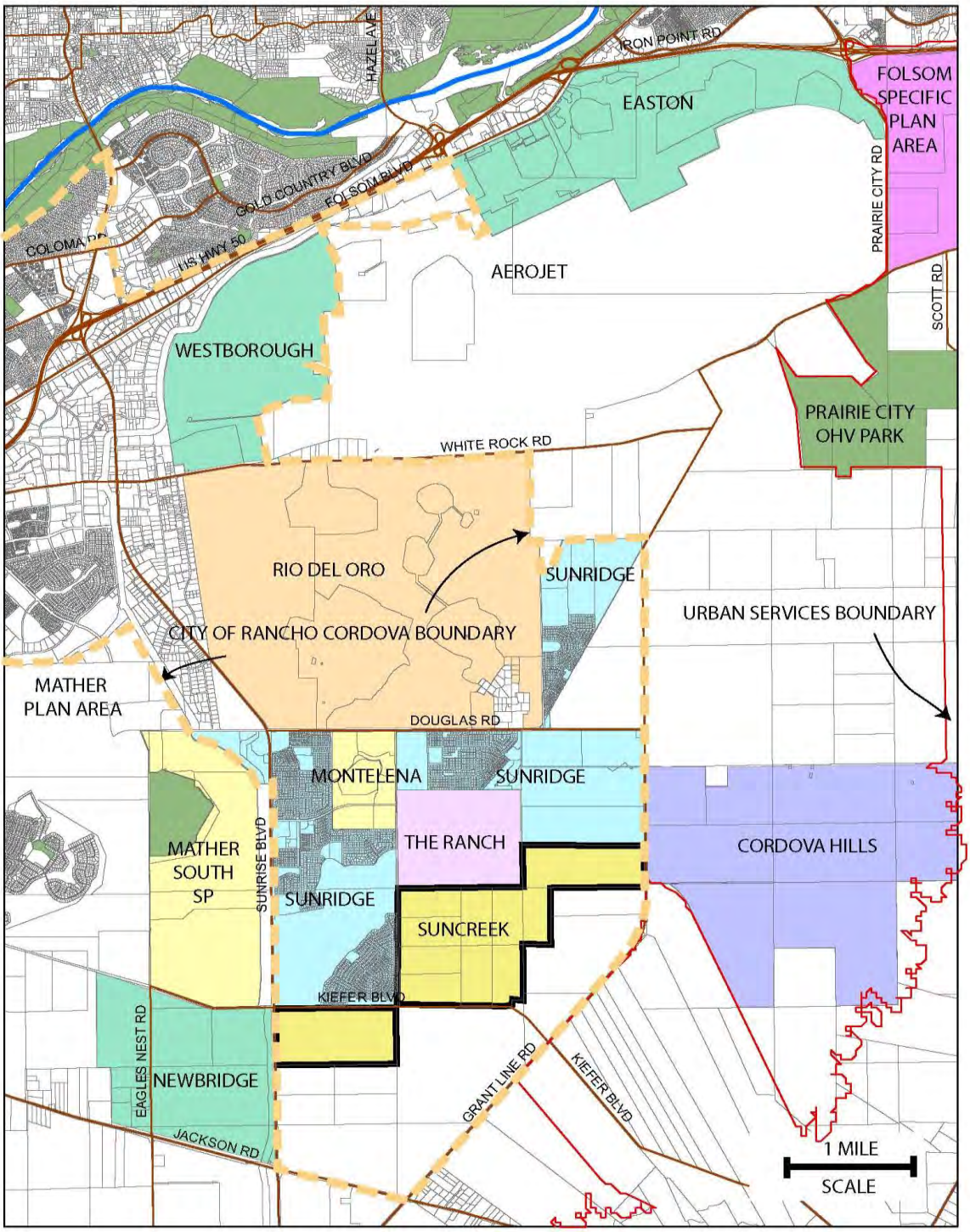
The approved Cordova Hills Plan, including the site for a University/College Campus Center, is located in the unincorporated area to the east of Grantline Road.

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

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

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

Figure 1-3 Planned Uses Adjacent to Project Site



I.2. COMMUNITY VISION

2.1 PURPOSE

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

2.2 ORGANIZING PRINCIPLES

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

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

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

2.2.1. Smart Growth Guiding Principles

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

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

These guiding principles guide the key features in the plan.

2.2.2. General Plan "Building Blocks" Concept

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

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

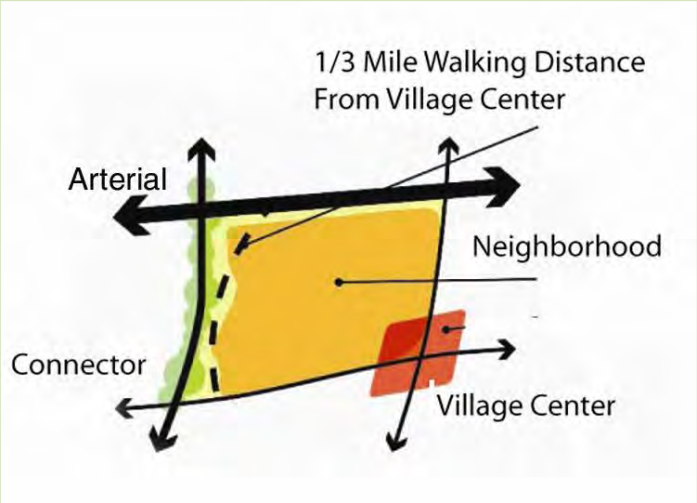
The SunCreek Plan Area will develop components of this community organizing system.

Neighborhoods

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

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

Figure 2-1 Schematic Diagram of Neighborhood and Village Form



- Neighborhoods include a range of housing types along pedestrian-friendly streets designed for slower speeds. While the average density is approximately six units per acre, diversity in housing choices is critical to the success of neighborhoods (e.g., range of lot and home sizes, diversity in housing products/costs).
- Each neighborhood includes a neighborhood center that is a place for neighbors to gather (e.g., school, park, community center, coffee shop).
- Neighborhoods are compact and walkable in design, scaled at approximately 1/4 to 1/3 mile in radius, and an average size of about 200 acres. The residential population of the neighborhood building block is approximately 4,000 people. The small scale of neighborhoods allows residents to walk almost anywhere in the neighborhood in about 10 to 15 minutes.
- Modified grid/curvilinear street system with short blocks for ease of mobility are the framework for the neighborhood. Major streets do not bisect neighborhoods. However, neighborhood streets do establish a hierarchy through design that helps residents and visitors understand where they are in any given neighborhood.

Villages

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

Districts

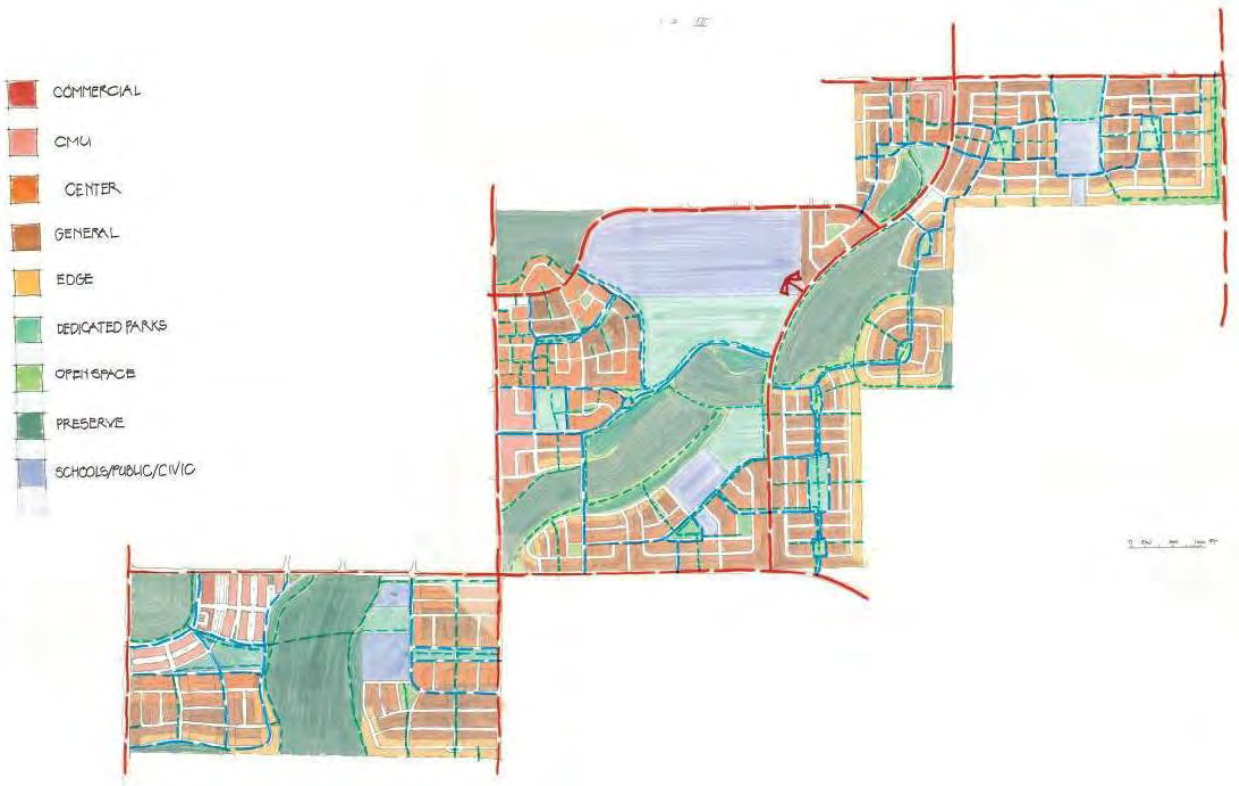
Districts can function as small, self-sufficient communities that may have unique characteristics, attributes, and Citywide or regional uses. Three or four villages comprise a district. The Plan Area is part of a district that encompasses all the Sunrise-Douglas Community (refer to Figure 1-2).

2.2.3. The Charette Plan Vision

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

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

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



2.3 COMMUNITY VISION PRINCIPLES

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

2.3.1. Compact Urban Development

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

In keeping with the General Plan building block concepts and the General Plan Land Use Smart Growth Principles,) the SunCreek residential neighborhoods are pedestrian friendly with a well-defined core of public and commercial uses. A network of pedestrian corridors that extend outward from the commercial center and connect with the neighborhood parks serves each neighborhood.

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

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

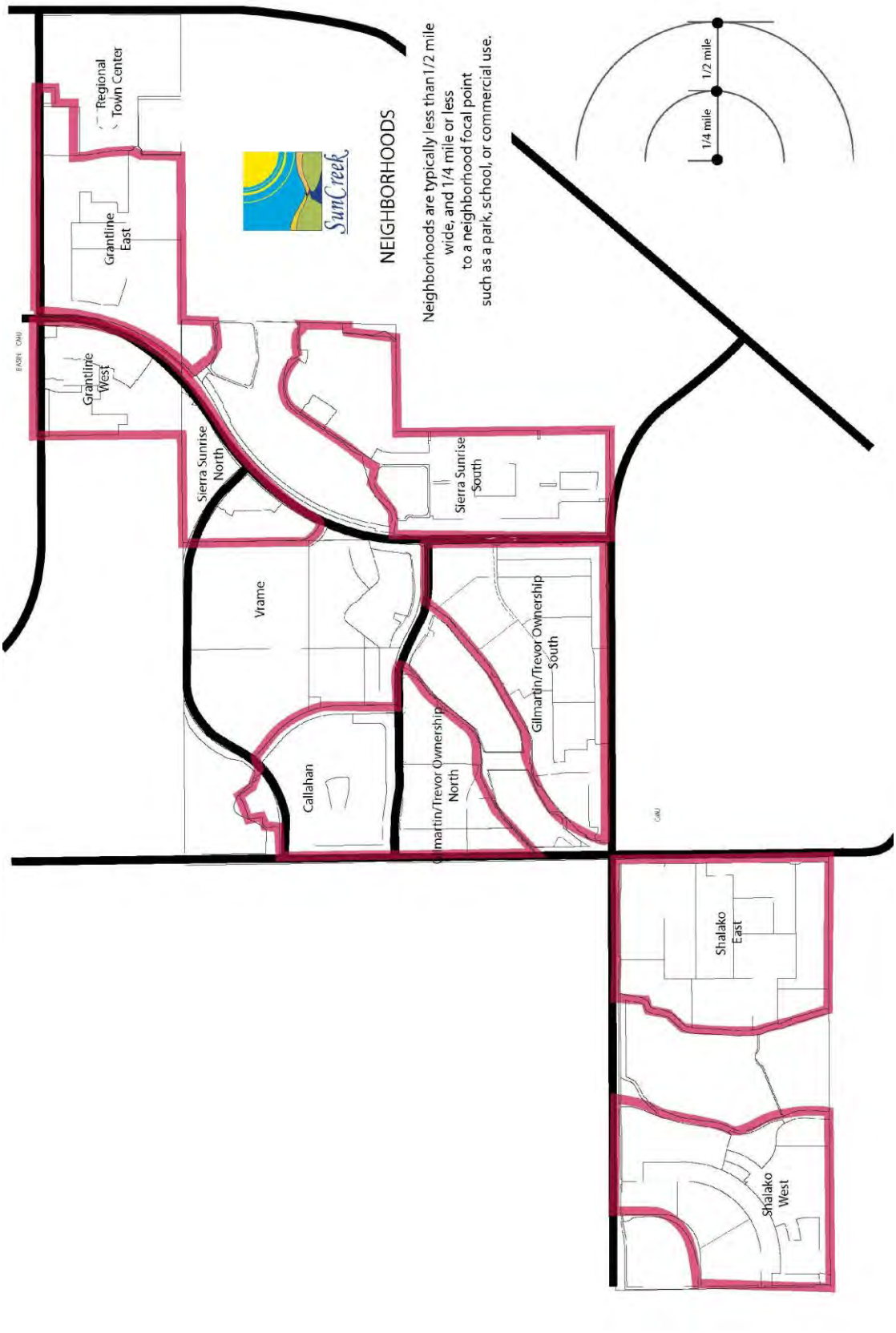


Figure 2-3 SunCreek Neighborhoods

Figure 2-4 Access to Parks and Open Space

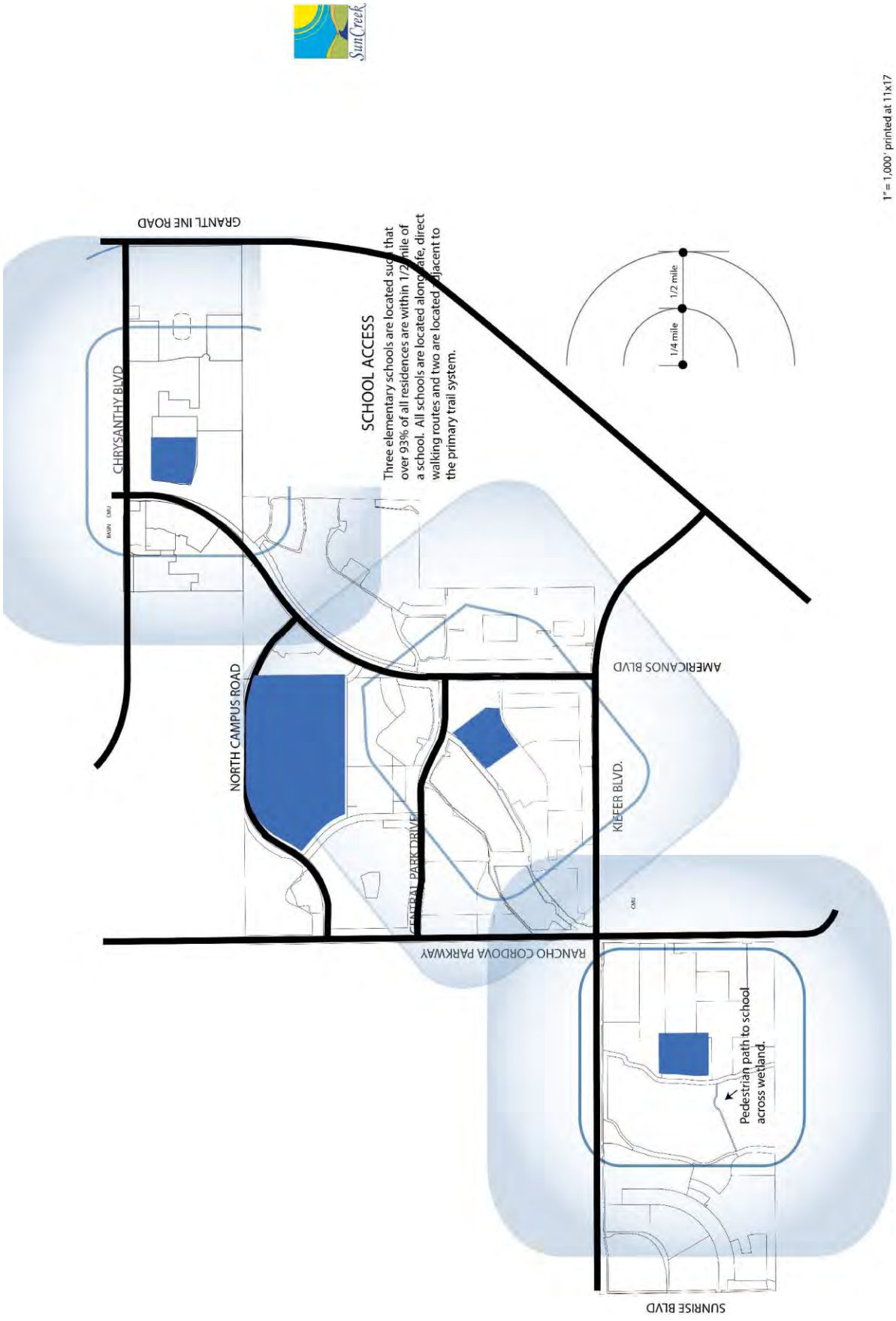


Figure 2-5 Access to Schools

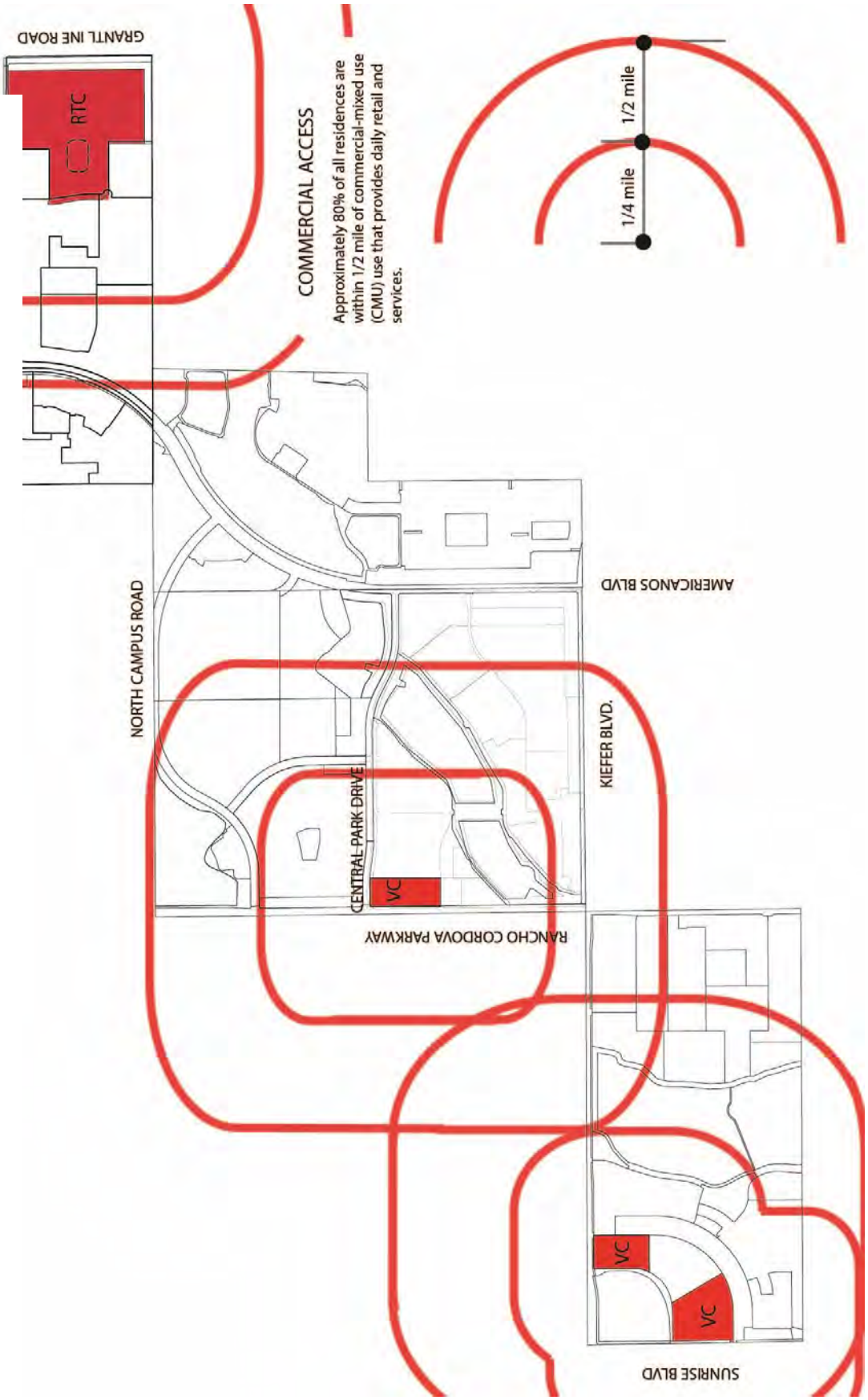


Figure 2-6 Access to Commercial and Service Centers

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

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

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

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

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

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

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

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

Typical open space view in SunCreek Plan Area

2.3.3. Natural Drainages

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

2.3.4. Transportation Choices

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

2.3.5. Walkable Neighborhoods

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

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

Example of a pedestrian walkway along collector and arterial streets.

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

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

The SunCreek Parkway is the major pedestrian corridor that links off street trails and enhanced street sidewalks that connect neighborhoods to parks, open space, and natural resource areas.

Example of a pedestrian trail adjacent to wetland preserve area.

2.3.6. Housing Choices

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

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

Example of townhouse style housing planned along major streets.

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

2.3.10. Landmark Opportunities

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

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

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

Concept illustration of a clock tower at the high school.

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

Figure 2-7 Landmark and Gateway Opportunities

I.3. LAND USE

3.1 PURPOSE

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

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

3.1.1. Land Use Objectives

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

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

3.2 LAND USE REGULATION

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

3.2.1. General Plan and Zoning Consistency

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

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

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

3.2.2. Relationship to the City Zoning Ordinance

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

regulations set forth in Volume II: Development Regulations shall apply.

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

- walkability of the plan.

Table 3-1 Land Use Designations

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

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

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

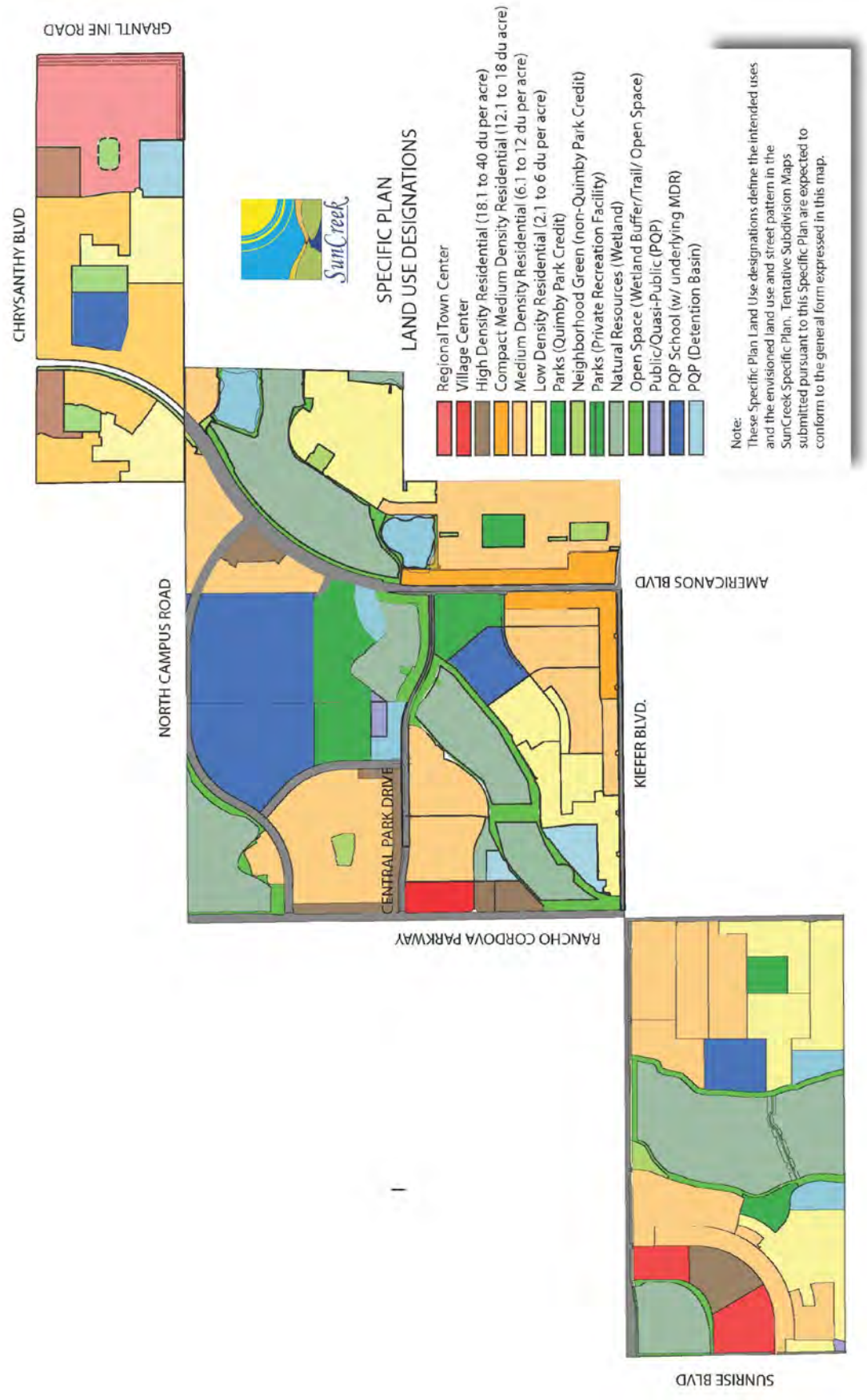


Figure 3-1, Specific Plan Land Use Designations

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

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

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

3.2.3. Permitted Land Uses

The permitted uses for all land use designations in the SCSP shall be regulated by RCMC Title 23 Zoning Code as established in Table 23.310-1: Allowed Uses and Permit Requirements for Residential Zoning Districts; Table 23.313-1: Allowed Use and Permit Requirements for Mixed Use Districts; and Table 23.319-1: Allowed Use and Permit Requirements for Public/Quasi-Public Zoning Districts. Applicants for all development proposals shall comply with these permitted land use tables.

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

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

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

Specific Plan Land Use Designation		Summary of Permitted Uses[1]
(P/QP)	Public/Quasi Public	Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins
(POS)	Parks and Open Space	Parks, Paseos, Open Space, Resource Preservation, Detention Basins
(NR)	Natural Resources	Resource Preservation, Detention Basins
(LDR)	Low Density Residential (2.1 to 6 du/acre)	Single Family Dwellings, Duplex and Halfplex Dwellings, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins.
(MDR)	Medium Density Residential 6.1 to 12 du/acre)	Small Lot Single Family Dwellings, Townhomes, Patio Homes, Paseo Homes, Duplexes, Halfplexes, Live/Work Dwellings, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins.
(CMDR)	Compact Medium Density Residential 12.1 to 18 du/acre)	Town homes, Garden Apartments, Small Lot Single Family Dwellings, Patio Homes, Paseo Homes, Duplexes, Halfplexes, Live/Work Dwellings, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins
(HDR)	High Density Residential (18.1 to 40 du/acre)	Town homes, Apartments, Live/Work Dwellings, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations, Detention Basins
(VC)	Village Center	Retail and Service Commercial, Offices, Children and Senior Day Care Centers, Recreation Centers, Churches, Schools, Parks, Private Schools, Public Utilities, Libraries, Fire Stations
(RTC)	Regional Town Center	Retail and Service Commercial, Offices

1: This table is not regulatory and is included for summary purposes only. Allowed uses and permitting requirements for said uses are established in RCMC Title 23. In the event a use is listed above but not allowed by Title 23, the regulations in Title 23 shall prevail.

