

APPENDIX F

**CONSISTENCY OF THE RIO DEL ORO PROJECT WITH
THE CITY OF RANCHO CORDOVA GENERAL PLAN**

**TABLE 3.1
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN LAND USE POLICIES ***

General Plan Policies	Consistency	Analysis
<p>Policy LU.1.3 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>	Yes	As described in Section 3.2, the project is expected to result in an improved jobs housing ratio than what current exists and 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, commercial, and industrial uses interspersed with residential uses; thereby providing jobs within proximity to housing.
<p>Policy LU.1.6 Ensure adequate provisions for development of civic uses (public/quasi-public). (Further implemented by Action LU.1.6.1)</p>	Yes	The proposed project includes the designation of public uses including public schools, parks (e.g., community park), and other public or quasi-public uses. Additional civic uses, such as hospitals, are listed as allowed uses in other zoning designations as well.
<p>Policy LU.1.9 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>	Yes	The project site does not include any 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>Policy LU.2.1 Ensure future land use and growth within the Planning Area adheres to the City’s eight smart growth principles, as described in this Element. <i>Smart growth principles that apply to the proposed project are:</i></p> <ul style="list-style-type: none"> • <i>Transportation Choices</i> • <i>Housing Choices</i> • <i>Integrated (Mixed) Land Uses</i> • <i>Compact Urban Development</i> • <i>Walkable Neighborhoods</i> • <i>Preservation/Integration of Natural Resources</i> • <i>Quality Design/Sense of Place</i> 	Yes	<p>The proposed project impacts the seven applicable Smart Growth Principles as follows:</p> <ul style="list-style-type: none"> • <i>Transportation Choices</i> - In addition to major roads planned throughout the project, transit opportunities are provided along those roads. Additionally, the project has proposed pedestrian/bicycle path network for the site. • <i>Housing Choices</i> - The proposed project includes a mix of high, medium, and low-density residential land uses, providing choices for future residents in the area of density and ultimately home size and price.

TABLE 3.1 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN LAND USE POLICIES *

General Plan Policies	Consistency	Analysis
		<ul style="list-style-type: none"> • <i>Mixed Land Uses</i> - The proposed project includes residential, commercial, office, and industrial land uses. • <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. Neighborhoods within the proposed project are consistent with the building blocks concept of the City and are therefore clustered and compact. • <i>Walkable Neighborhoods</i> - Residential land uses in the proposed project are clustered around transit and commercial opportunities, fostering a walkable community and serving to create compact residential areas. • <i>Preservation/Integration of Natural Resources</i> - The proposed project includes a 507-acre wetland preserve in the southern portion of the project. The project would also include additional open space associated with project drainage improvements and habitat preservation for VELB. • <i>Quality Design/Sense of Place</i> - The final design of structures within the proposed project will be subject to the Rio del Oro Specific Plan Design Guidelines.
<p>Policy LU.2.4 Use Community Plans, Specific Plans, 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 align="center">Yes</p>	<p>The proposed project (a specific plan) includes an extensive network of sidewalks and off-roadway pedestrian trails with interconnection with planned development, consistent with the General Plan.</p>
<p>Policy LU.2.6 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)</p>	<p align="center">Yes</p>	<p>The proposed project includes Regional and Local Town Centers in several locations within the project area as well as Village Commercial areas, consistent with the City's Building Blocks Concept and the General Plan. The General Plan's designation, location and size of retail land uses within the Specific Plan area were based on technical analysis contained in the General Plan Proforma.</p>
<p>Policy LU.3.4 Consult with state and federal regulatory and resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if</p>	<p align="center">Yes</p>	<p>Responsible State and federal regulatory and resource agencies were contacted during the design of the proposed project as well as during the preparation process for the EIR/EIS. Additionally, the lead agency for the EIS is the</p>

TABLE 3.1 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN LAND USE POLICIES *

General Plan Policies	Consistency	Analysis
appropriate, concurrent application processing schedules.		U.S. Army Corps of Engineers, a major stakeholder in the project. Additional input will be obtained during the formal public review period for the Draft EIR/EIS.
<p>Policy LU.3.5</p> <p>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.</p>	Yes	The proposed project includes the provision of a community park, seven public parks, a private recreation site and passive recreation features associated with proposed drainage facilities (e.g., trails), which have involved close coordination with the Cordova Park and Recreation District.
<p>Policy LU.3.9</p> <p>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 at the time of development consideration, except when the CLUP is under an update process. In the circumstance of a CLUP 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.</p>	Yes	<p>Industrial uses within the proposed project were purposefully sited within the approach path and corresponding 60 CNEL noise contours for Mather Airport that have been identified by the County. Industrial uses do not constitute sensitive receptors for noise issues. All other areas of concern in the CLUP would not be impacted by the proposed project.</p> <p>City coordination with and participation in the CLUP update process for Mather Airport is ongoing and includes consideration of the proposed project. The City has seen advance versions of the possible modifications to the existing 60 CNEL noise contours that might come out of the CLUP update and has avoided the inclusion of any noise-sensitive land uses within these possible corridors.</p>
<p>Policy UD.1.3</p> <p>Design neighborhoods as walkable places, approximately 1/3 mile in radius, and connected to adjoining neighborhoods by trails, open spaces, and commercial activity nodes. (Further implemented by Actions UD.1.3.1, UD.1.3.2 and UD.1.3.3)</p>	Yes	See discussion under Policy LU.2.4 above for information on the walkability of the proposed project. The proposed project design meets the letter and intent of this policy.
<p>Policy UD.1.4</p> <p>Design residential subdivisions with a mix of housing types and densities that satisfy a wide range of lifestyles and income levels.</p>	Yes	The proposed project includes single family residential, medium density residential, and high density residential.
<p>Policy UD.1.5</p> <p>Develop vibrant urban cores (village centers and local town centers) as the primary activity centers of each district within the City</p>	Yes	See discussion under Policy LU.2.6 above.
<p>Policy UD.2.1</p> <p>Require new development and redevelopment areas to be designed in accordance with the City's building blocks concept.</p>	Yes	See discussion under Policy LU.2.6 above.
<p>Policy UD.2.2</p> <p>Redefine Rancho Cordova as a mixed-use community with vibrant, livable neighborhoods and pedestrian development.</p>	Yes	See discussion under Policy LU.2.4, Policy LU.2.6, and Policy UD.1.4 above.

