GENERAL PLAN

RANCHO CORDOVA GENERAL PLAN

Adopted
June 26, 2006

Building Our City
Guiding Our Future

ACKNOWLEDGEMENTS

ADOPTED JUNE 26, 2006
BY RESOLUTIONS 116-2006 AND 117-2006

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Date	Resolution Number	Description
June 26, 2006	116-2006	Certification of the Final Environmental Impact Report
June 26, 2006	117-2006	Adoption of the General Plan

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I INTRODUCTION

VISION STATEMENT

In "Building a City", Rancho Cordova will:

- Have a place in the region as a vibrant destination;
- Control its destiny, including the establishment of meaningful boundaries;
- Become a catalyst for change and an example to other cities nationwide of excellence and innovation in government;
- Avoid the pitfalls of other cities, standing on the shoulders of past planning and city-building efforts, and gathering together the best ideas and programs from around the nation and around the world;
- Intentionally seek change in both land use and the scope of the City's operations to effect profound improvement in the City; and
- Have measurable fiscal success and be able to provide the services and functions that make Rancho Cordova a desirable place to live, work, and play.

INTRODUCTION

Rancho Cordova is no ordinary City and this is no ordinary General Plan. The residents and leaders of this community dare to dream of a brighter future and have set out to "Build a City". This General Plan serves as the blueprint to build this City.

Rancho Cordova incorporated in July 2003 with a desire for local control over land uses and services. The City is centrally located in the Sacramento region with a strong job base and an older housing stock that cannot house all of the City's workforce. Rancho Cordova is rich in history and community pride with a diverse population. As the City grows from a population of 50,000 to more than 300,000 in the Planning Area, the City is focused on maintaining a balanced and unified community, enhancing the City's existing neighborhoods and services, and becoming a vibrant destination place in the region.

I INTRODUCTION

GENERAL PLAN

PURPOSE

California law requires each city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated city and land outside city boundaries that bears a relationship to its planning activities. The General Plan serves as a blueprint for future growth and development; the blueprint to "Build a City". As such, the plan contains policies and programs designed to provide decision makers with a solid foundation for land use and development decisions. The General Plan organizes the desires of Rancho Cordova residents with respect to the physical, social, economic, and environmental character of the City.

In accordance with California Government Code Section 65302, a General Plan must address the issues of land use, circulation, housing, noise, safety, conservation, and open space. The General Plan also addresses topics of special and unique interest, including urban design, economic development, air quality, historic and cultural resources, infrastructure, services, and finance. These topics are optional, but reflect issues that are important to the community.

According to state law, the General Plan is the primary document the City utilizes to regulate land use. Consequently, the Zoning Ordinance, Specific Plans, and individual public and private development proposals must be consistent with the General Plan goals, policies, and standards. This General Plan is the policy guide for the development (both public and private) of the City of Rancho Cordova. It is the basis for all land use decisions, including subdivisions, capital improvements, development agreements, and many other actions that must be consistent with this plan. The General Plan identifies the City's land use, circulation, environmental, economic, and social goals and policies. It provides a basis for local government decision-making. Additionally, it informs citizens, developers, and decision-makers, as well as other jurisdictions and public agencies, of the ground rules that guide development within the City.

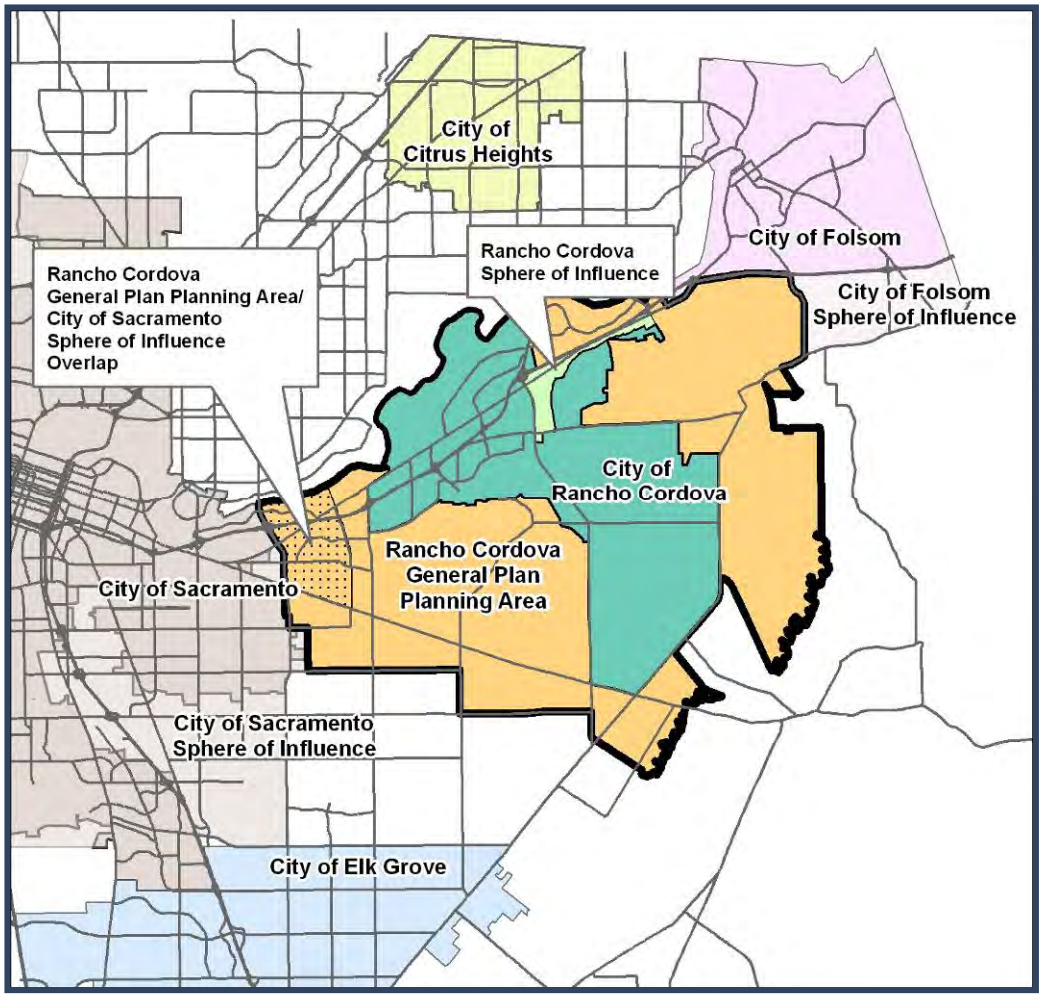
THE PLANNING AREA

The General Plan for the City of Rancho Cordova addresses all land both within the City limits and an area beyond the City that bears relation to the City's planning efforts. This area is referred to as the General Plan Planning Area and is illustrated in Figure I-1. Roughly speaking, the General Plan Planning Area is defined as the City plus the developed areas of

Rosemont, Larchment, and Gold River, and the undeveloped areas south of Jackson Highway and east of Grant Line Road.

The area outside of the current City limits represents an area that the City of Rancho Cordova has an interest in guiding land use and circulation decisions for and is envisioned as the area into which the incorporated City boundaries may eventually expand. Currently, Sacramento County has jurisdiction and land use authority over land outside of the City limits that is within the General Plan Planning Area. Additionally, the cities of Sacramento and Folsom have General Plan Planning Area boundaries that overlap the boundaries of Rancho Cordova General Plan Planning Areas. Through policy direction and implementation of this General Plan, it is the City's intent to enter into agreements for cooperative land use and circulation planning for areas outside of the City's jurisdiction that have an impact on the City of Rancho Cordova.

FIGURE I-1
CITY OF RANCHO CORDOVA AND GENERAL PLAN PLANNING AREA



I INTRODUCTION

ORGANIZATION AND USE

State law requires that certain topics, or elements, be covered in the General Plan. These include land use, circulation, housing, open space, conservation, safety, and noise. Additional topics may be covered at the discretion of the City, provided that all topics are elements are consistent with one another. Rancho Cordova has elected to include twelve elements in the General Plan. Table I-1 lists these elements and shows how they relate to the State requirements.

Each of the City's twelve Elements includes the following components:

- **Vision Statement**. The Vision Statement reflects the community's desires for the City's future relative to each individual element.

- **Introduction and Purpose**. This section briefly explains what the Element is intended to do and the reason for the particular Element.

- **Related Plans and Programs**. This section highlights significant plans and programs that are related to a particular element and explains the relationship of such to the City's General Plan.

- **Issues and Considerations**. This section briefly explains the setting of the topic of the element and outlines those real and perceived problems and concerns identified by the community, as well as desires for change or growth.

- **Goals, Policies, and Actions**. The goals are overall statements of community desires and are comprised of broad statements of purpose or direction. The policies serve as guides to the decision makers in reviewing development proposals and making other decisions that affect the future growth and development of the City. Actions are the implementation steps necessary to ensure the goals and policies are carried out.

The General Plan also includes several maps and tables that help to express and describe the vision, objectives, or key components of the plan. The Implementation Chapter establishes an implementation matrix identifying responsible parties, time frame, and funding sources for each of the action items from all of the City's General Plan Elements. The Implementation Program is reviewed annually to update specific actions, schedules, responsible parties and measures to ensure that General Plan goals, policies and plans are implemented. The Glossary provides a set of definitions for technical terms used in the Plan.

The organization of the General Plan allows users to easily locate issues of interest and quickly obtain a perspective on the City's policies on the subject.

TABLE I-1
ELEMENTS OF THE GENERAL PLAN AND RELATIONSHIP TO STATE LAW

Elements of the Rancho Cordova General Plan	Topics Required by State Law							Optional Topic
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	
Land Use	X			O	O			
Urban Design	O							X
Economic Development	O							X
Housing			X					
Circulation		X						
Open Space, Parks, and Trails		O			X			
Infrastructure, Services, and Finance		O						X
Natural Resources	O			X				
Cultural and Historic Resources	O							X
Safety	O						X	
Air Quality	O	O						X
Noise	O	O				X		

Notes:
X - Indicates that this element directly addresses the State required topic
O - Indicates that information in this element is related to the State required topic

ANNEXATIONS AND PRE-ZONING

This General Plan addresses all land both within the City limits and an area beyond the City that bears relation to the City's planning efforts - the General Plan Planning Area. It is intended to be an area that the City has an interest in guiding land use decisions by the County of Sacramento and is envisioned as the area that the incorporated City boundaries may eventually expand.

Included within the Planning Area, but outside the City limits, is the City's Sphere of Influence. The Sphere of Influence is the probable physical boundaries and service area for the City, as determined by the Local Agency Formation Commission (LAFCo). The Sphere of Influence boundary includes all City lands and unincorporated lands that may be annexed as part of the ultimate development of the City.

Any annexation of land into the City of Rancho Cordova would need to be consistent with the policies of this General Plan and approved by LAFCo. As part of the process of annexation the land in question will be prezoned. Any prezoning applied to an annexation area needs to be consistent with this General Plan.

COMMUNITY PARTICIPATION

Over the last two years, the General Plan Team has engaged the community and its decision makers in more than 50 workshops, stakeholder meetings, study sessions, and public hearings to understand the vision and desires for Rancho Cordova and to develop the blueprint to build that future City. Hundreds of residents, employees, business owners, and other stakeholders have spent countless hours sharing ideas, expressing views, debating policies, and making hard decisions with the intent of creating a General Plan that is right for Rancho Cordova. Public participation on the development and review of the City's General Plan is summarized below.

- **Visioning Workshops.** The General Plan Team facilitated four Visioning Workshops throughout the community to introduce the General Plan project, provide context for Building a City, and to solicit input on desires for the future of Rancho Cordova.

- **Surveys.** Three individual surveys were prepared for the General Plan as listed below. Each of the surveys was distributed at public and stakeholder group meetings and made available electronically on the City's website.

  - A General Plan Survey to better understand who lives here and why, as well as the likes and dislikes of the existing community (translated in Spanish and Russian).

  - A Visual Preference Survey to better understand community preferences on urban design and community form.

  - A Downtown Survey to better understand the desired role and targeted uses of a new Downtown Rancho Cordova.

- **Stakeholder Meetings.** The General Plan Team facilitated or attended several stakeholder meetings with property owners, Economic Development Committee, Chamber of Commerce, Neighborhood Associations, Local Community Organizations, Habitat 2020, Building Industry Association, SMUD, Air Quality District, and Walk Sacramento on a variety of topics during the development and review of the Draft General Plan.

- **General Plan Advisory Committee (GPAC) Meetings.** The GPAC held ten meetings on a variety of General Plan topics including the context of a future City and corresponding land use considerations, the "Building Block" concept (neighborhoods, villages, and districts), and the potential creation of a Downtown. The Committee also discussed housing issues, policies, and programs. In an effort to allow careful consideration of issues for each of the 12 General Plan Elements, the GPAC split into two groups for the identification of key issues the elements should solve and the review of preliminary goals and policies and diagrams (including the Land Use Map and conceptual land use plans for several Planning Areas). On April 20, 2006 the GPAC provided final comments and recommendations on the Draft General Plan for consideration and action by the Planning Commission and City Council.

- **Planning Commission Public Hearings.** As General Plan Advisory Committee members, the Planning Commissioners were engaged in the development and review of the General Plan. The Planning Commission held public hearings April 13, 2006 regarding the adequacy of the Draft General Plan EIR and June 8, 2006 to provide a formal recommendation to the City Council on the project.

- **City Council Study Sessions, Meetings, and Hearings.** The City Council held 22 meetings on the General Plan and adopted Interim General Plan documents

including the Vision Book, Draft Land Use Map Book, and Draft Circulation Plan. In April 2006, the City Council conducted two day-long study sessions with the Planning Commission to review all 12 elements of the Draft General Plan. In May 2006, the City Council provided final policy direction to staff and directed staff to proceed with required analysis prior to adoption of the General Plan and certification of the EIR.

THE VISION FOR RANCHO CORDOVA

Rancho Cordova will be known as a vibrant community where people love to live, work and play. Rancho Cordova is not a suburb, not simply an employment center – it is a City, a regional destination place. A healthy mix of land uses, including public spaces, services, culture, open space and recreation, in addition to well-planned roadways, public transportation routes and trails will be emphasized in the City's land use pattern. An integrated network of neighborhoods, villages, and districts will be emphasized as building blocks for the community's growth and revitalization.

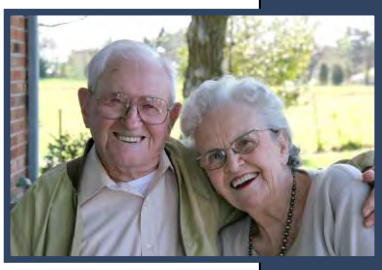
The City will have a unifying image and identity that reflects the pride in the community history and the desire for a brighter future. The quality of the built environment will be reflected in the character of the neighborhoods, the walkable streets, the unified architectural details and landscaping, and the dynamics of the public spaces. Vibrant mixed-use projects will be designed for activity at the core of villages, districts, and transit stations. Residential neighborhoods will include a diverse range of housing types that create a strong sense of community and identity in a walkable environment.

All areas of the City will be served by public transit and easily accessible from the City's trail system. Civic spaces will provide a gathering place for socializing, playing, and experiencing culture and music. Parks, schools, and other community assets will be built into the neighborhoods and scaled and designed as active neighborhood centers.

Downtown will be centrally located with compact mixed-use and transit-oriented development, where residents and visitors can live, work, shop, dine, and be entertained. The Downtown will be a lively and safe place to gather during the day, at night, and on the weekends. The Downtown skyline will be visible from surrounding jurisdictions.

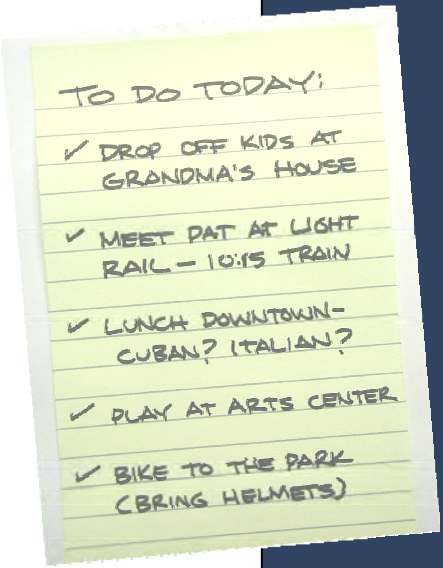
Open spaces and creek corridors will provide connections to the American River Parkway, Cosumnes River, the local trail system, and other regional amenities in the area. Residents will be able to walk from their homes to a local bus stop and ride transit to and from work. Recreational opportunities will be available throughout the community with trails, parks, and athletic facilities.

All age groups will be represented in the community. There will be support services and activities for the young and old. Rancho Cordova will be known for its multi-cultural presence in the region. It will embrace the many cultures that define the community and its history. The community's history will be proudly displayed through cultural events and public exhibits.



RANCHO CORDOVA IN 2050

What will the City of Rancho Cordova be like in 2050? Here are examples of life in the community as it is envisioned by the residents and the City's decision-makers:



- Rancho Cordova will be easy to get around in. A wide variety of travel will be available, from light rail to personal vehicles to bicycling and walking. Traffic will be reduced, and drivers will find it easy to reach destinations in Rancho Cordova and outside the city.

- People will feel safe working, living, and playing in our community. Young people will have many options for activities, providing safe, healthy alternatives to crime and gang activity.

- The city will have an identifiable look and feel. You will know immediately that you are in Rancho Cordova—the quality of the built environment, the character of the neighborhoods, and the dynamics of the City's public spaces will be a draw for persons throughout the region.

- Rancho Cordova will be a city full of open spaces and opportunities for exercise and recreation. Trails and open spaces will be integrated into the City's neighborhoods, linking people with shopping areas, public areas … and with other people. Civic gathering places will be focuses of activity, places where the community comes together to meet, to hear music and see plays, and to experience other cultures. Schools and parks will be integral parts of the community, providing additional opportunities for recreation, arts, or just peace and quiet.

- Rancho Cordova will be a multicultural city that recognizes and celebrates the many cultures that make up its neighborhoods. The City's public spaces and commercial areas will be important places for making connections with the people, foods, and ideas of other cultures and nationalities.

- The City will be an exciting place for residents of all ages. The City's population will be older than it is today, with more maturing households, and the City will respond by providing a wider range of housing opportunities.

- Rancho Cordova will have an identifiable downtown—a place where people gather to work, shop, enjoy a meal, and take part in civic and cultural events. Everyone will know where the downtown is, and the downtown will be a place that helps bring together the City's residents.

II - LAND USE ELEMENTS

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VISION STATEMENT

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

INTRODUCTION

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

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

II LAND USE

PURPOSE

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

RELATED PLANS AND PROGRAMS

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

- **Sacramento Area Council of Governments (SACOG) Blueprint Plan.** SACOG provides transportation planning and funding for the six-county greater Sacramento region, and serves as a forum for the study and resolution of regional issues. The SACOG Blueprint is a land use and transportation study of the Sacramento region that focuses on development of walkable, transit-oriented communities that better integrate jobs and housing to accommodate the projected growth and long-term needs of the region over the next 50 years. The Preferred Blueprint Scenario was adopted by SACOG in December 2004. It has influenced the Rancho Cordova land use plans and will provide guidance to the funding of regional transportation improvements.

- **Rancho Cordova General Plan Pro Forma (Pro Forma).** The Pro Forma is a fiscal impact analysis of the proposed General Plan intended to evaluate the economic viability of proposed land uses and services. The Pro Forma was prepared concurrently with the General Plan and will be used to determine the right balance of land uses, along with the types and levels of services, as well as to evaluate future proposed development projects.

- **Rancho Cordova Retail and Office Demand Analysis (Bay Area Economics).** Phase I of the City's Pro Forma work included a market demand analysis for retail and office development. The information was used in the strategic land planning to

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

- **Rancho Cordova Retail Strategy (Leland Consulting Group)**. Based on the Pro Forma Retail Demand Analysis, the Strategy focuses on the location and distribution of retail centers. The strategy evaluates retail trends, tested for two general retail categories (grocery anchored centers and general merchandise centers), provides recommendations for type, scale, and location of retail centers that have been used in the City's land use planning and will inform future planning efforts.

- **City Zoning Code**. The Zoning Code establishes districts throughout the community with allowed use and development standards. These development standards create the framework for the physical form of the community (e.g., building setbacks, heights).

- **Citywide Design Guidelines.** The Design Guidelines supplement the Zoning Code development standards with more detailed provisions that direct the look and feel of development. The guidelines and standards govern the site and architectural character of development.

- **Rancho Cordova Redevelopment Plan**. The City's Redevelopment Agency is currently preparing a Redevelopment Plan that will allow the Agency to collect tax increment revenue for the purpose of improving and redeveloping commercial and residential areas, and supporting the production of mixed-income housing in the City. The Redevelopment Plan Area is approximately 2,500 acres in size (see Figure ED-1).

- **Folsom Boulevard Specific Plan**. The Folsom Boulevard Specific Plan incorporates past planning efforts for revitalization of the corridor into a single action plan. The Specific Plan will include a detailed land plan with pulse points of activity, development and design provisions, streetscape improvements, economic strategies, cost estimates, and action steps for redevelopment of Folsom Boulevard.

- **Mather Redevelopment Plan.** Sacramento County adopted the Mather Redevelopment Project Area and Mather Redevelopment Plan in 1995. The Project Area includes the Mather Airport, Independence at Mather, extensive parklands and the Mather Golf Course. The redevelopment strategy includes converting the former base to productive uses consistent with the Mather Specific Plan and Infrastructure and Financing Plan.

- **Mather Field Specific Plan.** Sacramento County adopted the Mather Field Specific Plan in May 1997 to provide guidance on the conversion of land uses in Mather Field from military to civilian uses. The Specific Plan establishes specific requirements for private and public development including the location, type, intensity and character of land uses, circulation patterns, necessary infrastructure improvements, and the location and general configuration of parks and open space.

- **Mather Airport Policy Area (MAPA).** Sacramento County established the Mather Airport Policy Area around Mather Field in 1998 as part of the County Noise Element. The MAPA policies place additional development conditions on new residential uses within the geographic boundaries of the MAPA, providing protection to the airport and surrounding land uses beyond regulations of the of the Comprehensive Land Use Plan (CLUP)/Airport Land Use Plan (ALUP). The MAPA prohibits new residential development within the CLUP/ALUP zones that are subject to noise levels of 60 decibels (dB) community noise equivalent level (CNEL) or above. Relevant measures are incorporated into the City's Noise Ordinance.

- **Local Agency Formation Commission (LAFCo)**. LAFCos are State-mandated quasi-judicial countywide commissions. They oversee boundary changes of cities and special districts, the formation of new agencies (including the incorporation of new cities and districts), and the consolidation or reorganization of special districts and cities.

- **California Environmental Quality Act (CEQA)**. CEQA is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project and either avoid the significant environmental effects, where feasible, or mitigate the significant environmental effects, where feasible.

Relationship to Other General Plan Elements

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

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

ISSUES AND CONSIDERATIONS

LAND USE SETTING

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

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

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

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

Issues This Element Attempts to Solve

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

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

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

CONCEPTS OF THE CITY'S LAND USE PLAN

Smart Growth

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

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

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

Balanced Land Uses

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

Transportation Choices

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

Housing Choices

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

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

Integrated (Mixed) Land Uses

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

Compact Urban Development

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

Walkable Neighborhoods

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

Protection/Integration of Natural Resources with Urban Land Uses

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

Quality Design/Sense of Place

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

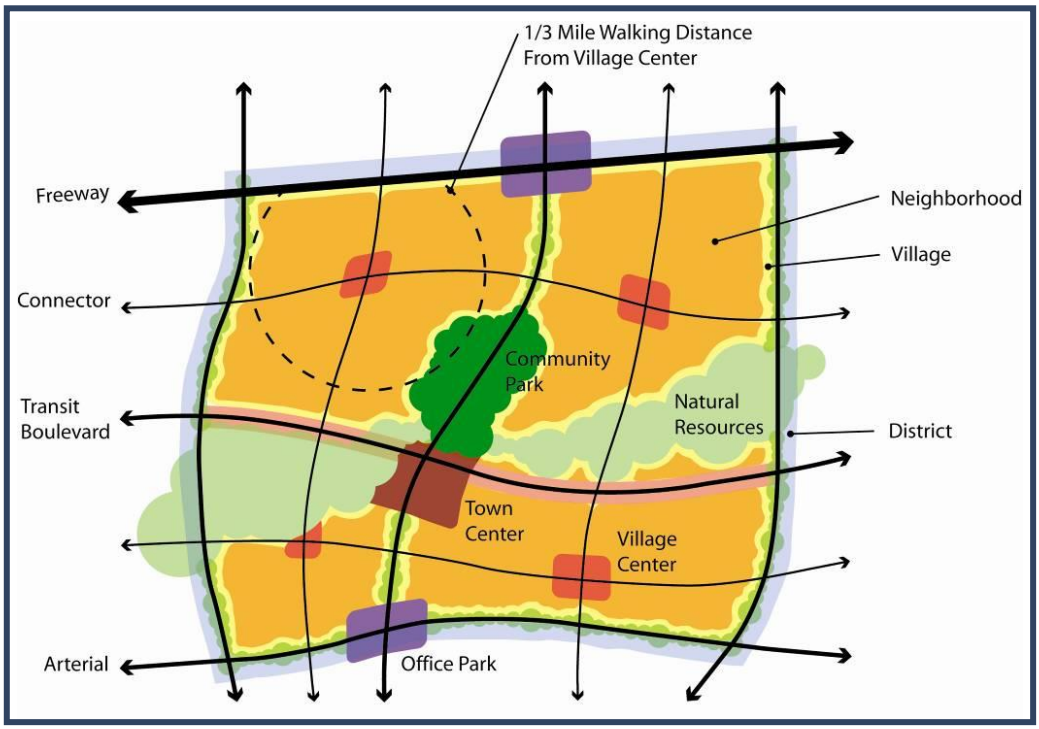
Regeneration/Infill

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

Building Blocks of the City

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

FIGURE LU-1
BUILDING BLOCKS OF THE CITY

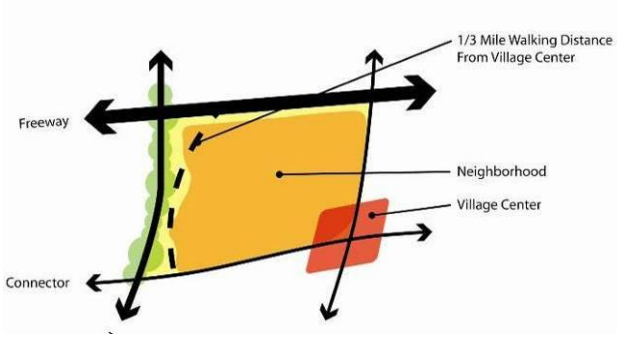


Neighborhoods

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

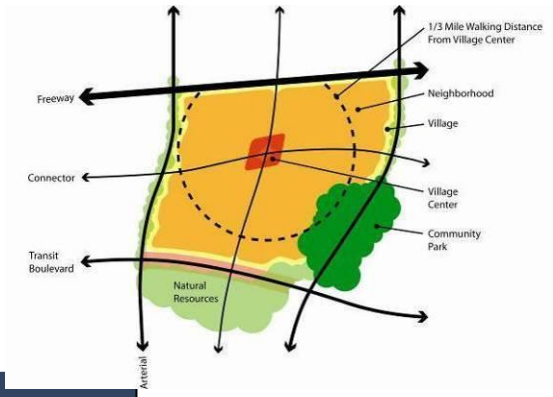
Neighborhoods are compact and walkable in design, scaled at approximately one-third mile in radius with an average size of about 200 acres. The residential population of the neighborhood building block is approximately 4,000 people.

FIGURE LU-2
NEIGHBORHOODS



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

FIGURE LU-3
VILLAGES



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

Villages

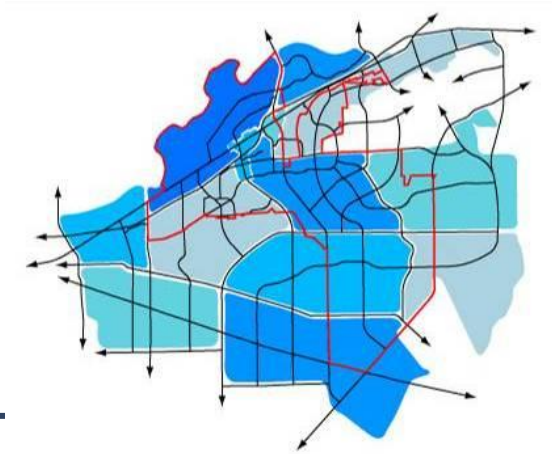
A cluster of three to four neighborhoods comprises a village, which is generally about 750 acres in size (Figure LU-3). The neighborhoods within a village are connected by a series of trails and pedestrian- and cyclist-friendly streets that make walking and bicycle-riding a pleasant experience. Single-family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

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

Districts

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

FIGURE LU-4
DISTRICT IN RANCHO CORDOVA



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

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

- **Regional Town Center**. Regional town centers are designed to meet a regional need for shopping, entertainment, and other large destination uses (e.g., sports arena). They are strategically located for accessibility and range in size from 25 to 100 acres.

- **Transit-Oriented Town Center**. Transit-oriented town centers are sited along existing or potential light rail or bus-rapid-transit routes, and specifically near stations for transit services. They are multi-story, mixed-use developments that provide new housing opportunities and practical alternatives to automobile mobility. The highest residential densities in the City are usually located here. Office uses may also be located at these sites, attracting people from other areas of the City and region. Structured, shared parking is common in transit-oriented town centers.

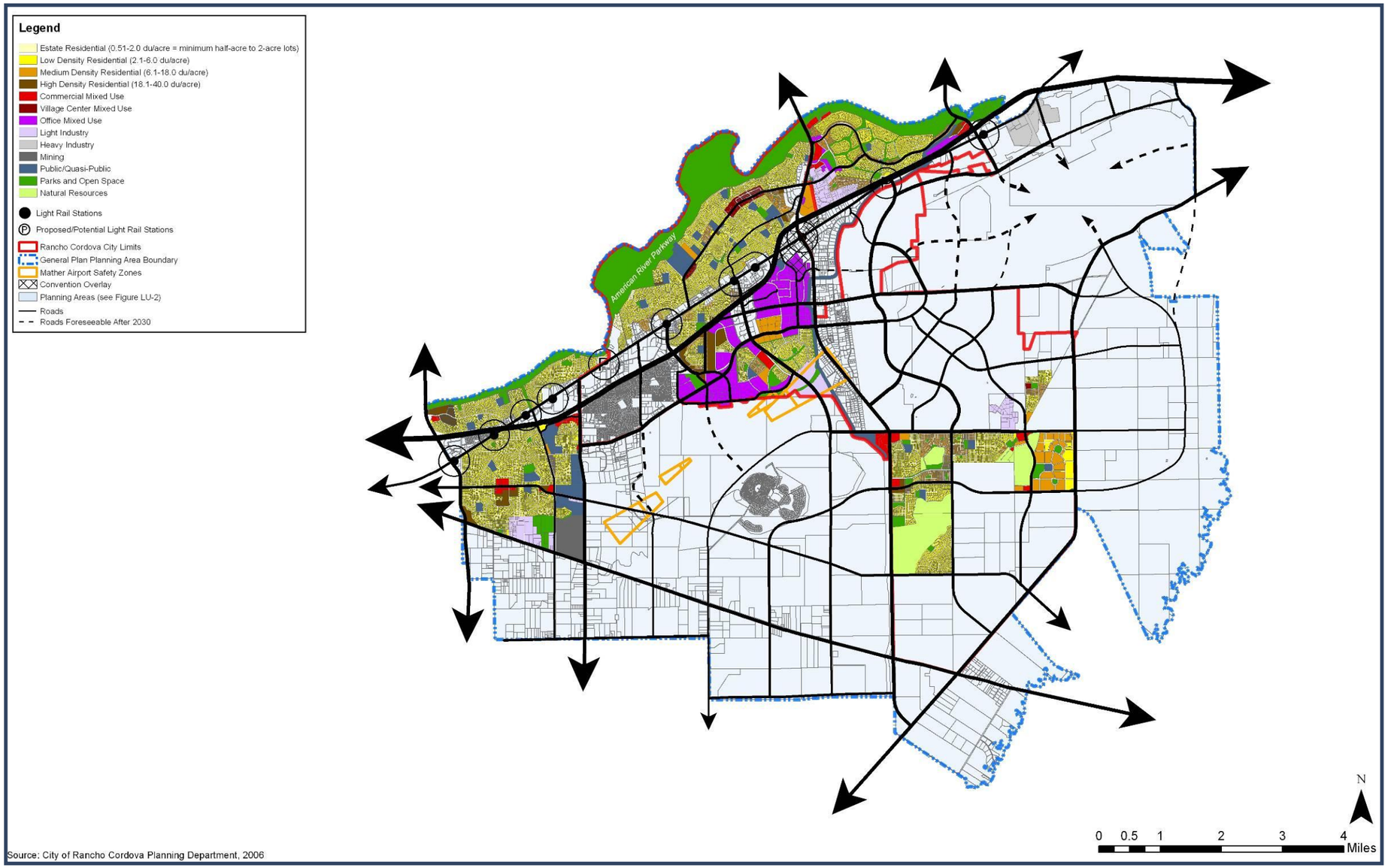
THE LAND USE PLAN

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

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

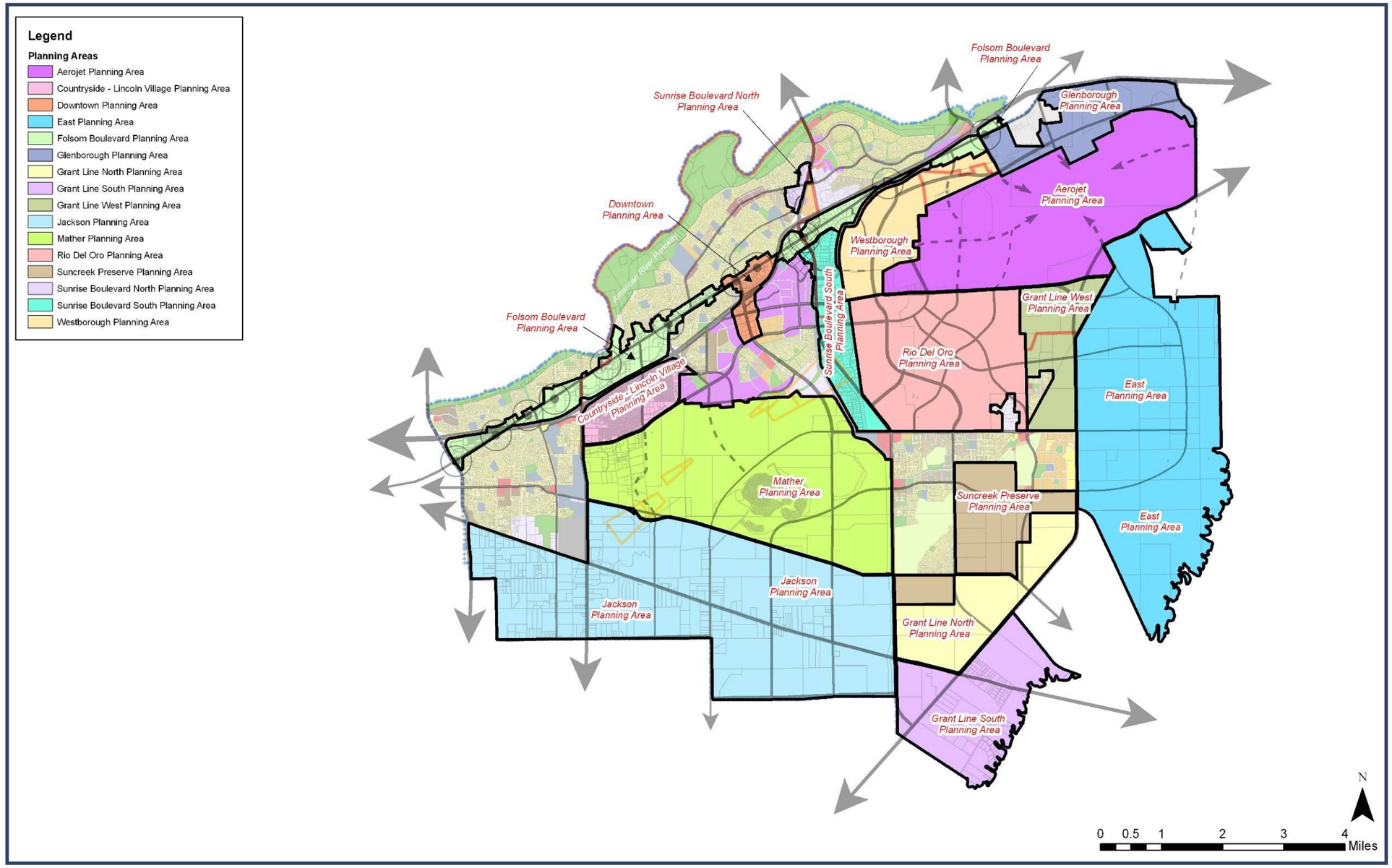
Figure LU-6 identifies 16 individual planning areas within the General Plan Planning Area with unique characteristics/features that warrant more detailed planning efforts. Each of the 16 Planning Areas is listed in the Land Use Element with a description of land uses, environmental conditions, and target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

FIGURE LU-5
GENERAL PLAN LAND USE MAP



Source: City of Rancho Cordova Planning Department, 2006

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



Land Use Classifications

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

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

Agriculture Categories

General Agriculture

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

Rural Agriculture

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

Residential Categories

Rural Residential

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

Estate Residential

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

Low Density Residential

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

Medium Density Residential

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

High Density Residential

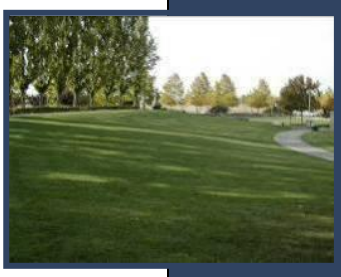
High density residential is the most urban residential category available. The predominant style of development is larger multi-family housing complexes, including apartments and condominiums. Vertical mixed-use projects with residential use are typically developed in the high-density category. Parking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

Public/Quasi-Public and Open Space Categories

Public/Quasi-Public

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

Parks and Open Space



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

Natural Resources

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

Non-Residential and Mixed-Use Categories

Residential Mixed-Use

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

Commercial Mixed-Use

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

Office Mixed-Use

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

Village Center

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

Local Town Center

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

Regional Town Center

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

Local Transit-Oriented Development

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

Regional Transit-Oriented Development

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

Industrial Categories

Light Industrial

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

public/quasi-public uses.

Heavy Industrial

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

Surface Mining

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

Other Designations

Planning Areas

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

- Specific Plans; and
- Special Planning Areas.

Convention Overlay

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

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

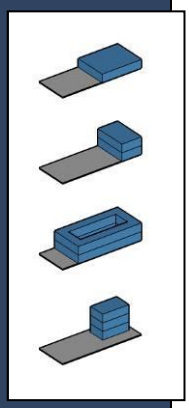
FIGURE LU-7
CONVENTION OVERLAY AREA

Redevelopment Overlay

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

Land Use Development Standards

State General Plan law requires that the Land Use Element specify the maximum densities and intensities permitted within the Land Use Plan. The land use designations shown on the Land Use Map are described in detail in this Element. Table LU-1 lists each of the land use designations shown on the Land Use Map and provides a corresponding indication of maximum density or intensity of development, minimum and maximum floor area ratio, and maximum height. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity as listed below.



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

TABLE LU-1
LAND USE DEVELOPMENT STANDARDS

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

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

Notes:

1 *While the Land Use Element does not establish height limitations for uses in the Downtown, the regulations of the Federal Aviation Administration limit the height of structures to between 150 and 350 feet based on location. See the Safety Element for more information.*

2 *Exceptions may be granted with design review entitlements*

3 *FARs may be refined for the Downtown area in conjunction with the subsequent Downtown Specific Plan (or similar planning tool) consistent with the development capacity for the Downtown Planning Area as listed in Table LU-5.*

4 *Project, not parcel size*

5 *Outside of the Downtown District, maximum height shall be limited to 80 feet*

General Plan and Zoning Consistency

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

Table LU-2
General Plan/Zoning Consistency

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

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

PLANNING AREAS

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

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

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

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

- **Residential-Mixed Density** - includes the range of densities associated with typical neighborhood development,

- **Residential-Estate/Rural** - represents the range of lower densities associated with edge neighborhood development, and

- **Residential-Higher Density** - signifies higher density residential development located near village and town centers.

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

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

Land Use Potential and Population Estimates

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

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

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

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

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

TABLE LU-3
SUMMARY OF DEVELOPMENT POTENTIAL

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

TABLE LU-4
GENERAL PLAN LAND USE CATEGORY ACREAGES

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

Note: Totals do not include rights-of-way

Table LU-5
Planning Area Development Potential

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

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

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

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

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

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

GOALS, POLICIES, AND ACTIONS

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

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

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

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

Cross reference: ISF.1.1

- **Action LU.1.1.1** - Regularly evaluate the mix of land uses as the City grows to analyze build out conditions, market conditions, etc.
- **Action LU.1.1.2** – Utilize the PLACE^{3}S land use model to track General Plan implementation with respect to Land Use and analyze the impact of new development on existing uses and the City roadway network. Update the model on a quarterly basis with newly constructed development projects to maintain accuracy of the model.

- **Action LU.1.1.3** – Regularly update the General Plan Land Use Map and other related maps in the General Plan with the latest parcel information from the Sacramento County Assessor's Office, regardless of General Plan Amendment activity. Updates to the parcel lines, when no adjustments have been made with respect to land uses, shall not constitute an amendment of the General Plan.

- **Action LU.1.1.4** - Amend the Zoning Code text to include the appropriate findings required for General Plan land use and text amendment requests.

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

Cross reference: ED.7.1.1

- **Action LU.1.2.1** - Designate adequate commercial, office, and industrial land uses throughout the City during project review and as part of annual review of the General Plan.

Cross reference: H.1.1, ED.1.8

- **Action LU.1.2.2** - Establish a comprehensive plan for an economically viable mix of land uses in and around Mather Airport.

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

- **Actions LU.1.3.1** - Identify target businesses and industries that diversify the City's employment base and create incentives to locate in Rancho Cordova.

- **Action LU.1.3.2** - Designate new and existing office developments as mixed-use to encourage the compatible integration of residential and commercial retail and service uses in proximity to jobs.

Cross reference: AQ.2.2

Policy LU.1.4 - Promote high quality, efficient, and cohesive land utilization that minimizes negative impacts (e.g., traffic congestion and visual blight) and environmental hazards (e.g. flood, soil instability) on adjacent neighborhoods and infrastructure and preserve existing and future residential neighborhoods from encroachment of incompatible activities and land uses.

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

Cross reference: UD.1.5

Cross reference: ED.3.1.11, UD.1.5.2

- **Action LU.1.4.2** - Create development standards and design guidelines to specifically address the compatibility of high-rise development in the Downtown Planning Area. Give special consideration to those issues unique to high-rise development, including the following: visual intrusion, distant viewshed, shadowing of adjacent properties, glare, wind tunnel effects, emergency service, interruption of electronic transmissions, traffic and parking, and noise and vibration. Recognize that urban (higher intensity) developments increase transit opportunities, increase walkability, and efficient land use, which lead to reduced automobile emissions.

- **Action LU.1.4.3** - Promote the disclosure of potential land use compatibility issues in all parts of the City, such as noise, dust, odors, etc., in order to provide potential purchasers with the information necessary to make informed decisions about the property and its future land uses.

Cross reference: UD.1.5.2

- **Action LU.1.4.4** – Develop guidelines for the buffering of incompatible land uses in ways that retain community character but do not consume large land area, create pedestrian barriers, or result in unsafe conditions.

- **Action LU.1.4.5** - Minimize impacts between urban and agricultural uses through the use of buffers, increased setbacks, roadways, barriers, landscaping, and/or other appropriate methods to avoid conflicts.

- **Action LU.1.4.6** - Work with utility providers to coordinate location of transmission lines and substations during development review.

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

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

- **Action LU.1.5.1** - Update the Zoning Code Text and Map to reflect new land use designations and distributions throughout the City as established in this General Plan.

- **Action LU.1.5.2** - Regularly audit, and update as necessary, any provisions of the Code that may be inconsistent with the General Plan and its subsequent amendments.

Cross reference: ED.8.2.2

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

- **Action LU.1.6.1** – Ensure master planned communities include the provision of public/quasi-public land preserved for civic uses.

- **Action LU.1.6.2** – Create a site inventory identifying desired locations for a full service hospital.

Policy LU.1.7 – Promote higher density and intensity land uses that support transit within one-half mile of major transit stations. Development should be pedestrian- and transit-friendly with direct connections to transit. Large, expansive parking fields that separate the retail from the station are prohibited.

Cross reference: AQ.2.2.1, ED.2.3.2

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

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

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

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

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

- Protection of any existing water rights necessary to maintain agricultural uses and retain such water rights for ongoing use on the agricultural land; and

- Interests in the agricultural land shall be held in trust by the City and/or an entity acceptable to the City, in perpetuity.

Policy LU.1.11 – Proper buffering for the Kiefer landfill of a 2,000-foot buffer around the permitted footprint of the landfill shall be required. Where appropriate, land use density, buffers, or other measures should be used when planning future land uses near the landfill.

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

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

Cross reference: LU.1.5

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

Cross reference: UD.1.1

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

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

Cross reference: ED1.3.1

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

- Entertainment area (Performing Arts Center, local theaters, and studios);

- Sports/recreation facilities (e.g. bowling alleys and major sports facilities);

- Hospitals and other care facilities;

- Youth activity centers;

- Amphitheatres; and

- Regional shopping opportunities.

Policy LU.2.4 – Use Community Plans, Specific Plans, and development projects to promote pedestrian movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.

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

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

Cross reference: ED.1.3

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

Cross reference: ISF.2.1, ED.7.2.1

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

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

Cross reference: ISF.1.1.3, ED1.1.1

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

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

Cross reference: NR.7.2, NR7.3

- **Action LU.2.7.1** - Develop and adopt energy conservation performance standards that apply to new construction and focus on cost-effective measures that exceed minimum federal and state requirements, in recognition and support of the Sacramento Municipal Utility District's "Conservation Power" goals.

- **Action LU.2.7.2** - Create programs that educate developers and property owners about the advantages of "green design" on their property and within the City, and inform them on how they can incorporate such design elements into their projects. Develop incentives, such as grants, financing programs, or other mechanisms that help make "green design" realistic.

Cross reference: ED.7.3.3, H.4.3

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

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

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

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

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

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

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

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

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

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

Cross reference: NR.1.1.3

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

Cross reference: ISF.3.1

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

Cross reference: ED.1.1.3

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

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

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

Cross reference: S.6.1

Policy LU.3.9 - Ensure that land uses adjacent to or near Mather Airport are subject to the location, use, and height restrictions of the most recently adopted CLUP/ALUP at the time of development consideration, except when the CLUP/ALUP is under an update process. In the circumstance of a CLUP/ALUP update, coordinate with the County in the review of development projects to determine the most appropriate development restrictions for the continued operation of the airport.

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

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

- **Action LU.4.1.1** - Establish and maintain agreements or working relationships with SACOG, Sacramento County, and the cities of Folsom, Sacramento, and Elk Grove to facilitate a coordinated approach to land use decisions that affect each jurisdiction.

- **Action LU.4.1.2** – Facilitate agreements (e.g. memorandums of understanding) for critical planning topics and activities with neighboring jurisdictions and SACOG and allow for shared responsibility and an equal voice for all participants.

Cross reference: OSPT.4.1

- **Action LU.4.1.3** – Partner with other jurisdictions and agencies to create joint powers authorities that address issues of mutual concern (e.g. the American River Parkway) but still allow the City to maintain its voice and decision making authority throughout the process.

- **Action LU 4.1.4** – Encourage neighboring jurisdictions to adopt and collect infrastructure impact fees (e.g. roadway impact fees) for all new development that will have an impact on the City infrastructure (e.g. roads).

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

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

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

Cross reference: ED.5.1, ED.6.4

- **Action LU.5.1.1** - Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas and shopping centers.

Cross reference: AQ.2.3

- **Action LU.5.1.2** - Study, create, and implement streetscape enhancement plans that become catalyst projects for the revitalization of existing development.

Cross reference: ED.5.1

- **Action LU.5.1.3** - Seek improvement to existing infrastructure within residential areas of the City developed prior to incorporation that are not consistent with the City's current standards.

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

Cross reference: ED.5

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

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

Cross reference: H.2.2.2

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

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

Cross reference: ED.3.2.4 ISF.2.1

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

Cross reference: ED.6.3

- **Action LU.5.5.1** - Conduct a survey of property within the Downtown to determine where potential land assembly issues may occur and work with property owners to actively solve the problem together, with mutual benefit.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cross reference: ED.3.1.4

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

Cross reference: H.2.5, ED.6.1.3

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

- **Action LU.6.4.2** – Analyze development projects proposed for the Folsom Boulevard Planning Area for consistency with the planning area description for the corridor.

PLANNING AREA DESCRIPTIONS AND MAPS

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

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

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

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

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

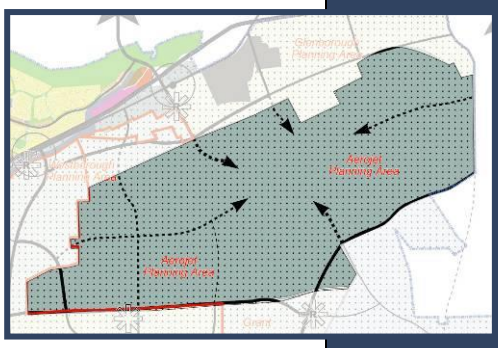
Table LU-5 establishes the development potential in terms of dwelling units, density, population, and employment for each of the 16 Planning Areas. As explained in the Land Use Plan section, development capacity assumes the development envelope for the Planning Area consistent with the General Plan and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

The 16 Planning Areas are:

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

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

AEROJET PLANNING AREA



Note: This Area is OUTSIDE the existing City Limits.

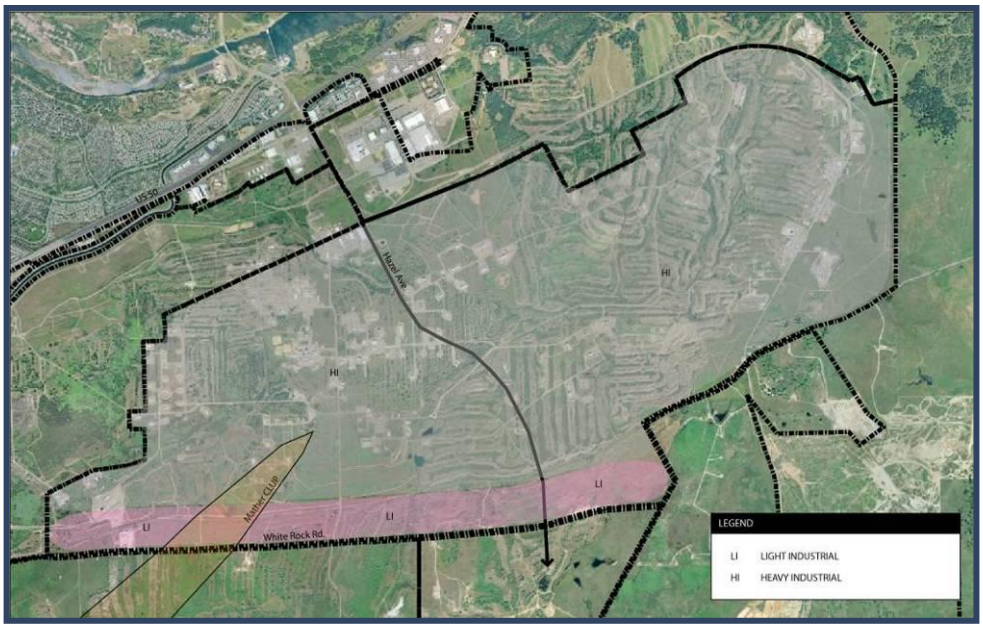
Conceptual Land Uses

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

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

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

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



Conceptual Circulation and Transit

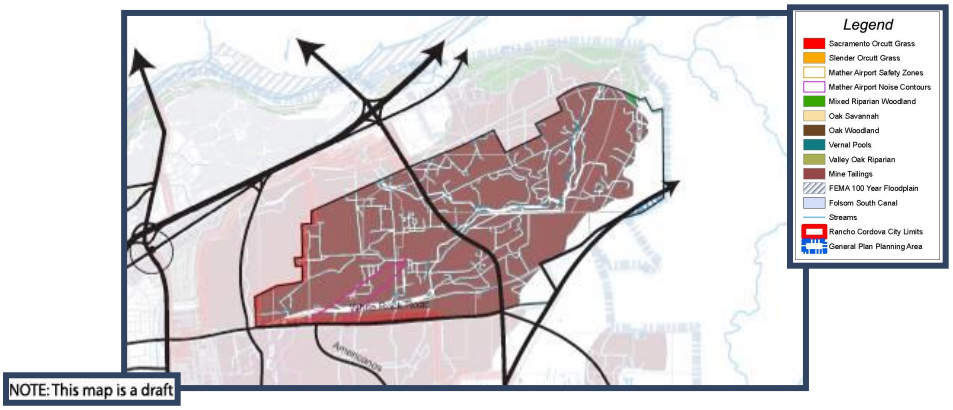
An extension of Hazel Avenue will be the primary circulation feature of the Aerojet Planning Area. Neighborhood and village developments along the periphery of the Area would best be served, from a circulation standpoint, by those areas.

Environmental Conditions

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

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

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



Timing

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

COUNTRYSIDE/LINCOLN VILLAGE PLANNING AREA

Note: This Area is INSIDE the existing City Limits.

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

Land Use Patterns

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

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

Conceptual Circulation and Transit

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

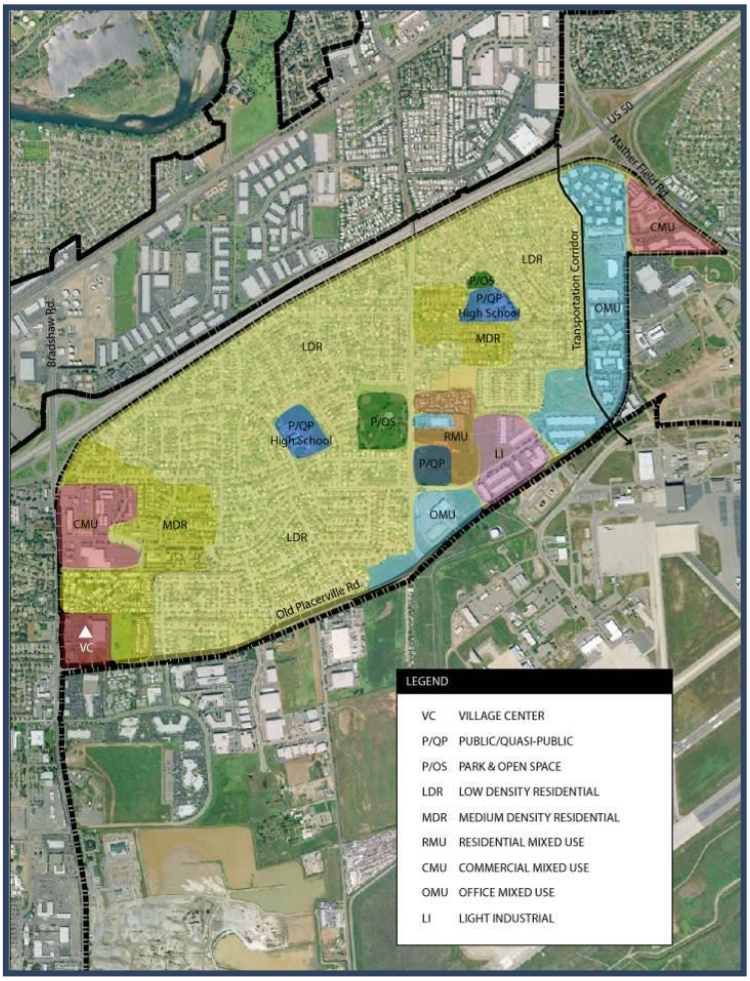
Environmental Conditions

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

Timing

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

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



Downtown Planning Area

Note: This Area is WITHIN the existing City Limits.

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

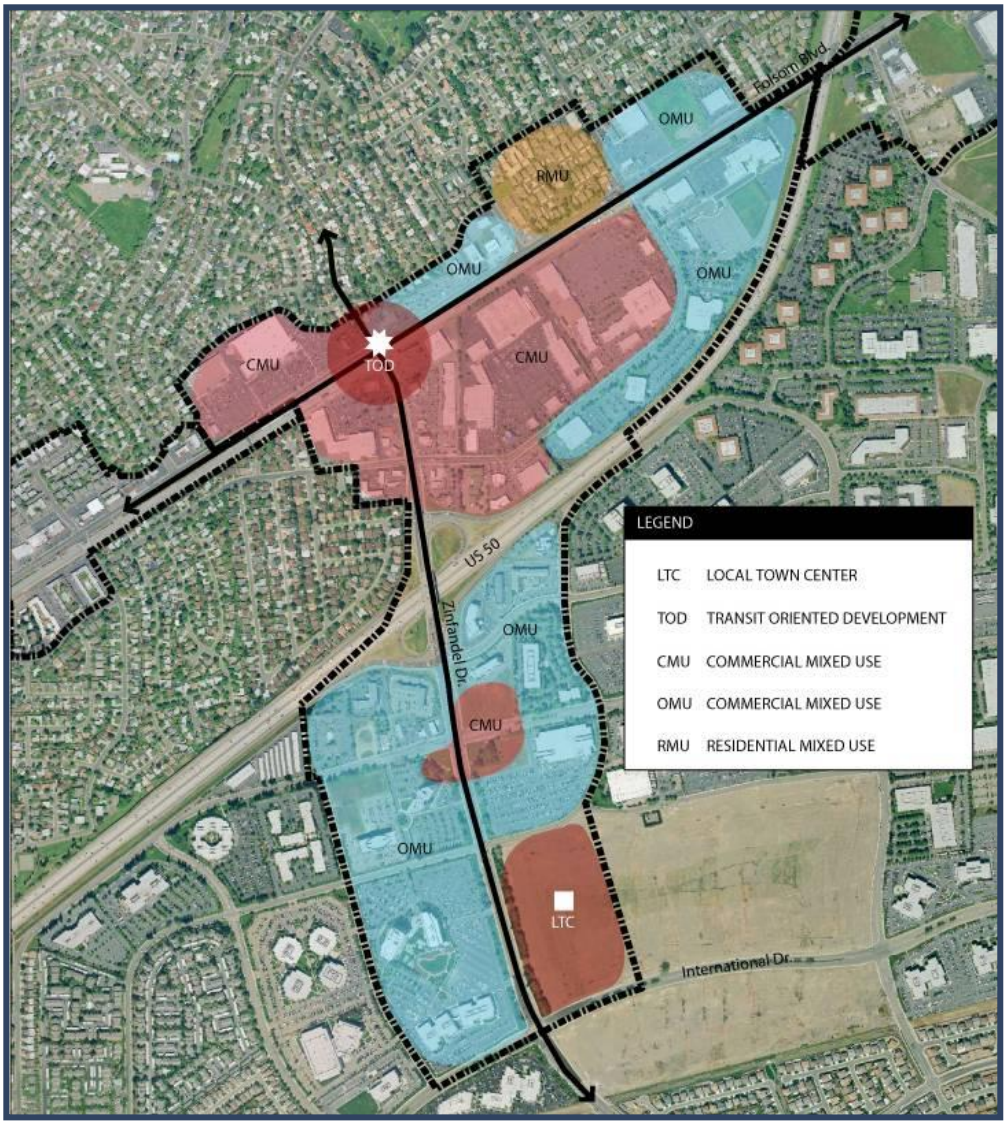
Conceptual Land Uses

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

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

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

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



Conceptual Circulation and Transit

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

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

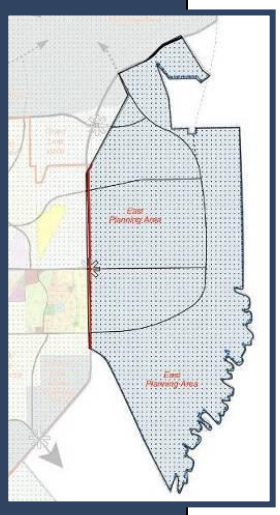
Environmental Conditions

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

Timing

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

East Planning Area



NOTE: This Area is OUTSIDE the existing City Limits.

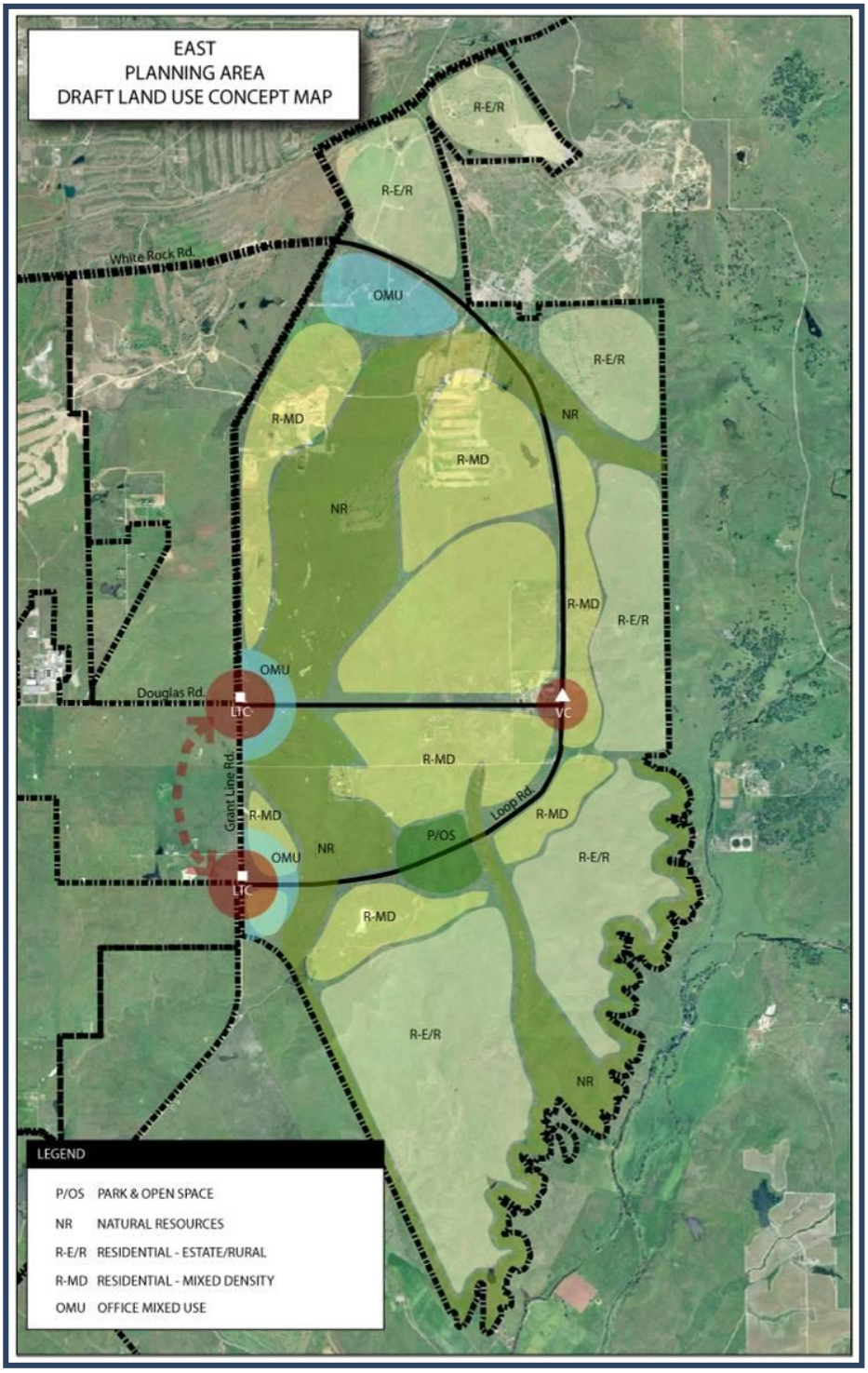
Conceptual Land Uses

Since the East Planning Area borders on the County's Urban Services Boundary and the adopted 100 year flood plain, and contains many vernal pools and critical habitat for various threatened and endangered species, the East Planning Area will have a very dynamic mix of residential densities. Residential development along Grant Line Road and the future loop road should develop at densities similar to Grant Line West and Suncreek/Preserve (8 dwelling units per acre), but will reduce in density as it approaches the eastern boundaries of the General Plan Planning Area (probably averaging four units per acre and as low as one unit per two acres). This land use transition from urban to rural uses will help to define the City's "edge." Exact location of transition in residential densities will be determined in conjunction with subsequent land planning consistent with the concepts, goals, policies, and actions of the General Plan. For consistency with the General Plan, maximum development capacity shall be consistent with Table LU-5 (Planning Area Development Potential).

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

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

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



Conceptual Circulation and Transit

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

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

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

Environmental Conditions

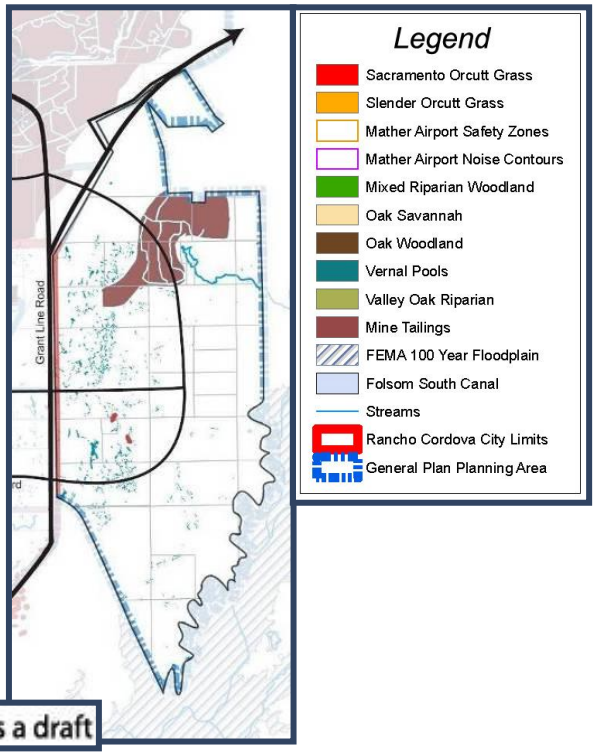
The East Planning Area contains vernal pools, Sacramento orcutt grass, cottonwood woodland habitat, recreation associated with the Prairie City OHV Park, streams/creeks, including tributaries to Laguna Creek and Deer Creek, and mine tailings. Impacts to vernal pools would require a permit from the U.S.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

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

Timing

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

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



NOTE: This map is a draft

Folsom Boulevard Planning Area

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

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

Conceptual Land Uses

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

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

Conceptual Circulation and Transit

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

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

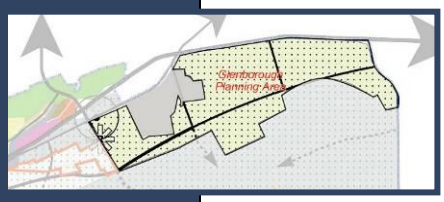
Environmental Conditions

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

Timing

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

GLENBOROUGH PLANNING AREA



Note: This Area is OUTSIDE the existing City Limits.

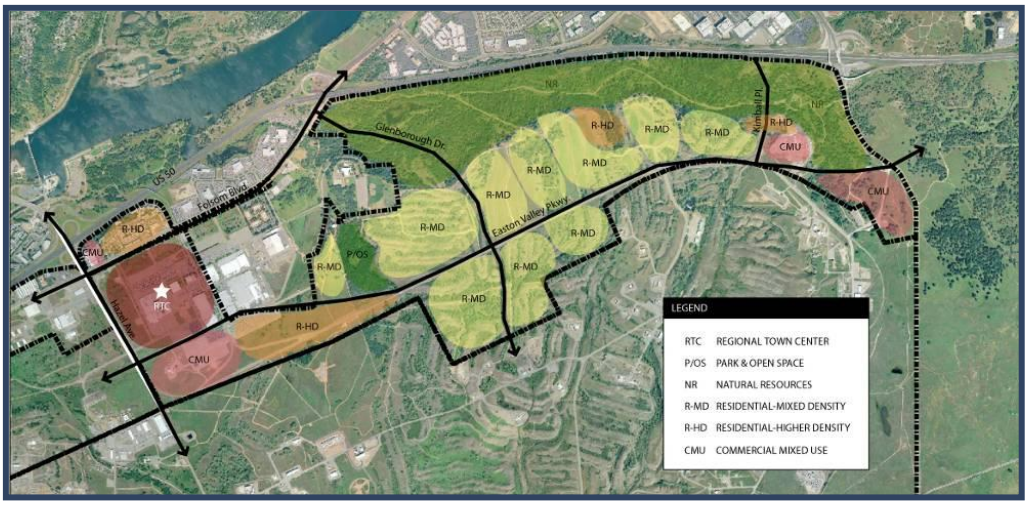
Development Stats
Acres: 1,336
Dwelling Units: 4,434
Density: 7.07
Population: 10,344
Employment: 9,747

Conceptual Land Uses

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

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

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



Conceptual Circulation and Transit

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

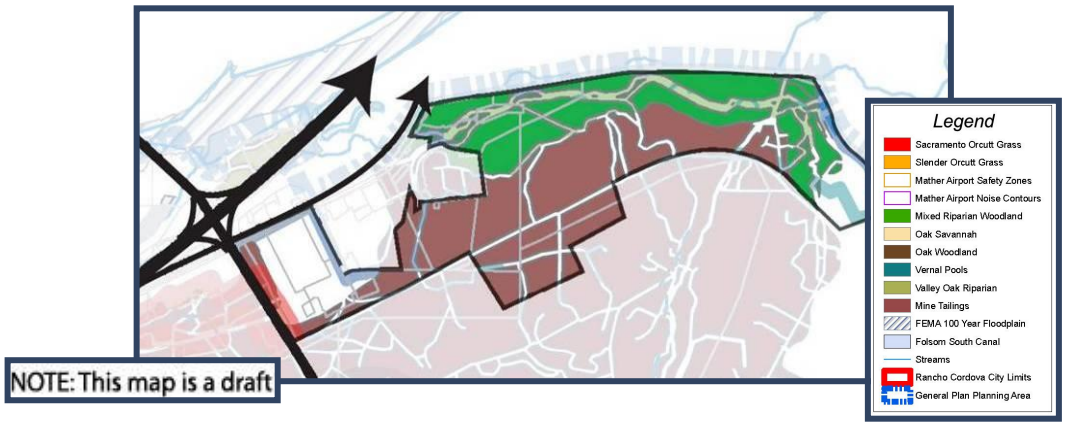
extension and various local roadway connections to Folsom Boulevard. Bus Rapid Transit will also serve the Planning Area along Hazel Avenue and Easton Valley Parkway.

Environmental Conditions

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

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

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



Timing

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

Grant Line North Planning Area

Note: This Area is WITHIN the existing City Limits.

Conceptual Land Uses

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

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

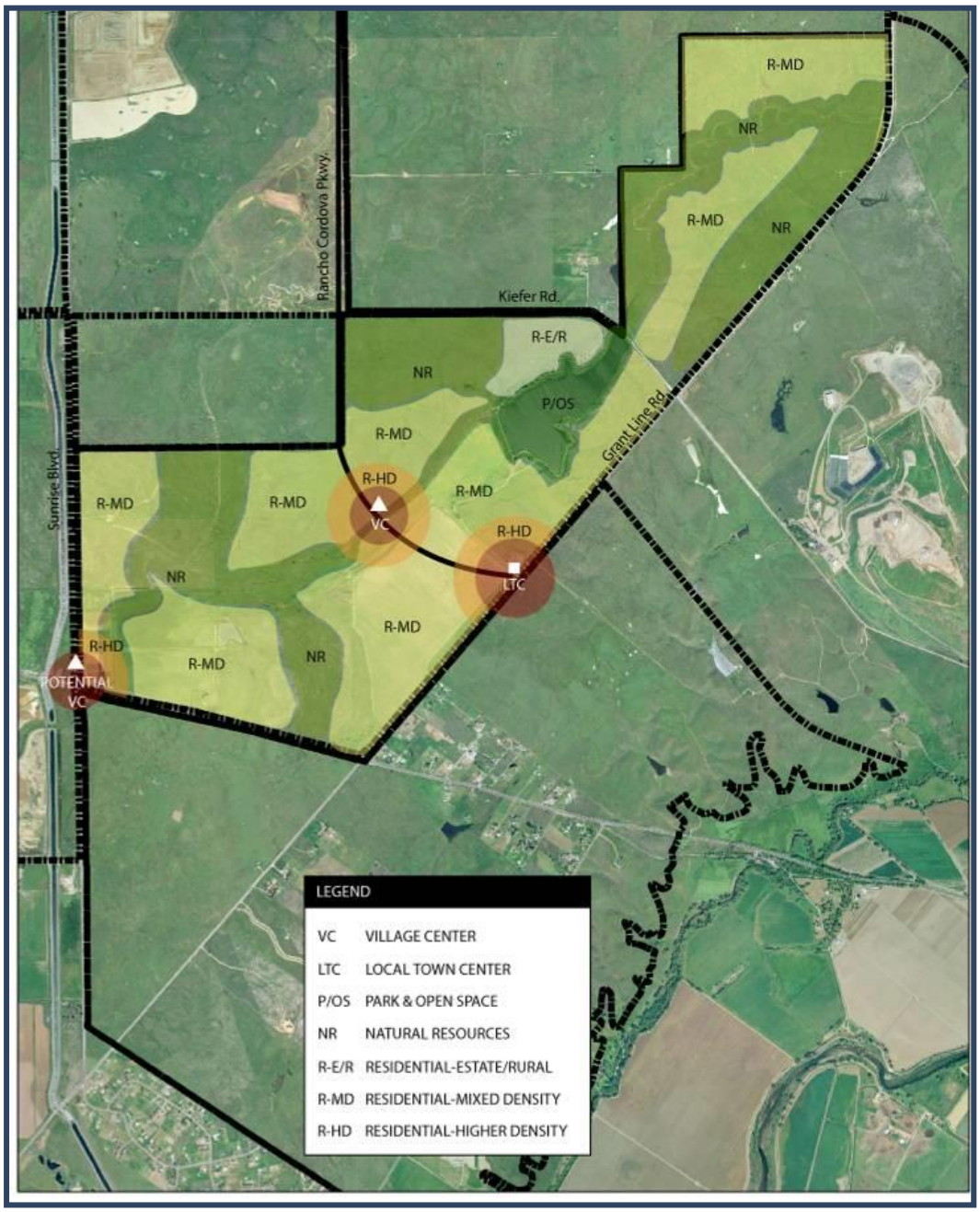
As shown in the conceptual land plan, the area may include five or six neighborhoods with a mix of densities including some estate residential, one village center internal to the project, and the opportunity for additional village centers/local town centers along Sunrise and Grant Line Roads. Employment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

Conceptual Circulation and Transit

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

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

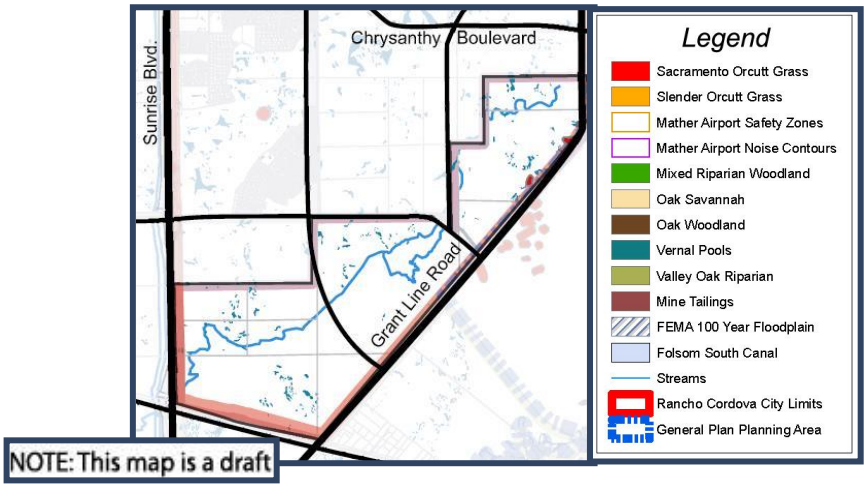
FIGURE LU-16
CONCEPTUAL LAND PLAN FOR THE GRANT LINE NORTH PLANNING AREA



Environmental Conditions

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

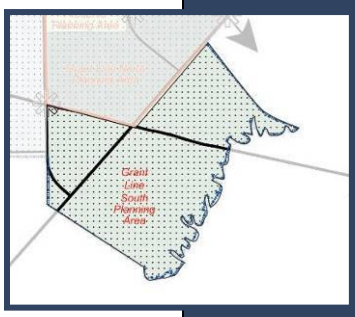
Figure LU-17
Environmental and Physical Constraints Map for The Grant Line North Planning Area



Timing

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

Grant Line South Planning Area



Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

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

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

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

Conceptual Circulation and Transit

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

Environmental Conditions

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

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

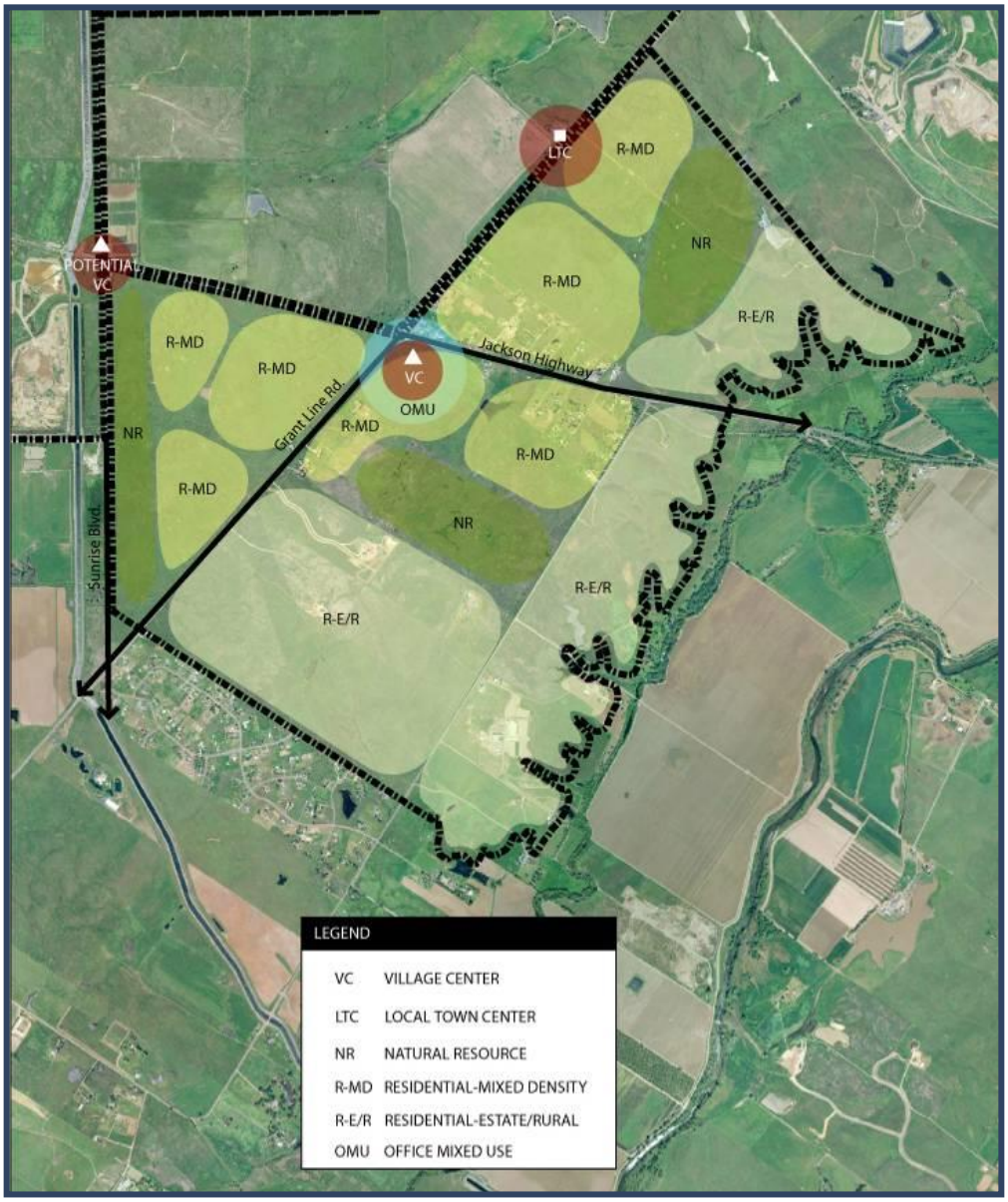
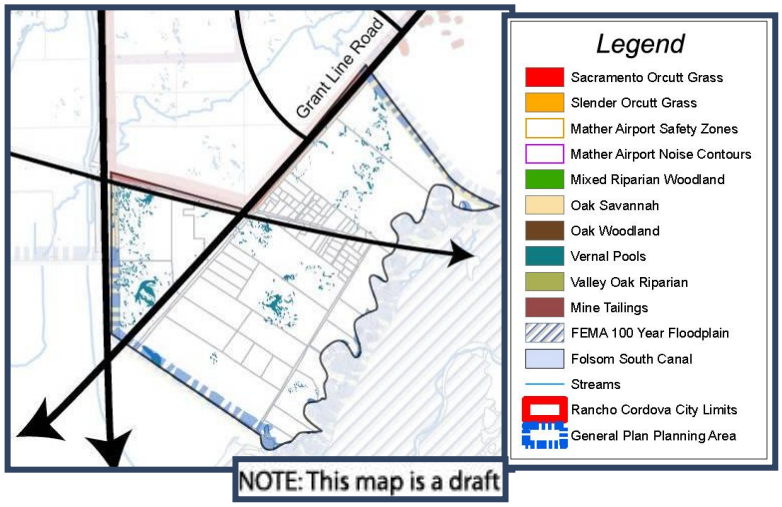


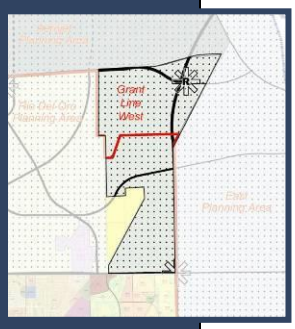
FIGURE LU-19
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP FOR THE GRANT LINE SOUTH PLANNING AREA



Timing

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

Grant Line West Planning Area



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

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

Conceptual Land Uses

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

Conceptual Circulation and Transit

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

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

Environmental Conditions

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

Timing

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

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

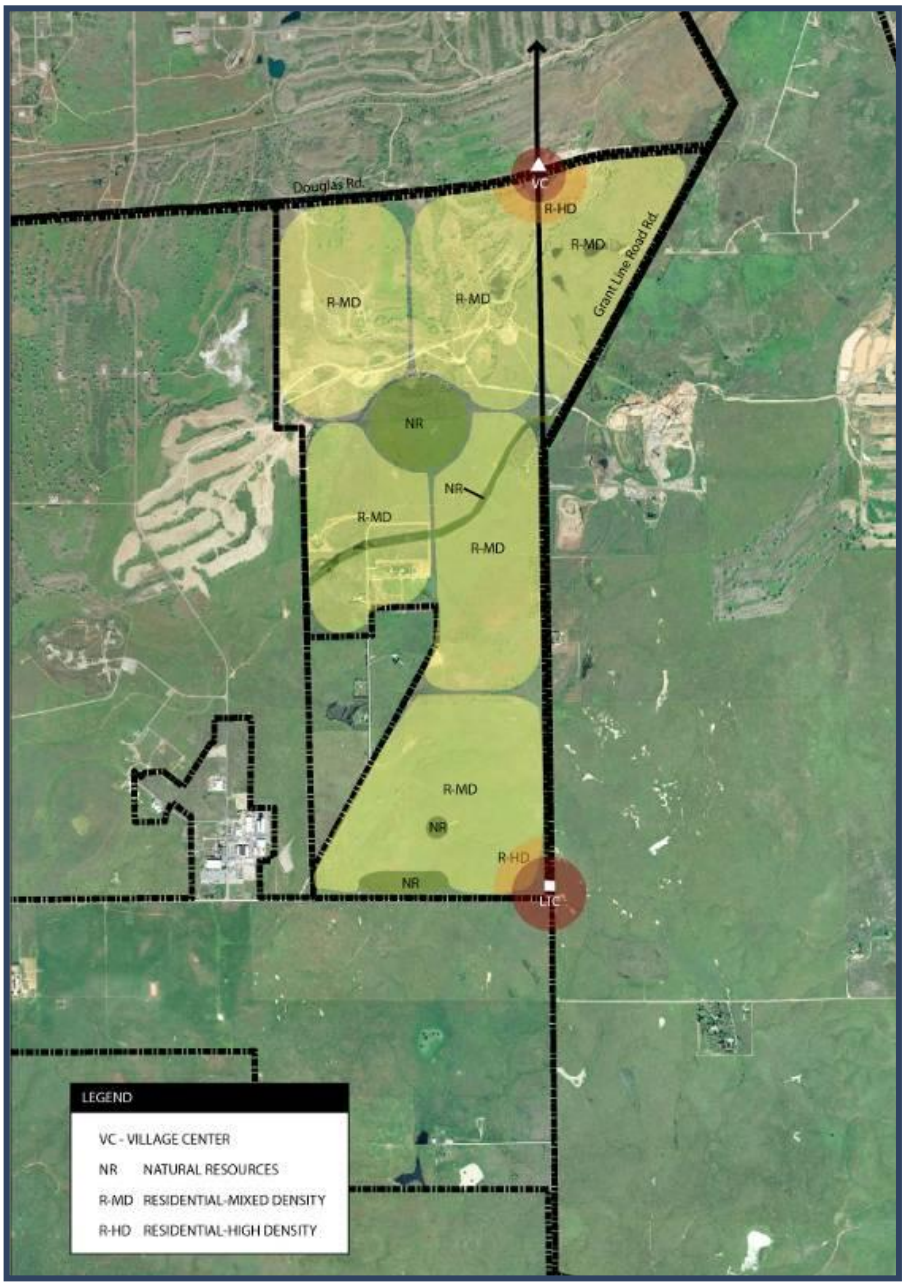
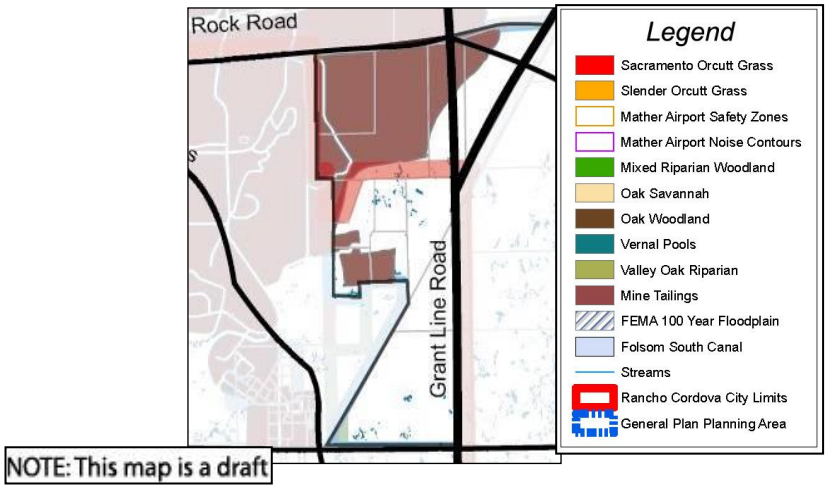


FIGURE LU-21
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP FOR THE GRANT LINE WEST PLANNING AREA



JACKSON PLANNING AREA

Note: This Area is OUTSIDE the existing City Limits.

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

Conceptual Land Uses

Because the Jackson Planning Area is located along the perimeter of the City's General Plan Planning Area Boundary, land uses in this area will serve to transition from urban to rural uses at the City's "edge". Because of the required safety zones and the various flight patters into and around Mather Field, in conjunction with the industrial development west of the site, large portions of the central and western Jackson Area will remain undeveloped or in a office mixed-use, public/quasi-public, light industrial, or surface mining designation with some supporting commercial. Central portions of the Planning Area contain floodplains, creeks, vernal pools, and open space. It is anticipated that portions of the eastern edge of the Area will remain in surfacing mining and heavy industrial use.

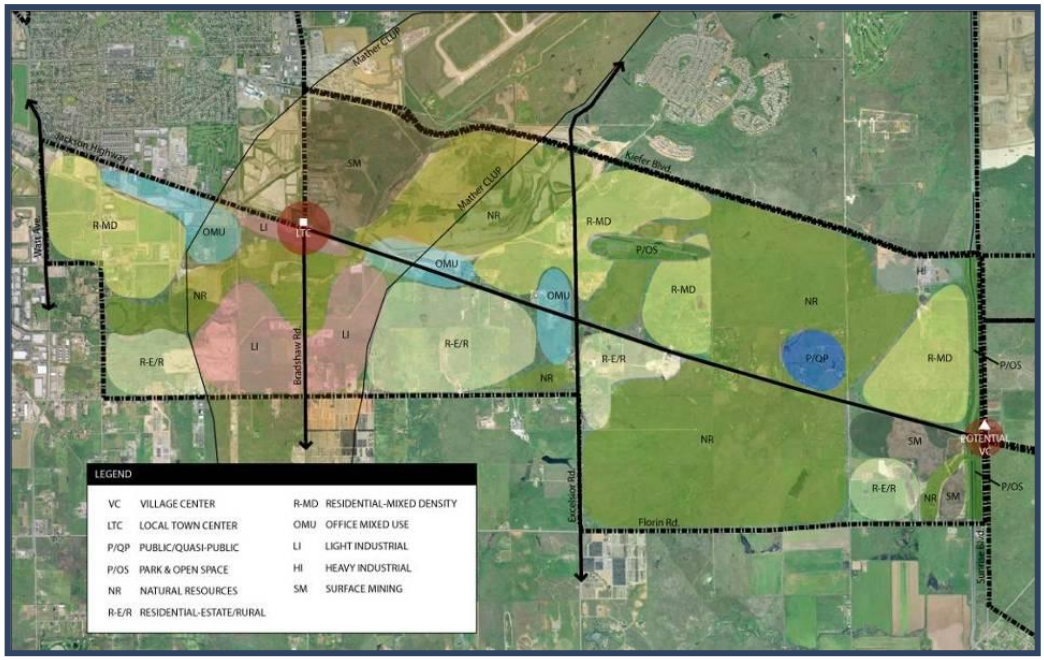
As shown in the conceptual land plan, developable portions of this area are expected to be developed with a wide range of residential, commercial, office, and light industrial uses. The southern and eastern portions of the Jackson Planning Area will most likely develop as a series of residential neighborhoods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

Conceptual Circulation and Transit

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

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

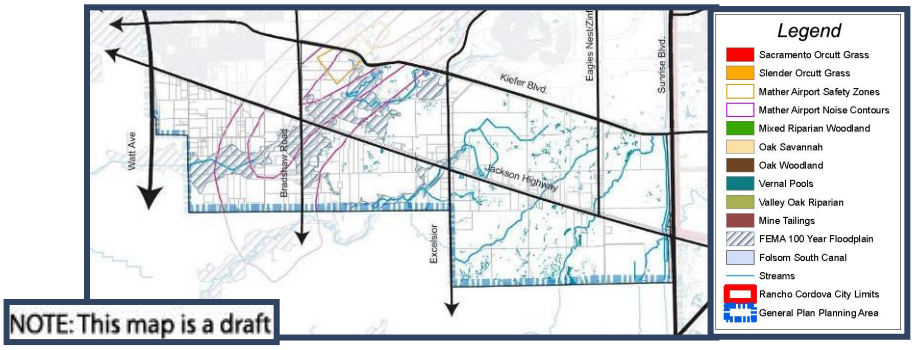
FIGURE LU-22
CONCEPTUAL LAND PLAN FOR THE JACKSON PLANNING AREA



Environmental Conditions

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

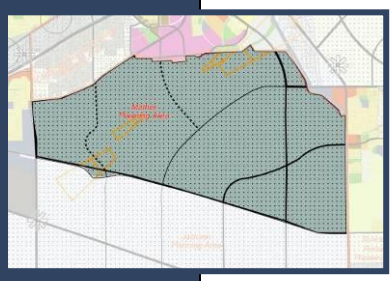
FIGURE LU-23
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP FOR THE JACKSON PLANNING AREA



Timing

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

Mather Planning Area



Note: This Area is OUTSIDE the existing City Limits.

Conceptual Land Uses

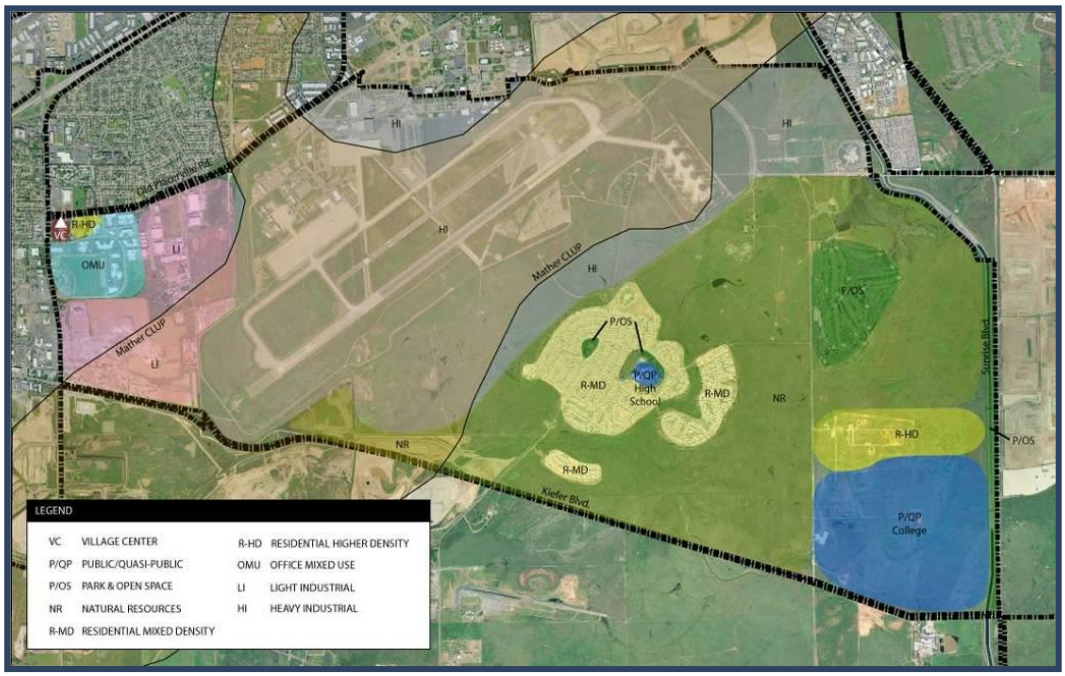
Because of the required safety zones and the various flight patters into and around Mather Field, in conjunction with the environmentally sensitive habitat and regional park site, large portions of the Mather Planning Area will need to remain undeveloped. Areas that have the highest potential for development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

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

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

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

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



Conceptual Circulation and Transit

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

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

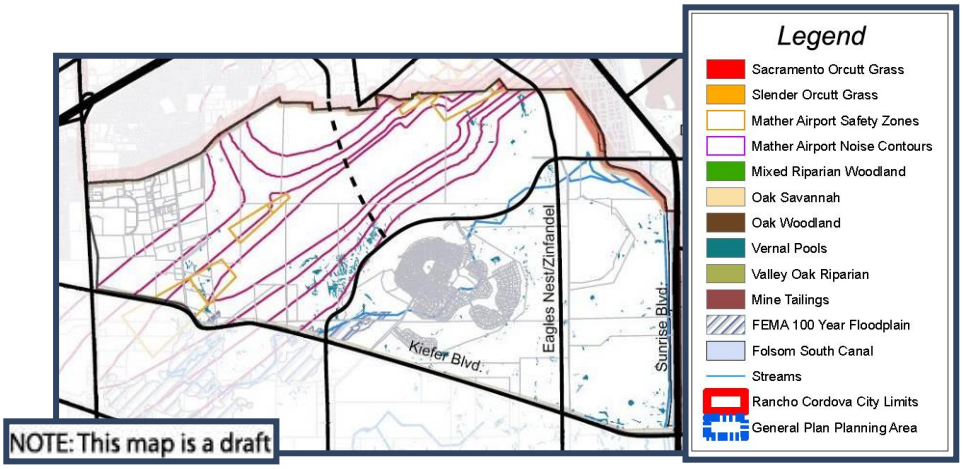
Local transit services may be provided in the Planning Area and a bus rapid transit line connecting to Elk Grove may be provided along Sunrise Boulevard or Folsom South Canal.

Environmental Conditions

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

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

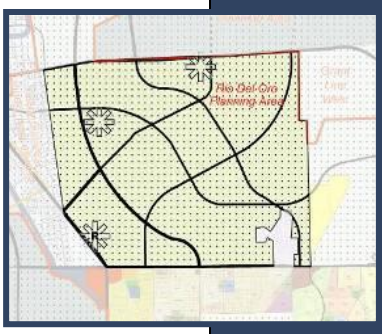
FIGURE LU-25
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP FOR THE MATHER PLANNING AREA



Timing

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

Rio del Oro Planning Area



Note: This Area is WITHIN the existing City Limits.

Conceptual Land Uses

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

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

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

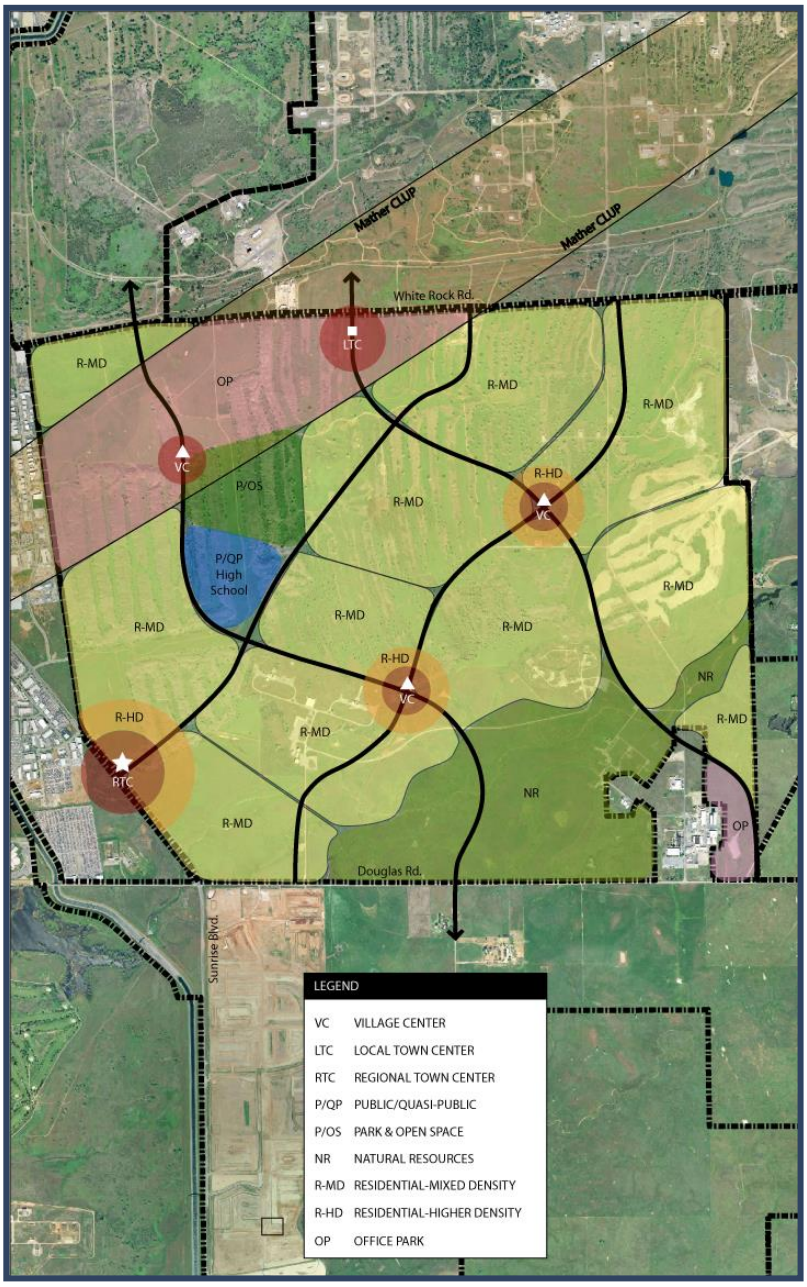
Additional land uses in the planning area may include office and light industrial uses public/quasi-public uses, and open spaces. Light industrial uses would be mainly located within the Mather Safety Zone, while office may be clustered closer to residential areas to promote alternative modes of transportation.

Conceptual Circulation and Transit

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

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

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

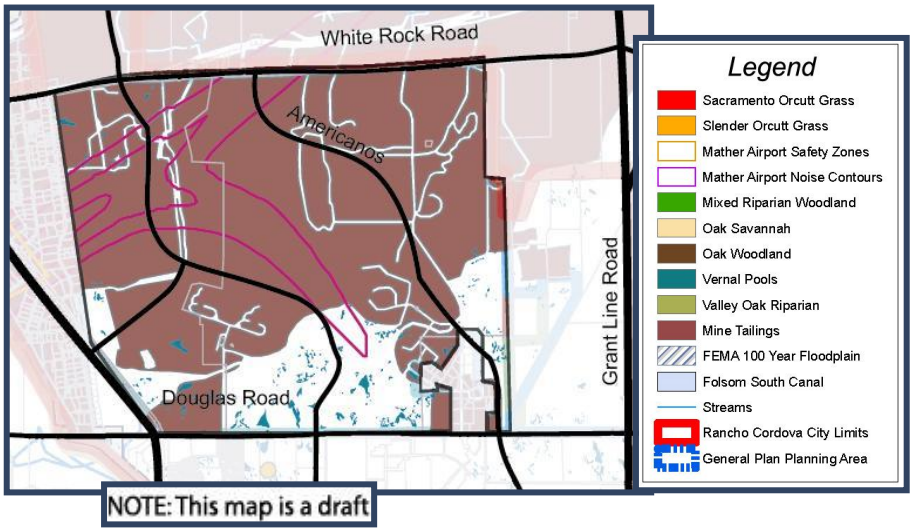


Environmental Conditions

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

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

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

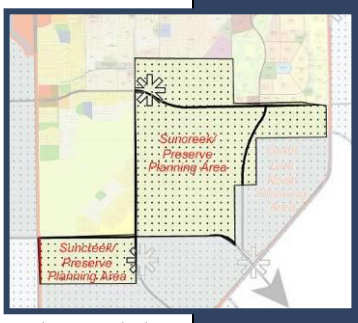


Timing

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

SUNCREEK/PRESERVE PLANNING AREA

Note: This Area is WITHIN the existing City Limits.



