

This section describes the existing land uses in the City of Rancho Cordova General Plan Planning Area (“Planning Area”), characterizes surrounding land uses, and discusses adopted and relevant draft plans and policies pertinent to the area. As referenced occasionally in this section, environmental impacts are discussed and analyzed in greater detail in the section relating specifically to that particular issue area (i.e., Sections 4.2 through 4.13). Refer to Section 4.2 (Agricultural Resources) of this EIR for a discussion of impacts to agricultural land uses.

**4.1.1. EXISTING SETTING**

REGIONAL SETTING

The Planning Area is located entirely within Sacramento County, California. Sacramento County is bounded by Placer and Sutter counties to the north, San Joaquin County to the south, Yolo and Solano counties to the west, and El Dorado, and Amador counties to the east. Sacramento County covers approximately 1,015 square miles of land, the majority of which consists of flat grassland and oak woodlands with foothill areas to the west and east of the County line. The land uses in the surrounding counties vary from flat agricultural lands in Yolo, Solano, and San Joaquin counties, to foothill areas in Sutter and Amador counties, and mountain terrains in Placer and El Dorado counties.

LOCAL SETTING

The Planning Area is located approximately nine miles east of Downtown Sacramento in Eastern Sacramento County. The Planning Area covers approximately 58,190 acres, with the current City limits encompassing approximately 20,000 acres or approximately 35 percent of the area. The Planning Area is generally bordered by the American River on the north, Prairie City Road and the boundary of the 100-year floodplain for the Cosumnes River on the east, Jackson Highway on the south, and Watt Avenue and the City of Sacramento on the west. The most southern portion of the Planning Area (i.e., south of SR 16) is characterized with rural residential, agricultural operations and industrial land uses. The rest of the Planning Area is generally bounded by residential, commercial, and industrial uses, and undeveloped agricultural land.

EXISTING LAND USE

The City of Rancho Cordova contains a wide range of existing land uses, including approximately 2,600 acres of residential developments, 454 acres of commercial/retail uses, 972 acres of office uses, and approximately 835 acres of industrial uses within the City limits. In addition, there are approximately 12,888 acres of agricultural (vacant) uses, and over 296 acres of public/private recreation and natural preserve uses. Institutional uses such as schools, churches, and other public entities also serve as major land uses (refer to **Table 4.1-1** below).

**TABLE 4.1-1  
EXISTING CITY OF RANCHO CORDOVA LAND USES**

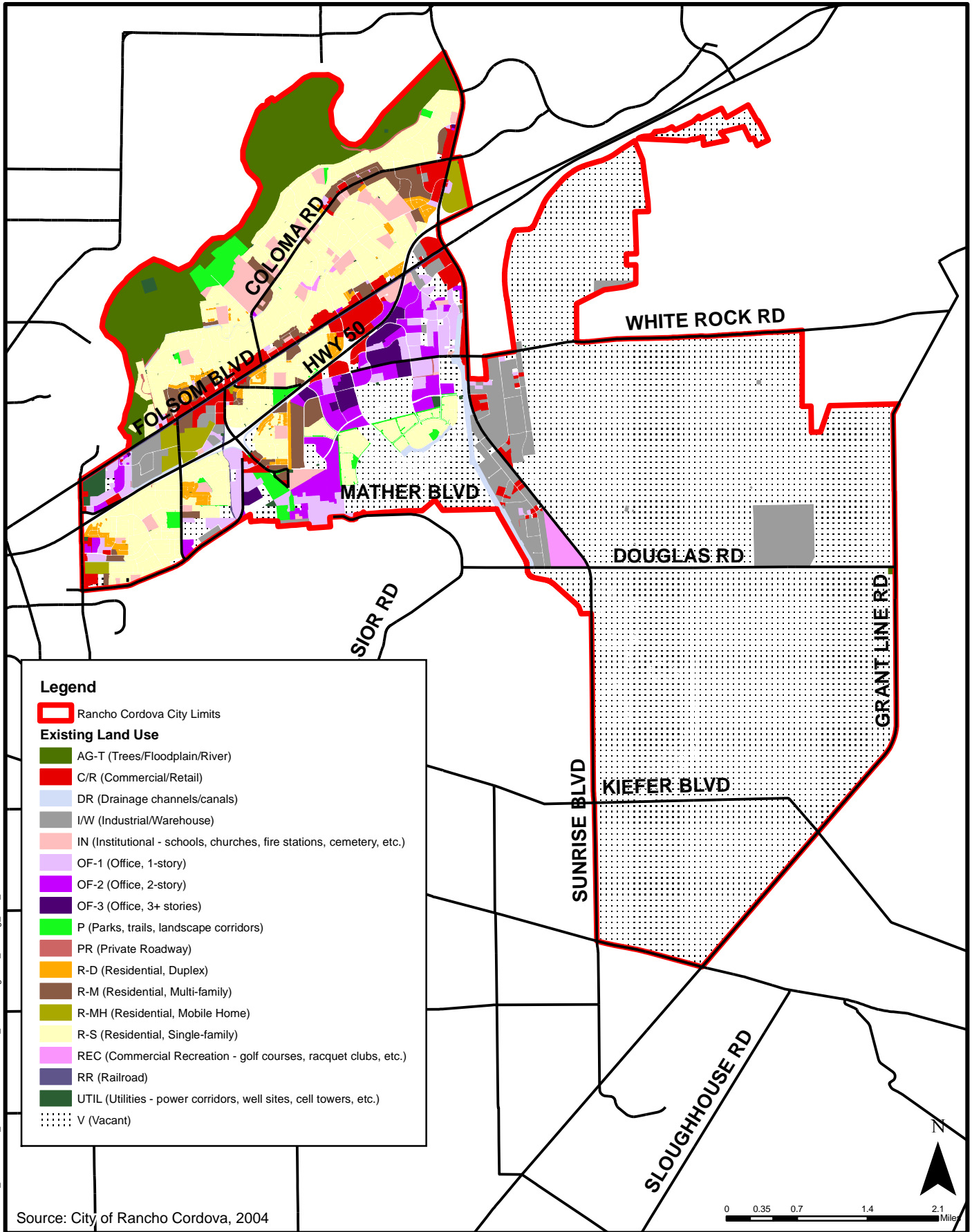
Land Use	Land Use Description	Acres	% of Total
AG-T	Trees/Floodplain/River	1271.3	6.3%
C/R	Commercial/Retail	454.3	2.5%
DR	Drainage channels/canals, etc. and associated levees	240.5	1.2%
I/W	Industrial/warehouse	835.2	4.2%

## 4.1 LAND USE

Land Use	Land Use Description	Acres	% of Total
IN	Institutional (churches, schools, fire stations, cemetery, etc.)	376.1	1.9%
OF-1	Office, 1-story	424.2	2.0%
OF-2	Office, 2-story	405.9	2.0%
OF-3	Office, 3+ stories	142.8	0.7%
P	Parks, trails, landscape corridors, lakes	216.1	1.0%
PR	Private roadway	19.4	0.1%
R-D	Duplex	146	0.7%
R-M	Multi-family (triplex or larger)	335.3	1.7%
R-MH	Mobile home	163.6	0.8%
R-S	Single family	1955.1	9.7%
REC	Commercial recreation (public or private golf course, racquet clubs, etc.)	80.4	0.4%
RR	Railroad	57.8	0.3%
UTIL	Utility: power corridors, well sites, cell towers, etc.	58.8	0.3%
V	Vacant (Undeveloped Agricultural Land)	12,888.4	64.2%
Total		20,071.2	100%

Source: City of Rancho Cordova General Plan Existing Conditions Analysis, May 2004

The Planning Area is characterized by a wide range of existing land uses, including residential developments, commercial/retail/office uses, industrial uses, institutional uses (i.e., churches, schools, etc.), Mather Airport operations, natural features, open space, parks, and vacant land (**Figure 4.1-1**). The majority of the commercial, office and retail uses are located along the Sunrise Boulevard and Folsom Boulevard corridors. Industrial, manufacturing and distribution facilities are located throughout the Planning Area, primarily along Sunrise Boulevard, Jackson Highway, Bradshaw Road, and Folsom Boulevard. The majority of manufacturing and distribution outlets are located along Folsom Boulevard, Bradshaw Road and Sunrise Boulevard. The Gencorp/Aerojet operations are located south of US 50 and east of Sunrise Boulevard. Teichert and Granite have active mining operations north of Jackson Highway between Bradshaw Road and Excelsior Road in the Mather Planning Area. Teichert also has operations south of US 50 along Grant Line Road. The County Branch Center Complex, which contains many Sacramento County departments and agencies, is located near the intersection of Bradshaw Road and Kiefer Boulevard. Mather Airport is a former Air Force Base that has been converted to civilian use. The Sacramento County Airport System now operates the airport. Flight facilities include: two parallel runways, an integrated system of taxiways, aprons, a 24-hour control tower, and parking aprons. Mather Airport is primarily used by air cargo carriers and general aviation (small, private aircraft). Mather Airport is also a major maintenance facility and houses the California Department of Forestry administrative and maintenance facilities. Other land uses in Mather include a general aviation (small, private aircraft) airport, public and private recreation (e.g., golf courses, racquet clubs, etc.), utility and power corridors, well sites, cell towers, drainage channels, and canals.



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City of Rancho Cordova  
Planning Department

Figure 4.1-1  
Existing Land Uses  
Within the City of Rancho Cordova

A number of large projects are approved or proposed that would increase the acreage of residential, commercial, school and park uses in the Planning Area. The Sunrise Douglas Community Plan/Sunridge Specific Plan (SDCP/SRSP) and the Cordova Community Plan were approved by Sacramento County prior to incorporation of the City of Rancho Cordova. The SDCP/SRSP area is largely undeveloped. Refer to **Table 4.0-1** in Section 4.0 for a more complete list and description of these projects and other approved and proposed large-scale projects in the Planning Area.

Located within the Planning Area are various creeks, tributaries, drainage basins and surface waterways including: the American River; Morrison Creek; Laguna Creek; Elder Creek; Buffalo Creek; and the Folsom South Canal. The American River makes up the Planning Area's northern boundary. The American River parkway is an open space greenbelt adjacent to the American River that provides flood protection and recreational opportunities and extends approximately 29 miles from the Folsom Dam to the American River's confluence with the Sacramento River near Discovery Park. The floodplain of the Cosumnes River makes up the Planning Area's southeastern boundary.

The Morrison Creek drainage basin includes Morrison Creek and covers approximately 192 square miles and has nine tributaries. Morrison Creek starts near the intersection of Douglas Road and Mather Boulevard and flows southwest and eventually drains into the Beach Stone Lakes area west of Interstate 5, eventually draining into the Sacramento River.

Laguna Creek starts near the eastern portion of the Sunrise Douglas Community Plan (SDCP) area and drains into Blodgett Reservoir, located north of Grant Line Road in the Grant Line North Planning Area. Laguna Creek flows southward to its confluence with the Cosumnes River, near Twin Cities Road and Highway 99. Laguna Creek has been substantially altered by various channels, levees, and culverts, which were primarily constructed to alleviate potential flooding hazards.

Elder Creek starts near the southern boundary of the Planning Area and drains into Morrison Creek, west of Highway 99, and ultimately into the Beach Stone Lakes area.

Buffalo Creek runs through the Westborough Planning Area in an east to west direction and flows north across the Folsom South Canal in an overchute, through the Gold River community, and then drains into the American River. Buffalo Creek was modified historically to accommodate storm events on the Aerojet property within the Westborough Planning Area.

The Folsom South Canal is owned and maintained by the U.S. Bureau of Reclamation. The Folsom South Canal was originally designed to convey industrial, municipal, and irrigation water from Lake Natoma to San Joaquin Valley counties and customers in the East Bay. However, the original plan for the canal was never completed. The portion of the Folsom South Canal that has been completed starts at the Nimbus dam and extends southward for approximately 27 miles past the community of Wilton.

Annual grassland is the prevalent vegetation type throughout the undeveloped (vacant) portion of the Planning Area, comprises approximately 12,888 acres. The majority of the vacant land is located in the southeastern portion of the Planning Area (i.e., the Rio del Oro Planning Area and the Sunrise Douglas Community Plan area), and the area east of Hazel Avenue and south of US 50 (i.e., Glenborough and Westborough Planning Areas).

## 4.1 LAND USE

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### 4.1.2 REGULATORY FRAMEWORK

#### FEDERAL

##### U.S. Fish and Wildlife Service Vernal Pool Recovery Plan

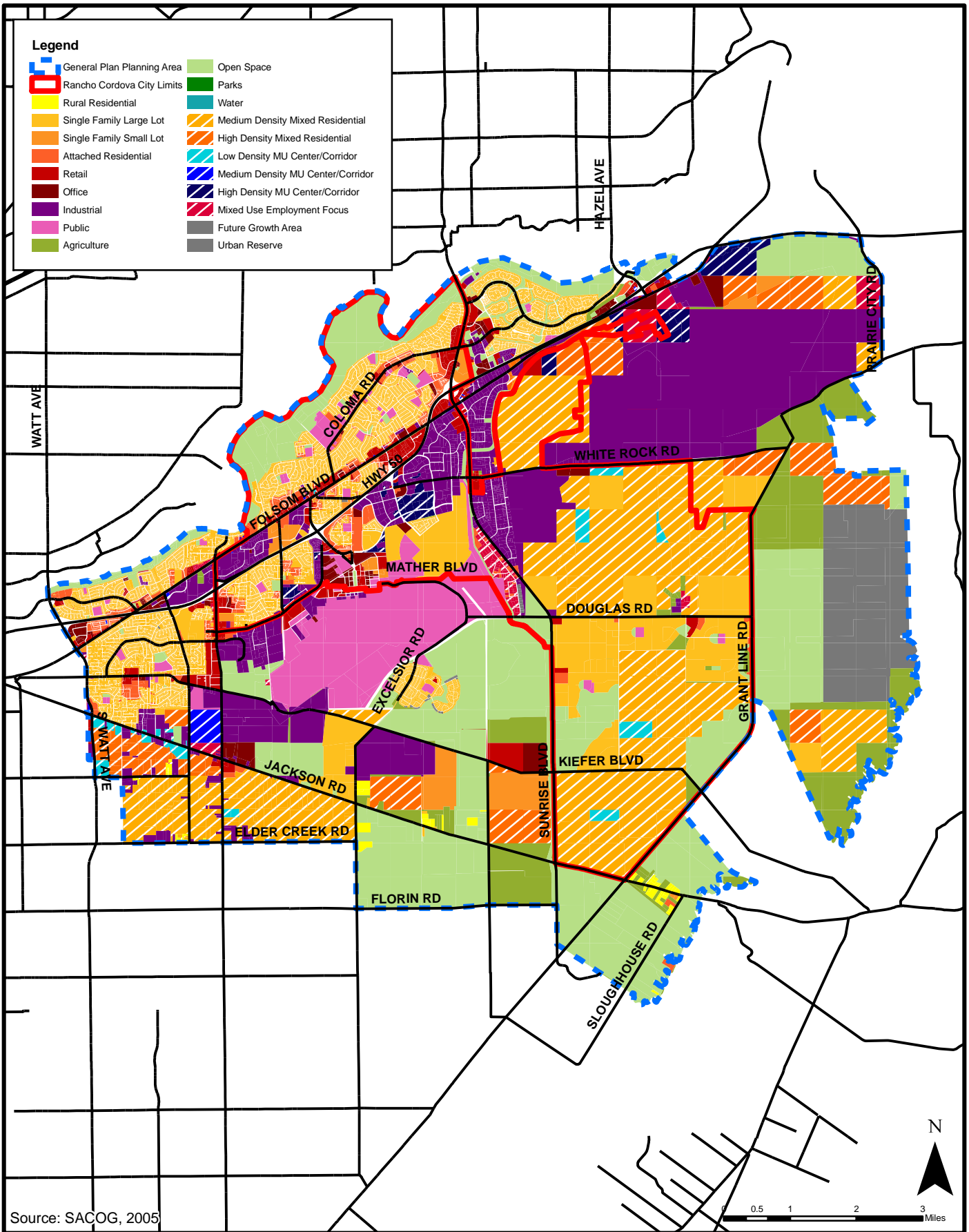
The U.S. Fish and Wildlife Service (USFWS) designated critical habitat for certain vernal pool crustaceans and plants in 34 counties in California, including Sacramento County, and identified such habitat in its final rule of the vernal pool recovery plan on February 10, 2006, entitled, "Endangered and Threatened Wildlife and Plants; *Final Designation of Critical Habitat for Four Vernal Pool Crustaceans and Eleven Vernal Pool Plants in California and Southern Oregon; Evaluation of Economic Exclusions From August 2003 Final Designation.*" 71 Fed. Reg. 28 (2006) (to be codified at 50 CFR Part 17). The Recovery Plan identifies a five-part strategy to ameliorate or eliminate threats to affected species and to preserve intact vernal pools. The five key elements of the Recovery Plan are: habitat protection; adaptive habitat management, restoration, and monitoring; status surveys; research; and participation and outreach. The Recovery Plan identifies habitat loss, fragmentation, and isolation of functional vernal pool ecosystems as the greatest threat to the survival and recovery of listed species and species of concern that are found in vernal pools. According to the Recovery Plan, habitat loss is generally the result of urbanization, agricultural conversion, and mining. Habitat loss may also occur from habitat alteration and degradation as a result of changes to natural hydrology; invasive species; incompatible grazing regimes, including insufficient grazing for prolonged periods; and infrastructure projects such as roads, water storage and conveyance, and utilities. In addition, recreational activities such as off-highway vehicles and hiking, erosion, contamination, and inadequate management and monitoring may result in habitat loss. Habitat fragmentation is generally the result of activities associated with habitat loss due to road and other infrastructure projects that contribute to the isolation and fragmentation of vernal pool habitats. Impacts associated with the USFWS Vernal Pool Recovery Plan are described in the Biological Resources section (Section 4.10) of this EIR.

#### LOCAL

##### Sacramento Area Council of Governments (SACOG) Blueprint Plan

The Sacramento Area Council of Governments (SACOG) adopted its Preferred Blueprint Scenario ("Scenario C" or "Blueprint Plan") in December 2004. The Blueprint process is a regional vision to accommodate the projected growth and long-term needs of the region over the next 50 years. **Figure 4.1-2** illustrates Scenario C's treatment of the Planning Area. The Blueprint Plan is intended to guide land use and transportation choices through the year 2050, during which time the region's population is projected to grow from its current population of 2 million to over 3.8 million, and the amount of jobs is projected to double, to nearly 1.9 million. The Blueprint Plan proposes a concentrated, compact development pattern in the region with a balance of employment, residential, shopping, and recreational uses linked to transportation system improvements. Based on the growth projections, SACOG has concluded that unless higher density developments are implemented, the region will consume an additional 400,000 acres under current development patterns.