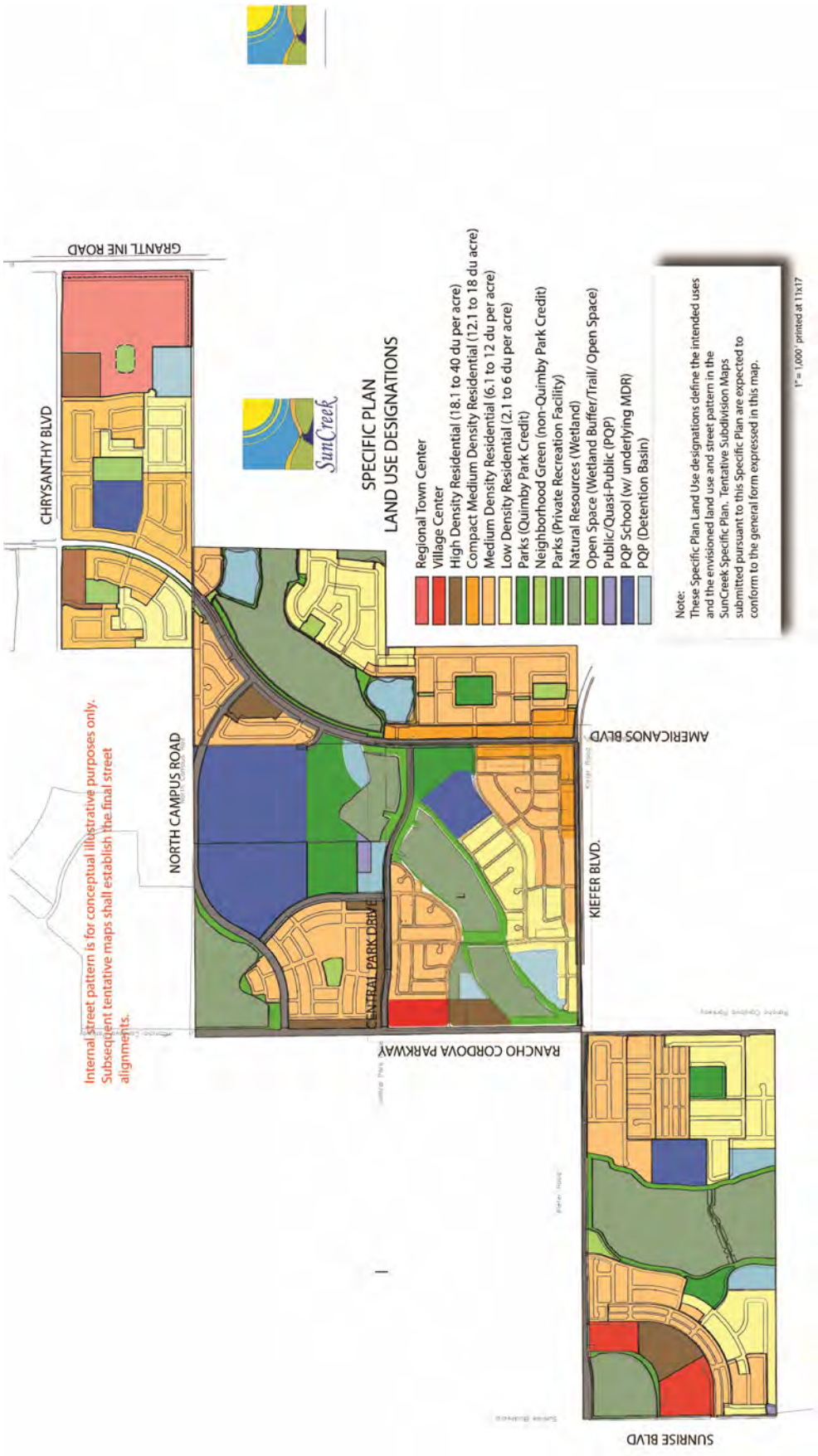


Figure 3-2, Specific Plan Illustrative Plan

3.3 SUNCREEK SP FORM BASED CODE

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

3.3.1. Center Form Based Districts

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

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

RCMC Table 23.310-1, Table 23.313-1, and Table 23.319-1 regulate the permitted land use in the Center Districts. Title 23, Article 5, Chapter 23.510-Village Center Zone Standards and Chapter 23.513 – Regional Town Center Zone Standards establish the essential development regulations of building heights, setbacks and other physical standards. Title 23, Article 5, Chapter 23.313-Residential Zoning Districts provides additional guidance on residential development standards for the HDR, CMDR, and MDR districts.

3.3.2. SunCreek Form Based Regulating Plan

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

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

3.3.3. Administering Form Based Zoning

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

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

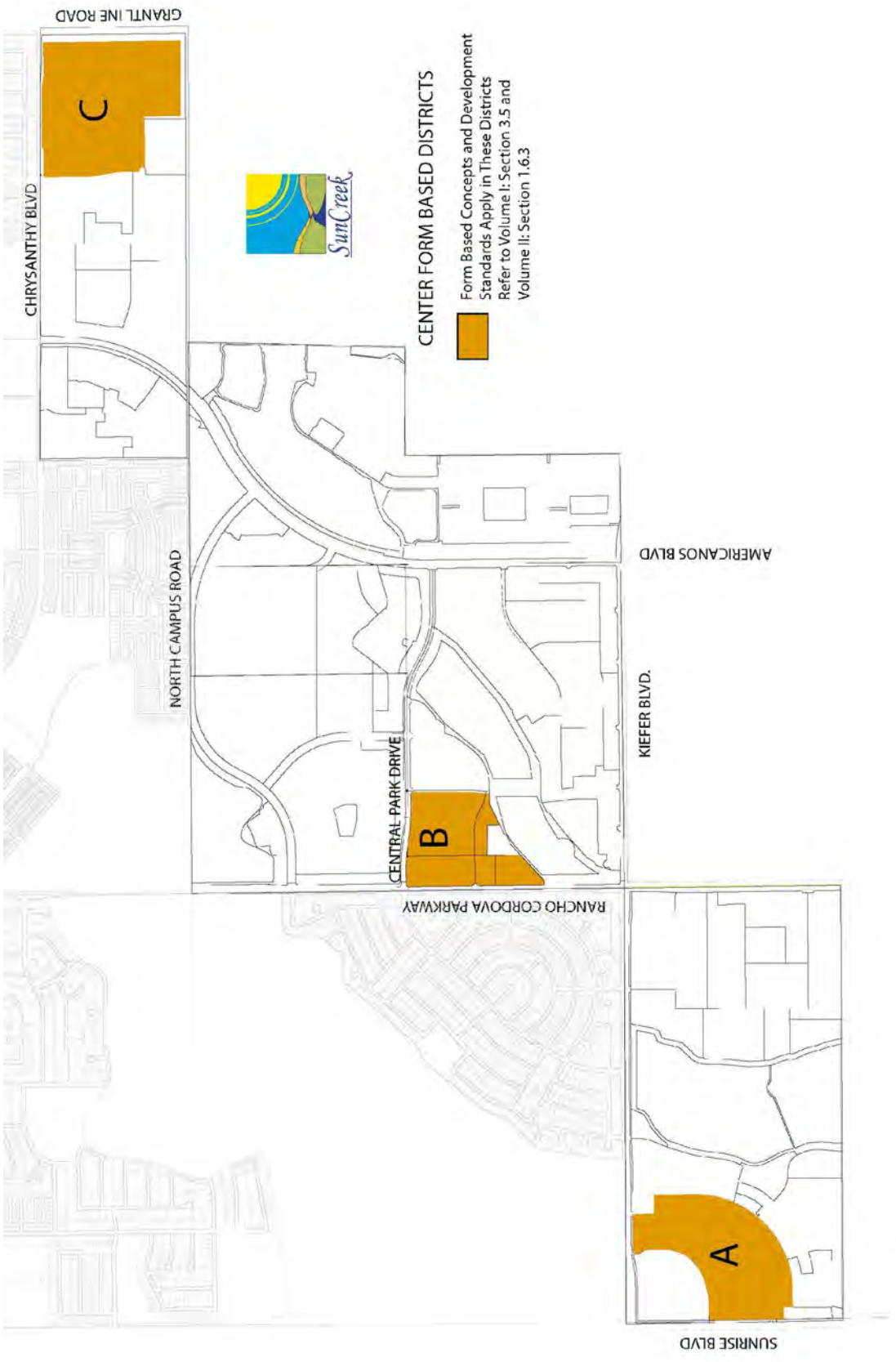


Figure 3-3 Center Form Based Districts

3.4 APPLICATION OF ZONING

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

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

Specific Plan Land Use Designations Descriptions

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

3.4.1. Residential Categories

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

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

Figure 3-4 RCMC Title 23 Zoning Designations

Low Density Residential

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

Medium Density Residential

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

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

Compact Medium Density Residential

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

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

High Density Residential

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

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

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

3.4.2. Public/Quasi-Public and Open Space Categories

Public/Quasi-Public

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

The SCSP includes three primary sites zoned Public/Quasi-public, Community Service (CS) uses. The SCSP designates the P/QP site on Americanos

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

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

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

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

Natural Resources

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

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

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

3.4.3. Non-Residential/Commercial Categories

Village Center

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

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

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

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

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

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

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

Regional Town Center

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

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

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

3.5 LAND USE SUMMARY

Table 3-3 summarizes the acreage, percentage of total acreage, maximum dwelling units per acre, and dwelling unit totals at full development of the SCSP. This table indicates a total of ~~4,546~~ 4,544 dwelling units in this modified plan, however, the Specific Plan Environmental Impact Report evaluated the effects of 4,893 dwelling units, and up to this maximum figure may be accommodated in this Plan. If the population of the Specific Plan Area should increase in the future, the developer will be required to provide additional park land or pay in-lieu fees.

Table 3-3 Land Use Summary

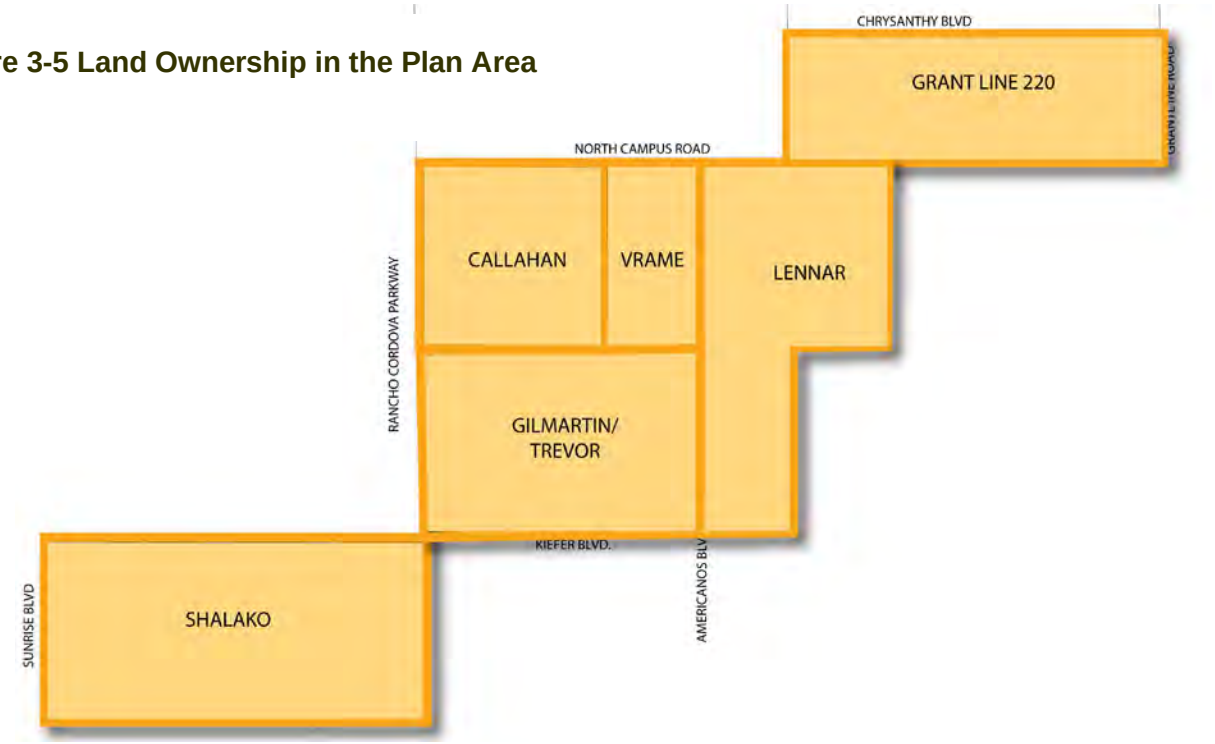
LAND USE CATEGORIES	AREA acres	Dwelling Units	Percent of Res Type	Percent of Total Area	Average Density per acre
LOW DENSITY (2.1 to 6 du/ac) (LDR)	~~174.8~~ 177.1	~~872~~ 875	~~17.86%~~ 19.3%	~~9.8%~~ 14.0%	~~3.17~~ 4.94
MEDIUM DENSITY RESIDENTIAL (6.1 to 12 du/ac) (MDR)	~~356.2~~ 353.6	~~2,337~~ 2,275	~~52.4%~~ 50.1%	~~29.2%~~ 28.0%	~~6.57~~ 6.43
COMPACT DENSITY RESIDENTIAL (12.1 to 18 du/ac) (CMDR)	26.3	~~285~~ 342	~~2.1%~~ 7.5%	2.1%	~~11.6~~ 13.0
HIGH DENSITY RESIDENTIAL (18.1 to 40 du/ac) (HDR)	46.0	1,052	~~22.7%~~ 23.2%	~~3.5%~~ 3.6%	~~23.2~~ 22.87
VILLAGE CENTER (VC)	24.3	0		1.9 %	
REGIONAL TOWN CENTER (RTC)	53.9	0		4.3%	
PUBLIC/QUASI_PUBLIC (PQP)	3.4	0		~~0.8%~~ 0.3%	
NEIGHBORHOOD GREEN/ POCKET PARK (PP)	~~13.5~~ 10.1	0		0.8%	
PUBLIC NEIGHBORHOOD PARK (PARK)	20.9	0		1.7%	
COMMUNITY PARK (PARK)	~~39.1~~	0		~~3.5%~~ 3.1%	
PARK CORRIDORS, PASEOS AND TRAILS (PC)	6.1	0		0.5%	
WETLAND BUFFER/BIKE PATH CORRIDOR (WB)	~~51.6~~ 53.5	0		~~3.8%~~ 4.1%	
DETENTION BASIN (DB)	53.8	0		~~4.1%~~ 4.3%	
STORM WATER CANAL (CANAL)	0	0		0.0%	
WETLAND PRESERVE (WETLAND)	199.6	0		15.8%	
SCHOOL	111.0	0		8.8%	
MAJOR ROADS	88.1	0		~~6.3%~~ 7.0%	
GRANT LINE ROAD	3.1	0		0.2%	
TOTAL	1,264.0	~~4,546~~ 4,544		100.0%	

Table 3-4 summarizes the land use by owner.
Figure 3-5 illustrates the ownership of land in the Plan Area.

Table 3-4 Land Use by Owner

LAND USE	CALLAHAN		GILMARTIN/ TREVOR (INVESTEK)		SHALAKO		GRANTLINE 220		VRAME		SIERRA SUNRISE (Lennar)	
Categories	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units
LOW DENSITY (2.1 to 6 du/ac)	0	0	35.8	197	64.4	314	37.6	167	0	0	39.3	197
MEDIUM DENSITY RESIDENTIAL (6.1 to 12 du/ac)	44.9	318	61.7	495	90.6	599	76.8	406	0	0	79.6	514
COMPACT DENSITY RESIDENTIAL (12.1 to 18 du/ac)	0	0	11.8	118	0	0	0.0	0	0	0	14.5	167
HIGH DENSITY RESIDENTIAL (18.1 to 40 du/ac)	11.8	235	5.9	140	9.1	237	14.2	272	0	0	5.0	168
VILLAGE CENTER (VC)	0	0	6.8		17.5	0	0	0	0	0	0	0
REGIONAL TOWN CENTER (RTC)	0		0.0		0		53.9		0		0	
PUBLIC/QUASI_PUBLIC	2.5		0		0.4		0.0		0.5		0	
NEIGHBORHOOD GREEN	2.0		2.3		2.1		0.0		0		3.7	
PUBLIC NEIGHBORHOOD PARK	0		0		8.2		8.1		0		4.6	
COMMUNITY PARK	10.5		10.4		0		0		17.3		0.9	
PARK CORRIDORS	0		0		3.8		0		0		2.3	
PRESERVE BUFFER	5.3		22.3		14.7		0		1.2		8.1	
DETENTION BASIN	4.5		9.8		9.5		8.2		3.4		18.4	
STORM WATER CANAL	0		0		0		0.0		0		0	
WETLAND PRESERVE	24.5		39.0		77.3		0		10.4		48.4	
SCHOOL	34.4		11.0		10.8		10.0		44.9		0	
MAJOR ROADS	20.0		23.6		13.0		11.0		2.5		18.2	
GRANT LINE ROAD							3.1					
TOTALS	160.1	553	240.4	950	321.4	1,150	219.0	910	80.1	0	243.0	1,046

Figure 3-5 Land Ownership in the Plan Area



3.6 SPECIFIC PLAN POLICIES

The following General Plan policies apply to the SCSP.

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

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

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

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

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

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

I.4. CIRCULATION

4.1 PURPOSE

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

4.2 CIRCULATION OBJECTIVES

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

- **Community character.** The roads and pedestrian/bikeway networks are among the most visible elements that connect the overall community. SunCreek Parkway and the other pedestrian/bikeway corridors are signature features in the plan.

- **Safety and efficiency**. The road network provides adequate lane capacity and intersections for vehicle movement but includes traffic calming measures to promote pedestrian friendly streets that minimize potential vehicle and pedestrian/bicyclist conflicts.

- **Reduce the use of automobiles.** Reducing the use of automobiles in everyday life is accomplished by providing convenient, safe, and attractive alternatives. The SCSP emphasizes pedestrian and bicycle use, access to public transit, and use of alternative vehicles as viable options to use of automobiles.

- **Coordination of land use and circulation.** Trip destinations such as schools, parks, jobs, shopping, and commercial services are located where they are convenient to the residences to facilitate walking or bicycling. Higher density residential uses and major trip destinations are located along potential transit routes.

- **Direct routes and connectivity.** The street and pedestrian/bikeway network provide a convenient, reasonably direct, safe, and attractive route to major destinations.

- **Transportation diversity.** The SunCreek Specific Plan will accommodate the transportation options available to residents.

4.3 PLANNING CONTEXT

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

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

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

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

4.3.1. Related Plans and Programs

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

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

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

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

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

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

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

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

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

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

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

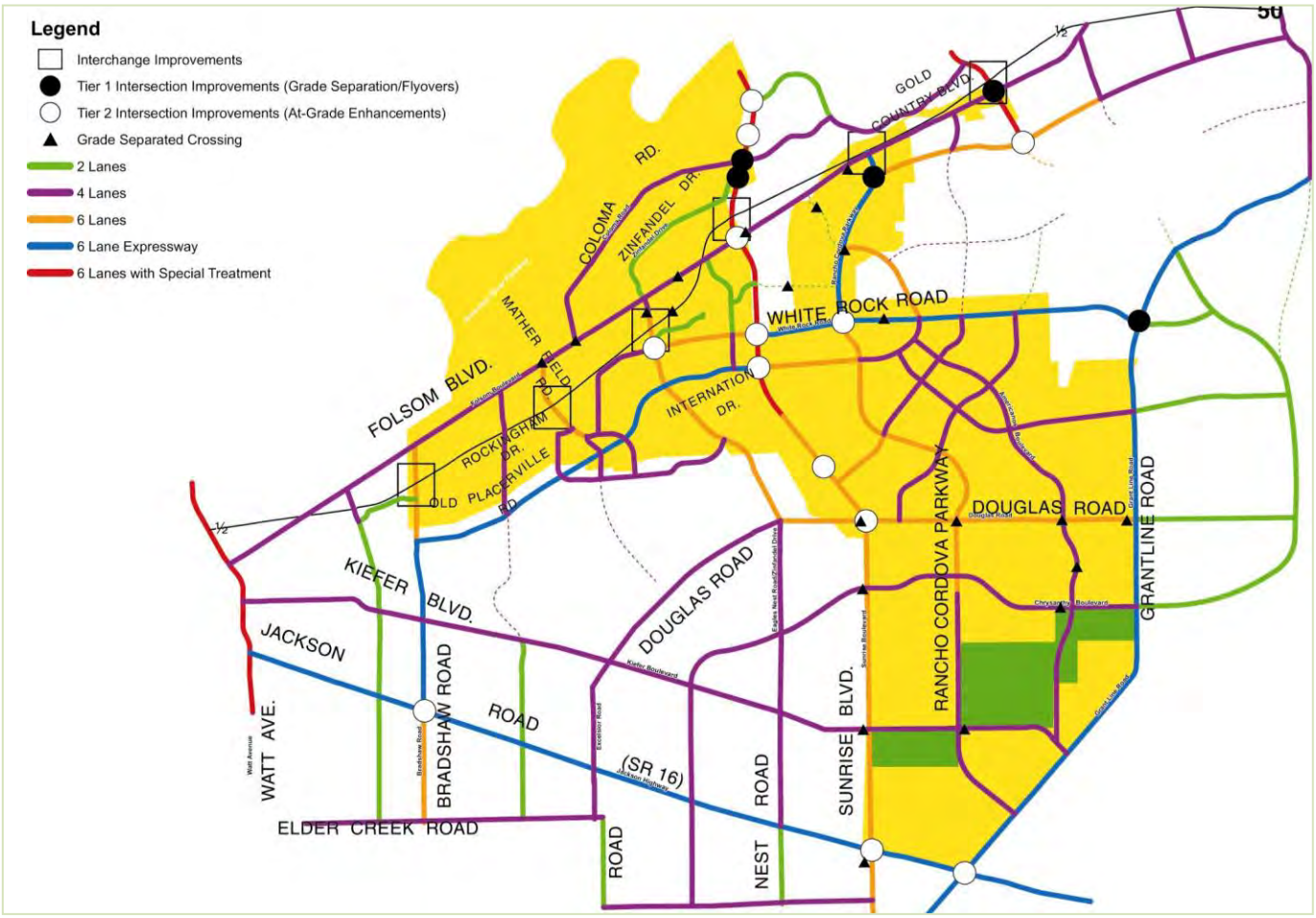
4.3.2. Existing and Planned Roads

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

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

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

Figure 4-1 Primary Road Network



4.4 STREETS PLAN

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

4.4.1. Street Master Plan

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

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

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

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

Figure 4-3 illustrates the Street Master Plan alone.

