

This section of the Draft Environmental Impact Report (Draft EIR) is the Project Description of the proposed City of Rancho Cordova General Plan. The purpose of the Project Description is to describe the project in a way that will be meaningful to the public, reviewing agencies and decision-makers. As described in Section 15124 of the State CEQA Guidelines, a complete project description must contain the following information but is not required to supply extensive detail beyond that needed for evaluation and review of the environmental impact: (1) The location and boundaries of the proposed project on a regional and detail map; (2) A statement of objectives sought by the proposed project; (3) A general description of the project's technical, economic and environmental characteristics; and, (4) A statement briefly describing the intended uses of the EIR. For a complete discussion of the CEQA requirements for a project description, please refer to State CEQA Guidelines Section 15124.

### 3.1 LOCAL AND REGIONAL SETTING

#### PROJECT LOCATION

The City of Rancho Cordova and its Planning Area are located in Sacramento County in the north central portion of the State of California (see **Figure 3.0-1**). The City of Rancho Cordova is located entirely within the eastern portion of Sacramento County, covering approximately 20,000 acres (see **Figure 3.0-2**). The Planning Area for the City of Rancho Cordova General Plan (referred to hereafter as "Planning Area") consists of the existing incorporated City and a larger study area (approximately 58,190 acres). The Planning Area was selected based on the City limits and surrounding areas that are anticipated to be incorporated into the City in the future. The Planning Area includes the City's Sphere of Influence along Folsom Boulevard between Sunrise Boulevard and Hazel Avenue and Sunrise Boulevard between Folsom Boulevard and White Rock Road. The northern boundary of the Planning Area is the American River, the eastern edge of the Planning Area is the Cosumnes floodplain and the Urban Services Boundary for Sacramento County. The Planning Area ends at Prairie City Road, which is the western boundary of the Folsom Sphere of Influence. The communities of Rosemont and Gold River were included in the Planning Area because of their close proximity to Rancho Cordova and the interaction between these communities and future land uses in the City. The City Council requested that the Planning Area boundary extend west to Watt Avenue (to include Rosemont) and extend south of Jackson Highway by at least one mile to include entire parcels

#### PROJECT SETTING

The Planning Area is predominately flat with undulating topography near the Cosumnes River floodplain to the south and the American River to the north. The American River Parkway is located along the northern boundary of the Planning Area. Other waterways include Morrison Creek, Laguna Creek, Elder Creek, Buffalo Creek, Frye Creek, Rebel Hill Ditch and the Folsom South Canal. Southern portions of the Planning Area include one of the largest complexes of vernal pools in California. Approximately 400 acres of vernal pools are preserved as part of the Sunrise-Douglas Community Plan Area (established by Sacramento County prior to incorporation) while another 1,000 acres of vernal pool preserve are proposed as part of the Mather Field Regional Park (proposed by and currently within Sacramento County). Other natural features in the Planning Area include riparian habitat (primarily located along the American River), oak trees and oak woodlands, grasslands, land areas substantially disturbed from historic gold dredging activities (specifically in the northern and eastern portions of the Planning Area).

U.S. Highway 50 running east to west passes through the northern portion of the Planning Area, while State Highway 16 passes through the southern portion of the Planning Area. Sunrise

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Boulevard, a major thoroughfare running north and south, bisects the Planning Area. Folsom Boulevard, running northeast to southwest, is located in the northern portion of the Planning Area.

The Planning Area currently includes but is not limited to land uses such as residential, commercial, office industrial, and agricultural. The majority of developed area is located in the northern portion of the Planning Area with current development planned for the south central portion of the Planning Area in the Sunrise-Douglas Community Plan area. While the northern portion of the Planning Area is developed, vast regions to the south and west are primarily undeveloped. The reader is referred to Section 4.1 (Land Use) for a description of land use and applicable land use plans throughout the Planning Area.

Located in the Planning Area, but outside of the existing city limits, is the site of the existing Aerojet/GenCorp operations. This area has been used for rocket testing and development operations since the 1950's that resulted in soil and groundwater contamination through much of the area. The site has been identified as a Superfund site. Environmental investigations at the site began in 1979 and in 1989, Aerojet, EPA, the Regional Water Quality Control Board (RWQCB) and DTSC signed a Partial Consent Decree to complete a comprehensive Remedial Investigation/ Feasibility Study (RI/FS) and take any necessary removal or abatement actions.

Also located within the Planning Area, but outside of current city limits, is the former site of Mather Field Air Force Base. The former air base includes the still operating Mather Field Airport. Because of the required safety zones and the various flight patterns into and around Mather Field, in conjunction with the environmentally sensitive habitat and a proposed regional park site located centrally between Mather Field and Sunrise Boulevard, large portions of the Mather Planning Area will need to remain undeveloped or developed with restricted land uses.

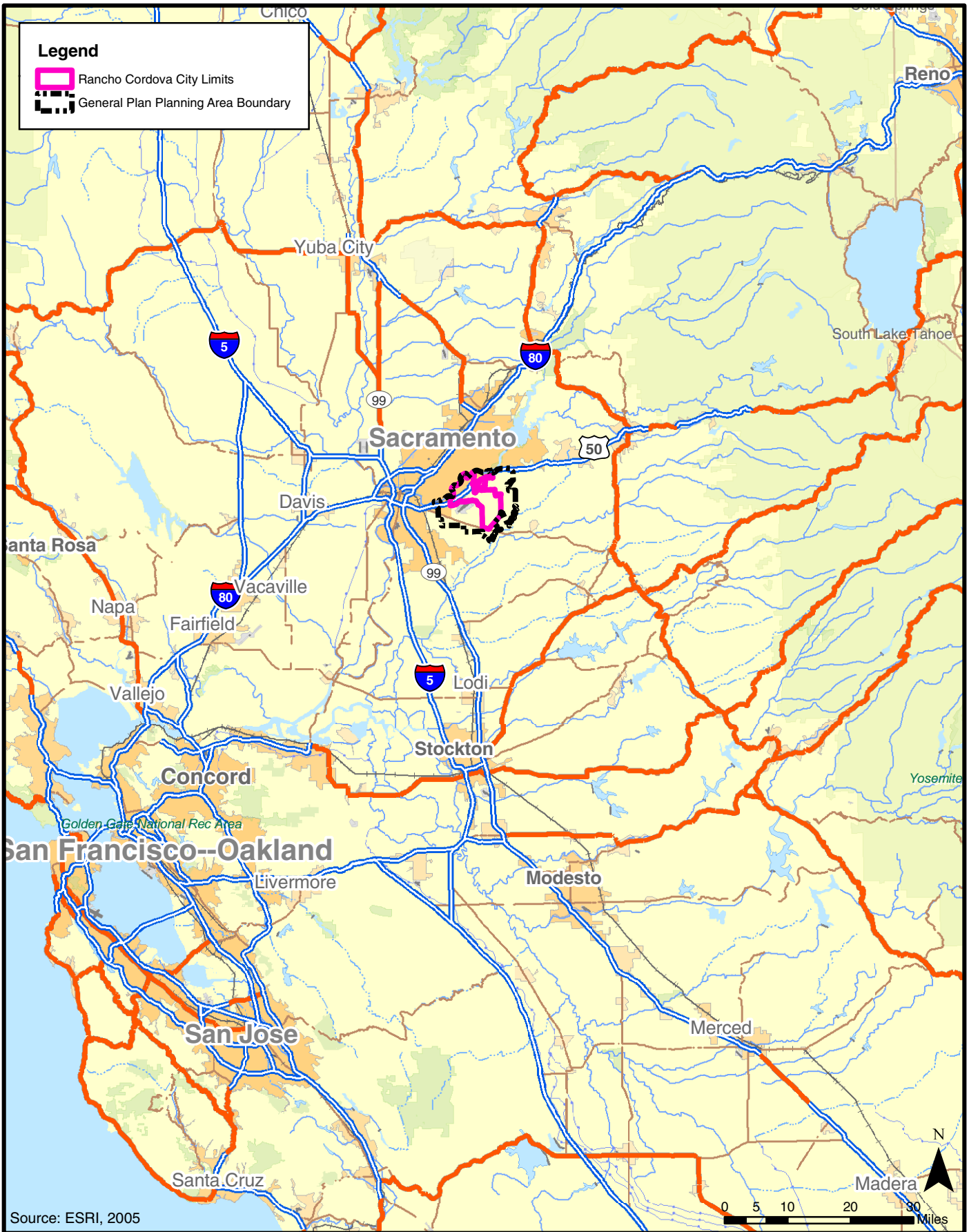
### 3.2 BACKGROUND OF PLANNING ACTIVITIES ASSOCIATED WITH RANCHO CORDOVA

#### LAND USE PLANS IN PLACE PRIOR TO INCORPORATION

When the City of Rancho Cordova incorporated in July of 2003, it adopted the Sacramento County General Plan and corresponding land use map. In addition to the Sacramento County General Plan, land uses in the City have also been guided by the Cordova Community Plan, the Sunrise-Douglas Community Plan, the Sunridge Specific Plan and special planning areas (SPAs) associated with specific land areas in the City (e.g., Aerojet), which were adopted prior to incorporation. The reader is referred to Section 4.1 (Land Use) presenting an overview of these documents.

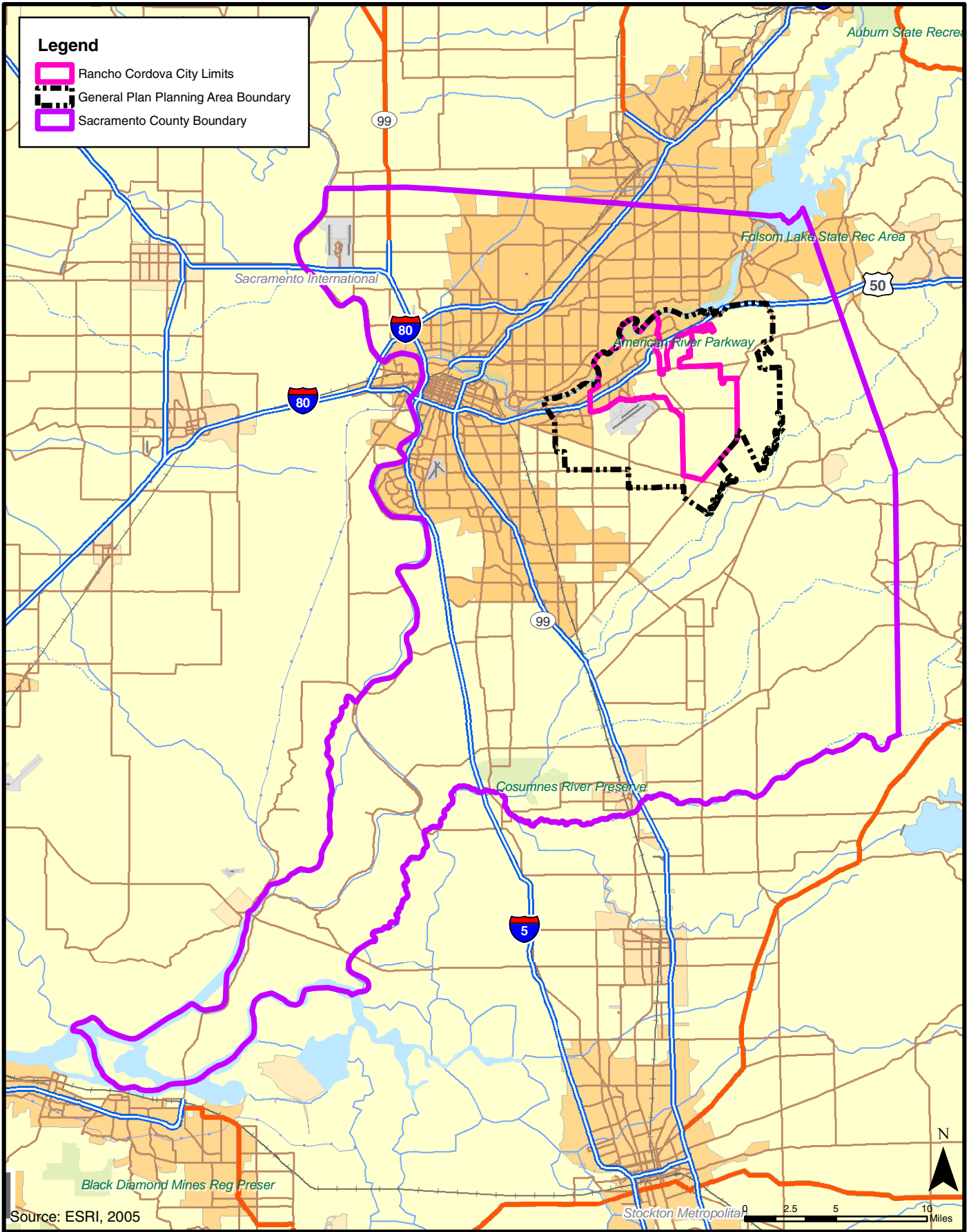
#### INITIATION OF THE DEVELOPMENT OF A NEW GENERAL PLAN FOR THE CITY

As a result of incorporation, the City must formulate and adopt a new General Plan that will act as the official policy statement of the City and guide public and private development in the City as well as the preservation of existing natural resources (Government Code Section 65360). The City of Rancho Cordova commenced the preparation of a General Plan in May 2004. Technical consultants began fieldwork and gathering data in technical disciplines including traffic, noise, history/archaeology/paleontology, and biology. The Rancho Cordova Planning Department staff conducted an existing land use inventory utilizing aerial photographs and field reconnaissance.



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City of Rancho Cordova  
Planning Department

Figure 3.0-2  
Project Location Map

Beginning in June 2004, three public visioning workshops were held in different locations throughout the Planning Area. These workshops were held in order to allow the public to impart their desires for the future of Rancho Cordova. The result of the workshop was the development of the Draft Vision Book (dated August 2, 2004). This "Vision Book" represents the first major product prepared for the Rancho Cordova General Plan, as well as the starting point for the preparation of the detailed General Plan.

These "Visions" were presented to the General Plan Advisory Committee (GPAC) in a series of meetings beginning in September 2004. In May of 2005 the Rancho Cordova City Council adopted the Draft Land Use Map Book. The Draft Land Use Map Book 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. This action by the City Council and subsequent activities by the GPAC in the development of the General Plan policy document are the foundation of the proposed City of Rancho Cordova General Plan described below.

### REQUIREMENT TO ADOPT A GENERAL PLAN

California Government Code Section 65300, et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-range, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, the following mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety; further, the city or county can adopt additional optional elements. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical development of an area over a 20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals.

