

APPENDIX K

Applicable Rancho Cordova General Plan Policies

3 LIST OF APPLICABLE GENERAL PLAN POLICIES

Goals and policies from the *City of Rancho Cordova General Plan* (City General Plan 2006) and/or the *Sacramento County General Plan* (1996), as appropriate for each issue area, that are applicable to the Proposed Project and alternatives under consideration are listed below.

SECTION 3.1, “AESTHETICS”

CITY OF RANCHO CORDOVA GENERAL PLAN

LAND USE ELEMENT

- ▶ **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 from encroachment of incompatible activities and land uses.

NATURAL RESOURCES ELEMENT

- ▶ **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.
- ▶ **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.3.1:** 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.
- ▶ **Policy NR.3.3:** Encourage the creation of secondary flood control channels where the existing channel supports extensive riparian vegetation.
- ▶ **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.
- ▶ **Policy NR.4.1:** Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value.

URBAN DESIGN ELEMENT

- ▶ **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.

SECTION 3.2, “AIR QUALITY”

SACRAMENTO COUNTY GENERAL PLAN

GOAL: Air Quality which protects and promotes the public health, safety, welfare, and environmental quality of the community.

Objective: The integration of air quality planning with the land use, transportation and energy planning processes.

Objective: A safe and healthful environment for pollution sensitive residential land uses and sensitive receptors.

Objective: A reduction in motor vehicle emissions through a decrease in the average daily trips and VMT.

Objective: Compliance with Federal and state air quality standards.

Objective: A reduction in releases of ozone depleting compounds in order to ensure the protection of the stratospheric ozone layer.

Objective: A reduction in motor vehicle emissions through increasing reliance on electric and other clean alternative fuel and low emission vehicles.

- ▶ **Policy AQ-1:** Minimize air pollutant emissions from Sacramento County facilities and operations.
- ▶ **Policy AQ-2:** Use ARB, SMAQMD and Sacramento Area Council of Governments [SACOG] guidelines for Sacramento County facilities and operations in order to comply with mandated measures to reduce emissions from fuel consumption, energy consumption, surface coating operations, and solvent usage.
- ▶ **Policy AQ-3:** Promote optimal air quality benefits through energy conservation measures in new development.
- ▶ **Policy AQ-4:** Support SMAQMD's development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds and rules to more adequately address the air quality impacts of proposed project plans and proposals.
- ▶ **Policy AQ-5:** Require BACT to reduce air pollution emissions.
- ▶ **Policy AQ-6:** Provide disincentives for single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available so as not to cause economic disruption, or through other measures identified by SMAQMD and incorporated into regional plans.
- ▶ **Policy AQ-7:** Support the use of demand management and pricing controls as near-term measures for attaining Air Quality Attainment Plan [AQAP] goals and policies.
- ▶ **Policy AQ-8:** Implement the Sacramento City/County Bikeways Master Plan.
- ▶ **Policy AQ-9:** Secure adequate funding for Regional Transit so that transit is a viable transportation alternative. Development shall pay its fair share of the cost of transit facilities required to serve the project.
- ▶ **Policy AQ-10:** Provide incentives for the use of transportation alternatives, including a program for the provision of financial incentives for builders that construct ownership housing within a quarter mile of existing and proposed light rail stations.
- ▶ **Policy AQ-11:** Require as a building standard the installation of electrical service in all new residential development that can be used for the overnight charging of electrical vehicles.
- ▶ **Policy AQ-12:** The County shall establish an incentive based program for the installation of electrical service for recharging electrical vehicles in public and private parking facilities sufficient to meet demand.
- ▶ **Policy AQ-13:** Require the consideration of high occupancy vehicle (HOV) lanes in all street and highway widening and new construction projects for arterials and wider rights-of-way.

- ▶ **Policy AQ-14:** Develop a model County employee trip reduction program which may include, but not be limited to, flexible and compressed work schedules, commuter matching services, telecommuting, preferential carpool/vanpool parking, carpool/vanpool and transit subsidies, and all other commute alternative incentives.
- ▶ **Policy AQ-15:** All new major indirect sources of emissions shall be reviewed and modified or conditioned to achieve a reduction in emissions. This indirect source review program will be developed in coordination with SACOG and SMAQMD, and include the following features:
 - A 15% reduction in emissions from the level that would be produced by a base-case project assuming full trip generation per the current Institute of Transportation Engineers (ITE) Trip Generation Handbook.
 - A focus on cost-effectiveness measured in terms of cost per ton of pollutant avoided.
 - A list of cost-effective measures to be developed, maintained, and annually reviewed by SMAQMD.
 - A maximum expenditure cap which will be computed for each indirect source on the basis of factors including, but not limited to, total emissions and project value.
 - A process for obtaining a waiver from the 15% requirement if it is found that a lower level of reduction is all that can be achieved with cost-effective measures and offsets, or that achieving the full 15% reduction would cost more than expenditure cap.
 - An exception for projects which have already undergone the indirect source review at some point in the development approval process.
 - A procedure to give full credit for other measures required in a project that may also achieve a reduction in emissions.
- ▶ **Policy AQ-16:** Support intergovernmental efforts directed at stricter tailpipe emissions standards.
- ▶ **Policy AQ-17:** Require that development projects be located and designed in a manner which will conserve air quality and minimize direct and indirect emission of air contaminants.
- ▶ **Policy AQ-18:** Encourage employment-intensive development, having the potential to employ 200 or more employees, where adequate transit service is planned, and discourage such development where adequate transit service is not planned.
- ▶ **Policy AQ-19:** Identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures or offset fees.
- ▶ **Policy AQ-20:** Submit development proposals to SMAQMD for review and comment in compliance with CEQA prior to consideration by the appropriate decision making body.
- ▶ **Policy AQ-21:** Provide for the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.
- ▶ **Policy AQ-22:** Provide for buffers between sensitive land uses and sources of air pollution or odor.
- ▶ **Policy AQ-23:** Promote mixed-use development to reduce the length and frequency of vehicle trips.
- ▶ **Policy AQ-24:** Provide for increased intensity of development along existing and proposed transit corridors.

