

**AGENDA**  
**CITY OF RANCHO CORDOVA**  
**CITY COUNCIL**

**Monday, January 3, 2005**

**5:30 p.m. – Special Meeting**

**Council Chambers**  
**3121 Gold Canal Drive, Rancho Cordova, California**



**Ken Cooley, Mayor**  
**Robert J. McGarvey, Vice Mayor**  
**Linda Budge, Council Member**  
**David M. Sander, Council Member**  
**Dan Skoglund, Council Member**

## MAKING YOUR POINT – MAKING IT COUNT

Government decision-making takes time—time for public input, time for analysis, and time for weighing both sides of the issue before making an informed decision.

People sometimes complain that the process takes too long, delay progress, costs extra money and is frustrating for discussion participants. Others say that the process doesn't give people enough time to comment and that decisions are made too quickly without enough consideration for all sides of the issue.

The foundation for democracy in America is our constitutional right to tell our elected leaders what we think about issues that affect us. This right is enjoyed by all citizens, regardless of education, background, or experience. Rancho Cordova leaders welcome you to public meetings and encourage you to participate in discussions that affect you.

The way you present your message at the podium can help or hurt your ability to persuade your audience. It can either facilitate or obstruct the public participation process. Whether you are an experienced public speaker or speaking at the podium for the first time, it may be helpful to remember these public meeting tips:

- Identify your main points. Writing them down will help you organize your thoughts and remember them when you're at the podium.
- Check your facts. Accuracy improves your credibility and helps you make a positive impression.
- Handouts summarizing your position may be distributed to policy makers and staff before or after your presentation. Busy leaders appreciate clear, concise information (one or two pages) that helps them identify your key points and remember your presentation.
- Don't be nervous. If you are, don't apologize for it. Public Officials see many citizens who are nervous when speaking in front of an audience. It may help to take a deep breath and exhale slowly just before you approach the podium.
- As you begin to speak, state your name and address clearly for the record. If you represent a group or organization, please state that information as well.



- Make your position known at the beginning, then present supporting information. You will sound organized, which helps people to understand your position.
- Keep your presentation short and simple. Attention spans are brief and people will remember a short presentation better than they will one that rambles and includes too much information.
- Don't repeat yourself. It uses valuable time and people tune out when they hear the same thing over and over. If a previous speaker has already made the point you planned to make, simply refer to that speaker and emphasize your support for that position.
- Be cautious about using humor which is very subjective. While some may laugh, others may be offended.
- Persuade, don't badger your audience. Compelling presentations can be very persuasive to both policy makers and public meeting audiences; however, insulting or degrading language can make you appear belligerent, reducing your credibility as well as the power of your message.
- Close your comments with an action statement such as, "Adopt this resolution" or "I urge you to vote 'no' on this ordinance."

Rancho Cordova City leaders appreciate your interest in issues that affect the community. We hope these tips will help you prepare and present your remarks so they will be clear, concise, accurate and credible. If you follow these guidelines, your audience is likely to listen, pay attention, and maybe even agree with you!

Rancho Cordova City government is not the City Council, City staff or Rancho Cordova citizens – it's all of us working together to understand each others' opinions so we can make the best decisions for our community.

THANK YOU FOR PARTICIPATING!





**CITY COUNCIL AGENDA**  
**Special City Council Meeting**  
**City Council Chambers**  
**3121 Gold Canal Drive, Rancho Cordova**  
**January 3, 2005**  
**5:30 P.M.**

**Call to Order**

**Roll Call: Council Members Budge, McGarvey, Sander, Skoglund, and Mayor Cooley**

**Oral Communications**

1. Public Comment

At a Special Meeting, citizens may address the Council on any matter listed on the agenda. **Please keep your comments to three minutes or less.** Please state your name and community of residence. Under the provisions of the California Government Code, the City Council is prohibited by law from discussing or taking action on any unagendized item unless it can be demonstrated to be of an emergency nature and the need to take action arose after the posting of the agenda.

**Study Session**

2. **Subject:** Adoption of General Plan Draft Land Use Map as part of the Vision Book/Interim General Plan, Direction to staff to proceed with preparation of a Final Land Use Map and with the creation of a Draft General Plan which implements the Draft Land Use Map and with preparation of a Draft Environmental Impact Report based on the Draft Land Use Map  
**Recommendation:** Consider staff's presentation and comments from the public and provide direction (**Continued from December 20, 2004**).
3. **Subject:** 2005-2007 Strategic Planning Outcomes Workshop  
**Recommendation:** Discuss 2005-07 Strategic Plan Mission, Values, Goals and Priorities.

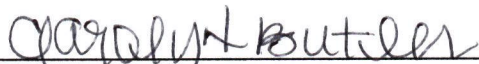
**Adjournment**

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 942-0255 or [www.cityofranchocordova.org](http://www.cityofranchocordova.org). Requests must be made as early as possible and at least one full business day before the start of the meeting.

City Clerk's Certificate of Posting of Agenda

I, Carolyn Butler, Deputy City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the January 3, 2005 Special Meeting of the Rancho Cordova City Council was posted on December 29, 2004 at the office of the City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at [www.cityofranchocordova.org](http://www.cityofranchocordova.org).

Signed this 29<sup>th</sup> day of December, 2004 at Rancho Cordova, California.

  
\_\_\_\_\_  
Carolyn Butler, Deputy City Clerk



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## MEMORANDUM

**Date:** January 3, 2005  
**To:** Mayor and City Council  
**From:** Paul Junker, Planning Director  
Pam Johns, AICP, Special Projects Manager  
**Subject:** Adoption of Updated Draft Land Use Map (Continued)



### **RECOMMENDATION:**

Staff recommends that the City Council continue consideration of the updated Draft Land Use Policy Map reviewed by the General Plan Advisory Committee, receive additional input from the public and provide direction to staff for subsequent formal action at the January 18, 2004 meeting of the City Council. Specifically, staff requests:

- Direction to adopt the updated Draft Land Use Map as part of the City's Vision Book/Interim General Plan and direct staff to continue work on a Draft General Plan which implements the Land Use Map, and
- Direct staff, upon formal adoption of the Draft Land Use Map, to begin using the Draft Land Use Map whenever a finding of General Plan consistency is required (as discussed later in this report)

Adoption of the Draft Land Use Map is:

- Crucial to maintaining the City's goal of adoption of a new General Plan within the 30-month time limit established by the State of California (deadline of December 31, 2005); and
- Will allow City staff to begin implementing the Council's vision for future land uses immediately by serving as an important part of the Interim General Plan

### **BACKGROUND:**

This item was continued from the December 20, 2004 meeting, where City Council considered staff presentation, took public comments, provided direction to staff, and continued the project to this meeting. The focus of this staff report is to respond to comments and questions from City Council and members of the public.

## **ANALYSIS:**

The discussion below is intended to respond to comments and questions raised at the City Council meeting on December 20, 2004. Staff analysis and actions are organized relative to the Draft Land Use Map, Land Use Designations, Planning Area Descriptions, and other related issues.

### **Draft Land Use Map**

Pursuant to individual Council comments, the following map amendments have been made to the Draft Land Use Plan attached to this report.

- ✓ The legend for residential densities on the Draft Land Use Map has been amended to reflect the changes detailed in the Land Use Designation discussion below.
- ✓ The southern boundary of the Downtown District has been moved from White Rock Road to International Drive.
- ✓ Light rail stations were added at Horn Road, adjacent to the future Sunrise Reliever/Highway 50 Interchange, and at Hazel Avenue.

In response to public comment, and in keeping with graphic representation of future roadways in constrained areas, the Hazel connection through the Aerojet Planning Area has been changed to a dashed line. The City's roadway network will be discussed in more detail at the special meeting on January 31, 2005.

### **Land Use Designations**

In response to requests to clarify the Rural and Estate Residential density calculations, minimum lot sizes have been added. Additionally, the density thresholds for the Estate, Low Density, and Medium Density Residential have been adjusted down to reflect existing conditions and density perceptions. Specific changes are as follows:

- Rural Residential (0.1 to 0.5 du/ac = minimum 2-acre to 10-acre lots)
- Estate Residential (0.5 to 2.0 du/ac = minimum half-acre to 2-acre lots)
- Low Density Residential (2.1 to 6.0 du/ac)
- Medium Density Residential (6.1 - 18.0 du/ac)

City Council expressed support for the new mixed-use designations (Commercial Mixed-Use, Office Mixed-Use, and Residential Mixed-Use) as a means of increasing development opportunities throughout the City. However, the provisions associated with this new land use flexibility will need to balance the City's desire to achieve a vision with individual property rights associated with redevelopment of existing uses that may not be in keeping with the City's vision. Mixed-use concepts will be further developed in the General Plan Land Use Element and staff will pay particular attention to this issue.

Staff was asked how specific zoning districts would be treated with respect to the new land use categories proposed. The Land Use Element will clarify how the General Plan Land Use Designations will relate to (establish consistency with) both existing and future zoning categories. If it is determined that additional land use designations are required or beneficial, they will be proposed for consideration at that time.

