

# **APPENDIX G**

**The Ranch Project Consistency with Rancho Cordova General Plan Policies**

## APPENDIX G: THE RANCH PROJECT CONSISTENCY WITH RANCHO CORDOVA GENERAL PLAN POLICIES

<i>GENERAL PLAN POLICY</i>	<i>PROJECT CONSISTENCY</i>
<b>LAND USE</b>	
<p><b>Policy LU.1.3</b> – Maintain a strong jobs-housing ratio, with a diverse job base and corresponding housing stock, within the Planning Area. Improve the relationship and proximity of jobs to housing and commercial services. (Further implemented through Action LU.1.3.2)</p>	<p><b>Consistent.</b> As described in Section 3.11, the project is generally consistent with the City’s General Plan in regards to the mix of residential and nonresidential land uses. Additionally, the project area includes retail and commercial uses interspersed with residential uses as envisioned for the SunCreek/Preserve Planning Area; thereby providing jobs within proximity to housing consistent with the General Plan. Further, the future employment growth associated with the project is consistent with the growth anticipated in the SACOG 2016 MTP/SCS.</p>
<p><b>Policy LU.1.4</b> - Promote high quality, efficient, and cohesive land utilization that minimizes negative impacts (e.g., traffic congestion and visual blight) and environmental hazards (e.g. flood, soil instability) on adjacent neighborhoods and infrastructure and preserve existing and future residential neighborhoods from encroachment of incompatible activities and land uses.</p>	<p><b>Consistent.</b> The proposed project has been designed to minimize congestion, visual imposition, and environmental hazards between adjoining, but different land uses, as discussed in The Ranch Draft EIR.</p>
<p><b>Policy LU.1.6</b> Ensure adequate provisions for development of civic uses (public/quasi-public). (Further implemented by Action LU.1.6.1).</p>	<p><b>Consistent.</b> The proposed project includes the public uses including park and recreation facilities, trails, and a recreation center.</p>
<p><b>Policy LU.1.7</b> – Promote higher density and intensity land uses that support transit within one- half mile of major transit stations. Development should be pedestrian- and transit-friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.</p>	<p><b>Consistent.</b> The project is not located within one-half mile of a major transit station. The project includes multifamily development near the proposed retail and commercial areas and locates the higher intensity land uses (268 multifamily units and approximately 5 acres of commercial uses) associated with the project in close proximity to the planned Signature Transit Line facility.</p>
<p><b>Policy LU.1.9</b> - The City shall require development to protect one acre of existing farmland of equal or higher quality for each acre of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance that would be converted to non- agricultural uses. This protection may consist of the establishment of farmland conservation easements, farmland deed restrictions, or other appropriate farmland conservation in perpetuity, but may also be utilized for compatible wildlife conservation efforts. The farmland to be preserved shall be located within Sacramento County and must have adequate water supply to support agricultural use. As part of the consideration of land areas proposed to be protected, the City shall consider the benefits of preserving farmlands in proximity to other protected lands.</p>	<p><b>Consistent.</b> The majority of the project site is depicted on the California Department of Conservation’s Farmland Mapping and Monitoring Program as Grazing Land, with some portions of the site depicted as Urban and Built-Up Land. Grazing Land is suitable for the grazing of livestock and does not qualify as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no protection of existing farmland is required and the proposed project is consistent with this policy.</p>
<p><b>Policy LU.1.11</b> – Proper buffering for the Kiefer landfill of a 2,000-foot buffer around the permitted footprint of the landfill shall be required. Where appropriate, land use density, buffers, or other measures should be used when planning future land uses near the landfill.</p>	<p><b>Consistent.</b> No portion of the project site falls within 2,000 feet of the land fill footprint.</p>
<p><b>Policy LU.2.1</b> - Ensure future land use and growth within the Planning Area adheres to the City’s smart growth principles, as described in this Element.</p>	<p><b>Consistent.</b> The proposed project impacts the applicable Smart Growth Principles as follows:  <i>Transportation Choices</i> - In addition to major and minor roads planned throughout the project, the project would provide an on-site transit facility consistent with the</p>

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	<p>City’s Transit Master Plan. Additionally, the project has proposed pedestrian/bicycle path network for the site.</p> <p><i>Housing Choices</i> - The proposed project includes a mix of medium and low-density residential land uses, including age-restricted and non-age restricted, providing choices for future residents in the area of density and ultimately home size and price.</p> <p><i>Mixed Land Uses</i> - The proposed project includes residential, commercial, parks, and recreation land uses.</p> <p><i>Compact Urban Development</i> - The proposed project is designed with commercial land uses surrounded by residential uses and connected by both roads and pedestrian/bicycle paths and has clustered uses in order to avoid the large, continuous nature preserve that would be established by the project.</p> <p>Neighborhoods within the proposed project are consistent with the building blocks concept of the City and are therefore clustered and compact.</p> <p><i>Walkable Neighborhoods</i> - Residential land uses in the proposed project are clustered, fostering a walkable community and serving to create compact residential areas. In addition, the project will include sidewalks, off-street trails, standard pedestrian crossing warning signs, signs to identify pedestrian and bicycle paths, and pedestrian signal heads. Sidewalks will be constructed as part of the frontage improvements along all new roadway construction for Jaeger Road/Rancho Cordova Parkway and Chrysanthy Boulevard.</p> <p><i>Preservation/Integration of Natural Resources</i> - The proposed project includes an approximate 199.5-acre preserve. The project would also include additional park and open space associated with project drainage improvements and public trails.</p> <p><i>Quality Design/Sense of Place</i> - The final design of structures within the proposed project will be subject to the The Ranch Special Planning Area Handbook (SPA Handbook), which has been developed to provide a cohesive community with high quality design.</p>
<p><b>Policy LU.2.2</b> - Promote new development and redevelopment in accordance with the building blocks concepts of neighborhoods, villages, and districts.</p>	<p><b>Consistent.</b> The project is designed in accordance with the building blocks concept to include cohesive neighborhoods.</p>
<p><b>Policy LU.2.4</b> – Use Community Plans, Proposed projects, and development projects to promote pedestrian movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.</p>	<p><b>Consistent.</b> The project includes ample bicycle and pedestrian trails throughout the project site. The project provides a well detailed plan for internally pleasant travel as well as for connection with external routes.</p>
<p><b>Policy LU.2.5</b> - Phase growth based on infrastructure capacity, infrastructure financing, and the timing of the design, approval/permitting, and construction of transportation facilities and other infrastructure.</p>	<p><b>Consistent.</b> The project includes a phasing plan. The project is to be accomplished in four phases. These four phases are designed to match the construction of infrastructure.</p>