- ▶ **Policy AQ-25:** Require that new development be designed to promote pedestrian and bicycle access and circulation.
- ▶ **Policy AQ-26:** Accommodate growth within existing urban areas (infill) as a priority over urban expansion.
- ▶ **Policy AQ-27:** Require that all employee parking areas for new development be designed with controllable access.
- ▶ **Policy AQ-28:** Require that large new developments dedicate land for use as park-and-ride lots if suitably located.
- ▶ **Policy AQ-29:** Require traffic counter loops and traffic management hardware at nonresidential garage entrances, driveways, new intersections, and other appropriate locations.
- ▶ **Policy AQ-30:** Require that new commercial and industrial projects adjacent to bus stops make provisions in their project design for park-and-ride spaces.
- ▶ **Policy AQ-31:** Preserve and ensure the dedication of rights-of-way and station sites along future light rail extensions.
- ▶ **Policy AQ-32:** Require that new and replacement fuel storage tanks at automobile and light duty truck refueling stations be clean-fuel compatible, if technically and economically feasible.
- ▶ **Policy AQ-33:** Require the recovery of chlorofluorocarbons (CFCs) when air conditioning and refrigeration units are serviced or disposed.
- ▶ **Policy AQ-34:** Support revisions to the AQAP to accelerate and strengthen market-based strategies consistent with the General Plan.
- ▶ **Policy AQ-35:** In conjunction with SMAQMD and SACOG, support and participate in a public education and outreach program dealing with air quality issues, with a goal of attaining a solid foundation of public support for needed air quality measures.
- ▶ **Policy AQ-36:** Coordinate air quality planning efforts with other local, regional, and state agencies.
- ▶ **Policy AQ-37:** Maximize air quality benefits through selective use of vegetation in landscaping and through revegetation of appropriate areas.
- ▶ **Policy AQ-38:** A conformity analysis shall be conducted to assure that transportation plans, programs, and projects will not impair efforts to meet air quality standards.

CITY OF RANCHO CORDOVA GENERAL PLAN

GOAL AQ.1: Ensure a healthy community by participating in local and regional efforts to meet or exceed all state and Federal air quality standards.

- ▶ **Policy AQ.1.1:** Coordinate with responsible agencies and other jurisdictions to improve air quality within Rancho Cordova and the greater Sacramento region.
 - **Action AQ.1.1.1:** Use the emissions guidelines produced by the California Air Resources Board, SMAQMD, and SACOG to ensure that City facilities and operations comply with mandated measures.

- **Action AQ.1.1.2:** Support SMAQMD in the development of improved ambient air quality monitoring capabilities, as well as the establishment of standards that more adequately address the air quality impacts of proposed project plans and proposals.
 - **Action AQ.1.1.3:** Support intergovernmental efforts directed at adopting stricter standards related to lowest emission technology vehicles, and more efficient burning engines and fuels (e.g., HVAC, generators, construction equipment, stricter tailpipe emissions standards, etc.).
 - **Action AQ.1.1.4:** Update the General Plan as necessary if updates to the Sacramento Area Regional Ozone Attainment Plan would create inconsistencies between future buildout of the General Plan Planning Area and the Attainment Plan.
- ▶ **Policy AQ.1.2:** Evaluate projects for compliance with State and Federal ambient air quality standards and the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds of significance.
 - **Action AQ.1.2.1:** Coordinate with SMAQMD through the environmental review process to ensure that proposed projects would not significantly affect the region's ability to meet State and Federal air quality standards.
 - **Action AQ.1.2.2:** Require project proponents to coordinate with SMAQMD on appropriate methodologies for evaluating project emissions and air quality impacts (e.g., emissions modeling software, SMAQMD's thresholds of significance, etc.).
 - **Action AQ.1.2.3:** Require all new development projects that exceed SMAQMD's thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a 15 percent reduction in emissions when compared to an "unmitigated baseline" project.
 - ▶ **Policy AQ.1.3:** The City shall prohibit wood-burning open masonry fireplaces in all new development. Fireplaces with EPA-approved inserts, EPA-approved stoves, and fireplaces burning natural gas will be allowed.
 - ▶ **Policy AQ.1.4:** The City shall develop an incentive program to encourage homeowners to replace high-pollution emitting non-EPA-certified wood stoves that were installed before the effective date of the applicable EPA regulation with newer cleaner-burning EPA certified wood stoves.
 - ▶ **Policy AQ.1.5:** Require odor impact analyses be conducted for evaluating new development requests that either could generate objectionable odors that may violate SMAQMD Rule 402 or any subsequent rules and regulations regarding objectionable odors near sensitive receptors or locate new sensitive receptors near existing sources of objectionable odors. Should objectionable odor impacts be identified, odor mitigation shall be required in the form of setbacks, facility improvements, or other appropriate measures.

GOAL AQ.2: Support land use patterns and densities that lessen air quality impacts.

- ▶ **Policy AQ.2.1:** Promote strategic land use patterns for businesses that reduce the number and length of motor vehicle trips and that encourage multiple forms of transportation for employees and patrons.
 - **Action AQ.2.1.1:** Support the location of ancillary employee services, including childcare, restaurants, banking facilities, and convenience markets, at major employment centers for the purpose of reducing mid-day vehicle trips.
- ▶ **Policy AQ.2.2:** Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.