The Blueprint process depicts a way for the region to grow through the year 2050 generally consistent with seven principles of "Smart Growth" (i.e. increasing compact land use patterns, a mix of residential densities, mixed-use projects, transportation choices, a variety of housing choices and density, encouraging infill, quality design, and natural resource conservation).



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City of Rancho Cordova  
Planning Department

Figure 4.1-2  
Blueprint Scenario  
For the General Plan Planning Area

The Blueprint Plan predicts long-term environmental benefits from undertaking a realistic long-term planning process, and these benefits are intended to minimize the extent of the inevitable physical expansion of the overall regional urban areas. The Blueprint Plan, if followed, would be expected to result in additional mixed-use communities, provide a greater number of small-lot, single-family detached homes, develop more attached homes, reinvest in existing business and residential areas, and create more pedestrian-friendly neighborhoods.

The results of implementing these principles would be the protection of natural resources (because less land would be required for urban uses) and less agricultural land conversion. In addition, the Blueprint Plan predicts that individuals within the region will devote less time to travel, take fewer car trips, and travel fewer miles to work, as compared with development under the "Base Case Scenario", another SACOG planning scenario, under which future development within the region would continue similar to current growth trends (i.e., lower density within the Planning Area, as compared to Scenario C). Reduction in traffic would result in improved air quality in the region by reducing carbon monoxide and particulate matter produced by car exhaust.

The Blueprint process received broad support from most of its member agencies, although the Blueprint itself is advisory, and does not establish actual land use restrictions for the City. However, although it is only advisory, the Blueprint is the most authoritative policy guidance in the Sacramento region for long-term regional land use and transportation planning. A number of jurisdictions either are adopting the Blueprint concepts or are considering and encouraging projects consistent with the Blueprint. During initial stage of development of the City's general plan process, the Rancho Cordova City Council endorsed the SACOG Blueprint process and the preferred Blueprint Scenario C. In addition, the City's adopted Vision Book states that land uses in the City should generally reflect the types and intensity of land uses shown in Scenario C.

### **South Sacramento Habitat Conservation Plan**

The draft South Sacramento County Habitat Conservation Plan (SSHCP), which is managed by the Sacramento County Planning and Community Development Department, is a long-term conservation plan that seeks strategies that allow commercial, residential, and other development, while balancing the needs of sensitive plant and animal species and the preservation of agricultural operations. The SSHCP is currently being developed by several public agencies and other interested stakeholders. The City of Rancho Cordova is a participating agency in the SSHCP. The geographic scope of the SSHCP includes approximately 340,000 acres in the unincorporated County area bounded by US 50 to the north, the County line to the east and south; excluding the Delta, and Interstate 5 to the west. The SSHCP covers land within the cities of Rancho Cordova, Elk Grove and Galt.

The SSHCP is intended to consolidate environmental efforts to protect and enhance wetlands (primarily vernal pools) and upland habitats to provide ecologically viable conservation areas. The SSHCP will also minimize regulatory hurdles and streamline the development permit process for projects that are consistent with the HCP. The SSHCP will be an agreement between state/federal wildlife and wetland regulators (e.g., USFWS and the USACE) and the County to allow land owners to engage in "incidental take" of listed species (i.e., destruction or degradation of habitat in connection with economic based activities) in return for conservation commitments. The stakeholder goals of the SSHCP pertain to long-term viability to aid and enhance recovery of sensitive species in the study area, accommodate development in appropriate sites with fair and reasonable mitigation cost structure, protect agricultural lands and operations, gain the trust of all stakeholders in the permitting process, rely on voluntary participation through incentives, provide a streamlined permitting process that reduces

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permitting cost to developers and taxpayers, and provide a comprehensive framework for use in linking plant and animal conservation with local land use programs consistent with the Sacramento County General Plan. Funding for the SSHCP is expected to come from a per-acre fee levied on new developments to mitigate associated habitat impacts.

An adaptive management program will be implemented in conjunction with the SSHCP so that mitigation measures that do not meet their goals or are not applicable to an individual can be modified to address project- and site-specific environmental impacts. The critical future steps to be taken in completion of the SSHCP include the: completion of species account documents; preparation of habitat account; and completion of draft chapters of the SSHCP (land use, physical resources, biological resources, and cultural resources). The County is making progress towards the goal of acquiring a Clean Water Act Section 404 permit. The County will collaborate with five other counties in the region to lobby Congress for appropriations.

### Sacramento County General Plan and Land Use Map

The Sacramento County General Plan is used as the “blueprint” to guide future development in unincorporated portions of the County; it will continue to be the blueprint for those sections of the Planning Area that are outside the current city limits, unless and until such areas are annexed into the City, sometime during the planning horizon of the proposed General Plan.

Upon incorporation in 2003, the City adopted the Sacramento County General Plan. Soon thereafter, the City (i.e., City Council, Planning Department and General Plan Advisory Committee) took a number of actions in preparation of its own General Plan. On May 16, 2005, the City Council adopted Resolution No. 57-2005, which established that the interim General Plan policies and diagrams associated with the development of the City's new General Plan would guide land use and circulation in the City until adoption of its new General Plan as provided for under California Government Code Section 65360(b)(1)1. Thus, the City's current guide for the physical use of the City's land and resources consists of the Draft Land Use Map Book, Circulation Plan and draft General Plan elements.

The Sacramento County General Plan land use designations for the Planning Area are illustrated in **Figure 4.1-3**. The 1993 Sacramento County General Plan Land Use Diagram has the following land use designations for land that is within the Rancho Cordova General Plan Planning Area:

- **Jackson Highway** (north and south sides): General Agriculture (20 acre);
- **Mather**: industrial, recreation, low-density residential, and public/quasi-public;
- **Grant Line Road** (south of S.R. 16 and east of Sunrise Boulevard): General Agriculture (20 acre);
- **Grant Line Road** (north of S.R. 16 and east of Sunrise Boulevard): General Agriculture (80 acre) and medium-density residential;

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<sup>1</sup> Government Code Section 65360 requires a newly-incorporated city that has not yet prepared a General Plan to make certain findings prior to approving projects, issuing building permits and taking other actions, including a finding that:

“There is a reasonable probability that the land uses or action proposed will be consistent with the general plan proposal being considered or studied or which will be studied within a reasonable time.” (Gov. Code Section 65360 (b)(1)).



- **Grant Line Road** (east side) north of the Kiefer Landfill and south of White Rock Road: General Agriculture (80 acre);
- **Aerojet land** (including Rio del Oro, Westborough and Glenborough sites): Extensive Industrial and areas with Intensive Industrial;
- **Sunrise Boulevard** (between U.S. 50 and Douglas Road): industrial with limited areas of commercial;
- **Bradshaw Road** (between S.R. 16 and Old Placerville Road): Extensive Industrial, commercial at Old Placerville Road, and public/quasi-public along the west side of Bradshaw Road south of Old Placerville Road.

Sacramento County is required to maintain a supply of land within the Urban Policy Area (UPA) to accommodate urban activity and growth for the unincorporated areas, which includes the portion of the Planning Area located outside the existing city limits. The UPA is sub-area of the ultimate growth area - the Urban Services Boundary (USB) where the majority of growth is anticipated to occur and is designated for urbanized uses. The UPA encompasses those areas in the County that are most likely to be developed during the current planning horizon of the County's existing General Plan (2010). The intent of the UPA is to provide a 20-year supply of developable land sufficient to accommodate projected growth. Several of the sub-Planning Areas in the proposed Rancho Cordova General Plan (listed below) are located outside of the County UPA including: Jackson Planning Area; Grant Line North Planning Area; Grant Line South Planning Area; East Planning Area; Rio del Oro Planning Area; Aerojet Planning Area; Westborough Planning Area and Glenborough Planning Area.

The Land Use Element within the Sacramento County General Plan contains land use policies related to encouraging specific land use types, determining appropriate locations for uses, and access to new development within Sacramento County. General Plan policies that are of particular note include:

- LU-2 and LU-7 providing priority to projects on vacant or underutilized sites within existing urban areas and avoiding leapfrog development;
- LU-10, LU-11, and LU-12 promoting mixed-use projects that result in a better balance of employment, neighborhood services, and different housing types;
- LU-13 pertaining to pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside plan or project areas;
- LU-14 and LU-17 pertaining to locating higher density, mixed-use projects within ½ mile of transit stops;
- LU-19 pertaining to buffering incompatible land uses without restricting pedestrian access;
- LU-20 pertaining to preserving/creating community character and neighborhood identity in existing and new areas;
- LU-31 and LU-35 ensuring adequate road access, high frequency transit service and an adequate but efficient supply of parking to regionally-oriented commercial, office uses, and employment intensive offices;

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- LU-37 and LU-39 pertaining to supplying adequate industrial land and locating new industrial uses along transit routes if environmental impacts can be mitigated;
- LU-42 and LU-43 pertaining to locating future agricultural-residential development in designated areas within the existing buffer along the USB, and in other areas if they can be functionally integrated with other urban uses;
- LU-57 limiting provision of urban services to areas within the UPA, except as needed for health and safety purposes; and
- LU-72 pertaining to coordination with regional planning agencies on land use and environmental policies/programs, and implementation of programs.

Sacramento County is currently in the process of updating its General Plan. This will be the first update since 1993. According to the County's website, "the General Plan update is necessary to plan for growth in the next planning cycle (2005-2030) as well as to address new emerging planning issues." The County General Plan Update (Update) will focus on the revitalization of key commercial corridors, an Economic Development Element, holding capacity, policy analysis, mature communities, and implementing smart growth planning principles. The overall concepts and objectives of the 1993 Plan will be retained; however, the Update will reflect changing conditions, requirements, and the desired direction of redevelopment and future growth through 2030. Since the projected allocation of dwelling units exceeds the current residential holding capacity of the existing General Plan, the County developed the following four strategies, which comprise the County's Growth Management Strategy for the unincorporated portions of the County:

- Buildout of Vacant and Underutilized Infill Parcels;
- Planned Communities;
- Commercial Corridor Planning; and
- Expansion of the Urban Policy Area.

Sacramento County is considering changing land use designations along Jackson Highway and within Mather on their new General Plan Land Use Map to reflect existing land uses and proposed uses. The County will only designate areas as natural resources if they have already been designated as a preserve or mitigation land for natural resources. There is an active application with Sacramento County called "Glenborough" to develop the land with a mix of residential, commercial, office and related uses, including 450 acres of parks and open space, approximately 4,400 dwelling units and 9,700 jobs. The Glenborough community will also include a 100-acre regional town center at the southern side of the Hazel-Folsom Boulevard-Highway 50 interchange that will be oriented to take advantage of its proximity to light rail. There is also an active application for an auto mall called the "Folsom Boulevard Auto Mall Expansion," which would be located on the south side of Folsom Boulevard and the east side of Aerojet Road. The auto mall would include 13 auto mall lots and two remainder lots on 29 acres in the greater Aerojet site.

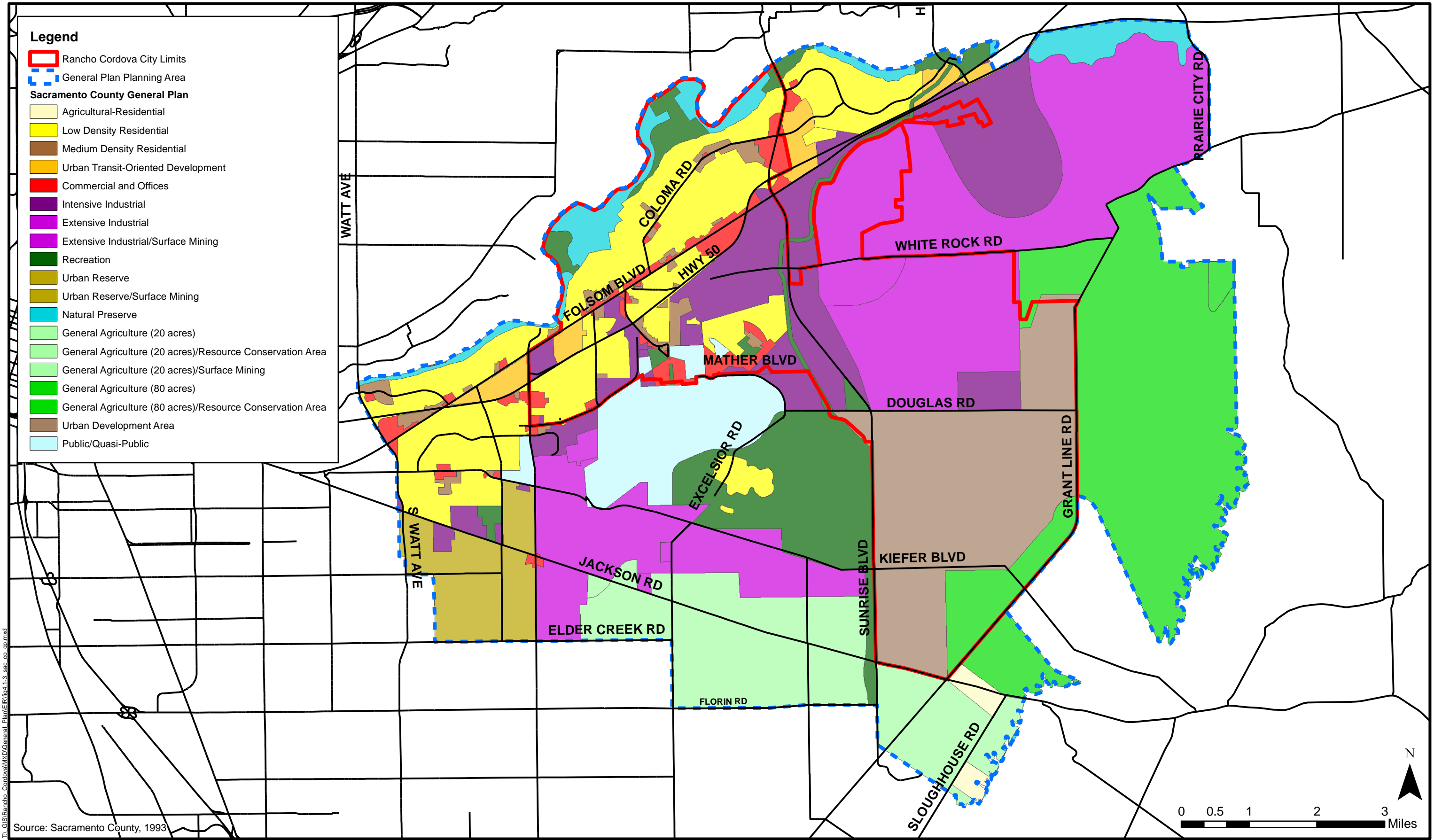


Figure 4.1-3  
 Sacramento County General Plan Land Use Designations  
 Within the General Plan Planning Area

### **Sacramento County Zoning Code**

Upon incorporation, Rancho Cordova adopted the existing Sacramento County Zoning Code to guide development in the City until the formal adoption of its own Zoning Code. The purpose of the Zoning Code is to regulate the use of buildings, structures and land. The Zoning Code contains provisions for the placement of signs and billboards, the location, height, bulk, number of stories, and size of buildings and structures, and the size and use of lots, yards, courts and other open spaces. In addition, the Zoning Code regulates the percentage of developable land and intensity of land use on particular parcels and establishes requirements for off-street parking and loading. There are specific regulations to maintain appropriate building setback lines. The Sacramento County Zoning Code applies to the unincorporated area of Sacramento County that is outside the Rancho Cordova existing city limits, which includes the Planning Area.

### **Mather Field Specific Plan and Community Plan Amendment for Mather Field**

Sacramento County adopted the Mather Field Specific Plan and Community Plan Amendment in May 1997. The Mather Field Specific Plan is intended to provide guidance on the conversion of land uses in Mather Field from military to civilian uses. The Mather Field Specific Plan implements previous County planning efforts through specific requirements for private and public development in Mather Field. The Mather Field Specific Plan also establishes the location, intensity and character of land uses in Mather Field, circulation patterns, necessary infrastructure improvements, the location and general configuration of parks, as well as open space and community facilities necessary to support new development (Sacramento County, May 1997). The Mather Field Specific Plan covers three subareas, including: (1) the Airport Subarea (Airfield, North and South Airport areas); (2) Main Base Subarea (Main Base and campus areas); and (3) South Base Area (Independence at Mather, Mather Regional Park, etc.). According to the Land Use Plan in the Mather Field Specific Plan, the Airfield is designated as public/quasi-public, the Independence at Mather community is designated as low density residential, the land at the corner of Zinfandel Drive/Eagles Nest Road/Douglas Road is designated as industrial-intensive, the Mather Golf Course, regional park and surrounding land is designated as recreation, and the Main Base and campus is designated as commercial & office, public/quasi-public, and recreation. The Mather Field Specific Plan and Community Plan Amendment contain text, policies, permitted uses, development standards, design guidelines, and implementing actions. The Mather Field Specific Plan contains land use policies related to aviation support and development potential. Specific Plan policies that are of particular note include: M-LU-5 pertaining to creating new development potential for major industrial and distribution uses desiring airport and freeway access on 120 acres along the south side of Old Placerville Road near Routier Road; M-LU-9 pertaining to maximizing opportunities for major public and private sector aviation and industrial uses along the southern edge of the airfield; M-LU-10 and M-LU-15 pertaining to preserving, protecting and utilizing the natural resources within the Airport area and west of Eagles Nest Road (e.g., vernal pools and Morrison Creek); M-LU-16 pertaining to concentrating active recreational uses east of Eagles Nest Road; M-LU-18 pertaining to introducing local-serving convenience retail to serve residents and employees; and M-LU-19 pertaining to allowing a major visitor destination or institutional use in the southeastern portion of Mather Field.

Sacramento County is proceeding with a General Plan Amendment and amendments to the Mather Specific Plan and Mather Special Planning Area that will change land uses in South Mather, including: new boundaries for a 1,070-acre wetlands preserve; designating vernal pools for protection; providing new routes for the extensions of Douglas Road and Eagles Nest Road; and allowing future development that may support a university. The GPA for South Mather would change the designation from recreation to commercial-office for the area east of Eagles

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Nest road, which would allow a university. The Mather Field Specific Plan amendment would move the boundary of the Commercial-Recreation District to the northern edge of the munitions area and changing the land use designation to commercial-office. The SPA amendment would allow mixed-use development in the Commercial-Recreation District, which would allow a university use without conditional use permits. On February 22, 2006, the Sacramento County Board of Supervisors adopted a resolution initiating General Plan, Mather Specific Plan and Mather Special Planning Area amendments and directed staff to proceed with the CEQA analysis of the proposed amendments.

