

## **APPENDIX X**

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### Analysis of Project Consistency with City Policies



**SUNCREEK SPECIFIC PLAN PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA  
GENERAL PLAN POLICIES**

| General Plan Policy  | Project Consistency   |
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| <b>Land Use</b>  |   |
| <b>Policy LU.1.3</b> – 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. (Further implemented through Action LU.1.3.2)   | <b>Consistent.</b> As described in Section 3.10, the project is expected to result in an improved jobs housing ratio than what current exists and is generally consistent with the City's General Plan in regards to the mix of residential and nonresidential land uses. Additionally, the project area includes retail and commercial uses interspersed with residential uses; thereby providing jobs within proximity to housing.  |
| <b>Policy LU.1.4</b> - 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.  | <b>Consistent</b> The Specific Plan has been designed to minimize congestion, visual imposition, and environmental hazards between adjoining, but different land uses.  |
| <b>Policy LU.1.6</b> Ensure adequate provisions for development of civic uses (public/quasi-public). (Further implemented by Action LU.1.6.1).   | <b>Consistent.</b> The Specific Plan includes the designation of public uses including public schools, parks, and other public or quasi-public uses.  |
| <b>Policy LU.1.7</b> – 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.  | <b>Consistent.</b> The planned major transit corridors are the Rancho Cordova Parkway, Jackson Highway and Sunrise Blvd. The Specific Plan includes Policy LU 1 that fully incorporates General Plan policy LU.1.7.   |
| <b>Policy LU.1.9</b> - 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. | <b>Consistent.</b> The project site does not include any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no protection of existing farmland is required and the proposed project is consistent with this policy.   |
| <b>Policy LU.1.11</b> – 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.   | <b>Consistent.</b> No portion of the SunCreek site falls within 2,000 feet of the land fill footprint.  |
| <b>Policy LU.2.1</b> - Ensure future land use and growth within the Planning Area adheres to the City's smart growth principles, as described in this Element.   | <b>Consistent.</b> The proposed project impacts the applicable Smart Growth Principles as follows: <ul style="list-style-type: none"> <li>• <i>Transportation Choices</i> - In addition to major roads planned throughout the project, transit opportunities are provided along those roads. Additionally, the project has proposed pedestrian/bicycle path network for the site.</li> <li>• <i>Housing Choices</i> - The proposed project includes a mix of high, medium, and low-density residential land uses, providing choices for future residents in the area of density and ultimately home size and</li> </ul> |

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|  | <p>price.</p> <ul style="list-style-type: none"> <li>• <i>Mixed Land Uses</i> - The proposed project includes residential and commercial land uses.</li> <li>• <i>Compact Urban Development</i> - The proposed project is designed with commercial land uses surrounded by residential uses and connected by both roads and pedestrian/bicycle paths. Neighborhoods within the proposed project are consistent with the building blocks concept of the City and are therefore clustered and compact.</li> <li>• <i>Walkable Neighborhoods</i> - Residential land uses in the proposed project are clustered around transit and commercial opportunities, fostering a walkable community and serving to create compact residential areas.</li> <li>• <i>Preservation/Integration of Natural Resources</i> - The proposed project includes an approximate 205-acre wetland preserve. The project would also include additional open space associated with project drainage improvements and public trails.</li> <li>• <i>Quality Design/Sense of Place</i> - The final design of structures within the proposed project will be subject to the SunCreek Specific Plan Design Guidelines and the City of Rancho Cordova's Design Guidelines that the SunCreek project incorporates by reference.</li> </ul> |
| <b>Policy LU.2.2</b> - Promote new development and redevelopment in accordance with the building blocks concepts of neighborhoods, villages, and districts.  | <b>Consistent.</b> The plan is designed in accordance with the building blocks concept to include cohesive neighborhoods.  |
| <b>Policy LU.2.3</b> - 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: <ul style="list-style-type: none"> <li>• Entertainment area (Performing Arts Center, local theaters, and studios);</li> <li>• Sports/recreation facilities (e.g. bowling alleys and major sports facilities);</li> <li>• Hospitals and other care facilities;</li> <li>• Youth activity centers;</li> <li>• Amphitheatres; and</li> <li>• Regional shopping opportunities.</li> </ul> | <b>Consistent.</b> The plan provides for higher density residential uses to integrate with and buffer lower density uses from the most intensive land uses.  |
| <b>Policy LU.2.4</b> – 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.   | <b>Consistent.</b> The plan will continue the trail (on and off street) system contemplated by the General Plan. The plan provides a well detailed plan for internally pleasant travel as well as for connection with external routes  |
| <b>Policy LU.2.5</b> - Phase growth based on infrastructure capacity, infrastructure financing, and the timing of the design, approval/permitting, and construction of transportation facilities and other infrastructure.   | <b>Consistent.</b> The project is to be accomplished in as many as nine phases. Theses 9 phases are designed to match the construction of infrastructure. A full list of improvements and specific details relating to those improvements are included in the Specific Plan Financing Master Plan. Additionally, see Sections 3.14 (Public Services) and 3.16 (Utilities and Service Systems) of this EIR/EIS for further discussion of infrastructure.  |
| <b>Policy LU.2.6</b> - Discourage the over concentration of retail shopping facilities in a single location in order to ensure neighborhood services are distributed and integrated into the City's neighborhoods and that market demand is met without diminishing the viability of nearby  | <b>Consistent.</b> The project implements the building block approach in conjunction with protection of certain natural resources located on the site. To the extent feasible commercial uses scale within the neighborhoods they intend to serve.   |