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<b>Policy LU.2.6</b> - Discourage the over concentration of retail shopping facilities in a single location in order to ensure neighborhood services are distributed and integrated into the City's neighborhoods and that market demand is met without diminishing the viability of nearby commercial properties with the same customer base. Further implemented by Action LU.2.6.1.	<b>Consistent.</b> The project implements the building block approach in conjunction with the provision of a neighborhood-serving commercial parcel. The commercial parcel is sized appropriately for the area and would not result in an over concentration of retail uses.
<b>Policy LU.2.7</b> – Promote sustainable development that reduces the impact of projects on energy, water, and transportation systems. Encourage sustainable development to occur in ways that complement the built form.	<b>Consistent.</b> The proposed project integrates sustainable development practices at each level of community planning and implementation. See Section 3.6 (Greenhouse Gases, Climate Change, and Energy) of The Ranch Draft EIR for a description of the project’s design measures as well as mitigation requirements that reduce energy consumption, water use, reduce vehicle trips, reduce GHG emissions, and promote sustainable development.
<b>Policy LU.3.4</b> - Consult with state and federal regulatory and resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if appropriate, concurrent application processing schedules.	<b>Consistent.</b> The proposed project is subject to CEQA review. A Notice of Preparation (NOP) to prepare an EIR was published for this project. State and federal regulatory and resource agencies had the opportunity to provide comments based on this initial notice and will also be notified and provided the opportunity to comment during the public review period for The Ranch Draft EIR.
<b>Policy LU.3.5</b> - Work with community service providers such as the Cordova Recreation and Park District and the Rancho Cordova Neighborhood Center to expand their services to new areas of the City as opportunities arise.	<b>Consistent.</b> Plan development, including location and sizing of parks, has been coordinated with the Cordova Recreation and Park District.
<b>Policy LU.3.9</b> - Ensure that land uses adjacent to or near Mather Airport are subject to the location, use, and height restrictions of the most recently adopted CLUP/ALUP at the time of development consideration, except when the CLUP/ALUP is under an update process. In the circumstance of a CLUP/ALUP update, coordinate with the County in the review of development projects to determine the most appropriate development restrictions for the continued operation of the airport.	<b>Consistent.</b> The proposed project area is not located within the Airport Area of Influence. Therefore, the CLUP guidelines and restrictions on development do not apply to the proposed project or any of the alternatives.
<b>Policy LU.6.2</b> – Ensure subsequent detailed land planning for those Planning Areas with Conceptual Land Plans.	<b>Consistent.</b> The proposed project provides a detailed land use plan in the SPA Handbook, including land use designations, proposed land uses depicted on a land use map, and policies and details regarding development standards and allowed uses.
<b>URBAN DESIGN</b>	
<b>Policy UD.1.1</b> – Promote the design of residential neighborhoods in accordance with the desired character of the village and district in which it is located. All City codes and regulations shall be updated to reflect the City’s vision for Urban Design neighborhoods, villages, and districts as the building blocks of the City.	<b>Consistent.</b> The Rancho Cordova General Plan currently designates the project site as the SunCreek/Preserve Planning Area. As part of the proposed project, the applicant is requesting a General Plan Amendment to establish specific General Plan land use designations, LDR, MDR, HDR, C, P/OS, and NR in order to implement the General Plan’s land use concept for the project’s portion of the SunCreek/Preserve Planning Area. The proposed project has been designed to incorporate the development directives and conform with the expectations described in the Rancho Cordova General Plan.

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<b>Policy UD.1.3</b> - Design neighborhoods as walkable places, approximately 1/3 mile in radius, and connected to adjoining neighborhoods by trails, open spaces, and commercial activity nodes.	<b>Consistent.</b> The site plan for the proposed project illustrates that no community is more than 1/2-mile wide, and is planned to be developed in neighborhood phases that are at most 1/4-- to 1/3-mile wide. The proposed neighborhoods would be connected to adjoining neighborhoods by trails, open spaces, and the proposed commercial area.
<b>Policy UD.1.4</b> - Design residential subdivisions with a mix of housing types and densities that satisfy a wide range of lifestyles and income levels. (Further implemented by Actions UD.1.3.1, UD.1.3.2 and UD.1.3.3)	<b>Consistent.</b> The proposed project contains many different housing types that would be utilized in the community.
<b>Policy UD.1.5</b> - Develop vibrant urban cores (village centers and local town centers) as the primary activity centers of each district within the City.	<b>Consistent.</b> The proposed project includes two commercial sites at the intersection of Chrysanthy Boulevard and Rancho Cordova Parkway. These areas are intended to serve as a local town center, with retail and commercial uses providing products and services to the surrounding residents.
<b>Policy UD.1.6</b> - Encourage the design of village and local town centers as pedestrian- and cyclist- friendly activity centers with successful public spaces.	<b>Consistent.</b> This is accomplished by the overall design approach with an emphasis upon proximity to open space and limiting conflict between the automobile and the pedestrian and bicyclist. The commercial areas are located along Rancho Cordova Parkway and Chrysanthy Boulevard, which will have pedestrian and bicycle access routes included.
<b>Policy UD.2.1</b> - Require new development and redevelopment areas to be designed in accordance with the City's building blocks concept.	<b>Consistent.</b> See response to Policy LU.2.6 (below).
<b>Policy UD.2.6</b> - Create streetscape designs with themes that are oriented toward and inviting to pedestrians and cyclists and that are unique in character to a district, corridor, or area within the City.	<b>Consistent.</b> The proposed project includes an extensive network of pedestrian trails and paths (See discussion under Policy LU.2.4 above) as well as bicycle lanes and paths. The proposed project includes details on the design and location of these paths, providing a unique visual character.
<b>Policy UD.3.1</b> – Ensure quality design of new development and redevelopment with an integrated architectural style.	<b>Consistent.</b> The proposed Architectural + Site Design Guidelines (included in the SPA Handbook) for multifamily and commercial uses include guidance as to the architectural design of buildings in the project area, thereby establishing a cohesive style for the project area. The architectural design of the single-family residential areas is also guided by the proposed SPA Handbook.
<b>Policy UD.3.2</b> - Create safe, inviting, and functional pedestrian and cyclist environments in commercial, office, and mixed-use projects.	<b>Consistent.</b> The proposed project creates an interconnected and multi-modal transportation network and provides a hierarchical interconnected street system with streets as inviting, multi-modal public spaces. Various modes of transportation including an intricate pedestrian and bicycle trail network will reduce automobile dependency. Additionally, the entire pedestrian system will provide access to meaningful destinations like commercial centers, schools, and parks on the project site and off-site.
<b>Policy UD.3.3</b> - Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects.	<b>Consistent.</b> This is accomplished by the overall design approach with an emphasis upon proximity to open space and limiting conflict between the automobile and the pedestrian and bicyclist. Extensive public space, including active and passive parks, open space, and a trail system, is included in the proposed project.

