



II - LAND USE ELEMENTS



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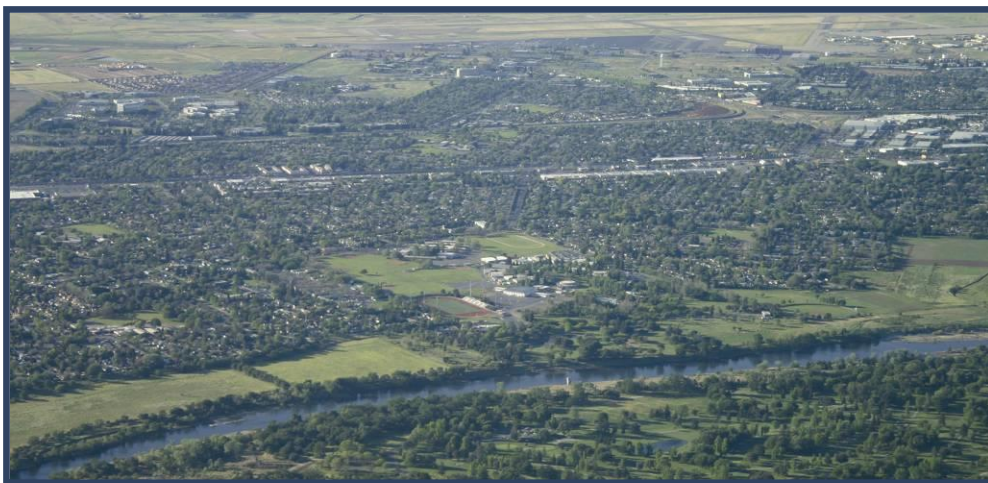
VISION STATEMENT

Rancho Cordova will be a series of walkable neighborhoods, villages, and districts, each with a center of activity that promotes interactions between residents, employees, and visitors. The City will create itself as a memorable destination, with a full range of entertainment and recreation opportunities. The City will provide a balanced mix of housing, jobs, commercial activities and services, as well as cultural and civic amenities. Rancho Cordova will foster an integrated mix of uses that are connected by lively streets and contiguous open space areas. Downtown Rancho Cordova will be the “heart” of the City - a place to celebrate diversity and community.

INTRODUCTION

Existing land use patterns in Rancho Cordova began during the Gold Rush and expanded with the development of Mather Air Force Base and Aerojet. Regional growth patterns, geography, and circulation have impacted the land uses that comprise the City’s current development pattern. Rancho Cordova is a jobs rich community with regional transit and recreational amenities. However, the City has an aging housing supply that does not meet the needs of the existing workforce and the community lacks a full range of retail services and entertainment venues.

The community wants to reinvent itself as a dynamic place with a new sense of identity and a reputation as a vibrant regional destination. Rancho Cordova will establish land use patterns that create a balanced land use mix and a desirable place to live, work, and play.





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PURPOSE

The Land Use Element provides the central framework for the General Plan and serves as a compass to guide planners, the general public, and decision makers on the desired pattern of development in Rancho Cordova. It describes both existing and future land use activity, the latter of which was designed to achieve the City's long-range goals for physical development. This Element also identifies the distribution, location, and intensity of all land uses types throughout the City. Text, maps, and diagrams establish the blueprint for future land uses within the City and describe how these uses are integrated with the other General Plan elements and policies.

RELATED PLANS AND PROGRAMS

Formulation, adoption, and implementation of local land use policy require consideration of several related plans, programs, and agencies, both local and regional in nature. Relevant plans and agencies are summarized below.

- **Sacramento Area Council of Governments (SACOG) Blueprint Plan.** SACOG provides transportation planning and funding for the six-county greater Sacramento region, and serves as a forum for the study and resolution of regional issues. The SACOG Blueprint is a land use and transportation study of the Sacramento region that focuses on development of walkable, transit-oriented communities that better integrate jobs and housing to accommodate the projected growth and long-term needs of the region over the next 50 years. The Preferred Blueprint Scenario was adopted by SACOG in December 2004. It has influenced the Rancho Cordova land use plans and will provide guidance to the funding of regional transportation improvements.
- **Rancho Cordova General Plan Pro Forma (Pro Forma).** The Pro Forma is a fiscal impact analysis of the proposed General Plan intended to evaluate the economic viability of proposed land uses and services. The Pro Forma was prepared concurrently with the General Plan and will be used to determine the right balance of land uses, along with the types and levels of services, as well as to evaluate future proposed development projects.
- **Rancho Cordova Retail and Office Demand Analysis (Bay Area Economics).** Phase I of the City's Pro Forma work included a market demand analysis for retail and office development. The information was used in the strategic land planning to

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ensure the right amount of retail and office land and development potential within the General Plan Planning Area.

- **Rancho Cordova Retail Strategy (Leland Consulting Group).** Based on the Pro Forma Retail Demand Analysis, the Strategy focuses on the location and distribution of retail centers. The strategy evaluates retail trends, tested for two general retail categories (grocery anchored centers and general merchandise centers), provides recommendations for type, scale, and location of retail centers that have been used in the City's land use planning and will inform future planning efforts.
- **City Zoning Code.** The Zoning Code establishes districts throughout the community with allowed use and development standards. These development standards create the framework for the physical form of the community (e.g., building setbacks, heights).
- **Citywide Design Guidelines.** The Design Guidelines supplement the Zoning Code development standards with more detailed provisions that direct the look and feel of development. The guidelines and standards govern the site and architectural character of development.
- **Rancho Cordova Redevelopment Plan.** The City's Redevelopment Agency is currently preparing a Redevelopment Plan that will allow the Agency to collect tax increment revenue for the purpose of improving and redeveloping commercial and residential areas, and supporting the production of mixed-income housing in the City. The Redevelopment Plan Area is approximately 2,500 acres in size (see Figure ED-1).
- **Folsom Boulevard Specific Plan.** The Folsom Boulevard Specific Plan incorporates past planning efforts for revitalization of the corridor into a single action plan. The Specific Plan will include a detailed land plan with pulse points of activity, development and design provisions, streetscape improvements, economic strategies, cost estimates, and action steps for redevelopment of Folsom Boulevard.
- **Mather Redevelopment Plan.** Sacramento County adopted the Mather Redevelopment Project Area and Mather Redevelopment Plan in 1995. The Project Area includes the Mather Airport, Independence at Mather, extensive parklands and the Mather Golf Course. The redevelopment strategy includes converting the former base to productive uses consistent with the Mather Specific Plan and Infrastructure and Financing Plan.



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- **Mather Field Specific Plan.** Sacramento County adopted the Mather Field Specific Plan in May 1997 to provide guidance on the conversion of land uses in Mather Field from military to civilian uses. The Specific Plan establishes specific requirements for private and public development including the location, type, intensity and character of land uses, circulation patterns, necessary infrastructure improvements, and the location and general configuration of parks and open space.
- **Mather Airport Policy Area (MAPA).** Sacramento County established the Mather Airport Policy Area around Mather Field in 1998 as part of the County Noise Element. The MAPA policies place additional development conditions on new residential uses within the geographic boundaries of the MAPA, providing protection to the airport and surrounding land uses beyond regulations of the of the Comprehensive Land Use Plan (CLUP)/Airport Land Use Plan (ALUP). The MAPA prohibits new residential development within the CLUP/ALUP zones that are subject to noise levels of 60 decibels (dB) community noise equivalent level (CNEL) or above. Relevant measures are incorporated into the City's Noise Ordinance.
- **Local Agency Formation Commission (LAFCo).** LAFCOs are State-mandated quasi-judicial countywide commissions. They oversee boundary changes of cities and special districts, the formation of new agencies (including the incorporation of new cities and districts), and the consolidation or reorganization of special districts and cities.
- **California Environmental Quality Act (CEQA).** CEQA is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project and either avoid the significant environmental effects, where feasible, or mitigate the significant environmental effects, where feasible.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element relates directly to all other elements of the General Plan. This Element establishes the planned land use pattern for Rancho Cordova based on historic development and the community's vision for the future. Land use planning takes into consideration balanced housing needs and housing choices identified in the Housing Element. Natural and manmade hazards, development constraints, and conservation policies that affect the potential siting of the land uses are identified in the Safety and Natural Resources Elements. The open space policies of the City, including the integration of the parks and opens spaces into land planning, are outlined in the Open Space, Parks, and Trails

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Element. Land use classifications and development standards in the Land Use Element create a physical form related to the community design principles and aesthetic policies of the Urban Design Element. Land use mix and distribution relate directly to the land use economics outlined in the Economic Development Element. A circulation plan is established in the Circulation Element to accommodate increased traffic from the planned development outlined in the Land Use Element. The Cultural and Historic Resources Element identifies locally important sites, buildings, and memorabilia and promotes the inclusion of cultural arts into the built environment. Finally, the other General Plan elements ensure that the infrastructure, services, and environmental quality standards necessary for development are available to accommodate planned land uses.

ISSUES AND CONSIDERATIONS

LAND USE SETTING

The City of Rancho Cordova is located entirely within the eastern portion of Sacramento County, covering approximately 33.6 square miles and 20,071 acres (almost 3.3 percent of the land area for the entire County). The Planning Area for the City of Rancho Cordova General Plan contains the existing incorporated areas of the City and a larger study area including the unincorporated area extending east to Prairie City Road, south to Jackson Highway (SR 16), west to Watt Avenue, and north to the American River. The General Plan Planning Area, with nearly 62,000 acres, is almost three times the size of the incorporated City. Land uses south of the General Plan Planning Area include primarily agricultural land and industrial land uses, while the remainder of the Planning Area boundaries is adjacent to residential, commercial, and open space uses.

The General Plan Planning Area contains a mix of land uses: residential, commercial/retail, office/business center, institutional (e.g., church, school), industrial/warehouse, drainage channels/canals/levees, infrastructure (e.g., roads, utility corridors), commercial recreational, and open space/preserve uses. The majority of the land is undeveloped and vacant land, some of which contains existing agricultural uses. While the City does not currently have jurisdiction over lands currently outside of the City boundary, it is the City's intent to enter into cooperative agreements on land use and circulation planning for areas outside of the City's jurisdiction.

Significant natural features in the General Plan Planning Area include the American River, numerous creeks and streams, wetlands, and annual grasslands. Wetlands and annual grasslands are prevalent throughout the undeveloped portion of the Planning Area.



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Morrison Creek, Laguna Creek, Alder Creek, and Frye Creek traverse the Planning Area. Other prominent land uses in the Planning Area include office parks along the Highway 50 corridor; manufacturing and distribution facilities located along parts of Folsom Boulevard and Bradshaw Road; and Mather Airport, formerly known as Mather Air Force Base, which now operates as a public cargo airport. The majority of the former Mather Air Force Base, including the airport, a residential community known as Independence at Mather, and the Mather Regional Park are located outside the City Boundaries. The Mather Commerce Center, a business office complex associated with the airport, is located within the City. Generally east of Mather Airport is the Aerojet property, which constitutes the largest land use (13,000 acres) within the Planning Area and is located south of Folsom Boulevard between the Folsom South Canal and Prairie City Road.

ISSUES THIS ELEMENT ATTEMPTS TO SOLVE

The primary issues that this element attempts to solve are listed below. These are the significant land use issues and concerns that were raised during development of the General Plan.

- Balancing the mix of land uses to ensure the City can house its workforce and establish a fiscally viable future for the City.
- Integrating residential, commercial, and office uses in an urban environment to improve livability and to reduce urban sprawl.
- Establishing more livable and sustainable neighborhoods where residents can walk to commercial services and recreational amenities.
- Creating a full range of retail shopping and commercial service opportunities in the Planning Area so that all existing and future residents are able to meet their shopping needs locally.
- Unifying the community and ensuring mobility between areas separated by U.S. Highway 50 and the Folsom South Canal.
- Promoting accessibility and walkability by integrating uses and expanding transportation options.
- Making the City's streets friendlier to pedestrians and bicyclists.

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- Preserving and integrating into development the natural resources that are an important feature of the community.
- Ensuring that new development and redevelopment contribute to a sense of place and identity for Rancho Cordova.
- Addressing compatibility issues between residential and mixed-use projects that neighbor industrial uses.
- Transitioning the density and intensity of development down toward the boundaries of the Planning Area to the south and east to define the City's edge.
- Extend the benefits of growth to areas of the City developed prior to Incorporation in 2003.
- Invest in all areas of the City – financially, socially, and physically.

CONCEPTS OF THE CITY'S LAND USE PLAN

Smart Growth

One of the essential goals of the City is to ensure that future growth is smart growth. A City is being built where quality of life and community balance are top priorities. Rancho Cordova is striving to change the way development occurs so that all new development positively improves the image and character of the City. Each building block of the community (neighborhoods, villages, districts, and centers) will be developed in keeping with the following nine Smart Growth Principles, which are described in more detail below.

- Balanced Land Uses
- Transportation Choices
- Housing Choices
- Integrated (Mixed) Land Uses
- Compact Urban Development
- Walkable Neighborhoods



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- Preservation/Integration of Natural Resources
- Quality Design/Sense of Place
- Regeneration/Infill

Balanced Land Uses

Providing the right overall balance of land uses is a significant priority for the City. Residential, commercial, office, industrial, and public/quasi-public uses need to be provided throughout the entire community and should be sized commensurate with their service area. Retail shopping opportunities must be provided close to homes. Overall land planning activities must include consideration for public/quasi-public uses that may otherwise go unplanned (e.g., hospitals, utility and infrastructure substations, churches, etc). Balance also includes providing a range of housing choices throughout the community (see the Housing Element for additional discussion). A balanced community is a healthy community – one that can support itself over the long-term and provide the goods and services that residents need and expect. Additionally, when land use decisions affecting the land use balance in the community are made, they must be maintained with unwavering dedication in the face of market forces and development pressure.

Transportation Choices

As Rancho Cordova grows from a community of 50,000 people to a thriving City with a population of more than 300,000, the movement of people in and around the City will be a key issue. Walking, cycling, public transit, and driving will all be important modes of transportation. Residents, employees, and visitors of Rancho Cordova should have transportation choices in moving throughout the community and traveling to adjacent and nearby communities in the region. Streets will be designed to safely accommodate all modes of transportation; a continuous system of off-street trails will connect residential, commercial, office, community/civic, and open space areas of the City; a range of transit services (buses, trolleys, shuttles, light rail) will be accessible, safe, and efficient. Land use and transportation planning will go hand and hand to ensure that transportation choices are integrated into the land planning and implementation of future Rancho Cordova.

Housing Choices

In order to meet a diverse housing demand, the City will need to diversify its existing housing supply. Approximately 60 percent of the existing housing is single-family with a typical density of approximately five units per acre. The remaining 40 percent of the City's existing housing supply is predominantly multi-family. The City lacks executive housing, large lot

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single-family homes, higher density single-family homes (e.g., town homes, zero lot lines), condominiums, luxury apartments, housing for seniors, and mixed-use housing above ground floor retail or office. New development and redevelopment of housing within the City will need to integrate a range of housing types and densities within each neighborhood to improve housing choices throughout the community.

Integrated (Mixed) Land Uses

Mixed use is the vertical and/or horizontal integration of residential, commercial, office, and/or community/civic uses within the same development. By integrating or mixing these compatible uses in close proximity to one another, the City will create desirable places for people to live, work, shop, and play. Land use categories herein include mixed-use designations to encourage integration of uses. Additionally, the “building block” concept of neighborhoods, villages, and districts served by centers in walking distance of residents ensures horizontal integration of compatible uses.

Compact Urban Development

The General Plan encourages compact urban development within core areas of the City. Compact development uses less land than conventional development for a more efficient land use pattern conducive to the integration of compatible uses in close proximity. Compact urban development helps to improve air quality; reduce traffic congestion; promote transit ridership; and provide public services, including most public utilities, at a lower cost per unit or square foot. Compact communities also have a higher per-square-foot market value than traditional communities. In order to ensure a clear edge to the City, land use density and intensity will transition down toward the southern and eastern boundaries of the General Plan Planning Area.

Walkable Neighborhoods

Walkable neighborhoods are areas where residents can easily walk from their homes to schools, parks, jobs, and shopping areas. In Rancho Cordova, a child should be able to walk or ride a bike a short distance to school, the park, or a market without having to cross many busy streets. Wherever possible, streets will be designed as pedestrian-friendly spaces with living spaces and storefronts facing the street and landscape enhancements. Neighborhood streets will be designed for slower speeds and pedestrian crossings at key locations. Off street trails and enhanced street sidewalks will connect neighborhoods to parks, open space, and natural resource areas. Walkable communities provide numerous personal and social benefits, such as lower transportation costs, greater social interaction, improved personal and environmental health, and expanded consumer choice.



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Protection/Integration of Natural Resources with Urban Land Uses

Natural resources are a valued amenity within Rancho Cordova. Natural habitats are places where plants and animals unique to Rancho Cordova and the region thrive. The City will strive to balance preservation and development interests effectively in order to maintain valuable resources through the design of land plans and the siting of natural resource protection areas.

Quality Design/Sense of Place

One of the most important aspects of creating community character and sense of identity is through the quality of project design. Rancho Cordova adopted design guidelines and requires design review to ensure that new development and redevelopment improves the aesthetics of the community. Quality design is not simply about the architectural style, colors, and materials of a building, but also the site design, public realm, and relationship to surroundings. All development should be designed to contribute to the character of the community and to create a unique and memorable place that is inviting to residents, employees, and visitors.

Regeneration/Infill

While the majority of land in the General Plan Planning Area is currently undeveloped, revitalization of existing neighborhoods and commercial areas is a significant priority in Rancho Cordova. The City will establish incentives and programs for redevelopment/infill development within existing Rancho Cordova.

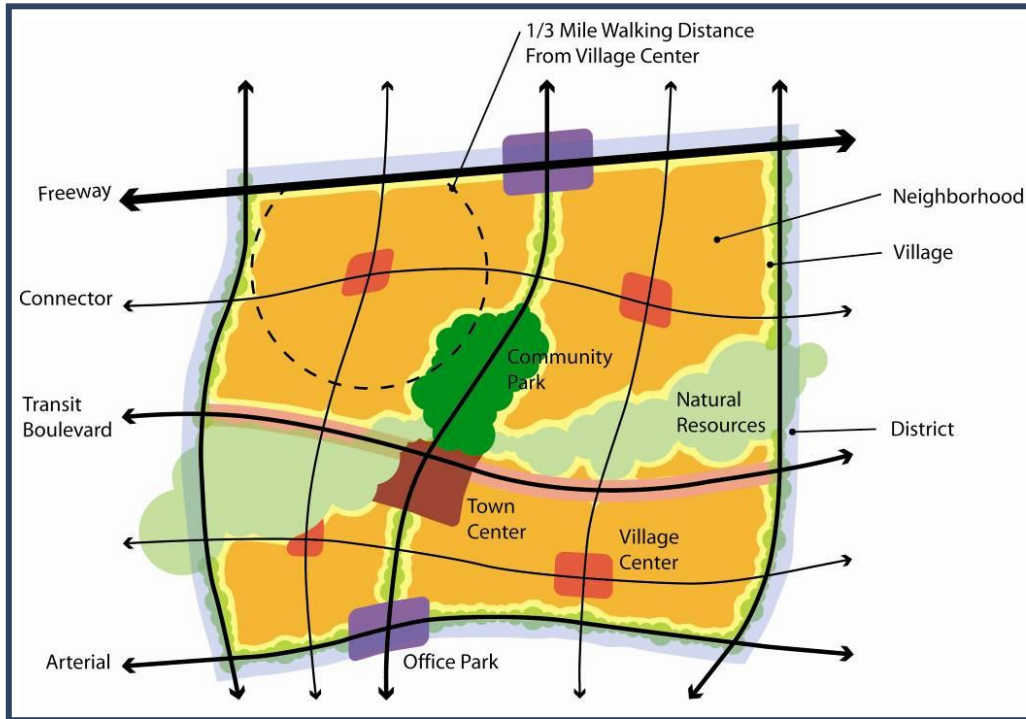
Building Blocks of the City

In building the City, several basic elements are needed. These elements are considered the City's "building blocks", which are the neighborhoods, villages, and districts throughout the community (See Figure LU-1). Each of the building blocks is described in detail below. Overall, the building blocks concept is a system that attempts to ensure walkable, livable, and sustainable development in both existing and new areas of the community.

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**FIGURE LU-1
BUILDING BLOCKS OF THE CITY**

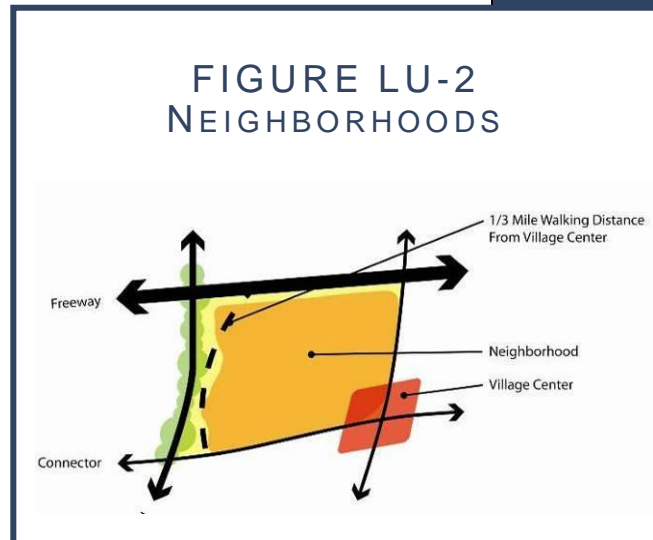


Neighborhoods

Neighborhoods are the most basic building block of the City (Figure LU-2). They are predominantly residential and are made up primarily of single-family homes (attached and detached), but may also include smaller multi-family units. While the average density is approximately six units per acre, diversity in housing choices is critical to the success of neighborhoods (e.g., range of lot and home sizes, diversity in housing products/costs).

Neighborhoods are compact and walkable in design, scaled at approximately one-third mile in radius with an average size of about 200 acres. The residential population of the neighborhood building block is approximately 4,000 people.

**FIGURE LU-2
NEIGHBORHOODS**



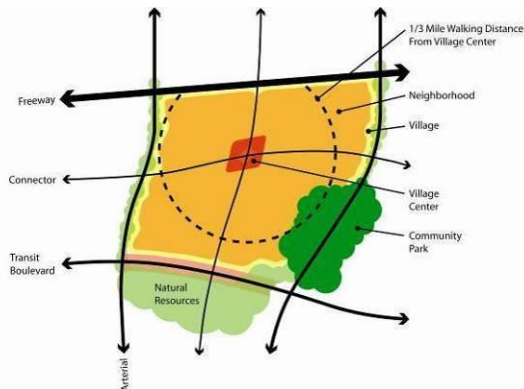


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The small scale of neighborhoods allows residents to walk almost anywhere in the neighborhood in about 15 minutes. Parents feel safe letting their children play outside because traffic is local in nature and development is designed so that, even indoors, people are focused on the streets and public areas of development. Local streets are designed with a modified grid pattern that includes short blocks, offering a variety of paths to and from the major roadways. This street system disperses traffic among all the streets, creating greater

variety in route choices and diffusing traffic throughout the neighborhood.