4.4.2. Signalization

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

4.4.3. Street Typology

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

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

Arterial Streets

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

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

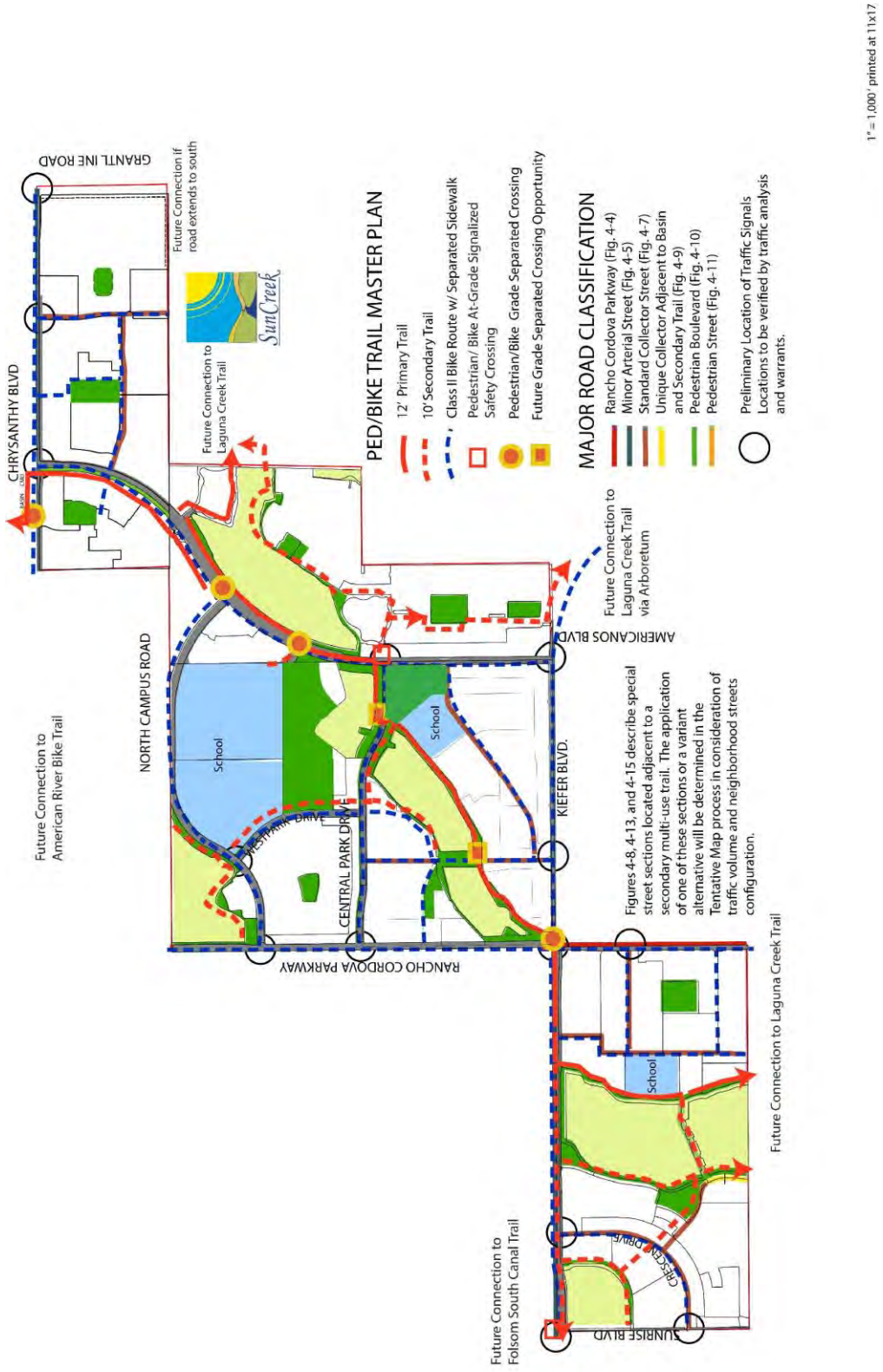


Figure 4-2 Combined Major Streets Master Plan and Trails

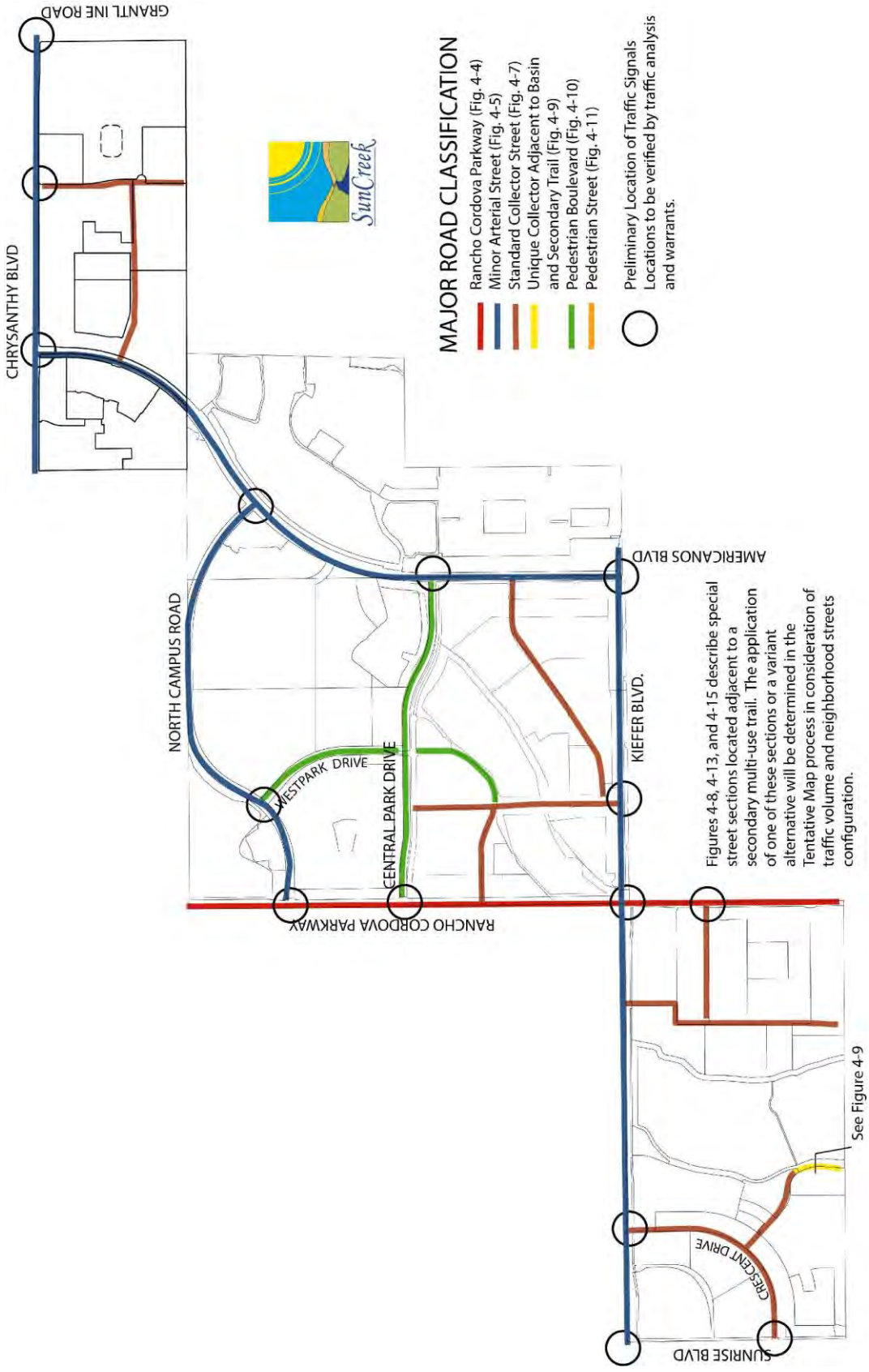
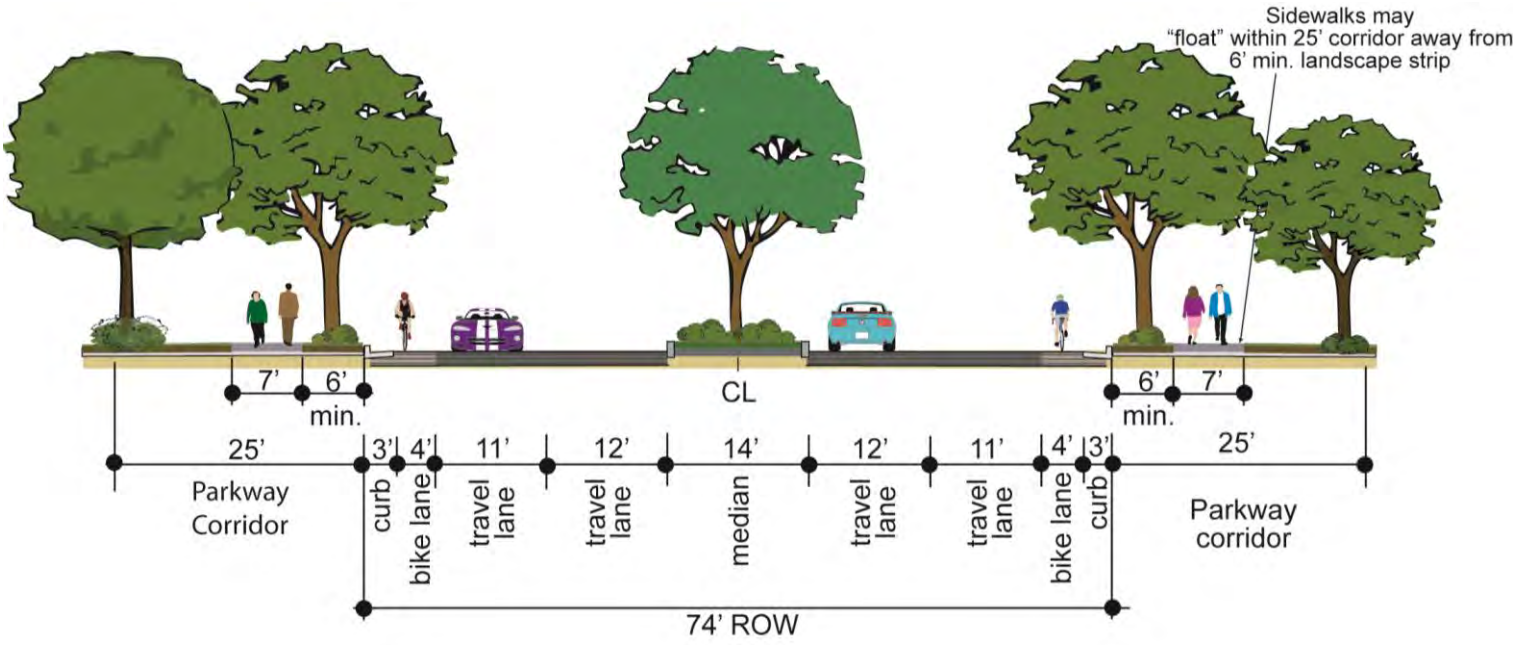


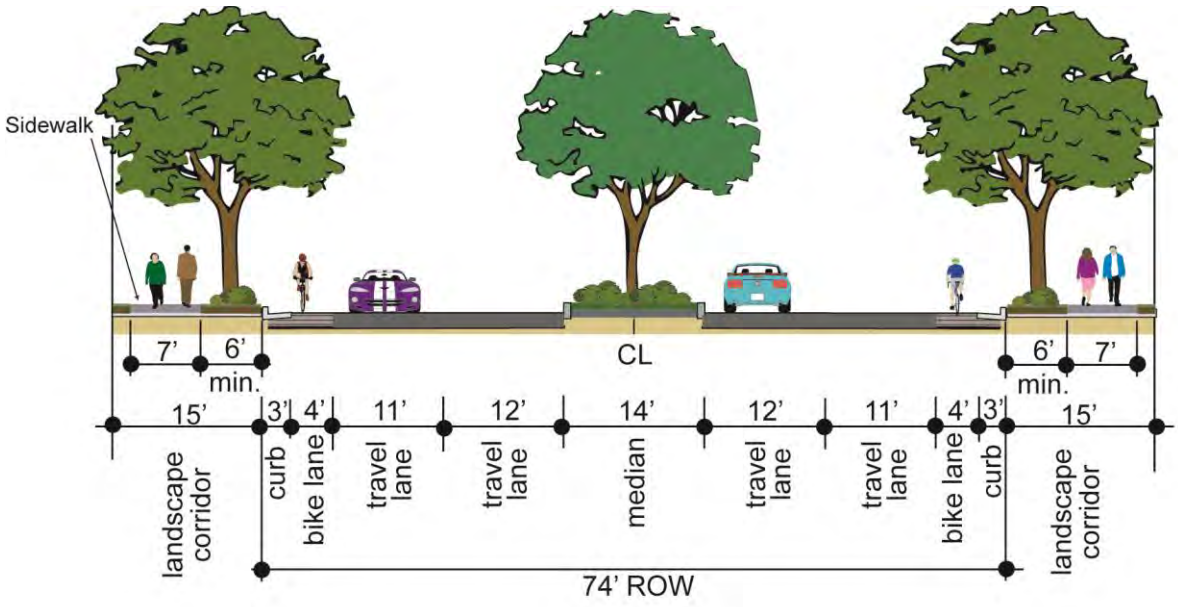
Figure 4-3 Major Streets Master Plan

Figure 4-4 Rancho Cordova Parkway



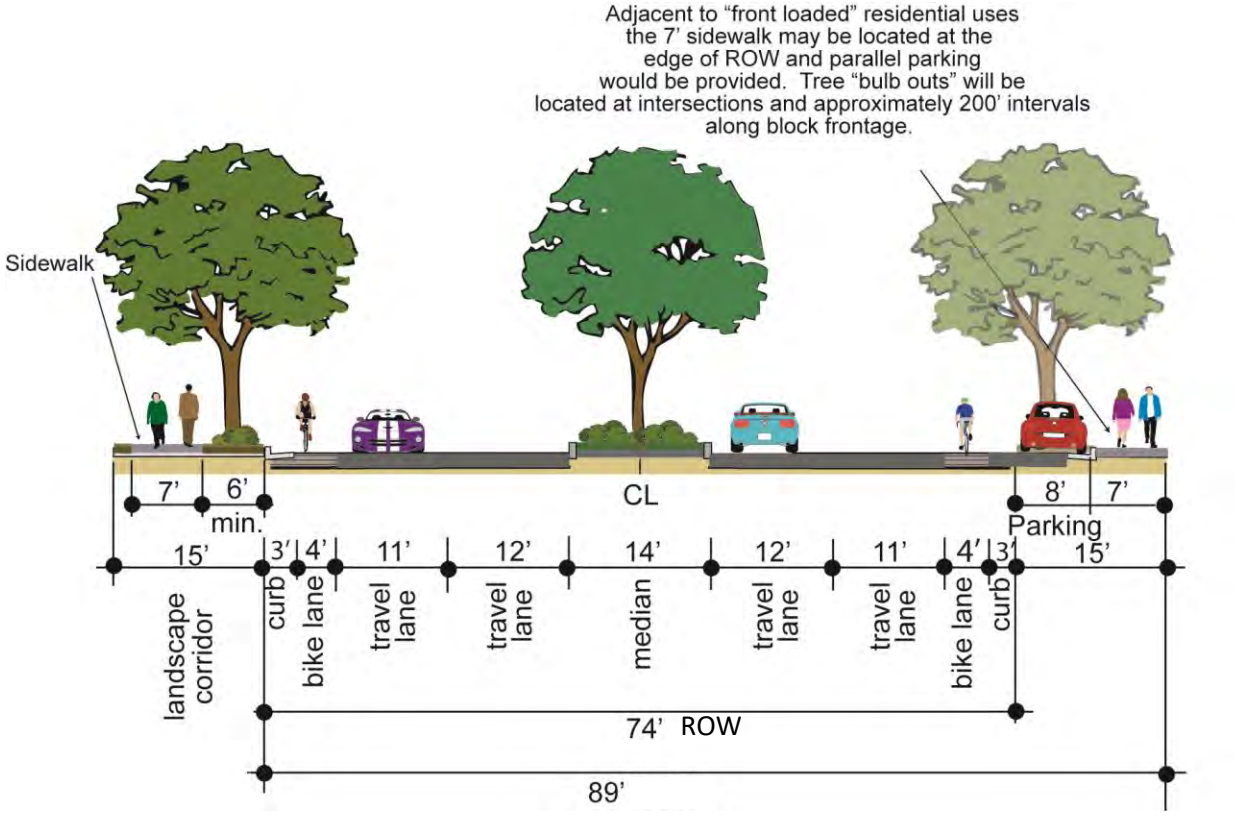
Note: Curb and gutter is included in the bike lane width requirements

Figure 4-5 Minor Arterial (Typical)



Driveways for single-family residences shall not be allowed on an arterial street. Residential uses adjacent to an arterial street are typically alley loaded or are oriented with the side or rear lot to the arterial street. The opportunity to provide on-street parking is limited. Design alternatives that allow on-street parking on Minor Arterial streets will be reviewed in the Tentative Map and may be allowed based on lower traffic volumes along Minor Arterial roads. Figure 4-6 illustrates one alternative approach that may be considered. In this example, the sidewalk may be located at the edge of ROW and a parallel parking lane may be provided in the ROW. Street trees will be located in "bulb outs" in the parking lane at intersections at mid-block locations consistent with RCMC Ch. 23.513. Public Works may consider other parking options in the Tentative Map. The location of driveways and median cuts will be subject to Public Works Arterial Access Standards.

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



Collector Streets

Collector streets connect the local residential streets within neighborhoods to the arterial streets. The SunCreek Plan uses collector streets as pedestrian corridors by providing a separated 7-foot sidewalk, a landscape strip, on street parking and a bike lane. Collector streets typically include two traffic lanes, a median, bicycle lanes, a landscape corridor and seven-foot-wide sidewalks on both sides, as shown in Figure 4-7. Figure 4-8 illustrates a special condition where the street is adjacent to the secondary trail network. Application of Figure 4-8 or other alternative street sections adjacent to a secondary

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

Figure 4-7 Standard Collector Street

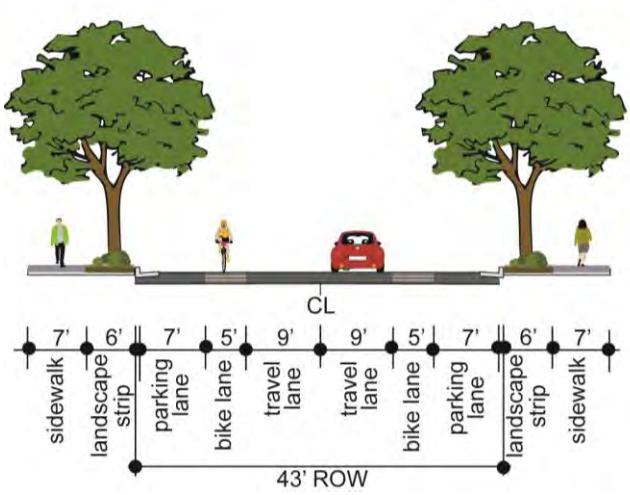
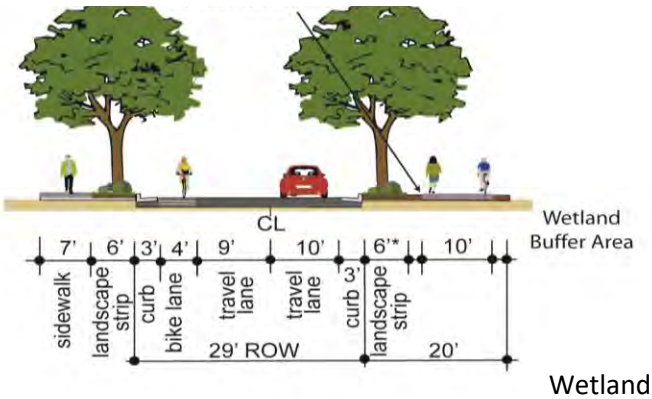


Figure 4-10 illustrates the Pedestrian Boulevard, a special collector street used on Central Park Drive and on-street parking.

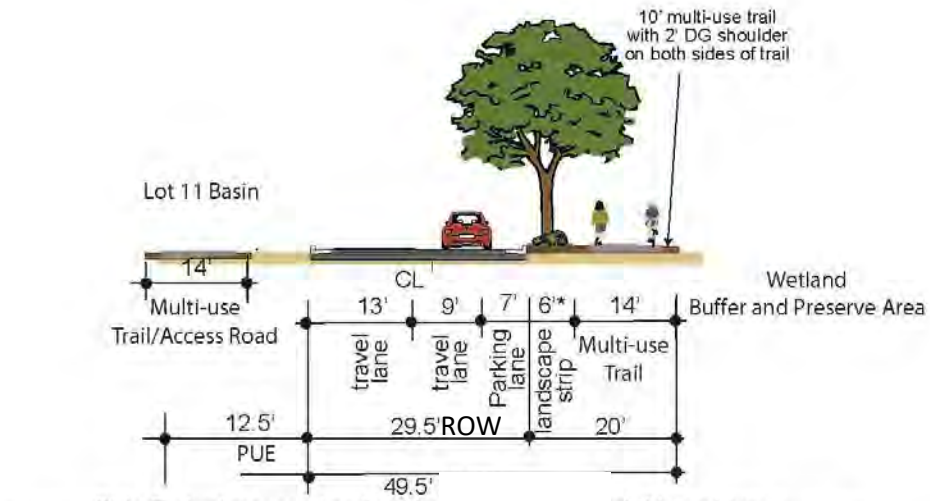
Figure 4-8 Standard Collector Street Adjacent to Secondary Bike Trail



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

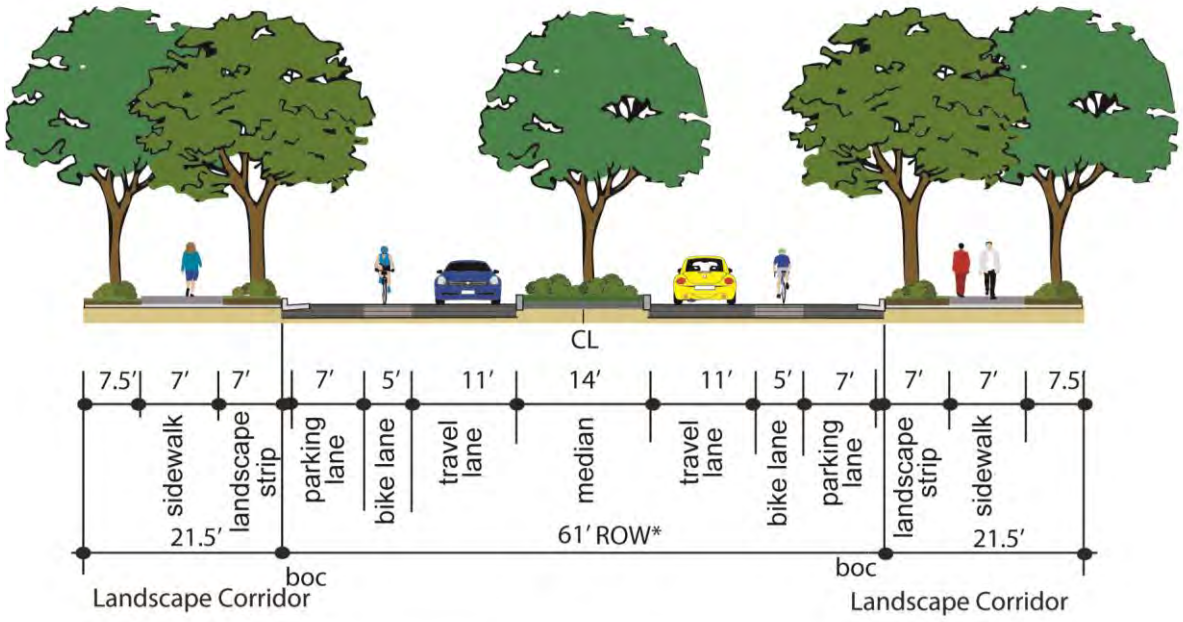
and Westpark Drive to provide a distinctive pedestrian corridor linking the Local Town Center to the Community Park and high school. The street includes a secondary tree line behind the sidewalk

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



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

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



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

Pedestrian Streets

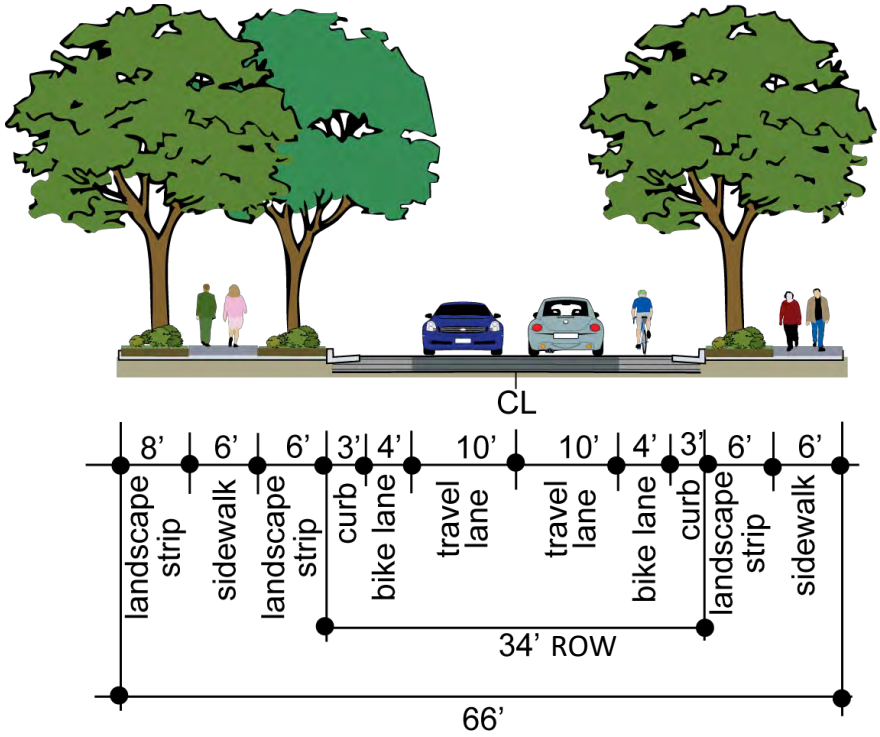
Pedestrian streets are a special class of standard residential street with an enhanced pedestrian corridor. The street type will enhance the pedestrian and vehicular entry to a subdivision or village area, such as where a street approaches a park or neighborhood green. The pedestrian street includes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

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

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

Figures 4-8, 4-13, and 4-15 illustrate where residential and collector streets are adjacent to an open space area and incorporate a secondary multi-use trail in lieu of a standard sidewalk on the open space side. Parking is prohibited on the open space side to allow additional space for the multi-use trail and associated landscaping.

Figure 4-11 Pedestrian Street with Detached Sidewalk



Residential Streets

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

Figure 4-12 Standard Residential Street

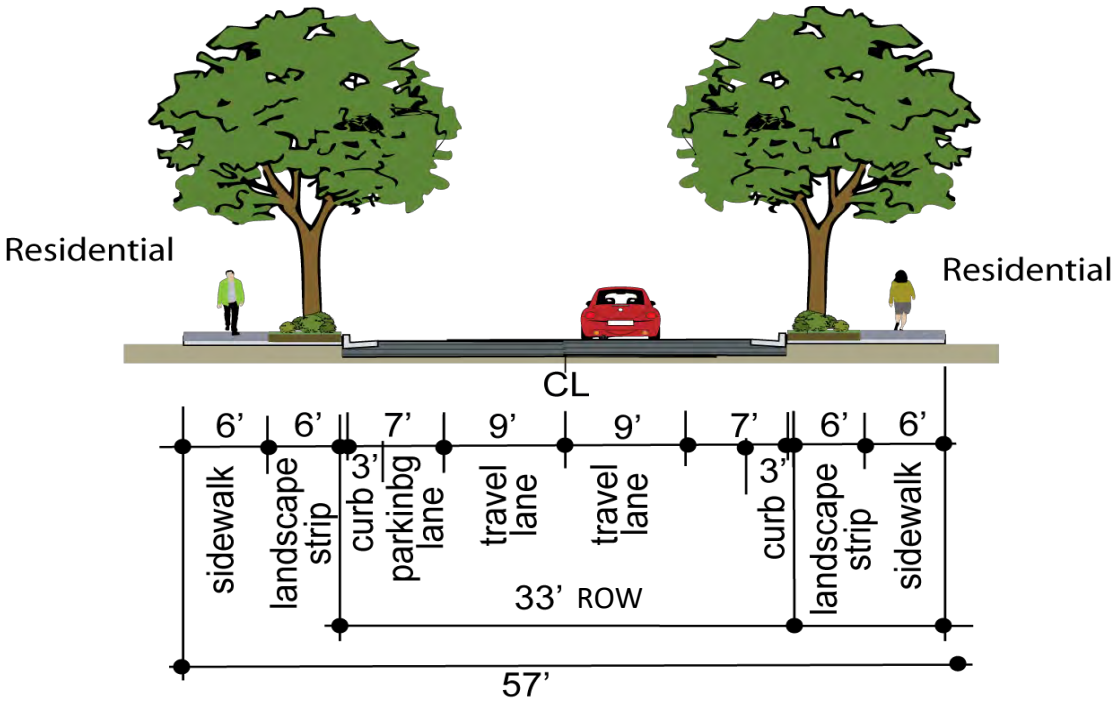


Figure 4-13 Standard Residential Street Adjacent to Secondary Trail in Open Space

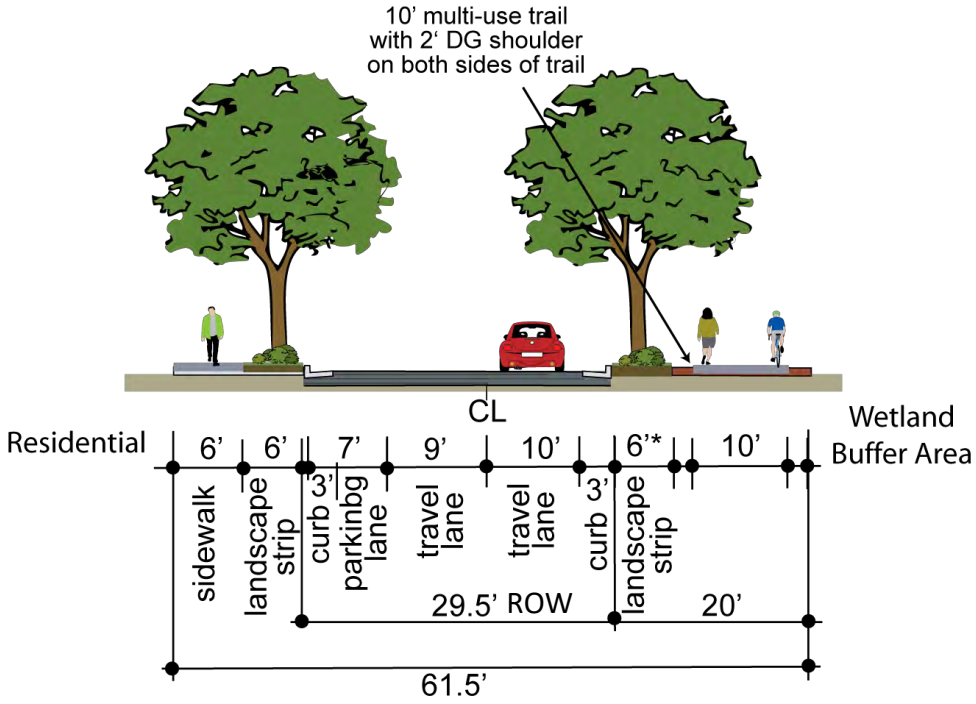
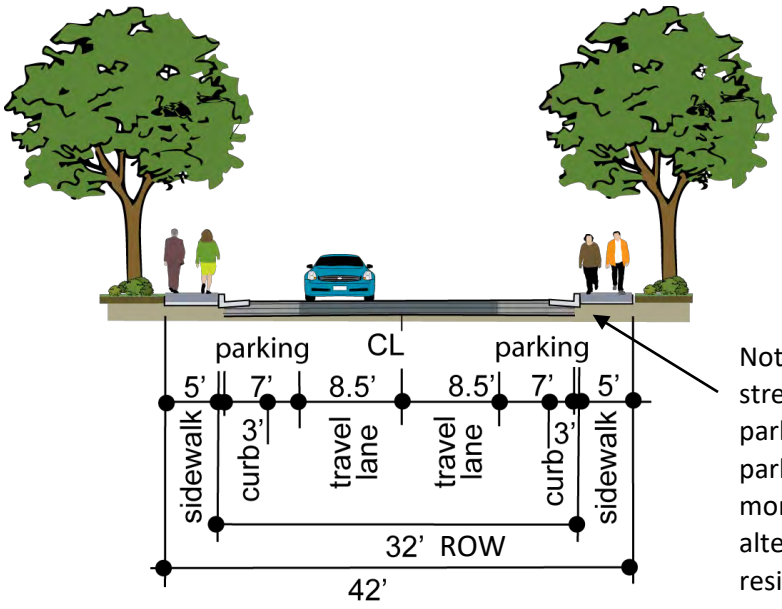
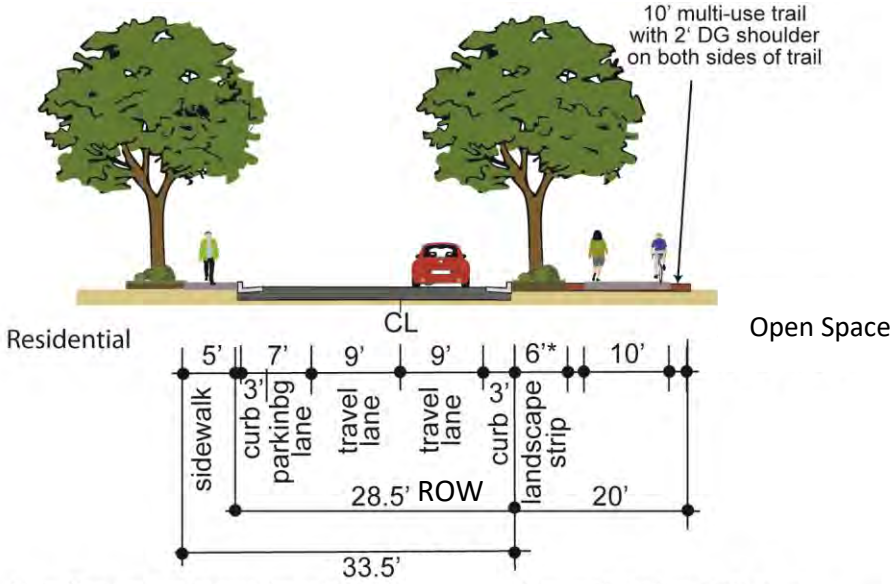


Figure 4-14 Minor Residential Street



Note: Vertical curb is required on all street sections abutting open space, parkways, pedestrian corridors, and parks. Rolled curb and gutter with monolithic sidewalk is an allowed alternative adjacent to single family residential uses.

