

2.1 PROJECT BACKGROUND

The City of Rancho Cordova (City) incorporated in July of 2003. This triggered the requirement to adopt a complete General Plan. The City of Rancho Cordova General Plan process began in May 2004. On March 13, 2006, the City released the public draft General Plan and Draft Environmental Impact Report (EIR) for a 63-day review period. The General Plan and the General Plan EIR were adopted by the City Council in June 2006. General Plan Action item LU.6.4.1 directs the City to “develop, adopt, and implement a Folsom Boulevard Specific Plan” (GP, p. II-45). On November 6, 2006, the City Council approved Ordinance 57-2006 approving the Specific Plan document and the rezoning of all Folsom Boulevard Specific Plan parcels into zoning conformance with the City’s General Plan. The Folsom Boulevard Specific Plan document is currently being revised to provide more detailed direction for new development through the inclusion of a form-based zoning code, conceptual plans for “pulse point” locations, and required circulation elements.

2.2 PROJECT LOCATION AND EXISTING CONDITIONS

The Folsom Boulevard Specific Plan area consists of approximately 769 acres of land and is approximately four miles in length. The project area is part of the larger General Plan-designated Folsom Boulevard Planning Area, which extends approximately eleven miles between Watt Avenue and Hazel Avenue. The project area includes parcels with frontage on Folsom Boulevard between Bradshaw Road and Sunrise Boulevard, as well as some parcels contiguous to those parcels adjacent to Folsom Boulevard. The project area contains portions of the Downtown Planning Area and portions of the Convention Overlay area. The Folsom Boulevard Specific Plan area is shown in **Figure 1**.

The project area is located within an area of Rancho Cordova characterized by urban development. As part of the November 6, 2006 approval of the Folsom Boulevard Specific Plan, the affected parcels were rezoned into conformance with the General Plan. Adopted land uses within the project area are shown in **Figure 2**.

2.3 PROJECT DESCRIPTION

Adoption of the Folsom Boulevard Specific Plan would implement the vision, goals, policies, and actions of the City’s General Plan by establishing policies and regulations to guide subsequent development and redevelopment of the project area. There are no physical improvements or construction activities proposed by the proposed project itself, at this time. Future actions and development within the project area will be subject to additional environmental review on a project-by-project basis. Implementation of the proposed project could result in the intensification of land uses from those currently existing. The impacts of this intensification were evaluated in the General Plan EIR, which has been incorporated into this document by reference. The analysis in this MND will focus on any project-specific impacts that were not adequately addressed in the GP-EIR, and identify any impacts that may be more severe than those addressed in the GP-EIR.

As shown in **Figure 2**, the project area includes portions of three Planning Areas that were analyzed for buildout potential in the General Plan EIR.

According to the General Plan, the **Folsom Boulevard Planning Area** will serve as the high-intensity development center of the City. Target land uses for this area include a series of Transit-Oriented and Regional Town Centers strategically located at light rail stations and

2.0 PROJECT DESCRIPTION

freeway interchanges. These designations, along with other commercial nodes along Folsom Boulevard will serve as catalysts for redevelopment of this corridor. Residential and Office Mixed-Use designations will provide additional housing opportunities and developments that support transit ridership. The tallest buildings with residential densities near 80 units per acre will be developed here in a mixed-use setting (overall average density assumed is 20 units per acre). Development will take advantage of the proximity and availability of Light Rail to and from the Area. Much of the land within the Planning Area is visible from Highway 50, creating significant opportunity for identifiable project design that contributes to the enhanced character of the City. Utilities in this area should be placed underground and projects shall be designed to enrich the pedestrian environment along the cohesive streetscape corridor.

At full buildout, the entire Folsom Boulevard Planning Area, which encompasses 1,629 acres, would include up to 10,476 dwelling units, have a population of up to 22,936 people and employ up to 26,704 persons. Approximately 769 acres of the Folsom Boulevard Planning Area are within the Folsom Boulevard Specific Plan area.

According to the General Plan, the **Downtown Planning Area** is the center and “heart” of Rancho Cordova. The area provides a significant connection between existing residential and commercial areas in the northern portion of the City with existing employment areas and future residents to the south. This location in the core of the community will serve to link the community both east-west and north-south. Its proximity to Highway 50 and Light Rail make it a prime location in the region for locating uses and tenants that benefit from that level of visual exposure. It is the City’s intent that the Downtown becomes a vibrant place to live, work, play, and shop. It is a walkable area with wide urban sidewalks that connect to plazas and other gathering areas that are part of individual projects. The vision is for a pedestrian-friendly gathering place for both daytime and nighttime activities (e.g., farmers markets, concerts, and sporting events). The tallest buildings in the City will be located in the Downtown Planning Area. The portion of the Downtown Planning Area which lies north of Highway 50 is included within the proposed project.