### **Planning Area Descriptions**

In response to public comments requesting additional information on environmental conditions in each of the Planning Areas, staff has added a text description of the natural resources shown



on the Environmental and Physical Constraints maps. The new environmental discussion for each Planning Area is listed under a subheading titled "Environmental Conditions."

City Council emphasized the importance of the Folsom Boulevard Planning Area to the residents of Rancho Cordova. As such, it will be important to identify the vision and raise the bar for development to transform that area. The Draft Land Use Map and Land Use Designations show several activity nodes along Folsom Boulevard including Town Centers, Transit-Oriented Town Centers, Regional Town Centers, and a Downtown District. The Land Use and Urban Design Elements will provide substantial detail about each of these activity nodes. It is also anticipated that the Folsom Boulevard Planning Area will evolve to a conceptual land plan or even a detailed land plan based on public and property owner involvement and clarification of the City's vision for that corridor. Council also asked that staff recognize and address the unique challenges associated with multiple small properties when trying to implement a larger vision.

With regard to a discussion in the Sunrise South Planning Area about relocating light industrial and auto wrecking uses to other areas of the City, Council requested that staff identify potential relocation areas. As we proceed with the refinement of the Draft Land Use Map and development of General Plan Elements, vacant land analysis will be provided and potential relocation sites/new industrial areas will be considered. At this time, the most appropriate future industrial area appears to be generally south of Mather Field in areas constrained by noise and safety concerns.

#### **REQUESTS FROM PROPERTY OWNERS:**

Current property owner requests were provided to the City Council at the December 20, 2004 meeting. As discussed at that meeting, City Council is not being asked to take action on those individual requests at this time. Rather, staff will schedule time for the GPAC and City Council to consider property owner requests prior to preparation of the Final Land Use Map. Property owners who wish to have the General Plan show specific uses for their property will have additional opportunities up until that time to submit requests. After adoption of the Final Land Use Map, the intent of the General Plan program is to make no additional changes in land use; further changes may affect the ability of the City to meet the December 2005 deadline for adoption of the General Plan. New property owner requests have been attached to this report for informational purposes only.

#### **USING THE VISION BOOK/INTERIM GENERAL PLAN FOR GENERAL PLAN CONSISTENCY:**

State law provides for the use of a Draft General Plan when making decisions and processing development and other projects—even if the Draft General Plan has not yet been approved. Section 65360 of the Government Code provides as follows:

**65360.** *The legislative body of a newly incorporated city or newly formed county shall adopt a general plan within 30 months following incorporation or formation. During that 30-month period of time, the city or county is not subject to the requirement that a general plan be adopted or the requirements of state law that its decisions be consistent with the general plan, if all of the following requirements are met:*



*(a) The city or county is proceeding in a timely fashion with the preparation of the general plan.*

*(b) The planning agency finds, in approving projects and taking other actions, including the issuance of building permits, pursuant to this title, each of the following:*

*(1) There is a reasonable probability that the land use or action proposed will be consistent with the general plan proposal being considered or studied or which will be studied within a reasonable time.*

*(2) There is little or no probability of substantial detriment to or interference with the future adopted general plan if the proposed use or action is ultimately inconsistent with the plan.*

*(3) The proposed use or action complies with all other applicable requirements of state law and local ordinances.*

In summary, this section of the Government Code allows the Vision Book/Interim General Plan to be used when determining whether a project is consistent with the Rancho Cordova General Plan. This has the benefit of providing direction to applicants and staff on the processing of both major and minor projects before the formal adoption of the General Plan next year.

Several large-scale development projects are currently being processed by the City, and staff is using the Vision Book/Interim General Plan as the basis for requesting changes and improvements to projects to conform to the overall vision for the community. Findings reflecting items b.1, b.2, and b.3 should be included in the approval of all discretionary projects until the adoption of the General Plan.

#### **ENVIRONMENTAL ANALYSIS:**

Adoption of an environmental document is not necessary for the selection and adoption of the Draft Land Use Map. An Environmental Impact Report (EIR) will be prepared for the Draft General Plan (including the Draft Land Use Map) pursuant to CEQA Guidelines and the Public Resources Code. The EIR will proceed after staff has received Council's direction on the Draft Land Use Map. A Final General Plan and Land Use Map will be adopted after the EIR is certified by the City Council.

#### **NEXT STEPS:**

At this time, staff and the GPAC are continuing to work on the various components of the Draft General Plan. The GPAC has begun discussing Circulation issues, and will be working with staff to refine the planned circulation system using the Draft Land Use Map.

With the approval of the Draft Land Use Map, the preparation of the Draft Environmental Impact Report (DEIR) for the General Plan can also proceed—many of the impact areas associated with the General Plan are directly tied to land use (e.g., what types of land uses will occur in various locations) and land use intensity (e.g., multi-story vs. single-story buildings, residential density, etc.). The Draft Land Use Map will help City staff and our technical consultants to prepare the various analyses (traffic, noise, etc.) which will be used in the General Plan DEIR.

**ATTACHMENTS:**

1. Draft Land Use Policy Map (Dated 12-29-04)
2. Land Use Designations
3. Planning Area Descriptions
4. New Property Owner Request Letters





# GENERAL PLAN

R A N C H O C O R D O V A G E N E R A L P L A N

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## Introduction: Interim General Plan Map

The Draft Land Use Map reflects an approach that combines specific land use designations in some areas of the City and more general descriptions of land uses in areas planned for future growth—the “Planning Areas” shown on the Draft Land Use Map. The Planning Area concept requires more detailed planning after adoption of the General Plan, such as the adoption of Specific Plans (as has already occurred in the Sunrise Douglas area).

The Draft Land Use Map also establishes a variety of new land use designations that reflect the more mixed and—in many cases—more intense land uses envisioned for the city. These “mixed use” categories provide for the mixing of residential, commercial, and office uses on a single site (depending on the designation). In some cases, the mixing may be “horizontal” (for example, residential uses next to commercial uses); in others, the mixing may be “vertical” (residential uses over commercial or office in multi-story buildings).

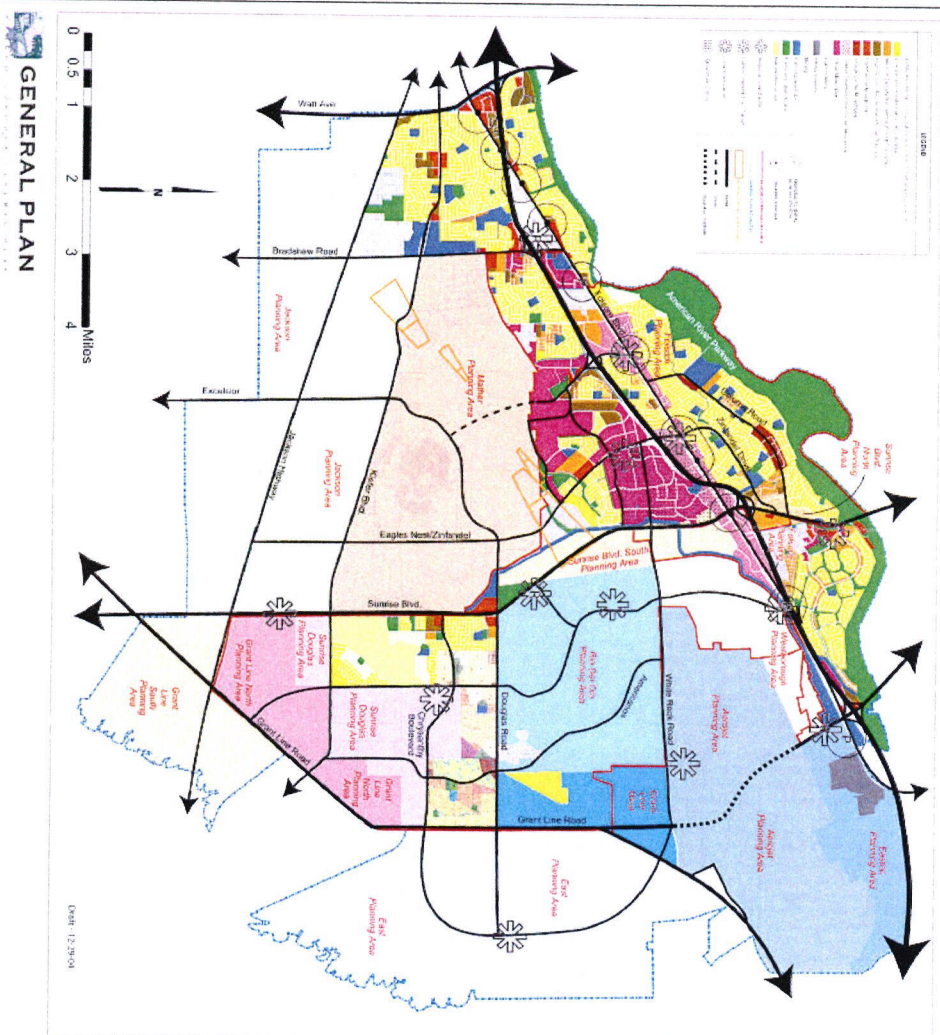
The Map designates a “Downtown District,” which serves to establish a “target area” for the location of future civic facilities. The Downtown District includes a portion of the existing office park area south of Hwy 50 as well as a portion of Folsom Boulevard. The GPAC discussed this issue at length; the ultimate boundaries were felt to provide sufficient opportunities to locate civic uses, to have the opportunity for visibility from Hwy 50 and access to public transit (in particular light rail along Folsom Boulevard), and to allow civic uses to locate near future uses such as shopping, restaurants, and entertainment.