Conceptual Land Uses

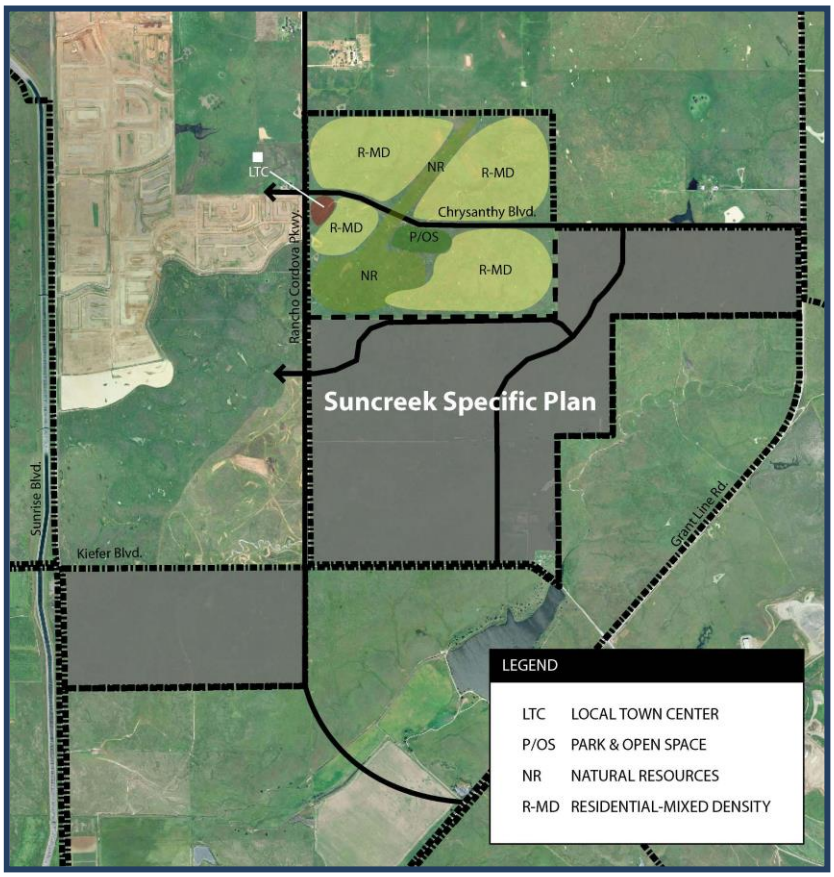
The Suncreek/Preserve Planning Area is within the approved Sunrise Douglas Community Plan area. This Planning Area has one adopted plan and one pending application with land plans based on the "City's building blocks" concepts. The Suncreek Specific Plan was adopted for the southern portion and the Preserve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

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

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

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

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



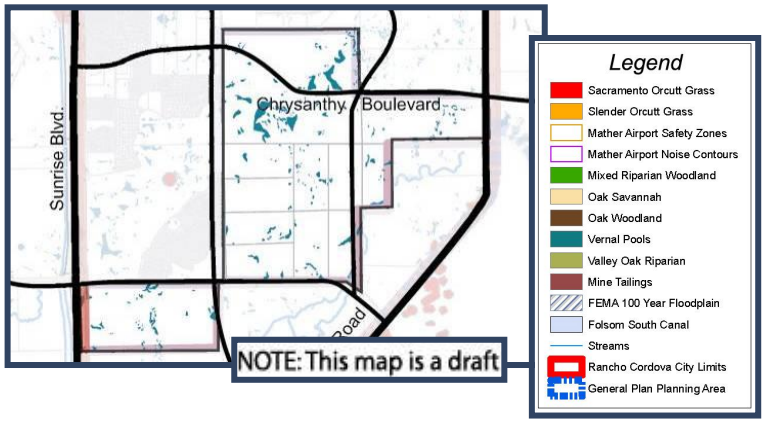
Conceptual Circulation and Transit

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

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

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

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



Environmental Conditions

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

Timing

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

Sunrise Boulevard North Planning Area

Note: This Area is WITHIN the existing City Limits.

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

Land Uses

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

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

Conceptual Circulation and Transit

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

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

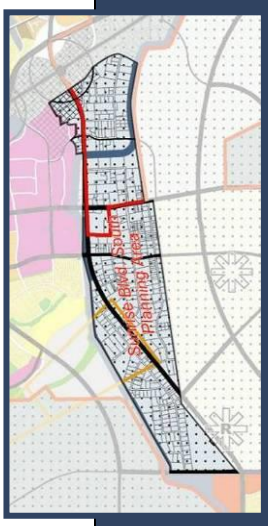
Environmental Conditions

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

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

Timing

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



Sunrise Boulevard South Planning Area

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

Land Uses

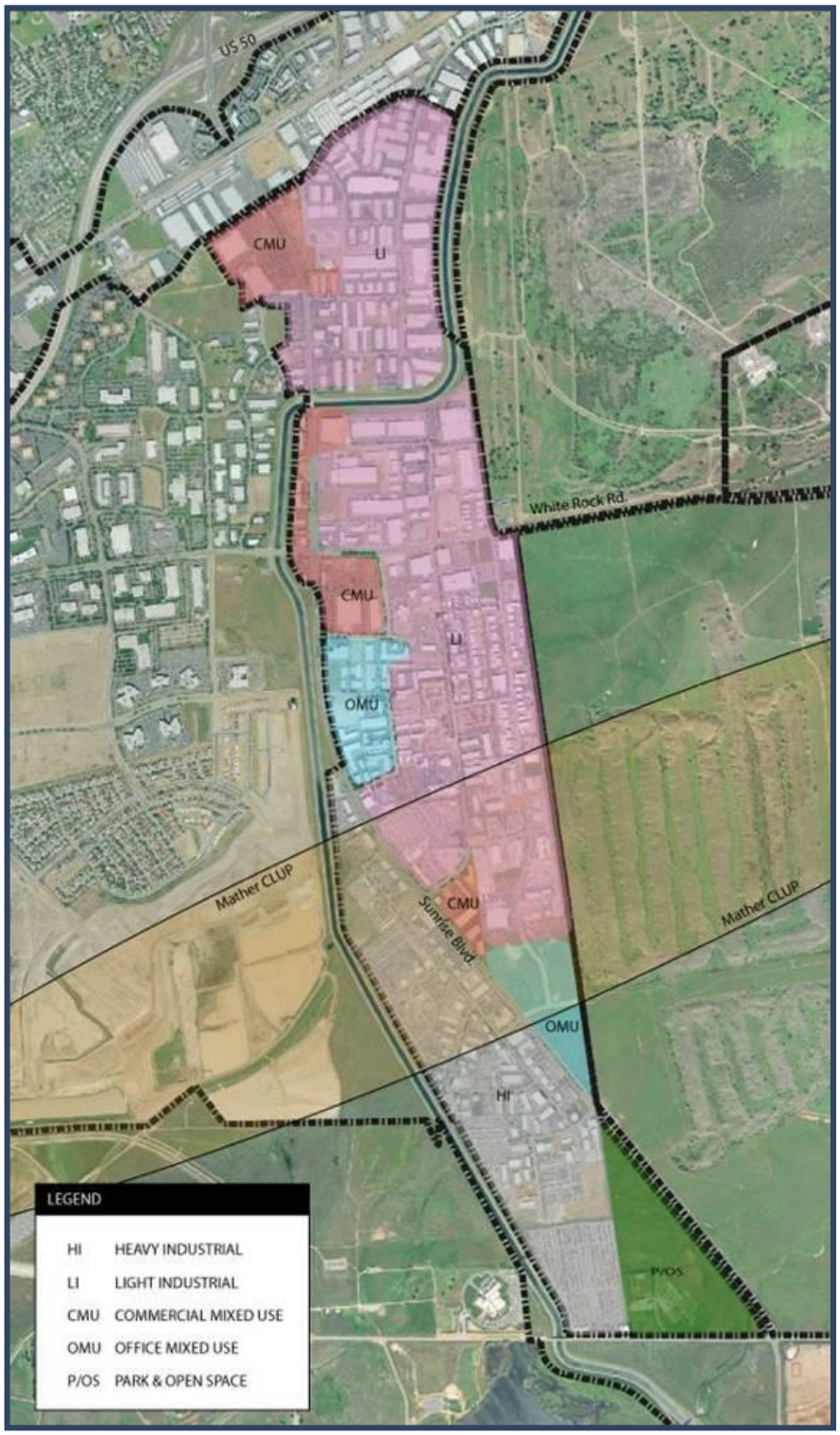
The Sunrise Boulevard South Planning Area includes the many commercial and industrial uses south of Highway 50 along the Sunrise corridor, stretching as far south as Douglas Road. The existing uses include a cluster of auto dismantling and recycling west of Sunrise at the south end of the Planning Area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

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

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

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

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



Conceptual Circulation and Transit

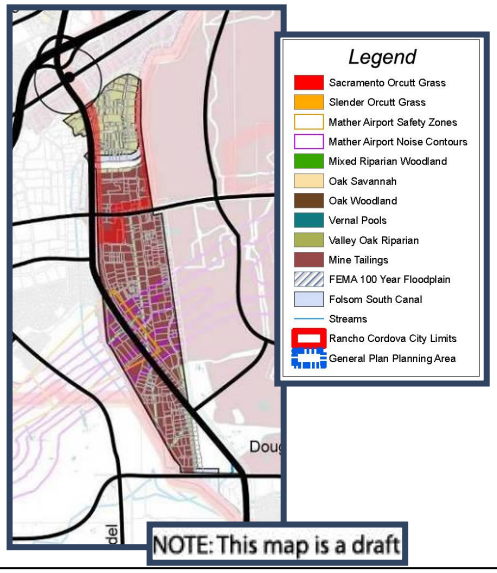
Sunrise Boulevard is the primary access to the Area. Increasing travel demands on this roadway will necessitate some form of reengineering or redesign. A streetscape enhancement plan should be devised for the Area.

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

Environmental Conditions

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

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

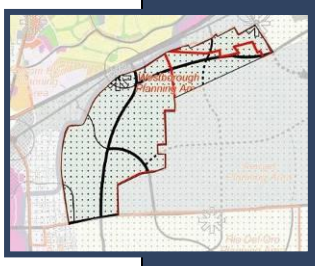


Timing

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

WESTBOROUGH PLANNING AREA

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



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

Conceptual Land Uses

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

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

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

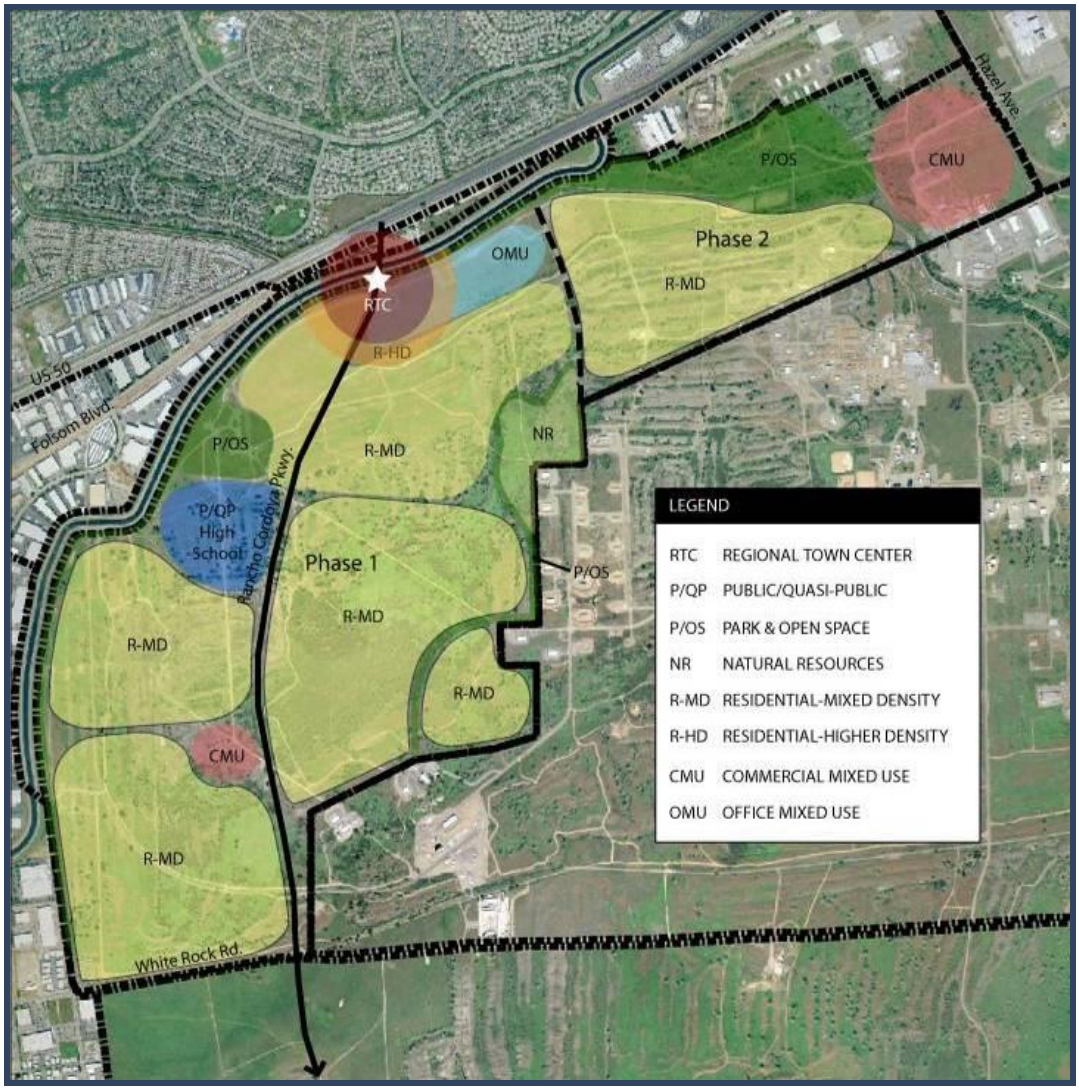
Development within the Planning Area will take into consideration and build upon the opportunities presented by the location and route of the Folsom South Canal. Potential features include bicycle/pedestrian/running trails and commercial paseos.

Conceptual Circulation and Transit

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

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

Figure LU-33
Conceptual Land Plan for The Westborough Planning Area

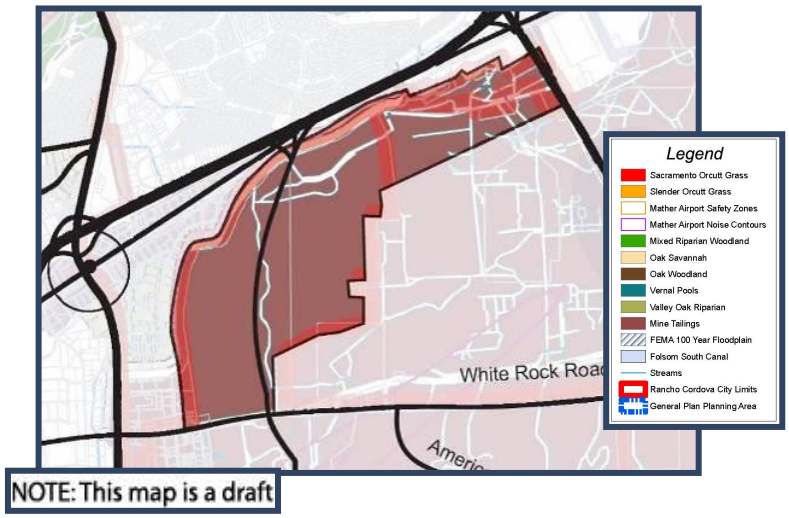


Environmental Conditions

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

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

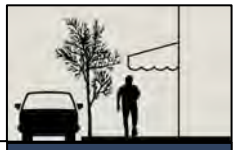
FIGURE LU-34
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP FOR THE WESTBOROUGH PLANNING AREA



Timing

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

III - URBAN DESIGN



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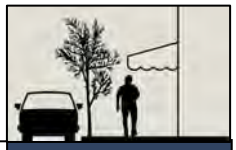
III URBAN DESIGN ELEMENT



VISION STATEMENT

Rancho Cordova will be a vibrant community with a strong sense of character and identity. Walkable and livable neighborhoods served by neighborhood, village, and town centers will create several districts throughout the community. Individual districts will have unique characteristics and dense urban cores designed as vibrant gathering places. The line between public and private areas will be blurred, creating a strong sense of public space. Uses will be integrated (mixed), both vertically and horizontally, in unique ways that make Rancho Cordova a memorable place both locally and nationally. The City will be anchored by civic buildings in a Downtown core that promote a shared sense of community and pride. Buildings will be of quality design, materials, and colors that add a sense of permanence, making them long-lasting features and landmarks.

INTRODUCTION

The way Rancho Cordova looks and feels is a direct statement of the community's values and desires. Residents care about how their City looks and feels and want to live somewhere that they can take pride in calling home. The City also wants to make a positive impression with visitors, creating interesting places that people remember and want to revisit. Rancho Cordova will use innovative elements of urban design to create memorable and lively spaces throughout the community.

PURPOSE

The Urban Design Element provides policies and design concepts relating to 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. The Element also includes policies and implementation programs aimed at creating Rancho Cordova as a unique place with a strong, memorable character.

Related Plans and Programs

Development, adoption, and implementation of urban design policies require consideration of several related plans and programs, both local and regional in nature:

- **City Zoning Code.** The Zoning Code establishes districts throughout the community with allowed use and development standards. These development standards create the framework for the physical form of the community (e.g., building setbacks, heights).

- **Citywide Design Guidelines.** The Design Guidelines supplement the Zoning Code development standards with more detailed provisions that direct the look and feel of development. The guidelines and standards govern the site and architectural character of development.

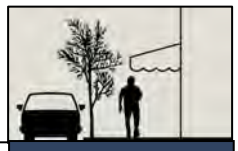
- **Folsom Boulevard Specific Plan.** The Folsom Boulevard Specific Plan incorporates past planning efforts for revitalization of the corridor into a single action plan. The Specific Plan will include a detailed land plan with pulse points of activity, development and design provisions, streetscape improvements, economic strategies, cost estimates, and action steps for redevelopment of Folsom Boulevard.

- **Open Space Standards.** The Open Space Standards will guide the integration of open space features within the community, including greeways, trails, and neighborhood greens. Future interactions of these standards will also consider open space to be integrated within commercial plazas and town centers.

- **Pedestrian Design Guidelines and ADA Transition Plan.** While primarily aimed at improving the pedestrian circulation system of the City, the Pedestrian Design Guidelines include provisions that help define the character of the City's streets. The primary purpose of these plans is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state, and local regulations and standards.

- **SACOG Blueprint.** The SACOG Blueprint is a land use and transportation study of the Sacramento region that focuses on development of the region through walkable, transit-oriented communities that better integrate jobs and housing. Many of the smart growth principles of the SACOG Blueprint have been incorporated into the City's General Plan.

III URBAN DESIGN ELEMENT



Relationship to Other Elements

While the Land Use Element describes the location and distribution of uses within the City, the Urban Design Element emphasizes how development should relate to the user, the appearance and character of development, and how it should function in the greater context of the community. It is an optional element of the General Plan and the basis for the aesthetic regulation of public and private land and structures. The Urban Design Element is most closely related to the Land Use Element, as describe above. The design of land uses, including the building blocks and smart growth concepts, directly relate to the quality design and character of the community. The Urban Design Element is also linked to the Circulation Element when it addresses streetscape design and pedestrian and bicycle environments and facilities. The Open Space, Parks, and Trails and Natural Resources Elements relate to the Urban Design Element in issues of scenic vistas being framed by trails and open space. Lastly, the Cultural and Historic Resources Elements relates to Urban Design where it discusses public art and its inclusion in development projects and civic improvements. Where the overlap can be identified, cross-references are provided to alert the reader to the other respective elements.

ISSUES AND CONSIDERATIONS

Urban Design Setting

Rancho Cordova has historically developed like many other suburban communities in the United States. There are few distinguishing features that create a sense of character or place in Rancho Cordova. While Rancho Cordova has a rich history, there are few historic buildings and no single predominant architectural theme in the community.

Existing neighborhoods in Rancho Cordova were developed at a walkable scale with smaller neighborhood service areas and centrally located parks and schools. Many of the neighborhood service areas have been converted to heavier commercial uses and office uses that do not necessarily meet the daily shopping needs of local residents. However, the basic development patterns in place are similar to the desired development patterns for the new growth areas. Rancho Cordova was a leader in the co-location of parks and schools, creating shared use benefits and good civic spaces for local residents to gather.

There is no unified style to the commercial development within the City. For decades, projects were developed with large setbacks from the street, limited landscaping, and a lack

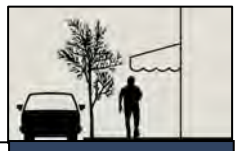
of pedestrian features. Commercial "strip centers" are the predominant development pattern along Folsom Boulevard and Sunrise Boulevard.

Development as a whole lacks the pedestrian- and bicycle-friendly features that often add character and definition to a community. Sidewalks are frequently narrow or non-existent along major roadways, and provide little landscaping or shading. Few private developments include gathering places for community activities.

Issues this Element Attempts to Solve

The Urban Design Element establishes a framework for how the City will look and feel as new development and the revitalization of existing development are undertaken. The primary issues that this element attempts to solve are listed below and were identified during the preparation of this General Plan:

- Redefining Rancho Cordova as a unique place with an identity that distinguishes it from the surrounding community and makes it a distinctive place in the region.
- Establishing mixed-use development that facilitates walking or cycling from to work, stores, restaurants, and parks via pleasant pedestrian- and cyclist-friendly streets.
- Creating high-quality urban design throughout the community that is visually pleasing and inviting.
- Generating district themes with a continuity that helps to establish the district's identity through the use of common architectural elements, landscaping, lighting, signage, and other features.
- Siting buildings within a project and along the street in pedestrian-friendly ways, along with encouraging high-quality project design.
- Establishing project identities that contribute to the overall City identity in unique ways, including through project features that tie entire districts together and help to establish a sense of place and a unique identity for the project, district, and City.
- Investing in all parts of the City for improved urban design.
- Enhancing the identity of the Riverside Communities and ensuring connectivity of existing and future areas of the City through project and community design.



THE URBAN DESIGN STRATEGY

The City's Urban Design Strategy is intended to strengthen the aesthetic, civic, and design quality of the City, leading to a renewed sense of place and character for the community from both a project and citywide perspective. It builds upon the guiding principles set forth in the Land Use Element (smart growth and the City "building blocks") and takes them a step further by describing the scale and orientation of buildings and their role in designing the future City. The Urban Design Strategy describes how the City is connected and how individual projects contribute to the City's sense of place. Many of these ideas are further implemented through the development standards of the City's Zoning Code, the Citywide Design Guidelines, and the Pedestrian Design Guidelines.

The Urban Design Strategy is comprised of three important components:

- **The Building Blocks** – neighborhoods, villages, and districts that create a more livable, walkable communities throughout the City;
- **Community Character** – the transformation of Rancho Cordova to a more vibrant place with an enhanced image; and
- **Individual Project Design** – the role of individual projects in transforming the City into a unique place through quality design.

THE BUILDING BLOCKS

As described in the Land Use Element, the building blocks of the City are neighborhoods, villages, and districts. Building blocks are more than just a statement about land use patterns. Each building block component is characterized by its different uses, scale, and intensity of development, factors which combine to give each component its own unique character and place in the community. The building blocks concept creates a relationship between uses and influences the general development quality in a way that makes the City a more pleasant place to live and work.

Neighborhoods

Neighborhoods are the places we call home. They include a range of housing types along pedestrian-friendly streets designed for slower speeds. Homes are designed for both the private and public realm. Quality in the design and style of individual homes create an interesting and varied streetscape. Each neighborhood

Public realm *is defined as public spaces, like parks, plazas, open space, community buildings, street frontages, sidewalks, greenbelts, privately-owned commercial plazas, etc., that are open to the public. They are places where people can gather and socialize.*

includes a neighborhood center that is a place for neighbors to gather (e.g., school, park, community center, coffee shop).

Residents can easily walk throughout the neighborhood, which is scaled at approximately 1/3-mile radius (equivalent to a 10 or 15 minute walk). Neighborhoods are developed on a modified grid system with short blocks for ease of mobility. Major streets do not bisect neighborhoods. However, neighborhood streets do establish a hierarchy through design that helps residents and visitors understand where they are in any given neighborhood.

Villages

Villages are made up of three or four neighborhoods, connected by open space trails, pedestrian-friendly streets, and activity centers. Villages feature a rich multitude of housing types that meet the needs of various lifestyles, including contemporary single-family detached and single-family attached homes, multi-family buildings, and mixed-use projects.

Each village is served by a Village Center, which provides services to meet the daily shopping and social gathering needs of village residents. Village centers are designed with the pedestrian in mind, without large parking areas separating the development from the street and without segregation of residential and commercial uses. Pathways connect uses and the development is close to the street, creating active streetscapes that are inviting and attractive.

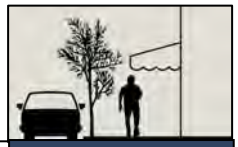
Districts

Districts are the largest component of the building blocks concept, comprised of three or four villages. Districts can function as small, self-sufficient communities that may have unique characteristics, attributes, and Citywide or regional uses. Collectively, districts work together to build the whole of Rancho Cordova that is better than its individual parts. They weave the urban framework of the City into a cohesive fabric. Each district is unique and districts will have different types of uses and varying design characteristics and style.

Community Character

As a new City, Rancho Cordova is redefining itself as a vibrant, livable, and memorable place. Community character can be developed and enhanced in a variety of ways, many of which are described below.

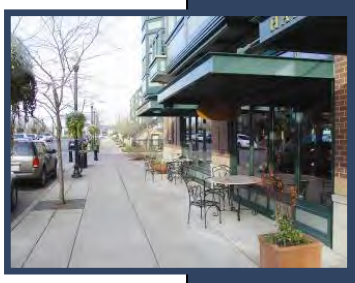
III URBAN DESIGN ELEMENT



Community Image/Identity

The City needs a unifying image and identity that respects its history and defines its place in the region. Rancho Cordova will not be simply a suburb or an employment center – it will be a City that is a destination place in the region. Neighborhoods will be designed with unique attributes, centers will be designed as active pedestrian places, and the Downtown skyline will be visible for miles. Rancho Cordova will focus on quality, mixed-use developments with meaningful public space. Site, architecture, and streetscape features should create a unifying theme, such as common light fixtures or benches, landscaping, or citywide signage.

Streetscape Design



Streets are designed primarily for the safe and efficient movement of vehicles, pedestrians, and bicyclists. Streets should also be designed as inviting places that communicate to the user where they are within the community. In urban areas, buildings are sited close to the street, with access and windows facing onto the street. Landscaping should be provided to enhance the pedestrian realm. Where pedestrians cross the vehicular right-of-way, features such as bulbouts, raised medians, special paving and lighting, or other methods can be provided to reduce pedestrian crossing width, alert vehicles to designated pedestrian crossings, and encourage pedestrians to walk in a safe and inviting environment.

Gateways

Gateways can be both the entrances into the City and into the individual districts and design techniques for public spaces that help a user identify where they are in the community and how to get around. They include a change in development character and style, as well as help promote a sense of place and community identity. Gateways should be developed at key entrances into the City and into districts as a way of establishing City and district identity. In any case, City identity takes precedence over district identity, such that entrances into the City are more pronounced than district entrances. Gateways should reinforce the unique character of the City and greet visitors to the City and welcome residents home. Wayfinding techniques such as landscaping, street design, and special signage also help users establish where they are and where they are going.

City Edge

Critical to the development of the City is a clear definition of the City edge, which is the creation of a boundary between the urban and rural or developed and undeveloped areas of

the landscape. In part, this is defined by the City's land use pattern, where less intense uses are developed along the boundary of the City and more intense uses are at the core, such as in the Downtown. The character of development should recognize this change in intensity, with edge neighborhoods and districts along the southern and eastern boundaries of the Planning Area transitioning to a more rural character. It is also important to create a defined edge where the City meets urban Sacramento County through quality of design and the streetscape and gateway features described above.

Scenic Vistas

The City is geographically situated between the Sierra Nevada Mountain Range and the California Coastal Mountain Range along the American River. Many of roads in the area are aligned with views of major peaks and natural landmarks in the region, including, for instance Mt. Diablo (Grant Line Road). Other points of interest in the area that qualify as scenic vistas include Pine Hill, Flagstaff Hill, Pyramid Peak, Carson Spur, Jackson Butte, Mt. Vaca, and Goat Mountain/Snow Mountain. Framing these features when developing trails and open spaces contributes to the City's sense of place and provides a connection back to the natural environment.

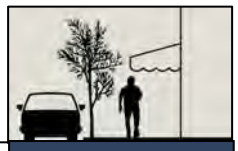
Downtown/City Center

Rancho Cordova is a City without a central hub or community core. It lacks a unifying center that connects the existing and yet undeveloped areas of the City. For these reasons, the City designated a new downtown area. Downtown will be the center and "heart" of Rancho Cordova. It will be the civic center of the community, where City Hall and other similar and supporting uses are located. The most intense development will also be located in downtown with a wide range of mixed-use and transit-oriented development.

It is the City's intent that the Downtown will become a vibrant place to live, work, play, and shop. It will be a walkable area with wide urban sidewalks that connect to plazas and other gathering areas that are part of individual projects. Because the Downtown is visible from Highway 50, the look and feel of future development and redevelopment will establish the community image for travelers from throughout the region and State. A subsequent planning effort will detail the development plan for Downtown.

Compatibility of Development

New development and the revitalization of existing areas should be designed with characteristics that contribute to the overall image of the City while respecting the positive



attributes of the existing built form. This can be achieved through uniform streetscapes that connect across property lines; the use of common site features, such as lighting fixtures, positive architectural style, and good uses of color and materials; and the appropriate scaling of buildings, which takes into account the neighboring uses.

Revitalization through Design

Some development within the City is not consistent with the City vision (e.g., underutilized sites, auto-oriented development, separation of uses). These areas should be enhanced and revitalized with a mix of uses, concentration of activity, redevelopment of centers, and creation of neighborhood identity. Infill sites and the remodel/reuse of existing developments throughout the community should be developed/redeveloped in a way that contributes to the City's building blocks concept, promotes pedestrian activity, and contributes to an overall sense of place for the City.

Art in Public Places

The use of art in public places, both in civic locations and as part of private developments, contributes to City identity and character. Public art can enhance the landscape and provide focus within public spaces. It improves the visual environment for all residents, while strengthening community identity and boosting community pride. The City values the livability and beauty that public art adds to shared spaces where people live, work, visit, and recreate. Public art should be meaningful and encourage the free flow of ideas and cultural ideologies.

Individual Project Design

Individual projects are the building blocks that contribute to the overall appearance and character of the City. Each project should include unique project features and experiences that relate to the user. Every project should be designed as a unique place that contributes to the City in the ways described below.

Architectural Style and Character

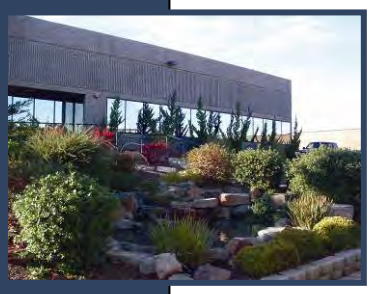
Architectural styling and detailing adds character to a site and sense of permanence to a building. The City does not promote a single architectural style for new development. Rather, the City encourages quality architecture with character and a recognizable architectural style, articulated on all parts of the project and buildings. The City also

encourages the orientation of rooflines and windows to optimize the use of solar power and minimize heat transfer through windows.

Public Gathering and Open Spaces

Effective design of the public realm creates the memorable places that the City desires. Plazas, parks, courtyards, and open spaces help to define these memorable places. They also provide valuable assets and pedestrian amenities that contribute to the overall quality and stability of the site. Public spaces allow people to gather, creating nodes of activity that connect back to their district and City. The proper use and design of public and open spaces presents an opportunity to accent the community's natural scenic viewsheds into the built environment.

Site Landscaping



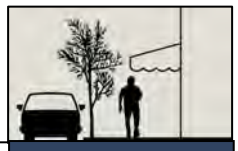
Landscaping should soften the built environment and create attractive places to visit. Landscaping should work to relieve the overall mass and scale of the structures, frame outdoor spaces, and create a strong sense of place. It should also be used to reduce the heat-island effect caused by paved surfaces and minimize the need for irrigation. The use of on-site landscaping helps to create visual interest and promotes and nurtures the concept of an "urban forest."

Site Design

Projects should be designed to connect to the streetscape and promote pedestrian activity along the street and within the site. Commercial and mixed-use buildings are located close to the street, creating "main street" environments. Residential uses connect to the City circulation system of streets, pathways, and trails.

Project Identity through Site Features

The features of a project can be just as powerful in establishing identity as the architecture of the buildings. Projects are encouraged to have hardscapes and streetscapes that unify the project. Plazas, lighting fixtures, seating areas, and landscaping all add detail and interest to a site when used in attractive ways. Additionally, signs may be used to identify a project and should enhance the built environment without contributing to visual clutter.



GOALS, POLICIES, AND ACTIONS

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

- **Goal UD.1: Development in keeping with the building block concepts of neighborhoods, villages, and districts.**
- **Goal UD.2: Redefine the identity for Rancho Cordova through community and district design.**
- **Goal UD.3: Create unique project identities that contribute to the overall character of the district and City.**
- **Goal UD.4: Ensure that projects are designed in keeping with the context of surrounding areas and overall community.**

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 districts as the building blocks of the City.

- **Action UD.1.1.1** – Amend the Zoning Code and Design Guidelines to be consistent with the urban vision. Select areas where a "form based" approach to zoning is appropriate.

Cross reference: LU.1.5

- **Action UD.1.1.2** – Prepare and adopt guidelines and standards for residential dwellings in higher density development. Focus on maintaining livability through sensitive design that maintains privacy and minimizes conflicts between adjacent homes.

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.

Cross reference: C.2.3, C.2.5, C.1.1.1

- **Action UD.1.2.1** - Develop neighborhood street standards that promote walking and cycling to improve quality of life and transportation choices for residents. *(cross-reference Circulation)*

- **Action UD.1.2.2** - Establish residential development design standards and guidelines that enhance the character and quality of projects.

Cross reference: H.1.1

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. *(Cross-reference Housing)*

Cross reference: C.1.1

- **Action UD.1.3.1** – Require the design of all residential projects with a modified grid street system.

- **Action UD.1.3.2** - Allow for flexibility in the implementation of residential densities in a mixed density project.

- **Action UD.1.3.3** - Discourage the use of fences/walls/gates between compatible uses.

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.

Cross reference: LU.1.4.1, ED.3.1.10, ED.3.2.1,

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.

- **Action UD.1.5.1** – Continue to use, and update as necessary, the Citywide Design Guidelines as a starting point for encouraging developments that are interconnected and relate to one another.

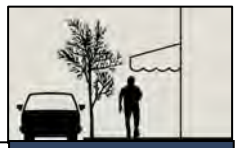
Cross reference: LU.1.4.2, LU.1.4.4

- **Action UD.1.5.2** - Revise the Zoning Code provisions to identify appropriate solutions to create compatibility between developments. The use of walls and fences to segregate uses does not inherently create compatibility.

Cross reference: AQ.3.1

Policy UD.1.6 - Encourage the design of village and local town centers as pedestrian- and cyclist-friendly activity centers with successful public spaces.

- **Action UD.1.6.1** - Create development standards and update the Design Guidelines as necessary to ensure pedestrian-friendly village and local town center designs.



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.

Cross reference: LU.2.2, AQ.2.2.2

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

- **Action UD.2.2.1** - Amend the Zoning Code text and map to implement the new mixed-use designations in this General Plan.

Cross reference: LU1.1, UD.1.1.1

Policy UD.2.3 - Transition the density and intensity of uses from an urban to rural character with a clear City edge and establish a sense of entry and arrival to the City that is welcoming.

- **Action UD.2.3.1** - Land uses along the eastern and southern boundaries of the City shall transition down in intensity and density of development from urban to rural at the City edge.

- **Action UD.2.3.2** - Establish a gateway program to create a sense of entry at key locations throughout the City and promote wayfinding throughout the community. Use creative designs that respond to the character and history of the City to establish a sense of place, including gateway signage, streetscape design, site landscaping, and other features. Users should feel a sense of arrival and be welcomed to the City.

- **Action UD.2.3.3** – Prepare and adopt design standards for pedestrian overcrossings of major roads that contribute to district character and defined gateways and promote wayfinding.

Cross reference: C.2.7

Policy UD.2.4 - Encourage district themes (e.g., civic, cultural, natural, arts) that create a sense of place for each district and contribute to the overall character of the community.

Cross reference: ED.4.5, C 2.1.2

- **Action UD.2.4.1** - As part of the Design Review process, encourage the development of unified district themes with integrated streetscapes (including streetscape furniture), district-wide signage programs, unified architectural styles, and/or themes for a concentration of uses or open space programs.

Cross reference: ED.3.1, LU.6.3

Policy UD.2.5 - Create Downtown Rancho Cordova as the center of the City linking all parts of the community together as a vibrant, rich mix of uses that attracts residents, workers, and visitors.

- **Action UD.2.5.1 –** Prepare and adopt a Downtown Specific Plan that addresses the future uses, design standards, street design, and other characteristics of the built form.

- **Action UD.2.5.2** - Work with businesses, property owners, and other stakeholders to create a vital Downtown with pedestrian- and cyclist-oriented activities and design features.

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.

- **Action UD.2.6.1** - Develop streetscape standards that define the character of the street and promote pedestrian mobility between individual uses.

Cross reference: NR.4.2.1, NR.4.2.2

- **Action UD.2.6.2** - Create standards for the type, spacing, etc. of trees along the street. Require development to include street trees along all frontages of the project.

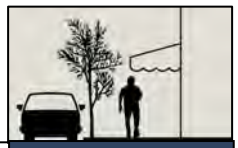
- **Action UD.2.6.3** - Establish standards for the use of street furniture, such as benches, light fixtures, and planters, as inviting and usable accent pieces along the street.

- **Action UD.2.6.4** - Define standards for the use and dimensions of separated sidewalks.

- **Action UD.2.6.5** - Create enhanced medians with landscaping and lighting along corridors to promote district identity and unify individual developments.

- **Action UD.2.6.7** - Promote the use of on-street parking as an alternative to large parking lots. Establish standards for size, location, and frequency of on-street parking spaces.

- **Action UD.2.6.8** - Develop and implement streetscape enhancement plans for Folsom Boulevard, Coloma Road, Sunrise Boulevard, Mather Field Road, and other roadways of community importance.



GOAL UD.3 - CREATE UNIQUE PROJECT IDENTITIES THAT CONTRIBUTE TO THE OVERALL CHARACTER OF THE DISTRICT AND CITY.

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

Cross reference: H.4.9

- **Action UD.3.1.1** - Develop provisions in the Citywide Design Guidelines that illustrate how projects with architectural styles and/or themes can be designed successfully.

Cross reference: ED.4.1.5

- **Action UD.3.1.2** - Require projects to include features and attributes that positively contribute to the image of the City.

- **Action UD.3.1.3** – Require development projects to use quality materials that are long lasting to ensure a sense of permanence for each project.

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

Cross reference: LU.2.4

- **Action UD.3.2.1** - Prepare and adopt standards and guidelines for the development of interconnected walkways, pedestrian amenities (e.g. seating, lighting, signage, landscaping), plaza areas, outdoor spaces, and commuter amenities (e.g. covered bus stops) oriented toward the pedestrian user.

- **Action UD.3.2.2** – Amend the City's Street Design Standards to include design elements that establish priority for pedestrians at road and drive aisle crossings through pavement markings, differentiation in the pavement surface, and/or signage.

Cross reference: C.2.3

- **Action UD.3.2.3** – Prepare and adopt standards and guidelines for the orientation of commercial and mixed-use buildings, which should be close to the street with parking behind or on the side of the development and easily connected to the pedestrian- and cyclist-oriented public streetscape. Consider incorporating such provisions within a "form based" code in appropriate locations around the City.

- **Action UD.3.2.4** – Prepare and adopt standards for cyclist-triggered lights that allow cyclists to move about the community efficiently.

Cross reference C.2.5

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

- **Action UD.3.3.1** – Prepare and adopt guidelines for the design and integration of meaningful public spaces within commercial and mixed-use projects.

- **Action UD.3.3.2** - Require landscaping to be meaningful in nature, relating to the style and scale of the development and contributing to the look and feel of the City and district. Give consideration to how landscaping will mature over time.

- **Action UD.3.3.3** - Require site furniture that is uniform across the development and encourage furniture that is consistent across entire districts.

- **Action UD.3.3.4** - Prepare and adopt standards for project signage that promote the creation of a unique character for the project while respecting the impact of signage on neighboring properties and uses.

Cross reference: CHR.3.2

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

- **Action UD.3.4.1** - Develop a Citywide public art program that directs the inclusion of art in private projects and coordinates the use of art in public projects.

GOAL UD.4 - ENSURE THAT PROJECTS ARE DESIGNED IN KEEPING WITH THE CONTEXT OF SURROUNDING AREAS AND OVERALL COMMUNITY.

Cross reference: ED.4.5

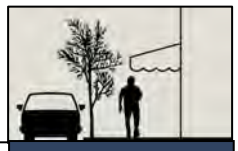
Policy UD.4.1 - Encourage development themes that take into consideration the history and context of the site, district, and City (e.g., Mather Air Force Base, aerospace activities, mining operations, farm activities).

Policy UD.4.2 - Design new development to be compatible with surrounding development in ways that contribute to the desired character of the City and District.

- **Action UD.4.2.1** - Develop standards and guidelines that require and illustrate compatibility between new and existing development.

Cross reference: ED.7.1

Policy UD.4.3 - Promote infill projects that are designed as catalysts for change in accordance with the desired character of the City.



- **Action UD.4.3.1** - Remove barriers to infill projects by improving existing infrastructure to accommodate new development and increases in service demands.

- **Action UD.4.3.2** - Provide incentives that allow for higher density and intensity of development, including how to streamline the permitting process.

- **Action UD.4.3.3** – Require infill projects to comply with the City's smart growth principles and building blocks concept.

- **Action UD.4.3.4** - Review how proposed projects interface with existing development and ensure that the interface is positive and meaningful.

- **Action UD.4.3.5** – Work with property owners of existing development on potential remodel/reuse of their sites so that they may become catalysts projects for development and redevelopment in the City.

- **Action UD.4.3.6** - Consider the development and adoption of pattern books/building prototypes of desired development and design solutions. These patterns/prototypes would be pre-approved for expedited permit review and building permit issuance

Policy UD.4.4 - Encourage redevelopment projects that promote the City's vision, desired development patterns, and design objectives.

Cross reference: ED.5.1

- **Action UD.4.4.1** - Promote streetscape enhancement projects, as described in UD.2.4.6, as catalysts for change.

- **Action UD.4.4.2** - Work with property owners to coordinate development activities over multiple sites to help create integrated projects with common design features.

Policy UD.4.5 – Recognize existing vistas and views of natural and manmade landmarks throughout and around the community.

- **Action UD.4.5.1** – Encourage the development of major streets, trails, and significantly sized public spaces that preserve and take advantage of vistas.

- **Action UD.4.5.2** – Update the Citywide Design Guidelines to address viewsheds and vistas.

IV - ECONOMIC DEVELOPMENT

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IV ECONOMIC DEVELOPMENT ELEMENT

VISION STATEMENT

Rancho Cordova will market its strengths, including large office centers, an ample supply of housing for employees, a setting safe from seismic and flood threats and strategic regional location, to become a first-choice location for businesses and residents. Private investment will be stimulated through marketing and incentive provision, with the result being economic prosperity for all segments of the community. The City will create a vibrant Downtown where the community can live, work, shop, and play. Implementation of this Element will result in a balanced mix of businesses that provides jobs to community members and ensures the long-term fiscal health of the City.

INTRODUCTION

Economic development is the enhancement of a community's productive capabilities, largely through the creation and retention of jobs and revenue. Concentrating efforts on economic development will provide more job opportunities for Rancho Cordova residents and will produce more revenue, allowing the City to provide higher levels of service. The process of economic development also increases economic opportunity for local businesses and property owners. Redevelopment and other tools will help form public-private partnerships to revive existing buildings, stimulate infill and catalyst projects, and upgrade and replace the City's aging infrastructure. Rancho Cordova will promote economic development as a way to improve the City's regional desirability, revitalize existing commercial areas, and improve the quality of life for all City residents.

PURPOSE

This Economic Development Element attempts to identify the City's strengths and weaknesses as it seeks to provide a full range of employment, housing, retail/service, and entertainment option to residents. The Element establishes goals, policies, and actions to improve the City's prosperity, maintain regional competitiveness, ensure accessibility to assets, market the City, and, perhaps most importantly, set fair and equitable rules for development. This Element is also intended to create wealth for the citizens of Rancho Cordova by providing opportunities to increase property values, fully utilize their properties, offer continuing education opportunities, and support entrepreneurship.

Related Plans And Programs

The Economic Development Element is closely related to several plans and programs, including the following:

- **Highway 50 Corridor Economic Development Study.** The Highway 50 Corridor Economic Development Study (50 Corridor Study) was produced by the Sacramento Regional Research Institute in February 2005 to address the economic development potential for the multi-jurisdictional economic area along the Highway 50 corridor, including Rancho Cordova and its Sphere of Influence, Mather Airport, Folsom and its Sphere of Influence, and portions of El Dorado County that are adjacent to Highway 50. The 50 Corridor Study looked at a 50-year buildout of the corridor and measures of economic status (e.g., population, employment, income earnings, labor force, business activity), types and levels of economic activity of businesses along the corridor, and the linkages between the corridor and the Sacramento region in generating economic strategies to achieve the corridor's development potential. The goals, policies and actions in this Element build upon the economic strategies in the 50 Corridor Study.

- **Rancho Cordova General Plan Pro Forma (Pro Forma).** The Pro Forma is a fiscal impact analysis of the proposed General Plan intended to evaluate the economic viability of proposed land uses and services. The Pro Forma is being prepared concurrently with the General Plan and has been used to determine the right balance of land uses, along with the types and levels of services in the General Plan.

- **Rancho Cordova Office Demand Analysis (Bay Area Economics).** Phase I of the City's Pro Forma work included a market demand analysis of office development. Analysts looked at existing conditions, talked to brokers about historic market niches, competition, local strengths and weaknesses, and regional trends to form assumptions regarding national absorption of office development for Rancho Cordova. The Office Demand Analysis shows that the City will maintain between 16 and 25 percent of the regional office market. This information was used in strategic land planning to ensure the right amount office (office mixed-use) land and development potential within the General Plan Planning Area.

- **Rancho Cordova Retail Demand Analysis (Bay Area Economics).** Phase I of the City's Pro Forma work included an analysis of retail demand for the General Plan Planning Area. The Retail Demand Analysis evaluated current market conditions, then analyzed spending potential of current and future residents to calculate retail demand in a variety of retail categories through buildout of the

General Plan. The projected retail demand of approximately 9.2 million square feet was used in the strategic land use planning to ensure the right amount of retail (commercial mixed-use and centers) land and development potential throughout the General Plan Planning Area.

- **Rancho Cordova Retail Strategy (Leland Consulting Group).** Based on the Pro Forma Retail Demand Analysis, analysts developed a Retail Strategy for Rancho Cordova focused on the location and distribution of retail centers. The location analysis looked at retail trends, tested siting criteria, existing conditions, and stakeholder interviews. The strategy evaluated two general retail categories (grocery anchored centers and general merchandise centers). The Retail Strategy provided recommendations for type, scale, and location of retail centers in the General Plan Planning Area. This information was used in the City's land use planning to ensure the strategic location and distribution of retail (commercial mixed-use and centers) land and development potential throughout the General Plan Planning Area.

- **Rancho Cordova Redevelopment Plan.** The Rancho Cordova Redevelopment Plan, which is planned for adoption in June 2006, will allow the Agency to collect tax increment revenue for the purpose of improving and redeveloping commercial and residential areas, and supporting the production of mixed-income housing in the City. The Redevelopment Plan Area is approximately 2,500 acres in size (see Figure ED-1). The proposed project area includes Folsom Boulevard, the Trade Center Drive area, the Coloma Boulevard corridor, the Zinfandel Drive corridor, the Lincoln Village area, and the area located between Old Placerville Road, International Drive, White Rock Road and Highway 50, including the Downtown. The Redevelopment Plan will be used as a tool to implement the goal and supporting policies and actions of the Economic Development Element related to redevelopment.

- **Rancho Cordova Draft Economic Development Strategy and Action Plan**. The City's Economic Development Department and Economic Development Committee, working with consultants, prepared a draft Economic Development Strategy and Action Plan for the City. The City evaluated the current economic assets and liabilities in Rancho Cordova and came up with an action plan for economic development. The final action plan will implement the Economic Development Element of the General Plan and will be the City's blueprint for how it uses its economic development resources to achieve its goals.

- **Folsom Boulevard Specific Plan.** The Folsom Boulevard Specific Plan incorporates past planning efforts for revitalization of the corridor into a single action plan. The Specific Plan will include a detailed land plan with pulse points of activity, development and design provisions, streetscape improvements, economic

strategies, cost estimates, and action steps for redevelopment of Folsom Boulevard. The Specific Plan areas is within the City's Redevelopment Plan Area and will include economic development provisions consistent with the City's Economic Development Strategy and Action Plan.

- **Mather Redevelopment Plan.** Sacramento County adopted the Mather Redevelopment Project Area and Mather Redevelopment Plan in 1995. The Project Area, which is overseen by the Sacramento Housing and Redevelopment Agency, includes the Mather Airport, Independence at Mather (1,271 single-family homes), extensive parklands and the Mather Golf Course. The redevelopment strategy for Mather includes converting the former base to productive uses consistent with the Mather Specific Plan and the Mather Infrastructure and Financing Plan. The Mather Redevelopment Plan goals include: Eliminate the Blight; Provide First Class Infrastructure; A Leading Employment Center; Create Job Opportunities and Additional Investment; Fulfill the Vision; and Housing for All Families.

- **Mather Field Specific Plan.** Sacramento County adopted the Mather Field Specific Plan in May 1997 to provide guidance on the conversion of land uses in Mather Field from military to civilian uses. The Specific Plan establishes specific requirements for private and public development including the location, type, intensity and character of land uses, circulation patterns, necessary infrastructure improvements, and the location and general configuration of parks and open space. The Mather Field Specific Plan only relates to economic development activities in the Mather Planning Area.

- **Rancho Cordova Chamber of Commerce "Rush to Rancho" Visitor Attraction Program.** The Rancho Cordova Chamber of Commerce developed the "Rush to Rancho" website as a visitor attraction program. The website provides details on accommodations, dining, services/resources, and events.

- **Rancho Cordova Regional Economic Development Corporation.** The Rancho Cordova Regional Economic Development Corporation is a partnership between the Rancho Cordova Chamber of Commerce and City of Rancho Cordova, which is comprised of representatives from the City, Chamber and the commercial community. They have a grant to market economic development in Rancho Cordova. The Rancho Cordova Regional Economic Development Corporation will work with the City to help implement this Element.

- **Rancho Cordova Economic Development Committee.** The Rancho Cordova Economic Development Committee was formed as part of the General Plan and the Economic Development Department's efforts on the Rancho Cordova Economic

Development Strategy and Action Plan. This Committee will be used to help the City implement specific policies and actions in this Element.

Relationship To Other General Plan Elements

Economic prosperity requires an adequate supply of land and structures, a strong adequately trained local workforce, trade opportunities, a sound infrastructure system, and financing mechanisms. The Economic Development Element is tied to the Land Use Element through policies related to lot coverage, density, intensity, and infill of underutilized properties, redevelopment and reinvestment, and the creation of a Downtown and convention district. The Urban Design Element sets forth policy direction about creating an identity for Rancho Cordova that makes it a distinctive place in the region, which supports economic development activities. The Infrastructure, Service and Finance Elements relates to the Economic Development Element through financing the City's infrastructure improvements, community services, public facilities, public services, and establishing a comprehensive infrastructure system. This Element is also closely related to the Housing Element with its workforce housing policies. The Circulation Element contains policies related to improving circulation and access that support economic development. The Open Space, Parks, and Trails Element sets forth policy direction about creating community amenities, and improving the desirability and marketability of the City. Where the overlap can be identified, cross-references are provided to alert the reader to specific sections of the related elements.

ISSUES AND CONSIDERATIONS

Economic Development Setting

Rancho Cordova has many characteristics that make it a competitive business environment within the Sacramento region. The City's has several significant benefits, including the following:

- **Central location.** Rancho Cordova has a central location in the Sacramento region with visibility and accessibility to Highway 50. Rancho Cordova has the advantage of being located along the Highway 50 corridor, which provides access to the greater Sacramento region and offers visibility, which is desirable to many businesses. The City is relatively centrally located in the region, just 10 miles east of Downtown Sacramento.

- **Strong job market.** Rancho Cordova has a strong job market with large office and industrial employment centers. Rancho Cordova has a strong job market (approximately 3 jobs to every 1 household) with a significant cluster of office and industrial employment centers in the Capital Center/Prospect Park, Trade Center, Gold Center, Mather Commerce Center, and Sunrise Boulevard areas.

- **Airport and transit connections.** Mather Airport and Regional Transit provide unique transportation/transit services and connections directly to Rancho Cordova.

- **Safe and secure physical setting.** Rancho Cordova has become a highly desirable location for businesses and agencies seeking safe and secure sites because the City is located in a seismically stable portion of the Sacramento Valley and outside of areas prone to flooding.

- **Infrastructure.** Most of the developed areas of the City have infrastructure in place to serve new development and many properties are development-ready.

- **Comparatively affordable housing market.** Rancho Cordova's housing market is relatively affordable compared to other major employment communities like Folsom and Roseville.

- **Affordable office space.** Rancho Cordova has some of the lowest rental rates for office space in the immediate area for Class A, Class B and Class C office space. Rancho Cordova also offers ample free parking and lots of available large floorplate office buildings.

- **Quality workforce.** Rancho Cordova has a quality, trained workforce that can support business and industry in Rancho Cordova.

- **Synergy of clusters of business industries.** Rancho Cordova contains synergistic clusters of businesses industries such as home improvement centers, furniture stores, auto dismantlers, insurance and investment, etc.

- **Redevelopment Area.** A 2,500-acre Redevelopment Area has been selected that encompasses a large portion of Folsom Boulevard. (See Figure ED-1). The Redevelopment Plan will facilitate and help finance redevelopment efforts in the City for maximum economic benefit..

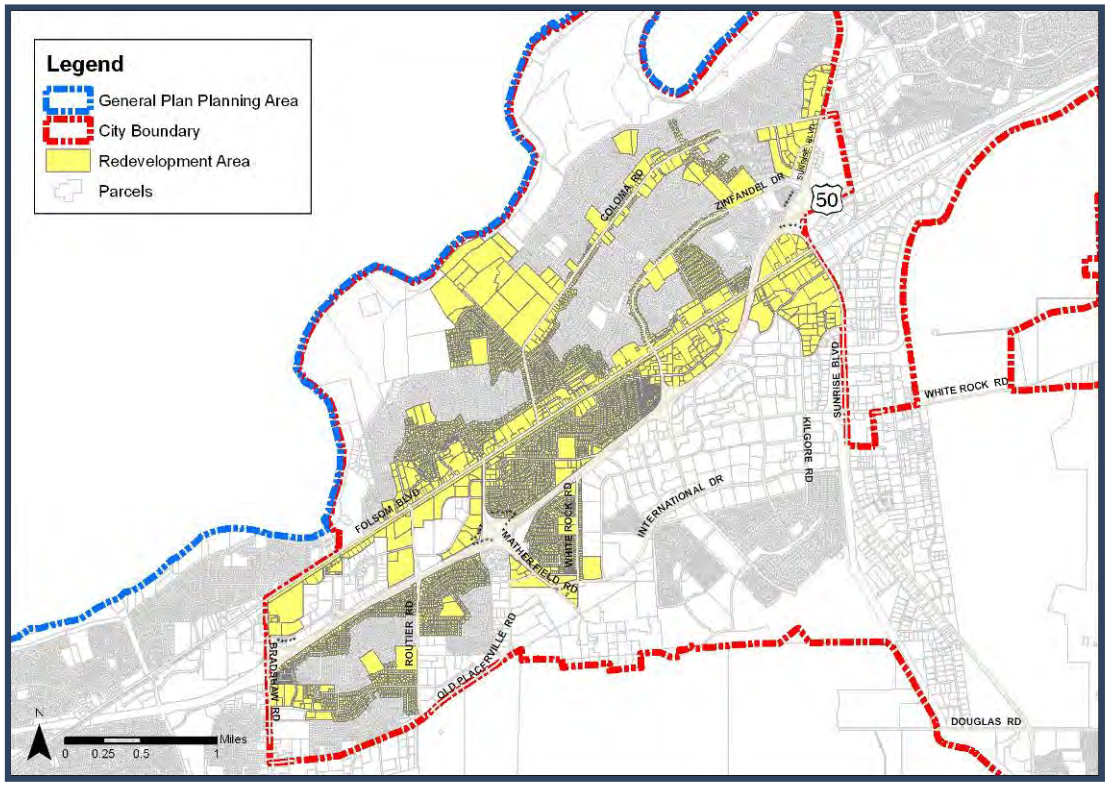
- **Downtown.** A 363-acre Downtown area has been selected along Folsom Boulevard, Olson Drive, and Zinfandel Drive. The Downtown area will function as a catalyst for redevelopment and infill projects in Rancho Cordova.

- **Convention District Overlay.** The Convention District Overlay is the 193-acre area located around the Sunrise Boulevard and Folsom Boulevard intersection and extending south to Trade Center Drive and following Kilgore Road (see Figure LU-7). The overlay designation is intended to supplement any underlying General Plan land use designations. Land uses in the Convention District Overlay would include uses that foster and support a convention center, including hotels, restaurants, meeting spaces, shopping and entertainment. Retail and office uses are not excluded from the Convention area, provided they contribute to and support the convention center use and environment.

- **Strong Community involvement.** The leadership, businesses, and residents are heavily involved in the community's economy and well-being (e.g., incorporation into cityhood).

Despite its generally competitive position within the region, Rancho Cordova faces some challenges. Although the City is somewhat more affordable than many cities in the region, it lacks an adequate supply of move-up and executive housing. The City's existing assets (including office buildings) are aging, and many will need to be renovated or refurbished in coming years. Many of the office buildings are large floor plate with outdated interiors. The challenge of the aging office buildings can often be solved with TI work (e.g., reconfiguring the interiors, rewiring, etc.). Some of the existing infrastructure in the developed areas of Rancho Cordova is inadequate and needs to be upgraded. Additionally, the City faces transportation challenges due to congestion on major roadways and Highway 50 and a lack of shuttles from light rail stations. The City also currently lacks national brand major retailers and shopping opportunities. Local businesses are also challenged with the high cost of doing business in California.

FIGURE ED-1
REDEVELOPMENT PROJECT AREA



IV ECONOMIC DEVELOPMENT ELEMENT

Issues This Element Attempts To Solve

This Element provides policy recommendations that address concerns raised during the preparation of the City's General Plan, including the following issues:

- Creating a fully diversified and resilient economy through expanding opportunities for housing, retail, industry, and amenities.
- Providing adequate infrastructure for new development, including water supply, sewer capacity, and roadways free of congestion.
- Attracting businesses that take risks, create new wealth, and give back to the City in the form of new taxes, jobs, and opportunities.
- Locating large-scale retail centers and business clusters in appropriate locations.
- Maintaining an adequate supply and variety of new commercial land to allow the market to continue to expand.
- Encouraging compact and mixed-use developments that allow individuals to move easily between home, work, shopping, and leisure.
- Designating and creating a vibrant downtown area.
- Revitalizing Rancho Cordova's established but aging assets.
- Building move-up and executive housing for the workforce.
- Pursuing types and levels of economic activity along portions of the U.S. 50 corridor that foster the continued role at the City as a leading economic center whose linkages in the corridor and the Sacramento region promote the achievement of the Highway 50 corridor's economic potential.

GOALS, POLICIES, AND ACTIONS

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

- **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**
- **Goal ED.2: Encourage expansion of retail and services to meet local and regional demands and generate tax revenues for the City.**
- **Goal ED.3: Establish a vibrant "Downtown Rancho Cordova" with a mix of uses and central gathering places for daytime and nighttime activities.**
- **Goal ED.4: Create a convention center in Rancho Cordova that attracts local, regional and statewide events to Rancho Cordova.**
- **Goal ED.5: Establish a Redevelopment Strategy that encourages the revitalization of existing neighborhoods, and commercial and employment centers.**
- **Goal ED.6: Revitalize existing businesses and strengthen the commercial viability of new business along Folsom Boulevard.**
- **Goal ED.7: Promote infill development that will contribute to a wide variety of commercial services, new residential and employment opportunities, governmental services, restaurants, entertainment, and cultural/recreational opportunities.**
- **Goal ED.8: Attract and retain a balance of businesses that provide a full range of quality career choices, serving entry-level as well as highly trained workers.**

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.

Cross reference: ISF.1.1.3, LU.2.6

Policy ED.1.1 - Ensure that an adequate supply of land is designated for future development of an economically viable and livable community.

- **Action ED.1.1.1** – Identify key locations for transformation of existing office and retail uses to mixed-use projects that incorporate other supportive uses within large employment areas, at pulse points along Folsom Boulevard and within one-quarter mile of a major transit stop.

- **Action ED.1.1.2** – Target underutilized and vacant sites throughout the City that may be more adequately suited for other uses or a combination of uses that would be vibrant and successful.

Cross reference: LU.3.6

- **Action ED.1.1.3** - Continue annexing land within the Planning Area to secure an adequate supply of land for future development, consistent with LAFCo proceedings.

Policy ED.1.2 – Encourage reinvestment of existing office and retail space and the construction of new office and retail space that serves the current and future needs of the community.

- **Action ED.1.2.1** – Offer incentives to business owners and property owners for improving the appearance of aging shopping centers and retail space.

- **Action ED.1.2.2** – Work with the owners of Class B and large floor-plate office buildings to update their office space to attract new businesses.

- **Action ED.1.2.3 –** Actively promote new Class A office development that serves high-end office users and provides signature building office users.

- **Action ED.1.2.4 –** Actively promote new office development with smaller individual and cooperative spaces to provide new opportunities for an expanding demand currently unmet in the City. (e.g., business incubators, flex space, etc.).

- **Action ED.1.2.5** – Offer incentives for new office development or redevelopment that provides on-site amenities to employees.

"Class A" *Office Space describes the highest quality office space locally available. According to the Urban Land Institute (an authority on commercial development), Class A space can be characterized as buildings that have excellent location and access, attract high quality tenants, and are managed professionally. Building materials are high quality and rents are competitive with other new buildings.*

"Class B" office space *is generally good quality and functional, but it does not include a high level of amenities or signature buildings that would be desirable for headquarters locations or other high-end office users.*

Policy ED.1.3 - Retain and expand the existing industrial and warehouse uses in the City.

Cross reference: LU.2.3

- **Action ED.1.3.1** – Work with local brokers, developers, and the Chamber of Commerce to establish clusters and districts of similar uses for home improvement

centers, specialty building materials show rooms, furniture retail, manufacturing and high-tech industries to further diversify the economy.

- **Action ED.1.3.2** – Develop an attraction and retention program for companies that provide business-to-business (B2B) sales tax revenue to the City (e.g., business services, electronic equipment, light industrial, etc.). These companies are best suited to business parks and areas of the City with heavy industrial and light industrial designations.

Policy ED.1.4 - New industrial uses using large amounts of material and with low employment densities, such as warehousing, should generally be directed toward the Highway 16 corridor and areas constrained by the overflight path.

Policy ED.1.5 - Heavy industrial uses should include transitions in intensity, buffers, or other methods to reduce potential impacts on residential uses. Buffers may include land designated for other uses, such as light industry, commercial, or open spaces. The ten-acre minimum parcel size shall apply until the land is zoned to an M-1, M-2, MP, or GC designation.

Policy ED.1.6 - Support non-profit business and merchant associations with the goals of promoting a strong business base, encouraging joint marketing, and improving the City's business climate. These business and merchant associations may include, but are not limited to, the Rancho Cordova Chamber of Commerce, Rancho Cordova Regional Economic Development Corporation, the City's Economic Development Committee, the Sacramento Metropolitan Chamber of Commerce, and Sacramento Area Commerce and Trade Organization.

- **Action ED.1.6.1** - Collaborate with local business, merchant associations, and the Chamber of Commerce to promote and advertise local events.

- **Action ED.1.6.2** – Establish permanent information kiosks and event sign structures in strategic locations throughout the community to promote and advertise local events.

- **Action ED.1.6.3** - Work with the Rancho Cordova Chamber of Commerce to identify potential tourism-oriented market opportunities and to develop stronger links to regional and national tourist markets.

Policy ED.1.7 - Establish programs and incentives that may be used to attract desirable new businesses, and develop performance criteria to ensure that the benefits generated are in line with the incentives provided.

- **Action ED.1.7.1** - Create and maintain an economic development web page on the City's Web Site with pertinent economic and demographic information, as well as profiles of key development sites and vacant buildings available for new businesses.

- **Action ED.1.7.2 –** Create a Community Data Book with up-to-date information on available sites to attract businesses to Rancho Cordova.

- **Action ED.1.7.3** - Institute a zoning incentive program that may include flexible development standards, fast track processing, etc. for target uses and infill development.

- **Action ED.1.7.4** - Establish a Development Review Committee or Technical Advisory Committee to provide expedited review of development applications for targeted projects.

Cross reference: ISF.2.2.1

- **Action ED.1.7.5** - Continually monitor the redevelopment and economic development strategies to determine their effectiveness in encouraging economic diversity, and adjust policies and incentives when necessary.

- **Action ED.1.7.6** – Define and offer incentives as part of the Rancho Cordova Economic Development Strategy and Action Plan (e.g., fee waivers and deferrals, low interest loans, façade improvements, assembling properties, etc.) that can be used to attract businesses.

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.

Cross reference: LU.1.3, H.1.1

Policy ED.1.9– Establish Rancho Cordova as a regional sports center and venue for major sporting events.

Cross reference: LU 3.1

- **Action ED.1.9.1 –** Work with the Sacramento Sports Commission and Cordova Recreation and Parks District to identify opportunities for new sports facilities in Rancho Cordova that will be capable of hosting major sports events.

Cross reference: OSPT 1.6

- **Action ED.1.9.2** – Evaluate the economic return and investment by the City for a major sports center or arena.

- **Action ED.1.9.3** – Collaborate with the Sacramento Sports Commission and Cordova Recreation and Parks District to program existing and new parks and recreational facilities to their maximum potential (e.g., Mather Field Park,

Cross reference: OSPT 1.6.2

Sacramento Sports complex on Folsom Boulevard, etc.).

Cross reference: OSPT 1.6.2

- **Action ED.1.9.4** – Work with the Chamber of Commerce's Visitor and Tourist Bureau to develop a strategy for attracting sports events to Rancho Cordova.

GOAL ED.2 – ENCOURAGE EXPANSION OF RETAIL AND SERVICES TO MEET LOCAL AND 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.

- **Action ED.2.1.1** – Work with project proponents to locate retail uses within residential projects in appropriate locations and at the appropriate scale to serve local and community retail needs.

- **Action ED.2.1.2** - Work with the Chamber of Commerce, Rancho Cordova Regional Economic Development Corporation, the City's Economic Development Committee, local brokers and developers to attract companies that will serve Rancho Cordova's specialty retail, regional and super regional needs (e.g., electronics, home décor, crafts and art, fashion-oriented department stores, children's stores, beauty and spa, auto dealers, shopping and entertainment centers, specialty building materials, and big-box home improvement), and other amenities to serve the community (e.g., restaurants, coffee shops, specialty businesses, ethnically diverse enterprises, and services).

- **Action ED.2.1.3 -** Promote and support specialty businesses and ethnically diverse enterprises throughout the City.

Policy ED.2.2 - Improve the existing office and industrial centers in Rancho Cordova with the construction of new restaurants, retail and services.

- **Action ED.2.2.1** – Amend the Zoning Code to include flexible zoning standards for the redevelopment of office and industrial sites with supportive services (e.g., allowed uses, setbacks, parking).

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.

- **Action ED.2.3.1** – Review development proposals to determine if the proposed uses are consistent with the Rancho Cordova Retail Strategy in terms of type of retail, access, visibility and benefit to Rancho Cordova.

- **Action ED.2.3.2** – Work with businesses, Regional Transit and other transit providers to locate appropriate uses near transit.

Cross reference: LU.1.7

Policy ED.2.4 - Focus retail expansion and attraction efforts on companies and institutions that provide jobs with benefits and competitive wages for Rancho Cordova residents.

Policy ED.2.5 - Promote Rancho Cordova businesses by encouraging residents and employees to obtain their goods and services locally.

- **Action ED.2.5.1 –** Improve and expand the shopping opportunities in Rancho Cordova by taking the following steps:

  – Conduct a survey of existing shopping centers to identify problem stores and centers.

  – Work with storeowners to clean up the existing stores and shopping centers.

  – Attract new retail to Rancho Cordova through marketing and economic development efforts.

  – Provide assistance to smaller merchants through merchandizing training, assistance with marketing efforts, etc.

  – Encourage cooperative marketing of Rancho Cordova shops (e.g., Secret Shopper).

GOAL ED.3 – ESTABLISH A VIBRANT DOWNTOWN RANCHO CORDOVA WITH A MIX OF USES AND CENTRAL GATHERING PLACES FOR DAYTIME AND NIGHTTIME ACTIVITIES.

Cross reference: LU.6.3, UD.2.5

Policy ED.3.1 - Create an economically diverse and financially successful Downtown and civic center where government offices, businesses, retail, services, entertainment, residential uses, and public spaces are clustered.

- **Action ED.3.1.1 –** Locate government offices, compatible public services, and public gathering places in Downtown Rancho Cordova.

- **Action ED.3.1.2** – Prepare a Downtown Marketing Plan that targets potential new businesses, including restaurants, upscale retail, high quality commercial, and entertainment venues.

- **Action ED.3.1.3** – Work with local businesses and property owners to create a Business Improvement District (BID) in Downtown Rancho Cordova.

- **Action ED.3.1.4** – Adopt a Rancho Cordova Downtown Implementation Plan or Downtown Specific Plan that identifies appropriate land uses, incentives, development standards, and design provisions.

- **Action ED.3.1.5** – Identify specific factors for measuring Downtown's economic diversity and financial success (e.g., tax increment growth, new square footage, number of new businesses, new infrastructure projects, etc.).

- **Action ED.3.1.6** - Offer incentives that attract targeted uses to Downtown Rancho Cordova.

- **Action ED.3.1.7** - Support the development of specialty food stores and restaurants in the Downtown to serve Rancho Cordova employees and to meet the needs of the region's diverse population, as well as the needs of the growing number of visitors to the area.

- **Action ED.3.1.8** - Encourage the development of new retail services in Downtown Rancho Cordova for which an unmet demand clearly exists.

- **Action ED.3.1.9** - Foster mixed-use development with multi-family residential and commercial uses in Downtown to provide alternative housing opportunities for the community.

- **Action ED.3.1.10** – Enhance Rancho Cordova's image and quality of life through investment in the Downtown, neighborhoods, commercial districts, parks, open spaces, community facilities, and services, and creating a high level of perceived safety and a business-friendly government.

Cross reference: UD.1.5

- **Action ED.3.1.11 –** Create economic development strategies to support the Downtown vision including, but not limited to:

Cross reference: LU.1.4.2

  - Evaluating infill opportunities for underutilized parking lots.
  - Encouraging increased lot coverage, density and intensity.
  - Encouraging structured parking and increased lot coverage.

Policy ED.3.2 – Focus new development and redevelopment efforts in the Downtown to create a catalyst for improvements along Folsom Boulevard, Olson Drive, Zinfandel Drive, and surrounding areas.

- **Action ED.3.2.1 –** Work with business and property owners in the Downtown to redevelop and improve their properties, update their architecture and facades, landscaping, parking and pedestrian amenities.

Cross reference: UD.1.5

- **Action ED.3.2.2 –** Create incentives for new development and redevelopment in the Downtown with increased density and intensity of development.

- **Action ED.3.2.3 –** Pursue the development of shared parking structures within the Downtown.

- **Action ED.3.2.4 –** Coordinate with the Public Works Department to complete an assessment of infrastructure deficiencies in the Downtown and along Folsom Boulevard and ensure that infrastructure is adequate to support planned intensity and density of land uses.

Cross reference: LU.5.4.1, ISF.2.1

GOAL ED.4 – CREATE A CONVENTION CENTER IN RANCHO CORDOVA THAT ATTRACTS LOCAL, REGIONAL AND STATEWIDE EVENTS TO RANCHO CORDOVA.

Cross reference: LU.3.1

Policy ED.4.1 – Establish a convention center within the Convention Overlay along Folsom Boulevard and Sunrise Boulevard that includes and supports hotels, restaurants, meeting spaces, shopping and entertainment venues in Rancho Cordova.

- **Action ED.4.1.1 –** Determine the appropriate type and scale for a Rancho Cordova Convention Center, based on a sound market analysis and appropriate public and private investment.

- **Action ED.4.1.2 –** Work with the high-tech businesses in Rancho Cordova and the region, as well as convention center designers, to make sure the Rancho Cordova Convention Center has state-of-the-art technology and high-tech connectivity to serve the needs of future users.

- **Action ED.4.1.3 –** Attract new hotel development to Rancho Cordova and enhance existing hotels properties to support conferences and entertainment venues.

- **Action ED.4.1.4 –** Review development proposals for land within the Convention Overlay for consistency with the City's desires for a convention center with conference and meeting spaces, hotels, and restaurants.

Cross reference: UD. 2.4, UD.3.1.1, UD.4.1

- **Action ED.4.1.5 –** Promote a complimentary family of architectural styles and/or unifying elements within the Convention Overlay.

Cross reference: CHR.2.1, CHR.3.1.1

- **Action ED.4.1.6 –** Attract fine arts, cultural and performance venues to Rancho Cordova.

- **Action ED.4.1.7** – Review development proposals for land within the western portion of the Convention Overlay designation to permit transitional uses from the Downtown Planning Area, such as research and development, retail, restaurant and professional office, as well as higher density residential to support primary uses in the Convention Overlay and Downtown areas and in keeping with the vision and subsequent planning efforts for those areas.

- **Action ED.4.1.8** – Encourage residential development in appropriate locations in the Convention Overlay area to support convention, hotel, restaurant and other convention-related uses, including housing for all economic levels.

GOAL ED.5 - ESTABLISH A REDEVELOPMENT STRATEGY THAT ENCOURAGES THE REVITALIZATION OF EXISTING NEIGHBORHOODS, AND COMMERCIAL AND EMPLOYMENT CENTERS.

Policy ED.5.1 - Identify areas and projects that could benefit from Redevelopment Agency participation and support.

Cross reference: UD.4.4, LU.5.1, LU.5.2

- **Action ED.5.1.1** – Adopt the Rancho Cordova Redevelopment Plan and realize the Agency's Five-Year Implementation Plan.

- **Action ED.5.1.2** - Work with developers to attract private investment to redevelopment sites.

- **Action ED.5.1.3** - Supplement private and public funds through use of Community Development Block Grants and other outside funding mechanisms whenever possible to stimulate economic development in the City.

- **Action ED.5.1.4** - Survey physical, social, and economic conditions on a regular basis to identify other potential redevelopment areas.

- **Action ED.5.1.5** - Use the Redevelopment Plan to upgrade infrastructure and the streetscape.

GOAL ED.6- REVITALIZE EXISTING BUSINESSES AND STRENGTHEN THE COMMERCIAL VIABILITY OF NEW BUSINESS ALONG FOLSOM BOULEVARD.

Policy ED.6.1 – Require new development projects and redevelopment along Folsom Boulevard to be consistent with the Folsom Boulevard Specific Plan.

Cross reference: LU.6.4.1

- **Action ED.6.1.1** – Review development and redevelopment proposals for consistency with the Folsom Boulevard Specific Plan.

- **Action ED.6.1.2** - Work with property owners and business associations to improve commercial areas along Folsom Boulevard, including their viability, appearance, cleanliness, and accessibility.

Cross reference: LU.6.4

- **Action ED.6.1.3** - Discourage the underutilization of properties along Folsom Boulevard by offering incentives for redevelopment and intensification of uses and

densities at key locations along the corridor to create the desired pulse points of activity and intensity.

Policy ED.6.2 – Encourage the development of pedestrian-oriented neighborhood retail and office centers along Folsom Boulevard.

Cross reference: H.2.5.1, LU.5.5

Policy ED.6.3 – Encourage land assemblage along Folsom Boulevard as a means to facilitate redevelopment.

- **Action ED.6.3.1 -** Coordinate with the development community and Redevelopment Agency to identify landowners willing to partner, sell, and/or redevelop their property to achieve greater economic and community benefit.
- **Action ED.6.3.2 -** Encourage the use of mixed-use zoning categories, land use designations, transit-oriented developments, and districts along Folsom Boulevard consistent with the Folsom Boulevard Specific Plan.
- **Action ED.6.3.3 -** Through land use planning and zoning, establish nodes of commercial activity with new residential, office, and support services.

Cross reference: LU.5.1

Policy ED.6.4 - Encourage local businesses to form a Business Improvement District (BID), use the Main Street Program and principles, and/or other available tools and mechanisms for revitalization.

- **Action ED.6.4.1 -** Use street corridor improvements as catalysts for economic revitalization along Folsom Boulevard.

GOAL ED.7 - PROMOTE INFILL DEVELOPMENT THAT WILL CONTRIBUTE TO A WIDE VARIETY OF COMMERCIAL SERVICES, NEW RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES, GOVERNMENTAL SERVICES, RESTAURANTS, ENTERTAINMENT, AND CULTURAL/RECREATIONAL OPPORTUNITIES.

Cross reference: UD.4.3

Policy ED.7.1 - Provide support that makes it attractive and profitable for private sector developers to produce infill development. At the same time, encourage infill development that is attractive to potential residents and beneficial to existing residents.

Cross reference: LU.1.2.1

- **Action ED.7.1.1 -** Maintain an inventory of vacant and underutilized land designated for commercial, industrial, or residential uses and identify opportunities for infill development.

- **Action ED.7.1.2 -** Target key underutilized or vacant parcels and buildings for rapid development and/or redevelopment, consistent with the other policies in this General Plan.

- **Action ED.7.1.3 -** Develop guidelines for adaptive reuse of commercial, industrial, and office buildings on infill sites, including using these buildings as "live/work" studios.

- **Action ED.7.1.4 –** Adopt an infill policy.

The City's circulation policies support infill development by allowing a flexible approach to level of service (congestion) standards on the City's roadways. Please see the Circulation Element for additional information on these policies.

Policy ED.7.2 - Adopt infrastructure strategies that support development in infill areas.

- **Action ED.7.2.1 -** Establish focused public investment areas, where the City will take a more proactive role in providing basic infrastructure and shaping growth for infill sites.

Cross reference: ISF.2.1, LU.2.5

- **Action ED.7.2.2 –** Create a fiscal analysis to determine "Return On Investment" (ROI) for each project.

Policy ED.7.3 - Revise codes to provide flexibility for special infill and redevelopment situations.

- **Action ED.7.3.1** – Prioritize and expedite the development review process for infill and redevelopment projects by streamlining the project evaluation and permitting to avoid unnecessary delays.

Cross reference: H.4.3.1, LU.2.8

- **Action ED.7.3.2** – Within the Zoning Code establish provisions that provide flexibility for infill site development.

- **Action ED.7.3.3** - Use density bonuses and other incentives to stimulate infill development in target areas.

GOAL ED.8 - ATTRACT AND RETAIN A BALANCE OF BUSINESSES THAT PROVIDE A FULL RANGE OF QUALITY CAREER CHOICES, SERVING ENTRY-LEVEL AS WELL AS HIGHLY TRAINED WORKERS.

Policy ED.8.1 - Increase the number of jobs that go to Rancho Cordova residents by coordinating economic development efforts with employment placements.

- **Action ED.8.1.1 -** Provide labor market information to local educational institutions and youth and adult training agencies for planning and curricula purposes on an annual basis.

- **Action ED.8.1.2 -** Work with local educational agencies to promote the value of education, especially among youth with limited family history of higher education, in support of vocational training programs.

- **Action ED.8.1.3 -** Facilitate catalyst projects by bringing together key organizations to expand vocational and technical programs in secondary schools.

- **Action ED.8.1.4 -** Promote and expand business activities that support schools, such as school partnerships, City student internships, faculty internships, and job shadowing.

- **Action ED.8.1.5** - Foster an on-going connection with existing industries to retain businesses by effectively responding to concerns.

Policy ED.8.2 - Encourage Rancho Cordova residents and employees to live and work in the community.

Cross reference: LU.1.6

- **Action ED.8.2.1 –** Work with the Chamber of Commerce, Rancho Cordova Regional Economic Development Corporation and local businesses to support "jobs first" and "first hire" programs to optimize hiring Rancho Cordova residents.

- **Action ED.8.2.2** – Attract higher educational facilities, post high school training, and medical facilities to Rancho Cordova.

Please see the Housing Element of this General Plan for a detailed discussion of the City's policies and programs to provide housing opportunities for person of all income levels.

V - HOUSING ELEMENT

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V: HOUSING

INTRODUCTION

The City of Rancho Cordova incorporated in 2003 as a jobs-rich community with aging homes and apartments that did not serve the workforce. While quality new construction ownership units have been added to the City's housing stock, much of the older multi-family rental stock is reaching the end of its economic life. Rancho Cordova's housing and rental prices are generally more affordable than most areas of the region. The City strives to ensure that new development will complement existing communities and that the mix of housing in the future will match the community's housing needs.

Rancho Cordova is committed to a balanced housing strategy that considers the wide-ranging issues associated with housing. In pursuing this strategy, we recognize that housing is many things to many people:

- To the individual or family, housing is a safe shelter, a place for family, an investment, a sense of identity, a place to play/recreate, and a place to learn.
- To the community, housing is neighborhoods, community identity, sense of place, history, culture, and diversity, and a reflection of how people live and circulate.
- To the City, housing is civic pride, quality of life, diversity and unity, and an opportunity to ensure a livable, walkable, and sustainable community.
- To Economic Development, housing establishes market conditions, supports a diverse workforce, and attracts business leaders.
- To the developer, housing is a financial commitment, livelihood, commitment to creating built environment, and identity/reputation.
- To special needs populations, housing is quality of life, programs to support a lifestyle, opportunities, access, and choices.
- To schools, housing provides a stable environment for students that supports successful educational programs.

This Housing Element reflects the City's desire to address our unique housing needs in a manner that creates and sustains a balanced community.

PURPOSE OF THE HOUSING ELEMENT

The purpose of the Housing Element is to identify housing solutions that solve our local housing problems and to satisfy the Regional Housing Needs Allocation (RHNA, discussed in detail on page 3) requirements. The City recognizes that housing is a need that is met through many resources and interest groups. This Element establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve our identified housing issues.

State Housing Element law requires the Housing Element to be consistent and compatible with other General Plan elements. The Housing Element should provide clear housing policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (Government Code Section 65580 through 65589) mandates the content of the Housing Element and requires an analysis of:

- Population and employment trends;
- The City's fair share of the regional housing needs;
- Household characteristics;
- Land suitable for residential development;
- Governmental and non-governmental constraints on the improvement, maintenance, and development of housing for all income levels;
- Special housing needs;
- Opportunities for energy conservation; and
- Publicly assisted housing developments that may convert to non-assisted housing developments.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules promoting the preservation, improvement, and development of diverse housing types available at a range of costs in Rancho Cordova.

V: HOUSING

ISSUES AND CONSIDERATIONS

The Housing Element establishes policies and programs to address the housing concerns listed below, which were identified during the preparation of this General Plan:

- Improving the condition of existing older apartments.
- Enhance the livability of existing, older neighborhoods.
- Facilitate reinvestment in existing neighborhoods as a catalyst for change.
- Incentivize the development of executive housing.
- Ensuring that housing is available for and in proximity to the City's workforce.
- Promoting economic vitality through a balance of residential and employment land uses.
- Providing a range of housing choices that meet the needs of our residents.
- Supporting special needs housing – seniors, veterans, and persons with disabilities.
- Integrating mixed-income housing throughout the community, but with special attention to our newly developing Specific Plan areas.

HOUSING NEEDS

Planning for housing needs is very important at the statewide, regional, and local levels. For the last 35 years in the United States, the gap between incomes and housing costs has dramatically widened. Despite the recent fluctuations in the housing market resulting from the housing boom and bust, housing affordable to low-, very low-, and extremely low-income is still in critically short supply, as evidenced by the demand for subsidized housing and housing vouchers that far outstrips the supply. Additionally, the stall in the home building industry that resulted from the recession that followed the housing bust in 2007-2008 resulted in fewer new homes built, and many cities are experiencing a housing shortage as the economy and the housing market recovers.

REGIONAL HOUSING NEEDS

The first step in addressing state housing needs is the Regional Housing Needs Plan (RHNP), which is mandated by the State of California (Government Code, Section 65584) and requires regions to address housing issues and needs based on future growth projections

for the area. The State Department of Housing and Community Development (HCD) allocates regional housing needs numbers to regional councils of governments throughout the state. The RHNP for the Sacramento area is developed by the Sacramento Area Council of Governments (SACOG) which allocates to cities and the unincorporated county their "fair share" of the region's projected housing needs, also known as the Regional Housing Needs Allocation (RHNA). The RHNP allocates the RHNA based on household income groupings over the eight-year planning period for each specific jurisdiction's Housing Element.

TABLE H-1
REGIONAL HOUSING NEEDS ALLOCATION

Jurisdiction	Income Level					Total
	Extremely Low	Very Low	Low	Moderate	Above Moderate	
Citrus Heights	10.5%	10.5%	14.7%	18.7%	45.7%	696
Elk Grove	13.7%	13.7%	19.3%	18.6%	34.6%	7,402
Folsom	13.1%	13.1%	18.4%	18.6%	36.7%	4,633
Galt	9.6%	9.6%	13.4%	18.6%	48.7%	679
Rancho Cordova	**11%**	**11%**	**15.4%**	**18.6%**	**44%**	**7,008**
Isleton	8.7%	8.7%	13%	17.4%	52.2%	23
Sacramento	10.3%	10.3%	14.4%	18.6%	46.5%	24,101
Unincorporated County	11.4%	11.4%	15.9%	18.6%	42.7%	13,844
Sacramento County Total	11.3%	11.3%	15.8%	18.6%	43%	58,386

Source: SACOG, Regional Housing Needs Plan for Sacramento County

The intent of the RHNP is to ensure that local agencies not only address the needs within their jurisdictions but also provide for the housing needs for the entire region. Additionally, a major goal of the RHNP is to assure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. The RHNP jurisdictional allocations are made to ensure that an adequate number of sites with appropriate zoning are provided to address existing and anticipated housing demands during the planning period and to assure that market forces are not inhibited in addressing the housing needs for all facets of a particular community. Table H-2 provides the RHNA target for the planning period 2013 to 2021 (also referred to as "basic construction needs") for each of the five household income groups for the City of Rancho Cordova.

TABLE H-2
CITY OF RANCHO CORDOVA REGIONAL NEEDS ALLOCATION FOR 2013-2021

Income Group	2013-2021 RHNA
Extremely Low	770 units
Very Low	770 units
Low	1,079 units
Moderate	1,303 units
Above Moderate	3,087 units
Total	**7,008 units**

Source: SACOG, Regional Housing Needs Plan for Sacramento County; City of Rancho Cordova.

Based on the state allocation needs, the City of Rancho Cordova will need to demonstrate the capacity, based on appropriately zoned land, to accommodate 770 housing units affordable to extremely low-income households, 770 housing units affordable to very low-income households, and 1,079 housing units available to low-income households during the current RHNA period. In addition, the City will have to demonstrate the capacity to accommodate 1,303 housing units available to moderate-income households and 3,087 housing units available to above moderate-income households.

Since the 2008 Housing Element, the City of Rancho Cordova has added 17 housing units affordable to extremely low-, very low- and low-income households. The City has also produced 636 housing units affordable to moderate-income and above moderate-income households. In order to determine the current land availability to meet the RHNP for the City, HCD considers the existing land "zoned" for residential single- and multi-family development.

While the Land Use Element establishes additional opportunities for mixed-use development including multi-family residential uses, the analysis reflects only those lands currently zoned for such in the City. Zoning designations include areas within adopted Specific Plans and Special Planning Areas designated for residential or mixed-use development. The City of Rancho Cordova currently has 106.82 acres of vacant and under-utilized land available for multi-family residential development. The acreage would have capacity for 2,898 units. Development is based on an average of the density range and a consideration of site constraints. Sites with multiple use designations, such as commercial/multi-family and office/multi-family, are considered appropriate sites to accommodate future multi-family uses.

The City has 713.87 acres of vacant land available for single-family development. The majority of vacant land in the City is zoned RD-4, -5, -7, and -10 and can accommodate an additional 5,567 single-family homes.

There are also several development projects in various phases of entitlements that could add significant residentially zoned land. In addition to the City's vacant land area, the adopted Folsom Boulevard Specific Plan (FBSP) development strategy will focus efforts on the promotion of new infill development, redevelopment of underutilized properties, and the revitalization of existing development along the Folsom Boulevard corridor.

Table H-3 describes the means by which the City of Rancho Cordova plans to meet the RHNA obligation. See Maps A-1 and A-2 in the appendix for additional information.

TABLE H-3
RHNA ANALYSIS

	EL/VL/L	M	AM
RHNA	**2,618**	**1,303**	**3,087**
Vacant Infill			
Sunrise North		20	
Mather RDA	241	45	
Folsom Boulevard	357		
Countryside/Lincoln Village		95	
Williamson Ranch		34	
Annexation Sites	425	101	
Bradshaw and Highway 50		29	
Under-Utilized Infill			
Town Center TOD	218		
Folsom Boulevard New Markets		124	
Mather RDA	160		
Greenfield			
Capitol Village SPA		461	
Villages of Zinfandel SPA	368	275	
SunCreek SP	725	82	581
Rio Del Oro SP	312	648	816
The Ranch @ Sunridge		80	120

	EL/VL/L	M	AM
RHNA	**2,618**	**1,303**	**3,087**
Sunridge Park		78	
Anatolia II	66	170	
Anatolia III			286
Anatolia IV		203	
Montelena		66	655
Sunridge Lot J		35	179
Douglas 103		43	51
Douglas 98			280
North Douglas		62	603
Pending Projects			
Horizons @ New Rancho	48		
Total	2,920	2,573	3,649
Surplus/(Shortfall)	302	1,270	562

Relationship To Other General Plan Elements

State law requires that "…the general plan elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies…." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the City.

The Housing Element of the Rancho Cordova General Plan spans an eight-year time period and focuses on the city limits, while the overall Rancho Cordova General Plan includes goals and policies that will direct the City as well as the Rancho Cordova Planning Area over a 20-year period or longer. According to HCD, cities and counties located in SACOG's jurisdiction were required to submit their adopted Housing Element to HCD by October 31, 2013, for the planning period 2013 through 2021. Pursuant to state law, the Housing Element will be updated for each subsequent planning period established by the state.

Goals, Policies, and Actions

The purpose of this section is to provide a plan for meeting the housing needs of the existing and future residents of Rancho Cordova. The plan includes goals, policies, and actions directed toward the preservation, improvement, and development of a range of housing types and choices affordable to all income ranges in Rancho Cordova. Specifically,

the goals, policies, and actions are designed to address the housing needs identified in the Housing Needs Assessment of this Housing Element. The housing program provides a foundation upon which detailed housing activities can be developed and implemented. The Housing Element includes the following goals:

- Goal H.1: Balance Employment and Housing
- Goal H.2: Neighborhood Preservation and Rehabilitation
- Goal H.3: Encourage Housing Opportunities
- Goal H.4: Pursue Sustainable Design
- Goal H.5: Pursue Housing Resources

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.

- **Action H.1.1.1 –** The City will work with the Economic Development Department to inquire with larger employers in the community to determine salary information and employee preference regarding housing type.

  Funding Source: General Fund
  Responsible Agency: Economic Development Department
  Time Frame: Inquire with employers once every two years.

Policy H.1.2 – Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, taking into account employment projections, household growth, and the City's share of regional housing needs.

- **Action H.1.2.1 –** Residential development projects of 100 gross acres or more shall include a minimum of 5 percent of the total project residential developable acreage (net) for residential uses of 30 units per acre or higher. This minimum high density acreage requirement is calculated to satisfy projected RHNA to the City. Additionally the City will require a minimum of 5 percent for residential uses of 10 units per acre or higher. Development projects with a requirement of less than 5 acres in either or both categories may opt to designate land off-site, if deemed

appropriate for the project. If projects propose densities higher than the identified density, the required acreage shall be decreased accordingly.

For example, if a project is required to provide 15 acres at 30 units per acre, that project could alternatively provide 11.25 acres at 40 units per acre. Similarly, if the project's requirement for land with density of 10 units per acre was 6 acres, the project could alternatively provide 4 acres at 15 units per acre.

For the purpose of satisfying the 5 percent for land uses at or above 30 units per acre, sites must meet the following requirements:

- Sites must be zoned exclusively residential.
- Acres used to satisfy RHNA requirements will be required to maintain set minimum densities.
- Sites must be of sufficient size to accommodate a minimum of 16 units per site.
- Sites must be proximate to public transportation routes which provide ready access to fixed rail.

Funding Source:	General Fund, Local Housing Trust Fund
Responsible Agency:	Planning Department, Housing Services Division
Time Frame:	Ongoing, as residential applications are received.

Policy H.1.3 – Promote a broader range of housing options for executives.

- **Action H.1.3.1 –** The City's Zoning Code accommodates and facilitates the development of executive housing options in Specific Plans and large subdivisions (500+ units) in the Rural Residential (RR) and the Estate Residential (ER) zones.

Funding Source:	General Fund
Responsible Agency:	Planning Department
Time Frame:	Ongoing, as projects are possessed though the Planning Department.

Policy H.1.4 – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.

- **Action H.1.4.1 –** As part of an ongoing effort to promote transit oriented development the City will coordinate with regional partners to incentivize the production of housing for persons living and working in same community.

    - SACOG – The City will continue to work with SACOG to identify and apply foo grant opportunities aimed at planning and promoting TOD development along the Regional Transit Light Rail lines.

    - Regional Transit – The City will continue to cooperate with Regional Transit in identifying transit needs in the community and working to provide viable solutions. These may include negotiating new bus routes, partnering to provide special or commuter routes, creating and maintaining a discount RT pass program for low-and very low-income residents living in the City's affordable housing, and leveraging new infill development projects around existing mass transit infrastructure (Transit Oriented Development).

    - Local and Regional Complete Streets Advocate groups – The City will continue to work with local and regional Complete Streets Advocate groups to improve transportations options in the City, including bicycle lanes, improved pedestrian access, and better connectivity between existing alternative transportation options and local mass transit (such as dedicated pedestrian pathways), particularly in development projects located immediately adjacent to transit services.

Funding Source:	General Fund
Responsible Agency:	Public Works, Housing Services Division, Planning, and Economic Development departments
Time Frame:	The City will coordinate efforts to apply for funding for transit-oriented developments as Notices of Funding Available (NOFAs) are released and will create project requirements and incentives to encourage reduced auto use in transit nodes.

Policy H.1.5 – Developers of new residential projects within the newly developing areas of the City (generally in the large, vacant areas south of Highway 50) shall prepare an Affordable Housing Plan (Plan) for the project for City review and approval that identifies the project's plan for providing affordable housing.

- **Action H.1.5.1 –** The City has established the following guidelines to provide direction for the review of Affordable Housing Plans associated with individual development projects and to provide direction for the preparation of an Affordable Housing Ordinance if one is to be developed.

    - The Affordable Housing Plan shall be approved in conjunction with the earliest stage of project entitlement, typically with the City Council approval of the Specific Plan, Development Agreement, or other primary land use entitlement.

    - The Affordable Housing Plan shall specify and include the following:

        - A projection of the number of dwelling units that will be developed as affordable to extremely low-, very low-, low-, moderate-, and above moderate-income households.

        - The number of affordable ownership and rental units to be produced. Such split shall be approved by the City Council based on housing needs, market conditions, and other relevant factors. The split of ownership and rental units shall be addressed within the Plan of each individual project.

        - Program options within project-specific Affordable Housing Plans may include but are not limited to the following:

            - Actual production (on-site or off-site) of affordable units (including ownership and rental opportunities in the form of corner units, halfplexes, duplexes, cottages, creative alternative housing products, etc.).

            - Land dedication (on-site and off-site).

            - Rehabilitation of existing residential structures located within existing City neighborhoods.

            - Payment of in-lieu fees.

        - The timing for completion of affordable housing obligations includes the following considerations:

- For projects proposing to construct affordable housing units or to renovate existing dwellings, the City generally supports construction/renovation of affordable dwellings concurrent with the construction of market-rate housing when feasible.

- For projects providing alternative contributions (land dedication, funds, etc.), timing of such contributions shall be identified in the project specific Affordable Housing Plan, with the expectation that the City will pursue construction of affordable units generally concurrent with construction of project market-rate housing.

- At the City Council's discretion, land or other contributions provided by developers as specified within project-specific Affordable Housing Plans may be utilized to augment City efforts and the efforts of its nonprofit partners to provide affordable housing opportunities to all income levels throughout the community. The City will pursue supplemental funding to allow affordability to households earning less than 50 percent of area median income.

- In order to ensure the production and preservation of housing affordable to the City's workforce, no productive, reasonable program or incentive option will be excluded from consideration within project-specific Affordable Housing Plans. Possible incentives may include, but are not limited to:

  - Density bonuses
  - Fee waivers or deferrals (as reasonably available)
  - Expedited processing/priority processing
  - Reduced parking standards
  - Technical assistance with accessing funding
  - Modifications to development standards (on a case-by-case basis)
  - Other incentives

Funding Source: General Fund
Responsible Agency: Housing Services Division, Planning, and Economic Development Departments

Time Frame: The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department.

- **Action H.1.5.2 –** The City will annually monitor and revise as necessary, the Affordable Housing Plan negotiation and development process to ensure that the planning process does not pose a constraint on the development of housing.

  Funding Source: General Fund
  Responsible Agency: Housing Services Division

- Time Frame: Annually monitor the Affordable Housing Plan. **Action H.1.5.3 –** Together with the developer and nonprofit partners, the City will use maximum efforts to seek available resources to support the construction of affordable housing production, including but not limited to state and federal housing programs and the City programs such as the City's non-residential linkage fee (Local Housing Trust Fund).

  Funding Source: State and federal housing programs and the City programs such as the City's non-residential linkage fee (Local Housing Trust Fund)
  Responsible Agency: Housing Services Division, Planning, and Economic Development Departments
  Time Frame: Apply for funding as available.

GOAL H.2 – ENCOURAGE THE IMPROVEMENT, REHABILITATION, AND REVITALIZATION/REINVESTMENT OF THE CITY'S EXISTING RESIDENTIAL NEIGHBORHOODS

Policy H.2.1 – Provide neighborhood revitalization in existing areas through housing rehabilitation (owner- and renter-occupied units).

Action H.2.1.1 – The City shall continue to apply for federal and state funds to fund the City's housing rehabilitation program to assist in the improvement of owner- and renter-occupied housing units in the City.

Funding Source: Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)

Responsible Agency: Housing Services Division, Neighborhood Services Division and Economic Development Department

Time Frame: Apply for funding as Notices of Funding Available (NOFAs) are released.

- **Action H.2.1.2 –** Continue the use of the City's Emergency Repair Program to provide health and safety repairs for households falling in the extremely low- , very low-, and low-income ranges. This is a grant for mobile home owners and single family homeowners to address immediate health and safety problems.

Funding Source: Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)

Responsible Agency: Housing Services Division, Neighborhood Services Division and Economic Development Department

Time Frame: The City will provide loans as funding becomes available each year.

- **Action H.2.1.3 –** Support churches and service clubs who organize semi-annual community improvement days by providing information about the event at City Hall and on the City's website. Continue to make information available to the community about other revitalization programs including but not limited to Blight Busters, the Neighborhood Improvement Program, SMUD, and the Sacramento Tree Foundation.

Funding Source: Community Development Block Grant (CDBG), or other funds (as funding becomes available to the City)

Responsible Agency: Housing Services Division, Neighborhood Services Division and Economic Development Department

Time Frame: Ongoing, as community improvement days occur and new programs become available.

- **Action H.2.1.4 –** Continue to identify the most troubled multi-family projects (in terms of law enforcement, code enforcement, and blight conditions) and aggressively pursue the transformation or conversion of such properties into uses that move the community into a more balanced housing market and that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.

Funding Source: HOME Program and CDBG Program

Responsible Agency: Housing Services Division and Neighborhood Services Division

Time Frame: Ongoing.

- **Action H.2.1.5 –** Continue to implement the Crime Prevention Through Environmental Design (CPTED) standards through the design review process.

  Funding Source: General Fund
  Responsible Agency: Planning and Building Departments
  Time Frame: Implemented as part of the project processing and review of individual development applications.

Policy H.2.2 – Continue to implement the Folsom Boulevard Specific Plan. .

- **Action H.2.2.1 –** Continue to identify and implement opportunities on Folsom Boulevard for revitalization that will improve the Folsom Boulevard corridor, especially targeting the following:

  -

  - Underutilized, blighted, and/or vacant shopping centers on Folsom Boulevard to increase mixed use and reuse in that corridor.

  Funding Source: General Fund
  Responsible Agency: Housing Services Division, Neighborhood Services Division, and Economic Development Department
  Time Frame: Mixed-use and revitalization opportunities are currently being developed through the Folsom Boulevard Specific Plan.

Policy H.2.3 – Ensure that existing housing stock within the City is maintained and remains habitable in order to assist in meeting the housing needs of the community.

- **Action H.2.3.1 –** Continue implementing the Housing Stock Conservation Fee which is an annual fee collected on business licenses for multi-family properties. This program supports general code enforcement aimed at ensuring code compliance and general housing habitability. Additional code enforcement activities include targeted inspections by the Neighborhood Services Division to enforce higher standards for building maintenance, parking requirements, and landscaping.

  Funding Source: CDBG Funds, General Fund
  Responsible Agency: Housing Services Division and Neighborhood Services Division

Time Frame: Annually

Policy H.2.4 – Preserve housing units at risk of losing affordability status for units that are subsidized with federal, state, or local funds.

- **Action H.2.4.1 –** The City will continue to undertake the following programs and activities during the planning period of the Housing Element. The Housing Services Division and Neighborhood Services Division will implement these efforts. The efforts listed below represent a varied strategy to mitigate potential loss of "at-risk" units due to conversion to market-rate units. These local efforts utilize existing City and local resources. They include efforts to secure additional resources from the public and private sector should they become available.