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| commercial properties with the same customer base. Further implemented by Action LU.2.6.1)  |   |
| <b>Policy LU.2.7</b> – 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.   | <b>Consistent.</b> The Suncreek Specific Plan integrates sustainable development practices at each level of community planning and implementation. Furthermore, Section 3.4 (Climate Change) of this EIR/EIS contains mitigation requirements that reduce energy consumption, reduce GHG emissions, and promote sustainable development.  |
| <b>Policy LU.3.4</b> - 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.  | <b>Consistent.</b> The Suncreek Specific Plan is subject to NEPA and CEQA review. The U.S. Army Corps of Engineers (Corps) is the NEPA lead agency. The Corps has consulted directly with U.S. Fish and Wildlife Service. A Notice of Intent (NOI) to prepare an EIS (for NEPA) and a Notice of Preparation (NOP) to prepare an EIR (for CEQA) have both been published for this project. State and federal regulatory and resource agencies have the opportunity to provide comments based on those initial notices and will also be provided the opportunity to comment during the public review period for this Draft EIR/EIS. Concurrent permits being sought for this project are identified in Chapter 1, "Introduction and Statement of Purpose and Need." |
| <b>Policy LU.3.5</b> - 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.  | <b>Consistent.</b> Plan development has been coordinated with the Cordova Recreation and Park District.   |
| <b>Policy LU.3.9</b> - 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. | <b>Consistent.</b> The Suncreek Specific Plan area is not located within the Airport Area of Influence. Therefore, the CLUP guidelines and restrictions on development do not apply to the proposed project or any of the alternatives.   |
| <b>Policy LU.6.2</b> – Ensure subsequent detailed land planning for those Planning Areas with Conceptual Land Plans.  | <b>Consistent.</b> The Suncreek Specific Plan provides a detailed land use plan including land use designations and proposed land uses depicted on a land use map and described in the plan text.   |
| <b>Urban Design</b>   |   |
| <b>Policy UD.1.1</b> – 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.  | <b>Consistent.</b> The General Plan map identifies the SunCreek Specific Plan within the SunCreek –Ranch Planning Area. Planned land uses would include a mix of low, medium, and high density residential units as well as mixed-use areas consisting of commercial/residential units. The SunCreek Specific Plan has been designed to incorporate these development directives and conform with the expectations described in the Rancho Cordova General Plan.  |
| <b>Policy UD.1.3</b> - Design neighborhoods as walkable places, approximately 1/3 mile in radius, and connected to adjoining neighborhoods by trails, open spaces, and commercial activity nodes.   | <b>Consistent.</b> The SunCreek Neighborhoods map in the Specific Plan illustrates that no neighborhood is more than 1/2 mile wide. Furthermore, the Access to Parks and Open Space map shows that 95% of all residential units are located within ¼ mile of a neighborhood or larger park.   |
| <b>Policy UD.1.4</b> - Design residential subdivisions with a mix of housing types and densities that satisfy a wide range of lifestyles and income levels. (Further implemented by Actions UD.1.3.1, UD.1.3.2 and UD.1.3.3)  | <b>Consistent.</b> The Specific Plan contains many different housing types that would be utilized in the community. A variety of guidelines in the Specific Plan provide direction for a mix of housing types and densities to address this policy.   |
| <b>Policy UD.1.5</b> - Develop vibrant urban cores (village centers and local town centers) as the primary activity centers of each district within the City.   | <b>Consistent.</b> The Specific Plan includes a Village Center and a Regional Town Center. Retail and commercial uses are concentrated in these areas and will provide products and services to the surrounding residents.  |
| <b>Policy UD.1.6</b> - Encourage the design of village  | <b>Consistent.</b> This is accomplished by the overall design approach with an  |

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| and local town centers as pedestrian- and cyclist-friendly activity centers with successful public spaces.   | emphasis upon proximity to open space and limiting conflict between the automobile and the pedestrian and bicyclist. The village and regional town centers are located with pedestrian and bicycle access routes included.   |
| <b>Policy UD.2.1</b> - Require new development and redevelopment areas to be designed in accordance with the City's building blocks concept.   | <b>Consistent.</b> See response to Policy LU.2.6 (above).  |
| <b>Policy UD.2.6</b> - 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.   | <b>Consistent.</b> The SunCreek Specific Plan includes an extensive network of pedestrian trails and paths (See discussion under Policy LU.2.4 above) as well as bicycle lanes and paths. The Specific Plan includes details on the design and location of these paths, providing a unique visual character.   |
| <b>Policy UD.3.1</b> – Ensure quality design of new development and redevelopment with an integrated architectural style.  | <b>Consistent.</b> The Design Standards included in the SunCreek Specific Plan include guidance as to the architectural design of buildings in the project area, thereby establishing a cohesive style for the project area.   |
| <b>Policy UD.3.2</b> - Create safe, inviting, and functional pedestrian and cyclist environments in commercial, office, and mixed-use projects.  | <b>Consistent.</b> The SunCreek Specific Plan creates an Interconnected and Multi-Modal Transportation Network and to provide a hierarchical interconnected street system with streets as inviting, multi-modal public spaces. Various modes of transportation including an intricate pedestrian and bicycle trail network will reduce automobile dependency. Additionally, the entire pedestrian system will provide access to meaningful destinations like commercial centers, schools, and parks. |
| <b>Policy UD.3.3</b> - Promote the incorporation of public spaces and pedestrian amenities into all commercial and mixed-use projects.   | <b>Consistent.</b> This is accomplished by the overall design approach with an emphasis upon proximity to open space and limiting conflict between the automobile and the pedestrian and bicyclist. Extensive public space is included in the Specific Plan.   |
| <b>Policy UD.4.1</b> - 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).                            | <b>Consistent.</b> The SunCreek Specific Plan includes Design Standards that will ensure that subsequent development will be implemented to achieve themes that are consistent with this policy. Furthermore, the Specific Plan is subject to the City's adopted Design Guidelines that enhance the character of the community as outlined in the City's General Plan.   |
| <b>Policy UD.4.2</b> - Design new development to be compatible with surrounding development in ways that contribute to the desired character of the City and District.   | <b>Consistent.</b> The presence of urban development on the project site would be consistent with, and appear as a continuation of, development in the subdivision to the north and future development in the area to the south.   |
| <b>Economic Development</b>  |  |
| <b>Policy ED.1.8</b> – Provide a variety of housing types in Rancho Cordova to support a diverse economy, including workforce housing, move-up housing, and executive housing.   | <b>Consistent.</b> See response to Policy UD.1.1 (above).  |
| <b>Policy ED.2.1</b> – 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.               | <b>Consistent.</b> The SunCreek Specific Plan includes a variety of retail opportunities for the planned community and the surrounding areas of Rancho Cordova and Sacramento County. Specifically, the Specific Plan includes a Village Center and Regional Town Center. These centers would meet the objectives of this general plan policy.   |
| <b>Policy ED.2.3</b> - 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. | <b>Consistent.</b> The Specific Plan proposes retail centers along Sunrise Boulevard and Rancho Cordova Parkway. Rancho Cordova Parkway is a planned bus route.  |
| <b>Housing</b>   |  |
| <b>Policy H.1.1</b> – 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   | <b>Consistent.</b> The variety of residential densities (from low to high densities) provided for in the Specific Plan would result in a range of housing opportunities for a range of income levels. See also, response to Policy   |