The Draft Land Use Map also designates the general location of several “Town Centers” of varying size and intensity. The locations are conceptual, but illustrate the City’s intent to provide for a variety of shopping, working, and living opportunities throughout the city, and to take advantage of the opportunities provided the Hwy 50, light rail, and other major access to build regionally-oriented commercial centers.

R A N C H O C O R D O V A G E N E R A L P L A N



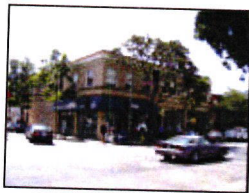
## DRAFT LAND USE POLICY MAP





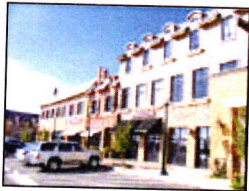
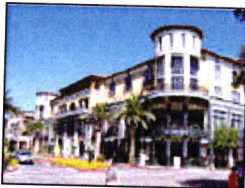
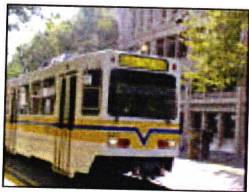
## Land Use Designations

These land use designations describe the intended types of uses for each of the land use types illustrated on the General Plan Land Use Map.

| Non-Residential and Mixed Land Uses |                                                                                     |                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Designation                         | Typical Illustration                                                                | Notes                                                                                                                                                                                                                                                                                                                                                             |
| <b>Residential Mixed Use</b>        |    | <p>Predominately residential development at medium to high densities, which may include ground floor retail office and/or service uses that are vertically integrated<sup>1</sup>.</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption of new zoning designation(s).</i></p>                                             |
| <b>Commercial Mixed Use</b>         |    | <p>Predominately retail and service commercial development that may include office use. Residential uses are permitted when specified conditions are met. These uses may be vertically or horizontally integrated<sup>2</sup>.</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption of new zoning designation(s).</i></p> |
| <b>Office Mixed Use</b>             |  | <p>Predominately office development that may include retail and service, as well as residential uses. These uses may be vertically or horizontally integrated.</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption of new zoning designation(s).</i></p>                                                                 |

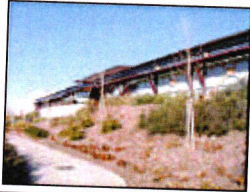
<sup>1</sup> "Vertically integrated" – Uses mixed in a multi-story building, such as residential apartments above ground-floor retail or office, or offices above retail. See: "Horizontally integrated"

<sup>2</sup> "Horizontally integrated" – Uses mixed on a site or in a development where different uses are adjacent to each other and not vertically integrated.

| Non-Residential and Mixed Land Uses           |                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Designation                                   | Typical Illustration                                                                | Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Village Center Mixed Use</b>               |    | <p>Generally characterized by vertically or horizontally integrated retail, office, and professional uses that serve daily shopping needs of nearby residents, such as:</p> <ul style="list-style-type: none"> <li>• Supermarkets</li> <li>• Drug stores</li> <li>• Restaurants</li> <li>• Services</li> </ul> <p>May also include medium-high density residential development.</p> <p>Village Centers are sized to match the market demand of approximately 10,000 to 15,000 persons.</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption zoning amendments.</i></p>                                                                                                                                                                                                                                                   |
| <b>Town Center Mixed Use</b>                  |   | <p>Generally characterized by a mix of retail, office, and professional uses that serve regular and special shopping needs not met by the uses in a Village Center. Typical uses include:</p> <ul style="list-style-type: none"> <li>• Larger retail stores</li> <li>• Restaurants</li> <li>• Lodging</li> <li>• Entertainment</li> <li>• Indoor and outdoor recreational facilities</li> </ul> <p>Town Centers are vibrant destination places with daytime and nighttime activities. Residential densities are medium to high. Town Centers are sized to meet the needs of approximately 30,000 persons, and may meet regional office or retail needs in addition to local needs. Uses may be vertically or horizontally integrated.</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption of zoning amendments.</i></p> |
| <b>Transit-Oriented/Town Center Mixed Use</b> |  | <p>Generally characterized by vertically integrated office retail, and residential uses developed in a multi-story configuration. Includes residential development at densities of up to 80 units per acre.</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption of zoning amendments.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |



| Non-Residential and Mixed Land Uses |                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Designation                         | Typical Illustration                                                               | Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Regional Town Center                |   | <p>Generally characterized by a mix of vertically or horizontally integrated retail, office, and residential uses that serve a larger region (within 30 to 60 minutes' driving time, or approximately 100,000+ population). Typical uses will include:</p> <ul style="list-style-type: none"> <li>• Large retail stores (100,000 SF and larger) anchoring retail centers of up to 900,000 SF</li> <li>• Entertainment</li> <li>• Restaurants</li> <li>• Lodging</li> <li>• Indoor and outdoor recreational facilities</li> </ul> <p>Regional Town Centers are vibrant destinations places for the entire region. Uses may also include offices, and residential at densities of up to 80 units per acre</p> <p><i>Note: To be fully implemented, this land use designation will require the adoption of zoning amendments.</i></p> |
| Downtown District                   |  | <p>Designates the area in which civic uses such as City Hall, post office, courthouse, police, and fire stations would be located. Other land uses in the Downtown District would be established by the underlying land use designation, which includes a Transit Oriented Town Center and a variety of mixed use designations. The intent is to create a vibrant central core for the community anchored by civic uses.</p> <p><i>NOTE: This would be an overlay zone independent of the other land use designations.</i></p>                                                                                                                                                                                                                                                                                                     |

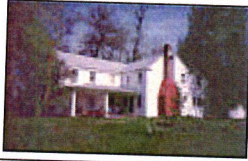
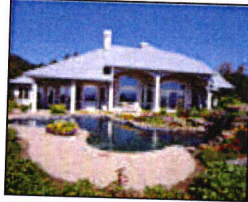
| Industrial Land Uses |                                                                                   |                                                                                                                              |
|----------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Designation          | Typical Illustration                                                              | Notes                                                                                                                        |
| Light Industry       |  | Generally characterized by industrial or manufacturing activities which occur entirely within an enclosed building.          |
| Heavy Industry       |  | Generally characterized by industrial or manufacturing activities which may occur inside or outside of an enclosed building. |
| Mining               |  | Surface mining and related activities                                                                                        |

#### Public, Quasi-Public, and Open Space Land Uses

*Note: These categories will typically be applied to lands after acquisition by the City or another agency has occurred, or after the acceptance of roadways by the City or Caltrans, and are intended to reflect existing land uses, rather than planned facilities.*

| Designation          | Typical Illustration                                                                | Notes                                                                                                                                                                                                                                                                                                                                                |
|----------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public/Quasi-Public  |  | Includes a variety of public and other land uses, including: <ul style="list-style-type: none"> <li>• Lands owned by the City of Rancho Cordova and other public agencies</li> <li>• Schools, colleges, and universities</li> <li>• Churches, synagogues, temples, and other places of worship</li> <li>• Hospitals</li> <li>• Cemeteries</li> </ul> |
| Parks and Open Space |  | Includes public parks and other public facilities owned by the Cordova Recreation and Park District or other public agencies and lands which have been reserved for open space uses such as lakes, trails, golf courses, and similar uses. Included in this category are commercial recreation facilities principally oriented to outdoor uses.      |
| Natural Resources    |  | Lands set aside as natural habitat.                                                                                                                                                                                                                                                                                                                  |



| Residential Land Uses                                                                    |                                                                                     |                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Designations                                                                             | Typical Illustration                                                                | Notes                                                                                                                                                                                                             |
| <b>Rural Residential</b><br>(0.1 - 0.5 du/ac =<br>minimum 2-acre to<br>10-acre lots)     |    | Minimum lot size: 2 to 10 acres.                                                                                                                                                                                  |
| <b>Estate Residential</b><br>(0.51 - 2.0 cu/ac =<br>minimum half-acre to<br>2 acre lots) |    | Lot sizes range from 1/4 acre to 2 acres                                                                                                                                                                          |
| <b>Low Density Residential</b><br>(2.1 - 6.0 du/ac)                                      |    | Lot sizes vary, generally from approximately 6,000 to 10,000 SF                                                                                                                                                   |
| <b>Medium Density Residential</b><br>(6.1 - 18.0 du/ac)                                  |   | Generally characterized by small lot single family detached or single family attached (i.e. condominium/townhome-type) development                                                                                |
| <b>High Density Residential</b><br>(18.1+ - 40.0 du/ac)                                  |  | Apartments, condominiums, or clustered single family, generally in multi-story configurations. Parking will generally be provided in traditional surface lots; parking structures may be used at higher densities |

| Agriculture                                                      |                                                                                   |                                                                                                                                               |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Designation/<br>Minimum Parcel Size<br>(Acres)                   | Typical Illustration                                                              | Notes                                                                                                                                         |
| <b>Rural Agriculture</b><br>10 – 100 acre<br>minimum parcel size |  | Rural areas where some agricultural uses may occur, but where residential homes on lots of 10 – 100 acres are the predominant land use.       |
| <b>General Agriculture</b><br>100+ minimum parcel size           |  | Areas set aside for commercial agricultural production. Minimum parcel size is 100 acres to ensure economic viability for farming operations. |

| Other Designations    |                                                                                                                                                                                               |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Designation           | Notes                                                                                                                                                                                         |
| <b>Planning Areas</b> | See the text of the Land Use Element for a general description of planned land uses in the Planning Area. Planning Areas are subject to the preparation of more detailed comprehensive plans. |



### Planning Area Descriptions

There are 14 individual Planning Areas as part of the General Plan Land Use Map. They are:

- Folsom Boulevard
- Sunrise Boulevard North
- Sunrise Boulevard South
- Westborough
- Rio del Oro
- Grant Line West
- Sunrise Douglas
- Grant Line North
- Mather
- Jackson
- Grant Line South
- East
- Aerojet
- Easton

### Folsom Boulevard Planning Area

Size:  $\pm 708$  acres

Dwelling Units: 5,880 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 16,050

This Area is WITHIN the existing City Limits.