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<b>Policy UD.4.2</b> - Design new development to be compatible with surrounding development in ways that contribute to the desired character of the City and District.	<b>Consistent.</b> The urban development on the project site would be consistent with, and appear as a continuation of, development in the subdivision to the north and west and future development in the area to the south and east.
ECONOMIC DEVELOPMENT	
<b>Policy ED.1.8</b> – Provide a variety of housing types in Rancho Cordova to support a diverse economy, including workforce housing, move-up housing, and executive housing.	<b>Consistent.</b> See response to Policy UD.1.1 (above).
<b>Policy ED.2.1</b> – Provide a mix of neighborhood retail, community retail, regional retail and specialty retail to serve Rancho Cordova and surrounding communities to achieve the recommendations outlined in the City’s Retail Strategy.	<b>Consistent.</b> The proposed project includes 32,000 square feet of neighborhood-serving commercial/retail space for the planned community and nearby areas.
<b>Policy ED.2.3</b> - Strategically locate regional retail properties to take advantage of the local and regional transportation corridors (e.g., Highway 50, State Route 16, light rail, etc.) and integrate local retail and services into neighborhoods.	<b>Consistent.</b> The proposed project proposes a retail center along Chrysanthy Boulevard and Rancho Cordova Parkway, that would be integrated into the community through pedestrian and bicycle connections as well as landscaping transitions.
HOUSING	
<b>Policy H.1.1</b> – Improve the City’s jobs-housing balance through ensuring that housing development in Rancho Cordova provides opportunities for all income levels in order to serve the full range of available and projected jobs in the City.	<b>Consistent.</b> The variety of residential densities (including low and medium densities) provided for in the proposed project would result in a range of housing types and opportunities for a range of income levels. See also, response to Policy UD.1.1 and Policy LU.1.3 (above).
<b>Policy H.1.2:</b> Maintain adequate sites that support a range of housing types appropriate for the City’s housing needs, taking into account employment projections, household growth, and the City’s share of regional housing needs.	<b>Consistent.</b> See response to Policy UD.1.1 (above), Policy LU.1.3 (above) and Policy H.1.1 (above).
<b>Policy H.1.3</b> – Promote a broader range of housing options for executives.	<b>Consistent.</b> The project includes non-restricted and age-restricted single family residential uses, with a variety of lot sizes and significant community amenities (parks, off-street trail system, open space, age-restricted community center and garden), that may appeal to executives.
<b>Policy H.1.4</b> – Ensure that an appropriate range of housing opportunities is available to accommodate both local and out-of-region executives.	<b>Consistent.</b> See response to Policy UD.1.1 and Policy H.1.3 (above).
<b>Policy H.1.5</b> – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.	<b>Consistent.</b> The proposed project includes high and medium density residential uses adjacent to the proposed Signature Bus Route facility along Rancho Cordova Parkway and the two commercial parcels at the intersection of Rancho Cordova Parkway and Chrysanthy Boulevard.
<b>Policy H.4.1</b> – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or over-sized rental complexes and providing a range of housing prices and rents.	<b>Consistent.</b> As identified in the Tentative Subdivision Map for the project, the high and medium densities of housing within the project are interspersed with lower density residential, avoiding over concentration. The various lot sizes and housing types would result in a range of housing prices and rents.
<b>Policy H.4.5</b> – Ensure that adequate parking is available in multi-family rental properties, condominiums, townhomes, and senior facilities.	<b>Consistent.</b> The proposed project will be subject to Zoning Code Section 23.719, which regulates parking and loading standards.

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<b>Policy H.4.6</b> – Ensure that housing appropriate for empty-nesters and single persons, such as townhomes or small lot, single-family homes, rather than large single-family homes, is developed.	<b>Consistent.</b> See discussion under Policy H.1.1 above. Higher density residential development is included within the proposed project and is typically associated with townhomes and other multi-family homes as well as small lot detached homes.
<b>Policy H.4.8</b> – The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, nation origin, color, disability, familial status, source of income, or sexual orientation.	<b>Consistent.</b> The proposed project encourages diversity and balance by encouraging housing, social and economic diversity through an appropriate mix of integrated land uses that result in a vibrant community with rich experiences and conveniences.
<b>Policy H.4.9</b> – Promote improved aesthetics and amenities in residential construction.	<b>Consistent.</b> The project has prepared a SPA Handbook that addresses the design of the neighborhoods, including architectural styles and development standards for single-family, multifamily, and commercial uses, as well as a Parks + Open Space Design Program and Circulation Design Standards.
<b>Policy H.6.1</b> – Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.	<b>Consistent.</b> All construction is required to conform to Title 24 as that regulation exists at the time of construction of commercial, office and residential uses. Additionally, details regarding project design measures that address energy efficiency as well as mitigation measures are presented in Section 3.2 (Air Quality) and Section 3.6 (Greenhouse Gases, Climate Change, and Energy) of The Ranch Draft EIR.
<b>Policy H.6.2</b> – Encourage participation in SMUD’s photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs.	<b>Consistent.</b> The project would either provide on-site renewable energy systems for the residential lots, which would then connect to SMUD’s system, or would partner with SMUD to provide a renewable energy commitment for the residential uses.
<b>Policy H.7.4</b> – Require non-residential development to provide for the affordable housing needs generated or contributed to by their development.	<b>Consistent.</b> The project provides two multifamily parcels, including one parcel that could be used to provide affordable housing. See response to Policy UD.1.1 and Policy H.4.1 (above).
CIRCULATION	
<b>Policy C.1.1</b> - Implement the Circulation Plan with the Roadway System and Sizing Diagram, shown as Figure C-1, as a modified grid network.	<b>Consistent.</b> The proposed project is consistent with the General Plan’s Roadway System and Sizing Diagram.
<b>Policy C.1.2</b> - Seek to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. Please see Policy C.1.3 for additional policy guidance related to this issue. Examples of system improvements which may be accepted when Level of Service D cannot be maintained include the following, where the improvement or funding is in excess of standard City requirements:  Development of on- or off-street bicycle or pedestrian circulation (not including sidewalks that are constructed as part of roadway improvements);	<b>Consistent.</b> The analysis included in Section 3.13 of The Ranch Draft EIR utilized LOS D as the minimum acceptable level of service for City roadways analyzed in the section and identifies feasible mitigation measures to reduce the project’s impact to City roadway facilities as well as identifies where maintaining LOS D is not feasible, and/or would conflict with other City goals. The project design provides for new roadway connections and additional trail, bike and transit facilities to promote non-vehicular transportation. The proposed project land use mix also provides for residential, retail, employment, and public (parks) uses within close proximity that would reduce length of vehicle miles traveled and internalize project traffic.