State Planning and Zoning Law (California Government Code Section 65000 et seq.) establishes that zoning ordinances, which are laws that commonly define allowable land uses, establish development standards, and provide thresholds for development within a specific zoning district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure consistency between the revised land use designations in the general plan (if any) and the permitted uses or development standards of the zoning ordinance (Gov. Code, Section 65860, subd. [c]).

### 3.3 PROPOSED CITY OF RANCHO CORDOVA GENERAL PLAN

The proposed General Plan provides policy direction for land uses within the current City limits, the City's existing sphere of influence, and Planning Areas outside of the City limits within the unincorporated area of Sacramento County. While the City does not have land use authority over land areas outside of the City, the proposed General Plan provides direction on the City's vision of land use should they be annexed to the City.

#### PROJECT OBJECTIVES

The following are the overall objectives of the General Plan based on the City of Rancho Cordova Vision Book, Revised Draft Land Use Map Book and the proposed General Plan:

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- Establish the City of Rancho Cordova as a vibrant destination place in the region.
- Proactively seek beneficial changes in land use and the scope of the City's operations.
- Obtain measurable fiscal success for the City from the implementation of its General Plan.
- Plan for a balanced mix and integration of land uses that will make Rancho Cordova a desirable place to live, work and play.
- Implement a land use strategy for the Planning Area that generally reflects the types of intensity of Sacramento Council of Government's Blueprint Scenario C. Blueprint Scenario C, through a land use plan that intensifies development within Sacramento County's Urban Service Boundary, uses Smart Growth Principles that make efficient use of land use to accommodate anticipated growth, encourages use of non-automobile transportation opportunities (walking, bicycling and transit use), provides residential uses in close proximity to jobs and services and balances land uses. Preserve and minimize impacts to the Planning Area's natural resources in balance with the implementation of Smart Growth Principles.
- Provide improved transportation and connection through the City by improved roadway facilities, enhanced pedestrian and bicycle facilities and trails and the expansion of various forms of transit throughout the City and Planning Area.

#### COMPONENTS OF THE PROPOSED RANCHO CORDOVA GENERAL PLAN

##### **Proposed Land Use Concept for the City**

General Plan workshops identified the following issues that need to be solved through the development of an effective General Plan:

- Existing land use is not balanced – Rancho Cordova is an employment center with a lack of housing stock and housing choices.
- Residential, commercial and office uses are separated physically from one another.
- Mix and distribution of commercial services (retail in particular) is limited.
- U.S. Highway 50 and Folsom South Canal bisect the community.
- Land use patterns do not promote accessibility (transit, vehicle and pedestrian).
- City has a substantial supply of industrial uses and such uses are located near future residential and mixed-use areas.
- Natural resources need to be integrated into future development in the community through project design.

As result of evaluating these issues, the land use concept set forth in the General Plan has been developed based on the following two primary development principles (Smart Growth and Building Blocks):

### Smart Growth

One of the key tenets of the proposed General Plan is to apply smart growth planning principles to development. Rancho Cordova is striving to change the way development occurs so that it positively improves the image and character of the City. An essential goal of the City and General Plan is to achieve compact, mixed-use development with improved mobility to enhance the quality of life of all residents, employees, and visitors. The General Plan utilizes building blocks (e.g., neighborhoods, villages, districts, and centers) and Smart Growth Principles to achieve this goal. The eight Smart Growth Principles are listed below and described further in the Land Use Element of the proposed General Plan:

- Provide a variety of Transportation Choices
- Offer Housing Choices and opportunities
- Integrate a Mix of Land Uses into New and Existing Development Areas
- Promote Compact Urban Development
- Encourage Regeneration/Infill in Existing Developed Areas
- Create Walkable Neighborhoods
- Foster Distinctive, Attractive Communities with a Strong Sense of Place and Quality Design
- Promote Preservation and Integration of Natural Resources with Urban Land Uses

### The Building Blocks Of The City – Neighborhoods, Villages, And Districts

The proposed General Plan also sets forth several basic elements for the buildout of the City. These elements are identified as City “Building Blocks” – a system of neighborhoods, villages, and districts served by a range of “centers” that establish a more walkable, sustainable community. Each building block type is characterized by different levels and intensities of development that contribute to a greater City. These Building Blocks serve as the foundation for all new development/redevelopment and contribute to the overall function and character of the City. Building Blocks are shown on **Figure 3.0-3** and are summarized below:

**Neighborhoods and Neighborhood Centers** - Neighborhoods are the most basic building block of the City. They are the places where residents live. They are predominately made up of single-family homes, both detached and attached products, but apartment complexes and condominiums are not uncommon. The average density is approximately six to eight units per acre, with both one- and two-story homes and buildings associated with the Neighborhood Centers. Neighborhoods are compact and walkable in design, scaled at approximately 1/3 mile in radius and an average size of about 200 acres. The residential population of the neighborhood building block is approximately 4,000 people. Neighborhoods also include many amenities, such as trails and local parks. Their major feature is the Neighborhood Center, a gathering place for residents. These Centers are usually defined by schools, neighborhood parks, community centers, or small commercial outlets serving local residents (e.g., coffee shops, small markets).

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**Villages, and Village Center** - A cluster of three to four neighborhoods comprise a Village of approximately 750 acres in size. Villages include a mix of housing types, with higher density residential areas in proximity to the Village Center. The Neighborhoods within a Village are connected by a series of trails and pedestrian-friendly streets. With a residential population of between 10,000 and 15,000 persons, this cluster of neighborhoods is supported by a Village Center serving the daily shopping needs of Village residents. Village Centers typically include small and medium size grocery stores, drug stores, restaurants, banks, and other uses that serve the daily shopping needs of local residents. It is the City's intent that Village Centers are sized and distributed to encourage local markets and support services in proximity to every home within the City. Village Centers are smaller, pedestrian-oriented developments, with smaller parking fields and buildings located in proximity to the street. Site visitors can easily move between the different uses and the surrounding residential areas. Village Centers are range in size between five and 15 acres in size with buildings ranging from one to three stories in height.

**Districts and Town Centers** - Districts are made up of three or four Villages, with a corresponding residential population of approximately 45,000 people and are served by a Town Center. Three distinct types of Town Centers are proposed.

- *Local Town Centers.* Local Town Centers are the most prevalent and fundamental type of Town Center. They provide most of the retail needs of the District and are designed to supplement Village Centers with more significant retail, service, and entertainment needs for a larger population. Local Town Centers would include general retail uses (e.g., basic clothing stores, book/music stores, dry cleaners) and restaurant. This center type also includes residential uses at densities ranging from 8 to 18 dwelling units per acre target density with most of these residential units above commercial activities. The majority of the buildings (two to four stories in height) within Local Town Centers would have their main entrance opening onto a street or square with the provision of pedestrian circulation a key aspect of the Local Town Center design. Local Town Centers are typically between 15 and 30 acres in size.
- *Regional Town Centers.* Regional Town Centers are designed as a much larger developments intended to meet a regional need for shopping, entertainment, and other large destination uses (e.g., sports arena, conference center). These are the strategically located for accessibility, include residential uses at a target density of 20 dwelling units per acre, building heights of two to four stories and range in size from 30 to 80 acres.
- *Transit-Oriented Town Centers.* Transit-Oriented Centers are sited along existing or potential Light Rail or Bus Rapid Transit (BRT) alignments at stations for those services. They are multi-story (three to six stories), mixed-use developments that provide new housing opportunities and practical alternatives to vehicle mobility. The highest residential densities in the City are usually located here, with target density of 40 dwelling units per acre. Office uses may also be located at these sites, attracting people to the center from other areas of the City and region. Structured parking is common for this development type.

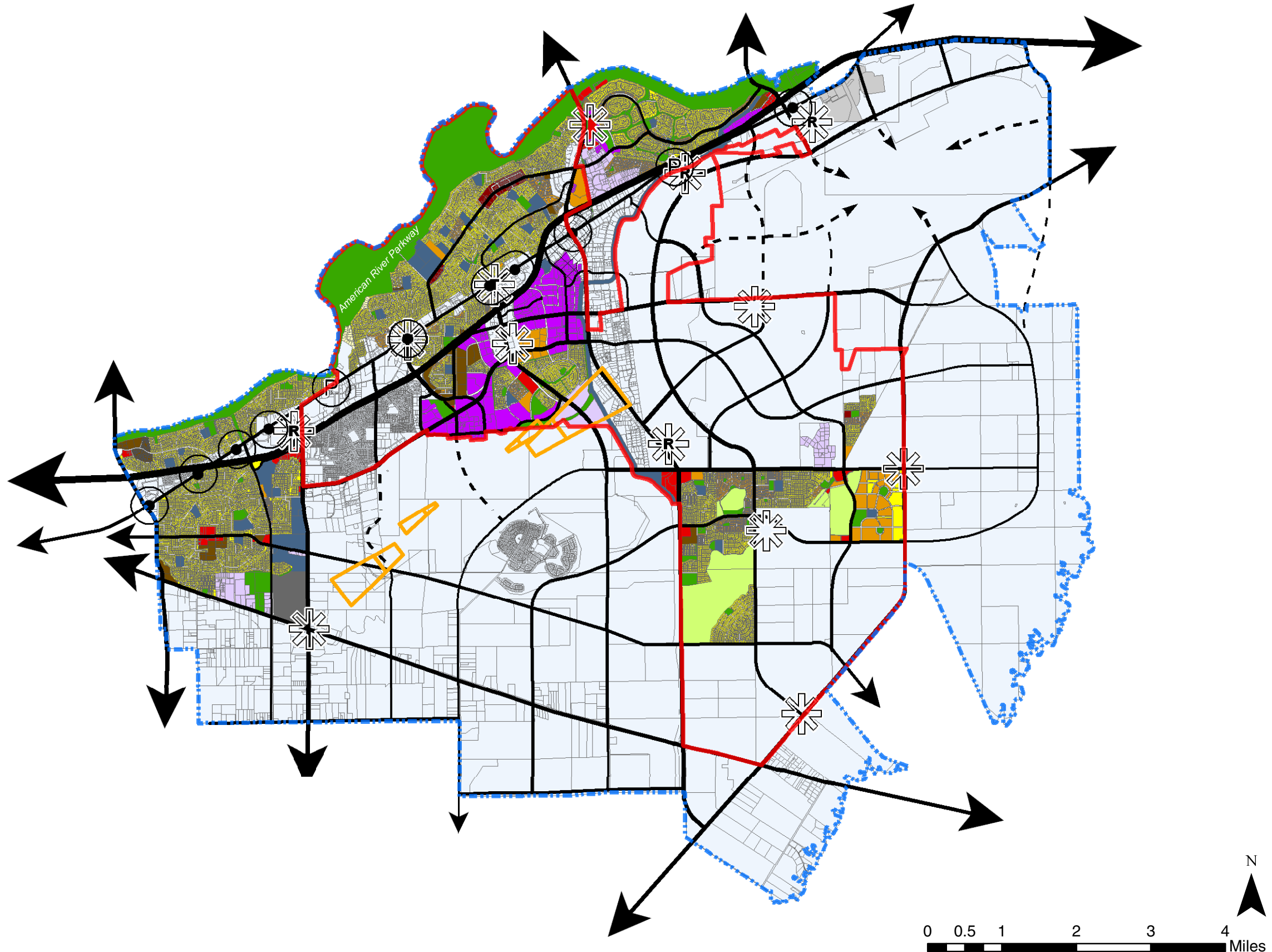


**Legend**

- 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
- P Proposed/Potential Light Rail Stations
- Rancho Cordova City Limits
- General Plan Planning Area Boundary
- Mather Airport Safety Zones
- Convention Overlay
- Planning Areas (see Figure LU-2)
- Roads
- Roads Foreseeable After 2030



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Source: City of Rancho Cordova Planning Department, 2006

Figure 3.0-3  
Draft General Plan Land Use Map

### ELEMENTS OF THE PROPOSED RANCHO CORDOVA GENERAL PLAN

#### City of Rancho Cordova General Plan Elements

The proposed City of Rancho Cordova General Plan consists of 12 “policy” elements and one implementation element. Each of 12 policy elements identify goals and associated policies with the general intent to assist and promote the furtherance of the ideas and desires established in the Rancho Cordova Vision Book for the City. A brief description of each element, and goals and policies for each element are provided below.

#### Land Use Element

The purpose of the Land Use Element is to describe existing and future land use activity in the City. The Element identifies the distribution, location, and intensity of all land use types throughout the City and the Planning Area.

#### Urban Design Element

The Urban Design Element is an optional element that provides policies and design concepts regarding the form and character of new private development (and public improvements), along with focused plans for areas of the City in need of special design attention.

#### Economic Development Element

This Element is an optional element included in the General Plan for the purpose of continuing to improve the City's prosperity, maintain competitiveness, ensure accessibility to its assets, make sure the market is aware of the City's opportunities, and set fair and equitable rules for development.

#### Housing Element

The Housing Element is a comprehensive statement by the City of Rancho Cordova of its current and future housing needs at all income levels. The element provides policies related to the provision of housing for all income levels as well as provisions that are state-mandated.

#### Circulation Element

The Circulation Element identifies the components of the Planning Area circulation system and their general location and role within the community. This includes policies for all types of transportation in the City and Planning Area: vehicles, transit (light rail and other forms of transit opportunities), bicycles and pedestrians. The element also includes level of service standards. **Figure 3.0-19** illustrates the General Plan Roadway System Map that shows proposed roadway and intersection improvements within the City and the Planning Area and delineates improvements that are proposed to be in place after the year 2030. **Figure 3.0-20** shows the proposed General Plan Bikeway and Trails Map, while **Figure 3.0-21** illustrates the General Plan Transit System Map.

#### Open Space, Parks and Trails Element

This Element provides goals, policies, and actions intended to achieve the City's vision for open spaces that are accessible to the community. The Element also considers the relationship of open space mitigation lands adjacent to urban lands.

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### Infrastructure, Services, and Finance Element

The Infrastructure, Services, and Finance Element is an optional element that works in combination with the Land Use Element to identify feasible funding options that will ensure the provision of infrastructure and public services in a timely manner to accommodate the development and associated land uses proposed under the General Plan.

### Natural Resources Element

The management and protection of the many biological resources, creek corridors, storm drainage, hydrology, water supply and quality, geology and mineral resources, agriculture, and the consumption of energy are the focus of the Natural Resources Element. This Element represents the mandatory conservation element of the General Plan.