### **Folsom Boulevard Special Planning Area**

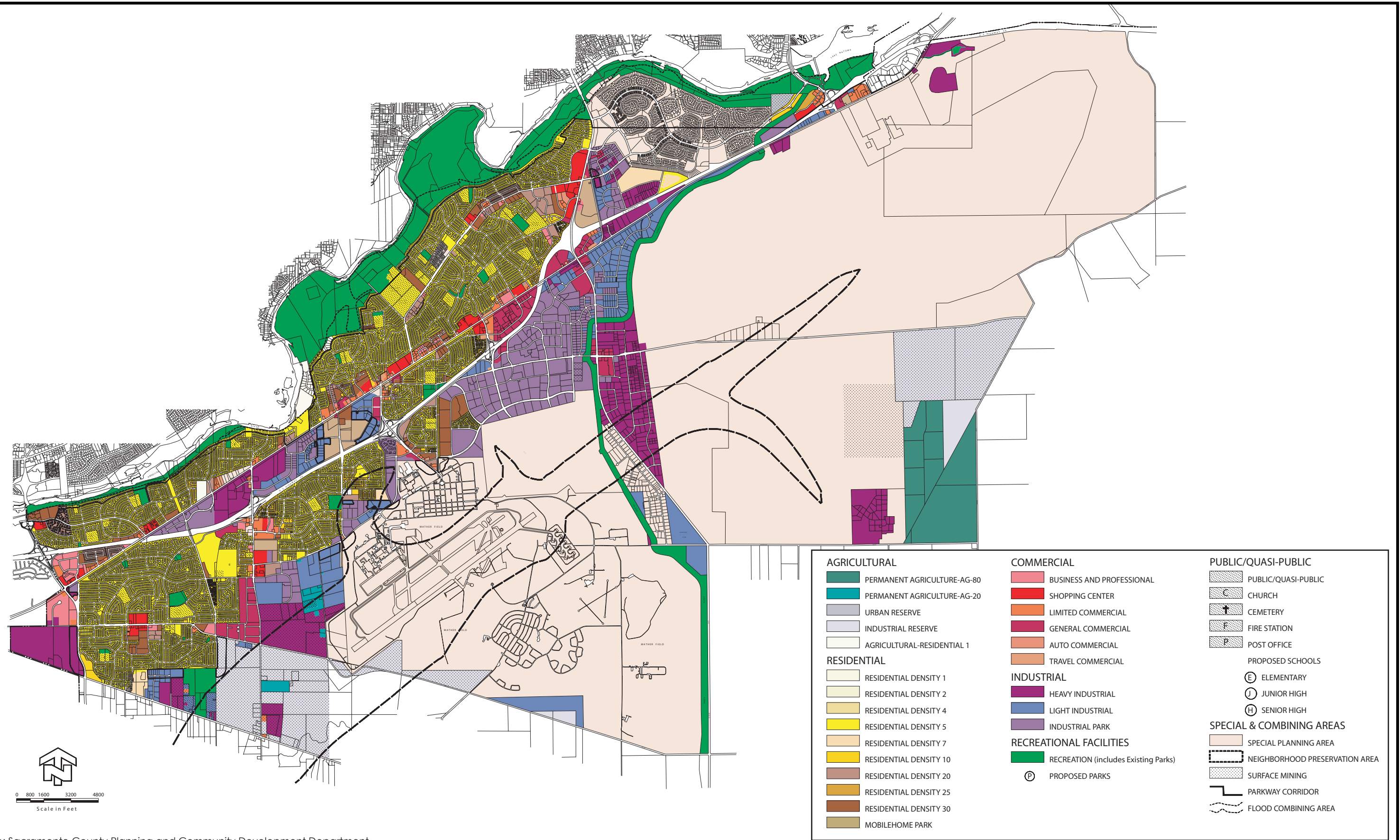
Sacramento County drafted the Folsom Boulevard Special Planning Area (SPA) in September 2002 as an ordinance to amend the Zoning Code. The ordinance was not adopted. The Folsom Boulevard SPA was "intended to provide greater flexibility in permitted and conditionally permitted uses and in applicable development standards to promote private revitalization and reuse of many of the older commercial and residential uses along the Folsom Boulevard Corridor." It contained a design review component (including exception procedures) that would have been used to improve the streetscape and create a unifying theme and design guidelines for transit supportive uses and building facade. The Folsom Boulevard SPA also contained development incentives (e.g., fee reduction, priority processing, tax credits, etc.).

### **Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan**

Sacramento County prepared the Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan. While the Master Plan has not yet been formally adopted, the City of Rancho Cordova and Sacramento County are working together to implement the first phase of the Master Plan. The Master Plan contains objectives for beautification, identify, traffic calming, and connectivity. It is intended to serve as an improvement plan for public right of way. The Master Plan contains design themes (e.g., Mather Field, Vineyard, Gateway) and design features such as medians, landscape, street furniture, and signage. The most recent draft is dated May 2005.

### **Cordova Community Plan**

Prior to the incorporation of Rancho Cordova, Sacramento County completed a lengthy process preparing the Cordova Community Plan (CCP), which it ultimately adopted in 2003. The boundaries for the CCP are described as the area bordered by the American River and the City of Folsom on the north; Prairie City Road, Grant Line Road, and White Rock Road on the east; Douglas Road, Kiefer Boulevard, and Jackson Highway on the south; and the City of Sacramento and Watt Avenue on the west (see **Figure 4.1-4**). The CCP area covers approximately 37,650 acres, including a portion of the Rancho Cordova city limits and areas outside the current city limits but within the Planning Area boundaries. The CCP is a policy document that implements the County's General Plan at a more detailed and specific level. The CCP does not address the entire General Plan Planning Area and in particular did not cover the area south of Douglas Road (including the Sunrise Douglas Community Plan Area) where much of the future development in the City will occur.



Source: Sacramento County Planning and Community Development Department



City of Rancho Cordova  
Planning Department

Figure 4.1-4  
Cordova Community Land Use Map

The following statements have been identified as guiding visions for the CCP:

- Overcoming obstacles created by physical, neighborhood, and jurisdictional boundaries;
- Redesigning Folsom Boulevard to be more pedestrian friendly;
- Creating a better balance of housing and jobs;
- Revitalizing the community's older neighborhoods; and
- Creating more diversity in the community's housing stock, in particular, through the development of more "move-up" housing choices.

The vision statements in the CCP reflect the concepts that will be used as the basis for preparing the proposed Rancho Cordova General Plan. The Cordova Community Plan includes land use objectives and implementation actions relevant to land use impacts within Rancho Cordova. CCP policies that are of particular note include:

- LU-1 pertaining to improving the existing development through revitalization efforts;
- LU-2 and LU-3 pertaining to land uses in Mather;
- LU-4 pertaining to connections to light rail stations and adjacent land uses within ¼-mile of stations;
- LU-5 and LU-6 pertaining to promoting high-quality, efficient and cohesive mixed-use development projects minimizing impacts on adjacent uses and traffic; and
- LU-9 pertaining to promoting a "town center" concept for Folsom Boulevard.

### Sunrise Douglas Community Plan

The Sunrise Douglas Community Plan (SDCP), which was approved by the Sacramento County Board of Supervisors on July 17, 2002, established the overall conceptual framework and policy direction for the urbanization of the approximately 6,015-acre Community Plan area. Development of the SDCP area is anticipated to result in the construction of approximately 22,503 dwelling units, 479 acres of supporting commercial and mixed uses, 177 acres of parkland, and 148 acres designated for elementary, middle, and high school sites. The SDCP is consistent with the general growth policies of the existing Sacramento County General Plan and was designated as an Urban Growth Area, which indicates the County's intention to allow for urbanized land uses in the area during the current planning horizon. The SDCP contains key guiding principles related to land use including LU-2 and LU-6 pertaining to providing an urban core area with regional access and a bicycle and pedestrian circulation system that encourages alternative modes of transportation, LU-4 pertaining to providing shopping, recreation and services within the SDCP area to minimize travel outside of the plan area, and LU-7 pertaining to providing appropriate buffers between incompatible land uses. The entire Suncreek/Preserve Planning Area of the proposed General Plan is located within the SDCP area. The environmental impacts associated with implementation of the SDCP were addressed in the SDCP/SRSP EIR (SCH No. 97022055), which was certified by the Sacramento County Board of Supervisors in July 2002.

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### Sunridge Specific Plan

The Sunridge Specific Plan (SRSP) was the first Specific Plan area within the SDCP and was approved concurrently with the SDCP by the Sacramento County Board of Supervisors in July of 2002. The SRSP encompasses approximately 2,605-acres, or 43.3 percent of the SDCP area. The SRSP area was allocated 1,904 acres of low density residential, 45 acres of medium density residential, 174 acres of commercial and office, and 482 acres of open space/natural preserve. The maximum residential allocation in the SRSP area was 9,886 dwelling units. The SRSP provided a detailed framework for development of the specific plan area and implementation of the guiding principles and policies in the SDCP. The SRSP also incorporates land use, circulation, resources management, and public facilities and infrastructure master plans. The SRSP contains key policies related to land use including LU-2 and LU-5 pertaining to providing an urban core area with regional access and a bicycle and pedestrian circulation system that encourages alternative modes of transportation, LU-4 pertaining to providing shopping, recreation and services within the SDCP area to minimize travel outside of the plan area, and LU-6 pertaining to providing appropriate buffers between incompatible land uses. All the projects within the SRSP area have either been approved or will be approved prior to adoption of the General Plan. These projects, which include North Douglas, Anatolia I, II, III & IV, Montelena, Sunridge Lot J, Sunridge Park, and the Sunridge East projects (formerly known as Grant Line 208, Douglas 103, Douglas 98, and Arista del Sol), are in various stages of development. The environmental impacts associated with implementation of the SRSP were addressed in the SDCP/SRSP EIR (SCH No. 97022055), which was certified by the Sacramento County Board of Supervisors in July 2002.

### **City of Rancho Cordova Revised Draft Land Use Map Book**

The Revised Draft Land Use Map (as amended January 17, 2006) reflects an approach that combines specific land use designations in some areas of the City and more general descriptions of land uses in areas planned for future growth—i.e., the “Planning Areas” shown on the Draft Land Use Map (and described below). It is anticipated that more detailed planning will be required for most of the Planning Areas after adoption of the General Plan, such as the adoption of Specific Plans (as has already occurred for the Sunridge Specific Plan area). The reader is referred to Section 3.0 (Project Description) for a detailed discussion on the City of Rancho Cordova Land Use Map Book.

A variety of new land use designations are established with the Draft Land Use Map to reflect the more mixed and (in many cases) more intense land uses envisioned for the City. These “mixed use” categories provide the opportunity for combining of residential, commercial, and office uses on a single site (depending on the designation). In some cases, the mixing may be “horizontal” (for example, residential uses next to commercial uses); in others, the mixing may be “vertical” (residential uses over commercial or office in multi-story buildings). The City anticipates that compact mixed-use developments will be the standard pattern for future development and redevelopment proposed under the General Plan. The Draft Land Use Map also designates the general location of several “Town Centers” of varying size and intensity. The locations are conceptual, but illustrate the City’s intent to provide for a variety of shopping, working, and living opportunities throughout the city, and to take advantage of the opportunities provided by Highway 50, light rail, and other major access points to build regionally-oriented commercial centers.

There are 16 individual Planning Areas identified in the Rancho Cordova Revised Draft Land Use Map Book and the associated Land Use Map. Land uses within these Planning Areas are described in general and mapped with conceptual land use plans. It is anticipated that more detailed planning (e.g., Specific Plans) will be required for most of the Planning Areas after



adoption of the General Plan. Additional analysis (e.g., additional consideration of land uses) will be conducted for the Planning Areas prior to consideration of a Final General Plan Land Use Map and useful information in the form of more detailed descriptions will be incorporated into each of the Planning Areas as appropriate. (The reader is referred to the General Plan Land Use Element for a detailed description of Planning Areas.)

There are portions of the Rancho Cordova General Plan Planning Area that are not within one of the 16 Planning Areas. These areas include established neighborhoods along Folsom Boulevard, Coloma Road, Zinfandel Drive, and Mather Field Road, the Gold River, Rosemont, and Villages of Zinfandel neighborhoods, as well as the American River Parkway, the office park area along International Drive, and the Sunridge Specific Plan area.

The sixteen Planning Areas within the City of Rancho Cordova General Plan Planning Area are:

- Aerojet
- Countryside/Lincoln Village
- Downtown
- East
- Folsom Boulevard
- Glenborough
- Grant Line North
- Grant Line South
- Grant Line West
- Jackson
- Mather
- Rio del Oro
- Suncreek/Preserve
- Sunrise Boulevard North
- Sunrise Boulevard South
- Westborough

A description of the conceptual land uses, circulation and transit network, environmental each of the 16 Planning Areas is provided below. See **Figures 3.0-4** through **3.0-18** regarding conceptual land use plans and **Table 3.0-3** regarding buildout of the Planning Areas.

#### Aerojet

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 (i.e., 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.

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 (i.e. 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.

#### Countryside/Lincoln Village

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.

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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.

### Downtown

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 become 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.

### East

Since the East Planning Area borders on the County’s Urban Services Boundary and the adopted 100 year floodplain, 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 near Grant Line Road and the proposed 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.”

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).

### Folsom Boulevard

The Folsom Boulevard Planning Area will serve as the high-intensity development center of the City. This area encompasses approximately 1,652 acres and may accommodate a residential population of 22,936 people. 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

Folsom Boulevard Planning Area is fully urbanized with revitalization efforts required by both the City and private landowners to create the vibrant mixed-use corridor envisioned by the City. This process may take somewhere between ten and twenty years to accomplish and will require significant investment by various service providers.

### Glenborough

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.

### Grant Line North

The Grant Line North Planning Area is within the existing city limits and is a greenfield site with planned land uses including a mix of low, medium, and high-density residential units with an average density of approximately eight units per acre, as well as mixed use areas consisting of commercial/residential units. This Planning Area encompasses approximately 1,847 acres and proposed development could result in up to 6,916 dwelling units, a residential population of over 16,600 people, and generate over 3,634 employment opportunities. One Village Town Center, one Town Center, and between five and seven neighborhood centers could be developed throughout the planning area. 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 residential neighborhood development in keeping with the "building block" concept, as adopted into the City's interim General Plan (i.e., the Vision Book), whereby future development and redevelopment within the City is comprised of the building blocks of neighborhoods, villages and districts. The anticipation is that this area would integrate seamlessly with other residential areas west of Grant Line Road. Environmental constraints associated with this Planning Area include: vernal pools, Sacramento Orcutt grass, Laguna Creek, and Blodgett Reservoir. The Grant Line North Planning Area will most likely be developed within the time horizon of this Plan.

### Grant Line South Planning Area

This Planning Area encompasses approximately 2,549 acres outside the current City limits of Rancho Cordova and consists primarily of open space and abuts areas to the south that are planned to be retained for agricultural uses. Development proposed in this area will serve to transition from urban to rural uses at the City's "edge." Proposed uses include Village Centers consisting of commercial, commercial mixed use, single-family residential/multi family units. Eight to ten neighborhood centers could be developed throughout the planning area, featuring such land uses as public or quasi-public buildings, elementary or middle schools, and neighborhood commercial uses such as markets, coffee shops, and small restaurants. Ultimately, development in this Planning Area could yield up to 3,667 dwelling units

Residential densities, especially along the outlying, southern portions of the Area would be limited in scale and density (approximately four units per acre on average), with most of the

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activity centers located at major roadway intersections. Within the triangular-shaped property bound by Sunrise on the west, Jackson Highway to the north, and Grant Line Road to the southeast, target land uses include low-rise office, office mixed-use, and commercial mixed use. The Grant Line South Planning Area contains vernal pools and 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 and the City's annexation of this area is approved).

### Grant Line West

This Planning Area is located within the existing City Limits. Target uses in the Grant Line West Planning Area include a mix of medium and high-density residential units with an average density of approximately eight units per acre. The residential portion of this Planning Area could include 3,393 dwelling units and a residential population of over 9,043 people. As many as six neighborhoods and two on-site Village Centers could be developed on the approximately 1,306 acre site. 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 and generate up to 1,100 jobs. The Grant Line West Planning Area contains mine tailings, Morrison Creek and vernal pools. The Grant Line West Planning Area will likely be developed within the timeframe of this Plan.

### Jackson

The Jackson Planning Area is located adjacent to the City's General Plan Planning Area Boundary; therefore, land uses in this area will serve to transition from urban to rural uses at the City's "edge". This Planning Area encompasses nearly 8,730 acres and could result in the construction of 5,806 dwelling units, hold a residential population of 15,457 people and provide up to 10,753 jobs. 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 primarily be located along Bradshaw Road, Kiefer Boulevard, and Jackson Highway. There is a possibility that a Local Town Center may be warranted somewhere along Jackson Highway, depending upon the final size of the buildout.

The Jackson Planning Area contains vernal pools and several streams/creeks, including portions of Frye Creek, Laguna Creek, Morrison Creek, and Elder Creek. This planning area also falls within the 100-year floodplain and within the Mather Airport safety zones and noise contours. The Planning Area includes an existing rendering plant that has incorporated upgrades to address odor issues associated with operations. Because of the required safety zones and the various flight patterns 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 heavy industrial designation with some supporting commercial. Due to 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.

### Mather

The Mather Planning Area encompasses roughly 6,353 acres outside the existing Rancho Cordova City Limits. 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. The Mather Planning Area contains Mather Airport with the Mather Airport safety zones and the Mather Airport noise contours, Mather Regional Park with the Mather Golf Course and vernal pool preserve, the Independence at Mather residential community, and Morrison Creek. The Mather Airport safety zones and noise contours restrict the types of uses that can be located within portions of this Planning Area. 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. The college 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. 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. 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. Ultimate development in this area could result in 1,982 dwelling units (including 1,200 units from the existing Independence at Mather subdivision). The south portion of this Planning Area will probably remain undeveloped for the timeframe and planning horizon of the Sacramento County and Rancho Cordova General Plans.

### Rio Del Oro

This is the largest of all the City's Planning Areas, encompassing over 3,700 acres. Development of this area could result in the generation of up to 11,366 dwelling units, 12,067 jobs, and hold a residential population of over 31,000 people. The Rio del Oro Planning Area would contain a mix of low, medium, and high-density residential units with an average density of approximately 6 - 8 units per acre. Residential areas would be developed as an interconnected series of walkable neighborhoods served by Neighborhood Center and Village Centers. The Area may be served by as many as three Village Centers, which provide the daily commercial needs of the residents. As many as nine neighborhood centers could be developed throughout the Planning Area. A Regional Town Center containing commercial, commercial mixed use, and shopping facilities would also be located in the planning area along Sunrise Boulevard. 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. Environmental constraints include, but are not limited to, mine tailings, vernal pools, Morrison Creek and the Mather Airport safety zones. The Rio del Oro Planning Area will likely be developed within the time horizon of this Plan.