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<p>Providing or funding public transportation facilities or services; Other features as determined appropriate by the City.</p>	
<p><b>Policy C.1.4</b> - Discourage the creation of private roadways, except when the roadways are constructed to public roadway standards and private maintenance is assured, or are used in an affordable residential development.</p>	<p><b>Consistent.</b> Some private roadways would be included in the proposed project. However, these would be maintained by private homeowner associations and would be constructed to the City’s roadway standards.</p>
<p><b>Policy C.1.6</b> - Strongly discourage the use of cul-de-sacs on local roads, except where they are necessary due to site-specific concerns, such as habitat areas, that preclude construction of through routes. When cul-de-sacs are used, they should include bicycle and pedestrian connections to trail systems or adjacent major or connector streets.</p>	<p><b>Consistent.</b> The proposed project includes some cul-de-sacs on local roads. However, when cul-de-sacs are used, they provide “pass-through” lots that offer bicycle and pedestrian connections to trail systems or adjacent major or connector streets and offer visibility into the cul-de-sacs from adjacent streets and uses.</p>
<p><b>Policy C.1.7</b> - Require the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections and seek to retrofit all existing intersections to incorporate these features.</p>	<p><b>Consistent.</b> The proposed project would install traffic pre-emption devices for emergency vehicles (police and fire) at signalized intersections.</p>
<p><b>Policy C.1.8</b> - Ensure that where traffic calming devices or techniques are employed, adequate access is provided for police and fire vehicles.</p>	<p><b>Consistent.</b> See response to Policy C.1.7, above.</p>
<p><b>Policy C.1.9</b> – In an effort to reduce automobile traffic and congestion and increase use of other travel modes, support the use of trip reduction programs.</p>	<p><b>Consistent.</b> As noted in Section 3.2, the project will implement a trip reduction program.</p>
<p><b>Policy C.1.10</b> – Encourage maximum block lengths that provide multiple vehicular paths and increase pedestrian circulation around the City at the neighborhood level. The City’s preferred block length is less than 600 feet. Block lengths between 600 and 800 feet may be acceptable on a case-by- case basis, and block lengths greater than 800 feet are generally considered unacceptable.</p>	<p><b>Consistent.</b> The proposed neighborhood streets have been developed to provide block lengths in the range of the City’s preferred block lengths.</p>
<p><b>Policy C.2.1</b> - Create a system of on- and off- street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.</p>	<p><b>Consistent.</b> The proposed project includes bike paths and trails that provide for an extensive trails network. Many of these trails are located in landscaped parkways, and along open space corridors within the proposed project. Additional circulation features for pedestrians and bicycles are also planned along major roads within the project.</p>
<p><b>Policy C.2.2</b> – Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and- ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high- density residential areas, commercial centers).</p>	<p><b>Consistent.</b> Transit (a Signature Bus Route) is planned for Rancho Cordova Parkway within the project area and the project would provide a transit stop for the planned route. The pedestrian and bicycle system, including a range of sidewalks, bike facilities, and an off-street trails, within the proposed project would allow for connections to planned transit as well as the proposed commercial, parks, and recreation uses.</p>
<p><b>Policy C.2.3</b> - In designing development projects, design for the pedestrian first.</p>	<p><b>Consistent.</b> All subdivisions will be constructed with sidewalks which will connect to the trail system. Additionally, see response to Policy UD.3.2, above.</p>



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<b>Policy C.2.4</b> - Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site- specific features such as trees or habitat.	<b>Consistent.</b> Sidewalks are planned to run parallel with the curb on all public streets.
<b>Policy C.2.5</b> - Provide safe and convenient bicycle access to all parts of the community.	<b>Consistent.</b> See discussion under Policy C.2.1 and Policy C.2.2 above.
<b>Policy C.2.6</b> – Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes. On-street bike routes may be provided on local, connector, and major roadways as deemed necessary by the City.	<b>Consistent.</b> See discussion under Policy C.2.1 and Policy C.2.2 above.
<b>Policy C.2.8</b> - Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.	<b>Consistent.</b> The project has been designed to provide an extensive network of pedestrian and bicycle facilities, with marked features, including road crossings, bicycle lanes, etc., to encourage safe walking and bicycling. Additionally, see response to Policy UD.3.2, above.
<b>Policy C.2.10</b> – Create safe and efficient at-grade crossings of roadways for pedestrian and bicyclists.	<b>Consistent.</b> See discussion under Policy C.2.1 and Policy C.2.2 above.
<b>Policy C.3.1</b> - Advocate and develop transit services which meet the needs of residents and employees in Rancho Cordova.	<b>Consistent.</b> As previously described, the project will provide a transit facility to serve the Signature Bus Route planned for Rancho Cordova Parkway by the City’s Transit Master Plan.
<b>Policy C.3.3</b> - Promote the integration of transit facilities into new development.	<b>Consistent.</b> See response to Policy C.3.1 above.
<b>Policy C.5.2</b> - Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.	<b>Consistent.</b> A traffic study has been prepared for the proposed project, and is included incorporated by reference. Results from the study, including requirements for the project to contribute to facilities that it has the potential to significantly impact, have been incorporated into the Section 3.13, Traffic and Transportation, of The Ranch Draft EIR.
<b>Policy C.5.3</b> - Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.	<b>Consistent.</b> The proposed project will be subject to improvement fees based on the necessary improvements identified in the traffic study prepared for this project.
<i>OPEN SPACE, PARKS AND TRAILS</i>	
<b>Policy OSPT.1.1</b> - Review all proposals for new residential development to ensure each project complies with the City’s minimum standards for parkland dedication, and is consistent with Cordova Recreation and Park District goals.	<b>Does Not Conflict.</b> The Rancho Cordova General Plan requires that new residential development dedicate parkland at a rate of five acres of land per 1,000 people. The proposed project is addressing the demand for parkland through a two-fold approach: the project would dedicate a 10.78-acre active park site, a 1.21-acre passive park site, and a 7.86-acre passive recreation open space site to the CRPD. The project would provide an additional trail along the nature preserve as well as private facilities, including a 5.40-acre recreation center, a 1.10-acre garden, and a 1.40-acre passive park, for the age-restricted component of the project. These facilities would total 27.75 acres, not including the off-street trail system adjacent the preserve.