**FIGURE LU-3
VILLAGES**



Neighborhoods also include many amenities, such as trails and local parks. Their major feature is the “neighborhood center,” which is a gathering place for residents. These centers are usually defined by schools, neighborhood parks, community centers, or small commercial outlets serving local residents (e.g., coffee shops, small markets). They are places where people come together to socialize and participate in community events and activities. They are dynamic uses that help to create a sense of place within the neighborhood.

Villages

A cluster of three to four neighborhoods comprises a village, which is generally about 750 acres in size (Figure LU-3). The neighborhoods within a village are connected by a series of trails and pedestrian- and cyclist-friendly streets that make walking and bicycle-riding a pleasant experience. Single-family and multi-family residential areas within a village are integrated seamlessly with a concentration of higher-density development near activity centers.

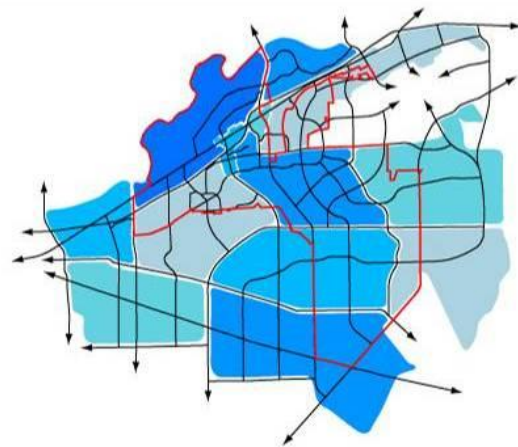
With a residential population of between 12,000 and 15,000 persons, this cluster of neighborhoods is supported by a “village center” that serves the daily shopping needs of residents. Village centers are five- to fifteen-acre pedestrian-oriented developments with smaller parking fields and buildings located in proximity to the street. Village center uses may include small- and medium-size grocery stores, drug stores, restaurants, banks, and other similar uses. Typically, no single tenant in a village center is larger than 50,000 square feet to ensure a local, rather than a Citywide or regional, retail focus. Village centers are sized and located to encourage local markets and support services in proximity to all residents of the village.



Districts

Districts are comprised of three or four villages, with a corresponding residential population of approximately 45,000 people (Figure LU-1). Villages within each district generally share a common geography and are designed to connect trails, parks, open space, and activity centers serving the district. Using these guidelines, there are about ten or twelve districts throughout the City separated by Highway 50, Jackson Highway, Grant Line Road, and other major thoroughfares within the General Plan Planning Area. Conceptual district locations are shown in Figure LU-4 for illustrative purposes only. Subsequent policies and actions in the Land Use, Urban Design, and Economic Development Elements encourage the use of district themes or common identifiable characteristics to unify these geographic areas.

FIGURE LU-4
DISTRICT IN RANCHO
CORDOVA



At the heart of the district is a “town center.” Town centers are vibrant activity centers that serve the major retail and entertainment needs of the district. They are mixed-use destination places with both daytime and nighttime activity. In addition to retail, service, restaurant, office, and residential uses, town centers may include special uses that serve a Citywide or regional demand (e.g., entertainment, sports/fitness). Town centers are pedestrian-oriented developments focused on public gathering places. Described below are three distinct types of town centers that serve different purposes within the City’s building block framework.

- **Local Town Center.** Local town centers are the most prevalent and fundamental type of town center. They provide most of the commercial shopping needs of the district and are designed to supplement village centers with retail, service, and entertainment needs for a larger population. Local town centers are typically between 15 and 30 acres in size and will probably not include uses such as grocery stores that are provided in the village centers. Rather, general retail and restaurant uses are envisioned for the local town center (e.g., clothing stores, book/music stores).



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- **Regional Town Center.** Regional town centers are designed to meet a regional need for shopping, entertainment, and other large destination uses (e.g., sports arena). They are strategically located for accessibility and range in size from 25 to 100 acres.
- **Transit-Oriented Town Center.** Transit-oriented town centers are sited along existing or potential light rail or bus-rapid-transit routes, and specifically near stations for transit services. They are multi-story, mixed-use developments that provide new housing opportunities and practical alternatives to automobile mobility. The highest residential densities in the City are usually located here. Office uses may also be located at these sites, attracting people from other areas of the City and region. Structured, shared parking is common in transit-oriented town centers.

THE LAND USE PLAN

The future land use plan for Rancho Cordova consists of both the text of this Element and the accompanying Land Use Map (Figures LU-5 and LU-6). The Map graphically illustrates the desired land uses for each parcel in the City and the General Plan Planning Area. Although uses are plotted for all property within the Planning Area, only land within the jurisdiction of the City is regulated by these land uses.

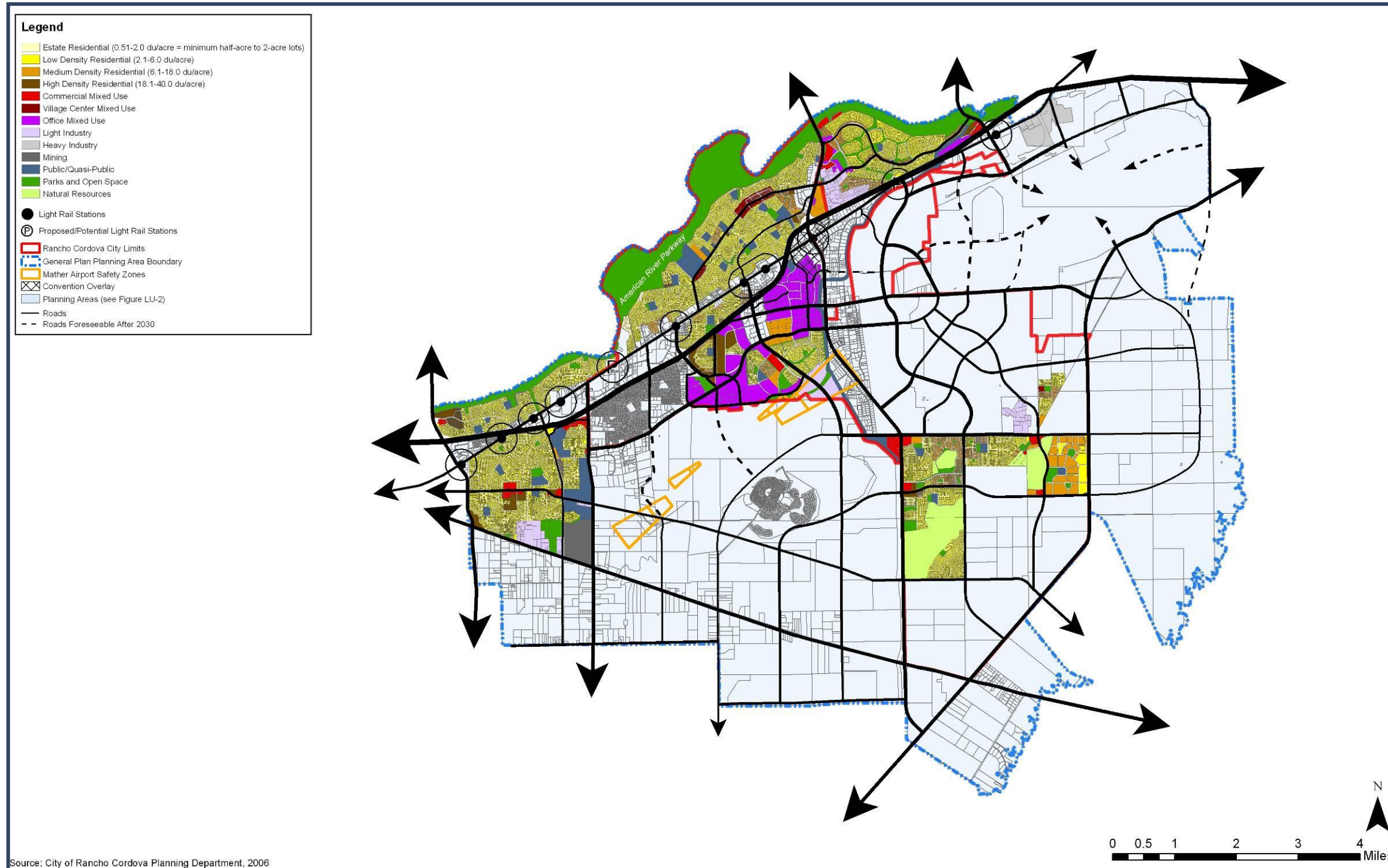
The first figure (LU-5) illustrates the General Plan land use designations for most of the General Plan Planning Area developed prior to the City's Incorporation in 2003. This map is parcel based with a specific land use category applied to each parcel. Subsequent zoning and new development/redevelopment must comply with the General Plan land use designation.

Figure LU-6 identifies 16 individual planning areas within the General Plan Planning Area with unique characteristics/features that warrant more detailed planning efforts. Each of the 16 Planning Areas is listed in the Land Use Element with a description of land uses, environmental conditions, and target residential and employment populations. A few of the Planning Areas include parcel specific land use designations (Land Plans), but the majority of Planning Areas include Conceptual Land Plans and require subsequent master planning prior to development (e.g., Specific Plan, Special Planning Area). Conceptual Land Plans are not discrete land uses like the land use categories plotted in Figure LU-5; rather, they reflect the City's Building Block concepts and relevant goals, policies, and actions applied to known constraints/opportunities and act as place holders for more detailed land planning.

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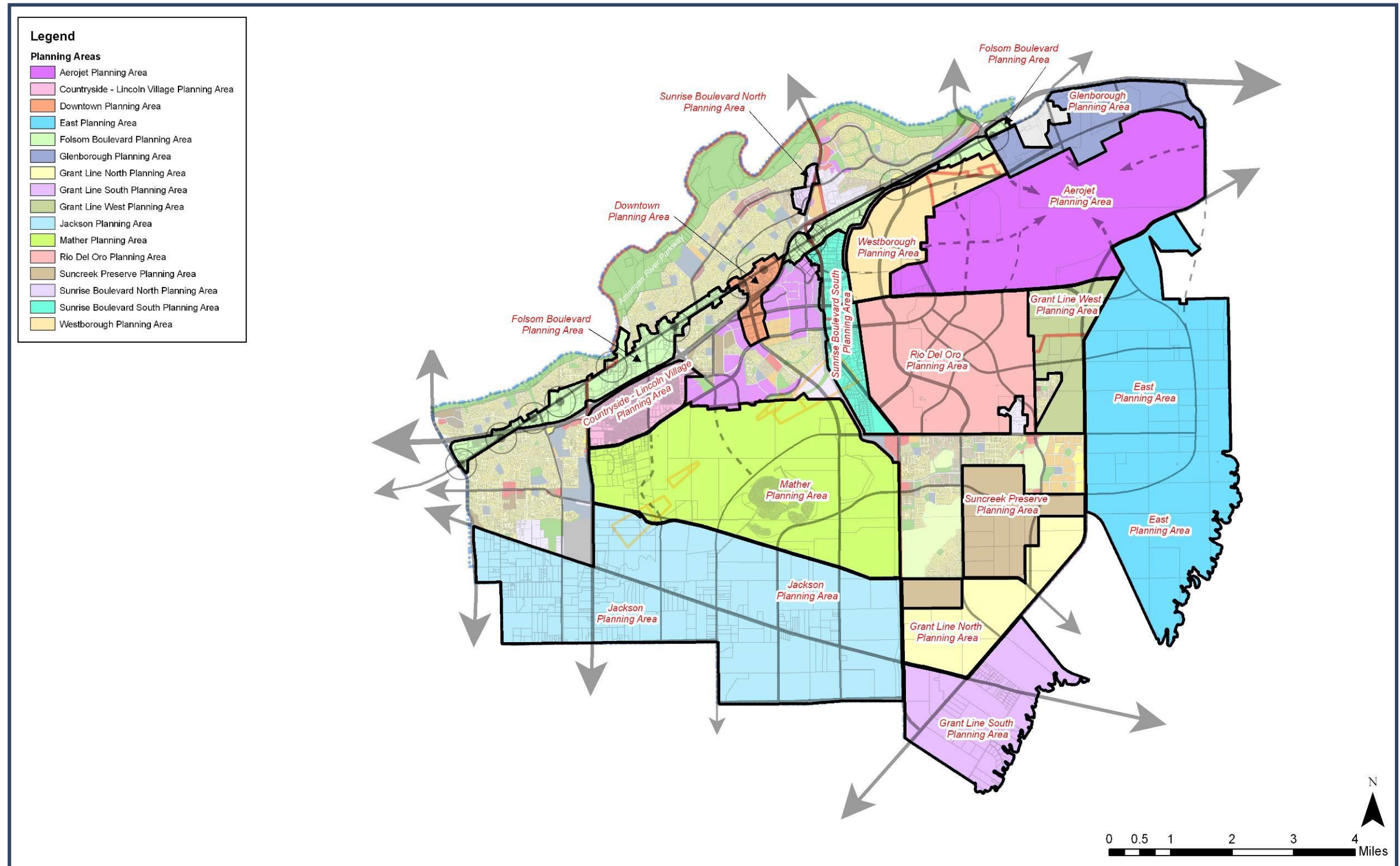
FIGURE LU-5
GENERAL PLAN LAND USE MAP





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FIGURE LU-6
GENERAL PLAN LAND USE MAP – PLANNING AREAS



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Land Use Classifications

The City's land use designations reflect the building blocks concept of neighborhoods, villages, and districts, and establish several mixed-use designations in accordance with the smart growth principles espoused in this Element. Land use designations are organized into categories of agriculture, residential, public/quasi-public and open space, non-residential and mixed-use, industrial, and other designations, which are applied to individual properties as shown on the General Plan Land Use Map. Development standards corresponding to each land use designation reflect desired development patterns throughout the City.

A variety of land uses are established to reflect the more mixed and, in some cases, more intense land uses envisioned for the City. These mixed-use categories provide the opportunity to combine residential, commercial, and office uses on a single site (depending on the designation). In some instances, the mixing may be horizontal (e.g., residential uses next to commercial uses), while in others it may be vertical (e.g., residential use above commercial use in a multi-story building). It is anticipated that compact, mixed-use development will become the standard pattern of development in greenfield areas and within core areas of the City. The appropriateness of more compact mixed-use development for infill and redevelopment areas will be considered on a case-by-case basis.

Agriculture Categories

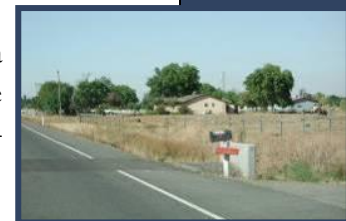
General Agriculture

Lands within the General Agriculture category are set aside for commercial-level agricultural production. Sites for General Agriculture are considered economically viable for farming operations.



Rural Agriculture

The Rural Agriculture category allows agricultural activities and is designed as a transition category between intensive agricultural activities (as under the General Agriculture category) and residential uses. Allowed uses include very-low density (10 acre lot) agricultural residential use.





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Residential Categories

Rural Residential



The Rural Residential category is intended to be located along the edge of the City, where urban development meets the rural portions of the region. Large, ranchette-style homes on two- to ten-acre lots are the predominant use. Farming activities may be found on these lots, but the activities are not intensive and do not interfere with the residential nature of the category.

Estate Residential



The Estate Residential category is characterized by larger, “executive”-style homes on generous lots. This designation can provide a smooth transition between the rural areas of the City and the more intensively developed neighborhoods or be located inside urban development at carefully selected locations. Estate residential areas are typically sited near community amenities or natural features.

Low Density Residential



The Low Density Residential category represents the traditional single-family neighborhood with a majority of single-family detached homes. This is the predominant land use category of the City’s neighborhoods.

Medium Density Residential



The Medium Density Residential category is generally characterized by small lot single-family detached, single-family attached (e.g., town homes, condominiums, brownstones), and small apartment complexes. Medium Density development is often found as part of a village development.

High Density Residential



High density residential is the most urban residential category available. The predominant style of development is larger multi-family housing complexes, including apartments and condominiums. Vertical mixed-use projects with residential use are typically developed in the high-density category. Parking for these facilities is usually provided in traditional surface lots located around the complex. At higher densities, parking may be in a parking structure or underground.

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Public/Quasi-Public and Open Space Categories

Public/Quasi-Public

The Public/Quasi-Public category covers a variety of public and other land uses, including land owned by the City and other public agencies. Possible uses include civic buildings; schools, colleges, and universities; religious institutions; hospitals; museums; cemeteries; and others. Most buildings in this category are high profile and prominent within the community. In order to meet future community needs, new development projects should include public/quasi-public sites for future, undetermined uses.

Parks and Open Space

Land within the Parks and Open Space category is designed to be used for both active and passive recreational activities, such as parks, lakes, golf courses, and trails. Typically parklands are under the jurisdiction of the Cordova Recreation and Park District; however, they may be commercial recreational facilities that are principally oriented toward outdoor uses. Typically, public open space lands will be administered by the City, but may be held in either public or private ownership. Land within this category may also be used for detention basins, creek ways, and other more passive uses when collocated next to active recreational uses or when open spaces serve two uses, such as a ball field in the summer and a detention basin in the winter.



Natural Resources

Land within the Natural Resources category is set aside as natural habitat and typically has no urban development on it. Often, open space trails will be sited adjacent to Natural Resource areas.



Non-Residential and Mixed-Use Categories

Residential Mixed-Use

The Residential Mixed-Use category is characterized by predominantly residential development at medium to high densities. It allows for commercial or office uses to be co-located on the same property either vertically or horizontally. It does not preclude solely residential development within the category, but rather encourages a mixing of uses.





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Commercial Mixed-Use



The Commercial Mixed-Use category encourages the integration of retail and service commercial uses with office and/or residential uses. In mixed-use projects, commercial use is the predominant use on the ground floor. Parking for mixed-use projects may be combined or separated, depending on the characteristics of the project. This listing may also include hospitals and other public/quasi-public uses.

Office Mixed-Use



The Office Mixed-Use category encourages the integration of commercial and/or residential use in conjunction with office use of a site. In any case, office uses are the predominant use, but others may be included in a vertical or horizontal configuration. For example, a site may be developed with an office building that is three or four stories but where the ground floor is occupied by one or more retail and restaurant uses. This listing may also include hospitals and other public/quasi-public uses.

Village Center



The Village Center category provides daily shopping needs to residents within a village as described in the City's building blocks concept. Typical uses include small to medium sized grocery stores, drug stores, dry cleaners, and coffee shops. This category also allows for the integration of office, public/quasi-public, and/or residential use in conjunction with the predominant commercial uses of the site. Development is pedestrian-friendly and oriented toward the street.

Local Town Center



The Local Town Center category provides retail services, restaurant, and entertainment uses within a district as described in the City's building block concept. Typical uses include a combination of general retail, restaurant, office, and residential uses. This category may also include large retail stores, lodging, entertainment, public/quasi-public, and indoor and outdoor recreational facilities. Residential densities are medium to high in nature. Development is pedestrian friendly with gathering places for both daytime and nighttime activities.

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Regional Town Center

The Regional Town Center category is generally characterized by a horizontal or vertical mix of integrated retail, office, and residential uses that serve both the entire City and the region, with population bases of at least 100,000 people. Large retail stores, restaurants, public/quasi-public uses, and entertainment venues are common. Regional town centers are vibrant destination places for the entire region and foster an active nightlife.



Local Transit-Oriented Development

The Local Transit-Oriented Development category is located near an existing or future light rail transit, bus rapid transit, or other major mass transit route stop. Development within this category is generally characterized by a vertical or horizontal integration of office, retail, and residential uses in one or more multi-story structures. Public/quasi-public uses are also permitted in this category. Uses should be designed to support alternatives to vehicle/automotive circulation.



Regional Transit-Oriented Development

The Transit Oriented Development category is located next to an existing or future light rail transit, bus rapid transit, or other major mass transit route stop. Development within this category is generally characterized by a vertical integration of office, retail, public/quasi-public, and residential uses in one or more multi-story structures. These sites provide housing, retail, and employment opportunities and practical alternatives to vehicle mobility. Regional transit-oriented developments differ from local transit-oriented developments in that they have a higher intensity of development, uses scaled more toward a regional market, and experience higher boarding levels onto the mass transit system at their associated station.



Industrial Categories

Light Industrial

Uses within the Light Industrial category generally include industrial or manufacturing activities that occur entirely within an enclosed building. This category also includes warehousing activities or distribution centers, but excludes corporation yards. Employee intensive operations (e.g., research and development) that would otherwise not occur within the Office Mixed-Use designation are permitted. This listing may also include hospitals and other





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public/quasi-public uses.

Heavy Industrial

Uses within the Heavy Industrial category include industrial or manufacturing activities that may occur inside or outside of a building or structure. This category includes corporation yards and surface mining and related operations.



Surface Mining

The Surface Mining category allows for surface mining activities. It is a long-term designation applied to areas where surface mining will be occurring for more than ten years.

Other Designations

Planning Areas

The General Plan Land Use Map establishes a series of 16 individual Planning Areas – Aerojet Planning Area, Countryside/Lincoln Village Planning Area, Downtown Planning Area, East Planning Area, Folsom Boulevard Planning Area, Glenborough Planning Area, Grant Line North Planning Area, Grant Line South Planning Area, Grant Line West Planning Area, Jackson Planning Area, Mather Planning Area, Rio del Oro Planning Area, Suncrest/Preserve Planning Area, Sunrise Boulevard North Planning Area, Sunrise Boulevard South Planning Area, and Westborough Planning Area. Land uses within these Planning Areas are described in general and mapped either with land use plans (e.g. Countryside/Lincoln Village Planning Area) or conceptual land use plans (e.g. Rio del Oro Planning Area) in the Planning Areas discussion of this Element. In most cases, the Planning Area designation is intended to direct further planning efforts in greenfield areas where detailed land planning will be evaluated in conjunction with subsequent development applications, including:

- Specific Plans; and
- Special Planning Areas.

Convention Overlay

The Convention Overlay defines an area around the intersection of Sunrise Boulevard and Folsom Boulevard (as shown in Figure LU-7), which supplements any underlying General Plan land use designation or zoning district. Uses located within the area of the overlay are intended to foster and support a convention center district, including hotels, restaurants, and

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meeting spaces. Retail and office uses are not excluded from the Convention area, provided that they contribute to and support the creation of a convention center. This includes the use of retail and/or office as a ground floor use with a hotel or meeting spaces above. Higher density (multiple-story) residential uses are also permitted. Development is often multi-story with pedestrian connections throughout (e.g., sidewalks, catwalks, bridges, etc). The intent is that no development stands alone. The development of single-story concrete tilt-ups is highly discouraged. Meeting rooms may be found on the ground floor of buildings with offices or residential above. Additionally, the Convention Overlay area is a prime location for locating a performing arts and entertainment center/complex in the City.