### Suncreek/Preserve

The Suncreek/Preserve Planning Area is located within the approved Sunrise Douglas Community Plan area. The Suncreek Specific Plan (SSP) area encompasses 1,762-acres in the southern portion of this Planning Area and will include up to 9,263 dwelling and could result in a residential population of up to 21,236 people. This Planning Area would also include commercial, retail, office, and provide a substantial amount of employment opportunities. A joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is currently being prepared for the Suncreek portion of this Planning Area; therefore, it will most likely be developed during the time horizon of this General Plan.

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The Preserve at Sunridge is located north of the SSP area and encompasses approximately 530 acres. The EIR for this project is currently undergoing review and anticipated for certification in mid 2006. Land Uses proposed in association with the Preserve SPA include 2,703 dwelling units, a residential population of over 7,200 people and a 17-acre Local Town Center with approximately fifteen commercial building pads ranging from approximately 2,400 square feet to approximately 55,000 square feet for a total of approximately 147,000 to 165,000 commercial square feet. The Town Center portion would include live-work units for on-site employment opportunities. Based on the current processing schedule, it is most likely that the Preserve at Sunridge will be developed over the next 5 to 7 years. Environmental constraints in this Planning Area include: vernal pools, Morrison, Laguna, and Elder Creeks, and two 230-kV electrical transmission lines that run diagonally through the area.

### Sunrise Boulevard North

The Sunrise Boulevard North Planning Area is the smallest of all of the City's planning areas, encompassing approximately 88-acres, directly west of Sunrise Boulevard and north of Highway 50. While 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 and result in up to 630 dwelling units and a residential population of 1,367. This area is also projected to provide approximately 1,561 jobs. The Sunrise Boulevard North Planning Area does not contain any development constraints associated with the environmental conditions as the area is fully urbanized. Development of this Planning Area is anticipated to take between ten and twenty years to accomplish and will require significant investment by various service providers.

### Sunrise Boulevard South

The Sunrise Boulevard South Planning Area includes several existing commercial and industrial uses along the Sunrise Boulevard corridor, stretching as far south as Douglas Road. This Planning Area encompasses 916-acres and development could generate over 14,000 jobs. 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. 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. Environmental constraints associated with this Planning Area include, but are not limited to, mine tailings, Mather Airport safety zones, and the Folsom South Canal. This Planning Area is fully developed with revitalization efforts required by both the City and private landowners. Redevelopment and revitalization of this area is anticipated to take between ten and twenty years to accomplish and will require significant investment by various service providers.

### Westborough

The Westborough Planning Area features primarily residential development focused around a Regional Town Center at the new Rancho Cordova Parkway /Highway 50 interchange. This Planning Area encompasses approximately 1,500 acres and could result in the development of 6,078 dwelling units, a residential population of approximately 15,000 people and provide up to 5,521 employment opportunities. This Planning Area would likely feature a Regional Town Center including 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. Two Village Centers will 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. Environmental constraints associated with this area include: includes main tailings, Buffalo Creek, and the Folsom South Canal. Additionally, this Planning Area is subject to the requirements of the Aerojet General Corp. Superfund site. The Superfund site encompasses groundwater contamination and potential soil contamination associated with past Aerojet operations. 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.

### **City of Rancho Cordova Zoning Code**

The City adopted the majority of the Sacramento County Zoning Code upon its incorporation, as required by State law. Cal. Gov't Code § 57376(a). The existing Rancho Cordova Zoning Code will be updated as a subsequent action to the adoption of the new General Plan. The Zoning Code serves as the primary tool for implementing the City's land use policies and, as required by State law, must be consistent with the General Plan. Cal. Gov't Code § 65860(a). Each General Plan land use category must have one or more corresponding zone district, and the development standards and land use regulations contained in the Zoning Ordinance 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 identify specific regulations so that property owners and developers can determine how particular properties can be used and developed.

### **City of Rancho Cordova Design Guidelines**

On September 6, 2005, the Rancho Cordova City Council adopted the City's first comprehensive Design Guidelines document. The Design Guidelines reflect the City's desire for quality development and apply to all types of development. The Design Guidelines were created using input and direction from the Urban Design workshops held in the spring/summer of 2004, the visual preference survey and General Plan survey conducted in the summer of 2004, visioning workshops and land use map discussions for the City's General Plan, and the City's guiding principles of the City's Design Review Ordinance. These provisions provide a framework to evaluate new development projects against the City's adopted vision and are intended to reflect the City's desires relative to land planning, as well as individual site design and architecture. The guidelines and standards set forth in Chapter 2 (Community Design) of the Design Guidelines are applicable to all project types and cover a wide range of topics from general circulation and project signage to landscaping and sustainable development. The subsequent chapters provide additional provisions that are applicable to unique project types, including commercial and commercial mixed use, office and office mixed use, residential (all types from single family detached to residential mixed use), community facilities, and industrial. A series of checklists have been created for the implementation of the design guidelines. Each of the 6 checklists corresponds to one of the design guideline chapters in the document. The checklists are intended for use by applicants/designers, staff, and decision makers in the preparation, review, and action of individual projects. Ultimately, it is up to the designated Approving Authority to determine if the project is consistent with the overall intent of the guidelines. The summary language included within the checklists is designed as a reference to the provisions within the document and are not meant to substitute for the actual language of the guidelines.

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### Folsom Boulevard Specific Plan

The City of Rancho Cordova is currently preparing a Specific Plan for the Folsom Boulevard Corridor. The Folsom Boulevard Specific Plan will include policy, regulatory, and financial mechanisms for change. The Specific Plan will not duplicate past planning efforts for Folsom Boulevard, but incorporate all relevant visions, plans and details, and then focus on the actions, priorities, and associated costs to implement the revitalization effort. The Folsom Boulevard Specific Plan will be completed after the Rancho Cordova General Plan is adopted.

### General Plans of Adjacent Jurisdictions

#### City of Sacramento General Plan

The City of Sacramento is located along the Highway 50 corridor between Highway 99 and Business 80, west of Rancho Cordova, in Sacramento County. The City of Sacramento General Plan, which was adopted in 1988, covers the present 98 square mile area of the City of Sacramento as well as nearby portions of Yolo and Sacramento Counties. The City of Sacramento intended for land use policy for the additional lands in the Sphere of Influence to be amended into the General Plan when those lands become part of the annexation program. A portion of the Rancho Cordova General Plan Planning Area is within the City of Sacramento's Sphere of Influence, which includes the community of Rosemont. Rosemont is already built out with predominantly residential uses and supporting commercial, public/quasi-public, open space, and parks uses. The General Plan contains policies related to their Sphere of Influence. The City of Sacramento is currently updating their General Plan because the last comprehensive update to the City's General Plan was completed in 1988 and covered a planning period through 2006. The current plan has outdated information, assumptions, projections and policies. The City of Sacramento expects to adopt the General Plan Update in late 2007. According to the *General Plan Technical Background Report* (City of Sacramento, June 2005), the City of Sacramento has defined three study area boundaries within the Policy Area (Natomas Join Vision Area, Rosemont Area, and West Sacramento Area) for the 2004-2007 General Plan Update. Development within these areas is currently (2004) governed by several documents including the City of West Sacramento, the 1990 General Plan and the 1993 Sacramento County General Plan.

#### City of Folsom General Plan

The City of Folsom is located north of Highway 50 in Sacramento County to the east of Rancho Cordova. The City of Folsom General Plan (adopted in October 1988 and updated in January 1993) is strongly oriented toward physical development of land uses, a circulation network, and supporting facilities and services. The General Plan is the primary tool used by the City of Folsom in evaluating public and private building projects and municipal service improvements. The Folsom General Plan Urban Development Policy requires the preparation of area facilities plans to provide a strategy for providing the necessary public facilities and services to existing and newly developing areas within the General Plan area. The City of Folsom General Plan contains key policies related to land use including policies 6.1, 6.2 and 6.3 pertaining to the Sphere of Influence including parcels of land adjacent to the city limit and Folsom's influence over those parcels, considering using existing roads or natural features as the SOI boundary, and including only those lands to which infrastructure can be extended in the next 25 to 30 years, and policies 5.1, 5.2 and 5.3 pertaining to coordinating with other jurisdictions and agencies in land use planning efforts that could affect Folsom. The City of Folsom is proposing a mix of land uses in the 3,584-acre SOI annexation area, including: 1,800 acres of residential (mix of small lot, large lot, executive, walkable community, and high density); 100 acres of commercial; 70 acres of



business/professional; 125 acres of retail/office; 10 acres of public/quasi public; 297 acres of schools and city parks; 1,075 acres of open space; and 107 acres of roads. The area located along the east side of Prairie City Road (bordering the Rancho Cordova General Plan Planning Area) would be predominantly residential with office/professional located near the Highway 50 interchange, and open space located in between the office/professional and residential uses. The City of Folsom will be proceeding with the annexation of their Sphere of Influence area south of US 50 between Prairie City Road and the El Dorado County line in the fiscal year 2005-2006. The environmental review process for the Sphere of Influence annexation will begin later in the fiscal year. Folsom also expects to update their General Plan to ensure a balance between jobs created and the housing needed to serve the new employees.

### City of Elk Grove General Plan

The City of Elk Grove is located in the southern portion of Sacramento County halfway between the City of Sacramento and Stockton, south of the City of Rancho Cordova. Elk Grove straddles Highway 99 and is bordered by Interstate 5 to the west. The Elk Grove General Plan, which was adopted in November 2003, addresses the land within the city limits as well as a "Planning Area" outside the city limits that may ultimately be included either in a Sphere of Influence or in the incorporated city limits. For the area outside the city limits and within the Rancho Cordova General Plan Planning Area, the Elk Grove General Plan provides land use designations at a more conceptual level. The area that overlaps with the Rancho Cordova General Plan Planning Area is located east of Bradshaw Road and along the south side of Jackson Highway. The Elk Grove General Plan identifies this area for rural residential uses (2 acre lot size), agricultural and open space uses with limited infrastructure. The General Plan is expected to guide development until the year 2023. The land south of Jackson Highway east of Bradshaw Road is predominantly in agricultural, rural residential and industrial uses.

### **Other Plans Applicable to Proposed Rancho Cordova General Plan**

#### Mather Airport Comprehensive Land Use Plan and Policy Area

Mather Airport is a former Air Force Base that has been converted to civilian use. The Sacramento County Airport System now operates the airport, which includes two parallel runways, an integrated system of taxiways, aprons, a 24-hour control tower, and parking aprons. Mather Airport is primarily used by air cargo carriers and general aviation (small, private aircraft). Mather Airport is also a major maintenance facility and houses the California Department of Forestry administrative and maintenance facilities. The two primary runways are generally aligned in a northeast-to-southwest direction. The longer runway is 11,300 feet long and the shorter runway is 6,100 feet long. The Sacramento Area Council of Governments (SACOG) serves as the Airport Land Use Commission (ALUC) for Sacramento County. The ALUC has two primary functions: (1) the protection of public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive noise from nearby airports, and; (2) to prevent the intrusion of incompatible land uses around airports to preserve the utility of the County's airports in the future. The primary responsibility of the ALUC is to administer the Mather Airport Comprehensive Land Use Plan (CLUP).

The Sacramento County Board of Supervisors adopted the Mather Airport Comprehensive Land Use Plan (CLUP) in May 1997. The Mather Airport CLUP establishes planning boundaries for height, noise and safety around the Mather Airport as well as policies that determine the compatibility of new land uses proposed within each planning area boundary (see **Figure 4.1-5** for the existing CLUP boundaries). The CLUP also determines compatibility of surrounding land uses based upon noise levels associated with the airport operations and exposure of persons to

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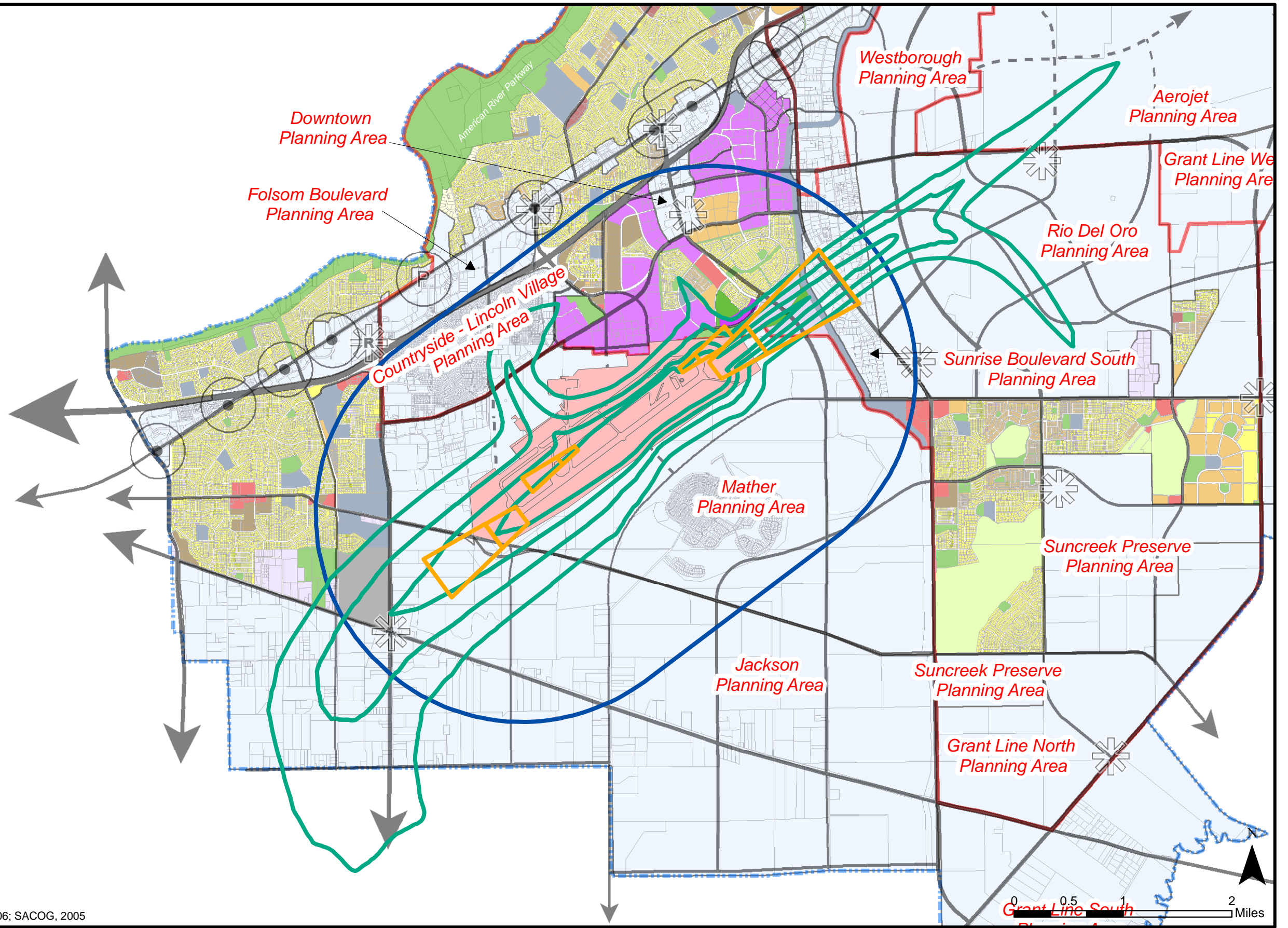
crash hazards associated with aircraft and height restrictions. The three components of the Mather Airport CLUP include: (1) Airport Height Restrictions (FAR Part 77); (2) Airport Noise Compatibility (Airport Noise Contours and land use compatibility guidelines for noise); and (3) Airport Safety Restriction Area (Clear Zone, Approach-Departure Zone, and Overflight Zone). SACOG is in the process of updating the CLUP and renaming it the Mather Airport Land Use Compatibility Plan (ALUCP). According to SACOG's Overall Work Program FY 2005/2006 (SACOG, May 19, 2005), the Mather ALUCP "will be completed in the future" and "staff will continue to review development proposals for consistency with adopted ALUPs and provide consistency determinations for member cities and counties". The Mather Airport ALUCP won't proceed until the environmental review process has been completed for the Mather Airport Master Plan.

The Airport Height Restrictions in the Mather Airport CLUP are established by the Federal Aviation Administration's (FAA) Federal Aviation Regulation (FAR) Part 77 for Mather Airport, which establishes a series of "imaginary surfaces" around the airport above which hazards to aircraft and surrounding land uses may be considered significant. Imaginary surfaces are established at radiuses from the end of the primary runway surface outward for varying distances and heights above ground. The furthest extent that these surfaces reach is 14,000 feet. **Figure 4.1-6** shows the extent of the 14,000-foot overflight zone in relation to Downtown Rancho Cordova. Additionally, the Federal Aviation Regulations (FAR) Part 77 defines a series of imaginary surfaces surrounding all public use airports. Any proposed object or structure that would penetrate any of these imaginary surfaces as they apply to the affected airport facilities is considered by the Federal Aviation Administration (FAA) to be an obstruction to air navigation. An obstruction to air navigation may not be a hazard to air navigation, however, the FAA presumes it to be a hazard and treats it as such until an FAA aeronautical study had determined that it does not have a substantial adverse effect on the safe use of the navigable airspace by aircraft. The imaginary surfaces the FAA uses to determine whether or not a structure or an object would be an obstruction to air navigation includes the primary surface, approach surface, horizontal surface, conical surface, and transitional surfaces. The primary aircraft hazards in the Planning Area are electrical transmission lines and towers already existing throughout the area.

The Airport Noise Compatibility in the Mather Airport CLUP is based on the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study, which was established by the Federal Aviation Study and Noise Abatement Act of 1979. A Noise Compatibility Study includes the development of a Noise Exposure Map and a Noise Compatibility Program, which identify appropriate uses for land surrounding airports and include noise mitigation programs to ensure benefits for the surrounding communities. The Noise Compatibility Study for the Mather Airport will be updated by SACOG after adoption of the final Mather Airport Master Plan by the Sacramento County Board of Supervisors. Land uses that are incompatible with the 65 dB CNEL noise contour are residential dwellings, public and private schools, hospitals and convalescent homes, churches, synagogues, temples and other places of worship. Acceptable land uses within the 65 dB CNEL include manufacturing, transportation/communications/utilities, wholesale trade, retail trade, business/personal services, shopping districts, recreation, agriculture, mining, and public uses if they can achieve interior noise standards of 45 dB CNEL or 50 dB CNEL. CLUP/ALUCP compliance would be further determined on a project-by-project basis. Given that portions of the Planning Area are located within the existing and proposed boundaries of the CLUP/ALUCP, implementation of the General Plan must comply with federal, State and local regulations so as to not conflict with operations of the airport facilities. Additionally, State Airport Land Use Commission (ALUC) law requires a jurisdiction to either amend its General Plan and other land use regulations to achieve consistency with airport CLUPs adopted by the ALUC.