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



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

Table 4-1 Summary of Street Standards

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

Table 4-1 Summary of Street Standards (continued)

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

1. Adjacent to alley loaded residential only.
2. Landscape widths may be reduced at pinch points.
3. City may require 6’ strip inside shoulder in-lieu of constructing one-half of a median on arterials and parkways.

4.5 TRAFFIC CALMING MEASURES

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

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

4.5.1. Traffic Circles and Roundabouts

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

4.5.2. Intersection Bulb-outs and Lane Width Restrictions

Bulb-outs and lane width restrictions may be used at residential street intersections to slow traffic within neighborhoods. Figure 4-17 illustrates a typical intersection bulb-out design. The tentative subdivision map and final map for the affected subdivision will address location and specific design of these features. Such features are not mandatory, and the project applicant may develop them at their discretion with review by city plan review staff and the approval of the City Director of Public Works at the time of improvement plan approval.

Figure 4-16 Typical Traffic Circle

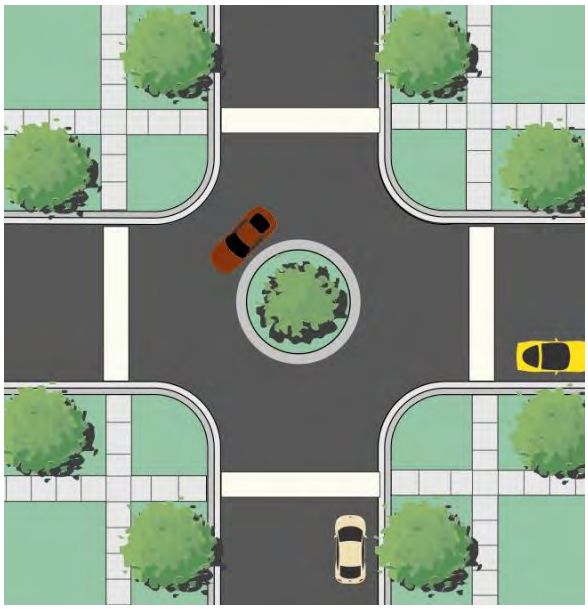


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Figure 4-17 Typical Bulb at Residential Street Intersection

4.6 EMERGENCY RESPONSE ROUTES

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

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

4.7 PEDESTRIAN PATHWAYS, BIKEWAYS AND TRAILS

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

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

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

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

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

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

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

4.7.1. SunCreek Parkway (Primary Bike Route)

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

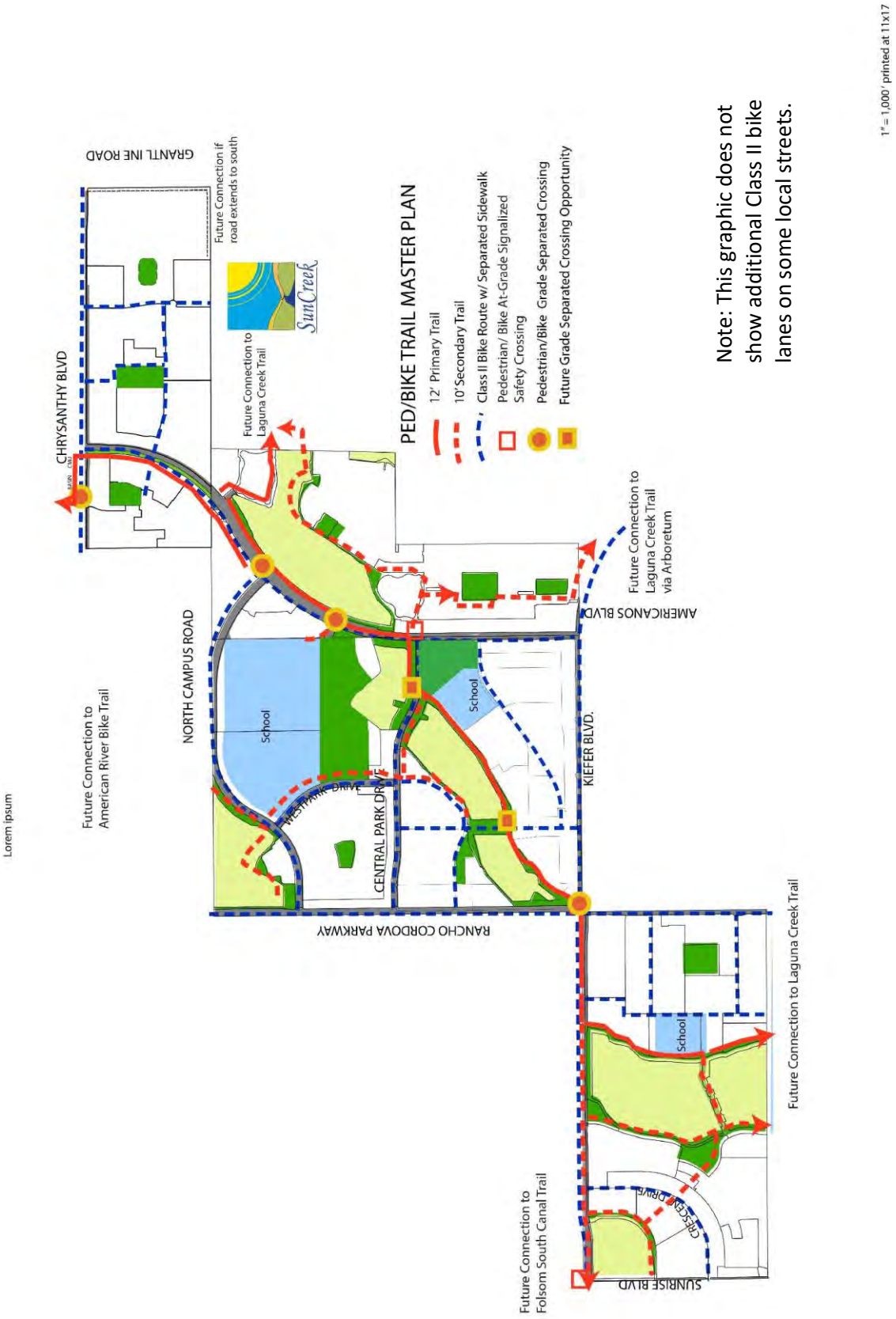


Figure 4-18, Primary and Secondary Trails Master Plan

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

The typical bike path along the SunCreek Parkway will have a ten-foot (10') wide pavement section and two-

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

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

Similar at grade crossings may be located along roadway links where there is no intersecting

4.7.4. Greenway and Paseos

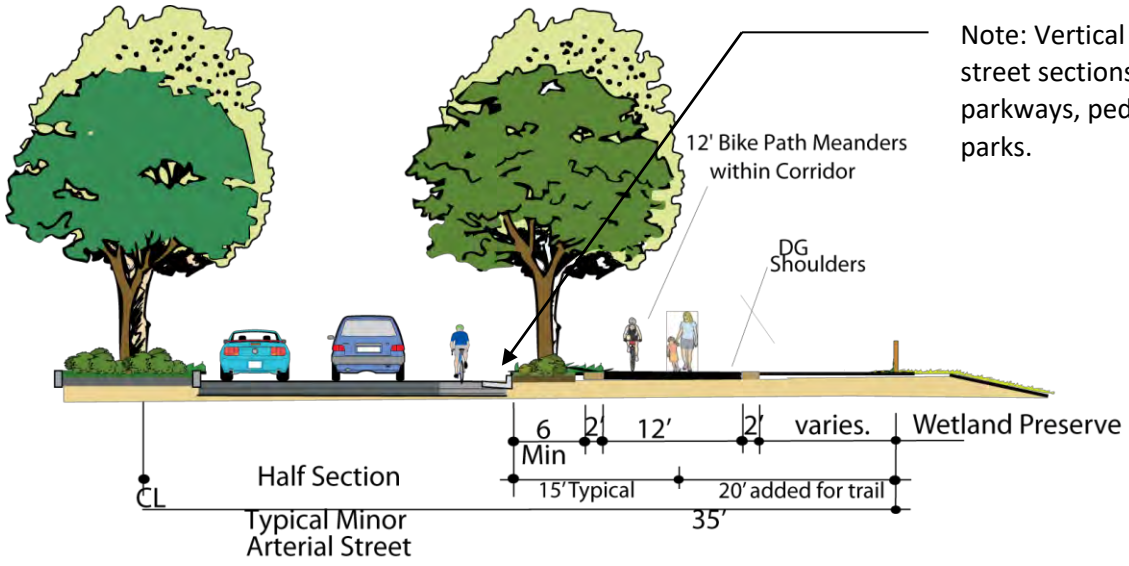
The SunCreek Specific Plan includes a network of Landscaped Greenways, Paseos and Pedestrian Promenades that connect to the backbone trail system and enhance the pedestrian and biking experience. Nearly all residences are less than ¼ mile from this network, as shown in Figure 4-23.

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

4.7.5. Safe Walk to School Routes

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

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



Note: Vertical curb is required on all street sections abutting open space, parkways, pedestrian corridors, and parks.

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

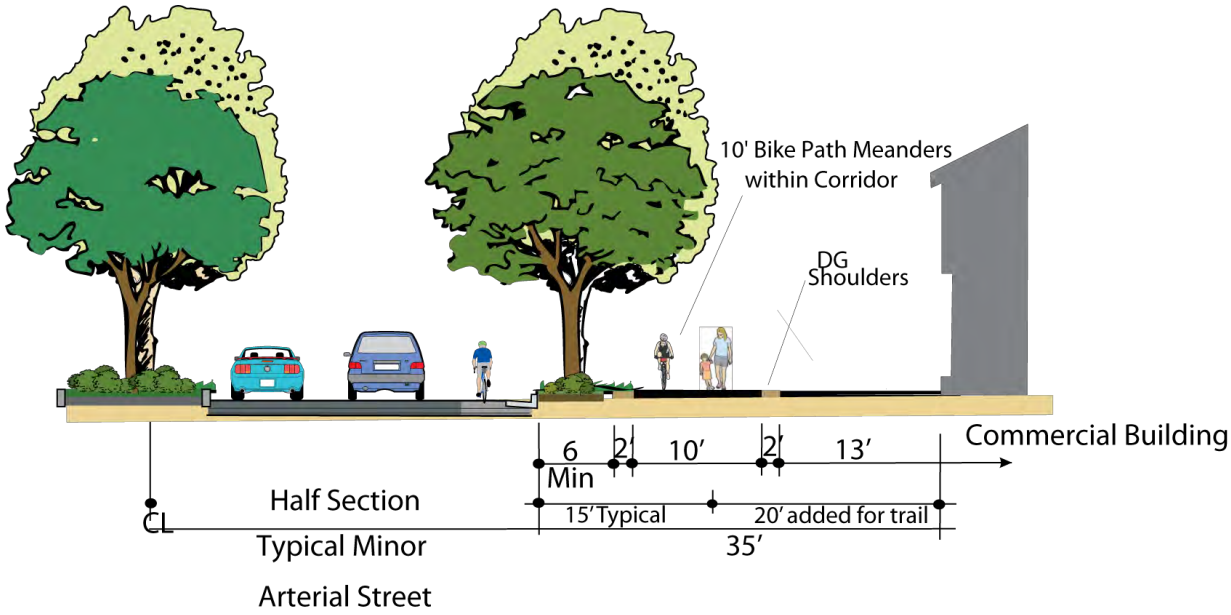
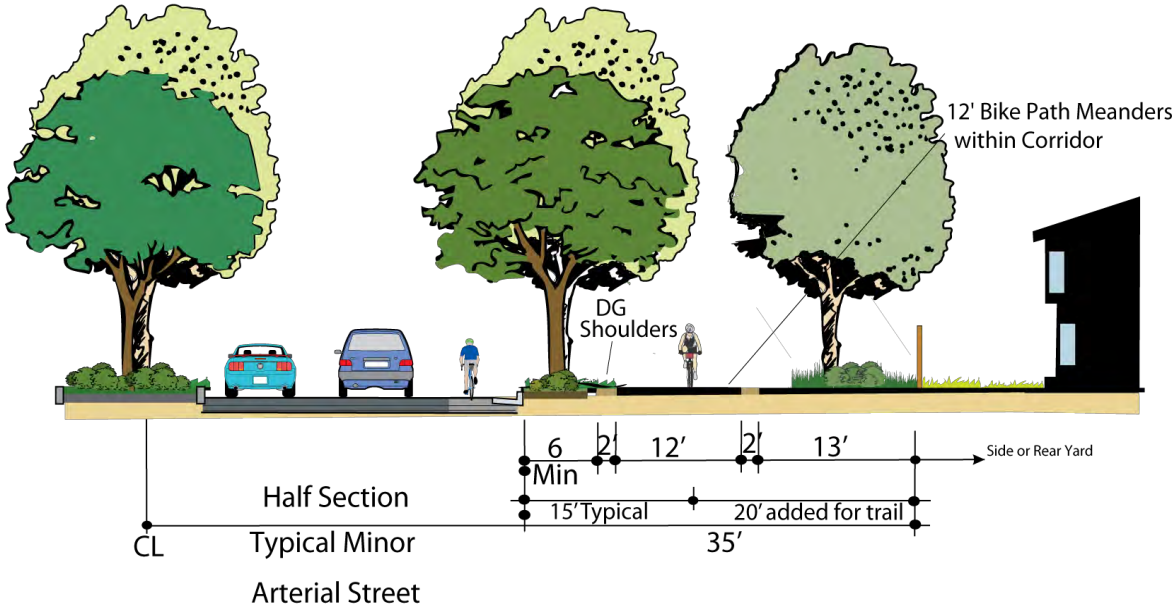


Figure 4-22 Primary Trail Adjacent to Arterial Street and Single-Family Residential



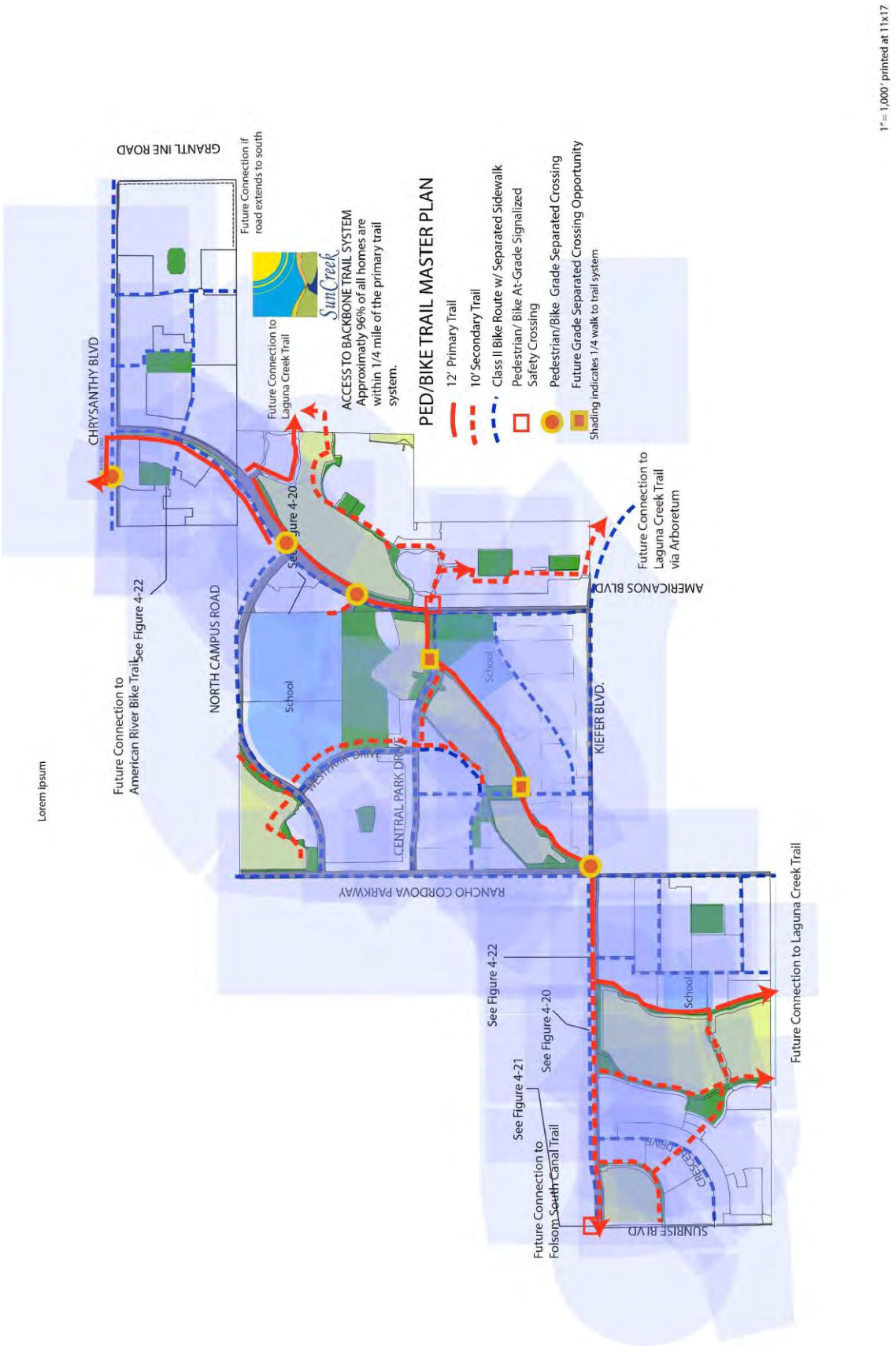


Figure 4-23 Pedestrian Access to the Primary and Secondary Trails Master Plan

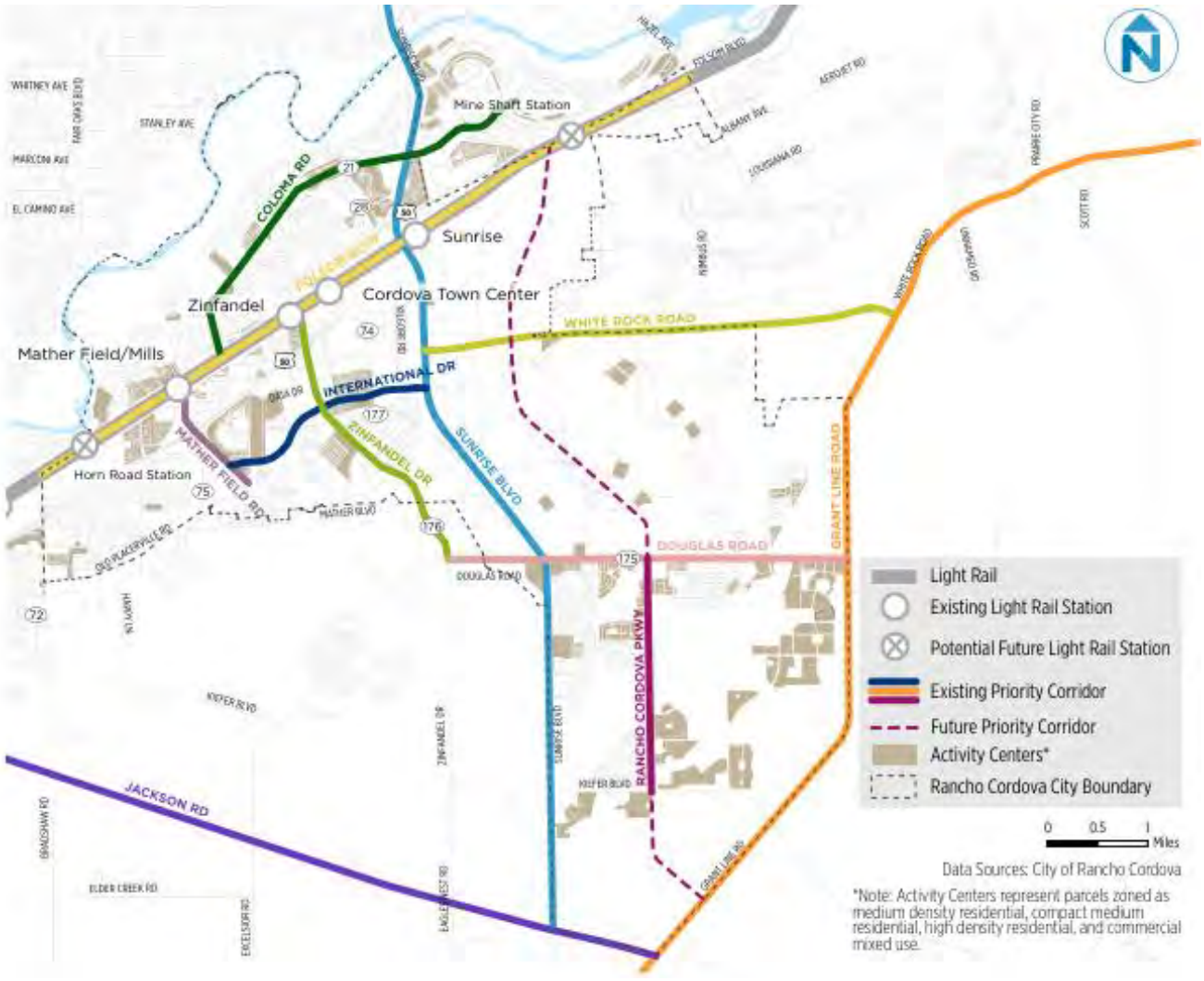
4.8 PUBLIC TRANSIT

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

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

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

Figure 4- 24 Rancho Cordova Priority Corridors



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

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

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

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

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

4.8.1. Bikeway Connections to Transit

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

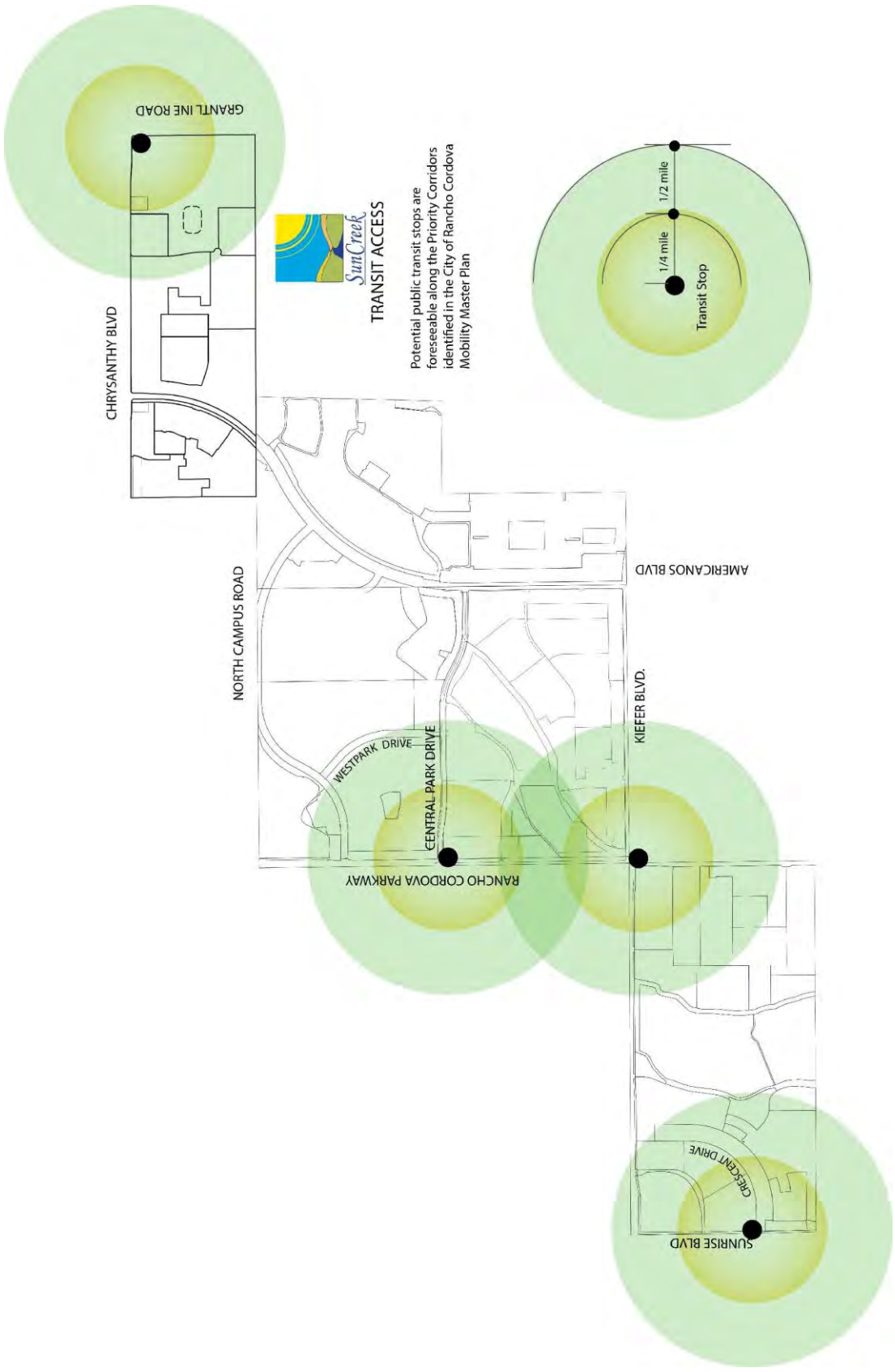


Figure 4-25 Potential Transit Stop Locations

4.9 SPECIFIC PLAN CIRCULATION POLICIES

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

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

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

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

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

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

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

MINIMUM SIDEWALK STANDARDS

Street Classification	Sidewalk Width
Residential	5-6 feet
Commercial	7 feet
Major Arterial	7 feet

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

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

I.5. COMMUNITY DESIGN

5.1 PURPOSE

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

The community features addressed in this chapter include:

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

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

5.2 COMMUNITY DESIGN OBJECTIVES

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

- Ensuring that new development contributes to a sense of place and identity.
- Creating a high-quality urban design and architecture that is visually pleasing and inviting.
- Generating a theme with continuity through architectural elements, landscaping, lighting, signage and other features.
- Establishing compact mixed-use development that facilitates walking or cycling to work, stores, restaurants, and parks via pleasant pedestrian- and cyclist-friendly streets.
- Siting buildings within a project and along the street in pedestrian-friendly ways, along with encouraging high quality project design.