FIGURE LU-7
CONVENTION OVERLAY AREA



Redevelopment Overlay

The City has established a Redevelopment Plan and Redevelopment Area, as described in the Economic Development Element. The plan area is approximately 2,500 acres (see Figure ED-1) and includes portions of Folsom Boulevard, the Trade Center Drive Area, the Coloma Boulevard corridor, the Zinfandel Drive Corridor, the Lincoln Village area, and the area located between Old Placerville Road, International Drive, White Rock Road, and Highway 50, including the Downtown. The Redevelopment Plan will facilitate and help finance redevelopment efforts in the City for maximum economic benefit.

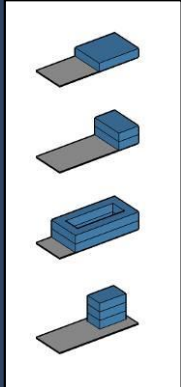


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Land Use Development Standards

State General Plan law requires that the Land Use Element specify the maximum densities and intensities permitted within the Land Use Plan. The land use designations shown on the Land Use Map are described in detail in this Element. Table LU-1 lists each of the land use designations shown on the Land Use Map and provides a corresponding indication of

maximum density or intensity of development, minimum and maximum floor area ratio, and maximum height. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity as listed below.



Floor Area Ratio: Floor area ratio (FAR) expresses the intensity of use on a lot. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000 square foot building

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TABLE LU-1
LAND USE DEVELOPMENT STANDARDS

Land Use Category	Minimum Parcel Size (acres)	Maximum Parcel Size (acres)	Minimum Density (du/ac)	Maximum Density (du/ac)	Minimum FAR	Maximum FAR	Height Maximum (feet)
Agricultural Categories							
General Agriculture	100	-	0.001	-	-	-	45
Rural Agriculture	10	100	0.01	.001	-	-	45
Public/Quasi-Public and Open Space Categories							
Public/Quasi Public:							No maximum ¹
Downtown	-	-	-	-	-	-	No maximum ¹
All other locations	-	-	-	-	-	-	60 ²
Parks and Open Space	-	-	-	-	-	-	25
Natural Resources	-	-	-	-	-	-	25
Residential Categories							
Rural Residential	2	10	0.1	0.5	-	-	35
Estate Residential	0.5	2	0.51	2.0	-	-	35
Low Density Residential	-	-	2.1	6.0	-	-	35
Medium Density Residential	-	-	6.1	18.0	-	-	40
High Density Residential	-	-	18.0	40.0	-	-	60 ¹
Non-Residential and Mixed-Use Categories							
Residential Mixed-Use	-	-	6.1	40	-	-	40
Commercial Mixed-Use:							No maximum ⁴
Downtown and FBPA	-	-	2.1	18	0.30 ³	3.0	No maximum ⁴
All Other Locations	-	-	2.1	18	0.25	1.5	50
Office Mixed-Use:							No maximum ⁴
Downtown	-	-	2.1	18	0.30 ³	2.5	No maximum ⁴



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Land Use Category	Minimum Parcel Size (acres)	Maximum Parcel Size (acres)	Minimum Density (du/ac)	Maximum Density (du/ac)	Minimum FAR	Maximum FAR	Height Maximum (feet)
All other locations	-	-	2.1	18	0.25	2.0	65
Village Center	5 ⁴	15 ⁴	6.1	18	0.25	1.0	40
Local Town Center	15 ⁴	30 ⁴	6.1	18	0.30	1.5	65
Regional Town Center: w/in ½ mile of U.S. 50	25 ⁴	100 ⁴	6.1	40	0.35	2.0	80
All other locations	25 ⁴	100 ⁴	6.1	40	0.30	1.5	65
Local Transit-Oriented Development	20 ⁴	50 ⁴	18.0	80	0.50	2.5	80
Regional Transit-Oriented Development	20 ⁴	50 ⁴	18.0	80	0.65	3.0	No maximum ^{1,5}
Industrial Categories							
Light Industrial	-	-	-	-	-	-	45
Heavy Industrial	-	-	-	-	-	-	60 ¹
Surface Mining	-	-	-	-	-	-	60 ¹

Notes:

- ¹ While the Land Use Element does not establish height limitations for uses in the Downtown, the regulations of the Federal Aviation Administration limit the height of structures to between 150 and 350 feet based on location. See the Safety Element for more information.
- ² Exceptions may be granted with design review entitlements
- ³ FARs may be refined for the Downtown area in conjunction with the subsequent Downtown Specific Plan (or similar planning tool) consistent with the development capacity for the Downtown Planning Area as listed in Table LU-5.
- ⁴ Project, not parcel size
- ⁵ Outside of the Downtown District, maximum height shall be limited to 80 feet

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GENERAL PLAN AND ZONING CONSISTENCY

The Zoning Code serves as the primary tool for implementing the City’s General Plan land use policy. State planning law requires the Zoning Code to be consistent with the General Plan. Each General Plan land use category must have one or more corresponding zoning district, and the development standards and land use regulations contained in the Zoning Code must reflect the policy statements in the Land Use Element. While the General Plan may be somewhat broad in its discussion of permitted land uses and development intensities, zoning provisions must identify specific regulations so that property owners and developers can determine how particular properties can be used and developed. The following table identifies the relationships between land use categories and zoning districts.

**TABLE LU-2
GENERAL PLAN/ZONING CONSISTENCY**

General Plan Land Use Category	Zoning Code Designation ¹
General Agriculture (GA)	AG-20, AG-80
Public/Quasi Public (P/QP)	CS, T; Public/Quasi Public land uses may be allowed in all zoning districts.
Parks and Open Space (P/OS)	POS, PC; Public parks may also be allowed in residential zoning districts
Natural Resources (NR)	POS, PC
Rural Residential (RR)	RR
Estate Residential (ER)	ER, RD-1, RD-2
Low Density Residential (LDR)	RD-3, RD-4, RD-5, RD-6
Medium Density Residential (MDR)	RD-7, RD-10, RD-15, MDR, RMH
High Density Residential (HDR)	RD-20, RD-25, RD-30, HDR
Commercial Mixed-Use (CMU) ²	CMU, GC
Office Mixed-Use (OMU) ²	OPMU, OIMU
Village Center (VC) ²	VC
Local Town Center (LTC) ²	LTC
Regional Town Center (RTC) ²	RTC
Light Industrial (LI)	OIMU, LIBP, M-1
Heavy Industrial (HI)	M-2
Surface Mining (SM)	Surfacing Mining Combining Overlay Zone

Note:

¹ This list includes current, base zoning districts. Generally, overlay districts are consistent with all General Plan land use categories and may be restricted to certain base zoning districts as stipulated in adopting ordinances.



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PLANNING AREAS

There are 16 individual Planning Areas as part of the General Plan Land Use Map. Land uses within these Planning Areas are described in general and mapped with detailed or conceptual land plan. Each Planning Area has unique characteristics, opportunities, and constraints. The Planning Areas were established based on several criteria, including existing, proposed, or approved project boundaries; location within the General Plan Planning Area; ownership; type of existing or proposed land uses; distinctive issues; and geographic or environmental features.

Additional information on each of the 16 Planning Areas is provided at the end of this element with discussion of land uses, environmental conditions, and target residential and employment populations. Each Planning Area also includes either a detailed or conceptual land plan to guide subsequent development of the area. Detailed planning efforts (e.g., Specific Plans) will be required for implementation of the majority of Planning Areas after the General Plan is adopted. Subsequent planning efforts will establish land use and circulation patterns; explore infrastructure, phasing, and financing issues; and determine that use, development, and design are consistent with the City's General Plan. General information and population and employment assumptions will serve as a guide for future land use designations and development within each of the Planning Areas.

For three of the Planning Areas located in developed areas of the City (Countryside/Lincoln Village, Sunrise North, and Sunrise South), the land use plans are not conceptual in nature. Instead, they represent the actual General Plan land use designations for individual parcels. For these three Planning Areas, no additional land use planning process is required.

Conceptual land use plans for undeveloped areas of the City are intended to reflect the creation of new livable neighborhoods like those described by the building block concept and to adhere to the Council's direction to transition the density and intensity of development near the edge of the General Plan Planning Area. The residential land use categories shown on the conceptual land use maps are consolidated into three categories as follows:

- **Residential-Mixed Density** - includes the range of densities associated with typical neighborhood development,
- **Residential-Estate/Rural** - represents the range of lower densities associated with edge neighborhood development, and
- **Residential-Higher Density** - signifies higher density residential development located near village and town centers.

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The conceptual land use plans also show general locations of natural resource areas, areas constrained by the Mather overflight zone, sites for additional employment opportunities, and desirable locations for retail development. The density, intensity, scale, boundaries, and exact location of above listed uses are conceptual only. Village center, local town center, and regional town center locations reflect analysis of retail demand and strategic location. It is anticipated that additional retail capacity and market opportunities will be incorporated into the subsequent master planning of these areas. Final land uses and locations will be determined in conjunction with subsequent planning applications for master land use plans.

While the General Plan contains conceptual land uses for each of the 16 Planning Areas, some of the Planning Areas are located outside the City limits. The land use designations endorsed by the General Plan for the Planning Areas located outside the City limits are merely advisory in nature. The General Plan does not change land use designations for land located outside of the City's jurisdiction.

LAND USE POTENTIAL AND POPULATION ESTIMATES

The General Plan establishes the development envelope for buildout of the Planning Area. Table LU-3 provides a summary of acreage, dwelling units, corresponding density and population (including percentages) for a land within the City limits, land outside the City limits, and total Planning Area. Almost 30 percent of the land and nearly 60 percent of the planned housing and population are located within the existing City limits.

Table LU-4 provides a breakdown of acreage by individual land use category for land within the City limits and the entire Planning Area. These acreage figures include both parcel specific land use designations and a summary of general assumptions about conceptual land uses in many of the City's 16 Planning Areas. Assumptions are consistent with the vision, principles, and policies of the General Plan as reflected in the PLACE3S land use model.

Table LU-5 establishes the development potential for each of the 16 Planning Areas. Three of the Planning Areas (Countryside/Lincoln Village, Sunrise Boulevard North and Sunrise Boulevard South Planning Area) have specific land plans with parcel specific designations that collectively establish a development capacity for those Planning Areas. The other 13 Planning Areas have conceptual land use plans that reflect the vision, goals, and policies of the General Plan. Development capacity for those planning areas was estimated using the PLACE3S land use model with blended place types intended to allow flexibility in the ultimate implementation of the General Plan in those areas. Each of those Planning Areas will be required to develop more specific land plans consistent with the General Plan and



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this table establishes the development capacity for which subsequent plans must comply to be found consistent with the General Plan and corresponding environmental evaluation.

Finally, Table LU-6 provides more detailed information about existing conditions and phased build out of the General Plan with regards to residential units, population, non-residential square footage, and non-residential employment. This data was developed using detailed analysis of office and retail market demand, assumptions for additional capacity, and general principles of the SACOG Blueprint modified to meet local conditions, constraints, and opportunities. The information in this table, together with geographic and land use data in the PLACE3S land use model, was used to analyze environmental impacts for buildout of the General Plan for existing City limits and the entire Planning Area.

**TABLE LU-3
SUMMARY OF DEVELOPMENT POTENTIAL**

	City		Outside of City		Total (General Plan Planning Area)	
	Total	% of Total	Total	% of Total	Total	% of Total
Acres	15,750	27%	42,547	73%	58,297	100%
Dwelling Units	75,923	60%	50,318	40%	126,241	100%
Density	6.91	-	3.02	-	4.56	-
Population	183,459	59%	127,109	41%	310,568	100%

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**TABLE LU-4
GENERAL PLAN LAND USE CATEGORY ACREAGES**

Land Use	Acreages	
	City Only	Entire Planning Area
Public/Quasi-Public	1,138	4,992
Parks and Open Space	2,392	4,202
Natural Resources	1,864	11,115
Rural Residential	0	1,135
Estate Residential	34	3,983
Low Density Residential	6,752	17,532
Medium Density Residential	3,423	3,689
High Density Residential	450	699
Residential Mixed Use	62	122
Office Mixed Use	1,788	2,906
Commercial Mixed Use	439	791
Village Center	222	447
Local Town Center	68	145
Regional Town Center	112	286
Transit Oriented Town Center	77	231
Light Industrial	961	3,901
Heavy Industrial	224	1,142
Surface Mining	0	871
TOTAL	20,006	58,189

Note: Totals do not include rights-of-way



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**TABLE LU-5
PLANNING AREA DEVELOPMENT POTENTIAL**

Planning Area	Acres	Dwelling Units	Density	Population	Employment
Aerojet	5,285	0	0	0	4,570
Countryside/Lincoln Village	712	3,558	7.39	8,694	5,715
Downtown	363	2,986	34.21	6,479	16,000
East	7,353	10,390	1.55	27,781	5,644
Folsom Boulevard	1,629	10,476	24.40	22,936	26,704
Glenborough	1,336	4,434	7.07	10,344	9,747
Grant Line North	1,846	6,916	5.23	16,601	3,634
Grant Line South	2,490	3,667	1.62	9,816	3,235
Grant Line West	1,307	3,393	2.88	9,043	1,747
Jackson	8,602	5,806	1.93	15,457	10,753
Mather	6,306	1,982	3.55	5,175	15,841
Rio del Oro	3,768	11,366	5.53	27,987	12,067
Suncreek/Preserve	1,762	9,263	9.20	21,236	1,331
Sunrise Boulevard North	95	630	16.36	1,367	1,561
Sunrise Boulevard South	995	0	0	0	14,436
Westborough	1,695	6,078	4.63	15,714	5,521

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**TABLE LU-6
CURRENT AND FUTURE AND GENERAL PLAN
BUILDOUT CONDITIONS**

Land Uses	City Only			Entire Planning Area		
	Year 2006	Year 2030	Buildout	Year 2006	Year 2030	Buildout
Residential Units	22,443	75,957	75,923	41,749	109,884	126,241
Population	54,379	183,362	183,459	102,412	267,275	310,568
Total Employment ¹	47,679	89,305	102,878	94,771	146,459	195,021
Commercial	7,075	10,603	11,529	15,026	21,123	23,942
Office	25,534	69,573	78,597	45,985	108,369	132,355
Industrial	10,886	9,129	8,297	26,864	16,968	24,381
Total Square Footage ²	18,743,319	32,791,241	35,084,629	40,717,601	56,139,386	71,209,788
Commercial	3,537,443	5,300,372	5,764,627	7,513,133	10,560,826	11,971,169
Office	7,491,663	19,132,151	21,614,312	13,551,611	29,801,078	36,397,637
Industrial	7,714,213	8,358,718	7,705,690	19,652,857	15,777,482	22,840,982

Note: Buildout projections under the Entire Planning Area include the City.

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

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



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GOALS, POLICIES, AND ACTIONS

The goals of this element are as follows and are listed subsequently with corresponding policies and actions.

- **Goal LU.1: Achieve a balanced and integrated land use pattern throughout the community.**
- **Goal LU.2: Establish growth patterns based on smart growth principles and the City building blocks concept.**
- **Goal LU.3: Establish Rancho Cordova as a destination place in the region and a leader in the collective resolution of regional issues.**
- **Goal LU.4: Pursue formal participation in the decision-making on land use, circulation, and park issues outside the City limits that have an impact on City.**
- **Goal LU.5: Redevelop and regenerate existing areas of the City.**
- **Goal LU.6: Ensure development of the Planning Areas consistent with the City's vision.**

GOAL LU.1 - ACHIEVE A BALANCED AND INTEGRATED LAND USE PATTERN THROUGHOUT THE COMMUNITY.

Policy LU.1.1 - Utilize and maintain the Land Use Map to designate the location and extent of each land use designation within the Planning Area.

- **Action LU.1.1.1** - Regularly evaluate the mix of land uses as the City grows to analyze build out conditions, market conditions, etc.
- **Action LU.1.1.2** – Utilize the PLACE³S land use model to track General Plan implementation with respect to Land Use and analyze the impact of new development on existing uses and the City roadway network. Update the model on a quarterly basis with newly constructed development projects to maintain accuracy of the model.

Cross reference:
ISF.1.1

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- **Action LU.1.1.3** – Regularly update the General Plan Land Use Map and other related maps in the General Plan with the latest parcel information from the Sacramento County Assessor’s Office, regardless of General Plan Amendment activity. Updates to the parcel lines, when no adjustments have been made with respect to land uses, shall not constitute an amendment of the General Plan.
- **Action LU.1.1.4** - Amend the Zoning Code text to include the appropriate findings required for General Plan land use and text amendment requests.

Policy LU.1.2 - Develop a fiscally sound strategy to encourage a mix of uses that meets the City’s needs and provides sufficient tax base to maintain desired community service levels.

- **Action LU.1.2.1** - Designate adequate commercial, office, and industrial land uses throughout the City during project review and as part of annual review of the General Plan.
- **Action LU.1.2.2** - Establish a comprehensive plan for an economically viable mix of land uses in and around Mather Airport.

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.

- **Actions LU.1.3.1** - Identify target businesses and industries that diversify the City’s employment base and create incentives to locate in Rancho Cordova.
- **Action LU.1.3.2** - Designate new and existing office developments as mixed-use to encourage the compatible integration of residential and commercial retail and service uses in proximity to jobs.

Policy LU.1.4 - 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.

- **Action LU.1.4.1** - Establish performance and development standards in the Zoning Code and guidelines in the Citywide Design Guidelines to address compatibility between existing and proposed development and within proposed mixed-use development (vertical and horizontal).

Cross reference:
ED.7.1.1

Cross reference:
H.1.1, ED.1.8

Cross reference:
AQ.2.2

Cross reference:
UD.1.5



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Cross reference:
ED.3.1.11,
UD.1.5.2

Cross reference:
UD.1.5.2

Cross reference:
UD.1.1.1,
ED.2.2.1,
H.1.2.2

Cross reference:
ED.8.2.2

- **Action LU.1.4.2** - Create development standards and design guidelines to specifically address the compatibility of high-rise development in the Downtown Planning Area. Give special consideration to those issues unique to high-rise development, including the following: visual intrusion, distant viewshed, shadowing of adjacent properties, glare, wind tunnel effects, emergency service, interruption of electronic transmissions, traffic and parking, and noise and vibration. Recognize that urban (higher intensity) developments increase transit opportunities, increase walkability, and efficient land use, which lead to reduced automobile emissions.
- **Action LU.1.4.3** - Promote the disclosure of potential land use compatibility issues in all parts of the City, such as noise, dust, odors, etc., in order to provide potential purchasers with the information necessary to make informed decisions about the property and its future land uses.
- **Action LU.1.4.4** – Develop guidelines for the buffering of incompatible land uses in ways that retain community character but do not consume large land area, create pedestrian barriers, or result in unsafe conditions.
- **Action LU.1.4.5** - Minimize impacts between urban and agricultural uses through the use of buffers, increased setbacks, roadways, barriers, landscaping, and/or other appropriate methods to avoid conflicts.
- **Action LU.1.4.6** - Work with utility providers to coordinate location of transmission lines and substations during development review.

Policy LU.1.5 - Maintain consistency between the land use categories of this General Plan and the City Zoning Code.

- **Action LU.1.5.1** - Update the Zoning Code Text and Map to reflect new land use designations and distributions throughout the City as established in this General Plan.
- **Action LU.1.5.2** - Regularly audit, and update as necessary, any provisions of the Code that may be inconsistent with the General Plan and its subsequent amendments.

Policy LU.1.6 - Ensure adequate provisions for development of civic uses (public/quasi-public uses).

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- **Action LU.1.6.1** – Ensure master planned communities include the provision of public/quasi-public land preserved for civic uses.
- **Action LU.1.6.2** – Create a site inventory identifying desired locations for a full service hospital.

Policy LU.1.7 – 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.

- **Action LU.1.7.1** – When siting new transit-oriented developments: the development must be within one-quarter mile of a major transit stop; emphasize street-level neighborhood commercial services that serve many residents in surrounding areas; encourage employment in the urban transit-oriented development created along the transit route; create a pleasant walking environment through good land use design, short distances, amenities, and streetscape features; and provide direct, multiple linkages, especially for bicycles and pedestrians, to surrounding areas.

Policy LU.1.8 - While agricultural uses are anticipated to be phased out within the City limits, the City recognizes the right of these uses to continue as long as their individual owners/farmers desire.

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.

Policy LU.1.10 – The City shall ensure that the following standards are met regarding agricultural conservation easement content:

- Provisions of an accurate legal document that prohibits any activity that substantially impairs or diminishes the agricultural productivity of the land;

Cross reference:
AQ.2.2.1,
ED.2.3.2



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- Protection of any existing water rights necessary to maintain agricultural uses and retain such water rights for ongoing use on the agricultural land; and
- Interests in the agricultural land shall be held in trust by the City and/or an entity acceptable to the City, in perpetuity.

Policy LU.1.11 – 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.

GOAL LU.2 - ESTABLISH GROWTH PATTERNS BASED ON SMART GROWTH PRINCIPLES AND THE CITY BUILDING BLOCKS CONCEPT.

Policy LU.2.1 - Ensure future land use and growth within the Planning Area adheres to the City's nine smart growth principles, as described in this Element.

- **Action LU.2.1.1** - Amend the Zoning Code and Citywide Design Guidelines to include the City's smart growth principles as appropriate.

Policy LU.2.2 - Promote new development and redevelopment in accordance with the building blocks concepts of neighborhoods, villages, and districts.

- **Action LU.2.2.1** - Identify the building block components of neighborhoods, villages, and districts in the existing areas of the City and encourage redevelopment using the building blocks principles.

Policy LU.2.3 - Encourage the clustering of similar uses into areas or districts that have common needs and that are compatible with one another, in order to maximize their efficiency and identity for Rancho Cordova. Uses to consider clustering include the following:

- Entertainment area (Performing Arts Center, local theaters, and studios);
- Sports/recreation facilities (e.g. bowling alleys and major sports facilities);
- Hospitals and other care facilities;
- Youth activity centers;
- Amphitheatres; and

Cross reference:
LU.1.5

Cross reference:
UD.1.1

Cross reference:
ED1.3.1

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- Regional shopping opportunities.

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.

Cross reference:
C.2.8, C.2.3,
UD.3.2

- **Action LU.2.4.1** – Establish, as a part of design review, a system or mechanism that evaluates the effectiveness of a proposed project in meeting these requirements.

Cross reference:
ED.1.3

Policy LU.2.5 - Phase growth based on infrastructure capacity, infrastructure financing, and the timing of the design, approval/permitting, and construction of transportation facilities and other infrastructure.

Cross reference:
ISF.2.1,
ED.7.2.1

- **Action LU.2.5.1** - Require market studies, financing plans, phasing plans, and other associated studies as needed as part of all new major development applications in order to evaluate the need for these projects, their compliance with established City policy, and the impact of the development on the City and service providers.

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 diminish the viability of nearby commercial properties with the same customer base.