TABLE 3.1 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN LAND USE POLICIES *

General Plan Policies	Consistency	Analysis
<p>Policy UD.2.6 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. (Further implemented by Action UD.2.6.5)</p>	<p align="center">Yes</p>	<p>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 Specific Plan and proposed Rio del Oro Design Guidelines includes details on the design and location of these paths, providing a unique visual character.</p>
<p>Policy UD.3.1 Ensure quality design of new development and redevelopment with an integrated development style. (Further implemented by Actions UD.3.1.2 and UD.3.1.3)</p>	<p align="center">Yes</p>	<p>The Specific Plan and proposed Rio del Oro Design Guidelines include guidance as to the architectural design of buildings in the project area, thereby establishing a cohesive style for the project area.</p>
<p>Policy UD.3.3 Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects. (Further implemented by Actions UD.3.3.2 and UD.3.3.3)</p>	<p align="center">Yes</p>	<p>See discussion under Policy UD.2.6 and Policy LU.3.5 above. As the proposed project includes extensive pedestrian and bicycle amenities and public spaces such as parks and schools, the proposed project is consistent with this policy.</p>
<p>Policy UD.4.2 Design new development to be compatible with surrounding development in ways that contribute to the desired character of the City and District.</p>	<p align="center">Yes</p>	<p>The proposed project was designed consistent with the General Plan and would integrate with planned development to the south of the proposed project and includes buffering from existing industrial uses to the west of the site. The character of development within the proposed project is in-line and consistent with land uses under development to the south and development planned by the City to the north and east. The character of the proposed project will be guided by the City's adopted Design Guidelines, the Specific Plan, and proposed Rio del Oro Design Guidelines.</p>
<p>Policy ED.1.4 New industrial uses using large amounts of material and with low employment densities, such as warehousing, should generally be directed toward the Highway 16 corridor and areas constrained by the overflight path.</p>	<p align="center">Yes</p>	<p>Industrial uses within the proposed project, which could include uses such as those described in this policy, will be limited to the overflight path from Mather Airport.</p>
<p>Policy ED.2.1 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. (Further implemented by Action ED.2.1.1)</p>	<p align="center">Yes</p>	<p>See discussion under Policy LU.2.6 above.</p>
<p>Policy ED.2.3 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. (Further implemented by Action ED.2.3.1)</p>	<p align="center">Yes</p>	<p>Retail within the proposed project is located along Rancho Cordova Parkway, Sunrise Boulevard, and Americanos Boulevard. Rancho Cordova Parkway will eventually connect directly to US-50. Additionally, the proposed project includes a roadway system that connects southward to Douglas Road and</p>

TABLE 3.1 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN LAND USE POLICIES *

General Plan Policies	Consistency	Analysis
		Sunrise Boulevard. Sunrise Boulevard leads directly to SR-16. Transit planned for the proposed project would provide access to Light Rail at the Sunrise Station. Neighborhoods within the proposed project are all served by local retail uses.

* Note: These policies also apply to visual resources.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

**TABLE 3.2
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN HOUSING AND ECONOMIC POLICIES**

General Plan Policies	Consistency	Analysis
<p>Policy H.1.1 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. (Further implemented by Action H.1.1.3)</p>	Yes	The proposed project includes single-family low-density residential, medium-density residential, and high-density residential. The range of housing densities will provide both for sale and rental opportunities in a wide range of housing types to house the City’s workers. The project will be required to comply with Action H.1.1.3 regarding the production of 10% of housing in new neighborhoods being affordable to moderate- and lower-income households.
<p>Policy H.1.2 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. (Further implemented by Action H.1.2.1)</p>	No	Action H.1.2.1 requires that 5% of the residential acreage be designated for >10du/ac and 5% of the residential acreage be designated for >20 du/ac. The proposed project currently provides 12.3% of the residential acreage for medium density residential (6.1 – 18 du/ac) and 4.4% of the residential acreage for high density residential (18.1 – 40 du/ac). The project applicant and City staff are working on refinements to the Rio del Oro Specific Plan to meet the requirements of Action H.1.2.1 and will be resolved prior to the Final EIR-EIS.
<p>Policy H.1.5 Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.</p>	Yes	See discussion under Policy H.1.1 above. Higher density residential within the project area is located near proposed commercial and employment centers within the project and along roadways identified for transit service (i.e., Rancho Cordova Parkway).
<p>Policy H.4.1 Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents. (Further implemented by Action H.4.1.2)</p>	Yes	As identified in the Rio del Oro Specific Plan Land Use Plan, higher densities of housing within the project are interspersed with lower density residential, avoiding over concentration. Additionally, the Rio del Oro development standards and design guidelines allow second dwelling units in most of the single family residential designations and some of the medium density residential areas.
<p>Policy H.4.6 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.</p>	Yes	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.
<p>Policy H.6.1 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</p>	Yes	Development and subsequent projects under the Rio del Oro Specific Plan will be required to comply with recently adopted changes to Title 24 of the California Code of Regulations regarding energy efficiency during future planning review by the City. The Rio del Oro