**Legend**

- Mather Airport Safety Zones
- Mather Airport Noise Contours
- Mather Airport Overflight Zone
- Mather Airport Runways
- Estate Residential (0.51-2.0 du/acre = minimum half-acre to 2-acre lots)
- Low Density Residential (2.1-6.0 du/acre)
- Medium Density Residential (6.1-18.0 du/acre)
- High Density Residential (18.1-40.0 du/acre)
- Commercial Mixed Use
- Village Center Mixed Use
- Office Mixed Use
- Light Industry
- Heavy Industry
- Mining
- Public/Quasi-Public
- Parks and Open Space
- Natural Resources
- Local Town Center
- Regional Town Center
- Transit Oriented Town Center
- Light Rail Stations
- Proposed/Potential Light Rail Stations
- Rancho Cordova City Limits
- General Plan Planning Area Boundary
- Convention Overlay
- Planning Areas
- Roads
- Roads Foreseeable After 2030

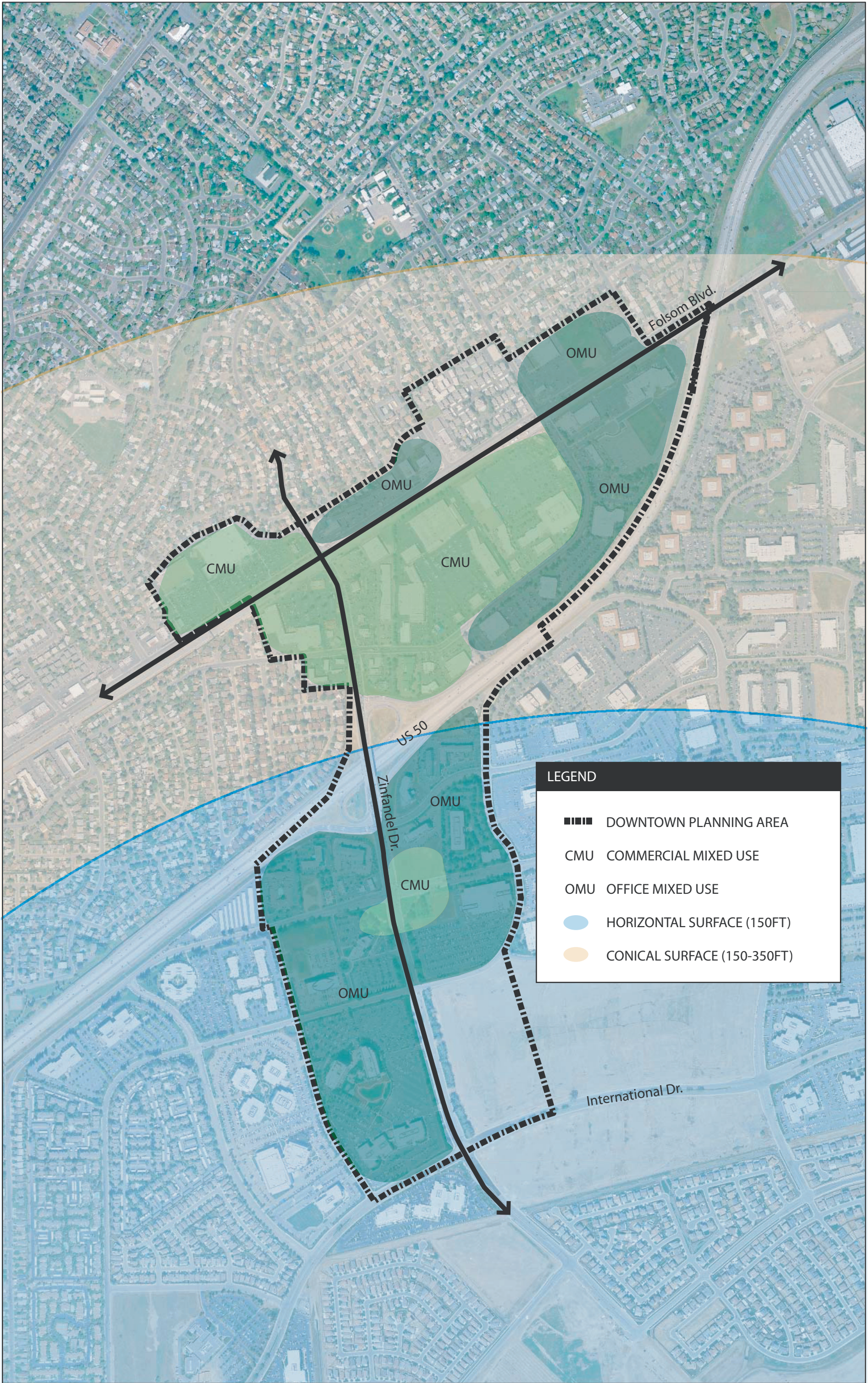


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Source: City of Rancho Cordova Planning Department, 2006; SACOG, 2005

Figure 4.1-5  
Existing Mather Airport Comprehensive Land Use Plan Boundaries

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 4.1-6.ai, February 2006



LEGEND	
■■■■	DOWNTOWN PLANNING AREA
CMU	COMMERCIAL MIXED USE
OMU	OFFICE MIXED USE
●	HORIZONTAL SURFACE (150FT)
●	CONICAL SURFACE (150-350FT)

Source: City of Rancho Cordova, 2006



City of Rancho Cordova  
Planning Department

Figure 4.1-6  
Mather Airport Height Restrictions Over  
The Downtown Planning Area

The Airport Safety Restriction Area in the Mather Airport CLUP is the area around the airport that is exposed to the possibility of aircraft accidents. The Mather Airport CLUP designates three safety areas including: (1) the Clear Zone; (2) the Approach/Departure Zone; and (3) the Overflight Zone. The Clear Zone for Mather Airport includes the runways and an area immediately surrounding the runways extending out for a length ranging from 1,000 feet to 2,500 feet and an outer width ranging from 450 feet to 1,750 feet. The Approach/Departure zone for Mather Airport begins at the outer end of the Clear Zone and extends outward for a length ranging from 2,000 to 3,250 feet. The Overflight Zone, which coincides with the area under the Horizontal Surface but outside of the Clear and Approach/Departure Zones, is defined by swinging arcs of 10,000-foot radii from the center of each end of the primary surface of all runway ends (SACOG, 1997). The Clear Zone and Approach/Departure Zone only affect land within the Mather boundaries. The Overflight Zone includes the majority of the Downtown Planning Area, the Villages of Zinfandel community, the Capital Center employment area and the approved Capital Village project. Land uses that are not allowable within the Overflight Zone include chemical/allied products, petroleum refining, rubber/plastics, regional shopping centers, colleges/universities, jails/detention centers, movie theater complexes with 3 or more screens, professional sports, stadiums/arenas, auditoriums/amphitheatres/concert halls, fairgrounds/ expositions, racetracks, and theme parks.

The Board of Supervisors adopted the Mather Airport Policy Area (MAPA) in 1998. The MAPA is part of the Sacramento County Noise Element. The MAPA policies place additional development conditions on new residential uses within the geographic boundaries of the MAPA. The MAPA policies are more stringent than the CLUP policies and provide additional protection to the airport and surrounding land uses. The MAPA prohibits new residential development within the CLUP zones that are subject to noise levels of 60 decibels (dB) community noise equivalent level (CNEL) or above. If residential uses are proposed outside the 60 dB CNEL, they must have adequate noise insulation, have proper notification disclosing the location of the property within the MAPA, and establish of an aviation easement.

### Mather Airport Master Plan (MAMP)

The Sacramento County Board of Supervisors adopted the Draft Mather Airport Master Plan (MAMP) in February 2004. The MAMP, which was prepared with funding assistance from the Federal Aviation Administration (FAA), is intended to provide the Sacramento County Board of Supervisors with information vital to facilitating the future role of Mather and to identify the facilities necessary to meet near-term and long-term aviation demands. The MAMP outlines the proposed landside, access, and circulation improvements, cargo facilities upgrades, and other flight track policies to guide the Airport's operation for a 20-year planning horizon. The objectives of the MAMP include: (1) assess the market to identify trends in air cargo and general aviation; (2) identify issues and opportunities; (3) coordinate analyses, findings and recommendations; and (4) provide flexible recommendations for facilities, phasing and a financial plan for Mather Airport (Sacramento County, February 2004). The MAMP also contains maps showing existing airport land uses and facilities, as well as recommended development concepts for long-term airport land uses. The MAMP is being updated concurrently with the Mather Airport CLUP. The Sacramento County Department of Environmental Review and Assessment has issued a Request for Qualification (RFQ) for consulting services for the Master Plan Final EIR, which is anticipated for completion in 2008 (Takayama, 2005). The MAMP only applies to land uses and circulation patterns within Mather Airport.

## 4.1 LAND USE

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### American River Parkway Plan

The American River Parkway Plan (ARPP) was adopted by Sacramento County in 1962 and revised in 1985. The vision of the Plan was to manage the Parkway's natural resources; accommodate the demand for passive, unstructured, river oriented recreational pursuits in a natural environment which are not normally provided by other County recreational facilities, in a manner which minimizes the impact on the environment; limit the use of the Parkway to prevent overuse and preserve environmental quality thereby ensuring the availability of the Parkway for future users; coordinate and cooperate in the Parkway planning and management efforts; and balance the preservation of naturalistic open space and habitat within the urban area with the provision of active recreational facilities to serve the recreational needs of the community.

The concept of the ARPP is to balance the goals of preserving naturalistic open space and protecting environmental quality within the urban environment while contributing to the provision of recreational opportunity in Sacramento. The key policies of the ARPP that relate to land use, non-recreational use of the parkway, and public access, include:

- Policy 6.2 pertaining to requiring mitigation or elimination of uses that adversely affect the Parkway;
- Policy 6.4 pertaining to providing buffers between the Parkway and adjacent uses;
- Policy 6.19 pertaining to prohibiting new aggregate mining within the Parkway; and
- Policy 7.2 pertaining to the location of access points and parking lots in the least environmentally sensitive areas.

Sacramento County is currently working with Update Citizens Advisory Committee and the general public to update the ARPP, which is required because the context and usage of the three areas has changed considerably since the Plan was adopted in 1962 and revised in 1985. The City of Rancho Cordova is participating in the ARPP Update.

### **4.1.3. IMPACTS AND MITIGATION MEASURES**

#### STANDARDS OF SIGNIFICANCE

This land use analysis evaluates the consistency of the proposed General Plan with the following standards, which are based on State California Environmental Quality Act (CEQA) Guidelines Appendix G. A land use impact is considered significant if implementation of the project would result in any of the following:

- 1) Physically divide an established community;
- 2) Create substantial incompatibilities between land uses;
- 3) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the adopted goals and policies of the Sacramento County General Plan, where applicable to areas outside of City limits, but within the Planning Area, and except where such County General Plan has been superceded by the City's General Plan, zoning ordinance, or other planning program) adopted for the purpose of avoiding or mitigating environmental effects; or

- 4) Conflict with applicable habitat conservation plan or natural community conservation plan.

### METHODOLOGY

An evaluation of the potential land use impacts associated with implementation of the proposed Rancho Cordova General Plan was based on a review of planning documents, including the various components and policies of the City of Rancho Cordova interim General Plan, Rancho Cordova Design Guidelines and other City regulations affecting planning and implementation of the proposed General Plan, the South Sacramento Habitat Conservation Plan, the Cordova Community Plan, the Sacramento County General Plan, and other jurisdictions' general plans, to the extent they are directly or indirectly applicable to the Planning Area or regional impacts, other applicable community plans and specific plans, field reviews of the City and entire General Plan Planning Area, and consultation with appropriate agencies. The analysis contained herein is based on buildout conditions for the Planning Area and does not assess impacts associated with the phasing of individual development projects or interim improvements, except when the timing of such projects and/or improvement create reasonably foreseeable environmental impacts, in which case they are addressed in this EIR.

As discussed in further detail in Section 1.0 (Introduction), this EIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. Accordingly, this EIR will be used to evaluate subsequent projects and activities under the proposed General Plan. When subsequent individual projects or activities under the General Plan are proposed, the City would evaluate whether their effects were adequately analyzed in this program EIR. If the projects or activities would have no effects beyond those analyzed in this EIR, no further CEQA compliance would be required.

The focus of the land use analysis in this Section 4.1 is on land use impacts that would result from the proposed General Plan—i.e., the policy document, land use map, and other General Plan components. Specific impacts and Plan consistency issues associated with biological resources, visual resources, noise, traffic, public services/utilities, hydrology (including water supply and water quality), cultural resources, agriculture resources, population and housing, and/or geology are addressed in each technical section. The reader is referred to sections 4.2 through 4.13 of this EIR for a detailed analysis of other relevant environmental effects as they relate to a particular issue area. Potential conflicts with the operation of the Kiefer Landfill from implementation of the proposed General Plan are addressed in Section 4.12 (Public Services and Utilities) and conflicts with continued mineral resource recovery is addressed in Section 4.8 (Geology and Soils).

This EIR addresses areas outside of the City limits, both within and outside of the Planning Area. As required by CEQA, this EIR also examines any impacts of the proposed General Plan that may be "cumulatively considerable", when viewed in connection with the effects of past, current, and probable future projects (CEQA Guidelines section 15064(h)(1)). The Sacramento County General Plan, City of Sacramento General Plan, Elk Grove General Plan, Folsom General Plan, and Mather Airport Specific Plan were used to analyze the cumulative land use impacts associated with implementing the City of Rancho Cordova General Plan.

## 4.1 LAND USE

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### PROJECT IMPACTS AND MITIGATION MEASURES

#### Division of Established Communities

**Impact 4.1.1** Implementation of the Rancho Cordova General Plan would not result in the physical division of established communities because the General Plan was designed to focus on redevelopment of existing urbanized areas and siting new development in vacant portions of the Planning Area, rather than developing in a way that might divide established communities. The “building block” concept in the proposed General Plan, and relevant policies and action items, would ensure that such division does not occur. Accordingly, adoption of the General Plan is considered a **less than significant** impact.

The General Plan Planning Area includes existing urbanized development, generally located along Folsom Boulevard, Sunrise Boulevard, Bradshaw Road, Watt Avenue, and US 50. There are large tracts of undeveloped, vacant land, mostly located east of Sunrise Boulevard and south of US 50, as well as along Grant Line Road and Jackson Highway. The majority of the existing residential developments are located along Gold Country Boulevard, Coloma Road, and Zinfandel Drive, north of Folsom Boulevard and west of Hazel Avenue. Other existing residential developments include, but are not limited to, Countryside/Lincoln Village, the Mather Field Road/International Drive area, the Villages at Zinfandel, Rosemont, and Independence at Mather, as well as the higher density residential areas along the north and south sides of Folsom Boulevard.

The existing Lincoln Village development is part of the Countryside/Lincoln Village Planning Area in the proposed General Plan. The priority goals and objectives for this area are reinvestment, enhancement, improved connectivity within the area’s established neighborhoods, improve property values, and encourage homeownership for a full range of income levels. Therefore, development proposed under the General Plan would enhance the visual appearance and character of this area and not divide or otherwise adversely affect existing neighborhoods. The Villages of Zinfandel community is not located within any Planning Area proposed as part of the General Plan because this area is nearing buildout. The Rosemont, Independence at Mather and Gold River communities are located outside of the existing City limits; therefore, these areas are under the policy direction of the Sacramento County General Plan. These residential areas are generally built out and development associated with the Rancho Cordova General Plan would not physically divide these established communities.

The existing residential communities along the Folsom Boulevard corridor will be located within the proposed Folsom Boulevard and Downtown Planning Areas. These residential areas are currently urbanized and are planned for revitalization and redevelopment associated with the General Plan and Rancho Cordova Redevelopment Plan. Proposed improvements and land uses will include new residential uses, Office Mixed Use, Commercial Mixed Use, Regional Town Centers and Transit-Oriented Development. Development within the Folsom Boulevard and Downtown Planning Areas will provide housing and employment opportunities that currently don’t exist. The General Plan envisions Transit-Oriented developments and Regional Town Centers strategically located at light-rail stations and freeway interchanges. It is expected that some new residential projects would have up to 80 units per acre and an average of 20 units per acre. Redevelopment and new development in this area will be consistent with the General Plan and the specific plans for Folsom Boulevard and the Downtown. Therefore, implementation of the proposed General Plan would improve the walkability and livability of these areas and will not divide the existing community.



The General Plan also will not impact the new community of Anatolia, which is located east of Sunrise Boulevard and south of Douglas Road in the Sunridge Specific Plan area. The General Plan Land Use Map has taken into account existing, recently approved, and proposed projects within the Planning Area.

New development, reinvestment and infill proposed under the General Plan would not result in adverse environmental impacts or substantial changes in the character of existing communities, because the goals, policies, and actions proposed in the Rancho Cordova General Plan seek to enhance and improve these areas. Therefore, the proposed General Plan would not result in the division of existing communities and this is considered a **less than significant** impact.

#### Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are contained in the proposed General Plan Land Use Element, Urban Design Element and Economic Development Element to ensure that proposed land uses associated with General Plan do not adversely affect (i.e., divide) existing communities and developments.

- |                        |   |
|------------------------|---|
| <i>Policy LU.1.4</i>   | <i>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.</i>   |
| <i>Action LU.1.4.1</i> | <i>Establish performance and development standards in the Zoning Code and guidelines in the Citywide Design Guidelines to address compability between existing and proposed development and within proposed mixed-use development (vertical and horizontal).</i>  |
| <i>Action LU.1.4.2</i> | <i>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.</i> |
| <i>Action LU.1.4.3</i> | <i>Require 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.</i>  |
| <i>Action LU.1.4.4</i> | <i>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.</i>   |
| <i>Action LU.1.4.5</i> | <i>Require an urban/agricultural buffer between development and existing agricultural uses. Design each buffer area to match the specific needs of each urban/agricultural interface, and to take into account the specific urban and agricultural uses. Buffers may be established through the use or combination of increased setbacks, roadways, barriers, landscaping or</i>  |

## 4.1 LAND USE

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other appropriate methods to avoid conflicts. Development of this buffer must be done in consultation with Sacramento County and will not require the taking of existing agricultural land nor impede agricultural existing uses.