5.3 RELATIONSHIP TO OTHER ELEMENTS, PLANS AND PROGRAMS

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

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

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

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

5.4 COMMUNITY DESIGN SETTING

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

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

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

5.5 COMMUNITY DESIGN THEMES

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

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

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

Beyond the central districts, the dominant theme element will be the open space. Landscaping, materials, lighting and signage will take their cues from the natural elements. Landscaping will tend to be naturalized rather than formal. Turf will be used sparingly, and the plant palette will favor native or native compatible species. Natural ground covers, such as pea gravel and decomposed granite will be common.

5.6 NEIGHBORHOOD FORM

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

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

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

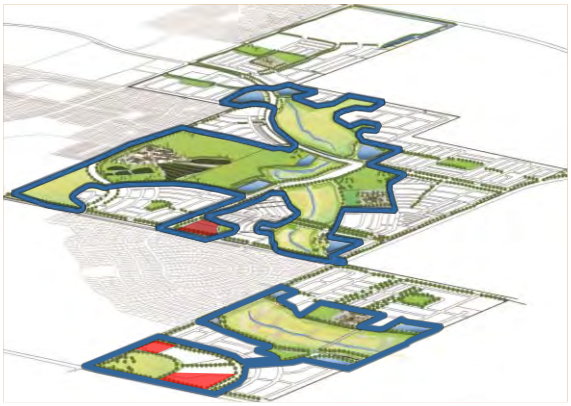
- Neighborhoods have a radius of approximately one-quarter to one-third mile.
- The edges of the neighborhood are identifiable by use of landscaped areas along major streets or natural features, such as permanent open space.
- Each neighborhood includes a distinct center, such as an elementary school,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

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

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

5.7 OPEN SPACE AND THE GREAT PARK CONCEPT

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



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

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

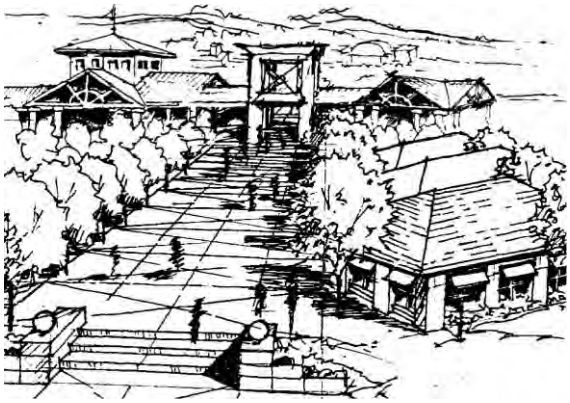
5.8 LANDMARK OPPORTUNITIES

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

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

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

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



Conceptual view of landmark buildings.

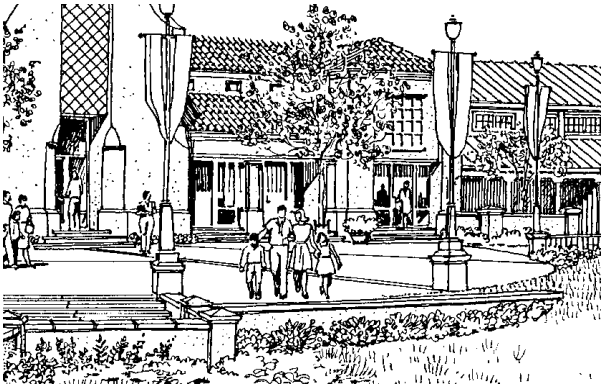
Distinctive architecture and landmark buildings located in the school campus and the commercial centers would be visible for considerable distances due to the relatively higher elevation and the adjacent open space.

Figure 5-1 SunCreek Core Open Space

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

5.9 PEDESTRIAN PROMENADES AND TRAILS

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



Example of promenade adjacent to commercial use and open space.

Figure 5-2, Community Design Features identifies three potential promenade locations. Each of these is adjacent to a commercial center and passes by open space or a park. Two of these are adjacent to a resource preservation area or a drainage course that could provide an open space edge. The third promenade is along Central Park Drive where a pedestrian street provides a wide sidewalk connecting the Village Center on Rancho Cordova Parkway to the community park and high school complex.

5.10 ART IN PUBLIC PLACES

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

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

Art as a play structure.

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

Art as a public sidewalk improvement.

Art in public spaces.

5.11 STREETSCAPE AND CORRIDOR LANDSCAPES

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

5.11.1. Major Street Characteristics

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

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

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

5.11.2. Neighborhood Street Characteristics

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

Tree canopy shading will be typical on all neighborhood streets.

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

5.11.3. Street Landscaping

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

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

Example of naturalized landscaping.

5.11.4. Streets Along Open Space Edges

Open space is a dominant visual feature in the Plan Area. In many locations, streets will run adjacent to, or cross, open-space areas. Figure 5-1, Community Design Features illustrates the location of the major streets adjacent to natural open space. Arterial and collector streets, notably Kiefer Boulevard, Rancho Cordova Parkway and Americanos Boulevard will cross the open space corridors. Many local residential streets will also front on open space as shown in Figure 5-2 Community Design Features. These conditions present special opportunities to view the open space at many locations throughout the plan. This exposure to the extensive open space along roadsides will help reinforce the unique character of this plan.

5.11.5. Street Furnishings

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

5.11.6. Street Lighting

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

5.11.7. Walls and Fences

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

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

5.11.8. Neighborhood Gateways

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

Figure 5-2, Community Design Features

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

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

5.12 WATER MANAGEMENT FEATURES

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

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

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

Example of naturalized detention basin adjacent to landscape corridor trail.

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I.6. NATURAL RESOURCES

6.1 PURPOSE

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

6.2 OBJECTIVES

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

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

6.3 NATURAL RESOURCES

The Plan area includes gently rolling grassland crossed by shallow natural drainages. Various wetland types, including vernal pools, are found throughout much of the area but are generally concentrated near the Laguna Creek drainage corridor.

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

6.3.1. Conceptual Level Strategy

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

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

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

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

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

6.3.2. Strategy Principles and Standards

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

Principle 1. Maintain the overall hydrologic integrity of the Preserve Areas so as to ensure that there will not be a net loss of functions and values in the preserve areas as a result of adjacent development. This includes minimizing changes to the distribution, frequency and duration of flows, including restricting summer nuisance flows.

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

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

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

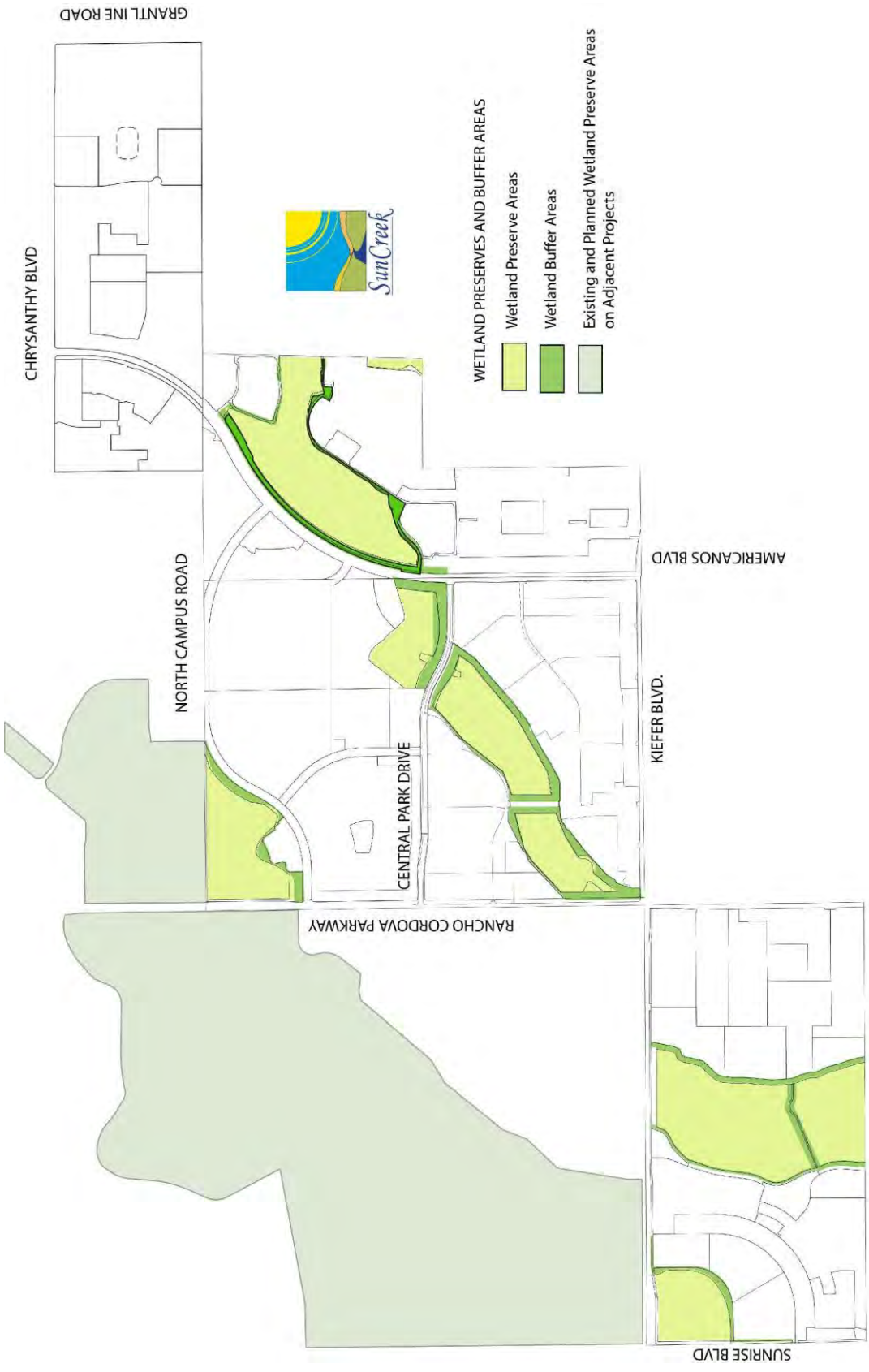


Figure 6-1 Location of Proposed Natural Resource Preservation Areas

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

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

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

Principle 8. Ensure Preservation Areas are protected in perpetuity. This includes establishing buffers and not locating lot lines within the preserve boundary. Areas would be protected in perpetuity through conservation easement that is adequately funded for maintenance and managed by a conservation-oriented third party. Preserve Areas would be fenced and signed.

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

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

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

6.4 WATER QUALITY

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

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

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

6.5 WATER CONSERVATION

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

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

The SunCreek Specific Plan will implement these policies by:

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

6.6 URBAN FOREST PLAN

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

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

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

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

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

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

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

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

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

6.7 SOILS RESOURCES

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

6.8 ENERGY RESOURCES

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

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

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

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

6.9 AIR QUALITY

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

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

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

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

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

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

I.7 PARKS AND OPEN SPACE

7.1 PURPOSE AND OBJECTIVES

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

The objectives addressed in this chapter include:

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

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

7.2 PARKS AND CITY OPEN SPACE

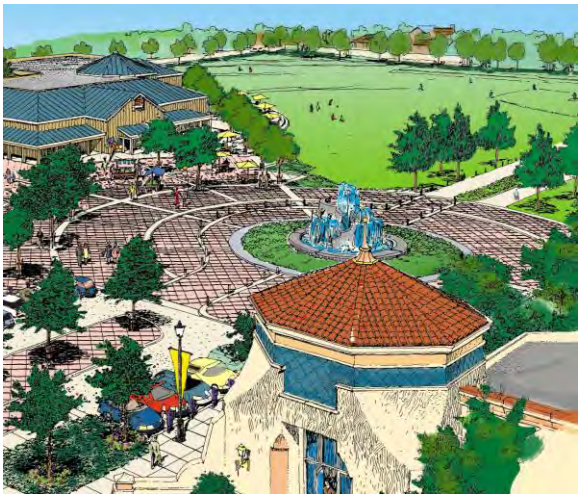
The SCSP establishes a network of parks and open space throughout the Plan Area. The parks and open space provide space for active sports, walking paths and bikeways, and natural areas adjacent to permanent resource preservation areas.

"Community Parks", and "Neighborhood Parks" are the traditional parks that provide active recreation and large gathering places and are given full credit for Quimby park area requirements. These parks are included in the tabulation of park area requirements discussed below.

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

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

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



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

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

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

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

Figure 7-1 Park Facilities within the Plan Area

7.2.1. Park Area Requirement

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

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

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

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

As shown in Table 7-2 the SunCreek Plan provides ~~65.3 60.0~~ 60.8 acres of Quimby parkland, and ~~9.513.5~~ 10.5 acres of Community Places/Neighborhood Greens that together provide ~~74.8 73.5~~ 71.3 acres.

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

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

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

Residential Category	Dwelling Units	Population per Household	Population	Quimby Park Acres Required	Non-Quimby Park Acres Required
LOW DENSITY (2.1 to 6 du/ac)	~~827~~ ~~872~~ 875	2.95	~~2,439~~ ~~2,572~~ 2,581	~~12.2~~ 12.9	~~2.4~~ 2.6
MEDIUM DENSITY RESIDENTIAL (6.1 to 12 du/ac)	~~2,429~~ ~~2,337~~ 2,275	2.95	~~7,165~~ ~~6,894~~ 6,711	~~35.8~~ ~~34.5~~ 33.6	~~7.2~~~~6.9~~ 6.7
COMPACT DENSITY RESIDENTIAL (12.1 to 18 du/ac)	~~320~~ ~~285~~ 342	2.03	~~650~~ ~~579~~ 694	~~3.3~~ ~~2.9~~ 3.5	~~0.6~~ 0.7
HIGH DENSITY RESIDENTIAL (18.1 to 40 du/ac)	1,052	1.54	1,620	8.1	1.6
TOTAL	~~4,628~~~~4,546~~		~~11,874~~ ~~11,665~~	~~59.4~~ ~~58.4~~	~~11.8~~ ~~11.7~~

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

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

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

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

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

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

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

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

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

7.2.2. Storm Water Management Adjacent to Parks

Parks in the SunCreek Plan Area do not include storm-water detention basins. However, two areas adjacent to the Community Park will include The areas required for storm water management will include permanently wet basins and are therefore included in the Detention Basin calculation. However, the design of the Community Park may integrate these basins as naturalized amenities that augment the recreation and aesthetic features of the park.

7.2.3. Community Park, Open Space and Public Facilities Complex

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

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

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

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

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

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

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

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

Figure 7-2 Combined Community Park and Open Space Complex

7.2.4. Central Park Drive

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

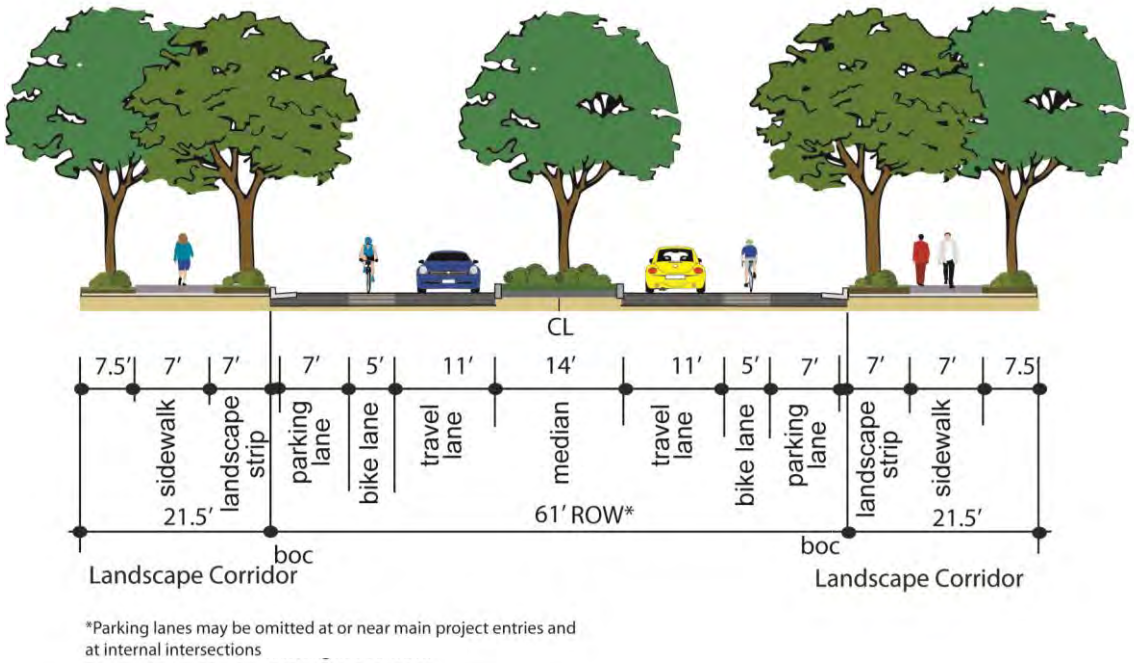
7.2.5. Neighborhood Parks

Figure 7-1 shows four Neighborhood Parks and five Neighborhood Greens in the Specific Plan. Tentative Map approvals may adjust the parkland and open spaces illustrated on Figure 7-1 to comply with the park and open space area requirements. Neighborhood parks will be 2.2 acres to 5.3 acres in area. Neighborhood Greens are approximately 2.2 acres or less and may include small recreation amenities such as play and picnic areas.

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

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

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



7.2.6. Park Corridors and Wetland Edge Areas

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

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

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I.8. INFRASTRUCTURE & PUBLIC SERVICES

8.1 PURPOSE

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

8.2 OBJECTIVES

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

- Ensuring adequate financing for the City's infrastructure improvements and community services.
- Ensuring that long-term funding sources are available to operate public facilities and provide public services.
- Establishing a comprehensive infrastructure system to meet the needs of residents, employees, and visitors.
- Managing new development areas to ensure that water lines and sewer and drainage systems are constructed in advance of residential development.
- Coordinating with water, sewer, and utility service providers to reduce incidences of service interruption, improve the quality and sustainability of services, and reduce per-unit costs.
- Minimizing visual impacts and physical impediments of utilities.
- Creating public schools that are at the forefront of educational efforts, seen as a viable option by all parents, and are safe for children.
- Designing and providing local services to meet the needs of residents.

8.3 DOMESTIC WATER

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

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

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

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

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

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

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

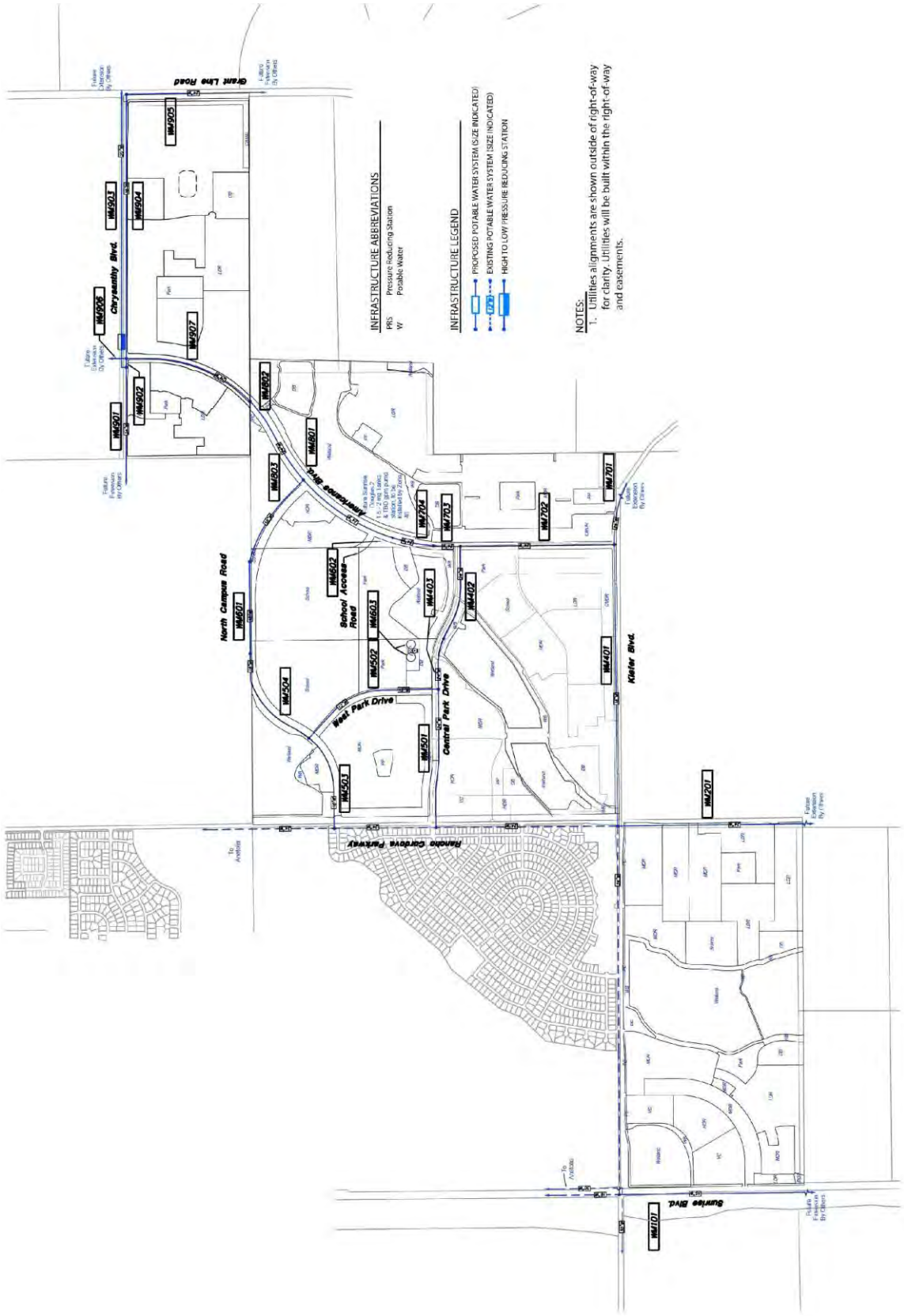


Figure 8-1 Plan Area Water System Map

8.4 SEWER

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

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

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

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

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

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

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

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

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

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

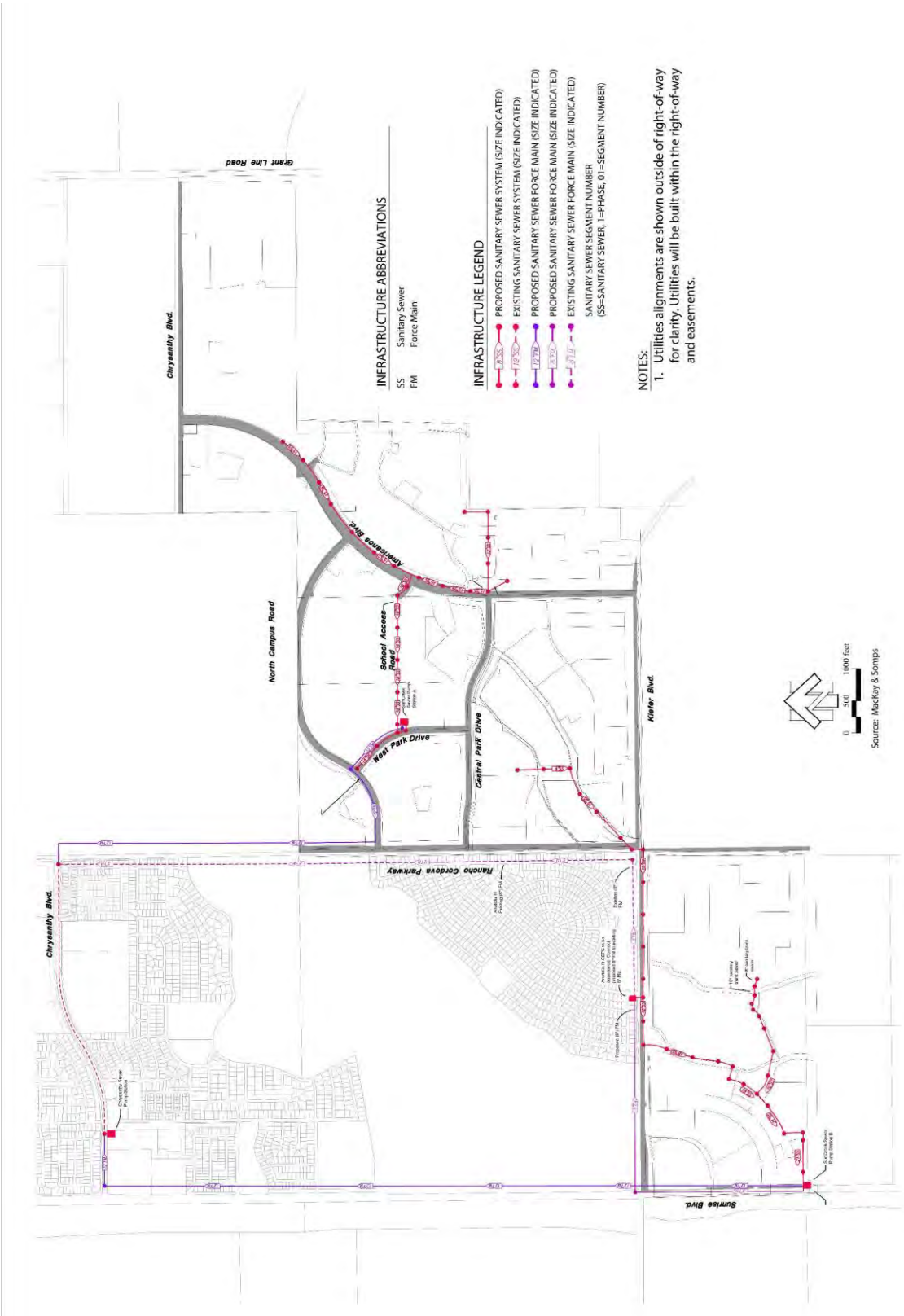


Figure 8-2 Plan Area Sewer System Map

8.5 HYDROLOGY & DRAINAGE

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

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

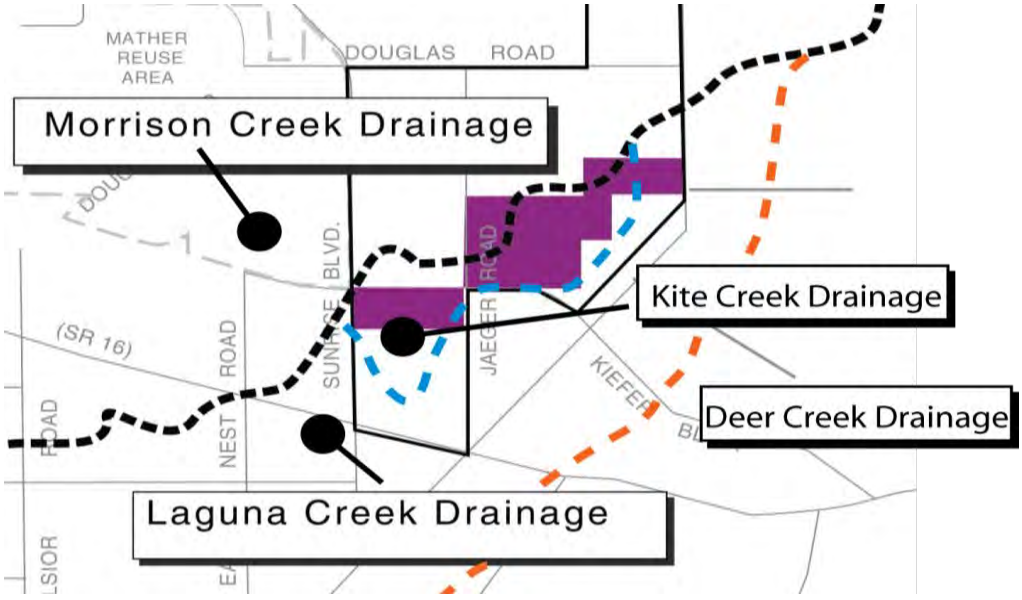
Approximately 307 acres, (24 percent) of the land area in the plan, will be permanent open space in wetland preserve, wetland buffers, and storm water detention facilities. These low-lying areas provide the majority of the storm water storage capacity in the natural (pre-development) condition.