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| the full range of available and projected jobs in the City.   | UD.1.1 and Policy LU.1.3 (above).  |
| <b>Policy H.1.2:</b> 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.  | <b>Consistent.</b> See response to Policy UD.1.1 (above), Policy LU.1.3 (above) and Policy H.1.1 (above).  |
| <b>Policy H.1.3</b> – Promote a broader range of housing options for executives.  | <b>Consistent.</b> The LD district permits single-family development with a density range of 2.0 to 6.0 dwelling units per acre. This density will provide for the potential for executive lots as phases of the project are built.  |
| <b>Policy H.1.4</b> – Ensure that an appropriate range of housing opportunities is available to accommodate both local and out-of-region executives.  | <b>Consistent.</b> See response to Policy UD.1.1 and Policy H.1.3 (above).   |
| <b>Policy H.1.5</b> – Promote higher density housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.   | <b>Consistent.</b> The SunCreek Specific Plan includes policy LU1: Higher density and intensity land uses that support transit shall be located within one-half mile of major transit stations. Development shall be pedestrian and transit friendly with direct connections to transit.   |
| <b>Policy H.4.1</b> – Ensure that neighborhoods are developed in a balanced, sustainable manner, avoiding over-concentration of affordable housing or over-sized rental complexes and providing a range of housing prices and rents.  | <b>Consistent.</b> As identified in the SunCreek Specific Plan Land Use Plan, higher densities of housing within the project are interspersed with lower density residential, avoiding over concentration. Additionally, the SunCreek Design Standards included in the Specific Plan allow second dwelling units in most of the single family residential designations and some of the medium density residential areas. |
| <b>Policy H.4.5</b> – Ensure that adequate parking is available in multi-family rental properties, condominiums, townhomes, and senior facilities.  | <b>Consistent.</b> The SunCreek Specific Plan specifically states that the project will be subject to Zoning Code Section 23.719, which regulates parking and loading standards.   |
| <b>Policy H.4.6</b> – 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.   | <b>Consistent.</b> See discussion under Policy H.1.1 above. Higher density residential development is included within the proposed project and is typically associated with townhomes and other multi-family homes as well as small lot detached homes.  |
| <b>Policy H.4.8</b> – The City will continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, nation origin, color, disability, familial status, source of income, or sexual orientation.  | <b>Consistent.</b> The Specific Plan encourages diversity and balance by encouraging housing, social and economic diversity through an appropriate mix of integrated land uses that result in a vibrant community with rich experiences and conveniences.  |
| <b>Policy H.4.9</b> – Promote improved aesthetics and amenities in residential construction.  | <b>Consistent.</b> The Specific Plan contains Design Standards that would promote improved aesthetics in residential construction. Furthermore, the project is subject to the City's adopted Design Guidelines.  |
| <b>Policy H.6.1</b> – 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. | <b>Consistent.</b> All construction is required to conform to Title 24 as that regulation exists at the time of construction of commercial, office and residential uses. Additionally, mitigation is presented in Section 3.4 (Climate Change) of the EIR/EIS that includes additional energy usage reduction measures.  |
| <b>Policy H.6.2</b> – Encourage participation in SMUD's photovoltaic (solar), energy efficiency, peak reduction, and other comparable programs.   | <b>Consistent.</b> The project would be subject to the City's adopted Design Guidelines. Furthermore, the Specific Plan includes Design Standards DS39 through DS 42, which includes substantial energy conservation measures.   |
| <b>Policy H.6.3</b> – Require all new development to  | <b>Consistent.</b> See response to Policy UD.3.2, above.   |