- 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.4.1      Improve the character and quality of existing development through the revitalization of blighted and underutilized development.
- Action LU.4.1.1    Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas and shopping centers.
- Action LU.4.1.2    Study, create, and implement streetscape enhancement plans that become catalyst projects for the revitalization of existing development.
- Policy LU.4.2      Create redevelopment districts to enhance and improve areas of blight and deterioration.
- Actions LU.4.2.1    Conduct the studies and community input process necessary to determine the location and extent of needed redevelopment districts within the City.
- Policy LU.4.4      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.4.4.1    Conduct infrastructure surveys and, where necessary, coordinate with utility providers to create infrastructure enhancement plans, which determine shortcomings in infrastructure that could inhibit the development of mixed-use projects in already developed areas of the City.
- Policy LU.4.9      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.
- Policy ED.1.1      Ensure that an adequate supply of land is designated for future development of an economically viable and livable community.
- Action ED.1.1.1    Identify key locations for conversions of office and retail to mixed-use projects, including residential uses.

- Action ED.1.1.2 *Enhance Rancho Cordova's image and quality of life through investment in the Downtown, neighborhoods, commercial districts, parks, open spaces, community facilities, and services, and creating a high level of perceived safety and a business-friendly government.*
- Policy UD.4.3 *Promote infill projects that are designed as catalysts for change in accordance with the desired character of the City.*
- Action UD.4.3.3 *Require infill projects to comply with the City's smart growth principles and building blocks concept.*
- Action UD.4.3.4 *Review how proposed projects interface with existing development and ensure that the interface is positive and meaningful.*

Implementation of above General Plan policies, associated action items and the provisions set forth in the adopted City of Rancho Cordova Design Guidelines would ensure that impacts to existing communities are **less than significant**.

Mitigation Measures

None required.

**Incompatibilities between Land Uses**

**Impact 4.1.2** Implementation of the General Plan could result in incompatibilities or conflicts between existing and future land uses in the Planning Area, including land located outside of the Rancho Cordova city limits. However, implementation of policy provisions of the General Plan would reduce this potential impact to **less than significant** impact.

As described above, the Rancho Cordova General Plan Planning Area is comprised of 16 individual Planning Areas, ranging from urbanized redevelopment areas (e.g., Folsom Boulevard) to large tracts of undeveloped land (e.g., Rio del Oro and the Sunrise Douglas Community Plan area). Conceptual land use maps have been prepared for these Planning Areas (see **Figures 3.0-4** through **3.0-18**). The General Plan acknowledges existing resources and reserves land for open space, creek corridors and natural resources within the Planning Areas. As discussed previously, the Neighborhoods, Villages, and Districts identified in these Planning Areas and adopted as part of the General Plan Land Use Map Book are the building blocks for redevelopment and future development within the Planning Area boundaries. These building blocks are consistent with the City's vision of creating walkable, livable, and sustainable communities. The General Plan's objective is to establish a conceptual land use pattern, reflecting the more intense and varied mix of land uses envisioned in the Sacramento Area Council of Government's (SACOG) "Blueprint" and more intense than the Sacramento County General Plan.

General Plan Planning Area – Areas outside of Existing City Boundaries

The General Plan increases the intensity of land uses in the following Planning Areas that are located outside of the Rancho Cordova city limits, but within the General Plan Planning Area, and within the jurisdiction of Sacramento County: the East Planning Area, Glenborough Planning Area, Jackson Planning Area, and the Grant Line South Planning Area. While Rancho Cordova does not currently have any land use authority over these Planning Areas, these areas

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are anticipated for annexation during the planning horizon of the proposed General Plan. The land uses shown on the General Plan Land Use Map for the Glenborough Planning Area and the East Planning Area are consistent with property owner requests for these areas. GenCorp has an application into Sacramento County for the proposed Glenborough, Easton Place, and the Folsom Boulevard Auto Mall Expansion projects, which are located south of US 50 east of Hazel Avenue on Aerojet land.

The land uses shown for the Grant Line South, Mather and Jackson Planning Areas respect existing preserves and conservation easements, existing land uses at Mather Airport and other environmental and land use constraints. Additionally, the General Plan does not propose to change the land uses in the Rosemont, Independence at Mather, or Gold River communities.

Buildout under the proposed General Plan in the Planning Area could result in land use conflicts between urban uses and existing and potential future aggregate mining operations. However, the proposed General Plan includes policy provisions regarding this compatibility issue.

### General Plan Planning Area – Areas within Existing City Boundaries

The proposed Rancho Cordova General Plan land use designations would provide an opportunity for combining residential, commercial, and office uses on a single site. In some cases, the mixing of land uses may be “horizontal” and in other cases “vertical”. It is anticipated that the compact mixed-use development will be the standard pattern of development within the Folsom Boulevard and Downtown Planning Areas, Local Town Centers, Transit Oriented Town Centers, Regional Town Centers, and areas within ¼-mile of transit stops. However, it should be noted that the “mixing” of land uses would not locate incompatible land uses together. For example, residential uses would not be mixed with industrial uses unless the potential environmental impacts of the industrial use could be mitigated to a level of less-than-significant (i.e., in the cases where the industrial use is of light intensity). In addition, the Zoning Code and the adopted City of Rancho Cordova Design Guidelines include land use compatibility provisions associated with screening and buffering of project features (e.g., visual, noise, traffic, design, etc.) that could conflict with adjacent land uses. Implementation of the Design Guidelines would occur through subsequent project review as part of the City's design review entitlement process.

### Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are identified in the proposed General Plan Land Use Element, Urban Design Element and Natural Resources Element to reduce conflicts between existing land uses within the Planning Area and land uses proposed in the General Plan Land Use Map.

*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 compability between existing and proposed development and within proposed mixed-use development (vertical and horizontal).*

- 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.
- Action LU.1.4.3 Require 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 Require an urban/agricultural buffer between development and existing agricultural uses. Design each buffer area to match the specific needs of each urban/agricultural interface, and to take into account the specific urban and agricultural uses. Buffers may be established through the use or combination of increased setbacks, roadways, barriers, landscaping or other appropriate methods to avoid conflicts. Development of this buffer must be done in consultation with Sacramento County and will not require the taking of existing agricultural land nor impede agricultural existing uses.
- 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:
- Performing Arts Center, local theaters, and studios;
  - Sports/recreation facilities (i.e. bowling alleys and major sports facilities);
  - Hospitals and other care facilities;
  - Youth activity centers;
  - Amphitheatres; and
  - Regional shopping opportunities.
- Policy LU.2.6 Discourage the creation of excessive numbers of retail shopping facilities and sensibly locate commercial activities in areas that meet their service requirements yet do not diminish the viability of nearby commercial properties with the same customer base.
- Action LU.2.6.1 As part of project approval, require market studies that evaluate the impact of proposed commercial projects on their villages and districts to ensure that village centers and district centers do not compete with one another for customers and tenants.
- Policy LU.3.3 Coordinate with regional planning agencies to set land use and environmental policies and cooperate in the implementation of programs consistent with General Plan policy.

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- Action LU.3.3.1      *Establish and maintain agreements or working relationships with Sacramento County and the cities of Folsom, Sacramento, and Elk Grove to facilitate a coordinated approach to land use decisions that affect each jurisdiction.*
- Policy LU.3.5      *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.*
- Policy LU.3.8      *The following policies shall be applied to potential annexations:*
- *Annexations should include a comprehensive land use plan for the affected territory, including pre-zoning and a plan for infrastructure financing and phasing.*
  - *Annexations should 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.3.9      *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 NR.6.1      *Ensure that the environmental effects of mining and reclamation on aquifers, streams, scenic views, and surrounding residential uses are prevented or minimized.*
- Action NR.6.1.1      *Regulate surface mining operations as required by California's Surface Mining and Reclamation Act of 1975 ("SMARA"), Public Resources Code Section 2207 (relating to annual reporting requirements), and State Mining and Geology Board regulations for surface mining and reclamation practice.*
- Action NR.6.1.2      *Coordinate mining operations and urban development to minimize conflicts between residents and mining, particularly where mining is required before urbanization.*

- Action NR.6.1.3      *Require inactive mined lands to be reclaimed to a usable condition that is readily adaptable to the future, anticipated land uses.*
- Policy ED.1.1      *Ensure that an adequate supply of land is designated for future development of an economically viable and livable community.*
- Action ED.1.1.1      *Identify key locations for conversions of office and retail to mixed-use projects, including residential uses.*
- Action ED.1.1.2      *Enhance Rancho Cordova's image and quality of life through investment in the Downtown, neighborhoods, commercial districts, parks, open spaces, community facilities, and services, and creating a high level of perceived safety and a business-friendly government.*
- Policy ED.1.3      *Retain and expand the existing industrial and warehouse uses in the City.*
- Action ED.1.3.1      *Work with local brokers and developers to establish clusters and districts of similar uses for home improvement centers, specialty building materials show rooms, furniture retail, and manufacturing.*
- Action ED.1.3.2      *Develop an attraction and retention program for companies that provide business-to-business (B2B) sales tax revenue to the City (e.g., business services, electronic equipment, light industrial, etc.). These companies are best suited to business parks and areas of the City with industrial and light industrial designations.*
- Policy UD.1.6      *Promote increased compatibility, interdependence, and support between commercial and mixed-use centers and the surrounding residential neighborhoods.*
- Policy UD.2.3      *Transition the density and intensity of uses from an urban to rural character with a clear City edge and establish a sense of entry and arrival to the City.*
- Action UD.2.3.1      *Land uses along the eastern and southern boundaries of the City shall transition down the intensity and density of development from urban to rural at the City edge.*
- Action UD.2.3.2      *Establish a gateway program to create a sense of entry at key locations throughout the City. Use creative designs that respond to the character and history of the City to establish a sense of place.*
- Action UD.2.3.3      *Consider design standards for pedestrian overcrossings of major roads that contribute to district character and defined gateways.*
- Policy UD.3.3      *Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects.*
- Action UD.3.3.1      *Prepare and adopt guidelines for the design and integration of meaningful public spaces within commercial and mixed-use projects.*
- Action UD.3.3.2      *Require landscaping to be meaningful in nature, relating to the style and scale of the development and contributing to the look and feel of the*

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- City and district. Five consideration to how landscaping will mature over time.*
- Action UD.3.3.3 *Require site furniture that is uniform across the development and encourage furniture that is consistent across entire districts.*
- Action UD.3.3.4 *Prepare and adopt standards for project signage that promote the creation of a unique character for the project while respecting the impact of signage on neighboring properties and uses.*
- Policy UD.4.2 *Design new development to be compatible with surrounding development in ways that contribute to the desired character of the City and District.*
- Action UD.4.2.1 *Develop standards and guidelines that require and illustrate compatibility between new and existing development.*
- Policy UD.4.3 *Promote infill projects that are designed as catalysts for change in accordance with the desired character of the City.*
- Action UD.4.3.3 *Require infill projects to comply with the City's smart growth principles and building blocks concept.*
- Action UD.4.3.4 *Review how proposed projects interface with existing development and ensure that the interface is positive and meaningful.*
- Policy UD.4.4 *Encourage redevelopment projects that promote the City's vision, desired development patterns, and design objectives.*
- Action UD.4.4.2 *Work with property owners to coordinate development activities over multiple sites to help create integrated projects with common design features.*

Implementation of the above General Plan policies, associated action items, the adopted City of Rancho Cordova Design Guidelines and subsequent implementation programs (e.g., adoption of a new zoning ordinance for the City) would ensure that conflicts between existing and future land uses are **less than significant**.

### Mitigation Measures

None required.

### **Conflicts with Relevant Land Use Plans, Policies or Regulations**

**Impact 4.1.3** Implementation of the proposed General Plan has the potential to conflict with applicable land use plans, policies or regulations of agencies with jurisdiction over parts of the Planning Area that provide for environmental protection. This is considered a **significant** impact.

A detailed analysis of the ways that the proposed General Plan is potentially incompatible with relevant land use plans, policies and regulations is provided below.



### SACOG Blueprint

Early during the preparation of the City's new General Plan, the Rancho Cordova City Council endorsed the SACOG Blueprint process and the preferred Blueprint land use map (Scenario C) adopted by SACOG. The General Plan Land Use Map is more parcel-specific than the Blueprint Plan and has been refined through the City's General Plan development process including detailed land use modeling (City of Rancho Cordova PLACE<sup>3</sup>S Land Use Model). This refinement also has included fiscal and retail/office market demand analyses for the Planning Area (referred to hereafter as the "Proforma") (see City of Rancho Cordova City Council Staff Reports – Findings of the Market Analysis/Retail Strategy, December 19, 2005, Revisions to the Draft General Plan Land Use Map, January 3, 2006 and Adoption of Revised Land Use Map Book, January 17, 2006). The Proforma also analyzed projected revenues and expenditures related to future development, capital improvements and services needed for the City to accommodate growth, and how the rate and form of growth would impact the fiscal viability of the City. The General Plan has applied the "Blueprint" principles at the micro-scale looking at onsite constraints such as vernal pools, creeks, roadways, surface mining, and Mather Airport operation constraints. The SACOG Blueprint Plan looked at land uses for the six-county region at a macro-scale.

The proposed General Plan has been designed to be generally consistent with SACOG's Blueprint Plan design principles. This includes increasing compact land use patterns, a mix of residential densities, mixed-use projects, transportation choices, a variety of housing choices and density, encouraging infill, quality design, and natural resource conservation.

### Sacramento County General Plan

As previously discussed, the existing Sacramento County General Plan policies are applicable those areas of the Planning Area currently located outside the city limits but planned for annexation during the planning horizon of the proposed Rancho Cordova General Plan. The County's General Plan Land Use Diagram has the following land use designations for the unincorporated portions of the Planning Area within the current Urban Policy Area (UPA): Low Density Residential; Commercial/Offices; Urban Development Area; Recreation; Cemetery – Public and Public Quasi; Extensive Industrial; Intensive Industrial; High Density Residential; and Aggregate Resource Area. The following Rancho Cordova General Plan Planning Areas are located outside the current city limits but within the current UPA: portions of the Folsom Boulevard Planning Area, east of Watt Avenue to Bradshaw Road and Sunrise Boulevard to Hazel Avenue; portions of the Sunrise Boulevard South Planning Area; the Mather Planning Area; portions of the Jackson Planning Area; and the Countryside/Lincoln Village Planning Area. Therefore, these Planning Areas are subject to policy direction from the Sacramento County General Plan and planned and designated for urbanized land uses until such time as they are annexed by the City.

The proposed General Plan Land Use Map does have potential conflicts with specific planning areas in the existing Sacramento County General Plan—specifically: the Jackson Planning Area, Grant Line South Planning Area, Grant Line North Planning Area, and East Planning Area. Specific conflicts between the proposed General Plan Land Use Map and County General Plan are:

- Sacramento County designates the land along both sides of Jackson Highway as General Agriculture (20 acre) and the land along Bradshaw Road as Intensive Industrial and public/quasi-public, whereas the proposed Rancho Cordova General Plan

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designates the area for a mix of natural resources, residential mixed-density, estate residential, office mixed use, light industrial, surface mining and public/quasi-public.

- The Sacramento County General Plan designates the Mather Planning Area for industrial, recreation, low-density residential, and public/quasi-public uses, whereas the Rancho Cordova General Plan designates the area for natural resources, heavy and light industrial, park/open space, public/quasi public, mixed density and higher density residential, office mixed use, and village center.
- The Sacramento County General Plan designates the Grant Line South Planning Area as General Agriculture (20 acre), whereas the Rancho Cordova General Plan designates the area as estate/rural residential, natural resources, mixed density residential, village center, office mixed use and local town center.
- The Sacramento County General Plan designates the Grant Line North Planning Area as General Agriculture (80 acre) and medium-density residential, whereas the Rancho Cordova General Plan designates the area as mixed density residential, higher density residential, natural resources, village center, local town center, park/open space, estate/rural residential.
- The Sacramento County General Plan designates the East Planning Area as General Agriculture (80 acre), whereas the Rancho Cordova General Plan designates the area as mixed density residential, estate/rural residential, natural resources, park/open space, office mixed use, local town center and village center.
- The Sacramento County General Plan designates the Aerojet Planning Area as Extensive Industrial, and Intensive Industrial, which is the same as the Rancho Cordova General Plan designations.
- The Sacramento County General Plan designates the Rio del Oro Planning Area as Intensive Industrial, whereas the Rancho Cordova General Plan designates the area as mixed density residential, public/quasi public, office park, high density residential, natural resources, village center, local town center, and regional town center.
- The Sacramento County General Plan designates the Westborough Planning Area as Intensive Industrial, whereas the Rancho Cordova General Plan designates the area as mixed density residential, commercial mixed use, park/open space, public/quasi public, office mixed use, regional town center, and natural resource.
- The Sacramento County General Plan designates the Glenborough Planning Area as Intensive Industrial, whereas the Rancho Cordova General Plan designates the area as mixed density residential, higher density residential, commercial mixed use, regional town center, park/open space, and natural resource.
- The Sacramento County General Plan designates the Sunrise South Planning Area as industrial with only small areas of commercial at Douglas Road and US 50, whereas the Rancho Cordova General Plan designates the area as light industrial, commercial mixed use, office mixed use and heavy industrial.
- Additionally, the Rancho Cordova General Plan conflicts with the Sacramento County General Plan Open Space Preservation Strategy Land Use Map for land within the Mather and Jackson Planning Areas. The area referred to as "Vineyard/Mather" on the Sacramento County Open Space Preservation Strategy Land Use Map, which comprises

land north of Grant Line Road between Elk Grove-Florin and Sunrise Boulevard. According to the Sacramento County General Plan, the area is planned for major urban growth and the primary natural features of open space significance include the floodplains of Laguna, Morrison and Elder Creeks, as well as a concentration of vernal pools in the vicinity of the Multi-cultural Park site and Mather Lake within the Mather Planning Area. According to the Sacramento County General Plan, "additional vernal pools are located throughout this area but they are generally not in large enough groupings to merit designation for permanent protection." The Rancho Cordova Plan designates more area as open space in the Mather and Jackson Planning Areas than Sacramento County has designated.