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

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

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

Figure 8-3 Drainage Shed Map



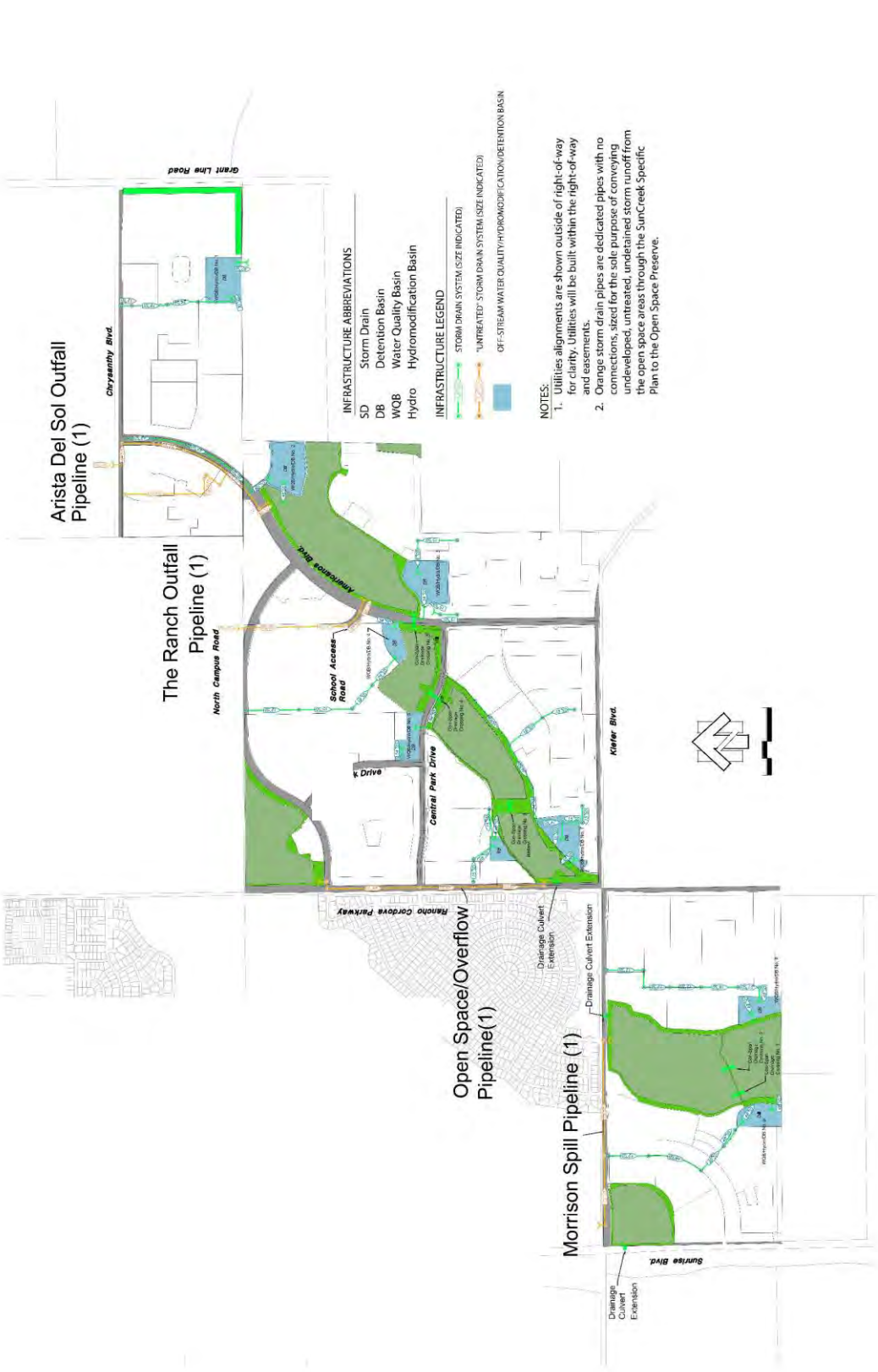


Figure 8-4 Local Detention Basins

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

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

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

The detention basins are a key component of a comprehensive storm water management and water quality system that extends throughout the developed portions of the Plan Area. In addition to the basins, the system includes underground pipe conveyances and all the surface components of that system (including inlets, filters, maintenance access, and outfall structures). The overall drainage system will convey and treat storm runoff from the Plan Area without reliance on on-site LID design features. Each developer can incorporate LID design features into the on-site design of the project and reduce the size of the water quality and hydro-modification basins accordingly.

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

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

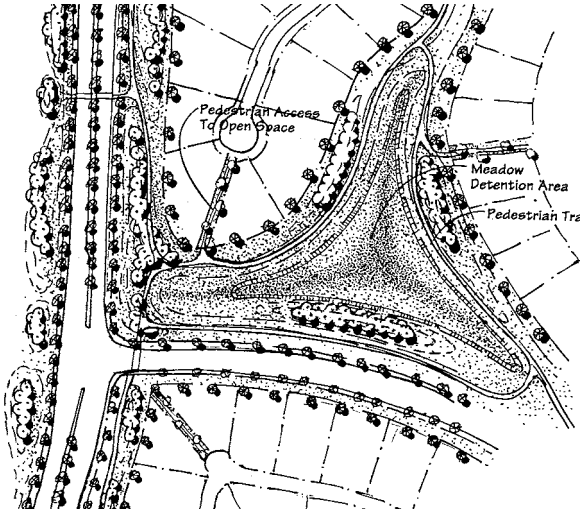
Typical basin feature located in the buffer area adjacent to the Wetland Preserve will provide water quality treatment and small volume storm water detention.

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

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

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

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



Individual subdivisions may include small basins as an entry feature.

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

The basins will appear as a visual amenity and extension of the adjacent land use. The pedestrian paseos and other open space features designed into medium and high-density residential uses, as well as Village Commercial and Commercial Mixed-Use areas may include stormwater detention facilities. Such facilities would include small basins and swales that are an integral part of the feature landscaping and interconnected with the overall stormwater management system. The incorporation of these types of LID features into the on-site designs can reduce the size of the water quality and hydro-modification features in the detention basins.

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

Parking lot landscaping can include water quality improvement features.

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

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

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

8.6 SCHOOLS

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

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

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

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

8.7 LIBRARIES

The high school and middle school campus would be the first-choice location for a library in the SunCreek Plan Area however there also will be several alternatives in the Commercial Mixed-Use sites. Furthermore, the library could be in conjunction with other parks, schools, or commercial areas in the Sunrise Douglas Community Plan Area.

8.8 ELECTRICITY

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

8.9 NATURAL GAS

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

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

8.10 TELEPHONE

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

LAND USE	DWELLING UNITS	K- 6 Students per dwelling*	7-8 Students per dwelling*	9-12 Students per dwelling*
SINGLE FAMILY RESIDENTIAL	~~3,596~~ ~~3,494~~ 3,492	0.3846	0.1093	0.2063
MULTI-FAMILY RESIDENTIAL	1,052	0.2572	0.0710	0.0806
	STUDENT ENROLLMENT			
K-6 ENROLLMENT	~~1,653~~ 1,614			
7-8 ENROLLMENT	~~468~~ 456			
9-12 ENROLLMENT	~~826~~ 806			

** Source: Elk Grove Unified School District, March 2019*

Table 8-1 Summary of Plan Area School Facility Requirements

8.11 FINANCING PLAN

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

8.12 SPECIFIC PLAN POLICIES

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

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

Policy IPS 2. All required water infrastructure for the project shall be assured with bonds or other sureties to the City's satisfaction prior to approval of improvement plans and/or recording of a final map for a particular subdivision. Water infrastructure may be phased to coincide with the phased development of large-scale projects.

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

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

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

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

and subject to approval by the City.

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

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

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

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

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

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

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

I.9. IMPLEMENTATION

9.1 PURPOSE

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

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

9.1.1 Definition of Terms

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

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

"Large Lot Maps" typically involve the subdivision of the entire master plan, or individual ownership areas into parcels of land similar to those identified in Figure 3-2 Specific Plan Land Use. The purpose is to create individual parcels for allocation of infrastructure improvement obligations and financing, and later sale to homebuilders. This process typically defines the structure of the "backbone" streets and utilities that will serve large areas of the community.

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

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

9.1.2 Approach to Financing Implementation

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

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

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

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

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

9.1.3 Guiding Principles

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

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

Responsibility for Infrastructure Funding

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

Timing of Infrastructure Funding

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

General Timing- Offsite & Onsite Infrastructure

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

Linking Requirements to General Plan

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

map approval, unless otherwise modified by subsequent entitlement approvals.

Refinement of Onsite Infrastructure

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

Tying Offsite Core to Internal Capital Projects

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

Offsite Core Infrastructure Timing

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

Finance Mechanisms and Funding Availability

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

Forms of Dedication

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

Right-of-Way and Easement Dedication

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

Park Dedications

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

Major Roadway Timing and Completeness

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

City Engineer prior to approval of each tentative map.

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

Internal Streets Timing and Completeness

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

Logical Completion of Roadway Segments

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

Two Points of Access

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

Arterial Roadway Completeness

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

Intersection Completion

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

Ultimate Utility Installation

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

Interim Improvement Alternatives

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

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

Operations and Maintenance Financing

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

Police CFD for Residential Projects

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

Road Maintenance CFD

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

9.2 OVERVIEW OF THE PHASING PLAN

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

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

9.2.1 Infrastructure Phasing Plan

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

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

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

9.3 FINANCING OF THE SUNCREEK SPECIFIC PLAN

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

9.3.1 City Impact Fees

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

9.3.2 County/Other District Fees

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

9.3.3 School Financing

The SCSP is located within the boundaries of the Elk Grove Unified School District (EGUSD). School facilities within the EGUSD will be funded through a combination of school impact fees, state matching program funds, and funds from the Elk Grove USD Community Facilities District (CFD) No. 1.

9.3.4 Special Financing District

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

Mello-Roos CFD

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

Plan Area Fee Program

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

must exist between a governmental exaction and the purpose of the condition." [1]

Assessment Districts

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

Infrastructure Charge

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

9.3.5 Developer Financing

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

9.3.6 Other

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

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

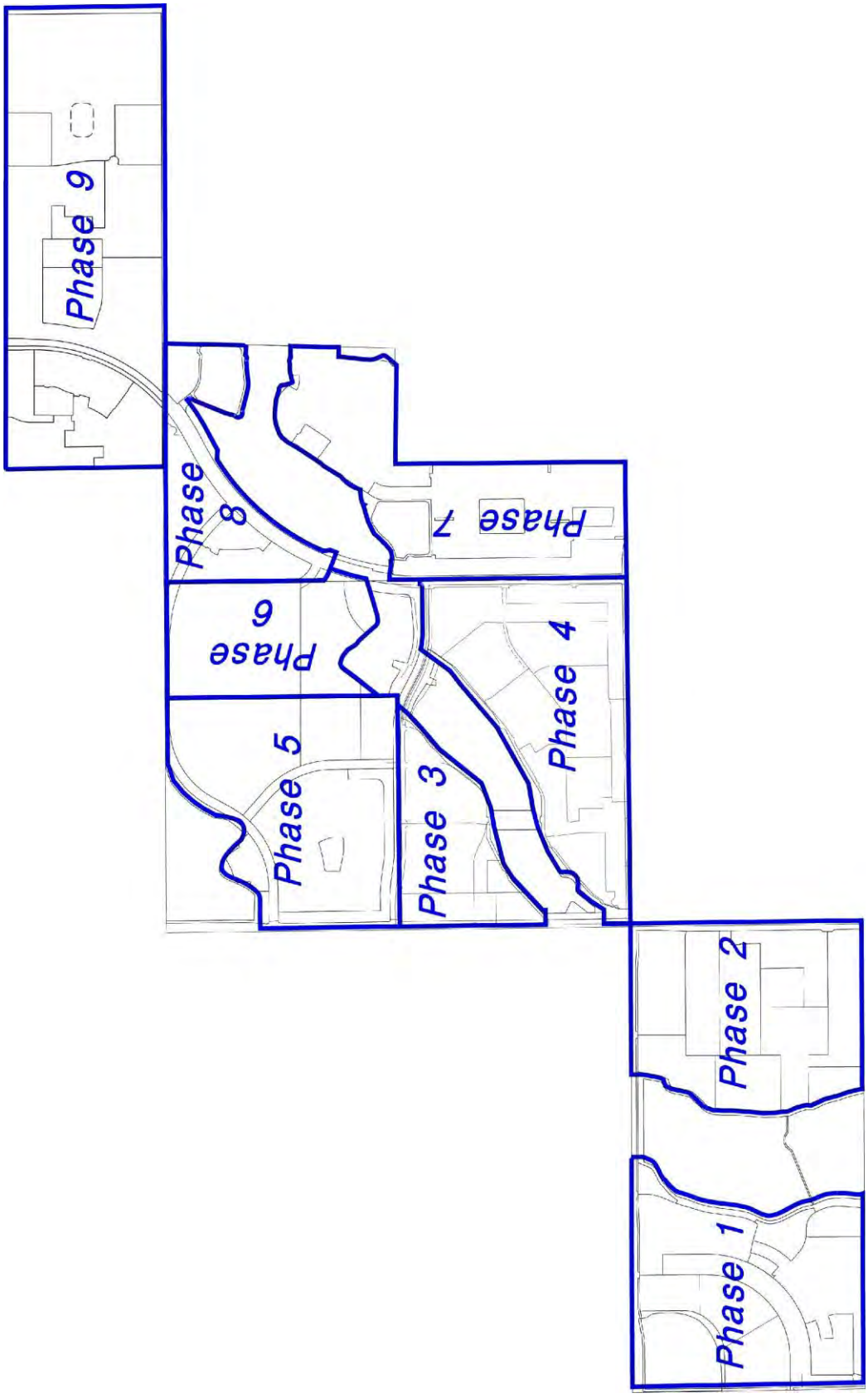


Figure 9-1 Conceptual Development Phase

9.4 FUNDING OF ONGOING OPERATIONS AND MAINTENANCE COSTS

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

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

Rancho Cordova Police CFD

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

Sloughhouse Fire Protection

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

Landscaping and Lighting District

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

Services CFD

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

9.5 DEVELOPMENT AGREEMENT

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

9.6 SUNCREEK SPECIFIC PLAN ADMINISTRATION

9.6.1 Specific Plan Administration Authority

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

9.6.2 Specific Plan Amendment Procedures

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

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

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

Scope of Amendment

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

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

Minor Amendment

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

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

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

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

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

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

Specific Plan Amendment (Major)

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

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

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

9.6.3 Minor Density Adjustment/ Transfer of Density

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

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

Transfer Criteria:

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

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

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

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



VOLUME II
DEVELOPMENT REGULATIONS

APPROVED

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Volume II. TABLE OF CONTENTS

Volume II. FIGURES and TABLES

II.1. DEVELOPMENT REGULATIONS

1.1 CHAPTER PURPOSE

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

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

1.2 OBJECTIVES

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

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

1.3 REGULATIONS IN THIS CHAPTER

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

- Neighborhood Connectivity
- Traffic Calming Measures
- Common Area Landscape Standards
- Streetscape Standards
- Parking
- Fences and Screens
- Sustainability: Energy Conserving Design
- Sustainability: Urban Runoff and Natural Features
- Art in Public Places
- Outdoor Lighting
- Signs

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

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

1.4 CITY OF RANCHO CORDOVA GUIDELINES AND REGULATIONS

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

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

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

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

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

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

Application of Form Based Designations

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

RCMC Title 23 Article 5-Form Based Provisions defines the concept of a form-based district in the Center Districts in the SCSP. The RCMC form-based development standards for the Village Center (RCMC Chapter 23.507 Village Center Zone Standards) and the Regional Center (RCMC Chapter 23.513 Regional Town Center Zone Standards) shall apply in the SCSP except where specific standards are described in Section 1.6.

1.4.2. City of Rancho Cordova Design Guidelines

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

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

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

1.5 GUIDELINES FOR COMMON AREA AND GENERAL DEVELOPMENT

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

1.5.1. Neighborhood Connectivity and Circulation

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

DS 1. The street system shall be designed to encourage low volume/low speed traffic within neighborhoods.

DS 2. The neighborhood street system shall be designed to provide multiple, direct and convenient traffic routes that make it easy to walk or bike to nearby homes, parks, schools and commercial areas.

DS 3. Single loaded streets shall be used where practical adjacent to Preserve areas to control surface run-off, and provide open space views from the built environment (shown in Volume I Figure 6-1 Location of Proposed Natural Resource Preservation Areas).

DS 4. The internal streets and pedestrian ways in each neighborhood shall be designed so that residents can easily walk or drive from one neighborhood to another. Each neighborhood shall provide at least one neighborhood street connection to each adjacent neighborhood unless constrained by a major road, wetland preserve or other significant feature.

Pedestrian Access to Arterial Street Sidewalks

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

DS 5. Access to the sidewalk along an arterial or local streets from the interior of neighborhoods will be provided at intervals of not more than one thousand (1000) feet and an average of eight hundred (800) feet.

DS 6. Pedestrian circulation will typically be provided along residential streets that intersect with the collectors. However, where the road system does not provide sufficient pedestrian connectivity along an arterial street, access will be provided by a pedestrian walkway connection (paseo) between an interior street and the arterial street sidewalk.

DS 7. Pedestrian access shall be provided from the interior of neighborhoods to the arterial street sidewalk within 400 feet of a transit stop.

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

1.5.2. Traffic Calming Measures

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

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

1.5.3. Landscape Standards

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

The SunCreek Plan Area is relatively dry grasslands with poor soils in the natural condition. Landscaping in the street corridors and common areas will add shade, color, and texture. The effects will include a cooling of streets, sidewalks, parking areas, and buildings. However, the landscapes adjacent to preserves must be compatible with the natural conditions that include hot, dry summers. Moreover, the landscape areas must avoid the potential to change the natural ecology of the Preserve Areas by inadvertently introducing invasive, competitive plants.

Informal naturalized landscape along open space edge.

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

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

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

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

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

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

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

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

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

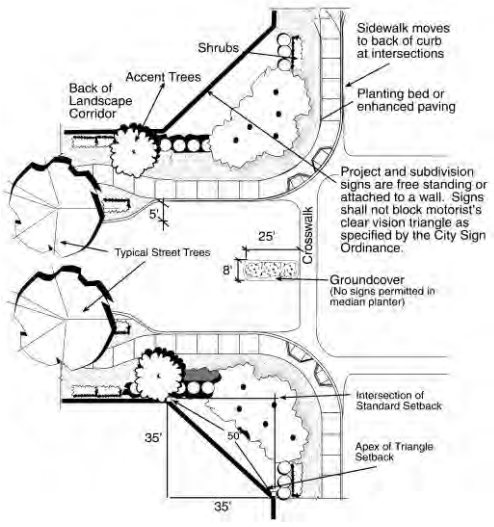
Gateways

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

DS 13. The neighborhood entry includes the landscape corridor plus an additional triangular setback area. The neighborhood entry shall provide an offset that may be used for project signage oriented toward the intersection.

DS 14. Landscaping in the neighborhood entry may include accent trees, colorful annual plants, signage and other special landscape elements such as enhanced paving and seating areas.

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



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

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

1.5.4. Streetscape

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

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

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

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

1.5.5. Parking

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

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

1.5.6. Fences, Walls and Screening

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

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

Masonry Walls

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

Simple Masonry Walls

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

Enhanced Masonry Walls (Sound walls)

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

DS 21. Soundwalls shall be installed as required subject to acoustic analysis and shall be placed at the outside edge of the road ROW or landscape easement. The area between the road curb and the wall shall include a public sidewalk and landscaping, including canopy street trees consistent with the street cross sections defined in Volume I Chapter 4, Section 4.4.3.

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

DS 23.

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

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

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

Enhanced Wood Fences

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

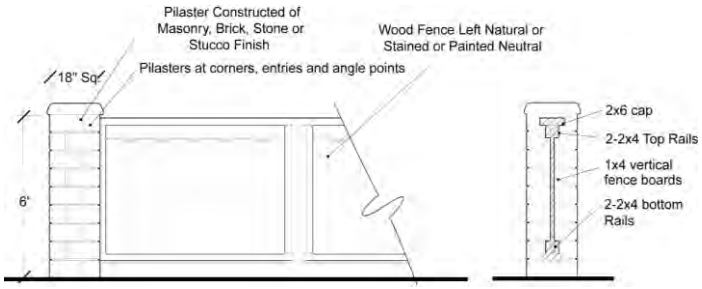
DS 27. Minimum solid-wood fence height is 6-feet. Enhanced wood fences may be placed on a berm not more than 24" above the elevation at the back of the adjacent sidewalk.

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

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

DS 30. Enhanced wood fences are to be of redwood or comparably durable materials construction, and if painted or stained, should be an earth tone color.

Figure II.1-2 Enhanced Wood Fence Example



Open Space and Trails Fencing

DS 31. Open decorative metal fences constructed of tubular steel or wrought iron shall be used adjacent to the open-space areas along the rear and side property line of residential parcels that abut open space areas. Open fences, or post and cable, may also be used adjacent to open space to define pedestrian pathways and to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles).

DS 32. Chain link fencing is generally not allowed.

DS 33. Open fencing shall not exceed 6-feet in height.

DS 34. Brick or other masonry pilasters or columns may be used as an optional detail with open style fences.

DS 35. Bollards may be placed to control vehicular traffic and pedestrian flow, and along pedestrian/bike paths leading to the school, park, or open-space sites. These bollards shall be removable steel post or approved replacement.

DS 36. Bollards may be constructed of metal, precast out of natural or integral-color concrete or of alternative materials approved by the City.

1.5.7. Sustainability: Energy Conserving Design

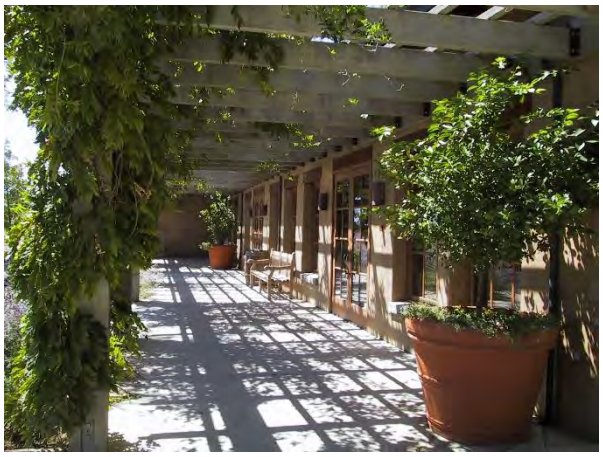
Energy conserving design not only reduces the on-going operating costs of buildings but also minimizes the demand for new energy sources. The design of energy conserving buildings responds to the climate of this region and thereby establishes a distinctive architectural style. Energy conservation can be implemented through the following measures. Refer also to RC Design Guidelines Sustainable Development: Solar Access, Energy Efficiency, and Green Buildings, p. 2-62.

DS 37. Solar access for individual dwellings should be considered where feasible in the design of the local street network. Design of buildings shall demonstrate consideration of energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

DS 38. Use of wind and thermal mass to heat and cool structures and public spaces should be considered in the design of all commercial buildings.

DS 39. Buildings adjoining public spaces, such as along a pedestrian path, should be designed to provide sun to walkways and primary gathering areas in the winter.

DS 40. Sun shade structures such as structural overhangs, verandas, trellises and porticoes may be incorporated at the primary entry and pedestrian approaches to all buildings.



Example of Shade Trellis on a Commercial Building

1.5.8. Sustainability: Urban Runoff and Natural Features in the Plan

Extensive open space is a major feature of the SCSP that includes both naturally occurring wetland areas and engineered water quality and storm water control basins. The development standards in this section address two primary concerns regarding these features, the interface with urban land use, and the aesthetics and amenity of the open spaces.

Interface between Urban and Protected Wetland Areas

Permits issued to individual landowners by the US Army Corps of Engineers under Section 404 of the Federal Clean Water Act establish the specific development standards that shall apply to areas adjacent to Preserve Areas identified in Volume I Figure 6-1 in the SCSP. These standards protect and manage those resources according to the principles and standards identified in Volume I Section 6.3.2 Strategy Principles and Standards, Watershed Management Design Standard. Public access to the Preserve Areas is strictly prohibited.

The naturally occurring areas are open grasslands that provide broad vistas from buffer areas along the perimeters. The edge areas provide a transition from the urban area to the protected wetlands. The plant materials in the edge areas

transition from non-invasive trees and groundcover near the urban edge to natural grassland and compatible species adjacent to the protected areas.

The USACE permit will regulate irrigation and fertilizing of plants in the buffer areas. All surface waters draining toward the protected area will be captured and treated in surface water quality swales prior to discharge to the natural drainage. Where a bike trail is included in the edge area, the trail will serve as a demarcation of the natural grasslands. No trees or exotic vegetation will be permitted between the bike trail and the protected area.

The Environmental Protection Agency (EPA) requirements for construction activities and new uses pursuant to the National Pollutant and Discharge Elimination System (NPDES) will include the use of Best Management Practices (BMP) to prevent pollutant run-off during a storm occurrence within the urban development areas.

Example of a view to urban land use adjacent to natural open space.

The BMPs available to decrease storm water discharge on project sites during construction activities include both non-structural and structural measures. The non-structural measures include grading controls and "housekeeping" techniques. Typical grading controls involve timing, staging, setbacks and buffers, and restrictions on activities within open areas. Housekeeping techniques involve limitations on material storage and disposal, soil stabilization of all roads and entrances, dust control, and mandatory site cleanup. Refer also to RC Design Guidelines Sustainable Development: Urban Runoff, p.2:60 and Sustainable Development: Natural Features of the Environment, p. 2:64.

DS 41. All commercial and multi-family development shall incorporate features to enhance on-site water quality such as grassy swales, multi-use detention basins, and integrated drainage systems.

DS 42. All development within the Plan Area shall apply best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff.

DS 43. The applicant shall install appropriate signage to deter the discharge of hazardous materials into storm drains. Such signage shall be approved by the City of Rancho Cordova.

DS 44. All Tentative Maps shall contain urban runoff control strategies and requirements that are consistent with Master Drainage Plans and the City's urban runoff management program. Such strategies may include participation in an area-wide runoff control management effort consistent with standards developed by the Public Works Department.

Water Control Basins and Channels

The engineered basins and drainage channel along Grantline Road are designed to protect the area from storm water. The basins also treat the pollutants in surface water run-off through natural processes. These features primarily provide the storm water management and water quality treatment. These engineered features must also be aesthetically pleasing, blend visually with the nearby landscapes, and provide space for pedestrian and bicycle trails. The basins are not constrained by the federal regulations that apply to the natural protected areas and so the

landscaping palette can be more inclusive of trees, shrubs and groundcovers, but must also maintain the capacity of the basins and the channel.

Storm water management needs will determine the ultimate shape of the basins. The SCSP reserves locations (illustrated in Volume I Figure 8-4 Local Detention Basins) and adequate space to accommodate a worst-case scenario in which the maximum storm water storage capacity is required. In such cases a relatively uniform shape would be required, however, in all cases a buffer area is provided that would accommodate a landscape and path that will soften the edges of the basin.

The space reserved for each basin will allow for a wider naturalized edge in the event that the required storm water capacity is less than the maximum. In these cases, the edge and the bank of the basin will vary to provide a more natural appearance, and the buffer will allow more room for the bike and pedestrian trail.