#### Conceptual Land Uses:

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 20 units per acre). Development will take advantage of the proximity and availability of Light Rail to and from the Area.

Partially included in the Folsom Boulevard Planning Area is the Downtown District. This District is 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.

#### 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.

#### 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 Folsom Boulevard Planning Area**





### Sunrise Boulevard North Planning Area

Size: ±88 acres

Dwelling Units: 280 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 760

This Area is WITHIN the existing City Limits.

#### Conceptual Land Uses:

The Sunrise Boulevard North Planning Area is the smallest of all the City's planning areas, encompassing the area directly west of Sunrise Boulevard and north of Highway 50. While currently an older retail area with many existing offices, this area should be redesigned with more intensive mixed-use (retail, office, and residential) activities. 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.

#### 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 should be devised for the Area.

Light Rail and bus transit also serve the area and will continue to be a major transportation component.

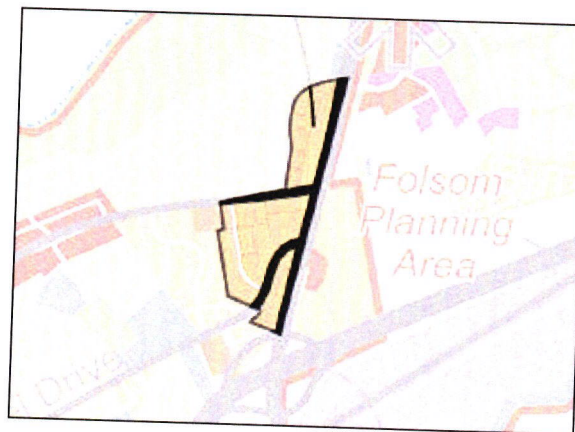
#### Environmental Conditions:

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

#### 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.

The Sunrise North Planning Area



### Sunrise Boulevard South Planning Area

Size: ±842 acres

Dwelling Units: 1,360 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 3,710

This Area is WITHIN the existing City Limits.

#### Conceptual 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 light industrial and auto wrecking activities should be relocated to other areas of the City and replaced with more intense uses. While a small percentage of development within the Planning Area will need to be at a low intensity due to the activities at Mather Field, the Area could be revitalized with commercial and residential uses. This could include several mixed-use centers. Residential development assumptions are 8 units per acre.

#### 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.

#### Environmental Conditions:

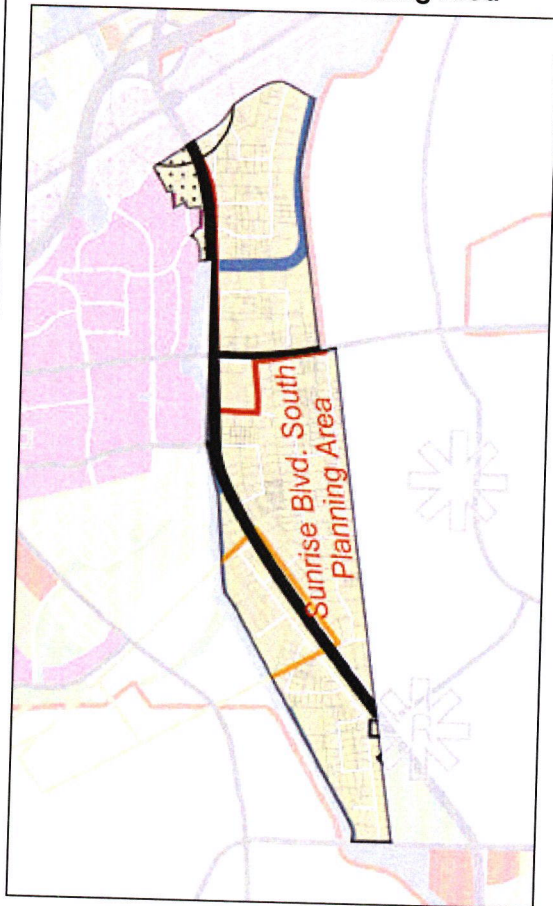
The Sunrise Boulevard South Planning Area contains a mix of developed and undeveloped land. The southern half of the planning area contains mine tailings and the northern half of the planning area is currently urbanized. This planning area also contains the Mather Airport safety zones, which would limit the types of development that would be permitted in this planning area. The Folsom South Canal forms the western boundary of this planning area.

#### Timing:

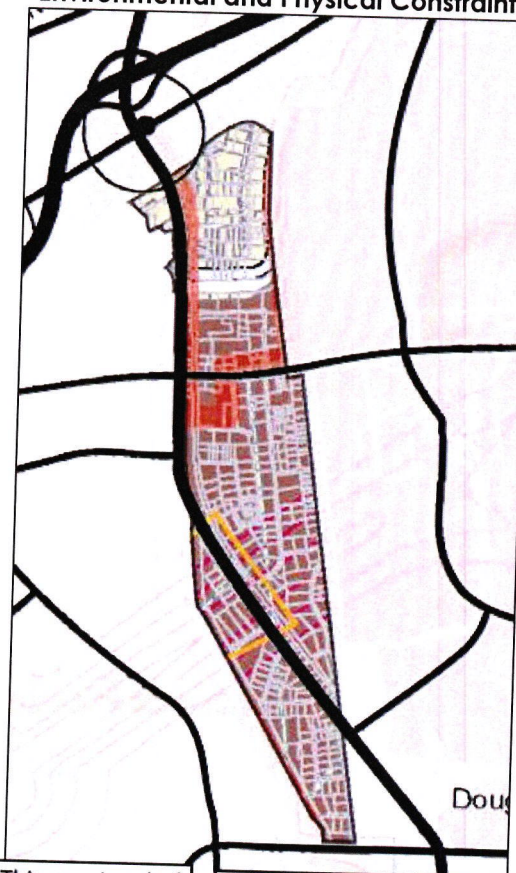
The Planning area has already been urbanized and will require revitalization efforts by both the City and landowners to remake the corridor into the vibrant mixed-use center that it could become. This process may take somewhere between ten and twenty years to accomplish and will require significant investment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



The Sunrise South Planning Area



Environmental and Physical Constraints



NOTE: This map is a draft

**Legend**

- Sacramento Orcutt Grass
- Slender Orcutt Grass
- Mather Airport Safety Zones
- Mather Airport Noise Contours
- Mixed Riparian Woodland
- Oak Savannah
- Oak Woodland
- Vernal Pools
- Valley Oak Riparian
- Mine Tailings
- FEMA 100 Year Floodplain
- Folsom South Canal
- Streams
- Rancho Cordova City Limits
- General Plan Planning Area

### Westborough Planning Area

Size:  $\pm 1518$  acres

Dwelling Units: 6,000 (based on gross acreage of estimated "developable" residential/mixed use area)

People: 16,380

This Area is PARTLY WITHIN the existing City Limits.

#### Conceptual Land Uses:

The Westborough Planning Area features primarily residential development focused around a Regional Town Center at the new Jaeger Road/Highway 50 interchange. The Town Center will likely feature on-site residential accommodations in the range of 15 to 25 units per acre. Entertainment venues may be a key component of the Town Center.

Two Village Centers will serve the daily commercial needs of the residents of Westborough. It will probably be made up of five to six neighborhoods. Because of the area's proximity to Highway 50 and Light Rail the overall residential densities will be on the high end of the Low Density Residential Land Use Designation and in some portions may feature single-family developed as high as 12 units per acre.

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 and residential development fronting onto the canal.

#### Conceptual Circulation and Transit:

The primary circulation pathways into and around Westborough will be Folsom Boulevard, Highway 50, and the new Jaeger Road. 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.

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.