Cross reference:
ISF.1.1.3,
ED1.1.1

- **Action LU.2.6.1** - As part of neighborhood project review, ensure that village centers are strategically located for accessibility to surrounding neighborhoods and retail viability. Village town center should ensure that neighborhood-serving commercial uses adjacent to residential areas provide quality, convenient, and community-serving retail choices in a manner that does not adversely impact neighborhood character.

Policy LU.2.7 – 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.

Cross reference:
NR.7.2, NR7.3



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Cross reference:
ED.7.3.3, H.4.3

- **Action LU.2.7.1** - Develop and adopt energy conservation performance standards that apply to new construction and focus on cost-effective measures that exceed minimum federal and state requirements, in recognition and support of the Sacramento Municipal Utility District's "Conservation Power" goals.
- **Action LU.2.7.2** - Create programs that educate developers and property owners about the advantages of "green design" on their property and within the City, and inform them on how they can incorporate such design elements into their projects. Develop incentives, such as grants, financing programs, or other mechanisms that help make "green design" realistic.

Policy LU.2.8 - Grant density bonuses and other related incentives, consistent with state law and local policy, for the provision of affordable housing.

- **Action LU.2.8.1** - Amend the Zoning Code to include flexible parking standards and parking reductions to encourage compact development, shared parking, and higher density projects in specified locations throughout the City.

GOAL LU.3 - ESTABLISH RANCHO CORDOVA AS A DESTINATION PLACE IN THE REGION AND A LEADER IN THE COLLECTIVE RESOLUTION OF REGIONAL ISSUES.

Cross reference:
ED.4.1,
OSPT.4.1,
ED.1.9

Policy LU.3.1 - Promote the development of regional attractions desired by the community (e.g., regional mall, sports complexes, performing arts centers, colleges, passive recreational uses along the American River Parkway).

- **Action LU.3.1.1** - Identify and map target land uses for community amenities and regional destinations and establish economic development policies and programs to attract these uses to the City.

Policy LU.3.2 - Ensure that civic structures and uses have outstanding design that creates identity and serves as a catalyst and precedent for subsequent development.

- **Action LU.3.2.1** - Establish specific policies, standards, and guidelines for quality design of all public and quasi-public uses.

Policy LU.3.3 - Participate in the Sacramento Area Council of Governments' regional planning programs (e.g., Blueprint, Regional Housing Needs Plan, Metropolitan Transportation Plan) and coordinate City plans and programs with those of the Council of Governments.

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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 appropriate, concurrent application processing schedules.

Cross reference:
NR.1.1.3

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.

Cross reference:
ISF.3.1

Policy LU.3.6 - Work with the Sacramento County Local Agency Formation Commission to establish and update a Sphere of Influence that reflects the City's near-term goals for potential additions to the corporate boundaries.

Cross reference:
ED.1.1.3

- **Action LU.3.6.1** - All applications for annexations shall include a comprehensive land use plan for the affected territory, including pre-zoning and a plan for infrastructure financing and phasing. In considering applications for annexation, the City shall consider whether the annexation will accomplish all of the following:
 - Constitute fiscally sound additions to the existing City;
 - Be consistent with state law and Local Agency Formation Commission policies, standards, and criteria;
 - Preserve neighborhood identities;
 - Ensure the provision of adequate municipal services;
 - Be consistent with General Plan and Community Plan land use policies;
 - Incorporate smart growth principles for sustainable economic growth while maintaining environmental integrity and providing for social equity; and
 - Promote fiscally sound, efficient service boundaries.

Policy LU.3.7 – Annexations should contribute to the orderly planning of the community, including promoting the City's ultimate community vision and ensuring a well designed circulation system.

Policy LU.3.8 - Encourage landowner- and/or resident-initiated annexations that are consistent with the City's policies.



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Cross reference:
S.6.1

Policy LU.3.9 - 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.

GOAL LU.4 – PURSUE FORMAL PARTICIPATION IN THE DECISION-MAKING ON LAND USE, CIRCULATION, AND PARK ISSUES OUTSIDE THE CITY LIMITS THAT HAVE AN IMPACT ON CITY.

Policy LU.4.1 - Coordinate with regional and local planning agencies and jurisdictions to set land use, circulation, park, and environmental policies and cooperate in the implementation of programs and developments/improvements consistent with the City's General Plan.

- **Action LU.4.1.1** - Establish and maintain agreements or working relationships with SACOG, Sacramento County, and the cities of Folsom, Sacramento, and Elk Grove to facilitate a coordinated approach to land use decisions that affect each jurisdiction.
- **Action LU.4.1.2** – Facilitate agreements (e.g. memorandums of understanding) for critical planning topics and activities with neighboring jurisdictions and SACOG and allow for shared responsibility and an equal voice for all participants.
- **Action LU.4.1.3** – Partner with other jurisdictions and agencies to create joint powers authorities that address issues of mutual concern (e.g. the American River Parkway) but still allow the City to maintain its voice and decision making authority throughout the process.
- **Action LU 4.1.4** – Encourage neighboring jurisdictions to adopt and collect infrastructure impact fees (e.g. roadway impact fees) for all new development that will have an impact on the City infrastructure (e.g. roads).

Cross reference:
OSPT.4.1

Policy LU.4.2 – Prior to formal submittal of applications to the Sacramento County LAFCo for boundary adjustments to the City's Sphere of Influence or annexations of land to the City, the City shall initiate direct consultations with affected local jurisdictions to coordinate planning of land uses and public facilities.

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GOAL LU.5 – REDEVELOP, REGENERATE, AND RAISE THE VALUE OF AREAS OF THE CITY DEVELOPED PRIOR TO INCORPORATION.

Policy LU.5.1 - Improve the character and quality of existing development through the revitalization of blighted and underutilized development.

Cross reference:
ED.5.1, ED.6.4

- **Action LU.5.1.1** - Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas and shopping centers.
- **Action LU.5.1.2** - Study, create, and implement streetscape enhancement plans that become catalyst projects for the revitalization of existing development.
- **Action LU.5.1.3** - Seek improvement to existing infrastructure within residential areas of the City developed prior to incorporation that are not consistent with the City's current standards.

Cross reference:
AQ.2.3

Cross reference:
ED.5.1

Policy LU.5.2 - Create redevelopment districts to enhance and improve areas of blight and deterioration.

Cross reference:
ED.5

- **Actions LU.5.2.1** - Conduct the studies and community input process necessary to determine the location and extent of needed redevelopment districts within the City.

Policy LU.5.3 - Continue, improve, and expand the efforts of the City's Neighborhood Services program to identify sub-standard areas of the City and work with property owners to improve their properties.

Cross reference:
H.2.2.2

Policy LU.5.4 - Give priority to residential and mixed-use development on vacant or underutilized sites within existing urban areas that have infrastructure capacity available. Currently targeted areas are some portions of Folsom Boulevard, Olsen Drive, Sunrise Boulevard, Bradshaw Road, and Coloma Road.

- **Action LU.5.4.1** - Conduct infrastructure surveys and, where necessary, coordinate with utility providers to create infrastructure enhancement plans that determine shortcomings in infrastructure that could inhibit the development of mixed-use projects in already developed areas of the City.

Cross reference:
ED.3.2.4
ISF.2.1

Policy LU.5.5 - Support the assembly of land for new development where the fragmentation of parcels or the limited size of existing parcels acts as a deterrent to new development.

Cross reference:
ED.6.3



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- **Action LU.5.5.1** - Conduct a survey of property within the Downtown to determine where potential land assembly issues may occur and work with property owners to actively solve the problem together, with mutual benefit.
- **Action LU.5.5.2** - Survey property designated as a Transit-Oriented Development to determine where potential land assembly issues may occur and work with property owners to solve the problem. Coordinate access and right-of-way issues with the transit provider early in the process.

Policy LU.5.6 - Encourage the redevelopment and expansion of existing larger office uses to include a mix of uses.

Policy LU.5.7 - Allow additional mixed-use development in commercial parking areas/parking fields where there is a surplus of parking or where shared parking is feasible.

Policy LU.5.8 - Encourage parking in shared surface lots or parking structures or in off-site facilities to create a diversity of uses that transforms the site and the surrounding area into a positive, rich environment.

Policy LU.5.9 - Give the highest priority for public funding to projects that facilitate infill, reuse, redevelopment, and rehabilitation, and the lowest priority for projects that do not comply with Public Facilities Master Plan phasing sequences.

GOAL LU.6 – ENSURE DEVELOPMENT OF THE PLANNING AREAS CONSISTENT WITH THE CITY’S VISION.

Policy LU.6.1 – Ensure development in the Countryside/Lincoln Village, Sunrise Boulevard North, and Sunrise Boulevard South Planning Areas consistent with the Land Plans and supporting Planning Area descriptions. In these areas, the Land Plans will serve as the Land Use Policy Maps.

- **Action LU.6.1.1** –For lands within the Countryside/Lincoln Village, Sunrise Boulevard North, and Sunrise Boulevard South Planning Areas, require consistency between proposed development projects and the corresponding Planning Area descriptions and Land Plans.

Policy LU.6.2 – Ensure subsequent detailed land planning for those Planning Areas with Conceptual Land Plans.

- **Action LU.6.2.1** – Require the development and approval of Specific Plans or Special Planning Areas for the Aerojet, East, Glenborough, Grant Line North,

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Grant Line South, Grant Line West, Jackson, Mather, Rio del Oro, Sun creek/Preserve, and Westborough Planning Areas to create parcel-specific land use plans for those areas. Subsequent land use plans shall be consistent with relevant General Plan provisions and shall reflect the ideas communicated in the Conceptual Land Plans and associated planning area descriptions.

Policy LU.6.3 – Create a vibrant Downtown that is a destination place for residents, workers, and visitors, anchored by retail, civic, office, and residential uses and connects old and new parts of the City together.

- **Action LU.6.3.1** – Consistent with the Downtown Planning Area, create a Downtown Specific Plan that fosters the creation and success of a Downtown Rancho Cordova.

Policy LU.6.4 – Revitalize Folsom Boulevard consistent with the Folsom Boulevard Planning Area.

- **Action LU.6.4.1** – Develop, adopt, and implement a Folsom Boulevard Specific Plan that refines the vision and creates a detailed land plan with action steps for revitalization of the corridor. The Specific Plan shall include a land plan consistent with the vision and development envelope in the General Plan as well as the Planning Area description.
- **Action LU.6.4.2** – Analyze development projects proposed for the Folsom Boulevard Planning Area for consistency with the planning area description for the corridor.

Cross reference:
UD.2.5; ED.3.1,
C.3.1.1

Cross reference:
ED.3.1.4

Cross reference:
H.2.5, ED.6.1.3



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PLANNING AREA DESCRIPTIONS AND MAPS

As previously discussed in the Land Use Plan Section, there are 16 individual Planning Areas as part of the General Plan Land Use Map. The Planning Areas were established based on several criteria, including existing, proposed, or approved project boundaries; location within the General Plan Planning Area; ownership; type of existing or proposed land uses; distinctive issues; and geographic or environmental features. Each Planning Area warrants the incorporation of special provisions or consideration as the City develops. This Section of the Land Use Element includes information regarding land uses, environmental conditions, and development capacity for each of the City's 16 Planning Areas.

Three of the Planning Areas (Countryside/Lincoln Village, Sunrise Boulevard North and Sunrise Boulevard South Planning Area) include specific land plans with parcel specific General Plan land use designations. In these cases, no additional master planning is required. However, subsequent development within those Planning Areas will be required to comply with the relevant provisions of the Planning Area description. The remaining 13 Planning Areas include conceptual land plans that reflect the vision, goals, and policies of the General Plan, but rely on more detailed subsequent land use planning (Specific Plan, Special Planning Area, or similar planning tool) prior to development to ensure implementation consistent with the General Plan. The conceptual land use plans are intended to provide an illustrative representation of future land use.

Conceptual land use plans include general land use categories that reflect the City's Building Blocks Concept of neighborhoods, villages, and districts, taking into consideration known site opportunities and constraints (e.g., geographic location, environmental conditions, retail strategy). With the exception of a few residential categories, the land use designations on the conceptual land use plans are consistent with the General Plan land use designations. Exceptions include two broad residential categories: Residential – Mixed Density (R-MD) and Residential – Estate/Rural (R – E/R). These categories are intended to represent a mix of residential densities with target average densities in the medium density and very low density range, respectively.

Conceptual land use plans also include general locations for retail services in the form of Village Centers, Local Town Centers, and Regional Town Centers. These locations were plotted consistent with a retail market analysis estimating retail demand for build out of the General Plan, along with a retail strategy identifying best opportunity sites for the neighborhood serving retail, community or district serving retail, and regional retail.

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However, these retail locations are conceptual in nature and may be adjusted, relocated, or expanded as part of the subsequent land use planning effort. Additionally, where retail sites are located at intersections on the conceptual land use map, it is not assumed that there would be four retail parcels on each corner of the intersection. Rather, that the exact location, scale and design of the retail sites would be evaluated in conjunction with subsequent land use plans. Finally, the General Plan assumes additional retail capacity and expects that additional retail sites will be proposed in conjunction with subsequent land planning projects to respond to local and regional growth, as well as new and changing market opportunities.

Table LU-5 establishes the development potential in terms of dwelling units, density, population, and employment for each of the 16 Planning Areas. As explained in the Land Use Plan section, development capacity assumes the development envelope for the Planning Area consistent with the General Plan and corresponding environmental analysis. Each of those Planning Areas will be required to develop more specific land plans consistent with the General Plan and this table establishes the development capacity for which subsequent plans must comply to be found consistent with the General Plan and corresponding environmental evaluation.

The 16 Planning Areas are:

- Aerojet Planning Area
- Countryside/Lincoln Village Planning Area
- Downtown
- East Planning Area
- Folsom Boulevard Planning Area
- Glenborough Planning Area
- Grant Line North Planning Area
- Grant Line South Planning Area
- Grant Line West Planning Area
- Jackson Planning Area



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- Mather Planning Area
- Rio del Oro Planning Area
- Suncreek/Preserve Planning Area
- Sunrise Boulevard North Planning Area
- Sunrise Boulevard South Planning Area
- Westborough Planning Area

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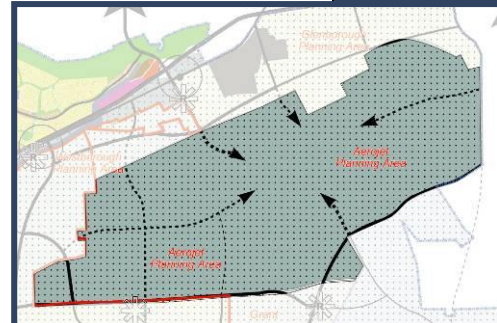


AEROJET PLANNING AREA

Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

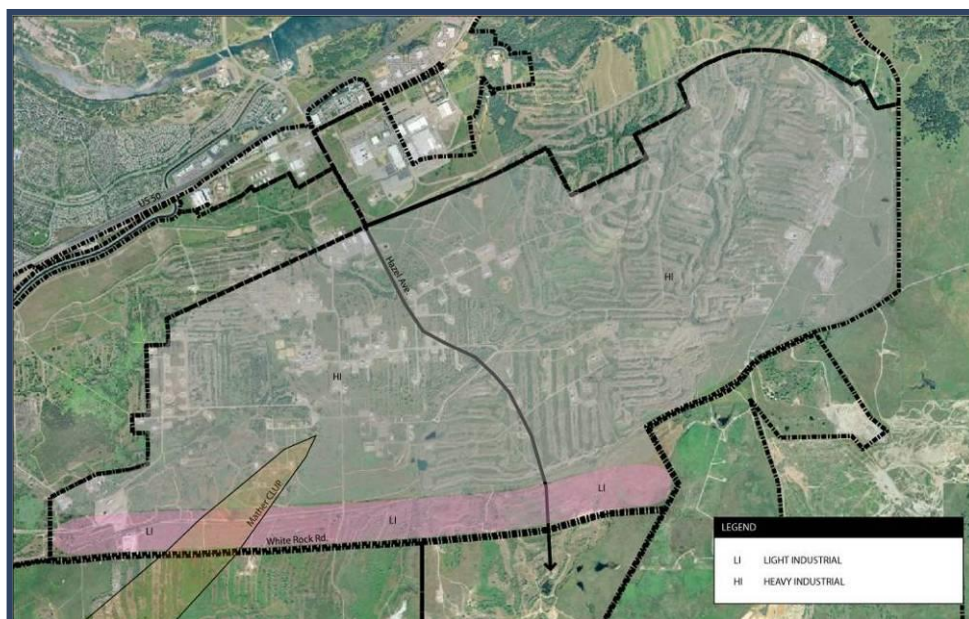
The Aerojet Planning Area is the site of the Aerojet/GenCorp operations. The historic and ongoing uses of the site necessitate the requirement for soil remediation and other toxic cleanup activities that will not be completed during the lifetime of this Plan. Portions of the area are ideal for continued industrial, research and development, and mining operations in the near term. Intense development (e.g. offices, research and development activities, light industrial uses) will probably be located near the center of the Planning Area along an extension of Hazel Avenue.



Development Stats
Acres: 5,285
Dwelling Units: 0
Density: 0
Population: 0
Employment: 4,570

If the Aerojet operations ever require less land area, then some portions of the Planning Area that border onto other Planning Areas where medium to high intensity development is proposed (e.g. Easton, Westborough, and Rio del Oro) may be developed in a manner similar to those areas, but at decreased densities. The conceptual land use plan for the Aerojet Planning area shows the area designated for light and heavy industrial uses.

FIGURE LU-8
CONCEPTUAL LAND PLAN FOR
THE AEROJET PLANNING AREA





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Conceptual Circulation and Transit

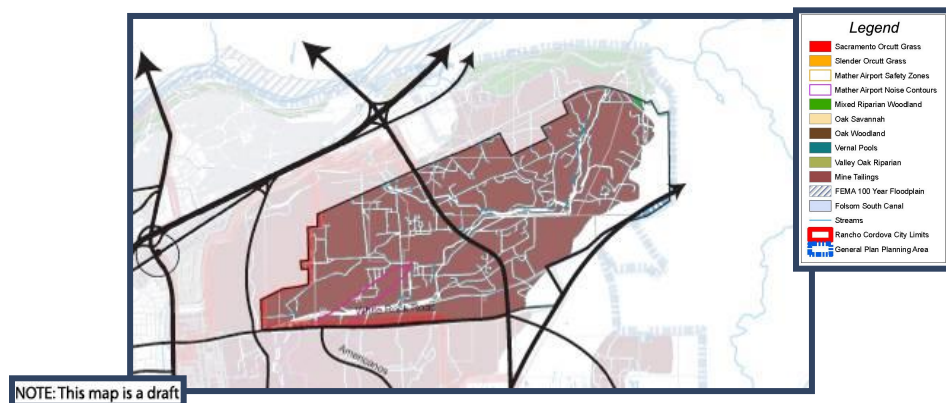
An extension of Hazel Avenue will be the primary circulation feature of the Aerojet Planning Area. Neighborhood and village developments along the periphery of the Area would best be served, from a circulation standpoint, by those areas.

Environmental Conditions

The Aerojet Planning Area has been used for rocket testing and operations since the 1950's. The majority of the Aerojet Planning Area is constrained by the Aerojet General Corp. Superfund site. The Superfund site encompasses groundwater contamination and potential soil contamination associated with past operations at Aerojet. Cleanup of the area under Superfund would be required before development can occur.

The Aerojet Planning Area contains mine tailings, vernal pools, Buffalo Creek and Rebel Hill Ditch, and the Mather Airport safety zones (Figure LU-9). Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to streams/creeks may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game.

FIGURE LU-9
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE AEROJET PLANNING AREA



Timing

Because of the ongoing uses of the site, it is foreseeable that intense development will not occur within the Planning Area for more than 40 years – outside the timeframe of this Plan. Development along the edges of the Area is more likely, in conjunction with neighboring development. The Hazel Avenue extension may be completed in the next 15 years.

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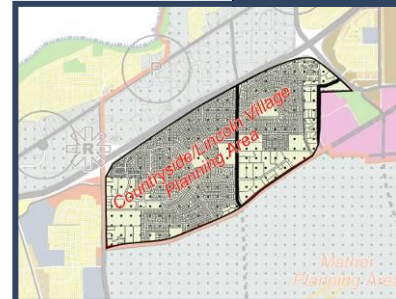


COUNTRYSIDE/LINCOLN VILLAGE PLANNING AREA

Note: This Area is INSIDE the existing City Limits.

Land Use Patterns

Unlike other Planning Areas in the City, this Planning Area is almost entirely developed and includes primarily residential development. Existing residential development contains a high concentration of low and moderate-income households with limited east-west connectivity. This Planning Area establishes the priority for reinvestment, enhancement, and improved connectivity of this existing community. Within the residential neighborhoods, the goal is to improve the property values and maintenance, while encouraging home ownership for a full range of income levels. The community supports the integration of new public and quasi-public uses into the park site on Routier. Along Old Placerville Road and Rockingham Drives, target land uses include a variety of office and commercial mixed-use developments.



Development Stats
Acres: 712
Dwelling Units: 3,558
Density: 7.39
Population: 8,694
Employment: 5,715

The Land Use Plan for Countryside-Lincoln Village shows a Village Center development on the northeast corner of Bradshaw and Old Placerville Road. Further north along Bradshaw Road, there are several commercial mixed-use sites intended for smaller, neighborhood serving commercial, office, and residential uses. A new Residential Mixed-Use designation is shown along Routier surrounding the new school site. At the intersection of Routier and Old Placerville Road, the new office mixed-use designation will allow for existing and new offices to be developed with commercial and/or residential uses integrated horizontally or vertically. Finally, the commercial mixed-use designation along Mather Field Road and Rockingham Drive is intended to expand development opportunities for existing low density commercial and office sites.

Conceptual Circulation and Transit

Major roadways serving this Planning Area include Bradshaw Road, Old Placerville Road, Routier Drive, Rockingham Drive, and Mather Field Road. Efforts should be made to improve existing east-west connections along Old Placerville Road, potentially connecting International to Old Placerville. Study the potential to establish a pedestrian/bicycle connection on the existing rail crossing over Highway 50 between Mather Field and Routier Roads.