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| provide bicycle and pedestrian access, thereby facilitating the reduction of automobile air quality impacts in the area.  |   |
| <b>Policy H.7.1</b> – Partner with private organizations to encourage housing investment in the City.   | <b>Consistent.</b> The Specific Plan is a proposed development that would invest in a variety of housing options for the City and surrounding areas.  |
| <b>Policy H.7.3</b> – Cooperate with affordable housing providers and provide regulatory and financial incentives to develop, acquire, rehabilitate, and/or manage housing affordable to very low-, low-, or moderate-income households.  | <b>Consistent.</b> See response to Policy UD.1.1 and Policy H.4.1 (above).  |
| <b>Policy H.7.4</b> – Require non-residential development to provide for the affordable housing needs generated or contributed to by their development.   | <b>Consistent.</b> See response to Policy UD.1.1 and Policy H.4.1 (above).  |
| <b>Circulation</b>  |   |
| <b>Policy C.1.1</b> - Implement the Circulation Plan with the Roadway System and Sizing Diagram, shown as Figure C-1, as a modified grid network.   | <b>Consistent.</b> The Specific Plan is consistent with the General Plan’s Roadway System and Sizing Diagram. Section 3.15 in the EIR/EIS requires fair share funding of roadway improvements/construction of roadways shown on the Roadway System and Sizing Diagram.  |
| <b>Policy C.1.2</b> - 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: <ul style="list-style-type: none"> <li>• Development of on- or off-street bicycle or pedestrian circulation (not including sidewalks that are constructed as part of roadway improvements);</li> <li>• Providing or funding public transportation facilities or services;</li> <li>• Other features as determined appropriate by the City.</li> </ul> | <b>Consistent.</b> The analysis included in Section 3.15 of this EIR/EIS utilized LOS D as the minimum acceptable level of service for roadways analyzed in the section and identifies feasible mitigation measures to reduce the project’s impact to City roadway facilities as well as identifies where maintaining LOS D is not feasible, and/or would conflict with other City goals. The project design provides for new roadway connections and additional trail, bike and transit facilities to promote non-vehicular transportation. The Specific Plan land use mix also provides for residential, retail, employment, and public (parks) uses within close proximity that would reduce length of vehicle miles traveled and internalize project traffic. |
| <b>Policy C.1.4</b> - 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.   | <b>Consistent.</b> Some private could be included in the Specific Plan. However, these would be maintained by private homeowner associations and would be constructed to public roadway standards.  |
| <b>Policy C.1.6</b> - 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.   | <b>Consistent.</b> The Specific Plan contains Policy C1:<br>The SunCreek Plan Area shall discourage the use of cul-de-sacs on local roads, except where they are necessary due to site-specific concerns, such as property boundaries or habitat areas that preclude construction of through routes. When cul-de-sacs are used, they provide bicycle and pedestrian connections to trail systems or adjacent major or connector streets.  |
| <b>Policy C.1.7</b> - Require the installation of traffic pre-  | <b>Consistent.</b> The Specific Plan includes Policy C2:  |



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| emption devices for emergency vehicles (police and fire) at all newly constructed intersections and seek to retrofit all existing intersections to incorporate these features.   | The SunCreek Plan Area shall install traffic pre-emption devices for emergency vehicles (police and fire) at signalized intersections.   |
| <b>Policy C.1.8</b> - Ensure that where traffic calming devices or techniques are employed, adequate access is provided for police and fire vehicles.  | <b>Consistent.</b> See response to Policy C.1.7, above.  |
| <b>Policy C.1.9</b> – In an effort to reduce automobile traffic and congestion and increase use of other travel modes, support the use of trip reduction programs.   | <b>Consistent.</b> The Plan includes provision of a bus service between the community and light rail and employment centers to the north. The project will implement City Trip Reduction ordinances.   |
| <b>Policy C.1.10</b> – 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.  | <b>Consistent.</b> The Specific Plan includes Design Standard 5 that is consistent with this General Plan policy.  |
| <b>Policy C.2.1</b> - 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.   | <b>Consistent.</b> The proposed project includes a bike and trail plan that provides for an extensive trails network. Many of these trails are located in greenbelts, landscaped parkways, and along open space corridors within the proposed project. Additional circulation features for pedestrians and bicycles are also planned along major roads within the project with enhanced roadway crossings for improved safety. |
| <b>Policy C.2.2</b> – 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).   | <b>Consistent.</b> Transit is planned for Rancho Cordova Parkway within the project area. The planned trails system and bike lanes within the proposed project would allow for pedestrian connections to potential transit stops within the site as well as with residential, retail and employment uses.  |
| <b>Policy C.2.3</b> - In designing development projects, design for the pedestrian first.  | <b>Consistent.</b> All subdivisions will be constructed with sidewalks which will connect to the trail system. Additionally, see response to Policy UD.3.2, above.   |
| <b>Policy C.2.4</b> - Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.  | <b>Consistent.</b> Sidewalks are planned to run parallel with the curb on all public streets.  |
| <b>Policy C.2.5</b> - Provide safe and convenient bicycle access to all parts of the community.  | <b>Consistent.</b> See discussion under Policy C.2.1 and Policy C.2.2 above.   |
| <b>Policy C.2.6</b> – 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.  | <b>Consistent.</b> See discussion under Policy C.2.1 and Policy C.2.2 above.   |
| <b>Policy C.2.7</b> - Require grade-separated crossings or enhanced at-grade crossings at key locations as identified in the Bikeway 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 | <b>Consistent.</b> The reconstruction of the Jackson Highway and Sunrise bridges will provide an opportunity for grade-separated crossings.  |