In addition to the Planning Areas, the General Plan also designated a **Convention Overlay area**. The Convention Overlay area is intended to foster and support a convention center at the intersection of Sunrise Boulevard and Folsom Boulevard, including hotels, restaurants, and meeting spaces. A portion of the Convention Overlay area is included within the proposed project.

The GP-EIR analyzed buildout conditions based on the information as shown in **Table 2-1**.

**TABLE 2-1
SUMMARY OF BUILDOUT CONDITIONS BY PLANNING AREA**

Planning Area	Dwelling Units	Population	Total Employment ¹	Employment			Total Square Footage ²	Square Footage		
				Commercial	Office	Industrial		Commercial	Office	Industrial
Aerojet	0	0	4,570	0	2,078	2,491	2,930,958	0	571,537	2,359,421
Countryside/ Lincoln Village	3,558	8,694	5,715	408	4,880	204	1,729,506	204,179	1,341,988	183,339
Downtown	2,986	6,479	16,000	2,045	13,821	0	4,823,373	1,022,717	3,800,656	0
East	10,390	27,781	5,644	1,328	2,452	485	1,776,060	663,935	674,387	437,738
Folsom Blvd	10,476	22,936	26,704	4,497	21,350	833	8,869,137	2,248,631	5,871,106	749,400
Glenborough	4,434	10,344	9,747	3,971	5,541	5	3,514,669	1,985,370	1,523,859	5,440
Grant Line North	6,916	16,601	3,634	299	3,242	0	1,040,916	149,368	891,548	0
Grant Line South	3,667	9,816	3,235	263	2,594	0	844,822	131,585	713,237	0
Grant Line West	3,393	9,043	1,747	1,006	522	0	646,577	502,893	143,684	0
Jackson	5,806	15,457	10,753	411	6,834	3,156	5,148,609	205,424	1,879,425	3,063,760
Mather	1,982	5,175	15,841	197	8,011	3,449	5,405,896	98,638	2,202,951	3,104,307
Rio del Oro	11,366	27,987	12,067	2,425	6,422	2,393	5,132,642	1,212,657	1,766,146	2,153,839
Suncreek/ Preserve	9,263	21,236	1,331	423	449	0	334,754	211,522	123,232	0
Sunrise Blvd North	630	1,367	1,561	432	1,129	0	526,528	216,014	310,514	0
Sunrise Blvd South	0	0	14,436	1,045	8,004	5,387	7,809,716	522,440	2,201,125	5,086,151
Westborough	6,078	15,714	5,521	1,701	3,434	193	1,968,928	850,540	944,359	174,029

Source: City of Rancho Cordova PLACE³S Land Use Model

¹ Total employment also includes jobs that are not included under commercial, office and industrial, such as public school employment.

² Total Square Footage totals only include commercial, office and industrial and do not include square footage from other uses, such as public and quasi-public uses (e.g., schools and churches).

2.5 PROJECT ASSUMPTIONS

The following assumptions are considered to be part of the Project Description, and are included in the analyses of project-related impacts presented in this Mitigated Negative Declaration:

- All future development and/or redevelopment in the proposed project area will be in conformance with the Rancho Cordova General Plan, Zoning Code, and other applicable planning documents.
- All applicable fees, charges, assessments, etc., will be paid by new development.
- All construction will be accomplished in compliance with all applicable building, plumbing, fire, and other codes, as well as with all applicable local, state, and federal regulations.

This MND is tiered from the City of Rancho Cordova General Plan EIR (GP-EIR). The planning area analyzed in the GP-EIR included the City Limits, Sphere of Influence, and General Plan Planning Area (GP PA). The impacts associated with implementation of the General Plan in the proposed project area were considered and mitigated as a part of the GP-EIR. The GP-EIR programmatically discussed the area-wide consequences of implementation of the General Plan; this project is one component of the program level analysis found in the GP-EIR. The proposed project is consistent with the General Plan; impacts associated with any future development under zoning designations allowed by the General Plan would be consistent with those evaluated in the GP-EIR. The GP-EIR determined impacts to land use, agriculture, transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural and paleontological resources, and visual resources/light and glare, to be significant and unavoidable.

At the time of adoption of the GP-EIR, the City Council adopted Findings of Fact and a Statement of Overriding Considerations, which addressed all significant and unavoidable impacts.

Impacts from the proposed project would not be greater than those identified by the GP-EIR; therefore, the term “Less than Significant” is used in this document to indicate that impacts created by the proposed project have been mitigated in the GP-EIR or were addressed in the “Findings of Fact and a Statement of Overriding Considerations,” adopted on June 26, 2006.

The proposed project creates the potential for future projects to create significant impacts; such as, incompatibility with existing land uses, traffic and circulation impacts, air quality impacts, biological impacts, etc. The GP and GP-EIR programmatically addressed the environmental impacts of construction and redevelopment of land uses within the annexation area. As future projects are brought forward to the City, the City will determine, at that time, whether additional CEQA analysis is required pursuant to State CEQA Guidelines.