#### Environmental Conditions:

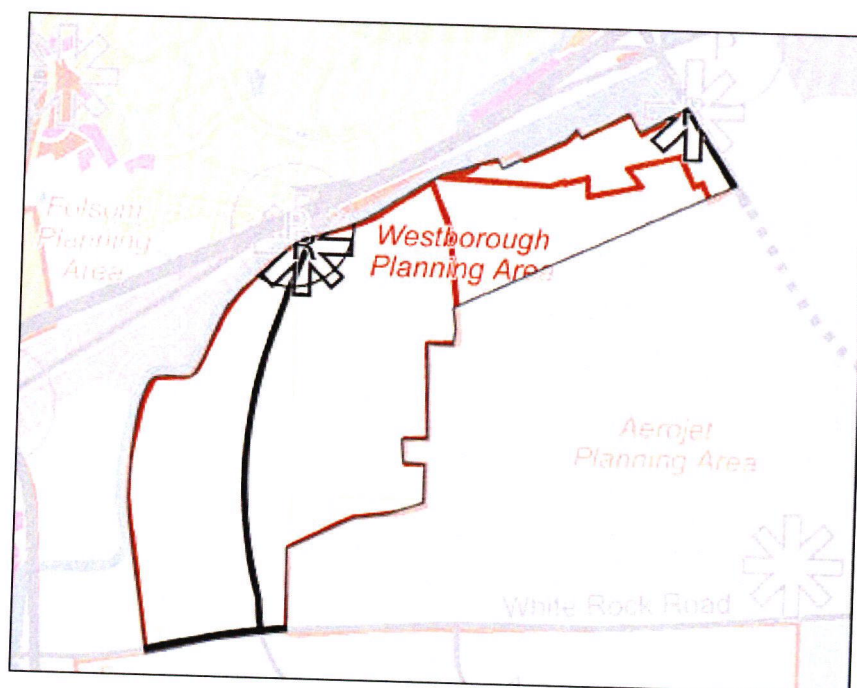
The Westborough Planning Area contains mine tailings and Buffalo Creek. Additionally, a portion of the Folsom South Canal runs along the northwestern and western edge of this planning area. Impacts to Buffalo Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration 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.

#### Timing:

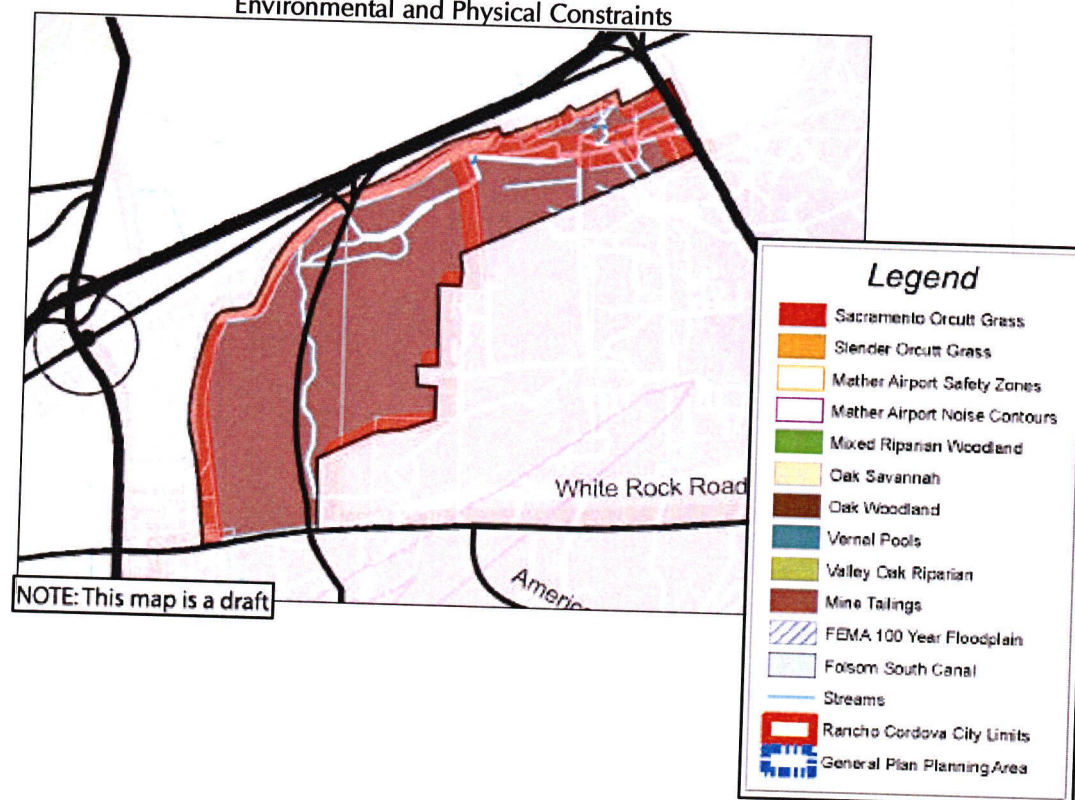
The Westborough area will likely be developed in the next five to ten years. Its proximity to existing development and its potential for easy integration into the existing urban framework make it an ideal candidate for City expansion. Work has recently been completed on soil remediation and toxic cleanup and the area is now prime for urban activities.



## The Westborough Planning Area



## Environmental and Physical Constraints



## Rio del Oro Planning Area

Size:  $\pm 3765$  acres

Dwelling Units: 9,140 (based on gross acreage of estimated "developable" residential/mixed use area)

People: 24,950

This Area is WITHIN the existing City Limits.

### Conceptual Land Uses:

The Rio del Oro Planning Area would contain a mix of low, medium, and high-density residential units with an average density of approximately 8 units per acre. Residential areas would be developed to accommodate pedestrian use and clustered in a manner that promotes the Village/Village Center concept.

A Regional Town Center containing commercial, commercial mixed use, and shopping facilities would also be located in the planning area. The Area may be served by as many as three Village Centers, which provide the daily commercial needs of the residents. As many as 9 neighborhood centers could be developed throughout the planning area.

Additional land uses in the planning area may include office and light industrial uses, shopping centers, and open spaces. Light industrial uses would be mainly located along Sunrise Boulevard, 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 (Sunrise reliever) 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.

### Environmental Conditions:

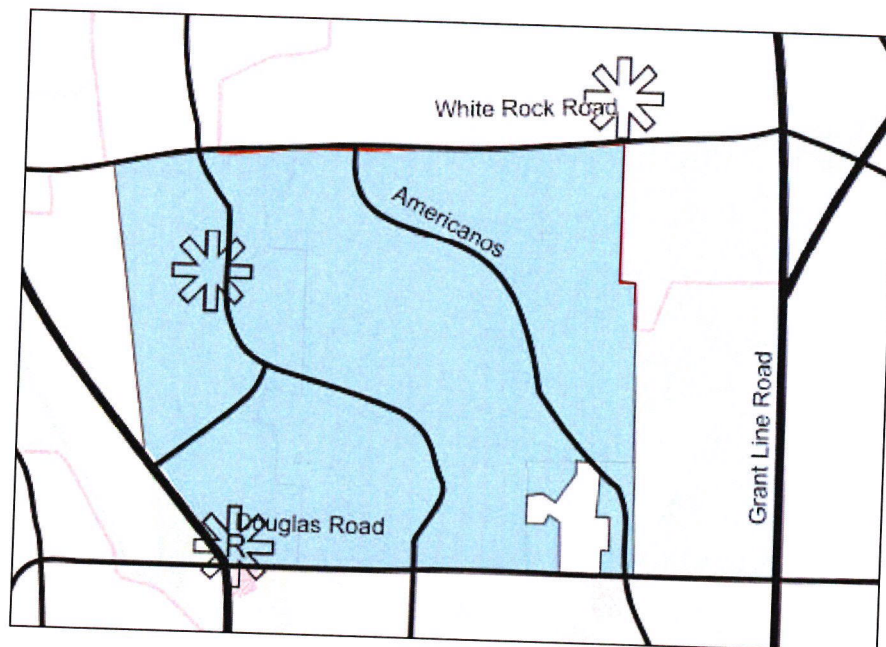
The Rio del Oro Planning Area contains mine tailings, vernal pools, Morrison Creek and the Mather Airport safety zones. Impacts to the vernal pools would require permits from the U.S. Army Corps of Engineers. Impacts to Morrison Creek may require a permit from the U.S. Army Corps of Engineers and/or 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.