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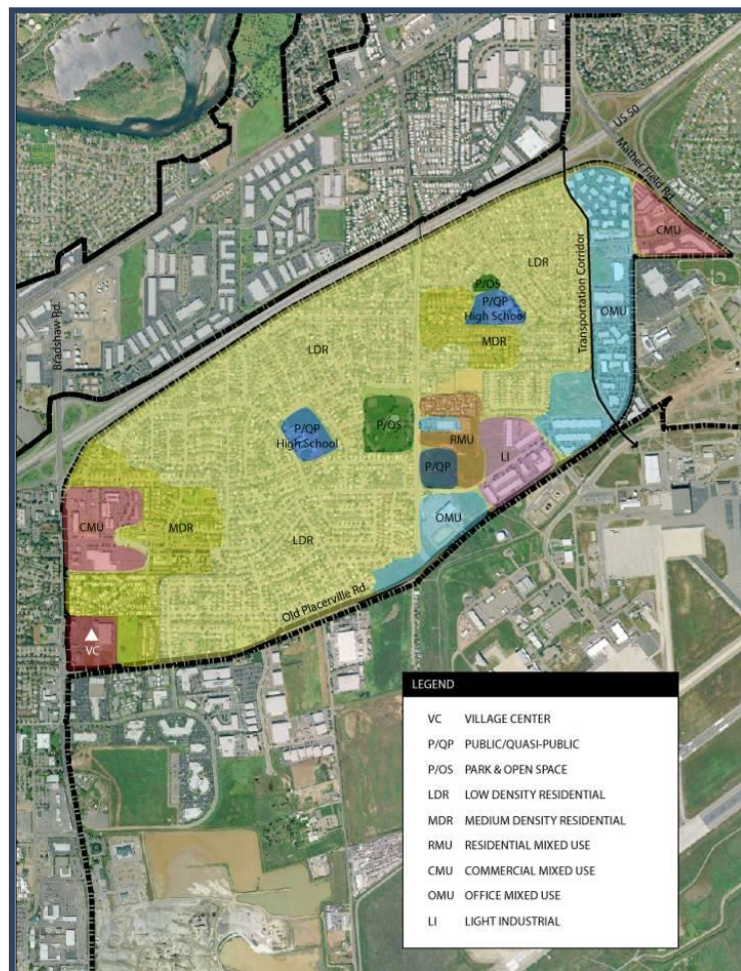
Environmental Conditions

The Countryside/Lincoln Village Planning Area does not contain any development constraints associated with environmental conditions. This Planning Area is already urbanized.

Timing

The Planning Area has already been urbanized and will require revitalization efforts by both the City and landowners to implement the desired change. This process may take somewhere between five and fifteen years to accomplish and will require significant investment by various service providers.

FIGURE LU-10
LAND PLAN FOR THE COUNTRYSIDE/LINCOLN
VILLAGE PLANNING AREA



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DOWNTOWN PLANNING AREA

Note: This Area is WITHIN the existing City Limits.

Conceptual Land Uses

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



Development Stats
Acres: 363
Dwelling Units: 2,986
Density: 34.21
Population: 6,479
Employment: 16,000

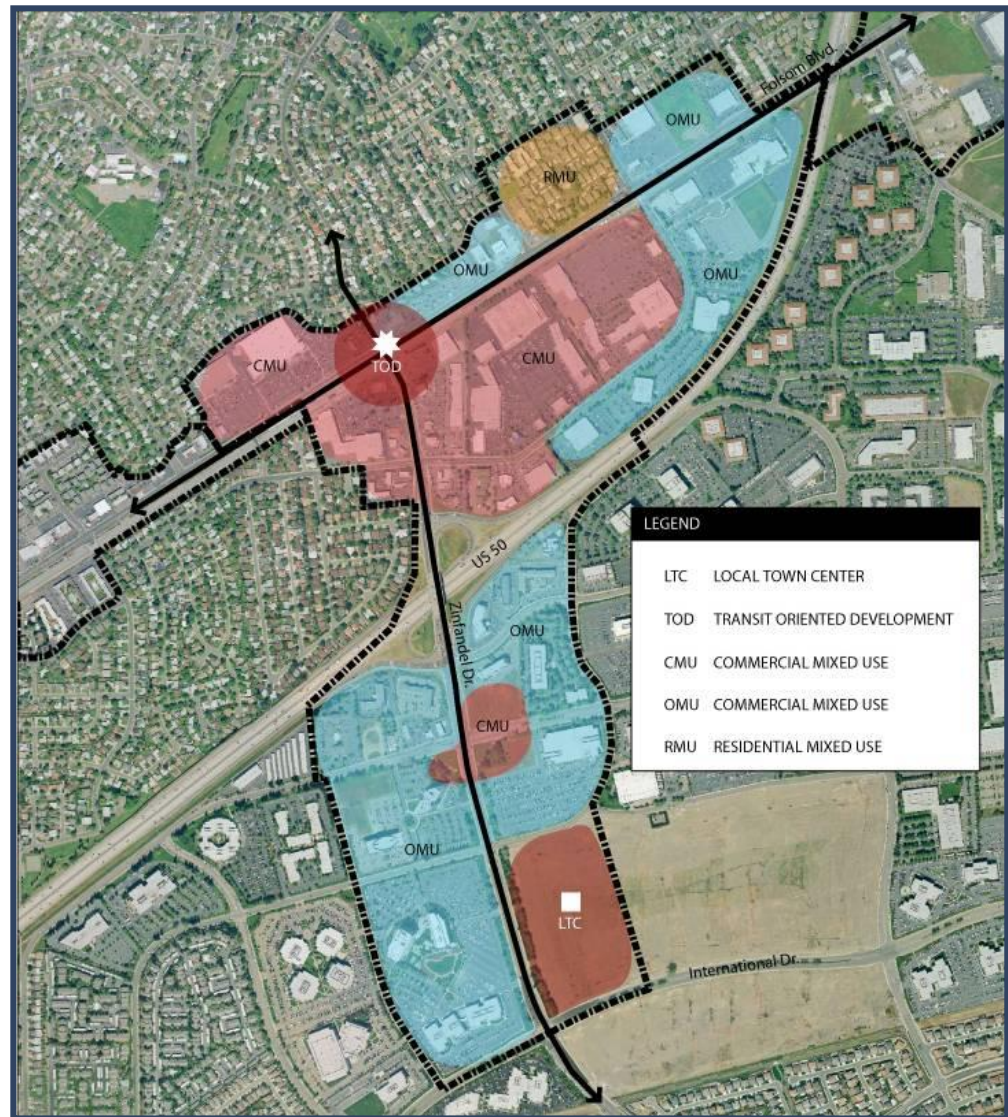
It is anticipated that a Downtown Specific Plan or other similar planning tool will be prepared for this area to address specific land uses, catalyst projects, design features, and redevelopment strategies for the Downtown. A significant challenge will be to connect the two areas currently bifurcated by Highway 50 physically, functionally, and emotionally. Improved circulation and development patterns in the Olson Drive area will be a priority.

The conceptual land use plan for the Downtown (Figure LU-11) shows a range of commercial, office and mixed-use areas north of the freeway with a transit-oriented center located at or near the intersection of Folsom Boulevard and Zinfandel Drive. On the south side of the freeway, the plan shows office and commercial mixed-use designations along Zinfandel Drive with the local town center designation on the commercial portion of the Capital Village project. The local town center will be developed in keeping with the approved “Main Street” concept.



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FIGURE LU-11
CONCEPTUAL LAND PLAN FOR
THE DOWNTOWN PLANNING AREA



Conceptual Circulation and Transit

The backbones of the Downtown are Folsom Boulevard (east-west connection) and Zinfandel Drive (north-south connection). The area is bisected by the Highway 50 corridor. The existing circulation and traffic patterns will be improved to potentially reduce traffic congestion and lessen the impacts of new developments by restructuring intersections and creating other necessary traffic calming improvements. Light rail runs

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parallel to Folsom Boulevard along the northern edge of the area and, along with bus service, connect the Downtown to the rest of the City and the region. Additionally, the City's planned Signature transit route is planned to run along International and Zinfandel, connecting the existing and greenfield areas of the City together. Bus rapid transit and traditional city-wide bus service will also operate in the Downtown. Local transit service will also be provided. A bicycle and pedestrian promenade will be developed across Highway 50, between Zinfandel Drive and the crossing of Folsom Boulevard that will connect the northern and southern portions of the Downtown.

Environmental Conditions

The Downtown Planning Area does not contain any development constraints associated with environmental conditions. This planning area is already urbanized.

Timing

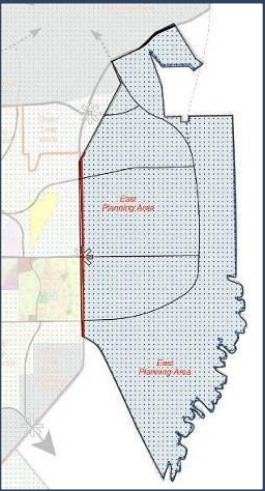
As Downtown has already been urbanized, revitalization efforts will need to be undertaken by both the City and landowners to remake the area into a vibrant "city center." This process may take somewhere between ten and twenty years to accomplish and will require significant investment by various service providers and the demolition, redevelopment, and enhancement of some of the existing developments.



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EAST PLANNING AREA

NOTE: This Area is OUTSIDE the existing City Limits.



Conceptual Land Uses

Since the East Planning Area borders on the County’s Urban Services Boundary and the adopted 100 year flood plain, and contains many vernal pools and critical habitat for various threatened and endangered species, the East Planning Area will have a very dynamic mix of residential densities. Residential development along Grant Line Road and the future loop road should develop at densities similar to Grant Line West and Suncreek/Preserve (8 dwelling units per acre), but will reduce in density as it approaches the eastern boundaries of the General Plan Planning Area (probably averaging four units per acre and as low as one unit per two acres).

This land use transition from urban to rural uses will help to define the City’s “edge.” Exact location of transition in residential densities will be determined in conjunction with subsequent land planning consistent with the concepts, goals, policies, and actions of the General Plan. For consistency with the General Plan, maximum development capacity shall be consistent with Table LU-5 (Planning Area Development Potential).

The conceptual land plan shows approximately 9 neighborhoods served by at least one village center and one local town center. It is also anticipated that the East Planning Area will include additional employment opportunities. Given the number of significant natural resources in this area of the City, the Planning Area should include a regional attraction that can integrate or take advantage of proximity to these natural resources (e.g., zoo, nature preserve with information/training center, natural resource museum, active/passive recreational center).

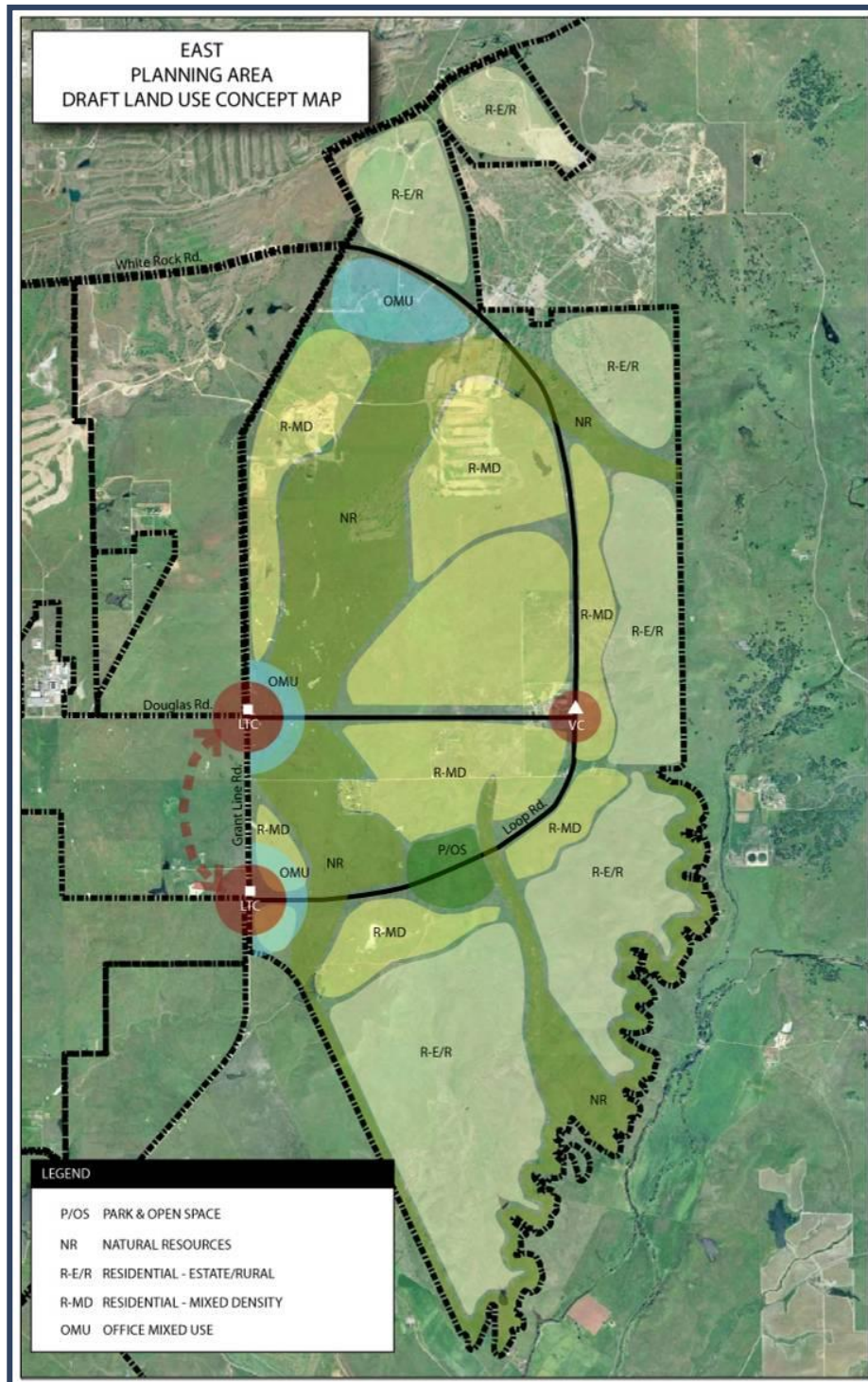
Development Stats

Acres: 7,353
Dwelling Units: 10,390
Density: 1.55
Population: 27,781
Employment: 5,644

II LAND USE



FIGURE LU-12
CONCEPTUAL LAND PLAN FOR
THE EAST PLANNING AREA





II LAND USE

Conceptual Circulation and Transit

Grant Line Road and Douglas Road are the primary access ways into the East Planning Area. An additional connection is proposed as a loop road from the White Rock Road/Grant Line Road intersection on the north to the Chrysanthy Boulevard/Grant Line Road interchange on the south.

A trail and open space system will be included in the development of the East Planning Area and will connect to the surrounding development.

Grant Line Road may serve as a potential alignment for a future bus rapid transit. Other public transportation services will be included as ridership demand warrants.

Environmental Conditions

The East Planning Area contains vernal pools, Sacramento orcutt grass, cottonwood woodland habitat, recreation associated with the Prairie City OHV Park, streams/creeks, including tributaries to Laguna Creek and Deer Creek, and mine tailings. Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to Sacramento orcutt grass would require consultation with the U.S. Fish and Wildlife Service. The cottonwood woodland habitat provides habitat for raptors, migratory songbirds and other species. Impacts to streams/creeks may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game.

Note: The Environmental and Physical Constraints map is known to contain some errors with regard to the locations of vernal pools within the East Planning Area. This map will be updated as more current mapping is received from the Sacramento County Habitat Conservation Plan and as Corps-verified wetland delineations are provided to the City.

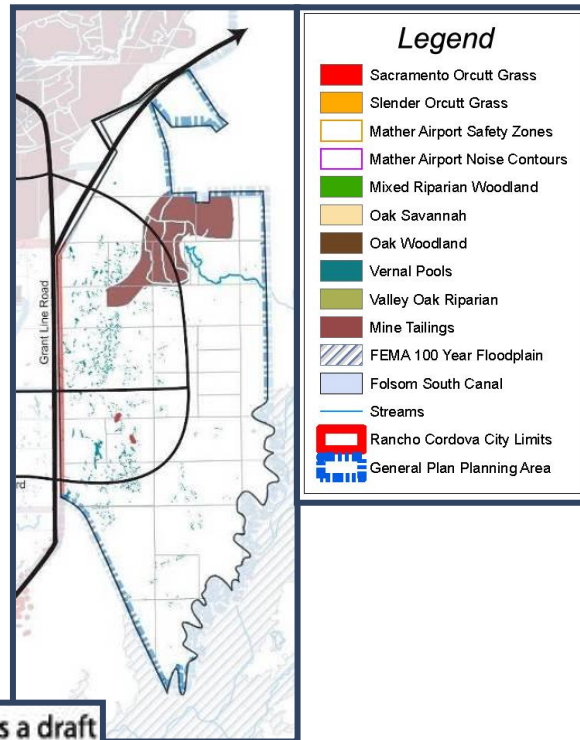
Timing

The East Planning Area will probably be developed outside the time horizon of this Plan. However, development within this Planning Area may occur within the General Plan time horizon if necessary conditions are met (e.g., infrastructure is provided, annexation is approved).

II LAND USE



FIGURE LU-13
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE EAST PLANNING AREA





II LAND USE

FOLSOM BOULEVARD PLANNING AREA



Note: This Area is PARTLY WITHIN the existing City Limits.

Conceptual Land Uses

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

Partially included in the Folsom Boulevard Planning Area is the Downtown, where the City intends to locate its major civic facilities (city hall, police station, performing arts center, etc.). These uses may be located in an area generally designated for office or office mixed-uses, where they would benefit from the location of other, complementary land uses such as retail, restaurants, and entertainment. The Folsom Boulevard Specific Plan will create the land use plan for this vibrant corridor, along with development and design provisions, redevelopment strategies, improvement standards and corresponding cost estimates, and an action plan for change.

Conceptual Circulation and Transit

Folsom Boulevard is the primary thoroughfare through the site, however several other roadways, including Zinfandel Drive and Sunrise Boulevard connect the Area to the Highway 50 corridor. Light Rail and the other public transit services that exist in the Area should be expanded to accommodate the greater number of people who will live there, as they should become viable alternatives to driving. The City's planned Signature transit service will also serve the corridor, connecting to the Downtown, Coloma Road, and the

Development Stats
Acres: 1,629
Dwelling Units: 10,476
Density: 24.40
Population: 22,936
Employment: 26,704

II LAND USE



greenfield areas of the City, either utilizing the existing Light Rail alignment or some other future alignment. Local transit service will also be provided

Environmental Conditions

The Folsom Boulevard Planning Area does not contain any development constraints associated with environmental conditions. This Planning Area is already urbanized.

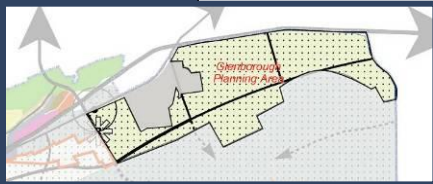
Timing

As Folsom Boulevard has already been urbanized, revitalization efforts will need to be undertaken by both the City and landowners to remake the corridor into the vibrant mixed-use center that it is envisioned as. This process may take somewhere between ten and twenty years to accomplish and will require significant investment by various service providers, the City, and property owners.



II LAND USE

GLENBOROUGH PLANNING AREA



Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

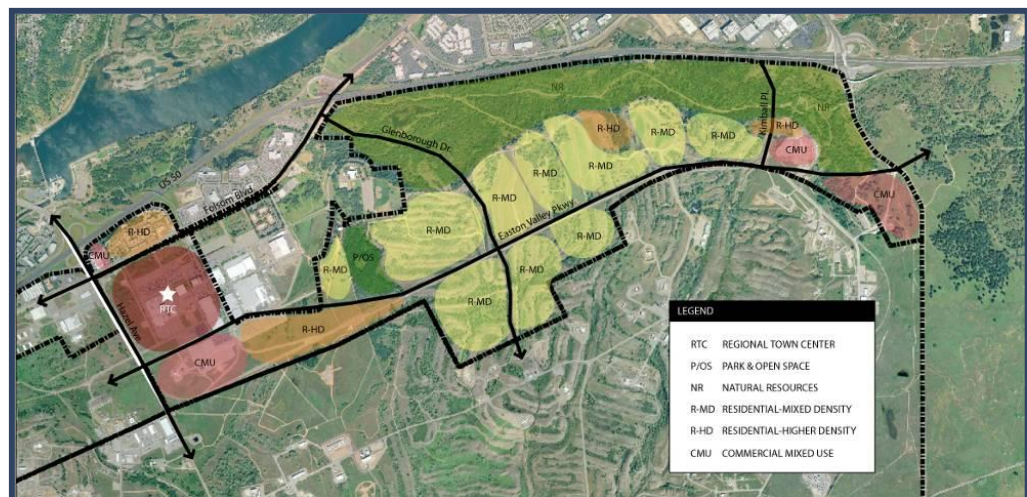
While currently under development review by the County, the Glenborough Planning Area will likely contain a mix of residential, commercial, office, and related uses in a Neighborhood-Village-District setting. Included in the proposal is a regional town center at the Southern side of the Hazel-Folsom Boulevard-Highway 50 interchange. This town center will probably be about 100 acres in size. It will also be oriented to take advantage of the connection with light rail. The conceptual land plan reflects the current application with Sacramento County.

The site will also feature over 450 acres of parks and open spaces that will connect the developed areas together and with the natural features.

Development Stats

Acres: 1,336
 Dwelling Units: 4,434
 Density: 7.07
 Population: 10,344
 Employment: 9,747

FIGURE LU-14
 CONCEPTUAL LAND PLAN FOR
 THE GLENBOROUGH PLANNING AREA



Conceptual Circulation and Transit

The development of the Glenborough Planning Area will make use of its access to Highway 50 and light rail. Additional connectivity will be provided via the Hazel Avenue

II LAND USE



extension and various local roadway connections to Folsom Boulevard. Bus Rapid Transit will also serve the Planning Area along Hazel Avenue and Easton Valley Parkway.

Environmental Conditions

The Glenborough Planning Area contains mine tailings and mixed riparian woodland along Alder Creek. Impacts to Alder Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The mixed riparian woodland serves as habitat and a dispersal corridor for numerous bird, mammal, amphibian, and reptile species. Impacts to this habitat should be minimized.

The majority of the Glenborough Planning Area is part of the Aerojet land holdings that were used as buffer lands. However, two small areas near the western edge of the Planning Area may have been used for operations and are subject to the requirements of the Aerojet General Corp. Superfund site. The Superfund site encompasses groundwater contamination and potential soil contamination associated with past operations at Aerojet. Cleanup of the area under Superfund would be required before development can occur. The remaining acreage is cleared for development subject to CEQA review.

FIGURE LU-15
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE GLENBOROUGH PLANNING AREA



Timing

The proposed plan for the Glenborough Area is currently going through the development approval process. It is anticipated that the Area will be built out within the next ten years.



II LAND USE

GRANT LINE NORTH PLANNING AREA



Note: This Area is WITHIN the existing City Limits.

Conceptual Land Uses

The Grant Line North Planning Area is a Greenfield site that would be developed in accordance with the City's "building blocks" concept of neighborhoods, villages, and districts. Planned land uses would include a mix of low, medium, and high-density residential units with an average density of approximately 8 units per acre, as well as mixed-use areas consisting of commercial/residential units.

As shown in the conceptual land plan, the area may include five or six neighborhoods with a mix of densities including some estate residential, one village center internal to the project, and the opportunity for additional village centers/local town centers along Sunrise and Grant Line Roads. Employment opportunities would be provided in the village centers and office mixed-use areas. While the County-owned property in the northern portion of the site may not be developed within the horizon of the General Plan, assumptions for that area include a mix of natural resources and residential neighborhood development in keeping with the City's building blocks concept. The anticipation is that this area would integrate seamlessly with other residential areas west of Grant Line Road.