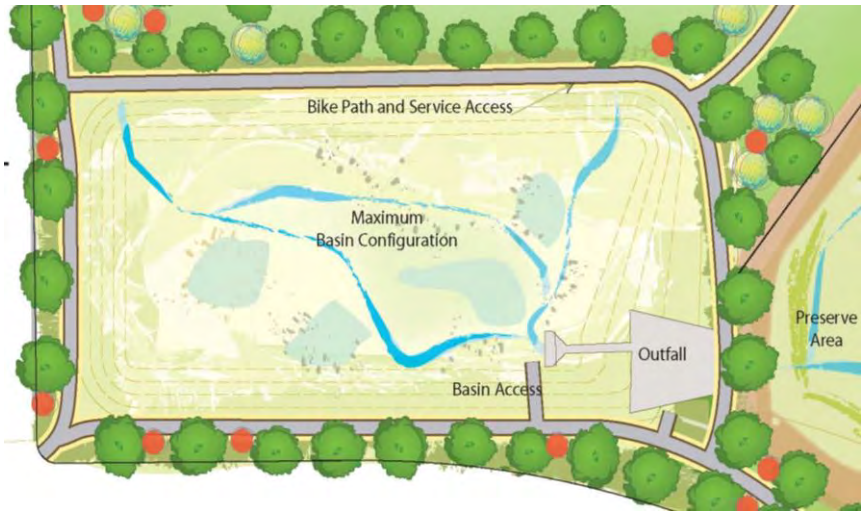
Where basins are adjacent to natural open space, they are a transitional feature from the urban land use. Trees along the basin edge near the urban use will transition to lower shrub, groundcover, and grasslands along the open space edge. The basins located at the edge of the community park will take on the character of the park and will be surrounded by trees and groundcover compatible with the adjacent park area.

The USACE permit regulates the use of the natural channels within the protected wetland areas and thus these are generally undisturbed.

Engineered channels are very limited in the plan and are generally associated with linking the basins to discharge areas. In these cases, the channels will be designed as an integral part of the basin and will take on the characteristics of the basin, including contouring and landscaping.

Example of naturalized drainage channel.

Figure II.1-3 Conceptual Basin



One significant exception is the channel that parallels Grantline Road on the east side of the plan and then enters a small detention basin on the south edge of the plan. This channel primarily serves to carry storm water from the north side of Chrysanthy Boulevard and discharge it to the natural Upper Laguna Creek drainage to the south. The channel is inherently linear and straight as it follows Grantline Road. The channel will provide clustering of trees along both sides that will allow views to signage and buildings in the future Regional Town Center land uses but will also provide an attractive edge along Grantline Road.

Conceptual view of channel adjacent to Grantline Road.

DS 45. Design of the drainage systems in the Plan Area will specifically consider the appropriateness of the following measures: storm water quality treatment, storm water detention structures, summer nuisance flow retention and percolation, and hydro-modification control structures. While each water quality wet basin has been sufficiently sized to meet the runoff demands from its respective drainage shed, each builder will have the option to incorporate LID design features within each of its development and downsize the size of the water quality basins accordingly.

DS 46. The project shall place erosion control and velocity dissipation devices at all detention structures and along the length of any outfall structure as necessary to limit erosion into and within water courses. Furthermore, the project will utilize Best Management Practices consistent with all local post construction storm water management requirements, policies, and guidelines.

DS 47. All basins shall be designed as visual amenities that are an extension of the landscape on the nearby streets. In most instances this will involve naturalized drought tolerant and low maintenance landscaping. The basins may have a semi-permanent pool serving water quality purposes.

DS 48. Basins shall have irregular contours to create a natural appearance. Side slopes of 5:1 should occur on not less than 10 percent of the basin edge to allow access to the basin.

DS 49. Fences should be avoided if possible. Where required, fences shall be open types with a black matte finish. (Refer to Section 1.5.6).

DS 50. Landscape improvements within and adjacent to basins shall use drought tolerant and low maintenance plant materials.

DS 51. Nearby pedestrian and bicycle trails shall be routed in or along the rim of basins.

1.5.9. Art in Public Places

Art in public places can include art as commonly described such as murals and sculpture. The SCSP intends to integrate art into the every-day infrastructure by simply selecting well-designed, attractive fixtures where practical. Manhole covers, tree grates, directional signage, bike racks, benches, lighting fixtures, water features, and other street furniture can all be art.

Refer to RC Design Guidelines Site Design: Art in Public Places, p.2:66 for a description of city-wide standards.

DS 52. Art should be located around the Plan Area rather than concentrated in a few locations.

DS 53. Art can be incorporated in landscape corridors and neighborhood gateways.

DS 54. Art in public places should typically be scaled to allow pedestrians to enjoy it.

1.5.10. Lighting

The RCMC Section 23.725 applies to all new and existing land uses, including permanent and temporary uses in all zoning districts. Refer also to RC Design Guidelines: Lighting, p.2:68.

The purpose is to regulate lighting to balance the safety and security needs for lighting with the City's desire to ensure that light trespass and glare have negligible impact on surrounding property (especially residential) and roadways.

DS 55. Street lighting will be low intensity and generally limited to locations required for traffic and pedestrian safety.

DS 56. Lighted features including but not limited to lighted bollards, lighted shelters, back-lighted planters, and accent-lighted wall surfaces and signs, are permitted provided light sources are low-level and screened from adjacent streets, walkways and homes.

DS 57. Planting shall be restricted within the zone of light for street lights in conformance with the City standards.

1.5.11. Signs

The Rancho Cordova Municipal Code (RCMC) Chapter 23.743 shall regulate all signs in the SunCreek Plan Area. Refer also to RC Design Guidelines: Signs, p. 2:72.

1.6 CENTER FORM BASED DISTRICT DEVELOPMENT STANDARDS

Development of the Center Form Based Districts (Center Districts) identified in Figure II. 1-4 shall be subject to regulations and standards defined in this section. As described in Volume I: Section 3.3, "form-based code" is a regulatory approach that describes the form and character of development. A form-based code incorporates many components of conventional zoning standards but organizes the application of these standards according to a vision of aggregated development patterns rather than individual land use categories. A form-based code goes beyond conventional zoning development standards by describing the physical outcome of the development in terms of street character, building relation to the street, and pedestrian friendliness and other factors.

This section adds specific standards and guidelines to supplement the conventional permitted uses and development regulations established in the Rancho Cordova Municipal Code (RCMC) Title 23. Applications for development projects must comply with the development regulations in RCMC Title 23, Article 5 and any applicable supplemental standard for the SCSP set forth in this chapter.

The key elements of the SunCreek Centers Form Based Districts regulations include:

- Permitted Land Uses
- Street Character and Configuration (Street Typology)
- Building Front Character and Configuration (Frontage Typology)
- Pedestrian Ways
- Common Spaces

1.6.1. Application

The SunCreek Center Form Based District regulations apply to three areas identified in Figure 1-4 and Volume I Figure 3-3 as Districts A, B, and C. District C is a Regional Town Center and Districts A, and B are planned as Village Centers as defined in RCMC Title 23 Article 5-Form Based Provisions. Each Center District has a different character and purpose that requires different standards and a different development approach.

The term "Center District" refers to the boundary of the area identified in Figure II. 1-4 and not to a specific zone district designation. The Center Districts encompass specific zone districts that regulate the specific land uses and development standards. Each Center District allows for a mix of commercial (VC or RTC) and residential uses (HDR or CMDR), which can be mixed and allocated according to a detailed plan. Each Center District includes a "Main Street" as described in the RC Design Guidelines Commercial and Commercial Mixed Use: Commercial, p.3:10.

Prior to any development within the three Center Districts, a detailed conceptual plan for the subject District must be approved by the City Council.

The requirements of RCMC Section 23.722 and the RC Design Guidelines shall apply whenever a non-residential, mixed-use, or multifamily residential project is subject to design review.

1.6.2. Permitted Uses

Article 3 the RCMC Title 23, specifically Table 23.307-1 (Agricultural), Table 23.310-1 (Residential), Table 23.313-1 (Mixed Use), and Table 23.319-1 (Public/Quasi-public) regulate the Permitted Uses in the SCSP, except that residential uses are not permitted in the Village Center Zone designation. Refer to SCSP Volume I, Section 3.2.3.

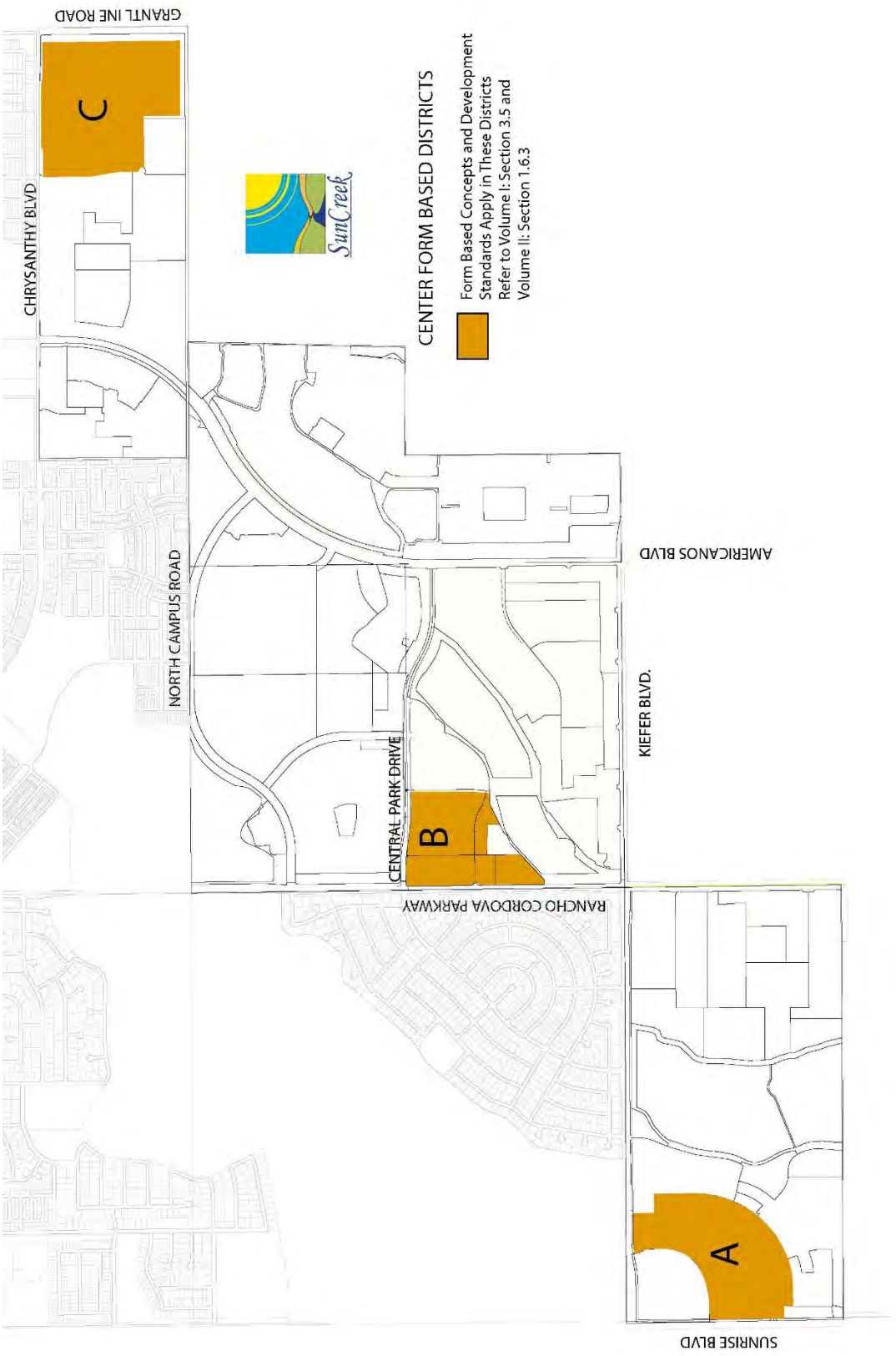


Figure II.1-4 Center Form Based Districts

1.6.3. Center District Development Standards

Form based development standards primarily address the relationship of building purpose and form to the adjacent streets and pedestrian areas. Conventional development standards apply to the basic organization of the development area, including standard rear and side setbacks. Height, site coverage, floor area ratio (the relationship of building height to site coverage), and presentation to the street expressed in terms of minimum building frontage are the primary metrics for building mass regulation within the Center Districts. Separate standards are established for the Districts "A" and "B" that include the Village Center (VC) zone designation, and for District "C" that includes the Regional Town Center (RTC) zone designation.

These development standards reflect the differences in scale, mix of uses represented in each of the Center Districts.

Table II.1-1 establishes these basic standards for the Center Districts in the SCSP.

Table II. 1-1 Center Form Based District Development Standards

	District C Regional Town Center Standard	District A and B Village Center Standard
Max block length	820 ft.	800 ft.
Max block perimeter	2,800 ft.	1,950 ft.
Max pedestrian block length	440 ft.	600 ft.
Residential density		
Min density	20 du/acre	CMDR 12.1 du/ac MDR 6.1 du/ac [1.]
Max density	38.7 du/acre	25 du/acre
Minimum building frontage		
Primary street	60%	60%
Side street	50%	45%
Floor Area Ratio (FAR)		
Minimum FAR	0.25[2.]	0.25 [2.]
Maximum FAR	2.0	1.0
Building height		
Minimum height	20 ft.	20 ft.
Maximum height	75 ft.	60 ft.
Building Setbacks		
Minimum Front Setback	0 ft.	0 ft.
Minimum Side Setback	0 ft.	0 ft.

Notes on Districts A and B:

1. The residential uses in Center Districts A and B will include MDR, CMDR and HDR housing at minimum density allowed in the applicable zone.

2. The City Council may reduce the minimum FAR to no less than 0.2 by Design Review approval, subject to the following criteria:

a. The planned uses and design of the commercial development are appropriate to serve the local area and are consistent with the City's development objectives which are described in the General Plan, in the City Design Guidelines and in this Chapter; and
b. Granting the FAR reduction will not adversely affect the interests of the public or the interests of the residents and property owners in the vicinity of the new development; and
c. The FAR reduction is the minimum required to support the site plan.

1.6.4. Street Typology

The street is a key component of development within Center Districts. In these Districts the street characteristics, including the width of the travel way, number of travel lanes, width of the sidewalks, setbacks, and the landscaping and streetscape (furniture, lighting and way-finding signs) contribute much to the identity and vitality of the adjacent commercial and residential uses. Except as noted in Chapter 1.4, front and side yard setbacks shall be measured from the back of sidewalk. The SunCreek Center Districts apply the "Main Street" concept identified in the RC Design Guidelines. *"The design of access and circulation on project sites should tie the development into the overall neighborhood, and the internal circulation may be a part of the City's circulation and street system, where buildings front onto and have pedestrian connections with the public right-of-way."*

The location and character of each of the "Main Street" features is discussed in Section 1.6.10 District Descriptions.

Volume I, Chapter I.4 Circulation defines the street cross sections in terms of number of lanes, lane width, landscape corridor, sidewalks, and bike/pedestrian trails. Volume I, Figure 4-3, Major Streets Master Plan identifies the basic configuration of the street network and the primary street type applied.

The SunCreek Center Districts use the Standard Collector Street (Volume I, Figure 4-7) as the Main Street.

Arterial

Arterial streets along the edge of the Center District designations include Kiefer Boulevard (District" A"), Rancho Cordova Parkway (District "B", and Chrysanthy Boulevard (District "C"). Refer to Volume I, Figure 4-4.

DS 58. The median in the center of the roadway shall be utilized to facilitate the safe passage of pedestrians across a minor arterial. Suggested treatments include landscaping and pedestrian refuges at crossings.

DS 59. The landscaping strip along the sides of the roadway shall be designed to create a separation between pedestrians and fast-moving vehicles. The strip should include a landscaped area between the edge of the curb and the sidewalk. Street trees and lighting should be provided and designed at a pedestrian scale.

DS 60. Where right-turn lanes are required, the width and design of sidewalks and landscape strips shall maintain the quality of the pedestrian environment.

DS 61. The facades of buildings located at the edge of right of way in Center Districts should include storefront, multi-family residential and office use frontage types. It is preferred that building frontages approach the sidewalk.

Collector Street

Collector streets (Main Streets) in the Center District include Crescent Drive in District "A", and the un-named crescent street in District "B", and the un-named north-south street in District "C". Refer to Volume I, Figure 4-7 and Figures II. 1-6, II. 1-7, and II. 1-8 for location of the Main Street in each Center District. Additional collector streets with medians may be located in District C when a specific development plan is prepared for this area.

Central Park Drive is a unique condition in District B that serves both as "Main Street" flanked by commercial and residential use, but also as a primary pedestrian corridor linking the Village Center to the Community Park and the High School. Volume I, Figure 4-10 Pedestrian Boulevard illustrates the special character of this street.

DS 62. The landscape strip areas shall be designed to provide pedestrians with secure passage along the roadway and motorists

with adequate views of the storefronts located along the street. Street trees and lights designed to the pedestrian scale shall be placed within continuous landscape strips to provide a barrier between the roadway and sidewalk. Larger canopy trees shall be used where possible to shade the sidewalk and the street.

DS 63. Intersections should be designed to provide pedestrians with safe passage. Features may include pedestrian bulb-outs, differentiated accent paving within the intersection, pedestrian refuge areas within the medians of arterials, and in-street crossing lights.

DS 64. Turning movements typically occur from within the main travel lanes; however, short (one- to two-car-length) turn pockets may be provided at some intersections in lieu of parking on one side of the street.

DS 65. Storefront, multi-family housing, porch, door yard/terrace or light court, and stoop frontage types are preferred.

Minimal Sidewalk Frontage Access

Exposure of the building or common area such as a plaza at the back of the sidewalk is used to facilitate access from a public right-of-way or an on-site sidewalk to a public space. Refer also to RC Design Guidelines Site Design, Building Placement, and Orientation, p. 3:18.

DS 66. For a public space located adjacent to one street, the area of the space within 15 feet of a public right-of-way or an on-site sidewalk along at least 50 percent of the space's street frontage shall be free of obstructions.

DS 67. For corner public spaces, the area within 15 feet of the intersection of two or more streets on which the space fronts shall be at the same elevation as the adjoining sidewalk. In addition, at least 50 percent of each of the space's frontages shall be free of obstructions.

DS 68. To be considered free of obstructions, public spaces shall include at least four feet of unobstructed area between obstructions when measured parallel to right-of-way or sidewalk.

DS 69. For obstructed portions of a space's frontage, no walls or other obstructions, except for fixed and moveable seating and tables, shall be higher than two feet above the curb level in front of the space.

DS 70. Trees planted flush to grade, light stanchions, public space signage, trash receptacles, railings for steps, and substantially open fencing around seating areas not exceeding 36 inches in height shall be considered permitted obstructions.

Kiefer Boulevard adjacent to the commercial use in District A is a special condition due to the Secondary (10') bike trail in the 35-foot-wide pedestrian corridor on the south side of Kiefer Boulevard. In this condition, the commercial use will be located at the edge of the "build to line" (edge of right of way) as illustrated in Volume I, Figure 4-21. In this condition, the space between the multi-use trail and the building front can be used for an outdoor dining area, rest stop, or landscaping.

1.6.5. Design Guidelines for the Center Districts

Each of the Center Districts will have a distinct character as described in Section 1.6.10 below. However, all of the development in the Center Districts, particularly commercial and office use will be guided by the following design principles. The intent is to create an overall sense of community with high quality, pedestrian oriented design. The following principles shall apply to all Form Based Districts.

- Center Districts should be visually appealing from all public areas, including adjacent streets and

sidewalks, and to pedestrians as well as persons in automobiles.

- Center Districts should be appropriate in scale and massing relative to adjacent land uses.
- Center Districts should provide for convenient, attractive pedestrian access from street fronts and from adjacent commercial, office, and residential land uses.
- Center Districts should provide for convenient, attractive pedestrian access within the center with dedicated pedestrian ways between all buildings and pedestrian spaces such as plazas, courtyards, and terraces at natural gathering areas within the site.
- Center Districts should minimize noise, light, vibration and odor impacts on the surrounding neighborhood.
- Center Districts should be functionally efficient in terms of resource requirements, traffic circulation, emergency access, and delivery and waste removal.

Architectural Style

The common characteristics established in these guidelines will create a sense of overall consistency and common identity throughout the Plan Area. The buildings need not emulate any historical style. Design continuity and appropriate style address building scale, pedestrian access, the proportion of wall to arcade, window placement and proportions, height of walls, building color, building materials, and response to the site conditions. The application of these guidelines will produce architecture that reflects the individual needs of the building owners, and the character of the SunCreek community.

DS 71. Architects may apply a design style that reflects the particular character of the uses within the building, such as a theme restaurant or specialty store. Such designs may be established by a chain that has standardized characteristics. However, buildings that are highly stylized, or that apply corporate "franchise" architecture shall compliment the overall style and character of neighboring buildings. .

Example of Acceptable Stylized Architecture

DS 72. Each Center District shall include a dominant landmark element such as a clock tower, fountain, or sculpture within a pedestrian oriented space. The element will serve as an identification of the District and should reflect the overall design theme of that District.

Exterior Finish Materials

DS 73. The appropriate exterior materials include masonry, plaster, stucco, stone, and decorative treatments in concrete. Wood siding is acceptable provided that it is used in locations protected from harsh sun or weather conditions, and is properly installed and treated to be durable.

Color

DS 74. Neutral colors are acceptable for the base color of a building and may be used without limitation. However, the architect is encouraged to apply other, bolder colors that

are derived from earth tones to add visual interest and distinctive character

DS 75. Large areas of bright, intense primary colors shall be avoided but may be applied to trim, windows, doors and architectural elements where they complement the building basic color scheme.

DS 76. Typically, the building basic color scheme should include not more than three colors, however, more than three complementary colors may be used to establish a special visual effect.

DS 77. Paint colors should complement the color of stone, masonry, tile, or any natural materials applied to the exterior of the building.

Building Massing and Form

DS 78. Buildings should have a hierarchy of elements so that the overall building is readable. Design elements that embellish and create variety should be subordinate to the overall volume. The building massing should create an interesting view from vantage points both within and from the exterior of the site, and allow "landmark" or anchor buildings to stand out above the other buildings and landscape.

DS 79. Buildings should be located forward to the street front rather than behind a parking area. This is particularly effective along the "Main Street" in each District where the intent is to establish a vibrant, pedestrian active environment.

DS 80. Large building masses should closely relate to smaller buildings and to pedestrians on the adjacent walkways by a variety of means including:

- The addition of arcades, trellises and smaller building elements;
- Roofs that are not monolithic;

Conceptual Image of building forward "Main Street"

- Windows that are varied for functional or symbolic reasons;
- Articulations that include offsets, recesses, projections and changes in wall direction to provide visual interest;
- Architectural detailing, color, and/or composition of facade elements; and
- Architectural elements such as terraces or balconies oriented to common areas such as courtyards, pedestrian ways, or plazas.

DS 81. Dormer windows, dormer vents, belvederes, chimneys, roof monitors and other features that add visual interest may be added to a roof provided that they are in character with the building style and in proportion to the roof and building mass.

Example of offsets, recesses, projections and changes in wall direction

DS 82. Storefront window walls shall be divided into bays defined by window spacing, raised pilasters, add-on awnings or trellises, or other architectural elements so the entire facade reads as a series of individual shops. Storefront windows should be contained within a bay defined by these elements. Doors and windows shall be consistent in design and located to present a unified appearance to the elevation, except where the variations are an integral and necessary part of the exterior design.

Windows, awnings, cornices and flags provide cadence.

DS 83. All walls, blank or storefront, shall be defined at the top by a cornice or other detail bold enough to visually terminate the wall. Even walls topped by a sloped roof that terminate at the wall line shall be defined by a cornice or eave detail. Exceptions include heavy timber roofs where the rafter tails are exposed and extend a minimum of eighteen inches from the wall.

Cornice Detail and Variety of Roof Types

DS 84. Two story walls shall be divided by a cornice, horizontal band or other architectural element that defines the ground floor from the second floor.

DS 85. Generally, walls should appear as thick and massive in proportion to the building scale, particularly on large-scale buildings. Windows, other than storefront should be recessed from the face of the wall by at least 3 inches.

DS 86. The exterior of ground floor walls that face streets shall include features that articulate the walls and ensure visual diversity and proper scale. Articulation may include windows, arcades, changes in materials or color, or other details. Architectural detailing of each wall at ground level shall relate to the landscape to ensure an appropriate transition of the building and the ground plane.

Arcade and Ground Plane Treatment

DS 87. Architectural elements that contribute to a building's character, aid in climate control and enhance pedestrian scale are encouraged. Examples include canopies, roof overhangs, projections or recessions of stories, balconies, reveals, and awnings.

DS 88. Building entryways shall be clearly defined and integrated with building and landscape design. The use of distinctive architectural elements and materials to denote prominent entrances is required.

Example of landmark feature integrated with main buildings.

Arcade establishes the primary Entry Feature

Landmark Feature

DS 89. Landmark structures, such as clock towers, enclosed arcades, and building elements that extend above the roofline of the primary building may be used to designate major entries, public spaces, or building corners. Such landmark structures may also be used in parking areas to identify pedestrian portals, provide orientation to drivers in the parking area, or provide visual interest.

Roofs

DS 90. Buildings may have either flat and/or sloped roofs. Sloped roofs shall have a minimum slope of 4 in 12.

DS 91. On the portion of the roof visible from the parking lot or street the following roof materials are acceptable:

- Standing seam metal in colors compatible with the building and trim colors.

- Composition, steel, concrete, or clay tiles with either a deep profile or flat. The colors shall be subdued warm tones.

DS 92. Passive solar design features are encouraged whenever possible. Design of buildings should consider energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

Architectural Lighting

DS 93. Natural light and external night lighting should be used to enhance and articulate the buildings.

DS 94. Lighting sources should be thoughtfully located and shall have cut off lenses to avoid light spillage and glare on adjacent properties.

DS 95. Parking areas shall have a minimum illumination of 1.0 foot-candles as a maintained minimum at the pavement surface. Pole mounted lighting should be spaced for maximum energy efficiency and be no taller than 25 feet within 100 feet of residential areas.

DS 96. Pedestrian walks shall have a minimum illumination levels of 0.5 foot-candles as a maintained minimum at the walking surface and lighting shall be placed to identify any level changes or changes in walking conditions.

DS 97. Pedestrian walk lighting should be of an appropriate scale and style such as bollard type lighting, step lighting and/or pole mounted lighting not exceeding 25 feet in height.

Ancillary Structures

DS 98. Service areas shall be located to minimize visual impacts from pedestrian corridors and adjacent streets. Exterior storage shall be confined to portions of the site least visible from public view.

DS 99. Auxiliary buildings such as kiosks, maintenance sheds, pump sheds visible to customers shall complement and integrate the design characteristics applicable to the larger buildings.

On-site parking in the Center Districts

Parking Standards and Building Placement Standards shall be determined in detailed planning process required for each use within each Center District area required in this chapter, Section 1.6.1 Application, and will be guided by RCMC Chapter 23.510 and Chapter 23.513.

1.6.6. Frontage Typology by District

"Frontage typology" describes the character of buildings and the public sidewalk as they relate to the street. The frontage types:

- create an attractive pedestrian activity space between the buildings and street,
- establish the visual boundary of the streetscape, and
- provide a proper transition from the public realm (the street and sidewalk) to the private realm (the home or commercial use).

This is achieved through building mass, scale, and articulation; the placement and scale of doors and windows; the width of the sidewalk; and the type and location of street trees, street furniture, lighting and ground level landscaping.

There are many ways to create an attractive, properly scaled pedestrian relationship between the building front and the street. This section introduces a limited number of common building frontages that may be applied along the streets that are typical of the Center Districts in the

SunCreek Plan Area. The architecture of street frontages is not limited to these examples, and the architects/designers/building owners are encouraged to apply other concepts in the spirit of the Center District vision.

The following sections describe the general applicability of the frontage types suggested here, but the types are not assigned to specific locations in the Center Districts. Rather, they are examples that can be applied in a variety of locations. The applicant shall identify the specific application of these examples, or alternatives that may be proposed, in the detailed conceptual plan for each Center District that must be approved by the City Council as described in Section 1.6.1, Application.