- The Sacramento County General Plan Land Use Element addresses development of new urban growth areas and establishes policies to guide development. The County intends to develop land at the edge or fringe of existing urban development if a development project meets four criteria: need for additional land to meet housing and employment demands; ability to provide adequate services and facilities; potential for public transit service; and ability to preserve and conserve natural and environmental features.
- County Policies LU-42 and LU-43 allow for new development to occur within agricultural-residential areas if it supports limited retail and other service needs and results in a contiguous area of similar land use, and in areas along the USB where they are integrated with other uses. The Rancho Cordova General Plan would be consistent with these policies in the Jackson, Grant Line South and East Planning Areas where agricultural land would be converted to urban uses.
- Figure III-1 of the Sacramento County General Plan shows the Mather Air Force Base (Mather Planning Area) and Douglas-Sunrise (Suncreek/Preserve Planning Area) as urban growth areas. Additionally, the Sacramento County General Plan Land Use Element states, "The Plan depicts Mather Air Force Base as an Urban Development Area because the Base will close during the planning period. It is the intent of the County that portions of Mather Air Force Base develop at urban densities and intensities during the planning period. The County will prepare a special study for the Base pursuant to its closure which will determine the feasibility of transit-oriented development and establish the location, densities and intensities of land uses on the Base."
- The Rancho Cordova General Plan would conflict with Sacramento County General Plan Policies LU-42 and LU-43 pertaining to locating future agricultural-residential development in designated areas within the existing buffer along the USB, and in other areas if they can be functionally integrated with other urban uses. The Rancho Cordova General Plan would remove the agricultural lands from these Planning Areas, which is a significant impact. The reader is referred to Impact 4.2.1 (Loss and Conversion of Agricultural Land) in Section 4.2 (Agricultural Resources) of this EIR for a discussion related to the loss and conversion of agricultural land.
- While the Rancho Cordova General Plan does not designate the same areas of land for industrial uses as the Sacramento County General Plan, the General Plan would not conflict with Sacramento County General Plan Policy LU-37 pertaining to supplying adequate industrial land, because the Rancho Cordova General Plan provides for industrial land uses along Sunrise Boulevard, in Aerojet, along Jackson Highway, in Mather, and in areas impacted by land use restriction associated with Mather Airport CLUP/ALUCP.

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- The Sacramento County General Plan anticipated some urbanization of portions of the Rancho Cordova Planning Area; however, the Sacramento County General Plan did not anticipate urbanization at the density and intensity proposed by the Rancho Cordova General Plan.
- The Rancho Cordova General Plan would result in more intense uses and more residential units, commercial, office and industrial uses than Sacramento County General Plan anticipated in the Planning Area – particularly in the East, Grant Line South and Glenborough Planning Areas. Additionally, the Rancho Cordova General Plan would remove land from agricultural production and surface mining operations (see Sections 4.2 and 4.8 of this EIR).
- The Rancho Cordova General Plan would result in more environmental effects than the Sacramento County General Plan (e.g., agricultural resources, traffic, air quality, noise, natural resources, public services and utilities, etc.). The environmental effects of the proposed General Plan are addressed in the sections 4.2 through 4.13 of this EIR. It should be noted that the 1993 Sacramento County General Plan was adopted prior to the SACOG Blueprint visioning process and the assessment of land area and densities necessary to accommodate the projected growth in the region. The increased intensity of land uses associated with the Rancho Cordova General Plan would result in more localized environmental effects than the Sacramento General Plan, but would reduce environmental impacts in the Sacramento region associated with anticipated growth and the demand for additional housing. This would be a significant impact.

### Mather Field Specific Plan

The Mather Field Specific Plan (MFSP) establishes the location, intensity and character of land uses in Mather Field, circulation patterns, necessary infrastructure improvements, the location and general configuration of parks, as well as open space and community facilities necessary to support new development in Mather Field. The Land Use Plan in the MFSP designates the Airfield as public/quasi-public, the Independence at Mather community as low density residential, the land at the corner of Zinfandel Drive/Eagles Nest Road/Douglas Road as industrial-intensive, the Mather Golf Course, regional park and surrounding land as recreation, and the Main Base and campus as commercial & office, public/quasi-public, and recreation. The MFSP contains policies pertaining to creating new development potential for major industrial and distribution uses desiring airport and freeway access on 120 acres along the south side of Old Placerville Road near Routier Road, maximizing opportunities for major public and private sector aviation and industrial uses along the southern edge of the airfield, preserving, protecting and utilizing the natural resources within the Airport area and west of Eagles Nest Road (e.g., vernal pools and Morrison Creek), concentrating active recreational uses east of Eagles Nest Road; introducing local-serving convenience retail to serve residents and employees, and allowing a major visitor destination or institutional use in the southeastern portion of Mather Field.

The proposed General Plan designates the area along the south side Old Placerville Road near Routier Road as light industrial. This is consistent with the MFSP designation for the area. However, the proposed General Plan designates the Mather Airfield as heavy industrial, whereas the MFSP designates it as public/quasi-public. The proposed General Plan designates the main base and campus as heavy industrial, whereas the MFSP designates it as commercial & office, public/quasi-public and recreation. The proposed General Plan designates the land along the east side of Eagles Nest Road as public/quasi-public, residential higher density, parks/open space and natural resources and the land along the west side as natural resource, whereas the MFSP designates the area on both sides of Eagles Nest Road as recreation and designates an

area of 524 acres as Commercial & Recreation District. The proposed General Plan designates the Mather Golf Course as parks/open space, which is consistent with the MFSP. The proposed General Plan designates the land at the north side of the Douglas Road/Eagles Nest Road/Zinfandel Drive intersection as heavy industrial, which is consistent with the MFSP. The proposed General Plan designates less land for parks/open space and significantly more industrial than the MFSP. The designation of the Independence at Mather community is consistent for the two plans, with the exception of the public/quasi-public for the schools in the General Plan and not in the MFSP. The inconsistency between the two plans is a significant impact.

Sacramento County's proposed amendment to the MFSP would move the boundary of the Commercial-Recreation District to the northern edge of the munitions area and changing the land use designation to commercial-office to allow a mixed-use development in the Commercial-Recreation District (e.g., university). It would also modify the boundaries of the wetlands preserve. As discussed above, the proposed General Plan designates an area along the eastern edge of Eagles Nest Road north of Kiefer in anticipation of a college or university. The General Plan would be largely consistent with the MFSP Amendment.

An analysis of consistency of the General Plan with the County's proposed GPA and amendments to the Mather Field Specific Plan and Mather Special Planning Area related to the County's proposed alignments of Douglas Road and Eagles Nest Road is discussed in Section 4.5 (Transportation & Circulation) of this EIR.

### Cordova Community Plan

The Cordova Community Plan (CCP) is a policy document that implements the Sacramento County General Plan for a portion of the Rancho Cordova General Plan Planning Area, including the urbanized area bordered by the American River and City of Folsom to the north, Prairie City Road, Grant Line Road and White Rock Road on the east, Douglas Road, Kiefer Boulevard and Jackson Highway on the south and the City of Sacramento and Watt Avenue on the west. The CCP covers the urbanized areas of the General Plan Planning Area and does not cover the area south of Douglas Road (including the SDCP area) where most of the future development in the City will occur. So, even though the Rancho Cordova General Plan would be inconsistent with the Sacramento County General Plan, it would be consistent with the CCP. The CCP contains policies related to improving existing development areas through revitalization efforts, providing connections to light rail stations, creating a better balance of housing and jobs, and providing diversity in the housing stock including move-up housing choices. The proposed General Plan policies are consistent with the CCP policies. Therefore, this would be a less than significant impact.

### Folsom Boulevard Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan

The Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan contains objectives for beautification, identify, traffic calming, and connectivity. It is intended to serve as an improvement plan for public right of way. The Master Plan contains design themes (e.g., Mather Field, Vineyard, Gateway) and design features such as medians, landscape, street furniture, and signage. The Rancho Cordova General Plan land uses, densities and anticipated redevelopment along Folsom Boulevard are consistent with the Folsom Boulevard SPA and the Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan. Additionally, the Rancho Cordova General Plan Land Use and Economic Development policies encourage redevelopment and intensification of uses along Folsom Boulevard, as well as beautification efforts, creating an identity along Folsom Boulevard, and providing traffic improvements,

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connectivity, improved access and calming measures. The Folsom Boulevard Specific Plan, which will be adopted after the General Plan is complete, will further implement the Master Plan. Therefore, no conflicts would arise between these plans. This would be a less than significant impact.

### Sunrise Douglas Community Plan

The Sunrise Douglas Community Plan (SDCP) established the overall conceptual framework and policy direction for the urbanization of approximately 6,015 acres in east Sacramento County. Development of the SDCP area was anticipated to result in the construction of approximately 22,503 dwelling units, 479 acres of supporting commercial and mixed uses, 177 acres of parkland, and 148 acres designated for elementary, middle, and high school sites. The SDCP established a policy framework, land use holding capacity and acreage estimates, and a basic infrastructure framework. The SDCP provided conceptual land uses for six villages, which were assumed in order to evaluate the cumulative impacts of the development of the area. The SDCP document states, "Within the subareas the land use mix should be considered the maximum that will be permitted in the subsequent specific plans." The Rancho Cordova General Plan shows the Sunridge Specific Plan projects as individual projects with lotting and roadway networks, and shows the remainder of the SDCP area (that contains the Preserve at Sunridge and SunCreek projects) with conceptual land uses. The SunCreek/Preserve Planning Area includes Villages G, H, and I, and a portion of Village F of the SDCP. The SDCP allocated a total of 7,835 residential units for Villages G, H and I. Village F was allocated a total of 1,889 residential units. The Rancho Cordova General Plan SunCreek/Preserve Planning Area allocates a total of 9,263 residential units. The proposed mix of land uses for the two projects in the SunCreek/Preserve Planning Area is substantially consistent with the SDCP and the proposed Rancho Cordova General Plan. .

The SDCP also contains key guiding principles related to: providing an urban core area with regional access and a bicycle and pedestrian circulation system that encourages alternative modes of transportation; providing shopping, recreation and services within the SDCP area to minimize travel outside of the plan area; and providing appropriate buffers between incompatible land uses. The Rancho Cordova General Plan policies are consistent with the SDCP guiding principles related to land use. Therefore, these two plans are consistent and the impact would be less than significant.

### Sunridge Specific Plan

The Sunridge Specific Plan (SRSP) encompasses 2,632 acres, or approximately 42 percent of the SDCP area. The SRSP area was allocated 1,904 acres of low density residential, 45 acres of medium density residential, 174 acres of commercial and office, and 482 acres of open space/natural preserve. The maximum residential allocation in the SRSP area was 9,886 dwelling units on 1,772 acres and 173.6 acres of commercial mixed use and community commercial. All the projects within the SRSP area have either been approved or are expected to be approved prior to adoption of the General Plan. These projects include North Douglas, Anatolia I, II, III & IV, Montelena, Sunridge Lot J, Sunridge Park, and the Sunridge East projects (formerly known as Grant Line 208, Douglas 103, Douglas 98, and Arista del Sol). Currently, 9,096 residential units on 1,551 acres and 68.8 acres of commercial have been proposed or approved in the SRSP area. Therefore, the Rancho Cordova General Plan is consistent with the SRSP in terms of land uses, as the total units and acreages do not exceed the land uses specified in the SRSP. Additionally, the Rancho Cordova General Plan policies are consistent with the SRSP policies related to land use, including providing an urban core area with regional access and a bicycle and pedestrian circulation system that encourages alternative modes of transportation, providing shopping,

recreation and services within the SDCP area to minimize travel outside of the plan area, and providing appropriate buffers between incompatible land uses. Therefore, these two plans are consistent and the impact would be less than significant.

### City of Rancho Cordova Design Guidelines

The City of Rancho Cordova Design Guidelines is an implementation measure of the land use and urban design policy guidance of the proposed General Plan. Therefore, there are no conflicts between the Design Guidelines and General Plan.

### Rancho Cordova Zoning Code

As previously discussed, the City adopted the existing Sacramento County Zoning Code upon its incorporation, as required by State law. The Zoning Code ensures the most appropriate and compatible use of land. All redevelopment and future development is subject to provisions of the Zoning Code, which is used in conjunction with the General Plan to ensure redevelopment activities and future development is suitable and compatible with adjacent and nearby land uses, and is protective of the human health, safety, and welfare. While the General Plan and the existing Rancho Cordova Zoning Code are not currently consistent, the City will update its Zoning Code after the General Plan is adopted. Consequently, the inconsistency between the proposed General Plan and the new Rancho Cordova Zoning code will be temporary. The two documents ultimately will be consistent and no environmental impacts are expected from the update of the Zoning Code beyond what is addressed in this EIR. The proposed General Plan's conflicts with the Zoning Code would be less than significant.

### City of Sacramento General Plan

While the City of Sacramento General Plan Sphere of Influence falls within the General Plan Planning Area, the policies of the two general plans would not conflict. Therefore, no conflicts exist between the Rancho Cordova General Plan and the City of Sacramento General Plan. Impacts to the City of Sacramento General Plan would be less than significant.

### City of Folsom General Plan

The City of Folsom General Plan Sphere of Influence does not overlap with the Rancho Cordova General Plan Planning Area. Additionally, the Rancho Cordova General Plan does not propose to change the land uses in the Folsom Sphere of Influence (south of US 50 and east of Prairie City Road). The policies in the Folsom General Plan focus on the physical development of land uses, a circulation network, and supporting facilities and services. The Folsom General Plan Urban Development Policy requires the preparation of area facilities plans to provide a strategy for providing the necessary public facilities and services to existing and newly developing areas within the General Plan Planning Area. The policies and proposed land uses of the two jurisdictions' General Plans do not conflict. Therefore, impacts to the City of Folsom General Plan would be less than significant.

### City of Elk Grove General Plan

The Elk Grove General Plan Planning Area Land Use Concept Plan designates the land south of Jackson Highway between Bradshaw Road and Grant Line Road as rural residential (2-acre lots) with limited infrastructure and a small area of commercial and office at the southeast corner of Bradshaw Road and Jackson Highway. The Concept Plan also shows limited development in the area southeast of Grant Line Road and Jackson Highway, including agricultural, open

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space, and rural residential uses. The Rancho Cordova General Plan would conflict with Elk Grove's vision for these Planning Areas; however, neither Elk Grove nor Rancho Cordova currently have jurisdiction in these areas and both cities are only visioning future land uses on land governed by Sacramento County. Additionally, the policies of the two general plans do not conflict. Therefore, impacts to the City of Elk Grove General Plan would be a less than significant.

### Mather Airport Comprehensive Land Use Plan and Policy Area

The Mather Airport CLUP establishes planning boundaries for height, noise and safety around each airport as well as policies that determine the compatibility of new land uses proposed within each planning area boundary. The CLUP determines compatibility of surrounding land uses based upon noise levels associated with the airport operations and exposure of persons to crash hazards associated with aircraft and height restrictions. The Planning Areas affected by the existing Mather Airport CLUP boundaries and 60 to 65 dB CNEL contour ranges are the Mather Planning Area, Jackson Planning Area, Sunrise Boulevard South Planning Area, Rio del Oro Planning Area, and the Aerojet Planning Area. With one exception, the proposed General Plan Conceptual Land Plans for these planning areas have land use designations of heavy industrial, light industrial, office park, commercial mixed use, office mixed use, surface mining, regional town center, parks, and natural resources. These uses are consistent with the existing Mather Airport CLUP. All land uses proposed within the 60 to 65 dB CNEL contours are consistent with the current CLUP in that they propose land uses that are allowed within the 65 dB CNEL. The only exception is the Rio del Oro Planning Area, which includes residential uses within the 65 dB CNEL contour. However, the proposed Conceptual Land Plan is consistent with the proposed new noise contours associated with new data on aircraft operations associated with the Mather Airport Master Plan. However, these new noise contours have yet to be adopted by the Airport Land Use Commission. Therefore, the proposed General Plan is not consistent with the existing CLUP. This would be a significant impact.

Any proposed object or structure that would penetrate any of the FAR Part 77 imaginary surfaces as they apply to the affected airport facilities is considered by the Federal Aviation Administration (FAA) to be an obstruction to air navigation. An obstruction to air navigation may not be a hazard to air navigation; however, the FAA presumes it to be a hazard and treats it as such until an FAA aeronautical study had determined that it does not have a substantial adverse effect on the safe use of the navigable airspace by aircraft. The imaginary surfaces the FAA uses to determine whether or not a structure or an object would be an obstruction to air navigation includes the primary surface, approach surface, horizontal surface, conical surface, and transitional surfaces. Within 10,000 feet of the Mather runway, the Horizontal Surface begins at 150 feet above the airport elevation. Mather Airport's established elevation is 96 feet. The Conical Surface extends from the outer edge of the Horizontal Surface and slopes upward from 10,000 feet above the field elevation up at a ratio of 20 to 1 for a horizontal distance of 4,000 feet. Buildings within 14,000 feet of the runways at Mather may require FAA consultation and could potentially face design changes or mitigation in order to prevent hazards to aircraft. Additionally, they are limited to a 150-foot height limit. The Overflight Zone for the Mather Airport extends north from the Airport to US 50, which includes the southern half of the Downtown Planning Area. **Figure 4.1-6** shows the Mather Overflight Zone in relation to the Downtown Planning Area. The Downtown Planning Area is anticipated to have the tallest buildings in the City. While the General Plan has not specifically identified a height limit or desired height for new buildings in the Downtown Planning Area, it is possible that some areas within the Downtown south of US 50 would have their height restricted in order to comply with the FAR Part 77 map for Mather.



The Mather Planning Area is the only General Plan Planning Area within the Clear Zone and Approach/Departure Zone for Mather Airport. The Downtown Planning Area and Mather Planning Area are both within the Overflight Zone. The General Plan Conceptual Land Plan for the Mather Planning Area shows heavy industrial uses in the Clear Zone, and heavy and light industrial uses in the Approach/Departure Zone. The Mather Airport CLUP permits heavy and light industrial uses in the Clear Zone and the Approach/Departure Zone. The General Plan Conceptual Land Plan for the Mather Planning Area shows public/quasi-public, residential mixed density and residential higher density, parks/open space, and natural resources in the Overflight Zone. The General Plan Conceptual land Plan for the Downtown Planning Area shows a mix of local town center, office mixed use, and commercial mixed use in the Overflight Zone. All of the proposed land uses are consistent with the Mather Airport CLUP. Therefore, the General Plan is consistent with the Mather Airport CLUP for Airport Safety Restriction Area. This would be a less than significant impact.

The reader is referred to Section 4.7 (Noise) of this EIR for a discussion related to the noise impacts associated with Mather Airport and the noise contours. The Visual Resources section of this EIR (Section 4.13) addresses visual and aesthetic impacts associated with tall buildings in the Downtown Planning Area.

#### American River Parkway Plan

The concept of the 1985 American River Parkway Plan is to balance the goals of preserving naturalistic open space and protecting environmental quality within the urban environment along the American River while contributing to the provision of recreational opportunity in Sacramento. The key policies of are related to requiring mitigation or elimination of uses that adversely affect the Parkway, providing buffers between the Parkway and adjacent uses, prohibiting new aggregate mining within the Parkway, and locating access points and parking lots in the least environmentally sensitive areas. The Rancho Cordova General Plan does not propose any new land uses within the American River Parkway. Additionally, the Rancho Cordova General Plan policies do not conflict with the policies in the ARPP. Therefore, this would be a less than significant impact.

#### Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are contained in the General Plan Land Use Element are applicable to reduce land use plan conflicts in association with the General Plan Land Use Map.