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| crossings associated with the Folsom South Canal.   |   |
| <b>Policy C.2.8</b> - Promote bicycling and walking as a safe and attractive activity. Educate all road users to share the road and interact safely.  | <b>Consistent.</b> The Project proponent Homeowners Association will work with the School District to implement the Safe Routes to School program. Additionally, see response to Policy UD.3.2, above.  |
| <b>Policy C.2.10</b> – Create safe and efficient at-grade crossings of roadways for pedestrian and bicyclists.  | <b>Consistent.</b> See discussion under Policy C.2.1 and Policy C.2.2 above.  |
| <b>Policy C.3.1</b> - Advocate and develop transit services which meet the needs of residents and employees in Rancho Cordova.  | <b>Consistent.</b> The Specific Plan includes Potential Transit Stop Locations that are consistent with the City’s Transit Master Plan.   |
| <b>Policy C.3.3</b> - Promote the integration of transit facilities into new development.   | <b>Consistent.</b> See response to Policy C.3.1 above.  |
| <b>Policy C.5.2</b> - 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.              | <b>Consistent.</b> A traffic study has been prepared for the Specific Plan and alternatives, and is included incorporated by reference. Results from the study have been incorporated into the section 3.15, “Traffic and Transportation,” of this EIR/EIS.   |
| <b>Policy C.5.3</b> - Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.  | <b>Consistent.</b> The Specific Plan will be subject to improvement fees based on the necessary improvements identified in the traffic study prepared for this project.   |
| <b>Open Space, Parks and Trails</b>   |   |
| <b>Policy OSPT.1.1</b> - 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. | <b>Consistent.</b> The Rancho Cordova General Plan requires that new residential development dedicate parkland to the Cordova Recreation and Park District (CRPD) at a rate of five (5) acres of land per 1,000 people. The proposed project would meet the City’s minimum standards for parkland dedication of 5 acres per 1000 population   |
| <b>Policy OSPT.1.2</b> - 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.       | <b>Consistent.</b> See response to Policy OSPT.1.1, and Policy LU.3.5, above.   |
| <b>Policy OSPT.1.3</b> - Encourage park development adjacent to school sites and other compatible uses (public and private) for enhanced civic space and integration into the community.  | <b>Consistent.</b> The proposed schools have an adjoining park site. Parks are also located within neighborhoods and adjacent to open space preserves.  |
| <b>Policy OSPT.1.4</b> – Ensure that adequate and reliable funding sources are established for the long term maintenance of parks and trails.   | <b>Consistent.</b> The Specific Plan requires that all parks be dedicated over to the City of Rancho Cordova Recreation and Park District. The timing for the delivery of parks, recreation facilities, paseos and open space shall be determined before the approval of the first tentative subdivision map in the corresponding phase of the Specific Plan.                         |
| <b>Policy OSPT.2.1</b> - Review all proposals for new residential development to ensure compliance with the City’s minimum open space standards.  | <b>Consistent.</b> See response to Policy OSPT.1.1, above.  |
| <b>Policy OSPT.2.3</b> - Maximize the potential benefits of natural resource mitigation lands within urban development.   | <b>Consistent.</b> The wetland preserve portion of the project area not only provides mitigation but also a benefit to the visual quality for the site. Trails and parks are planned along the perimeter of the preserve (outside the actual preserve area) in order to increase the aesthetic value of the preserve. Therefore, the proposed project is consistent with this policy. |
| <b>Policy OSPT.3.1</b> - Develop a trails system that provides for maximum connectivity, so that all trails are linked for greater use as recreational and travel routes.   | <b>Consistent.</b> The proposed project includes bike and trail facilities throughout the site that provide connection to existing and planned bike and pedestrian facilities in the area. The project also proposes enhanced street crossing   |

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|  | locations for trails.   |
| <b>Policy OSPT.3.3</b> - 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. | <b>Consistent.</b> The Specific Plan includes Policy C8:<br>The SunCreek Plan Area shall use enhanced at-grade crossings, or grade-separated crossings if feasible, where the SunCreek parkway crosses Rancho Cordova Parkway, Americanos Boulevard, and Chrysanthy Boulevard.  |
| <b>Infrastructure, Services and Finance</b>  |   |
| <b>Policy ISF.2.1</b> – 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.   | <b>Consistent.</b> See response to Policy LU.2.5, above.  |
| <b>Policy ISF.2.2</b> - Coordinate with independent public service providers, including schools, parks and recreation, utility, transit, and other service districts, in developing service and financial planning strategies.                           | <b>Consistent.</b> Preparation of the Specific Plan has involved coordination with public service providers, including SMFD, Rancho Cordova Police Department, Elk Grove Unified School District (EGUSD), the Cordova Recreation and Parks District, utilities, Sacramento Regional Transit, and other responsible public service providers. In addition, the Specific Plan includes a public facilities finance plan which addresses funding public facilities. A financing plan must be adopted before construction activities begin. |
| <b>Policy ISF.2.3</b> - Ensure that adequate funding is available for all infrastructure and public facilities, and make certain that the cost of improvements is equitably distributed.   | <b>Consistent.</b> The phasing plan proposed, in combination with the financing plan will assure equitable distribution of burden for facility costs within the SunCreek Specific Plan as well as timely provision of needed infrastructure.  |
| <b>Policy ISF.2.4</b> - 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.   | <b>Consistent.</b> A Water Supply Assessment and Master Water Study have been prepared in conjunction with this EIR/EIS. Infrastructure phasing is discussed in Section 3.14 (Public Services) and 3.16 (Utilities and Service Systems) of this EIR/EIS.  |
| <b>Policy ISF.2.5</b> - Ensure that water flow and pressure are provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.  | <b>Consistent.</b> All subdivision improvements will meet City Standards including flow and pressure standards.   |
| <b>Policy ISF.2.6</b> - 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.  | <b>Consistent.</b> The requirements herein are mandatory findings of the State Map Act to be made at the time of approval of a final map for recordation. This language will be referenced in the project Development Agreement   |
| <b>Policy ISF.2.7</b> – Minimize visual impacts and physical impediments of utility sites, infrastructure, and equipment.  | <b>Consistent.</b> The majority of utility infrastructure will be installed underground, eliminating visual impacts. Electrical supply infrastructure is commonly installed underground between power substations and individual customers. Telephone and cable television are installed underground as well. Water supply and wastewater infrastructure is to be installed under roadways. Therefore, the proposed project is consistent with this policy.   |
| <b>Policy ISF.3.2</b> – Support enhanced library services for existing and future residents and employees that exceed regional and national standards.   | <b>Consistent.</b> The proposed project includes approximately 13 acres of public and quasi public land uses that could support library services.   |
| <b>Policy ISF.4.1</b> - Encourage school districts to locate and site facilities in an integrated manner with the rest of the community.   | <b>Consistent.</b> The SunCreek Specific Plan Land Use Plan includes site locations for schools based on consultations with the Folsom Cordova Unified School District, as well as State school siting criteria published by the California Department of Education and the siting provisions under the General Plan regarding walkability of communities.  |
| <b>Natural Resources</b>   |   |
| <b>Policy NR.1.1</b> - Protect rare, threatened, and endangered species and their habitats in accordance with State and federal law.   | <b>Consistent.</b> The proposed project design provides protection of a majority of the highest quality wetland habitat on the site and provides connectivity to General Plan designated Natural Resources areas. In addition to the site design, the project site's biological resources have been evaluated under   |