### Cultural and Historic Resources Element

This optional Element seeks to identify and protect areas, sites, and buildings having architectural, historical or cultural significance. The Element provides goals, policies and actions designed to foster preservation of historic resources in the City and Planning Area.

### Safety Element

The Safety Element discusses the human and natural safety concerns in the City and Planning Area. The Safety Element works in conjunction with the Infrastructure, Services and Finance Element and the Land Use Element.

### Air Quality Element

This optional Element provides goals, policies, and actions to improve air quality in the region. This Element emphasizes the significance that land use patterns and resulting transportation behavior have on air quality.

### Noise Element

This Element defines acceptable noise levels for representative types of land use (residential, office, industrial, etc.) of the City and Planning Area and how those levels will be achieved.

### **Land Use Map**

The proposed City of Rancho Cordova General Plan includes the Land Use Map that combines specific land use designations in some areas of the City and more general descriptions of land uses in special areas planned for future growth referred to as "Planning Areas", which are described in more detail below. **Figure 3.0-3** shows the General Plan Land Use Map. **Figures 3.0-4** through **3.0-18** include actual land use plans and conceptual land use plans for 15 of the City's Planning Areas. A detailed Specific Plan is currently being prepared for the 16<sup>th</sup> Planning Area, the Folsom Boulevard Planning Area. The Folsom Boulevard Specific Plan will include policy, regulatory, and financial mechanisms for change. The Folsom Boulevard Specific Plan will be completed after the Rancho Cordova General Plan is adopted.

**Table 3.0-1** summarizes the proposed buildout projections of the proposed General Plan Planning Area under the General Plan Land Use Map. **Table 3.0-2** summarizes buildout of the proposed General Plan by land use type.

**TABLE 3.0-1  
SUMMARY OF EXISTING AND GENERAL PLAN BUILDOUT CONDITIONS**

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

Source: City of Rancho Cordova PLACE3S Land Use Model

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

- 1 Total employment also includes jobs that are not included under commercial, office and industrial, such as public school employment.
- 2 Total Square Footage totals only include commercial, office and industrial and do not include other square footage from other uses, such as public and quasi-public uses (e.g., schools and churches).

**TABLE 3.0-2  
PROPOSED GENERAL PLAN LAND USE DESIGNATION ACREAGES**

Land Use	Acreages	
	City Only	Entire Planning Area
Public/Quasi-Public	1,138	4,992
Parks and Open Space	2,392	4,202
Natural Resources	1,864	11,115
Rural Residential	0	1,135
Estate Residential	630	4,579
Low Density Residential	6,156	16,936
Medium Density Residential	3,423	3,689
High Density Residential	450	699
Residential Mixed Use	62	122
Office Mixed Use	1,788	2,906
Commercial Mixed Use	439	791
Village Center	222	447
Local Town Center	68	145

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Land Use	Acreages	
	City Only	Entire Planning Area
Regional Town Center	112	286
Transit Oriented Town Center	77	231
Light Industrial	961	3,901
Heavy Industrial	224	1,142
Surface Mining	0	871
<b>TOTAL</b>	<b>20,006</b>	<b>58,189</b>

Source: City of Rancho Cordova PLACE'S Land Use Model

Note: Totals do not include rights-of-way

As part of the development of the proposed land use mix set forth in the General Plan, the City conducted fiscal and retail/office market demand analyses for the Planning Area (referred to hereafter as the "General Plan Pro-Forma" or "Proforma") to determine if the land use mix, location of uses and intensities proposed in the Draft General Plan Land Use Map adopted in May 2005 would be supportable given projected demands for retail and office uses at buildout. In addition, the Proforma also analyzed revenues and expenditures for future development, capital improvements and needs for the City to accommodate growth and how the rate and form of growth would impact the fiscal viability of the City. The results of the Proforma analysis were used to refine the General Plan Land Use Map to its current proposed form, in terms of total development potential and intensities (as described in this Draft EIR).

#### General Plan Planning Areas

A total of sixteen individual General Plan Planning Areas are proposed as part of the General Plan. Land uses within these Planning Areas are described in the General Plan and are mapped with either land use plans or conceptual land use plans (see **Figures 3.0-4** through **3.0-18**). Those Planning Areas that are currently not within the existing boundaries of the City are identified as 'conceptual land plans'. Each of the Planning Areas is listed below in **Table 3.0-3**, along with a reference to the corresponding figure and a summary of the ultimate build out assumptions.

- Aerojet Planning Area Conceptual Land Plan - see **Figure 3.0-4**
- Countryside/Lincoln Village Planning Area Land Plan - see **Figure 3.0-5**
- Downtown Planning Area Conceptual Land Plan - see **Figure 3.0-6**
- East Planning Area Conceptual Land Plan - see **Figure 3.0-7**
- Folsom Boulevard Planning Area – A Specific Plan is currently being prepared for this area.
- Glenborough Planning Area Conceptual Land Plan - see **Figure 3.0-8**
- Grant Line North Planning Area Conceptual Land Plan - see **Figure 3.0-9**
- Grant Line South Planning Area Conceptual Land Plan - see **Figure 3.0-10**
- Grant Line West Planning Area Conceptual Land Plan - see **Figure 3.0-11**

- Jackson Planning Area Conceptual Land Plan - see **Figure 3.0-12**
- Mather Planning Area Conceptual Land Plan - see **Figure 3.0-13**
- Rio del Oro Planning Area Conceptual Land Plan - see **Figure 3.0-14**
- Suncreek/Preserve Planning Area Conceptual Land Plan - see **Figure 3.0-15**
- Sunrise Boulevard North Planning Area Land Plan - see **Figure 3.0-16**
- Sunrise Boulevard South Planning Area Land Plan - see **Figure 3.0-17**
- Westborough Planning Area Conceptual Land Plan - see **Figure 3.0-18**

In addition to the Planning Areas, the General Plan also designates a Convention Overlay area that is intended to foster and support a convention center at the intersection of Sunrise Boulevard and Folsom Boulevard, including hotels, restaurants, and meeting spaces (see **Figure 3.0-3**). Subsequent detailed and refined planning (e.g., specific plans) will be required for these planning areas in order to allow substantial development and/or expansion of existing development to proceed. Subsequent development for these Planning Areas will need to demonstrate consistency with the General Plan and the associated Planning Area conceptual land use maps in order to be determined by the City as substantially consistent with the General Plan and programmatically addressed in the environmental analysis provided in this General Plan DRAFT EIR.

### 3.0 PROJECT DESCRIPTION

**TABLE 3.0-3  
SUMMARY OF BUILDOUT CONDITIONS BY PLANNING AREA**

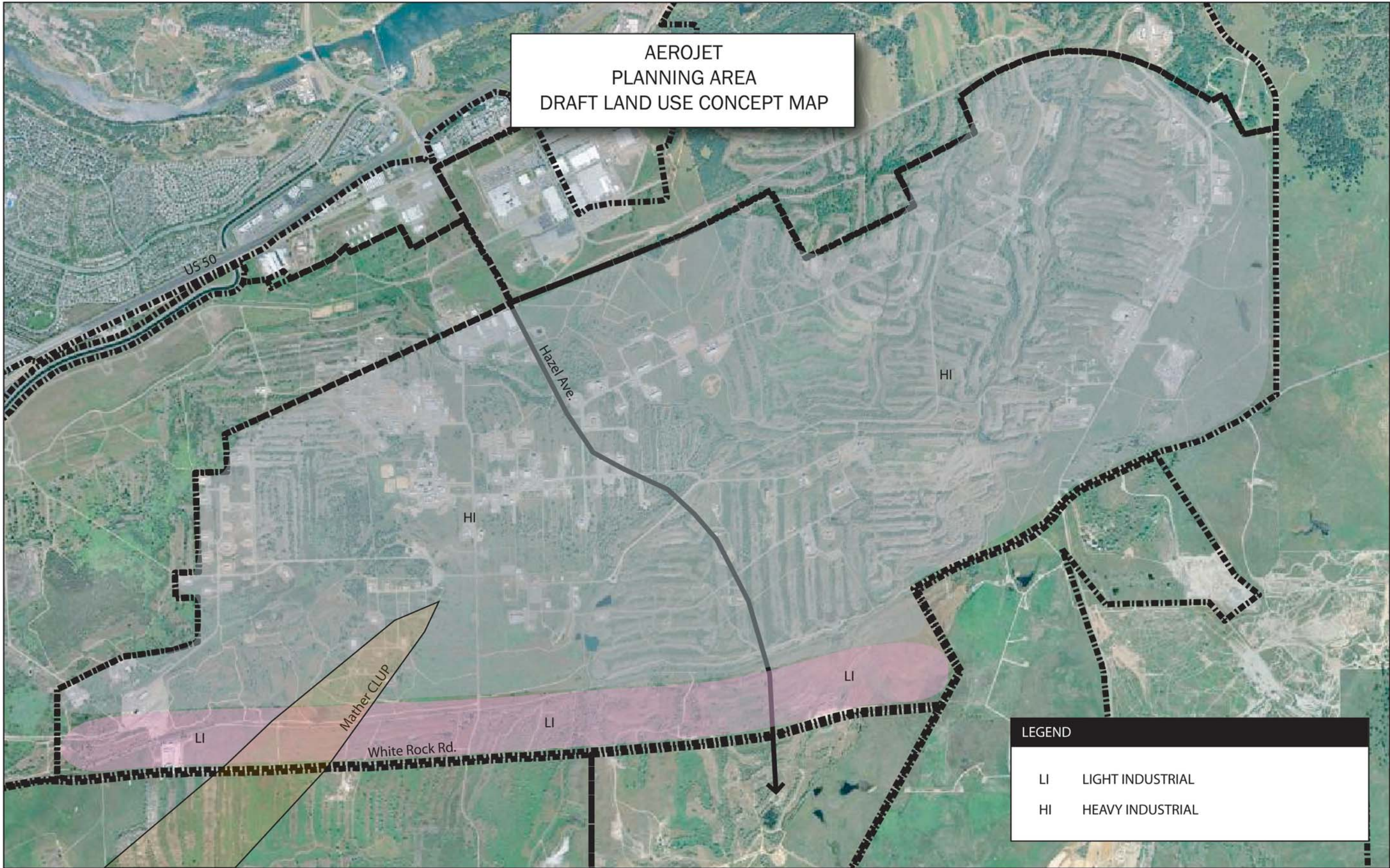
Planning Area	Dwellin g Units	Population	Total Employment <sup>1</sup>	Employment			Total Square Footage <sup>2</sup>	Square Footage		
				Commercial	Office	Industrial		Commercial	Office	Industrial
Aerojet	0	0	4,570	0	2,078	2,491	2,930,958	0	571,537	2,359,421
Countryside/ Lincoln Village	3,558	8,694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

Source: City of Rancho Cordova PLACE<sup>3</sup>S Land Use Model

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

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

AEROJET  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



LEGEND	
LI	LIGHT INDUSTRIAL
HI	HEAVY INDUSTRIAL

I:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-4.ai, February 2006

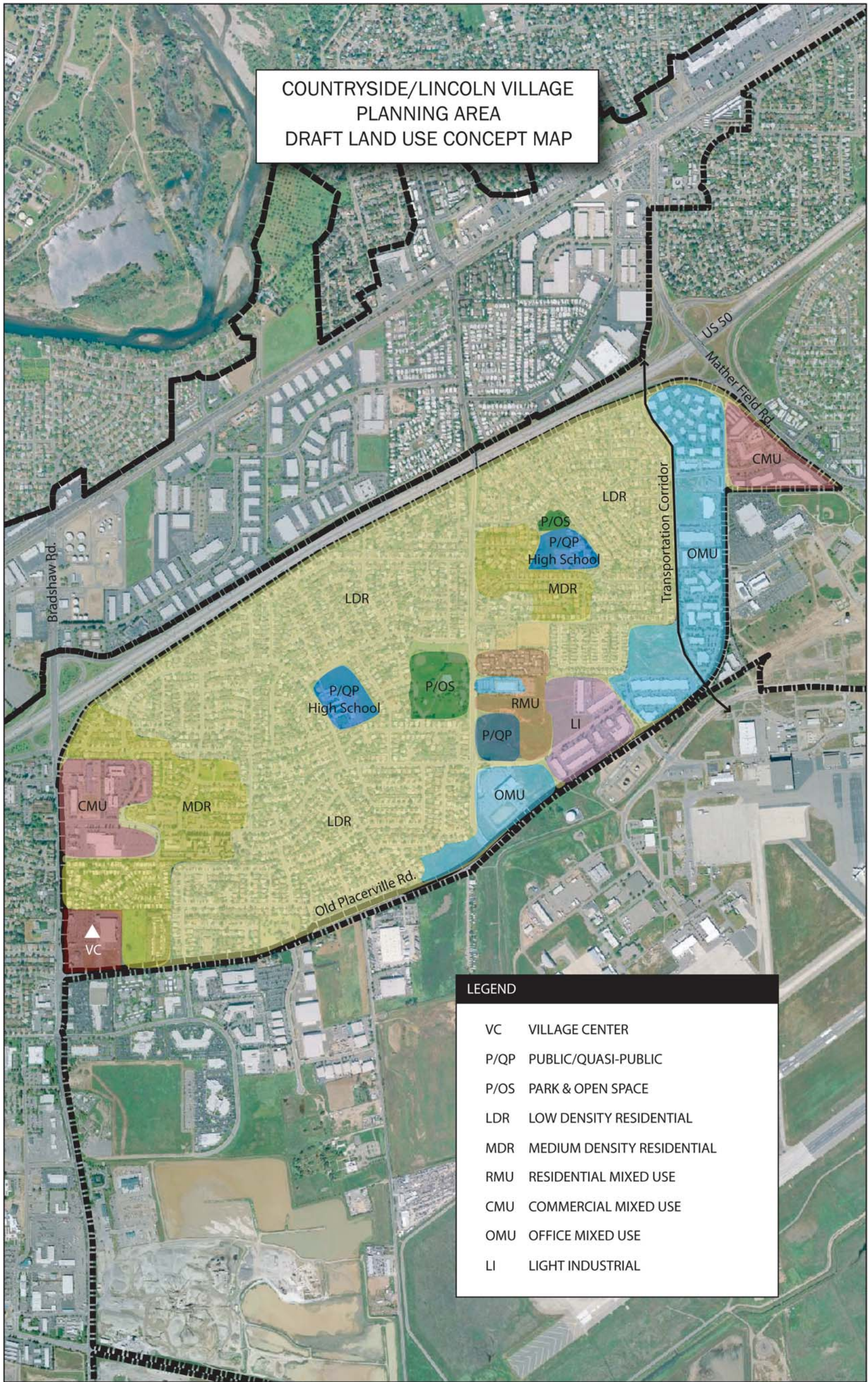
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-4  
Aerojet Planning Area