TABLE 3.2 (CONTINUED)

PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN HOUSING AND ECONOMIC POLICIES

General Plan Policies	Consistency	Analysis
energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use. (Further implemented by Actions H.6.1.1 and H.6.1.4)		Air Quality and Emissions Reduction Plan also includes energy reduction measures that would be applied to future development of the site.
<p>Policy H.6.3 Require all new development to provide bicycle and pedestrian access, thereby facilitating the reduction of automobile air quality impacts in the area.</p>	Yes	The proposed project includes an extensive network of bicycle and pedestrian paths, lanes, and trails that would provide connection to off-site roads, trails and facilities.
<p>Policy ED.1.1 Ensure that an adequate supply of land is designated for future development of an economically viable and livable community. (Further implemented by Action ED.1.1.1)</p>	Yes	The proposed project's land use mix is consistent with the General Plan land use provisions for the Rio del Oro Planning Area and includes large areas for retail and employment uses. Retail locations are generally consistent with the market analysis and retail strategy conducted for the General Plan.
<p>Policy ED.1.4 New industrial uses using large amounts of material and with low employment densities, such as warehousing, should generally be directed toward the Highway 16 corridor and areas constrained by the overflight path.</p>	Yes	Industrial uses within the proposed project, which could include uses such as those described in this policy, will be limited to the overflight path from Mather Airport. The project site does not abut the Highway 16 corridor.
<p>Policy ED.1.8 Provide a variety of housing types in Rancho Cordova to support a diverse economy, including workforce housing, move-up housing and executive housing.</p>	Yes	As identified in the Rio del Oro Specific Plan Land Use Plan, the proposed project includes single-family residential, medium-density residential, and high-density residential that meets the intent of this policy.
<p>Policy ED.2.3 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. (Further implemented by Action ED.2.3.1)</p>	Yes	Retail within the proposed project is located along Rancho Cordova Parkway, Sunrise Boulevard, and Americanos Boulevard. Rancho Cordova Parkway will eventually connect directly to US-50. Additionally, the proposed project includes a roadway system that connects southward to Douglas Road and Sunrise Boulevard. Sunrise Boulevard leads directly to SR-16. Transit planned for the proposed project would provide access to Light Rail at the Sunrise Station. Neighborhoods within the proposed project are all served by local retail uses (village and local town centers).

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

TABLE 3.4
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN DRAINAGE, HYDROLOGY, AND WATER QUALITY POLICIES

General Plan Policies	Consistency	Analysis
<p>Policy NR.2.5 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>Yes, with Mitigation</p>	<p>Mitigation included in Section 3.4 of this EIR/EIS would ensure that discharge into wetland areas by the proposed project would be designed so as to be consistent with this Policy.</p>
<p>Policy NR.3.2 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>Yes</p>	<p>The proposed project includes drainage parkways along the current alignment of Morrison Creek that would help to maintain the natural relief and alignment of the creek through the project area. No concrete is planned for installation within the creek channel.</p>
<p>Policy NR.3.3 Encourage the creation of secondary flood control channels where the existing channel supports extensive riparian vegetation.</p>	<p>Yes</p>	<p>A network of drainage channels are proposed throughout the project. Morrison creek is being preserved for the majority of its length through the project.</p>
<p>Policy NR.5.3 Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff. (Further implemented by Actions NR.5.3.1 and NR 5.3.4)</p>	<p>Yes, with Mitigation</p>	<p>Mitigation measures included in Section 3.4 of the EIR/EIS 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.</p>
<p>Policy NR.5.4 Prevent contamination of the groundwater table and surface water, and remedy existing contamination to the extent practicable. (Further implemented by Action NR.5.4.2)</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy NR.5.3 above.</p>
<p>Policy NR.5.5 Minimize erosion to stream channels resulting from new development in urban areas. (Further implemented by Actions NR.5.5.1 through NR. 5.5.4)</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy NR.5.3 above.</p>
<p>Policy S.2.4 Ensure that adequate drainage exists for both existing and new development. (Further implemented by Action S.2.4.1)</p>	<p>Yes</p>	<p>The proposed project includes the creation of several drainage channels and detention facilities, consistent with the Master Drainage Study for the project.</p>