Conceptual Circulation and Transit

Grant Line North is served by Grant Line Road on the south and east, Sunrise Boulevard on the west, and by Rancho Cordova Parkway and Americanos Roads, and Kiefer Boulevard.

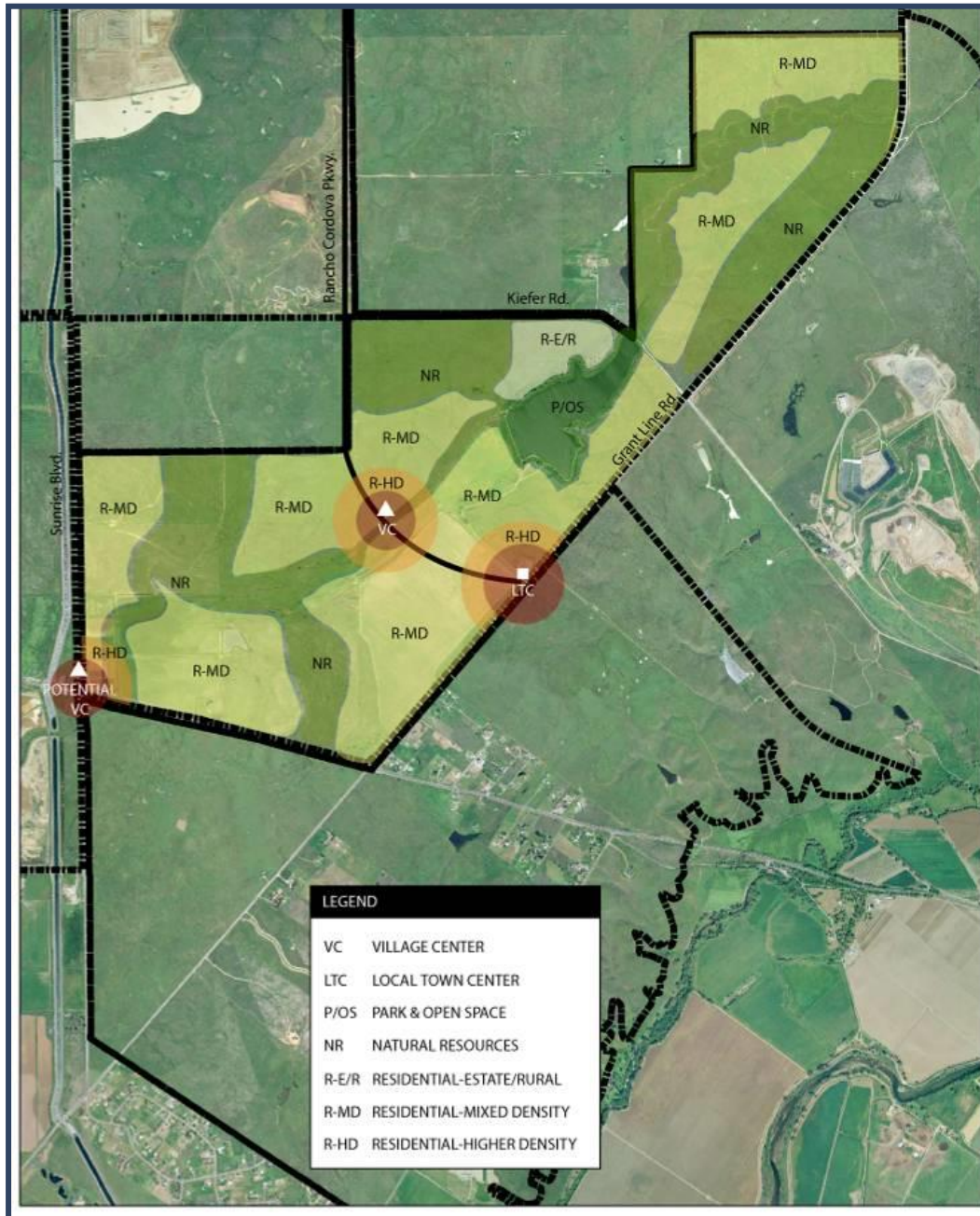
The Planning Area will include various recreational trails and facilities. Public transit service will be provided and will connect with the existing transit system, particularly the Light Rail line to the north via the City's Signature transit service along Rancho Cordova Parkway. Additionally, bus rapid transit lines may be located along Sunrise Boulevard, Rancho Cordova Parkway, Jackson Highway, and Grant Line Road.

Development Stats
Acres: 1,846
Dwelling Units: 6,916
Density: 5.23
Population: 16,601
Employment: 3,634

II LAND USE



FIGURE LU-16
CONCEPTUAL LAND PLAN FOR
THE GRANT LINE NORTH PLANNING AREA



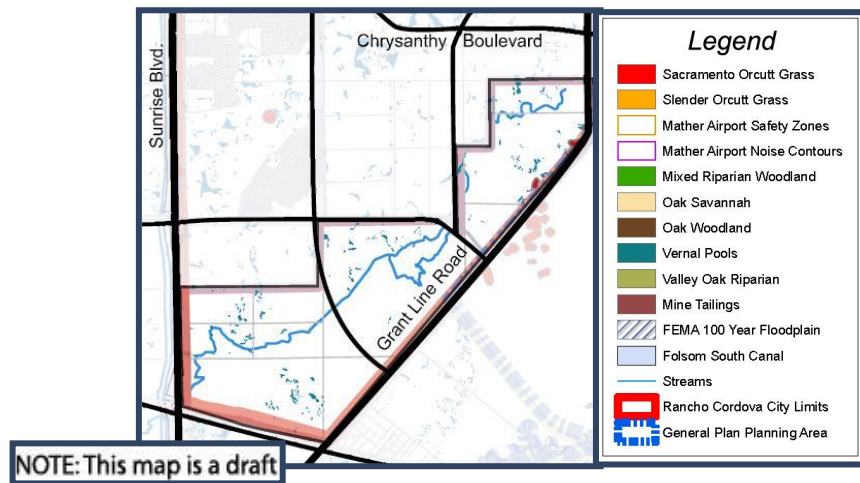


II LAND USE

Environmental Conditions

The Grant Line North Planning Area contains vernal pools, Sacramento Orcutt grass, Laguna Creek, and Blodgett Reservoir. This Planning Area also contains a buffer along Grant Line Road for the Kiefer Landfill and agricultural resources along Sunrise Boulevard. Impacts to the vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to Sacramento Orcutt grass would require consultation with the U.S. Fish and Wildlife Service, as this is a federal endangered species. Impacts to Laguna Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. Impacts to creeks/streams may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game.

FIGURE LU-17
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE GRANT LINE NORTH PLANNING AREA



Timing

The Grant Line North Planning Area will likely be developed within the time horizon of this Plan.

II LAND USE

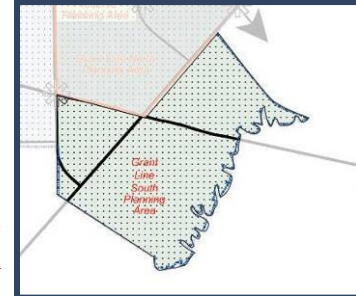


GRANT LINE SOUTH PLANNING AREA

Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

The Grant Line South Planning Area, which consists primarily of open space and abuts areas to the south that are planned to be retained for agricultural uses, is currently located outside the City limits of Rancho Cordova. Located along the perimeter of the City's General Plan Planning Area Boundary, land uses in this Grant Line South Planning Area will serve to transition from urban to rural uses at the City's "edge."



Development Stats
Acres: 2,490
Dwelling Units: 3,667
Density: 1.62
Population: 9,816
Employment: 3,235

As shown in the conceptual land plan, this area includes one village center shown at the intersection of Grant Line Road and Jackson Highway consisting of commercial, commercial mixed-use, and mixed-use residential/multi family units. Land uses may consist of small to medium grocery stores, drug stores, dry cleaners, coffee shops, and small restaurants. Mixed uses may feature retail/service at street level with residential uses above, and residential areas may consist of apartments or town homes. Further, eight and ten neighborhoods could be developed throughout the planning area, featuring such land uses as public or quasi-public buildings, elementary or middle schools, and potentially smaller neighborhood commercial uses. Residential densities, especially along the outlying, southern portions of the Area would be limited in scale and density (approximately 4 units per acre on average). Most of the activity centers would be near the major roadway intersections.

Conceptual Circulation and Transit

As noted above, the convergence of three major roadways (Sunrise Blvd., Grant Line Road, and Jackson Highway) make the planning area an excellent regional location to consider for office and retail uses. The uses could be clustered along Grant Line Road and Jackson Highway, which would allow the innermost areas of the planning area to maintain an open space designation.

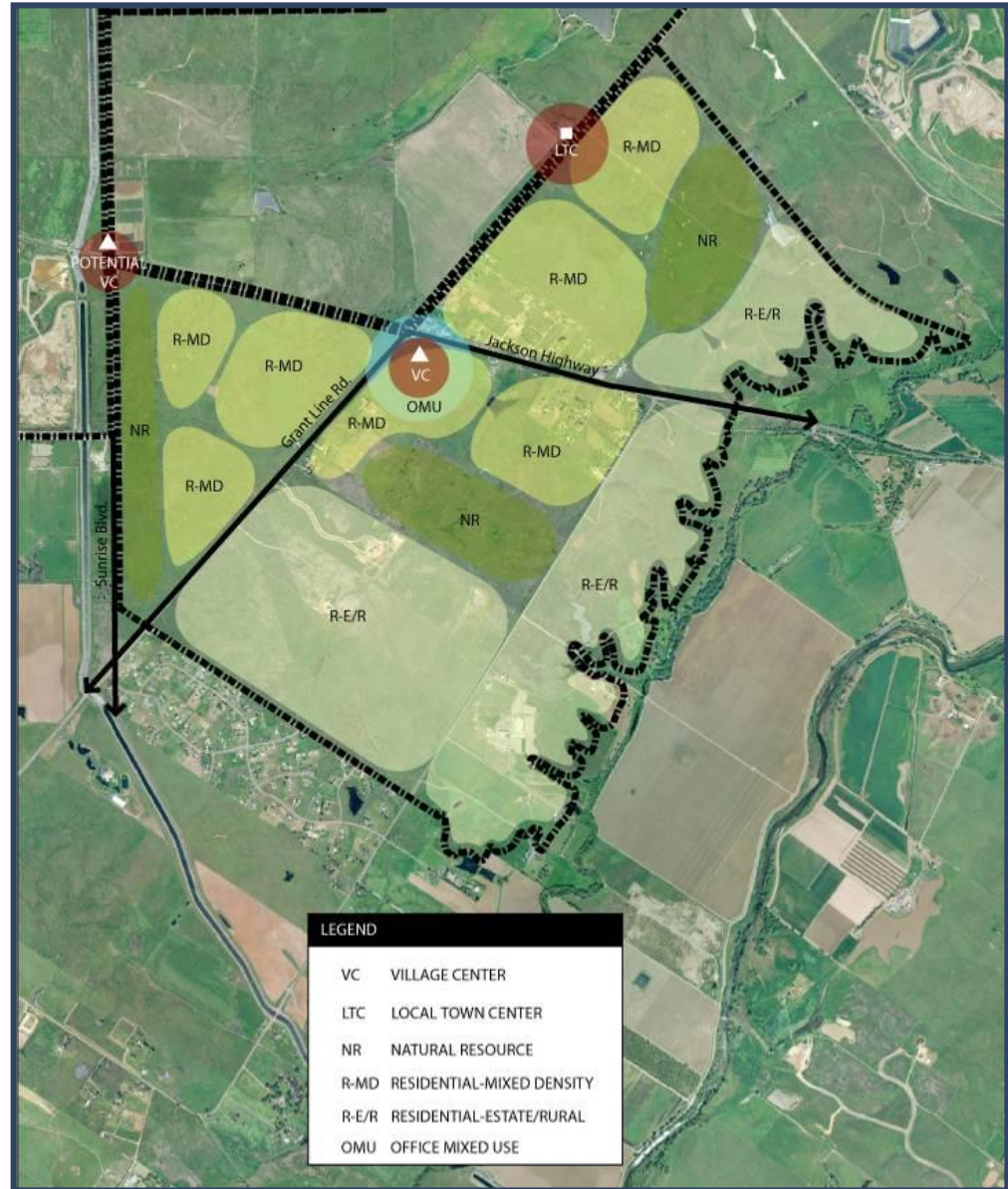
Environmental Conditions

The Grant Line South Planning Area contains vernal pools. Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers. There is an existing preserve in the central portion of this Planning Area south of the Jackson Highway/Grant Line Road intersection.



II LAND USE

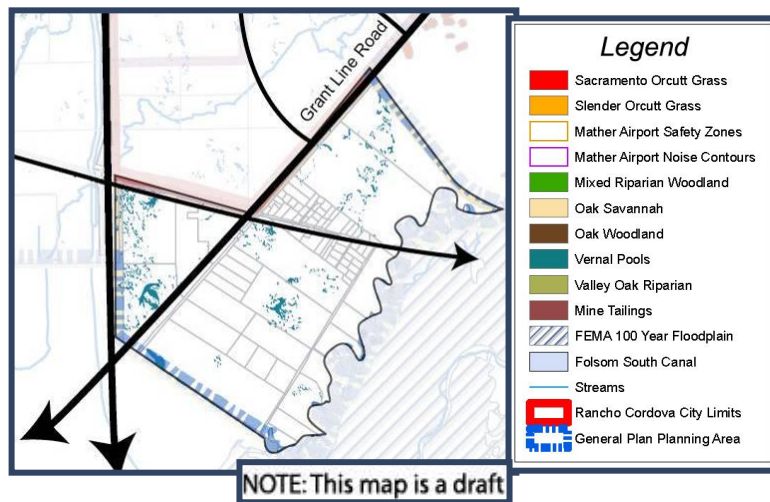
FIGURE LU-18
CONCEPTUAL LAND PLAN FOR
THE GRANT LINE SOUTH PLANNING AREA



II LAND USE



FIGURE LU-19
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE GRANT LINE SOUTH PLANNING AREA



Timing

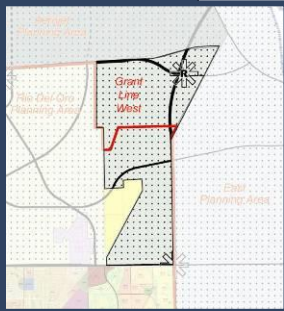
The Grant Line South Planning Area will probably not begin developing for 30 years, based upon its location and proximity to the rest of the urban areas of the City. This places it outside the timeframe of this Plan. However, development within this Planning Area may occur within the General Plan time horizon if necessary conditions are met (e.g., infrastructure is provided, annexation is approved).



II LAND USE

GRANT LINE WEST PLANNING AREA

Note: This Area is PARTLY WITHIN the existing City Limits.



Conceptual Land Uses

Based on the City’s “building blocks” concept, target uses in the Grant Line West Planning Area will contain a mix of medium and high-density residential units with an average density of approximately 8 units per acre. As shown in the conceptual land plan, five or six neighborhoods could be developed with up to two on-site village centers in the northern and southern portions of the Planning Area. The project would also be served by a local town center north of the Planning Area and may include a small amount of business and professional office near the village centers.

Development Stats

Acres: 1,307
Dwelling Units: 3,393
Density: 2.88
Population: 9,043
Employment: 1,747

Conceptual Circulation and Transit

Development within the Grant Line West Planning Area is primarily served by Douglas Road, Grant Line Road, and White Rock Road. All three roadways will need to be expanded and upgraded to accommodate the potential increase in users. Local roadways will serve the individual neighborhoods, connecting them to the larger City and region.

A series of trails and bikeways is envisioned for the Planning Area, providing alternative modes of transportation and recreational opportunities for the residents. Public transit would round off the travel options, including bus rapid transit along White Rock Road and Grant Line Road, connecting to El Dorado Hills, Elk Grove, and Downtown Rancho Cordova. Local transit service will also be provided.

Environmental Conditions

The Grant Line West Planning Area contains mine tailings, Morrison Creek and vernal pools. Impacts to the vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to Morrison Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game.

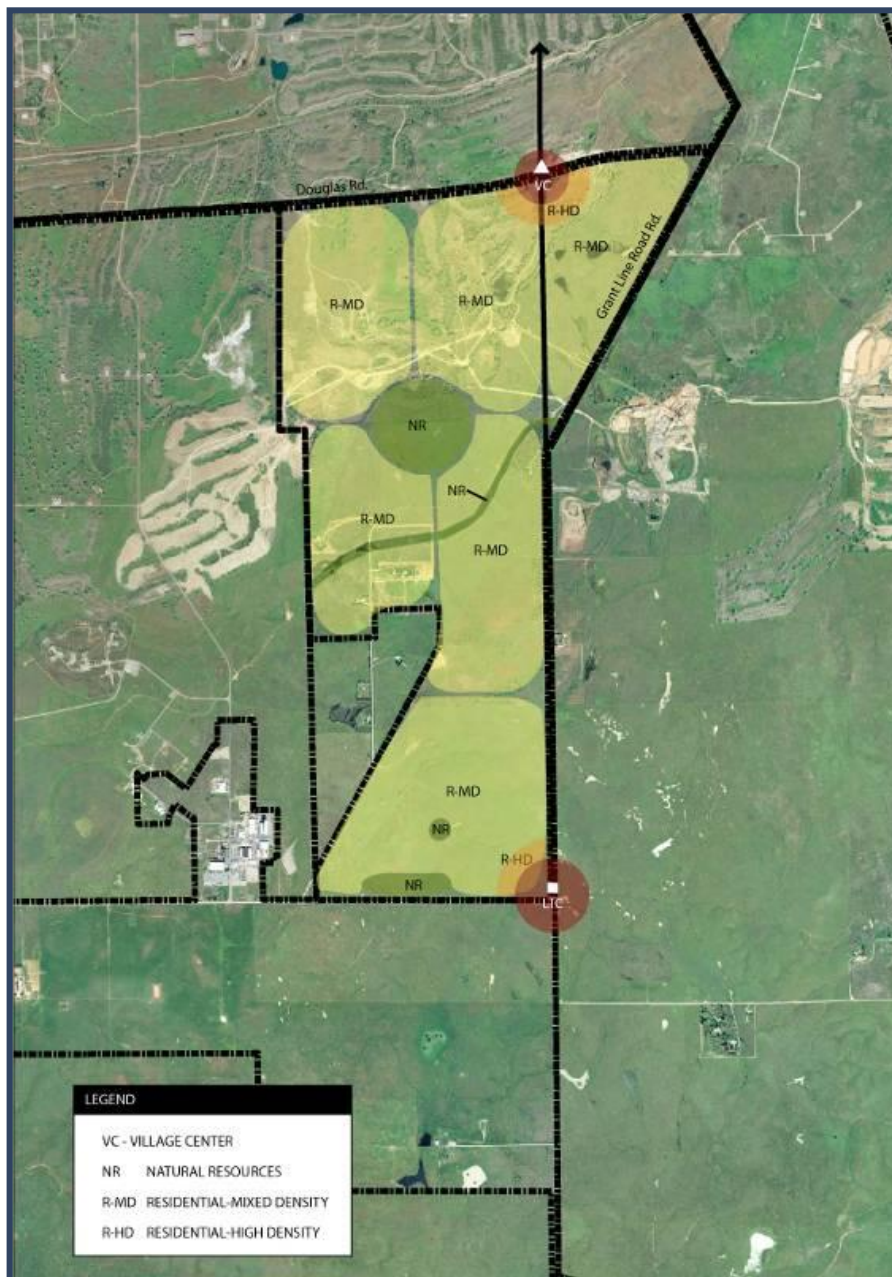
II LAND USE



Timing

The Grant Line West Planning Area will likely be developed within the timeframe of this Plan.

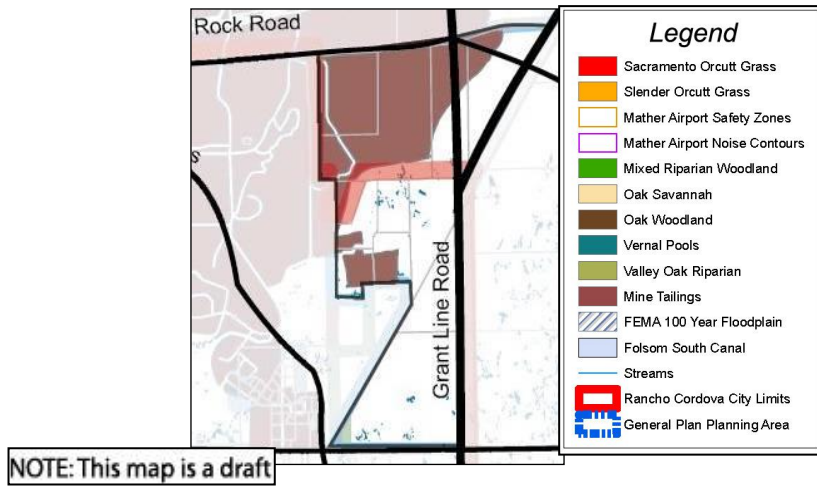
FIGURE LU-20
CONCEPTUAL LAND PLAN FOR
THE GRANT LINE WEST PLANNING AREA





II LAND USE

FIGURE LU-21
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE GRANT LINE WEST PLANNING AREA



II LAND USE



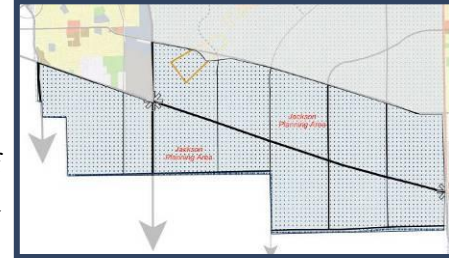
JACKSON PLANNING AREA

Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

Because the Jackson Planning Area is located along the perimeter of the City's General Plan Planning Area Boundary, land uses in this area will serve to transition from urban to rural uses at the City's "edge".

Because of the required safety zones and the various flight patters into and around Mather Field, in conjunction with the industrial development west of the site, large portions of the central and western Jackson Area will remain undeveloped or in a office mixed-use, public/quasi-public, light industrial, or surface mining designation with some supporting commercial. Central portions of the Planning Area contain floodplains, creeks, vernal pools, and open space. It is anticipated that portions of the eastern edge of the Area will remain in surfacing mining and heavy industrial use.



Development Stats
Acres: 8,602
Dwelling Units: 5,806
Density: 1.93
Population: 15,457
Employment: 10,753

As shown in the conceptual land plan, developable portions of this area are expected to be developed with a wide range of residential, commercial, office, and light industrial uses. The southern and eastern portions of the Jackson Planning Area will most likely develop as a series of residential neighborhoods with an average density of four dwelling units per acre. Village centers serving the Area may be located along the Jackson Highway at Bradshaw Road and just west of Sunrise Boulevard. There is a possibility that a local town center may be warranted at the Jackson Highway and Bradshaw location, depending upon the final size of the buildout.