    - Monitor owners of at-risk projects on an ongoing annual basis, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating, or continuing participation in a subsidy program.

    - Maintain and annually update the inventory of "at-risk" projects through the use of existing databases (e.g., California Housing Partnership Corporation (CHPC), HUD, State HCD, and California Tax Credit Allocation Committee).

    - Take all necessary steps to ensure that a project remains in or is transferred to an organization capable of maintaining affordability restrictions for the life of the project, including proactively ensuring notices to qualified entities, coordinating an action plan with qualified entities upon notice, and assisting with financial resources or supporting funding applications.

    - Ensure projects are monitored to see if they are subject to other State or local requirements regarding the provision of assistance to displaced tenants.

    - Annually monitor local investment in projects that have been acquired by non-profit or for-profit entities to ensure that properties are well managed and maintained and are being operated in accordance with the City's property rehabilitation standards.

    - Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest, and

identify nonprofit partners and pursue funding and preservation strategy on a project basis.

- Annually meet with stakeholders and housing interests to participate and support, through letters and meetings and technical assistance, local legislators in federal, state, or local initiatives that address affordable housing preservation (e.g., support state or national legislation that addresses at-risk projects, support full funding of programs that provide resources for preservation activities).

- Use available financial resources to restructure federally assisted preservation projects, where feasible, in order to preserve and/or extend affordability.

- Annually identify funding sources for at-risk preservation and acquisition rehabilitation and pursue these funding sources at the federal, state, or local levels to preserve at-risk units on a project-by-project basis.

Funding:	Local Housing Trust Fund, CDBG
Responsible Agency:	Housing Services Division and Neighborhood Services Division
Time Frame:	Annually

- **Action H.2.4.2 –** Work with interested individuals, nonprofit housing corporations, and for-profit developers to acquire rental housing projects in need of rehabilitation, and transfer ownership, when necessary, to maintain the affordability of the units to low-income households.

Funding Source:	General Fund, Local Housing Trust Fund and other subsidies as available
Responsible Agency:	Housing Services Division
Time Frame:	Ongoing

GOAL H.3 – PROMOTE HOUSING DIVERSITY THROUGH PROVIDING A RANGE OF HIGH-QUALITY HOUSING CHOICES FOR THE COMMUNITY, INCLUDING SINGLE-FAMILY HOMES, DUPLEXES, TOWNHOMES/CONDOMINIUMS, LIVE-WORK UNITS, MIXED-USE, MULTI-FAMILY, EXECUTIVE HOUSING, AND MOBILE HOMES, THAT SERVE ALL HOUSEHOLDS, RANGING FROM THE WORKFORCE TO EXECUTIVES TO SENIORS AND OTHER SPECIAL NEEDS GROUPS.

Policy H.3.1 – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents.

- **Action H.3.1.1 –** Continue to review other local jurisdictions' programs that spread a range of housing types throughout the jurisdiction.

  Funding Source: General Fund
  Responsible Agency: Housing Services Division
  Time Frame: Ongoing

- **Action H.3.1.2** - The City has identified sites B-1, B-2, L-1, L-2, and L-3, in the Land Inventory (see Tables A-18, A-19, and A-20 in the Appendix) as appropriate to meet a portion of the City's RHNA. These sites are mixed use sites and require a Conditional Use Permit to allow for residential development. The CUP requirement ensures that the commercial uses are compatible with residential development. The sites already meet the location and environmental requirements of the CUP and therefore applications on these sites will be expedited. The City will monitor the development of these sites and upon consultation with developers should the CUP process pose a constraint to the development of Housing, the City will either change the CUP requirement to a Limited Use permit or find alternative sites.

  Funding Source: General Fund
  Responsible Agency: Planning Department
  Time Frame: Annually monitor the CUP process to ensure it doesn't pose a constraint to any of the sites listed above.

Policy H.3.2 – Provide a range of senior housing opportunities, including senior developments with single-story homes, independent living, assisted living, skilled nursing, and shared housing, and pursue opportunities and funding to convert existing apartment complexes to senior housing facilities.

- **Action H.3.2.1 –** Research feasibility of converting existing multi-family rental housing to senior housing facilities, such as a congregate care or assisted living facility.

Funding Source:	General Fund
Responsible Agency:	Planning Department, Housing Services Division, Building Department, and Sacramento Metro Fire District
Time Frame:	Evaluate the feasibility of converting units as sites are identified and funding becomes available.

Policy H.3.3 – Provide housing for the special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households.

- **Action H.3.3.1 –** Provide accessibility in housing for persons with physical and developmental disabilities by implementing state and federal requirements by undertaking the following actions:

  - Review regulations and procedures for City-funded or City-operated housing programs to ensure that housing needs for persons with physical and developmental disabilities are addressed. The City will continue to encourage and support housing for persons with physical and developmental disabilities, which will include assessing the need for elevator access, continued review of zoning standards, and implementation of the City's reasonable accommodation program.

Funding Source:	General Fund
Responsible Agency:	Planning Department, Building Department, and Housing Services Division
Time Frame:	Ongoing. Provide accessibility in housing for persons with disabilities as projects are processed through the Planning Department.

- **Action H.3.3.2 –** Provide incentives for the development of single-room occupancy (SRO) and supportive housing units for identified special needs groups. Incentives may include fee deferrals, reduced parking requirements, density bonus, priority permit processing, technical assistance in project processing, and accessing funding for the special needs. SROs are allowed with a conditional use permit in the RD-20, RD-25, RD-30, and high density residential (HDR) zones. To ensure development standards do not constrain the development of SROs, the City will evaluate adopting development standards which may include:

- 24-hour on-site management
- Room limitation to single occupancy, with allowance for overnight guests
- Requirements for monthly tenancies
- Units must be 250–300 square feet in size and include kitchen or bathroom
- Parking ratio of one space per unit or less, and bicycle rack storage of one rack per 5 units

The Planning Department and Housing Services Division will review development standards to see if they act as a constraint as SRO applications are submitted.

Funding Source:	General Fund, Local Housing Trust Fund, CDBG
Responsible Agency:	Housing Services Division and Planning Department
Time Frame:	Implemented as part of project processing and review of individual development applications

- **Action H.3.3.3 –** Participate in regional coordination for homeless services and facilities. The City will continue to support existing facilities and programs (including financial support when appropriate and necessary) and permit homeless facilities in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones. The City will permit and continue to allow transitional and supportive housing in all residential zones subject to the same restrictions that apply to other residential uses of the same type in the same zone. . The City will establish managerial standards for homeless facilities that will include the following: maximum number of beds;
  - Off-street parking based upon demonstrated need;
  - Size and location of on-site waiting and intake areas;
  - Provision of on-site management;
  - Proximity to other shelters;
  - Length of stay;
  - Lighting; and
  - Security during hours when the shelter is open

Funding Source:	General Fund, State Emergency Shelter Program, HUD, other specialized funding
Responsible Agency:	Housing Services Division

Time Frame: Participate in regional coordination on an annual basis. Develop managerial standards for homeless facilities within one year of adoption of the Housing Element.

Policy H.3.4 – The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation.

- **Action H.3.4.1 –** The City will continue implementation of its Fair Housing Plan that works to affirmatively further fair housing. The Plan is part of a new fair housing effort that the City began in fiscal year 2012-2013, and includes:

    - Production, marketing, and distribution of fair housing materials, and marketing in non-English languages

    - Fair housing case intake, and routing of fair housing complaints through the City's Fair Housing Representative

    - Routing of potential fair housing cases to the appropriate entities, including Sacramento Self-Help Housing, HUD, California Department of Fair Employment and Housing, Legal Services of Northern California, and the California Department of Consumer Affairs, etc.

    - Strategic implementation of activities and programs intended to address the impediments to fair housing identified in the City's Analysis of Impediments to Fair Housing (AI) completed in 2010.

  Funding Source: General Fund, CDBG funds
  Responsible Agency: Housing Services Division
  Time Frame: Ongoing

- **Action H.3.4.2 –** Per Chapter 1.1.0 of the Zoning Code (Entitlements), the City will allow requests for reasonable accommodation in regard to relief from the various land use or zoning rules, policies, practices, and/or procedures that may be necessary to ensure equal access to housing designed for, intended for occupancy by, or with supportive services for individuals with disabilities as required in the Zoning Code.

  Funding Source: General Fund
  Responsible Agency: Planning Department
  Time Frame: Ongoing

GOAL H.4 – PURSUE SUSTAINABLE DEVELOPMENT AND ENERGY EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT AND EXISTING HOUSING STOCK.

Policy H.4.1 – 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.

- **Action H.4.1.1 –** Partner with SMUD and PG&E to develop model programs for energy efficiency in new development without increasing costs to the homebuyer, and post and distribute information on currently available weatherization and energy conservation programs to residents and property owners as well as encourage participation in SMUD's photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs. The City will distribute information through the City's newsletter, annual mailings in City utility billings, distribution of program information to community organizations and at municipal offices, and postings on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.

Funding Source:	General Fund
Responsible Agency:	Planning and Building Departments
Time Frame:	Ongoing

GOAL H.5 – PURSUE PUBLIC AND PRIVATE RESOURCES AVAILABLE TO PROMOTE DIVERSE HOUSING OPPORTUNITIES, AND PARTICULARLY TO ASSIST IN THE CREATION OF WORKFORCE HOUSING AND SPECIAL NEEDS HOUSING.

Policy H.5.1 – Partner with private organizations to encourage housing investment in the City.

- **Action H.5.1.1 –** Consider creating a local housing foundation/trust that may be funded by for profit and non-profit partners as well as major employers as well as funding from potential in-lieu fees and land grants from new developments.

Funding Source:	General Fund
Responsible Agency:	Economic Development Department
Time Frame:	Determine viability of creating a local housing trust fund by end of fiscal year 2014.

Policy H.5.2 – Pursue state and federal funding sources needed to achieve the desired range of housing choice.

- **Action H.5.2.1 –** Pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of extremely low-, very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by-case basis. (See Program Timeframe and Potential Funding below.) The City will collaborate with nonprofit organizations and agencies such as Northern California Construction Training, Community Housing Opportunity Corporation. Potential funding sources for this program will include the CDBG, HOME, CalHome, and BEGIN programs, the state Multi-Family Housing Program, California Housing Finance Agency programs (such as HELP), tax exempt bond financing, low-income housing tax credits, the Federal Home Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups.

  Funding Source: Economic Development Initiations Grant (EDI) CDBG, HOME, CalHome, BEGIN, Multi-Family Housing program, California Housing Finance Agency, HELP Program, HUD Program Section 221(d), Section 202 (elderly), Section 811 (persons with disabilities), Federal Home Loan Bank, Tax Exempt Bonds, Low-Income Housing Tax Credits (state and federal), and Housing Tax Increment Funds, Workforce Housing Reward Program Funds

  Responsible Agency: Housing Services Division

  Time Frame: Ongoing. The City will apply for all of the above loans and grants as Notices of Funding Available (NOFAs) are released from HCD.

- **Action H.5.2.2 –** Work with financial institutions serving Rancho Cordova to solicit interest in providing financing for extremely low-, very low-, low-, and moderate-income housing as part of their responsibilities under the Federal Community Reinvestment Act (CRA). The City will seek specific lending commitments to be used in conjunction with state and federal funds. The City will work with interested lending institutions and developers to use existing CRA-funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.

  Funding Source: CDBG, HOME and other funds (as funding becomes available to the City)

Responsible Agency:	Housing Services Division
Time Frame:	Meet with financial institutions serving Rancho Cordova regularly to determine what funding is available for lower-income households.

Policy H.5.3 – Cooperate with affordable housing providers and provide regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to extremely low-, very low-, low-, or moderate-income households.

- **Action H.5.3.1 –** To promote the development of affordable housing, the City will market available incentives by advertising on the City's website, publishing brochures and making referrals. The incentives for developers may include:
  - Financial assistance (based on availability of housing funds)
  - Expedited development review
  - Streamlined processing
  - Density bonuses

  Given equal quality of design, priority will be given to projects containing units affordable to extremely low and very low-income households.

Funding Source:	General Fund
Responsible Agency:	Housing Services Division and Planning Department
Time Frame:	Offer incentives as projects are processed through the Planning Department.

Policy H.5.4 – Require non-residential development to provide for the affordable housing needs generated or contributed to by their development.

- **Action H.5.4.1 –** The City will continue to explore the option of updating the existing Housing Trust Development Impact Fee (fee for non-residential development that funds the Local Housing Trust Fund) to better address the needs and desires of City. The update to the fee program shall include the following:
  - An updated nexus study addressing the extremely low-, very low- and low-income housing needs generated by non-residential development, including the cost to provide a variety of lower-income housing types;
  - A fee structure based on defined types of non-residential development that are consistent with uses identified in the Zoning Code;

- A fee component to cover administrative costs;
- An annual inflationary adjustment;
- Exempt uses; and
- Allowed uses of the fee, including its use to provide pre-development, construction, and permanent financing for affordable multi-family projects and provide a homebuyer assistance program.

Funding Source:	General Fund
Responsible Agency:	Housing Services Division
Time Frame:	Determine the viability of updating the Housing Trust Development Impact Fee by end of fiscal year 2016. Annually review fee to determine if additional updates are necessary to reflect changes in real estate market.

QUANTIFIED OBJECTIVES SUMMARY

Based on the policies and actions outlined above, the following objectives (Table H-4) represent a reasonable expectation of the maximum number of new housing units that will be developed, rehabilitated, or conserved, and the number of households that will be assisted over the next eight years.

TABLE H-4
QUANTIFIED OBJECTIVES

Action Item	Extremely Low-Income	Very Low-Income	Low-Income	Moderate-Income	Total
New Construction Units					
City's RHNA	770	770	1,079	1,303	3,921
	770	**770**	**1,079**	**1,303**	**3,921**
Rehabilitation Units					
Owner Occupied Housing Rehabilitation		40	40	0	80
Subtotal		**40**	**40**	**0**	**80**[1]
Preservation Units					
		71	--		71
Subtotal		**71**	**--**		**71**
Total	**770**	**881**	**1,119**	**1,303**	**4,072**

Source: City of Rancho Cordova

[1] *This number includes Housing Rehabilitation Loans and Emergency Repair Loans.*

V: HOUSING

CITIZEN PARTICIPATION

Rancho Cordova, a city that incorporated recently as a result of the long-term efforts of its citizens, prioritizes the involvement of its residents in the development of plans aimed at improving the quality of life in the community, such as the General Plan and Housing Element.

Therefore, Rancho Cordova welcomes that Section 65583[c][8] of the California Government Code requires cities and counties to make a diligent effort to achieve participation by all segments of the community in preparing a Housing Element. Compliance with that regulation is in alignment with Rancho Cordova's approach to citizen participation.

The diligent effort required by state law means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and minority households that might otherwise not participate in the process. Active involvement of all segments of the community may include one or more of the following:

- Outreach to community organizations serving low-income, special needs, and underserved populations;
- Special workshops, meetings, or study sessions that include participation by these groups;
- Establishment of an advisory committee with representatives of various housing interests; and
- Public information materials translated into languages other than English if a significant percentage of the population is not English-proficient.

To meet the requirements of state law, the City of Rancho Cordova has completed the public outreach and community involvement activities described below.

PUBLIC WORKSHOPS AND MEETINGS

In preparation for the update to the Housing Element, the City initiated broad public participation to gather input on Rancho Cordova's housing policies and implementation strategies. All workshops and meetings associated with the Housing Element update are listed below. Meetings were attended by residents of the City, developers, housing advocacy

representatives, nonprofit housing organizations, and staff from the North State Building Industry Association.

January 2013 – A public workshop was held on January 10, 2013, to inform and educate the community about the Housing Element update process, and to identify housing issues in the City that informed the update process. Attendees included a variety of stakeholder types, including nonprofits, representatives from the development community, housing advocacy representatives, and residents. During the workshop, attendees were informally surveyed to address: 1) who has the greatest need for affordable housing in the community; 2) what income groups need more affordable housing; and 3) what types of affordable housing are needed in Rancho Cordova.

March 2013 – A City Council special meeting was held on March 26, 2013, that served as a general discussion to inform Council Members and the public about the Housing Element update process, and to receive feedback from City Council and attendees on the schedule, update process, and suggestions for topics to include in the updated draft.

July 2013– Upcoming City Council meeting to obtain approval of the first updated draft of Housing Element, to be submitted to HCD.

Public Noticing

The public workshop and City Council meetings were formally noticed in *The Grapevine* (the City's local newspaper) and on the City's website. The public workshop held on January 10th, 2013, was also informally noticed through email to housing stakeholders in the community, including developers, nonprofits, and housing advocacy representatives. The following is a list of organizations that were contacted and attended public meetings during the drafting of the Housing Element.

- Sacramento County Housing Alliance
- Human Rights Fair Housing Commission
- Cordova Recreation and Parks District
- Cordova Community Council
- Sacramento Self-Help Housing
- Sacramento Habitat for Humanity
- Sacramento Housing Alliance
- Sacramento Area Council of Governments
- Volunteers of America
- Housing California
- Eskaton

- Non-Profit Housing Association of Northern California
- Resources for Independent Living
- Rental Housing Association of Sacramento Valley
- California Coalition for Rural Housing
- NeighborWorks HomeOwnership Center
- Legal Services of Northern California
- North State Building Industry Association
- USA Properties Fund, Inc.
- Easton Development Company, LLC
- Urban Housing Communities, LLC
- Jamboree Housing
- Mercy Housing
- Mutual Housing California
- Lewis Group of Companies
- K Hovnanian Homes
- Eden Housing
- Lennar Corporation
- Brewer Lofgren Attorneys at Law, LLP
- Hefner Stark & Marois, LLP
- County of Sacramento
- City of Sacramento
- City of Roseville
- City of Elk Grove
- City of Citrus Heights
- City of Auburn
- City of Davis

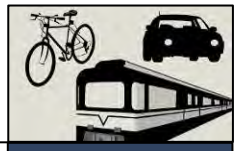
Public Comments

No public comments have been received as of July 9, 2013.

REVIEW OF PREVIOUS ELEMENT

Appendix B included the City's 2008-2013 Housing Element accomplishments.

VI - CIRCULATION ELEMENT



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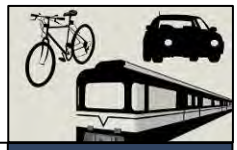
VI CIRCULATION ELEMENT



VISION STATEMENT

Rancho Cordova will offer a vast, interconnected network of transportation and mobility options that allows for the efficient and effective movement of people and goods around the City. The City's roadway network will be designed to provide many route options while discouraging excessive traffic within local neighborhoods. Streets will be inviting, multi-modal public spaces. Neighborhood, village, and district design will start with the pedestrian and work its way up to the cars. Bikeways and trails will be integrated throughout the community connecting residents, jobs, services, activities, and open spaces. Public transit will provide a viable transportation option for everyone, with local, Citywide, and regional services. Implementation of this Element will result in an improved circulation system for all modes of travel within the community.

INTRODUCTION

Circulation refers to the ability of people and goods to safely and efficiently move about the community. Mobility is essential to a community's success and quality of life for its residents. Rancho Cordova faces many circulation challenges with regional congestion on Highway 50 and Sunrise Boulevard, limited north-south and east-west connections, and disconnected or uninviting pedestrian and bicycle facilities. The City will build a circulation system that makes it easier to move throughout the City by focusing on an improved network of major and connector roadways on a modified grid system, expanding transit opportunities, and developing a network of pedestrian and bicycle routes throughout the community.

PURPOSE

The Circulation Element describes existing and future transportation conditions and systems. The Element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network, transit facilities and services, and bicycle and pedestrian facilities. The text, maps, and diagrams are a basis for the development of the City's transportation network.

Related Plans and Programs

The Circulation Element relates closely to several other plans and programs, including the following:

- **Sacramento Area Council of Governments (SACOG) Blueprint Plan.** SACOG adopted its Preferred Blueprint Scenario in December 2004, which is a regional vision to accommodate the projected growth and long-term needs of the region over the next 50 years. The Blueprint Plan is intended to guide land use and transportation choices as the region's population is projected to grow from its current population of 2 million to over 3.8 million and the amount of jobs is projected to double to nearly 1.9 million by 2050.

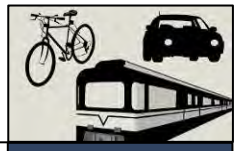
- **The Regional Metropolitan Transportation Plan (MTP)**. The MTP is a 23-year long-range plan for transportation improvements in the greater six-county Sacramento region. The MTP establishes goals, policies, programs, and projects that will meet the mobility needs of the Sacramento region. SACOG is the metropolitan planning organization responsible for developing the MTP every three years.

- **Sacramento Regional Transit – planning and operational activities**. Sacramento Regional Transit is the public transit service provider in Rancho Cordova, the County of Sacramento, and the City of Sacramento. They currently operate a fleet of buses and a light rail network with facilities and services in the City of Rancho Cordova.

- **Mather Field Airport Land Use Plan**. SACOG develops and maintains the comprehensive land use plan (CLUP/ALUP) for Mather Field, which is developed to protect public health and safety and ensure compatible land uses in the areas around the airport. Mather Airport is owned and operated by the Sacramento County Department of Airports.

- **Caltrans standards**. Caltrans establishes State minimum standards for several types of transportation facilities including roadways, trails, and bicycle paths.

- **Rancho Cordova Transit Master Plan**. This Plan designates the City's preferred transit system and is an implementing plan of the General Plan.



- **Rancho Cordova Pedestrian Master Plan**. The Pedestrian Master Plan will establish polices, programs, and projects to improve the pedestrian system with the City of Rancho Cordova.

- **Rancho Cordova Bikeway Study**. The Bikeway Study analyzed existing bicycle facilities and contributed to the development of the bikeway network for the General Plan.

- **Rancho Cordova Bicycle Master Plan**. The Bicycle Master Plan will guide implementation of the bicycle network in the General Plan. This implementation document provides additional detail about the existing facilities, planned improvements, priorities, phasing, and funding to build the bicycle network.

- **Rancho Cordova Street Design Standards**. The Street Design Standards establish details regarding the design of all types of roadways within the City consistent with the General Plan.

- **Rancho Cordova Improvement Standards**. The Improvement Standards establish detailed design and construction requirements for the City's transportation system consistent with the General Plan and Street Design Standards.

- **Rancho Cordova Design Guidelines**. The Citywide Design Guidelines identify objectives, standards, and guidelines that are intended to encourage, promote, and require high-quality, pedestrian-oriented development while allowing flexibility in the design solutions

- **Rancho Cordova Roadway Phasing Study (2005-2006)**. The Roadway Phasing Study analyzes the phasing of roadway improvements consistent with the City's Circulation Plan to determine the relationship of development phasing to roadway demand, impacts, and needs.

- **Rancho Cordova Americans with Disabilities Act (ADA) Transition Plan**. The ADA Transition Plan focuses on ensuring the provision of safe and usable pedestrian facilities for all and maintaining compliance with all federal, state, and local regulations and standards.

- **Elk Grove-Rancho Cordova-El Dorado Connector Study.** The Metropolitan Transportation Plan (MTP) includes a multi-modal transportation corridor that connects Elk Grove, Rancho Cordova, and El Dorado Hills. The Elk Grove-Rancho Cordova-El Dorado Connector will link residential areas and employment centers in the Elk Grove, Rancho Cordova, El Dorado Hills corridor, relieving

congestion on the heavily congested existing two-lane roadways that currently serve the corridor.

- **Neighborhood Traffic Management Plan.** The NTMP provides the framework and guidelines for systematically selecting and prioritizing streets and neighborhood areas for treatment, selection and application of traffic calming devices, and design of new neighborhoods to minimize the future need for traffic calming. The guidelines are primarily intended for use by City staff and neighborhood residents developing a traffic calming plan, and developers concerned with avoiding future traffic-related concerns in new neighborhoods.

Relationship to Other General Plan Elements

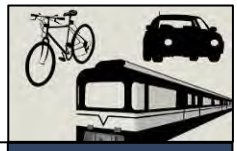
The Circulation Element is a mandatory element of the General Plan that is closely related to several of the other elements of this General Plan. It addresses the circulation system as necessitated by the increase in development described in the Land Use Element. Trails, bikeways, and pedestrian paths are discussed in conjunction with the Open Space, Parks, and Trails Element. This Element is also related to the Urban Design Element, with regard to streetscape design. The Circulation Element also relates to the Safety Element with regard to increasing safety for pedestrians, bicyclists, and motorists. Issues, goals, policies, and actions related to infrastructure (e.g. utilities) as required by the State General Plan Guidelines are addressed in the Infrastructure, Services, and Finance Element. Where appropriate, cross-references are provided to alert the reader to the applicable policies of actions in other elements.

ISSUES AND CONSIDERATIONS

Circulation Setting

Roadways

The City of Rancho Cordova straddles U.S. Highway 50, a major eight-lane highway that serves local, regional, and interstate commuters. The General Plan Planning Area also contains several other major roadways used both by residents of the City and regional commuters traveling to and from the greater Sacramento area. These roadways include Sunrise Boulevard, a major north-south arterial for the eastern part of Sacramento County and Placer County; Zinfandel Drive, another north-south arterial that connects the northern residential areas of Rancho Cordova with the commercial and industrial areas south of



Highway 50; Folsom Boulevard, a major east-west arterial running from Folsom to Sacramento; and Jackson Highway (SR 16), connecting the Planning Area with Amador County and other areas south-east of the City.

A few of the City's roadways are currently operating at or near capacity and will see additional demand as the General Plan Planning Area is built out. Some segments can be improved or redesigned or have parallel capacity created to offset the demand; however, as in the case of Highway 50 and Sunrise Boulevard, there are no obvious solutions to increasing capacity_along those roadways with physical roadway improvements, given current commuter travel patterns. These facilities will continue to be impacted whether or not any development occurs within the General Plan Planning Area. A limited number of crossings over the American River connect north and south Sacramento County and no new crossings are planned. The existing river crossings are already impacted and though improvements may be made to the roadway, achieving the City's desired level of service is likely not possible.

Public Transit

Public transit is provided by the Sacramento Regional Transit District, includes bus service and light rail. The light rail service parallels Folsom Boulevard, connecting downtown Sacramento with the City of Folsom, including several transit stations in the City of Rancho Cordova. Buses connect light rail passengers with the office/ retail and residential areas of the City. Bus service also connects residents and employees of Rancho Cordova with surrounding and nearby communities in the region.

Pedestrian and Bicycle Routes

The American River Parkway, the most scenic and heavily used off-street bikeways in the region, follows the American River in the northern part of the City and provides recreation opportunities for residents and visitors to the City. The Folsom South Canal, which runs generally north-south through the center of the Planning Area, includes a bicycle path that is separated from traffic, with both at-grade and grade-separated crossings at major roads. This bicycle path is lightly used, most likely due to its limited accessibility.

Existing sidewalks and bicycle facilities throughout the community provide connections to services and recreational areas. Some of the existing sidewalks, bike lanes, and trails are disconnected, substandard, or require maintenance.

Issues This Element Attempts to Solve

The Circulation Element must address a wide variety of issues in order to improve the circulation conditions in Rancho Cordova. The primary issues that this Element attempts to solve, which were identified during the preparation of the General Plan, are listed below.

- Creating a complete transportation network that link all parts of the Planning Area together with a variety of interconnected and overlapping modes and travel options.

- Improving east-west and north-south connectivity throughout the City for all modes of transportation.

- Strengthening regional connections, specifically working with Caltrans to identify potential improvements to Highway 50 and working with neighboring communities, the County, and SACOG on development of the Elk Grove-Rancho Cordova-El Dorado Hills connector.

- Developing a road system that is easily navigated and sensible to visitors through intelligent project design, road naming systems, and similar features. Avoid street designs that create meandering roadways that do not have a clear and direct path and "skewed" intersections where roads come together at angles that are not perpendicular to each other.

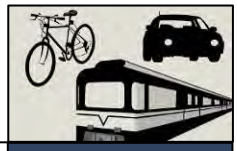
- Maintaining and improving the ability of employees to reach their jobs. As one of the largest employment centers in the Sacramento region, Rancho Cordova must accommodate major daily influxes of employees. This is key to the long-term economic vitality of the community.

- Providing efficient movement, in addition to employee access, for the City's business sector so that it may remain competitive and successful.

- Making the City's streets more pedestrian-friendly by improving sidewalks and corresponding streetscapes.

- Creating bikeways that are more desirable to a wide range of cyclists, especially families with young children.

- Ensuring that local roads through residential neighborhoods are properly designed for connectivity and slower speeds.



- Reducing vehicle congestion on the City's roadways by promoting other modes of transportation.
- Increasing the number and convenience of transit opportunities within the Planning Area, by expanding routes, increasing frequency, and reducing safety concerns.
- Enhancing the functionality of light rail as an employee commuter option by providing convenient transit extensions from light rail to job centers.
- Providing better integration or expansion of the existing regional bus transit and light rail system that yields opportunities for increased transit use.
- Improving pedestrian and bicycle connections between light rail stations and local retail uses, especially retail uses along Folsom Boulevard.
- Creating safe and convenient freeway crossings for bicyclists and pedestrians traveling north-south, especially near the Downtown.
- Promoting pedestrian activity along Folsom Boulevard, while balancing the need to accommodate some through-traffic.
- Implementing appropriate signage and connectivity at access points to the American River Parkway and the Folsom South Canal bicycle trails.
- Improving traffic flow on existing roadways, possibly by pursuing high-tech improvements that maintain the traffic flow and increase safety for both motorists and pedestrians/bicyclists (e.g. Intelligent Transportation Systems, signal timing, bus priority strategies, and red light cameras).
- Managing traffic at the existing American River crossings, with the goal of reducing traffic congestion at or near the crossings.
- Implementating a Neighborhood Traffic Management Program

THE CIRCULATION PLAN

The future circulation system of Rancho Cordova is comprised of both the text of this Element and the accompanying circulation maps (Figure C-1, Circulation Plan with Roadway System and Sizing; C-2, Bikeway and Trails; and C-3, Transit System), which describe the major roadways, bikeways and trails, and transit plans within the General Plan

Planning Area. While some of the development standards for these facilities are left to implementation plans and studies, the Circulation Element lays the groundwork and defines the role various modes of transportation will play in the movement of people and goods around the City. The Circulation Plan also addresses pedestrian and bicycle mobility in Rancho Cordova.

Modified grid - *A network of streets that is similar to a grid street pattern, except that it is modified to incorporate curves in roadways or diagonally directed streets. This pattern is useful in areas where the roadway design must be sensitive to topography, existing development or other pre-existing constraints.*

ROADWAYS

The future roadway pattern in Rancho Cordova is based on a "modified grid" system of major roadways at approximate one-mile spacing and connector roads at approximate quarter-mile spacing for improved connectivity and route choice. This Circulation Plan establishes a framework for local roadways and land use planning that respects natural features while connecting neighborhoods, villages, and districts.

Table C-1 lists the categories of roadways addressed in this General Plan and describes how these roadway categories relate to the City's street types. Each of the General Plan roadway categories is explained as part of the Circulation Plan.

Figure C-1 illustrates the City's primary roadway network system, including freeways/expressways, major roads, and connector roads. This figure only shows the major roadways of the City that provide north-south and east-west connectivity. It does not illustrate the many local and smaller connector roads that provide circulation within neighborhoods and villages. These roadways will be designed at the neighborhood/local level with subsequent Planning Area reviews. The roadway system and sizing diagram has been designed in conjunction with the planned land uses and corresponding development capacity identified in the Land Use Element. Grade-separated crossings identified on the map are conceptual in nature only and are further addressed in the Bikeways and Trails section of the Circulation Plan.

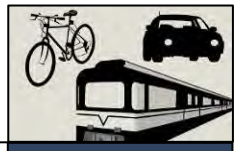


TABLE C-1
ROADWAYS IN RANCHO CORDOVA

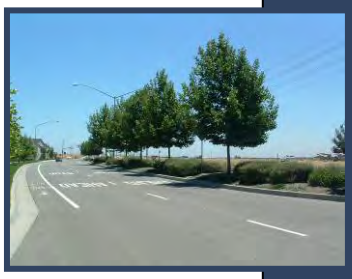
General Plan Roadway Category	City Street Types
Freeways/Expressways	Freeways Expressways
Major Roads	Thoroughfares Arterials Major Collector Street
Connector Roads	Collector Streets Residential Collector Streets Non-Residential Collector Streets
Local Roads	Non-Residential Local Streets (Commercial, Industrial) Primary Residential Streets Minor Residential Streets

Freeways/Expressways

Freeways and expressways are the largest roadway types in the City. The objective of these roadways is to move the greatest number of vehicles as efficiently and safely as possible. All freeway crossings with other roadways are grade-separated, access is limited, and development does not open directly onto the freeway or expressway. The only existing freeway in the General Plan Planning Area is U.S. Highway 50, and no additional freeways are planned. Construction and improvements to freeways are the responsibility of the State of California.

Limited access expressways within the General Plan Planning Area include Sunrise Boulevard, Grant Line Road, Jackson Highway, Bradshaw Road, and Grant Line Road. Limited access expressways are illustrated on Figure C-1 as 6 Lane Expressways.

Major Roads



Major roads provide for cross-town and regional travel and carry heavy volumes of traffic, typically more than 13,000 average daily trips. Major roads are four to six lanes wide and may include a median for landscape buffering and dedicated turn lanes. Their primary purpose is to connect villages and districts with one another.

Major roads are spaced approximately one-mile apart. Zinfandel Drive and White Rock Road are examples of major roads. Major roads may also include enhanced transit corridors as discussed in the Transit component of this Circulation Plan.

Connector Roads

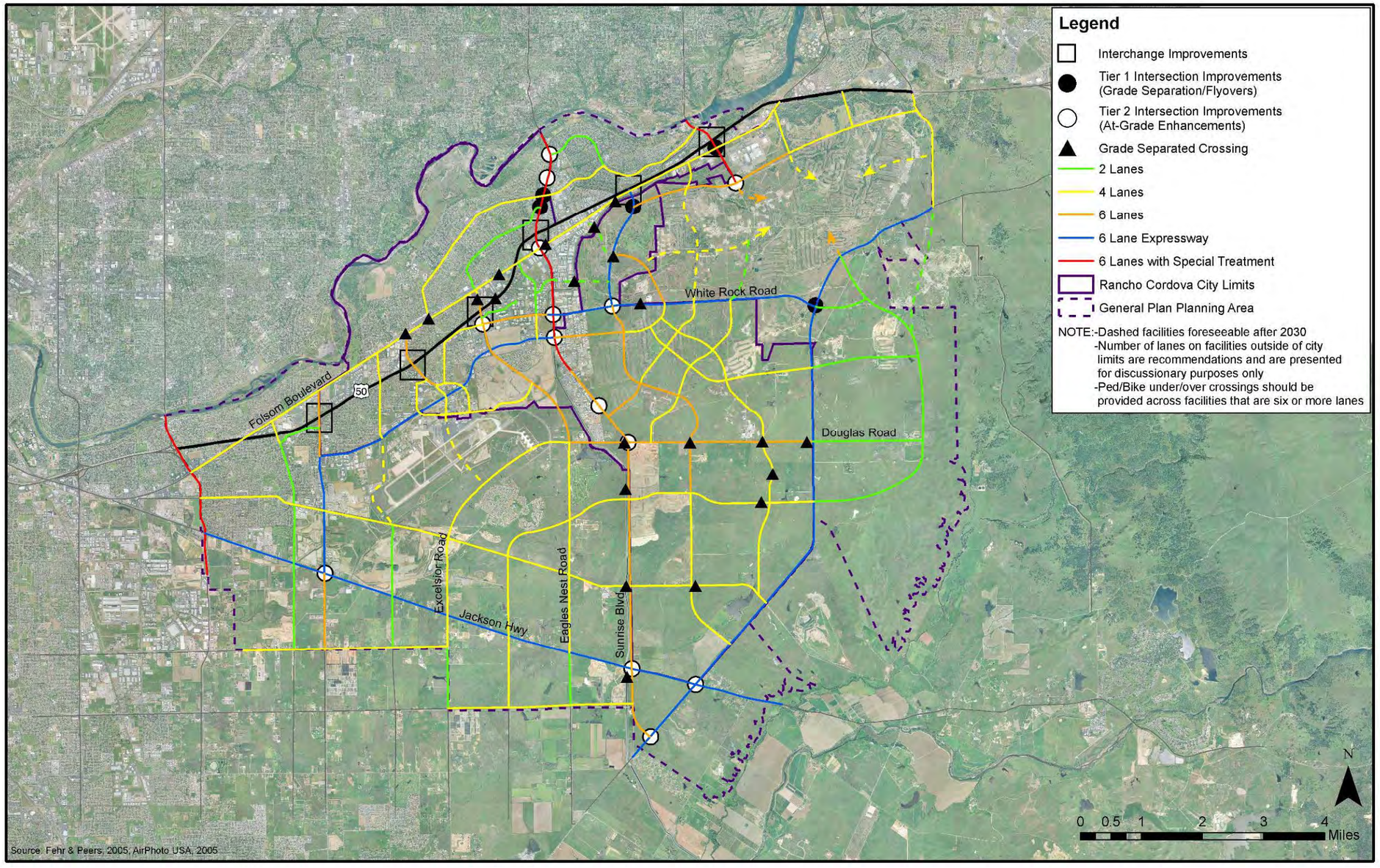
Connector roads link neighborhoods and villages with one another and may connect neighborhoods and villages to districts. They are usually two to four lanes in width and include wide sidewalks, bicycle lanes, landscaped island medians, landscaping between the back of the curb and sidewalk and/or behind the sidewalk, along with other features that make them accessible and inviting to pedestrians. Generally, connector roads carry light to moderate traffic volumes and have speed limits in the 25 to 35 mile-per-hour range. Their average daily trip count is usually less than 13,000 trips. Connector roads are spaced approximately one-half mile apart. Coloma Road is an example of an existing connector road.

Local Roads

Local roads are commonly referred to as neighborhood streets. They are small in scale – no more than two lanes wide – and have sidewalks, landscaping, pedestrian-scale lighting, and other features that make them inviting to walk along. Parking is typically provided on both sides of local roads and sidewalks may be attached or detached. Speed limits on local roadways usually do not exceed 25 miles per hour and traffic volumes are generally less than 5,000 average daily trips. The use of cul-de-sacs is highly discouraged; rather, streets should connect with other local roads using a "modified grid" system for improved connectivity and way finding.

In non-residential areas of the City, local roads are used to connect businesses to connector and major roadways, much like they do in neighborhoods. Local roads in non-residential areas may be larger than their residential counterparts in order to facilitate the larger vehicles that may travel down them. Streets are still designed for lower speeds than connector or major roads and feature landscaping and vertical curbs. Parking may or may not be provided on one or both sides of the street.

FIGURE C-1
CIRCULATION PLAN
WITH ROADWAY SYSTEM AND SIZING



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Intersection Improvements

The Circulation Plan (Figure C-1) shows a series of intersection improvements (Tier 1 and Tier 2). Tier 1 improvements are characterized as grade-separation improvements that separate opposing flows of traffic to better increase throughput. This could be accomplished by using flyovers that remove one or more direction of travel from an intersection or by using full "urban interchanges." Urban interchanges are freeway-like grade-separated intersections that feature bridges and on- and off-ramps similar to freeway-type interchanges, and provide for uninterrupted flow of traffic on the intersecting streets. An example of an urban interchange in the General Plan Planning Area would be the intersection of Watt Avenue and La Riveria Drive, where the heaver traffic on Watt Avenue passes, uninterrupted, above La Riveria Drive. On-ramps connect traffic on La Riveria Drive with Watt Avenue.

Tier 2 improvements are characterized as at-grade enhancements that increase traffic flow and/or make the intersection safer for pedestrians and bicyclists. This may include adjusting signal timing, signal preemption, and other Intelligent Transportation Systems enhancements.

Special Treatments

Figure C-1 includes roadways with "special treatments." These are roadways that have been designed or redesigned to accommodate large volumes of traffic while still retaining access to adjacent businesses. Potential improvements to the corridors illustrated include the addition of high occupancy vehicle (HOV) lanes or bus-only lanes, continuous right turn lanes, continuous-flow intersections where the majority of traffic bypasses the intersection through some form of grade separation, or other methods that increases the through-put of traffic along the corridor.

Bikeways and Trails

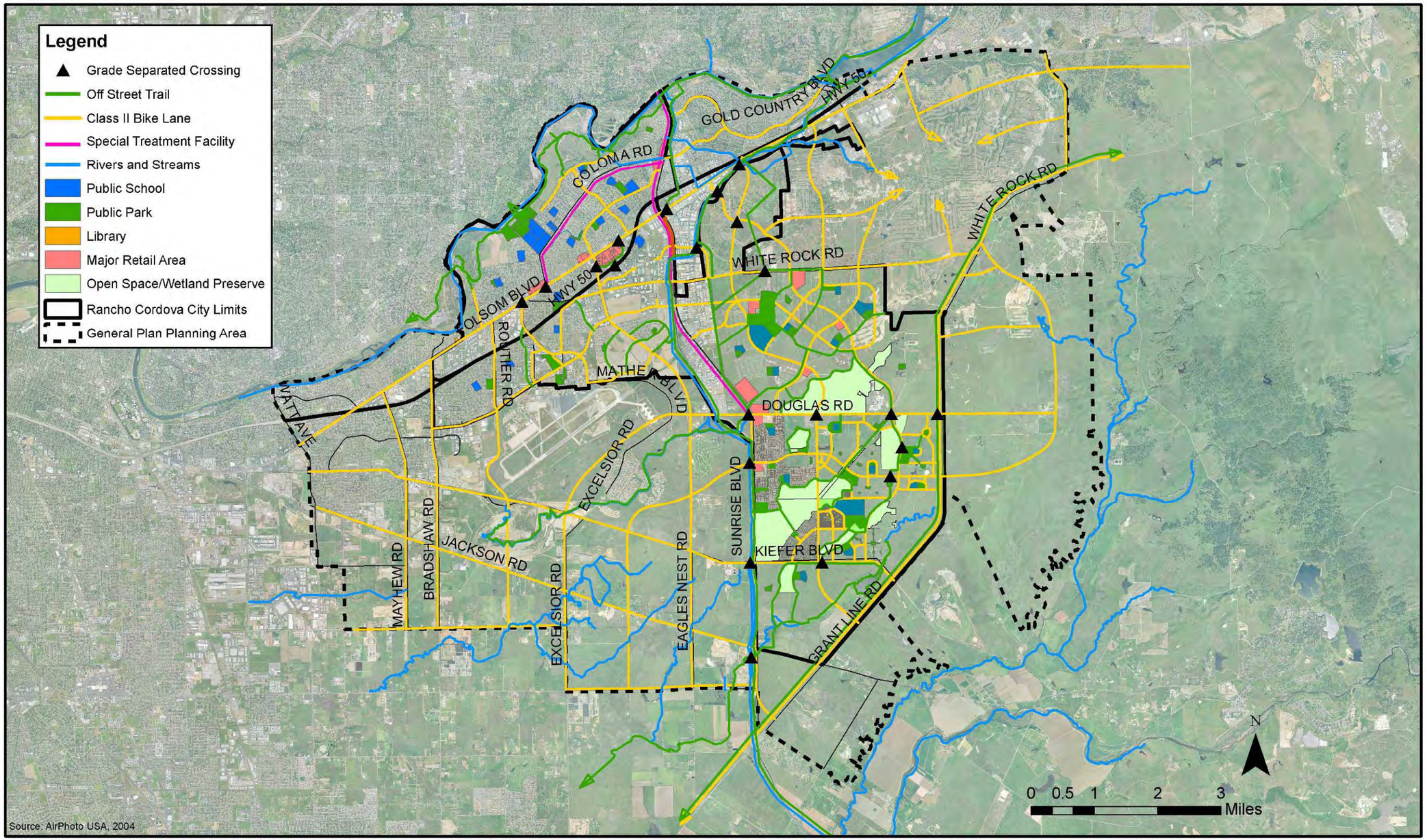
The City's vision is to become a bicycle-friendly community, where cycling is a viable mode of transportation. To achieve this goal, the City will provide a safe and convenient network of bike paths and lanes that connect residential, commercial, transit, and recreational destinations. The City's trail network will also link to existing and planned regional trail

systems. Grade-separated crossings, such as bridges or under crossings, will be provided where necessary to provide a safe, seamless bike network. Regional trails will link the City to facilities such as Lake Natoma and Laguna Creek.

Figure C-2 shows the City's major network of bikeways and trails. Grade separated crossings identified on the map are conceptual in nature will be finalized with development of the Bikeway Master Plan, Trails Master Plan, and Pedestrian Master Plan. Neighborhood level pedestrian and bicycle planning and design will take place as part of project plan review.

Special Treatment Facilities, as described on the Bikeways and Trails map, are corridors with a variety of unique circumstances that require a range of treatments options and actions that remove barriers to efficient bicycle circulation and improve the quality of the facility. The identified facilities are important corridors in the community and region, providing major connectivity to homes and businesses. Solutions for these corridors will be explored as part of the Bikeway Master Plan, but may include the use of both on- and off-street facilities, special or additional signalization specifically for bicycles, and other features as deemed appropriate as part of subsequent planning activities.

FIGURE C-2
BIKEWAY AND TRAILS PLAN



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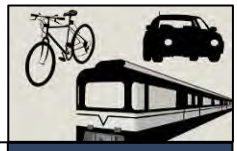


PEDESTRIAN PATHWAYS/WALKABILITY

The City seeks to become a premier walkable community and places a high emphasis on creating a pedestrian environment. To achieve this, development will provide exceptional places and paths for people to walk. Neighborhoods, villages, and districts will be inviting places that allow people to walk from their homes to the village center to buy a carton of milk. Sidewalks will be provided along streets; where they intersect a major street, special treatments will be provided to help reduce the potential conflict between vehicles and pedestrians.

Generally, big, wide streets inhibit pedestrian circulation by increasing the distance the pedestrian must travel in order to cross the street. Pedestrians are also less inclined to use a pathway when it is located adjacent to a soundwall. The preferred solution is to orient uses and buildings close to the street to create an inviting atmosphere that promotes pedestrian circulation.

As identified in Dan Burden's *Sharpening Our Tools* report for Rancho Cordova, at-grade roadway crossings are the best, most efficient way for pedestrians to circulation throughout the community. Midblock crossings need to be provided for longer blocks to facilitate continued, uninterrupted pedestrian movement.

Pedestrian paths are primarily developed as part of the roadway and trail systems of the City and reflect the interconnected nature of circulation and transportation in Rancho Cordova. The development of sidewalk standards and provisions for crosswalk and grade separated crossings will be further defined through the creation of the Pedestrian Master Plan and Street Design Standards.

TRANSIT

Transit is a key component of the City's Circulation Plan and it involves moving people within and through the City and the neighboring communities and connecting to the greater region. Currently, the primary transit provider is the Sacramento Regional Transit District, which operates bus and light rail service in and around Rancho Cordova, although the City may establish transit services in addition to Regional Transit.

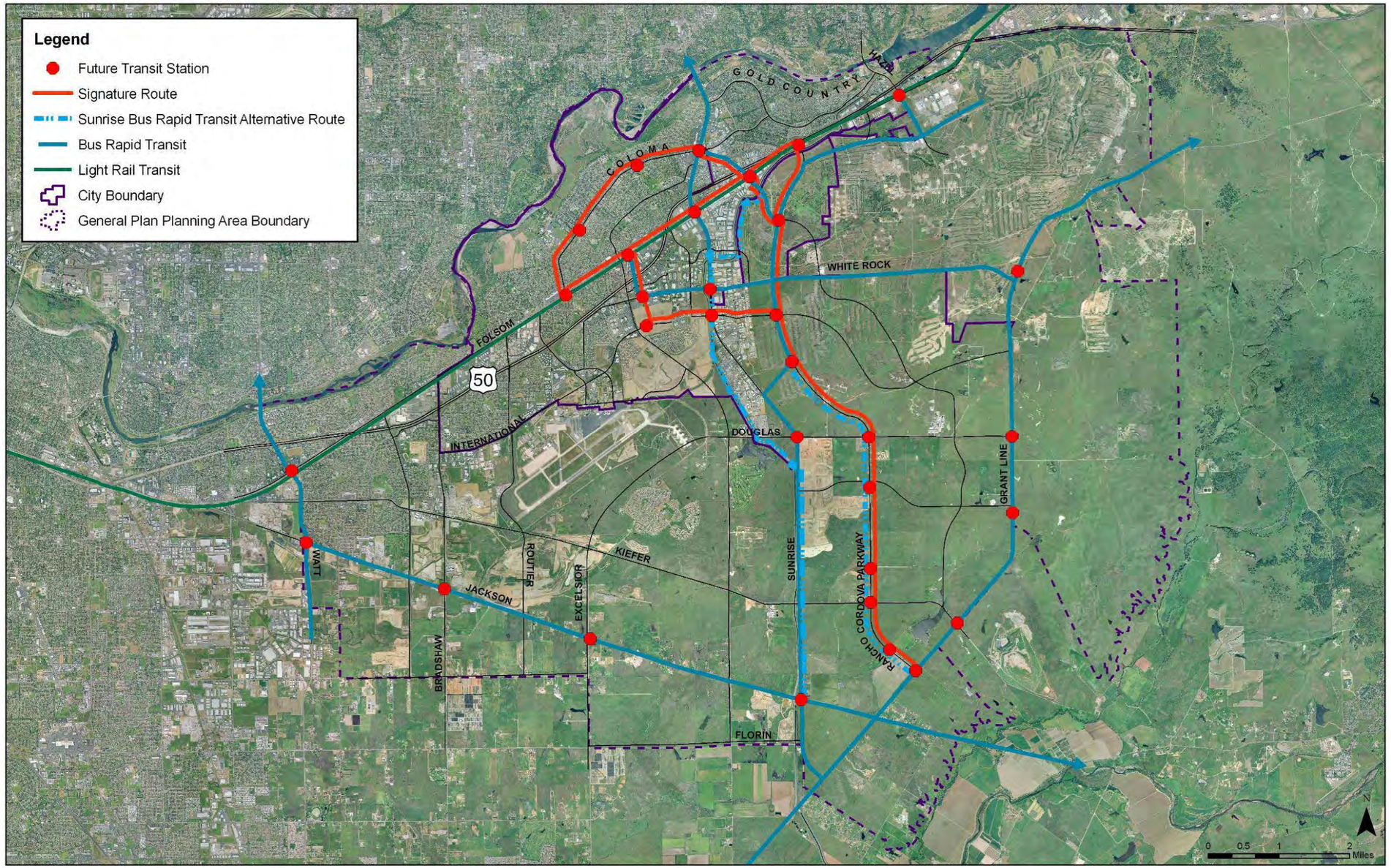
As the City grows, new routes will need to be developed to connect residential, commercial, office, and industrial areas. Potential new transit services include "bus rapid transit," jitneys, trolleys/streetcars, and other services that connect to the existing system.

The Transit Master Plan identifies potential routes and modes for the future transit system(s) in Rancho Cordova. The objectives of the Transit Master Plan are to:

- Join exiting and future areas of the City together and create a sense of unity with regard to transit services.
- Foster north/south, east/west connectivity that allows citizens to leave their cars at home and utilize an attractive transit system..
- Simplify current and future transit routes to provide more frequent and efficient services.
- Clarify and identify the system to riders through the use of public awareness campaigns and other communications with the public.
- Make service fun, fast, and frequent so that it attracts riders.

The Transit Master Plan is partially described through the Transit System Map, Figure C-3. It identifies the regional and major citywide services planned for the City, including bus rapid transit lines along most of the major roads and a signature transit route. Other, more conventional local, city-, and region-wide services are planned but not illustrated on the map. The Transit Master Plan will develop these ideas and other transit-related concepts in greater detail.

FIGURE C-3
TRANSIT SYSTEM MAP



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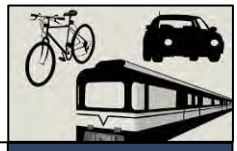


GOALS, POLICIES, AND ACTIONS

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

- **Goal C.1: Develop a roadway system that accommodates future land uses at the City's desired level of service, provides multiple options for travel routes, protects residential areas from excessive traffic, coexists with other travel modes, and contributes to the quality of the City's residential, commercial, office, and industrial areas.**

- **Goal C.2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local or regional trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.**

- **Goal C.3: Establish a viable transit system that connects all parts of the City and links with regional destinations.**

- **Goal C.4: Accept and support other transportation modes of benefit to the City, including air and rail transit.**

- **Goal C.5: Fund the circulation system adequately to provide all desired services.**

- **Goal C.6: Provide a circulation system that is properly maintained and maximizes safety for all users.**

GOAL C.1 - DEVELOP A ROADWAY SYSTEM THAT ACCOMMODATES FUTURE LAND USES AT THE CITY'S DESIRED LEVEL OF SERVICE, PROVIDES MULTIPLE OPTIONS FOR TRAVEL ROUTES, PROTECTS RESIDENTIAL AREAS FROM EXCESSIVE TRAFFIC, COEXISTS WITH OTHER TRAVEL MODES, AND CONTRIBUTES TO THE QUALITY OF THE CITY'S RESIDENTIAL, COMMERCIAL, OFFICE, AND INDUSTRIAL AREAS.

Cross reference: ISF.2.1.2

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.

Cross reference: UD.1.21

- **Action C.1.1.1** - Review and update the City's roadway cross-sections and design standards that implement the roadway types shown in the Circulation Plan.

- **Action C.1.1.2** - Require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects. Require the dedication of major road rights-of-way (generally, for major roads and thoroughfares) at the earliest opportunity in the development process.

- **Action C.1.1.3** - Require the dedication of additional right-of-way for intersection improvements where features such as grade separations are planned, unless otherwise approved by the City Engineer.

- **Action C.1.1.4** - Require all development projects that must perform new roadway construction or road widening to complete the entire roadway to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction must also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.

Cross reference: ISF 2.3

- **Action C.1.1.5** - Require development projects to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Plan. At the City's discretion, consider the payment of established traffic impact or similar fees to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in or fully funded by the fee program.

- **Action C.1.1.6** – Space major roadways approximately one mile apart and connector roads one-half mile apart to increase route choice and improve vehicular circulation.

Policy C.1.2 - Seek to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. Please see Policy C.1.3 for additional policy guidance related to this issue.

Examples of system improvements which may be accepted when Level of Service D cannot be maintained include the following, where the improvement or funding is in excess of standard City requirements:

- Development of on- or off-street bicycle or pedestrian circulation (not including sidewalks that are constructed as part of roadway improvements);
- Providing or funding public transportation facilities or services;
- Other features as determined appropriate by the City.
- **Action C.1.2.1** - Adopt, and update as necessary, guidelines for the preparation of traffic impact analysis for proposed development projects. Items to be addressed may include the following:
  - Guidelines for determining when traffic analysis is required;
  - Guidelines for the preparation of traffic analysis; and
  - Significance criteria for use in CEQA analysis of proposed projects.
- **Action C.1.2.2** - Adopt, and update as necessary, a list of circulation improvements, including roadway improvements, pedestrian and bicycle facilities, and transit-related improvements, which the City will accept as offsets for congestion in accordance with this policy.

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.

- **Action C.1.3.1** - On a regular basis, monitor existing traffic on roadways within and adjacent to the City.

- **Action C.1.3.2** - Continue to update and refine the citywide traffic model and use the model to project future traffic conditions based on existing and planned land uses within the City and in the region.

- **Action C.1.3.3** - Adopt, and update as necessary, a list of roadways on which the City will not seek to achieve Level of Service D. This list may designate the Level of Service which will be accepted on each roadway.

Cross reference: S.9.1.8

Policy C.1.4 - Discourage the creation of private roadways, except when the roadways are constructed to public roadway standards and private maintenance is assured, or are used in an affordable residential development.

Policy C.1.5 - Design the circulation system serving the City's industrial areas to safely accommodate heavy truck traffic.

Cross reference: AQ.2.1, AQ.3.4.2

Policy C.1.6 - Strongly discourage the use of cul-de-sacs on local roads, except where they are necessary due to site-specific concerns, such as habitat areas, that preclude construction of through routes. When cul-de-sacs are used, they should include bicycle and pedestrian connections to trail systems or adjacent major or connector streets.

Policy C.1.7 - Require the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections and seek to retrofit all existing intersections to incorporate these features.

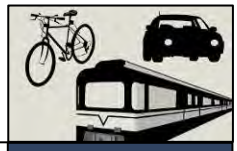
Policy C.1.8 - Ensure that where traffic calming devices or techniques are employed, adequate access is provided for police and fire vehicles.

- **Action C.1.8.1** – Implement, and update as necessary, the Neighborhood Traffic Management Plan and the tools for implementing traffic calming in neighborhoods.

Cross reference: AQ.2.1, AQ.3.4.2

Policy C.1.9 – In an effort to reduce automobile traffic and congestion and increase use of other travel modes, support the use of trip reduction programs.

- **Action C.1.9.1** – Consider the preparation of a Trip Reduction Program that identifies ways in which automobile traffic and congestion can be reduced as a way to improve mobility within the City.



- **Action C.1.9.2** – Encourage development projects, major employers, and schools to incorporate/participate in trip reduction programs.

Policy C.1.10 – Encourage maximum block lengths that provide multiple vehicular paths and increase pedestrian circulation around the City at the neighborhood level. The City's preferred block length is less than 600 feet. Block lengths between 600 and 800 feet may be acceptable on a case-by-case basis, and block lengths greater than 800 feet are generally considered unacceptable.

- **Action C.1.10.1** – Incorporate maximum block length standards into the City's street design and/or improvement standards.

- **Action C.1.10.2** – When blocks are designed at lengths greater than 800 feet, design shall include mid-block pedestrian and emergency vehicle connections.

Cross reference: OSPT.3.1

Policy C.1.11 – As part of major individual roadway enhancement projects (e.g., intersection redesign, signalization of a previously un-signalized intersection), enhance and upgrade pedestrian and bicycle facilities within one-quarter mile of the project

- **Action C.1.11.1** – Include funding in the City's Capital Improvement Plan (CIP) to construct the pedestrian and bicycle components of the roadway improvement.

GOAL C.2 - ESTABLISH AN EXTENSIVE, COMPLETE, SMOOTH, INTERCONNECTED, AND CONTINUOUS PEDESTRIAN AND BICYCLE NETWORK THAT IS A SAFE AND ATTRACTIVE OPTION FOR LOCAL OR REGIONAL TRIPS OR RECREATION AND THAT CONNECTS TO THE CITY'S NEIGHBORHOODS, PARKS AND SCHOOLS, EMPLOYMENT AREAS, AND RETAIL CENTERS.

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.

Cross reference: OSPT.3.1

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).

Cross reference: AQ.3.1

Policy C.2.3 - In designing development projects, design for the pedestrian first.

Cross reference: LU.2.4, UD.1.3.1, UD.3.2.2, AQ.3.1

- **Action C.2.3.1** – Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected and may include open spaces, parks, and trails as otherwise required by the City.

- **Action C.2.3.2** – Require and site pedestrian crossings of major roads at key intersections and at locations that provide priority and efficiency to the pedestrian, even at the expense of improved vehicular circulation.

- **Action C.2.3.3** – Ensure safe, efficient pedestrian connections are made between the sidewalk, parking areas, and entrances to stores, offices, and other uses as part of development design review.

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.

- **Action C.2.4.1** - Prepare and adopt a Pedestrian Master Plan that sets forth a comprehensive pedestrian system and support facilities, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked improvements in the Master Plan, and update the plan every three to five years. Include minimum sidewalk widths based on development type.

- **Action C.2.4.2 –** Coordinate the Pedestrian Master Plan and the circulation-related components of the City Open Space Standards.

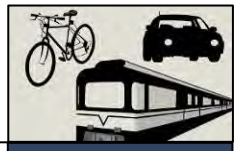
Cross reference:
AQ.3.1,
UD.1.2.1,
UD.3.2.4,
OSPT 3.1

Policy C.2.5 - Provide safe and convenient bicycle access to all parts of the community.

- **Action C.2.5.1** – Prepare and adopt a Bikeway Master Plan that sets forth a comprehensive bicycle system and support facilities over the next 20 years, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked circulation improvements in the Master Plan, and update the plan every three to five years.

- **Action C.2.5.2** – Coordinate the Bikeway Master Plan with the circulation-related components of the City Open Space Standards.

- **Action C.2.5.3** - Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools and transit stations.



- **Action C.2.5.4** - Establish a Bicycle Advisory Committee to oversee creation and implementation of the Bicycle Master Plan and ensure consistency with existing policy documents, such as the General Plan.

- **Action C.2.5.5** - Coordinate City departments with stakeholders such as the County of Sacramento, Sacramento Area Council of Governments, Folsom South Canal Development Team, American River Parkway Committee, Cordova Recreation and Park District, Sacramento City/County Bicycle Advisory Committee, air quality agencies, Sacramento Regional Transit District, 50 Corridor Transportation Management Association, employers, residents, and cyclists in order to design, implement, and maintain the proposed bikeway system.

Cross reference: UD.2.3.3, OSPT.3.3

- **Action C.2.5.6** - Provide staff resources focused on review of proposed bicycle and related facilities and their implementation and operation.

Policy C.2.6 – Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes. On-street bike routes may be provided on local, connector, and major roadways as deemed necessary by the City.

Policy C.2.7 - Require grade-separated crossings or enhanced at-grade crossings at key locations as identified in the Biekway Master Plan, Trails Master Plan, and Pedestrian Master Plan to maximize the safety and attractiveness of bicycling and walking routes. Locations for grade-separated crossings include Highway 50 in the vicinity of Olson Drive, an additional crossing of Highway 50 generally west of Mather Field Road, and crossings associated with the Folsom South Canal.

Cross reference: OSPT.3.3

- **Action C.2.7.1** - Include grade-separated crossings in the City's Capital Improvement Plan, and collect fees to assist in the construction of these facilities.

- **Action C.2.7.2** – Develop standards for grade separated pedestrian and bicycle crossings that take the pedestrian/bicycle crossing either above or below the road. When the crossing goes under the road, development standards should specify that a change is elevation is required of both the crossing and roadway, thereby splitting the necessary vertical clearance. Doing so will make the crossing safer and more attractive to users by allowing them to see the horizon as they make the crossing.

- **Action C.2.7.3** – Identify grade separated crossings and enhanced intersection improvements for bikeways and trails as part of the Bicycle Master Plan, Trails Master Plan, Pedestrian Master Plan, and in conjunction with development review.

Cross reference: LU.2.4

Policy C.2.8 - Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.

- **Action C.2.8.1** - Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to Schools programs).

- **Action C.2.8.2** - Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including establishing a routine street sweeping program and maintaining lane striping for bike lanes and routes.

- **Action C.2.8.3** - Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.

- **Action C.2.8.4** - Ensure traffic-calming projects are appropriate for bicycle and pedestrian users (e.g., address bulb-out or roundabout designs that push cyclists into traffic).

- **Action C.2.8.5** - Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.

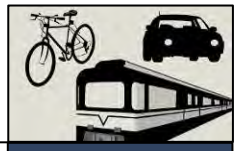
- **Action C.2.8.6** - Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.

- **Action C.2.8.7** - Use available accident data to monitor bicycle-related accident levels annually and focus on a reduction of fifty percent on a per capita basis over the next 20 years.

- **Action C.2.8.8** - Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.

- **Action C.2.8.9** - Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.

- **Action C.2.8.10 –** Identify a funding source that will provide at least one crossing guard for each elementary and middle school in the City. Work with school districts to identify joint funding solutions and other partnership opportunities that facilitate pedestrian safety around schools



Policy C.2.9 – Establish the City as a model employer by encouraging bicycle use among its employees. Potential strategies for encouraging bicycle use include providing parking, showers, and lockers in City facilities and establishing a City bicycle fleet.

Policy C.2.10 – Create safe and efficient at-grade crossings of roadways for pedestrian and bicyclists.

- **Action C.2.10.1** – As part of the Pedestrian Master Plan, Bicycle Master Plan, and/or City Street Standards, develop improvement standards for at-grade pedestrian crossings (e.g., pedestrian bulb outs, markings, special paving, lighting, signage) with performance standards for location and frequency.

GOAL C.3 – ESTABLISH A VIABLE TRANSIT SYSTEM THAT CONNECTS ALL PARTS OF THE CITY AND LINKS WITH REGIONAL DESTINATIONS.

Cross reference: AQ.3.2

Policy C.3.1 - Advocate and develop transit services which meet the needs of residents and employees in Rancho Cordova.

- **Action C.3.1.1** - Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.

- **Action C.3.1.2** - Work with transit providers to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

- **Action C.3.1.3** - Pursue all available sources of funding for transit services.

- **Action C.3.1.4** - Ensure that transit service is provided in accordance with regional plans and policies, including identified transit improvements developed as part of the Sacramento County Mobility Study.

- **Action C.3.1.5** – Review the need for additional transit lines/service in new development and require installation of needed stops through the project review process.

Policy C.3.2 - Maintain and improve access and mobility for seniors, youth, and the disabled with programs that meet their mobility needs.

- **Action C.3.2.1** - Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.

Policy C.3.3 - Promote the integration of transit facilities into new development.

Cross reference: AQ.3.2.2

- **Action C.3.3.1** - Require new development and redevelopment to include public transit stations, especially light rail stations, and to promote pedestrian activity and connection between public transit and retail, office, and residential uses.

- **Action C.3.3.2** – Consistent with the Transit section of the Circulation Plan and the Transit Master Plan, require development to dedicate the necessary right-of-way needed to accommodate planned transit services.

Policy C.3.4 - Promote the establishment and use of employee shuttles that help reduce trips on City roads.

- **Action C.3.4.1** - Encourage and accept employee shuttles as a viable mitigation measure for trip reduction when proposed development cannot otherwise mitigate potential impacts to City streets.

GOAL C.4 - ACCEPT AND SUPPORT OTHER TRANSPORTATION MODES OF BENEFIT TO THE CITY, INCLUDING AIR AND RAIL TRANSIT.

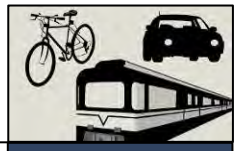
Policy C.4.1 - Support continued air operations at Mather Airport.

Cross reference: S.6.1

- **Action C.4.1.1** - Work with the Sacramento County Airport System and the Airport Land Use Commission to improve operations at Mather Airport, consistent with the City's vision.

Cross reference: ISF.2.3, S.4.1

Policy C.4.2 - Support continued heavy rail operations within the City so long as they do not impact other modes of circulation or cause a negative impact (e.g., noise, light, vibration) on adjacent land uses.



GOAL C.5 - FUND THE CIRCULATION SYSTEM ADEQUATELY TO PROVIDE ALL DESIRED SERVICES.

Policy C.5.1 - Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.

Policy C.5.2 - Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.

Cross reference: ISF.2.3

Policy C.5.3 - Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.

- **Action C.5.3.1** - Periodically undertake a detailed analysis of the improvements needed as growth occurs and the costs associated with those improvements. Update fees as necessary to ensure full funding of all required improvements.

- **Action C.5.3.2 –** Establish a road maintenance assessment district to provide a funding source to maintain road improvements, new roads, and bicycle/pedestrian facilities as a result of new development.

GOAL C.6 - PROVIDE A CIRCULATION SYSTEM THAT IS PROPERLY MAINTAINED AND MAXIMIZES SAFETY FOR ALL USERS.

Policy C.6.1 - Maintain and repair streets, trails, and other circulation components according to priorities established on an annual basis.

- **Action C.6.1.1** - Develop and implement a comprehensive system to monitor and evaluate the conditions and maintenance needs of the existing transportation network. Inventory and categorize the City-maintained roads by road type and condition using a pavement management system.

- **Action C.6.1.2** - Work with SACOG to ensure that the Metropolitan Transportation Plan is coordinated with the City's Capital Improvement Plan to facilitate access to federal and state funds for circulation maintenance and improvements.

VII - OPEN SPACE PARKS AND TRAILS ELEMENT

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VII OPEN SPACE, PARKS, AND TRAILS ELEMENT

VISION STATEMENT

The City of Rancho Cordova will have a premier system of parks and open spaces that serve the needs of all residents. Parks of all sizes and types will attract residents and regional visitors to enjoy a variety of recreational and cultural programs and services. Rancho Cordova will be recognized nationally for its recreational amenities including the American River Parkway, Folsom South Canal, and connected open space and trail systems networked throughout the community. Open space will compliment both the City's natural assets and the traditional park system, providing accessible lands that support a healthy community. The park system will promote a Citywide identity and will become a regional destination for recreation.

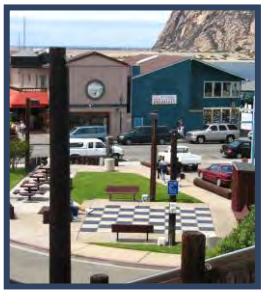
INTRODUCTION

Open space, parks, and trails are lands and facilities that provide enjoyment and beauty to the residents of the community. Incorporating each of these elements throughout the City will provide a place for active and passive recreation, help to preserve natural resources, and improve air quality. Rancho Cordova will create a system of open space, parks, and trails that is regionally unique, blending recreation and the natural environment (including natural resource areas).

The City's open space network will consist of a wide range of open space improvements including regional trails, green infrastructure, greenways, neighborhood greens, urban plazas, and streets.

PURPOSE

This Open Space, Parks, and Trails Element identifies the need to maintain existing open space and natural recreational areas, as well as to create additional areas for the enjoyment of residents and the protection of the environment. In combination, the Open Space, Parks and Trails Element and the Natural Resources Element represent the conservation element of the General Plan. The Natural Resources Element identifies the ways in which the City will



protect, maintain, and enhance its natural resources. The goals, policies, and actions provided are intended to achieve the City's vision of open spaces that are accessible to all members of the community. This Element establishes a policy framework and action program for the improvement, expansion, and maintenance of the City's open space.

Related Plans and Programs

The Open Space, Parks, and Trails Element relates to several other plans and programs, including the following:

- **Open Space Performance Standards.** Under review when Rancho Cordova prepared this General Plan, the Open Space Performance Standards will establish standards for open space, trails, green infrastructure, greenways and neighborhood outdoor gathering places to guide the development of these important community amenities. These standards will serve as the City's action program for the improvement, expansion, and maintenance of the City's open space.

- **Cordova Recreation and Parks District (CRPD) Master Plan.** Under revision when Rancho Cordova prepared this General Plan, the CRPD will establish park requirements, parks plans, and recreation programs for the entire District, including the City of Rancho Cordova. CRPD provides park and recreation services to the City and works with the City in the establishment of parks policies.

- **Quimby Act.** State legislation allows local jurisdictions to require dedication of land for park and recreation purposes. This Element establishes the City's parkland dedication requirement.

- **American River Parkway Plan.** The American River Parkway Plan was adopted by Sacramento County in 1985 to manage the Parkway's natural resources, to allow recreation in a natural environment, and to coordinate Parkway planning and management efforts. The American River Parkway is a celebrated amenity within the community and establishes the framework for the network of trails described in this Element and the Circulation Element. The County is currently updating the American River Parkway Plan and the City of Rancho Cordova is a partner in the planning efforts to preserve and enhance the area and recreational uses adjoining the City's northern boundary.

- **Pedestrian Master Plan.** Under review when Rancho Cordova prepared this General Plan, the Pedestrian Master Plan will establish polices, programs, and

projects to improve the pedestrian system with the City of Rancho Cordova. Many of the City's planned pedestrian facilities are off-street shared trails as outlined in this Element and the Circulation Element.

- **Bicycle Study and Bikeway Master Plan.** The Bikeway Study analyzed existing bicycle facilities and contributed to the planning of the bikeway network for the General Plan. The Bicycle Master Plan will direct the implementation of the bicycle network described in the General Plan.

- **Folsom South Canal Roadmap.** Folsom South Canal Partners (including the City) was formed to explore ways to enhance the Folsom South Canal and the relationship to its surroundings. The Roadmap compiles information about the canal, outlines the goals and vision of the Partners, identifies a framework for future partnerships and agreements, and informs and guides a more detailed future planning effort.

- **Upper Laguna Creek Collaborative**. The Collaborative is advocating the planning, design, and development of a parkway along the Upper Laguna Creek. The City is participating in and supporting the effort of the Collaborative to develop a plan for Upper Laguna Creek. Future successes will be incorporated into the General Plan implementation documents such as the Trails Master Plan.

- **Rancho Cordova Design Guidelines.** The Citywide Design Guidelines identify objectives, standards, and guidelines that are intended to encourage, promote, and require high-quality, pedestrian-oriented development while allowing flexibility in the design solutions. Design concepts of project and community identity and public gathering places should be applied to the City's parks and open space areas.

- **Caltrans standards.** Caltrans establishes State minimum standards for several types of transportation facilities including trails outlined in this Element and the Circulation Element.

Relationship to Other General Plan Elements

The Open Space, Parks, and Trails Element relates closely to the Natural Resources Element, as well as the Land Use, Urban Design, Circulation, Cultural and Historic Resources, and Safety Elements. The Land Use Element includes the open space land inventory and the Natural Resources Element addresses open space for the preservation and conservation of natural resources. Pedestrian path and bikeways are described and shown at a macro scale in the Circulation Element. Open space for special environmental and/or hazardous conditions are

addressed in the Safety Element. Where the overlap can be identified, cross references are provided to alert the reader to specific sections of the related elements.

ISSUES AND CONSIDERATIONS

OPEN SPACE, PARKS, AND TRAILS SETTING

Rancho Cordova has a variety of open space, parks, and trails resources, and most are managed by an independent agency, the Cordova Recreation and Park District (CRPD). The City of Rancho Cordova does not provide its own park facilities, but relies instead on the CRPD. Providing parks is a cooperative effort, combining the City's land use authority and CRPD's efforts to build and operate park and recreation facilities. CRPD manages numerous parks that provide recreation opportunities, including swimming pools, picnic areas, basketball courts, soccer fields, and playgrounds. Hagan Park, a 75-acre park near Cordova High School, has a variety of amenities, including swimming pools, a petting barn, and a miniature steam railroad.

The American River Parkway is a regional amenity, with over 20 miles of trails along the American River extending from Discovery Park to Folsom Lake. The Parkway abuts the City's northern boundary with miles of river frontage. The Parkway is accessible at numerous locations in Rancho Cordova, including Hagan Park.

Rancho Cordova lacks the creek corridors, ravines, and ridgelines that typically result in accessible open space in neighboring communities like the City of Folsom. Additionally, parkland in Rancho Cordova has historically not been provided at a rate adequate for first class outdoor recreation. Trends in population growth and recreation are projected to place additional pressure on park facilities.

ISSUES THIS ELEMENT ATTEMPTS TO SOLVE

This Element identifies several issues in achieving the City's open space, parks, and trails vision, including the following issues identified during the preparation of the General Plan:

- Establishing additional open space for outdoor recreation, especially in currently undeveloped areas.
- Creating a premier park system, with a variety of facilities, landscaping types, and recreational uses – dispersed throughout the community.

- Ensuring that parks and open space are accessible to every resident in Rancho Cordova.
- Enhancing existing parks and trails, especially access to and improvements along the American River Parkway and Folsom South Canal trails.
- Creating a Citywide trails network with regional connections, allowing convenient and safe access to all pathways.
- Collaborating with the Cordova Recreation and Park District, the American River Parkway Committee, and school districts serving the City.
- Designing major trails and significant public spaces to take advantage of scenic vistas.
- Establishing adequate funding to assure that park, open space, and trail facilities are properly maintained.

GOALS, POLICIES AND ACTIONS

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

- **Goal OSPT.1: Create a premier system of public parks and recreation programs that meet the needs of all residents.**
- **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.**
- **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.**
- **Goal OSPT.4: Encourage public use of all trails and open space and promote public input in creating and maintaining these resources.**

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.

- **Action OSPT.1.1.1** - Require developers of all new residential development to dedicate parkland at a rate of five acres of land per 1,000 population. When necessary, provide an in-lieu payment option, which allows the developer to fund the acquisition of acceptable land equal to the dedication requirement. Calculate required parkland dedication exclusive of required open space.

- **Action OSPT.1.1.2** – Consult with the Cordova Recreation and Park District prior to determining the acceptability of lands proposed for dedication as public parkland including grading, circulation, and drainage.

Cross reference: ISF 2.3

- **Action OSPT.1.1.3** – Establish a procedure for determining an appropriate in lieu fee amount that ensures CRPD will have adequate funds to purchase required parkland for which in lieu fees are paid.

Policy OSPT.1.2 - Coordinate with the 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 enhanced civic space and integration into the community.

- **Action OSPT.1.3.1** – Continue to lead the region in the co-location of park and school sites and promote joint use agreements between school and park districts.

- **Action OSPT.1.3.2** – Work collaboratively with the Park District in the land planning process to support the co-location of park with public/quasi-public and non-residential lands to encourage the integration of compatible uses and creation of dynamic gathering places within the City's neighborhoods. Well-designed pedestrian and bicycle connectivity between compatible uses will be a critical component of success.

Policy OSPT.1.4 – Ensure that adequate and reliable funding sources are established for the long-term maintenance of parks and trails.

- **Action OSPT.1.4.1** - Ensure that sufficient funding for maintenance of parks is assured prior to approval of any Final Subdivision Map that includes public parks and/or related facilities.

- **Action OSPT.1.4.2 -** Consider creating a fee and assessment program to provide increased funding for existing parks, in collaboration with the Cordova Recreation and Park District. This could include local or regional bond measures or assessment districts, public or private grants or partnerships, homeowners associations, or other methods deemed appropriate by the City.

Policy OSPT.1.5 - Support the Cordova Recreation and Park District in their construction and maintenance of recreational facilities.

- **Action OSPT.1.5.1** - Continue to work with the Cordova Recreation and Park District on this issue, and implement funding mechanisms as part of the City's review and approval of new development projects.

- **Action OSPT.1.5.2** - Explore the possibility of the Cordova Recreation and Park District constructing a community pool that is usable year-round.

- **Action OSPT.1.5.3** - Expand the Cordova Senior Center at the Lincoln Village Community Park, and the construction of new senior community facilities as demand for such facilities increases.

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

Cross reference: ED 1.9.1

- **Action OSPT.1.6.1** - Continue to work with the Cordova Recreation and Park District in the planning and execution of park and recreation facilities to accommodate a variety of regional sports venues.

- **Action OSPT.1.6.2** – Work cooperatively with the Sacramento Sports Commission and Chamber of Commerce Visitor and Tourist Bureau to attract and host regional sporting activities.

Cross reference: ED 1.9.3 and 1.9.4

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.

- **Action OSPT.2.1.1** – Adopt City Open Space Standards as an action program to implement the open space policy framework in this Element. The standards will clearly define the City's requirements for the improvement, expansion, and maintenance of open space. Such standards shall include provisions for two types of open space: 1) Mandatory Open Space, and 2) Performance Based Open Space.

- **Action OSPT.2.1.2** -Require developers of all new residential development to dedicate open space land at a rate of 1.75 acres of land per 1,000 population, generally comprised of:
  - Open Turf, Tree Canopy and Dog Parks;
  - Neighborhood Greens; and
  - Communitywide Open Space.

- **Action OSPT.2.1.3** – Consider partial credit for mandatory open space within drainage facilities when certain criteria are met.

- **Action OSPT.2.1.4** - Exempt from the minimum open space requirements residential subdivisions of ten acres or less which are not part of a master-planned development meeting the minimum open space requirement, at the City's discretion.

- **Action OSPT.2.1.5** – Require all new development projects to provide a system of connected open space that includes greenway, trails, nodes, and green infrastructure (see City Open Space Standards), in proximity to all new residents.

- **Action OSPT.2.1.6** - Ensure that funding for maintenance of open space is sufficient prior to approval of any Final Subdivision Map of development that includes open space facilities or amenities.

- **Action OSPT.2.1.7** - Consider including encumbered land (such as a power line easement) that meets all other requirements for open space for inclusion in the open space system on a case-by-case basis.

Policy OSPT.2.2 - Create a plan for identifying and maintaining open space.

- **Action OSPT.2.2.1** - Adopt a comprehensive Open Space Preservation Plan as the action program that clearly implements the City's open space policy framework and provides clear direction for the maintenance of open space lands.

Policy OSPT.2.3 - Maximize the potential benefits of natural resource mitigation lands within urban development.

Cross reference: UD 4.5.1

- **Action OSPT.2.3.1:** - Encourage projects to accomplish the following:
  - Align roads and public spaces to take advantage of vistas over mitigation lands;
  - Site publicly accessible trails adjacent to the boundaries of mitigation lands to take advantage of the open character and uninterrupted edge of the mitigation lands; and
  - Consider locating public parks adjacent to mitigation lands to create a greater sense of open space and to take advantage of opportunities for vistas and trail connections.
- **Action OSPT.2.3.2** - Through the development review process, incorporate design features that increase visual access to natural resource mitigation lands.

Policy OSPT.2.4 – Ensure that where land designated or proposed to be designated for open space contains Native American historical, cultural and sacred sites, the City consults with the tribe as to the level of confidentiality required to protect the site and as to appropriate dignity to afford the site in any management plan.

Cross reference: CHR 1.3.2

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.

Cross reference: C.2.1, C.2.5

- **Action OSPT.3.1.1** - Create and adopt a comprehensive Trails Master Plan that includes information on current resources and plans for future development, including designating locations and types of trails.

- **Action OSPT.3.1.2** - Review all new development projects and public works projects and require compliance with the Trails Master Plan prior to approval.

- **Action OSPT.3.1.3** - Provide appropriate pedestrian and bicycle linkages to existing facilities, particularly to those facilities within the American River Parkway and the Folsom South Canal.

- **Action OSPT.3.1.4** - Develop and implement a capital improvement plan to construct new bridges, grade-separated crossings, and ramps at key intersections of major trails and roadways.

Policy OSPT.3.2 - Participate with Sacramento County and other organizations to identify funding sources to maintain and enhance the American River Parkway.

Cross reference: C 2.7

- **Action OSPT.3.2.1** – Work cooperatively with Sacramento County to fund enhancements within the American River Parkway, consistent with the American River Parkway Plan.

Policy OSPT.3.3 - Provide major off-street trails with grade-separated crossings or enhanced at-grade pedestrian crossings, especially across four-lane streets and collector roadways, to provide safe routes free from conflicts with vehicles.

- **Action OSPT.3.3.1** - Include funding for grade-separated and enhanced at-grade pedestrian crossings through the development review and entitlement process and pursue grants and other funding for trails.

GOAL OSPT.4 – ENCOURAGE PUBLIC USE OF ALL TRAILS AND OPEN SPACE AND PROMOTE PUBLIC INPUT IN CREATING AND MAINTAINING THESE RESOURCES.

Cross reference: LU.4.1.3, LU.3.1

Policy OSPT.4.1 - Support updates to the American River Parkway Plan to encourage retaining the natural setting of the parkway and the passive recreational uses.

- **Action OSPT.4.1.1** - The City will continue to work with the current signatories to the American River Parkway Plan to add Rancho Cordova as a full member with all the rights and responsibilities thereof.

- **Action OSPT.4.1.2** - Provide staff support and/or funding to facilitate updates to the American River Parkway Plan.

- **Action OSPT.4.1.3** - Identify and support programs which serve the special recreational and open space needs of seniors, youth, and other special needs groups that may be underserved within the community.

- **Action OSP 4.1.4** - Determine the need for special facilities for seniors (e.g., more benches and flat paved walking areas near the river).

- **Action OSPT 4.1.5** - Determine the need for special facilities for youths consistent with natural resource protection.

Policy OSPT.4.2 - Support programs which increase the use and safety of off-street trails.

- **Action OSPT.4.2.1** - Encourage the use of volunteers and community groups to provide maintenance and safety patrols on trails through the provision of funding and staff assistance to leverage volunteer efforts.

- **Action OSPT.4.2.2** - Promote the City's premier system of parks, trails, and open space to all users through education, marketing, and community activities.

- **Action OSPT.4.2.3** - Support trails events and trail use through publicity, proclamations, participation, and funding, community events (e.g., Eppie's Great Race, Fourth of July Celebration, Kid's Day, Nimbus Salmon Festival) that cross community and neighborhood boundaries, and help bring together various segments of the population.

VIII - INFRASTRUCTURE SERVICES AND FINANCE ELEMENT

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VIII INFRASTRUCTURE, SERVICES, AND FINANCE ELEMENT

VISION STATEMENT

Rancho Cordova will be a fiscally solvent community. The City will become a regional draw for businesses and cultural activities by providing efficient and well-financed infrastructure systems and public services. City leaders will ensure quality public services and infrastructure systems in all areas of the City through a variety of financing options. The full range of services and maintenance envisioned by the City and its residents

INTRODUCTION

Creating a successful, healthy community requires good land use planning, development of sound infrastructure systems, and the provision of services to meet the needs of the community. As a new City, Rancho Cordova must ensure that the planned land uses, infrastructure, and services are fiscally viable. The City will prioritize and finance first-rate infrastructure and services, increasing Rancho Cordova's regional desirability. City leaders will search for innovative financing mechanisms to ensure that adequate public services and infrastructure systems are provided to residents in all current neighborhoods and future developments. Ultimately, the infrastructure and services will be provided at the time they are needed and in a manner that ensures the City's fiscal solvency.

PURPOSE

This Element seeks to identify the ideal level and type of infrastructure and service provision necessary to achieving the goal of becoming a first-rate city. It also explores possible mechanisms to finance infrastructure and service improvements. The goals, polices, and actions contained in the Element set forth methods for ensuring that Rancho Cordova provide the highest service levels possible.

Related Plans and Programs

The Infrastructure, Services, and Finance Element relates closely to several other plans and programs, including the following:

- **Rancho Cordova General Plan Pro Forma (Pro Forma).** The Pro Forma is a fiscal impact analysis of the General Plan that evaluates the economic viability of proposed land uses, infrastructure and services. This corporate business analysis tool will help to ensure that the City achieves and maintains fiscal solvency over the next five, ten to 25 years, and beyond. The Pro Forma evaluates revenue and expenditure relative to land use development and phasing with planned infrastructure and services (including future services). City Finance and Planning staff, along with a team of economic consultants, developed assumptions for the Pro Forma. The Pro Forma relies on land use data from the General Plan Land Use Model (PLACE^{3}S) and economic data and analysis prepared by Bay Area Economics and Leland Consulting including the Rancho Cordova Office Demand Analysis, Rancho Cordova Retail Demand Analysis, and the Rancho Cordova Retail Strategy. The General Plan Pro Forma is not a completed report. Rather, it is an evolving analytical tool that will be updated regularly and used to evaluate the fiscal soundness of future land use decisions.

- **Fiscal Impact of New Development (FIND) Model**. The FIND Model was designed by Ralph Anderson to assess the fiscal impact of development for a single project or entire communities. The FIND Model is the primary tool used for the City's Pro Forma analysis of the General Plan. Cost and revenue data for City operations supported by the General Plan was input to the FIND Model along with development assumptions (General Plan land use type and phasing) to determine that General Fund revenues will exceed expenditures with appropriate precautions.

- **Rancho Cordova Redevelopment Plan**. The City's Redevelopment Agency is currently preparing a Redevelopment Plan that will allow the Agency to collect tax increment revenue for the purpose of improving and redeveloping commercial and residential areas, and supporting the production of mixed-income housing in the City. The Redevelopment Plan Area is approximately 2,500 acres in size (see Figure ED-1).

- **Rancho Cordova Capital Improvement Plan (CIP)**. The City adopted its first CIP in 2005 establishing the five-year plan for phasing and financing of the City's roadway improvements. The CIP implements the City's Circulation Plan as outlined in the Circulation Element.

- **Municipal Services Workshop, June 15, 2004**. The City hosted a workshop focused on determining the scope of existing and future municipal services provided or to be provided in the future by the City. The input from this workshop was incorporated into the City's General Plan Pro Forma.

- **Cordova Recreation and Parks District (CRPD) Master Plan**. The CRPD Master Plan, under preparation at the time this General Plan was prepared, will establish park requirements, parks plans, and recreation programs for the entire District, including the City of Rancho Cordova. The CRPD provides park and recreation services to the City and works with the City in the establishment of parks policies.

- **Local Agency Formation Commission (LAFCo)**. LAFCos are State-mandated quasi-judicial countywide commissions. They oversee boundary changes of cities and special districts, the formation of new agencies (including the incorporation of new cities and districts), and the consolidation or reorganization of special districts and cities. Sacramento LAFCo approved the City's incorporation and will consider any subsequent changes to the City's Sphere of Influence boundary, annexation requests, or changes to service districts or boundaries affecting Rancho Cordova.

Relationship to Other General Plan Elements

The Infrastructure, Services, and Finance Element relates closely with the Land Use Element to identify feasible funding options for the provision of infrastructure and public services to both existing and new development areas. The planned infrastructure for the circulation network (roadway, trails and transit) are described and mapped in the Circulation Element. It also relates to the Safety Element, where policies related to police and fire protection are addressed, and the Open Space, Parks, and Trails Element, which discusses planning for parks and recreational spaces.

ISSUES AND CONSIDERATIONS

Infrastructure, Services, and Finance Setting

Infrastructure and public services are currently provided and financed in a variety of ways in Rancho Cordova. Infrastructure typically consists of the transportation network, water and sewer systems, and utilities systems. Public services generally include municipal services, fire and police protection, public schools, hospitals, libraries, park and recreation services, as

well as social and cultural services. Currently, local government infrastructure and services provided by other entities at no cost or revenue to the City include: fire suppression, prevention, and search and rescue; emergency medical service and transport; water, sewer, storm drainage, gas and electricity and education. As the City grows, it is likely that the services provided by the City will also grow.

The General Plan Pro Forma identifies potential future services based on background reports (e.g., Municipal Services Workshop, Needs Assessment Report) community input, and sound fiscal planning. Future services that could potentially receive General Fund support include cemetery maintenance, initial upstart for a local museum, supplemental funds for the existing library system, and supplemental funding for the recreation programs provided by the Cordova Recreation and Parks District (CRPD). Other future services receiving non-general fund support may include transit, housing, fine arts, convention center, parking, and emerging technologies such as solar power and wireless city.

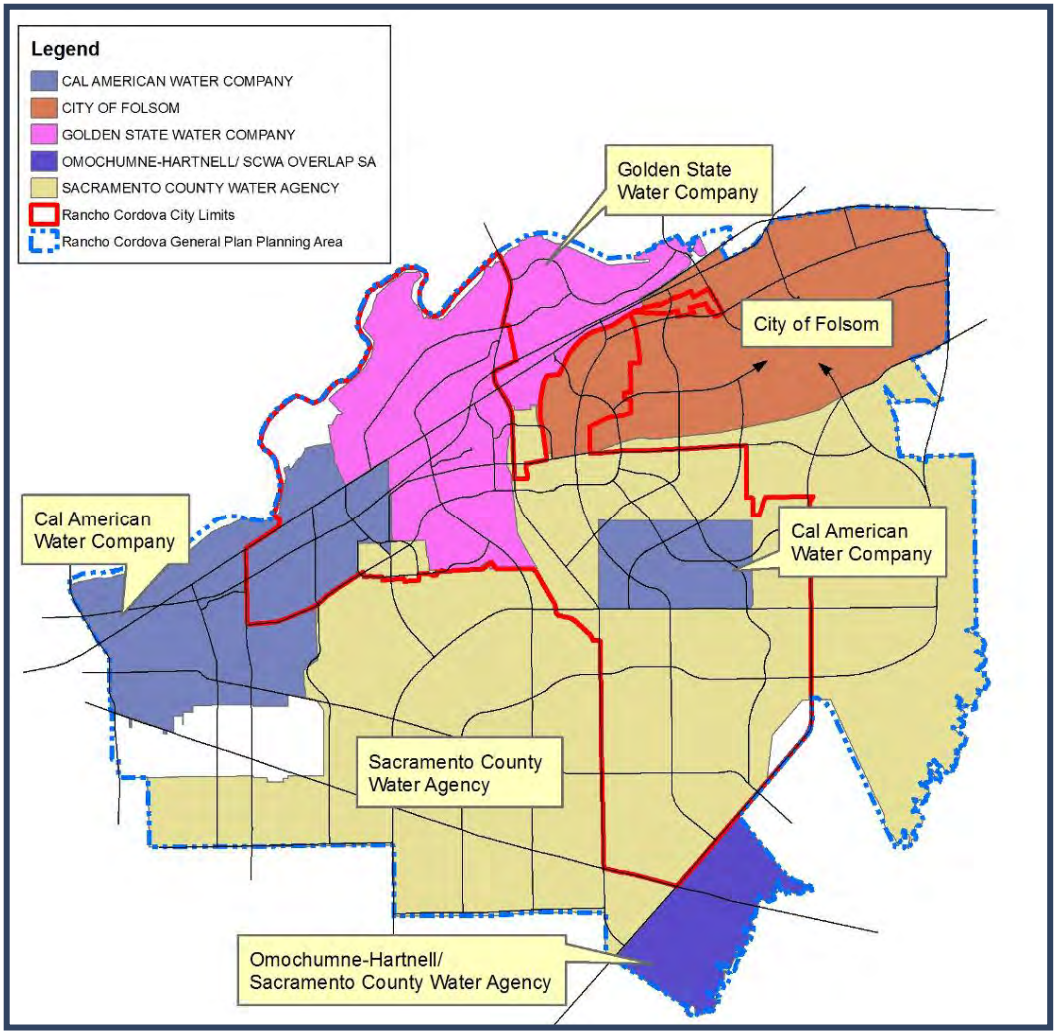
Transportation Network

As outlined in the Circulation Element, the City's transportation network is comprised of streets and sidewalks, trails, light rail and other transit. The City is responsible for planning and ensuring proper implementation of the City's transportation network. Primary funding sources for these improvements include federal, state and local funds and grants, as well as City transportation fees paid by private development based on a fair-share contribution for impact.

Water Provision

A safe and reliable water supply, for drinking and for fire protection, is important to the health and well being of any community. The Sacramento County Water Agency (SCWA) provides primary water service to the Planning Area. Other agencies, including the California-American Water Company, the Golden State Water Company, and Omochumne-Hartnell Water District provide water service to portions of the Planning Area not served by SCWA. The water provided by these agencies is diverted from rivers or extracted from the underground aquifer system. Properties not connected to the public water system are served by private wells. Water Districts are shown in Figure ISF-1.

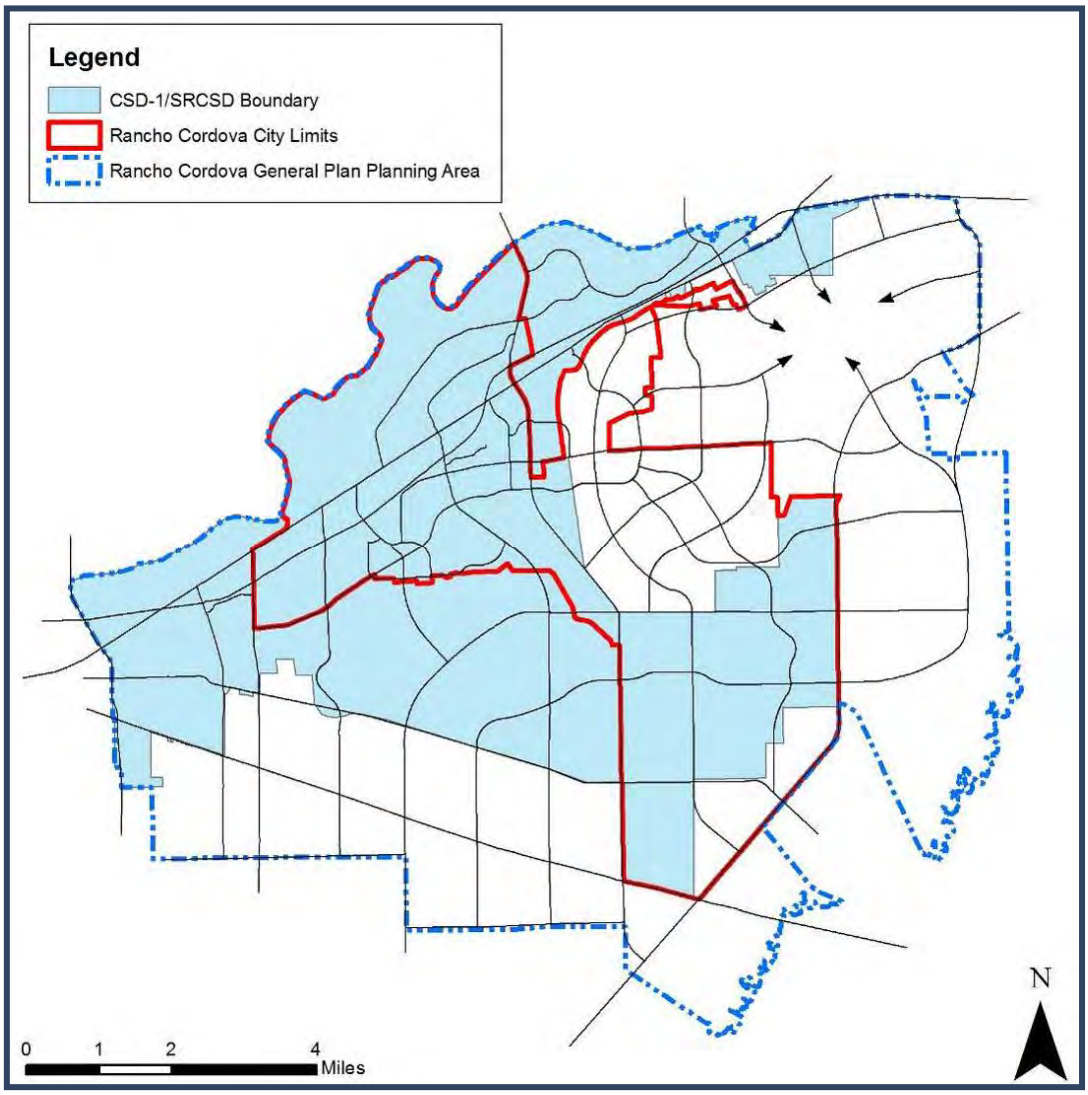
FIGURE ISF-1
WATER DISTRICTS WITHIN THE GENERAL PLAN PLANNING AREA



Sewer Service

Sanitary sewer service is provided to the entire Planning Area by the County Sanitation District 1. This agency operates and maintains the sewer system, which collects wastewater flows from individual developments within the Planning Area and conveys them to the Sacramento Regional County Sanitation District Interceptor system. Wastewater is ultimately delivered to the Sacramento Regional Wastewater Treatment Plant north of Elk Grove. See Figure ISF-2 for sewer service areas.

FIGURE ISF-2
SEWER SERVICE WITHIN THE GENERAL PLAN PLANNING AREA



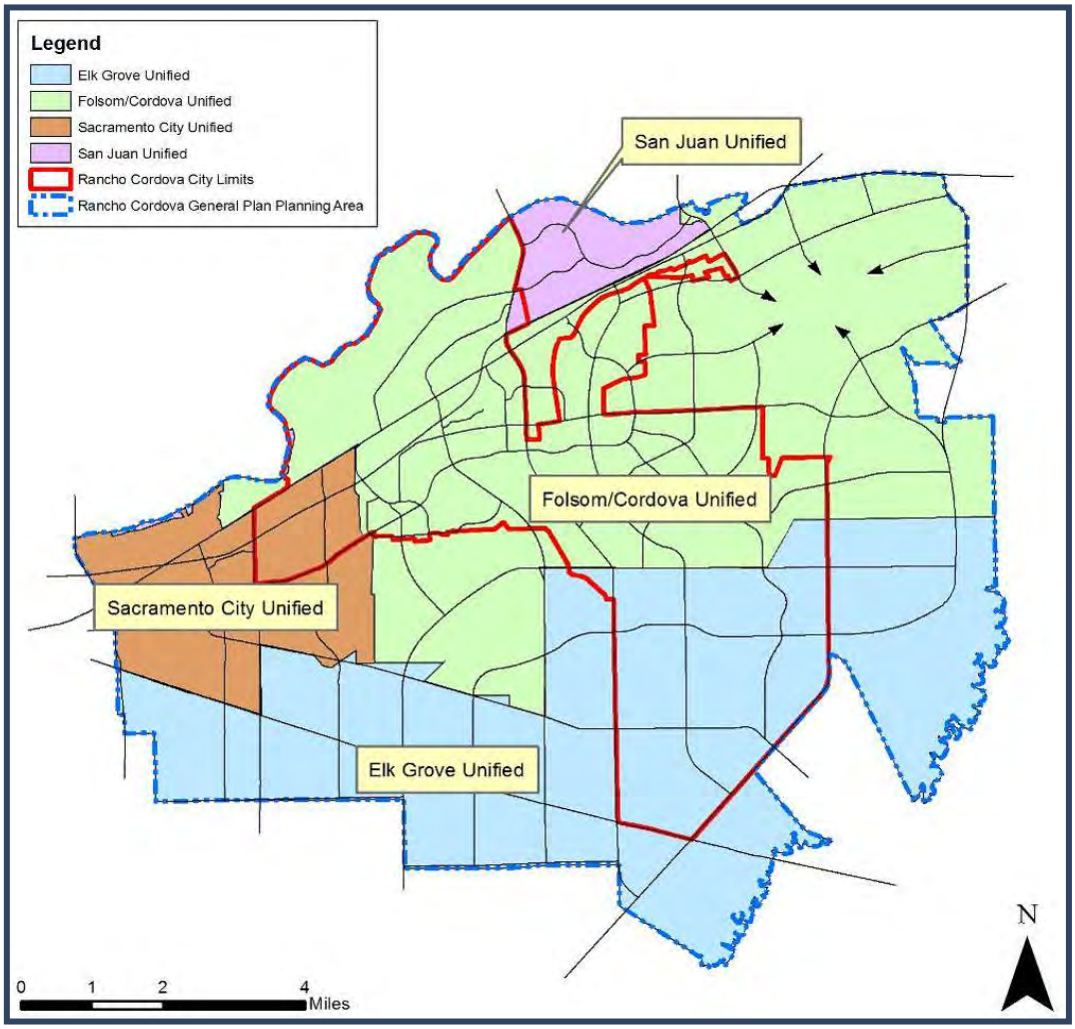
Utilities

The Sacramento Municipal Utility District (SMUD) is the primary of electric service in the Planning Area and works closely with the City to ensure a reliable power supply for all residents. Pacific Gas and Electric Company (PG&E) provides natural gas to all customers in the Planning Area. PG&E also owns and maintains some of the City's electrical facilities. Several companies in the Planning Area, including Comcast and AT&T provide cable and telephone services.

Public Schools

The City of Rancho Cordova is served primarily by the Folsom Cordova Unified School District and the Elk Grove Unified School District. A small portion of the existing City along the western boundary is also served by the Sacramento City Unified School District. Land outside the City in the Planning Area is also served by San Juan Unified School District and Sacramento City School District. School district boundaries are shown in Figure ISF-3. Students within the Planning Area are currently served by 17 elementary schools, three middle schools and two high schools. Additionally, there are two high schools, two middle schools, and one elementary school located outside of the Planning Area boundary that serves students within the Planning Area.