- **Action AQ.2.2.1:** Promote compact development within one-quarter to one-half mile of rail transit stations and transit stations along enhanced transit corridors.
- **Action AQ.2.2.2:** Require greenfield areas of the City to be developed in keeping with the City’s Building Block Concept of livable, walkable neighborhoods with services and employment opportunities integrated within every Village of the community.
- ▶ **Policy AQ.2.3:** Encourage infill development as a way to reduce vehicle trips and improve air quality.
 - **Action AQ.2.3.1:** Identify and adopt incentives for planning and implementing infill development projects within urbanized areas and near job centers and transportation nodes.
- ▶ **Policy AQ.2.4:** Maximize air quality benefits through selective use of landscaping vegetation that is low in emission of volatile organic compounds, and through re-vegetation of appropriate areas.
 - **Action AQ.2.4.1:** Provide buffers and setbacks between sensitive land uses and sources of air pollution.
 - **Action AQ.2.4.2:** Promote criteria for all new parking lots to include tree plantings that will result in 50 percent shading of parking lot surface areas within 15 years.
- ▶ **Policy AQ.2.5:** Utilize the guidelines in the California Air Resources Control Board’s *Air Quality and Land Use Handbook: A Community Health Perspective* (ARB 2005) when evaluating new development requests that either would generate toxic air contaminant emissions near sensitive receptors or locate new sensitive receptors near existing sources of air toxic emissions or order to minimize health hazards, and implement all feasible best available control technology, as required by SMAQMD.

GOAL AQ.3: Support multiple forms of transportation and a circulation system design that reduced vehicle trips and emissions.

- ▶ **Policy AQ.3.1:-** Promote walking and bicycling as viable forms of transportation to services, shopping, and employment. Cross reference: LU.1.7 Cross reference: UD.2.1 Cross reference: LU.5.1.1 Cross reference: NR.4.3.1 Cross reference: UD.1.6, C.2.2.1, OSPT.3.1,
 - **Action AQ.3.1.1:** Facilitate street design that encourages biking and walking in both new and established areas.
 - **Action AQ.3.1.2:** Require all new development to be designed to enable easy pedestrian and bicycle access and circulation.
 - **Action AQ.3.1.3:** Develop and distribute user-friendly maps of the City’s existing and planned pedestrian and bicycle facilities to businesses and post on the City’s website.
- ▶ **Policy AQ.3.2:** Promote mass transit as an alternative to single-occupant motor vehicle travel.
- ▶ **Policy AQ.3.4:** Emphasize “demand management” strategies that seek to reduce single occupant vehicle use in order to achieve state and Federal air quality plan objectives.
 - **Action AQ.3.4.1:** Continue to require, and update as necessary, designated carpool and vanpool parking in all new office developments as outlined in the zoning code.
 - **Action AQ.3.4.2:** Consider developing a model trip reduction and air quality improvement program for City employees. The program could include flexible or compressed work schedules, commuter matching services, telecommuting options, and preferential carpool/vanpool parking, transit subsidies.

GOAL AQ.4: Support energy conservation, the use of alternative fuels, clean vehicles, and industries to reduce air quality impacts.

- ▶ **Policy AQ.4.1:** Promote improved air quality benefits through energy conservation measures for new and existing development.
 - **Action AQ.4.1.1:** Require energy-conserving features in the design and construction of new development.
 - **Action AQ.4.1.2** - Encourage the use of cost-effective and innovative emission reduction technologies in building components and design.
 - **Action AQ.4.1.3** - Support the use of building materials and methods that increase efficiency beyond State Title 24 standards.
 - **Action AQ.4.1.4** - Encourage the use of “EPA Energy Star”-certified appliances.
 - **Action AQ.4.1.5** - Promote the implementation of sustainable design strategies for “cool communities,” such as installing reflective roofing or light-colored pavement and planting urban shade trees.
 - **Action AQ.4.1.6** - Consider incorporating energy-conserving design and construction techniques in all City facilities.
- ▶ **Policy AQ.4.2** - Support vehicle improvements and the use of clean vehicles that reduce emissions and improve air quality.
 - **Action AQ.4.2.1** - Replace the City’s fleet vehicles with new vehicles that utilize the lowest emission technology available, whenever economically feasible.
 - **Action AQ.4.2.2** - Consider adopting a policy that provides a preferential treatment to contractors using reduced emission equipment for City construction projects and for City contracts for services (e.g., garbage collection).
 - **Action AQ.4.2.3** - Encourage lowest emission technology buses in public transit fleets.
 - **Action AQ.4.2.4** - Promote developments and street systems that support the use of neighborhood electric vehicles.
 - **Action AQ.4.2.5** - Adopt an ordinance that limits the amount of time diesel-powered trucks, buses, and other heavy vehicles may idle in accordance with California Air Resources Control Board rules for mobile TAC sources, and that restricts placing new sensitive receptors within the proximity of known toxic air contaminant (TAC) producing facilities and land uses. Sensitive receptors shall be located a safe distance from TAC sources as described in California Air Resources Board guidelines and Sacramento Metropolitan Air Quality Management District requirements.
- ▶ **Policy AQ.4.3** - Support SMAQMD’s program of retrofitting construction equipment to reduce air pollution.
 - **Action AQ.4.3.1** - Enforce construction-related air quality mitigation measures adopted through the CEQA process.

GOAL AQ.5: Promote educational efforts to inform the community about the significance of air quality.