### Timing:

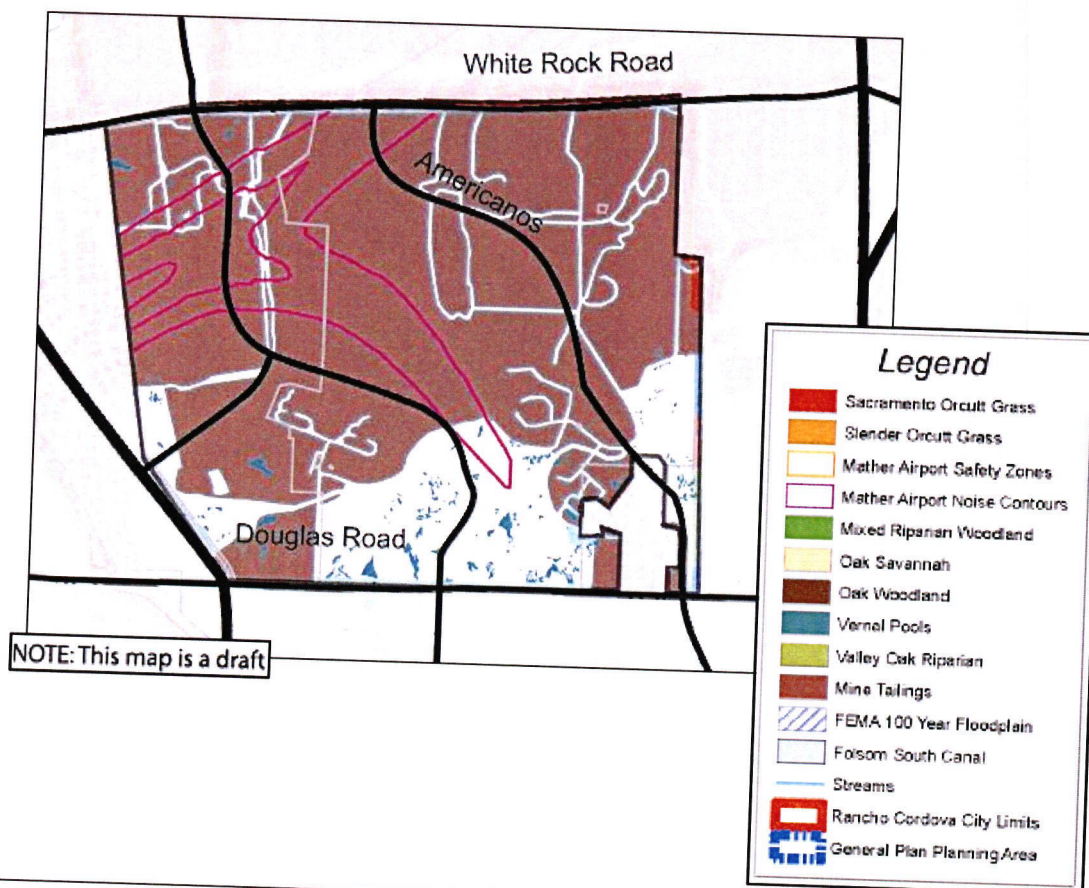
The Rio del Oro Planning Area will likely be developed within the time horizon of this Plan.



The Rio del Oro Planning Area



Environmental and Physical Constraints



**Grant Line West Planning Area**

Size:  $\pm 1306$  acres

Dwelling Units: 4,100 (based on gross acreage of estimated "developable" residential/mixed use area)

People: 11,190

This Area is PARTLY WITHIN the existing City Limits.

**Conceptual Land Uses:**

The Grant Line West Planning Area may contain a mix of medium and high-density residential units with an average density of approximately 8 units per acre. Residential areas would be developed to accommodate pedestrian use, and clustered in a manner that promotes the Village/Village Center concept.

A Local Town Center and two Village Centers would be located within the Planning Area. As many as six neighborhood centers could be developed.

**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. Potentials include Bus Rapid Transit (BRT) lines along all three major roadways around the Planning Area or even a Light Rail (LRT) line along Grant Line Road.

**Environmental Conditions:**

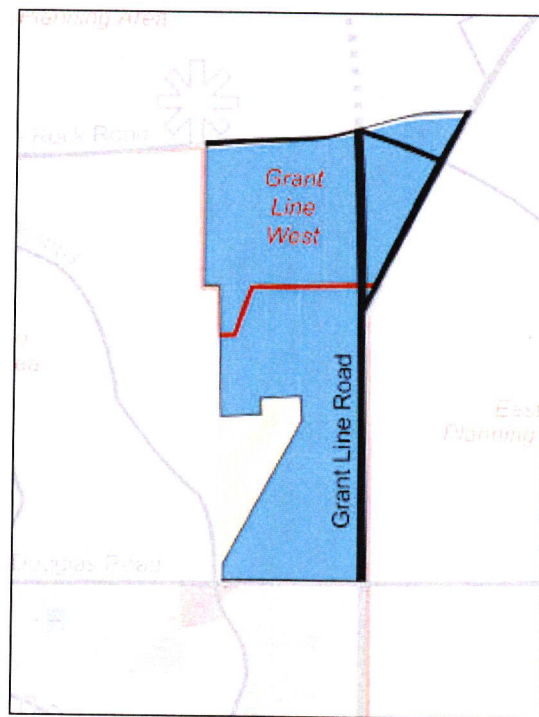
The Grant Line West Planning Area contains mine tailings, Morrison Creek and vernal pools. Impacts to the vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to Morrison Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement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

**Timing:**

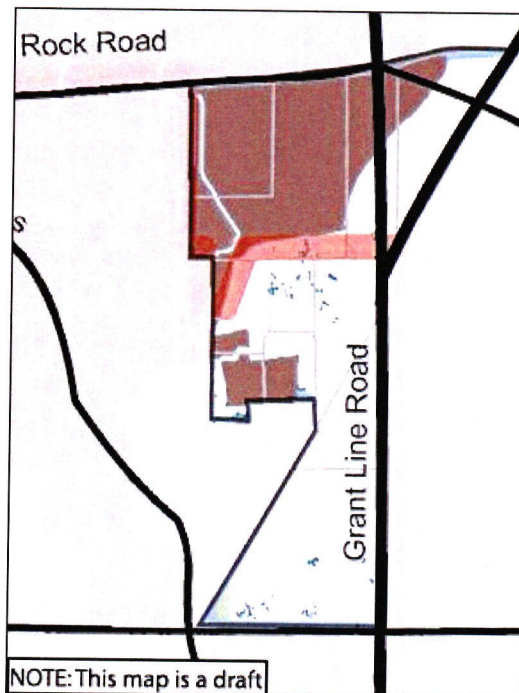
The Grant Line West Planning Area will likely be developed within the timeframe of this Plan.



The Grant Line West Planning Area



Environmental and Physical Constraints



### Sunrise Douglas Planning Area

Size:  $\pm 1762$  acres

Dwelling Units: 6,610 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 18,050

This Area is WITHIN the existing City Limits.

#### Conceptual Land Uses:

The Sunrise Douglas Planning Area is within the approved Sunrise Douglas Specific Plan. Land uses in the 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, 175 acres designated for community and neighborhood parks, and 150 acres for elementary, middle, and high school sites.

A Local Town Center and two Village Centers would service the Planning Area. Between six and eight neighborhood centers could be developed throughout.

#### Conceptual Circulation and Transit:

Chrysanthy Boulevard runs along the northern edge of the Planning Area. Americanos and Jaeger Roads 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. 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 or Light Rail extension line could serve the area via Grant Line Road and/or Sunrise Boulevard.

#### Environmental Conditions:

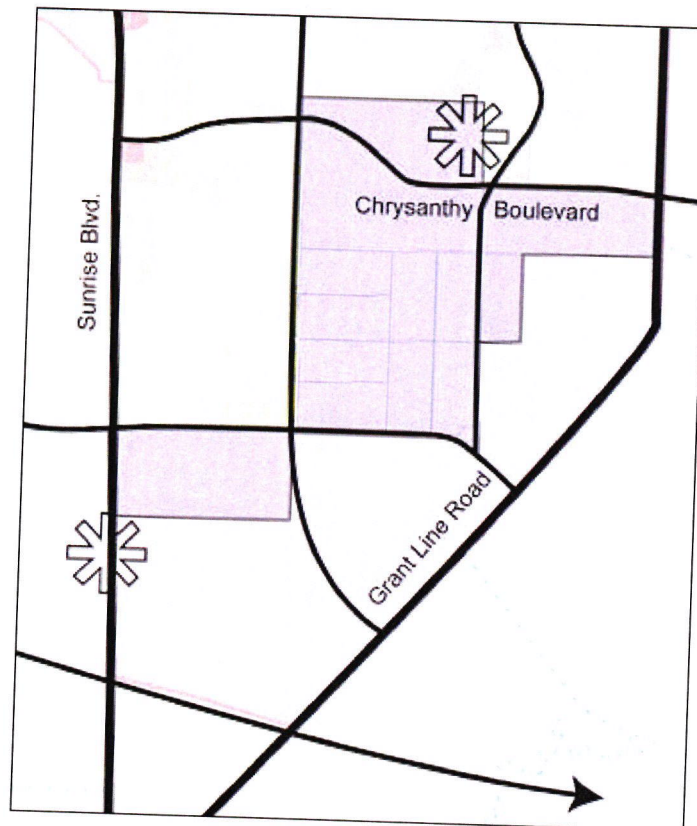
The Sunrise Douglas Planning Area contains vernal pools and Laguna Creek. Impacts to the vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to Laguna Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game.