FIGURE ISF-3
SCHOOL DISTRICTS WITHIN THE GENERAL PLAN PLANNING AREA



Both the Elk Grove and Folsom Cordova School Districts experienced substantial growth between 2000 and 2005 and are anticipated to continue to expand due to additional proposed development. In order to accommodate new students, both districts will need to construct new schools and expand existing facilities. The City will coordinate with the school districts on the development of residences and infrastructure with the siting and availability of public school facilities.

Parks and Recreation Services

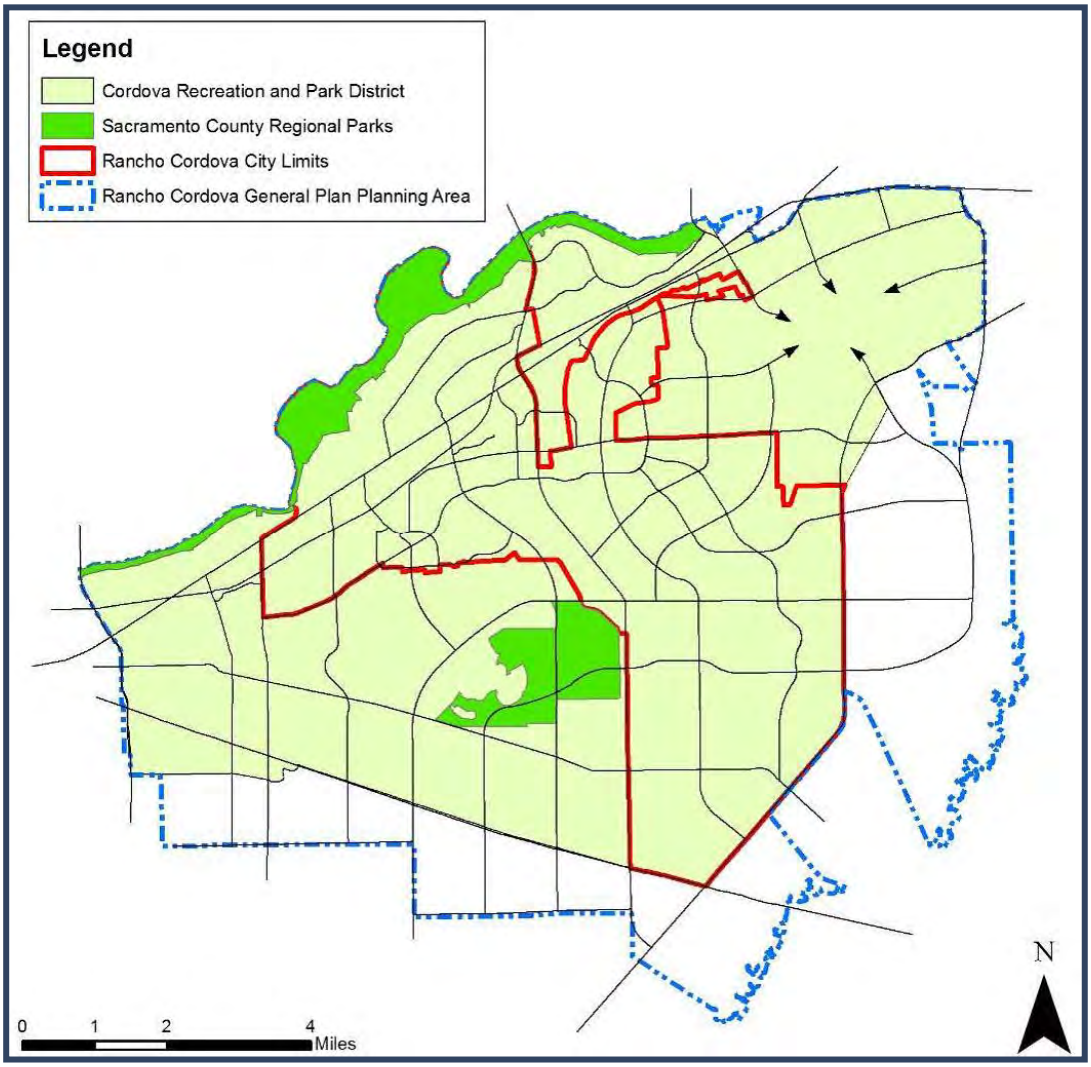
The Cordova Parks and Recreation District (CRPD) provides comprehensive park development and maintenance services, as well as recreation programming for the City of Rancho Cordova. Land outside the City limits, within the Planning area, is served by both CRPD and Sacramento County Regional Parks (see Figure ISF-4). The City coordinates with CRPD in its land use authority to ensure that parkland dedication requirements are met and that parks are provided in accordance with the CRPD Master Plan and City policies on parks and open space.

Financing of Public Facilities

Public infrastructure systems are typically owned, operated, and maintained by public agencies, but may be funded through a variety of public and private mechanisms. The majority of public facilities in Rancho Cordova are funded by money from new development, specifically connection fees, property tax assessments, and impact fees.

Prior to the City's incorporation, public infrastructure funding and financing generally adhered to a "pay-as-you-go" strategy, and this often resulted in the construction of interim facilities. Permanent facilities were sometimes not constructed in a timely manner, resulting in traffic congestion, inadequate water or sewer service, and other problems. It is the City's goal to ensure that public facilities, infrastructure, and services are fully funded and available at the time they are needed.

FIGURE ISF-4
PARKS AND RECREATION DISTRICTS WITHIN THE GENERAL PLAN PLANNING AREA

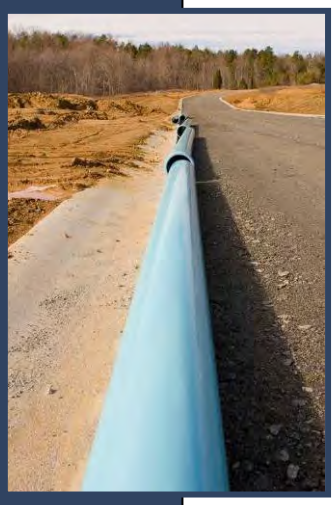


VIII INFRASTRUCTURE, SERVICES, AND FINANCE ELEMENT

ISSUES THIS ELEMENT ATTEMPTS TO SOLVE

This Element addresses the following issues, many of which were raised by community members during General Plan workshops:

- Ensuring adequate financing for the City's infrastructure improvements and community services.
- Ensuring that long-term funding sources are available to operate public facilities and provide public services.
- Establishing a comprehensive infrastructure system to meet the needs of existing and future residents, employees, and visitors.



- Managing new development areas to ensure that roads, water lines, electrical facilities, and sewer systems are constructed in advance of residential development.
- Coordinating with water, sewer, and utility service providers to reduce incidences of service interruption, improve the quality and sustainability of services, and reduce per-unit costs.
- Creating public schools that are at the forefront of educational efforts, seen as a viable option by all parents, and are safe for children.
- Designing and providing local services to meet the needs of local residents.
- Minimizing visual impacts and physical impediments of utilities.

GOALS, POLICIES, AND ACTIONS

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

- **Goal ISF.1: Build a vibrant first-rate City that is fiscally sound.**
- **Goal ISF.2: Ensure the development of quality infrastructure to meet community needs at the time they are needed.**

- **Goal ISF.4: Provide a full range of local services that meet local needs.**

- **Goal ISF.4: Provide educational options that result in well educated children and adults in the City of Rancho Cordova.**

GOAL ISF.1 – BUILD A VIBRANT FIRST-RATE CITY THAT IS FISCALLY SOUND.

Policy ISF.1.1 - Ensure that the City's current and planned land use will support City operations now and in the future.

- **Action ISF.1.1.1** – Utilize the City's Fiscal Impact of New Development (FIND) Model within the review of proposed development projects to ensure revenues associated with the project will fully fund City expenses associated with the project.

- **Action ISF.1.1.2** – Annually review the Fiscal Impact of New Development (FIND) Model and update as needed to reflect actual costs of City Services.

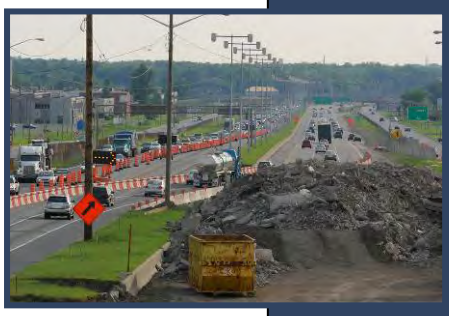
- **Action ISF.1.1.3** – Periodically evaluate the City's office and retail demand based on changing demographics and market conditions to ensure an adequate supply of land for non-residential use.

Cross reference: LU.2.6, ED.1.1.1

GOAL ISF.2 – ENSURE THE DEVELOPMENT OF QUALITY INFRASTRUCTURE TO MEET COMMUNITY NEEDS AT THE TIME THEY ARE NEEDED.

Cross reference: LU.5.4.1, ED.3.2.4, LU.2.5,

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.



- **Action ISF.2.1.1** - Except when prohibited by state law, require sufficient capacity in all public facilities to maintain desired service levels and avoid capacity shortages, traffic congestion, or other negative effects on safety and quality of life.

- **Action ISF.2.1.2** – Adopt a phasing plan for the development of public facilities in a logical manner that encourages the orderly development of roadways, water and sewer, and other public facilities.

Cross reference: C.1.1.2

- **Action ISF.2.1.3** - Withhold public financing or assistance from projects that do not comply with the planned phasing of public facilities, and approve interim facilities only in special circumstances.

- **Action ISF.2.1.4 -** Work with utility providers to coordinate the installation or upgrading or relocation of utilities to minimize multiple trenching of City streets.

Policy ISF.2.2 - Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.

Cross reference: ED.1.7.4

- **Action ISF.2.2.1** – Establish a Technical Review Committee for continued coordination with outside service agencies, including water and sewer providers, the Cordova Recreation and Park District, and the school districts, during the review of plans and development projects.

Cross reference: C.1.1.5, OSPT.1.1.3

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.

- **Action ISF.2.3.1** - Require secure financing for all components of the transportation system through the use of special taxes, assessment districts, developer dedications, or other appropriate mechanisms. Financing should be sufficient to complete required major public facilities at their full planned capacities in a single phase. Major facilities include roadways of collector size or larger; all wells, water transmission lines, treatment facilities, and storage tanks needed to serve the project; and all sewer trunk and interceptor lines and treatment plants or treatment plant capacity.

- **Action ISF.2.3.2** - Require new development to fund its fair share portion of its impacts to all public infrastructure and facilities.

- **Action ISF.2.3.3** - Include sufficient funding in fee programs and/or other finance mechanisms to cover the costs of each of the following roadway items:

  – Design, engineering, environmental compliance, and construction of roadway lanes, traffic signals, and bridges.

  – Right of way acquisition, design, engineering, environmental compliance, and construction costs.

- Drainage and other facilities related to new roadway construction.

- Installation of landscaped medians, sidewalks, and streetscaping where appropriate.

Policy ISF.2.4 - Ensure that water supply and delivery systems are available in time to meet the demand created by new development, or are guaranteed to be built by bonds or securities.

- **Action ISF.2.4.1** - The following shall be required for all legislative-level development projects, including community plans, general plan amendments, specific plans, rezonings, and other plan-level discretionary entitlements, but excluding tentative subdivisions maps, parcel maps, use permits, and other project-specific discretionary land-use entitlements or approvals:

  - Proposed water supplies and delivery systems shall be identified at the time of development project approval to the satisfaction of the City. The water agency or company proposing to provide service (collectively referred to as "water provider") to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project. The project applicant or water provider shall make a factual showing prior to project approval that the water provider or providers proposing to serve the development project has or have legal entitlements to the identified water supplies or that such entitlements are reasonably foreseeable by the time of subsequent, project-specific discretionary land-use entitlements or approvals. This factual showing shall also demonstrate that the water provider's identified water supply is reasonably reliable over the long term (at least 20 years) under normal, single-dry and multiple-dry years.

  - All required water treatment and delivery infrastructure for the project shall be in place at the time of subsequent, project-specific discretionary land-use entitlements or approvals, or shall be assured prior to occupancy through the use of bonds or other sureties to the City's satisfaction. Water infrastructure may be phased to coincide with the phased development of large-scale projects.

- **Action ISF.2.4.2 -** The following shall be required for project-specific discretionary land-use entitlements and approvals including, but not limited to, all tentative subdivision maps, parcel maps, or use permits.

  - An assured water supply and delivery system shall be available or reasonably foreseeable at the time of project approval. The water agency providing service

to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project.

- The project applicant, water agency (or agencies), or water company (or companies) providing water service to the project site shall make a factual showing consistent with, or the City shall impose conditions similar to, those required by Government Code section 66473.7 in order to ensure an adequate water supply for development authorized by the project. Prior to recordation of any final subdivision map, or prior to City approval of any similar project-specific discretionary land use approval or entitlement required for nonresidential uses, the project applicant or water provider shall demonstrate the availability of a long-term, reliable water supply for the amount of development that would be authorized by the final subdivision map or project-specific discretionary non-residential approval or entitlement. This assurance of water supply shall identify that the water provider has legal entitlement to the water source and that the water source is reasonably reliable (at least 20 years) under normal, dry and multiple dry years. Such demonstration shall consist of a written certification from the water provider that either existing sources are available or that needed improvements will be in place prior to occupancy.

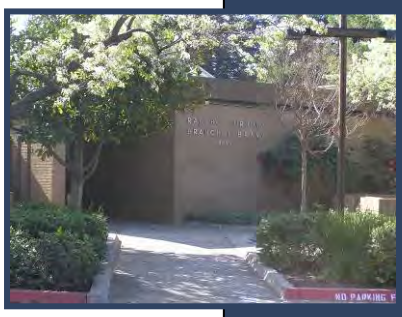
- Offsite and onsite water infrastructure sufficient to provide adequate water to the subdivision shall be in place prior to the issuance of building permits or their financing shall be assured to the satisfaction of the City prior to the approval of the Final Map, consistent with the requirements of the Subdivision Map Act, or prior to the issuance of a similar, project-level entitlement for non-residential land uses.

- Offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.

Policy ISF.2.5 - Ensure that water flow and pressure are provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.

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.

- **Action ISF.2.6.1** - Require all subdivision developments to adhere to the following provisions, to the extent permitted by State law:
  - Sewage/wastewater treatment capacity shall be available at the time of tentative map approval.
  - The agency providing sewer service to the subdivision shall demonstrate prior to the approval of the Final Map by the City that sufficient capacity shall be available to accommodate the subdivision plus existing development, and other proposed or approved projects which have received sewage treatment capacity commitment.
  - Onsite and offsite sewage conveyance systems required to serve the subdivision shall be in place prior to the approval of the Final Map, or their financing shall be assured to the satisfaction of the City, consistent with the requirements of the Subdivision Map Act.
  - Sewage conveyance systems within the subdivision shall be in place and connected to the sewage disposal system prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.



- **Action ISF.2.6.2** – Generally, the City shall not allow construction of independent community sewer systems to serve new development.
- **Action ISF.2.6.3** - Require all commercial or industrial development, as well as all residential development with lots smaller than two acres, to connect to a public sewer system.

Policy ISF.2.7 – Minimize visual impacts and physical impediments of utility sites, infrastructure, and equipment.

- **Action ISF.2.7.1** – Coordinate with utility agencies to underground, strategically place, and screen equipment to the maximum extent feasible.

- **Action ISF.2.7.2** - Require complete visual screening of all utility sites, facilities, and equipment, with special emphasis on screening in proximity to residential property or in viewshed.

Policy ISF.2.8 – Ensure accessibility to the latest technology for residents and businesses.

- **Action ISF.2.8.1** – Develop an Information Technology Strategic Plan with input from community stakeholders and experts.

- **Action ISF.2.8.2** – Explore ways to improve the City's website to provide service in new ways.

GOAL ISF.3 – PROVIDE A FULL RANGE OF LOCAL SERVICES THAT MEET LOCAL NEEDS.

Cross reference: LU.3.5

Policy ISF.3.1 – Foster the provision of comprehensive services targeted to meet the needs of the City's growing population.

- **Action ISF.3.1.1** – City Staff shall actively work with other agencies and jurisdictions in the development/expansion and funding of a wide range of public services including, but not limited to neighborhood services, social and cultural services, special needs services, housing services, educational and community services, and recreational services.

- **Action ISF.3.1.2** – Regularly survey or otherwise identify the service needs and priorities of Rancho Cordova residents.

- **Action ISF.3.1.3** – Pursue grants and other funding opportunities to create new services or expand existing services targeted to meet the needs of Rancho Cordova residents and employees.

- **Action ISF.3.1.3** – Encourage the co-location of public service providers into commercial, office, and mixed use sites that are accessible to persons in need of services.

Policy ISF.3.2 – Support enhanced library services for existing and future residents and employees that exceed regional and national standards.

- **Action ISF.3.2.1** – Provide financial support to the existing library system to improve services for local residents and employees (e.g., extended hours).

- **Action ISF.3.2.2** - Encourage the County to locate new libraries within Rancho Cordova accessible to pedestrians, bicycles, and public transit riders, in a highly visible location that is accessible to unaccompanied children.

- **Action ISF.3.2.3** – Consider the establishment of a fee for public library financing based on projected employment for new non-residential development.

Policy ISF.3.3 - Support the development of a full-service hospital in Rancho Cordova and facilitate the construction and operation the facility.

- **Action ISF.3.2.1** – Market the City's strengths and desires for development of a full-service hospital to national hospitals and medical service providers.

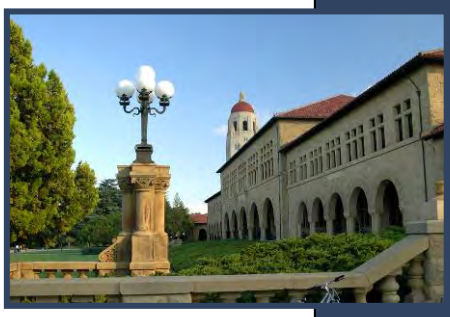
- **Action ISF.3.2.2** – Consider the creation of economic development or redevelopment incentives to encourage the development of a full service hospital in Rancho Cordova (e.g., assembly and/or dedication of land, reduction of fees).

Policy ISF.3.4 – Foster a responsible and active citizenship through volunteer programs, advisory committees, outreach, and education programs.

- **Action ISF.3.4.1** – Create an organization of community volunteers at City Hall by contacting local volunteer groups, coordinating activities, and facilitating the sharing of information and resources.

- **Action ISF.3.4.2** – Create local neighborhood advisory committees and empower leaders to enhance their community.

- **Action ISF.3.4.3** – Create a neighborhood services education program to increase awareness about City standards and property maintenance.



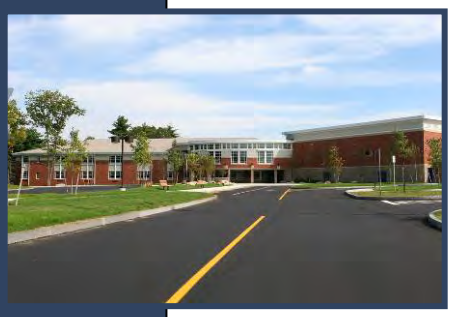
GOAL ISF.4 – PROVIDE EDUCATIONAL OPTIONS THAT RESULT IN WELL EDUCATED CHILDREN AND ADULTS IN THE CITY OF RANCHO CORDOVA.

Policy ISF.4.1 - Encourage school districts to locate and site facilities in an integrated manner with the rest of the community.

- **Action ISF.4.1.1** – Convene a focused design effort with the School Districts to establish design guidelines for schools. Key issues include:

- Proper sizing of school campuses and consideration of urban school design.
- Design solutions that enhance; rather than impact neighborhoods.
- Address shared use of school facilities, including continued park/school combined facilities and community use of school campus libraries.

- **Action ISF.4.1.2** - Support the School Districts in siting new school facilities according to the following criteria:
  - Schools should be within walking distance of most residences, and should connect with trails, bikeways, and pedestrian paths.
  - Schools should serve as a focal point of neighborhood activity and be interconnected with churches, parks, greenways, and off-street paths whenever possible.
  - New schools should continue to be placed adjacent to neighborhood and community parks whenever possible and be designed to promote joint use of appropriate facilities.



- **Action ISF.4.1.3** – Conduct focused discussion with local school districts to discuss design of pedestrian and bicycle facilities adjacent to and within the school sites.

Policy ISF.4.2 – Support a single unified school district serving the children of Rancho Cordova.

- **Action ISF.4.2.1 –** Continue to pursue a single unified school district for the City's K-12 children.

Policy ISF.4.3 – Encourage the location of colleges and universities within the City.

- **Action ISF.4.3.1 –** Create economic development and/or redevelopment incentives for the location and development of educational institutions in proximity to light rail and/or visible from Highway 50.
- **Action ISF.4.3.2** - Require Community Plans, Specific Plans, and Special Planning Areas to consider the needs of community colleges and address the feasibility and appropriateness of off-campus facilities, particularly in town centers and transit-oriented developments.

IX - NATURAL RESOURCES ELEMENT

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IX NATURAL RESOURCES ELEMENT

VISION STATEMENT

Rancho Cordova will achieve a balance of natural resources and urban form through the compatible preservation of natural resources within the man-made environment. Natural resources will be protected, conserved, and reflected in the built environment. Creek corridors, preserves, trees, and open space areas will enhance neighborhoods and public spaces. The community's water resources will be conserved and protected from contamination. All new development will be consistent with stormwater regulations and protect against erosion. The community will strive to conserve energy and to recycle construction materials, green waste, and consumer goods.

INTRODUCTION

Natural resources connect with urban life in many ways, providing an important relationship between humans and the natural environment; including biological resources, and water resources. Ensuring quality management and protection of the City's numerous natural resources will contribute to Rancho Cordova's environmental health as well as to quality of life for residents. The City will become a leader in natural resource conservation, managing natural resources to ensure long-term sustainability while evaluating new opportunities and techniques in conservation.

PURPOSE

The Natural Resources Element identifies the ways in which Rancho Cordova will protect, maintain, and enhance its natural resources for the betterment of current residents and future generations. In combination, the Natural Resources Element and the Open Space, Parks and Trails Element represent the conservation element of the General Plan. The Open Space, Parks and Trails Element contains details on the City's Open Space Plan. It also attempts to balance the present needs of resource users with the need for resource conservation for the common good. The goals, policies, and actions in this Element will foster the preservation of Rancho Cordova's many valuable natural resources, including wildlife, habitat, water resources, soils, and mineral resources.

Related Plans and Programs

The Natural Resources Element relates to several other federal, State and local plans and programs, including the following:

- **National Environmental Policy Act.** The National Environmental Policy Act (NEPA) is a federal environmental review process for projects that have a federal nexus (e.g., impact federal resources or lands, receive federal funding, or require federal approval or permits). NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. This Element is consistent with the intent of NEPA. It contains a goal and supporting policies and actions related to protecting and preserving diverse wildlife and plant habitat.

- **Federal Endangered Species Act.** The Federal Endangered Species Act (FESA) is a federal law that protects species that are endangered or threatened with extinction. FESA prohibits the "take" of endangered or threatened wildlife species. "Take" is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (16 USC 1532, 50 CFR 17.3). Actions in this Element require the City to coordinate with federal agencies on wetland preserves and creek corridors.

- **Vernal Pool Recovery Plan.** The U.S. Fish & Wildlife Service's Vernal Pool Recovery Plan (Recovery Plan) covers 33 plant and animal species that occur exclusively or primarily within the California and southern Oregon vernal pool ecosystem. As drafted, the Recovery Plan identifies a five-part strategy to ameliorate or eliminate threats to affected species and to preserve intact vernal pools. This Element contains a goal, policies and actions related to preserving wetlands.

- **Section 404 of the Clean Water Act (404 Permits).** Section 404 of the Clean Water Act regulates the discharge of dredged or fill material into waters of the United States (waters of the U.S.), including wetlands and vernal pools. Activities in waters of the U.S. that are regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. This Element contains a goal, policies and actions related to preserving and mitigating for the loss of wetlands.

- **Section 401 of the Clean Water Act (Water Quality Certification).** Section 401 of the Clean Water Act requires a State Water Quality Certification for all federal permit or license applications for any activity that may result in a discharge to a water body to ensure compliance with state water quality standards. Most Certifications are issued in connection with section 404 permits for dredge and fill discharges. The Central Valley Regional Water Quality Board issues Section 401 water quality certifications for projects in Rancho Cordova. This Element contains a goal with supporting policies and actions related to creeks and a goal with supporting policies and actions related to water quality.

- **Section 402 of the Clean Water Act (NPDES Permits).** Section 402 of the Clean Water Act establishes permit programs to authorize discharge of storm water from municipal storm sewer systems. Rancho Cordova has a Municipal Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES) Permit Program with Sacramento County, Elk Grove, Galt and the City of Sacramento. The Regional Water Quality Control Board, Central Valley Region, issues and administers the Sacramento NPDES municipal stormwater permit. This Element contains a policy and supporting actions related to urban runoff and discharging materials into creeks.

- **California Environmental Quality Act.** The California Environmental Quality Act (CEQA) is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project and either avoid the significant environmental effects, where feasible, or mitigate the significant environmental effects, where feasible. This Element contains an action that specifically requires CEQA analysis of projects.

- **California Endangered Species Act.** The California Endangered Species Act is the State's listing of endangered and threatened species. It requires state agencies to consult with the California Department of Fish and Game (CDFG) when preparing CEQA documents to ensure that the state lead agency actions do not jeopardize the existence of listed species. This Element contains a goal and supporting policies and actions related to protecting and preserving diverse wildlife and plant habitat, and an action requiring coordination with CDFG on Swainson's hawk mitigation.

- **California Fish and Game Code.** The California Fish and Game Code contains laws and regulations relating to California's fish, wildlife, plants, and their habitats. The Code is administered by the California Department of Fish and Game. This Element contains a goal and supporting policies and actions related to protecting and

preserving diverse wildlife and plant habitat, and an action requiring coordination with CDFG on Swainson's hawk mitigation.

- **Surface Mining and Reclamation Act.** The Surface Mining and Reclamation Act (SMARA) addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. SMARA's requirements apply to all surface mining operations in California that disturb more than one acre or remove more than 1,000 cubic yards of material including, but is not limited to, prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials. This Element contains a goal and supporting policies and actions related to environmentally sensitive extraction of minerals and reclamation.

- **California Integrated Waste Management Act.** The California Integrated Waste Management Act (CIWMA) requires each city and county to prepare, adopt, and submit to the California Integrated Waste Management Board a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the IWMA's mandated diversion goals. This Element contains a goal and supporting policies and actions related to waste reduction, reuse, recycling and composting.

- **California Public Resources Code, Sections 41500-41510.** The Public Resources Code (PRC) requires each city and county to prepare, adopt and submit to the Waste Management Board a program for the safe collection, recycling, treatment, and disposal of hazardous wastes that are generated by households. This Element contains a goal and supporting policies and actions related to recycling and a goal and supporting policies and actions related to recycling of hazardous materials.

- **South Sacramento Habitat Conservation Plan (SSHCP).** The South Sacramento Habitat Conservation Plan (SSHCP) is a mitigation plan being prepared and managed by Sacramento County that seeks strategies that allow commercial, residential, and other development, while balancing the needs of sensitive plant and animal species. The SSHCP covers land within Sacramento County, including portions of the cities of Rancho Cordova, Elk Grove and Galt. The SSHCP is intended to consolidate environmental efforts to protect and enhance wetlands (primarily vernal pools) and upland habitats to provide ecologically viable conservation areas. The SSHCP will also minimize regulatory hurdles and streamline the development permit process for projects that are covered by and consistent with the plan. This Element contains a goal with supporting policies and actions related to protecting and preserving diverse wildlife and plant habitat, a policy about

participation in an HCP, and a goal with supporting policies and actions related to preserving natural wetlands.

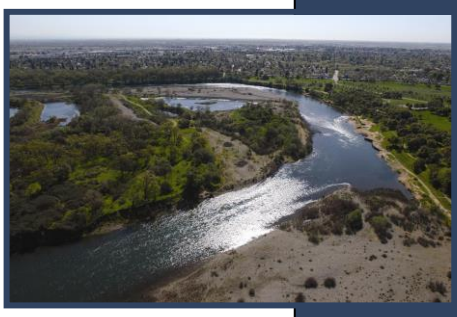
- **American River Parkway Plan.** The American River Parkway Plan was adopted by the City of Sacramento, Sacramento County and the State Legislature to manage the Parkway's natural resources and promote recreation in a natural environment with minimal impacts. Sacramento County is currently updating the American River Parkway Plan. The ARPP Update is required because the context and usage of the three areas has changed considerably since the Plan was adopted. The City of Rancho Cordova is participating in the ARPP Update. This regional resource/amenity passes through the northern portion of Rancho Cordova. This Element contains a goal with supporting policies and actions related to protecting and preserving diverse wildlife and plant habitat.

Relationship to Other General Plan Elements

The Natural Resources Element is closely related to the Open Space, Parks, and Trails Element and Air Quality Element of the General Plan. The Open Space, Parks and Trails Element contains goals, policies and actions that establish the open space plan for the City. Together, the two elements represent the conservation element of the General Plan. The Air Quality Element contains policies about maximizing air quality benefits through the use of landscaping and trees, which are directly related to policies in the Natural Resources Element. Where appropriate, cross-references are provided to alert the reader to information in the other elements.

ISSUES AND CONSIDERATIONS

Natural Resources Setting



The Planning Area contains many varied natural resources, from habitats to creeks to water supplies. Each resource has an important function within the City and the region. The City does not contain forests, harbors, or fisheries. Therefore, the Natural Resources Element does not contain goals, policies or actions related to such resources.

Plant and Animal Habitat

A variety of unique and valuable habitats are found within the Planning Area, including, but not limited to, oak and cottonwood woodlands, various grasslands, vernal pool areas, and open water and rivers. The habitats of the Planning Area contain numerous special status plant and animal species. A comprehensive list of the habitats and species in the Planning Area is provided in the Background Report that accompanies the General Plan.

Table NR-1 at the end of this Element includes a current list of special-status species that occur within the Rancho Cordova Planning Area.

Wetlands and Creeks

Wetlands and creeks in the Planning Area provide a variety of functions to the community. Creeks provide important ecosystem functions. The riparian habitat associated with creeks supports diverse and abundant plant and animal life and provides movement corridors for animals. Wetlands in the project area also have important ecological functions in that they support unique assemblages of specially adapted biota. In addition to their ecological functions, wetlands and creeks provide important water filtration and treatment, water supply, water storage, and recreational functions.

Water Resources

The Planning Area contains several surface water and groundwater resources. Major surface water resources include the American River, the Cosumnes River, Morrison Creek, Laguna Creek, Elder Creek, Buffalo Creek, Blodgett Reservoir, and the Folsom South Canal. Groundwater is found in aquifer zones underneath the Planning Area.

Former Aerojet and Boeing operations associated with rocket testing resulted in groundwater contamination in portions of the Planning Area. The groundwater contamination spread in a plume that extends south and west within Rancho Cordova, as well as north under the American River into Carmichael. The Environmental Protection Agency (EPA) designated the Aerojet property as a Superfund site. A site is only designated as a Superfund site if it has been contaminated by hazardous waste and if the Environmental Protection Agency (EPA) has identified the site as a candidate for cleanup because it poses a risk to human health and/or the environment. In 2000, the EPA proposed a plan to clean up the plume of groundwater contamination to the west of the Aerojet property and to ensure continued, safe water supplies for area residents. Aerojet has installed wells, pipelines, and

treatment systems in the first phase of their effort to remove the groundwater contamination. Cleaning of the contamination officially began in 1979.

The current groundwater remediation is anticipated to be a long-term commitment, possibly operating more than 100 years. A significant volume of extracted and treated groundwater, possibly exceeding 30,000 acre-feet per year, is expected to be discharged to the American River. After flowing downstream to the Sacramento River and south to the Freeport pumping station, the water will be introduced into the County's municipal water system. The use of this water has been established through legal agreements between Aerojet, Sacramento County, and affected local water agencies.

Water is provided to the Rancho Cordova's Planning Area by three water purveyors including Sacramento County Water Agency (SCWA) Zone 40, Golden State Water Company (GSWC), and California-American Water Company (Cal-Am). The City's water supply is currently provided by a combination of ground and surface water resources. Future water supplies will be provided from a variety of sources, including: water from the Central Valley Project; appropriate water supplies; water transfer supplies; groundwater; recycled water; surface water from the American River; SMUD transfer water; and Aerojet replacement water.

A Water Supply Evaluation was prepared for the General Plan to identify water supply needs of the proposed General Plan under buildout of proposed land uses in the City's current boundaries as well as the Planning Area outside of the City under the State law providing for coordination between cities and counties and water planning activities of water purveyors and agencies. This work involved consultation with the current public and private water purveyors in the Planning Area, as well as requests for formal consultation regarding water supply availability by the City. Urban Water Management Plans (UWMP) for all water purveyors were obtained and used in the Water Supply Evaluation. The UWMPs identified the purveyor's existing and projected future water supplies and projected water demands through 2030 within each of their service areas.

Soils/Aggregate Resources

The soils in the Planning Area are largely expansive clay soils, which tend to present challenges for construction. The Planning Area also contains approximately 10,275 acres of mine tailings, which are comprised of high-quality aggregate resources and possibly mineral resources such as gold. There are several existing mining operations within the Planning Area, some of which may expand in the future. These operations will play an important role in supplying materials for the build-out of the community.

IX NATURAL RESOURCES ELEMENT

Issues this Element Attempts to Solve

The goals, policies, and actions in this Element attempt to solve the following issues, raised during discussion of natural resource conservation:

- Protecting wildlife and wetlands areas.
- Encouraging the City and various public agencies to work together to establish natural resource protection areas both inside and outside of the City.
- Ensuring compatibility and mutual benefit, to the maximum extent feasible, between mitigation preserves and urban development.
- Reducing the impacts of new development on the use of water and mineral resources.
- Ensuring the availability of aggregate resources to support construction within the City.
- Maintaining continuous and uninterrupted connections between mitigation preserves providing habitat corridors that allow species migration and minimize habitat and species isolation.
- Reducing solid waste production and promoting recycling activities that seek to reduce the amount of solid waste to state-mandated levels.

GOALS, POLICIES, AND ACTIONS

The goals of this element are as follows and are listed subsequently with corresponding policies and actions. The term "feasible" as used in the Natural Resources Element of the City General Plan shall be defined as follows: "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

- **Goal NR1: Protect and preserve diverse wildlife and plant habitats, including habitat for special status species.**
- **Goal NR.2: Preserve the City's rich and diverse natural wetlands.**

- **Goal NR.3: Preserve and maintain creek corridors and wetland preserves with useable buffer zones throughout the new development areas as feasible.)**

- **Goal NR.4: Encourage the planting and preservation of high-quality trees throughout the City.**

- **Goal NR.5: Protect the quantity and quality of the City's water resources.**

- **Goal NR.6: Support the environmentally sensitive extraction of minerals and the subsequent reclamation of mined areas.**

- **Goal NR.7: Reduce per capita energy consumption.**

- **Goal NR.8: Promote waste reduction, reuse, recycling, and composting efforts.**

GOAL NR.1 - PROTECT AND PRESERVE DIVERSE WILDLIFE AND PLANT HABITATS, INCLUDING HABITAT FOR SPECIAL STATUS SPECIES.

Policy NR.1.1 - Protect rare, threatened, and endangered species and their habitats in accordance with State and federal law.

- **Action NR.1.1.1** - Incorporate habitat preserves and interconnected wildlife corridors in new development areas to allow for animal movement where feasible and as necessary for viability of protected species.

- **Action NR.1.1.2** – Review projects through the entitlement process and CEQA analysis to ensure that they comply with this policy if the site contains unique habitat, creeks, and/or wooded corridors.

- **Action NR.1.1.3** - As part of the consideration of development applications for individual Planning Areas containing habitats that support special-status plant and animal species that are planned to be preserved, the City may require that these preserved habitats have interconnections with other habitat areas where feasible and appropriate to promote the viability of the preserved habitat to support the special-status species identified. The determination of the design and size of the "interconnections" shall be made by the City, with the consideration of a recommendation from a qualified professional, after California Department of Fish

Cross reference: LU.3.4

and Game and U.S. Fish and Wildlife Service are provided with an opportunity to comment.

- **Action NR.1.1.4** - Prior to the approval of any public or private development project in areas containing trees, the City shall require that a determinate survey be conducted during the nesting season (March 1 and August 31) to identify if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) is taking place. If all site disturbance is to occur outside this time, the actions described in this mitigation measure are not required. If nesting activity is observed, consultation with the City of Rancho Cordova Planning Department shall be conducted in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity may occur within 100 feet of any nesting activity or as otherwise required following consultation with the California Department of Fish and Game.

Policy NR.1.2 - Conserve Swainson's hawk habitat consistent with State policies and Department of Fish and Game guidelines.

- **Action NR.1.2.1** – Establish a Swainson's Hawk Ordinance in coordination with the California Department of Fish and Game to establish the process of mitigating for the loss of Swainson's hawk foraging habitat based on habitat value lost to development. The ordinance will set forth a process where habitat lost to development will be mitigated through the permanent protection of equivalent or better existing habitat conditions (referred to hereafter as "mitigation lands"). The specific required mitigation ratios (habitat acreage lost versus mitigation lands) and any other provisions to mitigation process shall be established through technical studies as part of the development of the ordinance and will take into account value of habitat to be converted in relation to habitat value of the mitigation lands (e.g., relation to nesting sites), proximity of the mitigation lands to adjacent conditions affecting habitat (e.g., nearby land uses and already permanently protected lands), and other relevant factors. The ordinance will also establish standards ensuring that mitigation land will be adequately protected and managed in perpetuity (e.g., via conservation easement, deed restriction or other appropriate method), and setting forth the timing of the required provision of mitigation lands in relation with the timing of the loss of habitat in the City (as its boundaries may be changed through subsequent annexations), such that mitigation lands shall be provided no later than prior to ground disturbance.

Policy NR.1.3 – Promote educational programs that inform the public about natural resources.

- **Action NR.1.3.1** – Coordinate with non-profit groups, educational institutions, and other agencies to provide environmental education programs that inform the public about the City's natural resources, existing preserve sites, and cohabitation with common urban wildlife populations.

Policy NR.1.4 - Discourage the planting of invasive species.

- **Action NR.1.4.1** - Create an educational leaflet that identifies common invasive species and recommends the planting of non-invasive species.

- **Action NR.1.4.2** - The City shall adopt and maintain a Noxious Weed Ordinance. The Noxious Weed Ordinance shall include regulatory standards for construction activities that occur adjacent to natural areas to inhibit the establishment of noxious weeds through accidental seed import.

Policy NR.1.5 - Ensure the protection of wildlife through the establishment of programs to control feral pet populations.

Policy NR.1.6 – Participate in the development of a habitat conservation plan to address the unique biological resources in Rancho Cordova.

Policy NR.1.7 – Prior to project approval, the City shall require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain listed plant and/or wildlife species based upon the City's biological resource mapping provided in the General Plan EIR or other technical materials.

- **Action NR.1.7.1** - For those areas in which special status species are found or likely to occur, the City shall require feasible mitigation of impacts to those species that ensure that the project does not contribute to the decline of the affected species such that their decline would impact the viability of the species. Feasible mitigation shall be determined by the City after the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) are provided an opportunity to comment, and may emphasize a multi-species approach. This may include development or participation in a habitat conservation plan.

Policy NR.1.8 - The City shall encourage creation of habitat preserves that are immediately adjacent to each other in order to provide interconnected open space areas for animal movement.

Policy NR.1.9 - The City shall require that impacts to riparian habitats be mitigated at a no net loss of existing function and value based on field survey and analysis of the riparian

habitat to be impacted. No net loss may be accomplished by avoidance of the habitat, restoration of existing habitat, or creation of new habitat, or through some combination of the above.

Policy NR.1.10 - The placement of new roadways within habitat preserves shall be discouraged, but is not prohibited. This Policy shall not apply to roadways shown in the Circulation Element or needed to meet goals or policies of the Circulation Element.

Policy NR.1.11 - In such cases where a new roadway crosses a habitat preserve or separates two adjacent preserves, the roadway shall include design features, where feasible and appropriate, to allow for the movement of wildlife across or beneath the road without causing a hazard for vehicles, bicycles and pedestrians on the roadway.

GOAL NR.2 - PRESERVE THE CITY'S RICH AND DIVERSE NATURAL WETLANDS.

Policy NR.2.1 – Require mitigation that provides for "no net loss" of wetlands consistent with current State and federal policies.

- **Action NR.2.1.1** - During the environmental review process, evaluate feasible on-site alternatives that will reduce impacts to wetland resources and effectively preserve these resources.

Policy NR.2.2 - Ensure that direct and indirect effects to wetland habitats are mitigated to the extent feasible by environmentally sensitive project siting and design or other measures.

Policy NR.2.3 – Work with private and non-profit conservation organizations to ensure competitive pricing for mitigation bank credits by allowing government agencies, non-profit organizations, and private landowners to establish vernal pool preserves, designate mitigation areas, create and restore vernal pools, and sell credits to developers for off-site mitigation.

Policy NR.2.4 - Educate the public on the importance and benefit of wetlands areas.

- **Action NR.2.4.1** - Develop trails and associated educational facilities (e.g., information kiosks, signage) around wetland and vernal pool preserves where possible while maintaining the integrity of sensitive natural resources.

- **Action NR.2.4.2** – Consider constructing low impact trails interior to preserves, such as elevated board walkways, in coordination with the U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers.

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 natural creeks. The modification, re-creation and realignment of creek corridors shall recreate the character of the natural creek corridor to the extent feasible, appropriate and consistent with other City policies. Channelization and the use of concrete within creek corridors shall be discouraged, but is not prohibited.

- **Action NR.3.2.1** – Develop guidelines for channel creation or modification that will ensure channel meander, naturalized side slope, and varied channel bottom elevation are considered in design.

- **Action NR.3.2.2** – Adopt and implement improvement standards for soft bottom channels.

Policy NR.3.3 – Encourage the creation of secondary flood control channels where the existing channel supports extensive riparian vegetation.

- **Action NR 3.3.1 –** Work with affected local, state, and federal agencies, including SACOG, the California Department of Water Resources, Delta Keepers, and the U.S. Army Corps of Engineers, to determine when natural creek corridors can and should accommodate storm flows or if separate storm water conveyance structures are necessary.

Cross reference: OSPT 2.3

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:

  - Provide sufficient width for a mowed firebreak (where necessary), adjacent passive recreation uses, and access for channel maintenance and flood control.

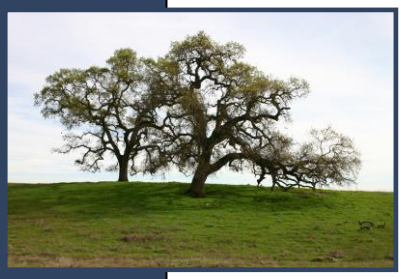
  - Offer sufficient width in and/or adjacent to preserves to allow for existing and created wildlife habitat, species sensitive to human disturbance, vegetative filtration for water quality, corridor for wildlife habitat linkage, protection from runoff, and other impacts of urban uses adjacent to the corridor.

  - Allow for sufficient width adjacent to natural resource preserves to allow for trails and greenbelts.

  - Prohibit the placement of water quality treatment structures designed to meet pollutant discharge requirements within mitigation preserves.

- **Action NR.3.4.2** – Establish standards that allow public access in the floodplain and buffers along creek corridors and preserves. Mitigation measures shall be incorporated into environmental documents and conditions of approval that require open-view fencing adjacent to preserves.

- **Action NR.3.4.3 –** Establish standards and/or guidelines for development adjoining wetland preserves or creeks to maximize visibility by designing the land plan with public streets on at least one side of the corridor or preserve with vertical curbs, gutters, footpath(s), street lighting, and post and cable barriers to prevent unauthorized vehicular entry into creek corridors and preserves.



GOAL NR.4 – ENCOURAGE THE PLANTING AND PRESERVATION OF HIGH-QUALITY TREES THROUGHOUT THE CITY.

Policy NR.4.1 - Conserve native oak and landmark tree resources for their historic, economic, aesthetic, educational, and environmental value.

- **Action NR.4.1.1 -** Implement the City's Tree Preservation and Protection Ordinance (and update as necessary) to establish minimum requirements for preserving native trees and landmark trees in the City, including a definition of the size, species, and age requirements of landmark, oak, and other trees to be protected and/or replaced.

- **Action NR.4.1.2** - Where feasible, require underground utility lines that are in close proximity to oaks and other landmark trees to be designed and installed to minimize

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

- **Action NR.4.1.3** - Establish development guidelines that require all oak habitat to be avoided to the maximum extent feasible. When avoidance is not possible, require mitigation efforts that result in preservation of in-kind habitat in the Planning Area.

Policy NR.4.2 - Improve overall landscaping quality and sustainability in all areas visible to the public.

- **Action NR.4.2.1** - Create development guidelines to establish minimum planting standards and require appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. An adopted Tree List should be used as a guideline for all tree plantings within the City.

Cross reference: UD.2.6.2

- **Action NR.4.2.2** - Create development guidelines that address landscaping standards and that require appropriate tree species and densities in buffer areas. The guidelines should also ensure that medians will include native plantings and trees, and will be wide enough to support the long-term viability of the plantings.

Cross reference: UD.2.6.2

- **Action NR.4.2.3** - Provide leaflets and planting guides that promote the use of drought-tolerant native vegetation in home landscaping.

- **Action NR.4.2.4** – Discourage the use of invasive non-native species.

- **Action NR.4.2.5** – Establish a mistletoe abatement and remediation program.

- **Action NR.4.2.6** - Establish guidelines to require planting of trees to reduce "heat island" effects, in order to reduce the need for air conditioning and thus conserve energy.

Policy NR.4.3 - Promote trees as economic and environmental resources for the use, education, and enjoyment of current and future generations.

- **Action NR.4.3.1** - Achieve "Tree City USA" status. This will require the City to continue to implement the City's Tree Preservation and Protection Ordinance (and update as necessary), appoint a board, department or commission to advise the city on tree issues, spend two dollars per capita on community forestry activities, and hold an Arbor Day celebration.

Cross reference: AQ.2.4

- **Action NR.4.3.2** - Designate local funds to educate the public on tree planting and preservation.

- **Action NR.4.3.3** - Coordinate with SMUD to offer programs or other resources to provide property owners with information on proper tree selection, proper location to reduce heat transfer effects, planting and maintenance.

- **Action NR.4.3.4** – Actively participate in the Sacramento Tree Foundation Greenprint Program.

Policy NR.4.4 - Prior to the approval of any public or private development project in areas identified or assumed to contain trees, the City shall require that a determinate survey of trees species and size be performed. If any native oaks or other native trees six inches or more in diameter at breast height (dbh), multitrunk native oaks or native trees of 10 inches or greater dbh, or non-native trees of 18 inches or greater dbh that have been determined by a certified arborist to be in good health are found to occur, such trees shall be avoided if feasible. If such trees cannot be avoided, the project applicant shall do one of the following:

- All such trees shall be replaced at an inch-for-inch ratio. A replacement tree planting plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the City of Rancho Cordova for approval prior to removal of trees; or,

- The project applicant shall submit a mitigation plan that provides for complete mitigation of the removal of such trees in coordination with the City of Rancho Cordova. The mitigation plan shall be subject to the approval of the City.

- If the City of Ranch Cordova adopts a tree preservation ordinance at any time in the future, any future development activities shall be subject to that ordinance instead.

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.

- **Action NR.5.1.1** - Install water-conserving landscaping and irrigation on City-owned and operated facilities.

- **Action NR.5.1.2** - Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.

- **Action NR.5.1.3** - Establish a program that requires per capita water consumption to be reduced by at least 20 percent by 2030 from 2006 baseline conditions consistent with State law. The program shall include the following measures:

  - Restrict water usage through metering or establishing designated watering days for the City's residences and businesses.

  - Promote water conservation efforts through education.

  - Implement standards that require low-flow appliances and fixtures in all new development.

  - Work with water providers and water conservation agencies to create an incentive program that encourages retrofitting existing development with low-flow water fixtures.

  - Require new development and landscaped public areas to utilize state-of-the-art irrigation systems that reduce water consumption (e.g., gray-water systems).

  - Encourage drought-tolerant and native vegetation.

- **Action NR.5.1.4** – Require water purveyors to include a provision for water supply monitoring and reporting in the franchise agreements.

Policy NR.5.2 - Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.

- **Action NR.5.2.1** – Establish a Large-Scale Recycled Water Program and Citywide Recycled Water Distribution System Ordinance.

- **Action NR.5.2.2** – Coordinate with the City's water purveyors and the SRCSD to establish a connected "purple pipe" system throughout the City's new development areas that uses recycled water.

Policy NR.5.3 - Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.

Cross reference: S.5.3

- **Action NR.5.3.1** - Restrict hazardous materials storage in the 100-year floodplain to prevent surface water contamination.

Cross reference: S.5.1

- **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.5.4.1** – Provide information on pollution prevention, disposal of hazardous waste and chemicals, liability and clean-up on the City's website and in educational materials and brochures.

- **Action NR.5.4.2** - Require clean-up of contaminated ground and surface water by current and/or past owners or polluters.

- **Action NR.5.4.3** - Encourage pollutant cleansing companies to use the latest technologies available in order to expedite the cleansing process and do the least harm to the environment.

Policy NR.5.5 – Minimize erosion to stream channels resulting from new development in urban areas 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.

Cross reference: 5.2.3.1

- **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.

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.

GOAL NR.6 - SUPPORT THE ENVIRONMENTALLY SENSITIVE EXTRACTION OF MINERALS AND THE SUBSEQUENT RECLAMATION OF MINED AREAS.

Policy NR.6.1 – Ensure that the environmental effects of mining and reclamation on aquifers, streams, scenic views, and surrounding residential uses are prevented or minimized.

- **Action NR.6.1.1** – Regulate surface mining operations as required by California's Surface Mining and Reclamation Act of 1975 ("SMARA"), Public Resources Code Section 2207 (relating to annual reporting requirements), and State Mining and Geology Board regulations for surface mining and reclamation practice.

- **Action NR.6.1.2** – Coordinate mining operations and urban development to minimize conflicts between residents and mining, particularly where mining is required before urbanization.

- **Action NR.6.1.3** – Require inactive mined lands to be reclaimed to a usable condition that is readily adaptable to the future, anticipated land uses.

Policy NR.6.2 – Eliminate residual hazards to the public health and safety.

- **Action NR.6.2.1** – Establish and require minimum setbacks of future and reauthorized surface mining from adjoining residential land uses.

- **Action NR.6.2.2** - Prohibit the use of cyanide-leaching systems for gold extraction.

Policy NR.6.3 - While mining activities are anticipated to be phased out within the City, the City recognizes the right of these uses to continue and will require setbacks, buffers, screening, and other appropriate measures to allow for the continued operation of mining activities.

GOAL NR.7 - REDUCE PER CAPITA ENERGY CONSUMPTION.

Cross reference: H.6.1

Policy NR.7.1 - Increase energy conservation Citywide.

- **Action NR.7.1.1** - Develop educational programs to increase energy conservation at the household and business levels.

- **Action NR.7.1.2** - Develop a comprehensive program to conserve energy resources at City-operated facilities.

Policy NR.7.2 - Promote the development and use of advanced energy technology and building materials in Rancho Cordova.

Cross reference: LU.2.7

Policy NR.7.3 - Encourage the development of energy efficient buildings and subdivisions.

- **Action NR 7.3.1** - Offer incentives (e.g., reduced fees, expedited entitlement processing, density bonus) for plans/projects that exceed Title 24 energy efficiency requirements by ten percent.

Policy NR.7.4 - Promote energy rebate programs offered by local energy providers (e.g., SMUD, PG&E) as a way to bring energy efficiency into older neighborhoods and developments.

- **Action NR.7.4.1** - Consider the following items as ways to implement this policy:
  - Fund a program that offers incentives for adding energy efficient systems into existing developments;
  - Work with local utility providers to make the public aware of energy rebate programs; and
  - Work with community organizations, such as SMUD, to encourage the inclusion of energy efficient systems in remodels and retrofits of existing development.

GOAL NR.8 - PROMOTE WASTE REDUCTION, REUSE, RECYCLING, AND COMPOSTING EFFORTS.

Policy NR.8.1 - Support recycling efforts by developing a set of programs to educate residents on recycling and provide recycling services.

- **Action NR.8.1.1 -** Continue providing curbside recycling and green waste service to all single-family and duplex residences in Rancho Cordova.
- **Action NR.8.1.2** - Create and facilitate a series of educational workshops for the public and businesses on composting and recycling. Provide at least one program to increase recycling by occupants of multi-family housing.
- **Action NR.8.1.3** - Encourage all office, commercial, and multi-family complexes to provide recycling bins and collection service for paper, plastic, glass, and metal.
- **Action NR.8.1.4** - Provide recycling centers at City facilities (e.g., City Hall, libraries) that are available to the public free-of-charge.

- **Action NR.8.1.5** - Provide locations for household hazardous wastes to be recycled.

- **Action NR.8.1.6** – Remove impediments to successful recycling.

Policy NR.8.2 - Encourage all companies that do business in Rancho Cordova to recycle and reuse construction scraps, demolition materials, concrete, industrial waste, and green waste.

- **Action NR.8.2.1** - Encourage the school districts within the Planning Area to support recycling at school sites by placing easily accessible recycling bins, providing educational programs on recycling, and using recycled products.

Cross reference: N.1.5

Policy NR.8.3 - Promote the use of rubberized asphalt on all public roadways in an effort to recycle old tires and reduce noise impacts. Implementation of this policy will help to preserve aggregate resources.

Policy NR.8.4 - Encourage the use of recycled materials and source reduction (also known as waste prevention) by governmental agencies and local businesses.

- **Action NR.8.4.1** - Ensure that at least 50 percent of the City's office supply purchases are comprised of recycled or reusable products.

Policy NR.8.5 - Meet state mandates for solid waste reduction and recycling. Increase recycling efforts beyond those required by state law through supporting businesses that buy and sell re-used materials, such as materials exchange centers.

- **Action NR.8.5.1** - Implement the State's source reduction and recycling element (required by the California Integrated Waste Management Act) and the household hazardous waste element (required by PRC 41500-41510).

Policy NR.8.6 - Encourage the use of recycled-content products and construction materials.

Policy NR.8.7 - Maintain contact with Sacramento County and Allied Waste (or its successor) regarding the capacity projections of Kiefer Landfill and Lockwood Landfill to ensure an adequate capacity in their disposal facilities for the long-term disposal needs of Rancho Cordova.

TABLE NR-1
SPECIAL STATUS SPECIES OCCURRING WITHIN THE RANCHO CORDOVA PLANNING AREA

Scientific Name	Common Name	State Listing Status	Federal Listing Status	Other Status
Plant Species				
Downingia pusilla	Dwarf downingia	None	None	CNPS:2 R-E-D: 1-2-1
Gratiola heterosepala	Boggs Lake hedge-hyssop	Endangered	None	CNPS: 1B R-E-D: 1-2-2 USFWS: SC
Juncus leiospermus	Ahart's dwarf rush	None	None	CNPS: 1B R-E-D: 3-2-3 USFWS: SC
Legenere limosa	Legenere	None	None	CNPS: 1B R-E-D: 2-3-3 USFWS: SC
Narvarretia myersii ssp. myersi	Pincushion navarretia	None	None	CNPS: 1B R-E-D: 3-3-3 USFWS: SC
Orcuttia tenuis	Slender orcutt grass	Endangered	Threatened	CNPS: 1B R-E-D: 2-3-3
Orcuttia viscida	Sacramento orcutt grass	Endangered	Endangered	CNPS: 1B R-E-D: 3-3-3
Sagittaria sanfordii	Sanford's arrowhead	None	None	CNPS: 1B R-E-D: 2-2-3 USFWS: SC
Amphibian Species				
Spea (Scaphiopus) hammondii	Western spadefoot	None	None	CDFG: CSC USFWS: SC
Bird Species				
Accipiter cooperii	Cooper's hawk	None	None	CDFG: CSC

Scientific Name	Common Name	State Listing Status	Federal Listing Status	Other Status
Agelaius tricolor	Tricolored blackbird	None	None	CDFG: CSC USFWS: SC
Ardea alba	Great egret	None	None	
Ardea herodias	Great blue heron	None	None	
Asio flammeus (nesting)	Short-eared Owl	None	None	CDFG: CSC
Athene cunicularia (burrow sites)	Burrowing owl	None	None	CDFG: CSC USFWS: SC
Buteo swainsoni	Swainson's hawk	Threatened	None	
Circus cyaneus (nesting)	Northern harrier	None	None	CDFG: CSC
Elanus leucurus	White-tailed kite	None	None	CDFG: fully protected
Eremophila alpestris actia	California horned lark	None	None	CDFG: CSC
Icteria virens (nesting)	Yellow-breasted chat	None	None	CDFG: CSC
Lanius ludovicianus (nesting)	Loggerhead shrike	None	None	CDFG: CSC USFWS: SC
Plegadis chihi (rookery site)	White-faced ibis	None	None	CDFG: CSC USFWS: SC
Riparia riparia	Bank swallow	Threatened	None	
Invertebrate Species				
Branchinecta lynchi	Vernal pool fairy shrimp	None	Threatened	
Branchinecta mesovallensis	Midvalley fairy shrimp	None	None	USFWS: SC
Desmocerus californicus dimorphus	Valley elderberry longhorn beetle	None	Threatened	
Lepidurus packardi	Vernal pool tadpole shrimp	None	Endangered	
Linderiella occidentalis	California linderiella (fairy shrimp)	None	Endangered	USFWS: SC
Mammal Species				

Scientific Name	Common Name	State Listing Status	Federal Listing Status	Other Status
Antrozous pallidus	Pallid bat	None	None	CDFG: CSC
Bassariscus astutus	Ringtail	None	None	CDFG: CFP
Myotis ciliolabrum	Western small-footed myotis	None	None	USFWS: SC
Myotis evotis	Long-eared myotis	None	None	USFWS: SC
Myotis thysanodes	Fringed myotis	None	None	USFWS: SC
Myotis volans	Long-legged myotis	None	None	USFWS: SC
Myotis yumaensis	Yuma myotis	None	None	USFWS: SC
Taxidea taxus	American badger	None	None	CDFG: CSC
Reptile Species				
Emys (=Clemmys) marmorata marmorata	North-western pond turtle	None	None	CDFG: CSC USFWS: SC
Key to Ranks and Lists				
CDFG: CSC	California Species of Special Concern			
CDFG: CFP	California Fully Protected			
USFWS: SC	USFWS Species of Concern			
CNPS Lists:				
List 1A: Plants Presumed Extinct in California				
List 1B: Plants Rare, Threatened or Endangered in California or Elsewhere				
List 2: Plants Rare, Threatened or Endangered in California, But More Common Elsewhere				
List 3: Plants About Which We Need More Information – A Review List				
List 4: Plants of Limited Distribution – A Watch List				

Scientific Name	Common Name	State Listing Status	Federal Listing Status	Other Status
CNPS R-E-D Codes:				
R Rarity				
1 Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction is low at this time				
2 Distributed in a limited number of occurrences, occasionally more if each occurrence is small				
3 Distributed in one to several highly restricted occurrences, or present in such small numbers that it is seldom reported				
E Endangerment				
1 Not Endangered				
2 Endangered in a portion of its range				
3 Endangered throughout its range				
D Distribution				
1 More or less widespread outside California				
2 Rare outside California				
3 Endemic to California				

Source: Ecosystem Sciences, March 2005 and California Department of Fish and Game (CDFG). 2006. California Natural Diversity Database. Wildlife & Habitat Data Analysis Branch, Department of Fish and Game (Version: 09 December 2005)

X - CULTURAL AND HISTORIC RESOURCES ELEMENT

X CULTURAL AND HISTORIC RESOURCES ELEMENT

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X CULTURAL AND HISTORIC RESOURCES ELEMENT

VISION STATEMENT

Rancho Cordova is a culturally diverse place, made up of people from all walks of life, each with their own culture and ethnic history. This diversity is celebrated and expressed through cultural art all around the community in a variety of places and venues that enhance the overall quality of life in the community. The local history is also preserved and available for enjoyment by the community through the identification and preservation of locally significant sites, buildings, memorabilia, and oral history.

INTRODUCTION

Cultural and Historic Resources refers to celebration of the people and history of the community. Rancho Cordova is made up of a wide mix of people, cultures, and ethnic groups which all contribute to the unique diversity of the City. Preserving the history of the community and recognizing and celebrating cultural diversity contributes to the City's sense of place. Rancho Cordova will protect its historic resources, make them accessible to all members of the community, and celebrate the community's cultural diversity.

PURPOSE

The Cultural and Historic Resources Element seeks to identify and protect locally important sites, buildings, and memorabilia that reflect the history of the community. It also seeks to honor the people of Rancho Cordova by promoting the inclusion of cultural arts into the fabric of the community as a component that contributes to the overall quality of life for residents, workers, and visitors. The Element provides goals, policies, and actions designed recognize and preserve the history of the area and celebrate the diversity of the City's population.

Related Plans and Programs

The Cultural and Historic Resources Element relates to several other plans and programs, including the following:

- **Comprehensive Statewide Historic Preservation Plan for California (2000-2005).** The Comprehensive Statewide Historic Preservation Plan for California provides guidance to the Office of Historic Preservation and the preservation community for the identification, registration, protection, and preservation of important historic resources. It encourages both the consideration of historic preservation during planning activities at the local level and public and professional support for historic preservation.

- **State Historic Building Code.** The State Historic Building Code provides regulations for the preservation, restoration, rehabilitation, relocation or reconstruction of buildings or structures designated as qualified historic buildings or properties.

- **The Sacramento County General Plan, Conservation Element.** The Sacramento County General includes a Conservation Element that includes a goal to promote the inventory, protection and interpretation of the cultural heritage of the County, including archaeological sites, buildings, features, artifacts, and/or areas of historical, religious or socioeconomic importance.

- **Citywide Design Guidelines.** The Design Guidelines supplement the Zoning Code development standards with more detailed provisions that direct the look and feel of development. The Guidelines include provisions for the inclusion of meaningful public art in development projects that contributes to the overall character of the site and enhances the quality of life in the City.

- **Rancho Cordova Neighborhood Center and Family Resource Center.** The Rancho Cordova Neighborhood Center provides an outlet for social service providers, local residents, civic groups, faith-based organizations, and the business community to meet and interact at the local level. The Center also hosts the Sacramento Works One Stop Career Center, continued education classes, and a variety of other social services.

- **Cordova High School English Learners Program.** Cordova High School offers an English Learners Program for students who are new to the English language.

Over 300 students participate in the program each year from a wide variety of cultural and ethnic backgrounds.

Relationship to Other General Plan Elements

The Cultural and Historic Resources Element is an optional element in the General Plan. It relates most closely to the Land Use Element regarding land uses for performing arts centers and other cultural or civic uses. This Element is also related to the Urban Design Element in terms of design of public spaces and redefining community identity. Finally, this Element is related to the Economic Development Element in terms of provisions for fine arts, cultural, and performance venues in the City. Where the overlap can be identified, cross-references are provided to alert the reader to specific sections of the related elements.

ISSUES AND CONSIDERATIONS

Cultural Resources Setting

Rancho Cordova is comprised of a diverse mix of people from all walks of life. Rancho Cordova is one of the most diverse communities in the region. Significant populations of Russian, Spanish, Ukrainians, Armenians, and other ethnic groups are located within the City. At least 20 different languages are participating in the English learners program at Cordova High School. These diverse populations enhance the City by sharing their traditions and customs with the rest of the community. Their diversity helps to make Rancho Cordova a true "melting pot" of culture.

There are many existing businesses within the General Plan Planning Area that serve unique ethnic populations with goods, services, foods, etc. One example of this is that 60 percent of Korean-owned business in Sacramento County are located in Rancho Cordova. These businesses contribute to the continued success of the different cultural and ethnic groups in the community.

Adequately serving a diverse population is a key goal of the General Plan. It includes providing the services and information necessary to having an informed and engaged public, including reaching out to different segments of the population. The City is actively engaged in providing information in a variety of languages that facilitate continued public involvement in civic activities.

The culture of the community is also established in the visual and performing arts. There are no theatres or playhouses in the City; however there has been movement towards create a performing arts center. Providing opportunities for the enjoyment of the visual and performing arts is a vital component of building a city and helps to establish the quality of life in the community.

Historic Resources Setting

The City of Rancho Cordova has a wealth of historic resources, including sites and buildings, artifacts, and memorabilia associated with Native Americans, gold mining, historic railroad operations, the Pony Express, Mather Field, rocket testing at Aerojet, and other locally historic events like incorporation. While there are only a few sites and buildings around the Planning Area that meet the basic criteria for designation as a State Historic Resource or State Historic Landmark, there are many other buildings that are of a significant historic value to the community. The following list includes some of the structures that are important to the community. It is intended that this list will be updated with additional sites as they are identified by the community.

- A segment of the Sacramento Valley Railroad alignment that extended from Sacramento to Folsom near Folsom Boulevard, which highlights the development of communication and transportation facilities in the Rancho Cordova area and the region.

- The former location of Fifteen-Mile House, a station of the Central Overland Pony Express, which is near the intersection of White Rock Road and Sunrise Boulevard. This site also highlights the development of communication and transportation facilities in the Rancho Cordova area and the region.

- Pfingst Realty Company Building at 9878 Folsom Boulevard, which highlights the economic (commercial and agricultural) development of Rancho Cordova. It was built in 1860 and served as a train station for the area, being called Routier Station.

- The American River Grange Hall at 2720 Kilgore Road, which also highlights the economic (commercial and agricultural) development of Rancho Cordova. This site has been listed on the California Historic Landmarks list.

- The Horn Road house

- Hagan Park railroad

- Mills Community
- Kilgore Cemetery

Issues this Element Attempts to Solve

This Element provides policy recommendations that address the following issues related to cultural and historic resources, which were identified during the preparation of this General Plan:

- Recognition of the cultural diversity of the community.
- Establishment of a performing arts center in the City.
- Encourage location of performing and visual arts venues in the Downtown and Convention Overlay.
- Development of a public art program that contributes to the quality of life in the community and enhances the built environment.
- Identifying preservation options for historic buildings and sites, such as the Pfingst Realty Company Building, the American River Grange Hall, the Kilgore Cemetery, and other structures and sites important to the history of the City.
- Formulating ways in which the public can be involved in the identification, preservation, and celebration of cultural and historic resources in and around the City.
- Establishing a place to display and appreciate historical memorabilia of the City, with an emphasis on educating the public about Rancho Cordova's rich history.

GOALS, POLICIES AND ACTIONS

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

- **Goal CHR.1: Identify and preserve the history of Rancho Cordova for future generations.**

- **Goal CHR.2: Highlight, preserve, and acknowledge the cultural diversity of the community.**

- **Goal CHR.3: Enhance the quality of life in Rancho Cordova by promoting, preserving, and sustaining the cultural and performing arts.**

GOAL CHR.1 - IDENTIFY AND PRESERVE THE HISTORY OF RANCHO CORDOVA FOR FUTURE GENERATIONS.

Policy CHR.1.1 - Establish, support, and fund programs that enhance Rancho Cordova's sense of community and identity, such as the collection of oral histories; genealogical research; and the acquisition of collections of historic artifacts, photographs, memorabilia, or other information relevant to the history of the City.

- **Action CHR.1.1.1** - Establish a permanent museum or cultural center to be used to display artifacts, documents, and public art relevant to the City's history and cultural diversity.

- **Action CHR.1.1.2** – Establish a Historic Resources Commission that is responsible for facilitating the collection, preservation, and display of the City's history.

- **Action CHR.1.1.3** - Commence and continue collection of the artifacts, photographs, memorabilia, and oral history of the community.

- **Action CHR.1.1.4** - Locate an interim facility to show and/or exhibit items of historic or cultural value. Establish exhibits for historic and cultural items at City Hall.

- **Action CHR.1.1.5** – Compile a thorough record of the City's incorporation, including records, documents, photos, and artifacts.

Policy CHR.1.2 - Establish and promote programs that identify, maintain, and protect buildings, sites, or other features of the landscape possessing historic or cultural significance.

- **Action CHR.1.2.1** - Develop and regularly update a comprehensive historic resources inventory, coordinating with other agencies as necessary. The inventory will contain a list of all locally historically significant properties, as well as historic

archaeological and paleontological resources in the Planning Area and a map depicting their locations.

- **Action CHR.1.2.2** - Pursue recognition of all eligible historic properties by the National Register of Historic Places and California Register of Historical Resources.

- **Action CHR.1.2.3** - Improve and interpret Kilgore Cemetery. Interpreting the cemetery will include determining who is buried in the older portion of the site and increasing public awareness of the cemetery's significance.

- **Action CHR.1.2.4** - Consider establishing review procedures for remodeling and reconstruction of buildings and other structures.

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 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 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.

Cross reference: OSPT.2.4

GOAL CHR.2 – HIGHLIGHT, PRESERVE, AND ACKNOWLEDGE THE CULTURAL DIVERSITY OF THE COMMUNITY.

Policy CHR.2.1 – Celebrate the City's cultural diversity through public art, cultural centers, and community events for the benefit and enjoyment of all residents.

- **Action CHR.2.1.1** – Establish a Cultural Arts Commission that will be responsible for coordinating cultural events, parades, festivals, coordinate and communicate with cultural and ethnic communities (with the City's Public Information Officer), and other activities as determined by the City Council..

Cross reference: UD.2.4

- **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.

- **Action CHR.2.1.3** – Encourage and invite cultural groups and organizations to participate/plan/operate citywide events and to showcase the City's cultural diversity at these events.

Policy CHR.2.2 - Support the inclusion and participation of all cultural and ethnic groups in City government.

- **Action CHR.2.2.1** – Provide City information (news, bulletins, application forms, etc) pursuant to programs designed to best capture the ethnic diversity of the community (e.g. in the four major languages used in the community and other languages on demand).

- **Action CHR.2.2.2** – Reach out to all ethnic groups in the City and invite and encourage their participation in City government.

GOAL CHR.3 - ENHANCE THE QUALITY OF LIFE IN RANCHO CORDOVA BY PROMOTING, PRESERVING, AND SUSTAINING THE CULTURAL AND PERFORMING ARTS.

Policy CHR.3.1 – Develop programs and facilities that promote the cultural and performing arts in the community.

Cross reference: LU.6.3, ED.4.1.6

- **Action CHR.3.1.1** – Work with community groups to establish a performing arts center in Rancho Cordova, ideally within the Downtown or Convention Overlay.

- **Action CHR.3.1.2** - Work with local schools and other educational and youth outlets to promote artistic performances by children and artistic education programs for children. Work with school districts to establish performing arts facilities in high school and junior high school campuses.

- **Action CHR.3.1.3** – Showcase youth artwork in public venues such as City Hall, public libraries, and other places throughout the community.

- **Action CHR.3.1.4** – As necessary, revise City ordinances to allow and promote on street visual art, dance, and theatrical performances in the Downtown. Include such provisions in the Downtown Specific Plan.

- **Action CHR.3.1.5** - Work with existing theatre, music, arts, and other performing arts groups to help them find locations in Rancho Cordova

Policy CHR.3.2 – Require the provision of art in public places as a way to increase the quality of life in Rancho Cordova.

Cross reference: UD.3.4

- **Action CHR.3.2.1** – Establish a Cultural Arts Commission that is responsible for establishing a public art program, directing the use of public funds for art in public places, encouraging the use of art in private development projects, and administering other cultural and artistic programs for the City as deemed appropriate by the City Council.

- **Action CHR.3.2.2** - Promote the incorporation of monuments, plaques, signs, or artwork identifying Rancho Cordova's diverse history into development projects and on pedestrian and bicycle trails. Possible highlights include the area's agricultural, mining, Pony Express, and aerospace and aviation activities.

XI - SAFETY ELEMENT

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XI SAFETY ELEMENT

VISION STATEMENT

Rancho Cordova will be a community free of natural and manmade hazards. The City will emphasize proper planning, innovative design, and extensive improvements as a way of ensuring long-term safety for all. Quality design will increase actual and perceived safety, allowing residents to enjoy the City at all hours of the day and night and improving the City's image.

INTRODUCTION

Safety is an important aspect in ensuring the general well being of City residents, and it encompasses the response to many manmade and naturally occurring hazards. Rancho Cordova currently faces a range of safety issues including traffic hazards, airport safety, neighborhood policing, and flooding. The City's response to these issues will determine its success in maintaining and attracting residents and businesses. Rancho Cordova will create an enjoyable environment that keeps all residents, employees, and visitors safe from harm.

PURPOSE

This Safety Element seeks to recognize and remedy both present and anticipated concerns about the on-going well being of City residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes, landslides, and other hazards. Additionally, this Element addresses safety and hazards related to airport land use, groundwater contamination, traffic and pedestrian accidents at interfaces with rail lines, the potential release of hazardous materials into the community, and general issues related to police and fire protection services.

Related Plans and Programs

The Safety Element relates to several other plans and programs, including the following:

- **Plans and activities of the Federal Emergency Management Agency (FEMA).** FEMA is the federal agency charged with preparing the nation for all hazards and effectively managing federal responses and recovery efforts following any national incident (e.g., major flood, earthquake, tornado, hurricane). FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration. FEMA will coordinate with the City's designated emergency responders.

- **Governor's Office of Emergency Services (OES)**. The OES coordinates overall state agency response to major disasters in support of local government. The office is responsible for assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response and recovery efforts. OES Headquarters is located in the City of Rancho Cordova and they will review and support the City's adoption of a local Emergency Management Plan.

- **California Environmental Quality Act (CEAQ)**. CEQA is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project, including potential safety hazards, and either avoid the significant environmental effects, where feasible, or mitigate the significant environmental effects, where feasible. All qualifying projects within the Rancho Cordova General Plan Planning Area will be subject to environmental analysis consistent with CEQA.

- **Local Emergency Management Plan**. As provided for in State law, local jurisdictions are required to establish plans and ordinances addressing emergency management operations. This includes identifying hazards that may pose a major threat to the City and how to address these potential threats should an emergency occur. OES provides requirements and guidelines for such plans.

- **Sacramento Metropolitan Fire District (SMFD) Master Plan**. The SMFD Master Plan provides policy guidance, objectives, and activities in an effort to improve emergency response to the district's citizens, use existing resources more efficiently, and improve district facilities. Goals for Rancho Cordova include goals to improve emergency response time and address deficiencies of existing fire stations and equipment.

- **Local Floodplain Management Plan (FMP)**. A local FMP describes how a community will deal with its flooding problems. The current FMP for Rancho Cordova was approved by Sacramento County in 1999 and was adopted by the City at the time of incorporation.

- **Mather Airport Comprehensive Land Use Plan (CLUP/ALUP).** The Mather Airport CLUP/ALUP establishes planning boundaries for height, noise and safety around the airport. The CLUP/ALUP also determines compatibility of surrounding land uses based upon noise levels associated with the airport operations and exposure of persons to crash hazards associated with aircraft and height restrictions. While Mather Airport is not located within the City's current boundaries, the policies are incorporated into the City's General Plan for land within the City and larger Planning Area.

- **Alquist-Priolo Earthquake Fault Zoning Act (1972).** This legislation establishes a series of earthquake fault zones along and around surface traces of active fault lines. Local agencies are required to regulate development within these zones to prevent the construction of buildings used for human occupancy on surface trace of active faults. While there are no active faults within the Planning Area, the General Plan must evaluate the potential.

- **Seismic Hazards Mapping Act (1990**). This legislation addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. It includes specific criteria for approving development projects that occur within a seismic hazard zone. While there are no seismic hazards identified within the Planning Area, the General Plan must evaluate the potential.

- **Plans and Actions of the Federal Environmental Protection Agency (EPA).** The EPA regulates cleanup of groundwater contamination and other pollutants that may be unsafe to humans and the natural environment. There are cleanup sites within the City and Planning Area, which must comply with the regulations of the EPA.

- **Restoration Advisory Board (RAB).** The EPA and the Department of Defense (DoD) developed a joint RAB for public involvement at military installations that require environmental restoration, including Mather. The RAB serves as an oversight committee for Superfund sites and operates under a set of Implementation Guidelines with the purpose of ensuring that all stakeholders have a voice and can actively participate in a timely and thorough manner in the review of restoration documents.

XI SAFETY ELEMENT

Relationship to Other Elements

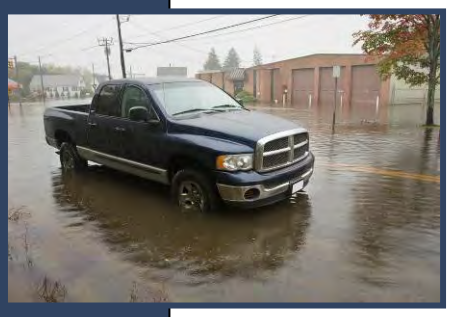
The Safety Element works in conjunction with several of the other elements of the General Plan. Most specifically, it relates to the Infrastructure, Services, and Finance Element with the mutual goal of timely public service and infrastructure provision, and to the Land Use and Urban Design Elements, which promote safety through appropriate land use planning and site design. Portions of this element also relate to the Circulation Element when addressing safety at interfaces between different modes of travel.

ISSUES AND CONSIDERATIONS

Safety Setting

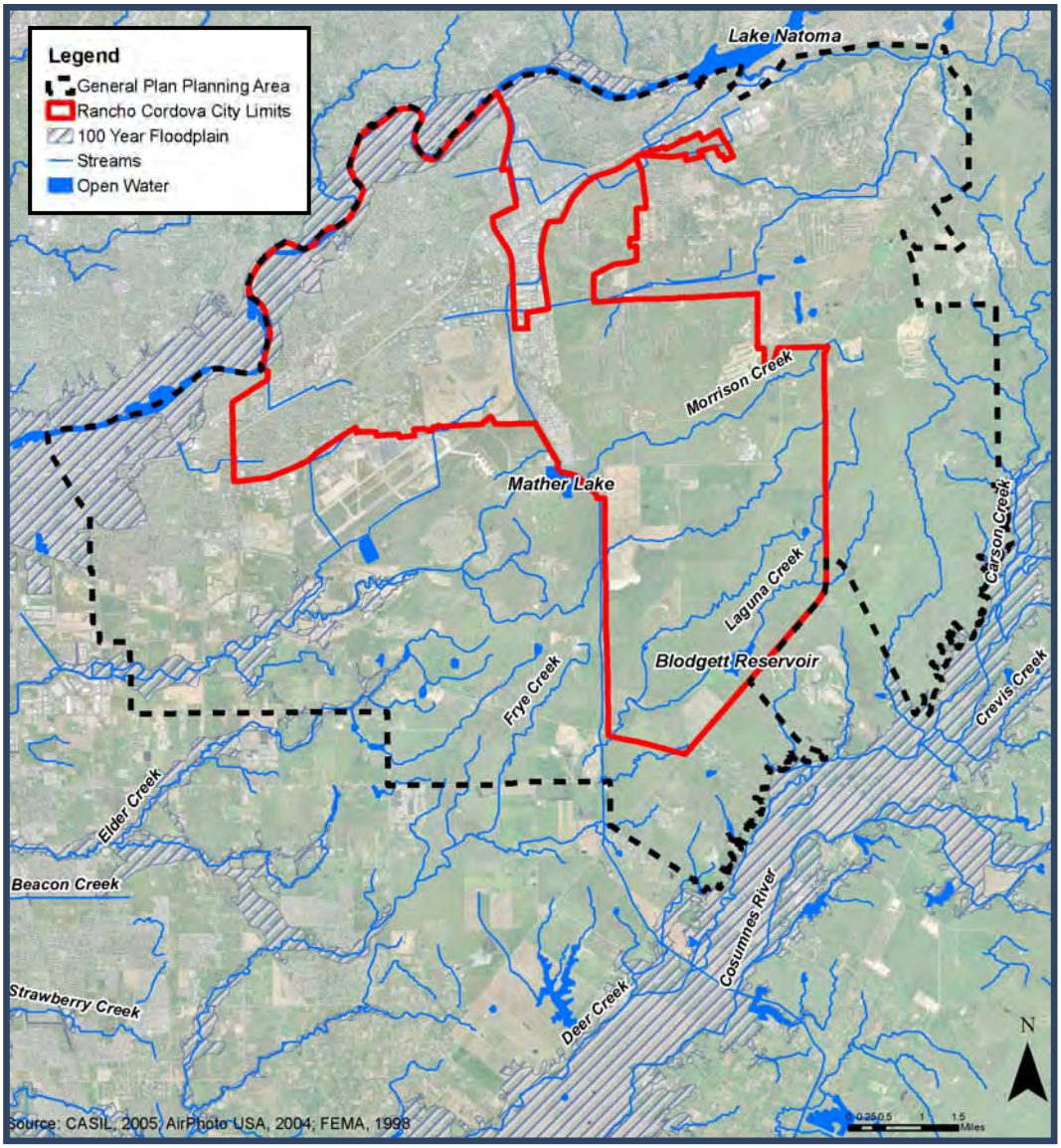
Rancho Cordova is a safe community. The vast majority of the community is located outside of the 100-year floodplain, no active earthquake faults are known to exist in the region, and few existing structures pose a significant hazard to the community. Additionally, there are few likely targets for terrorist activities. For these reasons, Rancho Cordova is one of the safest communities in the region and is an attractive place to live, work, and recreate. The following discussion summarizes the safety issues for Rancho Cordova. Additional details can be found in the General Plan Environmental Impact Report.

Flooding and Drainage



The General Plan Planning Area's northern boundary follows the centerline of the American River and the southeastern boundary coincides with the 100-year floodplain of the Cosumnes River. Both rivers are considered potential flood hazards. The Elder Creek, Laguna Creek, and Morrison Creek floodplains are also located within the Planning Area. These waterways consist mostly of natural channels or small ditches, but they may be inundated during large storm events. The majority of the Planning Area is outside of the 100-year floodplain, as illustrated in Figure S-1.

FIGURE S-1
100-YEAR FLOODPLAIN IN AND AROUND RANCHO CORDOVA



Note: For a more detailed discussion of flooding hazards in Rancho Cordova, please see the Hydrological Resources Existing Conditions Report that accompanies this General Plan.

Regional Seismic Activity/Geological Hazards

Based on the soil characteristics and depth to groundwater in the Planning Area, the potential for seismic activity and related damage is considered to be low. There are no known active faults or Alquist-Priolo earthquake hazard zones in Rancho Cordova or Sacramento County.

Traffic and Pedestrian Accidents at At-Grade Railroad Crossings

Several at-grade railroad crossings exist within the Planning Area. They are primarily located along the light rail and heavy rail lines that parallel Folsom Boulevard. All light rail crossings and the majority of all heavy rail crossings are signalized with crossing arms, lights, and bells that alert drivers and pedestrians to oncoming rail traffic. Most crossings feature stop light preemption, which activtates a green traffic light for vehicles crossing the rail lines in advance of arriving rail traffic. This allows crossing traffic to clear the rail crossing in a safe and timely manner.

Note: At-grade crossings are also discussed as part of the Noise and Circulation Elements.

At-grade crossings are generally considered safe; however the planned growth of the community, and the associated increase in traffic, has the potential for increasing the number is accidents that occur next to at-grade crossings within the Planning Area.

Potential Release of Hazardous Materials

Several businesses and industrial land uses in the Planning Area use and transport hazardous materials as a part of their operations. Existing land uses that may have a hazardous material component include mining operations, heavy and light industrial uses, propane tanks at Bradshaw and Folsom Boulevard, and commercial and retail operations. Additionally, US 50 and several major surface routes are used for the transportation of hazardous materials throughout the region and State. As traffic and population increase, the potential for accidents involving hazardous materials also increases.

Mather Airport Operations

Mather Airport is a full-service airport with 24-hour air traffic control and an 11,300-foot runway, one of the longest in California. The airport, a fixed base operator, offers aircraft rentals, fueling, pilot services, and aircraft maintenance services and facilities. Over 200 acres of land are available for new construction at Mather Airport.

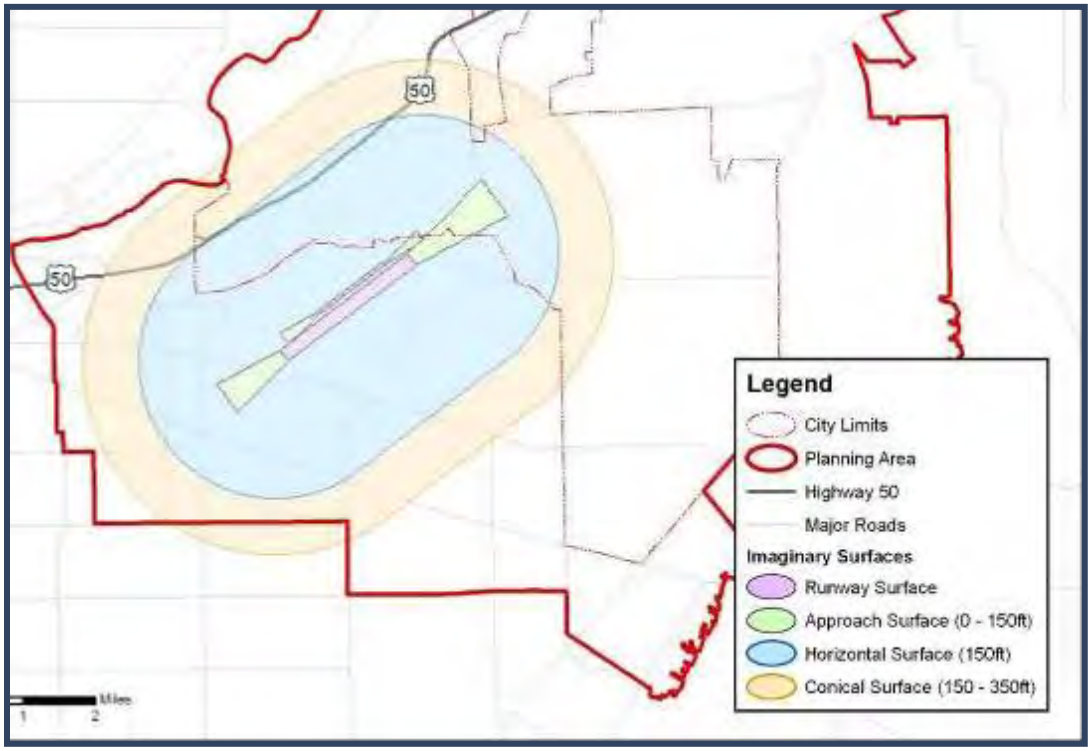
The Mather Field Comprehensive Land Use Plan (CLUP) establishes the airport's planning area boundaries and provides land use guidelines to determine compatible uses. The policies of the CLUP place additional development conditions on new residential uses within the General Plan Planning Area's geographic boundaries. These policies provide additional protection to the airport and the surrounding land uses. The three components of the Mather Airport CLUP are:

- Airport Height Restrictions (Federal Airport Regulations Part 77), which limit the height of structures based on the distance from the runway through a series of imaginary surfaces (Figure S-2). In most cases, the height limitations established in the Land Use Element are less than the restrictions as prescribed by the imaginary surfaces, with the exception of the Downtown area. While the Land Use Element does not provide a height maximum for uses in the Downtown, Federal regulation limits the height as defined by the Imaginary Surface. Figure S-3 illustrates the imaginary surfaces for the Downtown.

- Airport Noise Compatibility (Airport Noise Contours and land use compatibility guidelines for noise), based on the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study. This identifies appropriate uses for land surrounding the airport.

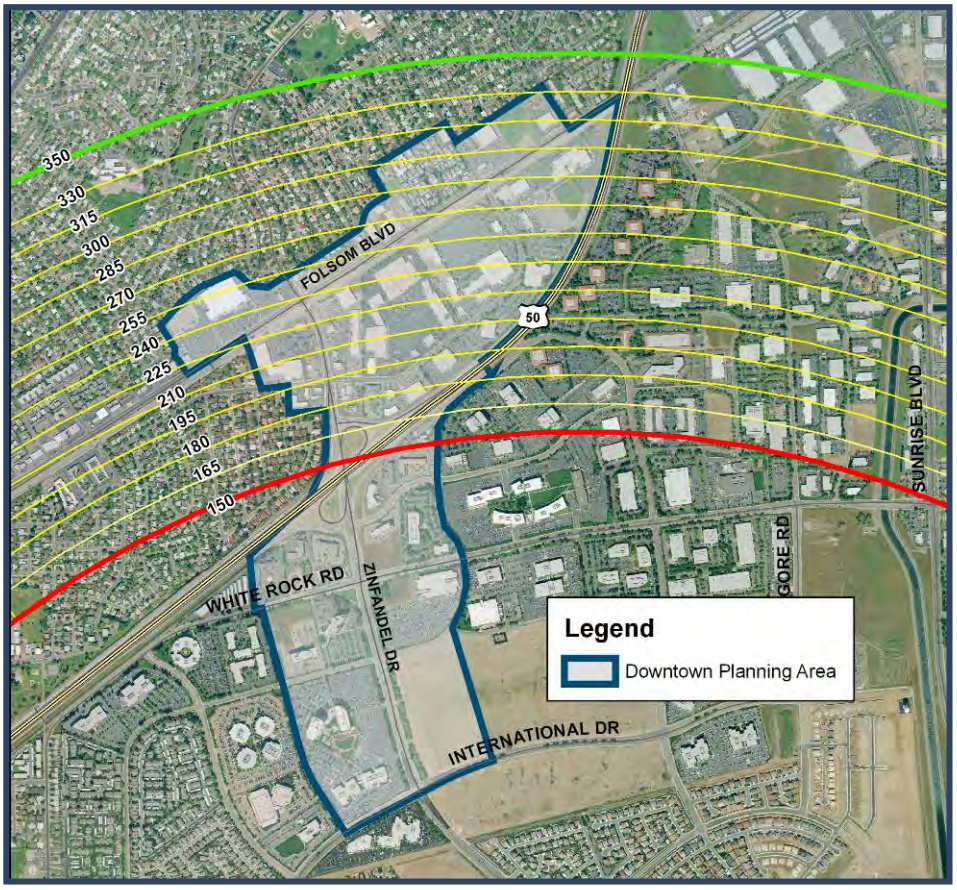
- Airport Safety Restriction Area (Clear Zone, Approach-Departure Zone, and Over flight Zone), which is the area around the airport that is exposed to the possibility of aircraft accidents. The safety zones are depicted on the Land Use Map in the Land Use Element and as Approach Surface (0 to 150 feet) in Figure S-2.

FIGURE S-2
IMAGINARY SURFACES AROUND MATHER AIRPORT



Note: Heights listed are maximums for structure located within that surface area.

FIGURE S-3
IMAGINARY SURFACES AROUND MATHER AIRPORT, WITHIN THE DOWNTOWN



Groundwater Contamination

Due to groundwater contamination issues, the US Environmental Protection Agency (EPA) has designated two Superfund Sites in the Planning Area that contain hazardous waste likely to affect local ecosystems or people. These sites include Aerojet property and Mather Air force Base. Regulated cleanup activities are underway on both sites.

Law Enforcement

The Rancho Cordova Police Department is contracted through the Sacramento County Sheriff's Department to provide patrol, traffic enforcement, investigations, and administrative services to the City. Portions of the General Plan Planning Area outside the current City limits are within the Sacramento County Sheriff Department's jurisdictional boundaries.

Fire Protection

The Sacramento Metropolitan Fire District (SMFD) provides fire protection and prevention, fire safety education, and emergency medical response services to the citizens of Rancho Cordova. The City cooperates with SMFD to ensure adequate service levels for the City's residents.

In addition to fire related hazards from structures in urbanized areas, the main source of wildland fire in the Planning Area occurs where natural resource and habitat areas interface with urbanized development (e.g., along the American River Parkway and northern boundary of the Planning Area). Additionally, several of the new and proposed developments in the Planning Area contain large wetland preserves with natural vegetation, which have the potential to ignite and pose safety risks to adjacent and surrounding developments.

Issues this Element Attempts to Solve

This Element provides goals, policies, and actions that address the following issues, many of which were raised at public meetings during creation of the General Plan:

- Developing precautions to prevent flooding and drainage issues when possible, and measures to minimize damage from flooding when preventative actions are insufficient.

- Managing geologic and seismic hazards through rehabilitation and renovation of older buildings, and using inspection as a way to ensure new structures will be safe in the event of any likely geologic or seismic hazards.

- Minimizing the likelihood of traffic and pedestrian accidents by at-grade railroad crossings.

- Preparing to respond to major emergencies both within the City and region wide events that could threaten the community and its residents.

- Creating procedures to decrease the likelihood of harm to humans or the ecosystem in the event of a release of toxic or hazardous materials.

- Reducing land use incompatibilities in and around Mather Airport.

- Preventing further groundwater contamination while cleaning existing contaminated areas to minimize harm to humans and the ecosystem.

- Providing adequate police and fire protection in all areas of the City.

- Addressing both real and perceived safety concerns within the community through design of public and private projects, as well as enhanced activities and services.

GOALS, POLICIES, AND ACTIONS

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

- **Goal S.1: Establish Rancho Cordova as a safe community and environment for all persons.**

- **Goal S.2: Reduce the possibility of a flooding or drainage issue causing damage to urban land uses within the City.**

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

- **Goal S.4: Safe railroad crossings for pedestrians, bicyclists, or motorists.**

- **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.**

- **Goal S.6: Protect the community from potential harm associated with Mather Airport operations.**

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

- **Goal S.8: Maintain effective and community-oriented law enforcement.**

- **Goal S.9: Reduce the probability of fire damage to all of the City's structures.**

GOAL S.1 – ESTABLISH RANCHO CORDOVA AS A SAFE COMMUNITY AND ENVIRONMENT FOR ALL PERSONS.

Policy S.1.1 - Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova.

- **Action S.1.1.1** – Conduct an evaluation, as part of the CEQA process, of the potential safety hazards of proposed development within the City and mitigate impacts as appropriate and practical to ensure a reasonable level of safety for residents, workers, and property owners.

Policy S.1.2 – Cooperate with other local, regional, state, and federal agencies and with rail carriers in an effort to secure the safety of all residents of Rancho Cordova

- **Action S.1.2.1** - Participate in State mutual aid agreements with neighboring cities and counties; State and federal emergency relief agencies; and private enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations. Encourage cooperation among adjacent communities to provide backup fire suppression and law enforcement assistance in emergency situations.

- **Action S.1.2.2** – Collaborate with Folsom Cordova and Elk Grove Unified School Districts, Cordova Park and Recreation District, the faith based community, and other public entities to continue to offer public safety education classes, including but not limited to personal safety, fire safety, traffic safety, and bicycle safety.

Policy S.1.3 – Prepare for emergencies and disasters prior to their occurrence.

- **Action S.1.3.1** – Create, adopt, and update, as needed, a local Emergency Management Plan identifying leadership, representatives, coordination, and action for responding to emergencies in a timely and efficient manner.

- **Action S.1.3.2 –** Participate in the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS), and comply with the State of California Emergency Services Act

- **Action S.1.3.3** - Develop and adopt a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals, and expedited permitting procedures for repair and reconstruction.

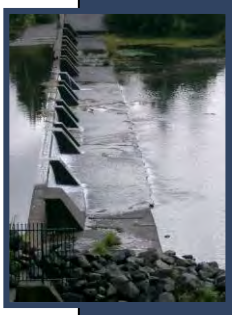
Policy S.1.4 – Ensure plans are kept current to maintain Rancho Cordova as a safe community in the region.

- **Action S.1.4.1** – Develop and update as necessary risk assessments and emergency management provisions to maintain or improve the safety rating of Rancho Cordova as a community with low risk of disruption.

Policy S.1.5 - The City shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

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 Army Corps of Engineers, 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.2.3 – Discourage the creation of new parcels when the presence of easements, floodplain, marsh, or riparian habitat, and/or other features would leave insufficient land to build and operate structures. This policy shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.

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.

Cross reference: NR.5.5.2

- **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.3 - REDUCE THE RISK OF ADVERSE EFFECTS TO RESIDENTS OR BUSINESSES AS A RESULT OF GEOLOGIC OR SEISMIC INSTABILITY.

Policy S.3.1 - Support efforts by federal, State, and local jurisdictions to investigate local seismic and geologic hazards and support those programs that effectively mitigate these hazards.

- **Action S.3.1.1** – Continue to implement the Uniform Building Code to ensure that structures meet all applicable seismic standards.

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.

GOAL S.4 - SAFE RAILROAD CROSSINGS FOR PEDESTRIANS, BICYCLISTS, OR MOTORISTS.

Policy S.4.1 - Take appropriate measures to ensure that all heavy and light rail crossings in the City are made as safe as possible.

- **Action S.4.1.1** - Coordinate with Regional Transit and companies with railways in the City to ensure that they implement all appropriate safety measures.

- **Action S.4.1.2** - Investigate improvements in crossing gates and warning devices on a regular basis.

- **Action S.4.1.3** - Make information on railroad crossing safety available at City Hall and on the City's website to encourage safe practices by City residents and businesses.

Policy S.4.2 - Support the use of grade separations (which may elevate the light rail line above the roadway and/or depress it below grade) on the Regional Transit light rail line to promote safety and improve traffic flow.

- **Action S.4.2.1** – Evaluate the potential for grade separations at Mayhew Road, Bradshaw Road, Routier Road, Mather Field Road, and Zinfandel Drive roadway crossings.

- **Action S.4.2.2** - Work with RT to design grade separations appropriate for each location.

- **Action S.4.2.3** - Include the grade separations specified in Action S.3.3.1 in the Capital Improvement Plan, and collect fees to help fund their construction.

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.

Cross reference: NR.5.3.2

Policy S.5.2 Consider the potential impact of hazardous facilities on the public and/or adjacent or nearby properties posed by reasonably foreseeable events. The City considers an event to be "reasonably foreseeable" when the probability of the event occurring is greater than one in one million per year.

- **Action S.5.2.1** - Adopt, and update as necessary, local standards for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical effects at offsite locations that could result in death, significant injury, or significant property damage.

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

Cross reference: NR.5.3.1

- **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.

- **Action S.5.3.3** - Require all sites that are suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.

Policy S.5.4 - Ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.

- **Action S.5.4.1** - Support the continued enforcement of permitting requirements for radioactive materials.

- **Action S.5.4.2** - Enforce public safety standards for the use of radioactive materials, including the placarding of transport vehicles.

Policy S.5.5 - Separate hazardous or toxic materials from the public.

- **Action S.5.5.1** - Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the Planning Department.

- **Action S.5.5.2** - Consider the impact of proposed industrial development projects with respect to transport of hazardous materials within the city. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the city's residential and commercial areas.

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

- **Action S.5.6.1** - Continue to coordinate with the State Office of Emergency Services, the State Department of Toxic Substances Control, the State Highway Patrol, County of Sacramento, the Sacramento Metropolitan Fire District, the Rancho Cordova Police Department, and other appropriate agencies in hazardous materials route planning and incident response.

- **Action S.5.6.2** - Request that state and federal agencies that regulate the transportation of hazardous materials review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.

GOAL S.6 – PROTECT THE COMMUNITY FROM POTENTIAL HARM ASSOCIATED WITH MATHER AIRPORT OPERATIONS.

Policy S.6.1 – Promote safe air operations at Mather Airport through cooperative implementation of the Mather Airport CLUP and similar plans and programs.

- **Action S.6.1.1** – Limit the height of structures consistent with Federal Aviation Regulation (FAR) Part 77 regulations.

- **Action S.6.1.2** – Site new land uses consistent with the CLUP for noise impacts and safety restrictions.

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.

- **Action S.7.1.1** – Adopt and periodically update development standards and design guidelines consistent with current Crime Prevention through Environmental Design (CPTED). Specifically, incorporate provisions to address the following:

  - Natural Surveillance. Intended to keep intruders easily observable, natural surveillance provisions maximize visibility of people, parking areas, and building entrances (e.g., doors and windows that look out on to streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, adequate nighttime lighting).

  - Territorial Reinforcement. Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This design concept is implemented by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences.

  - Natural Access Control. A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for offenders. This design concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes, and also by discouraging access to private areas with structural elements.

  - Target Hardening. This is accomplished by adding features that prohibit entry or access, including window locks, dead bolts for doors, and interior door hinges.

- **Action S.7.1.2** – Adopt and implement a City of Rancho Cordova Uniform Security Code to ensure all structures meet applicable security standards.

- **Action S.7.1.3** - Adapt transit-oriented development guidelines to the needs of crime prevention to the extent possible.

GOAL S.8 – MAINTAIN EFFECTIVE AND COMMUNITY-ORIENTED LAW ENFORCEMENT.

Policy S.8.1 - Monitor and review the level of police staffing provided in the City to ensure that sufficient staffing and resources are available to serve local needs.

- **Action S.8.1.1** – Complete a review of police services in the City on an annual basis and provide funding for additional services as needed and in conjunction with increased development.

Policy S.8.2 - Develop law enforcement programs through community partnerships, which reduce, as well as prevent, crime.

Policy S.8.3 - Plan and develop law enforcement facilities according to overall need and the distribution of growth within the City.

Policy S.8.4 - Use education and crime prevention as integral parts of the practice of law enforcement.

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.

- **Action S.9.1.1** – Continue to review new development for adequate water supply and pressure, fire hydrants, and access to structures by fire fighting equipment and personnel.

- **Action S.9.1.2** – Continue to review projects for compliance with the Fire Code as part of the building permit process.

- **Action S.9.1.3** - Work with SMFD to develop high visibility fire prevention programs, including those that provide voluntary home inspections and increase awareness of home fire prevention measures.

- **Action S.9.1.4** - Require on-site fire suppression systems for new commercial and industrial development, as well as multi-family residential development with five or more units, to reduce the dependence on fire department equipment and personnel.

- **Action S.9.1.5** - Continue to maintain, periodically update, and test the effectiveness of the City's Emergency Management Plan.

- **Action S.9.1.6** - Require the installation of earthquake-triggered automatic gas shut-off sensors in high-occupancy facilities and in industrial and commercial structures.

- **Action S.9.1.7** – Continue to enforce all existing codes and ordinances regarding fire protection, including building inspection and vegetation management.

- **Action S.9.1.8** – Coordinate the design and installation of traffic control and calming measures to minimize impacts on emergency vehicle responses.

Cross reference: C.1.7

- **Action S.9.1.9** - The City shall require that future projects are not initiated without assurance from the Sacramento Metropolitan Fire District that sufficient service capacity exists for fire protection and emergency medical services. Service capacity considers the proximity of fire stations, availability of personnel and equipment, water flow and pressure to the site, and adherence to Fire District construction and design requirements

Policy S.9.2 - Provide infill development with adequate off-site improvements to meet on-site fire flow requirements.

Policy S.9.3 - Consider establishing mitigation fees to fund adequate fire protection and emergency medical response facilities, if such fees are critical and necessary to meet the facility funding needs of SMFD and existing methods of financing are inadequate.

XII - AIR QUALITY ELEMENT

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XII AIR QUALITY ELEMENT

VISION STATEMENT

Rancho Cordova will achieve cleaner skies, visible scenic corridors, a healthy community, and improved air quality. Residents, industries, and community leaders will actively promote innovative land use patterns, new modes of transportation, the use of alternative fuels, improved construction equipment, and widespread air quality efforts. Residents will be able to exercise and play outdoors year-round without being exposed to health risks.