- ▶ **Policy AQ.5.1:** Encourage employers to participate in SMAQMD’s public education programs.

- **Action AQ.5.1.1:** Provide air quality information on the City’s website, including links to public information provided by SMAQMD and the California Air Resources Board.
 - **Action AQ.5.1.2:** Encourage employers to post flyers about carpools, vanpools, and other modes of transportation that contribute to improved air quality in locations that are easily visible to employees.
- ▶ **Policy AQ.5.2:** Support programs that encourage children to safely walk or bike to school.

SECTION 3.3, “BIOLOGICAL RESOURCES”

CITY OF RANCHO CORDOVA GENERAL PLAN

- ▶ **Policy NR 1.1:** Protect rare, threatened, and endangered species and their habitats in accordance with Federal law.
- ▶ **Policy NR 1.2:** Conserve Swainson’s hawk habitat consistent with state policies and Department of Fish and Game guidelines.
- ▶ **Policy NR 1.7:** Require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain listed plant and/or wildlife species based on General Plan mapping of biological resources.
- ▶ **Policy NR 1.8:** Encourage creation of habitat preserves that are immediately adjacent to each other in order to provide interconnected open space areas for animal movement.
- ▶ **Policy NR 1.10:** Avoid the placement of new roadways within habitat preserves to the maximum extent feasible.
- ▶ **Policy NR 1.11:** In such cases where habitat preserves are crossed by a roadway, or where two adjacent preserves are separated by a roadway, the roadway shall be designed or updated with wildlife passable fencing separating the roadway from the preserve and/or shall incorporate design features that allow for the movement of wildlife across or beneath the road without causing a hazard for vehicles and pedestrians on the roadway.
- ▶ **Policy NR 2.1:** Require mitigation that provides for “no net loss” of wetlands consistent with current state and Federal policies.
- ▶ **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.
- ▶ **Policy NR 3.2:** Encourage the preservation of existing location, topography and meandering alignment of creeks. Where necessary and consistent with other City policies, creation and realignment of creek corridors shall be constructed to recreate the character of the natural creek corridor. Channelization and the use of concrete within creek corridors shall not be supported.

SECTION 3.4, “CLIMATE CHANGE”

CITY OF RANCHO CORDOVA GENERAL PLAN

The City of Rancho Cordova has not developed a climate action plan or similar greenhouse gas (GHG) emissions reduction plan for GHG emission-generating activity in its jurisdiction. The City of Rancho Cordova’s General Plan does not contain any goals or policies that relate directly to climate change or GHGs.

SECTION 3.5, “CULTURAL RESOURCES”

CITY OF RANCHO CORDOVA GENERAL PLAN

CULTURAL AND HISTORIC RESOURCES ELEMENT

- ▶ **Policy CHR.1.3:** Establish review procedures for development projects that recognize the history of the area in conjunction with State and federal laws.
 - **Action CHR.1.3.1:** Require historic resources and paleontological studies (e.g., archaeological and historical investigations) for all applicable discretionary projects, in accordance with CEQA regulations. The studies should identify paleontological, historic, or cultural resources in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided.
 - **Action CHR.1.3.2:** Incorporate the following two conditions in applicable permits for all discretionary projects.
 - The Planning Department shall be notified immediately if any cultural resources (e.g., prehistoric or historic artifacts) or paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in the vicinity of the find and an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist shall be retained to evaluate the finds and recommend appropriate action.
 - The Planning Department shall be notified immediately if any human remains are uncovered and all construction must stop in the vicinity of the find. The Planning Division shall notify the County Coroner according to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.
- ▶ **Action CHR.2.1.2:** Encourage development projects to include design features that identify and celebrate the different cultures that make up Rancho Cordova by updating, as necessary, the Design Guidelines to include provisions for cultural identity in development projects.

SECTION 3.6, “ENVIRONMENTAL JUSTICE”

CITY OF RANCHO CORDOVA GENERAL PLAN

There are no general plan goals or policies related to environmental justice that are applicable to the Proposed Project or alternatives under consideration.

SECTION 3.7, “GEOLOGY, SOILS, AND MINERAL RESOURCES”

CITY OF RANCHO CORDOVA GENERAL PLAN

NATURAL RESOURCES ELEMENT

Policy NR.5.5: Minimize erosion to stream channels resulting from new development in urban areas consistent with State law.

- ▶ **Action NR.5.5.1:** Require development projects 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:** Require the use of best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff consistent with current state law.

SAFETY ELEMENT

Goal S.3: reduce the risk of adverse effects to residents or businesses as a result of geologic or seismic instability.

Policy S.3.2: Ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible.

- ▶ **Action S.3.2.1:** Continue to require that all new construction projects complete a geotechnical report or conduct other appropriate analysis to determine the soils characteristics and associated development constraints and impose appropriate measures for geologically sensitive areas. This would include necessary measures to address expansive soil conditions.
- ▶ **Action S.3.2.2:** Impose the appropriate mitigation measures for new development located in seismic and geologically sensitive areas.

SECTION 3.8, “HAZARDS AND HAZARDOUS MATERIALS”

CITY OF RANCHO CORDOVA GENERAL PLAN

NATURAL RESOURCES ELEMENT

Goal NR.5: Protect the quantity and quality of the city’s water resources.

Policy NR.5.6: Incorporate Storm Water, Urban Runoff, and Wetland Mosquito Management Guidelines and Best Management Practices into the design of water retention structures, drainage ditches, swales, and the construction of mitigated wetlands in order to reduce the potential for mosquito-borne disease transmission.