Conceptual Circulation and Transit

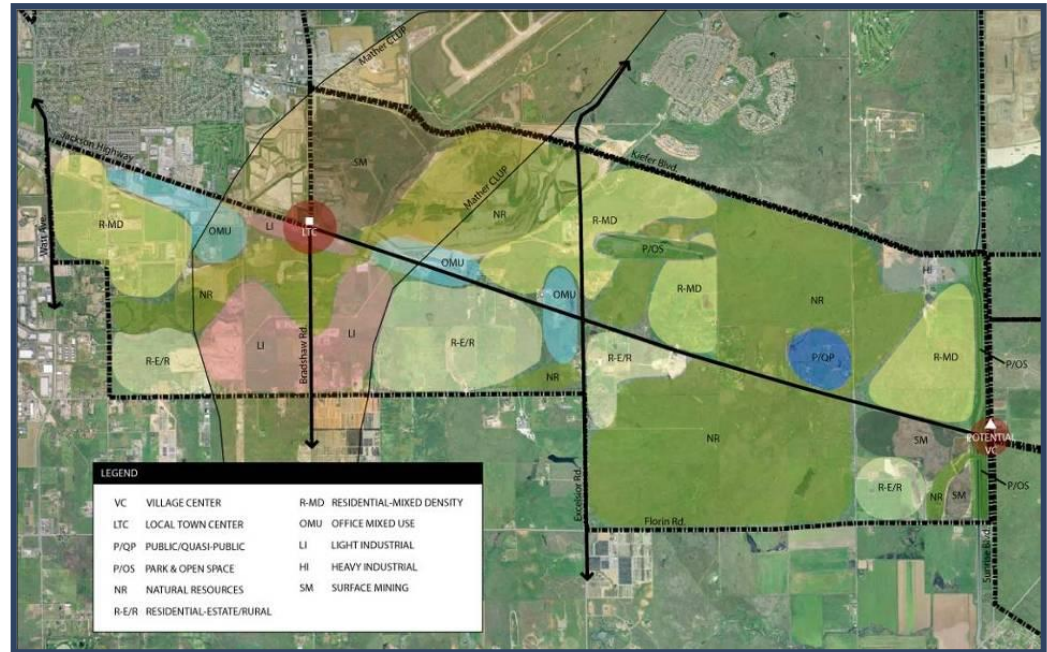
Development within the Jackson Planning Area will necessitate the expansion of all five major roads serving the area (Bradshaw Road, Kiefer Boulevard, Eagles Nest/Zinfandel, Excelsior/Douglas Road, and Jackson Highway). Their potential size will be in keeping with the rural character of the area, yet will need to support the demand placed on them.

The Jackson Planning Area will include various recreational trails and facilities. Public transit service may be provided as demand can support, including bus rapid transit service along Jackson Highway, connecting with Downtown Sacramento to the west and Rancho Murrieta/Amado County to the east.



II LAND USE

FIGURE LU-22
CONCEPTUAL LAND PLAN FOR
THE JACKSON PLANNING AREA



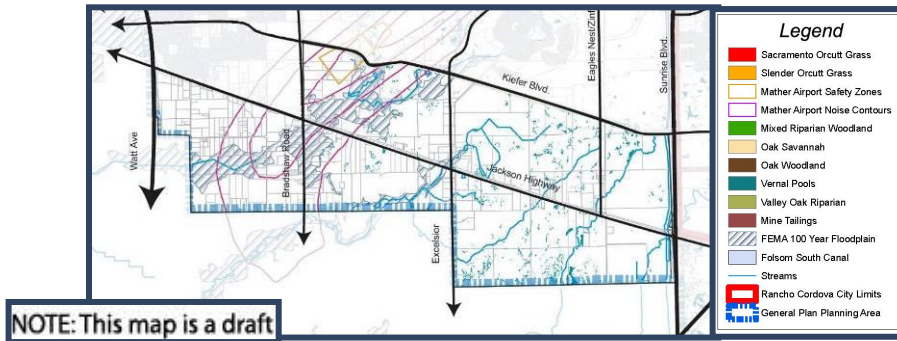
Environmental Conditions

The Jackson Planning Area contains vernal pools and several streams/creeks, including Frye Creek, Laguna Creek, Morrison Creek, and Elder Creek. This Planning Area contains existing preserves and conservation easements south of Jackson Highway between Excelsior Road and Eagles Nest Road. This planning area also falls within the 100-year floodplain and within the Mather Airport safety zones and noise contours. Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to streams/creeks may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The 100-year floodplain, the Mather Airport safety zones and noise contours would restrict the type of land uses that could be constructed within portions of this planning area. The Planning Area includes an existing rendering plant that has incorporated upgrades to address odor issues associated with operations. As urban development continues to expand south, consideration should be given to the potential for additional mitigation and/or relocation of this facility.

II LAND USE



FIGURE LU-23
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE JACKSON PLANNING AREA



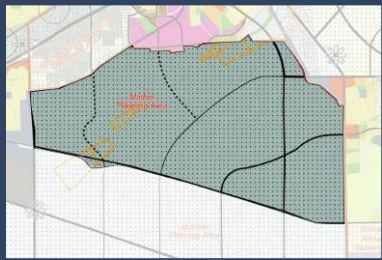
Timing

Because of its location and proximity to other existing uses (Mather Field, surface mining operations, etc.) the Jackson Planning Area will probably not develop within the timeframe of this General Plan.



II LAND USE

MATHER PLANNING AREA



Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

Because of the required safety zones and the various flight patterns into and around Mather Field, in conjunction with the environmentally sensitive habitat and regional park site, large portions of the Mather Planning Area will need to remain undeveloped. Areas that have the highest potential for development are those near the intersection of Jackson Highway and Sunrise Boulevard and those north of Kiefer Boulevard along Bradshaw Road.

Development Stats

Acres: 6,306
Dwelling Units: 1,982
Density: 3.55
Population: 5,175
Employment: 15,841

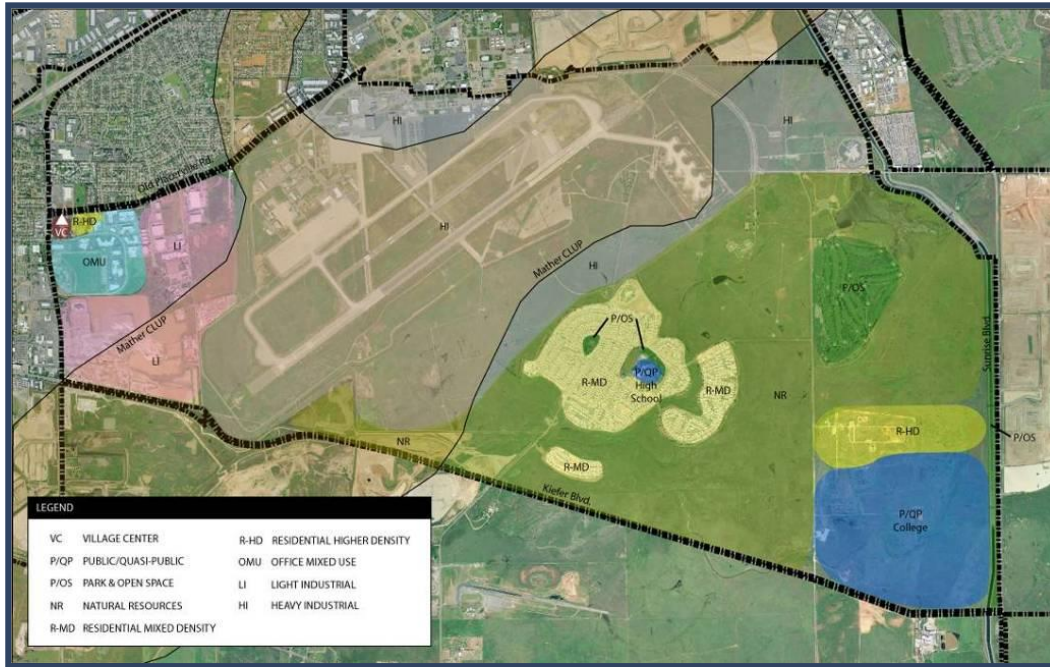
In the southeast corner of the site, 450 acres are planned for a college (Legionaries of Christ) development with a capacity of approximately 7,000 students. This project would support development of limited on-site residential, office, and commercial uses north of Kiefer Boulevard. Other target uses in the Planning Area include office and light industrial uses west of Mather Field. Existing residential development includes Independence at Mather and all new residential development is assumed for proximity to and association with the college development in the southeast and southern portion of the Planning Area. Potential development areas and land use patterns are shown on the conceptual land use plan.

Mather Field itself is a vital component of the regional transportation system. It will continue to play a key role in bringing goods into Rancho Cordova and the surrounding communities, as well as exporting local services around the world. Operations are likely to expand and their presence could help create a synergy between many industrial and aeronautical services and the activities at the airport. Heavy industrial uses west of Mather Boulevard reflect the footprint of airport operations and required buffer areas; uses north of Douglas Road may or may not be associated with airport operations.

II LAND USE



FIGURE LU-24
CONCEPTUAL LAND PLAN FOR
THE MATHER PLANNING AREA



Conceptual Circulation and Transit

To accommodate development within and surrounding the Mather Planning Area, it is envisioned that several roadways leading into and around the area will need to be expanded or extended in some fashion. These include Kiefer Boulevard, Eagles Nest/Zinfandel Drive, and Excelsior/Douglas Road.

While many of the vernal pools and marshlands within the Planning Area may remain off-limits to people, the site's proximity to urban development around the Area encourage the development of new recreational trails and facilities.

Local transit services may be provided in the Planning Area and a bus rapid transit line connecting to Elk Grove may be provided along Sunrise Boulevard or Folsom South Canal.

Environmental Conditions

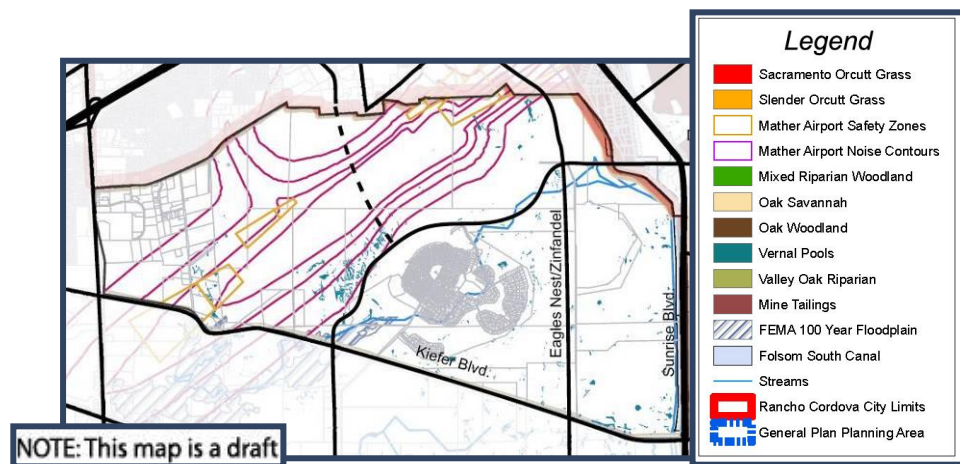
The Mather Planning Area contains vernal pools, Morrison Creeks, the Mather Airport safety zones, and the Mather Airport noise contour. Impacts to vernal pools would require a



II LAND USE

permit from the U.S. Army Corps of Engineers. Impacts to Morrison Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The airport safety zones and noise contours restrict the types of uses that can be located within portions of this planning area.

FIGURE LU-25
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE MATHER PLANNING AREA



Timing

Development along the north side of the Planning Area will probably occur at various stages over the next twenty years as operations at Mather Field expand. The south side will probably remain undeveloped for the timeframe of this Plan.

II LAND USE

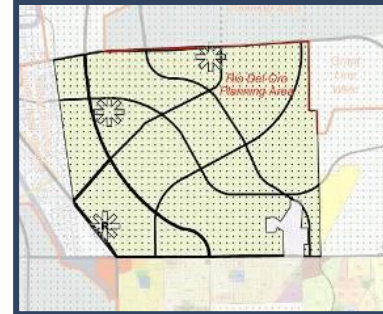


RIO DEL ORO PLANNING AREA

Note: This Area is WITHIN the existing City Limits.

Conceptual Land Uses

This undeveloped area is the subject of a pending development application with a land plan based on the City's "building blocks" concept. The Rio del Oro Planning Area would contain a mix of low, medium, and high-density residential units in a series of eight or ten neighborhoods with an average density of approximately six to eight units per acre. Residential areas would be developed as an interconnected series of walkable neighborhoods served by neighborhood centers and village centers, as well as neighborhood and community parks.



Development Stats
Acres: 3,768
Dwelling Units: 11,366
Density: 5.35
Population: 27,987
Employment: 12,067

The conceptual land use plan reflects the City's building blocks concept as well as the pending development application. The Area may be served by as many as three village centers, which provide for the daily shopping needs of the residents. In addition to the village centers, the proposed project would support a local town center and town center. Additional retail opportunities may be appropriately sited in this Planning Area.

Additional land uses in the planning area may include office and light industrial uses public/quasi-public uses, and open spaces. Light industrial uses would be mainly located within the Mather Safety Zone, while office may be clustered closer to residential areas to promote alternative modes of transportation.

Conceptual Circulation and Transit

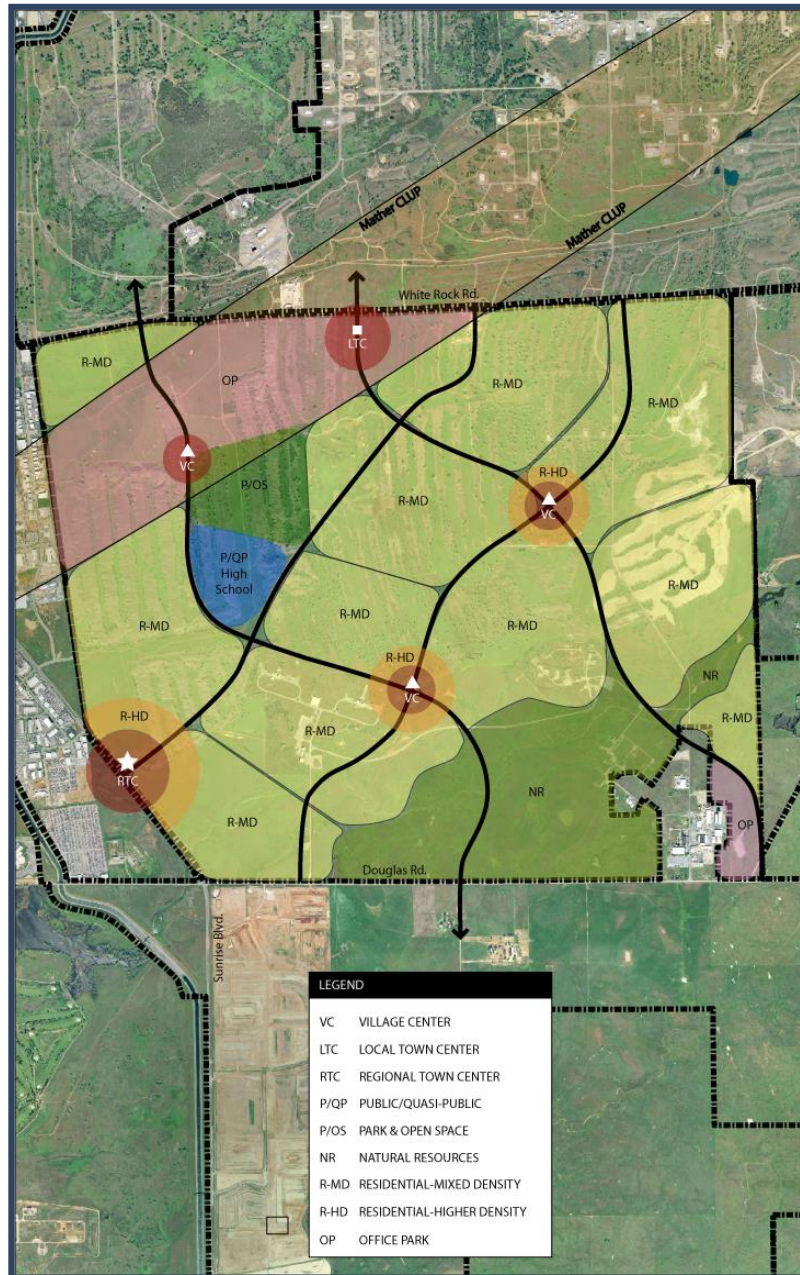
The Planning Area is bounded on the north by White Rock Road and on the south by Douglas Road. Two main arterials generally meandering from north to south would bisect the planning area and serve as collectors for traffic in and out of the neighborhood areas. One arterial (Rancho Cordova Parkway) would be routed towards the general area of the Town Center to further promote its use, while the other collector (Americanos Drive) would serve to connect residential areas to White Rock Road and Douglas Road. International Drive will also be extended from existing Rancho Cordova into the Planning Area.

Transit will also serve the Planning Area. This includes the City's Signature transit service along Rancho Cordova Parkway and International Drive, as well as potential bus rapid transit service along White Rock Road and either Sunrise Boulevard or Rancho Cordova Parkway.



II LAND USE

FIGURE LU-26
CONCEPTUAL LAND PLAN FOR
THE RIO DEL ORO PLANNING AREA



II LAND USE

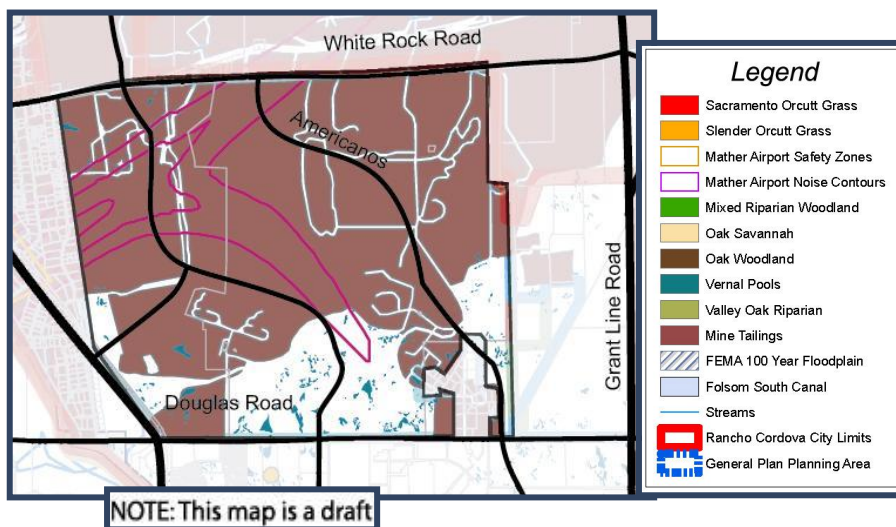


Environmental Conditions

The Rio del Oro Planning Area is located on a former rocket testing facility. The site is subject to the requirements of a Consent Order with the California Department of Toxic Substances Control (DTSC). Approximately 1,114 acres of the Rio del Oro Planning Area were removed from the Order in 1997, which includes the western edge of the Planning Area. Approximately 2,800 acres are still under the Consent Order. Currently the areas of concern and the groundwater are undergoing various levels of review and/or remedial action. Cleanup of the remaining 2,800 acres would be required before development can occur in the areas under the Order. The 1,114 acres are cleared for development subject to CEQA review.

The Rio del Oro Planning Area contains mine tailings, vernal pools, Morrison Creek and the Mather Airport safety zones. Impacts to the vernal pools would require permits from the U.S. Army Corps of Engineers. Impacts to Morrison Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The planning area also contains valley elderberry shrubs, which host the protected valley elderberry longhorn beetle. Removal of the shrubs requires consultation with the U.S. Fish and Wildlife Service. The Mather Airport safety zones would restrict the type of land uses that could be located within portions of the planning area.

FIGURE LU-27
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE RIO DEL ORO PLANNING AREA





II LAND USE

Timing

The Rio del Oro Planning Area will likely be developed within the time horizon of this Plan.

II LAND USE

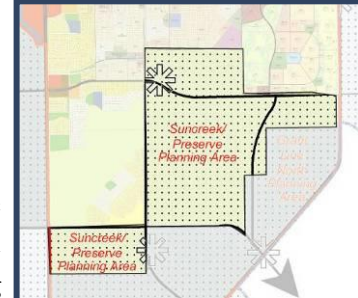


SUNCREEK/PRESERVE PLANNING AREA

Note: This Area is WITHIN the existing City Limits.

Conceptual Land Uses

The Suncreek/Preserve Planning Area is within the approved Sunrise Douglas Community Plan area. This Planning Area has one adopted plan and one pending application with land plans based on the “City’s building blocks” concepts. The Suncreek Specific Plan was adopted for the southern portion and the Preserve at Sunridge application covers the northern portion of the Planning Area. This Planning Area would contain a mix of low, medium and high density residential units in a series of approximately 12 walkable neighborhoods served by local and community parks, neighborhood and village centers, schools and other public/quasipublic uses.



Development Stats
Acres: 1,762
Dwelling Units: 9,263
Density: 9.20
Population: 21,236
Employment: 1,331

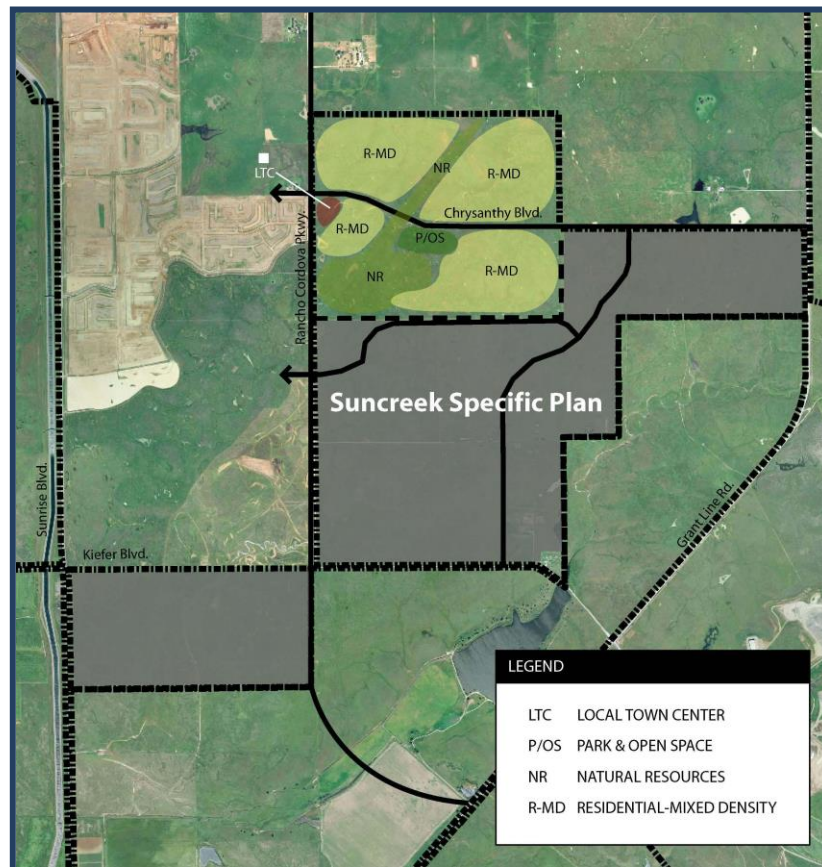
The Planning Area includes a local town center development south of the intersection of Chrysanthy Boulevard and Rancho Cordova Parkway. The adopted and proposed plans also call for two or three commercial mixed-use developments, which are located along the major roadways of the Planning Area and facilitate use of the area’s transit system. Actual location and opportunities for additional retail in the Preserve area will be determined with subsequent land planning.