INTRODUCTION

Air quality is measured by the level of certain pollutants in the air, and is a significant factor in health, comfort, and well being within a community. Improving the air quality in Rancho Cordova will enhance the quality of life of the City's residents and employees and improve the scenic visibility of the foothills and sierras. Rancho Cordova will approach air quality issues comprehensively, leading to a noticeable improvement in both local and regional air quality.

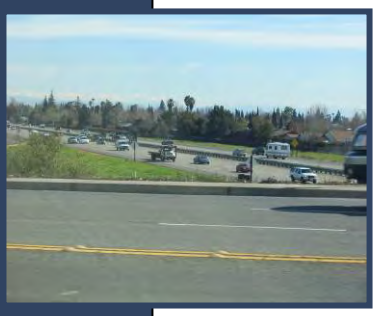
PURPOSE

This Air Quality Element establishes a framework for how the City will improve air quality in the Planning Area and work with other communities in the region and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to improve air quality in the Sacramento Valley Air Basin. This Element also underscores the effects that land use patterns and the resulting transportation behavior have on air quality. The goals, policies, and actions outlined in this Element focus on improving air quality through embracing regional coordination, "smart growth" land use concepts, transportation demand management, energy conservation, cleaner industries and vehicles, and public education.

Related Plans and Programs

The Air Quality Element relates to several other plans and programs, including the following:

- **California Clean Air Act.** The California Clean Air Act requires nonattainment areas to achieve and maintain the state ambient air quality standards by the earliest practicable date and also requires local air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards. The Air Quality Element contains policies that support attainment of air quality standards.



- **1994 Sacramento Area Regional Ozone Attainment Plan.** The Clean Air Plan was developed cooperatively with all the air quality districts in the Sacramento Region. Because the region could not demonstrate compliance with federal ozone standards, the region accepted a designation of "severe nonattainment" for the federal one-hour ozone standard, and additional emission requirements were placed on stationary sources. The Air Quality Element contains policies that support attainment of air quality standards.

- **Sacramento Metropolitan Air Quality Management District (SMAQMD) Rules and Regulations.** The rules are comprised of 10 regulations, including: General Rules; Permits; Fees; Prohibitory Rules; Agricultural Burning; Hearing Board; Emergency Episode Plan; New Source Performance Standards; National Emission Standards For Hazardous Air Pollutants (NESAPs); and Mobile Sources. The Air Quality Element contains policies related to new pollution sources, emission standards and mobile sources.

- **Sacramento Metropolitan Air Quality Management District (SMAQMD) Guide to Air Quality Assessment in Sacramento County.** SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County for calculating a project's air quality impacts during the environmental review process. SMAQMD recommends that this Guide be used by lead agencies at local, State, and federal levels for projects that are likely to result in emission impacts in Sacramento County. The Air Quality Element contains policies related to coordinating with SMAQMD on environmental documents for projects.

- **California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective".** The California Environmental Protection Agency and the California Air Resources Board released the "Air Quality and Land Use Handbook: A Community Health Perspective" (handbook) in April 2005. The

handbook recommends specific buffers between heavily traveled roadways (e.g., freeways) and land uses for sensitive populations. The Air Quality and Land Use Elements contain policies related to buffers between incompatible land uses.

- **Sacramento Transportation and Air Quality Collaborative.** The Collaborative is a consortium of 48 regional and local organizations developed to address air quality, transportation, land use, and governance issues in the greater Sacramento area. The Collaborative seeks to increase public participation through education, evaluation of transit systems, land use developments, jobs/housing balances, and encouragement of regional planning efforts to achieve and maintain clean air quality as measured by federal and state ambient air quality standards. The Air Quality, Land Use, and Housing Elements contain policies that are support the Collaborative's efforts in land planning, jobs-housing balances, and achieving air quality standards.

- **Metropolitan Transportation Plan (MTP).** The MTP is a 23-year long-range plan for transportation improvements in the greater six-county Sacramento region. The MTP establishes goals, policies, programs, and projects that will meet the mobility needs of the Sacramento region while satisfying federal air quality standards. SACOG is the metropolitan planning organization responsible for developing the MTP every three years. The Circulation and Air Quality Elements contain policies for mobility and attainment of air quality standards.

- **Metropolitan Transportation Improvement Program (MTIP).** The MTIP is the short-term implementation plan for the MTP. The current MTIP is the 2005/07 plan. The MTIP contains two separate documents, 1) Sacramento Ozone Non-Attainment Area and 2) Yuba Sutter Ozone Non-Attainment Area. The Air Quality Element contains policies that support attainment of air quality standards.

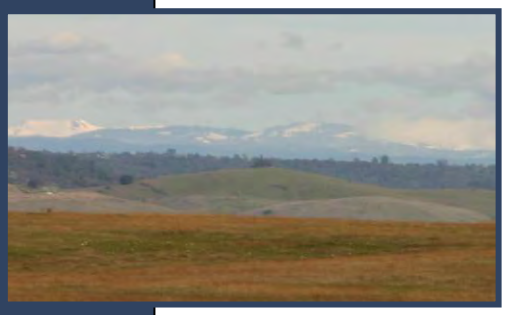
- **Caltrans publications and guidance on air quality.** The Caltrans Division of Environmental Analysis Headquarters Air Quality Coordination Branch manages regional and project-level air quality issues, consults and coordinates with State, federal, and regional air and transportation planning agencies, and builds and maintains air quality analysis tools and procedures related to transportation air quality issues, including model and guidance documents. The Circulation and Air Quality Elements contain policies for transportation and attainment of air quality standards.

- **Rancho Cordova Pedestrian Master Plan.** The Pedestrian Master Plan establishes polices, programs, and projects to improve the pedestrian system with the City of Rancho Cordova. An improved pedestrian system will allow more people to use walking as a method of transit, reducing automobile emissions and

thus improve air quality. This Element contains policies and actions related to encouraging all modes of transportation, including walking.

Relationship to Other Elements

The Air Quality Element an optional element chosen for inclusion because it addresses significant local needs and issues. The Air Quality Element directs policy on air quality in Rancho Cordova and is closely related to other General Plan Elements. This element is tied to the Land Use Element through policies related to land use patterns and density. The Circulation Element is related to this element through policies related to supporting multiple forms of transportation to improve air quality. The Air Quality Element relates to the Urban Design Element through policies pertaining to landscaping, and walking/bicycling to services and shopping. The Economic Development Element contains policies related to encouraging infill to reduce air pollution. Where the overlap can be identified, cross-references are provided to alert the reader to the other elements.



ISSUES AND CONSIDERATIONS

Setting

The U.S. Environmental Protection Agency and the California Air Resources Board established ambient air quality standards for common pollutants. These standards represent the safe levels of contaminants that avoid the specific adverse health effects associated with each pollutant. The most common air pollutants with known harmful effects are listed below.

- Ozone, commonly referred to as smog, is a respiratory irritant that increases susceptibility to respiratory infections and diseases and harms lung tissue at high concentrations.

- Fine particulate matter is produced by fuel-burning vehicles and industries and affects health because it can bypass the body's natural filtration system more easily than larger particles, lodging deep in the lungs.

- Carbon monoxide is produced mainly by motor vehicle emissions and at low concentrations reduces the amount of oxygen in the bloodstream and may aggravate cardiovascular disease.

- Toxic air contaminants may be released as emissions from normal operations, or during accidental releases of hazardous materials. Adverse health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Rancho Cordova is located within Sacramento County, which is located at the southern end of the Sacramento Valley Air Basin. At the time this General Plan was prepared, Sacramento County was designated nonattainment of national and state ambient air quality standards (AAQS) for ozone and PM10, as well as the state AAQS for PM2.5. The County was designated attainment or unclassified for all remaining pollutants.

Rancho Cordova Air Quality Monitoring Data

The SMAQMD and ARB maintain several air quality monitoring sites in the Sacramento area, however, none are located in the City of Rancho Cordova and not all monitoring sites measure all air pollutants. For instance, the Sloughhouse monitoring site, which is the site nearest to the City, only measures ozone. The nearest monitoring site for carbon monoxide, PM2.5, Nitrogen Dioxide, and Sulfur Dioxide is at Del Paso Manor at 2701 Avalon Dr. in Sacramento. The nearest monitoring site for PM10 is the Sacramento Branch Center Road site, located near Bradshaw Road south of U.S. 50, within the Planning Area. Based on these monitoring sites, all federal ambient air quality standards have been met in the City, with the exception of ozone, which exceeded the eight-hour average on ten occasions in 2005. Also, California standards for PM10 and ozone were exceeded in the City in 2005. Table AQ-1 shows monitoring data on Rancho Cordova's air quality.

Air quality is a regional issue that rarely affects just one city. Regional growth patterns and other jurisdictions' contributions to pollution will continue to contribute the City's air quality issues.

Sources of Air Pollution in Rancho Cordova

Stationary sources of air pollution in Rancho Cordova include A. Teichert & Son Aggregate, AeroJet, Puente Wood Products, Sacramento Rendering Company, Teledyne Mec, Granite Construction, and concrete recycling. Mobile sources of air pollution in Rancho Cordova include cars, trucks, buses, motorcycles, off-road equipment, construction activities, and consumer products, as well as gas-powered lawn tools and mowers, farm and construction equipment, recreational vehicles, planes, and trains. Sources of toxic air contaminants in Rancho Cordova include manufacturing facilities, the Kiefer Landfill, and diesel exhaust from auto body shops, auto machine shops, dry cleaners, and gas stations. Indirect sources

of air pollution are predominantly from vehicle trips along major thoroughfares through and adjacent to Rancho Cordova.

Air Quality Emissions Under Buildout

Increases in operational air impacts with implementation of the proposed General Plan would generally consist of stationary and mobile sources.

- A stationary source of air pollution refers to an emission source that does not move (e.g., utilities and chemical and manufacturing facilities). Often, stationary sources are defined as large emitters that release relatively consistent qualities and quantities of pollutants. The term "area source" is used to describe the many smaller stationary sources located together whose individual emissions may be low, but whose collective emissions can be significant. Typically, area sources are those that emit less than 25 tons per year of any combination of hazardous air pollutants, or less than 10 tons per year of any single hazardous air pollutant.

- A mobile source of air pollution refers to a source that is capable of moving under its own power. In general, mobile sources imply on-road transportation, but there is also a non-road or off-road category that includes gas-powered lawn tools and mowers, farm and construction equipment, recreational vehicles, boats, planes, and trains.

Increases in industrial, commercial, and office uses as well as services that provide for an increasing population, intensify stationary source air emissions. According to this analysis, under buildout conditions, uses in the Planning Area may produce 14,296.66 tons of ROG, 3,168.86 tons of NOx, and 8,420.85 tons of PM10 per year. The projected air quality emissions associated with buildout of Rancho Cordova are shown in Table AQ-2.

TABLE AQ-1
RANCHO CORDOVA AREA AIR QUALITY MONITORING DATA FROM LOCAL MONITORING STATIONS

Pollutant	Standard[3]	2003		2004		2005	
		Highest	Days over	Highest	Days over	Highest	Days over
Ozone							
Highest 1-hour average[1]	0.09 ppm	0.131 ppm	1	0.114 ppm	0	0.132 ppm	3
Highest 8-hour average[2]	0.07 ppm	0.107 ppm	19	0.93 ppm	8	0.110 ppm	10
Carbon Monoxide							
Highest 8-hour average[1]	9.0 ppm	4.27 ppm	0	3.15 ppm	0	2.26 ppm	0
PM10							
Highest 24-hour average[1]	50 µg/m3	77.0 µg/m^3	4	45.0 µg/m^3	0	52.0 µg/m^3	1
PM2.5							
Highest 8-hour average[2]	65 µg/m3	73.2 µg/m^3	2	58.2 µg/m^3	0	45.7 µg/m^3	0
Sulfur Dioxide							
Highest 1-hour average[1]	.0.25 ppm	.003 ppm	0	.003 ppm	0	.003 ppm	0
Nitrogen Dioxide							
Highest 1-hour average[1]	0.25 ppm	.101 ppm	0	.066 ppm	0	.061 ppm	0

Source: California Air Resource Board (data from Del Paso Manor, Sloughouse, and Sacramento Branch Center Road monitoring stations)
Note: 1 California standard;
2 National standard
3 ppm = parts per million, µg/m^3 = micrograms per cubic meter.

TABLE AQ-2
PROJECTED RANCHO CORDOVA BUILDOUT AIR QUALITY

Input Assumptions Planning or Focus Area (Model Run)	Dwelling Units		Commercial		Office		Industrial	
Planning or Focus Area (Model Run)	/# Units	Trip Gen Rate	/1000 sqft	Trip Gen Rate	/1000 sqft	Trip Gen Rate	/1000 sqft	Trip Gen Rate
General Plan Planning Area	126,241.00		11,971,169		36,397,637		22,840,982	
City Area	75,923.00	6.42	5,764,627	21.47	21,614,312	1.66	7,705,690	3.48
Non-City Area/Unincorporated	50,318.00		6,206,542		14,783,325		15,135,292	
Projected Annual Emissions								
Planning or Focus Area (Model Run)	Area Source Emissions (tons/yr)			Mobile Source Emissions (tons/yr)			Total Emissions (tons/yr)	
	ROG	NOx	PM10	ROG	NOx	PM10	ROG	NOx	PM10
General Plan Planning Area	12,347.99	1,966.26	22.62	1,948.67	1,202.60	8,398.23	14,296.66	3,168.86	8,420.85
City Area	2,905.58	258.55	482.00	194.74	144.05	867.52	3,100.32	402.61	1349.53
Non-City Area/Unincorporated	1,949.85	176.17	319.46	150.82	111.12	665.15	2,100.67	287.29	984.61
Projected Daily Emissions									
Planning or Focus Area (Model Run)	Area Source Emissions (tons/day)			Mobile Source Emissions (tons/day)			Total Emissions (tons/day)	
	ROG	NOx	PM10	ROG	NOx	PM10	ROG	NOx	PM10
General Plan Planning Area	33.83	5.39	0.06	5.34	3.29	23.01	39.17	8.68	23.07
City Area	7.96	0.71	1.32	0.53	0.39	2.38	8.49	1.10	3.70
Non-City Area/Unincorporated	5.34	0.48	0.88	0.41	0.30	1.82	5.76	0.79	2.70

Emissions were calculated based on default assumptions provided in the model for the lower Sacramento Valley area. Model default assumptions for pass-by and double-counting adjustments were included. Actual emissions will vary depending on how development occurs, the specific types of land uses developed, and emission control measures implemented.

XII AIR QUALITY ELEMENT

Issues This Element Attempts to Solve

The primary issues that the Air Quality Element attempts to solve, many of which were raised during General Plan workshops, include the following:

- Reversing increases in regional air pollution and achieving attainment for ozone levels at both the federal and state standards.
- Reducing or eliminating residents' health concerns that are attributable to air quality impacts.
- Improving visibility of scenic vistas.
- Creating incentives to decrease the number of vehicle miles traveled, length of trips, and traffic congestion.
- Improving air quality through land use and circulation patterns to discourage fuel-powered transit.
- Creating more choices for multiple forms of transportation and strengthening pedestrian and bicycle mobility.

While the focus of this element is on improving our local air quality, it is important to recognize that this element cannot change regional growth patterns or contributions to air pollution from other jurisdictions.

GOALS, POLICIES, AND ACTIONS

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

- **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.**
- **Goal AQ.2: Support land use patterns and densities that lessen air quality impacts.**
- **Goal AQ.3: Support multiple forms of transportation and a circulation system design that reduces vehicle trips and emissions.**

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

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

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. (Refer to Table AQ-3 in this Element for ambient air quality standards.)

- **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.

An "unmitigated baseline project" is a development project that is built and/or operated without the implementation of trip-reduction, energy conservation, or similar features, including any such features that may be required by the Zoning Code or other applicable codes.

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.

Cross reference: C.1.9.

- **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.

Cross reference: LU.1.3.2

Cross reference: LU.1.7

- **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.

Cross reference: UD.2.1

- **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.

Cross reference: LU.5.1.1

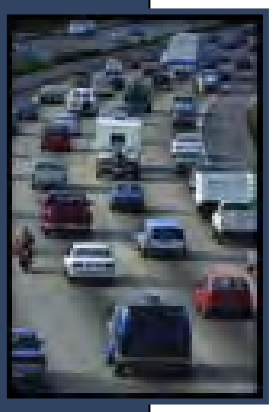
Policy AQ.2.3 – Encourage infill development as a way to reduce vehicle trips and improve air quality.

- **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.

Cross reference: NR.4.3.1

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 Air Quality and Land Use Handbook: A Community Health Perspective when evaluating new development requests that either would generate toxic air contaminant emissions near sensitive receptors or locate new sensitive receptors near existing sources of air toxic emissions or order to minimize health hazards, and implement all feasible best available control technology, as required by SMAQMD.

GOAL AQ.3 – SUPPORT MULTIPLE FORMS OF TRANSPORTATION AND A CIRCULATION SYSTEM DESIGN THAT REDUCES VEHICLE TRIPS AND EMISSIONS.

Cross reference: UD.1.6, C.2.2.1, OSPT.3.1,

Policy AQ.3.1 - Promote walking and bicycling as viable forms of transportation to services, shopping, and employment.

- **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.

Cross reference: C.3.1

- **Action AQ.3.2.1 -** Provide and/or adequately advertise shuttles from local transit stations to special event and civic centers.

- **Action AQ.3.2.2 -** Encourage employers to provide: direct shuttle service to light rail; transit subsidies; bicycle facilities; ridesharing; flex schedules and alternative work schedules, including telecommuting and work-at-home programs; and preferential parking for carpools.

- **Action AQ.3.2.3 -** Support the development of Transportation Demand Management services through the City's Transit-Related Services Tax Area that result in active marketing of transit services, ride sharing programs, bike and pedestrian facilities, transit facilities, and provision of transit subsidies that provide air quality benefits.

- **Action AQ.3.2.4** - Require that new development pay its fair share of the cost of transit facilities and the operations and maintenance of transit services.

Policy AQ.3.3 - Involve local businesses in creating, maintaining, or promoting mass transit opportunities and reducing vehicle emissions.

- **Action AQ.3.3.1** - Encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations.

- **Action AQ.3.3.2 -** Recommend that business owners schedule deliveries at off-peak traffic periods.

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.

Cross reference: C.1.9

- **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. Many options exist for reducing pollution from energy-producing systems, including the following:

  – Requiring the use of the best available technologies to reduce air pollution standards.

  – Using building materials and methods that reduce emissions and improve indoor air quality (e.g., LEED certification, LEED Green Buildings, EPA Green Building, etc.).

  – Requiring that development projects be located and designed in a way that minimizes direct and indirect emission of air contaminants.

  – Installing efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.

  – Utilizing automated time clocks or occupant sensors to control heating systems.

LEED stands for Leadership in Energy and Environmental Design. The LEED Green Building Rating System® is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. LEED emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.

- **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.

AIR QUALITY STANDARDS

The following table contains federal and state ambient air quality standards that shall be used in conjunction with the Sacramento Metropolitan Air Quality Management District's thresholds of significance to evaluate development projects for air quality impacts. This table is referenced in Policy AQ.1.2 of this Element.

TABLE AQ-3
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	-	0.09 ppm
	8-Hour	0.08 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9 ppm	9.0 ppm
	1-Hour	35 ppm	20.0 ppm
Nitrogen Dioxide	Annual Average	0.053 ppm	--
	1-Hour	--	0.25 ppm
Sulfur Dioxide	Annual Average	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	--	0.25 ppm
PM_{10}	Annual Average	50 µg/m^3	20 µg/m^3
	24-Hour	150 µg/m^3	50 µg/m^3
$PM_{2.5}$	Annual	15 µg/m^3	12 µg/m^3
	24-Hour	65 µg/m^3	--

Notes: PPM = Parts per Million; µg/m3 = Micrograms per Cubic Meter
Source: Sacramento Metropolitan Air Quality Management District, 2004

XIII - NOISE ELEMENT

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XIII NOISE ELEMENT

VISION STATEMENT

The City will strive to create a community free of noise disturbances. All City residents and visitors will be able to enjoy indoor and outdoor spaces without the intrusion of harmful levels of noise. Noise mitigation efforts that emphasize site and project design will encourage attractive and natural spaces across all land uses.

INTRODUCTION

Noise is any unwanted sound that interferes with an individual's ability to perform a task or enjoy an activity. While there are sounds that are considered desirable, this element is intended to address unwanted sounds for the health, safety, and welfare of the community. Removing or reducing the impact of significant sources of noise will improve quality of life for Rancho Cordova's residents, employees, and visitors. The City will remove major sources of noise when possible and mitigate the impacts of all other noise-producing activities.

PURPOSE

The goal of this Noise Element is to identify the major sources of noise within the City and discuss the City's role in ensuring comfortable and safe noise levels throughout the community. The goals, policies, and actions provided will, when implemented, improve the noise environment in the Planning Area.

Related Plans and Programs

The Noise Element relates to several other plans and programs, including the following:

- **Mather Field Comprehensive Land Use Plan (CLUP/ALUP).** The Mather Field CLUP/ALUP includes regional policies to ensure land use compatibility with respect to aircraft noise. For all development occurring near the Mather Airport, the Plan requires affected cities and counties to evaluate the impact of aircraft noise on proposed development and to consider requiring noise reduction measures, aviation noise easements, and buyer or renter notification.

- **Regional Metropolitan Transportation Plan (MTP)**. The MTP incorporates land use planning to transportation improvements throughout the six-county region. Traffic modeling estimates traffic volumes and data used in acoustical analysis of transportation noise.

- **Planning and Operational Activities of Sacramento Regional Transit**. RT provides details about planned transit facilities and operations used in acoustical analysis of transportation noise. Regional Transit's light rail operations represent a significant noise source that the City will seek to minimize and will be considered in land planning decisions.

- **California Noise Control Act and Guidelines**. The legislature enacted the Noise Control Act to address unwanted and hazardous noise as a public health and welfare issue through noise control, prevention, and abatement. The State Office of Noise Control in the Department of Health Services established criteria and guidelines for use in setting standards for human exposure to noise. This Element is consistent with those provisions.

- **California Department of Transportation (Cal Trans) Standards**. Cal Trans standards establish construction specifications associated with Cal Trans facilities and rights-of-way related to transportation noise.

- **Rancho Cordova Design Guidelines**. The Design Guidelines identify Citywide standards to promote high-quality, pedestrian-oriented development. The guidelines also address compatibility of uses and design of noise attenuation features.

XIII NOISE ELEMENT

Relationship to Other General Plan Elements

The Noise Element relates to several other elements in the General Plan, including the Land Use Element, Urban Design Element, Circulation Element, and Safety Element. The Land Use and Urban Design Elements establish land use patterns and development/design policies to ensure land use compatibilities including potential noise issues. The Circulation Element identifies the City's roadway network that is used in projecting transportation noise sources. Finally, the Safety Element includes information about airport safety and planning documents, including noise impact. Where the overlap can be identified, cross references are provided to alert the reader to specific sections of other elements.

ISSUES AND CONSIDERATIONS

Noise Setting

Noise is generally defined as unwanted sound. Sound levels are measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Forty decibels would correspond with the sound of soft music, 80 decibels would correspond to freeway traffic noise at 50 feet, and 110 decibels would correspond to a commercial jet takeoff at 200 feet away. Continued exposure to sound levels over 85 dB may cause hearing loss.

The City's existing noise ordinance, which is based on the County noise ordinance, establishes maximum allowable exterior and interior noise levels for affected land uses. The ordinance generally limits exterior noise levels (measured at residential land and agricultural land uses) to a maximum of 55 dBA during any cumulative 30-minute period during the daytime hours (7:00 a.m.–10:00 p.m.), and 50 dBA during any cumulative 30-minute period during the nighttime hours (10:00 p.m.–7:00 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall not exceed 75 dBA during the day and 70 dBA at night. Activities generally considered to be exempt from the noise standards include construction activities (provided that they occur between the daytime hours of 7:00 a.m.– 6:00 p.m., Monday through Saturday, and 9:00 a.m.–6:00 p.m. on Sunday), school athletic and entertainment events, activities conducted on public parks and playgrounds, and transportation noise.

There are generally two types of noise sources: transportation and stationary. Transportation noise is produced primarily by traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from transportation-related sources is regulated at the federal and state levels. Stationary noise encompasses a wide range of fixed

sources of noise, including industrial operations, power-generating stations, outdoor recreation facilities, quarries, construction sites, and restaurant drive-through speaker boxes.

The major noise sources in the Planning Area consist of transportation noise associated with traffic on highways and major roadways, light rail, and airport noise and stationary noise including commercial and industrial uses, active recreation of parks, outdoor play areas of schools. Each of these noise sources is discussed individually below. Refer to Draft Environmental Impact Report Section 4.7 (Existing and Future Noise Conditions) for both transportation and non-transportation noise sources existing and projected at build out of the General Plan. Mitigation Measures have been incorporated into the General Plan.

Roadway Traffic

Major roadways within the City of Rancho Cordova include State Routes 50 and 16, Sunrise Boulevard, Folsom Boulevard, White Rock Road, Zinfandel Drive, Bradshaw Road, and others. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict existing and cumulative traffic noise levels for major roadways in the Planning Area. The General Plan EIR includes tables showing the roadways, traffic volume, and distance from the centerline of each roadway to three specified noise levels (70, 65, and 60 dB).

Railroads

The City is served by Regional Transit Light Rail along the Folsom Boulevard/ Highway 50 corridor. Based on survey information and Sacramento Regional Transit (RT) data, approximately 137 train pass-bys occur per day along the double tracks west of Hazel Avenue and approximately 59 train pass-bys occur per day along the single tracks east of Hazel Avenue. The Sound Exposure Level (SEL) of individual trains at a distance of 100 feet is approximately 90 dB with usage of the warning horn, and approximately 86 dB without the usage of the horn. Trains are generally required to sound warning horns as they approach at-grade crossings located within the City of Rancho Cordova. The General Plan EIR includes a table of average noise levels at a distance of 100 feet from the tracks and 500 feet from the at-grade crossings.

Airport

Mather Airport (formerly Mather Air Force Base) has been open as a public-use air cargo and general aviation airport since May 5, 1995. Managed by the County Department of Airports, the airport, which operates 24 hours per day, consists of two primary runways, one 11,300 feet long and the other 6,100 feet long, generally aligned in a northeast-to-southwest

direction. Mather Airport is a joint-use facility, supporting both military and commercial operations, and is rapidly developing as an air cargo depot.

Portions of the Planning Area are located within the currently adopted 60- and 65-dBA CNEL noise contours of the Mather Airport Comprehensive Land Use Plan (CLUP). At the time of General Plan preparation, the CLUP is being revised to account for existing and projected changes in aircraft operations that have occurred since development of the CLUP for Mather Airport. As would be expected, single-event noise levels (SEL) for aircraft overflights within the plan area would be greatest and most frequent near the airport's primary flight paths.

General Service Commercial and Light Industrial Uses

Noise sources associated with service commercial uses such as automotive repair facilities, wrecking yards, tire installation centers, car washes, loading docks, etc., are found at various locations within the City of Rancho Cordova. The noise emissions of these types of uses are dependent on many factors, and are therefore, difficult to quantify precisely. Nonetheless, noise generated by these uses contribute to the ambient noise environment in the immediate vicinity of these uses, and should be considered where either new noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential areas.

Parks and School Playing Fields

There are several park and school uses throughout the Planning Area. Noise generated by these uses depends on the age and number of people utilizing the respective facility at a given time, and the types of activities they are engaged in. School playing field activities tend to generate more noise than those of neighborhood parks, as the intensity of school playground usage tends to be higher. At a distance of 100 feet from an elementary school playground being used by 100 students, average and maximum noise levels of 60 and 75 dB, respectively, can be expected. At organized events such as high school football games with large crowds and public address systems, the noise generation is often significantly higher. As with service commercial uses, the noise generation of parks and school playing fields is variable.

Aerojet General

Aerojet, a GenCorp Inc. company, is a major space and defense contractor specializing in missile and space propulsion, and defense and armaments. It is located south of Highway 50 between Hazel Avenue and Prairie City Road. Although much of the manufacturing/ production which takes place at Aerojet occurs within insulated buildings, there are several noise producing activities/types of equipment which occur or are used in outdoor areas of the facility (e.g., compressors, cooling towers, fluid pumps, alarms, rocket testing, PA system, and construction/demolition and operation of a wastewater treatment facility). Because of the wide range of noise generation associated with these sources and activities, proposals for development of noise-sensitive land uses in the general vicinity of this use should be carefully evaluated for noise impact.

Cordova Shooting Center

The Cordova Shooting Center is located on Douglas Road west of Sunrise Boulevard. The facility is used for small arms, rifle and shotgun firing and is open seven days a week with hours beginning as early as 9:00 am and ending as late as 7:00 pm. Firearms used at this facility and similar shooting ranges generate maximum noise levels ranging from approximately 95 dB to 115 dB at a distance of 50 feet. Due to the impulsive nature of the noise generated at this facility, and the fact that impulsive noises have been found to be more annoying than steady state noises, proposals for development of noise-sensitive land uses in the general vicinity of this use should be carefully evaluated for noise impact.

Aggregate Facilities

There are various aggregate mining and processing facilities within the Planning Area. Operations at aggregate facilities typically consist of the excavation of aggregate material using front-loaders and or self elevating scrapers, the transfer of that material via truck or conveyor to the processing plant, where it is crushed and screened into various sized products, and the load out of the material via heavy trucks. The noise generation of such facilities varies by size, type of equipment, and hours of operation, but processing plant equipment normally ranges from 80 to 90 dB Leq at a distance of 100 feet from the processing plant equipment. Because of the early startup hours normally associated with these types of uses, and the high noise generation of the mining and processing equipment, proposals for development of noise-sensitive land uses in the general vicinity of this use should be carefully evaluated for noise impact.

Sacramento Rendering Company

The Sacramento Rendering Company is located along Kiefer Boulevard, west of Douglas Boulevard. Activities at this facility consist of the recycling of byproducts from the meat and poultry industries. The facility normally operates six days a week, 24-hours per day. Most of the noise-generating processes are located within the facility, and the principal noise source is heavy truck traffic associated with approximately 90 deliveries per day. When the noise levels were measured in 2001/2002 as part of the Sunrise Douglas Community Plan/Sunridge Specific Plan EIR, the plant entrance on Kiefer Road had a noise measurement of 50 dBA.

Kiefer Landfill

Sacramento County operates the Kiefer Landfill at 12701 Kiefer Blvd. Noise sources associated with this facility consist primarily of trucks arriving and departing the site, and heavy earthmoving equipment used in day-to-day landfill operations. Typical hours of operation at this facility are from 7:00 am to 5:00 pm. The landfill is surrounded by undeveloped rolling terrain. Significant noise sources at this location include bulldozers, backup warning devices, garbage trucks, and private and commercial traffic using the landfill. Noise measurements conducted at the landfill in 1989 yielded an average noise level of 71 dBA at a distance of 100 feet from the main dump activity area. Due to historic conflicts which arise from the development of noise-sensitive land uses in the vicinities of landfills, proposals for development of noise-sensitive land uses in the general vicinity of this use should be carefully evaluated for noise impact.

Noise Associated with Construction Activities

During construction and demolition associated with projects within the Plan Area, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels typically ranging from 85 to 90 dB at a distance of 50 feet. Impulsive construction activities such as pile driving would generate even higher noise levels. Although construction activities can very in duration, they are nonetheless temporary in nature and typically occur during normal daytime working hours.

Sacramento Raceway

The Sacramento Raceway is located on Excelsior Road north of Jackson Highway. The Raceway facilities include a quarter mile drag strip, and a midget car and motocross dirt oval

track. Racing typically takes place on Wednesday and Friday nights with occasional large events on weekends. According to the Sacramento County General Plan Noise Element, a focused EIR was prepared for the Sacramento Raceway in 1981. The conclusions of that EIR state that the cumulative noise impacts of the raceway operations are significant. Bollard & Brennan Associates conducted noise measurements at the Sacramento raceway during the Governor's Cup races on September 22-23, 1989. Maximum noise levels of 130 dBA were measured at a distance of 100 feet from the dragstrip during Top Fuel Funny Car races. Maximum noise levels measured during Pro- Gas, Door-Slammer and Alcohol Dragster races registered between 100 and 120 dBA at the same location.

Issues this Element Attempts to Solve

The Noise Element establishes a framework for how the City will address noise concerns in the Planning Area, with a specific emphasis on issues raised by the public, including those listed below:

- Reducing noise from vehicle traffic, especially in residential areas.
- Mitigating aircraft noise from Mather Field.
- Controlling noise from industrial uses and aggregate operations.
- Maintaining livability within dense neighborhoods.

GOALS, POLICIES, AND ACTIONS

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

- **Goal N.1: Ensure that all new development will be free of noise disturbances.**
- **Goal N.2: Mitigate Existing Noise Disturbances.**

GOAL N.1 - ENSURE THAT ALL NEW DEVELOPMENT WILL BE FREE OF NOISE DISTURBANCES.

Policy N.1.1 - Establish standards and policies consistent with those in Tables N-1 and N-2 to govern maximum sound levels in new development.

- **Action N.1.1.1** - Adopt a Noise Ordinance with noise level performance standards, including maximum allowable noise exposure, ambient versus nuisance noise, method of measuring noise, and enforcement procedures.

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.

Cross reference: NR.8.3

- **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 project that may include the use of temporary noise barriers, temporary relocation of noise-sensitive land uses or other appropriate measures.

Policy N.1.8 - New residential development shall only be allowed inside of the 60 CNEL Mather Airport Policy Area if the following conditions are met:

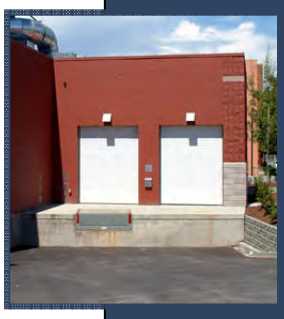
- Noise insulation is provided in all new residential dwelling units that reduces interior noise levels to 45 dB with windows closed in any habitable room.

- Prospective buyers are notified through the Public Report prepared by the California Department of Real Estate disclosing the fact that the parcel is located within the Mather Airport Policy Area.

- An Aviation Easement is recorded on the property acknowledging that the property is located within the Mather Airport Policy Area. The easement shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport. The Avigation Easement shall be granted to the County of Sacramento, recorded

with the Sacramento County Recorder and filed with the County Department of Airports.

GOAL N.2 - REDUCE NOISE DISTURBANCES IN EXISTING DEVELOPMENT AND ENSURE THAT ALL MITIGATION METHODS POSITIVELY CONTRIBUTE TO THE CITY'S LIVABILITY.

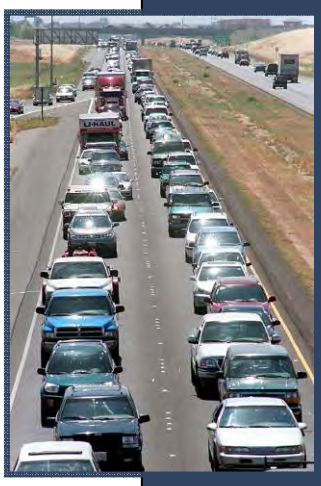


Policy N.2.1 - Strategically locate grade separations on existing or future light rail lines so that they will not result in adverse noise impacts to adjacent residential areas.

- **Action N.2.1.1** - Encourage placement of light rail lines below the grade of the roadway in order to reduce noise impacts.

Policy N.2.2 - Ensure that operational noise levels of new roadway projects will not result in significant noise impacts.

- **Action N.2.2.1** - Assess the significance of the noise increase of all roadway improvement projects in existing areas according the following criteria:



  - Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and

  - Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and

  - Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.

Policy N.2.3 - Emphasize mitigation methods other than soundwall installation to reduce noise to acceptable levels in residential areas originally constructed without soundwalls.

- **Action N.2.3.1** - Adopt a Citywide noise reduction program to reduce traffic noise and other noise levels.

Types of Uses

The types of uses which may typically produce the noise sources addressed below include, but are not limited to, industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Stationary Noise Performance Standards

These noise level performance standards apply to new projects that are affected by or include non-transportation noise sources, with the exception of residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

Typical noise sources are considered to be infrequently interrupted sources of noise, such as HVAC systems, cooling towers, fans, and blowers. Some examples of noise sources that are tonal, impulsive, repetitive, or consist mostly of speech or music include pile drivers, drive-through speaker boxes, outdoor speaker systems, punch presses, steam valves, and transformer stations.

TABLE N-1
CITY NOISE STANDARDS
NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION NOISE SOURCES

Stationary Noise Source	Noise Level Descriptor	Daytime Maximum (7 a.m. to 10 p.m.)	Nighttime Maximum (10 p.m. to 7 a.m.)
Typical	Hourly L_{eq}, dB	55	45
Tonal, impulsive, repetitive, or consist primarily of speech or music	Hourly Leq, dB	50	40

The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

TABLE N-2
MAXIMUM TRANSPORTATION NOISE EXPOSURE

Land Use	Outdoor Activity Areas[1] Ldn/CNEL, dB	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB[2]
Residential	60[3]	45	--
Residential subject to noise from railroad tracks, aircraft overflights, or similar noise sources which produce clearly identifiable, discrete noise events (e.g., the passing of a single train)	60[3]	40[5]	--
Transient lodging	60[4]	45	--
Hospitals, nursing homes	60[3]	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60[3]	--	40
Office buildings	--	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

1 *Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.*

2 *As determined for a typical worst-case hour during periods of use.*

3 *Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.*

4 *In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the project design. In these cases, only the interior noise level criterion will apply.*

5 *The intent of this noise standard is to provide increased protection against sleep disturbance for residences located near railroad tracks.*

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XIV IMPLEMENTATION

INTRODUCTION

This General Plan Implementation Program provides a guide to implement adopted General Plan policies and actions for City's elected officials, staff and the public. The purpose of the Implementation Program is to ensure the overall direction provided in the General Plan to build a City is translated from general terms to specific actions.

Each implementation measure is a program, procedure, or task that requires additional City action. Actions generally apply Citywide or to a specific area or project. In adopting this Implementation Program, the City Council recognizes the importance of long-range planning considerations in day-to-day decision making and budgeting. Implementation of the specific programs will be subject to funding constraints.

This chapter explains key components of implementing the General Plan and includes a comprehensive implementation matrix of General Plan actions and corresponding responsibilities, timelines, and funding sources to carry them out.

IMPLEMENTING THE PLAN

The Implementation Program will serve as the basis for the preparation of the Annual Report to the City Council on the status of the City's progress in implementing the General Plan, as required by California Government Code Section 65400. Because some of the individual actions described in the Implementation Program serve as mitigation for significant environmental impacts resulting from planned development identified in the General Plan, the annual report can also provide a means of monitoring the application of the mitigation measures as required by State CEQA Guidelines Section 15097. This Implementation Program may be updated annually with the budget process and whenever the City's General Plan is amended or updated to ensure continued consistency and usefulness.

XIV IMPLEMENTATION

Primary Implementation Documents

One of the primary implementation tools for the General Plan is the City's Zoning Code, which establishes zoning district and corresponding allowed use and development provisions for all property within the City. By law, the Zoning Code text and map must be consistent with the General Plan. In particular, zoning will need to implement the new land use designations and locations as outlined in the Land Use Element and Land Use Map. A comprehensive update to the City's Zoning Code will be required to ensure consistency and implementation of the General Plan.

Other important implementation tools include, but are not limited to the City Street Standards, Improvement Standards, Open Space Performance Standards, Pedestrian Master Plan, Bikeway Master Plan, Redevelopment Plan, Economic Development Strategy, and Emergency Management Plan. Specific Plans will also be prepared to implement the General Plan for City identified special project areas (e.g., Folsom Boulevard Specific Plan, Downtown Specific Plan) and for master planning of private developments.

Funding

The City's General Fund is the primary source of funding for General Plan and implementation. A General Plan fee is collected to cover the cost of General Plan adoption, implementation, and amendment over time. Several other fees and funding sources are used to implement the General Plan and to build the envisioned City. These funding sources are listed in the implementation matrix of this chapter.

Subsequent Project Review

With the exception of individual single-family homes, all new development in Rancho Cordova requires discretionary Design Review approval from the City. Additionally, modifications to non-residential structures that increase square footage by more than 5,000 square feet also require discretionary Design Review approval from the City. Thus, the City will be evaluating development projects for consistency with the General Plan and other adopted plans and policies. These development projects will also be subject to evaluation under the California Environmental Quality Act (CEQA).

XIV IMPLEMENTATION

PLANNING TIMEFRAME

General Plans in California typically plan for a 20 or 25-year horizon. As described in the Introduction Chapter, the Rancho Cordova General Plan looks to a planning horizon for both a 25-year period (2030) and to full buildout of the City and Planning Area (estimated at year 2050). The implementation matrix outlines timelines for each of the actions, many of which are ongoing for the life of the General Plan.

ADOPTING AND AMENDING THE GENERAL PLAN

Adoption of this General Plan is completed by resolution. The process for adopting this Plan includes hearings and presentations with the Planning Commission and the City Council, and final adoption is the responsibility of the City Council, as defined by California Government Code Section 65350, et. seq.

It may be necessary, from time to time, to amend this General Plan. While most of these changes may be in the form of land uses changes, others will involve changes to the text of the plan. All amendments must also be adopted by resolution and require public hearings by the Planning Commission and City Council and evaluation of the environmental impacts as required by the California Environmental Quality Act (CEQA). Consistent with State law (Government Code Section 65358), the City may only amend the General Plan four times per year. Amendments may be proposed and acted upon at anytime during the year and one action may include multiple amendments.

THE IMPLEMENTATION MATRIX

The implementation matrix below (Table IMP-1) lists all of the Actions in each of the twelve General Plan Elements, along with the responsible parties, funding sources, and methods to be used to implement the actions. The matrix is designed to be a general road map to implementing the General Plan and may be updated as new tools become available and new goals and policies are adopted by the City.

The following legend of terms and corresponding acronyms are used throughout the implementation matrix when referring to responsible parties:

B = Building Department
CAC = Cultural Arts Commission
CM = City Manager

CRPD = Cordova Recreation and Parks District

ED = Economic Development

F = Finance Department

FD = Fire District

H = Housing

HRC = Historic Resources Committee

NS = Neighborhood Services

PIO = Public Information Officer

PL = Planning Department

PD = Police Department

RA = Redevelopment Agency

PW = Public Works

The following legend of terms and corresponding acronyms are used throughout the implementation matrix when referring to funding sources:

AF = Application Fees
BPF = Building Permit Fees
CDBG = Community Design Block Grant
CIP = Capital Improvement Plan
GF = General Fund
IF = Impact Fees
PF = Park Fees
RAF = Redevelopment Agency Funds
UF = User Fees

TABLE IMP-1
IMPLEMENTATION MATRIX

No.	Action	Responsible Party	Time Frame	Funding Source
II – Land Use Element				
LU 1.1.1	Regularly evaluate the mix of land uses as the City grows to analyze build out conditions, market conditions, etc.	PL	Ongoing	GF
LU.1.1.2	Utilize the PLACE^{3}S land use model to track General Plan implementation with respect to Land Use and analyze the impact of new development on existing uses and the City roadway network. Update the model on a quarterly basis with newly constructed development projects to maintain accuracy of the model.	PL	Ongoing	GF
LU.1.1.3	Regularly update the General Plan Land Use Map and other related maps in the General Plan with the latest parcel information from the County's Assessor's Office, regardless of General Plan Amendment activity. Updates to the parcel lines, when no adjustments have been made with respect to land uses.	PL	Ongoing	GF
LU.1.1.4	Amend the Zoning Code text to include the appropriate findings required for General Plan land use and text amendment requests.	PL	2006 / 2007	GF
LU 1.2.2	Designate adequate commercial, office, and industrial land uses throughout the City during project review and as part of annual review of the General Plan.	PL	Ongoing	GF
LU.1.2.2	Establish a comprehensive plan for an economically viable mix of land uses in and around Mather Airport.	PL / ED	2007	GF
LU.1.3.1	Identify target businesses and industries that diversify the City's employment base and create incentives to locate in Rancho Cordova.	ED	Ongoing	GF
LU.1.3.2	Designate new and existing office developments as mixed-use to encourage the compatible integration of residential and commercial retail and service uses in proximity to jobs.	PL	2006 / 2007	AF
LU.1.4.1	Establish performance and development standards in the Zoning Code and guidelines in the Citywide Design Guidelines to address compatibility between existing and proposed development and within proposed mixed-use development (vertical and horizontal).	PL	2006 / 2007	GF
LU.1.4.2	Create development standards and design guidelines to specifically address the compatibility of high-rise development in the Downtown Planning Area. Give special consideration to those issues unique to	PL / FD	2007 / 2008	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	high-rise development, including the following: visual intrusion, distant viewshed, shadowing of adjacent properties, glare, wind tunnel effects, emergency service, interruption of electronic transmissions, traffic and parking, and noise and vibration. Recognize that urban (higher intensity) developments increase transit opportunities, increase walkability, and efficient land use, which lead to reduced automobile emissions.			
LU.1.4.3	Promote the disclosure of potential land use compatibility issues in all parts of the City, such as noise, dust, odors, etc., in order to provide potential purchasers with the information necessary to make informed decisions about the property and its future land uses.	PL	2006 / 2007	GF
LU.1.4.4	Develop guidelines for the buffering of incompatible land uses in ways that retain community character but do not consume large land area, create pedestrian barriers, or result in unsafe conditions.	PL / PD	2006 / 2007	GF
LU.1.4.5	Minimize impacts between urban and agricultural uses through the use of buffers, increased setbacks, roadways, barriers, landscaping, and/or other appropriate methods to avoid conflicts.	PL	2007 / 2008	GF
LU.1.4.6	Work with utility providers to coordinate location of transmission lines and substations during development review.	PW / PL	Ongoing	GF
LU.1.5.1	Update the Zoning Code Text and Map to reflect new land use designations and distributions throughout the City as established in this General Plan.	PL	2006 / 2007	GF
LU.1.5.2	Regularly audit, and update as necessary, any provisions of the Code that may be inconsistent with the General Plan and its subsequent amendments.	PL	Annual	GF
LU.1.6.1	Ensure master planned communities include the provision of public/quasi-public land preserved for civic uses.	PL	Ongoing	AF / GF
LU.1.6.2	Create a site inventory identifying desired locations for a full service hospital.	CM / ED / PL	2006 / 2007 / 2008	GF
LU.1.7.1	When siting new transit-oriented developments: the development must be within one-quarter mile of a major transit stop; emphasize street-level neighborhood commercial services that serve many residents in surrounding areas; encourage employment in the urban transit-oriented development created along the transit route; create a pleasant walking environment through good land use design, short distances, amenities, and streetscape features; and provide direct, multiple linkages, especially for bicycles and pedestrians, to surrounding areas.	PL	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
LU.2.1.1	Amend the Zoning Code and Citywide Design Guidelines to include the City's smart growth principles as appropriate.	PL	2006 / 2007	GF
LU.2.2.1	Identify the building block components of neighborhoods, villages, and districts in the existing areas of the City and encourage redevelopment using the building blocks principles.	PL	Ongoing	GF / AF
LU.2.4.1	Establish, as a part of design review, a system or mechanism that evaluates the effectiveness of a proposed project in meeting these requirements (listed in LU.2.4).	PL	2006	AF
LU.2.5.1	Require market studies, financing plans, phasing plans, and other associated studies as needed as part of all new major development applications in order to evaluate the need for these projects, their compliance with established City policy, and the impact of the development on the City and service providers.	PL / F	Ongoing	AF
LU.2.6.1	As part of neighborhood project review, ensure that village centers are strategically located for accessibility to surrounding neighborhoods and retail viability. Village town center should ensure that neighborhood-serving commercial uses adjacent to residential areas provide quality, convenient, and community-serving retail choices in a manner that does not adversely impact neighborhood character.	PL / F	Ongoing	AF
LU.2.7.1	Develop and adopt energy conservation performance standards that apply to new construction and focus on cost-effective measures that exceed minimum federal and state requirements, in recognition and support of the Sacramento Municipal Utility District's "Conservation Power" goals.	PL / B	2007	GF
LU.2.7.2	Create programs that educate developers and property owners about the advantages of "green design" on their property and within the City, and inform them on how they can incorporate such design elements into their projects. Develop incentives, such as grants, financing programs, or other mechanisms that help make "green design" realistic.	PL / B / PIO	2007	GF
LU.2.8.1	Amend the Zoning Code to include flexible parking standards and parking reductions to encourage compact development, shared parking, and higher density projects in specified locations throughout the City.	PL / PW	2006 / 2007	GF
LU.3.1.1	Identify and map target attractions and establish economic development policies and programs to attract these uses to the City.	ED	2007	RAF
LU.3.2.1	Establish specific policies, standards, and guidelines for quality design of all public and quasi-public uses.	PL	2007	GF

No.	Action	Responsible Party	Time Frame	Funding Source
LU.3.6.1	All applications for annexations shall include a comprehensive land use plan for the affected territory, including pre-zoning and a plan for infrastructure financing and phasing. In considering applications for annexation, the City shall consider whether the annexation will accomplish all of the following: - Constitute fiscally sound additions to the existing City; - Be consistent with state law and Local Agency Formation Commission policies, standards, and criteria; - Preserve neighborhood identities; - Ensure the provision of adequate municipal services; - Be consistent with General Plan and Community Plan land use policies; - Incorporate smart growth principles for sustainable economic growth while maintaining environmental integrity and providing for social equity; and - Promote fiscally sound, efficient service boundaries.	CM / PL	Ongoing	GF
LU.4.1.1	Establish and maintain agreements or working relationships with SACOG, Sacramento County, and the cities of Folsom, Sacramento, and Elk Grove to facilitate a coordinated approach to land use decisions that affect each jurisdiction.	CM	Ongoing	GF
LU.4.1.2	Facilitate agreements (i.e. memorandums of understanding) for critical planning topics and activities with neighboring jurisdictions and SACOG and allow for shared responsibility and an equal voice for all participants	CM	Ongoing	GF
LU.4.1.3	Partner with other jurisdictions and agencies to create joint powers authorities that address issues of mutual concern (i.e. the American River Parkway) but still allow the City to maintain its voice and decision making authority throughout the process.	CM	Ongoing	GF
LU.4.1.4	Encourage neighboring jurisdictions to adopt and collect infrastructure impact fees (e.g. roadway impact fees) for all new development that will have an impact on the City infrastructure (e.g. roads)	CM	Ongoing	GF
LU.5.1.1	Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas and shopping centers.	ED / PL	Ongoing	GF
LU.5.1.2	Study, create, and implement streetscape enhancement plans that become catalyst projects for the revitalization of existing development.	PW / PL	Ongoing	CIP / Grants

No.	Action	Responsible Party	Time Frame	Funding Source
LU.5.1.3	Seek improvement to existing infrastructure within residential areas of the City developed prior to incorporation that are not consistent with the City's current standards.	PW	2006 / 2007 / 2008 / 2009	CIP / Grants
LU.5.2.1	Conduct the studies and community input process necessary to determine the location and extent of needed redevelopment districts within the City.	ED / PL	2006	GF / RAF
LU.5.4.1	Conduct infrastructure surveys and, where necessary, coordinate with utility providers to create infrastructure enhancement plans, which determine shortcomings in infrastructure that could inhibit the development of mixed-use projects in already developed areas of the City.	PW / PL / ED	Ongoing	GF / CIP
LU.5.5.1	Conduct a survey of property within the Downtown to determine where potential land assembly issues may occur and work with property owners to actively solve the problem together, with mutual benefit.	ED / PL	2007	GF / RAF
LU.5.5.2	Survey property designated as a Transit-Oriented Development to determine where potential land assembly issues may occur and work with property owners to solve the problem. Coordinate access and right-of-way issues with the transit provider early in the process.	ED /PL	2007	GF / RAF
LU.6.1.1	For lands within the Countryside/Lincoln Village, Sunrise Boulevard North, and Sunrise Boulevard South Planning Areas, require consistency between proposed development projects and the corresponding Planning Area descriptions and Land Plans.	PL	Ongoing	GF / AF
LU.6.2.1	Require the development and approval of Specific Plans or Special Planning Areas for the Aerojet, East, Glenborough, Grant Line North, Grant Line South, Grant Line West, Jackson, Mather, Rio del Oro, Suncreek/Preserve, and Westborough Planning Areas to create parcel-specific land use plans for those areas. Subsequent land use plans shall be consistent with relevant General Plan provisions and shall reflect the ideas communicated in the Conceptual Land Plans and associated planning area descriptions.	PL	Ongoing	GF / AF
LU.6.3.1	Consistent with the Downtown Planning Area, create a Downtown Specific Plan that fosters the creation and success of a Downtown Rancho Cordova.	PL	2006 / 2007 / 2008	GF
LU.6.4.1	Develop, adopt, and implement a Folsom Boulevard Specific Plan that refines the vision and creates a detailed land plan with action steps for revitalization of the corridor. The Specific Plan shall include a land plan consistent with the vision and development envelope in the General Plan as well as the Planning Area description.	PL	2006	GF

No.	Action	Responsible Party	Time Frame	Funding Source
LU.6.4.2	Analyze development projects proposed for the Folsom Boulevard Planning Area for consistency with the planning area description for the corridor.	PL	Ongoing	AF
III – Urban Design Element				
UD.1.1.1	Amend the Zoning Code and Design Guidelines to be consistent with the urban vision. Select areas where a "form based" approach to zoning is appropriate.	PL	2006 / 2007	GF
UD.1.1.2	Prepare and adopt guidelines and standards for residential dwellings in higher density development. Focus on maintaining livability through sensitive design that maintains privacy and minimizes conflicts between adjacent homes.	PL	2006 / 2007	GF
UD.1.2.1	Develop neighborhood street standards that promote walking and cycling to improve quality of life and transportation choices for residents.	PW / PL	2006	GF
UD.1.2.2	Establish residential development design standards and guidelines that enhance the character and quality of projects.	PL	2006	GF
UD.1.3.1	Require the design of all residential projects with a grid or modified grid street system.	PL / PW	Ongoing	AF
UD.1.3.2	Allow for flexibility in the implementation of residential densities in a mixed density project.	PL	Ongoing	GF
UD.1.3.3	Discourage the use of fences/walls/gates between compatible uses.	PL	Ongoing	AF
UD.1.5.1	Continue to use, and update as necessary, the Citywide Design Guidelines as a starting point for encouraging developments that are interconnected and relate to one another.	PL	Ongoing	GF / AF
UD.1.5.2	Revise the Zoning Code provisions to identify appropriate solutions to create compatibility between developments. The use of walls and fences to segregate uses does not inherently create compatibility.	PL	2006 / 2007	GF
UD.1.6.1	Create development standards and update the Design Guidelines as necessary to ensure pedestrian-friendly village and local town center designs.	PL	2006 / 2007	GF
UD.2.2.1	Amend the Zoning Code text and map to implement the new mixed-use designations in this General Plan.	PL	2006 / 2007	GF
UD.2.3.1	Land uses along the eastern and southern boundaries of the City shall transition down the intensity and density of development from urban to rural at the City edge.	PL	Ongoing	AF
UD.2.3.2	Establish a gateway program to create a sense of entry at key locations	PL / ED / PW	2007	GF / RAF / CIP

No.	Action	Responsible Party	Time Frame	Funding Source
	throughout the City and promote wayfinding throughout the community. Use creative designs that respond to the character and history of the City to establish a sense of place, including gateway signage, streetscape design, site landscaping, and other features. Users should feel a sense of arrival and be welcomed to the City.			
UD.2.3.3	Prepare and adopt design standards for pedestrian overcrossings of major roads that contribute to district character and defined gateways and promote wayfinding.	PL / PW	2006 / 2007	GF
UD.2.4.1	As part of the Design Review process, encourage the development of unified district themes with integrated streetscapes (including streetscape furniture), district-wide signage programs, unified architectural styles, and / or themes for a concentration of uses or open space programs.	PL / PW	Ongoing	AF
UD.2.5.1	Prepare and adopt a Downtown Specific Plan that addresses the future uses, design standards, street design, and other characteristics of the built form.	PL	2006 / 2007 / 2008	GF / RAF
UD.2.5.2	Work with businesses, property owners, and other stakeholders to create a vital Downtown with pedestrian- and cyclist-oriented activities and design features.	ED / PL	Ongoing	RAF
UD.2.6.1	Develop streetscape standards that define the character of the street and promote pedestrian mobility between individual uses.	PW / PL	2006 / 2007	GF
UD.2.6.2	Create standards for the type, spacing, etc. of trees along the street. Require development to include street trees along all frontages of the project.	PW / PL	2006 / 2007	GF
UD.2.6.3	Establish standards for the use of street furniture, such as benches, light fixtures, and planters, as inviting and usable accent pieces along the street.	PW / PL	2006 / 2007	GF
UD.2.6.4	Define standards for the use and dimensions of separated sidewalks.	PW	2006 / 2007	GF
UD.2.6.5	Create enhanced medians with landscaping and lighting along corridors to promote district identity and unify individual developments.	PW	Ongoing	CIP / Grants
UD.2.6.7	Promote the use of on street parking as an alternative to large parking lots. Establish standards for size, location, and frequency of on-street parking spaces.	PW	Ongoing	AF
UD.2.6.8	Develop and implement streetscape enhancement plans for Folsom Boulevard, Coloma Road, Sunrise Boulevard, Mather Field Road, and other roadways of community importance.	PW	2006 / 2007 / 2008	CIP / Grants

No.	Action	Responsible Party	Time Frame	Funding Source
UD.3.1.1	Develop provisions in the Citywide Design Guidelines that illustrate how projects with architectural styles and / or themes can be designed successfully.	PL	2006	GF
UD.3.1.2	Require projects to include features and attributes that positively contribute to the image of the City.	PL	Ongoing	AF
UD.3.1.3	Require development projects to use quality materials that are long lasting to ensure a sense of permanence for each project.	PL	Ongoing	GF
UD.3.2.1	Prepare and adopt standards and guidelines for the development of interconnected walkways, pedestrian amenities (e.g. seating, lighting, signage, landscaping), plaza areas, outdoor spaces, and commuter amenities (e.g. covered bus stops) oriented toward the pedestrian user.	PL / PW	2006 / 2007	GF
UD.3.2.2	Amend the City's Street Design Standards to include design elements that establish priority for pedestrians at road and drive aisle crossings through pavement markings, differentiation in the pavement surface, and/or signage.	PW / PL	2006	GF
UD.3.2.3	Prepare and adopt standards and guidelines for the orientation of commercial and mixed-use buildings, which should be close to the street with parking behind or on the side of the development and easily connected to the pedestrian- and cyclist-oriented public streetscape. Consider incorporating such provisions within a "form based" code in appropriate locations around the City.	PL	2006	GF
UD.3.2.4	Prepare and adopt standards for cyclist-triggered lights that allow cyclists to move about the community efficiently.	PW	2006	GF / CIP
UD.3.3.1	Prepare and adopt guidelines for the design and integration of meaningful public spaces within commercial and mixed-use projects.	PL	2006 / 2007	GF
UD.3.3.2	Require landscaping to be meaningful in nature, relating to the style and scale of the development and contributing to the look and feel of the City and district. Give consideration to how landscaping will mature over time.	PL	Ongoing	AF
UD.3.3.3	Require site furniture that is uniform across the development and encourage furniture that is consistent across entire districts.	PL / PW	Ongoing	AF
UD.3.3.4	Prepare and adopt standards for project signage that promote the creation of a unique character for the project while respecting the impact of signage on neighboring properties and uses.	PL	2006 / 2007	AF
UD.3.4.1	Develop a Citywide public art program that directs the inclusion of art in private projects and coordinates the use of art in public projects.	ED	2007	GF
UD.4.2.1	Develop standards and guidelines that require and illustrate	PL	2006	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	compatibility between new and existing development.			
UD.4.3.1	Remove barriers to infill projects by improving existing infrastructure to accommodate new development and increases in service demands.	PL / PW/ B	Ongoing	CIP / Grants
UD.4.3.2	Provide incentives that allow for higher density and intensity of development, including how to streamline the permitting process.	PL / PW / B	Ongoing	GF
UD.4.3.3	Require infill projects to comply with the City's smart growth principles and building blocks concept.	PL	Ongoing	AF
UD.4.3.4	Review how proposed projects interface with existing development and ensure that the interface is positive and meaningful.	PL	Ongoing	AF
UD.4.3.5	Work with property owners of existing development on potential remodel/reuse of their sites so that they may become catalysts projects for development and redevelopment in the City.	ED / PL	Ongoing	GF
UD.4.3.6	Consider the development and adoption of pattern books/building prototypes of desired development and design solutions. These patterns/prototypes would be pre-approved for expedited permit review and building permit issuance.	PL	2006 / 2007	GF
UD.4.4.1	Promote streetscape enhancement projects, as described in UD.2.4.6, as catalysts for change.	PW / ED	Ongoing	CIP / Grants
UD.4.4.2	Work with property owners to coordinate development activities over multiple sites to help create integrated projects with common design features.	ED / PL	Ongoing	AF
UD.4.5.1	Encourage the development of major streets, trails, and significantly sized public spaces that preserve and take advantage of vistas.	PW / PL	Ongoing	GF / CIP
UD.4.5.2	Update the Citywide Design Guidelines to address viewsheds and vistas.	PL	2006	GF
IV – ED Element				
ED.1.1.1	Identify key locations for transformation of existing office and retail uses to mixed-use projects that incorporate other supportive uses within large employment areas, at pulse points along Folsom Boulevard and within one-quarter mile of a major transit stop.	ED / PL	2006	GF
ED.1.1.2	Target underutilized and vacant sites throughout the City that may be more adequately suited for other uses or a combination of uses that would be vibrant and successful	ED / PL	Ongoing	GF
ED.1.1.3	Continue annexing land within the Planning Area to secure an adequate supply of land for future development, consistent with LAFCo proceedings.	CM / PL	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
ED.1.2.1	Offer incentives to business owners and property owners for improving the appearance of aging shopping centers and retail space.	ED / PL	Ongoing	GF / RDA / private / CDBG
ED.1.2.2	Work with the owners of Class B and large floor-plate office buildings to update their office space to attract new businesses.	ED	Ongoing	RDA / private
ED.1.2.3	Actively promote new Class A office development that serves high-end office users and provides signature building office users.	ED	Ongoing	GF / RDA funds
ED.1.2.4	Actively promote new office development with smaller individual and cooperative spaces to provide new opportunities for an expanding demand currently unmet in the City.	ED	Ongoing	RDA / CDBG / private
ED.1.2.5	Offer incentives for new office development or redevelopment that provides on-site amenities to employees.	ED / PL	Ongoing / PR	RDA / CDBG / private
ED.1.3.1	Work with local brokers, developers, and the Chamber of Commerce to establish clusters and districts of similar uses for home improvement centers, specialty building materials show rooms, furniture retail, manufacturing and high-tech industries to further diversify the economy.	ED	Ongoing	GF / RDA
ED.1.3.2	Develop an attraction and retention program for companies that provide business-to-business (B2B) sales tax revenue to the City (e.g., business services, electronic equipment, light industrial, etc.). These companies are best suited to business parks and areas of the City with heavy industrial and light industrial designations.	ED	2007 / 2008	GF / RDA / Chamber
ED.1.6.1	Collaborate with local business, merchant associations, and the Chamber of Commerce to promote and advertise local events.	ED	Ongoing	GF / RDA / Chamber
ED.1.6.2	Establish permanent information kiosks and event sign structures in strategic locations throughout the community to promote and advertise local events.	ED / CM	2006 / 2007 / Ongoing	GF / RDA / Grants
ED.1.6.3	Work with the Rancho Cordova Chamber of Commerce to identify potential tourism-oriented market opportunities and to develop stronger links to regional and national tourist markets.	ED / CM	Ongoing	GF / RDA / BIDs
ED.1.7.1	Create and maintain an economic development web page on the City's Web Site with pertinent economic and demographic information, as well as profiles of key development sites and vacant buildings available for new businesses.	ED / PIO	Ongoing	GF / RDA
ED.1.7.2	Create a Community Data Book with up-to-date information on available sites to attract businesses to Rancho Cordova.	ED / PIO	2006 / 2007 / Ongoing	GF / RDA
ED.1.7.3	Institute a zoning incentive program that may include flexible development standards, fast track processing, etc. for target uses and	PL	2006 / 2007	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	infill development.			
ED.1.7.4	Establish a Development Review Committee or Technical Advisory Committee to provide expedited review of development applications for targeted projects.	PL / PW / ED	2006	GF / AF
ED.1.7.5	Continually monitor the redevelopment and economic development strategies to determine their effectiveness in encouraging economic diversity, and adjust policies and incentives when necessary.	ED / PL	Ongoing	GF / RDA
ED.1.7.6	Offer incentives as part of the Rancho Cordova ED Strategy and Action Plan (e.g., fee waivers and deferrals, low interest loans, façade improvements, assembling properties, etc.) that can be used to attract businesses.	ED	Ongoing	GF
ED.1.9.1	Work with the Sacramento Sports Commission and Cordova Recreation and Parks District to identify opportunities for new sports facilities in Rancho Cordova that will be capable of hosting major sports events.	ED / CM	2007 / 2008 / Ongoing	GF
ED.1.9.2	Evaluate the economic return and investment by the City for a major sports center or arena.	ED	2007 / 2008 / Ongoing	GF
ED.1.9.3	Collaborate with the Sacramento Sports Commission and Cordova Recreation and Parks District to program existing and new parks and recreational facilities to their maximum potential (e.g., Mather Field Park, Sacramento Sports complex on Folsom Boulevard, etc.).	ED / CM	2006 / 2007 / Ongoing	GF
ED.1.9.4	Work with the Chamber of Commerce's Visitor and Tourist Bureau to develop a strategy for attracting sports events to Rancho Cordova.	ED / CM	2007 / 2008 / Ongoing	GF
ED.2.1.1	Work with project proponents to locate retail uses within residential projects in appropriate locations and at the appropriate scale to serve local and community retail needs.	PL / ED	Ongoing / PR	AF
ED.2.1.2	Work with the Chamber of Commerce, Rancho Cordova Regional Economic Development Corporation, the City's Economic Development Committee, local brokers and developers to attract companies that will serve Rancho Cordova's specialty retail, regional and super regional needs (e.g., electronics, home décor, crafts and art, fashion-oriented department stores, children's stores, beauty and spa, auto dealers, shopping and entertainment centers, and specialty building materials, big-box home improvement), and other amenities to serve the community (e.g., restaurants, coffee shops, specialty businesses, ethnically diverse enterprises, and services).	PL / CM	Ongoing	GF / RDA
ED.2.1.3	Promote and support specialty businesses and ethnically diverse enterprises throughout the City.	ED	Ongoing	GF / RDA

No.	Action	Responsible Party	Time Frame	Funding Source
ED.2.2.1	Amend the Zoning Code to include flexible zoning standards for the redevelopment of office and industrial sites with supportive services (e.g., allowed uses, setbacks, parking).	PL	2006 / 2007	GF
ED.2.3.1	Review development proposals to determine if the proposed uses are consistent with the Rancho Cordova Retail Strategy in terms of type of retail, access, visibility and benefit to Rancho Cordova.	PL / ED	Ongoing	AF
ED.2.3.2	Work with businesses, Regional Transit and other transit providers to locate appropriate uses near transit.	PL / PW	Ongoing	GF
ED.2.5.1	Improve and expand the shopping opportunities in Rancho Cordova by taking the following steps: - Conduct a survey of existing shopping centers to identify problem stores and centers. - Work with storeowners to clean up the existing stores and shopping centers. - Attract new retail to Rancho Cordova through marketing and economic development efforts. - Provide assistance to smaller merchants through merchandizing training. - Encourage cooperative marketing of Rancho Cordova shops (e.g., Secret Shopper).	ED	2006 / 2007 / Ongoing	GF / RDA
ED.3.1.1	Locate government offices, compatible public services, and public gathering places in Downtown Rancho Cordova.	PL / CM	Ongoing	GF / RDA / taxes
ED.3.1.2	Prepare a Downtown Marketing Plan that targets potential new businesses, including restaurants, upscale retail, high quality commercial, and entertainment venues.	ED / F	2006 / 2007	GF / RDA
ED.3.1.3	Work with local businesses and property owners to create a Business Improvement District (BID) in Downtown Rancho Cordova.	ED / F	2008 / 2009	GF
ED.3.1.4	Adopt a Rancho Cordova Downtown Implementation Plan or Downtown Specific Plan that identifies appropriate land uses, incentives, development standards, and design provisions.	ED / PL	2007 / 2008	GF
ED.3.1.5	Identify specific factors for measuring Downtown's economic diversity and financial success (e.g., tax increment growth, new square footage, number of new businesses, new infrastructure projects, etc.).	ED	Ongoing	GF
ED.3.1.6	Offer incentives that attract targeted uses and high quality buildings and architecture in Downtown Rancho Cordova.	ED / PL / PW	Ongoing	GF / RDA / sewer credit program / CDBG / loans

No.	Action	Responsible Party	Time Frame	Funding Source
ED.3.1.7	Support the development of specialty food stores and restaurants in the Downtown to serve Rancho Cordova employees and to meet the needs of the region's diverse population, as well as the needs of the growing number of visitors to the area.	ED / PL	Ongoing	GF
ED.3.1.8	Encourage the development of new retail services in Downtown Rancho Cordova for which an unmet demand clearly exists.	ED / PL	Ongoing	GF
ED.3.1.9	Foster mixed-use development with multi-family residential and commercial uses in Downtown to provide alternative housing opportunities for the community.	ED / PL / H	Ongoing	GF
ED.3.1.10	Enhance Rancho Cordova's image and quality of life through investment in the Downtown, neighborhoods, commercial districts, parks, open spaces, community facilities, and services, and creating a high level of perceived safety and a business-friendly government.	ED / PL	Ongoing	GF
ED.3.1.11	Create economic development strategies to support the Downtown vision including, but not limited to: - Evaluating infill opportunities for underutilized parking lots. - Encouraging increased lot coverage, density and intensity. - Encouraging structured parking and increased lot coverage.	ED / PL	2007 / 2008	GF
ED.3.2.1	Work with business and property owners in the Downtown to redevelop and improve their properties, update their architecture and facades, landscaping, parking and pedestrian amenities.	ED	Ongoing	RDA / grant / CDBG
ED.3.2.2	Create incentives for new development and redevelopment in the Downtown with increased density and intensity of development.	ED / PL	Ongoing	GF / RDA
ED.3.2.3	Pursue the development of shared parking structures within the Downtown.	ED / PL	Ongoing	GF
ED.3.2.4	Coordinate with the Public Works Department to complete an assessment of infrastructure deficiencies in the Downtown and along Folsom Boulevard and ensure that infrastructure is adequate to support planned intensity and density of land uses.	ED / PW	Ongoing	GF / CIP
ED.4.1.1	Determine the appropriate type and scale for a Rancho Cordova Convention Center, based on a sound market analysis and appropriate public and private investment.	ED	2006 / 2007	GF
ED.4.1.2	Work with the high-tech businesses in Rancho Cordova and the region, as well as convention center designers, to make sure the Rancho Cordova Convention Center has state-of-the-art technology and high-tech connectivity to serve the needs of future users.	CM / ED	2007 / 2008	GF

No.	Action	Responsible Party	Time Frame	Funding Source
ED.4.1.3	Attract new hotel development to Rancho Cordova that will support conferences and entertainment venues.	ED / CM	Ongoing	GF
ED.4.1.4	Review development proposals for land within the Convention Overlay for consistency with the City's desires for a convention center with conference and meeting spaces, hotels, and restaurants.	PL	Ongoing	AF
ED.4.1.5	Promote a common architectural theme and other unifying elements within the Convention Overlay.	PL	Ongoing	GF
ED.4.1.6	Attract fine arts, cultural and performance venues to Rancho Cordova.	CAC / ED / PL	Ongoing	GF / Grants
ED.4.1.7	Review development proposals for land within the western portion of the Convention Overlay designation to permit transitional uses from the Downtown Planning Area, such as research and development, retail, restaurant and professional office, as well as higher density residential to support primary uses in the Convention Overlay and Downtown areas and in keeping with the vision and subsequent planning efforts for those areas.	PL / ED	Ongoing	AF
ED.4.1.8	Encourage residential development in appropriate locations in the Convention Overlay area to support convention, hotel, restaurant and other convention-related uses, including housing for all economic levels.	PL / ED	Ongoing	GF / AF
ED.5.1.1	Adopt the Rancho Cordova Redevelopment Plan and realize the Agency's Five-Year Implementation Plan.	ED / RA	2006 / 2011	RDA / private / CDBG / Grants / EPA
ED.5.1.2	Work with developers to attract private investment to redevelopment sites.	ED	Ongoing	GF / RDA
ED.5.1.3	Supplement private and public funds through use of Community Development Block Grants and other outside funding mechanisms whenever possible to stimulate economic development in the City.	ED	Ongoing	Private / CDBG / Grants / PW / EPA
ED.5.1.4	Survey physical, social, and economic conditions on a regular basis to identify other potential redevelopment areas.	ED	Ongoing	GF / RDA / private / RDA / CDBG / Grants / PW / EPA
ED.5.1.5	Use the Redevelopment Plan to upgrade infrastructure and the streetscape.	ED / RA	Ongoing	GF / RDA / CDBG
ED.6.1.1	Review development and redevelopment proposals for consistency with the Folsom Boulevard Specific Plan.	PL	Ongoing / PR	AF
ED.6.1.2	Work with property owners and business associations to improve	ED	Ongoing	RDA / GF / RDA

No.	Action	Responsible Party	Time Frame	Funding Source
	commercial areas along Folsom Boulevard, including their viability, appearance, cleanliness, and accessibility.			/ private (BID) / CDBG / Grants / PW
ED.6.1.3	Discourage the underutilization of properties along Folsom Boulevard by offering incentives for redevelopment and intensification of uses and densities at key locations along the corridor to create the desired pulse points of activity and intensity.	ED	Ongoing	RDA / Grants / GF / RDA / private (BID) / CDBG
ED.6.3.1	Coordinate with the development community and Redevelopment Agency to identify landowners willing to partner, sell, and / or redevelop their property to achieve greater economic and community benefit.	ED / PL / RA	Ongoing	GF
ED.6.3.2	Encourage the use of mixed-use zoning categories, land use designations, transit-oriented developments, and districts along Folsom Boulevard consistent with the Folsom Boulevard Specific Plan.	PL / ED	Ongoing / Specific Plan	RDA / AF
ED.6.3.3	Through land use planning and zoning, establish nodes of commercial activity with new residential, office, and support services.	PL	Ongoing	RDA GF
ED.6.4.1	Use street corridor improvements as catalysts for economic revitalization along Folsom Boulevard.	ED / RA / PW	Ongoing / Specific Plan / RDA Plan	RDA / CDBG / PW / Grants
ED.7.1.1	Maintain an inventory of vacant and underutilized land designated for commercial, industrial, or residential uses and identify opportunities for infill development.	ED / PL	2006 / 2007 and Ongoing	GF / EPA Grants
ED.7.1.2	Target key underutilized or vacant parcels and buildings for rapid development and / or redevelopment, consistent with the other policies in this General Plan.	ED	Ongoing	EPA Grants / GF
ED.7.1.3	Develop guidelines for adaptive reuse of commercial, industrial, and office buildings on infill sites, including using these buildings as "live / work" studios.	PL / ED	2007 / 2008	GF
ED.7.1.4	Adopt an infill policy.	PL / ED	Ongoing	GF
ED.7.2.1	Establish focused public investment areas, where the City will take a more proactive role in providing basic infrastructure and shaping growth for infill sites.	ED / F / RA	Ongoing	GF / CIP / CDBG / PW / Grants
ED.7.2.2	Create a fiscal analysis to determine "Return On Investment" (ROI) for each project.	F	2006 / 2007 / Ongoing	GF / AF
ED.7.3.1	Prioritize and expedite the development review process for infill and redevelopment projects by streamlining the project evaluation and	PL / PW / ED	2006 / 2007 and ongoing	GF and AF

No.	Action	Responsible Party	Time Frame	Funding Source
	permitting to avoid unnecessary delays.			
ED.7.3.2	Within the Zoning Code establish provisions that provide flexibility for infill site development.	PL	2006 / 2007	GF
ED.7.3.3	Use density bonuses and other incentives to stimulate infill development in target areas.	ED	Ongoing	GF / waivers / credits / loans / Grants / private (BID) / CDBG / PW
ED.8.1.1	Provide labor market information to local educational institutions and youth and adult training agencies for planning and curricula purposes on an annual basis.	ED	Ongoing / Annually	GF / education funds / Grants
ED.8.1.2	Work with local educational agencies to promote the value of education, especially among youth with limited family history of higher education, in support of vocational training programs.	ED	Ongoing	GF / education funds / Grants
ED.8.1.3	Facilitate catalyst projects by bringing together key organizations to expand vocational and technical programs in secondary schools.	ED	Ongoing	GF / education Grants / funds
ED.8.1.4	Promote and expand business activities that support schools, such as school partnerships, City student internships, faculty internships, and job shadowing.	ED	Ongoing	GF / education Grants, funds
ED.8.1.5	Foster an on-going connection with existing industries to retain businesses by effectively responding to concerns.	ED	Ongoing	GF
ED.8.2.1	Work with the Chamber of Commerce, Rancho Cordova Regional ED Corporation and local businesses to support "jobs first" and "first hire" programs to optimize hiring Rancho Cordova residents.	ED / RA	Ongoing	GF
ED.8.2.2	Attract higher educational facilities, post high school training, and medical facilities to Rancho Cordova.	CM / ED	Ongoing	GF / education Grants / funds
V – Housing Element				
H.1.1.1	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.	ED	December 2010	GF
H.1.1.2	Analyze the results from the employer survey to determine employee preferences regarding housing type (e.g., if employees were to live in the community what type of home would they want and be able to afford).	ED	Ongoing	GF
H.1.1.3	Create a local housing foundation/trust to work with the Redevelopment Agency and private for-profit and nonprofit	H/RA	June 2010	RAF/Dedicated

No.	Action	Responsible Party	Time Frame	Funding Source
	developers/home builders to receive land dedications and broker deals for the development of new housing for all income levels.			Land/In-lieu Fees
H.1.2.1	Residential development projects of 100 gross acres or more shall include a minimum of 5 percent of the total project residential developable acreage (net) for residential uses of 30 units per acre or higher, and 5 percent for residential uses of 10 units per acre or higher. Development projects with a requirement of less than 5 acres in either or both categories may opt to designate land off-site, if deemed appropriate for the project. If projects propose densities higher than the identified density, the required acreage shall be decreased accordingly. For example, if a project is required to provide 15 acres at 30 units per acre, that project could alternatively provide 11.5 acres at 40 units per acre. Similarly, if the project's requirement for land with density of 10 units per acre was 6 acres, the project could alternatively provide 4 acres at 15 units per acre. (Also see Action H.4.1.2) For the purpose of satisfying the 5 percent for land uses at or above 20 units per acre, sites must meet the following requirements: - Sites must be zoned exclusively residential. - Sites must be of sufficient size to accommodate a minimum of 16 units per site. - Sites must be proximate to public transportation routes which provide ready access to fixed rail.	PL/H	Ongoing, as residential applications are received	GF/ Low/Mod Funds, VLIHF
H.1.2.2	Annually review the amount of land zoned for various residential uses in conjunction with the amount and type of housing produced in the previous year to determine if changes in zoning may be needed to meet City housing needs. Such zoning changes will be adopted annually, if needed. (Also see Action H.4.1.2).	PL	Annually	GF
H.1.3.1	The City's Zoning Code accommodates and facilitates the development of executive housing options in Specific Plans and large subdivisions (500+ units) in the Rural Residential (RR) and the Estate Residential (ER) zones.	PL	Ongoing	GF
H.1.4.1	As part of an ongoing effort to promote transit oriented development the City will coordinate with Regional Transit to incentivize the production of housing for living and working in same community.	PW/H/PL/ ED	The City will coordinate efforts to apply for funding for transit-oriented developments as Notices of	GF

No.	Action	Responsible Party	Time Frame	Funding Source
			Funding Available (NOFAs) are released and will create project requirements and incentives to encourage reduced auto use in transit nodes.	
H.1.5.1	Consider the adoption of an Affordable Housing Ordinance that specifies the procedures for project reviews, the City's general expectations for affordable housing obligations, and the requirement that individual projects include an Affordable Housing Plan as part of the overall project approval. Guidelines identified under Policy H.1.6 and subsequent Housing Element actions shall be considered for inclusion within the Affordable Housing Ordinance.	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will decide if they are going to adopt an ordinance by June 2010.	GF
H.1.6.1	The Affordable Housing Plan shall be approved in conjunction with the earliest stage of project entitlement, typically with the City Council approval of the Specific Plan, Development Agreement, or other primary land use entitlement.	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will decide if they are going to adopt an ordinance by June 2010.	GF
H.1.6.2	The Affordable Housing Plan shall specify and include the following: - The number of dwelling units that will be developed as affordable	H / PL /ED	The Affordable Housing Plan	GF

No.	Action	Responsible Party	Time Frame	Funding Source

	to very low-, low-, moderate-, and above moderate-income households.
	- The number of affordable ownership and rental units to be produced. Such split shall be approved by the City Council based on housing needs, market conditions, and other relevant factors. The split of ownership and rental units shall be addressed within the Plan of each individual project.
	- Program options within project-specific Affordable Housing Plans may include but are not limited to the following:
	  - Actual production (on-site or off-site) of affordable units (including ownership and rental opportunities in the form of corner units, halfplexes, duplexes, cottages, creative alternative housing products, etc.) (please refer to Goal H.4 for additional discussion of City promotion of the provision of a range of housing choices and housing diversity).
	  - Land dedication (on-site and off-site).
	  - Rehabilitation of existing residential structures located within existing City neighborhoods.
	  - Payment of in-lieu fees.
	- The timing for completion of affordable housing obligations. For projects proposing to construct affordable housing units or to renovate existing dwellings, the City generally supports construction/renovation of affordable dwellings concurrent with the construction of market-rate housing when feasible. For projects providing alternative contributions (land dedication, funds, etc.), timing of such contributions shall be identified in the Plan, with the expectation that the City will pursue construction of affordable units generally concurrent with construction of project market-rate housing.
			obligations will be implemented as projects are received by the Planning Department. The City will decide if they are going to adopt an ordinance by June 2010.	

H.1.6.3	At the City Council's discretion, land or other contributions provided by developers as specified within project Affordable Housing Plans (see Policy H.1.6) may be utilized to augment City efforts and the efforts of its nonprofit partners to provide affordable housing opportunities to all income levels throughout the community. The City will pursue supplemental funding to allow affordability to households earning less than 50 percent of area median income.	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will decide if they	GF

No.	Action	Responsible Party	Time Frame	Funding Source
			are going to adopt an ordinance by June 2010.	
H.1.6.4	In order to ensure the production and preservation of housing affordable to the City's workforce, no productive, reasonable program or incentive option will be excluded from consideration within project-specific Affordable Housing Plans, in addition to the resources identified in Action H.1.6.6. Possible incentives may include, but are not limited to: - Density bonuses - Fee waivers or deferrals (as reasonably available) - Expedited processing/priority processing - Reduced parking standards - Technical assistance with accessing funding - Modifications to development standards (on a case-by-case basis)	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will decide if they are going to adopt an ordinance by June 2010.	GF
H.1.6.5	The City may choose to approve Affordable Housing Plans that provide relief from current housing market conditions. In such cases, the Plan shall specify how the project will ultimately fulfill its affordable housing obligations as residential markets improve. For projects with Affordable Housing Plans that provide relief to current market conditions, the Plans should not exempt the project from future Affordable Housing Fees which might be adopted on a citywide or area basis.	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will decide if they are going to adopt an ordinance by June 2010.	GF
H.1.6.6	Together with the developer and nonprofit partners, the City will use maximum efforts to seek available resources to support the construction of affordable housing production, including but not limited to state and federal housing programs and the City/Agency programs such as the City's non-residential linkage fee (Very Low-Income Housing Trust Fund) and the Redevelopment Agency's Low and Moderate Income 20 percent Housing Set-Aside Fund.	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will	State and federal housing programs and the City/Agency programs such as the City's non-residential linkage fee (Very Low-Income Housing

No.	Action	Responsible Party	Time Frame	Funding Source
			decide if they are going to adopt an ordinance by June 2010.	Trust Fund) and the Redevelopment Agency's Low and Moderate Income 20 percent Housing Set-Aside Fund
H.1.6.7	The City expects the housing market to improve substantially by 2012 and therefore shall consider conducting a "mid-term" review and update of the Housing Element and the obligations associated with affordable housing by 2012. In determining whether to update the Element, the City will consider housing market conditions, rate of home construction, and performance of the City and its developers in meeting affordable housing goals. Additionally, the City shall consider the schedule for state-mandated Housing Element updates in determining whether a 2012 mid-term update of the Housing Element is appropriate and feasible.	H / PL /ED	The Affordable Housing Plan obligations will be implemented as projects are received by the Planning Department. The City will decide if they are going to adopt an ordinance by June 2010.	GF
H.2.1.1	Develop design tools and a pattern book and/or provide design services to assist homeowners who plan to remodel with suggestions for a variety of façade improvements and additions that are integrated and timeless.	H/ED/RA	June 2010	RDA, CDBG or other funds available to the City
H.2.1.2	Continue to work with Blight Busters, the Neighborhood Improvement Program, SMUD, and the Sacramento Tree Foundation to develop and host community workshops and/or provide written materials regarding the following topics: - Home improvement and maintenance tips - Weatherization and energy efficiency programs (SMUD) - Availability of shade trees for properties needing landscaping (Sacramento Tree Foundation) In addition, the City will provide information regarding the home improvement program in the form of newspaper postings and bulletins, and on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on	H	Information regarding the home improvement program will be available by June 2010	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	demand.			
H.2.2.1	The City shall continue to apply for federal and state funds to develop a housing rehabilitation program to assist in the improvement of owner- and renter-occupied housing units in the City. Assuming the City receives funding, it anticipates assisting 5 to 10 very low- and low-income households per year. The housing rehabilitation program shall: - Include a grant/loan component, when funding is available, for very low- and low-income households residing in housing units in need of rehabilitation. - Be developed in partnership with public and private organizations, such as Rebuilding Together, SMUD, and local community groups. - Include incentives, such as waiver of annual park fees or reduction of permit fees necessary for rehabilitation, to encourage upkeep and rehabilitation of housing by property owners and encourage upgrades to meet minimum energy efficiency standards.	H / NS / ED / RA	Develop program by June 2010, apply for funding as Notices of Funding Available (NOFAs) are released	CDBG, Low/Mod, or other funds available to the City
H.2.2.2	Continue the use of the City's Emergency Repair Program to provide health and safety repairs for 10 to 15 households falling in the extremely low- , very low-, and low-income ranges. This is a forgivable loan for mobile home owners and homeowners for a five-year period, as long as the owner continues to occupy the unit.	H / NS / ED / RA	The City will provide loans as funding becomes available each year	CDBG, Low/Mod, or other funds available to the City
H.2.2.3	Support churches and service clubs who organize semi-annual community improvement days by providing information about the event at City Hall and on the City's website. The community may volunteer to improve homes and neighborhoods by painting homes and fences throughout a neighborhood, rehabilitating homes of households with severe rehabilitation or improvement needs, and/or retrofitting units to make them accessible to seniors or persons with disabilities.	H / NS / ED / RA	Ongoing, as semi-annual community improvement days occur.	CDBG, Low/Mod, or other funds available to the City
H.2.2.4	Continue to identify the most troubled multi-family projects (in terms of law enforcement, code enforcement, and blight conditions) and aggressively pursue the transformation or conversion of such properties into uses that move the community into a more balanced housing market and that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	H / NS / RA	Ongoing	Redevelopment Tax Increment Funds, HOME Program, CDBG Program
H.2.2.5	Facilitate the rehabilitation and reuse of current single-family and two- to four-plex units, particularly rentals, through acquisition, substantial rehabilitation and upgrades, and market-rate resale.	H / RA	Ongoing	Redevelopment Tax Increment Funds, HOME

No.	Action	Responsible Party	Time Frame	Funding Source
				Program, CDBG Program
H.2.3.1	In planning land uses and approving projects in areas of Rancho Cordova developed prior to the City's incorporation in 2003, attempt to establish a healthy balance of housing that is more in keeping with current statewide averages as follows: - Unit mix of approximately 67 percent single-family units (including detached, attached, and duplexes) and 33 percent multi-family units (three units or more and mobile homes). - Ownership/rental mix of approximately 57 percent ownership units and 43 percent rental units. Projects that include units affordable to lower-income households and that are consistent with zoning regulations will not be subject to this requirement.	H / RA	Implemented as part of project processing and review of individual development applications.	Low/Mod funds, Building Equity and Growth in Neighborhoods Program (BEGIN), and other available funds
H.2.3.2	Actively pursue programs to increase homeownership in areas of Rancho Cordova developed prior to the City's incorporation in 2003 to a healthy balance more consistent with the state average (currently 57 percent ownership units, 43 percent rental units). Implementation of this action will not be a basis or finding to deny projects that include units affordable to lower-income households.	H / NS / RA	Ongoing	HOME Funds, CalHome, BEGIN, and any other funding source that becomes available during this planning period
H.2.4.1	Continue to implement the Crime Prevention Through Environmental Design (CPTED) standards through the design review process.	PL / B	Implemented as part of the project processing and review of individual development applications.	GF
H.2.4.2	Require developers of affordable rental housing projects to submit a management and maintenance plan showing how such projects will be	RA / H / NS	Ongoing, as projects are	Low/Mod funds,

No.	Action	Responsible Party	Time Frame	Funding Source
	managed to ensure safety of residents, a decent living environment, and maintenance of units in sound condition.		approved through the planning process	CDBG
H.2.4.3	Establish a program by ordinance requiring owners of rental units that are vacated for violation of housing and building codes to pay the costs of relocating displaced residents. The relocation ordinance will specify the conditions under which private relocation payments are required, the tenant eligibility requirements, the amount of relocation benefits and when these benefits are payable, and the administrative procedures for assuring compliance with the ordinance. In adopting an implementing ordinance, the City will seek to provide for private relocation assistance that does not create significant disincentives to removing blighted properties or penalize property owners for blighted conditions created by the occupants of their rental properties.	PL / NS / H	June 2010	Low/Mod funds, CDBG
H.2.5.1	Identify opportunities in the Redevelopment Area for use of redevelopment tools and tax-increment funding that will improve the Folsom Boulevard corridor, especially targeting the following: - Residential reuse of old motels along Folsom Boulevard; and - Underutilized, blighted, and/or vacant shopping centers on Folsom Boulevard to increase mixed use and reuse in that corridor.	H / NS /RA	Mixed-use and redevelopment opportunities are currently being developed through the Folsom Boulevard Specific Plan which was adopted in November 2006.	RAF
H.2.6.1	Continue implementing the Housing Stock Conservation Fee which is an annual fee collected on business licenses for multi-family properties. (Also see Action H.3.1.1).	RA / H / NS	Annually	CDBG / RAF / GF
H.2.7.1	Establish a biennial monitoring program to identify assisted housing units at risk of losing their affordability subsidies or requirements.	H / NS /RA	Ongoing	Low/Mod funds, HOME, CDBG
H.2.7.2	Implement the City's Affordable Housing Conservation Ordinance that requires, at a minimum: - At least one year prior to the conversion date, the owner shall provide written notification to residents of the expected date of loan pre-payment or pay-off, at which time the owner will no longer be restricted in the level of rent that can be charged. The notice will also contain an estimate of rent increases at the time	H / NS /RA	Explore options and decide if a formal ordinance is going to be adopted by June 2010	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	that rental restrictions no longer apply. Residents moving into a housing development during this one-year period must also be notified in writing of the pending conversion prior to signing a rental agreement. - Property owners shall provide relocation assistance to those low-income households that are unable to afford rent increases. - The Redevelopment Agency solicits interested nonprofit housing corporations to acquire and maintain such projects as low-income housing. The Redevelopment Agency assists interested nonprofit housing corporations in applying for state or federal assistance for acquisition and redevelopment of properties.			
H.2.7.3	The City will continue or undertake the following programs and activities during the five-year period of the Housing Element. The Housing Department, Redevelopment Agency, and Neighborhood Services Department will implement these efforts. The efforts listed below represent a varied strategy to mitigate potential loss of "at-risk" units due to conversion to market-rate units. These local efforts utilize existing City and local resources. They include efforts to secure additional resources from the public and private sector should they become available. Monitor owners of at-risk projects on an ongoing basis, at least every six months, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating, or continuing participation in a subsidy program. Maintain and annually update the inventory of "at-risk" projects through the use of existing databases (e.g., California Housing Partnership Corporation (CHPC), HUD, State HCD, and California Tax Credit Allocation Committee). Take all necessary steps to ensure that a project remains in or is transferred to an organization capable of maintaining affordability restrictions for the life of the project, including proactively ensuring notices to qualified entities, coordinating an action plan with qualified entities upon notice, and assisting with financial resources or supporting funding applications. Semi-annually coordinate with HUD to monitor projects approved to convert to ensure that any required assistance (or assistance that the owner has agreed to provide) to displaced tenants is carried out in a timely manner. Ensure projects are monitored to see if they are subject to other State or local requirements regarding the provision of	H / NS / RA	Annually	RDA, Low/Mod funds, LIHTF, CDBG

No.	Action	Responsible Party	Time Frame	Funding Source
	assistance to displaced tenants. Annually monitor local investment in projects that have been acquired by non-profit or for-profit entities to ensure that properties are well managed and maintained and are being operated in accordance with the City's property rehabilitation standards. Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest, and identify nonprofit partners and pursue funding and preservation strategy on a project basis. Annually meet with stakeholders and housing interests to participate and support, through letters and meetings and technical assistance, local legislators in federal, state, or local initiatives that address affordable housing preservation (e.g., support state or national legislation that addresses at-risk projects, support full funding of programs that provide resources for preservation activities). Use available financial resources to restructure federally assisted preservation projects, where feasible, in order to preserve and/or extend affordability. Annually identify funding sources for at-risk preservation and acquisition rehabilitation and pursue these funding sources at the federal, state, or local levels to preserve at-risk units on a project-by-project basis.			
H.2.8.1	Meet with mobile home park owners to determine their needs in providing a quality living environment in their mobile home parks.	H / RA	Ongoing	RAF
H.2.8.2	Provide financial assistance for infrastructure and other park improvements when available through local, state, and federal funds to property owners who wish to improve and maintain their parks.	H / NA / B / RA	Ongoing	Redevelopment Tax Increment Funds, HOME Program, CDBG Program, and other subsidies as available
H.2.8.3	If necessary to facilitate a sale to residents, the City will seek state and federal funding to assist residents in purchasing, improving, and managing their parks and/or seek the expertise of a nonprofit organization with experience in mobile home park sales and conversion to resident ownership and management.	H / NA / B / RA	As the facilitation of a mobile home park strategy becomes necessary, the City will work	Mobile Home Park Resident Ownership Program Redevelopment Tax Increment Funds, HOME

No.	Action	Responsible Party	Time Frame	Funding Source
			with its residents and/or a nonprofit agency to assist with the application for a loan through the Mobile Home Park Residential Ownership Program.	Program, CDBG Program
H.2.9.1	Provide information at the City permit counter and on the website on policies and regulations for the placement of manufactured housing on permanent foundations. In addition, the City will provide information regarding the placement of manufactured housing in the form of newspaper postings and bulletins, and on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	PL / B	Information regarding the placement of manufactured housing will be drafted by October 2009 and posted at the City's permit counter regularly.	GF
H.2.9.2	Require minimum energy efficiency standards in manufactured housing.	PL / B	Implemented as part of the project processing and review of individual development applications.	GF
H.3.1.1	Continue to support targeted inspections by the Neighborhood Services Department to enforce higher standards for building maintenance, parking requirements, and landscaping.	PL / NS	Ongoing	GF
H.3.1.2	Continue to provide incentives for conversion of troubled properties to condominiums, senior housing, or other similar use that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	H / RA	Ongoing, as projects are processed through the Planning Department	GF, Low/Mod funds, Very low-income fund and other

No.	Action	Responsible Party	Time Frame	Funding Source
				subsidies as available
H.3.1.3	Work with interested individuals, nonprofit housing corporations, and for-profit developers to acquire rental housing projects in need of rehabilitation, and transfer ownership, when necessary, to maintain the affordability of the units to low-income households.	H / RA	Ongoing	GF, Low/Mod funds, Very low-income fund and other subsidies as available
H.4.1.1	Continue to review other local jurisdictions' programs that spread a range of housing types throughout the jurisdiction.	H	Ongoing	GF
H.4.1.2	Promote development of affordable housing by ensuring adequate sites are available in the City (Policy H.1.2, Actions H.1.2.1 and H.1.2.2), providing resources for developers of affordable housing (Policies H.7.1 through H.7.4 and associated actions), and reviewing amendments and updates to the Zoning Code, Design Guidelines, and other development standards that may increase the cost of providing affordable housing to ensure that development of affordable housing remains feasible. (Also see H.4.4.3)	PL/ H	Implemented as part of project processing and review of individual development applications. Reviewed as part of the General Plan annual report.	GF, Low/Mod funds, VLIHF
H.4.1.3	Continue to allow secondary dwelling units by right in single-family residential zones. The City will promote its second unit standards by including information annually in The Grapevine Independent, publishing information on the City's website to promote this option, and submitting press releases annually to local newspapers. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand. (Also see Action H.7.3.1)	PL	Annually	GF
H.4.1.4	The City will actively support the redevelopment of underutilized mixed-use sites to meet the City's RHNA allocation and to provide additional affordable housing opportunities throughout the City near transit stops, jobs, and services. The City will assist in the development of these underutilized sites by offering the following assistance:	PL	Provide a listing of sites to affordable housing developers in the area on a	GF, RDA

No.	Action	Responsible Party	Time Frame	Funding Source
	- The City will post a listing of underutilized sites on the City's website and provide this list of sites to developers interested in developing mixed-use projects in the City. - The City will, where appropriate and when funds are available, assist with the development of affordable housing projects with the use of redevelopment funds on these underutilized sites. - The City will also provide technical assistance with applying for additional funding to construct an affordable mixed-use project on an underutilized site. - The City will provide flexibility in development standards on the construction of an affordable housing project on an underutilized site including but not limited to reduced setback requirements and reduced parking requirements on a case-by-case basis.		yearly basis and assist developers as projects are processed through the Planning Department, 2008 – 2013.	
H.4.1.5	Continue to maintain a supply of vacant land within the city limits to meet the City's RHNA. Ensure that there is a sufficient supply of land for higher-density housing consistent with preservation of neighborhood character, environmental constraints, and other goals of this General Plan. In order for the City to meet its 2006 – 2013 regional housing need, the following actions will be taken: - Amend the Folsom Boulevard Specific Plan to increase densities in the RMU and MDR zones from 6.1 to 18 units per acre to 6.1 to 30 units per acre. The sites in the inventory (Tables A-39 and A-40) that will be affected are: 075-0450-005: 4.29 acres; 075-0450-005: 28.25 acres; 057-0221-017: 0.17 acres; 057-0221-016: 0.17 acres; and 057-0221-015: 0.17 acres. Currently 488 units are allowed by right and this amendment will increase the number of units to 781 (a difference of 293 units). - Amend Villages of Zinfandel at Stone Creek Plan to increase the density in the MD zone from 15 to 20 units per acre to 15 to 30 units per acre. The site in the inventory (Table A-39) that will be affected is: 072-2360-004: 17.19 acres. Currently 275 units are allowed by right and this amendment will increase the number of units to 412 (a difference of 137 units).	PL	September 2010	GF
H.4.1.6	The City has identified sites A-1, A-2, A-3, D-1, and D-2, in the Land Inventory (see Table A-39) as appropriate to meet a portion of the City's RHNA. These sites are mixed use sites and currently require a Conditional Use Permit to allow for residential development. The CUP requirement ensures that the commercial uses are compatible with residential development. The sites already meet the location and	PL	Within two years of adoption of the Housing Element	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	environmental requirements of the CUP and therefore applications on these sites will be expedited. The City will monitor the development of these sites and upon consultation with developers should the CUP process pose a constraint to the development of Housing, the City will either change the CUP requirement to a Limited Use permit or find alternative sites.			
H.4.2.1	Research feasibility of converting existing multi-family rental housing to senior housing facilities, such as a congregate care or assisted living facility.	PL / H / B / FD	Evaluate the feasibility of converting units as sites are identified and funding becomes available.	GF
H.4.2.2	Require single-family developments serving seniors to provide the majority of the homes as one-story units and require multi-family developments to provide elevators.	PL / B / FD	Ongoing, as projects are processed through the Planning Department.	GF
H.4.3.1	Continue to allow density bonus provisions consistent with the requirements of state law. (Also see H.7.3.1)	PL	Annually	GF
H.4.3.2	Continue to allow farmworker employee housing (12 or fewer employees) by right in the AG-20 and AG-80 zones.	PL	Annually	GF
H.4.4.1	Provide accessibility in housing for persons with disabilities by implementing state and federal requirements by undertaking the following actions: - Review regulations and procedures for City-funded or City-operated housing programs to ensure that they do not exclude participation by persons with disabilities. - Include accessibility considerations in the preparation of the City's capital improvement plan and the allocation of funding for capital improvements in support of housing and residential neighborhoods.	PL / H	Ongoing. Provide accessibility in housing for persons with disabilities as projects are processed through the Planning Department.	GF
H.4.4.2	Provide incentives for the development of single-room occupancy (SRO) and supportive housing units for identified special needs groups. Incentives may include fee reductions or deferrals, reduced parking requirements, density bonus, priority permit processing, technical assistance in project processing, and accessing funding for	H / PL / RA	Implemented as part of project processing and review of individual	GF, Low/Mod funds, Very low-income fund, CDBG

No.	Action	Responsible Party	Time Frame	Funding Source
	the special needs. SROs are allowed with a conditional use permit in the RD-20, RD-25, RD-30, and HDR zones.		development applications.	
H.4.4.3	In implementing affordable housing programs, such as Actions H.1.1.1, H.4.1.1, H.4.1.2, H.4.5.1, H.4.8.2, and H.7.2.1, the City will work with housing providers to ensure that special housing needs are addressed for seniors, large families, female-headed households, single-parent households with children, persons with disabilities, homeless individuals and families, and farmworker families. The City will seek to meet these special housing needs through a combination of regulatory incentives, zoning standards, new housing construction programs, housing rehabilitation, homebuyer assistance programs, and supportive services programs.	H / PL	Ongoing. The City will ensure that special housing needs are addressed as funding becomes available and as projects are processed through the Planning Department.	CDBG, Low/Mod funds, Very low-income fund, HOME, and other as funds become available
H.4.4.4	Participate in regional coordination for homeless services and facilities. The City will continue to support existing facilities and programs (including financial support when appropriate and necessary) and permit homeless facilities and service providers under the City's Zoning Code.	H	Participate in regional coordination on an annual basis.	GF, State Emergency Shelter Program, HUD, other specialized funding
H.4.4.5	Pursuant to Senate Bill (SB) 2, transitional housing and supportive housing (as defined in the Health and Safety Code) will continue to be allowed as a residential use in all residential zones without the requirement of a conditional use permit and subject to the same restrictions that apply to other residential uses of the same type in the same zone.	PL	Ongoing	GF
H.4.4.6	Pursuant to SB 2, emergency shelters will continue to be allowed as a permitted use without a conditional use permit in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones. In addition, the City will consider adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as: - Lighting - On-site management - Maximum number of beds or persons to be served nightly by the facility - Off-street parking based on demonstrated need	PL	Ongoing, but will consider adopting standards by June 2010.	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	- Security during hours that the emergency shelter is in operation			