Policy NR.5.8: The City shall require groundwater impact evaluations be conducted for the Grant Line West, Westborough, Aerojet, Glenborough, Mather and Jackson Planning Areas to determine whether urbanization of these areas would adversely impact groundwater remediation activities associated with Mather and Aerojet prior to the approval of large-scale development. Should an adverse impact be determined, a mitigation program shall be developed in consultation with applicable local, state, and federal agencies to ensure remediation activities are not impacted. This may include the provision of land areas for groundwater remediation facilities, installation/extension of necessary infrastructure, or other appropriate measures.

SAFETY ELEMENT

Goal S.5: Reduce the possibility of serious harm to residents, employees, or the environment as the result of an accidental release of toxic or hazardous substances.

Policy S.5.1: Work with public agencies and private companies to identify and work towards elimination of potential hazardous releases through compliance with State and Federal law.

Policy S.5.3: Regulate the storage of hazardous materials and waste consistent with State and Federal law.

Policy S.5.6: Ensure that procedures are in place to reduce the chance of accidents in the transport of hazardous materials.

SECTION 3.9, “HYDROLOGY AND WATER QUALITY”

CITY OF RANCHO CORDOVA GENERAL PLAN

NATURAL RESOURCES ELEMENT

- ▶ **Policy NR.2.5:** The City shall require that drainage improvements that discharge into areas of wetlands to be preserved are, to the maximum extent feasible, designed to mimic the undeveloped surface water flow conditions of the area in terms of seasonality, volume, and flow velocity.
- ▶ **GOAL NR.3:** Preserve and maintain creek corridors and wetland preserves with useable buffer zones throughout the new development areas as feasible.)
- ▶ **Policy NR.3.1:** Coordinate with property owners and local interest groups, such as the Sacramento Urban Creeks Council, to restore, enhance, and preserve creeks in Rancho Cordova.
- ▶ **Policy NR.3.2:** In general, the City will encourage the preservation of existing location, topography, and meandering alignment of creeks. Where necessary, and if consistent with other City policies, the creation and realignment of creek corridors shall be constructed to recreate the character of the natural creek corridor. Channelization and the use of concrete within creek corridors shall not be supported.
 - **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.
- ▶ **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 affected local, state, and federal agencies, including SACOG, the California Department of Water Resources, Delta Keepers, and the USACE, to determine when 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 visibility and, as appropriate, access.
 - **Action NR.3.4.1:** Establish performance standards for natural resource preserves that accomplish the following:
 - Offer sufficient width in and/or adjacent to preserves 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.

- Prohibit the placement of water quality treatment structures designed to meet pollutant discharge requirements within mitigation preserves.
- ▶ **GOAL NR.5:** Protect the quantity and quality of the City’s water resources.
- ▶ **Policy NR.5.1:** Promote water conservation within existing and future urban uses.
- ▶ **Policy NR.5.2:** Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.
- ▶ **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.
 - **Action NR.5.3.4:** Future land uses that are anticipated to utilize hazardous materials or waste shall be required to provide adequate containment facilities to ensure that surface water and groundwater resources are protected from accidental releases. This shall include double-containment, levees to contain spills, and monitoring wells for underground storage tanks, as required by local, state, and federal standards. Future land uses that include on-site storage of hazardous materials and waste comply with all applicable local, state and federal regulations, including those regulating the use, storage, handling and disposal of hazardous materials.
- ▶ **Policy NR.5.4:** Prevent contamination of the groundwater table and surface water, and remedy existing contamination to the extent practicable.
 - **Action NR.5.4.2:** Require clean-up of contaminated ground and surface water by current and/or past owners or polluters.
- ▶ **Policy NR.5.5:** Minimize erosion to stream channels resulting from new development in urban areas consistent with State law.
 - **Action NR.5.5.1:** Require development projects 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:** Require the use of best management practices to protect receiving waters from the adverse effects of construction activities, sediment and urban runoff consistent with current state law.
- ▶ **Policy NR.5.6:** Incorporate Storm Water, Urban Runoff, and Wetland Mosquito Management Guidelines and Best Management Practices into the design of water retention structures, drainage ditches, swales, and the construction of mitigated wetlands in order to reduce the potential for mosquito-borne disease transmission.
- ▶ **Policy NR.5.7:** Continue to cooperate and participate with the County, other cities, and the Regional Water Quality Control Board regarding compliance with the joint National Pollutant Discharge Elimination System Permit (NPDES No. CAS082597) or any subsequent permit and support water quality improvement projects in order to maintain compliance with regional, state and federal water quality requirements.

SAFETY ELEMENT

- ▶ **GOAL S.2:** Reduce the possibility of a flooding or drainage issue causing damage to urban land uses within the City.
- ▶ **Policy S.2.1:** Support and encourage efforts to limit and reduce the potential for community flooding from the Cosumnes or American Rivers.
 - **Action S.2.1.1:** Support the construction of flood control projects when clear dangers to life and property exist.
 - **Action S.2.1.2:** Participate in the National Flood Insurance Program by updating the floodplain management ordinance as necessary to help reduce future flood damage. Participation in the National Flood Insurance Program makes federally backed flood insurance available to homeowners, renters, and businesses owners in Rancho Cordova.
 - **Action S.2.1.3:** Participate with the City of Sacramento, the USACE, and other Federal, State, and local governments and agencies to develop policies to finance, construct, and plan flood improvements to eliminate flooding in the City.
- ▶ **Policy S.2.2:** Manage the risk of flooding by discouraging new development located in an area that is likely to flood.
 - **Action S.2.2.1:** Disapprove new projects that would result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas, unless it can be shown that the existing drainage facilities are being improved to mitigate such impacts.
 - **Action S.2.2.2:** Preclude development within the 100-year floodplain, as determined by the most recent floodplain mapping available from the Federal Emergency Management Agency (FEMA) or other acceptable source, unless otherwise approved by the City floodplain administrator based on site-specific mitigation.
 - **Action S.2.2.3:** On flood-prone parcels, locate development on portions of the site that are not subject to flooding, consistent with other policies of this General Plan or provide an approved grading plan showing no-net-loss of floodplain storage.
 - **Action S.2.2.4:** Require every residential lot to have buildable area sufficient to accommodate a residence and associated structures outside the 100-year floodplain. Discourage the use of fill to