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|  | several technical studies. Mitigation measures have been identified in Section 3.3 (Biological Resources) of this EIR/EIS to address impacts to rare, threatened and endangered species and habitats to the furthest extent feasible.  |
| <b>Policy NR.1.2</b> - Conserve Swainson's hawk habitat consistent with State policies and Department of Fish and Game guidelines.   | <b>Consistent.</b> The Biological Resources section (section 3.3) address impacts to Swainson's hawk and provides mitigation to reduce impacts to Swainson's hawks and other tree-nesting birds (see section 3.3). This mitigation would reduce project impacts to these species to the furthest extent feasible and be consistent with the General Plan policy.   |
| <b>Policy NR.1.6</b> – Participate in the development of a habitat conservation plan to address the unique biological resources in Rancho Cordova.   | <b>Consistent.</b> The SunCreek Specific Plan and the City have been active participants in development of the South Sacramento Habitat Conservation Plan (SSHCP).   |
| <b>Policy NR.1.7</b> – 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.  | <b>Consistent.</b> See analysis associated with Policy NR1.1.  |
| <b>Policy NR.1.8</b> - 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.   | <b>Consistent.</b> Preserves are physically connected either directly with one another or by way existing creek corridors and or drainages.  |
| <b>Policy NR.1.9</b> - 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.  | <b>Consistent.</b> The Biological Resources section (section 3.3) address impacts to riparian habitats. That the project would have substantial adverse affects on riparian habitat or other sensitive natural community. However, mitigation is provided (see section 3.3) to reduce impacts to riparian habitats to a less than significant level and be consistent with the General Plan policy.  |
| <b>Policy NR.1.10</b> - The City shall avoid the placement of new roadways within habitat preserves to the maximum extent feasible.  | <b>Consistent.</b> The proposed project minimizes roadway crossing of the proposed wetland preserve areas to Americanos Boulevard, Central Park Drive, and one other unnamed street. These roadways are integral roadways that are key facilities under the General Plan Roadway System and Sizing Map. Without these connections, the City's roadway system would not meet the key transportation provisions of the General Plan. Therefore, further avoidance of habitat preserve areas is not feasible. |
| <b>Policy NR.1.11</b> - In such cases where habitat preserves are crossed by a roadway, or where two adjacent preserves are separated by a roadway, the roadway shall be designed or updated with wildlife passable fencing separating the roadway from the preserve and/or shall incorporate design features that allow for the movement of wildlife across or beneath the road without causing a hazard for vehicles and pedestrians on the roadway. | <b>Consistent.</b> See discussion under Policy NR.1.10 above.  |
| <b>Policy NR.2.1</b> – Require mitigation that provides for "no net loss" of wetlands consistent with current State and federal policies.  | <b>Consistent.</b> See discussion under Policy NR.1.9 above. Mitigation measures included in Section 3.10 of this EIR/EIS require that the applicant ensure no net loss of wetlands.   |
| <b>Policy NR.2.2</b> - Ensure that direct and indirect effects to wetland habitats are minimized by environmentally sensitive project siting and design, to the maximum extent feasible.   | <b>Consistent.</b> See discussion under Policy NR.1.10 above. Mitigation measures under Section 3.3 of the EIR/EIS address direct and indirect effects to wetland resources. Because of the general plan designation for the project area, which contemplates fairly dense urban development, the avoidance of all wetland habitat has proven to be infeasible. However, wetlands have been avoided or impacts have been minimized where feasible.   |
| <b>Policy NR.2.4</b> - Educate the public on the   | <b>Consistent.</b> While implementation of this policy is not primarily development-   |