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

**TABLE 3.5
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN UTILITIES AND SERVICES SYSTEMS POLICIES**

General Plan Policies	Consistency	Analysis
<p>Policy ISF.2.1 Ensure the development of public infrastructure that meet the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.</p>	Yes	As described in this EIR/EIS, current infrastructure for public services is available for the short term requirements of the proposed project (with improvements). Mitigation has been identified in Section 3.5 of the EIR/EIS to ensure interim water and wastewater service is verified and secured. Additional wastewater infrastructure and water supply infrastructure will be required in the long-term by the project. However, the phasing plan included in the project description would help to ensure that sufficient time is allowed for this additional infrastructure to be designed and constructed.
<p>Policy ISF.2.3 Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed. (Further implemented by Actions ISF.2.3.1 and ISD.2.3.2)</p>	Yes	The project includes a proposed financing plan. An approved financing plan must be completed prior to the start of construction activities. Therefore, the proposed project is consistent with this policy.
<p>Policy ISF.2.4 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 sureties. (Further implemented through Actions ISF.2.4.1 and ISF.2.4.2)</p>	Yes, With Mitigation	See discussion under Policy ISF.2.3 above for information on financing additional infrastructure for water supply. Mitigation has been identified in Section 3.5 of the EIR/EIS to ensure interim water service is verified and secured. More specifically, mitigation measure 3.5-1a will require that an assured water supply will be shown prior to approval of various entitlements and will further require that, prior to approval of final subdivision maps, that adequate on-site and off-site water delivery infrastructure are in place. Water supply infrastructure is included in the project design as well. An approved water supply assessment consistent with the requirements of SB 610 is provided in appendices of this EIR/EIS. Tentative subdivision maps for more than 500 units will be required to obtain verification of water supply service availability prior to approval by the City, as required under SB 221.
<p>Policy ISF.2.5 Ensure that water flow and pressure are provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.</p>	Yes, with Mitigation	Mitigation measures in Section 3.6 of this EIR/EIS require that the applicant incorporate fire code and fire flow requirements into the project design.
<p>Policy ISF.2.6 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. (Further implemented by Actions ISF.2.6.1 and ISF.2.6.3)</p>	Yes, with Mitigation	Mitigation measures included in Section 3.5 would ensure that adequate capacity is available prior to approval of improvement plans.

TABLE 3.5 (CONTINUED)

PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN UTILITIES AND SERVICES SYSTEMS POLICIES

General Plan Policies	Consistency	Analysis
Policy ISF.2.7 Minimize visual impacts and physical impediments of utility infrastructure and equipment. (Further implemented by Action ISF.2.7.2)	Yes	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. Therefore, the proposed project is consistent with this policy.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

TABLE 3.6
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN PUBLIC SERVICES POLICIES

General Plan Policies	Consistency	Analysis
<p>Policy S.7.1 Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings.</p>	<p align="center">Yes</p>	<p>Aspects of CPTED principles have been incorporated into the Rio del Oro Specific Plan and its design guidelines. Individual projects within the Specific Plan will be required to undergo Design Review by the City, and the Police Department is consulted with in this process.</p>
<p>Policy S.9.1 Cooperate with the Sacramento Metropolitan Fire District (SMFD) to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response. (Further implemented by Actions S.9.1.1, S.9.1.2, S.9.1.4, and S.9.1.6 through S.9.1.9)</p>	<p align="center">Yes, with Mitigation</p>	<p>Mitigation measures included in Section 3.5 of this EIR/EIS require fire code and fire district standards to be incorporated into the project design.</p>
<p>Policy ISF.2.3 Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed. (Further implemented by Actions ISF.2.3.1 and ISD.2.3.2)</p>	<p align="center">Yes</p>	<p>The project includes a proposed financing plan. An approved financing plan must be completed prior to the start of construction activities.</p>
<p>Policy ISF.4.1 Encourage school districts to locate and site facilities in an integrated manner with the rest of the community.</p>	<p align="center">Yes</p>	<p>The Rio del Oro Specific Plan Land Use Plan includes site locations for schools based on consultations with the Folsom Cordova Unified School District, as well as State school siting criteria published by the California Department of Education and the siting provisions under the General Plan regarding walkability of communities.</p>

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

TABLE 3.7
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN GEOLOGY, SOILS,
AND MINERAL RESOURCES POLICIES

General Plan Policies	Consistency	Analysis
<p>Policy NR.6.1 Ensure that the environmental effects of mining and reclamation on aquifers, streams, scenic views, and surrounding residential uses are prevented or minimized. (Further implemented by Actions NR.6.1.1 through NR.6.1.3)</p>	<p style="text-align: center;">Yes</p>	<p>Mining of site mine tailings is currently being conducted on the site under separate projects separate from the proposed Specific Plan. Future subsequent mining of mine tailings to be conducted within the project area has been programmatically evaluated in this EIR/EIS and is not expected to impact aquifers, streams, or scenic views.</p>
<p>Policy S.3.2 Ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible. (Further implemented by Actions S.3.2.1 and S.3.2.2)</p>	<p style="text-align: center;">Yes, with Mitigation</p>	<p>The proposed project is not located within a seismically active area and is not located in a high risk area for geologic events. Mitigation measures included in Section 3.7 of this EIR/EIS as well as adherence to California Building Standards Code would ensure that damage to structures from soil conditions in the project would be unlikely. Therefore, the proposed project is consistent with this policy.</p>

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

TABLE 3.9
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN
CULTURAL AND HISTORIC RESOURCES POLICIES*

General Plan Policies	Consistency	Analysis
<p>Policy CHR.1.3 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)</p>	<p>Yes, With Mitigation</p>	<p>Paleontological and cultural resource technical studies have been completed for the project. Mitigation measures have been identified in Section 3.9 of the EIR/EIS, based on the results of these technical studies, in order to avoid and minimize impacts.</p>

* Note: This policy also applies to paleontological resources.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