#### Timing:

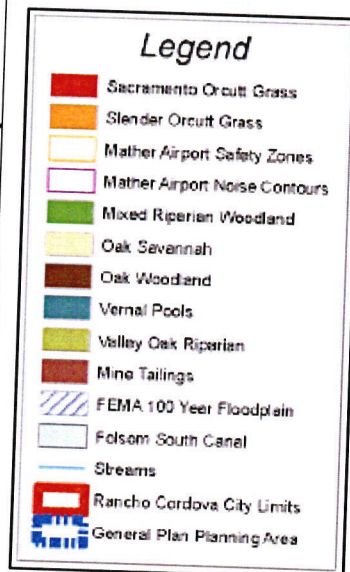
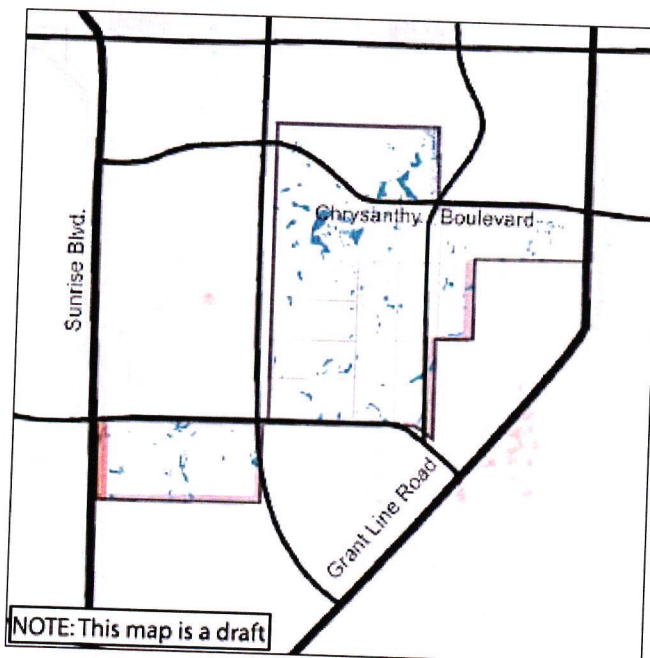
The Sunrise Douglas will likely be developed in the next 10 to 15 years.



## Sunrise Douglas Planning Area



## Environmental and Physical Constraints



### Grant Line North Planning Area

Size:  $\pm 1847$  acres

Dwelling Units: 5,420 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 14,800

This Area is WITHIN the existing City Limits.

#### Conceptual Land Uses:

The Grant Line North Planning Area would be developed to accommodate pedestrian use and clustered in a manner that promotes the Village/Village Center concept. 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.

Two Village Centers and between five and seven neighborhood centers could be developed throughout the planning area.

#### 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 Jaeger 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. A Bus Rapid Transit or Light Rail extension line could serve the area via Grant Line Road and/or Sunrise Boulevard.

#### Environmental Conditions:

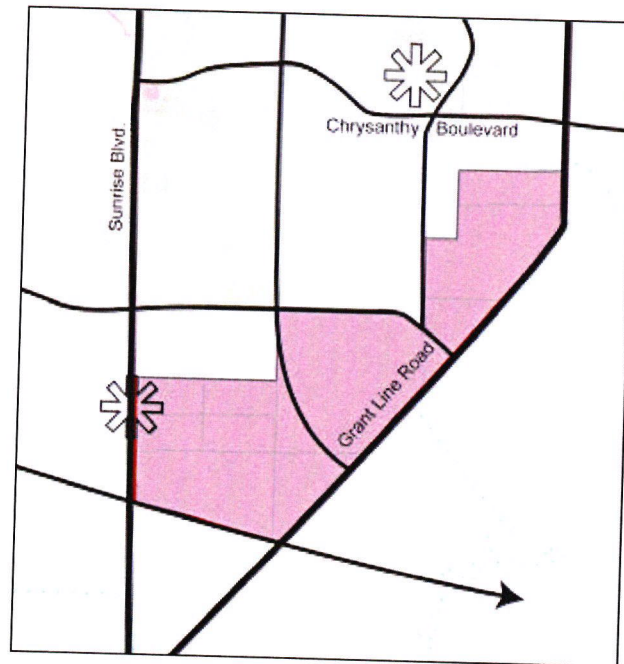
The Grant Line North Planning Area contains vernal pools, Sacramento orcutt grass, Laguna Creek, and Blodgett Reservoir. Impacts to the vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to Sacramento orcutt grass would require consultation with the U.S. Fish and Wildlife 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.

#### Timing:

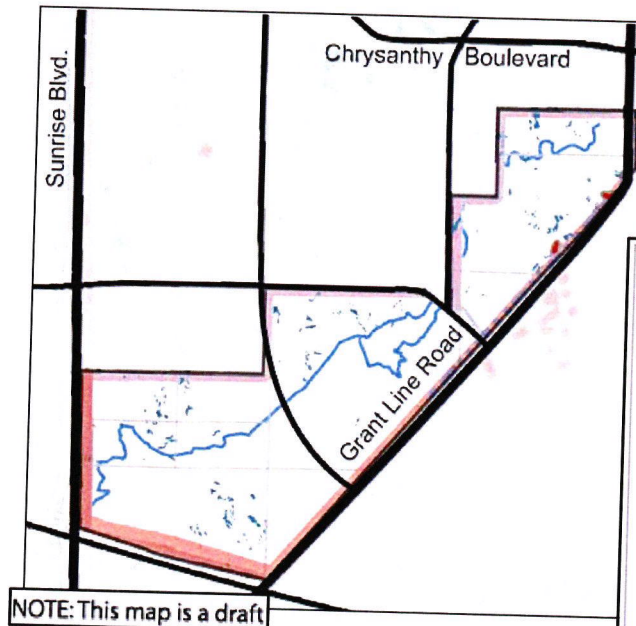
The Grant Line North Planning Area will likely be developed within the time horizon of this Plan.



## Grant Line North Planning Area



## Environmental and Physical Constraints



### Legend

- Sacramento Orcutt Grass
- Slender Orcutt Grass
- Mather Airport Safety Zones
- Mather Airport Noise Contours
- Mixed Riparian Woodland
- Oak Savannah
- Oak Woodland
- Vernal Pools
- Valley Oak Riparian
- Mine Tailings
- FEMA 100 Year Floodplain
- Folsom South Canal
- Streams
- Rancho Cordova City Limits
- General Plan Planning Area

### Mather Planning Area

Size: ±6353 acres

Dwelling Units: 3,060 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 8,350

This Area is OUTSIDE the existing City Limits.

#### Conceptual Land Uses:

Because of the required safety zones and the various flight patterns into and around Mather Field, in conjunction with the environmentally sensitive habitat and regional park site, large portions of the Mather Planning Area will need to remain undeveloped. Areas that have the highest potential for development are those near the intersection of Jackson Highway and Sunrise Boulevard and those north of Kiefer Boulevard along Bradshaw Road. Lands close to the flight line may develop as low density or estate residential or as light industrial. Development may increase in density as the distance from the airfield increases.

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.

As many as six neighborhood centers and two village centers may be developed within the Mather Planning Area. It is unlikely that enough development would occur to necessitate a Local Town Center within the 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.

#### 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.

#### Timing:

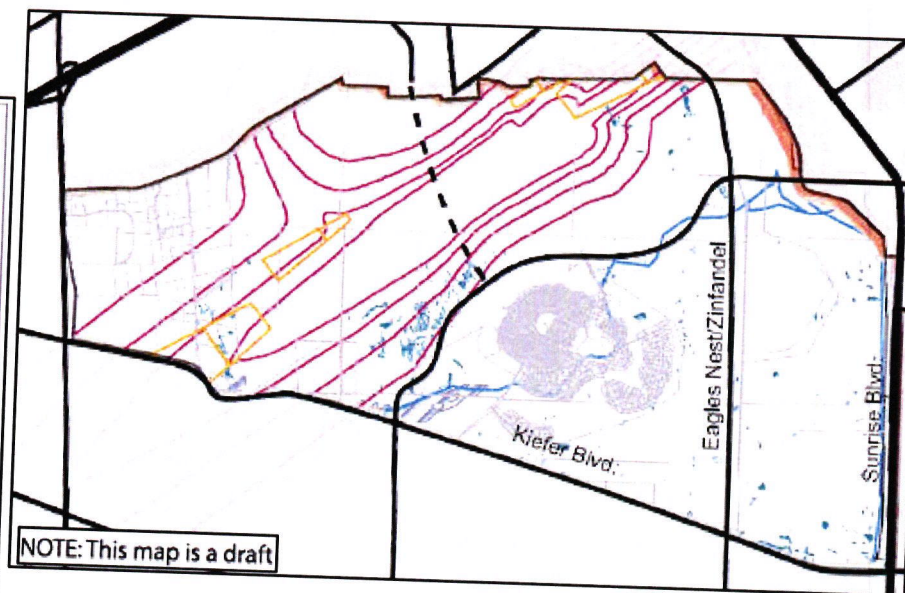
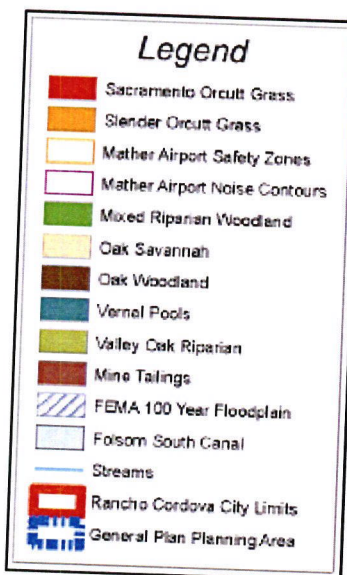
Development along the north side of the Planning Area will probably occur at various stages over the next twenty years as operations at Mather Field expand. The south side will probably remain undeveloped for the timeframe of this Plan.