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| importance and benefit of wetlands areas.   | related, the Trail system will utilize City Standard trail demarcations and informational kiosks.  |
| <b>Policy NR.2.5</b> - 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.   | <b>Consistent.</b> The Sun creek Specific Plan proposes to discharge directly to flow/duration control basins which will have multiple functions and which will mimic natural discharge sequences.   |
| <b>Policy NR.3.2</b> - In general, the City will encourage the preservation of existing location, topography, and meandering alignment of creeks. Where necessary, and if consistent with other City policies, the creation and realignment of creek corridors shall be constructed to recreate the character of the natural creek corridor. Channelization and the use of concrete within creek corridors shall not be supported.  | <b>Consistent.</b> See discussion under Policy NR.1.1 above. The project does propose the construction of drainage channels within the project area. The on-site tributary to Laguna Creek is to retain its natural contours and condition throughout the majority of its length through the project area. |
| <b>Policy NR.3.3</b> – Encourage the creation of secondary flood control channels where the existing channel supports extensive riparian vegetation.  | <b>Consistent.</b> The on-site channels are largely devoid of riparian vegetation that extends beyond a few inches vertically.   |
| <b>Policy NR.3.4</b> – 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.  | <b>Consistent.</b> The Specific Plan includes significant opportunity for access and direct view of the onsite wetland preserve areas.   |
| <b>Policy NR.4.1</b> - Conserve native oak and landmark tree resources for their historic, economic, aesthetic, and environmental value.  | <b>Consistent.</b> The proposed project is subject to the City's Tree Preservation Ordinance, which specifically protects trees pursuant to this policy.   |
| <b>Policy NR.4.2</b> - Improve overall landscaping quality and sustainability in all areas visible to the public.   | <b>Consistent.</b> See response to Policy UD.2.4, above.   |
| <b>Policy NR.4.4</b> - 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), multi-trunk 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: <ul style="list-style-type: none"> <li>• 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,</li> <li>• 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.</li> <li>• If the City of Rancho Cordova adopts a tree</li> </ul> | <b>Consistent.</b> See analysis under Policy NR4.1.  |

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| preservation ordinance at any time in the future, any future development activities shall be subject to that ordinance instead.  |   |
| <b>Policy NR.5.1</b> - Promote water conservation within existing and future urban uses.   | <b>Consistent.</b> Section 6.5 of the Specific Plan includes a variety of water conservation measures that would be implemented with the project.   |
| <b>Policy NR.5.2</b> - Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping.   | <b>Consistent.</b> The Plan will install the backbone purple pipe distribution system in conformance with current policy.   |
| <b>Policy NR.5.3</b> - Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.   | <b>Consistent.</b> Mitigation measures included in Section 3.9 of the EIR/EIS as well as compliance with the required SWPPP and City's existing NPDES permit (CAS082597) would ensure that the proposed project is consistent with this policy.   |
| <b>Policy NR.5.4</b> - Prevent contamination of the groundwater table and surface water, and remedy existing contamination to the extent practicable.  | <b>Consistent.</b> This issue is addressed in section 3.9(Hydrology and Water Quality) of this EIR/EIS.   |
| <b>Policy NR.5.5</b> – Minimize erosion to stream channels resulting from new development in urban areas consistent with State law.  | <b>Consistent.</b> The drainage plan submitted with the Specific Plan applies a project wide system of water quality/flow duration control/stormwater detention basins to accomplish this policy.   |
| <b>Policy NR.5.6</b> - 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.   | <b>Consistent.</b> Basins and swales will be constructed and operated in conformance with Health and Safety Code requirements of the County.  |
| <b>Policy NR.5.7</b> - 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. | <b>Consistent.</b> A drainage plan is included as part of the Specific Plan. The Drainage Plan will be consistent with the joint National Pollutant Discharge Elimination System Permit (NPDES No. CAS082597).  |
| <b>Policy NR.7.1</b> - Increase energy conservation Citywide.  | <b>Consistent.</b> See response to Policy H.6.1, Policy H.6.2, and Policy LU.2.7, above.  |
| <b>Policy NR.7.2</b> - Promote the development and use of advanced energy technology and building materials in Rancho Cordova.   | <b>Consistent.</b> See response to Policy H.6.1, Policy H.6.2, and Policy LU.2.7, above.  |
| <b>Policy NR.7.3</b> – Encourage the development of energy efficient buildings and subdivisions.   | <b>Consistent.</b> See response to Policy H.6.1, Policy H.6.2, and Policy LU.2.7, above.  |
| <b>Cultural and Historic Resources</b>   |   |
| <b>Policy CHR.1.3</b> - Establish review procedures for development projects that recognize the history of the area in conjunction with State and federal laws. (Further implemented through Actions CHR.1.3.1 and CHR.1.3.2)  | <b>Consistent.</b> Cultural resource and paleontological resource studies have been completed for the project. Mitigation measures have been identified in section 3.5 (Cultural Resources) of this EIR/EIS. Additionally, a Section 106 analysis has been completed and submitted to the Army Corps of Engineers.              |
| <b>Safety</b>  |   |
| <b>Policy S.1.1</b> - Maintain acceptable levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in Rancho Cordova.   | <b>Consistent.</b> Mitigation measure 3.8-1 is identified in section 3.8 (Hazards and Hazardous Materials) of this EIR/EIS regarding potential hazards associated with the project. This measure is intended to reduce the risks of injury, death, and property damage to levels deemed acceptable under federal and state law. |
| <b>Policy S.1.5</b> - The City shall require written   | <b>Consistent.</b> See discussion under Policy S.1.1 above.   |