**TABLE 3.10
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA BIOLOGICAL RESOURCES POLICIES**

General Plan Policies	Consistency	Analysis
<p>Policy OSPT.2.1 Review all proposals for new residential development to ensure compliance with the City's minimum open space standards. (Further implemented through Actions OSPT.2.1.1 through OSPT.2.1.7)</p>	Yes	The proposed project design generally meets the provisions of this policy and associated actions.
<p>Policy OSPT.2.3 Maximize the potential benefits of natural resource mitigation lands within urban development. (Further implemented through Actions OSPT.2.3.1 and OSPT.2.3.2)</p>	Yes	The wetland preserve/mitigation bank in the southern portion of the project area not only provides mitigation but also a benefit to the visual quality for the site. Trails and parks are planned along the perimeter of the preserve (outside the actual preserve area) in order to increase the aesthetic value of the preserve. Therefore, the proposed project is consistent with this policy.
<p>Policy NR.1.1 Protect rare, threatened, and endangered species and their habitats in accordance with State and federal law. (Further implemented through Actions NR.1.1.1 through NR.1.1.4)</p>	Yes, with Mitigation	The proposed project design provides protection of a majority of the highest quality wetland habitat on the site and provides connectivity to General Plan designated Natural Resources areas to the east of the site along Morrison Creek and new open space corridors associated with project drainage channels. In addition to the site design, the project site's biological resources have been evaluated under several technical studies (see Section 4.10 of the EIR/EIS for further details). Mitigation measures have been identified in Section 4.10 to address impacts to rare, threatened and endangered species and habitats. Project impacts and proposed mitigation approaches have been generally reviewed by the City, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and California Department of Fish and Game. No impacts to the habitats of rare, threatened, or endangered species will be permitted except as allowed under State and federal law.
<p>Policy NR.1.2 Conserve Swainson's hawk habitat consistent with State policies and Department of Fish and Game Guidelines. (Further implemented through Action NR.1.2.1)</p>	Yes, With Mitigation	Mitigation measures included in Section 3.10 of this EIR would ensure that the proposed project is consistent with this policy. Project impacts and proposed mitigation approach has been generally reviewed by the City and California Department of Fish and Game. Although in mitigation measure 3.10-4e the City has developed its own approach to mitigating impacts to Swainson's hawk foraging habitat, this approach represents a refinement of the approach embodied in the long-standing (non-binding) Guidelines prepared by the Department of Fish and Game and was prepared based on input from Friends of the Swainson's Hawk, which is a local environmental group in periodic contact with the Department of Fish and Game.

TABLE 3.10 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA BIOLOGICAL RESOURCES POLICIES

General Plan Policies	Consistency	Analysis
<p>Policy NR.1.7 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. (Further implemented through Action NR.1.7.1)</p>	<p>Yes, With Mitigation</p>	<p>See analysis associated with Policy NR.1.1.</p>
<p>Policy NR.1.8 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.</p>	<p>Yes</p>	<p>The proposed project includes a wetland preserve that connects to similarly preserved open space to the west. See analysis associated with Policy NR.1.1.</p>
<p>Policy NR.1.9 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.</p>	<p>Yes, with Mitigation</p>	<p>Section 4.10 of the EIR/EIS includes mitigation measures that address the loss of riparian habitat consistent with this policy. Project impacts and proposed mitigation approach has been generally reviewed by the City and California Department of Fish and Game. Mitigation measure 3.10-2b expressly requires that mitigation for impacts to riparian habitats meet the performance standard of "no net loss" of overall habitat values and functions.</p>
<p>Policy NR.1.10 The City shall avoid the placement of new roadways within habitat preserve to the maximum extent feasible.</p>	<p>Yes</p>	<p>The proposed project minimizes roadway crossing of the proposed wetland preserve to Rancho Cordova Parkway and Americanos Boulevard. These roadways are integral regional roadways that are key facilities under the General Plan Roadway System and Sizing Map. Without these connections, the City's roadway system would not meet the key transportation provisions of the General Plan. Therefore, further avoidance of habitat preserve areas is not feasible.</p>
<p>Policy NR.1.11 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.</p>	<p>Yes, With Mitigation</p>	<p>See discussion under Policy NR.1.10 above. Mitigation measures under Section 4.10 of the EIR/EIS address movement issues associated with changes to hydrologic conditions.</p>
<p>Policy NR.2.1 Require mitigation that provides for "no net loss" of wetlands consistent with current State and federal policies. (Further implemented by Action NR.2.1.1)</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy NR.1.9 above. Mitigation measures included in Section 3.10 of this EIR/EIS require that the applicant ensure no net loss of wetlands.</p>
<p>Policy NR.2.2 Ensure that direct and indirect effects to wetland habitats are minimized by</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy NR.1.10 above. Mitigation measures under Section 4.10 of the EIR/EIS address direct and indirect effects to</p>

TABLE 3.10 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA BIOLOGICAL RESOURCES POLICIES