Door Yard/Terrace/Light Court

Generally, a door yard/terrace or light court frontage is a residential frontage type, but it can also be applied to a vertically integrated mixed-use building with residential over retail or office uses. Typically, the building presents a split-level that is characterized by a facade that is set back from the street property line by an elevated terrace or a sunken light court. This buffers residential uses from the sidewalk and removes the private yard from public encroachment. This frontage type is also suitable for café style outdoor dining and is appropriate where residential, professional office, and retail development is incorporated into a mixed-use setting. It is particularly well suited to live work residential configurations.

DS 100. The front facade of the building must be set back a minimum of five feet and a maximum of 15 feet behind an elevated terrace or sunken light court. The terrace and/or sunken light court must directly abut the front property line.

DS 101. Sub-basements accessed by a light court may not be more than six feet below the sidewalk.

DS 102. The stoop above the light court must be a minimum of three feet above grade and a minimum of three feet wide.

DS 103. Above-grade commercial building entrances at the stoop level must either be covered by an awning or canopy, or be recessed behind the front building facade. If a recessed entry is provided, it must be recessed behind the front facade a minimum of three feet and a maximum of five feet.

Courtyard

A courtyard frontage may be created by recessing a central portion of the facade for a portion of the building frontage. A low fence or wall, with a pedestrian opening in all cases, may be provided along the setback line to define the space of the courtyard/forecourt. Courtyards are typically oriented to the street, but they may also be oriented to a public pedestrian-oriented space as defined in Section 1.6.7. A courtyard may be suitable for gardens, outdoor dining, and vehicle drop-offs and is appropriate where residential, office, retail, and institutional uses are incorporated into a center. Courtyards are particularly applicable for live/work residences and for "lock out" dwellings that provide a secondary unit accessible from the courtyard.

DS 104. The front facade of the building must be built to the front property line for at least 50 percent of the overall building frontage. The remaining 50 percent of building frontage may be used to create a recessed courtyard in the central portion of the facade.

DS 105. Courtyards must be set back from the build-to line/front building facade a minimum of 10 feet and a maximum of 30 feet.

DS 106. Courtyards must span a minimum of 10 feet along the front facade and may comprise no more than 50 percent of the overall building frontage.

DS 107. The courtyard frontage may choose to incorporate other frontage types (typically storefront, stoop, gallery, or arcade), but is

not expressly required to do so.

Stoop/Portico

A stoop frontage is generally applied to Compact Medium Density Residential (CMDR) or High Density Residential (HDR) as defined in Volume I, Chapter 3, and is suitable for ground floor residential uses with short setbacks. A stoop is characterized by a facade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses. The entrance is usually an exterior stair or landing which may be combined with a small porch or roof.

DS 108. The front facade of the building must be set back behind an elevated stoop, which must be aligned with and directly abut the front property line.

DS 109. Stoops must conform with the following:

- Stoops must rise to a minimum of three feet above grade.
- Minimum four feet wide.

DS 110. Stoop frontages may be combined with a small roof or porch.

DS 111. Commercial building entrances at the stoop level must either be covered by an awning or canopy or be recessed behind the front building facade. If a recessed entry is provided, it must be recessed behind the front facade a minimum of three feet and a maximum of five feet.

Storefront

A storefront frontage is characterized by a facade that is aligned close to or directly on the right-of-way line with the building entrance at sidewalk

grade. Storefront frontages have substantial glazing on the ground floor and provide trellises, awnings, or canopies cantilevered over the sidewalk. Building entries may provide either a canopy or awning, or alternatively, may be recessed behind the front building facade.

DS 112. Awnings/canopies must be provided for a minimum of 50 percent of the overall building frontage and must comply with the following:

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

DS 113. Building entrances must either be covered by an awning or canopy, or be recessed behind the front building facade. If a

recessed entry is provided, it must be recessed behind the front facade a minimum of three feet and a maximum of five feet.

Gallery and Arcade

A gallery frontage is characterized by a façade that is aligned with the back of the sidewalk with the building entrance at sidewalk grade and with an attached colonnade that projects over the sidewalk.

An arcade frontage is nearly identical in character to the gallery frontage except that the upper stories of the building may project over the public sidewalk way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it.

DS 114. The front facade of the building must be set back a minimum of 12 feet behind a colonnade. The colonnade may be located no more than three feet behind the curb. The colonnade must not obstruct the walking path.

DS 115. Column dimensions must be in proportion to the building mass and must be spaced to provide a sense of openness and a view into and from the covered area.

DS 116. The gallery or arcade must provide a minimum of 12 feet of vertical clearance from the sidewalk.

DS 117. An arcade may include a covered area that spans between buildings.

1.6.7. Standards for Public Pedestrian-Oriented Spaces

The Center District designation includes locations that are suitable for public pedestrian-oriented spaces such as plazas, courtyards, and paseos. The SunCreek plan envisions the Center Districts to be active social centers for the surrounding community. The pedestrian-oriented spaces play a significant role in providing a setting for such social activity and the food services, entertainment, retail, and other businesses that favor such settings.

The RCMC Section 23.722.060 and Section 23.722.070 establish provisions for the design and construction of all pedestrian-oriented spaces, including on-site pedestrian pathways, common areas, and public spaces. RCMC Section 23.722.070 also establishes standards for specific public spaces including building entry spaces, employee break areas, paseos, and plazas.

These standards will provide pedestrian-oriented spaces that are safe, comfortable, and usable; provide aesthetic value to the project's site design; and fully comply with the requirements of the Americans with Disabilities Act and the city-adopted building code.

Small parks and open spaces adjacent to the Village Center sites in Center Districts A and B are envisioned as an "Urban Town Square"; an integral part of the commercial/institutional activity in the area where people will gather. Consequently, the design for these parks will be carefully coordinated with the design of the adjacent commercial and mixed-use sites and shall be addressed in the detailed conceptual plan for each Center District that must be approved by the City Council as described in Section 1.6.1, Application.

Center District Public Space Area Requirement

Each of the three Center Districts shall provide at least one significant area that allows public gatherings. These primary gathering places shall be scaled to the size of the District and shall provide amenities that support events/activities.

Additionally, every project shall include one or more outdoor gathering place(s). The size and scale of such areas shall be appropriate to the type and use of each particular development. Appropriate spaces may include, but are not limited to, building entries, employee break areas, courtyards, outdoor café seating, and pedestrian pathways.

Public space shall occupy at minimum five percent of the gross square footage of new development in all of the Center Districts. All public spaces, including the specific spaces listed in this chapter, arcades, sidewalks adjacent to an on-site main street, and paseos, may count toward meeting this requirement.

The following development standards for the SunCreek Center Districts supplement RCMC Section 23.722

DS 118. The public common area shall be located at a prominent location, such as a terminus or major crossing on a primary public walkway within the commercial use area.

DS 119. Sites shall be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development. Buildings should be clustered to form plazas or pedestrian malls and prevent long "barracks-like" rows of structures.

DS 120. When clustering is impractical, a visual link between separate structures shall be established through the use of an arcade system, trellis, or other open structure.

DS 121. Major building entries and storefronts should be oriented to a pedestrian space where practical, rather than the parking lot,

and walkways should connect the commercial uses directly to the sidewalk along the street.

DS 122. Pedestrian spaces shall provide a linkage and transition space between residential and retail, entertainment or other more public activity uses.

DS 123. Each primary use area in the Center Districts illustrated in Figure II. 1-4 shall apply an overall design theme that ties together the various land use elements of the District in order to provide a sense of place, and identity. The design theme shall address paving materials, lighting, landscaping, trash receptacles and architectural style.

DS 124. As part of the Design Review application required in Section 1.6.1 Application, the applicant shall submit a pedestrian plan demonstrating compliance with the relevant standards and performance criteria in this chapter.

DS 125. Seating shall be an integral component of the pedestrian oriented spaces. In addition to the standards set forth in RCMC 23.722.050 seating shall be provided that is oriented to the adjacent open space in Center District A and to the small public park in Center District B. Seating and tables associated with food services shall be moveable.

DS 126. The small park in Center District B shall be configured to provide a small grass covered bowl oriented to a small platform that will provide an informal amphitheater adjacent to the commercial uses. The bowl and stage shall be oriented to enable patrons of the commercial area to overlook the bowl and view the stage, but shall consider late afternoon sun angles with regard to audience comfort. Shade structures of fabric, wood, or metal are permitted in the park area.

DS 127. Each Center District designation shall include a children's play area or areas. Such areas may involve a single location where equipment is clustered, or they may involve informal equipment integrated with the pedestrian space as small, individual play elements rather than a single "playground" facility where all play equipment is concentrated. The play equipment should be attractive and relate to the theme of the commercial area if feasible.

DS 128. Play equipment shall be designed and constructed to meet the United States Consumer Products Safety Commission standards and best practices, including the installation of protective surfaces and barriers. To allow for the supervision of children, barriers surrounding the play area shall be substantially transparent and not exceed three feet six inches in height. Seating for supervision shall be provided adjacent to the play area. The play area and seating shall be shaded in the afternoon.

DS 129. Directional/ directory maps and informational kiosks shall be located in the commercial areas.

DS 130. The commercial areas shall be configured to provide food services from restaurants, carts, and walk-up windows located in retail spaces adjacent to the pedestrian oriented space.

1.6.8. Standards for Pedestrian Pathways

RCMC Section 23.722.070 provides specific standards for enhanced pedestrian pathways that

shall apply to all Center Districts. Refer also to RC Design Guidelines: Public Spaces and Pedestrian Amenities, p.3:14.

On-site pedestrian connectivity is essential to the function of the mixed-use character of the Center Districts. All development in the Center Districts shall comply with RCMC Section 23.722.06 that provides the standards for on-site pedestrian pathways. It requires that the pedestrian paths system shall be designed to provide the pedestrian safe passage throughout a District. The key provisions that apply to the Center Districts include:

DS 131. A clear and continuous path that connects the main pedestrian access point to the site with the main entrance(s) of the primary use structure(s) on-site.

DS 132. Pedestrian pathways from primary buildings to adjacent streets at a ratio of one pedestrian dedicated path for each vehicle entrance on-site.

DS 133. Drive aisles leading to main entrances with a walking path on at least one side.

DS 134. RCMC 23.722.06 also requires that pedestrian paths system shall be designed to provide the pedestrian safe passage between adjoining properties and shall connect their pedestrian pathways. The key provisions that apply to Center DDistricts include:

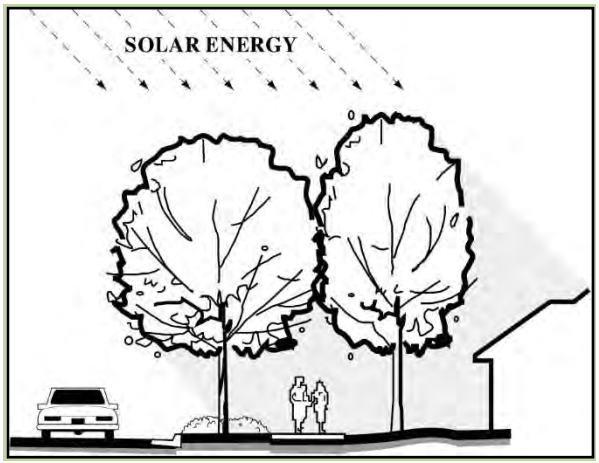
- A clear and continuous path along all adjacent streets that connects to the main entrance of the primary use structure on each property.
- A clear and continuous path along all drive aisles providing access between the properties that connects the main entrance of the primary use structure on each property.
- Special pedestrian paths/connections between adjoining lots where those uses are compatible.

DS 135. Center District developments adjacent to a public transit route shall provide a paved, direct pathway from the primary facade of the major building to the pedestrian path along the street edge leading to a transit stop. Where multiple buildings are included in the development, each building over 50,000 square feet gross floor area shall provide a connecting path that permits occupants to easily walk to the nearest transit stop.

DS 136. A shelter and waiting area that would support future public transit shall be located on the future transit route with pedestrian access to each Center District. Center District B is adjacent to the planned Signature Transit Route along Rancho Cordova Parkway. A clearly defined, convenient and well lighted pedestrian space shall be provided linking the storefronts to the sidewalk nearest the transit stop. Such pedestrian space shall also link to any pedestrian space within the District.

DS 137. To provide shade in the summer, deciduous shade trees shall be planted approximately 25 feet on center along the length of any required pedestrian path. These trees shall be placed at least 15 feet away from the face of any building wall. Equivalent shading may be provided by shade structures or buildings.

Figure II.1-5 Shading along Pedestrian Path



Hours of Access

All public spaces that provide a primary route for pedestrian connectivity through a Center District shall be accessible to the public at all times. Examples include the pedestrian way that connects the pedestrian walk adjacent to the open space in Center District A to Crescent Drive, and the pedestrian way that connects to the small park to the intersection of Central Park Drive and Rancho Cordova Parkway through Center District B, and any designated pedestrian pathway through Center District C. Landowners and property managers of small pedestrian spaces within residential areas or plazas directly associated with individual businesses, such as a dining patio adjacent to a restaurant, shall have the authority to limit hours of public access to such seating or use area. The City may authorize a nighttime closing contingent upon the following provisions:

- A new space may be granted nighttime closing if potentially significant safety issues are documented and submitted as part of an application to authorize the closing.
- An existing space may be granted nighttime closing if the space has been open for at least one year and significant operational and safety issues have been documented.
- Nighttime closing of the space is necessary for public safety and/or maintenance within the space.
- Any approved design element that limits nighttime public access shall not impede public circulation, police access, and visual or physical access within the space or between the space and public areas during hours of public operation.

Defensible Space

Defensible space includes designs that incorporate specific consideration for public safety in common areas, such as walkways and plazas. This includes such items as maintaining views from adjacent buildings and the street, adequate lighting, and location of shrubs and other screens. Refer also to RC Design Guidelines Safescape, p.2:58.

DS 138. Defensible space concepts and techniques shall be incorporated in Center Districts. Heavy landscaping near structures and on the periphery of parking areas shall be restricted in order to maintain view corridors. Retail shops and offices fewer than 10,000 square feet per tenant shall include a minimum of window front adjacent to walkways along the ground floor wall consistent with the RC Design Guidelines. These windows shall not be covered inside the building and shall allow direct line of sight to the outside.

DS 139. Potential crime risk uses, such as walk-up ATM machines, shall be located in highly visible and well-lighted areas.

1.6.9. Residential Use Site Design in Center District Designations

Residential is a key component of the mixed-use Center Districts. Each District includes a component of High Density Residential (HDR) and Compact Medium Density Residential (CMDR) as well as commercial uses. The intent is to provide interaction among these uses that encourages a lively street life yet allows for the quiet and privacy required by most residents. The Rancho Cordova Municipal Code, Title 23 specifies design regulations for setbacks, street orientation, and other site and development considerations.

In addition to the RCMC regulatory standards, residential development in the SunCreek Center Districts is concerned with the orientation to the street, and the relationship of residential uses to non-residential uses in a mixed-use environment,

particularly where the uses are mixed horizontally rather than vertically.

The residential interface along the Main Street area in each District includes both HDR and CMDR dwellings. Each of these designations is envisioned as primarily, but not exclusively, alley loaded housing that has a limited depth front yard and is oriented to the street edge. Sections 1.6.4 and 1.6.5 address guidelines for the street environment.

Housing integrated with non-residential use on the same block or parcel areas will require guidelines to protect the quiet and privacy of the residents.

DS 140. Multi-family residential uses in a Center District site shall be an integral part of the mixed use complex and not a separated by walls or parking areas except required for privacy and security in the residential use.

DS 141. Multi-family residential uses in the Center Districts may be integrated with the non-residential uses vertically, (apartments located above retail or office uses), or horizontally, (adjacent to the retail or office uses).

DS 142. Mixed use buildings shall provide separate entries for each use, but shall provide a residential entry oriented to a courtyard, plaza, and other common area that provides a transition from the public areas to private area.

DS 143. Multi-family residential uses in the Center Districts shall have access from the public walkways that serve the commercial uses, but shall also have a separate entry.

DS 144. Multi-family residential uses in the Center Districts shall have separate, dedicated parking areas, but shall share driveway entries from the street, where feasible.

DS 145. Multi-family residential uses in the Center Districts shall have private open space in the form of a patio or terrace separated from the commercial common areas. Such patios or terraces may overlook common public areas associated with commercial use.

1.6.10. Center District Descriptions

The SunCreek Form Based Code applies to three areas identified in Figure II.1-4 and Volume I Figure 3-3. Each District has a different character and purpose that requires different standards and a different development approach.

Center District A

District A is located in the southeast corner of the intersection of Sunrise Boulevard and Kiefer Road. Crescent Drive transects the district and provides the "Main Street". District A is adjacent to a medium and low-density residential neighborhood to the south and east. Permanent open space is located to the west and north.

District A includes a mix of Village Center (VC), High Density Residential (HDR) and Medium Density Residential (MDR) zoning. The anticipated mix of uses in this District includes local serving retail and services such as a grocery, drug store, a variety of small retail shops and personal services, business offices and professional service, entertainment, restaurants, including both sit-down and outdoor dining, private recreation, and multi-family housing in apartment, row house, or other similar configurations.

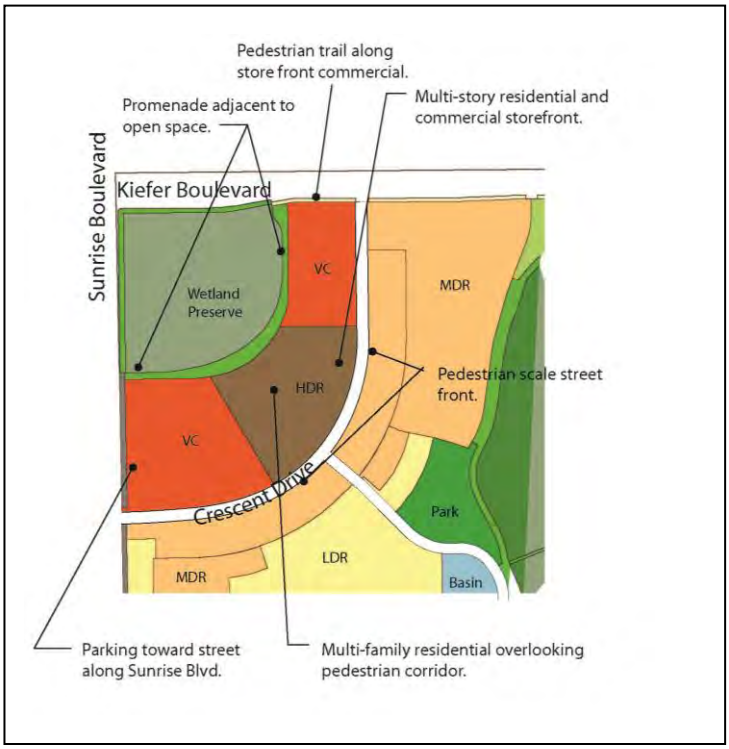
With its interface of medium to high-density residential and integrated commercial development, Crescent Drive presents a special opportunity for a lively urban setting. Shops and residential uses along this tree lined local collector street should include pedestrian amenities and small to medium sized public spaces. The retail and higher density residential form-based frontage types described in this section are particularly suited to this street.

District A also presents the opportunity to mix residential, commercial and employment uses overlooking a substantial open space area. The south edge of the crescent shaped open space creates an opportunity for a pedestrian trail promenade between the open space and the adjacent residential and commercial uses.

Restaurants and shops should be oriented to both the Crescent Drive urban setting and the promenade along the open space preserve. Second floor office space and/or multi-family residential can be located to take advantage of this open space view and to provide eyes on the public trail system and the public spaces that will be included in the urban mixed-use portions of the area. Food services and shops should also be oriented to the bike trail along Kiefer Boulevard to provide a rest and gathering area.

Center Districts emphasize pedestrian activity and public spaces. District A would include such spaces within the commercial portions as activity centers and gathering places, but the pedestrian ways and public spaces can also serve as transition areas between the public activity and the more private and quiet residential areas.

A major trail segment extends through the VC designation to Crescent Drive and beyond to the neighborhood park and major open space area. This trail segment is likely to be adjacent to high-density residential use and the trail design and location must provide for the security and privacy of the adjacent residents. Again, the upper story residential uses will provide eyes on the trail.



District A includes commercial areas along both Kiefer Boulevard and Sunrise Boulevard. The Kiefer Boulevard frontage is unusual because it includes a link in the major bike and pedestrian network. Volume I Figure 4-21 illustrates the condition where the primary trail passes by the commercial use. A mini plaza with paved area, shade structures, low landscaping, lighting, and informal seating would fill the space between the trail and the building. This location would serve well for a small food service, shops, or services catering primarily to people using the adjacent trail.

The commercial development adjacent to Sunrise Boulevard will face the challenge of relatively high-speed traffic and road noise. This frontage includes a pedestrian walk, but the pedestrian traffic will be less significant than found on Kiefer Boulevard. Along this edge, the pedestrian-oriented storefront will be less viable, and buildings may orient a side or rear face to Sunrise Blvd. Access to the interior of the site will occur at

Figure II.1-6 Center District A Notation

Crescent Drive and at the bike trail along the adjacent open space.

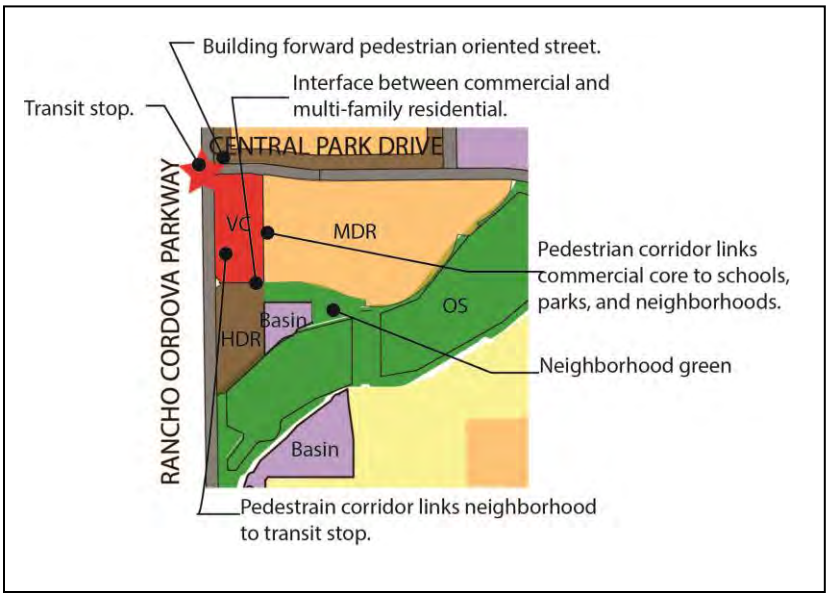
Center District B

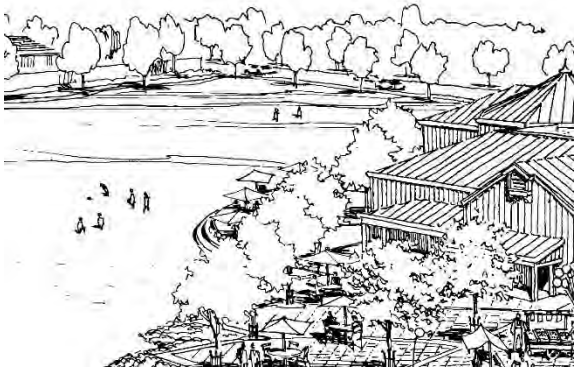
Center District B is located along Rancho Cordova Parkway and Central Park Drive. The location provides access to future public transit and a pedestrian link to the Community Park and high school/middle school complex that comprise the core of the SunCreek community.

District B includes a mix of Village Center (VC), High Density Residential (HDR), Compact Medium Density Residential (CMDR), and Public/Quasi-public (P/QP) uses. Appropriate uses would include a small grocery, shops and offices, entertainment and dining.

These uses are integrated in a uniquely pedestrian friendly mix focused on a small neighborhood park. The commercial use overlooks the park and is an extension of the food, entertainment, and retail activity. Refer to Section 1.6.7 "Standards for Public Pedestrian-Oriented Spaces" in this chapter for a description and standard addressing this condition. A passage through this park will connect the commercial area to the surrounding neighborhoods and provides a direct link to the primary SunCreek bike trail along the open space corridor.

Figure II.1-7 Center District B Notation





Example of Commercial Space Overlooking Park or Open Space

Central Park Drive provides a special pedestrian-oriented link along a tree-lined corridor fronted by high-density residential and commercial uses. Central Park Drive is a primary pedestrian spine that transects the Core Open Space illustrated in Volume I, Figure 5-1. It links the community park, high school/middle school campus and the neighborhoods to the east to the transit hub at Rancho Cordova Parkway.

The commercial uses of this District will present attractive architecture toward Rancho Cordova Parkway and pedestrian pathways will extend from the sidewalk/frontage of Rancho Cordova Parkway into the adjoining commercial uses. View corridors between buildings will provide further visual connections between passing vehicles and businesses within this commercial center.

Center District C

District C includes a planned major employment and retail center along Grant Line Road and Chrysanthy Boulevard. The zoning designation includes Regional Town Center (RTC) and High Density Residential (HDR). The district could include offices, large format retail, a large entertainment complex, or a combination of these. The site could also accommodate a large pedestrian scale "village" that includes components of the larger retail and office uses, but also includes clusters of businesses oriented to a network of interconnected by pedestrian promenades and pathways.

There are multiple alternative approaches that may be applied to this site. Future land use mixes of the District, and the scale will require an in-depth planning process to determine the specific application of the form-based features described in this chapter.

Figure II.1-8 suggests a pattern of internal streets that connect to the adjacent residential neighborhood. This would facilitate a "Main Street" development style that would include small buildings brought forward to the street edge. A small-town square or Neighborhood Green feature will be included that serves as the focal point for this design theme. The transition to the adjacent neighborhood would be addressed by scaling the buildings in the commercial area to be compatible with the adjacent residential at the edges of the commercial area.

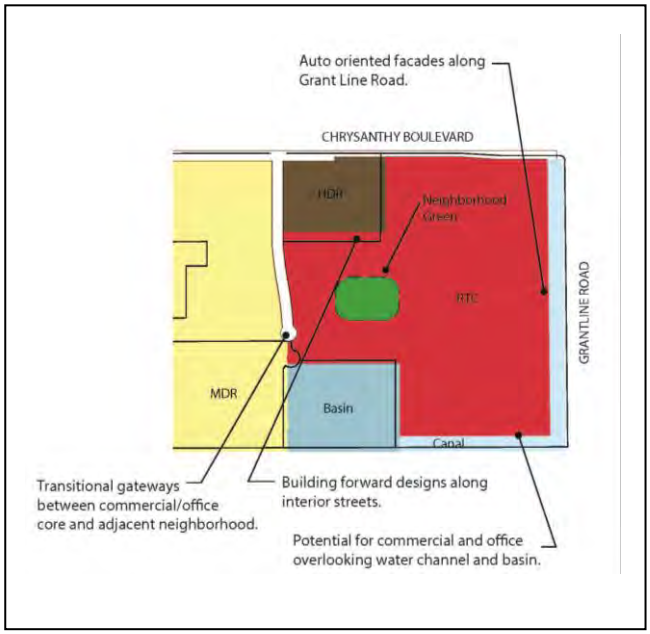
A significantly different approach would be to incorporate the entire 53.9-acre site into a pedestrian friendly campus in which the core of the center is designed primarily for pedestrians and cyclists and the automobile is left to designated areas on the perimeter.

The RTC designation reflects the current City planning vision for this site; however, there are a number of factors that may affect the design of the planned uses. For example, the footprint of the intersection or interchange of Chrysanthy Boulevard and Grantline Road is not yet established. It is possible that the intersection of Chrysanthy and Grantline will ultimately be a grade separated interchange if the Southeast Connector is developed to an expressway standard.

This would require a substantial land area to accommodate the interchange and connecting ramps that would affect this site and reduce the available area for development. In addition, any direct access from Grantline Road would be prohibited, and the access from Chrysanthy Boulevard to the site would be not less than one-quarter mile west of Grantline. The effect of these two factors would significantly affect the design of the site by focusing the primary traffic entry to a single location.

Further planning will be required prior to development, including more detailed design analysis subject to the SCSP Volume I Section 9.6 SunCreek Specific Plan Administration.

Figure II.1-8 Center District C Notation



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