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| 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. |  |
| <b>Policy S.2.2</b> - Manage the risk of flooding by discouraging new development located in an area that is likely to flood.  | <b>Consistent.</b> The project site is not located in the 100 year floodplain.   |
| <b>Policy S.2.3</b> – 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.   | <b>Consistent.</b> The Specific Plan is designed with a mixture of residential, commercial, civic and natural spaces to maximize the developed area while preserving vernal pools.   |
| <b>Policy S.2.4</b> – Ensure that adequate drainage exists for both existing and new development.  | <b>Consistent.</b> Development will provide adequate drainage and will not increase flows from the project site.   |
| <b>Policy S.3.2</b> - Ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible.  | <b>Consistent.</b> The project site is located in an area of low seismic activity, site soils are not subject to liquefaction, and structures at the site would be designed in accordance with CBC standards.  |
| <b>Policy S.5.2</b> Consider the potential impact of hazardous facilities on the public and/or adjacent or nearby properties posed by reasonably foreseeable events.<br><br>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.  | <b>Consistent.</b> The Specific Plan does not include development of hazardous facilities. Impacts associated with hazardous materials are addressed in Section 3.8, “Hazards and Hazardous Materials,” of this EIR/EIS.   |
| <b>Policy S.5.3</b> - Regulate the storage of hazardous materials and waste consistent with State and Federal law.   | <b>Consistent.</b> Commercial uses would likely store varying amounts of hazardous materials. These uses will be required to adhere to all federal, state, and local laws relating to the storage of hazardous materials.  |
| <b>Policy S.5.5</b> - Separate hazardous or toxic materials from the public.   | <b>Consistent.</b> Commercial uses to be constructed as part of the proposed project are the most likely location for the use or storage of hazardous or toxic materials. These uses will be required to adhere to all federal, state, and local laws relating to the use, storage, or transport of hazardous materials. |
| <b>Policy S.7.1</b> - Use Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings.  | <b>Consistent.</b> The Specific Plan would be required to undergo design review by the City. The police department is consulted through this process. These measures are a required element of the City’s Design Review Ordinance. (Ordinance #14-2003)  |
| <b>Air Quality</b>   |  |
| <b>Policy AQ.1.2</b> – 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.)   | <b>Consistent.</b> Compliance with these standards and thresholds are addressed in Sections 3.2 (Air Quality) and 3.4 (Climate Change) of this EIR/EIS.  |

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| <b>Policy AQ.1.5</b> - 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. | <b>Consistent.</b> The proposed project does not include land uses that would generate significant odors. Odor impacts on proposed residential uses are discussed in Section 3.2 (Air Quality) of this EIR/EIS. Mitigation is proposed to reduce this impact to the furthest extent feasible.                           |
| <b>Policy AQ.2.1</b> - 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.  | <b>Consistent.</b> See response to Policy LU 1.3, above.  |
| <b>Policy AQ.2.2</b> - Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools, and civic facilities/services.   | <b>Consistent.</b> See response to Policy LU1.3, above.   |
| <b>Policy AQ.2.5</b> - Utilize the guidelines in the California Air Resources Control Board <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> 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.                               | <b>Consistent.</b> The EIR/EIS evaluated potential impacts associated with the guidelines in the California Air Resources Control Board Air Quality and Land Use Handbook: A Community Health Perspective (see Section 3.2 of the EIR/EIS).   |
| <b>Policy AQ.3.1</b> - Promote walking and bicycling as viable forms of transportation to services, shopping, and employment.  | <b>Consistent.</b> See response to UD.3.2, above.   |
| <b>Policy AQ.3.2</b> - Promote mass transit as an alternative to single-occupant motor vehicle travel.   | <b>Consistent.</b> The land use locations and densities reflect the General Plan effort to establish high levels of bus service along the major transportation corridors.   |
| <b>Policy AQ.4.1</b> - Promote improved air quality benefits through energy conservation measures for new and existing development.  | <b>Consistent.</b> See response to Policy LU.2.7, above.  |
| <b>Policy AQ.5.2</b> - Support programs that encourage children to safely walk or bike to school.  | <b>Consistent.</b> The Specific Plan states that approximately 93% of all residences are within ½ mile of an elementary school. The schools are adjacent to primary residential or collector streets that provide safe connections to the surrounding neighborhood.   |
| <b>Noise</b>   |   |
| <b>Policy N.1.2</b> - 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.  | <b>Consistent.</b> Proposed project noise impacts are discussed in Section 3.11 of this EIR/EIS. Mitigation measures are presented to reduce noise impacts to indoor and outdoor areas of new projects to the furthest extent feasible.   |
| <b>Policy N.1.3</b> - Ensure that proposed non-residential land uses likely to exceed the City's standards do not create noise disturbances in existing noise-sensitive areas.   | <b>Consistent.</b> Non-residential uses are sited within specific areas of the project area and are located immediately adjacent to other noise generating uses in order to minimize the area impacted by these noise sources. Additionally, mitigation measures included in Section 3.11 of this EIR would ensure that |



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|  | impacts to existing noise sensitive areas are consistent with City standards.  |
| <b>Policy N.1.4</b> - Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible.  | <b>Consistent.</b> See discussion under Policy N.1.2 above.  |
| <b>Policy N.1.5</b> - 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.  | <b>Consistent.</b> See discussion under Policy N.1.2 above. At present, the City has no plan to extend light rail service through the project area.                          |
| <b>Policy N.1.6</b> – Ensure that comfortable noise levels and adequate privacy are maintained in higher density development.  | <b>Consistent.</b> See discussion under Policy N.1.2 above.  |
| <b>Policy N.1.7</b> - 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.  | <b>Consistent.</b> Construction noise impacts are reduced by mitigation measures included in Section 3.11 of this EIR. Mitigation includes methods described in this policy. |
| <p><b>Policy N.1.8</b> - New residential development shall only be allowed inside of the 60 CNEL Mather Airport Policy Area if the following conditions are met:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> | <b>Consistent.</b> The Specific Plan is not located within the 60 CNEL Mather Airport Policy Area.   |
| <b>Policy N.2.2</b> - Ensure that operational noise levels of new roadway projects will not result in significant noise impacts.   | <b>Consistent.</b> Section 3.11 of this EIR/EIS evaluates noise exposure associated with new roadway facilities.   |

*SOURCE: CITY OF RANCHO CORDOVA PLANNING DEPARTMENT, 2012*