General Plan Policies	Consistency	Analysis
environmentally sensitive project siting and design, to the maximum extent feasible.		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.
<p>Policy NR.3.2</p> <p>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>	Yes	See discussion under Policy NR.1.1 above. The project does propose the construction of drainage channels within the project area. Morrison Creek is to retain its natural contours and condition throughout the majority of its length through the project area. Morrison Creek is not proposed to be replaced with a concrete channel or structure.
<p>Policy NR.3.3</p> <p>Encourage the creation of secondary flood control channels where the existing channel supports extensive riparian vegetation. (Further implemented through Action NR.3.3.1)</p>	Yes, With Mitigation	See discussion under Policy NR.3.2 above. The project does propose the construction of drainage channels within the project area that are proposed to be revegetated with riparian vegetation as well as for potential VELB mitigation (see mitigation measures under Section 3.10 of the EIR/EIS). The general design of these drainage facilities has been reviewed by the City, U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service.
<p>Policy NR.3.4</p> <p>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. (Further implemented through actions NR.3.4.1 through 3.4.3)</p>	Yes	The proposed project includes 507 acres of wetland preserve/mitigation bank that is located along several major roads, including Douglas Road along the southern limit of the project area. Access is limited due to the sensitivity of the wetlands. However, visibility is ensured due to wildlife passable fencing required by the City and by the siting of pathways and recreation along the outer edge of the preserve. The general siting and design of trails adjacent to the wetland preserve has been reviewed by the City, U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service.
<p>Policy NR.4.1</p> <p>Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value.</p>	Yes, with Mitigation	The proposed project is subject to the City's Tree Preservation Ordinance, which specifically protects trees pursuant to this policy. Additionally, mitigation measures included in Section 3.10 of this EIR/EIS would conserve trees within the proposed project or ensure the mitigation for the relatively small number of trees that cannot feasibly be retained in light of the development densities and intensities contemplated by the General Plan.. Therefore, the proposed project is consistent with this policy.
<p>Policy NR.4.4</p> <p>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</p>	Yes, with Mitigation	See analysis under Policy NR.4.1.

TABLE 3.10 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA BIOLOGICAL RESOURCES POLICIES

General Plan Policies	Consistency	Analysis
<p>size be performed. If any native oaks or other native trees six inches or more in diameter at breast height (dbh), multitrunk 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> <ul style="list-style-type: none"> • 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, • 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. • If the City of Ranch Cordova adopts a tree preservation ordinance at any time in the future, any future development activities shall be subject to that ordinance instead. 		

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

**TABLE 3.12
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN PARKS AND RECREATION POLICIES**

General Plan Policies	Consistency	Analysis
<p>Policy LU.3.5 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.</p>	Yes	The proposed project includes the provision of a community park, seven neighborhood parks, a private recreation site and passive recreation features associated with proposed drainage facilities (e.g., trails), which have involved close coordination with the Cordova Park and Recreation District.
<p>Policy OSPT.1.1 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. (Further implemented by Actions OSPT.1.1.1 through OSPT.1.1.3)</p>	Yes	The proposed project would meet the City's minimum standards for parkland dedication of 5 acres per 1,000 population. It should be noted that the High Density Alternative would not be consistent with this policy.
<p>Policy OSPT.1.3 Encourage park development adjacent to school sites and other compatible uses (public and private) for enhanced civic space and integration into the community. (Further implemented by Actions OSPT.1.3.1 and OSPT.1.3.2)</p>	Yes	All school sites and designated Public/Quasi Public sites within the proposed project are situated immediately adjacent to a park.
<p>Policy OSPT.1.6 Provide sports and recreation facilities sufficient to attract regional sporting events. (Further implemented by Actions OSPT.1.6.1 and OSPT.1.6.2)</p>	Yes	The proposed project includes a community park site that is planned to include sport facilities that could attract regional sporting events. In addition, the proposed Specific Plan would allow for the development of a sports complex within the "MP" land use designations on the site.
<p>Policy OSPT.2.1 Review all proposals for new residential development to ensure compliance with the City's minimum open space requirements. (Further implemented through Actions OSPT.2.1.1 through OSPT.2.1.7)</p>	Yes	The proposed project complies with the mandatory open space requirement of 1.75 acres of land per 1,000 population
<p>Policy OSPT.3.1 Develop a trails system that provides for maximum connectivity, so that all trails are linked for greater use as recreational and travel routes. (Further implemented by Action OSPT.3.1.3)</p>	Yes	The proposed project includes bike and trail facilities throughout the site that provide connection to existing and planned bike and pedestrian facilities in the area. The project also proposes enhanced street crossing locations for trails.
<p>Policy ISF.2.2 Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.</p>	Yes	All responsible agencies, including the Folsom Cordova Unified School District, the Cordova Recreation and Park District, utilities, regional transit, and other service districts have been engaged in the design of land uses under the Specific Plan. In addition, the project includes a proposed finance plan to address funding of public facilities. City staff expects that the

TABLE 3.12 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN PARKS AND RECREATION POLICIES

General Plan Policies	Consistency	Analysis
		proposed finance plan will be refined further in light of additional input from various public agencies with whom the City intends to continue to consult.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

TABLE 3.13
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN HAZARDS AND
HAZARDOUS MATERIALS POLICIES

General Plan Policies	Consistency	Analysis
<p>Policy S.1.1 Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova. (Further implemented by Action S.1.1.1.)</p>	<p>Yes, With Mitigation</p>	<p>This EIR/EIS includes an analysis of the hazards and hazardous materials impacts pursuant to CEQA and NEPA. Mitigation measures are identified in Section 3.13 regarding potential hazards associated with the project. These measures are intended to reduce the risks of injury, death, and property damage to levels deemed acceptable under federal and State law.</p>
<p>Policy S.1.5 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.</p>	<p>Yes, with Mitigation</p>	<p>Mitigation measures included in Section 3.13 of this EIR would ensure that impacts to current remediation efforts are minimized and that development would not continue in affected areas until assurance is given that remediation is complete.</p>
<p>Policy S.2.2 Manage the risk of flooding by discouraging new development located in an area that is likely to flood. (Further implemented by Actions S.2.2.1 through S.2.2.8)</p>	<p>Yes</p>	<p>Exhibit 3.4-1 of this EIR/EIS identifies the awareness floodplain map for the proposed project. The majority of areas that are likely to flood are located within the wetland preserve in the south of the project area and would not be developed. Additional areas along Morrison Creek within the developed portions of the proposed project could potentially flood. However, additional drainage infrastructure to be installed by the proposed project would result in less than significant project impacts related to flooding (see Section 3.4 of the EIR/EIS for further details).</p>
<p>Policy S.5.2 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 (1 x 10⁻⁶) per year.</p>	<p>Yes</p>	<p>See discussion under Policy S.1.1 above.</p>
<p>Policy S.5.5 Separate hazardous or toxic materials from the public. (Further implemented by Actions S.5.5.1 and S.5.5.2)</p>	<p>Yes</p>	<p>Industrial 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 industrial uses will be required to adhere to all State and federal laws relating to the use, storage, or transport of hazardous</p>