create buildable area within the 100-year floodplain, except in extreme circumstances consistent with all other applicable policies and regulations, and after review to determine potential impacts on wildlife, habitat, and flooding on other parcels.

- **Action S.2.2.5:** Require vehicular access to the buildable area of all parcels to be at or above the ten-year floodplain elevation.
 - **Action S.2.2.6:** Preclude the creation of lots whose access will be inundated by flows resulting from a ten-year or greater storm event. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.
 - **Action S.2.2.7:** Discourage additional crossings of natural creeks in order to reduce potential flooding and access problems, except as needed to provide roadway and trail connections and preserve natural resource areas.
 - **Action S.2.2.8:** Prohibit new and modified bridge structures that will cause an increase in water surface elevations of the 100-year floodplain, unless analysis clearly indicates that the physical and/or economic use of upstream property will not be adversely affected.
- ▶ **Policy S.2.4:** Ensure that adequate drainage exists for both existing and new development.
- **Action S.2.4.1:** Require all new urban development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement Comprehensive Drainage Plans.
 - **Action S.2.4.2:** Maintain drainage facilities in order to ensure their proper operation during storms.
 - **Action S.2.4.3:** Prepare a Comprehensive Drainage Plan for all streams and their tributaries prior to any development within the 100-year floodplain.
- ▶ **GOAL S.5:** Reduce the possibility of serious harm to residents, employees, or the environment as the result of an accidental release of toxic or hazardous substances.
- ▶ **Policy S.5.3:** Regulate the storage of hazardous materials and waste consistent with State and Federal law.
- **Action S.5.3.1:** Regularly review the City’s codes to ensure that City regulations reflect the most up-to-date standards for the storage, handling, and use of hazardous and toxic materials.
 - **Action S.5.3.2:** During the review and approval process for development plans and building permits, ensure that secondary containment is provided for hazardous and toxic materials.

SECTION 3.10, “LAND USE AND AGRICULTURAL RESOURCES”

CITY OF RANCHO CORDOVA GENERAL PLAN

LAND USE ELEMENT

Goal LU.1: Achieve a balanced and integrated land use pattern throughout the community.

Policy LU.1.3: Maintain a strong jobs-housing ratio, with a diverse job base and corresponding housing stock, within the Planning Area. Improve the relationship and proximity of jobs to housing and commercial services.

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.

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

Policy LU.1.9: The City shall require development to protect one acre of existing farmland of equal or higher quality for each acre of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance that would be converted to non-agricultural uses. This protection may consist of the establishment of farmland conservation easements, farmland deed restrictions, or other appropriate farmland conservation in perpetuity, but may also be utilized for compatible wildlife conservation efforts. The farmland to be preserved shall be located within Sacramento County and must have adequate water supply to support agricultural use. As part of the consideration of land areas proposed to be protected, the City shall consider the benefits of preserving farmlands in proximity to other protected lands.

Goal LU.2: Establish growth patterns based on smart growth principles and the city building blocks concept.

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

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

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.

Policy LU.2.6: Discourage the over concentration of retail shopping facilities in a single location in order to ensure neighborhood services are distributed and integrated into the City's neighborhoods and that market demand is met without diminishing the viability of nearby commercial properties with the same customer base.

Goal LU.3: Establish Rancho Cordova as a destination place in the region and a leader in the collective resolution of regional issues.

Policy LU.3.4: Consult with state and federal regulatory and resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if appropriate, concurrent application processing schedules.

Policy LU.3.5: Work with community service providers such as the Cordova Recreation and Park District and the Rancho Cordova Neighborhood Center to expand their services to new areas of the City as opportunities arise.

Policy LU.3.9: Ensure that land uses adjacent to or near Mather Airport are subject to the location, use, and height restrictions of the most recently adopted CLUP 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.

Goal LU.6: Ensure development of the Planning Areas consistent with the City's vision.

Policy LU.2: Ensure subsequent detailed land planning for those Planning Areas with Conceptual Land Plans.

URBAN DESIGN ELEMENT

Goal UD.1: Development in keeping with the building block concepts of neighborhoods, villages, and districts.

Policy UD.1.1: Promote the design of residential neighborhoods in accordance with the desired character of the village and district in which it is located. All City codes and regulations shall be updated to reflect the City's vision for Urban Design neighborhoods, villages, and district as the building blocks of the City.

Policy UD.1.2: Design neighborhoods as walkable places, approximately 1/3 mile in radius, and connected to adjoining neighborhoods by trails, open spaces, and commercial activity nodes.

Policy UD.1.3: Design residential subdivisions with a mix of housing types and densities that satisfy a wide range of lifestyles and income levels.

Policy UD.1.4: Develop vibrant urban cores (village centers and local town centers) as the primary activity centers of each district within the City.

Policy UD.1.5: Encourage project compatibility, interdependence, and support with neighboring uses, especially between commercial and mixed-use centers and the surrounding residential neighborhoods. Uses should relate to one another with pedestrian connections, shared parking, landscaping, public spaces, and the orientation and design of buildings.