The Planning Area will also contain wetland preserves and creek/drainage corridors and provide connections to the City’s open space and trail system, as well as a site for a combined high school and middle school campus.



II LAND USE

FIGURE LU-28
CONCEPTUAL LAND PLAN FOR
THE SUNCREEK/PRESERVE PLANNING AREA



Conceptual Circulation and Transit

Chrysanthy Boulevard runs along the northern edge of the Planning Area. Americanos and Rancho Cordova Parkways run north-south through the Area. Additional connections include Sunrise Boulevard on the west, Kiefer Road on the South, and Grant Line Road on the East.

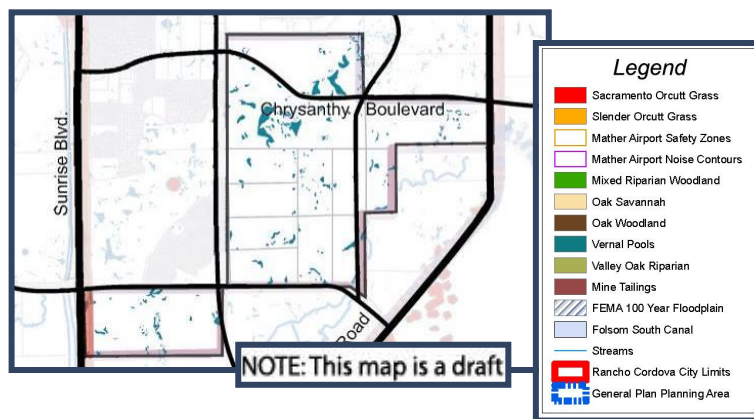
The Planning Area will include various recreational trails and facilities, the most notable of which is the major recreation trail running from the south-west to north-east across the Planning Area.

II LAND USE



Public transit service will be provided and will connect with the existing transit system, particularly the light rail line to the north. A bus rapid transit line could serve the area via Grant Line Road and/or Sunrise Boulevard. Additionally, the City's Signature transit service runs down Rancho Cordova Parkway through the Planning Area. Commercial, educational, and higher-density uses are oriented towards the transit corridors to promote transit ridership.

FIGURE LU-29
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE SUNCREEK/PRESERVE PLANNING AREA



Environmental Conditions

The SunCreek/Preserve Planning Area contains vernal pools, a tributary to Morrison Creek and Laguna Creek. Impacts to the vernal pools would require a permit from the U.S. Army Corps of Engineers and consultation with the U.S. Fish & Wildlife Service for impacts to threatened and endangered vernal pool species. Impacts to Morrison Creek and Laguna Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game.

Timing

The SunCreek/Preserve Planning Area will likely be developed in the next 10 to 15 years.



II LAND USE

SUNRISE BOULEVARD NORTH PLANNING AREA



Note: This Area is WITHIN the existing City Limits.

Land Uses

The Sunrise Boulevard North Planning Area is the smallest of the City’s planning areas, encompassing the area directly west of Sunrise Boulevard and north of Highway 50. While it is currently an older retail area with many existing offices, this area should be redesigned with more intensive mixed-use (retail, office, and residential) activities, including a village center serving adjacent neighborhoods to the west. Given the commercial concentration in this area, it is estimated that new residential development in the planning area will occur at an average of 14 units per acre.

The land use plan for Sunrise Boulevard North shows a village center development on the northwest corner of Coloma and Sunrise. Further south along Sunrise, there is a large commercial mixed-use site intended for general merchandise and neighborhood serving uses. Consistent with existing development patterns, the commercial sites are surrounded by office mixed-use and medium density residential. It is expected that revitalization of this area will occur as the City grows.

Conceptual Circulation and Transit

Sunrise Boulevard is one of the primary accesses to the Area. Increasing travel demands on this roadway will necessitate some form of reengineering or redesign. At some level, a streetscape enhancement plan for improved pedestrian circulation and cohesive aesthetics should be devised for the Area.

Bus transit serves the area and will continue to be a major transportation component. The City’s future Signature transit service will connect the Sunrise North Planning Area with the existing areas of the City to the west and the greenfield areas to the south via Coloma Road and Citrus Road. Bus rapid transit service will also be provided along Sunrise Boulevard, north to Citrus Heights.

Development Stats
Acres: 95
Dwelling Units: 630
Density: 16.36
Population: 1,367
Employment: 1,561

II LAND USE



Environmental Conditions

The Sunrise Boulevard North Planning Area does not contain any development constraints associated with the environmental conditions. This planning area is already urbanized.

FIGURE LU-30
LAND PLAN FOR
THE SUNRISE BOULEVARD NORTH PLANNING AREA





II LAND USE

Timing

The Planning area has already been urbanized and will require revitalization efforts by both the City and landowners to remake the corridor into the vibrant mixed-use center that it could become. This process may take somewhere between ten and twenty years to accomplish and will require significant investment by various service providers.

II LAND USE



SUNRISE BOULEVARD SOUTH PLANNING AREA

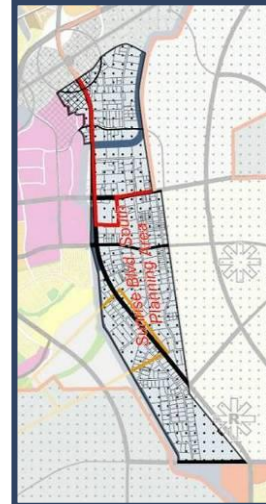
Note: This Area is PARTLY WITHIN the existing City Limits.

Land Uses

The Sunrise Boulevard South Planning Area includes the many commercial and industrial uses south of Highway 50 along the Sunrise corridor, stretching as far south as Douglas Road. The existing uses include a cluster of auto dismantling and recycling west of Sunrise at the south end of the Planning Area and home improvement and building materials uses east of Sunrise. This area will serve as a gateway to the new residential communities in the southeast portion of the City. Target uses for this area include industrial, office mixed-use, and commercial mixed-use. Limited industrial uses will continue to be a viable and appropriate use in some portions of the Planning Area. Office mixed-use is primarily business and professional office development that may include commercial and/or residential use. Similarly, commercial mixed-use is primarily retail and service commercial development that may include office and/or residential use. Residential uses in this Planning Area may not be located within the Mather Safety Zone and may be restricted in other areas based on noise and land use compatibility.

The Land Plan for this area (shown in Figure LU-31) maintains a heavy industrial designation east of Sunrise Boulevard for continued industrial use. Land use designations west of Sunrise Boulevard include Light Industrial, Office Mixed Use, and Commercial Mixed Use designations, which establish a vision for transition to lighter industrial uses and conversion of some areas to other uses. The northern portion of the Planning Area is also designated as Convention Overlay with a vision for a future convention center and related and supportive uses. The City will develop programs/policies to support the natural evolution of this area to ensure the continued economic vitality of this area. Non-conforming provisions for existing uses in this area will allow for the continuation of industrial uses and conditional expansion of industrial uses where mitigation measures ensure compatibility with the evolving nature of this area.

The City encourages continued clustering of building materials and home improvement industries in the northwest portion of the Planning Area. Additionally, the City supports the creation of a district and/or development of a trade center or trade mart for these businesses to showcase their wares.

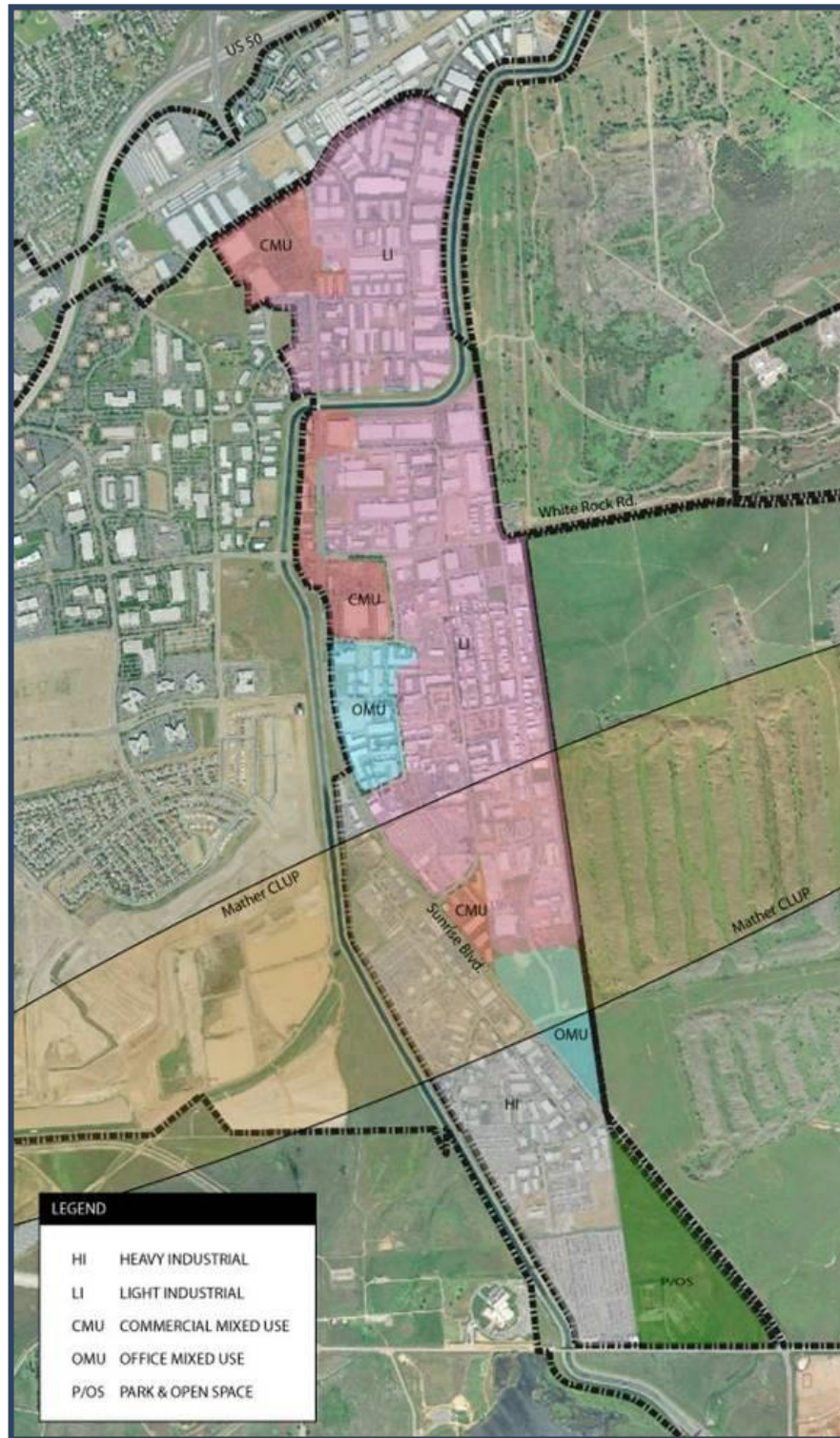


Development Stats
Acres: 995
Dwelling Units: 0
Density: 0
Population: 0
Employment: 14,436



II LAND USE

FIGURE LU-31
LAND PLAN FOR
THE SUNRISE BOULEVARD SOUTH PLANNING AREA



II LAND USE



Conceptual Circulation and Transit

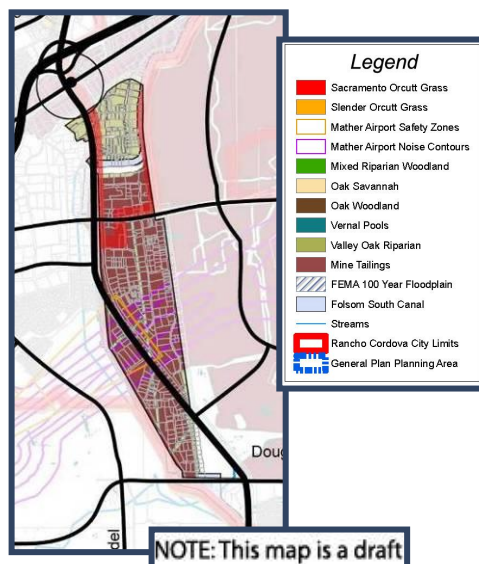
Sunrise Boulevard is the primary access to the Area. Increasing travel demands on this roadway will necessitate some form of reengineering or redesign. A streetscape enhancement plan should be devised for the Area.

Any new development should be pedestrian oriented in nature and provide amenities of the walking and cycling public. Public transit, especially the close proximity to light rail, should be considered as part of the revitalization of the Area. The City's future Signature transit service will cross the Planning Area along Folsom Boulevard and the extension of International Drive. Bus rapid transit service may be provided along Sunrise Boulevard and/or Folsom South Canal, connecting to regional destinations. Folsom South Canal could be enhanced as a bicycle transportation facility with several nodes of activity.

Environmental Conditions

The Sunrise Boulevard South Planning Area is predominantly urbanized. The southern half of the planning area contains developed areas in addition to some mine tailings on a few undeveloped parcels; whereas and the northern half of the planning area is almost entirely developed. This planning area also contains the Mather Airport safety zones, which would limit the types of development that would be permitted in this planning area. The Folsom South Canal forms the western boundary of this planning area.

FIGURE LU-32
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE SUNRISE BOULEVARD SOUTH AREA





II LAND USE

Timing

The Planning area has already been urbanized and will require revitalization efforts by both the City and landowners to remake the corridor into the vibrant mixed-use center that it could become. This process may take somewhere between ten and twenty years to accomplish and will require significant investment by various service providers.

II LAND USE

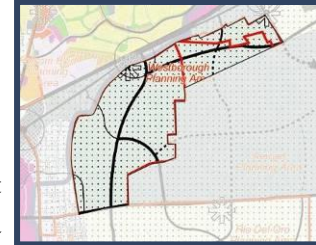


WESTBOROUGH PLANNING AREA

Note: This Area is PARTLY WITHIN the existing City Limits.

Conceptual Land Uses

The Westborough Planning Area features primarily residential development focused around a regional town center at the new Rancho Cordova Parkway/Highway 50 interchange. The regional town center will likely feature significant retail shopping with other restaurant, service, office, and residential uses at a density of 15 to 25 units per acre. Entertainment venues and/or sports-oriented uses may be a key component of the town center.



Development Stats
Acres: 1,695
Dwelling Units: 6,078
Density: 4.63
Population: 15,714
Employment: 5,521

Consistent with the pending application and City's building blocks concept, this Planning Area will likely include one or two village center(s) to serve the daily commercial needs of the future residents of Westborough. The Planning Area will probably be made up of five to six neighborhoods with a wide range of residential densities and corresponding housing types. Because of the area's proximity to Highway 50 and light rail the average residential density for the project will be approximately seven units per acre. See conceptual land use plan.

In addition to the employment opportunities associated with the regional town center and village centers, the project will include office mixed-use property in the northern portion of the site along Folsom Boulevard with access to transit and the new Highway 50 interchange.

Development within the Planning Area will take into consideration and build upon the opportunities presented by the location and route of the Folsom South Canal. Potential features include bicycle/pedestrian/running trails and commercial paseos.

Conceptual Circulation and Transit

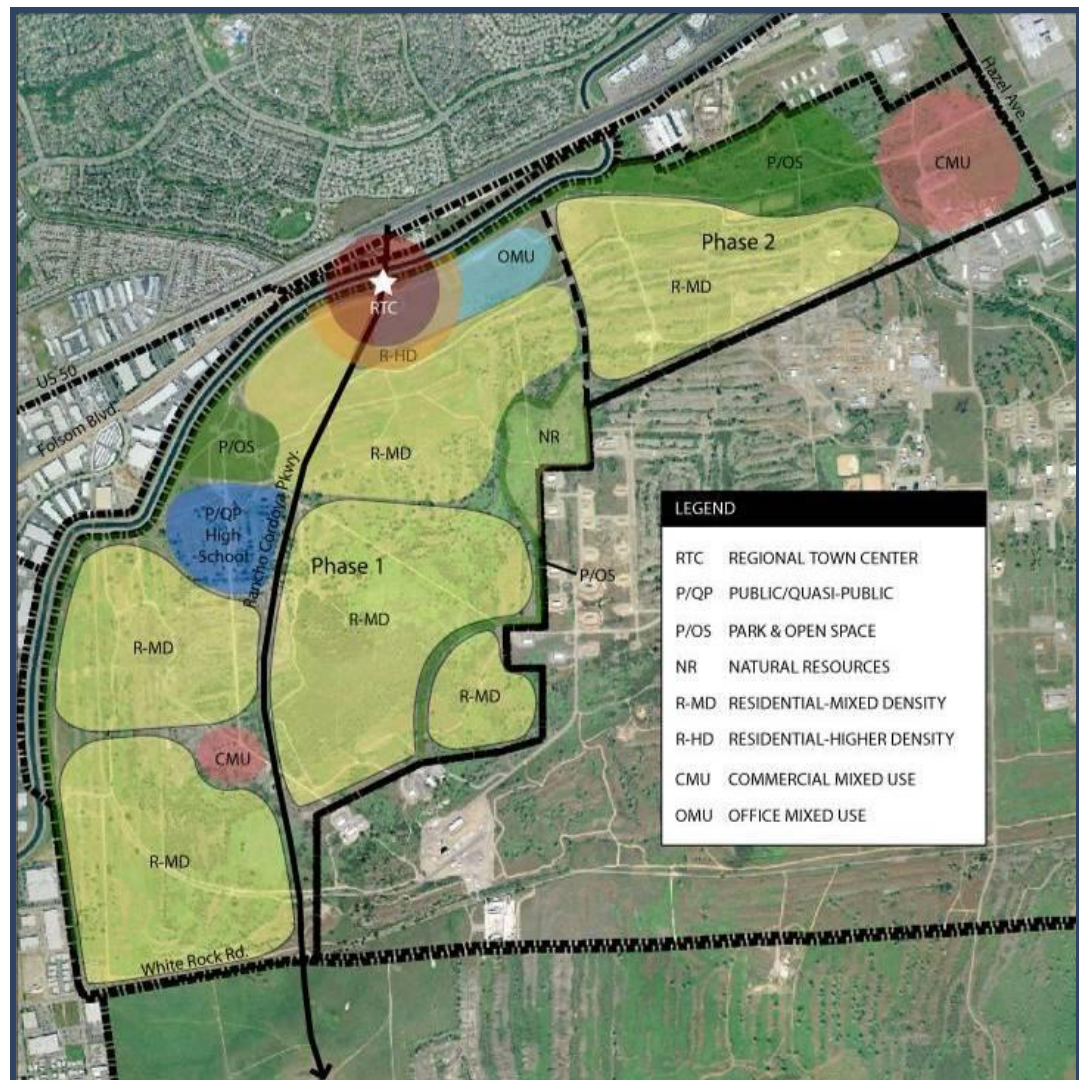
The primary circulation pathways into and around Westborough will be Folsom Boulevard, Highway 50, and Rancho Cordova Parkway. Light rail and other future public transit services will play a vital role in moving people at all hours of the day and will provide a solid alternative to driving, including the City's future Signature transit service, which will connect with Light Rail on the north and travel down Rancho Cordova Parkway to other new development to the south. Bus rapid transit service will also be provided along Rancho Cordova Parkway and Easton Valley Parkway and may be provided along the Folsom South Canal.



II LAND USE

On and off-street bicycle routes will weave in and around the Planning Area and serve to interconnect all of the uses together. They will provide a secondary connection to the City via the Folsom South Canal and other on-street bikeways.

**FIGURE LU-33
CONCEPTUAL LAND PLAN FOR
THE WESTBOROUGH PLANNING AREA**



II LAND USE

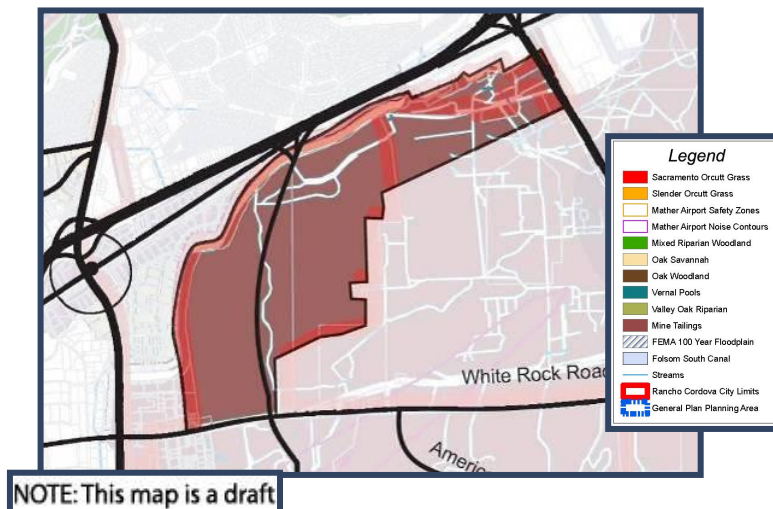


Environmental Conditions

The Westborough Planning Area contains mine tailings and Buffalo Creek. Additionally, a portion of the Folsom South Canal runs along the northwestern and western edge of this planning area. Impacts to Buffalo Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The Folsom South Canal would act as a barrier to development along the western edge of the planning area. This Planning Area also contains some valley elderberry shrubs, which host the protected valley elderberry longhorn beetle. Removal of the shrubs requires consultation with the U.S. Fish & Wildlife Service.

The majority of the Westborough Planning Area is part of the Aerojet land holdings that were used as buffer lands. However, two areas near the eastern edge of the Planning Area may have been used for operations and are subject to the requirements of the Aerojet General Corp. Superfund site. The Superfund site encompasses groundwater contamination and potential soil contamination associated with past operations at Aerojet. Cleanup of the area under Superfund would be required before development can occur. The remaining acreage is cleared for development subject to CEQA review.

FIGURE LU-34
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP
FOR THE WESTBOROUGH PLANNING AREA





II LAND USE

Timing

The Westborough area will likely be developed in the next five to ten years. Its proximity to existing development and its potential for easy integration into the existing urban framework make it an ideal candidate for City expansion.