COUNTRYSIDE/LINCOLN VILLAGE  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP

**LEGEND**

VC	VILLAGE CENTER
P/QP	PUBLIC/QUASI-PUBLIC
P/OS	PARK & OPEN SPACE
LDR	LOW DENSITY RESIDENTIAL
MDR	MEDIUM DENSITY RESIDENTIAL
RMU	RESIDENTIAL MIXED USE
CMU	COMMERCIAL MIXED USE
OMU	OFFICE MIXED USE
LI	LIGHT INDUSTRIAL

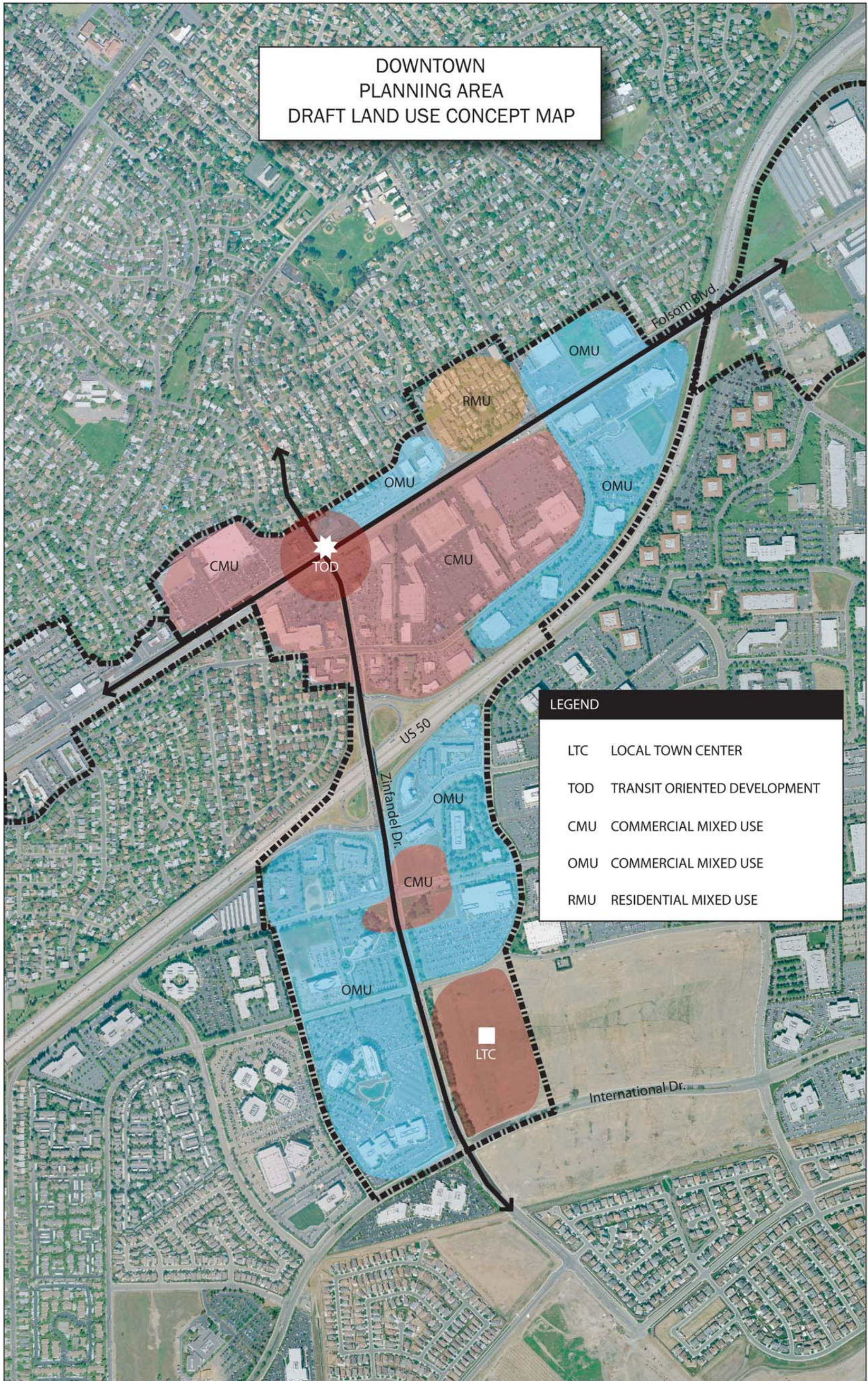
T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-5.ai, February 2006

Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-5  
Countryside/Lincoln Village Planning Area



T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-5.ai, February 2006

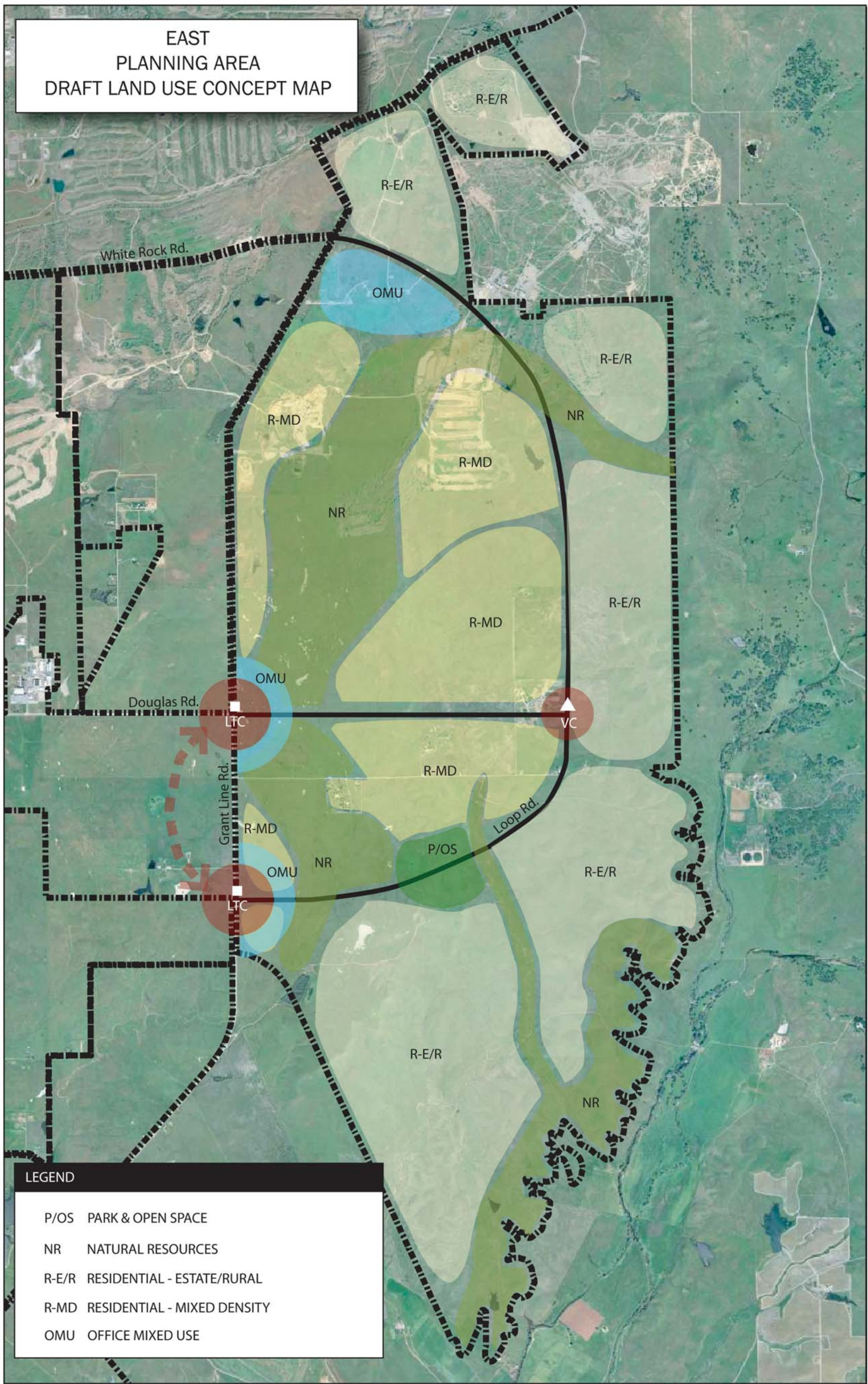
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-6  
Downtown Planning Area

EAST  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



**LEGEND**

P/OS	PARK & OPEN SPACE
NR	NATURAL RESOURCES
R-E/R	RESIDENTIAL - ESTATE/RURAL
R-MD	RESIDENTIAL - MIXED DENSITY
OMU	OFFICE MIXED USE

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-7.ai, February 2006

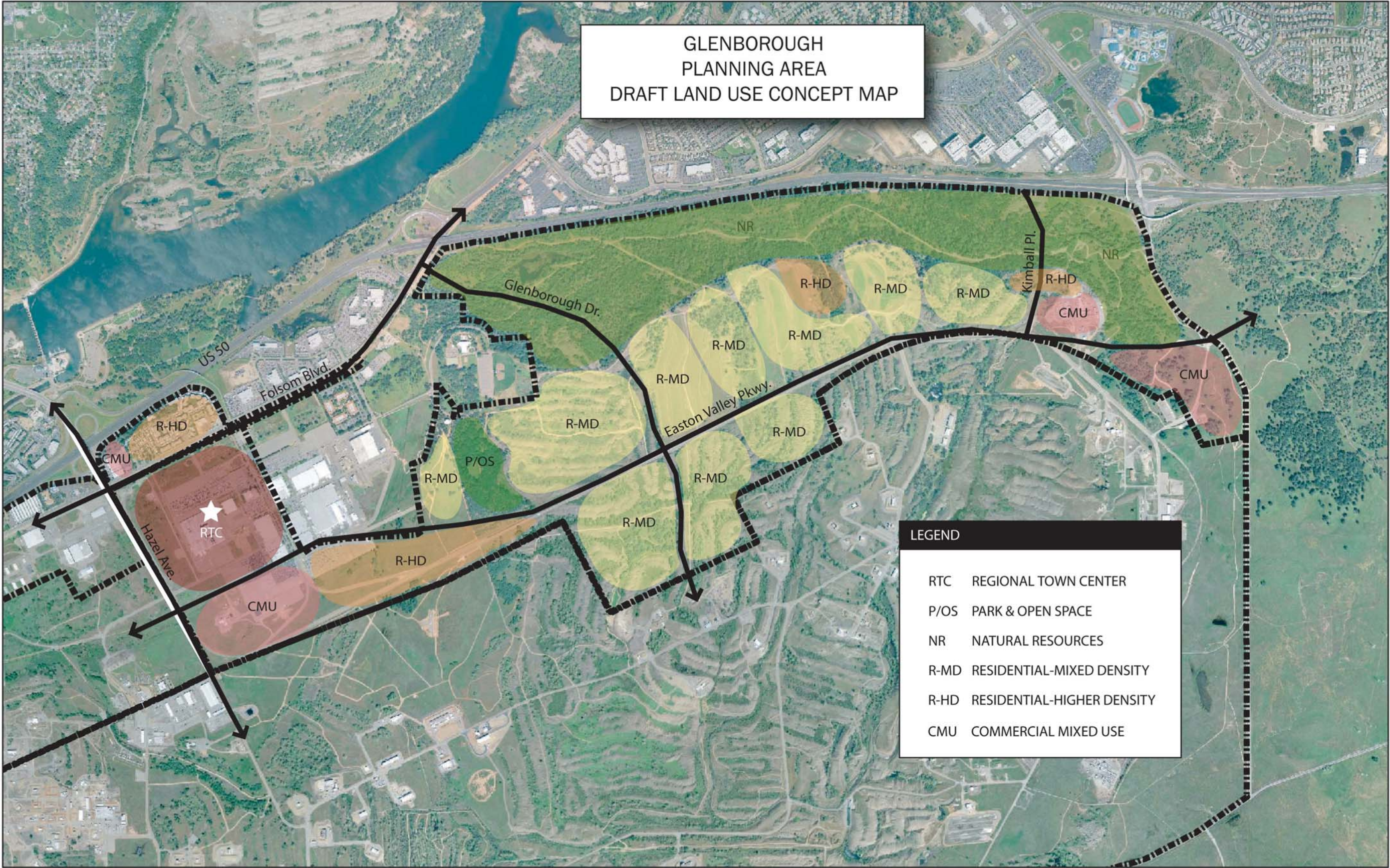
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-7  
East Planning Area

GLENBOROUGH  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



**LEGEND**

RTC	REGIONAL TOWN CENTER
P/OS	PARK & OPEN SPACE
NR	NATURAL RESOURCES
R-MD	RESIDENTIAL-MIXED DENSITY
R-HD	RESIDENTIAL-HIGHER DENSITY
CMU	COMMERCIAL MIXED USE

I:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-8.ai, February 2006

Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-8  
Glenborough Planning Area