Goal UD.2: Redefine the identity for Rancho Cordova through community and district design.

Policy UD.2.1: Require new development and redevelopment areas to be designed in accordance with the City's building blocks concept.

Policy UD.2.2 : Redefine Rancho Cordova as a mixed-use community with vibrant, livable neighborhoods and pedestrian development.

Policy UD.2.6: Create streetscape designs with themes that are oriented toward and inviting to pedestrians and cyclists and that are unique in character to a district, corridor, or area within the City.

Policy UD.3.1: Ensure quality design of new development and redevelopment with an integrated development style.

Policy UD.3.3: Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects.

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.

Goal UD.3: Create unique project identities that contribute to the overall character of the district and city.

Policy UD.3.2 - Create safe, inviting, and functional pedestrian and cyclist environments in commercial, office, and mixed-use projects.

Policy UD.3.3 - Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects.

Policy UD.3.4 - Require the provision of public art in all public and private development and redevelopment projects.

ECONOMIC DEVELOPMENT ELEMENT

Goal ED.1: Diversify Rancho Cordova's economy by facilitating and encouraging land uses that provide substantial and sustainable fiscal benefits to the City and residents.

Policy ED.1.8: Provide a variety of housing types in Rancho Cordova to support a diverse economy, including workforce housing, move-up housing, and executive housing.

Goal ED.2: Encourage expansion of retail and services to meet local regional demands and generate tax revenues for the City.

Policy ED.2.1: Provide a mix of neighborhood retail, community retail, regional retail and specialty retail to serve Rancho Cordova and surrounding communities to achieve the recommendations outlined in the City's Retail Strategy.

Policy ED.2.3: Strategically locate regional retail properties to take advantage of the local and regional transportation corridors (e.g., Highway 50, State Route 16, light rail, etc.) and integrate local retail and services into neighborhoods.

OPEN SPACE PARKS AND TRAILS ELEMENT

Goal OSPT.2: Establish a system of open space areas that connect all parts of the community and provide opportunities for passive and neighborhood-based recreation.

Policy OSPT.2.3: Maximize the potential benefit of natural resource mitigation lands within urban development.

Goal OSPT.3: Create a system of pedestrian and bicycle trails that maximize usage while providing places for walking and bicycling without conflicts with motor vehicles.

Policy OSPT.3.1: Develop a trails system that provides for maximum connectivity, so that all trails are linked for greater use as recreational and travel routes.

AIR QUALITY ELEMENT

Goal AQ.2: Support land use patterns and densities that lessen air quality impacts.

Policy AQ.2.2: Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.

SECTION 3.11, "NOISE"

NOISE ELEMENT

- ▶ **Policy N.1.2** – Ensure that the indoor and outdoor areas of new projects will be located, constructed, and/or shielded from noise sources in compliance with the City’s noise standards to the maximum extent feasible.
 - **Action N.1.2.1** – Require new development of noise-creating uses to conform with the City’s maximum noise levels.
 - **Action N.1.2.2** – Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas where current or projected exterior noise levels exceed the City’s standards.
 - **Action N.1.2.3** – Require any potential noise impacts identified during the acoustical analysis to be mitigated in the project design to the maximum extent feasible.
- ▶ **Policy N.1.3** – Ensure that proposed non-residential land uses likely to exceed the City’s standards do not create noise disturbances in existing noise-sensitive areas.
 - **Action N.1.3.1** – Require an acoustical analysis as part of the environmental review process when proposed non-residential land uses are likely to produce noise levels that exceed the City’s noise standards. The acoustical analysis must be prepared by a qualified person experienced in environmental noise assessment and architectural acoustics, and must estimate existing and projected cumulative noise levels and compare those levels to the policies within this Element.
 - **Action N.1.3.2** – Require any noise impacts identified in the acoustical analysis to be mitigated in conjunction with the project design.
- ▶ **Policy N.1.4** – Mitigate noise created by proposed non-transportation noise sources to comply with the City’s noise standards to the maximum extent feasible.
 - **Action N.1.4.1** – Limit construction activity to the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. weekends when construction is conducted in proximity to residential uses.
 - **Action N.1.4.2** – Consider restricting the hours of operation of loading docks, trash compactors, and other noise-producing uses in commercial areas that are adjacent to residential uses.
 - **Action N.1.4.3** – Require stationary construction equipment and construction staging areas to be set back from existing noise-sensitive land uses.
- ▶ **Policy N.1.5** – Mitigate noise created by the construction of new transportation noise sources (such as new roadways or new light rail service) to the maximum extent feasible to comply with the City’s standards.
- ▶ **Policy N.1.6** – Ensure that comfortable noise levels and adequate privacy are maintained in higher density development.
 - **Action N.1.6.1** – Develop guidelines, strategies, and standards specifically related to maintaining acceptable noise levels in higher density development. Consider design and construction standards that minimize noise conflicts between residents with shared walls or floors/ceilings.
- ▶ **Policy N.1.7** – To the extent feasible and appropriate, the City shall require the use of temporary construction noise control measures for public and private projects that may include the use of temporary noise barriers, temporary relocation of noise-sensitive land uses or other appropriate measures.

SECTION 3.12, “PARKS AND RECREATION”

CITY OF RANCHO CORDOVA GENERAL PLAN

LAND USE ELEMENT

GOAL LU.3. Establish Rancho Cordova as a destination place in the region and a leader in the collective resolution of regional issues.

Policy LU.3.5. Work with community service providers such as the Cordova Recreation and Park District and the Rancho Cordova Neighborhood Center to expand their services to new areas of the City as opportunities arise.