H.4.4.7	To ensure development standards do not constrain the development of SROs, the City will evaluate adopting development standards which may include:
	- Requirements for a management plan outlining policies and procedures and annual review of services by City Planning Department
	  - 24-hour on-site management
	  - Room limitation to single occupancy, with allowance for overnight guests
	  - Requirements for monthly tenancies
	  - Units must be 250–300 square feet in size and include kitchen or bathroom
	  - Parking ratio of one space per unit and bicycle rack storage of one rack per 5 units
		PL	Evaluate need for standards by June 2010. If necessary develop and adopt standards by June 2011.	GF

H.4.5.1	Continue to modify parking needs of affordable multi-family rental properties, condominiums, townhomes, and senior facilities as requested by the project. .(Also see Action H.7.3.1 and Action H.4.4.3).	PL	Ongoing. As projects are processed through the Planning Department, the City will continue to work with developers to provide parking modifications that meet the needs of the project.	GF
H.4.7.1	The City will direct specific fair rights inquiries to the Sacramento Center for Human Rights Law and Advocacy. The City will post newsletters and brochures from the Center for Human Rights Law and Advocacy at the permit counter.	H	Ongoing	GF
H.4.7.2	Per Chapter 1.1.0 of the Zoning Code (Entitlements), the City will allow requests for reasonable accommodation in regard to relief from the various land use or zoning rules, policies, practices, and/or procedures that may be necessary to ensure equal access to housing	PL	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	designed for, intended for occupancy by, or with supportive services for individuals with disabilities as required in the Zoning Code.			
H.4.8.1	Continue to require a richer diversity of front elevations and increased quality of housing plans through design review.	PL / H	Implemented as part of project processing and review of individual development applications.	GF
H.4.8.2	Require that affordable housing projects be designed so that there is no discernable exterior difference in style or design between such projects and market-rate housing projects, without requiring a specific design standard that would render an affordable housing project financially infeasible. (Also see Action H.4.4.3).	PL / H	Ongoing	GF
H.5.1.1	The City shall collaborate with the Sacramento County Board of Realtors, local financial institutions, nonprofit organizations, and residential developers in implementing homebuyer assistance programs for low- and moderate-income households. Among the options the City will pursue are: - A City-sponsored homebuyer assistance program funded from state and federal sources such as CDBG and HOME. - A City-sponsored homebuyer assistance program with participation by financial institutions, such as the Federal Home Loan Bank Board's Affordable Housing Program. - A City-sponsored program to promote the use of mortgage credit certificates and energy efficiency mortgages.	H / RA	Ongoing	CDBG, BEGIN, HOME, and other funds as available
H.5.2.1	Develop and adopt requirements for proposals requesting conversion of rental units to for-sale ownership units. Requirements and evaluation factors shall include a minimum rental vacancy rate (to be determined through an annual market-rate rental survey), maximum number of units allowed to convert annually, relocation assistance to tenants, and affordability of units. Sufficient investment will be required to ensure physical sustainability of buildings. (Implementation of this action will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.)	H / RA	Ongoing	CDBG, HOME, Redevelopment Funds
H.6.1.1	Incorporate Title 24 requirements into Specific Plans and Development Agreements as appropriate and assess the feasibility of implementing LEED or similar energy saving program requirements. Incentives will be offered (e.g., density bonus, expedited process, fee	PL / B	Amend Zoning Code for Title 24 requirements,	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	reduction/waiver) to property owners and developers who exceed California Title 24 energy efficiency standards.		and begin assessment of LEED and similar programs, by June 2010 and update Specific Plans and Development Agreements as they are processed through Planning Department.	
H.6.1.2	Partner with SMUD and PG&E to develop model programs for energy efficiency in new development without increasing costs to the homebuyer, and post and distribute information on currently available weatherization and energy conservation programs to residents and property owners as well as encourage participation in SMUD's photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs. The City will distribute information through the City's newsletter, annual mailings in City utility billings, distribution of program information to community organizations and at municipal offices, and postings on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	PL / B	Ongoing	GF
H.6.1.3	Continue to enforce state requirements, including Title 24 of the California Code of Regulations, for energy conservation in new residential projects and encourage residential developers to employ additional energy conservation measures for the siting of buildings, landscaping, and solar access through development standards contained in the Zoning Code, Building Code, and Specific Plans as appropriate. Encourage all new developments to provide bicycle and pedestrian access, thereby facilitating the reduction of automobile air quality impacts in the area.	PL / B	Ongoing	GF
H.7.1.1	Partner with major employers in the community to consider developing a Housing Trust Fund that will be funded by employers. The City will identify incentives for major employers to encourage employees to reside in Rancho Cordova. (Also see Action H.4.1.2 and	ED	Business Retention Program to be established	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	Action H.1.1.1)		by December 2010.	
H.7.2.1	Pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by-case basis. (See Program Timeframe and Potential Funding below.) The City will collaborate with nonprofit organizations and agencies such as Northern California Construction Training, Community Housing Opportunity Corporation, and the Sacramento Housing and Redevelopment Agency. Potential funding sources for this program will include the CDBG, HOME, CalHome, and BEGIN programs, the state Multi-Family Housing Program, California Housing Finance Agency programs (such as HELP), tax exempt bond financing, low-income housing tax credits, the Federal Home Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups. (Also see Action H.4.4.3)	H / RA	Ongoing. The City will apply for all of the above loans and grants as Notices of Funding Available (NOFAs) are released from HCD.	EDI, CDBG, HOME, CalHome, BEGIN, Multi-Family Housing program, California Housing Finance Agency), HELP Program, HUD Program Section 221(d), Section 202 (elderly), Section 811 (persons with disabilities), Federal Home Loan Bank, Tax Exempt Bonds, Low-Income Housing Tax Credits (state and federal), and Housing Tax Increment Funds, Workforce Housing Reward Program Funds
H.7.2.2	Work with financial institutions serving Rancho Cordova to solicit interest in providing financing for very low-, low-, and moderate-income housing as part of their responsibilities under the Federal Community Reinvestment Act (CRA). The City will seek specific lending commitments to be used in conjunction with Redevelopment Agency funds and state and federal funds. The City will work with interested lending institutions and developers to use existing CRA-funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.	H / RA	Meet with financial institutions serving Rancho Cordova annually to determine what funding is available for lower-income households.	CDBG, HOME, Redevelopment Tax Increment Funds and other funds (as funding becomes available to the City)

No.	Action	Responsible Party	Time Frame	Funding Source
H.7.3.1	To promote the development of affordable housing, the City will market available incentives by advertising on the City's website, publishing brochures and making referrals. The incentives for developers may include: - Financial assistance (based on availability of housing funds); - Expedited development review; - Streamlined processing; - Density bonuses; and - Modification of development standards (i.e., setbacks, lot coverage, floor area ratio, unit size, height requirements, and parking) on a case-by-case basis. Given equal quality of design, priority will be given to projects containing units affordable to extremely low-income households. In addition, the City will consider adopting an Affordable Housing Ordinance (Action 1.5.1) which will require that individual projects include an Affordable Housing Plan as part of the overall project approval.	H / PL / RA	Offer incentives as projects are processed through the Planning Department. Information will be on the City's website by June 2010.	GF
H.7.4.1	Update the existing Very Low Income Housing Trust Fund Fee (fee for non-residential development) to better address the needs and desires of City. The update to the fee program shall include the following: - An updated nexus study addressing both very low- and low-income housing needs generated by non-residential development, including the cost to provide a variety of lower-income housing types; - A fee structure based on defined types of non-residential development that are consistent with uses identified in the Zoning Code; - A fee component to cover administrative costs; - An annual inflationary adjustment; - Exempt uses; and - Allowed uses of the fee, including its use to provide pre-development, construction, and permanent financing for affordable multi-family projects and provide a homebuyer assistance program.	H	Update the existing Very Low Income Housing Trust Fund Fee by September 2009.	GF
H.7.5.1	The City will use Redevelopment Set-Aside Funds to support	H	Ongoing	Redevelopment

No.	Action	Responsible Party	Time Frame	Funding Source
	developers interested in building affordable rental and ownership housing projects. As appropriate, the City will prioritize funding for projects that include units affordable to extremely low-, very low-, and low-income households. The City is expected to accrue $2.5 million in Set-Aside Funds over the five-year planning period and approximately $750,000 in linkage funds. The City plans to use the funds to assist developers in producing and rehabilitating affordable housing. The funds will also be used for gap financing (i.e., acquisitions, demolitions, relocation assistance, environmental documents, etc.) for tax credit programs for both rehabilitation and new construction. In addition, the City plans to use this funding for first-time homebuyer subsidy efforts and foreclosure acquisition.			Set-Aside Funds
VI – Circulation Element				
C.1.1.1	Review and update the City's roadway cross-sections and design standards that implement the roadway types shown in the Circulation Plan.	PW	2006	GF
C.1.1.2	Require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects. Require the dedication of major road rights-of-way (generally, for major roads and thoroughfares) at the earliest opportunity in the development process.	PW / PL	Ongoing	AF / GF
C.1.1.3	Require the dedication of additional right-of-way for intersection improvements where features such as grade separations are planned, unless otherwise approved by the City Engineer.	PW / PL	Ongoing	AF / GF
C.1.1.4	Require all development projects that must perform new roadway construction or road widening to complete the entire roadway to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction must also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.	PW / PL	Ongoing	AF / GF
C.1.1.5	Require development projects to provide funding or to construct roadway / intersection improvements to implement the City's Circulation Plan. At the City's discretion, consider the payment of established traffic impact or similar fees to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If	PW / PL	Ongoing	AF / GF

No.	Action	Responsible Party	Time Frame	Funding Source
	payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in or fully funded by the fee program.			
C.1.1.6	Space major roadways approximately one mile apart and connector roads one-half mile apart to increase route choice and improve vehicular circulation.	PW	Ongoing	AF / GF
C.1.2.1	Adopt, and update as necessary, guidelines for the preparation of traffic impact analysis for proposed development projects. Items to be addressed may include the following: - Guidelines for determining when traffic analysis is required; - Guidelines for the preparation of traffic analysis; and - Significance criteria for use in CEQA analysis of proposed projects.	PW	2006 / 2007	GF
C.1.2.2	Adopt, and update as necessary, a list of circulation improvements, including roadway improvements, pedestrian and bicycle facilities, and transit-related improvements, which the City will accept as offsets for congestion in accordance with this policy.	PW	Annual	CIP
C.1.3.1	On a regular basis, monitor existing traffic on roadways within and adjacent to the City.	PW	Ongoing	GF
C.1.3.2	Continue to update and refine the Citywide traffic model and use the model to project future traffic conditions based on existing and planned land uses within the City and in the region.	PW	Ongoing	GF
C.1.3.3	Adopt, and update as necessary, a list of roadways on which the City will not seek to achieve Level of Service D. This list may designate the Level of Service, which will be accepted on each roadway.	PW	2006 / Ongoing	CIP
C.1.8.1	Implement, and update as necessary, the Neighborhood Traffic Management Plan and the tools for implementing traffic calming in neighborhoods.	PW	2006	GF
C.1.9.1	Consider the preparation and adoption of a Trip Reduction Program that identifies ways in which automobile traffic and congestion can be reduces as a way to improve mobility within the City.	PW	2006 / 2007	GF
C.1.9.2	Encourage development projects, major employers, and schools to incorporate/participate in trip reduction programs.	PW	Ongoing	GF
C.1.10.1	Incorporate maximum block length standards into the City's street design and/or improvement standards.	PW	2006	GF

No.	Action	Responsible Party	Time Frame	Funding Source
C.1.10.2	When blocks are designed at lengths greater than 800 feet, design shall include mid-block pedestrian and emergency vehicle connections.	PW	Ongoing	AF / GF
C.1.11.1	Include funding in the City's Capital Improvement Plan (CIP) to construct the pedestrian and bicycle components of the roadway improvement.	PW	2006 /2007	GF / CIP
C.2.3.1	Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected and may include open spaces, parks, and trails as otherwise required by the City.	PW / PL	Ongoing	AF
C.2.3.2	Require and site pedestrian crossings of major roads at key intersections and at locations that provide priority and efficiency to the pedestrian, even at the expense of improved vehicular circulation.	PW / PL	2006 / Ongoing	AF / CIP/ GF
C.2.3.3	Ensure safe, efficient pedestrian connections are made between the sidewalk, parking areas, and entrances to stores, offices, and other uses as part of development design review.	PW / PL	Ongoing	AF / GF
C.2.4.1	Prepare and adopt a Pedestrian Master Plan that sets forth a comprehensive pedestrian system and support facilities, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked improvements in the Master Plan, and update the plan every three to five years. Include minimum sidewalk widths based on development type.	PW / PL	2006 / 2007	GF
C.2.4.2	Coordinate the Pedestrian Master Plan and the circulation-related components of the City Open Space Standards.	PW / PL / CRPD	2006 / 2007	GF
C.2.5.1	Prepare and adopt a Bikeway Master Plan that sets forth a comprehensive bicycle system and support facilities over the next 20 years, as well as plans education, marketing, and enforcement programs. Identify detailed and ranked circulation improvements in the Master Plan, and update the plan every three to five years.	PW / PL	2006 / 2007	GF
C.2.5.2	Coordinate the Bikeway Master Plan with the circulation-related components of the City Open Space Standards.	PW / PL	2006 / 2007	GF
C.2.5.3	Pursue all available sources of funding for the development and improvement of bicycle facilities. Develop projects and secure funding to improve pedestrian and bicycle safety and access around schools and transit stations.	PW	Ongoing	CIP / Grants
C.2.5.4	Establish a Bicycle Advisory Committee to oversee creation and implementation of the Bicycle Master Plan and ensure consistency with existing policy documents, such as the General Plan.	PW	2006	GF

No.	Action	Responsible Party	Time Frame	Funding Source
C.2.5.5	Coordinate City departments with stakeholders such as the County of Sacramento, Sacramento Area Council of Governments, Folsom South Canal Development Team, American River Parkway Committee, Cordova Recreation and Park District, Sacramento City / County Bicycle Advisory Committee, air quality agencies, Sacramento Regional Transit District, 50 Corridor Transportation Management Association, employers, residents, and cyclists in order to design, implement, and maintain the proposed bikeway system.	PW	Ongoing	GF
C.2.5.6	Provide staff resources focused on review of proposed bicycle and related facilities and their implementation and operation.	PW / PL	2006 / 2007	GF
C.2.7.1	Include grade-separated crossings in the City's Capital Improvement Plan, and collect fees to assist in the construction of these facilities.	PW	2006	CIP / GF
C.2.7.2	Develop standards for grade separated pedestrian and bicycle crossings that take the pedestrian / bicycle crossing either above or below the road. When the crossing goes under the road, development standards should specify that a change is elevation is required of both the crossing and roadway, thereby splitting the necessary vertical clearance. Doing so will make the crossing safer and more attractive to users by allowing them to see the horizon as they make the crossing.	PW	2006 / 2007	CIP
C.2.7.3	Identify grade separated crossings and enhanced intersection improvements for bikeways and trails as part of the Bicycle Master Plan, Trails Master Plan, Pedestrian Master Plan, and in conjunction with development review.	PW / PL	2006 / 2007	GF
C.2.8.1	Develop programs to encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common (e.g., through Safe Routes to Schools programs).	PW	Ongoing	GF / Grants
C.2.8.2	Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including establishing a routine street sweeping program and maintaining lane striping for bike lanes and routes.	PW	Ongoing	CIP
C.2.8.3	Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.	PW	Ongoing	CIP
C.2.8.4	Ensure traffic-calming projects are appropriate for bicycle and pedestrian users (e.g., address bulb-out or roundabout designs that push cyclists into traffic).	PW	Ongoing	GF / Grants
C.2.8.5	Provide signage, alternative routes, etc. during construction activities	PW	Ongoing	CIP

No.	Action	Responsible Party	Time Frame	Funding Source
	affecting bikeways to ensure the safety of cyclists.			
C.2.8.6	Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle / bicycle crashes.	PD	Ongoing	GF
C.2.8.7	Use available accident data to monitor bicycle-related accident levels annually and focus on a reduction of fifty percent on a per capita basis over the next 20 years.	PD	Annual	GF
C.2.8.8	Improve pedestrian crossings in areas of high pedestrian activity where safety is an issue.	PW	Ongoing	CIP
C.2.8.9	Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.	PW / PD	Ongoing	GF
C.2.8.10	Identify a funding source that will provide at least one crossing guard for each elementary and middle school in the City. Work with school districts to identify joint funding solutions and other partnership opportunities that facilitate pedestrian safety around schools	PD / PW	Ongoing	GF / Grants
C.2.10.1	As part of the Pedestrian Master Plan, Bicycle Master Plan, and/or City Street Standards, develop improvement standards for at-grade pedestrian crossings (e.g., pedestrian bulb outs, markings, special paving, lighting, signage) with performance standards for location and frequency.	PW	2006 / 2007	GF
C.3.1.1	Create, implement, and update regularly a Transit Master Plan for Rancho Cordova that identifies the type of system desired for the City. Transit routes should coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership. Bus routes should follow major roads with service to residential neighborhoods from connector streets. Figure C-3 identifies the City's preferred transit system.	PW / PL	2006	GF
C.3.1.2	Work with transit providers to develop and implement the Transit Master Plan and any additional transit services within the City that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.	PW	Ongoing	GF / IF / UF / Grants
C.3.1.3	Pursue all available sources of funding for transit services.	PW	Ongoing	GF
C.3.1.4	Ensure that transit service is provided in accordance with regional plans and policies, including identified transit improvements developed as part of the Sacramento County Mobility Study.	PW	Ongoing	GF / Grants
C.3.1.5	Review the need for additional transit lines / service in new	PW	Ongoing	AF / GF

No.	Action	Responsible Party	Time Frame	Funding Source
	development and require installation of needed stops through the project review process.			
C.3.2.1	Encourage paratransit service within the City by working with service providers to better identify service gaps and resources, and to improve response times.	PW	Ongoing	GF
C.3.3.1	Require new development and redevelopment to include public transit stations, especially light rail stations, and to promote pedestrian activity and connection between public transit and retail, office, and residential uses.	PW / PL	Ongoing	AF
C.3.3.2	Consistent with the Transit section of the Circulation Plan and the Transit Master Plan, require development to dedicate the necessary right-of-way needed to accommodate planned transit services.	PW	Ongoing	AF
C.3.4.1	Encourage and accept employee shuttles as a viable mitigation measure for trip reduction when proposed development cannot otherwise mitigate potential impacts to City streets.	PW / PL	Ongoing	AF / GF / IF
C.4.1.1	Work with the Sacramento County Airport System and the Airport Land Use Commission to improve operations at Mather Airport, consistent with the City's vision.	ED / PL	Ongoing	GF
C.5.3.1	Periodically undertake a detailed analysis of the improvements needed as growth occurs and the costs associated with those improvements. Update fees as necessary to ensure full funding of all required improvements.	PW	Ongoing	GF
C.5.3.2	Establish a road maintenance assessment district to provide a funding source to maintain road improvements and new roads as a result of new development.	PW	2006	GF
C.6.1.1	Develop and implement a comprehensive system to monitor and evaluate the conditions and maintenance needs of the existing transportation network. Inventory and categorize the City-maintained roads by road type and condition using a pavement management system.	PW	Ongoing	GF / CIP
C.6.1.2	Work with SACOG to ensure that the Metropolitan Transportation Plan is coordinated with the City's Capital Improvement Plan to facilitate access to federal and state funds for circulation maintenance and improvements.	PW	Ongoing	GF
VII – Open Space, Parks, and Trails Element				
OSPT.1.1.1	Require developers of all new residential development to dedicate parkland at a rate of five acres of land per 1,000 population. When necessary, provide an in-lieu payment option, which allows the	PL / CRPD	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	developer to fund the acquisition of acceptable land equal to the dedication requirement. Calculate required parkland dedication exclusive of required open space.			
OSPT.1.1.2	Consult with the Cordova Recreation and Park District prior to determining the acceptability of lands proposed for dedication as public parkland.	PL	Ongoing	GF /AF
OSPT.1.1.3	Establish a procedure for determining an appropriate in lieu fee amount that ensures CRPD will have adequate funds to purchase required parkland for which in lieu fees are paid.	PL / F / CRPD	2006	GF
OSPT.1.4.1	Ensure that sufficient funding for maintenance of parks is assured prior to approval of any Final Subdivision Map that includes public parks and / or related facilities.	PL / F / CRPD	Ongoing	GF
OSPT.1.4.2	Consider creating a fee and assessment program to provide increased funding for existing parks, in collaboration with the Cordova Recreation and Park District. This could include local or regional bond measures or assessment districts, public or private grants or partnerships, homeowners associations, or other methods deemed appropriate by the City.	PL / F / CRPD	Ongoing	GF
OSPT.1.5.1	Continue to work with the Cordova Recreation and Park District on this issue, and implement funding mechanisms as part of the City's review and approval of new development projects.	PL / CRPD	Ongoing	GF
OSPT.1.5.2	Explore the possibility of the Cordova Recreation and Park District constructing a community pool that is usable year-round.	PL / CRPD	2007	GP / PF
OSPT.1.5.3	Expand the Cordova Senior Center at the Lincoln Village Community Park, and the construction of new senior community facilities as demand for such facilities increases.	PL / CRPD	2007 / 2008	GP / PF
OSPT.1.6.1	Continue to work with the Cordova Recreation and Park District in the planning and execution of park and recreation facilities to accommodate a variety of regional sports venues.	PL	Ongoing	GF
OSPT.1.6.2	Work cooperatively with the Sacramento Sports Commission and Chamber of Commerce Visitor and Tourist Bureau to attract and host regional sporting activities.	PL / CRPD	Ongoing	GF
OSPT.2.1.1	Adopt City Open Space Standards as an action program to implement the open space policy framework in this Element. The standards will clearly define the City's requirements for the improvement, expansion, and maintenance of open space. Such standards shall include provisions for two types of open space: 1) Mandatory Open Space, and 2) Performance Based Open Space.	PL	2006	GF

No.	Action	Responsible Party	Time Frame	Funding Source
OSPT.2.1.2	-Require developers of all new residential development to dedicate parkland at a rate of 1.75 acres of land per 1,000 population, generally comprised of: - Open Turf, Tree Canopy and Dog Parks; - Neighborhood Greens; and - Communitywide Open Space.	PL	Ongoing	AF
OSPT.2.1.3	Consider partial credit for mandatory open space within drainage facilities when certain criteria are met.	PL	Ongoing	AF
OSPT.2.1.4	Exempt from the minimum open space requirements residential subdivisions of ten acres or less which are not part of a master-planned development meeting the minimum open space requirement, at the City's discretion.	PL	Ongoing	GF
OSPT.2.1.5	Require all new development projects to provide a system of connected open space that includes greenway, trails, nodes, and green infrastructure (see City Open Space Standards), in proximity to all new residents.	PL	Ongoing	AF
OSPT.2.1.6	Ensure that funding for maintenance of open space is sufficient prior to approval of any Final Subdivision Map of development that includes open space facilities or amenities.	PL / F	Ongoing	AF
OSPT.2.1.7	Consider including encumbered land (such as a power line easement) that meets all other requirements for open space for inclusion in the open space system on a case-by-case basis.	PL	Ongoing	AF
OSPT.2.2.1	Adopt a comprehensive Open Space Preservation Plan as the action program that clearly implements the City's open space policy framework and provides clear direction for the maintenance of open space lands.	PL / CRPD	2006 / 2007	GF
OSPT.2.3.1	Encourage projects to accomplish the following: - Align roads and public spaces to take advantage of vistas over mitigation lands; - Site publicly accessible trails adjacent to the boundaries of mitigation lands to take advantage of the open character and uninterrupted edge of the mitigation lands; and - Consider locating public parks adjacent to mitigation lands to create a greater sense of open space and to take advantage of opportunities for vistas and trail connections.	PL / PW / CRPD	Ongoing	AF
OSPT.2.3.2	Through the development review process, incorporate design features	PL	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	that increase visual access to natural resource mitigation lands.			
OSPT.3.1.1	Create and adopt a comprehensive Trails Master Plan that includes information on current resources and plans for future development, including designating locations and types of trails.	PL / PW	2006 / 2007	GF
OSPT.3.1.2	Review all new development projects and public works projects and require compliance with the Trails Master Plan prior to approval.	PL / PW	Ongoing	GF
OSPT.3.1.3	Provide appropriate pedestrian and bicycle linkages to existing facilities, particularly to those facilities within the American River Parkway and the Folsom South Canal.	PL / PW	Ongoing	GF / AF
OSPT.31.4	Develop and implement a capital improvement plan to construct new bridges, grade-separated crossings, and ramps at key intersections of major trails and roadways.	PW	Ongoing	GF
OSPT.3.2.1	Work cooperatively with Sacramento County to fund enhancements within the American River Parkway, consistent with the American River Parkway Plan.	PL / PW / CRPD	Ongoing	GF / Grants
OSPT.3.3.1	Include funding for grade-separated and enhanced at-grade pedestrian crossings through the development review and entitlement process and pursue grants and other funding for trails.	PL / PW	Ongoing	AF
OSPT.4.1.1	Provide staff support and / or funding to facilitate updates to the American River Parkway Plan.	PL / PW / CRPD	Ongoing	GF
OSPT.4.1.2	Identify and support programs, which serve the special recreational and open space needs of seniors, youth, and other special needs groups that may be underserved within the community.	PL / CRPD	Ongoing	GF / Grants
OSPT 4.1.3	Identify and support programs which serve the special recreational and open space needs of seniors, youth, and other special needs groups that may be underserved within the community.	PL / CRPD	Ongoing	GF / Grants
OSPT 4.1.4	Determine the need for special facilities for seniors (e.g., more benches and flat paved walking areas near the river).	PL / CRPD	Ongoing	GF / Grants
OSPT 4.1.5	Determine the need for special facilities for youths consistent with natural resource protection.	PL / CRPD	Ongoing	GF / Grants
OSPT.4.2.1	Encourage the use of volunteers and community groups to provide maintenance and safety patrols on trails through the provision of funding and staff assistance to leverage volunteer efforts.	PL / PW / CRPD / PD	Ongoing	GF / Grants
OSPT.4.2.2	Promote the City's world-class system of parks, trails, and open space to all users through education, marketing, and community activities.	PL / PW / CRPD	Ongoing	GF / Grants
OSPT.4.2.3	Support trails events and trail use through publicity, proclamations, participation, and funding, community events (e.g., Eppie's Great	PL / PW /	Ongoing	GF / Grants

No.	Action	Responsible Party	Time Frame	Funding Source
	Race, Fourth of July Celebration, Kid's Day, Nimbus Salmon Festival) that cross community and neighborhood boundaries, and help bring together various segments of the population.	CRPD		
VIII – Infrastructure and Finance Element				
ISF.1.1.1	Utilize the City's Fiscal Impact of New Development (FIND) Model within the review of proposed development projects to ensure revenues associated with the project will fully fund City expenses associated with the project.	PL / F	Ongoing	AF
ISF.1.1.2	Annually review the Fiscal Impact of New Development (FIND) Model and update as needed to reflect actual costs of City Services.	PL / F	Annual	GF
ISF.1.1.3	Periodically evaluate the City's office and retail demand based on changing demographics and market conditions to ensure an adequate supply of land for non-residential use.	PL / ED / RA	Ongoing	GF / RDA
ISF.2.1.1	Except when prohibited by state law, require sufficient capacity in all public facilities to maintain desired service levels and avoid capacity shortages, traffic congestion, or other negative effects on safety and quality of life.	PL / PW	Ongoing	AF
ISF.2.1.2	Adopt a phasing plan for the development of public facilities in a logical manner that encourages the orderly development of roadways, water and sewer, and other public facilities.	PW	2007	GF / AF
ISF.2.1.3	Withhold public financing or assistance from projects that do not comply with the planned phasing of public facilities, and approve interim facilities only in special circumstances.	PW / ED / RA	Ongoing	AF
ISF.2.1.4	Work with utility providers to coordinate the installation or upgrading or relocation of utilities to minimize multiple trenching of city streets.	PW	Ongoing	AF
ISF.2.2.1	Establish a Technical Review Committee for continued coordination with outside service agencies, including water and sewer providers, the Cordova Recreation and Park District, and the school districts, during the review of plans and development projects.	PL / PW / B	2006 / Ongoing	GF / AF
ISF.2.3.1	Require secure financing for all components of the transportation system through the use of special taxes, assessment districts, developer dedications, or other appropriate mechanisms. Financing should be sufficient to complete required major public facilities at their full planned capacities in a single phase. Major facilities include roadways of collector size or larger; all wells, water transmission lines, treatment facilities, and storage tanks needed to serve the project; and all sewer trunk and interceptor lines and treatment plants or treatment plant capacity.	PW / F	Ongoing	GF / AF / IF

No.	Action	Responsible Party	Time Frame	Funding Source
	- Design, engineering, environmental compliance, and construction of roadway lanes, traffic signals, and bridges. - Right of way acquisition, design, engineering, environmental compliance, and construction costs. - Drainage and other facilities related to new roadway construction. - Installation of landscaped medians, sidewalks, and streetscaping where appropriate.			
ISF.2.3.2	Require new development to fund its fair share portion of its impacts to all public infrastructure and facilities.	PL / PW / B / F	Ongoing	AF
ISF.2.3.3	Include sufficient funding in fee programs and / or other finance mechanisms to cover the costs of each of the following roadway items:	PW / F	Ongoing	GF / AF
ISF.2.4.1	The following shall be required for all legislative-level development projects, including community plans, general plan amendments, specific plans, rezonings, and other plan-level discretionary entitlements, but excluding tentative subdivisions maps, parcel maps, use permits, and other project-specific discretionary land-use entitlements or approvals: - Proposed water supplies and delivery systems shall be identified at the time of development project approval to the satisfaction of the City. The water agency or company proposing to provide service (collectively referred to as "water provider") to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project. The project applicant or water provider shall make a factual showing prior to project approval that the water provider or providers proposing to serve the development project has or have legal entitlements to the identified water supplies or that such entitlements are reasonably foreseeable by the time of subsequent, project-specific discretionary land-use entitlements or approvals. This factual showing shall also demonstrate that the water provider's identified water supply is reasonably reliable over the long term (at least 20 years) under normal, single-dry and multiple-dry years. - All required water treatment and delivery infrastructure for the project shall be in place at the time of subsequent, project-specific discretionary land-use entitlements or approvals, or shall be assured prior to occupancy through the use of bonds or other sureties to the City's satisfaction. Water infrastructure may be	PW / PL	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	phased to coincide with the phased development of large-scale projects. · Action service area, and other projects, which have received commitments for, water service. - Offsite and onsite water infrastructure sufficient to provide adequate water to the subdivision shall be in place prior to the approval of the Final Map or their financing shall be assured to the satisfaction of the City, consistent with the requirements of the Subdivision Map Act. - Offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.			
ISF.2.4.2	The following shall be required for project-specific discretionary land-use entitlements and approvals, including but not limited to, all tentative subdivision maps, parcel maps, or use permits: - An assured water supply and delivery system shall be available or reasonably foreseeable at the time of project approval. The water agency providing service to the project may provide several alternative methods of supply and/or delivery, provided that each is capable individually of providing water to the project. - The project applicant, water agency (or agencies), or water company (or companies) providing water service to the project site shall make a factual showing consistent with, or the City shall impose conditions similar to, those required by Government Code section 66473.7 in order to ensure an adequate water supply for development authorized by the project. Prior to recordation of any final subdivision map, or prior to City approval of any similar project-specific discretionary land use approval or entitlement required for nonresidential uses, the project applicant or water provider shall demonstrate the availability of a long-term, reliable water supply for the amount of development that would be authorized by the final subdivision map or project-specific discretionary non-residential approval or entitlement. This assurance of water supply shall identify that the water provider has legal entitlement to the water source and that the water source is reasonably reliable (at least 20 years) under normal, dry and multiple dry years. Such demonstration shall consist of a written certification from the water provider that either existing sources	PW / PL	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	are available or that needed improvements will be in place prior to occupancy. - Offsite and onsite water infrastructure sufficient to provide adequate water to the subdivision shall be in place prior to the issuance of building permits or their financing shall be assured to the satisfaction of the City prior to the approval of the Final Map, consistent with the requirements of the Subdivision Map Act, or prior to the issuance of a similar, project-level entitlement for non-residential land uses. - Offsite and onsite water distribution systems required to serve the subdivision shall be in place and contain water at sufficient quantity and pressure prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.			
ISF.2.6.1	Require all subdivision developments to adhere to the following provisions, to the extent permitted by state law: - Sewage / wastewater treatment capacity shall be available at the time of tentative map approval. - The agency providing sewer service to the subdivision shall demonstrate prior to the approval of the Final Map by the City that sufficient capacity shall be available to accommodate the subdivision plus existing development, and other proposed or approved projects which have received sewage treatment capacity commitment. - Onsite and offsite sewage conveyance systems required to serve the subdivision shall be in place prior to the approval of the Final Map, or their financing shall be assured to the satisfaction of the City, consistent with the requirements of the Subdivision Map Act. - Sewage conveyance systems within the subdivision shall be in place and connected to the sewage disposal system prior to the issuance of any building permits. Model homes may be exempted from this policy as determined appropriate by the City, and subject to approval by the City.	PW / PL	Ongoing	AF
ISF.2.6.2	Generally, the City shall not allow construction of independent community sewer systems to serve new development.	PL / PW	Ongoing	AF
ISF.2.6.3	Require all commercial or industrial development, as well as all residential development with lots smaller than two acres, to connect to a public sewer system.	PL / PW	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
ISF.2.7.1	Coordinate with utility agencies to underground, strategically place, and screen equipment to the maximum extent feasible.	PL / PW	Ongoing	AF
ISF 2.7.2	Require complete visual screening of all utility sites, facilities, and equipment, with special emphasis on screening in proximity to residential property or in viewshed.	PL	Ongoing	AF
ISF.2.8.1	Develop an Information Technology Strategic Plan with input from community stakeholders and experts.	CM	2006 / 2007	GF
ISF.2.8.2	Explore ways to improve the City's website to provide service in new ways.	CM	2006 and ongoing	GF
ISF.3.1.1	City Staff shall actively work with other agencies and jurisdictions in the development / expansion and funding of a wide range of public services including, but not limited to neighborhood services, social and cultural services, special needs services, housing services, educational and community services, and recreational services.	PL / ED / H / CRPD	Ongoing	GF / Grants
ISF.3.1.2	Regularly survey or otherwise identify the service needs and priorities of Rancho Cordova residents.	CM / H	Ongoing	GF
ISF.3.1.3	Pursue grants and other funding opportunities to create new services or expand existing services targeted to meet the needs of Rancho Cordova residents and employees.	CM / PL / PW / B / ED / H	Ongoing	GF
ISF.3.1.4	Encourage the co-location of public service providers into commercial, office, and mixed-use sites that are accessible to persons in need of services.	PL / ED / RA	Ongoing	GF
ISF.3.2.1	Provide financial support to the existing library system to improve services for local residents and employees (e.g., extended hours).	CM / F	Ongoing	GF / Grants
ISF.3.2.2	Encourage the County to locate new libraries within Rancho Cordova accessible to pedestrians, bicycles, and public transit riders, in a highly visible location that is accessible to unaccompanied children.	CM / PL / PW / ED	Ongoing	GF / Grants
ISF.3.2.3	Consider the establishment of a fee for public library financing based on projected employment for new non-residential development.	CM / F	2006 / 2007	GF
ISF.3.2.1	Market the City's strengths and desires for development of a full-service hospital to national hospitals and medical service providers.	CM / ED / PL	2006 / Ongoing	GF
ISF.3.2.2	Consider the creation of economic development or redevelopment incentives to encourage the development of a full service hospital in Rancho Cordova (e.g., assembly and / or dedication of land, reduction of fees).	ED	2006 / 2007	GF
ISF.3.4.1	Create an organization of community volunteers at City hall by contacting local volunteer groups, coordinating activities, and	NS / H / PIO	2006 / Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	facilitating the sharing of information and resources.			
ISF.3.4.2	Create local neighborhood advisory committees and empower leaders to enhance their community.	NS / H / PL	2006 / Ongoing	GF
ISF.3.4.3	Create a neighborhood services education program to increase awareness about City standards and property maintenance.	NS	2007 / Ongoing	GF
ISF.4.1.1	Convene a focused design effort with the School Districts to establish design guidelines for schools. Key issues include: - Proper sizing of school campuses and consideration of urban school design. - Design solutions that enhance; rather than impact neighborhoods. - Address shared use of school facilities, including continued park/school combined facilities and community use of school campus libraries.	PL / School Districts / CRPD	2006 / 2007	GF
ISF.4.1.2	Support the Folsom Cordova and Elk Grove Unified School Districts in siting new school facilities according to the following criteria: - Schools should be within walking distance of most residences, and should connect with trails, bikeways, and pedestrian paths. - Schools should serve as a focal point of neighborhood activity and be interconnected with churches, parks, greenways, and off-street paths whenever possible. - New schools should be placed adjacent to neighborhood and community parks whenever possible and be designed to promote joint use of appropriate facilities.	PL / School Districts	Ongoing	AF / GF
ISF.4.1.3	Conduct focused discussion with local school districts to discuss design of pedestrian and bicycle facilities adjacent to and within the school sites	CM	2006 / 2007 / Ongoing	GF
ISF.4.2.1	Continue to pursue a single unified school district for the City's K-12 children.	CM	2006 / 2007 / Ongoing	GF
ISF.4.3.1	Create economic development and / or redevelopment incentives for the location and development of educational institutions in proximity to light rail and / or visible from Highway 50.	PL / ED / RA	2006 / 2007	GF
ISF.4.3.2	Require Community Plans, Specific Plans, and Special Planning Areas to consider the needs of community colleges and address the feasibility and appropriateness of off-campus facilities, particularly in town centers and transit-oriented developments.	PL / ED / RA	Ongoing	AF
IX – Natural Resources Element				

No.	Action	Responsible Party	Time Frame	Funding Source
NR.1.1.1	Incorporate large habitat preserves and interconnected wildlife corridors in new development areas to provide ample space for animal movement.	PL	Ongoing	AF / GF
NR.1.1.2	Review projects through the entitlement process and CEQA analysis to ensure that they comply with this policy if the site contains unique habitat, creeks and / or wooded corridors.	PL	Ongoing	AF
NR.1.1.3	As part of the consideration of development applications for individual Planning Areas containing habitats that support special-status plant and animal species that are planned to be preserved, the City shall require that these preserved habitats have interconnections with other habitat areas in order to maintain the viability of the preserved habitat to support the special-status species identified. The determination of the design and size of the "interconnections" shall be made by the City, as recommended by a qualified professional, and will include consultation with the California Department of Fish and Game and U.S. Fish and Wildlife Service.	PL	Ongoing	AF
NR.1.1.4	Prior to the approval of any public or private development project in areas containing trees, the City shall require that a determinate survey be conducted during the nesting season (March 1 and August 31) to identify if active nesting by birds protected under the Migratory Bird Treaty Act (MBTA) is taking place. If all site disturbance is to occur outside this time, the actions described in this mitigation measure are not required. If nesting activity is observed, consultation with the City of Rancho Cordova Planning Department shall be conducted in order to determine the appropriate mitigation, if any, required to minimize impacts to nesting birds. No activity may occur within 100 feet of any nesting activity or as otherwise required following consultation with the California Department of Fish and Game.	PL	Ongoing	AF
NR.1.2.1	Establish a Swainson's Hawk Ordinance in coordination with the California Department of Fish and Game to establish the process of mitigating for the loss of Swainson's hawk foraging habitat based on habitat value lost to development. The ordinance will set forth a process where habitat lost to development will be mitigated through the permanent protection of equivalent or better existing habitat conditions (referred to hereafter as "mitigation lands"). The specific required mitigation ratios (habitat acreage lost versus mitigation lands) and any other provisions to mitigation process shall be established through technical studies as part of the development of the ordinance and will take into account value of habitat to be converted in relation to habitat value of the mitigation lands (e.g., relation to nesting sites),	PL	2006 / 2007	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	proximity of the mitigation lands to adjacent conditions affecting habitat (e.g., nearby land uses and already permanently protected lands), and other relevant factors. The ordinance will also establish standards ensuring that mitigation land will be adequately protected and managed in perpetuity (e.g., via conservation easement, deed restriction or other appropriate method), and setting forth the timing of the required provision of mitigation lands in relation with the timing of the loss of habitat in the City (as its boundaries may be changed through subsequent annexations), such that mitigation lands shall be provided no later than prior to ground disturbance.			
NR.1.3.1	Coordinate with non-profit groups, educational institutions, and other agencies to provide environmental education programs that inform the public about the City's natural resources, existing preserve sites, and cohabitation with common urban wildlife populations.	PIO / PL	Ongoing	GF
NR.1.4.1	Create an educational leaflet that identifies common invasive species and recommends the planting of non-invasive species.	PIO	2006 / 2007	GF
NR.1.4.2	The City shall adopt and maintain a Noxious Weed Ordinance. The Noxious Weed Ordinance shall include regulatory standards for construction activities that occur adjacent to natural areas to inhibit the establishment of noxious weeds through accidental seed import.	NS	2006 / 2007	GF
NR.1.7.1	For those areas in which special status species are found or likely to occur or where the presence of species can be reasonably inferred, the City shall require mitigation of impacts to those species that ensure that the project does not contribute to the decline of the affected species populations in the region to the extent that their decline would impact the viability of the regional population. Mitigation shall be designed by the City in coordination with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a habitat conservation plan.	PL	Ongoing	AF
NR.2.1.1	During the environmental review process, evaluate feasible on-site alternatives that will reduce impacts to wetland resources and effectively preserve these resources.	PL	Ongoing	AF
NR.2.4.1	Develop trails and associated educational facilities (e.g., information kiosks, signage) around wetland and vernal pool preserves where possible while maintaining the integrity of sensitive natural resources.	PL / PIO	Ongoing	GF / AF
NR.2.4.2	Consider constructing elevated board walkways and other low impact trails interior to preserves, in coordination with the U.S. Fish and	PL	Ongoing	GF / AF

No.	Action	Responsible Party	Time Frame	Funding Source
	Wildlife Service and U.S. Army Corps of Engineers.			
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.	PW / PL	2006 / 2007	GF
NR.3.2.2	Adopt and implement improvement standards for soft bottom channels.	PW / PL	2006 / 2007	GF
NR.3.3.1	Work with affected local, state and federal agencies, including SACOG, the California Department of Water Resources, Delta Keepers and the U.S. Army Corps of Engineers, to determine when natural creek corridors can and should accommodate storm flows or if separate storm water conveyance structures are necessary.	PL / PW	2006 / 2007 / Ongoing	GF / CF
NR.3.4.1	Establish performance standards for natural resource preserves that accomplish the following: - Provide sufficient width for a mowed firebreak (where necessary), adjacent passive recreation uses, and access for channel maintenance and flood control. - Offer sufficient width 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. - Allow for sufficient width adjacent to natural resource preserves to allow for trails and greenbelts. - Prohibit the placement of water quality treatment structures designed to meet pollutant discharge requirements within mitigation preserves.	PL	2006 / 2007 / Ongoing	GF / CF
NR.3.4.2	Establish standards that allow public access in the floodplain and buffers along creek corridors and preserves. Mitigation measures shall be incorporated into environmental documents and conditions of approval that require open-view fencing adjacent to preserves.	PL	2006 / 2007	GF / CF
NR.3.4.3	Establish standards and/or guidelines for development adjoining wetland preserves or creeks to maximize visibility by designing the land plan with public streets on at least one side of the corridor or preserve with vertical curbs, gutters, footpath(s), street lighting, and post and cable barriers to prevent unauthorized vehicular entry into creek corridors and preserves.	PL	2006 / 2007	GF
NR.4.1.1	Implement the City's Tree Preservation and Protection Ordinance (and update as necessary) to establish minimum requirements for	PL	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	preserving native trees and landmark trees in the City, including a definition of the size, species, and age requirements of landmark, oak, and other trees to be protected and/or replaced.			
NR.4.1.2	Where feasible, require underground utility lines that are in close proximity to oaks and other landmark trees to be designed and installed to minimize impacts to trees. Work with the utility provider(s) to coordinate transmission line location and other potential impacts associated with the undergrounding of the utilities.	PW / PL	Ongoing	CF
NR.4.1.3	Establish development guidelines that require all oak habitat to be avoided to the maximum extent feasible. When avoidance is not possible, require mitigation efforts that result in preservation of in-kind habitat in the Planning Area.	PL	20067/ 2008 / Ongoing	GF
NR.4.2.1	Create development guidelines to establish minimum planting standards and require appropriate tree species and planting densities within newly landscaped areas that are visible to or shared by the public. An adopted Tree List should be used as a guideline for all tree plantings within the City.	PL	2007 / 2008	GF
NR.4.2.2	Create development guidelines that address landscaping standards and that require appropriate tree species and densities in buffer areas. The guidelines should also ensure that medians will include native plantings and trees, and will be wide enough to support the long-term viability of the plantings.	PL	2007 / 2008	GF
NR.4.2.3	Provide leaflets and planting guides that promote the use of drought-tolerant native vegetation in home landscaping.	PIO / PL	2006 / 2007	GF
NR.4.2.4	Discourage the use of invasive non-native species.	PL	Ongoing	GF
NR.4.2.5	Establish a mistletoe abatement and remediation program.	NS	2006 / 2007	GF
NR.4.2.6	Establish guidelines to require planting of trees to reduce "heat island" effects, in order to reduce the need for air conditioning and thus conserve energy.	PL	2007 / 2008	GF
NR.4.3.1	Achieve "Tree City USA" status. This will require the City to continue to implement the City's Tree Preservation and Protection Ordinance (and update as necessary), appoint a board, department or commission to advise the city on tree issues, spend two dollars per capita on community forestry activities, and hold an Arbor Day celebration.	PL	2007 / 2008	GF
NR.4.3.2	Designate local funds to educate the public on tree planting and preservation.	F / PIO	Ongoing	GF
NR.4.3.3	Coordinate with SMUD to offer programs or other resources to	PIO / PL	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	provide property owners with information on proper tree selection, proper location to reduce heat transfer effects, planting and maintenance.			
NR.4.3.4	Actively participate in the Sacramento County Greenprint Program.	PL / PW	Ongoing	GF
NR.5.1.1	Install water-conserving landscaping and irrigation on City-owned and operated facilities.	CM	Ongoing	GF
NR.5.1.2	Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.	PW / PL	Ongoing	AF
NR.5.1.3	Establish a program that requires per capita water consumption to be reduced by at least 20 percent by 2030 from 2006 baseline conditions consistent with State law. The program shall include the following measures: - Restrict water usage through metering or establishing designated watering days for the City's residences and businesses. - Promote water conservation efforts through education. - Implement standards that require low-flow appliances and fixtures in all new development. - Work with water providers and water conservation agencies to create an incentive program that encourages retrofitting existing development with low-flow water fixtures. - Require new development and landscaped public areas to utilize state-of-the-art irrigation systems that reduce water consumption (e.g., gray-water systems, etc). - Encourage drought-tolerant and native vegetation.	PW / PL	2008 / 2009	GF
NR.5.1.4	Require water purveyors to include a provision for water supply monitoring and reporting in the franchise agreements.	PW	Ongoing	GF
NR.5.2.1	Establish a Large-Scale Recycled Water Program and Citywide Recycled Water Distribution System Ordinance.	PW	2006 / 2007	GF
NR.5.2.2	Coordinate with the City's water purveyors to establish a connected "purple pipe" system throughout the City's new development areas that uses recycled water.	PW	2007 / 2008 / Ongoing	GF
NR.5.3.1	Restrict hazardous materials storage in the 100-year floodplain to prevent surface water contamination.	PW / PL	Ongoing	GF
NR.5.3.2	Educate the community on laws governing the proper handling of hazardous materials, especially those laws which pertain to discharging	PW / PIO	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	materials into creeks.			
NR.5.3.3	Install appropriate signage to deter the discharge of hazardous materials into storm drains.	PW	Ongoing	GF / AF
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.	PW / B	Ongoing	GF / AF
NR.5.4.1	Provide information on pollution prevention, disposal of hazardous waste and chemicals, liability and clean-up on the City's website and in educational materials and brochures.	PIO / PW	Ongoing	GF
NR.5.4.2	Require clean-up of contaminated ground and surface water by current and / or past owners or polluters.	PW / PL	Ongoing	AF
NR.5.4.3	Encourage pollutant cleansing companies to use the latest technologies available in order to expedite the cleansing process and do the least harm to the environment.	PW / PL	Ongoing	AF
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.	PL / PW	Ongoing	GF
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.	PW / PL	Ongoing	AF
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.	PW / PL	Ongoing	AF
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.	PL / PW	Ongoing	AF
NR.6.1.1	Regulate surface mining operations as required by California's Surface	PL	Ongoing	GF / AF

No.	Action	Responsible Party	Time Frame	Funding Source
	Mining and Reclamation Act of 1975 ("SMARA"), Public Resources Code Section 2207 (relating to annual reporting requirements), and State Mining and Geology Board regulations for surface mining and reclamation practice.			
NR.6.1.2	Coordinate mining operations and urban development to minimize conflicts between residents and mining, particularly where mining is required before urbanization.	PL	Ongoing	AF
NR.6.1.3	Require inactive mined lands to be reclaimed to a usable condition that is readily adaptable to the future, anticipated land uses.	PL	Ongoing	GF / AF
NR.6.2.1	Establish and require minimum setbacks of future and reauthorized surface mining from adjoining residential land uses.	PL	Ongoing	GF
NR.6.2.2	Prohibit the use of cyanide-leaching systems for gold extraction.	B / PW	Ongoing	GF / AF
NR.7.1.1	Develop educational programs to increase energy conservation at the household and business levels.	PIO / B / PL	2008 / 2009	GF
NR.7.1.2	Develop a comprehensive program to conserve energy resources at City-operated facilities.	B / PL	2006 / 2007	GF
NR.7.3.1	Offer incentives (e.g., reduced fees, expedited entitlement processing, density bonus) for plans/projects that exceed Title 24 energy efficiency requirements by ten percent.	PW / PL	Ongoing	GF / AF
NR.7.4.1	Consider the following items as ways to implement this policy: - Fund a program that offers incentives for adding energy efficient systems into existing developments; - Work with local utility providers to make the public aware of energy rebate programs; and - Work with community organizations, such as SMUD, to encourage the inclusion of energy efficient systems in remodels and retrofits of existing development.	B / PL	2008 / 2009 / Ongoing	GF
NR.8.1.1	Continue providing curbside recycling and green waste service to all single-family and duplex residences in Rancho Cordova.	CM / PW	Ongoing	GF / UF
NR.8.1.2	Create and facilitate a series of educational workshops for the public and businesses on composting and recycling. Provide at least one program to increase recycling by occupants of multi-family housing.	PIO / B / PL / PW	2007 / 2008 / Ongoing	GF
NR.8.1.3	Encourage all office, commercial, and multi-family complexes to provide recycling bins and collection service for paper, plastic, glass, and metal.	B / PL /PW	Ongoing	GF
NR.8.1.4	Provide recycling centers at City facilities (e.g., City Hall, libraries) that	CM / PW	2006 / 2007	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	are available to the public free-of-charge.			
NR.8.1.5	Provide locations for household hazardous wastes to be recycled.	B / PW	2006 / 2007 / Ongoing	GF
NR.8.1.6	Remove impediments to successful recycling.	CM / PW	2006 / 2007	GF
NR.8.2.1	Encourage the school districts within the Planning Area to support recycling at school sites by placing easily accessible recycling bins, providing educational programs on recycling, and using recycled products.	B / PL	Ongoing	GF
NR.8.4.1	Ensure that at least 50 percent of the City's office supply purchases are comprised of recycled or reusable products.	CM	Ongoing	GF
NR.8.5.1	Implement the State's source reduction and recycling element (required by the California Integrated Waste Management Act) and the household hazardous waste element (required by PRC 41500-41510).	CM / PW	Ongoing	GF
X – Cultural and Historic Resources Element				
CHR.1.1.1	Establish a permanent museum or cultural center to be used to display artifacts, documents, and public art relevant to the City's history and cultural diversity.	CM / HRC	2010	GF
CHR.1.1.2	Establish a Historic Resources Commission that is responsible for facilitating the collection, preservation, and display of the City's history.	CM	2007	GF
CHR.1.1.3	Commence and continue collection of the artifacts, photographs, memorabilia, and oral history of the community.	HRC	Ongoing	GF
CHR.1.1.4	Locate an interim facility to show and/or exhibit items of historic or cultural value. Establish exhibits for historic and cultural items at City Hall	CM / HRC	2007	GF
CHR.1.1.5	Compile a thorough record of the City's incorporation, including records, documents, photos, and artifacts.	HRC	2008	GF
CHR.1.2.1	Develop and regularly update a comprehensive historic resources inventory, coordinating with other agencies as necessary. The inventory will contain a list of all locally historically significant properties, as well as historic archaeological and paleontological resources in the Planning Area and a map depicting their locations.	PL / HRC	2007 / Ongoing	GF
CHR.1.2.2	Pursue recognition of all eligible historic properties by the National Register of Historic Places and California Register of Historical Resources.	HRC	Ongoing	GF
CHR.1.2.3	Improve and interpret Kilgore Cemetery. Interpreting the cemetery will include determining who is buried in the older portion of the site	CM / HRC	2008	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	and increasing public awareness of the cemetery's significance.			
CHR.1.2.4	Consider establishing review procedures for remodeling and reconstruction of buildings and other structures.	B / PL	2007 / 2008	GF
CHR.1.3.1	Require historic resources and paleontological studies (i.e., 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.	PL	PR	AF
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 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 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.	PL	PR	AF
CHR.2.1.1	Establish a Cultural Arts Commission that will be responsible for coordinating cultural events, parades, festivals, coordinate and communicate with cultural and ethnic communities (with the City's Public Information Officer), and other activities as determined by the City Council..	CM / PIO	2007	GF
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.	PL / CAC	PR	GF
CHR.2.1.3	Encourage and invite cultural groups and organizations to participate/plan/operate citywide events and to showcase the City's cultural diversity at these events	CAC / PIO	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
CHR.2.2.1	Provide City information (news, bulletins, application forms, etc) pursuant to programs designed to best capture the ethnic diversity of the community (i.e. in the four major languages used in the community and other languages on demand).	PIO / CM / CAC / PL/ B/ PW	Ongoing	GF
CHR.2.2.2	Reach out to all ethnic groups in the City and invite and encourage their participation in City government.	PIO / CAC/ CM/ PL/ PW	Ongoing	GF
CHR.3.1.1	Work with community groups to establish a performing arts center in Rancho Cordova, ideally within the Downtown or Convention Overlay.	CAC	2010	GF
CHR.3.1.2	Work with local schools and other educational and youth outlets to promote artistic performances by children and artistic education programs for children. Work with school districts to establish performing arts facilities in high school and junior high school campuses.	CAC	Ongoing	GF
CHR.3.1.3	Showcase youth artwork in public venues such as City Hall, public libraries, and other places throughout the community.	CAC	Ongoing	GF
CHR.3.1.4	As necessary, revise City ordinances to allow and promote on street visual art, dance, and theatrical performances in the Downtown. Include such provisions in the Downtown Specific Plan.	CAC / PL	2008	GF
CHR.3.1.5	Work with existing theatre, music, arts, and other performing arts groups to help them find locations in Rancho Cordova.	CM / ED	Ongoing	GF
CHR.3.2.1	Establish a Cultural Arts Commission that is responsible for establishing a public art program, directing the use of public funds for art in public places, encouraging the use of art in private development projects, and administering other cultural and artistic programs for the City as deemed appropriate by the City Council.	CM / PL	2007	GF
CHR.3.2.2	Promote the incorporation of monuments, plaques, signs, or artwork identifying Rancho Cordova's diverse history into development projects and on pedestrian and bicycle trails. Possible highlights include the area's agricultural, mining, Pony Express, and aerospace and aviation activities.	CAC / PL	Ongoing	GF
XI – Safety Element				
S.1.1.1	Conduct an evaluation, as part of the CEQA process, of the potential safety hazards of proposed development within the City and mitigate impacts as appropriate and practical to ensure a reasonable level of safety for residents, workers, and property owners.	PL	Ongoing	AF
S.1.2.1	Participate in State mutual aid agreements with neighboring cities and counties; State and federal emergency relief agencies; and private	PD	2006 / 2007	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations. Encourage cooperation among adjacent communities to provide backup fire suppression and law enforcement assistance in emergency situations.			
S.1.2.2	Collaborate with Folsom Cordova and Elk Grove Unified School Districts, Cordova Park and Recreation District, the faith based community, and other public entities to continue to offer public safety education classes, including but not limited to personal safety, fire safety, traffic safety, and bicycle safety.	PD / F / PIO	Ongoing	GF
S.1.3.1	Create, adopt, and update, as needed a local Emergency Management Plan identifying leadership, representatives, coordination, and action for responding to emergencies in a timely and efficient manner.	CM / PD / F	Ongoing	GF
S.1.3.2	Participate in the Standardized Emergency Management System (SEMS) and the National Incident management System (NIMS), and comply with the State of California Emergency Services Act.	PD / F	Ongoing	GF
S.1.3.3	Develop and adopt a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals, and expedited permitting procedures for repair and reconstruction.	CM / PD / F	Ongoing	GF
S.1.4.1	Develop and update as necessary risk assessments and emergency management provisions to maintain or improve the safety rating of Rancho Cordova as a community with low risk of disruption.	CM / PD / F	Ongoing	GF
S.2.1.1	Support the construction of flood control projects when clear dangers to life and property exist.	PW	Ongoing	GF / AF
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.	PW	Ongoing	GF / AF
S.2.1.3	Participate with the City of Sacramento, the Army Corps of Engineers, 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.	PW	Ongoing	GF
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	PL	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	being improved to mitigate such impacts.			
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.	PL	Ongoing	AF
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.	PW / PL	Ongoing	AF
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.	PW / PL	Ongoing	AF
S.2.2.5	Require vehicular access to the buildable area of all parcels to be at or above the ten-year floodplain elevation.	PW / PL	Ongoing	AF
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.	PW / PL	Ongoing	AF
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.	PL / PW	Ongoing	AF
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.	PL / PW	Ongoing	AF
S.2.3.1	Require all new urban development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement Comprehensive Drainage Plans.	PW	Ongoing	AF
S.2.3.2	Maintain drainage facilities in order to ensure their proper operation during storms.	PW	Ongoing	AF
S.2.3.3	Prepare a Comprehensive Drainage Plan for all streams and their tributaries prior to any development within the 100-year floodplain.	PW	Ongoing	GF
S.3.1.1	Continue to implement the Uniform Building Code to ensure that	B	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	structures meet all applicable seismic standards.			
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.	B	Ongoing	BPF
S.3.2.2	Impose the appropriate mitigation measures for new development located in seismic and geologically sensitive areas.	B	Ongoing	BPF
S.4.2.1	Coordinate with Regional Transit and companies with railways in the City to ensure that they implement all appropriate safety measures.	PW / PL	Ongoing	AF
S.4.2.2	Investigate improvements in crossing gates and warning devices on a regular basis.	PW	2007 / Ongoing	GF
S.4.2.3	Make information on railroad crossing safety available at City Hall and on the City's website to encourage safe practices by City residents and businesses.	PW	2007 / Ongoing	GF
S.4.3.1	Evaluate the potential for grade separations at Mayhew Road, Bradshaw Road, Routier Road, Mather Field Road, and Zinfandel Drive roadway crossings.	PW	2007 / Ongoing	GF
S.4.3.2	Work with RT to design grade separations appropriate for each location.	PW	2006 / 2007	BPF
S.4.3.3	Include the grade separations specified in Action S.3.3.1 in the Capital Improvement Plan, and collect fees to help fund their construction.	PW	2007 / Ongoing	GF
S.5.2.1	Adopt, and update as necessary, local standards for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical effects at offsite locations that could result in death, significant injury, or significant property damage.	PW	2007	GF
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.	B / F	Annually	GF
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.	PL / PW / B / F	Ongoing	AF
S.5.3.3	Require all sites that are suspected or known to contain hazardous materials and / or are identified in a hazardous material / waste search to be reviewed, tested, and remediate for potential hazardous materials in accordance with all local, state, and federal regulations.	B / F	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
S.5.4.1	Support the continued enforcement of permitting requirements for radioactive materials.	Fire	Ongoing	GF
S.5.4.2	Enforce public safety standards for the use of radioactive materials, including the placarding of transport vehicles.	Fire	Ongoing	GF
S.5.5.1	Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the Planning Department..	Fire / PD	Ongoing	GF
S.5.5.2	Consider the impact of proposed industrial development projects with respect to transport of hazardous materials within the city. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the city's residential and commercial areas.	PL / F / PW	Ongoing	AF
S.5.6.1	Continue to coordinate with the State Office of Emergency Services, the State Department of Toxic Substances Control, the State Highway Patrol, County of Sacramento, the Sacramento Metropolitan Fire District, the Rancho Cordova Police Department, and other appropriate agencies in hazardous materials route planning and incident response.	CM / F / PD	Ongoing	GF
S.5.6.2	Request that state and federal agencies that regulate the transportation of hazardous materials review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.	PD / F	Ongoing	GF
S.6.1.1	Limit the height of structures consistent with Federal Aviation Regulation (FAR) Part 77 regulations.	PL / B	Ongoing	GF / AF
S.6.1.2	Site new land uses consistent with the CLUP for noise impacts and safety restrictions.	PL / B	Ongoing	AF / GF
S.7.1.1	Adopt and periodically update development standards and design guidelines consistent with current Crime Prevention through Environmental Design (CPTED). Specifically, incorporate provisions to address the following: - Natural Surveillance. Intended to keep intruders easily observable, natural surveillance provisions maximize visibility of people, parking areas, and building entrances (e.g., doors and windows that look out on to streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, adequate nighttime lighting). - Territorial Reinforcement. Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are	PD / PL	2007 / Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	discouraged. This design concept is implemented by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences. - Natural Access Control. A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for offenders. This design concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes, and also by discouraging access to private areas with structural elements. - Target Hardening. This is accomplished by adding features that prohibit entry or access, including window locks, dead bolts for doors, and interior door hinges.			
S.7.1.2	Adopt and implement a City of Rancho Cordova Uniform Security Code to ensure all structures meet applicable security standards.	PD / PL	2006 / 2007 / Ongoing	GF
S.7.1.3	Adapt transit-oriented development guidelines to the needs of crime prevention to the extent possible.	PD / PL	2007 / Ongoing	GP / AF
S.8.1.1	Complete a review of police services in the City on an annual basis and provide funding for additional services as needed and in conjunction with increased development.	PD	2006 / 2007	GF
S.9.1.1	Continue to review new development for adequate water supply and pressure, fire hydrants, and access to structures by fire fighting equipment and personnel.	FD	Ongoing	GF
S.9.1.2	Continue to review projects for compliance with the Fire Code as part of the building permit process.	FD	Ongoing	AF
S.9.1.3	Work with SMFD to develop high visibility fire prevention programs, including those that provide voluntary home inspections and increase awareness of home fire prevention measures.	B	Ongoing	BPF
S.9.1.4	Require on-site fire suppression systems for new commercial and industrial development, as well as multi-family residential development with five or more units, to reduce the dependence on fire department equipment and personnel.	FD	Ongoing	GF
S.9.1.5	Continue to maintain, periodically update, and test the effectiveness of the City's Emergency Management Plan.	FD	Ongoing	GF
S.9.1.6	Require the installation of earthquake-triggered automatic gas shut-off sensors in high-occupancy facilities and in industrial and commercial structures.	PD	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
S.9.1.7	Continue to enforce all existing codes and ordinances regarding fire protection, including building inspection and vegetation management.	B FD / NS	Ongoing	BPF / GF
S.9.1.8	Coordinate the design and installation of traffic control and calming measures to minimize impacts on emergency vehicle responses.	PW / FD	Ongoing	GF
S.9.1.9	The City shall require that future projects are not initiated without assurance from the Sacramento Metropolitan Fire District that sufficient service capacity exists for fire protection and emergency medical services. Service capacity considers the proximity of fire stations, availability of personnel and equipment, water flow and pressure to the site, and adherence to Fire District construction and design requirements.	PW / PL / FD	Ongoing	GF
XII – Air Quality Element				
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.	PL	Ongoing	GF
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.	PL	Ongoing	GF
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.).	CM	Ongoing	GF
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.	PL	Ongoing	GF
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.	PL	Ongoing	GF
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.).	PL	Ongoing	AF
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"	PL	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
	project.			
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.	PL / ED	Ongoing	GF
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.	PL	Ongoing	GF
AQ.2.2.2	Require greenfield areas of the City to be developed in keeping with the City's Building Block Concept of livable, walk able neighborhoods with services and employment opportunities integrated within every Village of the community.	PL	Ongoing	GF
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.	PL	2007 / 2008 / Ongoing	GF
AQ.2.4.1	Provide buffers and setbacks between sensitive land uses and sources of air pollution.	PL	Ongoing	AF
AQ.2.4.2	Continue to implement 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.	PL / PW	Ongoing	GF
AQ.3.1.1	Facilitate street design that encourages biking and walking in both new and established areas.	PW / PL	Ongoing	GF / CIP
AQ.3.1.2	Require all new development to be designed to enable easy pedestrian and bicycle access and circulation.	PW / PL	Ongoing	AF
AQ.2.1.1	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.	PIO	Ongoing	GF
AQ.3.2.1	Provide and / or adequately advertise shuttles from local transit stations to special event and civic centers.	PW / PIO	Ongoing	GF
AQ.3.2.2	Encourage employers to provide: direct shuttle service to light rail; transit subsidies; bicycle facilities; ridesharing; flex schedules and alternative work schedules, including telecommuting and work-at-home programs; and preferential parking for carpools.	PW / PL	Ongoing	GF
AQ.3.2.3	Support the development of Transportation Demand Management services through the City's Transit-Related Services Tax Area that result in active marketing of transit services, ride sharing programs, bike and pedestrian facilities, transit facilities, and provision of transit	PW	Ongoing	Transit tax

No.	Action	Responsible Party	Time Frame	Funding Source
	subsidies that provide air quality benefits.			
AQ3.2.4	Require that new development pay its fair share of the cost of transit facilities and the operations and maintenance of transit services.	PW	Ongoing	AF
AQ3.3.1	Encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations.	PW	Ongoing	AF
AQ.3.3.2	Recommend that business owners schedule deliveries at off-peak traffic periods.	PW	Ongoing	GF
AQ.3.4.1	Require designated carpool and vanpool parking in all new office developments.	PW / PL	Ongoing	GF
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.	PL / PW / PIO	2007 / 2008	GF / transit tax
AQ.4.1.1	Require energy-conserving features in the design and construction of new development. Many options exist for reducing pollution from energy-producing systems, including the following: - Requiring the use of the best available technologies to reduce air pollution standards. - Using building materials and methods that reduce emissions and improve indoor air quality (e.g., LEED certification, LEED Green Buildings, EPA Green Building, etc.). - Requiring that development projects be located and designed in a way that minimizes direct and indirect emission of air contaminants. - Installing efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units. - Utilizing automated time clocks or occupant sensors to control heating systems.	B / PW	Ongoing	GF
AQ.4.1.2	Encourage the use of cost-effective and innovative emission-reduction technologies in building components and design.	PW / PL	Ongoing	AF
AQ.4.1.3	Support the use of building materials and methods that increase efficiency beyond State Title 24 standards.	B / PL	Ongoing	AF
AQ.4.1.4	Encourage the use of "EPA Energy Star"-certified appliances.	B / PIO	Ongoing	GF
AQ.4.1.5	Promote the implementation of sustainable design strategies for "cool	B / PIO	Ongoing	GF

No.	Action	Responsible Party	Time Frame	Funding Source
	communities," such as installing reflective roofing or light-colored pavement and planting urban shade trees.			
AQ.4.1.6	Consider incorporating energy-conserving design and construction techniques in all City facilities.	B	Ongoing	GF
AQ.4.2.1	Replace the City's fleet vehicles with new vehicles that utilize the lowest emission technology available, whenever economically feasible.	CM	Ongoing	GF / Grants
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).	CM / B	2006 / 2007	GF
AQ.4.2.3	Encourage lowest emission technology buses in public transit fleets.	CM	Ongoing	GF
AQ.4.2.4	Promote developments and street systems that support the use of neighborhood electric vehicles.	PW / PL	Ongoing / PR	AF
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 Air Quality Management District requirements.	PW	2007 / 2008	GF
AQ.4.4.1	Enforce construction-related air quality mitigation measures adopted through the CEQA process.	PL	Ongoing	AF
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.	PIO	Ongoing	AF
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.	PIO	Ongoing	GF
XIII – Noise Element				
N.1.1.1	Adopt a Noise Ordinance with noise level performance standards, including maximum allowable noise exposure, ambient vs. nuisance noise, method of measuring noise, and enforcement procedures.	PL / CM	2007	GF
N.1.2.1	Require new development of noise-creating uses to conform to the City's maximum noise levels.	PL	Ongoing	AF
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.	PL	Ongoing	AF

No.	Action	Responsible Party	Time Frame	Funding Source
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.	PL	Ongoing	AF
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.	PL	Ongoing	AF
N.1.3.2	Require any noise impacts identified in the acoustical analysis to be mitigated in conjunction with the project design.	PL	Ongoing	AF
N.1.4.1	Limit construction activity to the hours of 7 a.m. to 7 p.m. weekdays and 8 a.m. to 6 p.m. weekends when construction is conducted in proximity to residential uses.	PL / PW / B	Ongoing	AF / BPF
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.	PL	Ongoing	AF
N.1.4.3	Require stationary construction equipment and construction staging areas to be set back from existing noise-sensitive land uses.	PL	Ongoing	AF
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.	PL / B	2007	GF
N.2.1.1	Encourage placement of light rail lines below the grade of the roadway in order to reduce noise impacts.	PW / PL	Ongoing	GF
N.2.2.1	Assess the significance of the noise increase of all roadway improvement projects in existing areas according the following criteria: - Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and - Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and - Where existing traffic noise levels are greater than 65 dB Ldn at	PL / B	Ongoing	AF / BPF

No.	Action	Responsible Party	Time Frame	Funding Source
	the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.			
N.2.3.1	Adopt a Citywide noise reduction program to reduce traffic noise and other noise levels.	PL / PW	2007 / 2008	GF

XV - GLOSSARY

XV GLOSSARY

The following Glossary provides definitions of common planning terms that are used in the General Plan. The definitions may be used to interpret policies in the General Plan, but shall not be interpreted as policies, standards, thresholds, guidelines, etc.

- **100-Year Flood.** A flood that has 1 percent likelihood of occurring in any given year.

- **100-Year Floodplain**. The area covered in water during a 100-year flood.

- **Access/Egress**. The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

- **Acres, Gross.** The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

- **Acres, Net.** The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

- **Adverse Impact**. A negative consequence for the physical, social, or economic environment resulting from an action or project.

- **Affordable Housing**. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing and utilities.

- **Agency.** The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

- **Agricultural Preserve.** Land designated for agriculture or conservation. (See "Williamson Act.")

- **Agriculture.** Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pastureland.

- **Air Pollution.** Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

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- **Airport-related Use.** A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

- **Alluvial.** Soils deposited by stream action.

- **Alquist-Priolo Special Studies Zone Act, Earthquake Fault Zone.** A state designated seismic hazard zone along traces of potentially and recently active faults, in which specialized geologic investigations must be prepared prior to approval of certain types of new development.

- **Ambient.** Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

- **Analysis.** The examination of a subject, particularly its component parts and their interrelationships.

- **Annex.** To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

- **Apartment.** 1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose; 2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

- **Approach Zone**. The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

- **Appropriate.** Suitable for a particular person, place, or condition.

- **Aquifer.** An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

- **Archaeological.** Relating to the material remains of past human life, culture, or activities.

- **Articulation.** Variation in the depth of the building plane, roofline, or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

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- **Attainment.** Compliance with state and federal ambient air quality standards within an air basin. (See "Non-attainment.")

- **Automobile-intensive Use.** A use of a retail area that depends on exposure to continuous auto traffic.

- **Average Daily Traffic (ADT).** The total volume of traffic carried by a roadway segment in an average 24-hour period or the average number of vehicle trips generated by a project or projects in a 24-hour period.

- **Bicycle Lane (Class II facility).** A corridor expressly reserved for bicycles on a street or roadway in addition to any lanes for use by motorized vehicles.

- **Bicycle Path (Class I facility).** A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area.

- **Bicycle Route (Class III facility).** A facility shared with motorists and identified only by signs. A bicycle route has no pavement markings or lane stripes.

- **Bikeways.** A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

- **Biotic Community.** A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

- **Blueprint.** A detailed plan or program of action. For the purposes of this General Plan, the "Blueprint" refers to the Sacramento Region Blueprint, a joint project between the Sacramento Area Council of Governments (SACOG) and Valley Vision. The Blueprint outlines future transportation and land use scenarios for the Sacramento region in order to accommodate the expected future growth of the area.

- **Bond.** An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

- **Buffer Zone.** An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

- **Building.** Any structure used or intended for supporting or sheltering any use or occupancy.

- **Buildout; Build-out.** Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity.")

- **California Environmental Quality Act (CEQA).** A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

- **Caltrans.** California Department of Transportation.

- **Capital Improvements Program (CIP).** A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

- **Carbon Dioxide.** A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

- **Carbon Monoxide.** A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

- **Carrying Capacity.** Used in determining the potential of an area to absorb development: 1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats; 2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired; 3) The maximum level of development allowable under current zoning. (See "Buildout.")

- **Census.** The official decennial enumeration of the population conducted by the federal government.

- **Channelization.** 1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete; 2) At the intersection of roadways, the directional separation of traffic lanes through the use of

curbs or raised islands that limit the paths that vehicles may take through the intersection.

- **Character.** Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

- **Circulation System.** A network of transit, automobile, bicycle and pedestrian rights-of-way that connect origins and destinations.

- **Clear Zone.** That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the centerline of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

- **Clustered Development.** Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

- **Community Development Block Grant (CDBG).** A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

- **Compatible.** Capable of existing together without conflict or ill effects.

- **Concurrency.** Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

- **Conservation.** The management of natural resources to prevent waste, destruction, or degradation.

- **Consistency, Consistent With.** Free from significant variation or contradiction. California State law requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the Zoning Code.

- **Consistent.** Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the Zoning Code.

- **Critical Facility.** Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

- **Cumulative Impact.** As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

- **dB.** Decibel; a unit used to express the relative intensity of a sound. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

- **dBA.** The "A-weighted" scale for measuring sound in decibels; adjusts the effects of low and high frequencies in order to simulate human hearing.

- **Dedication.** The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county. Dedication, In lieu of cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

- **Density, Employment.** A measure of the number of employed persons per specific area (for example, employees/acre).

- **Density, Residential.** The number of permanent residential dwelling units per acre of land. Densities specified in this General Plan may be expressed in units per gross acre. See "Acres, Gross"

- **Developable Acres, Net.** See "Acres, Net"

- **Developable Land.** Land that is suitable as a location for structures and that can be developed free of hazards to, without disruption of, or significant impact on natural resource areas.

- **Developer.** An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

- **Development Agreement.** A legislatively approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code Section 5865 et seq.) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

- **Development Fee.** See "Impact Fee"

- **Development Rights, Transfer of (TDR).** Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

- **Development.** The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).

- **Discourage.** To advise or persuade to refrain from.

- **Discretionary Decision.** As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

- **Dwelling Unit.** A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

- **Easement, Conservation.** A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

- **Easement.** Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

- **Ecosystem.** An interacting system formed by a biotic community and its physical environment.

- **Elderly.** Persons age 62 and older. (See "Seniors.")

- **Eminent Domain.** The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

- **Emission Standard.** The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

- **Encourage.** To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

- **Endangered Species**. A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

- **Enhance.** To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

- **Environment.** CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance." (See "California Environmental Quality Act.")

- **Environmental Impact Report (EIR).** A report required by the California Environmental Quality Act (CEQA) and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action or project. (See "California Environmental Quality Act.")

- **Environmental Impact Statement (EIS).** Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

- **Erosion.** 1) The loosening and transportation of rock and soil debris by wind, rain, or running water; 2) The gradual wearing away of the upper layers of earth.

- **Event.** As used in the Safety Element of this General Plan, an "event" is an accidental release of a substance, material or energy from a facility that may cause a hazardous physical effect beyond the exterior boundary of the facility. An "event" may occur as the end result of a series of related circumstances or actions; the individual circumstances or actions are not themselves considered to be "events" for the purposes of implementation of Safety Element policies.

- **Exaction.** A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

- **Family.** An individual or a group of persons living together in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

- **Farmland.** Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service.

- **Fault.** A fracture in the earth's crust forming a boundary between rock masses that have shifted.

- **Feasible, Economically.** Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

- **Feasible, Technically**. Capable of being implemented because the industrial, mechanical, or application technology exists.

- **Finding(s).** The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

- **Fire Hazard Zone.** An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

- **Fiscal Viability.** The City's financial ability to undertake and fully fund a project.

- **Flood Insurance Rate Map (FIRM).** For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

- **Flood Plain.** The relatively level land area on either side of the banks of a stream regularly subject to flooding. See "100-Year Floodplain"

- **Floodway.** The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

- **Floor Area Ratio (FAR).** The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft.

- **Floor Area, Gross.** The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (e.g., elevator shafts, parking decks) from the calculation of gross floor area.

- **Footprint; Building Footprint.** The outline of a building at all of those points where it meets the ground.

- **Gateway.** A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

- **Geological.** Pertaining to rock or solid matter.

- **Grade-separated.** Crossings (e.g., pedestrian, bicycle, train) that are completely separated from regular vehicular roadways so as to promote safe and efficient circulation pathways. Crossings are usually at different elevations and are either under or over passes.

- **Grasslands.** Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

- **Green Building.** The practice of producing and maintaining a facility in which all materials and systems are designed for the purpose of minimizing the impacts on its occupants and the environment. Such targeted issues include building siting, materials selection, energy efficiency, water conservation, construction waste management, indoor air quality, and others.

- **Green Infrastructure.** Multi-use open space along drainage corridors, detention and retention basins, over regional underground utility corridors and under major overhead utility corridors.

- **Greenway.** Linear systems that connect residences to the regional trail and park system and to community serving facilities such as schools, parks, and village greens. They provide non-vehicular, pedestrian-friendly environments for people to walk, bike, or otherwise travel without a vehicle from one place to another, as well as places to pause, sit, and relax.

- **Groundwater Recharge.** The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water holding rocks that provide underground storage ("aquifers").

- **Groundwater.** Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

- **Guidelines.** General statements of policy direction around which specific details may be later established.

- **Habitat.** The physical location or type of environment in which an organism or biological population lives or occurs.

- **Hazardous Material.** Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

- **Historic Preservation.** The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

- **Historic; Historical.** An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

- **Household.** All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

- **Households, Number of.** The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

- **Housing and Community Development Department of the State of California (HCD).** The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

- **Housing Unit.** The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. See "Dwelling Unit," "Family," and "Household."

- **Hydrocarbons.** A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

- **Image.** The mental picture or impression of a city or place taken from memory and held in common by members of the community.

- **Impact Fee.** A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully

impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

- **Impact.** The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

- **Impervious Surface.** Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

- **Implementation.** Actions, procedures, programs, or techniques that carry out policies.

- **Improvement.** The addition of one or more structures or utilities on a parcel of land.

- **Incident.** See "Event"

- **Incorporation.** Creation of a new city.

- **Industrial Park; Office Park.** A planned assemblage of buildings designed for workplace use.

- **Industrial.** The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

- **Infill Development.** Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

- **Infrastructure.** Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

- **Infrastructure.** The necessary physical systems and facilities needed to support the operation of a community (e.g., sewer and water systems, communication lines, roadways).

- **Institutional Uses.** 1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; 2) Churches and other religious organizations;

and 3) Other non-profit activities of a welfare, educational, or philanthropic nature that can not be considered residential, commercial, or industrial. See "Public and Quasi-public Facilities"

- **Intelligent Transportation System (ITS).** The application of advanced sensor, computer, electronics, and communication technologies and management strategies – in an integrated manner – to improve the safety and efficiency of highways, vehicles, and public transportation.

- **Intensity, Building.** For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

- **Inter-agency.** Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

- **Interest, Fee.** Entitles a landowner to exercise complete control over use of land, subject only to government land use regulations.

- **Interest, Less-than-fee.** The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights.", "Easement, Scenic.", "Lease.", and "Leasehold Interest.")

- **Intermittent Stream.** A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

- **Jobs/Housing Balance; Jobs/Housing Ratio.** The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

- **Land Use Regulation.** A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

- **Land Use.** The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

- **Landmark.** 1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local,

state, or federal government; 2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

- **Landscaping.** Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

- **Level of Service (LOS) Standard.** A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

- **Light Rail.** "Street cars" or "trolley cars" that typically operate entirely, or substantially, in mixed traffic and in non-exclusive, at-grade rights-of- way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

- **Liquefaction.** The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

- **Local Agency Formation Commission (LAFCo).** A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

- **Lot of Record.** A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

- **Lot.** (See "Site.")

- **Maintain.** To keep in an existing state. (See " Preserve")

- **May.** That which is permissible.

- **Median Strip.** The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

- **Mello-Roos Bonds.** Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

- **Mineral Resource.** Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

- **Minimize.** To reduce or lessen, but not necessarily to eliminate.

- **Mining.** The act or process of extracting resources, such as oil, minerals, or sand and gravel, from the earth.

- **Ministerial (Administrative) Decision.** An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

- **Mitigate.** To ameliorate, alleviate, or avoid to the extent reasonably feasible.

- **Mixed-Use.** Properties on which various uses are combined in a single building or on a single site in an integrated development project. Mixed-use can include office, commercial, institutional, and residential.

- **Modified Grid.** A network of streets that is similar to a grid street pattern, except that it is modified to incorporate curves in roadways or diagonally directed streets. This pattern is useful in areas where the roadway design must be sensitive to topography, existing development or other pre-existing constraints.

- **Multiple Family Building.** A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

- **Municipal Services.** (See "Municipal Services.")

- **Must.** That which is mandatory.

- **National Ambient Air Quality Standards.** The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

- **National Environmental Policy Act (NEPA).** An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

- **National Flood Insurance Program.** A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

- **National Historic Preservation Act.** A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

- **National Register of Historic Places.** The official list established by the National Historic Preservation Act of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

- **Native Plant or Animal.** A plant or animal species that originates from a particular area.

- **Natural State.** The condition existing prior to development.

- **Necessary.** Essential or required.

- **Neighborhood Centers.** Small scale, mixed-use cores with schools, parks, public buildings, and/or small commercial centers. They serve an area extending outward one-forth to one-half mile.

- **Node.** A location along a corridor at a major intersection or major transit stop that consists of a concentration of high-intensity, mixed-use residential and commercial development. A node should be interspersed with stretches of lower intensity land uses or open space.

- **Noise Attenuation.** Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

- **Noise Contour.** A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

- **Noise.** Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

- **Non-attainment.** The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment.")

- **Oak.** Any tree of the Quercus species.

- **Office Use.** The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

- **Open Space Land.** Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of 1) the preservation of natural resources; 2) the managed production of resources; 3) outdoor recreation; or 4) public health and safety.

- **Ordinance.** A law or regulation set forth and adopted by a governmental authority, usually a city or county.

- **Park Land, Parkland.** Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open space for public use.

- **Parks.** Open space lands whose primary purpose is recreation. (See "Open Space Land.", "Community Park.", and "Neighborhood Park.")

- **Peak Hour/Peak Period.** For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Under some conditions, the "peak hour" may stretch into a "peak period" of several hours' duration.

- **Performance Standards.** Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

- **Planning Area.** The area directly addressed by the general plan. This area includes the City limits and land within the City's sphere of influence, plus any additional land the City deems related to its planning efforts.

- **Planning Commission.** A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body. The Rancho Cordova Planning Commission contains five members appointed by the City Council.

- **Policy.** A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow in order to meet its goals and objectives before undertaking an action program. (See "Program.")

- **Pollutant.** Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

- **Pollution, Non-Point.** Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff.

- **Pollution, Point.** In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

- **Pollution.** The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

- **Preservation.** As used in historic preservation, the process of sustaining the form and extent of a structure essentially as it exists. Preservation aims at halting further deterioration and providing structural stability but does not contemplate significant rebuilding. (See "Historic Preservation.")

- **Preserve, n.** An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve." and "Protect.")

- **Preserve, v.** To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

- **Prime Agricultural Land.** 1) Land used actively in the production of food, fiber, or livestock; 2) All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use compatibility classifications; 3) Land which qualifies

for rating 80 through 100 in the Storie Index Rating. (See "Prime Farmland" and "Storie Index.")

- **Prime Farmland.** Land which has the best combination of physical and chemical characteristics for the production of crops. Prime Farmland must have been used for the production of irrigated crops within the last three years. Prime Farmland does not include publicly-owned lands for which there is an adopted policy preventing agricultural use. (See "Prime Agricultural Land.")

- **Protect, v.** To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

- **Public and Quasi-public Facilities.** Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries. (See "Institutional

- **Public Services.** Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

- **Quality of Development.** The level of development that positively affects the appearance of a city as well as its ability to express community character.

- **Rare or Endangered Species.** A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

- **Recognize, v.** To officially (or by official action) identify or perceive a given situation.

- **Reconstruction.** As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

- **Recreation, Active.** A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

- **Recreation, Passive.** Type of recreation or activity that does not require the use of organized play areas.

- **Recycle, v.** The process of extraction and reuse of materials from waste products.

- **Recycled Water.** Reusing treated wastewater for beneficial purposes such as agricultural and landscape irrigation, industrial processes, toilet flushing, and replenishing a ground water basin.

- **Regional.** Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

- **Rehabilitation.** The repair, preservation, and/or improvement of substandard housing.

- **Remodeling.** As used in historic preservation, making over or rebuilding all or part of an historic structure in a way that does not necessarily preserve its historical, architectural, and cultural features and character.

- **Restore, v.** To renew, rebuild, or reconstruct to a former state.

- **Restrict, v.** To check, bound, or decrease the range, scope, or incidence of a particular condition.

- **Retrofit, v.** To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings can be retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

- **Rezoning.** An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

- **Richter Scale.** A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

- **Rideshare.** A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

- **Right-of-way.** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

- **Riparian Area.** Riparian areas are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

- **Risk**. The danger or degree of hazard or potential loss.

- **Runoff.** That portion of rain or other precipitation that does not percolate into the ground and is discharged into streams or drainage facilities instead.

- **Sanitary Sewer.** A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). See "Septic System"

- **Seiche.** An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

- **Seismic.** Caused by or subject to earthquakes or earth vibrations.

- **Seniors.** Persons age 62 and older. (See "Elderly.")

- **Sense of Place.** A feeling of identity resulting from the aesthetic, nostalgic, or spiritual effects of the physical design or natural features of a specific location, ultimately evoking the essential character of the community.

- **Septic System.** A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. See "Sanitary Sewer"

- **Setback.** The horizontal distance between the property line and any structure.

- **Sewage.** See "Wastewater"

- **Shall.** That which is obligatory; an unequivocal direction.

- **Shopping Center.** A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

- **Should.** Signifies a directive to be honored if at all possible; a less rigid directive than "shall," to be honored in the absence of compelling or contravening considerations.

- **Sign.** Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

- **Significant Effect.** A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

- **Site.** A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

- **Slope.** Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

- **Soil.** The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

- **Solid Waste.** Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

- **Specific Plan.** A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

- **Sphere of Influence**. The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) of the County.

- **Standards.** A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve,

or the "traffic Level of Service" (LOS) that the plan hopes to attain. This also includes the requirements in a zoning ordinance that govern building and development as distinguished from use restrictions, for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

- **Storm Runoff.** Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

- **Structure.** Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

- **Substantial**. Considerable in importance, value, degree, or amount.

- **Topography.** Configuration of a surface, including its relief and the position of natural and man-made features.

- **Town/Village/Neighborhood Center Hierarchy**. A model where towns are formed from the combination of villages, and villages are formed from neighborhood centers built upon one another.

- **Trail**. A path of travel for recreation and/or transportation within a park, natural environment, or designated corridor that is not classified as a highway, road, or street.

- **Transit.** The conveyance of persons or goods from one place to another by means of a local, public transportation system.

- **Transit-Oriented Development (TOD).** The location of higher-density residential uses, employment centers, and other more intense mixed-uses within walking distance of a public transportation center, with an emphasis on pedestrian-oriented design.

- **Trees, Street.** Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

- **Trip Generation.** The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

- **Uniform Building Code (UBC).** A national, standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials (ICBO).

- **Uniform Housing Code (UHC).** State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

- **Urban Design.** The attempt to give form, in terms of both beauty and function to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

- **Urban Land Use.** Residential, commercial, or industrial land use in areas where urban services are available.

- **Urban Service Area/Boundary.** An area where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located.

- **Urban Services.** Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

- **Use.** The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

- **Utility Corridors.** Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way." or "Easement.")

- **Vacant.** Lands or buildings that are not actively used for any purpose.

- **Vernal Pools.** Seasonal pools of water which form during the wet months and disappear in the dry months, usually characterized by unique flora and fauna that depend on the pools' seasonality.

- **Volume-to-Capacity Ratio.** A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or

intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

- **Wastewater.** Liquid and water-carried industrial wastes and sewage from residential dwellings, commercial buildings, industrial and manufacturing facilities, and institutions, whether treated or untreated.

- **Wetlands.** Areas that are saturated with surface water or groundwater at a frequency and duration sufficient to support vegetation typically adapted for life in saturated soil conditions.

- **Wildlife.** Animals or plants existing in their natural habitat.

- **Will.** That which is expected or may be expected. Expresses intent or purpose. (See "Shall" and "Should.")

- **Woodlands.** Lands covered with woods or trees.

- **Zoning.** The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

XVI – HOUSING ELEMENT APPENDICES

APPENDIX A:
HOUSING NEEDS ASSESSMENT

APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

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APPENDIX A – DRAFT HOUSING ELEMENT NEEDS ASSESSMENT

INTRODUCTION

The Housing Needs Assessment analyzes population and housing characteristics, identifies special housing needs among certain population groups, evaluates housing conditions, and provides other important information to support the goals, policies, and programs that will meet the needs of current and future Rancho Cordova residents.

The data used to prepare this analysis was collected from 2000 and 2010 US Census reports including both the Decennial Census and the 2006–2010 American Community Survey (ACS), California Department of Finance and Sacramento Area Council of Governments (SACOG) publications, City documents, and various other sources. Since the 2000 Census data was not aggregated for the City of Rancho Cordova's boundaries, the 2000 figures taken from Census data were based on a tabulation of the data that most closely matched the City's boundaries.

The 2010 Census marked a change in the way that the U.S. Census Bureau collected data. The 2010 Census forms were much shorter and collected a fraction of the data previously collected. To supplement the shorter form, the American Community Survey (ACS) was utilized to create sample based data sets. While the ACS provides a much larger range of data, it also comes with a margin of error. There are a few data sets referenced in this table that do not perfectly match totals or percentages. Those inconsistencies are the results of variable margins of error inherent in the ACS data source.

For the sake of consistency and completeness of data, City staff chose to work exclusively with the 2010 Census and the 2006-2010 ACS. This was to reduce confusion about different estimates and to improve overall document consistency. However, there are more current, though less complete, data sets available. In many of the other reports that City staff provide to Council and to the public, best efforts are made to provide the most current and up-to-date information. This is particularly true when data is used to compare the City of Rancho Cordova to other regional cities or to Sacramento County. As the 2006-2010 ACS and the 2010 Census has already aged at the time of this update, the comparisons between the City of Rancho Cordova and the County of Sacramento have been removed from this document to prevent confusion between this report and other reports on the same topics based on more current data. For current comparisons, please see the annual Growing Strong Neighborhoods reports or the Annual City Council Retreat Demographics reports.

The Housing Needs Assessment comprises four sections. The first section focuses on demographic information, including population, ethnicity, age, income, employment, and housing characteristics. The demographic background is followed by an outline of the general characteristics of the community and an identification of those characteristics that may have significant impacts on housing needs in the community.

The second section describes the City's resources, historic development patterns, and housing opportunities. It also discusses the City's existing housing stock and potential areas for future housing development.

The third section centers on the governmental and non-governmental constraints to housing development in Rancho Cordova. The City established planning, zoning, and building standards that guide residential development patterns and influence housing availability and affordability. There are also numerous non-governmental constraints, such as environmental and housing market conditions, that affect the location, availability, affordability, and type of housing that is constructed in Rancho Cordova. Non-governmental constraints include such factors as the availability and cost of preparing and developing land for housing, as well as the business decisions of individuals and organizations in the home building, finance, real estate, and rental housing industries.

The final section of the Housing Needs Assessment covers energy conservation opportunities that may reduce costs to homeowners and infrastructure costs to the City. A reduction in basic living costs through energy savings will allow more households to afford adequate housing.

HOUSING NEEDS AND OPPORTUNITIES

POPULATION CHARACTERISTICS

Rancho Cordova became an incorporated city on July 1, 2003. It is the seventh community in Sacramento County to incorporate and is also California's 478th city. A part of the greater Sacramento region, Rancho Cordova lies on the Highway 50 corridor between Sacramento and Folsom, and is situated between Mather Field and the American River.

Population by Age

The City of Rancho Cordova continued to grow in population despite the recession that followed the 2006–2007 housing market collapse. **Table A-1** identifies the population distribution in the City of Rancho Cordova by gender and age. The age groups that experienced the largest population increase are people aged 45–54, followed by 25–34 and 55–59. The median age in the City increased from 31 to 33. The 2000 population count was derived from a census block by block population count that best aligned with the City's boundaries. This is because the City incorporated in 2003 and was a Census Designated Place (CDP) in the 2000 Census. The CDP and City boundaries did not quite align, so extra efforts were made during the 2006 Housing Element creation to ensure that the 2000 Census counts recorded in this document are accurate.

TABLE A-1
POPULATION BY GENDER AND AGE

Census	2000	2010
Male	26,897	31,693
Female	28,163	33,083
Total	55,060	64,776
Under 5	4,343	5,380
5 to 9	4,468	4,587
10 to 14	4,093	4,351
15 to 19	3,779	4,481
20 to 24	3,991	4,653
25 to 34	8,625	10,859
35 to 44	8,490	8,649
45 to 54	6,175	8,757
55 to 59	2,194	3,574
60 to 64	2,082	2,851
65 to 74	3,337	3,679
75 to 84	1,638	2,243
85 and over	390	712
Median Age	31	33

Source: 2000 Census Summary File 1 – Rancho Cordova CDB boundaries – prior to city incorporation; 2010 Census Summary File 1

Population by Race and Ethnicity

According to the 2010 Census, the largest ethnic group in Rancho Cordova is White, representing 52 percent of the City's total population. Persons of Hispanic origin saw the largest increase in population in the City between 2000 and 2010 and constitute 20 percent of the population in the 2010 Census. Asians make up the third largest ethnic group in the City at 12 percent. African Americans make up the fourth largest ethnic group in the City, representing 10 percent of Rancho Cordova's population. Race and ethnicity characteristics are shown in **Table A-2**.

TABLE A-2
POPULATION BY RACE AND ETHNICITY

Census	White	Hispanic	African American	American Indian & Alaska Native	Asian	Native Hawaiian & Pacific Islander	Other Race	Two or More Races
2000	33,063	6,896	5,919	389	4,326	256	139	2,617
2010	33,863	12,740	6,286	398	7,645	506	158	3,180

Source: 2000 Census Summary File 1 – Rancho Cordova CDB boundaries – prior to city incorporation; 2010 Census Summary File 1

HOUSEHOLD CHARACTERISTICS

Household Size

According to the 2006–2010 ACS, the average household size for Rancho Cordova is 2.6 persons per household in owner-occupied housing and 2.8 in renter-occupied housing. **Table A-3** shows that in Rancho Cordova the majority of households are one- and two-person households (25 and 30 percent, respectively). The next largest percentage of households in Rancho Cordova was three-person households (18 percent). Large households of five or more persons made up 12 percent of households in the City.

TABLE A-3
HOUSEHOLD SIZE BY TENURE

Total Households	Owner	Renter	Total	% of Total
	13,070	9,860	22,930	100%
1-person	2,958	2,816	5,774	25%
2-person	4,639	2,344	6,983	30%
3-person	2,388	1,627	4,015	18%
4-person	1,669	1,782	3,451	15%
5-person	690	689	1,379	6%
6-person	437	246	683	3%
7-or-more person	289	355	644	3%
Average Household Size	2.69	2.84	2.77	

Source: 2006–2010 ACS

INCOME CHARACTERISTICS

Household Income

Household income is one of the most significant factors affecting housing choice and opportunity. Income largely determines a household's ability to purchase or rent housing while balancing housing costs with the costs of other necessities. Income levels vary considerably among households, affecting preferences for tenure, location, and housing type. While higher-income households have more discretionary income to spend on housing, lower- and moderate-income households are limited in the range of housing they can afford. Typically, as the income of a household decreases, the incidence of housing cost burdening and overcrowding increases.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the California Department of Housing and Community Development (HCD). For Sacramento County, the applicable median income for a family of four in 2013 is $76,100. HCD has defined the following income categories for Sacramento County, based on the median income for a household of four persons:

- Extremely low income: 0 to 30 percent of median income ($0 to $22,850)
- Very low income: 31 to 50 percent of median income ($22,851 to $38,050)
- Low income: 51 to 80 percent of median income ($38,051 to $60,900)
- Moderate income: 81 to 120 percent of median income ($60,901 to $91,300)
- Above moderate income: Above 120 percent of median income ($91,301 or more)

HCD does not estimate median income for cities, but information provided by SACOG based on the 2006–2010 ACS indicates that the median four-person household income for Rancho Cordova is approximately $61,860. **Table A-4** illustrates the income distribution in 2010 by tenure. As shown in **Table A-4**, approximately 3,139, or 14%, of the total households are considered extremely low income.

TABLE A-4
HOUSEHOLD INCOME DISTRIBUTION BY TENURE

	Owner-Occupied Households		Renter-Occupied Households		Total Households	
Income	Households	Percentage	Households	Percentage	Households	Percentage of Total
Extremely Low ($0 to $22,850)	754	6%	2,385	24%	3,139	14%
Very Low ($22,851 to $38,050)	1,120	9%	1,985	20%	3,105	14%
Low ($38,051 to $60,900)	2,170	17%	2,465	25%	4,635	21%
Moderate ($60,901 to $91,300)	3,030	24%	1,495	15%	4,525	20%
Above Moderate ($91,301 or more)	5,470	44%	1,575	16%	7,045	31%
Total	12,544	100%	9,905	100%	22,449	100%

Source: CHAS 2009

Poverty

The poverty threshold is set nationally and is based on a federally defined level of income for minimum subsistence. The dollar threshold for poverty is adjusted for household size and composition. Poverty rates and income are greatly affected by economic conditions and job availability. **Table A-5** shows the poverty distribution for the City of Rancho Cordova as tabulated in the 2006–2010 American Community Survey.

TABLE A-5
POVERTY BY FAMILY HOUSEHOLD SIZE AND COMPOSITION

Number of Persons in Household	Total Number of Family Households	Percentage of Family Households in Poverty	Number of Female-Headed Family Households	Percentage of Female-Headed Households in Poverty
2 persons	6,102	10.2%	1,663	24.8%
3–4 persons	6,599	14.6%	1,886	30.1%
5–6 persons	1,852	17.8%	295	19.3%
7 or more	615	19.0%	87	66.7%
TOTAL	15,168		3,931	

Source: 2006–2010 ACS

According to the 2006–2010 ACS, about 13 percent of families in the City of Rancho Cordova had incomes below the poverty level. Residents 65 years of age or more had the lowest poverty rate in Rancho Cordova, at about 6 percent, while children had the highest poverty rate, at about 24 percent.

EMPLOYMENT CHARACTERISTICS

Area Employment Trends

The work force in the Sacramento metropolitan area encompasses professional, technical, production, transportation, and service occupations. The region's manufacturing sector has grown steadily since the late 1970s, spurred by the expansion of high-technology industries. The major employers in Rancho Cordova and the surrounding vicinity represent a wide range of employment sectors and generally employ from 75 to over 1,000 employees.

According to SACOG, employment in Rancho Cordova is expected to continue to grow throughout the 2013 Housing Element cycle. **Table A-6** shows SACOG's employment predictions for the City of Rancho Cordova.

TABLE A-6
SACOG EMPLOYMENT ESTIMATES

2008 SACOG Job Estimates	2020 SACOG Job Forecast	2035 SACOG Job Forecast
55,095	62,107	81,471

Source: SACOG Housing Needs

The City has a very strong employment base with an estimated jobs/housing balance of approximately 2:1 meaning there are two job opportunities in Rancho Cordova for every household.[1] While these estimates support the impression of Rancho Cordova as a strong jobs center, it is important to remember that these are estimates, and that the number fluctuates with the economy.

Table A-7 shows employment by industry for civilians in the City of Rancho Cordova, along with the estimated median incomes for those industries. The top three employment sectors in the City are education, health and social services with a median income of $32,343, followed by professional, scientific, management, administrative, and waste management services second with a median income $36,244, and retail trade with a median income of $21,024.

[1]A jobs/housing balance under 1.5 is a sign of a bedroom, or mainly residential, community. A jobs/housing balance over 2 is a sign of a jobs-rich community.

TABLE A-7
EMPLOYMENT BY INDUSTRY

2006–2010 American Community Survey	Estimated Workforce	Estimated Median Income
Employed civilian population 16 years and over	28,733	$33,050
Agriculture, forestry, fishing and hunting, and mining	124	$19,500
Construction	2,121	$34,132
Manufacturing	1,815	$33,934
Wholesale trade	823	$37,815
Retail trade	3,345	$21,024
Transportation and warehousing, and utilities	1,505	$36,661
Information	592	$54,022
Finance, insurance, real estate, and rental and leasing	2,083	$42,290
Professional, scientific, management, administrative, and waste management services	4,101	$36,244
Educational, health, and social services	5,302	$32,343
Arts, entertainment, recreation, accommodation, and food services	2,484	$12,400
Other services (except public administration)	1,270	$24,167
Public administration	3,168	$48,628

Source: 2006–2010 ACS

SPECIAL HOUSING NEEDS

Household groups with special needs include seniors, mentally and physically disabled persons, large families, female-headed households, agricultural workers, and homeless persons. Households with special housing needs often have greater difficulty finding decent and affordable housing. As a result, these households may more frequently experience cost burdening, overcrowding, and various other significant housing problems.