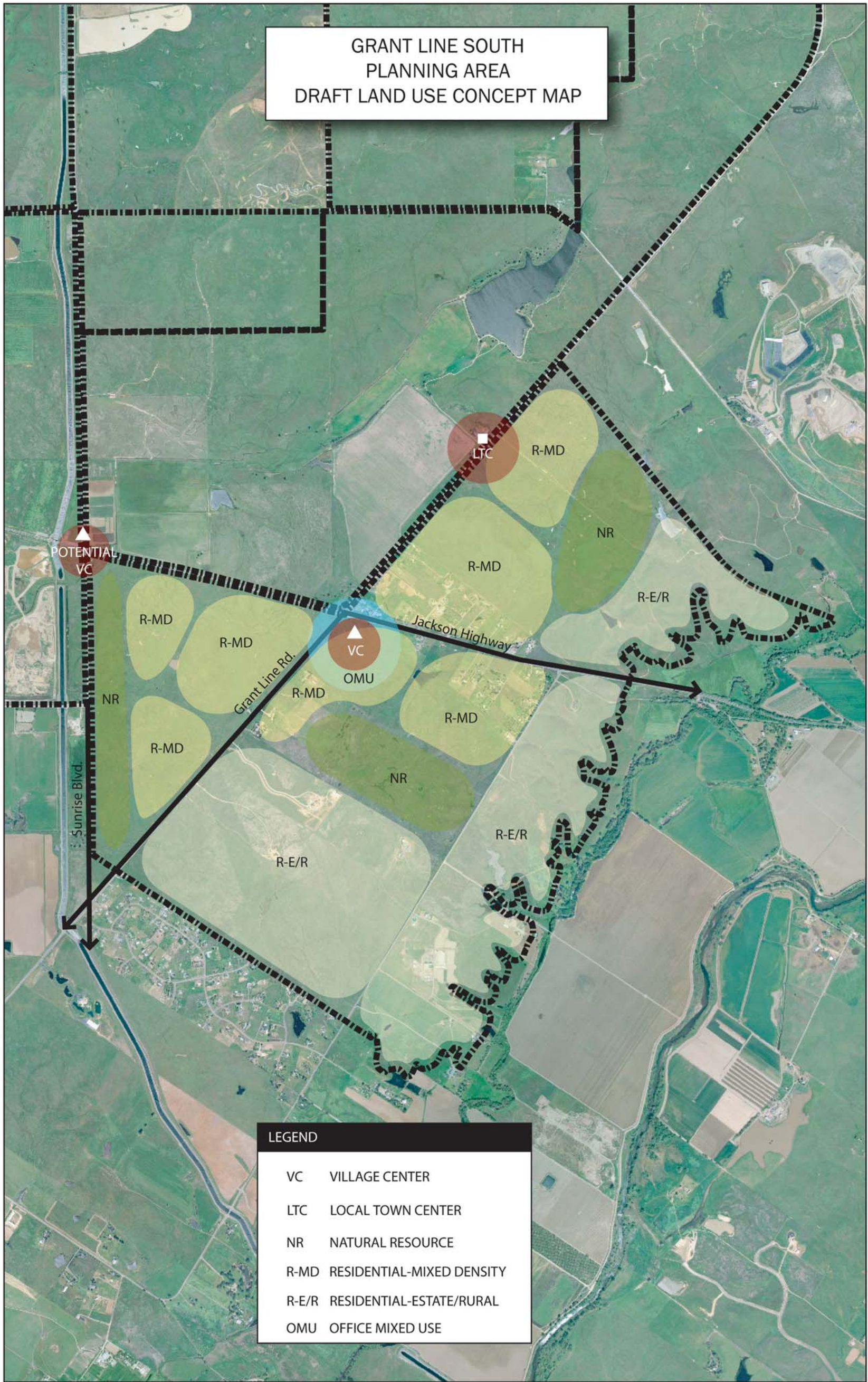
T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-9.ai, February 2006

Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-9  
Grant Line North Planning Area



T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-10.ctb, February 2006

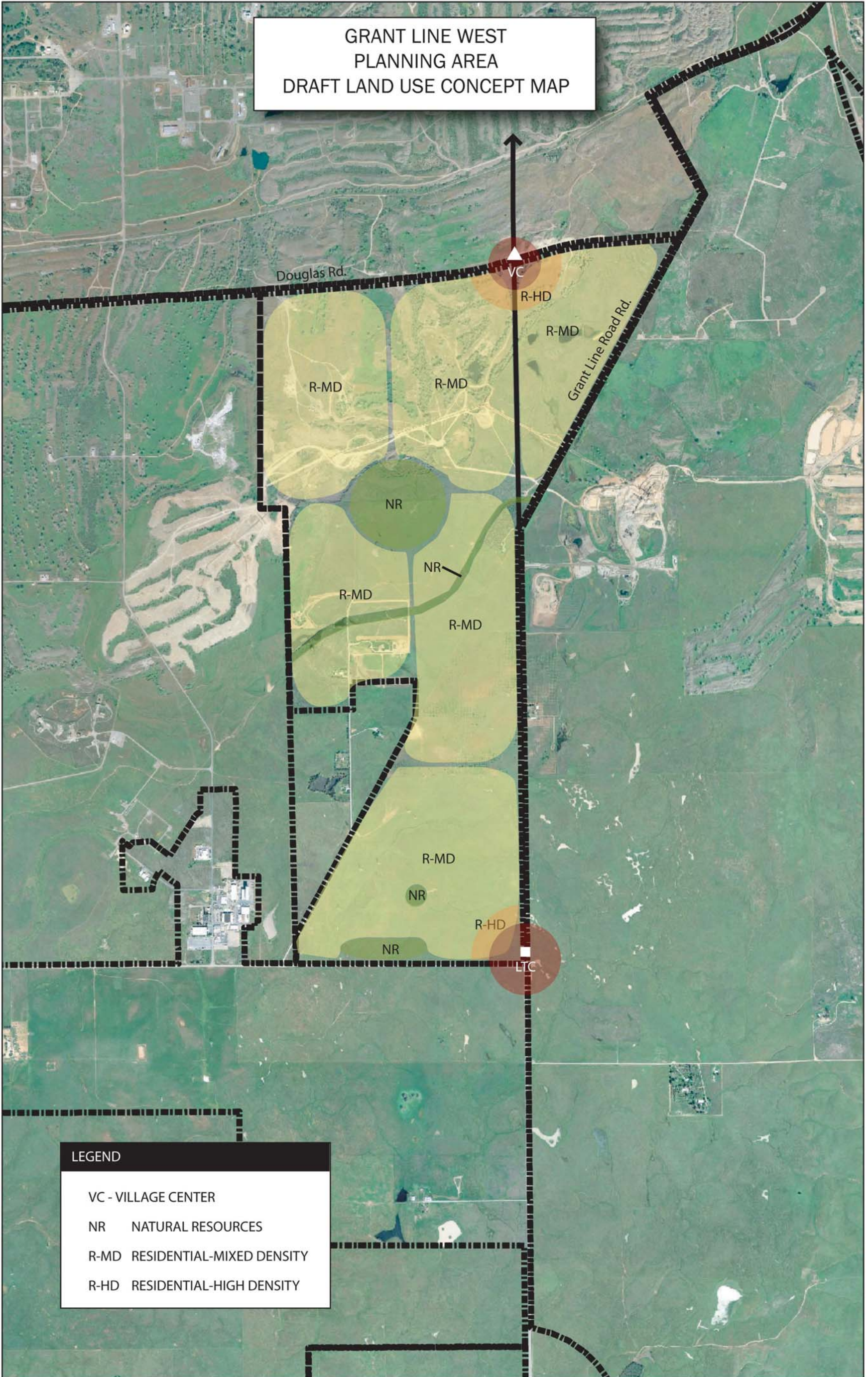
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-10  
Grant Line South Planning Area

GRANT LINE WEST  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



LEGEND	
VC	VILLAGE CENTER
NR	NATURAL RESOURCES
R-MD	RESIDENTIAL-MIXED DENSITY
R-HD	RESIDENTIAL-HIGH DENSITY

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-11.ai, February 2006

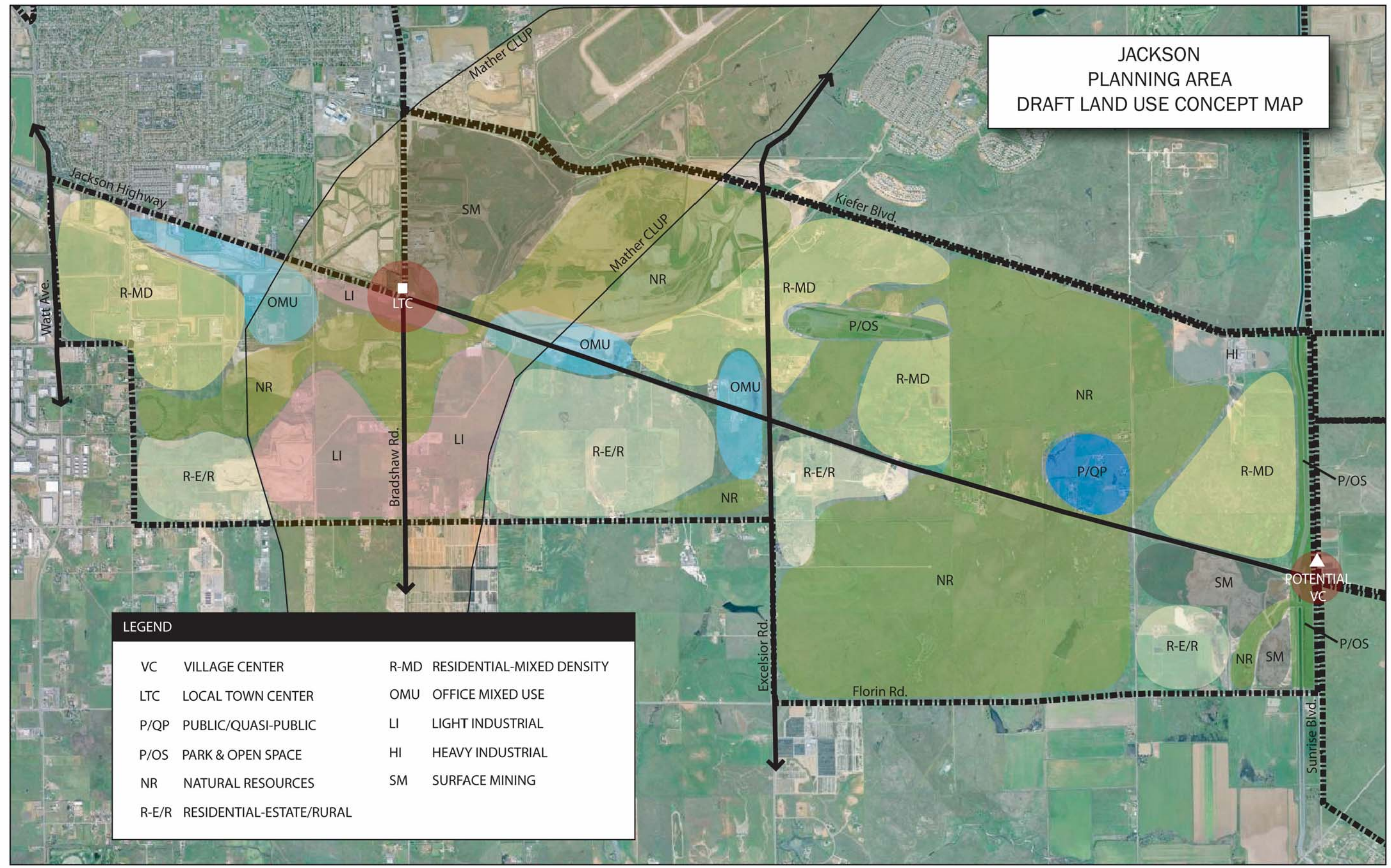
Source: AirPhoto USA, 2004



Figure 3.0-11  
Grant Line West Planning Area

I:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-12.cai, February 2006

Source: AirPhoto USA, 2004



JACKSON  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP

LEGEND			
VC	VILLAGE CENTER	R-MD	RESIDENTIAL-MIXED DENSITY
LTC	LOCAL TOWN CENTER	OMU	OFFICE MIXED USE
P/QP	PUBLIC/QUASI-PUBLIC	LI	LIGHT INDUSTRIAL
P/OS	PARK & OPEN SPACE	HI	HEAVY INDUSTRIAL
NR	NATURAL RESOURCES	SM	SURFACE MINING
R-E/R	RESIDENTIAL-ESTATE/RURAL		

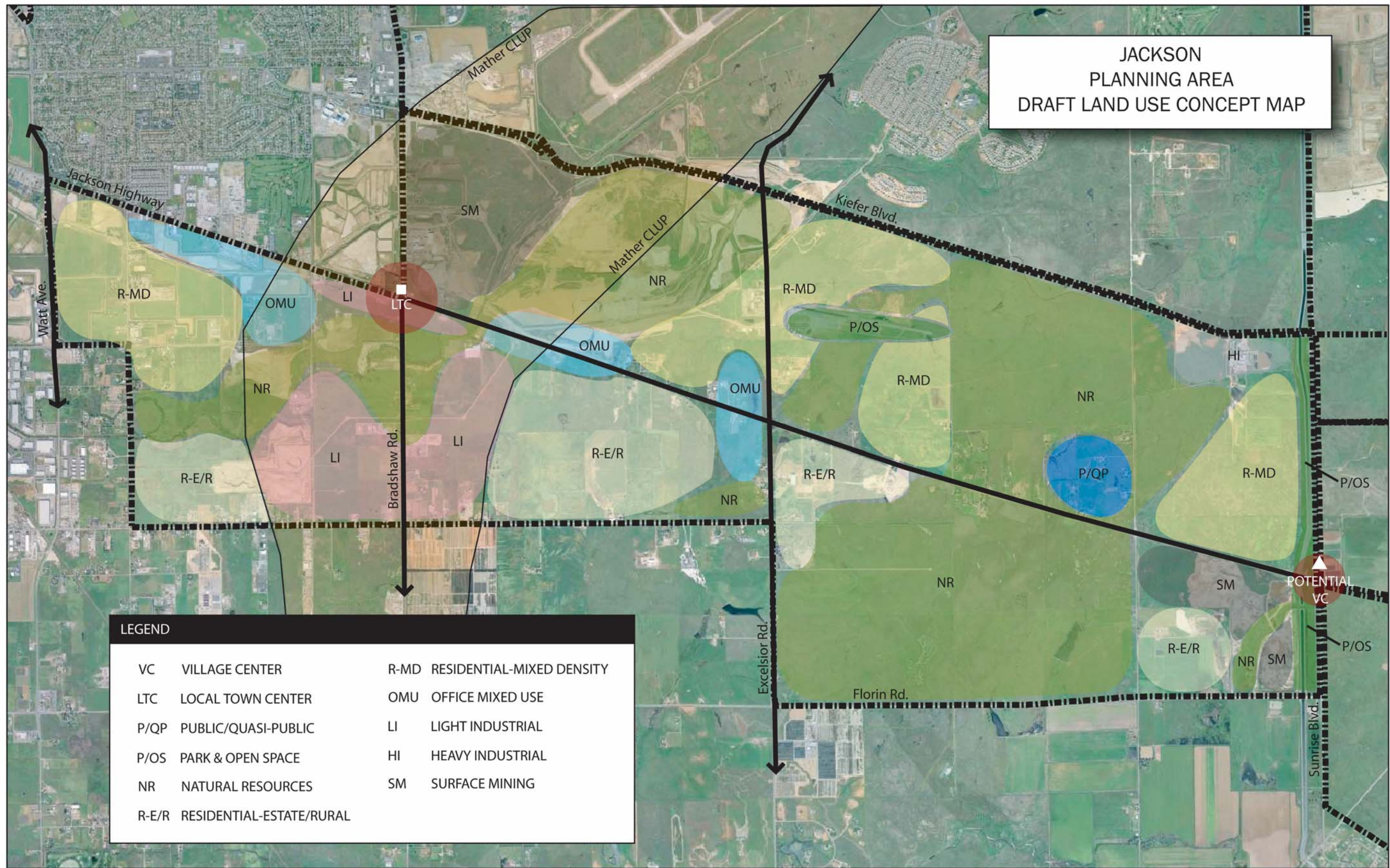


City of Rancho Cordova  
Planning Department

Figure 3.0-12  
Jackson Planning Area



JACKSON  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



LEGEND			
VC	VILLAGE CENTER	R-MD	RESIDENTIAL-MIXED DENSITY
LTC	LOCAL TOWN CENTER	OMU	OFFICE MIXED USE
P/QP	PUBLIC/QUASI-PUBLIC	LI	LIGHT INDUSTRIAL
P/OS	PARK & OPEN SPACE	HI	HEAVY INDUSTRIAL
NR	NATURAL RESOURCES	SM	SURFACE MINING
R-E/R	RESIDENTIAL-ESTATE/RURAL		

I:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-12.cai, February 2006

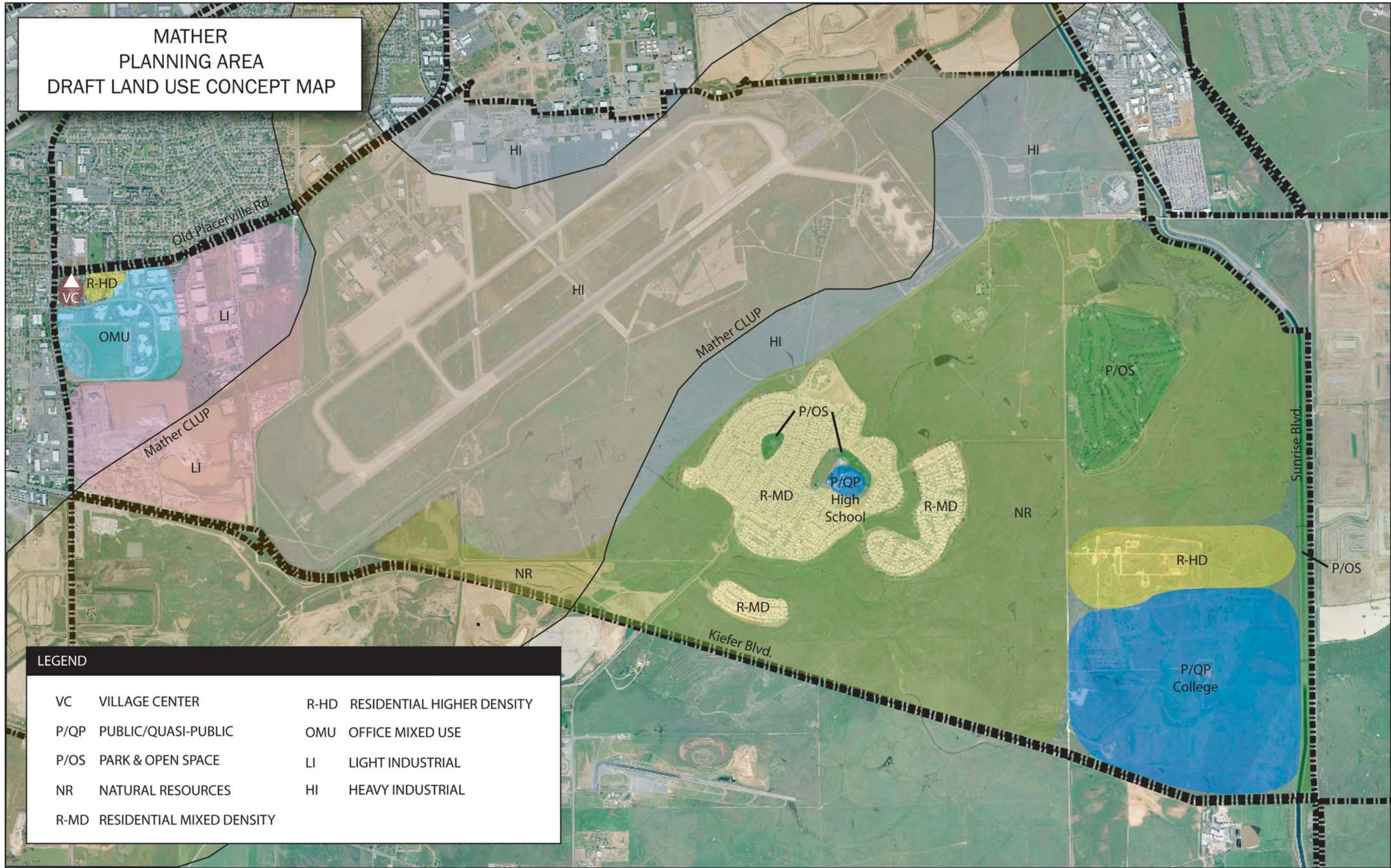
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-12  
Jackson Planning Area

MATHER  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



**LEGEND**

VC	VILLAGE CENTER	R-HD	RESIDENTIAL HIGHER DENSITY
P/QP	PUBLIC/QUASI-PUBLIC	OMU	OFFICE MIXED USE
P/OS	PARK & OPEN SPACE	LI	LIGHT INDUSTRIAL
NR	NATURAL RESOURCES	HI	HEAVY INDUSTRIAL
R-MD	RESIDENTIAL MIXED DENSITY		

I:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-13.cai, February 2006

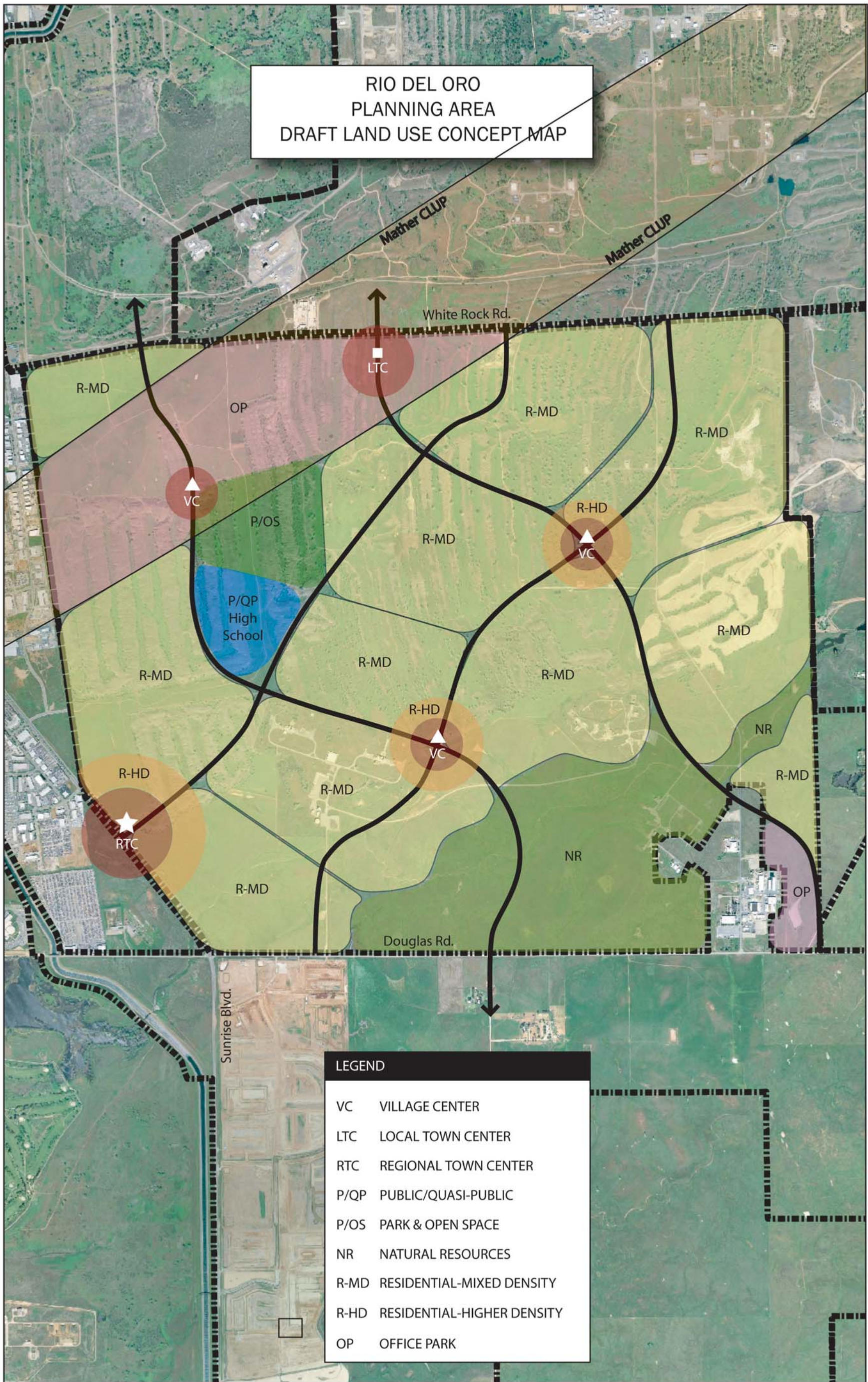
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-13  
Mather Planning Area

RIO DEL ORO  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



LEGEND	
VC	VILLAGE CENTER
LTC	LOCAL TOWN CENTER
RTC	REGIONAL TOWN CENTER
P/QP	PUBLIC/QUASI-PUBLIC
P/OS	PARK & OPEN SPACE
NR	NATURAL RESOURCES
R-MD	RESIDENTIAL-MIXED DENSITY
R-HD	RESIDENTIAL-HIGHER DENSITY
OP	OFFICE PARK

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-14.cai, February 2006

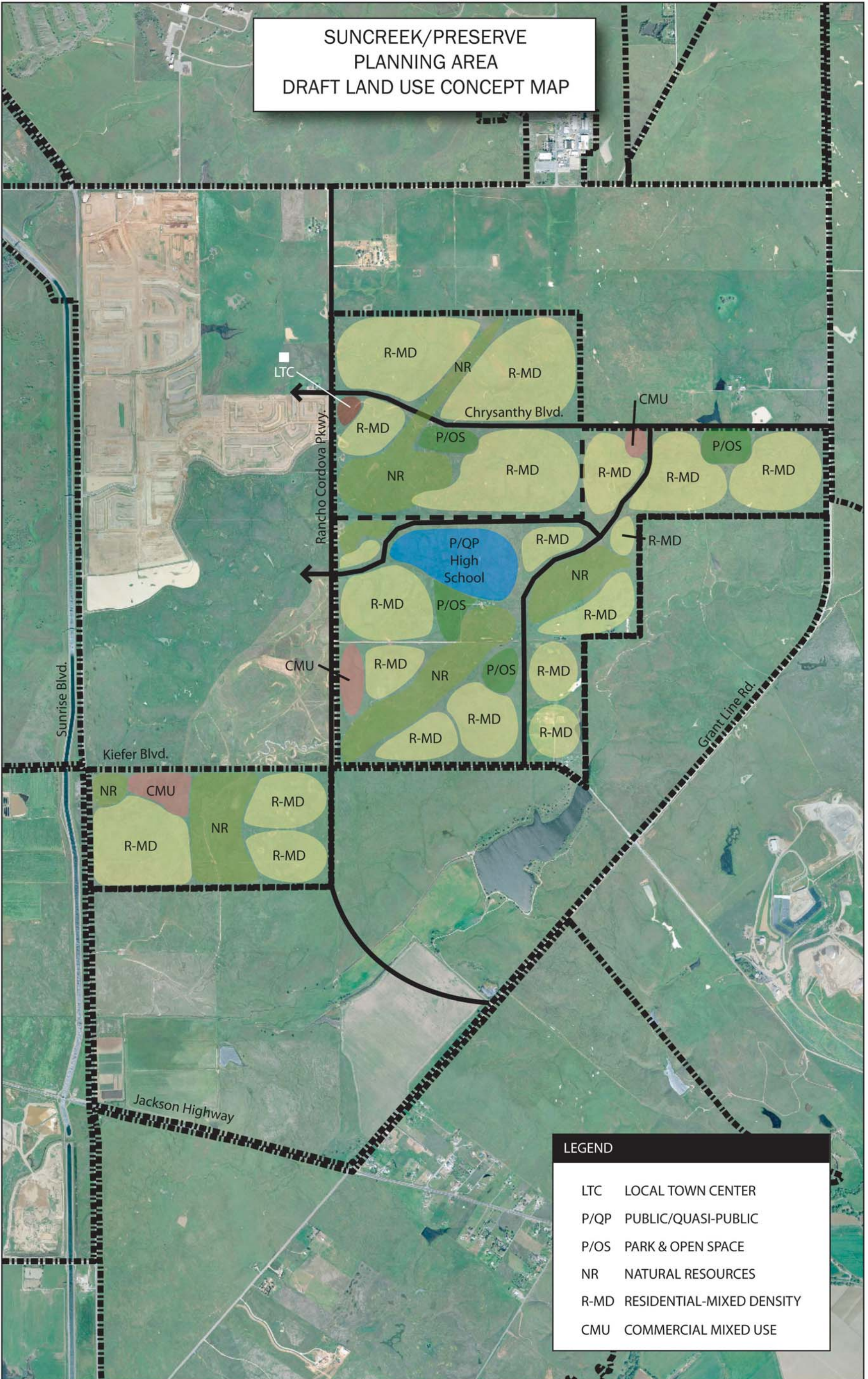
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-14  
Rio del Oro Planning Area

SUNCREEK/PRESERVE  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



LEGEND	
LTC	LOCAL TOWN CENTER
P/QP	PUBLIC/QUASI-PUBLIC
P/OS	PARK & OPEN SPACE
NR	NATURAL RESOURCES
R-MD	RESIDENTIAL-MIXED DENSITY
CMU	COMMERCIAL MIXED USE