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<i>GENERAL PLAN POLICY</i>	<i>PROJECT CONSISTENCY</i>
<b>Policy OSPT.1.2</b> - Coordinate with the Cordova Recreation and Park District to ensure that parks are provided, developed, and operated in a way that ensures that the City's parks goals are achieved throughout the community.	<b>Consistent.</b> See response to Policy OSPT.1.1, and Policy LU.3.5, above.
<b>Policy OSPT.1.3</b> - Encourage park development adjacent to school sites and other compatible uses (public and private) for enhanced civic space and integration into the community.	<b>Consistent.</b> The proposed project does not include school sites. The proposed parks, trails, and public open space areas would be located within neighborhoods and adjacent to the preserve area.
<b>Policy OSPT.1.4</b> – Ensure that adequate and reliable funding sources are established for the long term maintenance of parks and trails.	<b>Consistent.</b> The proposed project would dedicate the public parks and 7.86 acres of passive open space to CRPD. The timing for the delivery of parks, recreation facilities, and open space shall be determined before the approval of the first tentative subdivision map in the corresponding phase of the proposed project.
<b>Policy OSPT.2.1</b> - Review all proposals for new residential development to ensure compliance with the City's minimum open space standards.	<b>Consistent.</b> See response to Policy OSPT.1.1, above.
<b>Policy OSPT.2.3</b> - Maximize the potential benefits of natural resource mitigation lands within urban development.	<b>Consistent.</b> The preserve portion of the project area not only provides mitigation for impacts to biological resources but also a benefit to the visual quality of the site. The preserve provides further benefit through trails planned along the perimeter of the preserve (outside the actual preserve area) in order to increase opportunities for community enjoyment of the preserve.
<b>Policy OSPT.3.1</b> - Develop a trails system that provides for maximum connectivity, so that all trails are linked for greater use as recreational and travel routes.	<b>Consistent.</b> The proposed project includes pedestrian, bicycle, and trail facilities that provide connectivity throughout the site as well as connections to existing and planned bike and pedestrian facilities in the area. The project also proposes enhanced street crossing locations for trails.
<b>Policy OSPT.3.3</b> - Provide major off-street trails with grade-separated crossings or enhanced at-grade pedestrian crossings, especially across four-lane streets and collector roadways, to provide safe routes free from conflicts with vehicles.	<b>Consistent.</b> The proposed project includes enhanced at-grade pedestrian crossings along Chrysanthy Boulevard.
INFRASTRUCTURE, SERVICES AND FINANCE	
<b>Policy ISF.2.1</b> – Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.	<b>Consistent.</b> See response to Policy LU.2.5, above.
<b>Policy ISF.2.2</b> - Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.	<b>Consistent.</b> Preparation of the proposed project has involved coordination with public service providers, including The Sacramento Metro Fire Department, Rancho Cordova Police Department, Elk Grove Unified School District (EGUSD), the CRPD, utility providers, and other responsible public service providers.
<b>Policy ISF.2.3</b> - Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.	<b>Consistent.</b> The phasing plan will assure equitable distribution of burden for facility costs within the proposed project as well as timely provision of needed infrastructure.

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<b>Policy ISF.2.4</b> - Ensure that water supply and delivery systems are available in time to meet the demand created by new development, or are guaranteed to be built by bonds or securities.	<b>Consistent.</b> A Water Supply Assessment was prepared in conjunction with this EIR. The project was anticipated in Sacramento County Water Agency’s Urban Water Management Plan and the project would connect to existing water supply infrastructure.
<b>Policy ISF.2.5</b> - Ensure that water flow and pressure are provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.	<b>Consistent.</b> All subdivision improvements will meet City and Sacramento Metropolitan Fire District standards, including flow and pressure standards.
<b>Policy ISF.2.6</b> - Ensure that sewage conveyance and treatment capacity are available in time to meet the demand created by new development, or are guaranteed to be built by bonds or other sureties.	<b>Consistent.</b> The requirement addresses mandatory findings of the State Map Act to be made at the time of approval of a final map for recordation. This language will be referenced in the project Development Agreement
<b>Policy ISF.2.7</b> – Minimize visual impacts and physical impediments of utility sites, infrastructure, and equipment.	<b>Consistent.</b> The majority of utility infrastructure will be installed underground, eliminating visual impacts. Electrical supply infrastructure is commonly installed underground between power substations and individual customers. Telephone and cable television are installed underground as well. Water supply and wastewater infrastructure is to be installed under roadways. Existing transmission lines will be visible and have been incorporated into the proposed open space lots and preserve to reduce visual impacts.
<b>Policy ISF.3.2</b> – Support enhanced library services for existing and future residents and employees that exceed regional and national standards.	<b>Does Not Conflict.</b> The proposed project does not include a library. As discussed in Section 3.12 (Public Services and Recreation), the proposed project does not trigger the need for new facilities or expansion of existing facilities associated with other public services and facilities, such as libraries and community buildings. The project would be subject to the City’s impact fees for new development as well as property taxes, sales taxes, and other revenues generated by the proposed project, that may be used to fund library and other public services.
<b>NATURAL RESOURCES</b>	
<b>Policy NR.1.1</b> - Protect rare, threatened, and endangered species and their habitats in accordance with State and federal law.	<b>Consistent.</b> The proposed project design provides protection of a majority of the higher quality wetland habitat on the site. In addition to the site design, the project site’s biological resources have been evaluated under several technical studies. Multiple studies to address biological resources have been prepared for the project to identify potential impacts and, where necessary, mitigation measures have been identified to address impacts, as described in Section 3.3 (Biological Resources) of The Ranch Draft EIR to address impacts to rare, threatened and endangered species and habitats in accordance with State and federal law, as well as to the furthest extent feasible.
<b>Policy NR.1.2</b> - Conserve Swainson’s hawk habitat consistent with State policies and Department of Fish and Game guidelines.	<b>Consistent.</b> The Biological Resources section (Section 3.3) address impacts to Swainson’s hawk and provides mitigation to reduce impacts to Swainson’s hawks and other tree-nesting birds (see Section 3.3). This mitigation would reduce project impacts to these species to the furthest extent feasible and be consistent with the General Plan policy.

