

**COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE**

May 23, 2013

TO: COMMUNITY DEVELOPMENT DEPARTMENT

FROM: CYNDI LEE, Clerk 
Board of Supervisors

SUBJECT: PLNP2008-00142. Cordova Hills. Request For General Plan Amendment, Zoning Ordinance Amendment, Large Lot Subdivision Map, Affordable Housing Plan, Development Agreement And Additional Approvals Associated With The Adoption Of The Cordova Hills Special Planning Area Ordinance. Applicant: Cordova Hills, LLC; APNS: 073-0040-020 Through -026, 073-0040-029, 073-0050-023, And 073-0050-052; Environmental Document: Final Environmental Impact Report

The Board of Supervisors, meeting in regular session on January 29, 2013, certified the Final Environmental Impact Report as adequate and complete, adopted the Findings of Fact and Statement of Overriding Considerations and approved the General Plan Amendments by Resolution No. **2013-0051**.

The Board of Supervisors, meeting in regular session on March 12, 2013, approved the Zoning Ordinance Amendment by Ordinance No. **SZC-2013-0003**, approved the Affordable Housing Plan, approved the Development Agreement, adopted the Public Facilities Financing Plan that includes a Capital Improvement Program and Financing Plan, adopted the Urban Services and Governance Plan and accepted the Applicants request to withdraw the Street Resolution.

The Board of Supervisors, meeting in regular session on March 26, 2013, approved the amendment to the Zone 40 Boundary, the amendment to the Zone 41 boundary, the Cordova Hills Water Supply Master Plan Amendment and the Water Supply Assessment.

The Board of Supervisors, meeting in regular session on April 23, 2013, approved the Large Lot Tentative Subdivision Map, subject to the findings as outlined in the Board Report dated December 12, 2012 and conditions as outlined in the Board Report dated April 23, 2013.

CL:am

Attachment: Large Lot Tentative Subdivision Map Conditions

cc: In house
Applicant

THE FOLLOWING IS A COMPLETE SET OF FINDINGS, INCLUDING APPLICABLE AMENDMENTS, APPROVED BY THE BOARD OF SUPERVISORS ON APRIL 23, 2013

LARGE LOT TENTATIVE SUBDIVISION MAP

CORDOVA HILLS

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CONDITION OF APPROVAL:

SACRAMENTO AREA SEWER DISTRICT

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

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center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by SASD on a case by case basis.

- The trunk and collector sewer system for the project will not be accepted for operation and maintenance until the downstream sewer system serving the project is also accepted for operation and maintenance. All sewer facilities shall be accepted for operation and maintenance prior to issuance of a building permit as necessary to serve this project.

SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

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

SACRAMENTO FIRE PROTECTION DISTRICT

6. The final number and locations of the fire stations is to be determined by the comprehensive District's Standards of Coverage Study covering the Cordova Hills' project site and adjacent development areas where fire response may overlap, at the Developer's expense. The final site selection will also be subject to real property negotiations to acquire property for a fire station. The District's requirements for a fire station site include a minimum of 2.5 net acres of level property with a minimum of 330 feet of frontage and 330 feet of depth complete with utilities adequate to support the fire station. Please contact the District's Chief Administrative Officer, Larry Davis at (916) 708-6377, to determine specific site location(s), and then show the location of the final project plan.
7. The installation of approved traffic control equipment shall be installed on all signal lights installed or modified as a part of this project to allow emergency fire apparatus to activate the traffic signal.
8. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the route of the public roadways or fire apparatus access lanes. Hydrants shall be located at 300-foot spacing for commercial areas, and 500-foot spacing for residential areas, or as approved by Sacramento Metropolitan Fire District. Fire hydrants shall not be located in the bulb area of cui-del-sacs. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials.

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9. Residences located within a high fire hazard severity zone are subject to more stringent requirements that may include wider access roadways, Class A roof coverings, fire sprinklers, and additional clearance from unimproved lands. Such requirements shall be determined with subsequent individual development applications.
10. Residential roof coverings shall consist of materials having a minimum Class C rating.
11. Traffic calming measures, speed bumps, humps, etc. shall not be installed in private fire apparatus access roadways.
12. All residential, commercial, and recreational structures in the proposed subdivision will be connected to the public water supply; private wells shall not be permitted.
13. Fire apparatus access shall be provided into wetland, wild land, unimproved open space areas, and large park and recreation areas for emergency medical and fire suppression purposes. Access to the aforementioned sites shall comply with the following requirements:
 - a. Access roadways designed for vehicle use shall be a minimum of 20 feet in width.
 - b. Pedestrian, bicycle, and non-vehicle recreational trails shall be a minimum of 10 feet in width.
 - c. Class I Trail surfacing materials utilized for bicycle and pedestrian shall be all weather driving surface designed to meet the requirements of Sacramento County Road improvement standards (a minimum of 2 inches of asphalt on 6 inches of aggregate base).
 - d. The Fire District shall approve the number and location of required apparatus access points.
14. Firebreaks shall be provided to separate unimproved areas, wetland (when permitted by federal and state agencies), wild land, open space areas, etc., from adjacent commercial, residential, and recreational development. Firebreaks shall provide a minimum of 30 feet of separation from combustible fences, structures, and ornamental vegetation. When a fire break is not permitted, a minimum of 30 feet of irrigated landscaping or a paved road must separate the unimproved areas. Where non-combustible fencing is provided, fire-resistive plants may be used to reduce or eliminate the firebreak subject to approval by the Fire District.
15. Backyard fencing separating residences from wetland, wild land, unimproved, open space, recreational areas, etc., shall be, constructed of non-combustible materials. New fencing shall be of the metal, open grate variety.