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-15.ai, February 2006

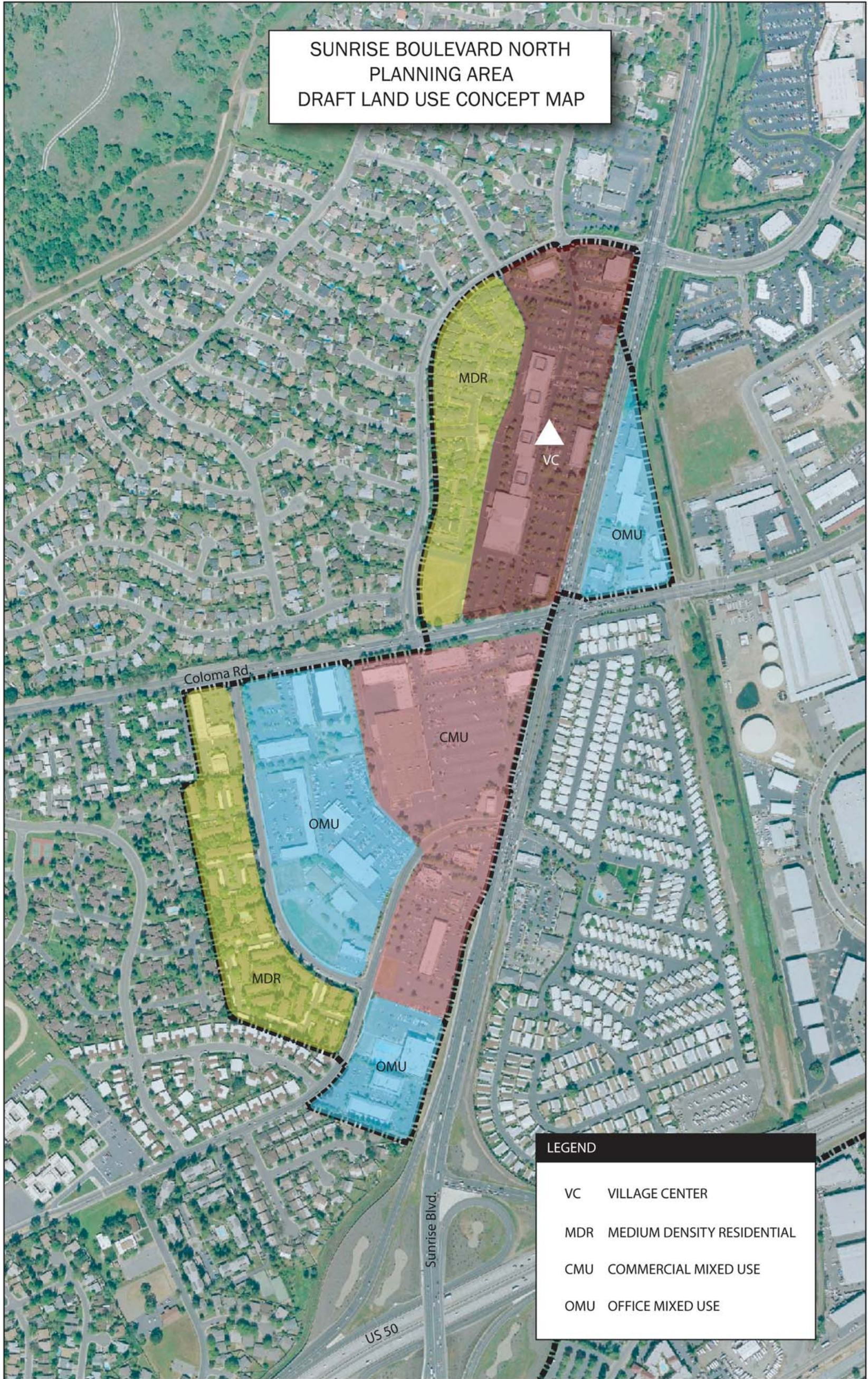
Source: AirPhoto USA, 2004



City of Rancho Cordova  
Planning Department

Figure 3.0-15  
SunCreek/Preserve Planning Area

SUNRISE BOULEVARD NORTH  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



**LEGEND**

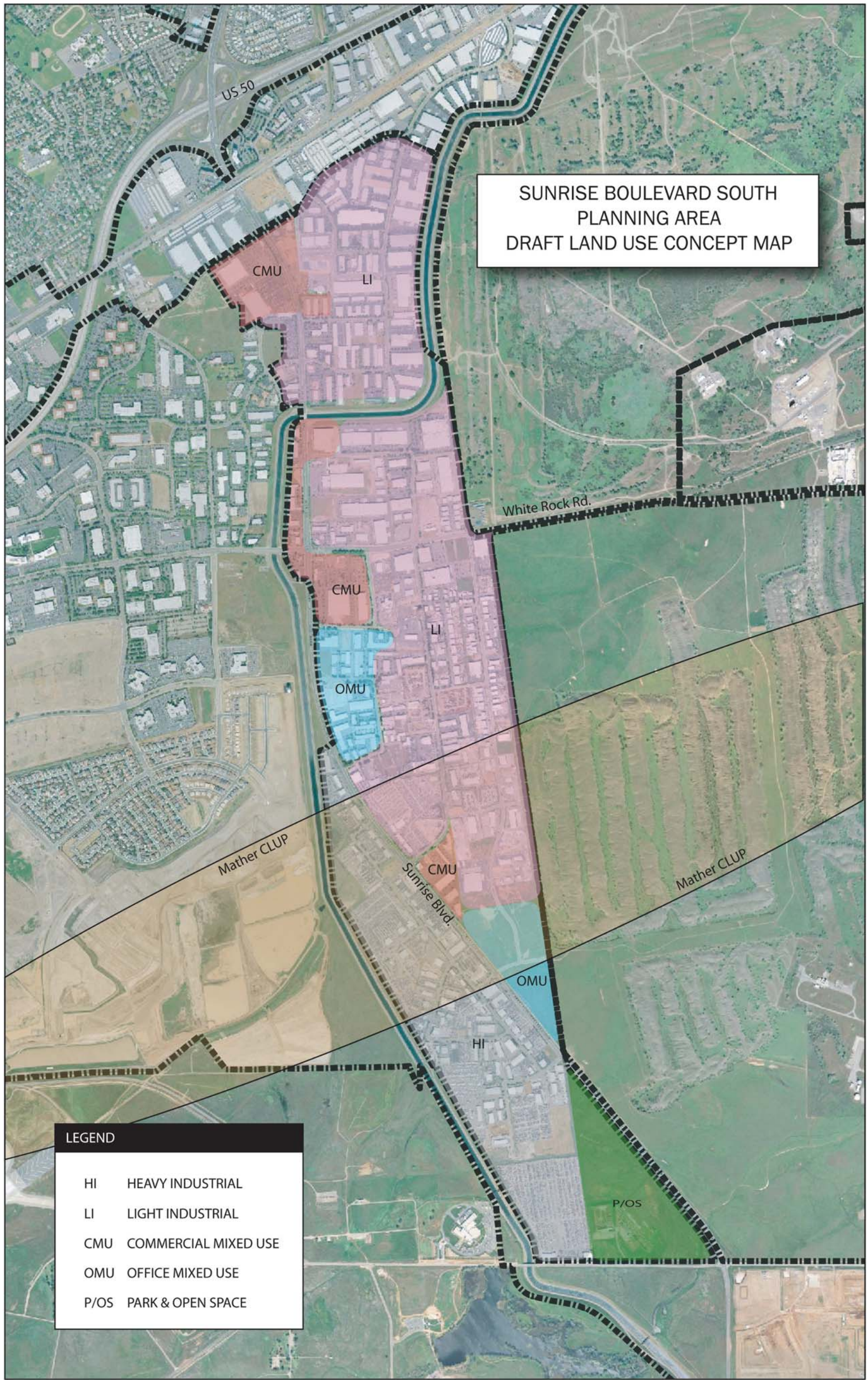
VC	VILLAGE CENTER
MDR	MEDIUM DENSITY RESIDENTIAL
CMU	COMMERCIAL MIXED USE
OMU	OFFICE MIXED USE

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-9.ai, February 2006

Source: AirPhoto USA, 2004



Figure 3.0-16  
Sunrise Boulevard North Planning Area

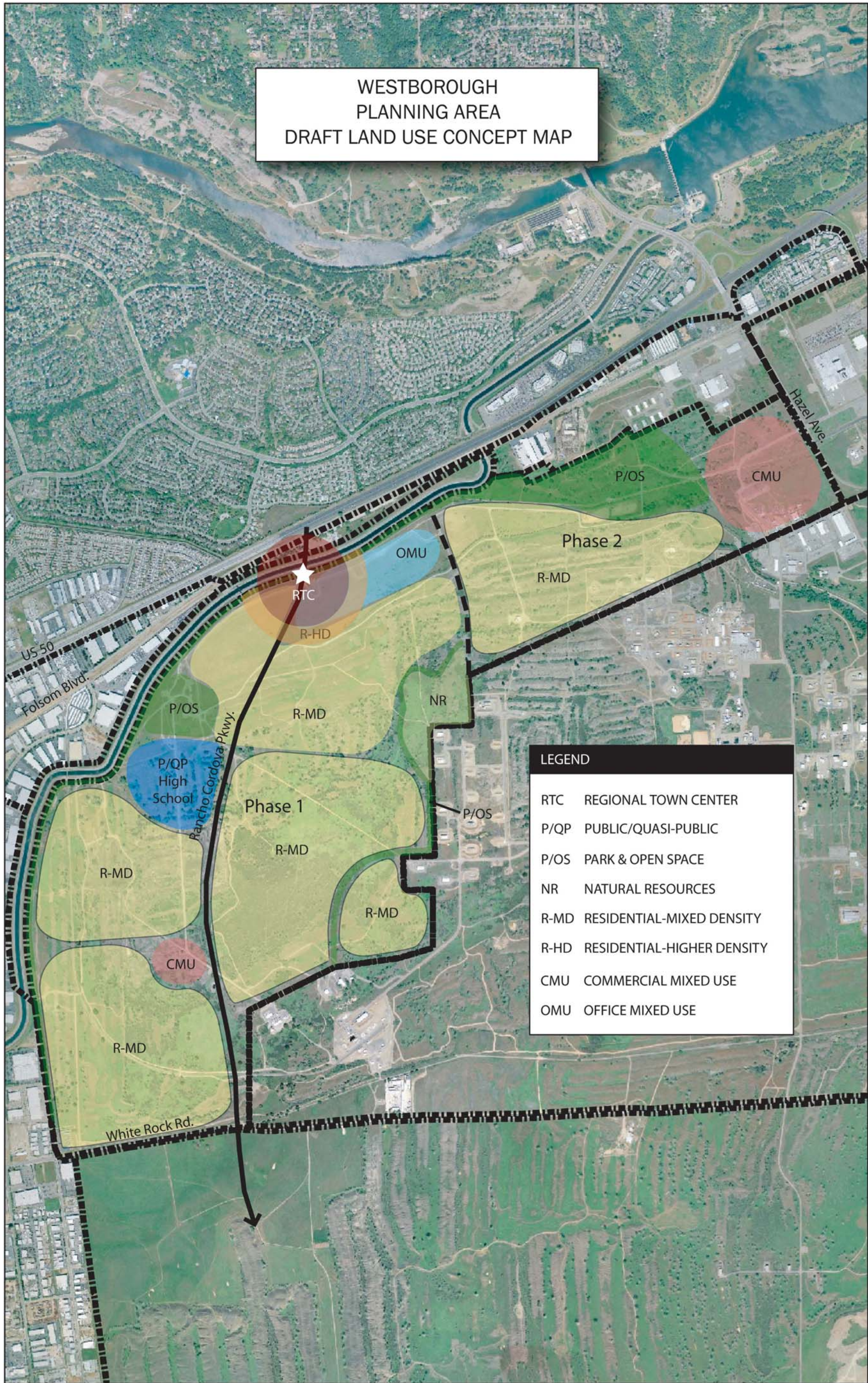


T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-17.dwg, February 2006

Source: AirPhoto USA, 2004



WESTBOROUGH  
PLANNING AREA  
DRAFT LAND USE CONCEPT MAP



**LEGEND**

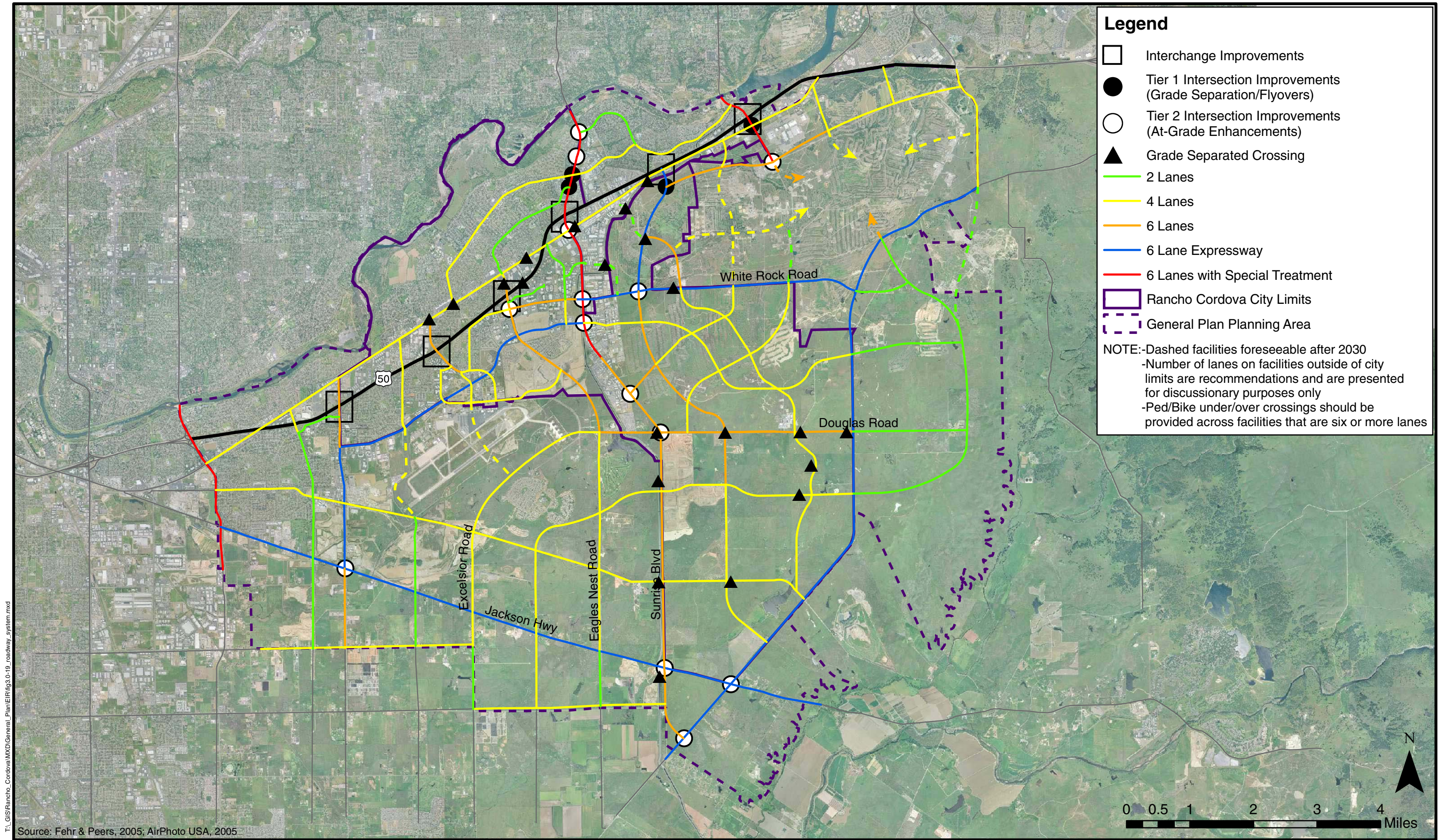
RTC	REGIONAL TOWN CENTER
P/QP	PUBLIC/QUASI-PUBLIC
P/OS	PARK & OPEN SPACE
NR	NATURAL RESOURCES
R-MD	RESIDENTIAL-MIXED DENSITY
R-HD	RESIDENTIAL-HIGHER DENSITY
CMU	COMMERCIAL MIXED USE
OMU	OFFICE MIXED USE