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<b>Policy NR.1.6</b> – Participate in the development of a habitat conservation plan to address the unique biological resources in Rancho Cordova.	<b>Consistent.</b> The City has been an active participant in development of the South Sacramento Habitat Conservation Plan (SSHCP) and the project anticipates participation in the SSHCP.
<b>Policy NR.1.7</b> – Prior to project approval, the City shall require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain listed plant and/or wildlife species based upon the City’s biological resource mapping provided in the General Plan EIR or other technical materials.	<b>Consistent.</b> See analysis associated with Policy NR1.1.
<b>Policy NR.1.8</b> - The City shall encourage creation of habitat preserves that are immediately adjacent to each other in order to provide interconnected open space areas for animal movement.	<b>Consistent.</b> The project would preserve approximately 199.5 acres as a nature preserve that would be deeded to a third-party conservation entity. Preserves are physically connected either directly with one another or by way existing creek corridors and or drainages. The preserve has been designed as a continuous feature to that runs the extent of the project site, to allow connectivity to potential future preserve areas on adjoining lands to the east and southwest.
<b>Policy NR.1.9</b> - The City shall require that impacts to riparian habitats be mitigated at a no net loss of existing function and value based on field survey and analysis of the riparian habitat to be impacted. No net loss may be accomplished by avoidance of the habitat, restoration of existing habitat, or creation of new habitat, or through some combination of the above.	<b>Consistent.</b> The Biological Resources section (Section 3.3) of The Ranch Draft EIR address impacts to riparian habitats. The project would not have substantial adverse effects on riparian habitat.; however, the project would result in impacts to sensitive natural community. Mitigation is provided (see Section 3.3) to reduce impacts to sensitive habitats to a less than significant level and be consistent with the General Plan policy.
<b>Policy NR.1.11</b> - In such cases where habitat preserves are crossed by a roadway, or where two adjacent preserves are separated by a roadway, the roadway shall be designed or updated with wildlife passable fencing separating the roadway from the preserve and/or shall incorporate design features that allow for the movement of wildlife across or beneath the road without causing a hazard for vehicles and pedestrians on the roadway.	<b>Consistent.</b> See discussion under Policy NR.1.10 above.
<b>Policy NR.2.1</b> – Require mitigation that provides for “no net loss” of wetlands consistent with current State and federal policies.	<b>Consistent.</b> See discussion under Policy NR.1.9 above. Mitigation measures included in Section 3.3 of The Ranch Draft EIR require that the project applicant ensure no net loss of wetlands.
<b>Policy NR.2.2</b> - Ensure that direct and indirect effects to wetland habitats are minimized by environmentally sensitive project siting and design, to the maximum extent feasible.	<b>Consistent.</b> See discussion under Policy NR.1.10 above. Mitigation measures under Section 3.3 of the EIR address direct and indirect effects to wetland resources. Because of the general plan designation for the project area, which contemplates fairly dense urban development, the avoidance of all wetland habitat has proven to be infeasible. However, wetlands have been avoided or impacts have been minimized where feasible and the project has included a continuous preserve area to provide for the long-term protection and conservation of an extensive amount of wetland habitats.

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<p><b>Policy NR.2.5</b> - The City shall require that drainage improvements that discharge into areas of wetlands to be preserved are, to the maximum extent feasible, designed to mimic the undeveloped surface water flow conditions of the area in terms of seasonality, volume, and flow velocity.</p>	<p><b>Consistent.</b> The proposed project proposes to discharge directly to basins which will have multiple functions and which will mimic natural discharge sequences.</p>
<p><b>Policy NR.3.2</b> - In general, the City will encourage the preservation of existing location, topography, and meandering alignment of creeks. Where necessary, and if consistent with other City policies, the creation and realignment of creek corridors shall be constructed to recreate the character of the natural creek corridor. Channelization and the use of concrete within creek corridors shall not be supported.</p>	<p><b>Consistent.</b> See discussion under Policy NR.1.1 above. An extensive amount of on-site wetlands and aquatic areas would be retained through the project area within the proposed preserve area.</p>
<p><b>Policy NR.3.4</b> – Encourage projects that contain wetland preserves or creeks, or are located adjacent to wetland preserves or creeks, to be designed for visibility and, as appropriate, access.</p>	<p><b>Consistent.</b> The proposed project includes significant opportunity for access and direct view of the onsite wetlands and preserve areas.</p>
<p><b>Policy NR.4.1</b> - Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value.</p>	<p><b>Consistent.</b> There are no trees located on the project site. Therefore, the project would not conflict with the City’s Preservation and Protection of Private Trees Ordinance.</p>
<p><b>Policy NR.4.2</b> - Improve overall landscaping quality and sustainability in all areas visible to the public.</p>	<p><b>Consistent.</b> See response to Policy UD.2.4, above.</p>
<p><b>Policy NR.4.4</b> - Prior to the approval of any public or private development project in areas identified or assumed to contain trees, the City shall require that a determinate survey of trees species and size be performed. If any native oaks or other native trees six inches or more in diameter at breast height (dbh), multi-trunk native oaks or native trees of 10 inches or greater dbh, or non-native trees of 18 inches or greater dbh that have been determined by a certified arborist to be in good health are found to occur, such trees shall be avoided if feasible. If such trees cannot be avoided, the project applicant shall do one of the following:</p> <p style="padding-left: 40px;">All such trees shall be replaced at an inch- for-inch ratio. A replacement tree planting plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the City of Rancho Cordova for approval prior to removal of trees; or,</p> <p style="padding-left: 40px;">The project applicant shall submit a mitigation plan that provides for complete mitigation of the removal of such trees in coordination with the City of Rancho Cordova. The mitigation plan shall be subject to the approval of the City.</p> <p style="padding-left: 40px;">If the City of Rancho Cordova adopts a tree preservation ordinance at any time in the future, any future development activities shall be subject to that ordinance instead.</p>	<p><b>Consistent.</b> See analysis under Policy NR4.1.</p>