- |                        |  |
|------------------------|--|
| <i>Policy LU.2.4</i>   | <i>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.</i> |
| <i>Action LU.2.4.1</i> | <i>Establish, as a part of design review, a system or mechanism that evaluates the effectiveness of a proposed project in meeting these requirements.</i>  |
| <i>Policy LU.3.3</i>   | <i>Coordinate with regional planning agencies to set land use and environmental policies and cooperate in the implementation of programs consistent with General Plan policy.</i>                                |
| <i>Action LU.3.3.1</i> | <i>Establish and maintain agreements or working relationships with Sacramento County and the cities of Folsom, Sacramento, and Elk Grove</i>   |

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to facilitate a coordinated approach to land use decisions that affect each jurisdiction.

Policy LU.3.4 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.

Policy LU.3.5 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.

Policy LU.3.11 Ensure that land uses adjacent to or near Mather Airport are subject to the location, use, and height restrictions of the most recently adopted CLUP at the time of development consideration, except when the CLUP is under an update process. In the circumstance of a CLUP update, coordinate with the County in the review of development projects to determine the most appropriate development restrictions for the continued operation of the airport.

### Mitigation Measures

See above.

While adherence to federal regulations, the Mather Airport Comprehensive Land Use Plan guidelines, Mather Airport Planning Area policies, and implementation of the above General Plan policies, action items and mitigation measures would reduce potential consistency issues with the Mather Airport CLUP, the proposed General Plan would still conflict with key provisions of the Sacramento County General Plan, Mather Airport CLUP (Rio del Oro Planning Area) and Mather Field Specific Plan associated with agricultural preservation, aggregate resource preservation and overall land use pattern and intensity. No mitigation is available to fully mitigate this impact. Thus, this impact is **significant and unavoidable**.

### **Conflict with Applicable Habitat Conservation Plan**

**Impact 4.1.4** The Rancho Cordova General Plan has the potential to conflict with the South Sacramento Habitat Conservation Plan, which is the only applicable habitat conservation plan in the Planning Area. This is considered a **less than significant** impact.

There are currently no adopted habitat conservation plans or natural community conservation plans in the General Plan Planning Area. The South Sacramento County Habitat Conservation Plan (SSHCP) is currently being developed by several public agencies and other interested stakeholders. The City of Rancho Cordova is a participating agency in the SSHCP. The SSHCP, which is managed by the Sacramento County Planning and Community Development Department, is an environmental study that seeks strategies that allow commercial, residential, and other development, while balancing the needs of sensitive plant and animal species and the preservation of agricultural operations. The geographic scope of the SSHCP includes approximately 340,000 acres in the unincorporated County area bounded by US-50 to the north, the County line to the east and south; excluding the Delta, and Interstate 5 to the west. The SSHCP also covers land within the cities of Rancho Cordova, Elk Grove and Galt.

The SSHCP is intended to consolidate environmental efforts to protect and enhance wetlands (primarily vernal pools) and upland habitats to provide ecologically viable conservation areas. The SSHCP will also minimize regulatory hurdles and streamline the development permit process for projects that are consistent with the HCP and engage in the process. The SSHCP will be an agreement between state/federal wildlife and wetland regulators (e.g., USFWS and the USACE) and the County and other permittees to allow land owners to engage in "incidental take" of listed species (i.e., destruction or degradation of habitat in connection with economic based activities) in return for conservation commitments. Funding for the SSHCP is expected to come from a per-acre fee levied on new developments to mitigate associated habitat impacts.

Biological resource issues associated with implementation of the Rancho Cordova General Plan and habitats and species under consideration in the HCP are addressed in Section 4.10 (Biological Resources) of this document. The SSHCP is not an adopted Plan and has no regulatory standing; however, the Rancho Cordova City Council committed to participate in the SSHCP process.

The goals, policies and actions in the proposed Rancho Cordova General Plan, including the associated Land Use Map, support the efforts of the SSHCP and the need for large, contiguous areas of open space, in addition to smaller preserves throughout the community to provide habitat for species in Rancho Cordova. It should be noted that the SSHCP is only in draft form at the time this EIR was prepared. There is no formal map or mitigation strategy associated the SSHCP at this time. The stakeholder goals of the SSHCP are: establish long-term viability to aid and enhance recovery of sensitive species in the study area, accommodate development in appropriate sites with fair and reasonable mitigation cost structure, protect agricultural lands and operations, gain the trust of all stakeholders in the permitting process, rely on voluntary participation through incentives, provide a streamlined permitting process that reduces permitting cost to developers and taxpayers, and provide a comprehensive framework for use in linking plant and animal conservation with local land use programs consistent with the Sacramento County General Plan. The proposed Rancho Cordova General Plan policies and conceptual land plans are generally consistent with these goals. Therefore, the General Plan would be consistent with the SSHCP and the General Plan would result in less than significant impacts to the SSHCP.

#### Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are contained in the General Plan Natural Resource Element are applicable to reduce conflicts between existing and future land uses proposed in association with the General Plan Land Use Map.

- |                        |  |
|------------------------|--|
| <i>Policy NR.1.1</i>   | <i>Incorporate large and interconnected wildlife corridors in new development areas to provide ample space for animal movement.</i>  |
| <i>Action NR.1.1.1</i> | <i>Review projects through the entitlement process and CEQA analysis to ensure that they comply with this policy if the site contains unique habitat, creeks and/or wooded corridors.</i>              |
| <i>Policy NR.1.2</i>   | <i>Conserve Swainson's hawk habitat.</i>   |
| <i>Action NR.1.2.1</i> | <i>Establish a Swainson's hawk Ordinance in coordination with the California Department of Fish and Game to help guide the process of mitigating for the loss of Swainson's hawk foraging habitat.</i> |

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- Policy NR.1.3      *Promote educational programs that inform the public about natural resources.*
- Action NR.1.3.1      *Coordinate with non-profit groups, educational institutions, and other agencies to provide environmental education programs that inform the public about the City's natural resources, existing preserve sites, and cohabitation with common urban wildlife populations.*
- Policy NR.1.4      *Discourage the planting of invasive species.*
- Action NR.1.4.1      *Create an educational leaflet that identifies common invasive species and recommends the planting of non-invasive species.*
- Policy NR.1.5      *Ensure the protection of wildlife through the establishment of programs to control feral pet populations.*
- Policy NR.2.1      *Require mitigation that provides for "no net loss" of wetlands.*
- Policy NR.2.2      *Ensure that direct and indirect effects to wetland habitats are minimized by environmentally sensitive project siting and design, to the maximum extent feasible.*
- Action NR.2.2.1      *During the environmental review process, evaluate feasible on-site alternatives that will reduce impacts to wetland resources and effectively preserve these resources.*
- Policy NR.2.3      *Works with conservancies to ensure competitive pricing for mitigation bank credits by allowing government agencies, non-profit organizations, and private landowners to establish vernal pool preserves, designate mitigation areas, create and restore vernal pools, and sell credits to developers for off-site mitigation.*
- Policy NR.2.4      *Educate the public on the importance and benefit of wetlands areas.*
- Action NR.2.4.1      *Develop trails and associated educational facilities (e.g., information kiosks, signage) around wetland and vernal pool preserves, where possible while maintaining the integrity of sensitive natural resources.*
- Action NR.2.4.2      *Consider constructing elevated board walkways and other low impact trails interior to preserves, in coordination with the U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers.*
- Policy NR.3.1      *Coordinate with groups such as the Sacramento Urban Creeks Council to restore, enhance, and preserve creeks in Rancho Cordova.*
- Policy NR.3.2      *Create or retain the natural topographic relief and meandering alignment of natural creek corridors in the construction of new channels and the modification of existing channels, and discourage the placement of concrete within creeks and channels.*
- Action NR.3.2.1      *Develop guidelines for channel creation or modification that will ensure channel meander, naturalized side slope, and varied channel bottom elevation are considered in design.*

- Action NR.3.2.2      *Adopt and implement improvement standards for soft bottom channels.*
- Policy NR.3.3      *Encourage the creation of secondary flood control channels where the existing channel supports extensive riparian vegetation.*
- Action NR.3.3.1      *Work with the County's drainage and flood control engineers, and federal and state agencies to determine if natural creek corridors can and should accommodate storm flows or if separate storm water conveyance structures are necessary.*
- Policy NR.3.4      *Encourage projects that contain wetland preserves or creeks, or are located adjacent to wetland preserves or creeks, to be designed for maximum visibility and, as appropriate, access.*
- Action NR.3.4.1      *Establish performance standards for natural resource preserves that accomplish the following:*
- *Provide sufficient width for a mowed firebreak (where necessary), adjacent passive recreation uses, and access for channel maintenance and flood control.*
  - *Offer sufficient width to allow for existing and created wildlife habitat, species sensitive to human disturbance, vegetative filtration for water quality, corridor for wildlife habitat linkage, protection from runoff, and other impacts of urban uses adjacent to the corridor.*
  - *Allow for sufficient width adjacent to natural resource preserves to allow for trails and greenbelts.*
  - *Do not place water quality treatment structures designed to meet pollutant discharge requirements within the stream buffer zone.*
- Action NR.3.4.2      *Establish standards that allow public access in the floodplain and buffers along creek corridors and preserves. Mitigation measures shall be incorporated into environmental documents and conditions of approval that require open-view fencing adjacent to preserves.*
- Action NR.3.4.3      *Establish standards and/or guidelines for development adjoining wetland preserves or creeks to maximize visibility by designing the land plan with public streets on at least one side of the corridor or preserve with vertical curbs, gutters, footpath(s), street lighting, and post and cable barriers to prevent unauthorized vehicular entry into creek corridors and preserves.*
- Policy NR.4.1      *Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value.*
- Action NR.4.1.1      *Adopt a Tree Preservation Ordinance to establish minimum requirements for preserving native trees and landmark trees in the City, including a definition of the size, species, and age requirements of landmark, oak, and other trees to be protected and/or replaced.*
- Action NR.4.1.2      *Where feasible, require underground utility lines that are in close proximity to oaks and other landmark trees to be designed and installed to minimize*

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impacts to trees. Work with the utility provider(s) to coordinate transmission line location and other potential impacts associated with the undergrounding of the utilities.

- Action NR.4.1.3 Establish development guidelines that require all oak habitat to be avoided to the maximum extent feasible. When avoidance is not possible, require mitigation efforts that result in preservation of in-kind habitat in the Planning Area.
- Policy NR.4.2 Improve overall landscaping quality and sustainability in all areas visible to the public.
- Action NR.4.2.1 Create development guidelines to establish minimum planting standards and require appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. An adopted Tree List should be used as a guideline for all tree plantings within the City.
- Action NR.4.2.2 Create development guidelines that address landscaping standards and that require appropriate tree species and densities in buffer areas. The guidelines should also ensure that medians will include native plantings and trees, and will be wide enough to support the long-term viability of the plantings.
- Action NR.4.2.3 Provide leaflets and planting guides that promote the use of drought-tolerant native vegetation in home landscaping.
- Policy NR.4.3 Promote trees as economic and environmental resources for the use, education, and enjoyment of current and future generations.
- Action NR.4.3.1 Achieve "Tree City USA" status. This will require the City to adopt a tree ordinance, appoint a board, department or commission to advise the city on tree issues, spend two dollars per capita on community forestry activities, and hold an Arbor Day celebration.
- Action NR.4.3.2 Designate local funds to educate the public on tree planting and preservation.
- Action NR.4.3.3 Offer programs or other resources to provide property owners with information on proper tree selection, planting, and maintenance.
- Action NR.4.3.4 Actively participate in the Sacramento County Greenprint Program.
- Policy NR.5.1 Promote water conservation within existing and future urban uses.
- Action NR.5.1.1 Install water-conserving landscaping and irrigation on City-owned and operated facilities.
- Action NR.5.1.2 Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.

- Action NR.5.1.3      *Establish a program that requires per capita water consumption to be reduced by at least 20 percent by 2030. The program shall include the following measures:*
- *Restrict water usage through metering or establishing designated watering days for the City's residences and businesses.*
  - *Promote water conservation efforts through education.*
  - *Implement standards that require low-flow appliances and fixtures in all new development.*
  - *Work with water providers and water conservation agencies to create an incentive program that encourages retrofitting existing development with low-flow water fixtures.*
  - *Require new development to utilize state-of-the-art irrigation systems that reduce water consumption (e.g., drip irrigation, gray-water systems).*
  - *Encourage drought-tolerant vegetation and use water-efficient irrigation systems in landscaped public areas.*
- Policy NR.5.2      *Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.*
- Action NR.5.2.1      *Establish a Large-Scale Recycled Water Program and Citywide Recycled Water Distribution System Ordinance.*
- Action NR.5.2.2      *Coordinate with the City's water purveyors to establish a connected "purple pipe" system throughout the City's new development areas that uses recycled water.*
- Policy NR.5.3      *Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.*
- Action NR.5.3.1      *Restrict hazardous materials storage in the 100-year floodplain to prevent surface water contamination.*
- Action NR.5.3.2      *Educate the community on laws governing the proper handling of hazardous materials, especially those laws which pertain to discharging materials into creeks.*
- Action NR.5.3.3      *Install appropriate signage to deter the discharge of hazardous materials into storm drains.*
- Policy NR.5.4      *Prevent contamination of the groundwater table and surface water, and remedy existing contamination to the extent practicable.*
- Action NR.5.4.1      *Provide information on pollution prevention, disposal of hazardous waste and chemicals, liability and clean-up on the City's website and in educational materials and brochures.*

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- Action NR.5.4.2*      *Require clean-up of contaminated ground and surface water by current and/or past owners or polluters.*
- Action NR.5.4.3*      *Encourage pollutant cleansing companies to use the latest technologies available in order to expedite the cleansing process and do the least harm to the environment.*
- Policy NR.5.5*        *Minimize erosion to stream channels resulting from new development in urban areas.*
- Action NR.5.5.1*      *Require community and specific plans to contain urban runoff control strategies and requirements that are consistent with Master Drainage Plans and the City's urban runoff management program.*
- Action NR.5.5.2*      *Require development within newly urbanizing areas to incorporate runoff control measures into their site design or to participate in an area-wide runoff control management effort consistent with standards developed by the Public Works Department.*
- Action NR.5.5.3*      *Encourage new development to incorporate features such as grassy swales, multi-use retention or detention basins, and integrated drainage systems to enhance water quality. Work with the Cordova Recreation and Park District to establish standards for integrating retention/detention basins into park sites and create examples of desirable and innovative natural drainage features.*
- Action NR.5.5.4*      *Establish and require the use of best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff.*

Implementation of the above General Plan policies and associated action items would ensure that conflicts with applicable habitat conservation plan impacts are **less than significant**.

### Mitigation Measures

None required.

#### **4.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES**

##### CUMULATIVE SETTING

The setting for this cumulative analysis includes existing, proposed, planned and approved projects in the City of Rancho Cordova General Planning Area and the southeastern portion of Sacramento County. The cumulative setting for land use also assumes anticipated and planned development within the City of Sacramento's Sphere of Influence, the City of Folsom's Sphere of Influence, and City of Elk Grove's Sphere of Influence as well as growth planned for under the general plans, community plans and specific plans for Sacramento, El Dorado and Placer counties, cities of Sacramento, Folsom, Elk Grove and Roseville. Development in the region identified in Section 4.0, would change the intensity of land uses in the region and increase housing, employment, shopping and recreational opportunities (the physical effects of providing new housing, employment, shopping and recreation within the Planning Area and the region are addressed in other sections of this EIR).



Environmental effects associated with cumulative land use conditions for the region are considered in Sections 4.2 through 4.13 of this Draft EIR and generally consist of the following:

- *Aesthetics* – Further conversion of rural, agricultural and natural open space landscape characteristics to urban conditions.
- *Agricultural Resources* – Continued loss of farmland to urban uses as well as increased conflicts with agricultural operations and urban uses.
- *Air Quality* – Increases in air pollutant emissions potentially conflicting with air quality attainment efforts under state and federal Clean Air Acts. Also increased potential for the exposure to toxic air contaminants.
- *Biological Resources* – Loss of special-status plant and animal species habitats, degradation of habitats and loss of special-status species.
- *Cultural Resources* – Impacts to known and unknown archaeological and historic resources in the region.
- *Geology and Soils* – Loss of access to known valuable mineral resources.
- *Hydrology and Water Quality* – Additional sources of point and non-point sources of surface water quality pollutants to region waterways. Further demand on groundwater resources and potential overdraft issues.
- *Noise* – Increased transportation noise levels from increased traffic volumes.
- *Public Services and Utilities* – Increased demand for the development and expansion of public services and facilities and associated environmental issues.
- *Traffic* – Increased traffic volumes on the region's highways and regional roadways resulting in deficient levels of service of operation.

### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Cumulative Land Use Effects

**Impact 4.1.5** When considered with existing, proposed, planned and approved development in the region, implementation of the Rancho Cordova General Plan has the potential to result to contribute cumulative land use conditions in the region that result in significant impacts to the physical environment. This is considered a **cumulatively considerable** impact.

The land use patterns and development within the Rancho Cordova General Plan Planning Area would contribute to the environmental effects of growth expected to occur in the region over the next 50 years. The proposed General Plan does provide environmental benefits by accommodating a larger population and employment base within the Planning Area through the intensification of development using smart growth principals (as promoted through the SACOG Blueprint), as compared to the existing Sacramento County General Plan in the same land area. This would reduce the conversion of additional land area under lower development intensities. However, the proposed General Plan land use pattern and development intensity would still substantially contribute to land use conversion in the region resulting in significant

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effects to the environment, which are discussed and analyzed in greater detail in the sections relating specifically to those particular issue areas (see Sections 4.2 through 4.13 of the Draft EIR).

### Proposed General Plan Policies and Action Items That Provide Mitigation

The following General Plan policies and action items are contained in the General Plan Land Use Element are applicable to reduce land use plan conflicts in association with the General Plan Land Use Map.

- 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.*
- 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.*
- Policy LU.3.3*      *Coordinate with regional planning agencies to set land use and environmental policies and cooperate in the implementation of programs consistent with General Plan policy.*
- Action LU.3.3.1*      *Establish and maintain agreements or working relationships with Sacramento County and the cities of Folsom, Sacramento, and Elk Grove to facilitate a coordinated approach to land use decisions that affect each jurisdiction.*
- Policy LU.3.4*      *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.*
- Policy LU.3.5*      *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.*
- Policy LU.3.11*      *Ensure that land uses adjacent to or near Mather Airport are subject to the location, use, and height restrictions of the most recently adopted CLUP at the time of development consideration, except when the CLUP is under an update process. In the circumstance of a CLUP update, coordinate with the County in the review of development projects to determine the most appropriate development restrictions for the continued operation of the airport.*

### Mitigation Measures

Implementation of the above proposed General Plan policies and action items would assist in reducing the environmental effects of the proposed development under the General Plan. However, this impact would still be considered **cumulatively considerable** and a **significant and unavoidable impact**. The reader is referred to Sections 4.2 through 4.13 for proposed policies and mitigation regarding environmental issue areas impacted by growth.

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