SENIOR HOUSEHOLDS

Senior households have special housing needs, primarily as a result of physical disabilities or limitations, reduced incomes, and increased health care costs. Senior households may also need in-home support services, assistance with personal care and financial affairs, and networks of care to provide a wide variety of services and daily assistance. According to the 2010 Census, 6,634 persons in Rancho Cordova are 65 years and older, as shown in **Table A-8**, and these seniors account for 10 percent of the City's total population.

TABLE A-8
POPULATION OVER 65 YEARS OF AGE

Age Group	Population
65 to 69	1,968
70 to 74	1,711
75 to 79	1,345
80 to 84	898
85 to 89	506
90 to 94	170
95 to 99	29
100 +	7
Total 65+	6,634

Source: 2010 Census

While the City of Rancho Cordova has 6,634 seniors in the City population, there are 2,211 senior households. A senior household is household where the head of the household, or the householder on the Census and ACS is a senior. Of the senior households, approximately 80 percent own their own homes and 20 percent rent homes, as shown in **Table A-9**.

TABLE A-9
TENURE BY AGE OF HOUSEHOLDER

Tenure	65 to 74 Years	75 to 84 Years	85+ Years	% of Total Renter-Occupied Senior Households
Owner	1,710	1,195	328	80%
Renter	501	259	69	20%
Total	2,211	1,454	397	

Source: 2010 Census

SENIOR HOUSING

Rancho Cordova has one major skilled nursing facility and 10–12 smaller licensed residential care homes, which provide care and assistance to elderly residents who are partially self-sufficient. Assisted living is provided mainly in smaller facilities, although Eskaton Lodge in nearby Gold River offers a total of 94 apartments or rooms to seniors with moderate impairments and Alzheimer's disease.

The assisted living costs listed below (**Table A-10**) are the monthly prices for a private room, where available. Shared rooms are generally around $500 less expensive per month. The actual cost of care at many homes varies widely and is based on the amount of care that an individual resident requires.

TABLE A-10
CITY OF RANCHO CORDOVA RESIDENTIAL CARE HOMES FOR THE ELDERLY

Facility Name	Address	Capacity (persons)	Vacancies	Type of Facility	Price Range
A Garden Path Care	2554 Vernaccia Circle	6	1	Assisted Living	Unavailable
Anatolia Residence for Seniors	11878 Delavan Circle	6	4	Assisted Living	$3,000+
Christian Home Society	2015 Klamath River	6	N/A	Assisted Living	Unavailable
Elite Home Care	3292 Oselot Way	6	0	Assisted Living	$1,500+
McGregor Home	2112 McGregor Drive	6	0	Assisted Living	$3,000-$4,000
Ohana Hospitality	5117 Heather Ranch Way	6	1	Assisted Living	$2,000-$4,000
Sunriver Senior Care, LLC	11229 Pecos River Court	6	N/A	Assisted Living	Unavailable
Tender Home Senior Care	Ponzi Court	6	N/A	Assisted Living	Unavailable
Rancho Cordova Care Home	10609 Charbono Way	6	0	Assisted Living	$2,500-$5,500
Rancho Home Care	10961 Alandale Way	6	3	Assisted Living	$2,300-$3,500
St. Francis Home Care	2686/7 Los Amigos Drive	12	3	Assisted Living	Unavailable
Total Residential Care Homes for the Elderly		**72**		**–**	**–**

Source: State of California Community Care Licensing Division, August 2005, and survey of residential care homes, July 2013.

Seniors needing less care than that offered by an assisted living facility may choose to live in a senior-oriented rental complex. As of July 2013, Coloma Woods was the only age-restricted affordable complex for seniors age 62 and older in Rancho Cordova. Coloma Woods has 28 one-bedroom units. The project is federally financed and therefore the rents are 30 percent of each tenant's income, the common standard of affordability.

Disabled Persons

Disabilities, as defined by the California Government Code, include, but are not limited to, physical and mental disabilities. A mental disability involves any mental or psychological disorder or condition, such as mental retardation, organic brain syndrome, emotional or mental illness, or specific learning disabilities that limit a major life activity. Some mental disabilities are commonly referred to as developmental disabilities. A physical disability covers any physiological disease, disorder, condition, cosmetic disfigurement, or anatomical loss that affects body systems. Possible physical disabilities include those that are neurological, immunological, or musculoskeletal in nature, as well as those which involve the respiratory, cardiovascular, reproductive, genitourinary, hemic and lymphatic, or digestive systems, and those involving the special sense organs, speech organs, skin, or endocrine system. A mental or physical disability limits a major life activity, such as a physical, mental, or social activity, including working, by making the achievement of such activities difficult.

Some physical, mental, or developmental disabilities may prevent a person from working, restrict a person's mobility, or make caring for oneself difficult. Therefore, disabled persons often have special housing needs related to their potentially limited earning capacity, their need for accessible and affordable housing, and the higher health costs associated with their disabilities. Additionally, people with disabilities require a wide range of housing choices, based on the type and severity of their disability. Housing needs can range from institutional care facilities to facilities that support partial or full independence (e.g., group care homes). Supportive services such as living skills training and employment assistance may need to be integrated into the housing situation. Housing may need to be physically accessible as well, to accommodate people with physical disabilities. Examples of accessible features in housing include widened doorways and hallways, ramps, bathroom modifications (e.g., lowered countertops, grab bars, adjustable showerheads), and special sensory devices including smoke alarms and flashing lights.

The 2010 Census defines a disability as a mental, physical, or health condition that lasts over six months. **Table A-11** shows the total number of disabilities by disability type and employment group. Many of these persons have more than one disability, which is why there are a higher number of disabilities than there are disabled persons.

The City of Rancho Cordova incorporates the Federal Fair Housing Act, the California Fair Employment and Housing Act of 1964, and the Americans with Disabilities Act (ADA), as supported in Title 24 of the California Government Code, as part of its building requirements. These three statutes address the fair housing and building standards for persons with disabilities adhered to by the City.

TABLE A-11
SPECIAL NEEDS – PERSONS WITH A DISABILITY

	Total Disabled Population	In Labor Force	Unemployed	Not in Labor Force
Total with a Disability	5,028	1,745	454	2,829
Hearing Difficulty	1,154	549	61	544
Vision Difficulty	929	375	196	358
Cognitive Difficulty	2,117	289	190	1,683
Ambulatory Difficulty	2,601	736	53	1,812
Self-Care Difficulty	580	16	22	542
Independent Living	1,556	225	17	1,314

Source: 2006–2010 ACS

An analysis of the City's codes and development procedures was completed to identify any constraints to the development of housing for persons with disabilities. No specific governmental constraints to the development of disabled housing were identified. This Housing Element includes programs to monitor the City's development procedures and remove constraints if any become apparent.

In order to accommodate persons with disabilities, residential care facilities for six or fewer adults or eight or fewer children are allowed in the City's residential zones by right. Residential care facilities with more than six adults or eight children are permitted in all land use zones in the City by obtaining a conditional use permit. Additionally, mobile homes used as an accessory dwelling for persons in need of care and supervision are allowed in all zoning designations with a conditional use permit. Other than the requirement of obtaining a conditional use permit, no special design or permitting standards have been established for residential care facilities. The conditional use permits do not have any special provisions required for the development of a residential care facility.

Developmental Disabilities

Senate Bill (SB) 812 requires the City to include in the special housing needs analysis the needs of individuals with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains age 18 years, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Alta Regional Center is one of 21 regional centers in California that provide point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The Alta Regional Center designs programs according to age, specialization, and geographic location. The following information (**Table A-12**) from the Alta Regional Center provides a closer look at Rancho Cordova's population of developmentally disabled persons.

TABLE A-12
DEVELOPMENTALLY DISABLED POPULATION

Zip Code	0–14 Years	15–22 Years	23–54 Years	55–65 Years	65+ Years	Total
95670	136	58	95	9	1	299
95742	53	11	10	0	0	74
95827	1	0	1	0	0	2
Total	190	69	106	9	1	375

Source: Alta Regional Center,2012

There are a number of housing types appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group. Incorporating "barrier-free" design in all new multi-family housing (as required by California and federal fair housing laws) is especially important to provide the widest range of choices for disabled residents.

Special consideration should also be given to the affordability of housing, as people with disabilities may be living on a fixed income.

In order to assist in the housing needs for persons with developmental disabilities, the City will implement programs to coordinate housing activities and outreach with the Alta Regional Center and encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities. Policy H.3.3 and Action H.3.3.1 implements state and federal requirements to not exclude persons with physical and developmental disabilities from participating in housing programs.

Female-Headed Households

Single-parent households are male- or female-headed households with children under the age of 18 living at home. Single-parent households generally have lower disposable incomes than two-parent households, meaning that their necessary expenses are a larger portion of their total incomes. Therefore, finding affordable, decent, and safe housing is often more difficult for single-parent households and especially female-headed households, who show a generally higher rate of poverty than single-parent male-headed households according to the 2006-2010 ACS. Single-parent and female-headed households may also have special needs involving the availability of daycare or childcare, health care, and other supportive services.

According to data from the 2010 Census, 3,815 households, or 17 percent of all households in Rancho Cordova, are female-headed households. Female-headed households comprise the overwhelming majority of all single-parent households. Of households headed by a female, 64 percent (2,448 households) have related children under 18 present. Of the 2,448 female-headed households with related children under 18, 34 percent are classified as below the poverty level.

Large Family Households

Large family households are defined as households containing five or more persons. They are considered a special needs group because there is a limited supply of adequately sized housing to accommodate their needs. Generally, as the number of household members increases, the number of bedrooms needed to accommodate the household also increases. For example, a five-person household would require three or four bedrooms, and a six-person household would usually require four bedrooms. According to the 2010 Census, 12 percent of all households in Rancho Cordova (11 percent of owner households and 13 percent of renter households) include five or more persons (totaling 2,711 households). Of the large households, 52 percent (1,416 households) are owners and 48 percent (1,290 households) are renters. According to the 2010 Census, 62 percent of the housing units in

the area have three or more bedrooms. Approximately 87 percent of the owner-occupied housing units and 31 percent of the renter-occupied housing units have three or more bedrooms, according to the 2010 Census. This means there are approximately 11,310 owner-occupied housing units and 3,008 rental-housing units with three or more bedrooms.

As the majority of three-bedroom or larger units in the City are owner-occupied, rental housing for large family households may be far more difficult to find. There are currently at least 13 apartment complexes with three-bedroom units and 2 apartment complexes with four-bedroom units suitable for larger families. In apartment complexes, there are a minimum of 312 rental units with three or more bedrooms.

Agricultural Workers

Agricultural workers earn their primary income through permanent or seasonal agricultural labor. According to the 2006–2010 ACS, less than 1 percent of all employed persons in Rancho Cordova work in the farming, forestry, and fishing occupation. The types of agricultural production in the City do not require large numbers of migrant and seasonal farm laborers, and a large influx of farm labor does not occur. It is assumed that the housing need for the limited number of farmworkers in the City is met through existing housing.

Employee housing serving six or fewer employees is considered a single-family residence and is allowed in all residential zones. Any application for farmworker housing is treated in the same way as other affordable housing projects, and the resources the City has to offer for affordable housing are available for the development of the project. Incentives such as expedited permitting process, streamlining, and modification of development standards are available for the production of farmworker housing.

Homeless Persons

Homeless individuals and families have the most immediate housing need of any special needs group. They also have one of the most difficult housing needs to meet, because of the diversity and complexity of the factors that led to their homelessness and as a result of community opposition to facilities serving homeless clients. However, California state law requires that Housing Elements estimate the need for emergency shelter for homeless people.

Due to the transitional nature of homelessness, it is difficult to get a concrete count of homeless persons in the City of Rancho Cordova or of homeless persons in the Sacramento area who identify Rancho Cordova as their place of origin. Every two years, Sacramento County's Continuum of Care does a point-in-time count of homeless persons. While this number fluctuates over the year, the count provides some basis for evaluating the needs for

homelessness services in Sacramento County. **Table A-13** details the homeless population for Sacramento County in 2007, 2009, and 2011.

TABLE A-13
CONTINUUM OF CARE STATISTICS FOR HOMELESS PERSONS

Year	Sheltered	Unsheltered	Total	Chronic Homeless	Veterans	Persons in Households with Children
2007	1,447	1,005	2,452	718	675	487
2009	1,666	1,194	2,860	468	426	543
2011	1,421	955	2,376	353	297	604

Source: SACOG Housing Data

The only food bank located in the City, Cordova Community Food Locker at 10479 Coloma Road, provides a walk-in food service program and maintains a one- to three-day supply of emergency food.

With the exception of one large countywide-serving transitional housing project located within City boundaries (Mather Community Campus), the City of Rancho Cordova has few resources for homeless persons and has not yet identified any homeless shelters. An effort involving the City, County, and Mather Veterans Hospital is under way to develop permanent supportive housing and additional transitional living resources to disabled and homeless veterans. The majority of other shelters and services for homeless individuals and families are located in the city of Sacramento.

The Mather Community Campus in Rancho Cordova is a transitional housing project that provides housing, job training, and employment to individuals and families on the former Mather Field Air Force Base. Residents are referred either from emergency shelters or from residential substance abuse treatment facilities. The Mather Community Campus has permission to house up to 200 singles and 55 families. Singles are housed in studio units with a bedroom and bathroom, and they share a dining hall area for meals. The family housing contains a kitchen and bathroom, and can be converted to have anywhere from one to four bedrooms, although the most common configuration is three-bedroom units. Currently, the Mather Community Campus is operating at full capacity.

Emergency Shelters

California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay." Current zoning allows emergency shelters in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones without a conditional use permit. The City does have development and managerial standards that will be consistent with Government Code Section 65583(a)(4).

These standards include such items as:

- Lighting.
- On-site management.
- Maximum number of beds or persons to be served nightly by the facility.
- Off-street parking based on demonstrated need.
- Security during hours that the emergency shelter is in operation.

Transitional and Supportive Housing

Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms such as group housing and multi-family units and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on-site or off-site services with no limit on the length of stay and occupied by a target population as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focus on retaining housing, living and working in the community, and/or health improvement.

Pursuant to Senate Bill (SB) 2, the current Zoning Code allows transitional housing and supportive housing as a residential use without the requirement of a conditional use permit and subject to the same restrictions that apply to other residential uses of the same type in the same zone.

Extremely Low-Income Households

Assembly Bill 2634 (Lieber, 2006) requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units (SROs).

Extremely low-income households typically comprise persons with special housing needs, including but not limited to persons experiencing homelessness or near-homelessness, persons with substance abuse problems, and farmworkers. As previously mentioned in **Table A-4**, approximately 3,139, or 14%, or the City's households are considered extremely low-income households (CHAS 2009). The City's Zoning Code allows for SROs with a conditional use permit in the RD-20, RD-25, and RD-30 zones.

HOUSING CHARACTERISTICS

Household Tenure

According to the 2010 Census, there is a higher percentage of owner-occupied households in Rancho Cordova (57 percent) than renter-occupied households (43 percent). According to the 2010 Census, single-family homes in Rancho Cordova comprised 55 percent of the housing stock (**Table A-14**). Multi-family housing units in complexes of five or more units accounted for 23 percent of the housing stock. Subsequent to the 2010 Census and as a result of the large number of mortgage foreclosures and speculative purchases, a significant number of single family home have been converted to rental units. Staff estimates that the total current number of rented single family detached homes is approximately 2,700 units; **Table A-14** provides the 2010 Census count of housing units by structure and the 2012 Department of Finance estimates.

Table A-14
Housing Units by Structure

	Total Housing Units	SF Detached	SF Attached	2–4 Units	5+ Units	Mobile Homes
2010	24,786	13,509	2,160	2,025	5,703	1,389

Source: 2010 Census

Overcrowded Households

Overcrowding occurs where there is more than one person per room (excluding bathrooms) in an occupied housing unit. Overcrowding is often the result of an inadequate supply of affordable and decent housing. Households that are unable to afford larger housing units

may be forced to rent or purchase housing that is too small to meet their needs. According to the 2006–2010 Comprehensive Housing Affordability Strategy (CHAS) data derived by the US Census for HUD, 4 percent of households in Rancho Cordova were overcrowded and another 2 percent of households were severely overcrowded. There were 1,195 households living in overcrowded situations in the City, which equates to approximately 5.3 percent of the households.

Historic Residential Construction Trends

According to the City of Rancho Cordova Building Department, a total of 1,077 single-family homes were permitted between January 1, 2008, and December 31, 2012. During that same period, 18 apartment units were constructed, of which 17 units were affordable to households with incomes below 50 percent of area median income (AMI).

Housing Vacancy

Vacancy trends in housing are analyzed using the "vacancy rate," an indicator of housing supply and demand. For example, if the demand for housing is greater than the supply, the vacancy rate is likely low and the price of housing is increasing. According to "Raising the Roof, California Housing Development Projections and Constraints, 1997–2020," the desirable vacancy rate in a community is considered to be 5 percent, which accounts for normal turnover in owner-occupied and rental housing. Generally, when the vacancy rate is less than 5 percent, the demand for housing exceeds the supply, and both buyers and renters may see an increase in housing costs. The lack of competition associated with very low rental vacancy rates may have a tendency to reduced incentives for reinvestment and maintenance and may have the potential to result in a rise in the incidence of Fair Housing abuse.

The 2010 Census notes that the vacancy rate in Rancho Cordova was 1.92 percent for homeownership and 4.58 percent for rental housing. These vacancy rates would generally be considered low to very low.

Age of Housing Stock

For many communities, the age and condition of housing stock provide an additional measure of housing adequacy and availability. Although the age of housing does not always indicate substandard conditions, neighborhoods with many homes over 30 years old are more likely than recently built neighborhoods to have many homes in need of maintenance, utility and amenity updates, rehabilitation, or replacement. Homes with deferred maintenance usually exhibit signs of aging, such as peeling or faded paint, cracked siding, or missing or broken shingles or shakes, suggesting a need for repair or replacement of those components in the near future. Homes in need of rehabilitation require immediate repair or replacement of components in disrepair to avoid health and safety problems. Homes in need of replacement

require repair or replacement of so many components that it may be more cost-effective to demolish the home and construct a new dwelling. While Rancho Cordova has some newer neighborhoods and some newly developing areas, a great deal of the City's existing housing stock is 35 or more years old. The 2006–2010 CHAS data suggests that as many as 5,205 or 23 percent of the City's housing stock need either extensive repair or replacement (**Table A-15**).

TABLE A-15
AGE OF HOUSING

Year Built	Rancho Cordova	
	Number	Percentage
1939 or earlier	98	<1%
1940–1959	3,578	14%
1960–1969	5,051	20%
1970–1979	6,855	28%
1980–1989	3,629	15%
1990–1999	2,285	9%
2000 -	3,290	13%
TOTAL	**24,786**	**100%**

Source: 2000 Census; 2010 Census

CONDITION OF HOUSING STOCK

Without performing a physical inspection, it may be assumed that overcrowded units, units lacking complete plumbing, and units constructed before 1940 exhibit substandard conditions. According to the 2010 Census, all of the occupied housing units in Rancho Cordova had adequate plumbing facilities and less than 1 percent were built before 1940.

REDEVELOPMENT AREA

The City of Rancho Cordova had one of the youngest redevelopment agencies and areas in California when the legislature eliminated redevelopment in June 2011. The blight assessment for the City's redevelopment area was only 6 years old, and the collapse of the housing market contributed to the blighted conditions facing many of the City's neighborhoods. The assessment showed that a great deal of housing in the City was in need of some level of repair. The 2005 assessment suggested that 20 percent of single-family homes, 41 percent of duplexes, 68 percent of apartments, and 24 percent of mobile homes needed some to extensive repairs. While the City has aggressively worked at rehabilitating the

multi-family complexes in need of extensive repairs, there are still a significant number of housing units in need of rehabilitation or replacement.

Housing Costs and Overpayment

For-Sale Housing Cost and Overpayment

The residential real estate market had enjoyed an increase in prices resulting from low mortgage rates, decreasing home sales inventory, and a steadily growing labor market through 2005. In 2006, 2007 and 2008, the housing market collapsed, resulting in a dramatic drop in housing prices, a very high foreclosure rate, and a large number of abandoned and foreclosed homes. During 2012 and the first half of 2013, the housing market began to stabilize and even grow; however, prices are still well below the 2005 and 2006 highs. The median home value in the City of Rancho Cordova was $215,900 in May 2013, according to Zillow.com.

Overpayment compares the total cost of shelter with a household's ability to pay for that shelter. Shelter cost is defined as the monthly cost of owning or renting a home, including the mortgage or rent, property taxes, insurance, and utilities. Specifically, HUD's definition of overpayment is a monthly shelter cost in excess of 30 percent of a household's gross income, and does not include utilities, transportation costs, or other living expenses outside rent or mortgage payments.

Table A-16 shows the estimated monthly housing cost for Rancho Cordova homeowners with and without a mortgage, based on 2006–2010 ACS data. Approximately 39 percent of owner-occupied households are overpaying for housing according to 2006–2010 CHAS data, and 22 percent of households who are overpaying are either low, very low, or extremely low income.

TABLE A-16
HOUSEHOLDS OVERPAYING

Homeowners with Mortgage			Homeowners without Mortgage		
Monthly Cost	Households	% of Total	Monthly Cost	Households	% of Total
Less than $300	16	0.1%	Less than $100	131	1.2%
$300 to $499	62	0.6%	$100 to $199	186	1.7%
$500 to $699	168	1.6%	$200 to $299	561	5.2%
$700 to $999	787	7.3%	$300 to $399	592	5.5%
$1,000 to $1,499	1,997	18.5%	$400 or more	1557	14.5%
$1,500 to $1,999	2,475	23.0%	Median Dollars	$402	
$2,000 or more	2,238	20.8%			
Median Dollars	$1,891				

Source: 2006–2010 ACS

RENTAL HOUSING COST AND OVERPAYMENT

Table A-17 shows the monthly housing costs for renters in the City of Rancho Cordova based on 2006–2010 CHAS data. According to the CHAS data, 45 percent of renter households in the City are overpaying (as per HUD's definition explained above) for housing, 41 percent are lower income, and 21 percent are extremely low income.

TABLE A-17
RENTER MONTHLY HOUSING COSTS

Monthly Cost	Households	% of Total
Less than $200	210	2.2%
$200 to $299	293	3.0%
$300 to $499	309	3.2%
$500 to $749	1,211	12.5%
$750 to $999	3,591	36.9%
$1,000 to $1,499	2,980	30.7%
$1,500 or more	1,125	11.6%
Median Dollars	$947	

Source: 2010 Census

Mobile Home Parks

Mobile homes are often a source of affordable housing in communities where stick-built homes are beyond the price range of low- and moderate-income households. In the Sacramento area, there are currently many mobile homes for sale, and they vary considerably in price, quality, and age. Very inexpensive mobile homes are generally those built before 1980, some of which may have structural problems. Newer mobile home models can be quite large, with more than 2,500 square feet and four bedrooms. Amenity upgrades similar to those found in new stick-built homes are offered by many mobile home dealers, and interiors are now comparable in appearance to those of homes in new subdivisions. Although mobile homes have often been stigmatized for their poor construction and lack of appreciation, all new mobile homes now must meet or exceed construction standards set by the US Department of Housing and Urban Development. Mobile home owners generally rent a lot in a mobile home park and pay separately for their utilities. New mobile home buyers usually choose a park in which to locate their home, while most purchasers of used mobile homes leave their home in the park where it was originally located. Rancho Cordova has nine mobile home parks with approximately 1,400 units (**Table A-18**). Lot rents have been increasing almost annually in the City, which has put most of the lot rents, paired with a mortgage and utility costs, out of reach for very low-income families, but lot rents may be affordable to low- and moderate-income households.

TABLE A-18
MOBILE HOME PARKS IN RANCHO CORDOVA

Name	Address	Units/ Lots	Vacant Lots	Space Rent	Utilities	Utilities Included[1]
Aspen Grove Mobile Home Community	10299 McCracken Drive	22	8	$406	$40.00	W/G
Bradshaw Mobile Home Park	3501 Bradshaw Road	140	2	$500	$0.00	W/S/G
Briarwood Mobile Home Park	2950 Routier Road	105	14	$520	$100.00	None
Centennial Estates	9885 Mills Station Road	183	18	$475		W
Colonial Estates	10026 Horn Road	144	6	$575	$100.00	W/S/G
Cordova Mobilehome Estate	10035 Mills Station Road	177	0	$475	$39.51	
Mobile Country Club[2]	2473 Sunrise Boulevard	479	1	$525	$4.20	
Park Royale Mobile Village	2910 Routier Road	95	2	Morg. Differ.	$70	W/S/G
Twilight RV and Mobile Home Park	61 Rocket Circle	60	3	$417		W/S/G
Total	**9 properties**	**1,405**	**54**			

Source: California Department of Housing and Community Development; property managers, July 2013
[1] *W/S/G is the abbreviation for water/sewer/garbage.*
[2] *This park is restricted to persons 55 years of age or older.*

FACTORS CONTRIBUTING TO THE FUTURE HOUSING NEEDS OF RANCHO CORDOVA

The high foreclosure rates that stemmed from subprime mortgages have resulted in tightened lending standards. Fewer households qualify for market-rate financing, though the for-sale market is beginning to rebound and low interest rates have helped stabilize the market-rate mortgage market. However, the number of households requiring affordable rental and owner housing opportunities will continue to grow. Therefore, the need to plan for affordable housing in Rancho Cordova will remain important through 2021.

REGIONAL HOUSING NEEDS ALLOCATION

A Regional Housing Needs Plan (RHNP) is mandated by the State of California (Government Code Section 65584), and it requires regions to address expected housing issues and needs, which are based on future growth projections for the area. The RHNP is developed by the Sacramento Area Council of Governments (SACOG) and allocates to cities and counties their "fair share" of the region's projected housing needs or growth. A fair share of housing units is calculated for each of four income groups based projected population growth, and on the jurisdiction's amount of available vacant land. Fair share needs are allocated over the eight year planning period for every jurisdiction's Housing Element. The RHNP, which covers a span of 8 years, also identifies and quantifies the existing housing needs for each jurisdiction. SACOG's current Regional Housing Needs Plan schedule is from July 1, 2013, through January 1, 2021.

The intent of the RHNP is to ensure that local jurisdictions address not only the needs of their immediate areas but also fill the projected housing needs for the entire region. Additionally, a major goal of the RHNP is to ensure that every community provides an opportunity for a mix of affordable housing to all economic segments of its population. The RHNP jurisdictional allocations are made to guarantee that adequate sites and zoning are provided to address existing and anticipated housing demands during the planning period and that market forces are not inhibited in addressing the housing needs for all populations within a particular community.

Table A-19 provides the Regional Housing Needs Allocation (RHNA) target for the planning period 2013 through 2021 (also referred to as "basic construction needs") for each of the four household income groups for the City of Rancho Cordova.

TABLE A-19
2013–2021 RHNA

Total Number of Units (based on proportion of MTP/SCS 2020 projection)	Number of Units	% of Total
Extremely Low Income	770	11.0%
Very Low Income	770	11.0%
Low Income	1,079	15.4%
Moderate Income	1,303	18.6%
Above Moderate Income	3,087	44.0%
Total Number of Units	7,008	100.0%

Source: SACOG

Based on the above projections, the City of Rancho Cordova will need to provide an additional 2,618 affordable housing units, or 37.4 percent of all new housing units, to people in the very low- to low-income groups in order to comply with SACOG's RHNP allocation targets for these income levels. Of the 1,539 very low-income need, 50 percent (770 units) are presumed to be needed for extremely low-income households (households with incomes below 30 percent AMI). In addition, the City will have to provide 4,390 housing units available to moderate and above moderate income-households. SACOG anticipates a total of 7,008 new housing units for the City of Rancho Cordova by 2021.

There are 1,135 buildable lots currently approved and approximately 28,800 units that are currently being proposed in Specific Plan projects and Special Planning Areas.

FUTURE DEVELOPMENT POTENTIAL

An important component of the Housing Element is the identification of sites for future housing development and evaluation of the adequacy of these sites. The identification of these sites will help in fulfilling the City's share of regional housing needs as determined by SACOG. **Tables A-20**, **A-21**, and **A-22** show a detailed analysis of the residential development potential for multi-family and single-family development. The sites listed in **Tables A-20**, **A-21**, and **A-22** are opportunity sites. The City is working with developers and property owners to ensure that sufficient sites will be available through the end of the planning period (2021).

The City of Rancho Cordova currently has 56 acres of vacant infill land, 21 acres of underutilized land, and approximately 655 acres of vacant greenfield land available for residential development. An additional 4,000-plus acres of greenfield land in the City has been identified for residential development but is not currently zoned residential located.

This section provides the inventory of vacant land that is available in the City of Rancho Cordova for both multi- and single-family residential development. **Tables A-20**, **A-21**, and **A-22** provide the development information for the vacant, underutilized, and greenfield acreage in the City's land inventory.

Available Multi-Family Sites

The City of Rancho Cordova currently has approximately 53.12 acres of vacant and underutilized infill sites that are currently zoned to accommodate multi-family development. These sites are located adjacent to existing residential developments, indicating that infrastructure is available, and the sites do not have other known constraints to development. The total number of multi-family units that could be developed is based on a holding capacity of 80 percent of the maximum number of units allowed by each zoning designation or by a specific planning area. Sites with residential densities of at least 30 units per acre are anticipated to accommodate housing units affordable to low-income households.

Sites with multiple use designations, such as commercial/multi-family and office/multi-family, are considered appropriate sites to accommodate future multi-family uses. Multi-family development is allowed on sites with Limited Commercial (LC), Shopping Commercial (SC), and Business Professional (BP) zoning based on the same standards and approval process as multi-family development in the RD-20 and RD-40 zones. RD-20 standards apply to LC and SC sites, while RD-40 standards apply to BP sites. Therefore, the City considers these sites both appropriate and adequate for multi-family development. Area Maps A–N found in Appendix C identify the sites listed in the vacant land inventory.

Realistic Capacity

To demonstrate realistic capacity and that multi-family housing can be accommodated in commercial zones which allow for residential development, the following projects have been or are being processed through the Planning Department. Many projects have been approved and are waiting for developers to move forward.

- Terra Loma. This 11-unit (20 units per acre) zero lot line single-family home project was rezoned from GC (General Commercial) to RD-20. The project is being developed on a .83-acre site and has been approved, but construction has not yet begun.
- AshGrove Apartments. This 203-unit (20 units per acre) housing project was completed in 2006 on a 10.98-acre site. It consists of one-, two-, and three-bedroom apartments that are affordable to moderate-income households.

- Trinity Gardens. This 20-unit infill (10 units per acre) apartment project (all three-bedroom units) is being developed on a 2.1-acre SC (Shopping Commercial) designated site. The entitlements on this project have been approved, but construction has not yet begun.

- Capital Village. This 827-unit project on approximately 34 acres ranging in densities from 7 to 17 units per acre was rezoned from MP (Office Park Industrial) to Capital Village Special Planning Area. The project is under construction and is in phase three of development. Planning staff processed the application for this project, which consisted of a rezone and development of a master planned community and included complex environmental issues, in six months.

- Sundance-Mather East Project. This 128-unit (10 units per acre) housing project consisting of 104 detached, zero lot line single-family homes and 14 halfplexes is located on an 11.9-acre LC (Limited Commercial) site.

In addition to the vacant land available for multi-family development, the City's adopted Folsom Boulevard Specific Plan (FBSP) establishes policy guidance and regulatory provisions for the development and redevelopment of the FBSP project area. The FBSP area spans a stretch of land along the Sacramento Regional Transit light rail line and includes four existing transit stops. The FBSP contains transit-oriented development (TOD) overlay zones with a maximum residential density of 80 dwelling units per acre

Table A-20 details the vacant infill sites available for multi- and single-family residential development. **Table A-21** details the underutilized infill sites potentially available for single- and multi-family residential development. **Table A-22** details the greenfield development currently working through the planning process. Some of the plans identified in **Table A-22** are expected to break ground during the 2013–2021 Housing Element cycle. There are a number of finished lots ready for development spread throughout the area. **Table A-22** also includes the housing estimates for greenfield development that is not expected to break ground during the 2013–2021 Housing Element cycle.

TABLE A-20
VACANT INFILL SITES

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Infrastructure	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
							Vacant Sites Infill						
Sunrise North													
A-1	056-0430-001	1.6	100%	MDR	MDR	RD-20	20	Yes	None	Mod	Vacant	There was an application for a 20-unit townhouse project that has expired. Capacity is based on that project.	Site B-1 in the previous Housing Element.
	Subtotal Mod	*1.6*					*20*						
Mather Redevelopment Area													
B-1	067-0010-056	3.72	50%	BP/GC/SC	MF SPA	RD-40	45	Yes	None	Mod	Vacant	Requires a CUP. [1] (Assumes 80% of 30 du acre for 1/2 of the parcel).	Site D-1 in the previous Housing Element.
B-2	067-0010-063	20.12	50%	BP/GC/SC	MF SPA	RD-40	241	Yes	None	VL/L	Vacant	Requires a CUP. [1] (Assumes 80% of 30 du acre for 1/2 of the parcel).	Site D-2 in the previous Housing Element.
	Subtotal MOD	*1.86*					*45*					The City does not see the CUP process as a constraint to development on these sites but as an opportunity to ensure that development on this site is complementary to the surrounding uses.	
	Subtotal VL/L	*10.06*					*241*						
	SUBTOTAL AREA	*11.92*					*286*						
Folsom Boulevard Specific Plan													
C-1	075-0450-005	41.99	24%	UR2	FBSP	6.1-40	240	No	None	VL/L	Vacant	10 acres of Folsom Blvd frontage (Assumes 80% of 30 du acre for 10 acres)	Site E-2(b) in the previous Housing Element.
C-2	076-0020-019	1.40	50%	UR2	FBSP	6.1-40	17	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Was not available during last Housing Element.
C-3	076-0020-021	7.34	50%	UR2	FBSP	6.1-40	88	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Site M-1 (a) & (b) in the previous Housing Element
C-4	076-0020-020	0.45	50%	UR2	FBSP	6.1-40	5	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Was not available during last Housing Element.
C-5	076-0020-022	0.58	50%	UR2	FBSP	6.1-40	7	Yes	None	VL/L	Vacant	Assumes 80% of 30 du acre for 1/2 of the total parcel	Was not available during last Housing Element.
	Subtotal VL/L	*15*					*357*						

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Infrastructure	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Vacant Sites Infill													
Countryside/Lincoln Village Planning Area													
D-1	077-0200-022	0.44	50%	LC	CMU	10-18	3	Yes	None	Mod	Vacant	Assumes 50% of the site will develop residential, at 18 units/acre with an 80% site capacity.	Site I-1 in the previous Housing Element.
D-2	068-0030-044	5.1	50%	VCMU	VCMU	10-18	92	Yes	None	Mod	Vacant	Assumes density of 18 du acre of full 5.1 acres (92 units) will probably be built on the back half of the parcel.	Site I-2 in the previous Housing Element.
	Subtotal MOD	*2.99*					*95*						
Williamson Ranch													
E-1	056-0440-050	0.9		SPA	Williamson Ranch Specific Plan	Density based on traffic counts at 10 units per acre.	34	Yes	None	Mod	Vacant	These two sites are designated for a special needs project (senior project) that will exceed 10 units per acre. This site is anticipated for a senior project and will require less traffic. The density is being assumed at 30 units/acre at 80% site capacity.	Site K-1 and K-2 in the previous Housing Element - with corrected APNs.
E-2	056-0440-049	0.83		SPA	Williamson Rancho Specific Plan	Density based on traffic counts at 10 units per acre.		Yes	None	Mod	Vacant		
	Subtotal MOD	*1.73*					*34*						
Annexation Sites													
F-1	072-0240-004	5.65		HDR/RMU	HDR/RMU	18.1-80	194	Yes	None	VL/L	Vacant	Unit capacity is based on approved county project in 2008	Site previously included in Sacramento County Land Inventory - annexed to City in 2010.
F-2	058-0270-031	1.04		GC	GC	10-40	5	Yes	None	Mod	Vacant	Unit capacity is based on approved county project in 2008	Site previously included in Sacramento County Land Inventory - annexed to City in 2010.
F-3	058-0270-034	1.41		GC	GC	10-40	34	Yes	None	Mod	Vacant	Unit capacity is based on 30 units/acre at 80% site capacity	New site - annexed to City in 2010.
F-4	058-0270-060	2.60		GC	GC	10-40	62	Yes	None	Mod	Vacant	Unit capacity is based on 30 units/acre at 80% site capacity	New site - annexed to City in 2010.
F-5	072-0231-014	12.03	60%	GC	GC	10-40	231	Yes	None	VL/L	Vacant	Assumes 80% of 40 du acre on 60% of parcel	New site - annexed to City in 2010.

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Infrastructure	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
							Vacant Sites Infill						
	Subtotal VL/L	*12.87*					*425*						
	Subtotal MOD	*5.05*					*101*						
	SUBTOTAL AREA	*17.92*					*526*						
Bradshaw and Highway 50													
G-1	068-0160-083	3.84		OPMU	CS/LCPA	10-18	29	Yes	None	Mod	Vacant	OPMU allows for 49% of the site to be residential with a density of 18 units/acre (80% site capacity). Based on a total residential buildable area of 2.05 acres, 29 units can be accommodated.	Sites L-1 & L-2 in previous Housing Element.
G-2	068-0160-084	1.32		OPMU	CS/LCPA	10-18		Yes	None	Mod	Vacant		
	Subtotal MOD	*5.16*					*29*						
VACANT SITES INFILL TOTALS													
	Total VL/L	*37.81*					*1024*						
	Total MOD	*18.39*					*324*						
TOTAL VACANT INFILL SITES		*56.20*					*1348*						
GRAND TOTALS (Including Under-utilized and Greenfield Inventories)													
	Total VL/L	*107.03*					*2872*						
	Total MOD	*170.26*					*2573*						
	Total ABV MOD	*696.50*					*3649*						
	TOTAL SITES	*973.79*					*9094*						

Source: City of Rancho Cordova

[1] These units are within areas that include a conditional use permit process. This process includes a review by the City Council that focuses on design compatibility with the surround area. the City does not see this as a constraint to development. See the City's Zoning Code for a complete analysis of the CUP process;

TABLE A-21
UNDERUTILIZED INFILL SITES

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
					Underutilized Sites					
Town Center TOD										
H-1	058-0291-003	8.07		UR1 (TOD)	FBSP	10–80	194	VL/L	Half of parcel is retail and half is vacant land	Assumes 30 units per acre at 80% site capacity.
H-2	072-0280-024	6.97	14%	CMU (TOD)	DTPA	10–80	24	VL/L	Parking lot	Assumes 1 acre built at 30 units per acre at 80% site capacity.
	Subtotal VL/L	*9.07*					*218*			
Folsom Boulevard Specific Plan (Potential New Markets Tax Credits Proposal)										
I-1	077-0030-011	1.76		MDR	UR1	6.1–18	25	Mod	Trailer park – interested in moving or selling	Assumes 18 du/acre at 80% site capacity.
I-2	077-0030-010	0.81		MDR	UR1	6.1–18	12	Mod	Trailer park – interested in moving or selling	Assumes 18 du/acre at 80% site capacity.

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
I-3	077-0030-013	0.78		MDR	UR1	6.1–18	11	Mod	Dilapidated apartment – interested in selling and have been looking for interested buyers	Assumes 18 du/acre at 80% site capacity.
I-4	077-0181-011	0.99		MDR	UR1	6.1–18	14	Mod	Very dilapidated – interested in selling	Assumes 18 du/acre at 80% site capacity.
I-5	077-0181-021	0.22		MDR	UR1	6.1–18	3	Mod	One duplex, half boarded up, possibly in foreclosure	Assumes 18 du/acre at 80% site capacity.
I-6	077-0181-020	0.28		MDR	UR1	6.1–18	4	Mod	Two duplexes, half boarded up, possibly in foreclosure	Assumes 18 du/acre at 80% site capacity.
I-7	077-0181-023	0.1		MDR	UR1	6.1–18	1	Mod	80% duplex, occupied	Assumes 18 du/acre at 80% site capacity.

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
I-8	077-0181-018	0.28		MDR	UR1	6.1–18	4	Mod	Two duplexes, not occupied	Assumes 18 du/acre at 80% site capacity.
I-9	077-0181-022	0.1		MDR	UR1	6.1–18	1	Mod	90% duplex	Assumes 18 du/acre at 80% site capacity.
I-10	077-0181-017	0.12		MDR	UR1	6.1–18	2	Mod	95% duplex	Assumes 18 du/acre at 80% site capacity.
I-11	077-0181-013	0.19		MDR	UR1	6.1–18	3	Mod	Duplex - huge open yard	Assumes 18 du/acre at 80% site capacity.
I-12	077-0181-012	0.23		MDR	UR1	6.1–18	3	Mod	Duplex – huge open yard	Assumes 18 du/acre at 80% site capacity.
I-13	077-0030-012	0.34		CMU		6.1–18	5	Mod	Little business – huge parking lot not needed	Assumes 18 du/acre at 80% site capacity.
I-14	077-0030-008	0.22		CMU		6.1–18	3	Mod	Little business – half of the	Assumes 18 du/acre at 80% site

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
									lot not in use, general interest in area	capacity.
I-15	077-0030-009	0.45		CMU		6.1–18	6	Mod	Residence – little house and little garage, general interest in area	Assumes 18 du/acre at 80% site capacity.
I-16	077-0030-005	1.71		CMU		6.1–18	25	Mod	Commercial with back half of the lot vacant – been looking to relocate	Assumes 18 du/acre at 80% site capacity.
	Subtotal MOD	*8.58*					*124*			

Map Reference	APN	Parcel Size Acres	% Used	Zoning	GP Des.	Allowable Density	Unit Capacity	Income Category	Existing Use	Comments*
Mather Redevelopment Area										
J-1	067-0010-064	3.69		LC/SC	OPMU	18.1–40	160	VL/L	Parking lot and abandoned infirmary building	Assumes 160-unit capacity based on transitional housing project.
	Subtotal VL/L	*3.69*					*160*			
UNDERUTILIZED SITES TOTALS										
	Total VL/L	*12.76*					*378*			
	Total MOD	*8.58*					*124*			
TOTAL UNDERUTILIZED SITES		*21.34*					*501*			

Source: City of Rancho Cordova

TABLE A-22 GREENFIELD DEVELOPMENT

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Capitol Village Special Planning Area														
K-1	072-0680-072	5.34	5.34		CVSPA	RD 40	128	128	Yes	None	Mod	Vacant	Loft district. Calculation assumes 80% of 30 du acre.	Site J-1 in previous Housing Element.
K-2	072-305-0001 to -0099; 072-305-0100 to -0199; 072-305-0200 to -0219	25.6	25.6		CVSPA	10-18	333	334	Yes	None	Mod	Vacant	Unit capacity is based on approved project of 333 single-family townhomes.	Sites j-2 in previous Housing Element.
	Subtotal MOD	***30.94***					***461***							
Villages of Zinfandel Special Planning Area														
L-1	072-2360-028	10.3	10.3	50%	BP	RD-40	123	123	Yes	None	VL/L	Vacant	Assuming 30 units/acre and 80% site capacity based on surrounding projects, requires CUP. [2]	Site A-1 in previous Housing Element.
L-2	072-2360-029	11.09	11.09	50%	BP	RD-40	133	133	Yes	None	VL/L	Vacant	Assuming 30 units/acre and 80% site capacity based on surrounding projects, requires CUP. [2]	Site A-2 in previous Housing Element.
L-3	072-2360-030	9.4	9.4	50%	BP	RD-40	112	112	Yes	None	VL/L	Vacant	Assuming 30 units/acre and 80% site capacity based on surrounding projects, requires CUP. [2]	Site A-3 in previous Housing Element.
L-1	072-2360-004	17.19	17.19		MDR	15-20	275	275	Yes	None	Mod	Vacant	Assumes 80% of 20 du acre Sites L-1, L-2 and L-3 are located near existing multifamily development, a school and site L-$ (a proposed multi-family development at a density of 30 units an acre) The City does not see the CUP process as a constraint on these sites due to the surrounding uses.	Site F-1 in previous Housing Element.
	Subtotal VL/L	***15.395***	***15.395***				***368***	***368***						
	Subtotal MOD	***17.19***	***17.19***				***275***	***275***						
	SUBTOTAL AREA	***32.59***	***32.59***				***643***	***643***						

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Sun Creek Specific Plan														
M-1	Multiple APNs	1.7	1.7		HDR	26-50	85	85	Yes	None	VL/L	Vacant	Assume 50 units/acre at 100% site capacity	No sites counted for previous RNHA.
M-2	Multiple APNs	24.6	42.5		HDR	26-40	640	1105	Yes	None	VL/L	Vacant	Assumed 26 units/acre at 100% site capacity	No sites counted for previous RNHA.
M-3	Multiple APNs	5.7	43.7		MDR	12.1-18	82	504	Yes	None	Mod	Vacant	Assumes dwelling unit count identified in August 2012 version of Sun Creek Specific Plan Appendix C Table 3-3	No sites counted for previous RNHA.
M-4	Multiple APNs	44.0	316.0		MDR	6.1-12	422	2286	Yes	None	Abv Mod	Vacant	Assumes 12 units/acre at 80% site capacity. Currently, 322 acres are zoned in this area for MDR, however only 25% has infrasturcutre available to support development.	No sites counted for previous RNHA.
M-5	Multiple APNs	33	176.7		LDR	2.1-6	158	899	Yes	None	Abv Mod	Vacant	Assumes dwelling unit count identified in August 2012 version of Sun Creek Specific Plan Appendix C Table 3-3	No sites counted for previous RNHA.
	Subtotal VL/L	***26.30***	***44.20***				***725***	***1190***						
	Subtotal MOD	***5.70***	***43.70***				***82***	***504***						
	Subtotal ABV MOD	***77.00***	***492.70***				***581***	***3185***						
	SUBTOTAL AREA	***109.00***	***580.60***				***1387***	***4879***						
Rio Del Oro Specific Plan														
N-1	Multiple APNs	12	98		HDR	18.1-40	312	2548			VL/L	Vacant	Assumes built density of 26 du acre	No sites counted for previous RNHA.
N-2	Multiple APNs	45	256		MDR	6.1-18	648	3680			Mod		Assumes 80% of 18 du acre	No sites counted for previous RNHA.
N-3	Multiple APNs	170	1518.5		LDR	2.1-6	816	7295			Abv Mod		Assumes 80% of 6 du acre	No sites counted for previous RNHA.
	Subtotal VL/L	***12***	***98***				***312***	***2548***						
	Subtotal MOD	***17***	***256***				***648***	***3680***						
	Subtotal ABV MOD	***170***	***1518.5***				***816***	***7295***						
	SUBTOTAL AREA	***199***	***1872.5***				***1776***	***13523***						

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
The Ranch at Sunridge Special Planning Area														
O-1	Multiple APNs	0	12.2		HDR	RD 30 / RD 40	0	378	No	None	VL/L	Vacant	Pending Approved Maps	No sites counted for previous RNHA.
O-2	Multiple APNs	5	105.4		MDR/GC	RD 20	80	149	No	None	Mod	Vacant	Pending Approved Maps	No sites counted for previous RNHA.
O-3	Multiple APNs	15	142.3		LDR	RD 10	120	1191	No	None	Abv Mod	Vacant	Pending Approved Maps	No sites counted for previous RNHA.
	Subtotal VL/L	***0***	***12.2***				***0***	***378***						
	Subtotal MOD	***5***	***105.4***				***80***	***149***						
	Subtotal ABV MOD	***15***	***142.3***				***120***	***1191***						
	SUBTOTAL AREA	***20***	***259.9***				***200***	***1718***						
Arboretum Specific Plan														
P-1	Multiple APNs	0	29.5		HDR	RD 30 / RD 40	0	825	No	None	VL/L	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
P-2	Multiple APNs	0	89		MDR	14 - 29	0	1287	No	None	Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
P-3	Multiple APNs	0	402.8		LDR	1 - 13	0	2605	No	None	Abv Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
	Subtotal VL/L	***0***	***29.5***				***0***	***825***						
	Subtotal MOD	***0***	***89***				***0***	***1287***						
	Subtotal ABV MOD	***0***	***402.8***				***0***	***2605***						
	SUBTOTAL AREA	***0***	***521.3***				***0***	***4717***						

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Sunridge Specific Plan														
Sunridge Park														
Q-1	Multiple APNs	15.6	188	LDR	RD 4 - RD7		78	950	Yes	None	Abv Mod	Vacant	Single Family Parcels	No sites counted for previous RNHA.
	Subtotal ABV MOD	***15.6***	***188***				***78***	***950***						
	SUBTOTAL AREA	***15.6***	***188***				***78***	***950***						
Anatolia II														
R-1	067-0430-037	2.76	2.76		HDR	18.1-20	66	66	Yes	None	VL/L	not vac	Assumes 24 du acre with density bonus	Site G-1 in previous Housing Element.
R-2	067-0430-042	3.04	3.04		HDR	18.1-20	49	49	Yes	None	Mod	not vac	Assumes 80% of 20 du acre	Site G-2 in previous Housing Element.
R-3	067-0430-043	5.9	5.9		HDR	18.1-20	94	94	Yes	None	Mod	not vac	Assumes 80% of 20 du acre	Site G-3 in previous Housing Element.
R-4	067-0430-044	1.17	1.17		HDR	18.1-20	19	19	Yes	None	Mod	not vac	Assumes 80% of 20 du acre	Site G-4 in previous Housing Element.
R-5	067-0030-040	15.96	15.96	50%	LC	10-18	128	128	Yes	None	Mod	Vacant	Assumes 50% of the site will develop residential, at 20 du acre with an 80% site capacity.	Site G-5 in previous Housing Element.
	Subtotal VL/L	***2.76***	***2.76***				***66***	***66***						
	Subtotal MOD	***18.06***	***18.06***				***170***	***170***						
	SUBTOTAL AREA	***20.82***	***20.82***				***236***	***236***						
Anatolia III														
S-1	Multiple APNs	70	203		LDR	RD 4 - RD 5	286	798	Yes	None	Abv Mod	Vacant	Single Family Parcels	No sites counted for previous RNHA.
	Subtotal ABV MOD	***70***	***203***				***286***	***798***						
	SUBTOTAL AREA	***70***	***203***				***286***	***798***						
Anatolia IV														
T-1	Multiple APNs	21.6	21.6		MDR	RD 10	203	203	Yes	None	Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for previous RNHA.
	Subtotal MOD	***21.6***	***21.6***				***203***	***203***						
	SUBTOTAL AREA	***21.6***	***21.6***				***203***	***203***						

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Montelena														
U-1	Multiple APNs	11.8	11.8		MDR	RD 7	66	66	No	None	Mod	Vacant	Pending DA	No sites counted for previous RNHA.
U-2	Multiple APNs	163.7	163.7		LDR	RD 5	655	655	No	None	Abv Mod	Vacant	Pending DA	No sites counted for previous RNHA.
	Subtotal MOD	***11.8***	***11.8***				***66***	***66***						
	Subtotal ABV MOD	***163.7***	***163.7***				***655***	***655***						
	SUBTOTAL AREA	***175.5***	***175.5***				***721***	***721***						
Arista del Sol														
V-1	Multiple APNs	0	158.2		LDR	5-10	0	906	No	None	Abv Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
	Subtotal ABV MOD	***0***	***158.2***				***0***	***906***						
	SUBTOTAL AREA	***0***	***158.2***				***0***	***906***						
Sunridge Lot J (Cresleigh)														
W-1	Multiple APNs	4.5	8.9		MDR	RD 10	35	75	No	None	Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
W-2	Multiple APNs	32	55.31		LDR	RD 4 - RD 7	179	294	No	None	Abv Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	Subtotal MOD	***4.5***	***8.9***				***35***	***75***						
	Subtotal ABV MOD	***32***	***55.31***				***179***	***294***						
	SUBTOTAL AREA	***36.5***	***64.21***				***214.2***	***369***						
Douglas 103														
X-1	Multiple APNs	3.6	19.8		MDR	RD 15	43	213	No	None	Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
X-2	Multiple APNs	6.4	19.9		LDR	5-10	51	88	No	None	Abv Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	Subtotal MOD	***3.6***	***19.8***				***43***	***213***						
	Subtotal ABV MOD	***6.4***	***19.9***				***51***	***88***						
	SUBTOTAL AREA	***10***	***39.7***				***94.4***	***301***						

Source: City of Rancho Cordova

Map Reference	APN	Acres in 8 YR HE Cycle	Total SP Acres	% Used	Zoning	Allowable Density	Unit Capacity in 8 YR HE Cycle	Total Unit Capacity Est.	Infra.	On-site Constraints	Income Category	Existing Use	Comments	Previous Housing Element Notes
Douglas 98														
Y-1	Multiple APNs	35	99.9		LDR	5-10	280	693	No	None	Abv Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	Subtotal ABV MOD	***35***	***99.9***				***280***	***693***						
	SUBTOTAL AREA	***35***	***99.9***				***280***	***693***						
Grantline 208														
Z-1	Multiple APNs	0	139.4		LDR	5-10	0	724	No	None	Abv Mod	Vacant	Not expected to break ground this HE cycle.	No sites counted for current RHNA.
	Subtotal ABV MOD	***0***	***139.4***				***0***	***724***						
	SUBTOTAL AREA	***0***	***139.4***				***0***	***724***						
Mather East (Sundance)														
AA-1	067-0040-026	0	12.03		MDR	RD 10	0	129	No	None	Mod	Vacant	Pending Finished Lots	Site H-1 in previous Housing Element - not counted for current RHNA.
	Subtotal MOD	***0***	***12.03***				***0***	***129***						
	SUBTOTAL AREA	***0***	***12.03***				***0***	***129***						
North Douglas														
AB-1	Multiple APNs	7.3	7.3		MDR	RD 10	62	62	No	None	Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	Multiple APNs	111.8	111.8		LDR	RD 5 - RD 7	603	603	No	None	Abv Mod	Vacant	Pending Finished Lots	No sites counted for previous RNHA.
	Subtotal MOD	***7.9***	***7.3***				***62***	***62***						
	Subtotal ABV MOD	***111.8***	***111.8***				***603***	***603***						
	SUBTOTAL AREA	***119.7***	***119.1***				***665***	***665***						
VACANT SITES GREENFIELD TOTALS														
	Total VL/L	***56.46***	***202.06***				***1470.84***	***5375.00***						
	Total MOD	***143.29***	***610.78***				***2125.19***	***6812.83***						
	Total ABV MOD	***696.50***	***3695.51***				***3649.20***	***19986.80***						
	TOTAL VACANT GREENFIELD SITES	***893.49***	***4505.59***				***7178.99***	***32108.63***						

Capitol Village Special Planning Area

The Capitol Village Special Planning Area is almost fully developed. The final phase includes single-family residential town-homes along the southern side of International Drive and a commercial/loft development located on the western side of Bridgeway Drive. The 2013-2021 Housing Element cycle will likely see full build-out of the Capitol Village Special Planning Area. The Capitol Village Special Planning Area does not include an affordable housing requirement. However, the median price of the Capitol Village townhomes will be affordable to moderate income households.

Villages of Zinfandel Special Planning Area

The Villages of Zinfandel Special Planning area is also mostly developed. There are finished lots ready for building along the south-eastern segment of Baroque Drive. There are also some commercial lots, as identified in the Vacant Greenfield Sites list of the above land inventory. These lots would require a Conditional Use Permit to develop as multi-family residential projects. Analysis has indicated that the CUP requirement does not pose a constraint to multi-family development. The single-family residential component of the Villages of Zinfandel Special Planning Area will most likely be fully developed during the 2013-2021 Housing Element Cycle. The commercial segment will develop as viable projects are presented. The Villages of Zinfandel Special Planning Area did not include an affordable housing requirement. However the commercial sites that may be developed residential with a CUP pose unique opportunities for high density multi-family residential development and have been previously considered for a condominium development.

Suncreek Specific Plan

The proposed Suncreek Specific Plan is near Sunrise Boulevard and Douglas Road. Proximity to Sunrise Boulevard and Grant Line Road make the area ideal for public transit. Current proposals include several residential neighborhoods, with some office and commercial development. Mixed-use commercial, recreational parks, trails, and schools are also planned. Presently, the project is in development agreement negotiations with the City. The first phase of actual development is expected to be on the Shalako property, located at the south west end of the plan area, and which has submitted a tentative map for consideration as soon as the development agreement negotiations are complete.

The Suncreek Specific Plan includes an Affordable Housing Plan that will require the dedication of three sites, with the purchase option of a fourth site to the City, as well as a per-door residential in-lieu fee that the City will use to sponsor the development of affordable housing in the planning area. It also includes a significant amount of acreage that has been deemed RHNA obligated, with a development floor of 26 units per acre. The tentative map for the Shalako property includes one of the dedicated sites, and sufficient

single family development to effectively act as a financial incentive for multi-family development. It is realistic that the Shalako multi-family acreage, including the property dedicated to the City for affordable housing will develop during the 2013-2021 Housing Element cycle.

Rio del Oro Specific Plan

The Rio del Oro Specific Plan ("Plan") was adopted by the City Council on September 7, 2010. At the same time, the City Council approved a "Tier One Development Agreement" that vested the Specific Plan, land use designations, development densities, and intensity of uses (among other things). The Plan encompasses approximately 3,828 acres of land south of White Rock Road, east of Sunrise Boulevard, and north of Douglas Road. Currently, the area remains mostly undeveloped with dredger tailings, but development is anticipated to begin in phases during the 2013-2021 Housing Element cycle. As approved, the Rio del Oro project area would contain approximately 11,600 residential units at a variety of densities, with several village centers, a local town center, and two regional commercial sites. Future adjustments to the land use plan resulting from amendments to the City's Open Space policies may result in small increases in total residential units. Approximately one-third of the land area would be retained as natural wetland preserve and improved open space. A network of major roadways, connector streets, and local streets integrate into the City's planned roadway system and create walkable neighborhoods. The project area also includes both office and light industrial uses, primarily within the Mather Field Noise Contours. Prior to commencement of development, additional "Tier Two" entitlements will be completed, including but not limited to the approval of large lot maps, a financing plan, a phasing plan, and affordable housing plans. The City has begun the affordable housing plan negotiations with the Rio del Oro project as part of their next entitlement phase. The City expects the affordable housing plan to include a residential per-door in-lieu fee with some potential for dedicated land, should it be appropriately located. The affordable housing plan will also indicate a minimum development density for 98 acres of High Density (HD) zoned land. Consistent with the assumptions of this Housing Element, a minimum development density of 26 units per acre will be required for up to 98 acres of land zoned HD with Rio del Oro.

Table A-22 also identifies development density and production assumptions for Medium Density (MD) zoned land within Rio del Oro. The MD assumptions are based on generic formulas that were used to indicate that some portion of the Rio del Oro project is expected to develop during the 2013-2021 Housing Element cycle. These assumptions do not indicate minimum development density floors, nor are they to be referenced as restrictions on the development densities available in the MD range as approved in the Rio del Oro Specific Plan.

The Ranch at Sunridge Special Planning Area

The Ranch at Sunridge is in the Suncreek Planning Area, but will be developed separately from the rest of the planning area. Formerly used for agriculture, The Ranch is close to several major roads. The Ranch at Sunridge is proposed to be primarily residential, but will incorporate open space and commercial uses, as well as preserve some wetlands on the site. The initial phase of development in the Ranch will most likely include the north west corner and move east to tie into infrastructure that either exists currently, or will be under construction on a concurrent time scale. The most logical second phase of development will include the southern portion of the site.

Arboretum Specific Plan

The proposed Arboretum Specific Plan is located at the southernmost border of the City's undeveloped incorporated land. It is not expected to break ground during this housing element cycle. When development does begin in the Arboretum, it will most likely be phased from the south-western corner and move east and north as infrastructure is completed. The proposed Arboretum Specific Plan will most likely include a negotiated affordable housing plan that will provide for the development of multi-family and affordable housing in the specific planning area.

Sunridge Specific Plan

The Sunridge Specific Plan was approved prior to the City's incorporation and did not include an affordable housing plan or any requirements for multi-family or affordable housing performance. There are some sub-developments in the Sunridge Specific Plan that include RHNA obligated properties or have a multi-family obligation that was negotiated after the City's incorporation.

Sunridge Park

The approved Sunridge Park development is mostly complete with less than 100 unbuilt finished lots still available. The Sunridge Park project did not include a multi-family or affordable housing component at approval and will be almost exclusively single family homes on low-density parcels.

Anatolia II

Anatolia II has several multi-family parcels remaining to be built. Only one of these parcels has a Low-Income RHNA obligation placed on it. The proposed affordable housing project for that parcel would yield 66 low- and very low-income units. The City is in negotiations with the land-owner to evaluate the viability of an affordable housing project on that site.

Development is expected to be complete in the Anatolia II village within the 2013-2021 Housing Element cycle.

Anatolia III

Anatolia III has 286 low density single family parcels remaining for build-out. The project area is expected to reach build-out during the 2013-2021 Housing Element cycle. The project will have no affordable or multi-family housing components.

Anatolia IV

This project is approved by the City, creating 203 single-family lots, a 2.6-acre park, and four landscape corridor lots. The lots are finished and ready for construction. It is expected that the Anatolia IV project will reach build-out during the 2013-2021 Housing Element cycle.

Montelena (located within the Sunridge Specific Plan)

The approved Montelena project is in the Sunridge Specific Plan Area. The project site is generally bounded by Jaeger Road to the east, the Anatolia I subdivision to the west, Douglas Road to the north, and the Anatolia II subdivision to the south. The Montelena project comprises 251.9 acres and proposes the construction of 721 dwelling units. Although the area will be primarily residential, plans also include a community park area, detention basin, fire station, and wetland preserve. The approved project does not include an affordable housing plan, and has not designated multi-family development planned. It is expected to start construction during the 2013-2021 Housing Element cycle, and may reach build-out within the next eight years.

Arista del Sol

The Arista del Sol project is located on an approximately 158 acres. The project site is remote from existing infrastructure and is not expected to be developed during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

SunRidge Lot J

The Lot J project is located on an approximately 81.1-acre parcel and would include a Tentative Subdivision Map to create 342 residential lots, one park site, and three landscape corridor lots. It is expected to be partially developed during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Douglas 103

The Douglas 103 project is located on an approximately 40 acres adjacent to Douglas Road. The project is likely to break ground near the end of the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Douglas 98

The Douglas 98 project is located on an approximately 100 acres and would has a final approved map for 528 residential lots. The project is likely to break ground near the end of the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Grantline 208

The Grantline 208 project is located on an approximately 140 acres. The project site is remote from existing infrastructure and is not expected to be developed during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family housing obligation.

Mather East

The Mather East project is located on an approximately 12-acre parcel and is adjacent to existing infrastructure. No plans to complete development have been routed through the City. The project does not include an affordable housing plan or a multi-family development obligation, and it is unknown if it will develop during the 2013-2021 Housing Element cycle.

North Douglas

The North Douglas project is located on an approximately 119-acre parcel and includes a Final Subdivision Map that creates 665 residential lots. The project has 603 finished lots and is expected to reach build-out during the 2013-2021 Housing Element cycle. The project does not include an affordable housing plan or a multi-family development obligation.

During the 2006–2013 Housing Element cycle, development in the City's greenfield areas ground to a halt. With the exception of projects that had already begun construction prior to the collapse of the housing market in 2008, no new entitlements or large-scale housing developments were approved. During the first half of 2013, the resurgence of the housing market has brought several of the dormant greenfield developments back online. Some of these developments were further in the planning process than others, and some have the

potential to actually build housing units in the 2013–2021 Housing Element cycle. **Table A-20** is a list of all the proposed developments by specific or special plan. The City has identified the developments that can reasonably be expected to complete the entitlement process and reach the finished lot stage on some portion of the project. This list also captures the developments with finished lots where building halted due to the housing market. While some of the product initially intended for these lots may not be feasible in the new housing market, some of them have already resumed the building permit and plan-check process.

Available Single-Family Sites

Table A-20 provides the characteristics of areas available for the development of single-family homes. There is potential for 5,567single-family dwelling units on 547.83 vacant and underutilized acres in the City. These units are split between the moderate and the above moderate affordability levels, with 2,393 units expected to be affordable to households at a moderate income and 3,174 units available for households with above moderate income. Some development projects have reacted to the changes in the housing market that resulted from the market collapse in 2007 by introducing smaller units on smaller lots that will generally be more affordable. These housing products are generally zoned at 10 to 20 dwelling units per acre. For the purpose of moderate and above moderate housing, land zoned or planned for RD-10 to RD-20 is identified as affordable to households with a moderate income, while land zoned or planned for densities lower than RD-10 are identified as affordable to households with an above moderate income.

Land Inventory Analysis

Table A-23 compares the RHNA requirements to the City's capacity for new housing. The table is broken into affordability ranges and developing areas comparable to the land inventory tables above.

TABLE A-23
LAND INVENTORY RHNA ANALYSIS

	RHNA	VL/L	M	AM
		2,618	1,303	3,087
Vacant Infill	Sunrise North		20	
	Mather RDA	241	45	
	Folsom Boulevard	357		
	Countryside/Lincoln Village		95	
	Williamson Ranch		34	
	Annexation Sites	425	101	
	Bradshaw and Highway 50		29	
Underutilized Infill	Town Center TOD	218		
	Folsom Boulevard New Markets		124	
	Mather RDA	160		
Greenfield	Capitol Village SPA		461	
	Villages of Zinfandel SPA	368	275	
	SunCreek SP	725	82	581
	Rio Del Oro SP	312	648	816
	The Ranch @ Sunridge		80	120
	Sunridge Park			78
	Anatolia II	66	170	
	Anatolia III			286
	Anatolia IV		203	
	Montelena		66	655
	Sunridge Lot J		35	179
	Douglas 103		43	51
	Douglas 98			280
	North Douglas		62	603
Pending Projects				
Horizons @ New Rancho		48		
Total		**2,920**	**2,573**	**3,649**
Surplus/(Shortfall)		302	1,270	562

Source: City of Rancho Cordova

RHNA requires that the City show capacity for a range of housing choice and housing affordability. According to the City's projections, there will be surplus capacity of 280 housing units affordable to very low- and low-income households. Much of that capacity is in the infill areas where infrastructure and access to transportation and services already exists. The City also expects to have surplus capacity of 1,169 units affordable to moderate-income households and 9 surplus units to above moderate-income households. The housing product for moderate- and above moderate-income households does not necessarily have a clear delineation, and the City's projections are based on proposed densities.

HOUSING RESOURCES AND INCENTIVES

AFFORDABLE HOUSING PROJECTS IN RANCHO CORDOVA

There are 17 housing developments located in Rancho Cordova providing subsidized housing, with a total of 1,585 low- and very low-income units. Subsidized units account for approximately 7 percent of the total housing stock. The address, number of affordable units by bedroom size and income level, and source of financing for each affordable development is provided in **Table A-24**.

TABLE A-24
SUBSIDIZED AND AT-RISK AFFORDABLE UNITS

Name	Address	Subsidized Units	Program	Source
Sunrise Meadows	11020 Coloma Rd	44	LMSA	HUD
Mather Community Campus	3665 Bleckely St	219	HTF, TI	
Gold Ridge-El Parque	2605 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2609 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2613 El Parque Cir	2	Public Housing	SHRA
Gold Ridge-El Parque	2617 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2619 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2623 El Parque Cir	3	Public Housing	SHRA
Gold Ridge-El Parque	2701 El Parque Cir	4	Public Housing	SHRA

Name	Address	Subsidized Units	Program	Source
Gold Ridge-El Parque	2703 El Parque Cir	4	Public Housing	SHRA
Gold Ridge-El Parque	2707 El Parque Cir	4	Public Housing	SHRA
The Cascades	9838 Lincoln Village Dr	112	LIHTC	HUD
2970 Portsmouth	2970 Portsmouth Dr	9	Public Housing	SHRA
Gold Ridge-El Parque	10730 Coloma Rd	24	Public Housing	SHRA
Chesapeake Commons	3600 Data Dr	180	Bond	
Cordova Meadows Apartments	2312 Sierra Madre Court	184	LIHTC	HUD
Rancho Cordova Apartments	10685 Coloma Road	95	LIHTC	HUD
The Crossings @ New Rancho	2708 & 2728 Woodberry Way	17	LIHTC	CTCAC
Mather Transitional Housing	3550 Femoyer St	235	HTF, TI	
10375 Mills Tower Drive	10375 Mills Tower Dr	2	Misc Comm Dev	SHRA
Carriage House I Apartments	10531 Mills Tower Dr	56	Misc Comm Dev	SHRA
Carriage House II Apartments	2830 Mills Park Dr	54	Misc Comm Dev	SHRA
Fountain Crest	2719 Mills Park Dr	71	HOME	SHRA
Park Meadows Apartments (Cordova Meadows)	2335 Sierra Madre Ct	183		SHRA
SUBTOTAL		1514		
At-Risk Units				
La Loma	2088 W La Loma Dr	34	HFDA/8 NC	HUD
Coloma Woods	2300 Heather Glen Ln	28	Sec 8 NC	HUD
Mills Tower Apartments	10499 Mills Tower Dr	9	Sec 8 NC	HUD
SUBTOTAL		71		
TOTAL		1585		

Source: SACOG

At-Risk Housing

Housing element law in the California Government Code (Section 65583) requires jurisdictions to include a study of all low-income housing units which may at some future time become unaffordable upon the expiration of affordability restrictions. Three general cases create the opportunity for the conversion of affordable units to market rate:

- Prepayment of HUD mortgages Section 221(d)(3), Section 202, and Section 236
- Opt-outs and expirations of project-based Section 8 contracts
- Other cases

A prepayment of HUD mortgages Section 221(d)(3) involves a privately owned project with HUD providing either below-market-interest-rate loans or market-rate loans with subsidy to the tenants. In a Section 236 complex, HUD provides assistance to the owner to reduce the costs to tenants by paying most of the interest on a market-rate mortgage. Additional rental subsidy may be provided to the tenant. With Section 202, HUD provides a direct loan to nonprofit organizations for project development and rental subsidy for low-income tenants. All Section 202 handicapped units (Section 202) are designed for physically handicapped, mentally disabled, and chronically mentally ill residents.

In a Section 8 contract for new construction or substantial rehabilitation, HUD provides a subsidy to the owner for the difference between a tenant's ability to pay and the contract rent. The likelihood for opt-outs increases when the market rents exceed the contract rents.

Other cases that create the opportunity for the conversion of affordable housing include the expiration of low-income use periods of various financing sources, such as Low Income Housing Tax Credit (LIHTC); bond financing; density bonuses; CHFA, CDBG, and HOME funds; and redevelopment funds.

As shown at the bottom of **Table A-24**, three of the federally assisted multi-family housing complexes in Rancho Cordova are at risk of losing their affordability restrictions during the Housing Element planning period.

Cost Analysis

The cost of maintaining the assisted units is estimated to be significantly less than the cost required to replace the units through new construction. Conserving assisted units generally requires subsidizing the difference between market-rate and assisted rents.

The cost of acquiring an apartment complex on the market for use as assisted housing ranges from $52,100 per dwelling unit to $100,000 per dwelling unit (sales data of comparable rental housing taken from loopnet.com and realtor.com, June 2013). Based on this information, the acquisition cost of an individual 28- to 34-unit multi-family rental complex in Rancho Cordova would range from $1.5 to $3.4 million. The cost to acquire all 71 of the rental units at risk is estimated to be between $3.7 and $7.1 million.

Since land prices and land availability are generally the limiting factors to development of low-income housing, it is estimated that subsidizing rents to preserve assisted housing is both more feasible and more economical than constructing new units.

Resources and Incentives For Affordable Housing

Efforts by the City to assist in the development, rehabilitation, and preservation of affordable housing would utilize organizational and financial types of resources. The following programs include local, state, and federal housing programs that are valuable resources in assisting in the development of affordable housing, preserving "at-risk" housing, and for housing rehabilitation.

Table A-25
Affordable Housing Funding Resources

Program Name	Description	Eligible Activities
Federal Programs		
Community Development Block Grant (CDBG) Program	The Department of Housing and Urban Development (HUD) awards Community Development Block Grants annually to entitlement jurisdictions and states for general activities, including housing, and economic development activities. HUD also offers various other programs that can be utilized by the City and nonprofit and for-profit agencies for the preservation of low-income housing units such as Section 202 and Section 108 loan guarantees. The annual appropriation for CDBG is split between states and local jurisdictions called "entitlement communities." The City of Rancho Cordova was granted entitlement status in January 2005 and began its funding cycle in July 2006.	**Acquisition** **Rehabilitation** **Homebuyer Assistance** **Economic Development Assistance** **Homeless Assistance** **Public Services** **Infrastructure Replacement**
HOME Investment Partnerships Program	The Home Investment Partnerships Program (HOME) was created under the Cranston Gonzalez National Affordable Housing Act enacted in November 1990. HOME funds are awarded annually as formula grants to	**Acquisition** **Rehabilitation** **Homebuyer Assistance**

Program Name	Description	Eligible Activities
	participating jurisdictions. HUD establishes Home Investment Trust Funds for each grantee, providing a line of credit that the jurisdiction may draw upon as needed. The program's flexibility allows states and local governments to use HOME funds for grants, direct loans, loan guarantees, or other forms of credit enhancement or rental assistance or security deposits.	**Rental Assistance**
Housing Choice Voucher (HCV) Rental Assistance	Provides rental assistance payments to owners of market-rate properties on behalf of very low-income tenants.	**Rental Assistance**
Section 811	Provides grants to nonprofit developers of supportive housing for disabled persons. The grants may be used to construct or rehabilitate group homes, independent living facilities, and intermediate care facilities. The grants may also have a rental assistance component.	**Acquisition** **Rehabilitation** **New Construction** **Rental Assistance**
Section 203(k)	Provides fixed-rate, low-interest loans to organizations wishing to acquire and rehabilitate property.	**Land Acquisition** **Rehabilitation** **Refinancing of Existing Debt**
Low Income Housing Tax Credits (LIHTC)	In 1986, Congress created the federal Low Income Housing Tax Credits to encourage private investment in the acquisition, rehabilitation, and construction of low-income rental housing. Because high housing costs in California make it difficult, even with federal credits, to produce affordable rental housing, the California legislature created a state low-income housing tax credit program to supplement the federal credit. The state credit is essentially identical to the federal credit, the Tax Credit Allocation Committee allocates both, and state credits are only available to projects receiving federal credits. Twenty percent of federal credits are reserved for rural areas and 10 percent for nonprofit sponsors. To compete for the credit, rental housing developments have to reserve units at affordable rents to households at or below 46 percent of area median income. The targeted units must be reserved for the target population for 55 years.	**New Construction**
Mortgage Credit Certificate Program	Offers income tax credits to first-time homebuyers. The County distributes the credits.	**Homebuyer Assistance**
Supportive Housing Program (SHP)	Offers grants to agencies who offer supportive housing and services to the homeless.	**Transitional Housing** **Housing for Disabled Persons**

Program Name	Description	Eligible Activities
		Supportive Housing **Support Services**
Community Reinvestment Act	The Community Reinvestment Act (CRA), enacted by Congress in 1977, is intended to encourage depository institutions to help meet the credit needs of the communities in which they operate, including low- and moderate-income neighborhoods, consistent with safe and sound banking operations. The CRA requires that each insured depository institution's record in helping meet the credit needs of its entire community be evaluated periodically. That record is taken into account in considering an institution's application for deposit facilities, including mergers and acquisitions.	**New Construction** **Rehabilitation** **Acquisition** **Support Services** **Supportive Housing** **Homebuyer Assistance**
State Programs		
Emergency Shelter Program	Awards grants to nonprofits for the provision of shelter support services	**Support Services**
Multi-Family Housing Program (MHP)	Provides loans for new construction, rehabilitation, and preservation of affordable rental housing. Payments on the loans are deferred for a specified period of time.	**New Construction** **Rehabilitation** **Preservation**
California Housing Finance Agency (CHFA) Rental Housing Programs	Offers permanent financing for acquisition and rehabilitation to for-profit, nonprofit, and public agency developers seeking to preserve at-risk housing units. In addition, CalHFA offers low interest predevelopment loans to nonprofit sponsors through its acquisition/rehabilitation program.	**New Construction** **Rehabilitation** **Acquisition**
California Housing Finance Agency (CalHFA) Home Mortgage Purchase Program	CalHFA sells bonds to raise funds for providing below-market-rate loans to qualifying first-time homebuyers.	**Homebuyer Assistance**
Supportive Housing/Minors Leaving Foster Care	This program provides funds for housing and services for persons who need support services to live independently (e.g., disabled, mentally ill).	**Supportive Housing** **Foster Care**
CalHOME	Provides grants to local governments and nonprofit agencies for homebuyer assistance, rehabilitation, and new construction. The agency also finances acquisition, rehabilitation, and replacement of manufactured homes.	**Homebuyer Assistance** **Rehabilitation** **New Construction**
California Self-Help Housing Program	Provides grants for the administration of mutual self-help housing projects.	**Homebuyer Assistance** **New Construction** **Administrative**

Program Name	Description	Eligible Activities
		Costs
Emergency Housing and Assistance Program	Provides grants to support emergency housing.	**Shelters** **Transitional Housing**
CalHFA Programs		
Affordable Housing Partnership Program	Provides lower interest rate CalHFA loans to homebuyers who receive local secondary financing.	**Homebuyer Assistance**
Self-Help Builder Assistance Program	Provides lower interest rate CalHFA loans to owner-builders who participate in mutual self-help housing projects. Also provides site acquisition, development financing, and construction financing for self-help projects.	**Homebuyer Assistance** **Site Acquisition** **Site Development** **Home Construction**
California Housing Assistance Program	Provides 3% silent second loans in conjunction with 97% CalHFA first loans to give eligible homebuyers 100% financing.	**Homebuyer Assistance**
Extra Credit Teacher Program	Provides $7,500 silent second loan with forgivable interest in conjunction with lower interest rate CalHFA first loans to assist eligible teachers in buying homes.	**Homebuyer Assistance**
Housing Enabled by Local Partnerships	Provides 3% interest rate loans, with repayment terms up to 10 years, to local government entities for locally determined affordable housing priorities.	**Wide Range of Eligible Activities**
Low Income Housing Tax Credits	Provides state tax credits for rental housing programs.	**New Construction** **Rehabilitation**
Predevelopment Loan Program	The California Department of Housing and Community Development (HCD) administers the program, which provides funds to pay the initial costs of developing affordable housing developments. Priority is given to applications with matching financing from local redevelopment agencies or federal programs.	
Multifamily Housing Program	HCD conducts the acquisition and rehabilitation component of the Multifamily Housing Program to acquire and rehabilitate existing affordable rental housing. Priority is given to projects currently subject to regulatory restrictions that may be terminated. Assistance is provided through low interest construction and permanent loans. Eligible applicants include local government agencies, private nonprofit organizations, and for-profit organizations.	**Rental Acquisition** **Rental Rehabilitation**

Program Name	Description	Eligible Activities
Local Program and Private Sources		
Local Housing Trust Fund	The City of Rancho Cordova has a Local Housing Trust Fund (LHTF) (originally adopted under Sacramento County, funded through the Housing Development Impact Fee), which provides a linkage between the demand for very low-income housing and the development of commercial, office, industrial, and other nonresidential uses that create lower-paying employment opportunities that generate a demand for very low-income housing. Nonresidential developments in Rancho Cordova are required to pay into the LHTF on a square footage basis at building permit. The housing fee is in effect at the time the building permit is to be issued. The fees are as follows: Office $.97 per square foot Hotel $.92 per square foot R&D $.82 per square foot Commercial $.77 per square foot Manufacturing $.61 per square foot	**New Construction**
Public Housing Authority Rental Subsidy	The local PHA is operated by SHRA, which manages housing and community development activities including conventional or low rent public housing and Housing Choice Vouchers program (Section 8 certificate). The conventional housing program involves housing developments that are managed and maintained by SHRA. The Housing Choice Vouchers program involves a tenant-based rental subsidy administered by the agency. Qualified families are selected and certified from a waiting list. A qualified family can utilize the vouchers at any decent, sanitary, and safe housing unit (single-family or multi-family). The tenant's portion of the rent is based on 30% of the adjusted family gross income. SHRA subsidizes the difference between the tenant's portion and the contract rent. However, Fair Market Rents (FMR) restricts the actual contract rent as determined by the US Department of Housing and Urban Development (HUD). The Section 8 voucher program is similar to the certificate program, except the tenant's housing contract rent is not restricted by FMR.	**Tenant-based Rental Assistance**
Federal Home Loan Bank System	Facilitates Affordable Housing Programs (AHP), which subsidize the interest rates for affordable housing. The San Francisco Federal Home Loan Bank District provides local service within California. Interest rate subsidies under	**Acquisition** **New Construction** **Rehabilitation**

Program Name	Description	Eligible Activities
	the AHP can be used to finance the purchase, construction, and/or rehabilitation of rental housing. Very low-income households must occupy at least 20% of the units for the useful life of the housing or the mortgage term.	
Tax Exempt Housing Revenue Bond	The City can support low-income housing by issuing housing mortgage revenue bonds requiring the developer to lease a fixed percentage of the units to low-income families at specific rental rates.	**New Construction** **Rehabilitation** **Acquisition**
Federal National Mortgage Association (Fannie Mae)	Fannie Mae offers a variety of mortgages, including traditional fixed-rate, low down payment for underserved low-income areas, and mortgages, which fund the purchase and rehabilitation of a home.	**Homebuyer Assistance** **Rehabilitation**
California Community Reinvestment Corporation	Nonprofit mortgage banking consortium designed to provide long-term debt financing for affordable multi-family rental housing. Nonprofit and for-profit developers contact member banks.	**New Construction** **Rehabilitation** **Acquisition**
Freddie Mac Home Works	Provides first and second mortgages that include a rehabilitation loan. The City provides gap financing for the rehabilitation component.	**Homebuyer Assistance** **Rehabilitation**

Source: City of Rancho Cordova

Incentives for Affordable Housing Development

In addition to the affordable housing resources listed above, the City anticipates offering incentives to promote the development of housing affordable to very low- and low-income households. Such incentives as the City may offer to encourage the development of affordable housing will include, but are not limited to:

- Financial assistance (based on availability of federal, state, local foundation, and private housing funds)
- Expedited development review
- Streamlined development application processing
- Modification of development requirements such as reduced parking standards for seniors, assisted care, and special needs housing on a case-by-case basis

Qualified Entities

There are several nonprofit organizations active in the Sacramento County region that have the managerial capacity to own and manage assisted rental housing.

- ACLC, Inc
- Affordable Housing Foundation
- C. Sandidge and Associates
- Christian Church Homes of Northern California, Inc.
- Community Home Builders and Associates
- Community Housing Opportunities Corporation
- Eden Housing, Inc.
- Eskaton Properties Inc.
- Housing Corporation of America
- Nehemiah Progressive Housing Dev. Corp.
- Norwood Family Housing
- Project Go, Inc.
- ROEM Development Corporation
- Rural California Housing Corp
- Sacramento Mutual Housing Assoc
- Sacramento Valley Organizing Community
- Sacramento-Yolo Mutual Housing Association
- Satellite Housing Inc.
- Solano Affordable Housing Foundation
- Transitional Living and Community Support

HOUSING CONSTRAINTS

GOVERNMENTAL AND NON-GOVERNMENTAL CONSTRAINTS

Various interrelated factors may constrain the ability of the private and public sectors to provide adequate housing that meets the housing needs for all economic sectors of the community. These constraints can be divided into two categories: governmental and non-governmental. Governmental constraints consist of land use controls, development standards, processing fees, development impact fees, code enforcement, site improvement costs, development permit and approval processing, and provision for a variety of housing. Non-governmental constraints include land availability, environment issues, vacancy rates, land cost, construction costs, and availability of financing.

Governmental Constraints

Land Use Controls

The Rancho Cordova General Plan establishes policies that guide all new development, including any residential development. These policies, along with zoning regulations, control the amount and distribution of land allocated for different land uses in the City. The land use designations established by the General Plan that allow single-family and multi-family residential development are provided in **Table A-26**.

TABLE A-26
GENERAL PLAN RESIDENTIAL LAND USE DESIGNATIONS

Residential Land Uses		
Designations	**Dwelling Units per Gross Acre**	**Notes**
Rural Residential (RR)	0.1–0.5	Designates areas near the edge of the City in a more natural setting where larger ranchette-style homes on 2- to 10-acre lots are predominant. May include limited farming and agriculture.
Estate Residential (ER)	0.51–2.0	Generally characterized by larger "executive" homes on generous lots ranging in size from 0.5 acre to 2 acres in size. Appropriate for urban to rural transition areas, significant natural areas, and integrated into neighborhoods with a variety of housing types.

Low Density Residential (LDR)	2.1+–6.0	Predominantly single-family detached homes in traditional neighborhoods. Representative densities are consistent with the majority of the older housing stock in Rancho Cordova.
Medium Density Residential (MDR)	6.1+ –18.0	Generally characterized by small-lot single-family detached or single-family attached (i.e., condominium/townhome-type) development. The wide variety of site development patterns and architectural styles that represent this density range is often referred to as "Village Residential."
High Density Residential (HDR)	20.1+–40.0	Predominantly apartments, condominiums, or clustered single-family units, generally in multi-story configurations. Parking is typically provided in traditional surface lots, but parking structures may be used at high densities.
Commercial and Mixed Land Uses		
Designations	**Dwelling Units Per Gross Acre**	**Notes**
Residential Mixed Use	6.1–40.0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 40 units per gross acre.
Commercial Mixed Use	2.1–18.0	Multi-family is allowed at a minimum density of 2.1 units per acres and a maximum density of 18 units per gross acre.
Office Mixed Use	2.1–18.0	Multi-family is allowed at a minimum density of 2.1 units per acres and a maximum density of 18 units per gross acre.
Village Center Mixed Use	6.1–18 .0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 18 units per gross acre.
Town Center Mixed Use	6.1–18 .0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 18 units per gross acre.
Transit-Oriented/ Town Center Mixed Use	20–80.0	Multi-family is allowed at a minimum density of 20 units per acres and a maximum density of 80 units per gross acre.
Regional Town Center	6.1–40.0	Multi-family is allowed at a minimum density of 6.1 units per acres and a maximum density of 40 units per gross acre.
Agriculture		
Designation	**Minimum Parcel Size (Gross Acres)**	**Notes**
Rural Agriculture	10–100	Rural areas where some agricultural uses may occur, but where residential homes on lots of 10 to 100 acres are the predominant land use.
General Agriculture	100+	Areas set aside for commercial agricultural production. Minimum parcel size is 100 acres to ensure economic viability for farming operations.
Other Designations		
Designation	**Notes**	

Planning Areas	Planning Areas are subject to the preparation of more detailed comprehensive plans.
Folsom Boulevard Planning Area (FBPA)	The Folsom Boulevard Planning Area will serve as the high-intensity development center of the City. The tallest buildings with residential densities near 80 units per acre will be developed here in a mixed-use setting (overall average density assumed is 24 units per acre).
Rio Del Oro Planning Area	The Rio Del Oro Planning Area would contain a mix of low-, medium-, and high-density residential units with an average density of approximately 6 to 8 units per acre. Residential areas would be developed as an interconnected series of walkable neighborhoods served by Neighborhood Center and Village Centers.
Suncreek/Preserve Planning Area	The Suncreek/Preserve Planning Area is within the approved Sunrise Douglas Community Plan area. Based on previous approval and current development requests, land uses in the Suncreek/Preserve Planning Area could result in the development of approximately 1,200 acres of single-family and multi-family residential areas, accompanied by 450 acres of supporting commercial, office, and mixed uses.
Countryside/Lincoln Village Planning Area	This Planning Area is almost entirely developed and includes primarily residential development. Existing residential development contains a high concentration of low- and moderate-income households with limited east–west connectivity.

Source: City of Rancho Cordova

Note: This table provides a summary of land use designations described in additional detail in the Land Use Element and is not intended to establish land uses.

Residential Development Standards

The City of Rancho Cordova Zoning Code is the guiding document for residential development policies. The policies establish and control the type, location, and density of residential development in Rancho Cordova. The zoning regulations serve to protect and promote the health, safety, and general welfare of the community residents and also implement the goals and policies of the General Plan. The specific residential land use zones used in Rancho Cordova and the respective maximum densities are shown in **Table A-27**.

In addition to zoning and minimum lot sizes, the City of Rancho Cordova further controls residential development through development standards. **Table A-28** details the development standards that are applied to residential development in the City. The City's parking requirements for residential projects are dependent on the housing type. Parking requirements may be reduced or negotiated through the entitlement process. **Table A-28** also provides the parking requirements for residential developments. Single-family residential units are required to have two off-street spaces per unit. The number of parking spaces required for multi-family residential units ranges from 1.5 off-street spaces for one-bedroom units to two spaces for units with two or more bedrooms. An additional 0.6 parking spaces per unit are required to accommodate guests in multi-family residential projects. Actual observed parking requirements for affordable senior and special needs developments

proximate to transit hubs and after completing Design Review are considerably less than the normal standard. Residential lots with a habitable accessory structure must provide two off-street spaces for each dwelling unit. The Zoning Code allows the required off-street parking spaces to be provided in a garage, under a carport, on an open dust-free surface, or any combination of these.

Building setbacks, maximum height limits, and open space requirements are also compulsory for all housing developments in the City. The requirements are minimal and none of these requirements are considered to constrain development, as evidenced by the amount of housing development occurring in the City, and are used to ensure an aesthetically pleasing project that allows for recreational uses and open space areas.

TABLE A-27
RESIDENTIAL LAND USE ZONES AND DENSITIES

Type of Use	Zoning Classification	Maximum Number of Units Per Acre	Minimum Lot Area (Sq. Ft.)	Minimum Lot Width
Single-Family	RD-1	1	1 acre	75
Single-Family	RD-2	2	20,000	75
Single-Family	RD-3	3	10,000	65
Single-Family	RD-4	4	8,500	65
Single-Family	RD-5	5	5,200 (interior lot)	52
		5	6,200 (corner lot)	62
Duplex		5	8,500	80
Single-Family	RD-7	7	4,000 (interior lot)	40
		7	5,200 (corner lot)	52
Duplex		7	6,200 (interior lot)	62
		7	8,500 (corner lot)	80
Single-Family	RD-10	10	4,000 (interior lot)	40
	RD-15	15	5,200 (corner lot)	52
Duplex	RD-20	20	6,200 (interior lot)	62
	RD-25	25	7,200 (corner lot)	72
Multi-family	RD-30	30	5,200 (interior lot)	52
	RD-40	40	6,200 (corner lot)	62

Source: City of Rancho Cordova Zoning Code
Note: Specific Plan Areas and SPAs may incorporate different development standards

TABLE A-28
RESIDENTIAL DEVELOPMENT STANDARDS

Development Standard	RR	ER	RD-1	RD-2	RD-3	RD-4	RD-5	RD-6	RD-7	RD-10[2]	RD-15[2]	RD-20[2]	RD-25	RD-30	MDR (UR1 in FBSP)	HDR	RMH[1]
Density (gross, neighborhood or development average for product type)[5]																	
Minimum	1 du/ 10 ac	1 du/ 1.9 ac	1 du/ 2 ac	1 du/ 0.9 ac	2.1 du/ac	3.1 du/ac	4.1 du/ac	5.1 du/ac	6.1 du/ac	7.1 du/ac	10.1 du/ac	18.1 du/ac	20.1 du/ac	25.1 du/ac	6.1 du/ac	20.1 du/ac	7.1 du/ac
Maximum	1 du/ 2 ac	2 du/ac	1 du/ac	2 du/ac	3.0 du/ac	4.0 du/ac	5.0 du/ac	6.0 du/ac	7.0 du/ac	10.0 du/ac	15.0 du/ac	20.0 du/ac	25.0 du/ac	30.0 du/ac	18.0 du/ac	40.0 du/ac	18.0 du/ac
Setbacks (minimum)																	
Front – General	30 ft				20 ft				18 ft	18 ft[2]			18 ft				
Front – Living Area	n/a				14 ft					n/a					10 ft	n/a	
Side – Interior Lot/Detached Units	15 ft				5 ft					5 ft			25 ft		3 ft	20 ft	5 ft
Side – Interior Lot/Attached Units	n/a				n/a					5 ft			n/a		0 ft	n/a	
Side – Street Side/Corner Lot	30 ft						12.5 ft						25 ft		12.5 ft	15 ft	15 ft
Side – Zero Lot Line	n/a				0 ft/10 ft					0 ft/10 ft			0 ft/10 ft		0 ft/10 ft	n/a	
Rear – In General[6]					25 ft[4]					20 ft			20 ft		10 ft	20 ft	20 ft
Rear – Setback to Alley ROW									3 ft								
Lot Dimensions (minimum)																	
Width/Frontage – Interior Lot	250 ft	75 ft	75 ft	65 ft							n/a						
Width/Frontage – Corner Lot	250 ft	100 ft	75 ft	65 ft							n/a						
Depth	100 ft									n/a							
Height (maximum)																	
Primary Structure/Unit	40 ft						30 ft						40 ft		45 ft	60 ft	30 ft
Accessory Structure					16 ft							16 ft			26 ft	26 ft	16 ft
Lot Coverage (maximum)	25%	30%					75%						75%		75%	75%	n/a
Common Open Space Requirement (minimum)[3]						n/a							25%		n/a	25%	n/a

Source: City of Rancho Cordova Zoning Code

Notes:

1. These development standards address overall development of a mobile home park. Standards for individual mobile home lots within a park or mobile home subdivision can be found in RCMC 23.901.050 (Mobile homes and mobile home parks).

2. Setback standards may be amended during the design review process to accommodate innovative housing types or adjust for unique site conditions.

3. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approving authority.

4. The required minimum rear setback for lots less than 125 feet in depth in RD-1 to RD-10 is 20 percent of minimum lot depth.

5. Residential developers are encouraged to avoid the monotonous use of similar lot sizes on adjacent parcels. This code does not require minimum lot sizes to avoid monotonous lot configurations and home sizes.

6. Encroachments are permitted into the rear yard according to Chapter 23.704 RCMC.

7. Second dwelling units (attached or detached) may be constructed up to the maximum height limit of the primary structure

8. Specific Plan Areas and SPAs may incorporate different development standards

Specific Plan and Special Planning Areas

Rancho Cordova has Specific Plan (SP) and Special Planning Areas (SPA) that are each distinguished by their location and unique development characteristics. Once adopted, SPs and SPAs replace the zoning of the property with zoning unique to the project area. While SPs rely on the existing development standards in the Zoning Code, SPAs may establish development standards for minimum lot area, building setbacks, lot width and depth, and building height that differ slightly from citywide development standards. Specifically, SPAs are designed to protect certain resources of the City from incompatible land uses and to preserve areas with unique social, architectural, or environmental characteristics not otherwise adequately protected by regular zoning. In general, the intent of an SPA is to allow flexibility in development standards and existing zoning. Developers are encouraged to vary housing designs and densities in these areas, including such types as mixed-use commercial/residential developments and carriage houses. Developers are required to maintain minimum densities based on the established zoning for the area.

In many cases, SPs and SPAs allow unique uses and development standards for the planning area. These unique zoning provisions may increase flexibility for subsequent development within the planning area. All SPs and SPAs must be consistent with the City's General Plan. The SPAs and SPs are not considered to hamper housing development and, in reality, may promote housing development through the easing of some standards.

Overall, the Rancho Cordova residential development standards do not constrain the development of new housing or affordable housing. Significant constraints to the development of affordable housing are generally non-governmental, including high land and construction costs, lack gap financing for affordable projects, and a variety of other market factors.

Design Guidelines

The City of Rancho Cordova recently adopted Design Guidelines that apply to all new development within the City and may apply to modifications within existing developments. The Design Guidelines do not pose a constraint on the development of housing in the City of Rancho Cordova but represent the City's guiding policies with respect to the quality of design expected for all projects within the City. Experience with projects funded by the Low Income Housing Tax Credit demonstrates that well-designed multi-family low- and very low-income apartment complexes contribute to community acceptance and improved living conditions for the residents of such rental housing. These guidelines are intended to:

- Create an integrated community framework.

- Promote a mix of uses, both at the street level and within individual structures, that capture the essence of the community and contribute to the health and vitality of the City.
- Respect the existing uses and environment while maximizing opportunities for smart, vibrant development that shapes a new identity for the City.
- Encourage pedestrian-oriented development that is successful and attractive to residents and visitors.

The designated approving authority for design review in Rancho Cordova is the City Council. The City Council will review and approve, conditionally approve, or deny design review applications using the guiding principles and design concepts described in the Design Guidelines.

The Design Guidelines allow flexible alternative standards for streets, bikeways, open space, parks, and streetscape design. They encourage many pedestrian-oriented design aspects, including sidewalks separated from the street by landscaping, landscape medians, tree preservation within the right-of-way, traffic circles, curb extensions to slow traffic, and other approved traffic calming devices. To promote the incorporation of separated sidewalks, minimum front and street side yard setbacks may be modified. Street systems are required to be designed to improve traffic circulation in and through the site.

Parks and open space should be consistent with current open space plans adopted by the City. The specific location of parks and open space are to be determined by the Planning Department and the City Council in conjunction with area plans or subdivision map review.

Bikeways are required throughout each project and may be incorporated into the street design or as separate bike/pedestrian pathways.

Streetscape design includes landscaping, lighting, and the use of street furniture to make the street more inviting to the pedestrian.

The City's Design Guidelines would have minimal financial impact on the development of housing and promote sustainable housing by encouraging quality of design and pedestrian-friendly neighborhoods. No specific materials or building techniques are required in the Design Guidelines, and a multitude of designs are acceptable to the City.

The City encourages neighborhood design patterns to utilize a mix of densities and lot sizes to create a diversity of housing products.

By adopting special standards that allow for flexibility in design and an increase in density, the Design Guidelines promote the development of housing affordable to lower-income

households. The following standards have been incorporated into the Design Guidelines to increase densities and promote affordability:

- On corner lots, the minimum lots sizes and widths in the underlying zoning district shall apply to combined lots for duplexes and halfplexes.
- Minimum building setbacks in the RD-7 zoning districts have been reduced to 18 feet for the front yard, and the rear yard setback was reduced to 10 feet for one-story structures and 15 feet for two-story structures.
- Minimum lot sizes and widths have been eliminated in the RD-10 and RD-15 zoning districts to allow for greater densities and design flexibility.

Provision for a Variety of Housing

The Housing Element must identify adequate sites that are available for the development of housing types for all economic segments of the population. Housing types include single-family residential housing, multi-family residential housing, residential accessory dwelling units, mobile homes, duplexes and halfplexes, and residential care homes. **Table A-29** below identifies allowed uses and corresponding permit requirements for the residential zoning districts, and **Table A-30** identifies allowed uses and permit requirements for mixed-use districts of Rancho Cordova.

Reasonable Accommodations

The City provides housing for special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households. The City provides accessibility in housing for persons with disabilities by implementing state and federal requirements by undertaking the following actions: (1) review regulations and procedures for City-funded or operated housing programs to ensure that they do not exclude participation by persons with disabilities; and (2) include accessibility considerations in the preparation of the City's capital improvement plan and the allocation of funding for capital improvements in support of housing and residential neighborhoods.

TABLE A-29
ALLOWED USES AND PERMIT REQUIREMENTS FOR RESIDENTIAL ZONING DISTRICTS

Land Use Category	RR	ER	RD -1	RD -2	RD -3	RD -4	RD -5	RD -6	RD -7	RD -10	RD -15	RD -20	RD -25	RD -30	M DR	HD R	RM H
Residential Uses																	
Adult Day Care Home	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	N	N
Caretaker Housing	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP
Dwelling, Multi-Family	N	N	N	N	N	N	N	N	N	P	P	P	P	P	P	P	N
Dwelling, Second Unit	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Dwelling, Single-Family	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	P
Dwelling, Two-Family	N	N	N	N	N	L	L	L	L	P	P	P	P	P	P	N	N
Emergency Shelter	N	N	N	N	N	N	N	N	C	C	C	C	C	C	C	C	C
Employee Housing	L	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Family Day Care Home, Large	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP
Family Day Care Home, Small	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

Land Use Category	RR	ER	RD -1	RD -2	RD -3	RD -4	RD -5	RD -6	RD -7	RD -10	RD -15	RD -20	RD -25	RD -30	M DR	HD R	RM H
Group Residential	C	C	N	N	N	N	N	N	N	C	P	P	P	P	P	P	N
Guest House	P	P	P	P	P	P	P	P	P	P	P	N	N	N	P	N	N
Home Occupations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Live-Work Facility	N	N	N	N	N	N	AUP	AUP	AUP	P	P	P	P	P	P	P	N
Manufactured Home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Mobile Home	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P
Mobile Home Park	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P
Residential Care Home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N
Single Room Occupancy (SRO)	N	N	N	N	N	N	N	N	N	N	N	C	C	C	N	C	N
Transitional /Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

Source: City of Rancho Cordova Zoning Code

Notes:

1 *Use regulations in the table are shown with representative symbol by use classification listing: "P" symbolizes uses permitted allowed by right, "L" symbolizes uses that require approval of a limited use permit, "C" symbolizes uses that require approval of a conditional use permit, and "N" symbolizes uses that are not permitted.*

2 *Duplexes/halfplexes are permitted (P) on corner lots by right. On interior lots, a limited use permit (L) is required. In such instances, duplexes/halfplexes are exempt from the density requirements of the zoning district, provided that the overall neighborhood or subdivision has an average density within the allowable range.*

3 *Emergency Shelters are permitted without a conditional use permit in the OIMU and LIBP zones; transitional housing shall be treated like similar uses as required by state law (e.g., a single-family home used for transitional housing is subject to same requirements as a typical single-family home).*

4 *Senior independent living facilities are required to meet provisions in Chapter 5.1.*

TABLE A-30
ALLOWED USE AND PERMIT REQUIREMENTS FOR MIXED-USE DISTRICTS

Land Use Category	RMU	CMU	OPMU	OIMU	LIBP	VC	LTC	RTC
Residential Uses								
Adult Day Care Home	P	N	N	N	N	N	N	N
Caretaker Housing	P	P	P	P	P	P	P	P
Dwelling, Multi-Family	P[1]	P[1, 2]	P[1, 2]	N	N	P[1]	P[1]	P[1]
Dwelling, Second Unit	P	N	N	N	N	N	N	N
Dwelling, Single-Family	P[1]	P[1, 2]	P[1, 2]	N	N	P[1]	P[1]	P[1]
Dwelling, Two-Family	P[1]	P[1, 2]	P[1, 2]	N	N	P[1]	P[1]	P[1]
Emergency Shelter	C	C	C	P	P	N	N	N

Source: City of Rancho Cordova Zoning Code
Notes:
1. See the density restrictions in the underlying zoning district.
2. This use is permitted or conditionally permitted as specified only in conjunction with the predominant use of the mixed-use district. In other words, this use is only allowed as part of an integrated development.
P = Permitted use
S = Permitted use subject to special conditions
C = Permitted use subject to the issuance of a conditional use permit
1 Subject to development plan review by Planning Director. Projects of 80–150 units are subject to development plan review by the City Council. Projects of more than 150 units are subject to development plan review by the City Council.

Density Bonus

State law requires that cities and counties provide a density increase of up to 35 percent over the otherwise maximum allowable residential density (or bonuses of equivalent financial value) when developers agree to construct housing with units affordable to low- or moderate-income households. Adopted in 2008 and updated in 2012, Section 23.710 of the City's Municipal Code provides density bonuses up to 35 percent, consistent with Government Code Section 65915.