OPEN SPACE, PARKS, AND TRAILS ELEMENT

GOAL OSPT.1. Create a premier system of public parks and recreation programs that meet the needs of all residents.

Policy OSPT.1.1. Review all proposals for new residential development to ensure each project complies with the City’s minimum standards for parkland dedication, and is consistent with Cordova Recreation and Park District goals.

Policy OSPT.1.2. Coordinate with Cordova Recreation and Park District to ensure that parks are provided, developed, and operated in a way that ensures that the City’s parks goals are achieved throughout the community.

Policy OSPT.1.3. Encourage park development adjacent to school sites and other compatible uses (public and private) for enhancing civic space and integration into the community.

Policy OSPT.1.6. Provide sports and recreation facilities sufficient to attract regional sporting events.

GOAL OSPT.2. Establish a system of open space areas that connect all parts of the community and provide opportunities for passive and neighborhood-based recreation.

Policy OSPT.2.1. Review all proposals for new residential development to ensure compliance with the City’s minimum open space standards.

GOAL OSPT.3. Create a system of pedestrian and bicycle trails that maximize usage while providing places for walking and bicycling without conflicts with motor vehicles.

Policy OSPT.3.1. Develop a trails system that provides for maximum connectivity, so that all trails are linked for greater use as recreational and travel routes.

SECTION 3.13, “POPULATION, EMPLOYMENT, AND HOUSING”

CITY OF RANCHO CORDOVA GENERAL PLAN

LAND USE ELEMENT

Goal LU.1: Achieve a balanced and integrated land use pattern throughout the community.

- ▶ **Policy LU.1.3:** Maintain a strong jobs-housing ratio, with a diverse job base and corresponding housing stock, within the Planning Area. Improve the relationship and proximity of jobs to housing and commercial services.

HOUSING ELEMENT

Goal H.1: Seek a balance of housing opportunities appropriate for the range of jobs available and planned in the city.

- ▶ **Policy H.1.1:** Improve the City’s jobs-housing balance through ensuring that housing development in Rancho Cordova provides opportunities for all income levels in order to serve the full range of available and projected jobs in the City.

SECTION 3.14, “PUBLIC SERVICES”

CITY OF RANCHO CORDOVA GENERAL PLAN

INFRASTRUCTURE, SERVICES, AND FINANCE ELEMENT

Goal ISF.2: Ensure the development of quality infrastructure to meet community needs at the time they are needed.

- ▶ **Policy ISF.2.3** - Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.
- ▶ **Policy ISF.2.5** - Ensure that water flow and pressure are provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.

SAFETY ELEMENT

GOAL S.7: Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property.

- ▶ **Policy S.7.1:** Use Crime Prevention through Environmental Design (CPTED) principles in the design of projects and buildings.

GOAL S.9: Reduce the probability of fire damage to all of the city’s structures.

- ▶ **Policy S.9.1** - Cooperate with the Sacramento Metropolitan Fire District (SMFD) to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response.

SECTION 3.15, “TRAFFIC AND TRANSPORTATION”

CITY OF RANCHO CORDOVA GENERAL PLAN

CIRCULATION ELEMENT

- ▶ **Policy C.1.1** – Implement the Circulation Plan with the Roadway System and Sizing Diagram, shown as Figure C-1, as a modified grid network.
- ▶ **Policy C.1.2** – Seek to maintain operations on all roadways and intersections at a Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the city’s

judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

- ▶ **Policy C.1.3** – Recognize that regional traffic beyond the City’s control, as well as circulation system decisions made prior to incorporation or by other agencies, will make it infeasible to achieve the city’s desired Level of Service on all roadways. Subject development projects, which affect these roadways to the provisions of Policy C.1.2 to provide offsetting improvements to the vehicular and/or non-vehicular transportation system.
- ▶ **Policy C.2.1** – Create a system of on- and off-street trails and multi-use paths, as generally illustrated on Figure C-2, that are used for walking and bicycling and that are attractive, natural, and safe transportation corridors.
- ▶ **Policy C.2.2** – Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals: carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).
- ▶ **Policy C.2.4** – Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.
- ▶ **Policy C.2.5** – Provide safe and convenient bicycle access to all parts of the community.

SECTION 3.16, “UTILITIES AND SERVICE SYSTEMS”

CITY OF RANCHO CORDOVA GENERAL PLAN

HOUSING ELEMENT

GOAL H.6: Pursue sustainable development and energy efficiency for new residential development and existing housing stock.

- ▶ **Policy H.6.1:** Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.

LAND USE

- ▶ **Policy LU.2.7:** Promote sustainable development that reduces the impact of projects on energy, water, and transportation systems. Encourage sustainable development to occur in ways that complement the built form.

INFRASTRUCTURE, SERVICES, AND FINANCE ELEMENT

GOAL ISF.2: Ensure the development of quality infrastructure to meet community needs at the time they are needed.

- ▶ **Policy ISF.2.1:** Ensure the development of public infrastructure that meets the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.

- ▶ **Policy ISF.2.3:** Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.
- ▶ **Policy ISF.2.6:** Ensure that sewage conveyance and treatment capacity are available in time to meet the demand created by new development, or are guaranteed to be built by bonds or other sureties.

NATURAL RESOURCES ELEMENT

GOAL NR.7: Reduce per Capita Energy Consumption

- ▶ **Policy NR.7.2:** Promote the development and use of advanced energy technology and building materials in Rancho Cordova.
- ▶ **Policy NR.7.3:** Encourage the development of energy efficient buildings and subdivisions.

SECTION 3.17, "WATER SUPPLY"