AIRPORT SYSTEM

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

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SHERIFF

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

SIPS

19. Grant to the County an IOD for the on-site portion of roadways as shown on the tentative map and consistent with the Cordova Hills SPA to the satisfaction of Municipals Services Agency.
20. Dedicate a Public Utility Easement for underground facilities and appurtenances adjacent to all roadway IODs as shown on the Tentative Map and consistent public utility easements shown on street sections within the Cordova Hills Master Plan.
21. Conduct an assessment ballot to annex into the Enhanced or the Decorative street light benefit categories within CSA1.

WATER RESOURCES

22. Coincident with the approval of the improvement plans, provide drainage easements as needed and pay any fee required by the Sacramento County Water Agency Code. Install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, approved Drainage Master Plan, and Sacramento County Improvement Standards. All basins and channel alignments are contingent upon development interest. Any SCWA funding is contingent upon a need by SCWA, pursuant to title 2 of the SCWA Code. All drainage studies are subject to alternative analyses. Basin land shall not be credited within the Zone 11A fee program.
23. The Department of Water Resources shall require an approved drainage study incorporating all the items contained in the latest version of the document "**COUNTY OF SACRAMENTO DEPARTMENT OF WATER RESOURCES DRAINAGE DEVELOPMENT AND HYDROLOGY SECTION, Drainage Study Requirements**" and all the requirements listed in the Sacramento County Drainage Improvement Standards, prior to recordation of the large lot map. The study shall describe permanent stormwater quality treatment facilities capable of treating stormwater to the satisfaction of DWR groundwater engineering for infiltration into the Mehrten formation. The study must also identify, to the satisfaction of the Sacramento County DWR, hydromodification mitigation measures and flood detention facilities, to be implemented by the Cordova Hills development, in conformance with applicable County ordinances & standards, and state and federal law.

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24. An existing condition (pre-project) Letter of Map Revision, must be approved by FEMA prior to recordation of the first large lot final map, approval of improvement plans, or grading plans, whichever comes first.
25. A CLOMR must be approved by FEMA for proposed development prior to approval of improvement plans, or grading plans, whichever comes first. Afterwards, a submittal to FEMA for a Letter of Map Revision is required prior to final map recordation. The development related CLOMR/LOMR process may be tied to the scope of the development phases with DWR approval.
26. An approved Letter of Map Revision for the developed condition shall be required prior to Building Permit issuance.
27. Prior to the first large lot map recordation, annex to the County of Sacramento Stormwater Utility District pursuant to the Sacramento County Water Agency Code, and the Sacramento County Improvement Standards.
28. There shall be no net loss of storage for any fill placed within the 100-year floodplain without in-kind excavation, unless documented and approved through the submittal and review of a comprehensive drainage study.
29. Provide post & cable, split rail, or wrought iron fencing around storm water detention basins consistent with the Cordova Hills Master Plan and to the satisfaction of the Sacramento County Department of Water Resources. Design the basins to be aesthetically pleasant and safe to accessing public.
30. Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of DWR not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet in the site improvement plans.

DEPARTMENT OF TRANSPORTATION

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

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32. The developer shall dedicate to the County additional right-of-way for at-grade intersection widening at the at-grade intersections of Grant Line Road with University Boulevard, Chrysanthy Boulevard, and North Loop Road pursuant to Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.
33. The developer shall grant the right of direct vehicular access to the County of Sacramento along Grant Line Road to the satisfaction of the Department of Transportation, except at the intersections of University Boulevard, Chrysanthy Boulevard, and North Loop Road.
34. All subdivision and/or parcel maps with land adjacent to Grant Line Road shall include an irrevocable setback line consistent with a future one hundred foot (100 ft.) right-of-way line to accommodate the Connector project which shall be the basis for development/building setbacks.
35. If interim access road improvements are deemed appropriate by the County, the developer shall install Class "C" intersection improvements on Grant Line Road at the project entrance streets pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.
36. The geometric design of the right turn and left turn pockets, including bay tapers, at the intersections of Grant Line Road with North Loop Road, Chrysanthy Boulevard, and University Boulevard shall be based on an engineering analysis to the satisfaction of the Department of Transportation.
37. The feasibility of allowing left-turn access and the design of left turn pockets on Chrysanthy Boulevard, Town Center Boulevard, North Loop Road, and University Boulevard at commercial driveways and village entries shall be based on a focused access study that considers the entirety of the median design and the impacts to capacity and safety to the satisfaction of the Department of Transportation.
38. Prior to the recordation of any final map applicable to the Town Center Village within the Cordova Hills SPA, a focused access study addressing internal Cordova Hills' circulation and roadway design shall be completed. This study shall address the operations of the internal circulation and connections to Grant Line Road, Chrysanthy Boulevard, Town Center Boulevard, North Loop Road, and University Boulevard. A micro-simulation or manual operational analysis shall be conducted to finalize the design of internal circulation and road connections to ensure they operate acceptably. The scope of work for the analysis shall be approved by the Sacramento County Department of Transportation staff. Upon completion, the analysis shall be submitted to the Sacramento County Department of Transportation for approval and recommendations.
39. The developer shall reserve an additional ten feet (10 ft.) of right-of-way east of the one hundred feet (100 ft.) of right-of-way that is being dedicated east of the centerline of Grant Line Road between Chrysanthy Boulevard and the Project's northern boundary at Glory Lane. County and developer agree that the value of lands subject to the foregoing reservation shall be based upon the value for comparable unentitled lands then being paid by the Connector JPA at the time the land subject to this reservation is acquired for the Connector project. The foregoing reservation shall state that the developer and the public