Site Improvements, Development Impact Fees, and Processing Fees

Costs associated with site improvements are often a significant part of the total cost of new residential development. Site improvement costs are usually charged for the provision of sanitary sewer and water service and for necessary transportation improvements, as well as to provide any other necessary infrastructure or services to the project. In addition, the City

may require payment for various off-site improvements as a part of project mitigation measures (e.g., payment for an off-site traffic signal).

Developers of new residential projects are also required to construct all on-site streets, sidewalks, curbs, gutters, and any necessary additions to affected off-site arterials.

Generally, new residential streets are to comply with the City's street standards as outlined in Title 22 of the Municipal Code and as adopted in the current improvement standards. A minor residential street is required to have a right-of-way of 40 feet, with pavement width being 32 feet and two sidewalks each 4 feet (**Table A-31**). Minor residential streets are used when serving fewer than 100 single-family residential units. Primary residential streets are required to have a 50-foot right-of-way, including the pavement width of 42 feet, and may serve up to 400 single-family and duplex units. These standards are considered necessary in order to sustain and improve the quality of life in Rancho Cordova. However, alternative designs to improve the aesthetics, pedestrian experience, or circulation are encouraged with the condition that minimum pavement width for both public and private streets shall be consistent with the City's adopted residential street standards. Examples of alternative designs may include sidewalks separated from the back of curb by a landscape planter strip, landscape medians, traffic circles, and other approved traffic calming devices.

TABLE A-31
SITE IMPROVEMENTS

Type	Service	Street Width	Sidewalk Width (each)	Total
Minor Residential	Up to 99 single-family	32	4	40
Primary Residential	100 to 399 single-family and duplexes	42	4	50
Collector Street	400 or more residential units	48	4	56
Collector Street	Multi-family, industrial, commercial	48	6	60
Arterial Street	N/A	72	6	84

Source: City of Rancho Cordova Improvement Standards

Rancho Cordova collects fees from new development projects to cover the costs of planning review and permit processing, which include plan checks and inspection fees. A more detailed discussion of the development permit and approval processing is provided in the next section.

A variety of development impact fees are often assessed on new residential projects that include City-controlled fees (e.g., development application fees, building permit fees) and

non-City-controlled fees (e.g., school impact fees, utility connection fees). Other components of total project costs are the utility service connection fees (e.g., sewer and water connection fees).

The various planning review and processing fees, development impact fees, and utility service connection fees collectively can add significantly to the cost of new housing. The City of Rancho Cordova has adopted citywide impact fees for all developments including those of single-family and multi-family projects. A breakdown of the community facility fee for single-family and multi-family projects is shown in **Table A-32**. **Table A-33** provides a listing of planning fees charged by the City of Rancho Cordova. The breakdown of the total fee for a 100-unit single-family residential development, as well as the per-unit fee, is provided in **Table A-34**. Development fees, including building, planning, and impact fees, for a 1,600-square-foot home are estimated to be $78,204 (**Table A-34**). **Table A-35** provides development fees per multi-family unit and for a multi-family project. The estimated development fees for a 900-square-foot multi-family unit are $68,416 (**Table A-35**).

TABLE A-32
COMMUNITY FACILITIES FEE

	Single-Family Residential (per unit)	Multi-Family Residential (per unit)
Community Facilities Fee – Facilities	$2,822	$2,205
Community Facilities Fee – Library	$578	$452
	$3,400	$2,657

Source: City of Rancho Cordova 2005 Residential Fee Schedule

Table A-33 lists the planning fees and deposits associated with development projects and use permits.

TABLE A-33
PLANNING FEES

Description	Deposit Amount	Fee Amount
General Plan Amendment	$15,000	
Rezone	$15,000	
Specific Plan Initiation	$5,000	
Special Planning Area Initiation	$5,000	
Zoning Ordinance Amendment	$10,000	

Description	Deposit Amount	Fee Amount
Design Review – Major	$10,000	
Design Review – Minor	$5,000	
Design Review Amendment	$5,000	
Development Agreement	$10,000	
Development Agreement Amendment	$5,000	
Conditional Use Permit	$10,000	
Conditional Use Permit Amendment	$5,000	
Use Permit – Condo Conversion	$8,000	
Tentative Parcel Map	$10,000	
Tentative Parcel Map Extension	$1,000	
Tentative Parcel Map Resubmission	$5,000	
Tentative Parcel Map Waiver – Condo	$3,000	
Tentative Parcel Map Amendment	$3,000	
Tentative Subdivision Map (1–20 lots)	$10,000	
Tentative Subdivision Map (21 or more)	$20,000	
Tentative Subdivision Map Amendment	$5,000	
Variance	$10,000	
Nonconforming Use Certificate	$3,000	
Initial Study Deposit (Negative Declaration/EIR)	$5,000	
Development Agreement Annual Compliance Review	$5,000 minimum balance for the term of the Agreement	
Limited Use Permit	$4,000	
Planning Director Determination – Public Hearing	$1,500	
Planning Director Determination – No Public Hearing	$1,000	
Unified Sign Program	$2,000	
Reasonable Accommodation	$2,000	
Administrative Use Permit		$1,184
Adjustment		$1,231
Temporary Use Permit		$241
Boundary Line Adjustment		$942
PCN (Public Convenience & Necessity)		$1,830
Zoning Verification Letter		$397
Appeals of Planning Director Decision to City Council		$4,383
Appeals of Decision to City Council		$4,373

Description	Deposit Amount	Fee Amount
Appeal of Zoning Decision to City Council		$2,590

Source: City of Rancho Cordova Planning Department

TABLE A-34
DEVELOPMENT FEES FOR A SINGLE-FAMILY RESIDENTIAL UNIT AND 100-UNIT PROJECT

	Unit[1]	100-Unit Project
Planning Application/Plan Check Fees		
Building Permit Fee	$3,290	$329,000
Plan Review Fee	$1,316	$131,600
Zone Check Fee	$171	$17,100
Impact Fees		
General Plan Cost Recovery Fee	$211	$21,100
Capital Fire Facilities Fee	$896	$89,600
Community Facilities Fee	$3,400	$340,000
Measure A Impact Fee		
Measure A Impact Fee	$1,100	$110,000
Transit Fee		
Zones 2 and 2B	$87	$8,700
Zones 3, 3C, and 3S	$175	$17,500
Drainage Fee		
Zone 11A	$14,048	$1,404,800
Zone 11B	$9,844	$984,400
Schools		
Folsom Cordova Unified Fee	$8,592	$859,200
Elk Grove Unified Fee	$7,456	$745,600
Utility Connection Charges		
Water Connection	$13,447	$1,344,700
Sewer Connection		
Sacramento Area Sewer District	$14,171	$1,417,1000
TOTAL	**$55,389 – $60,817**	**$5,538,900 - $6,081,700**

Source: City of Rancho Cordova Building & Public Works Department

1 *Units are assumed to be 1,600 square feet on 0.25 acre, valued at $280,000, and built in new subdivisions. Infill development may be somewhat less expensive.*

TABLE A-35
DEVELOPMENT FEES FOR MULTI-FAMILY RESIDENTIAL UNIT AND PROJECT

	Unit[1]	100-Unit Project
Planning Application/Plan Check Fees		
Building Permit Fee	$2,590	$259,000
Plan Review Fee	$1,036	$103,600
Zone Check Fee	$135	$13,500
Impact Fees		
General Plan Cost Recovery Fee	$145	$14,500
Capital Fire Facilities Fee	$675	$67,500
Community Facilities Fee	$2,657	$265,700
Measure A Impact Fee		
Measure A Impact Fee	$750	$75,000
Transit Fee		
Zone 2	$177	$177,000
Zone 2B	$177	$177,000
Zone 3	$356	$356,000
Zones 3C and 3S	$356	$356,000
Drainage Fee		
Zone 11A	$17,671	$1,767,100
Zone 11B	$12,080	$1,208,000
Schools		
Folsom Cordova Unified Fee	$3,213	$321,300
Elk Grove Unified Fee	$4,194	$419,400
Utility Connection Charges		
Water Connection	$8,033	$803,300
Sewer Connection		
Sacramento Area Sewer District	$14,171	$1,417,100
TOTAL	**$45,662–$52,413**	**$4,566,,200–$5,241,300**

Source: City of Rancho Cordova Building & Public Works Department

1 *Units are assumed to be 900 square feet on 0.05 acre, built in a previously undeveloped area. Infill development may be somewhat less expensive.*

Second Dwelling Units

Second dwellings units are a viable option for providing affordable units in some communities. However, in Rancho Cordova, little interest has been expressed in constructing such units, and therefore the costs are not easily estimated. No second units have been constructed since the City's incorporation, and the amount of undeveloped land existing indicates that affordable housing need may be met through other means.

The City is currently allowing accessory dwelling units by right in single-family residential zones in compliance with Government Code Section 65852.2. However, the City's Zoning Code requires a conditional use permit for the development of accessory units.

Specific Plan Areas

Specific Plan areas in the City of Rancho Cordova (e.g., Sunridge, Villages at Zinfandel) address land distribution, open space availability, infrastructure, and financing mechanisms for portions of the community. Development costs differ between Specific Plan areas and are dependent on the cost of infrastructure, public services, and other associated improvement requirements. **Table A-34** shows the estimated development costs for a single-family home in a Specific Plan area. The estimated development fees including planning, building, and impact fees per unit for a 1,600-square-foot single-family home are $78,204. Development fees for proposed Specific Plans, such as Rio del Oro and the Suncreek Specific Plan, will be based on infrastructure financing plans that will be developed as the specific plans go through the entitlement process.

Development Permit and Approval Process

Applications for development projects are submitted to the City's Planning Department. The application process varies depending on the type of entitlement that is being requested. In most cases, the planning application process requires a public hearing before the City Council. In case of design review for multi-family or commercial projects, a public hearing will be required before the City Council. The permitting process in Rancho Cordova does not create any unnecessary delays or increases to the cost of housing. In addition, City staff accelerates the application process by allowing concurrent review of the following entitlements:

- Tentative map reviews
- Design review
- Special development permits
- Rezones
- Development agreements

The steps in the approval process for housing developments differ with the type and conditions of the development. Single-family subdivisions that do not require any change to the zoning are submitted to the Planning Department, reviewed by staff for their conformance to the Design Guidelines, and presented at a public hearing before the City Council for approval.

Multi-family projects are processed in the same manner, but are subject to design review by the City Council. Specific plans, rezoning requests, subdivisions, and variances require staff and City Council review for approval. Multi-family development in commercial and business zones requires the same procedure as in residential zones. As previously stated, City staff allows concurrent review of entitlements to process multi-family projects in a timely manner, and the City's Design Review process has minimal financial impact on the development of housing and promotes sustainable development by encouraging quality of design and pedestrian-friendly neighborhoods.

Many other factors, such as public sentiment, may also affect the determination of approval of a project. The time frame for processing an application in the City of Rancho Cordova is no longer than that of the majority of jurisdictions in the region and may be considerably shorter. A complete listing of the lengths of estimated application-processing times is given in **Table A-36**.

TABLE A-36
ESTIMATED APPLICATION PROCESSING TIMES

Applications	Time Frame
One-Story Single-Family	
Building Permit	15 days
Residential Design Review	45–60 days
Two-Story Single-Family	
Building Permit	15 days
Residential Design Review	45–60 days
Variances, Use Permits, Etc.	75–120 days
Tentative Maps	4 months (after environmental study is complete)
Commercial and Multi-Family Design Review	60–75 days
Projects with Environmental Review[1]	
Negative Declaration	Less than 90 days
Environmental Impact Report	Approximately 1 year
Rezoning	4–6 months
General Plan Amendment	4 – 6 months
Boundary Line Adjustment	10 days
Parcel Map	3 months
Subdivision Map (Project)	3–6 months
Conditional Use Permit	75–120 days

Source: City of Rancho Cordova Planning and Building Departments

1 *Estimates are given for time after the City receives the application. Projects with environmental review generally take around one year in total.*

Design Review

In 2012, the City Council dissolved the City of Rancho Cordova Planning Commission. The Council's goal was to remove barriers to development and improve the speed and efficiency by which development applications and projects were processed. The responsibilities of the Planning Commission were split between City Planning staff and the City Council. Most of the minor or routine development decisions are made at the staff level, while design review and major project decision are brought before the City Council.

The City Council's design review process for multi-family housing follows a straightforward and efficient path to approval, and worst case scenario would add no more than two weeks

to the review process. Prior to construction of multi-family developments, the City requires approval of a Design Review package for the project. Such projects are considered by the City Council and the approval or denial of the project is based on the following four criteria:

- Consistency with the General Plan, any applicable Specific Plan, and the City's design guidelines;
- Project design (architecture and site improvements) that enhance the character of the neighborhood;
- Architecture, scale and design details that are compatible with adjoining or nearby properties; and,
- Project circulation design that will not create conflicts with vehicular, bicycle or pedestrian transportation modes.

Since adoption of the City design guidelines and the establishment of the design review process, the City has never denied a project based on findings that the project design did not meet the required findings established within the Zoning Code. Therefore, the design review is not seen as a constraint to the development of housing.

Code Enforcement

The City of Rancho Cordova Code Enforcement Division enforces a broad range of federal, state, and municipal codes and standards designed to maintain a healthy, safe, and clean environment and preserve the quality of life standards that residents and businesses enjoy in Rancho Cordova. These codes include the 2010 California Building Code, 2010 California Plumbing Code, 2010 California Mechanical Code, 2010 California Electrical Code, 1997 Uniform Code for the Abatement of Dangerous Buildings, 2000 Uniform Swimming Pool Spa and Hot Tub Code, and all appendices thereof, and the Americans with Disabilities Act (ADA) included as a part of CCR, Title 24. The City has not adopted local amendments to these codes. Enforcement of development and building standards does not constrain the production or improvement of housing in the City. The presence of an active code enforcement effort serves to maintain the condition of the City's housing stock.

TABLE A-37
HEALTH AND SAFETY CODE VIOLATIONS

Health and Safety Violation	2008	2009	2010	2011	2012
Water Intrusion/Mold	19	101	126	102	181
Structural Deficiencies	161	1,371	1,471	1,056	1,352

HVAC/Mechanical/Plumbing	149	513	1,437	905	1,389
Maintenance Deficiencies	173	1,548	728	560	692
Pest Infestation	8	345	293	83	171
Building Code Violations	67	769	583	340	602
Other	0	43	15	68	45
Complaint Total	**577**	**4,690**	**4,653**	**3,114**	**4,432**

Sources: City of Rancho Cordova Neighborhood Services Division

INFRASTRUCTURE CAPACITY

Water Supply and Infrastructure

Buildout of the General Plan is estimated to occur around the year 2030 with the addition of 53,480 housing units. The General Plan EIR has determined that buildout of the General Plan will require additional treatment, capacity, storage capacity, and other conveyance facilities to meet the projected water demands. In addition, new development under the General Plan will not proceed without verification and determination that adequate water supply and adequate water supply infrastructure exists, and does not contribute to service area shortfalls.

Wastewater Treatment

The Sacramento Regional Water Treatment Plant currently has permitted capacity of 181 million gallons per day (mgd) for Average Dry Weather Flows (ADWF) and 400 mgd of Average Wet Weather Flows (AWWF). Currently, the Sacramento Regional County Sanitation District is in the process of expanding the water treatment plant to accommodate 250 ADWF and maintaining the 400 mgd for AWWF. The ADWF at the water treatment plant is expected to be 218 mgd in the year 2020, approximately 32 mdg under capacity with proposed expansion improvements in place. These expansions are projected to accommodate all projected regional growth through the year 2020.

Environment

The City of Rancho Cordova incorporates various environmental qualities that require protection and therefore constrain residential development. The most notable environmental constraint is the presence of wetlands. There are no significant portions of the City located in the 100-year floodplain, but much of the newly developing area has significant wetlands. The City is relatively flat and does not incorporate any significant geologic features like hills or ridges.

NON-GOVERNMENTAL CONSTRAINTS

Land Cost

The cost of raw, developable land creates a direct impact on the cost for a new home and is considered a non-governmental constraint. A higher cost of land raises the price of a new home. Therefore, developers sometimes seek to obtain City approvals for the largest number of lots allowable on a parcel of land.

Table A-38 shows vacant land for sale and properties with development potential in surrounding communities as of June 2012. There were no sites listed in the City of Rancho Cordova at the time. Depending on the size and location of the parcel, the vacant single-family residential parcels located in areas surrounding Rancho Cordova range from $9,150 to $46,000. There were no comparable vacant multi-family zoned parcels currently for sale in the Sacramento area during the preparation of this Housing Element to use in determining per unit parcel costs; however, property prices have depreciated significantly over the last seven years. The range of single-family per-unit parcel costs is about 80 percent lower than the range of costs in 2008. Applying the same discount to the multi-family per-unit land costs would result in a range between $5,300 and $13,750 per unit.

TABLE A-38
VACANT LAND "FOR SALE"[1]

Type	Lot Size/ Total Units[1]	Location	Price	Price per Unit
Residential – SF	1.38/8	Sacramento (95828)	$240,000	**$30,000**
Residential – SF	2.06/10	Sacramento (95829)	$460,000	**$46,000**
Residential – SF	1.91/8	Orangevale (95662)	$230,000	**$46,000**
Residential – SF	2.1/10	Citrus Heights (95610)	$249,000	**$24,900**
Residential – SF	14.65/170	Sacramento (95827)	$3,500,000	**$20,588**
Residential – SF	41.5/153	Rancho Cordova (95742)	$1,400,000	**$9,150**

Source: Loopnet.com, Zillow.com, RealEstate.com

1 The maximum number of units allowed by the Zoning Code was used in calculating total units unless otherwise indicated in property listing. Listings pulled 6/28/2013 from Realtor.com.

Construction and Labor Costs

Many factors affect the cost of building a house, including the type of construction, materials, site conditions, finishing details, amenities, and structural configuration. The cost of raw land is estimated to be $100,000 per unit. Once a vacant parcel is purchased, the contractor has to make certain site improvements to prepare for building on the property. Such improvements include connections to existing utility systems and rough grading, plus installation of water and sewer lines. The estimated costs for these types of improvements are $40,000 per unit.

An Internet source of construction cost data (www.building-cost.net), provided by the Craftsman Book Company, estimates the per square foot cost of a single-story home in the Rancho Cordova area to be approximately $86 per square foot. This cost estimate is based on a 2,000-square-foot house of good-quality construction including a two-car garage and small porch. The total construction costs are estimated at $241,151, excluding land costs.

If labor or material costs increased substantially, the cost of construction in Rancho Cordova could rise to a level that impacts the price of new construction and rehabilitation. Therefore, increased construction costs have the potential to constrain new housing construction and the rehabilitation of existing housing.

Availability of Financing

The cost of borrowing money to finance the construction of housing or to purchase a house affects the amount of affordably priced housing in Rancho Cordova. Fluctuating interest

rates can eliminate many potential homebuyers from the housing market or render a housing project that could have been developed at lower interest rates infeasible. When interest rates decline, sales increase. The reverse has been true when interest rates increase. Over the past decade, there has been a dramatic growth in alternative mortgage products, including graduated mortgages and variable or adjustable rate mortgages (ARMs). These types of loans allow homeowners to take advantage of lower initial interest rates and to qualify for larger home loans.

Nevertheless, the fixed interest rate mortgage remains the preferred type of loan, especially during periods of low, stable interest rates. Most governmental programs that seek to increase homeownership among low- and moderate-income households rely on loan products which provide fixed interest rates below prevailing market rates, either for the principal loan or for a second loan that provides part of the down payment for home purchase. Many programs offer deferred second loans to facilitate homeownership. **Table A-39** shows interest rates for a 15- and 30-year fixed loan in the Rancho Cordova area. Interest rates change on a daily basis.

TABLE A-39
INTEREST RATES FOR 15- AND 30-YEAR FIXED LOANS

15-Year Loan		30-Year Fixed Loan	
Interest Rate	Points	Interest Rate	Points
3.125	0.5	3.375	0.5

Source: Zillow.com
Based on an average loan amount of $300,000.
Rates for June 2013. Rates are subject to change on a daily basis.

OPPORTUNITIES FOR ENERGY CONSERVATION

Energy-related costs could directly impact the affordability of housing in Rancho Cordova, particularly with California in the midst of an energy crisis. Title 24 of the California Administrative Code sets forth mandatory energy standards for new development and requires the adoption of an "energy budget." Subsequently, the housing industry must meet these standards and the City is responsible for enforcing the energy conservation regulations. Alternatives that are available to the housing industry to meet the energy standards include:

- A passive solar approach that requires suitable solar orientation, appropriate levels of thermal mass, south-facing windows, and moderate insulation levels.

- Higher levels of insulation than what was previously required, but not requiring thermal mass or window orientation requirements.

- Active solar water heating in exchange for less stringent insulation and/or glazing requirements.

The utility companies serving Rancho Cordova, including SMUD and PG&E, offer various programs to promote the efficient use of energy and assist lower-income customers.

The Sacramento Municipal Utility District (SMUD) provides electricity to the Sacramento metropolitan area. SMUD has a free shade tree program where homes with eastern, western, or southern exposure that heats up during the day could receive free trees from SMUD. In addition, SMUD provides rebates and financing assistance for the replacement and installation of energy-efficient equipment and materials. Examples of the programs and rebates include the installation of central air conditioning, installation of Energy Star sun reflecting coating, duct improvements, installation of insulation, and installation of a solar water heater.

Pacific Gas and Electric Company (PG&E) provides natural gas to consumers in Rancho Cordova and provides a variety of energy conservation services for residents. In addition, PG&E offers energy assistance programs for lower-income households to help them conserve energy and control utility costs. These programs include the California Alternate Rates for Energy (CARE) and the Relief for Energy Assistance through Community Help (REACH).

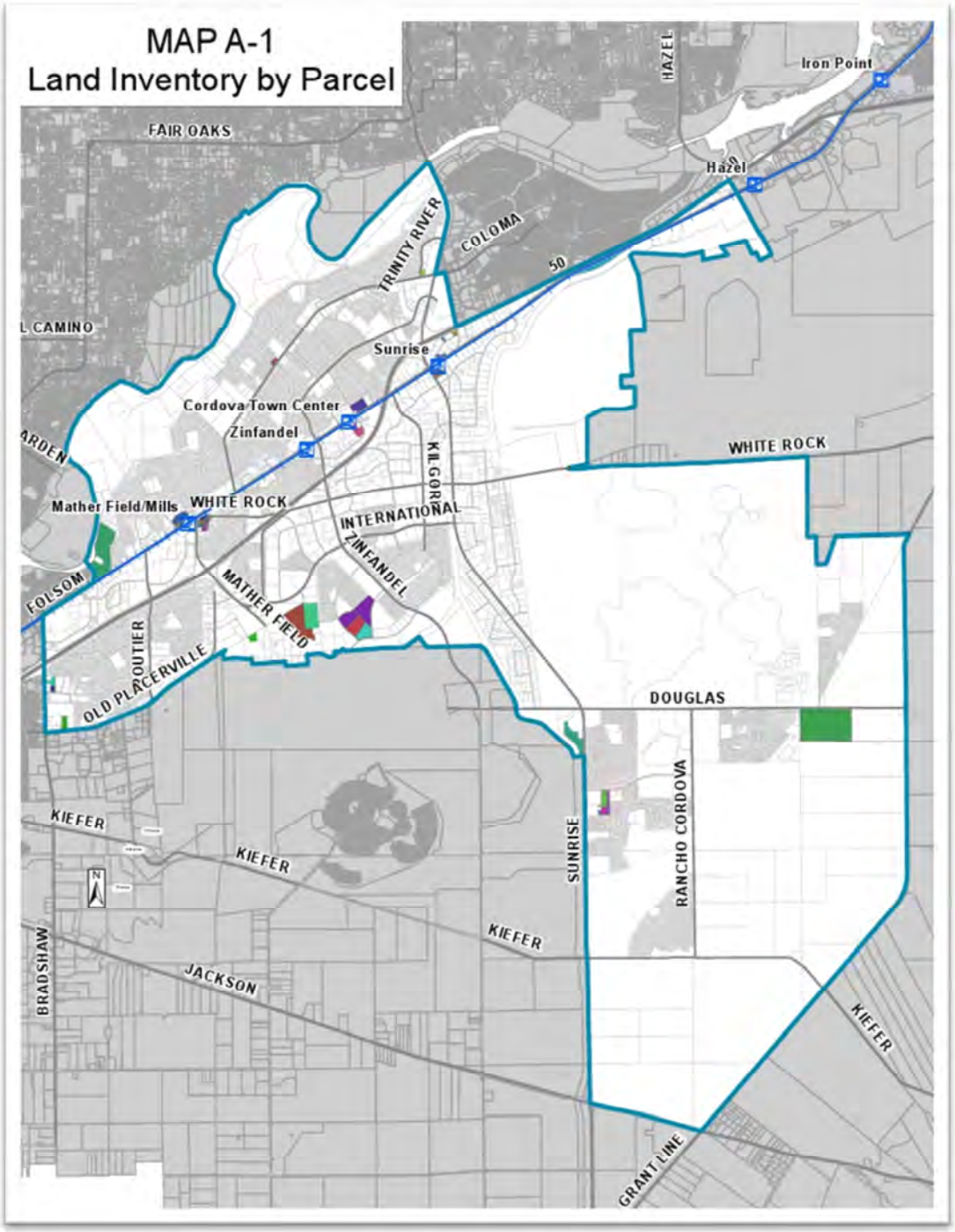
The CARE program provides a 15 percent monthly discount on gas and electric rates to households with qualified incomes, certain nonprofit organizations, homeless shelters, hospices, and other qualified nonprofit group living facilities.

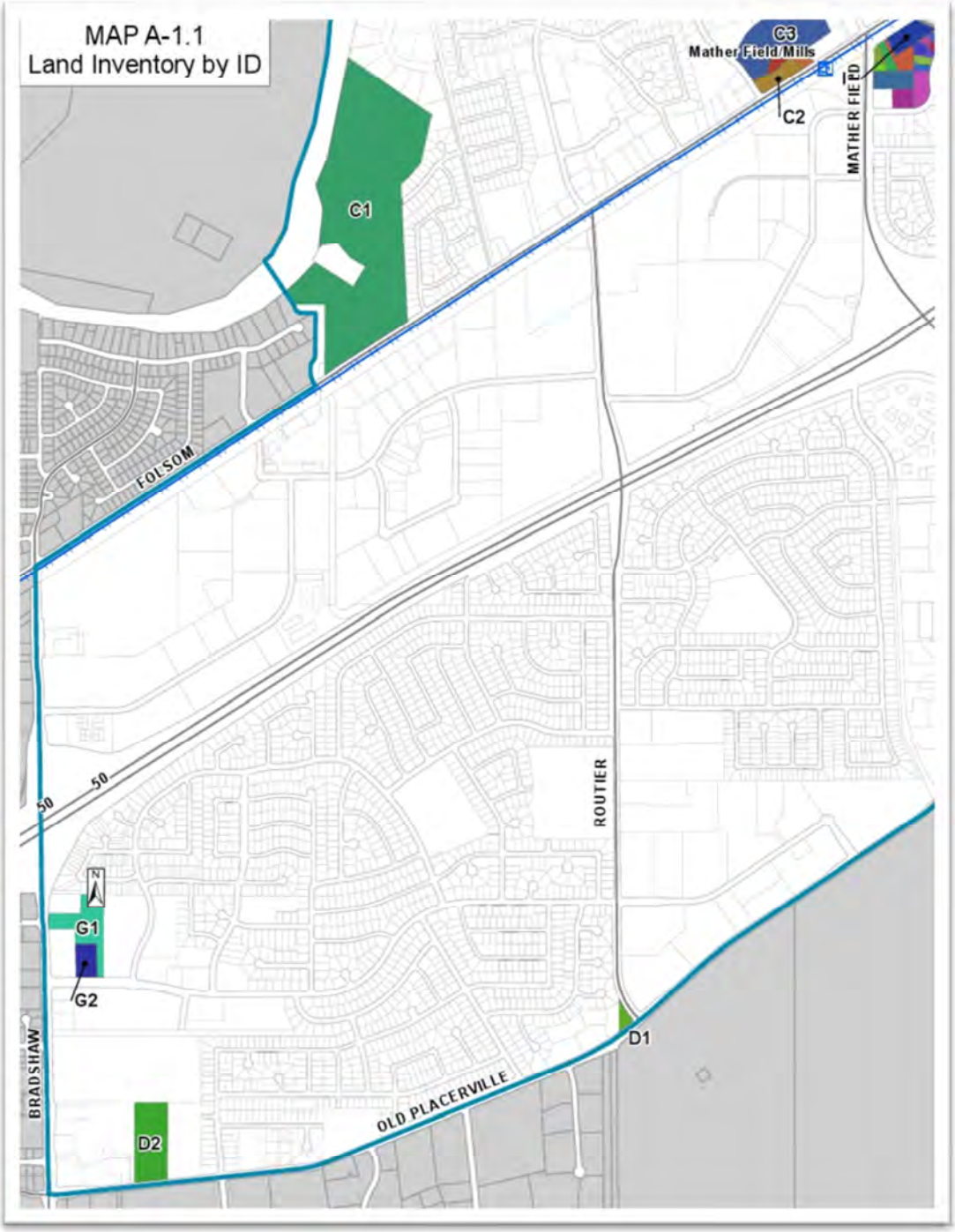
The REACH program provides one-time energy assistance to customers who have no other way to pay their energy bill. The intent of REACH is to assist low-income households, particularly the elderly, disabled, sick, working poor, and the unemployed, who experience hardships and are unable to pay for their necessary energy needs.

In addition, the California Department of Health and Human Services funds the Home Energy Assistance Program (HEAP), which provides financial assistance to eligible low-income persons to offset the costs of heating and cooling their housing unit.

State law requires that "…the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies…" The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement and development of housing within the City.

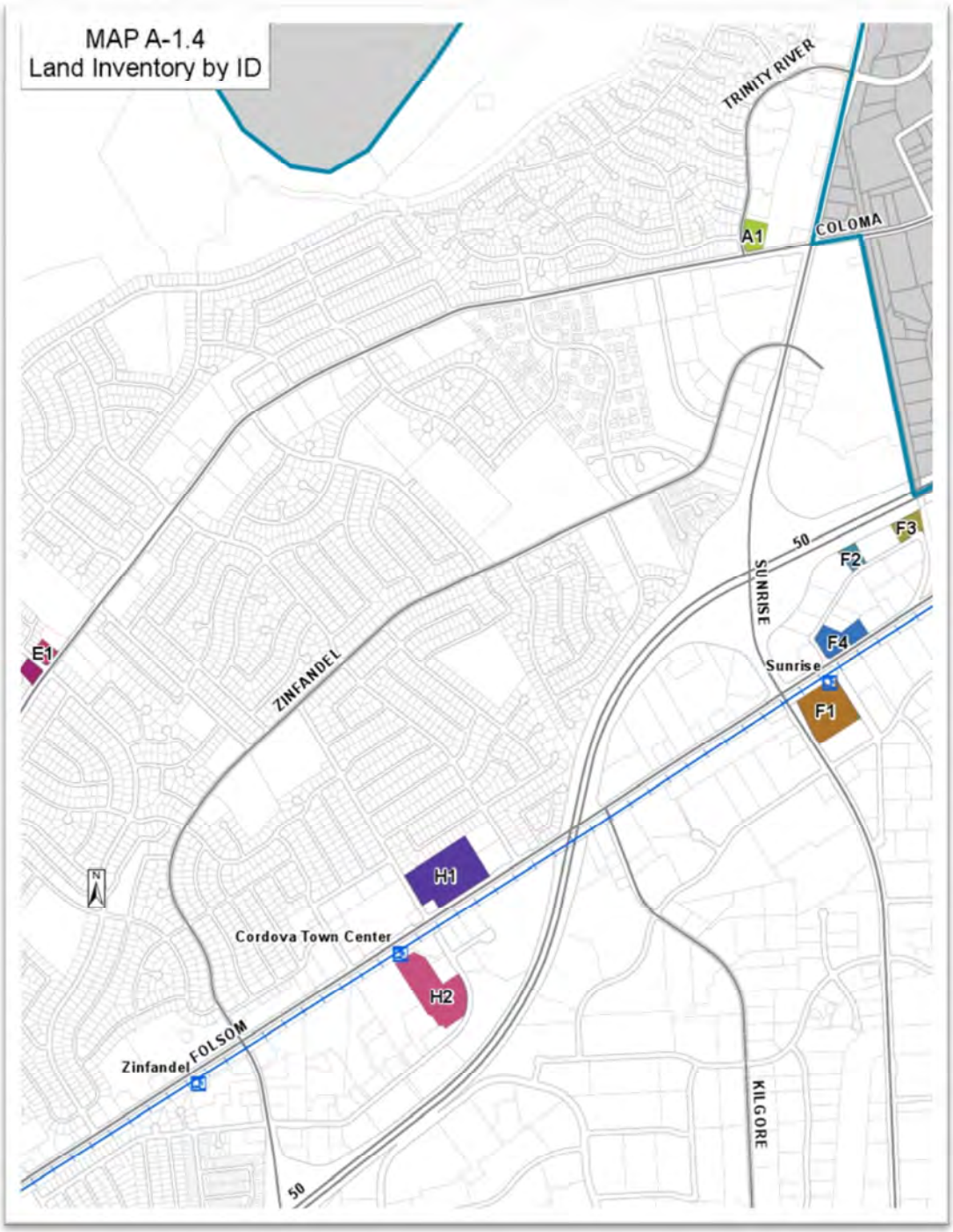
LAND INVENTORY MAPS

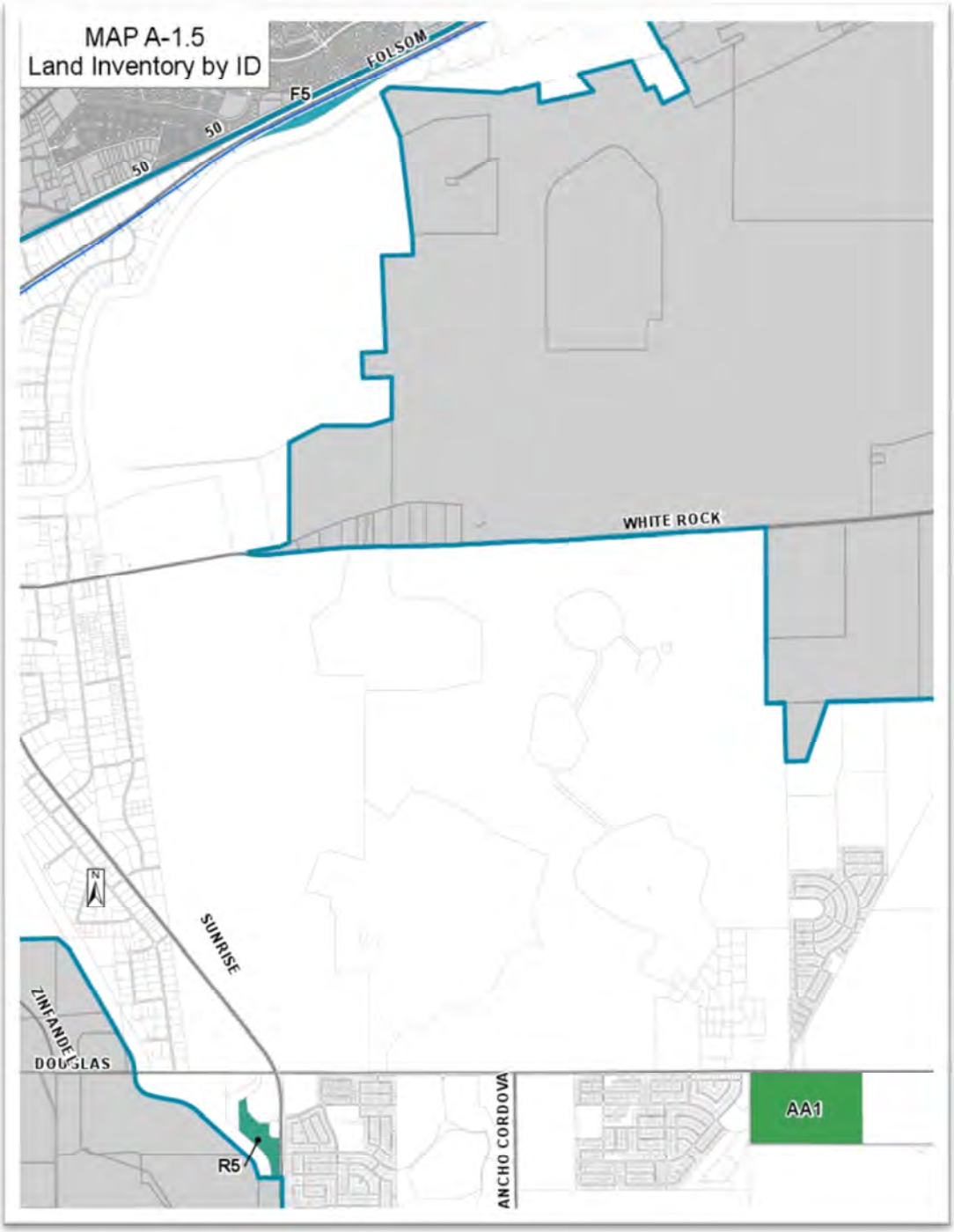



MAP A-1.1
Land Inventory by ID
C1
C2
C3
Mather Field/Mills
MATHER FIELD
FOLSOM
50
50
ROUTIER
G1
G2
D1
D2
BRADSHAW
OLD PLACERVILLE

MAP A-1.2
Land Inventory by ID
C3
C4
C5
C2
Mather Field/Mills
FOLSOM
WHITE ROCK
I1
I11
I12
I10
I8
I9
I13
I2
I6
I7
I14
I15
I5
I16
I4
I3
MATHER FIELD
N

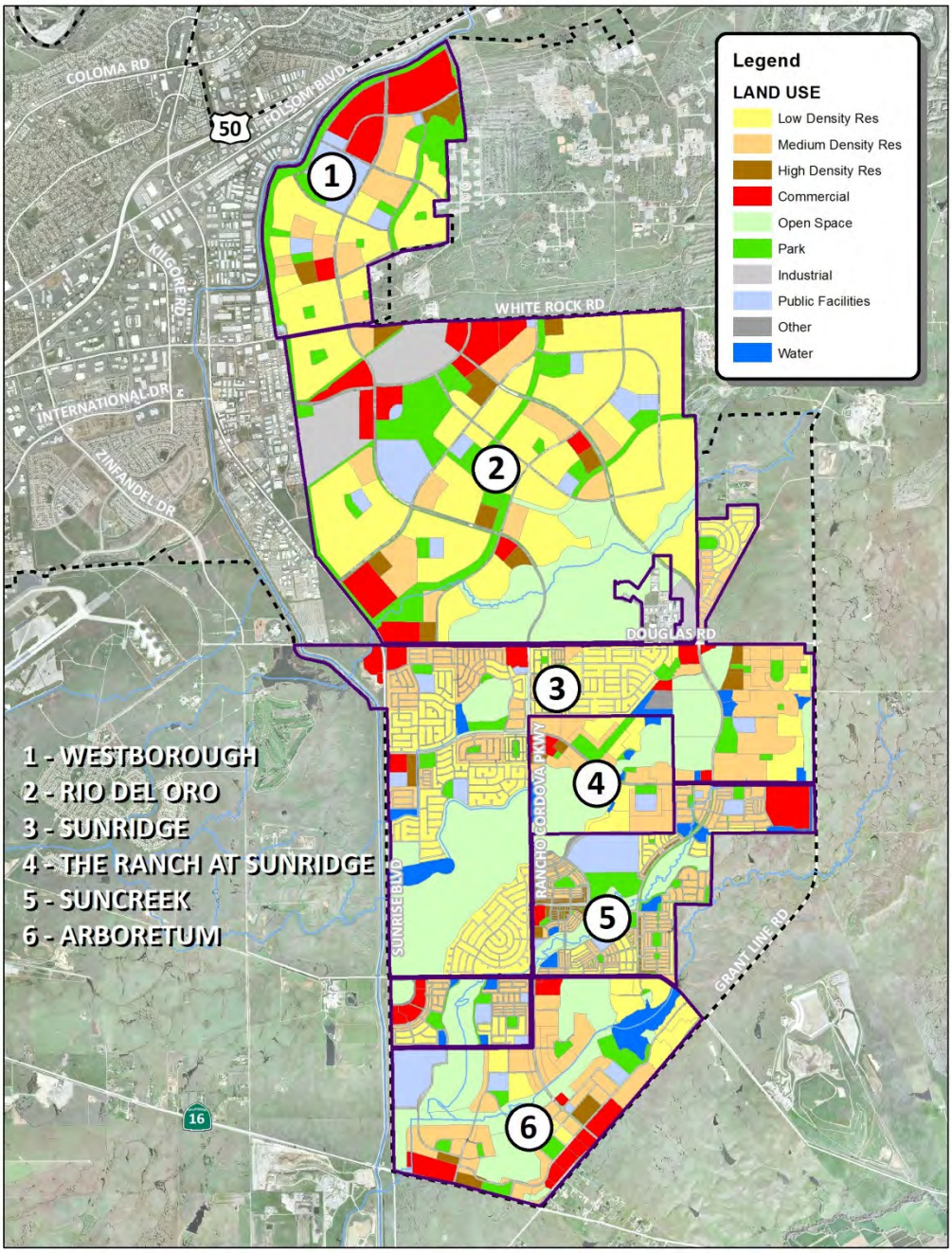
MAP A-1.3
Land Inventory by ID
INTERNATIONAL
ZINFANDEL
WHITE ROCK
MATHER FIELD
B1
B2
J1
L1
L1
L2
L3
N


MAP A-1.4
Land Inventory by ID
TRINITY RIVER
COLOMA
A1
F3
F2
50
SUNRISE
F4
Sunrise
F1
E1
ZINFANDEL
H1
Cordova Town Center
H2
Zinfandel
FOLSOM
KILGORE
50


MAP A-1.5
Land Inventory by ID
FOLSOM
F5
50
50
WHITE ROCK
SUNRISE
ZINFANDEL
DOUGLAS
R5
ANCHO CORDOVA
AA1
N

MAP A-1.6
Land Inventory by ID
R5
SUNRISE
R3
R2
R1
R4

GREENFIELD DEVELOPMENT AREA MAP



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U.S. Census Bureau, 2010 U.S. Census.

APPENDIX B:
REVIEW OF PREVIOUS HOUSING ELEMENT

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
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, pg 19	**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.**		
Action H.1.1.1, pg 19	The City will work with the Economic Development Department to survey the larger employers in the community to determine actual salary information. (Also see Action H.4.4.3 and H.7.1.1.)	In 2010. the City contracted with Applied Development Economics to prepare a projection of household incomes for two job growth scenarios for the City of Rancho Cordova Southeast Expansion Area. In addition, ADE analyzed the current job base, including buildout of the existing General Plan, with regard to wages and estimated household income for the workforce employed in Rancho Cordova. Also in 2010, the City contracted with Spinnaker Consulting to complete a study of the City's undeveloped area, in order to project buildout needs in both housing and commercial development, including low-income housing.	This program will be combined with H.1.2 and continued. The City will continue to prepare studies regarding housing need and housing preference to help guide housing policies.
Action H.1.1.2, pg 19	Analyze the results from the employer survey to determine employee preferences regarding housing type (e.g., if employees were to live in the community, what type of home would they want and be able to afford).	Results from employer surveys were analyzed and processed to help determine housing type preferences. The information has been incorporated into the City's Consolidated Plan, has been used to inform specific and special plans, and has been utilized in the development of this Housing Element update.	This program will be combined with H.1.1 and continued. The City will continue to evaluate all studies to help determine housing need and preference.
Action H.1.1.3, pg 19	Create a local housing foundation/trust to work with the Redevelopment Agency and private for-profit and nonprofit developers/home builders to receive land dedications and broker deals for the development of new housing for all income levels.	The City has not created a foundation or included any outside partners at this time. In order to use State Local Housing Grant funds, the City instituted the Local Housing Trust Fund, based on development impact fees. The fund has been dedicated as match for the State Local Housing Grant up to $2,000,000.	This program will be combined with H.7.1.1. The City will continue to explore the option of creating a local housing foundation or trust to partner with developers and to broker deals for the development of new housing for all income levels. The City will modify the action to remove the RDA as an active participant in this action.
Policy H.1.2, pg 19	**Maintain adequate sites that support a range of housing types appropriate for the City's housing needs, taking into account employment projections, household growth, and the City's share of regional housing needs. (Also see Action H.4.1.2.)**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.1.2.1 pg 19	Residential development projects of 100 gross acres or more shall include a minimum of 5 percent of the total project residential developable acreage (net) for residential uses of 30 units per acre or higher, and 5 percent for residential uses of 10 units per acre or higher. Development projects with a requirement of less than 5 acres in either or both categories may opt to designate land off-site, if deemed appropriate for the project. If projects propose densities higher than the identified density, the required acreage shall be decreased accordingly. For example, if a project is required to provide 15 acres at 30 units per acre, that project could alternatively provide 11.5 acres at 40 units per acre. Similarly, if the project's requirement for land with density of 10 units per acre was 6 acres, the project could alternatively provide 4 acres at 15 units per acre. (Also see Action H.4.1.2) For the purpose of satisfying the 5 percent for land uses at or above 20 units per acre, sites must meet the following requirements: - Sites must be zoned exclusively residential. - Sites must be of sufficient size to accommodate a minimum of 16 units per site. - Sites must be proximate to public transportation routes which provide ready access to fixed rail.	The City has not had any new development projects triggering Action H.1.2.1 since the last Housing Element update.	The City will continue to require development projects of 100 gross acres or more to dedicate 5% of the total developable acreage to a density of 30 units to the acre or more, and 5% to a density of 10 units to the acre or more.
Action H.1.2.2 pg 20	Annually review the amount of land zoned for various residential uses in conjunction with the amount and type of housing produced in the previous year to determine if changes in zoning may be needed to meet City housing needs. Such zoning changes will be adopted annually, if needed. (Also see Action H.4.1.2.)	The Planning Department has regularly reviewed the amount of land zoned for residential uses to determine if zoning changes are required. Any necessary zoning changes have been made.	The City will continue to annually review the amount of land zoned for various residential uses to determine if zoning changes are needed to meet the City's housing needs.
Policy H.1.3 pg 20	**Promote a broader range of housing options for executives.**		
Action H.1.3.1 pg 20	The City's Zoning Code accommodates and facilitates the development of executive housing options in Specific Plans and large subdivisions (500+ units) in the Rural Residential (RR) and the Estate Residential (ER) zones.	The City has not had any new development projects triggering Action H.1.2.1 since the last Housing Element update.	The City will continue to encourage the development of executive housing options in Specific Plans and large subdivisions in the interest of supporting a range of housing choice.
Policy H.1.4 pg 21	**Promote higher-density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.1.4.1 pg 21	As part of an ongoing effort to promote transit-oriented development, the City will coordinate with Regional Transit to incentivize the production of housing for living and working in same community.	The City has partnered with Regional Transit to outline a Transit Pass program for the Crossings @ New Rancho, an 18-unit multi-family affordable housing complex completed in 2012 and located at the boundary of the Zinfandel Light Rail TOD. The City will be looking to expand that program with the construction of the Horizons @ New Rancho, 48 units of affordable senior housing located adjacent to Crossings. Additionally, the City was the recipient of a Sustainable Communities sub-grant from SACOG for the planning and design of the TOD located at the Mather/Mills Station Light Rail Station.	The City will continue to partner with Regional Transit whenever possible, both on individual projects and in general planning, to encourage the marriage of housing production and transportation planning.
Policy H.1.5 pg 21	**Developers of new residential projects within the newly developing areas of the City (generally in the large, vacant areas south of Highway 50) shall prepare an Affordable Housing Plan (Plan) for the project for City review and approval that identifies the project's plan for providing affordable housing.**		
Action H.1.5.1 pg 21	Consider the adoption of an Affordable Housing Ordinance that specifies the procedures for project reviews, the City's general expectations for affordable housing obligations, and the requirement that individual projects include an Affordable Housing Plan as part of the overall project approval. Guidelines identified under Policy H.1.6 and subsequent Housing Element actions shall be considered for inclusion within the Affordable Housing Ordinance.	The City has not adopted an ordinance, but has developed an alternative approach to quantifying expectations for affordable housing obligations.	The City will delete Action H.1.5.1. The City has devised a formula that allows developers to incorporate affordable housing projects into new development projects through a customized negotiated Affordable Housing Plan (AHP) attached to the Development Agreement.
Policy H.1.6 pg 21	**The City has established the following guidelines to provide direction for the review of Affordable Housing Plans associated with individual development projects and to provide direction for the preparation of an Affordable Housing Ordinance if one is to be developed. If an Affordable Housing Ordinance is adopted, the City shall review this policy and the following actions for consistency and shall amend the General Plan as necessary to maintain consistency.**		
Action H.1.6.1 pg 22	The Affordable Housing Plan shall be approved in conjunction with the earliest stage of project entitlement, typically with the City Council approval of the Specific Plan, Development Agreement, or other primary land use entitlement.	The City is currently negotiating the Suncreek Specific Plan, which is the first Specific Plan to be brought to the City since prior to the last Housing Element update. The City has been working with the Suncreek developers to develop an Affordable Housing Plan to be adopted in conjunction with the first City Council–approved entitlement.	The City will continue to require that Affordable Housing Plans are submitted and approved at the earliest phase of entitlement for all new and pending Specific Plans.

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Action H.1.6.2 pg 22	The Affordable Housing Plan shall specify and include the following: - The number of dwelling units that will be developed as affordable to very low-, low-, moderate-, and above moderate-income households. - The number of affordable ownership and rental units to be produced. Such split shall be approved by the City Council based on housing needs, market conditions, and other relevant factors. The split of ownership and rental units shall be addressed within the plan of each individual project. - Program options within project-specific Affordable Housing Plans may include but are not limited to the following: Actual production (on-site or off-site) of affordable units (including ownership and rental opportunities in the form of corner units, halfplexes, duplexes, cottages, creative alternative housing products, etc.) (please refer to Goal H.4 for additional discussion of City promotion of the provision of a range of housing choices and housing diversity). Land dedication (on-site and off-site). Rehabilitation of existing residential structures located within existing City neighborhoods. Payment of in-lieu fees. - The timing for completion of affordable housing obligations. For projects proposing to construct affordable housing units or to renovate existing dwellings, the City generally supports construction/renovation of affordable dwellings concurrent with the construction of market-rate housing when feasible. For projects providing alternative contributions (land dedication, funds, etc.), timing of such contributions shall be identified in the Plan, with the expectation that the City will pursue construction of affordable units generally concurrent with construction of project market-rate housing.	The City is currently negotiating the Suncreek Specific Plan, which is the first Specific Plan to be brought to the City since prior to the last Housing Element update. The City has been working with the Suncreek developers to develop an Affordable Housing Plan that will establish a formula that may be used as a template for future Specific Plans to help ensure that the Affordable Housing Plans adequately address the future need for very low-, low-, and moderate-income households.	This action will be combined with Action H.1.6.3 and Action H.1.6.4.
Action H.1.6.3 pg 23	At the City Council's discretion, land or other contributions provided by developers as specified within project Affordable Housing Plans (see Policy H.1.6) may be utilized to augment City efforts and the efforts of its nonprofit partners to provide affordable housing opportunities to all income levels throughout the community. The City will pursue supplemental funding to allow affordability to households earning less than 50 percent of area median income.	The City has not yet entitled any Specific Plans that include land or other contributions. However, the City has been successful at securing land and grant funding and partnering with nonprofit developers to provide housing affordable at the 50% area median income. Eighteen units have been built, and an additional 98 units are currently in the planning phase.	This action will be combined with Action H.1.6.2 and Action H.1.6.4..The City will continue to consider land or other contributions provided as part of any given Affordable Housing Plan as potentially available to augment the City's efforts to provide affordable housing. The City will continue to pursue supplemental funding for affordable housing.
Action H.1.6.4 pg 23	In order to ensure the production and preservation of housing affordable to the City's workforce, no productive, reasonable program or incentive option will be excluded from consideration within project-specific Affordable Housing Plans, in addition to the resources identified in Action H.1.6.6. Possible incentives may include, but are not limited to: - Density bonuses - Fee waivers or deferrals (as reasonably available) - Expedited processing/priority processing - Reduced parking standards - Technical assistance with accessing funding - Modifications to development standards (on a case-by-case basis)	The City has not yet entitled any Specific Plans that have approved Affordable Housing Plans and has not yet applied any additional incentives in the Affordable Housing Plan process. The City has, however, sponsored one completed affordable housing project and two planned projects. All three projects have benefited from the incentives listed in Action H.1.6.4	This action will be combined with Action H.1.6.2 and Action H.1.6.3.The City will continue to offer incentives to help support Affordable Housing Plans and the actual production of affordable housing.

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.1.6.5 pg 24	The City may choose to approve Affordable Housing Plans that provide relief from current housing market conditions. In such cases, the Plan shall specify how the project will ultimately fulfill its affordable housing obligations as residential markets improve. For projects with Affordable Housing Plans that provide relief to current market conditions, the Plans should not exempt the project from future Affordable Housing Fees which might be adopted on a citywide or area basis.	The City has not yet entitled any Specific Plans that included approved Affordable Housing Plans, so no current housing market conditions have been addressed. The Affordable Housing Plans will be negotiated on a one-by-one basis to include the flexibility to respond to a wide variety of housing market conditions.	The City will delete Action H.1.6.5. The Affordable Housing Plans need to address housing market conditions over the life of the Development Agreement. Addressing current housing conditions in a long-term agreement may cause additional problems.
Action H.1.6.6 pg 24	Together with the developer and nonprofit partners, the City will use maximum efforts to seek available resources to support the construction of affordable housing production, including but not limited to state and federal housing programs and the City/Agency programs such as the City's non-residential linkage fee (Very Low-Income Housing Trust Fund) and the Redevelopment Agency's Low and Moderate Income 20 percent Housing Set-Aside Fund.	The City has not yet implemented any Affordable Housing Plans. However, the City has supported the construction of the Crossings @ New Rancho, completed in 2012, with the use of Neighborhood Stabilization Program funds obtained via competitive grant application. The City has also supported the planning of the Horizons @ New Rancho project and the Mather Veterans Village project with matching grant funds from the State of California's Affordable Housing Trust Fund Grant program. The City is using the Very Low Income Housing Fee for grant match. The 20% Set Aside from the RDA has been eliminated and the fund balance remitted to the State.	Action H.1.6.6 will be modified to acknowledge the elimination of RDA 20% set-aside as a funding source.
Action H.1.6.7 pg 25	The City expects the housing market to improve substantially by 2012 and therefore shall consider conducting a "mid-term" review and update of the Housing Element and the obligations associated with affordable housing by 2012. In determining whether to update the Element, the City will consider housing market conditions, rate of home construction, and performance of the City and its developers in meeting affordable housing goals. Additionally, the City shall consider the schedule for state-mandated Housing Element updates in determining whether a 2012 mid-term update of the Housing Element is appropriate and feasible.	The City did not conduct a mid-term review, as the housing market did not substantially rebound by 2012.	The City will delete Action H.1.6.7, as it is no longer applicable.
Goal H.2	**ENCOURAGE THE IMPROVEMENT, REHABILITATION, AND REVITALIZATION/REINVESTMENT OF THE CITY'S EXISTING RESIDENTIAL NEIGHBORHOODS.**		
Policy H.2.1, pg 25	**Encourage private investment to increase property values and resale prices.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.2.1.1, pg 25	Develop design tools and a pattern book and/or provide design services to assist homeowners who plan to remodel with suggestions for a variety of façade improvements and additions that are integrated and timeless.	The City did not complete a pattern book or design tools for single-family remodeling. Due to changes in the housing market and in the general economy, home reinvestment has slowed.	The City will delete Action H.2.1.1, as City staff have had little opportunity to develop such an effort, and suspect that any effort would have little impact on the existing quality of the City's housing stock. The City will continue to encourage home reinvestment through other venues.
Action H.2.1.2, pg 26	Continue to work with Blight Busters, the Neighborhood Improvement Program, SMUD, and the Sacramento Tree Foundation to develop and host community workshops and/or provide written materials regarding the following topics: - Home improvement and maintenance tips - Weatherization and energy efficiency programs (SMUD) - Availability of shade trees for properties needing landscaping (Sacramento Tree Foundation) In addition, the City will provide information regarding the home improvement program in the form of newspaper postings and bulletins, and on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	The City has worked extensively with both volunteer groups and other local and regional partners to encourage neighborhood revitalization. A key component of the Growing Strong Neighborhoods effort has been the focus on improvements at the neighborhood level. These successes have included privately funded renovations of major apartment complexes, both large-scale and local neighborhood cleanup efforts, neighborhood beautification efforts, and community involvement.	This Action will be merged with Action H.2.3 to support neighborhood improvements through private investment and partnerships.
Policy H.2.2, pg 26	**Provide neighborhood revitalization in existing areas through housing rehabilitation (owner- and renter-occupied units) and infill reuse/conversion.**		
Action H.2.2.1, pg 26	The City shall continue to apply for federal and state funds to develop a housing rehabilitation program to assist in the improvement of owner- and renter-occupied housing units in the City. Assuming the City receives funding, it anticipates assisting 5 to 10 very low- and low-income households per year. The housing rehabilitation program shall: - Include a grant/loan component, when funding is available, for very low- and low-income households residing in housing units in need of rehabilitation. - Be developed in partnership with public and private organizations, such as Rebuilding Together, SMUD, and local community groups. - Include incentives, such as waiver of annual park fees or reduction of permit fees necessary for rehabilitation, to encourage upkeep and rehabilitation of housing by property owners and encourage upgrades to meet minimum energy efficiency standards.	The City has funded almost 60 emergency repair loans for homeowners of single-family homes and mobile homes. This program provides a five-year forgivable loan for emergency repairs. The City also received a Cal-Home Grant from the State for $720,000 to be used in the Owner-Occupied Rehab program. The City has made two pilot (CDBG-funded) loans under the Rehab program and is working with a consultant to adjust the program to meet Cal-Home's requirements. The City is also in negotiation with SHRA to assist in rehab of SHRA-managed public housing located within the City's boundaries.	The City will continue to operate and apply for funding for grants that assist in both owner-occupied and rental rehabilitation, particularly for emergency health and safety repairs. The City will modify the expected number of assisted households to reflect that home repair loans are reliant on external funding, and while the City currently has funds for these programs, it is unknown if the funding will be available in the long-term. The City will modify the action to remove the RDA as an active participant in this action.

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.2.2.2, pg 27	Continue the use of the City's Emergency Repair Program to provide health and safety repairs for 10 to 15 households falling in the extremely low- , very low-, and low-income ranges. This is a forgivable loan for mobile home owners and homeowners for a five-year period, as long as the owner continues to occupy the unit.	The City has completed 58 emergency repair loans since the program was initiated in 2006. There are approximately 12 loans pending for the 2012/13 program year. These loans are all CDBG funded.	The City will continue to operate the Emergency Repair Loan Program. The City will modify the action to remove the RDA as an active participant in this action.
Action H.2.2.3 pg 27	Support churches and service clubs who organize semi-annual community improvement days by providing information about the event at City Hall and on the City's website. The community may volunteer to improve homes and neighborhoods by painting homes and fences throughout a neighborhood, rehabilitating homes of households with severe rehabilitation or improvement needs, and/or retrofitting units to make them accessible to seniors or persons with disabilities.	The City has worked with several churches and volunteer groups to hold community improvement days, particularly through the Neighborhood Services division.	This action will be merged with Action H.2.2.1. The City will continue to partner with church and volunteer groups to encourage neighborhood improvement activities. The City will modify the action to remove the RDA as an active participant in this action.
Action H.2.2.4 pg 28	Continue to identify the most troubled multi-family projects (in terms of law enforcement, code enforcement, and blight conditions) and aggressively pursue the transformation or conversion of such properties into uses that move the community into a more balanced housing market and that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	The City has had significant success in encouraging the renovation of the most blighted multi-family housing complexes. While these complexes have not been converted into ownership units, they have been put into receivership, purchased, and rehabilitated via privately funded investors and owners.	The City will continue to encourage the turnover of blighted and severely mismanaged apartment complexes into the real estate market for purchase and rehabilitation through the courts, Code Enforcement, rental housing inspections, and any other available tools. The City will continue to allow market demand to dictate whether conversion of these units to ownership units is viable or not. The City will modify the action to remove the RDA as an active participant and funding source in this action.
Action H.2.2.5 pg 28	Facilitate the rehabilitation and reuse of current single-family and two- to fourplex units, particularly rentals, through acquisition, substantial rehabilitation and upgrades, and market-rate resale.	The City has not participated in an acquisition, rehabilitation, and market-rate resale program. The volatility of the housing market and the shortage of funding opportunities has made such a program financially infeasible.	The City will delete Action H.2.2.5, as it is not financially feasible due to insufficient available funding and due to the abundance of privately funded acquisition and rehabilitation activities.

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Policy H.2.3, pg 28	**Strive for balance in areas of Rancho Cordova developed prior to the City's incorporation in 2003 to diversify housing type and mix, improve housing quality, and increase ownership opportunities.**		
Action H.2.3.1 pg 28	In planning land uses and approving projects in areas of Rancho Cordova developed prior to the City's incorporation in 2003, attempt to establish a healthy balance of housing that is more in keeping with current statewide averages as follows: - Unit mix of approximately 67 percent single-family units (including detached, attached, and duplexes) and 33 percent multi-family units (three units or more and mobile homes). - Ownership/rental mix of approximately 57 percent ownership units and 43 percent rental units. - Projects that include units affordable to lower-income households and that are consistent with zoning regulations will not be subject to this requirement.	The City's owner-occupied to renter-occupied housing ratios have become more in line with regional and state ratios (due to an increase in ownership in Rancho Cordova and decreases in ownership in the region and in the state). Between 2000 and 2010, owner-occupied housing increased 84% in the census tracts comprising the existing City (not including Mather), while renter-occupied housing in the same area decreased 4%.	The City will delete Action H.2.3.1 as the balance between owner-occupied housing and renter-occupied housing in the City is comparable to the County of Sacramento as a whole.
Action H.2.3.2 pg 29	Actively pursue programs to increase homeownership in areas of Rancho Cordova developed prior to the City's incorporation in 2003 to a healthy balance more consistent with the state average (currently 57 percent ownership units, 43 percent rental units). Implementation of this action will not be a basis or finding to deny projects that include units affordable to lower-income households.	The City did not actively pursue programs intended to increase homeownership in the pre-existing neighborhoods. The changes in the owner to renter occupancy ratios occurred through natural housing market adjustments and are currently in line with both state and regional ratios.	The City will delete Action H.2.3.2, as the balance between owner-occupied housing and renter-occupied housing in the City is comparable to the County of Sacramento as a whole.
Policy H.2.4, pg 29	**Develop and implement standards applicable to all infill and additions/renovations to existing residential projects aimed at improving the personal security of residents and maintaining the units.**		
Action H.2.4.1 pg29	Continue to implement the Crime Prevention Through Environmental Design (CPTED) standards through the design review process.	The City has consistently required CPTED standards as part of the design review process.	The City will continue to implement CPTED standards during the design review process. As the standards are identified as part of the design review package.

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.2.4.2 pg 29	Require developers of affordable rental housing projects to submit a management and maintenance plan showing how such projects will be managed to ensure safety of residents, a decent living environment, and maintenance of units in sound condition.	The City has completed one affordable rental housing project in partnership with Urban Housing Communities, called the Crossings @ New Rancho. The developer was required and successfully submitted a management and maintenance plan as part of the project's regulatory agreement.	The City will continue to require developers to provide management and maintenance plans for new affordable housing projects. The City will delete Action H.2.4.1, as it is required as part of the regulatory agreements that fund affordable rental housing projects.
Action H.2.4.3, pg 30	Establish a program by ordinance requiring owners of rental units that are vacated for violation of housing and building codes to pay the costs of relocating displaced residents. The relocation ordinance will specify the conditions under which private relocation payments are required, the tenant eligibility requirements, the amount of relocation benefits and when these benefits are payable, and the administrative procedures for assuring compliance with the ordinance. In adopting an implementing ordinance, the City will seek to provide for private relocation assistance that does not create significant disincentives to removing blighted properties or penalize property owners for blighted conditions created by the occupants of their rental properties.	The City officially adopted the Health and Safety Code Sections 1797—17975.10 that provides relocation obligations for landlords. This action has been completed.	Action H.2.4.3 will be deleted as it has been completed.
Policy H.2.5, pg 30	**Folsom BLVD Reuse and Conversion Opportunities**		
Action H.2.5.1 pg 30	Identify opportunities in the Redevelopment Area for use of redevelopment tools and tax-increment funding that will improve the Folsom Boulevard corridor, especially targeting the following: - Residential reuse of old motels along Folsom Boulevard; and - Underutilized, blighted, and/or vacant shopping centers on Folsom Boulevard to increase mixed use and reuse in that corridor.	The City was very successful at using redevelopment tools to encourage the improvement of the Folsom Boulevard corridor. These tools included condemnation of the Stagger Inn and the negotiated demolition of abandoned structures on the Lily Co. property and the demolition of the Cordova Inn. As redevelopment has been eliminated through the state legislature, these tools are no longer available.	The City will modify this program to continue to identify revitalization opportunities on Folsom Boulevard through the implementation of the Folsom Boulevard Specific Plan, and to remove reference to the Redevelopment Agency.
Policy H.2.6, pg 31	**Ensure that existing housing stock within the City is maintained and remains habitable in order to assist in meeting the housing needs of the community.**		
Action H.2.6.1, pg 31	Continue implementing the Housing Stock Conservation Fee which is an annual fee collected on business licenses for multi-family properties. (Also see Action H.3.1.1.)	The City has used the funds generated through this fee to continue to support the Code Enforcement and rental housing inspection activities of the Neighborhood Services Division, which have had a direct impact on improving blighted and troubled multi-family complexes.	The City will continue to collect the Housing Stock Conservation Fee that is charged on business licenses for multi-family properties. The City will merge Action H.2.6.1 with Action H.3.1.1 to consolidate related items under one action.
Policy H.2.7 pg 31	**Preserve housing units at risk of losing affordability status for units that are subsidized with federal, state, or local funds.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.2.7.1 pg 31	Establish a biennial monitoring program to identify assisted housing units at risk of losing their affordability subsidies or requirements.	The City has not yet created a monitoring program to identify assisted housing units at risk of losing affordability subsidies. The City has been working with the SHRA to address deficiencies in the public and subsidized housing within the City.	The City will continue to monitor and address issues arising from the potential loss of affordable housing subsidies and requirements and to identify at-risk housing units. The City will modify this action to remove the RDA as an active participant in the action. The City will merge Actions H.2.7.1, H.2.7.2, and H.2.7.3 to create a functional and feasible program that will monitor and support the conservation of affordable housing. The City will team with the SHRA to create a functional and feasible affordable housing conservation program.
Action H.2.7.2, pg 31	Implement the City's Affordable Housing Conservation Ordinance that requires, at a minimum: - At least one year prior to the conversion date, the owner shall provide written notification to residents of the expected date of loan pre-payment or pay-off, at which time the owner will no longer be restricted in the level of rent that can be charged. The notice will also contain an estimate of rent increases at the time that rental restrictions no longer apply. Residents moving into a housing development during this one-year period must also be notified in writing of the pending conversion prior to signing a rental agreement. - Property owners shall provide relocation assistance to those low-income households that are unable to afford rent increases. - The Redevelopment Agency solicits interested nonprofit housing corporations to acquire and maintain such projects as low-income housing. The Redevelopment Agency assists interested nonprofit housing corporations in applying for state or federal assistance for acquisition and redevelopment of properties.	The City did not adopt an Affordable Housing Conservation Ordinance. The City has been actively inspecting and educating the landlords and managers of rental housing facilities, including affordable housing.	Action H.2.7.2 will be merged with Actions H.2.7.1 and H.2.7.3 to create a functional and feasible affordable housing stock conservation program.

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Action H.2.7.3 pg 32	The City will continue or undertake the following programs and activities during the five-year period of the Housing Element. The Housing Department, Redevelopment Agency, and Neighborhood Services Department will implement these efforts. The efforts listed below represent a varied strategy to mitigate potential loss of "at-risk" units due to conversion to market-rate units. These local efforts utilize existing City and local resources. They include efforts to secure additional resources from the public and private sector should they become available. Monitor owners of at-risk projects on an ongoing basis, at least every six months, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating, or continuing participation in a subsidy program. Maintain and annually update the inventory of "at-risk" projects through the use of existing databases (e.g., California Housing Partnership Corporation (CHPC), HUD, State HCD, and California Tax Credit Allocation Committee). Take all necessary steps to ensure that a project remains in or is transferred to an organization capable of maintaining affordability restrictions for the life of the project, including proactively ensuring notices to qualified entities, coordinating an action plan with qualified entities upon notice, and assisting with financial resources or supporting funding applications. Semi-annually coordinate with HUD to monitor projects approved to convert to ensure that any required assistance (or assistance that the owner has agreed to provide) to displaced tenants is carried out in a timely manner. Ensure projects are monitored to see if they are subject to other State or local requirements regarding the provision of assistance to displaced tenants. Annually monitor local investment in projects that have been acquired by non-profit or for-profit entities to ensure that properties are well managed and maintained and are being operated in accordance with the City's property rehabilitation standards. Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest, and identify nonprofit partners and pursue funding and preservation strategy on a project basis. Annually meet with stakeholders and housing interests to participate and support, through letters and meetings and technical assistance, local legislators in federal, state, or local initiatives that address affordable housing preservation (e.g., support state or national legislation that addresses at-risk projects, support full funding of programs that provide resources for preservation activities). Use available financial resources to restructure federally assisted preservation projects, where feasible, in order to preserve and/or extend affordability. Annually identify funding sources for at-risk preservation and acquisition rehabilitation and pursue these funding sources at the federal, state, or local levels to preserve at-risk units on a project-by-project basis.	The City did not implement a Low Income Housing Trust Fund for the conservation of affordable housing. The affordable public housing in the City is administered by the SHRA, and the loss of redevelopment funding has severely curbed the City's capacity to assist in the conservation of affordable units.	Action H.2.7.3 will be merged with Actions H.2.7.1 and H.2.7.2 to create a functional and feasible affordable housing stock conservation program.
Policy H.2.8, pg 33	**Encourage mobile home park maintenance and improvement, including conversion to resident ownership when appropriate.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.2.8.1 pg 33	Meet with mobile home park owners to determine their needs in providing a quality living environment in their mobile home parks.	The City has met with some mobile home park owners; however, as the City has an ambiguous regulatory presence in mobile home parks (HCD has primary responsibility) and as funding opportunities have been significantly reduced, there have been few opportunities to encourage reinvestment.	The City will continue to meet with the owners and operators of mobile home parks to encourage park owners to provide a quality living environment in their parks. The City will modify this action to reflect the elimination of the RDA as a participant to the action. The City will merge Action H.2.8.1 with Actions H.2.8.2 and H.2.8.3 to consolidate related actions into a feasible program.
Action H.2.8.2 pg 33	Provide financial assistance for infrastructure and other park improvements when available through local, state, and federal funds to property owners who wish to improve and maintain their parks.	There have been no financial opportunities to assist in the funding of infrastructure and park improvements.	The City will continue to search for funds to provide financial assistance for infrastructure and park improvements. The City will modify this action to reflect the elimination of the RDA as a participant to the action. The City will merge Action H.2.8.1 with Actions H.2.8.2 and H.2.8.3 to consolidate related actions into a feasible program.
Action H.2.8.3 pg 34	If necessary to facilitate a sale to residents, the City will seek state and federal funding to assist residents in purchasing, improving, and managing their parks and/or seek the expertise of a nonprofit organization with experience in mobile home park sales and conversion to resident ownership and management.	City staff have not had the capacity to respond to funding opportunities to assist residents in purchasing their parks.	The City will continue to search for funds to facilitate the sale of the park to residents, when necessary. The City will modify this action to reflect the elimination of the RDA as a participant to the action. The City will merge Action H.2.8.1 with Actions H.2.8.2 and H.2.8.3 to consolidate related actions into a feasible program.
Policy H.2.9, pg 34	**The City will continue to allow the development of manufactured homes with permanent foundations on individual lots in all residential zoning districts.**		
Action H.2.9.1, pg 34	Provide information at the City permit counter and on the website on policies and regulations for the placement of manufactured housing on permanent foundations. In addition, the City will provide information regarding the placement of manufactured housing in the form of newspaper postings and bulletins, and on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	The City has continued to provide information regarding the regulations and policies, including energy efficiency standards, at the City permit counter.	The City will delete Action H.2.9.1, as manufactured housing regulations are covered in the City's zoning through the General Plan.
Action H.2.9.2, pg 34	Require minimum energy efficiency standards in manufactured housing.	The City has required that all manufactured housing meet California and International Building Codes, including minimum energy efficiency standards.	The City will delete Action H.2.9.2, as manufactured housing efficiency regulations are covered by the California and International Building Codes.
Goal H.3	**REVITALIZE EXISTING DILAPIDATED MULTI-FAMILY PROPERTIES AND AREAS.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Policy H.3.1 pg 35	**Increase accountability of landlords and require regular building improvements to maintain property in desirable condition.**		
Action H.3.1.1 pg 35	Continue to support targeted inspections by the Neighborhood Services Department to enforce higher standards for building maintenance, parking requirements, and landscaping.	The City has successfully and proactively encouraged the renovation of 12 major apartment complexes through the strategic use of the rental housing inspection program.	The City will continue to use the Neighborhood Services Division to encourage rental housing reinvestment and upkeep through the rental housing inspection program.
Action H.3.1.2 pg 35	Continue to provide incentives for conversion of troubled properties to condominiums, senior housing, or other similar use that will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.	The City has not encouraged the conversion of troubled properties to condominiums or senior housing. The housing market has rendered such conversions generally infeasible. The City has had marked success in working with receivers and new property owners to rehabilitate many of the most troubled properties.	The City will delete Action H.3.1.2, as it is not feasible due to market conditions, structural conditions, and a lack of funding.
Action H.3.1.3 pg 35	Work with interested individuals, nonprofit housing corporations, and for-profit developers to acquire rental housing projects in need of rehabilitation, and transfer ownership, when necessary, to maintain the affordability of the units to low-income households.	The City through the Neighborhood Services Division has worked with several private parties to work out the receivership and purchase of 12 of the City's most dilapidated multi-family housing complexes, which have been rehabilitated and put back on the rental market without becoming unaffordable to low-income households. The City has not worked with nonprofit or for-profit developers in this effort.	The City will continue to work with interested parties to encourage the acquisition and renovation of troubled and blighted multi-family residential housing project. The City will modify this action to reflect the elimination of the RDA as a participant to the action and to include Neighborhood Services as active participants. The City will merge Action H.3.1.3 with Action H.2.2.4 to consolidate like activities.
Goal H.4	**PROMOTE HOUSING DIVERSITY THROUGH PROVIDING A RANGE OF HIGH-QUALITY HOUSING CHOICES FOR THE COMMUNITY, INCLUDING SINGLE-FAMILY HOMES, DUPLEXES, TOWNHOMES/CONDOMINIUMS, LIVE-WORK UNITS, MIXED-USE, MULTI-FAMILY, EXECUTIVE HOUSING, AND MOBILE HOMES, THAT SERVE ALL HOUSEHOLDS, RANGING FROM THE WORKFORCE TO EXECUTIVES TO SENIORS AND OTHER SPECIAL NEEDS GROUPS.**		
Policy H.4.1 pg 36	**Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or oversized rental complexes and providing a range of housing prices and rents. (Also see H.4.4.3)**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.1.1 pg 36	Continue to review other local jurisdictions' programs that spread a range of housing types throughout the jurisdiction.	The City has consistently reviewed the housing programs promoted by other and neighboring jurisdictions, including tracking tax credit projects, grant-funded projects, inclusionary and in-lieu fee programs, and overall affordable housing production rates.	The City will continue to review and evaluate other jurisdictional practices to look for best practices and to ensure that the City is using its development tools effectively.
Action H.4.1.2 pg 36	Promote development of affordable housing by ensuring adequate sites are available in the City (Policy H.1.2, Actions H.1.2.1 and H.1.2.2), providing resources for developers of affordable housing (Policies H.7.1 through H.7.4 and associated actions), and reviewing amendments and updates to the Zoning Code, Design Guidelines, and other development standards that may increase the cost of providing affordable housing to ensure that development of affordable housing remains feasible. (Also see H.4.4.3)	The City has ensured RHNA compliance over the previous RHNA cycle in ensuring adequate sites for affordable housing are available in the City. It has also worked with developers to help provide affordable housing in the City, including a completed 18-unit large family complex, and two projects in predevelopment— a senior affordable housing project and a disabled and homeless veterans project. The City has also assisted with affordable housing production efforts by adjusting design review guidelines, zoning codes, and other development standards that would otherwise make viable affordable housing projects infeasible.	The City will delete this action to reduce duplicated references to activities already identified in other parts of the Housing Element. It will also modify the referenced actions to ensure that all the necessary components of those actions (as referenced in Action H.4.1.2) are included.
Action H.4.1.3 pg 36	Continue to allow secondary dwelling units by right in single-family residential zones. The City will promote its second unit standards by including information annually in The Grapevine Independent, publishing information on the City's website to promote this option, and submitting press releases annually to local newspapers. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand. (Also see Action H.7.3.1)	The City has provided information about secondary units to the public via several different media sources.	The City will delete Action H.4.1.3, as it has provided information about secondary units and as the addition of secondary units is allowed by right in residential zones, as memorialized in the City's General Plan and Zoning Code.

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.1.4 pg 37	The City will actively support the redevelopment of underutilized mixed-use sites to meet the City's RHNA allocation and to provide additional affordable housing opportunities throughout the City near transit stops, jobs, and services. The City will assist in the development of these underutilized sites by offering the following assistance: - The City will post a listing of underutilized sites on the City's website and provide this list of sites to developers interested in developing mixed-use projects in the City. - The City will, where appropriate and when funds are available, assist with the development of affordable housing projects with the use of redevelopment funds on these underutilized sites. - The City will also provide technical assistance with applying for additional funding to construct an affordable mixed-use project on an underutilized site. - The City will provide flexibility in development standards on the construction of an affordable housing project on an underutilized site including but not limited to reduced setback requirements and reduced parking requirements on a case-by-case basis.	The City has actively supported the redevelopment of underutilized sites through direct redevelopment projects, such as the Crossings @ New Rancho. The City has not maintained a list of underutilized sites on the website, as most of those sites are privately owned. There has been no market for mixed-use developments on any of the City's underutilized sites. The only development has been City funded. The City has provided case-by-case analysis of new projects; however, very few new projects have been proposed.	The City will continue to post a list of underutilized mixed-use sites on the City's website and provide this list to interested developers. The City will modify this action to remove obsolete funding sources and to remove actions that are already identified in other parts of the Housing Element. Bullet 1 will be deleted as infeasible, Bullet 2 will be deleted as infeasible (redevelopment funds have been eliminated), Bullet 3 will be merged with H.1.6.6, and Bullet 4 will be merged with H.7.3.1. The remainder of Action H.4.1.4 will be deleted, as it is redundant.
Action H.4.1.5 pg 37	Continue to maintain a supply of vacant land within the city limits to meet the City's RHNA. Ensure that there is a sufficient supply of land for higher-density housing consistent with preservation of neighborhood character, environmental constraints, and other goals of this General Plan. In order for the City to meet its 2006–2013 regional housing need, the following actions will be taken: - Amend the Folsom Boulevard Specific Plan to increase densities in the RMU and MDR zones from 6.1 to 18 units per acre to 6.1 to 30 units per acre. The sites in the inventory (Tables A-39 and A-40) that will be affected are: 075-0450-005: 4.29 acres; 075-0450-005: 28.25 acres; 057-0221-017: 0.17 acres; 057-0221-016: 0.17 acres; and 057-0221-015: 0.17 acres. Currently 488 units are allowed by right and this amendment will increase the number of units to 781 (a difference of 293 units). - Amend Villages of Zinfandel at Stone Creek Plan to increase the density in the MD zone from 15 to 20 units per acre to 15 to 30 units per acre. The site in the inventory (Table A-39) that will be affected is: 072-2360-004: 17.19 acres. Currently 275 units are allowed by right and this amendment will increase the number of units to 412 (a difference of 137 units).	The City has successfully met its 2006–2013 Regional Housing Need Allocation (RHNA) by amending the Folsom Boulevard Specific Plan to increase densities in the RMU and MDR zones and by amending the Villages of Zinfandel at Zone Creek Special Plan to increase the density of the MD zone. This action has been completed.	The City will modify the components of this action that reference zoning changes. The referenced zoning changes have been completed prior to this Housing Element update.
Action H.4.1.6 pg 38	The City has identified sites A-1, A-2, A-3, D-1, and D-2, in the Land Inventory (see Table A-39) as appropriate to meet a portion of the City's RHNA. These sites are mixed use sites and currently require a Conditional Use Permit to allow for residential development. The CUP requirement ensures that the commercial uses are compatible with residential development. The sites already meet the location and environmental requirements of the CUP and therefore applications on these sites will be expedited. The City will monitor the development of these sites and upon consultation with developers should the CUP process pose a constraint to the development of Housing, the City will either change the CUP requirement to a Limited Use permit or find alternative sites.	There have been no new applications for development on any of the referenced sites.	The City will continue to consider expedited applications for conditional use permits (CUP) for residential development on these sites. The City will continue to monitor development of these sites and will reassess the potential constraints posed by the CUP process at the initiation of a development application. These sites have been renumbered and re-identified on the new land inventory table.
Policy H.4.2, pg 38	**Provide a range of senior housing opportunities, including senior developments with single-story homes, independent living, assisted living, skilled nursing, and shared housing, and pursue opportunities and funding to convert existing apartment complexes to senior housing facilities.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.2.1 pg 38	Research feasibility of converting existing multi-family rental housing to senior housing facilities, such as a congregate care or assisted living facility.	There were no feasible conversions available. A private developer is in the process of developing a new senior care facility, and the City has proposed the Horizons@ New Rancho senior housing project, to be constructed as soon as funding is available. Neighborhood Services has provided significant support in assisting in the rehabilitation of multi-family housing.	The City will continue to research the feasibility of converting existing multi-family rental housing to senior housing as opportunities arise.
Action H.4.2.2 pg 39	Require single-family developments serving seniors to provide the majority of the homes as one-story units and require multi-family developments to provide elevators.	The City has processed design review for two multi-family senior projects and building permits for one of those projects. The projects meet the requirements for an elevator in a multi-story development.	The City will delete Action H.4.2.2, as it is a function of the design review process and does not need to be reinforced in the Housing Element.
Policy H.4.3. pg 39	**Provide density bonuses consistent with the requirements of state law.**		
Action H.4.3.1 pg 39	Continue to allow density bonus provisions consistent with the requirements of state law. (Also see H.7.3.1)	The City has allowed density bonus provisions that made possible the development of the affordable large family Crossings @ New Rancho project, as well as the senior multi-family affordable housing project Horizons @ New Rancho, which is currently in pre-development.	The City will delete Action H.4.3.1, as the density bonus provision is supported by state law and providing incentives to developers in addressed though new Action H.5.3.1.
Action H.4.3.2 pg 39	Continue to allow farmworker employee housing (12 or fewer employees) by right in the AG-20 and AG-80 zones.	The City has allowed farmworker employee housing by right in the AG-20 and AG-80 zones.	The City will delete Action H.4.3.2, as farmworker employee housing is allowed by right as per the Zoning Code.
Policy H.4.4. pg 39	**Provide housing for the special needs populations, including housing accessible for persons with disabilities (including veterans as a primary target group), large households, the homeless, and single-parent households.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.4.1 pg 39	Provide accessibility in housing for persons with disabilities by implementing state and federal requirements by undertaking the following actions: - Review regulations and procedures for City-funded or City-operated housing programs to ensure that they do not exclude participation by persons with disabilities. - Include accessibility considerations in the preparation of the City's capital improvement plan and the allocation of funding for capital improvements in support of housing and residential neighborhoods.	The City has taken a lead in ensuring accessibility in all City projects. The building department employs an in-house CASp-certified accessibility specialist to review plans for accessibility compliance. Annual funding is allocated to the Public Works Department to provide ADA upgrades to sidewalks and public pathways. The City is also working with a nonprofit developer on two housing projects that will both be 100% accessible, or conversion ready—the Horizons @ New Rancho senior multi-family housing project and the Mather Veterans Village disabled and homeless veterans housing project. The City's proactive approach to accessibility has made it a valuable resource for architects and developers interested in building projects in the area.	The City will continue to take a proactive approach to accessibility by ensuring that City-funded and/or operated programs are accessible to persons with disabilities and by including accessibility as a key component of the City's Capital Improvement Plan.
Action H.4.4.2 pg 40	Provide incentives for the development of single-room occupancy (SRO) and supportive housing units for identified special needs groups. Incentives may include fee reductions or deferrals, reduced parking requirements, density bonus, priority permit processing, technical assistance in project processing, and accessing funding for the special needs. SROs are allowed with a conditional use permit in the RD-20, RD-25, RD-30, and HDR zones.	The City has been prepared to provide incentives for the development of SRO and supportive housing for special needs groups. No projects have been proposed as of yet. The City is working on a supportive housing proposal with Mercy Housing that should be developed during the upcoming Housing Element cycle.	The City will continue to provide incentives for the development of single-room occupancy (SRO) and supportive housing developments for identified special needs groups. The City will modify the action to remove the RDA as an active participant in this action.
Action H.4.4.3 pg 40	In implementing affordable housing programs, such as Actions H.1.1.1, H.4.1.1, H.4.1.2, H.4.5.1, H.4.8.2, and H.7.2.1, the City will work with housing providers to ensure that special housing needs are addressed for seniors, large families, female-headed households, single-parent households with children, persons with disabilities, homeless individuals and families, and farmworker families. The City will seek to meet these special housing needs through a combination of regulatory incentives, zoning standards, new housing construction programs, housing rehabilitation, homebuyer assistance programs, and supportive services programs.	The City has addresses special housing needs through its first completed multi-family housing community, the Crossings @ New Rancho, which targets large families. It is also working on two additional projects targeted toward residents with special housing needs—the Horizons @ New Rancho, which will provide 48 affordable units for seniors, and the Mather Veterans Village, which will provide 50 new permanent supportive housing units and up to 60 additional dormitory-style transitional housing beds.	The City will delete this action as a duplication of activities and modify the referenced actions to include the implementation clause that ensures affordable housing projects address special housing needs in the applicable Housing Element actions.

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.4.4 pg 40	Participate in regional coordination for homeless services and facilities. The City will continue to support existing facilities and programs (including financial support when appropriate and necessary) and permit homeless facilities and service providers under the City's Zoning Code.	The City has made multiple donations to Sacramento Steps Forward, the new nonprofit managing the Sacramento Area Continuum of Care. The City has also provided supporting documents to ensure that Sacramento Steps Forward continues to be eligible for federal and state funding.	The City will continue to support the Continuum of Care support structure, both financially via donation and administratively, to ensure that it is able to apply for funding and work for solutions to the homelessness problem in the greater Sacramento area.
Action H.4.4.5 pg 41	Pursuant to Senate Bill (SB) 2, transitional housing and supportive housing (as defined in the Health and Safety Code) will continue to be allowed as a residential use in all residential zones without the requirement of a conditional use permit and subject to the same restrictions that apply to other residential uses of the same type in the same zone.	The City has, though its General Plan, allowed supportive and transitional housing in residential zones without conditional use permits.	The City will delete Action H.4.4.5, as it is enforced by state law and is redundant in the Housing Element.
Action H.4.4.6 pg 41	Pursuant to SB 2, emergency shelters will continue to be allowed as a permitted use without a conditional use permit in the Office/Industrial/Mixed Use (OIMU) and the Light Industrial Business Park (LIBP) zones. In addition, the City will consider adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as: - Lighting - On-site management - Maximum number of beds or persons to be served nightly by the facility - Off-street parking based on demonstrated need - Security during hours that the emergency shelter is in operation	The City did not adopt any emergency shelter–specific standards. Instead the City has decided to ensure that as long as the shelters are consistency with state law and with Government Code Section 65583(a)(4), they will be allowed without requiring a conditional use permit.	The City will delete Action H.4.4.6, as it is enforced by state law and is redundant in the Housing Element.
Action H.4.4.7 pg 41	To ensure development standards do not constrain the development of SROs, the City will evaluate adopting development standards which may include: - Requirements for a management plan outlining policies and procedures and annual review of services by City Planning Department - 24-hour on-site management - Room limitation to single occupancy, with allowance for overnight guests - Requirements for monthly tenancies - Units must be 250–300 square feet in size and include kitchen or bathroom - Parking ratio of one space per unit and bicycle rack storage of one rack per 5 units	No SRO projects were proposed in the City. Without projects, it was not feasible to determine whether or not development standards were a constraint to SRO development.	The City will continue to evaluate whether or not development standards are acting as a constraint on the development of SRO units. The City will merge Action H.4.4.7 with Action H.4.4.2 to consolidate SRO actions into a single program.
Policy H.4.5, pg 42	**Ensure that adequate parking is available in multi-family rental properties, condominiums, townhomes, and senior facilities.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.5.1 pg 42	Continue to modify parking needs of affordable multi-family rental properties, condominiums, townhomes, and senior facilities as requested by the project. .(Also see Action H.7.3.1 and Action H.4.4.3)	The City has worked with the developers of multi-family projects—especially special needs projects—to ensure that the projects have adequate parking without risking the viability of the project. The City provided reduced parking requirements for the Crossings @ New Rancho and allowed street parking to be considered as part of the overall parking allocation. The City is also considering reduced parking requirements for both the Horizons @ New Rancho project and the Mather Veterans Village project to help maximize the projects' financial viability.	The City will delete Action H.4.5.1, as the design review process ensures that parking requirements and parking needs are adequately addressed.
Policy H.4.6, pg 42	**Ensure that housing appropriate for empty-nesters and single persons, such as townhomes or small lot, single-family homes, rather than large single-family homes, is developed.**		
Policy H.4.7, pg 42	**The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, disability, familial status, source of income, or sexual orientation.**		
Action H.4.7.1 pg 42	The City will direct specific fair rights inquiries to the Sacramento Center for Human Rights Law and Advocacy. The City will post newsletters and brochures from the Center for Human Rights Law and Advocacy at the permit counter.	The City has performed a detailed review of the Sacramento Center for Human Rights Law and Advocacy, and its partner JPA, the Sacramento Human Rights and Fair Housing Commission. The review has indicated that the HRFHC is not a good match for the City's fair housing needs. The City has initiated an in-house fair housing plan that includes a multilayered marketing plan, a Fair Housing Representative, extensive fair housing education opportunities, and new relationships with local housing law advocate groups to help meet the City's legal obligations to Fair Housing.	The City will modify this action to incorporate the new Fair Housing Plan and the role of the City's Fair Housing Representative. It will also add CDBG as a funding source.
Action H.4.7.2 pg 43	Per Chapter 1.1.0 of the Zoning Code (Entitlements), the City will allow requests for reasonable accommodation in regard to relief from the various land use or zoning rules, policies, practices, and/or procedures that may be necessary to ensure equal access to housing designed for, intended for occupancy by, or with supportive services for individuals with disabilities as required in the Zoning Code.	The City has continued to allow requests for reasonable accommodation in regard to relief from various land use or zoning rules to ensure equal access to housing.	The City will continue to allow reasonable accommodation for persons with disabilities and persons with developmental disabilities.
Policy H.4.8. pg 43	**Promote improved aesthetics and amenities in residential construction.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.4.8.1 pg 43	Continue to require a richer diversity of front elevations and increased quality of housing plans through design review.	The City has used the design review process to help ensure that housing projects offer a richer diversity of front elevations, both in single-family projects and in multi-family projects, including affordable projects.	The City will delete Action H.4.8.1, as diversity in front elevations is supported via the Design Review process and is redundant in the Housing Element.
Action H.4.8.2 pg 43	Require that affordable housing projects be designed so that there is no discernable exterior difference in style or design between such projects and market-rate housing projects, without requiring a specific design standard that would render an affordable housing project financially infeasible. (Also see Action H.4.4.3.)	The City has worked with affordable housing developers to ensure that the exteriors of affordable projects are comparable to market rate projects. An example is the Crossings @ New Rancho, which was built in a style intended to complement the nearby single-family homes.	The City will delete Action H.4.8.2, as it is supported via the Design Review process and is redundant in the Housing Element.
Goal H.5	**SUBSTANTIALLY INCREASE THE RATE OF HOMEOWNERSHIP.**		
Policy H.5.1. pg 43	**Pursue funding and resources to develop homeownership programs such as first-time homebuyer, down payment assistance, lease-to-own, mortgage credit certificate, and police-fire-teacher programs.**		
Action H.5.1.1 pg 43	The City shall collaborate with the Sacramento County Board of Realtors, local financial institutions, nonprofit organizations, and residential developers in implementing homebuyer assistance programs for low- and moderate-income households. Among the options the City will pursue are: - A City-sponsored homebuyer assistance program funded from state and federal sources such as CDBG and HOME. - A City-sponsored homebuyer assistance program with participation by financial institutions, such as the Federal Home Loan Bank Board's Affordable Housing Program. - A City-sponsored program to promote the use of mortgage credit certificates and energy efficiency mortgages.	The City has not developed any homebuyer assistance programs for low- and moderate-income households. The volatility of the housing market following the mortgage crisis and the subsequent drop in home prices, combined with dramatically increased restrictions on lending standards, has made homebuyer programs difficult to justify, particularly as funding sources have either been eliminated or severely reduced. The City may consider implementing some sort of homebuyer assistance program in the coming Housing Element cycle.	The City will delete this action, as the housing market has reoriented the owner-to-renter ratio in the City and there are no resources available.
Policy H.5.2. pg 44	**Encourage conversion of multi-family complexes to condominiums to provide new and additional homeownership opportunities.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.5.2.1 pg 44	Develop and adopt requirements for proposals requesting conversion of rental units to for-sale ownership units. Requirements and evaluation factors shall include a minimum rental vacancy rate (to be determined through an annual market-rate rental survey), maximum number of units allowed to convert annually, relocation assistance to tenants, and affordability of units. Sufficient investment will be required to ensure physical sustainability of buildings. (Implementation of this action will not result in the loss of existing affordable housing units subsidized with federal, state, or local funds.)	Due to changes in the housing market, there was no longer any need or interest in the City in pursuing apartment conversions.	The City will delete this action, as the housing market has reoriented the owner-to-renter ratio in the City and there are no resources available.
Goal H.6	**PURSUE SUSTAINABLE DEVELOPMENT AND ENERGY EFFICIENCY FOR NEW RESIDENTIAL DEVELOPMENT AND EXISTING HOUSING STOCK.**		
Policy H.6.1. pg 44	**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.**		
Action H.6.1.1 pg 45	Incorporate Title 24 requirements into Specific Plans and Development Agreements as appropriate and assess the feasibility of implementing LEED or similar energy saving program requirements. Incentives will be offered (e.g., density bonus, expedited process, fee reduction/waiver) to property owners and developers who exceed California Title 24 energy efficiency standards.	The City has strongly encouraged developers of both Specific Plans and individual housing projects to maximize energy efficiency options. The Crossings @ New Rancho is a LEED Gold project, while the two new housing projects planned by the City offer equal or greater energy efficiency opportunities. The City did not amend the Zoning Code. as the Title 24 requirements are part of the California Building Code.	The City will delete Action H.6.1.1, as Title 24 is law and is a fundamental design principle not open to negotiation. The City will continue to encourage LEED analysis on a project-by-project basis through Design Review.
Action H.6.1.2 pg 45	Partner with SMUD and PG&E to develop model programs for energy efficiency in new development without increasing costs to the homebuyer, and post and distribute information on currently available weatherization and energy conservation programs to residents and property owners as well as encourage participation in SMUD's photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs. The City will distribute information through the City's newsletter, annual mailings in City utility billings, distribution of program information to community organizations and at municipal offices, and postings on the City's website. To best capture the ethnic diversity of the community, information will be available in the four major languages used in the community and other languages on demand.	The City partnered with SMUD to assist in weatherization programs and other energy efficiency programs.	The City will continue to partner with SMUD and PG&E to develop model programs for energy efficiency and to market those programs and educate residents about energy efficiency programs available to them.
Action H.6.1.3 pg 45	Continue to enforce state requirements, including Title 24 of the California Code of Regulations, for energy conservation in new residential projects and encourage residential developers to employ additional energy conservation measures for the siting of buildings, landscaping, and solar access through development standards contained in the Zoning Code, Building Code, and Specific Plans as appropriate. Encourage all new developments to provide bicycle and pedestrian access, thereby facilitating the reduction of automobile air quality impacts in the area.	The City has worked with developers and builders to help encourage high standards regarding energy efficiency. Not only are City Hall and the City's first affordable housing both LEED projects, but a large number of other businesses and projects in the City have achieved LEED certification or ranking.	The City will delete Action H.6.1.3. State requirements are a matter of law and will be enforced through the project approval process.
Goal H.7	**PURSUE PUBLIC AND PRIVATE RESOURCES AVAILABLE TO PROMOTE DIVERSE HOUSING OPPORTUNITIES, AND PARTICULARLY TO ASSIST IN THE CREATION OF WORKFORCE HOUSING AND SPECIAL NEEDS HOUSING.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Policy H.7.1, pg 46	**Partner with private organizations to encourage housing investment in the City. (Also see Action H.4.1.2.)**		
Action H.7.1.1, pg 46	Partner with major employers in the community to consider developing a Housing Trust Fund that will be funded by employers. The City will identify incentives for major employers to encourage employees to reside in Rancho Cordova. (Also see Action H.4.1.2 and Action H.1.1.1.)	The City has created a Local Housing Trust Fund that is funded by development impact fees. The City has not yet partnered with any major employers to work on an additional source of income for the Housing Trust.	The City will continue to explore opportunities in partnering with major employers to help fund the Local Housing Trust.
Policy H.7.2, pg 46	**Pursue state and federal funding sources needed to achieve the desired range of housing choice.**		
Action H.7.2.1 pg 46	Pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by-case basis. (See Program Timeframe and Potential Funding below.) The City will collaborate with nonprofit organizations and agencies such as Northern California Construction Training, Community Housing Opportunity Corporation, and the Sacramento Housing and Redevelopment Agency. Potential funding sources for this program will include the CDBG, HOME, CalHome, and BEGIN programs, the state Multi-Family Housing Program, California Housing Finance Agency programs (such as HELP), tax exempt bond financing, low-income housing tax credits, the Federal Home Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups. (Also see Action H.4.4.3)	The City has successfully obtained funding through the Neighborhood Stabilization Program for both entitlement and competitive grant funds. It has also won grant funding through the CalHOME program and the State's Local Housing Trust Grant. The City is continuing to look for additional grant opportunities to fund affordable and special-needs housing.	The City will continue to pursue state and federal funding sources to support affordable housing development efforts. The City will modify this action to reflect the elimination of the RDA as a funding source and active participant. The City will modify the action to remove the RDA as an active participant in this action.
Action H.7.2.2 pg 47	Work with financial institutions serving Rancho Cordova to solicit interest in providing financing for very low-, low-, and moderate-income housing as part of their responsibilities under the Federal Community Reinvestment Act (CRA). The City will seek specific lending commitments to be used in conjunction with Redevelopment Agency funds and state and federal funds. The City will work with interested lending institutions and developers to use existing CRA-funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.	The City has not directly worked with financial institutions to encourage the use of Community Reinvestment Act funds toward the production of low- and moderate-income housing. The loss of the RDA and of RDA funds has negatively impacted the City's ability to access and leverage funding from outside institutions.	The City will continue to look for opportunities to work with financial institutions with CRA funds and obligations with the goal of providing financing for low- and moderate-income housing. The City will modify the action to remove the RDA as an active participant in this action.
Policy H.7.3, pg 47	**Cooperate with affordable housing providers and provide regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to extremely low-, very low-, low-, or moderate-income households.**		

Review of Previous Housing Element		Accomplishments	Continue, Modify, or Delete
Action H.7.3.1, pg 47	To promote the development of affordable housing, the City will market available incentives by advertising on the City's website, publishing brochures and making referrals. The incentives for developers may include: - Financial assistance (based on availability of housing funds); - Expedited development review; - Streamlined processing; - Density bonuses; and - Modification of development standards (i.e., setbacks, lot coverage, floor area ratio, unit size, height requirements, and parking) on a case-by-case basis. Given equal quality of design, priority will be given to projects containing units affordable to extremely low-income households. In addition, the City will consider adopting an Affordable Housing Ordinance (Action 1.5.1) which will require that individual projects include an Affordable Housing Plan as part of the overall project approval.	The City has actively solicited developers interested in the development of affordable housing projects to partner with the City for funding assistance, streamlined processing opportunities, and modified development standards. These efforts have resulting in the completion of one new affordable housing project and two additional projects that are in the pre-development phase. The City has not passed an affordable housing ordinance. However, the City has worked with developers to ensure that qualifying affordable housing projects are viewed as priority projects.	The City will continue to actively promote the development of affordable housing both by offering incentives and partnering opportunities and by giving affordable housing project priority when applicable. The City will modify the action to remove the RDA as an active participant in this action.
Policy H.7.4, pg 48	**Require nonresidential development to provide for the affordable housing needs generated or contributed to by their development.**		
Action H.7.4.1, pg 48	Update the existing Very Low Income Housing Trust Fund Fee (fee for nonresidential development) to better address the needs and desires of City. The update to the fee program shall include the following: - An updated nexus study addressing both very low- and low-income housing needs generated by non-residential development, including the cost to provide a variety of lower-income housing types; - A fee structure based on defined types of non-residential development that are consistent with uses identified in the Zoning Code; - A fee component to cover administrative costs; - An annual inflationary adjustment; - Exempt uses; and - Allowed uses of the fee, including its use to provide pre-development, construction, and permanent financing for affordable multi-family projects and provide a homebuyer assistance program.	The City has not updated the existing Housing Trust Development Impact Fee. The collapse of the housing market and the subsequent recession slowed all development in the City, and any fee increase has been considered an impediment to development in the constricted economic environment. The City may consider this fee update during the next Housing Element cycle.	The City will continue to explore the option of updating the Housing Trust Development Impact Fee as economic market conditions improve and new development begins to accelerate.
Policy H.7.5, pg 49	**Utilize the Redevelopment Area for the generation of redevelopment housing set-aside funds.**		
Action H.7.5.1 pg 49	The City will use Redevelopment Set-Aside Funds to support developers interested in building affordable rental and ownership housing projects. As appropriate, the City will prioritize funding for projects that include units affordable to extremely low-, very low-, and low-income households. The City is expected to accrue $2.5 million in Set-Aside Funds over the five-year planning period and approximately $750,000 in linkage funds.	The elimination of the RDA has removed the original set-aside funds from the City's control and will not provide for any new funds.	The City will delete this action and policy, as the legislature has eliminated RDAs and traditional redevelopment funding statewide.