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<b>Policy NR.5.1</b> - Promote water conservation within existing and future urban uses.	<b>Consistent.</b> As required by Mitigation Measure 3.2-1 of The Ranch Draft EIR, the project would use water-efficient irrigation systems and would use low-flow appliances for all residential uses.
<b>Policy NR.5.2</b> - Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.	<b>Does not Conflict.</b> The project does not include the use of treated wastewater.
<b>Policy NR.5.3</b> - Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.	<b>Consistent.</b> Mitigation measures included in Section 3.8 of The Ranch Draft EIR as well as compliance with the required SWPPP and City’s existing NPDES permit (CAS082597) would ensure that the proposed project is consistent with this policy.
<b>Policy NR.5.4</b> - Prevent contamination of the groundwater table and surface water, and remedy existing contamination to the extent practicable.	<b>Consistent.</b> This issue is addressed in Section 3.8 (Hydrology and Water Quality) of The Ranch Draft EIR.
<b>Policy NR.5.5</b> – Minimize erosion to stream channels resulting from new development in urban areas consistent with State law.	<b>Consistent.</b> The drainage plan submitted with the proposed project applies a project wide system of water quality/flow duration control/stormwater detention basins to accomplish this policy.
<b>Policy NR.5.6</b> - Incorporate Storm Water, Urban Runoff, and Wetland Mosquito Management Guidelines and Best Management Practices into the design of water retention structures, drainage ditches, swales, and the construction of mitigated wetlands in order to reduce the potential for mosquito-borne disease transmission.	<b>Consistent.</b> Basins and swales will be constructed and operated in conformance with applicable City requirements, as well as health and safety best management practices.
<b>Policy NR.5.7</b> - Continue to cooperate and participate with the County, other cities, and the Regional Water Quality Control Board regarding compliance with the joint National Pollutant Discharge Elimination System Permit (NPDES No. CAS082597) or any subsequent permit and support water quality improvement projects in order to maintain compliance with regional, state and federal water quality requirements.	<b>Consistent.</b> A drainage plan is included as part of the proposed project. The Drainage Plan will be consistent with the joint National Pollutant Discharge Elimination System Permit (NPDES No. CAS082597).
<b>Policy NR.7.1</b> - Increase energy conservation Citywide.	<b>Consistent.</b> See response to Policy H.6.1, Policy H.6.2, and Policy LU.2.7, above.
<b>Policy NR.7.2</b> - Promote the development and use of advanced energy technology and building materials in Rancho Cordova.	<b>Consistent.</b> See response to Policy H.6.1, Policy H.6.2, and Policy LU.2.7, above.
<b>Policy NR.7.3</b> – Encourage the development of energy efficient buildings and subdivisions.	<b>Consistent.</b> See response to Policy H.6.1, Policy H.6.2, and Policy LU.2.7, above.
CULTURAL AND HISTORIC RESOURCES	
<b>Policy CHR.1.3</b> - Establish review procedures for development projects that recognize the history of the area in conjunction with State and federal laws. (Further implemented through Actions CHR.1.3.1 and CHR.1.3.2)	<b>Consistent.</b> A cultural resource study was completed for the project. Outreach to Native American tribes was performed as required by State law. Mitigation measures have been identified in Section 3.4 (Cultural and Tribal Resources) of The Ranch Draft EIR.
SAFETY	
<b>Policy S.1.1</b> - Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova.	<b>Consistent.</b> Section 3.7 (Hazards and Hazardous Materials) of The Ranch Draft EIR analyzes potential hazards associated with the project. As discussed, the project applicant would be required to submit a Construction Site Management Plan for review and approval by the City. Additionally, the applicant would be required to submit a HMBP to the Sacramento County Environmental Management Department (CUPA) for review and approval. Compliance with these programs is intended to reduce

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	the risks of injury, death, and property damage to levels deemed acceptable under federal and state law.
<b>Policy S.1.5</b> - The City shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.	<b>Consistent.</b> See discussion under Policy S.1.1 above.
<b>Policy S.2.2</b> - Manage the risk of flooding by discouraging new development located in an area that is likely to flood.	<b>Consistent.</b> The project site is not located in the 100-year floodplain.
<b>Policy S.2.3</b> – Discourage the creation of new parcels when the presence of easements, floodplain, marsh, or riparian habitat, and/or other features would leave insufficient land to build and operate structures. This policy shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.	<b>Consistent.</b> The project is designed with a mixture of residential, commercial, and natural spaces to maximize the developed area while preserving aquatic resources.
<b>Policy S.2.4</b> – Ensure that adequate drainage exists for both existing and new development.	<b>Consistent.</b> Development will provide adequate drainage and will not increase flows from the project site.
<b>Policy S.3.2</b> - Ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible.	<b>Consistent.</b> The project site is located in an area of low seismic activity, site soils are not subject to liquefaction, and structures at the site would be designed in accordance with State building standards.
<b>Policy S.5.2</b> Consider the potential impact of hazardous facilities on the public and/or adjacent or nearby properties posed by reasonably foreseeable events. The City considers an event to be “reasonably foreseeable” when the probability of the event occurring is greater than one in one million per year.	<b>Consistent.</b> The proposed project does not include development of hazardous facilities. Impacts associated with hazardous materials are considered and addressed in Section 3.7, Hazards and Hazardous Materials, of The Ranch Draft EIR.
<b>Policy S.5.3</b> - Regulate the storage of hazardous materials and waste consistent with State and Federal law.	<b>Consistent.</b> Commercial uses would likely store varying amounts of hazardous materials. These uses will be required to adhere to all federal, state, and local laws relating to the storage of hazardous materials.
<b>Policy S.5.5</b> - Separate hazardous or toxic materials from the public.	<b>Consistent.</b> Commercial uses to be constructed as part of the proposed project are the most likely location for the use or storage of hazardous or toxic materials. These uses will be required to adhere to all federal, state, and local laws relating to the use, storage, or transport of hazardous materials.
<b>Policy S.7.1</b> - Use Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings.	<b>Consistent.</b> The proposed project has undergone review by City departments, including the Police Department. Police Department recommendations have been considered in development of the project, including use of various CPTED principles.
<b>AIR QUALITY</b>	
<b>Policy AQ.1.2</b> – Evaluate projects for compliance with State and federal ambient air quality standards and the Sacramento Metropolitan Air Quality Management	<b>Consistent.</b> Compliance with these standards and thresholds are addressed in Sections 3.2 (Air Quality) and 3.6 (Greenhouse Gases, Climate Change, and Energy) of The Ranch Draft EIR.