T:\Rancho Cordova\General Plan EIR\AI Files\Figure 3.0-18.ctb, February 2006

Source: AirPhoto USA, 2004



Figure 3.0-18  
Westborough Planning Area



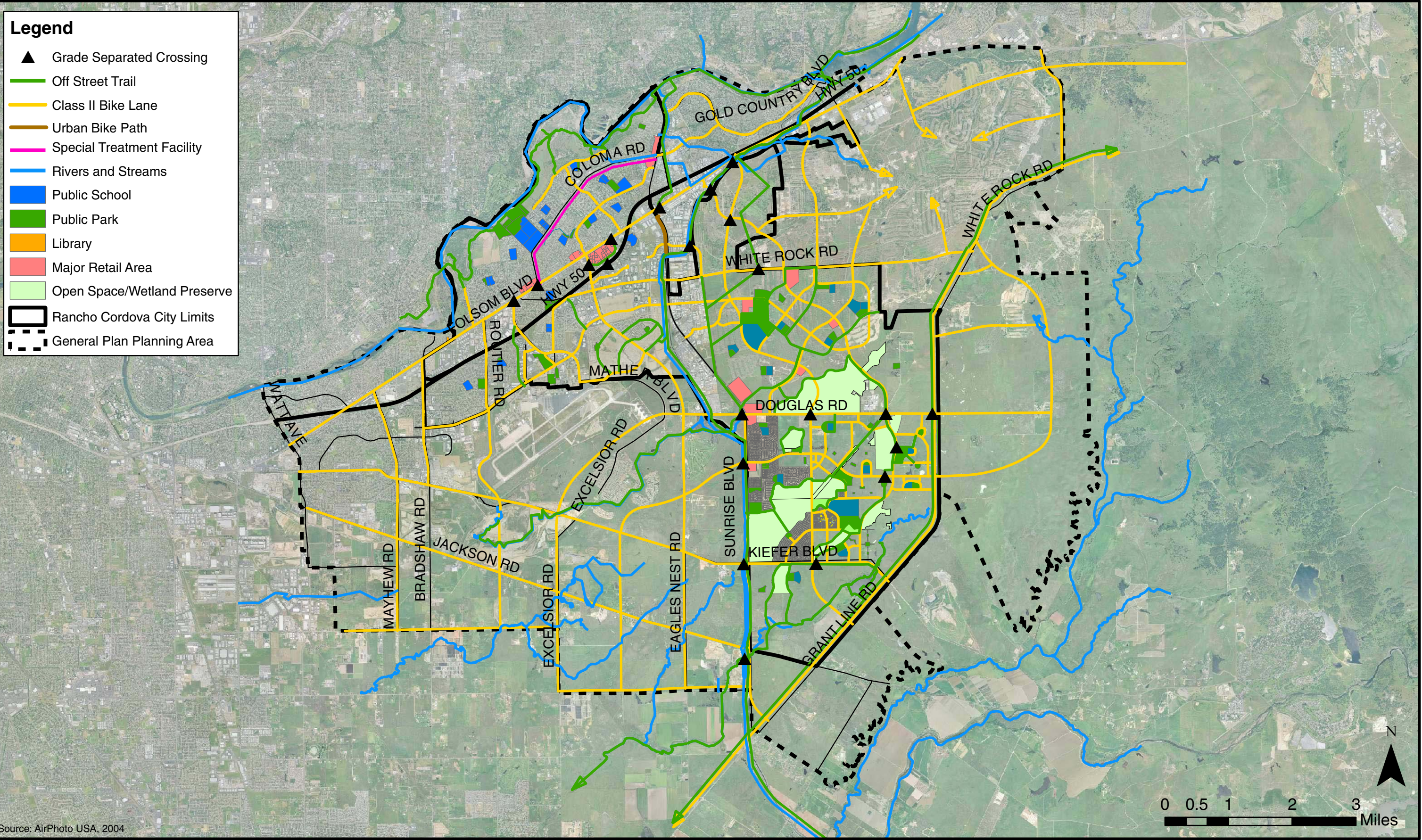
T:\GIS\Rancho\_Cordova\MXD\General\_Plan\ER\lg3.0-19\_roadway\_system.mxd

Figure 3.0-19  
 Roadway System Map



**Legend**

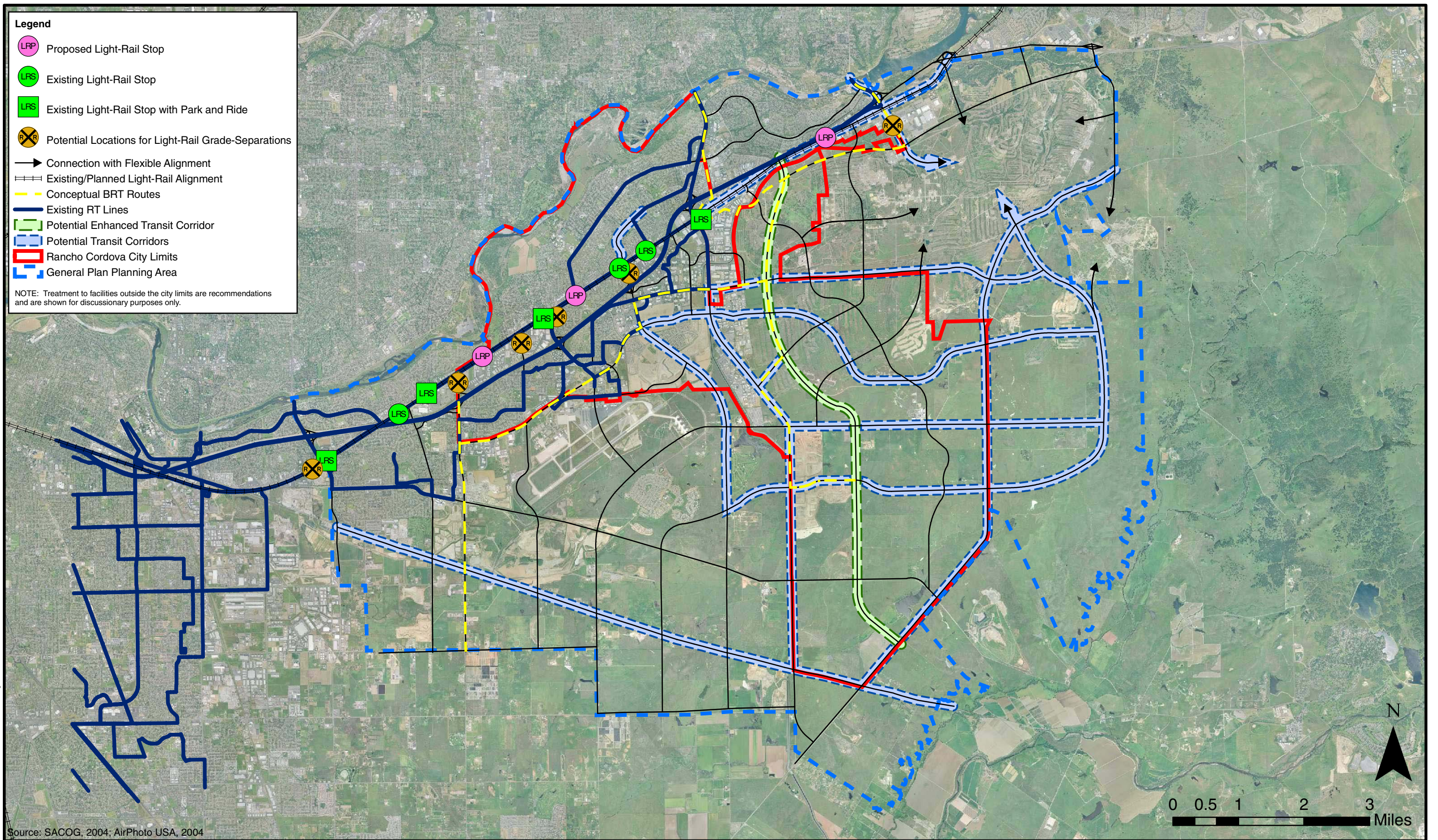
- ▲ Grade Separated Crossing
- Off Street Trail
- Class II Bike Lane
- Urban Bike Path
- Special Treatment Facility
- Rivers and Streams
- Public School
- Public Park
- Library
- Major Retail Area
- Open Space/Wetland Preserve
- Rancho Cordova City Limits
- General Plan Planning Area



T:\GIS\Rancho\_Cordova\MXD\General\_Plan\ER\fig3.0-20\_bikeway\_trails.mxd

Source: AirPhoto USA, 2004

Figure 3.0-20  
Draft City Trails and Bikeways Plan



T:\GIS\Rancho\_Cordova\MXD\General\_Plan\ER\fig3.0-21\_transit.mxd

Source: SACOG, 2004; AirPhoto USA, 2004



Figure 3.0-21  
Transit System Map

### **3.4 INTENDED USE OF THE EIR AND APPROVAL PROCESS**

This EIR may be used for the following direct and indirect actions regarding the Planning Area:

#### INTENDED USE OF THE EIR

This EIR provides a programmatic environmental review of implementation of the General Plan. Subsequent activities under the General Plan would utilize this EIR as the basis in determining whether the later activity may have any significant effects, to focus the environmental review of the subsequent activity, and the conclusions of this EIR can be incorporated where factors apply to the program as a whole.

Following adoption of the General Plan and certification of the EIR by the City Council, all subsequent activities and development within the City will be guided by the goals and policies set forth in the new General Plan. The City Council is anticipated to conduct the following subsequent activities to implement the General Plan:

- The City would initiate a comprehensive amendment of the City of Rancho Cordova Zoning Ordinance to achieve consistency with the adopted General Plan.
  - The Zoning Ordinance would further define land use designations and the performance standards applicable to the land use designations.
  - The Zoning Ordinance would establish the land use entitlement process applicable to the land use designations.
- The City would adopt financing programs or fee programs for public infrastructure.
- The City would plan, finance and construct public infrastructure projects or consider private development requests for infrastructure projects such as roadway improvements consistent with the General Plan Roadway System Map, construction of parks, trails, infrastructure improvements (e.g., water distribution and treatment facilities, wastewater facilities, drainage improvements), other capital improvements (e.g., construction of a new City Hall and civic center) natural resource preservation and/or restoration, and redevelopment and/or revitalization efforts of the City and Community Redevelopment Agency of the City of Rancho Cordova.
- The City may conduct or consider further focused planning studies.
- The City would consider approval of various private development entitlement requests (e.g., specific plans, master plans, tentative subdivision maps, design review, use permits) that are consistent with the General Plan and its Land Use Map.

The City has already initiated some of the above activities. These activities include the adoption the City of Rancho Cordova Design Guidelines, adoption of a traffic impact fee program to support planned roadway improvements identified on the General Plan Roadway System Map, initiation of the development of the City of Rancho Cordova Redevelopment Plan and other associated transportation and planning activities.

### 3.0 PROJECT DESCRIPTION

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#### CITY OF RANCHO CORDOVA CERTIFICATION OF THE EIR

The City of Rancho Cordova General Plan will be presented to the City of Rancho Cordova Planning Commission for review, comment and recommendations. The City of Rancho Cordova City Council, as the City's legislative body, is the approving authority for the City of Rancho Cordova General Plan. In order to approve the General Plan, the City Council would have to take the following actions:

- Certification of the City of Rancho Cordova General Plan EIR.
- Adoption of required findings for the above actions, including required findings under the State CEQA Guidelines, Sections 15090, 15091 and 15093.
- Adoption of the City of Rancho Cordova General Plan.

#### OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and permits that may be required from local, regional, state and federal agencies in the processing of subsequent development permits include, but are not limited to, the following:

- Sacramento County Local Agency Formation Commission (LAFCo) approval of future requests to annex land into the City would require approval of LAFCo. LAFCo must also approve the formation, reorganization, incorporation, or consolidation of special districts that provide services within the City.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) approval of dust control plans and other permits for subsequent projects.
- California Department of Transportation (Caltrans) approval of improvements and/or funding for future improvements on U.S. Highway 50 or State Route 16.
- Extension of service and/or expansion of infrastructure facilities by area service districts (Sacramento County Water Agency, Sacramento Metropolitan Utility District, Pacific Gas & Electric, County Sanitation District-1, Sacramento Metropolitan Fire District, Folsom Cordova Unified School District, Elk Grove Unified School District, Sacramento City Unified School District).
- State Office of Historic Preservation (SHPO) consultation for impacts to historic or cultural resources.
- California Department of Fish and Game approval of potential future streambed alteration agreements, pursuant to the Fish and Game Code. Approval of any future potential take of state-listed wildlife and plant species covered under the California Endangered Species Act.
- Central Valley Regional Water Quality Control Board (RWQCB) and State Water Resources Control Board (SWRCB) review and/or approval of any activity impacting Planning Area water features, pursuant to the California Clean Water Act and RWQCB standards.

- U.S. Army Corps of Engineers (COE) approval of any future wetland fill activities, pursuant to the federal Clean Water Act.
- U.S. Fish and Wildlife Service (USFWS) approvals involving any future potential take of federally listed wildlife and plant species and their habitats covered under the federal Endangered Species Act.
- U.S. Environmental Protection Agency (USEPA) concurrence with Section 404 of the Clean Water Act permit.