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agency for whose benefit the reservation is being provided shall have a period of five (5) years following approval of the applicable final parcel map or final subdivision map within which to enter into a binding agreement for the acquisition of the reserved land area shown on the map, which area may be acquired in fee title or easement at the discretion of the public agency.

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

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

41. The developer shall provide County with an irrevocable offer of dedication for a 76 ft. wide roadway right-of-way with 28 ft. wide landscape maintenance easements on both sides of the roadway right-of-way for that segment of Town Center Boulevard between its intersection with North Loop Road to the northern boundary of the Cordova Hills Project.
42. To the extent required by the Biological Opinion issued for the Freeport Regional Water Project, new water service will not be authorized or provided until compliance with the Endangered Species Act is demonstrated. Depending upon the source of water, compliance may be demonstrated by one of the following: participation in the SSHCP if the SSHCP is approved and implemented; a letter from the US Fish and Wildlife Service (USFWS) to the Project proponent and/or federal agency indicating the Project is not likely to adversely affect or result in a take of listed species; incidental take coverage through a biological opinion for the Project; or, incidental take coverage through an Endangered Species Act section 10(a)(1)(B) permit for the Project. Such compliance must be demonstrated to the satisfaction of the Director of the Department of Water Resources before approval of final map or issuance of the first building permit, whichever occurs first.
43. Annex the subject properties to a Community Facilities District approved by the County Municipal Services Agency, Department of Transportation to support the maintenance of

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the landscaped areas/medians/frontages in accordance with the Cordova Hills Urban Services Plan. Final map recordation will not be approved until the annexation is complete.

44. Prior to map recordation, annex to the County of Sacramento County Services Area 1 to support maintenance of street and safety lights, in accordance with the Cordova Hills Urban Services Plan, including annual escalation factor, within the project. The applicant must contact the Department of Transportation at (916) 875-5123 to obtain information concerning costs and to initiate the process at the earliest possible time since the process takes about four (4) months to complete.

FINDINGS:

1. The Cordova Hills project meets the growth management criteria of the General Plan; the project has been designed to conform to the requirements of General Plan Policy LU-120. The project is consistent with LU-120 (PC-1 through PC-10), and achieves a total of 21 points in the criteria based standards (CB-1 through CB-5). A total of 18 points are required and 24 points are possible.
2. The Cordova Hills project meets the intent of the County's General Plan which places a strong emphasis on achieving compact and mixed used developments, differing housing types, and a better balance of employment and neighborhood services while designing new growth areas. Planning principles relating to mixed use and compact developments, as cited in General Plan Policies LU-21, 22 and 23, have been incorporated into the design of the Cordova Hills project.
3. Many of the circulation related planning principles cited in the General Plan, including pleasant walking environments, streetscape features, and direct and multiple linkages for walking and biking have been incorporated into the design of the Cordova Hills project. As a result, the proposed project meets the intent of General Plan policies LU-27, LU-37, LU-39, CI-3, CI-4, CI-32 and AQ-1.
4. Cordova Hills is also consistent with Economic Development Element policies ED-1, ED-2, ED-4, ED-5, ED-6, ED-7, and ED-8, pertaining to identification of adequate commercial sites to meet the future service demands of new growth areas and the need to provide balanced mix of uses. The plan also conforms to Economic Development Element Policies ED-68 and ED-69 which advocates for the attraction of institution of higher education to Sacramento County and integration of the regional institution of higher education into the local and regional economies."
5. The project also meets General Plan Policies CI-26, CI-27 and CI-30 which requires the expansion of neighborhood shuttle service and the identification of capital costs in the Financing Plan. A transit shuttle system will be provided that circulates through Cordova Hills and feeds into the Sacramento Regional light rail transit system.
6. The project also conforms to General Plan policies LU-13, LU-66 and LU-110 which address a variety of infrastructure related issues, including requirements for general coordination within service providers, provision of adequate facilities, and securing funds

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

7. An Air Quality Mitigation Plan has been prepared for the project which requires the implementation of Plan-wide and project-specific emission reduction measures to achieve reduction in operational and areas source emissions, consistent with General Plan Policy AQ-
8. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.