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District's (SMAQMD) thresholds of significance. (Refer to Table AQ-3 in this Element for ambient air quality standards.)	
<b>Policy AQ.1.5</b> - Require odor impact analyses be conducted for evaluating new development requests that either could generate objectionable odors that may violate SMAQMD Rule 402 or any subsequent rules and regulations regarding objectionable odors near sensitive receptors or locate new sensitive receptors near existing sources of objectionable odors. Should objectionable odor impacts be identified, odor mitigation shall be required in the form of setbacks, facility improvements or other appropriate measures.	<b>Consistent.</b> The proposed project does not include land uses that would generate significant odors. Odor impacts on proposed residential uses are discussed in Section 3.2 (Air Quality) of The Ranch Draft EIR.
<b>Policy AQ.2.1</b> - Promote strategic land use patterns for businesses that reduce the number and length of motor vehicle trips and that encourage multiple forms of transportation for employees and patrons.	<b>Consistent.</b> See response to Policy LU 1.3, above.
<b>Policy AQ.2.2</b> - Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.	<b>Consistent.</b> See response to Policy LU1.3, above.
<b>Policy AQ.2.5</b> - Utilize the guidelines in the California Air Resources Control Board <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> when evaluating new development requests that either would generate toxic air contaminant emissions near sensitive receptors or locate new sensitive receptors near existing sources of air toxic emissions or order to minimize health hazards, and implement all feasible best available control technology, as required by SMAQMD.	<b>Consistent.</b> The Ranch Draft EIR (see Section 3.2) evaluated potential impacts associated with the guidelines in the California Air Resources Control Board Air Quality and Land Use Handbook: A Community Health Perspective.
<b>Policy AQ.3.1</b> - Promote walking and bicycling as viable forms of transportation to services, shopping, and employment.	<b>Consistent.</b> See response to UD.3.2, above.
<b>Policy AQ.4.1</b> - Promote improved air quality benefits through energy conservation measures for new and existing development.	<b>Consistent.</b> See response to Policy LU.2.7, above.
<b>Policy AQ.5.2</b> - Support programs that encourage children to safely walk or bike to school.	<b>Consistent.</b> Existing and future planned schools are located in nearby developments located in the southern portion of the City. The s project will include sidewalks, standard pedestrian crossing warning signs, signs to identify pedestrian and bicycle paths, and pedestrian signal heads to provide safe pedestrian and bicycle facilities and will provide for connectivity to adjacent bicycle and pedestrian facilities. Sidewalks will be constructed as part of the frontage improvements along all new roadway construction for Jaeger Road/Rancho Cordova Parkway and Chrysanthy Boulevard.
<b>NOISE</b>	
<b>Policy N.1.2</b> - Ensure that the indoor and outdoor areas of new projects will be located, constructed, and/or shielded from noise sources in compliance with the City's noise standards to the maximum extent feasible.	<b>Consistent.</b> Proposed project noise impacts are discussed in Section 3.10 of The Ranch Draft EIR. Mitigation measures are presented to reduce noise impacts to indoor and outdoor areas of new projects to the furthest extent feasible.
<b>Policy N.1.3</b> - Ensure that proposed non-residential land uses likely to exceed the City's standards do not	<b>Consistent.</b> Non-residential uses are sited within specific areas of the project area and are located immediately adjacent to other



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create noise disturbances in existing noise-sensitive areas.	noise generating uses in order to minimize the area impacted by these noise sources. Additionally, mitigation measures included in Section 3.10 of The Ranch Draft EIR would ensure that impacts to existing noise sensitive areas are consistent with City standards.
<b>Policy N.1.4</b> - Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible.	<b>Consistent.</b> See discussion under Policy N.1.2 above.
<b>Policy N.1.5</b> - Mitigate noise created by the construction of new transportation noise sources (such as new roadways or new light rail service) to the maximum extent feasible to comply with the City's standards.	<b>Consistent.</b> See discussion under Policy N.1.2 above. At present, the City has no plan to extend light rail service through the project area.
<b>Policy N.1.6</b> – Ensure that comfortable noise levels and adequate privacy are maintained in higher density development.	<b>Consistent.</b> See discussion under Policy N.1.2 above.
<b>Policy N.1.7</b> - To the extent feasible and appropriate, the City shall require the use of temporary construction noise control measures for public and private project that may include the use of temporary noise barriers, temporary relocation of noise-sensitive land uses or other appropriate measures.	<b>Consistent.</b> Construction noise impacts are reduced by mitigation measures included in Section 3.10 of The Ranch Draft EIR. Mitigation includes methods described in this policy.
<b>Policy N.1.8</b> - New residential development shall only be allowed inside of the 60 CNEL Mather Airport Policy Area if the following conditions are met: Noise insulation is provided in all new residential dwelling units that reduces interior noise levels to 45 dB with windows closed in any habitable room. Prospective buyers are notified through the Public Report prepared by the California Department of Real Estate disclosing the fact that the parcel is located within the Mather Airport Policy Area. An Aviation Easement is recorded on the property acknowledging that the property is located within the Mather Airport Policy Area. The easement shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport. The Avigation Easement shall be granted to the County of Sacramento, recorded with the Sacramento County Recorder and filed with the County Department of Airports.	<b>Consistent.</b> The proposed project is not located within the 60 CNEL Mather Airport Policy Area.
<b>Policy N.2.2</b> - Ensure that operational noise levels of new roadway projects will not result in significant noise impacts.	<b>Consistent.</b> Section 3.10 of The Ranch Draft EIR evaluates noise exposure associated with new roadway facilities. As discussed in Section 3.10, the project is not anticipated to result in significant noise impacts to existing receptors and mitigation is provided to ensure that sensitive receptors associated with the proposed project are not subjected to significant noise levels.

SOURCE: DE NOVO PLANNING GROUP, 2019; CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2019.