TABLE 3.13 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN HAZARDS AND
HAZARDOUS MATERIALS POLICIES

General Plan Policies	Consistency	Analysis
		materials. Additionally, industrial designated area are physically separated by roadways, other land use uses and other buffering measures.
<p>Policy S.6.1 Promote safe air operations at Mather Airport through cooperative implementation of the Mather Airport CLUP and similar plans and programs. (Further implemented by Action S.6.1.1)</p>	Yes	Land use within the project was designed specifically to adhere to the most recent noise contours of the Mather Airport as well as the requirements of any overflight areas overlaying the project area.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

**TABLE 3.14
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN TRAFFIC AND
TRANSPORTATION POLICIES**

General Plan Policies	Consistency	Analysis
<p>Policy C.1.1 Implement the Circulation Plan with the Roadway System and Sizing Diagram, shown as Figure C-1, as a modified grid network. (Further implemented by Actions C.1.1.1 through C.1.1.5)</p>	Yes, With Mitigation	While a majority of the roadway system proposed under Rio del Oro Specific Plan are consistent with this policy, the alignment and/or widths of International Drive, Rio del Oro Parkway and Villagio Drive are not consistent with the General Plan Roadway System and Sizing Diagram. Mitigation identified in Section 3.14 of the EIR/EIS would require that these roadway facilities be designed consistent with the General Plan.
<p>Policy C.1.2 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. (Further implemented by Actions C.1.2.1 and C.1.2.2)</p>	Yes, With Mitigation	The analysis included in Section 3.14 of this EIR/EIS utilized LOS D as the minimum acceptable level of service for 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 Specific Plan 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.
<p>Policy C.1.5 Design the circulation system serving the City's industrial areas to safely accommodate heavy truck traffic.</p>	Yes	Industrial uses within the project area are located adjacent to Rancho Cordova Parkway, a major thoroughfare through the project connecting development south of the project area with planned development to the north. This roadway will be capable of handling heavy truck traffic. The roadways within the proposed project (e.g., International Drive) also allow for direct connections to Sunrise Boulevard, another roadway capable of handling heavy truck traffic.
<p>Policy C.1.7 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>	Yes	The Specific Plan requires the installation of traffic pre-emption devices on all signalized intersections within the project area. Therefore, the proposed project is consistent with this policy.
<p>Policy C.1.9 In an effort to reduce automotive traffic and increase the use of other travel modes, support the use of trip reduction programs. (Further implemented by Actions C.1.9.1 and C.1.9.2)</p>	Yes	See analysis above for Policy C.1.2. The Rio del Oro Air Quality and Emissions Reduction Plan also includes the project's participation in a Traffic Management Association.
<p>Policy C.2.1 Create a system of on- and off-street trails and multi-use paths, as generally illustrated on</p>	Yes	The proposed project includes a bike and trail plan that provides for an extensive trails network. Many of these trails are located in

TABLE 3.14 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN TRAFFIC AND
TRANSPORTATION POLICIES

General Plan Policies	Consistency	Analysis
Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.		greenbelts, 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 with enhanced roadway crossings for improved safety.
Policy C.2.2 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).	Yes	Transit is planned for Rancho Cordova Parkway within the project area. The planned trails system and bike lanes within the proposed project would allow for pedestrian connections to potential transit stops within the site as well as with residential, retail and employment uses.
Policy C.2.3 In designing development projects, design for the pedestrian first. (Further implemented by Actions C.2.3.1 through C.2.3.3)	Yes	See discussion under Policy C.2.1 and Policy C.2.2 above.
Policy C.2.4 Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat. (Further implemented by Actions C.2.4.1 and C.2.4.2)	Yes	All roadways within the project area include sidewalks that are subject to the City's requirements for width, as stated in the Design Guidelines for the City and enforced during Design Review and Public Works review of subsequent projects within the proposed project area.
Policy C.2.5 Provide safe and convenient bicycle access to all parts of the community. (Further implemented by Actions C.2.5.1 through C.2.5.6)	Yes	See discussion under Policy C.2.1 and Policy C.2.2 above.
Policy C.2.6 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.	Yes	See discussion under Policy C.2.1 and Policy C.2.2 above.
Policy C.3.3 Promote the integration of transit facilities into new development. (Further implemented by Actions C.3.3.1 and C.3.3.2)	Yes	See discussion under Policy C.2.2 above. The specific plan itself does not call for transit facilities within the project area. The Transit System Map identifies a transit route along Rancho Cordova Parkway within the proposed project. The proposed project does not include any characteristics that would impede establishment of such a transit route.
Policy C.5.2 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.	Yes, with Mitigation	Analysis and mitigation (where possible) of the traffic related impacts of the proposed project are included in this EIR/EIS in section 3.14. This mitigation is designed to address the project's impact on transportation facilities.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

**TABLE 3.15
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN AIR QUALITY POLICIES**

General Plan Policies	Consistency	Analysis
<p>Policy AQ.1.2 Evaluate projects for compliance with State and federal ambient air quality standards and the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds of significance. (Further implemented through Actions AQ.1.2.1 through AQ.1.2.3)</p>	Yes, With Mitigation	This EIR/EIS includes an analysis of the proposed project's consistency with SMAQMD's thresholds and standards as well as the proposed project's adherence to State and federal regulations. The project includes an Air Quality and Emissions Reduction Plan that meets the requirements of Action AQ.1.2.3 (15 percent emission reduction) and has been endorsed by the SMAQMD.
<p>Policy AQ.1.3 The City shall prohibit wood-burning open masonry fireplaces in all new development. Fireplaces with EPA-approved inserts, EP-approved stoves, and fireplaces burning natural gas will be allowed.</p>	Yes	This policy is enforced by the City during the Design Review process for subsequent projects within the project area and has been included in the Rio del Oro Air Quality and Emissions Reduction Plan.
<p>Policy AQ.1.5 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.</p>	Yes, with Mitigation	Mitigation measures included in Section 3.15 of this EIR would ensure consistency with this policy. None of the land uses proposed within the Specific Plan area will be particularly prone to odors, though the odor-generating potential of industrial land uses will be addressed when individual industrial projects are brought forward for consideration by the City.
<p>Policy AQ.2.5 Utilize the guidelines in the California Air Resources Control Board Air Quality and Land Use Handbook: A Community Health Perspective 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.</p>	Yes, With Mitigation	The EIR/EIS evaluated potential impacts associated with the guidelines in the California Air Resources Control Board Air Quality and Land Use Handbook: A Community Health Perspective (see Section 3.15 of the EIR/EIS).
<p>Policy AQ.4.1 Promote improved air quality benefits through energy conservation measures for new and existing development. (Further implemented through Actions AQ.4.1.1 through AQ.4.1.6)</p>	Yes	The project would be required to comply with recently adopted changes to Title 24 of the California Code of Regulations regarding energy efficiency. In addition, the Rio del Oro Air Quality and Emissions Reduction Plan includes measures for energy efficiency.

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006

TABLE 3.16
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN NOISE POLICIES

General Plan Policies	Consistency	Analysis
<p>Policy N.1.2 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. (Further implemented through Actions N.1.2.1 through N.1.2.3)</p>	<p>Yes, with Mitigation</p>	<p>Mitigation measures included in Section 3.16 of this EIR would ensure that noise impacts of the proposed project are consistent with the City's noise standards. These measures, to the maximum extent feasible, are intended to protect both outdoor and indoor areas from noise levels considered unacceptable.</p>
<p>Policy N.1.3 Ensure that proposed non-residential land uses likely to exceed the City's standards do not create noise disturbances in existing noise-sensitive areas. (Further implemented through Actions N.1.3.1 and N.1.3.2)</p>	<p>Yes, with Mitigation</p>	<p>Non-residential uses are sited within specific areas of the project area and are located immediately adjacent to other noise generating uses in order to minimize the area impacted by these noise sources. Additionally, mitigation measures included in Section 3.16 of this EIR would ensure that impacts to existing noise sensitive areas are consistent with City standards.</p>
<p>Policy N.1.4 Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible. (Further implemented through Actions N.1.4.1 through N.1.4.3)</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy N.1.2 above.</p>
<p>Policy N.1.5 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.</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy N.1.2 above. At present, the City has no plan to extend light rail service through the project area.</p>
<p>Policy N.1.6 Ensure that comfortable noise levels and adequate privacy are maintained in higher density development. (Further implemented through Action N.1.6.1)</p>	<p>Yes, with Mitigation</p>	<p>See discussion under Policy N.1.2 above.</p>
<p>Policy N.1.7 To the extent feasible and appropriate, the City shall require the use of temporary construction noise control measures for public and private projects that may include the use of temporary noise barriers, temporary relocation of noise-sensitive land uses, or other appropriate measures.</p>	<p>Yes with Mitigation</p>	<p>Construction noise impacts are reduced by mitigation measures included in Section 3.16 of this EIR. Mitigation includes methods described in this policy.</p>
<p>Policy N.1.8 New residential development shall only be allowed inside of the 60 CNEL Mather Airport Policy Area if the following conditions are met:</p> <ul style="list-style-type: none"> • 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. 	<p>Yes</p>	<p>The proposed project does not include any residential uses within the anticipated 60 CNEL contour for the Mather Airport. City coordination with and participation in the CLUP update process for Mather Airport is ongoing and includes consideration of the proposed project. The City has seen advance versions of the possible modifications to the existing 60 CNEL noise contours that might</p>

TABLE 3.16 (CONTINUED)
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN NOISE POLICIES

General Plan Policies	Consistency	Analysis
<ul style="list-style-type: none"> • 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 Aviation Easement shall be granted to the County of Sacramento, recorded with the Sacramento County Recorder and filed with the County Department of Airports. 		<p>come out of the CLUP update and has avoided the inclusion of any noise sensitive land uses, including residential development, within these possible corridors.</p>
<p>Policy N.2.2 Ensure that operational noise levels of new roadway projects will not result in significant noise impacts</p>	<p>Yes, With Mitigation</p>	<p>Section 3.16 of this EIR/EIS evaluates noise exposure associated with new roadway facilities.</p>

SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2006