The Mather Planning Area



Environmental and Physical Constraints





## Jackson Planning Area

Size: ±8730 acres

Dwelling Units: 10,190 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 27,820

This Area is OUTSIDE the existing City Limits.

### Conceptual Land Uses:

Because of the required safety zones and the various flight patterns into and around Mather Field, in conjunction with the industrial development west of the site, large portions of the central and western Jackson Area will remain undeveloped or in an industrial designation. The southern and eastern portions of the Jackson Planning Area will most likely develop as a series of approximately 12 neighborhoods made up of residential units in the Estate and Low Density Residential Land Use Designations, averaging 4 dwelling units per acre.

Village Centers serving the Area may primarily be located along Bradshaw Road, Kiefer Boulevard, and Jackson Highway. There is a possibility that a Local Town Center may be warranted somewhere along Jackson Highway, depending upon the final size of the buildout.

### 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.

As with the Mather Planning Area, the Jackson Planning Area will include various recreational trails and facilities. Public transit service may be provided as demand can support.

### Environmental Conditions:

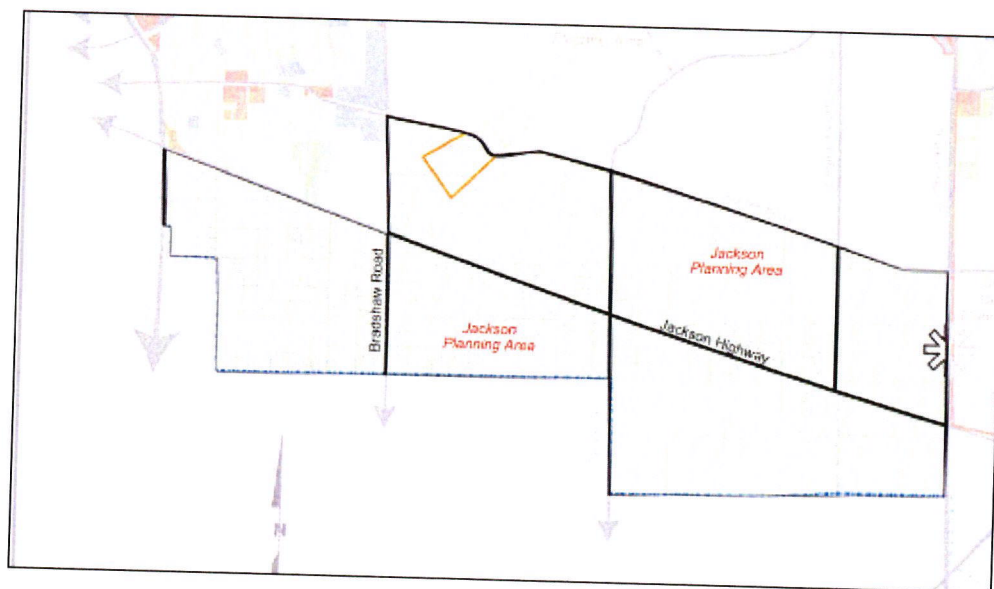
The Jackson Planning Area contains vernal pools and several streams/creeks, including Frye Creek, Laguna Creek, Morrison Creek, and Elder Creek. This planning area also falls within the 100-year floodplain and within the Mather Airport safety zones and noise contours. Impacts to vernal pools would require 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.

### Timing:

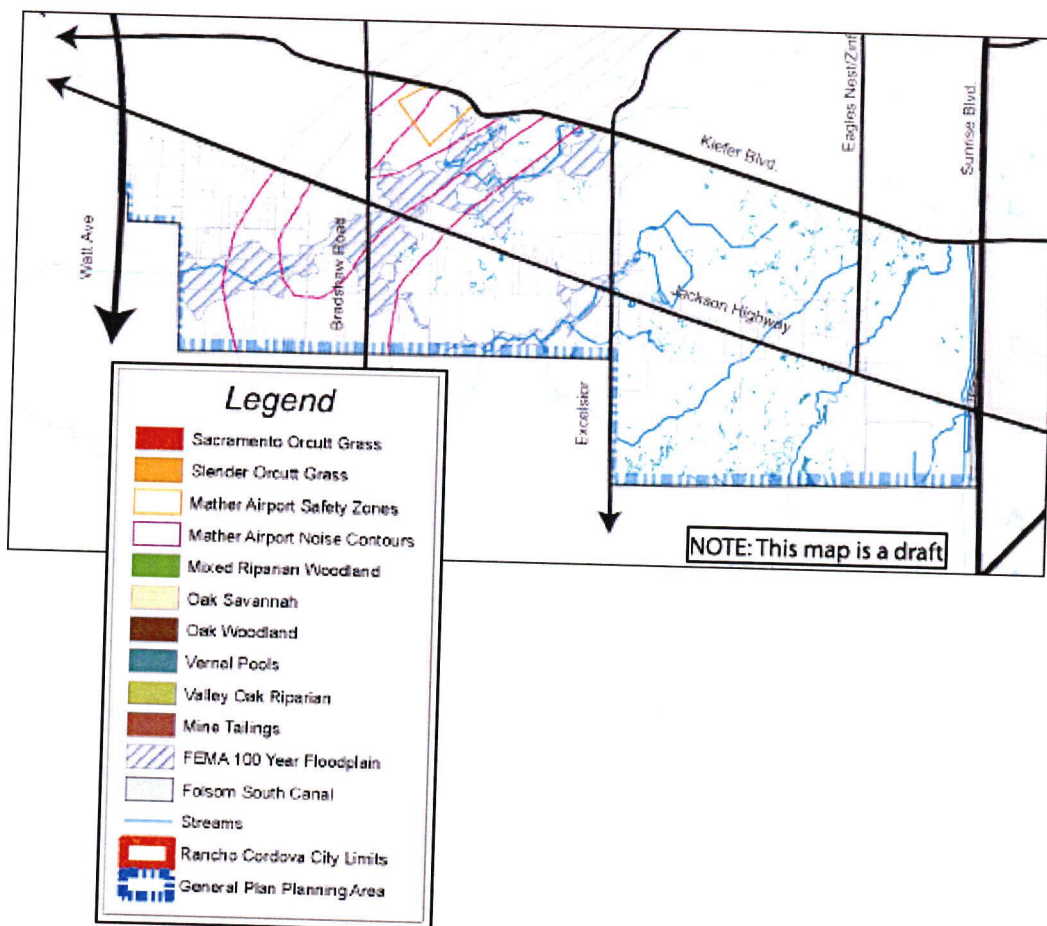
Because of its location and proximity to other existing uses (Mather Field, surface mining operations, etc.) the Jackson Planning Area will probably not develop within the timeframe of this General Plan.



The Jackson Planning Area



Environmental and Physical Constraints



**Grant Line South Planning Area**

Size:  $\pm$ 2549 acres

Dwelling Units: 4,060 (based on gross acreage of estimated "developable" residential/mixed use area)

Population: 11,080

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. However, because it lies within the City's Sphere of Influence, the General Plan will recommend uses that may be appropriate at such time as the planning area is annexed into the City.

In addition, up to two Village Centers consisting of commercial, commercial mixed use, and mixed use residential/multi family units could be located in the planning area. 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 neighborhood centers could be developed throughout the planning area, featuring such land uses as public or quasi-public buildings, elementary or middle schools, and neighborhood commercial uses such as markets, coffee shops, and small restaurants. 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:**

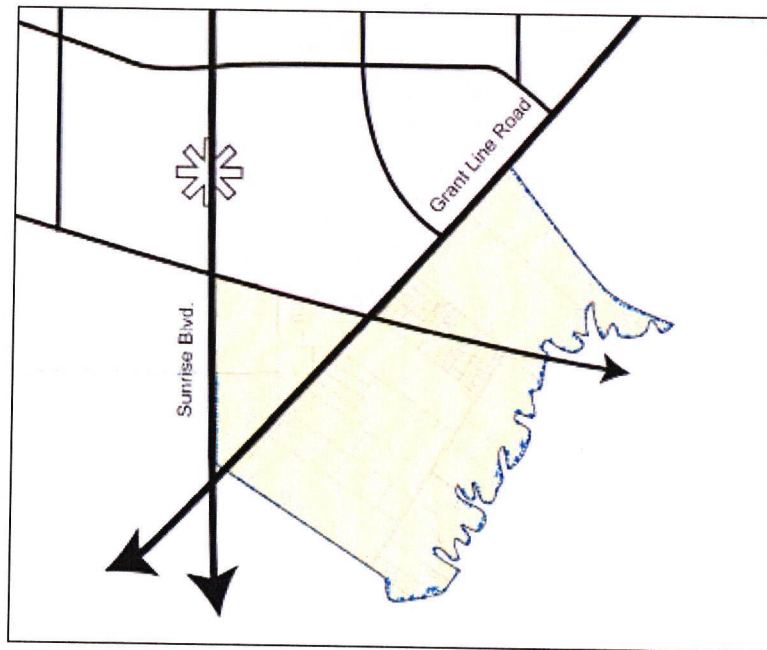
The Grant Line South Planning Area contains vernal pools. Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers.

**Timing:**

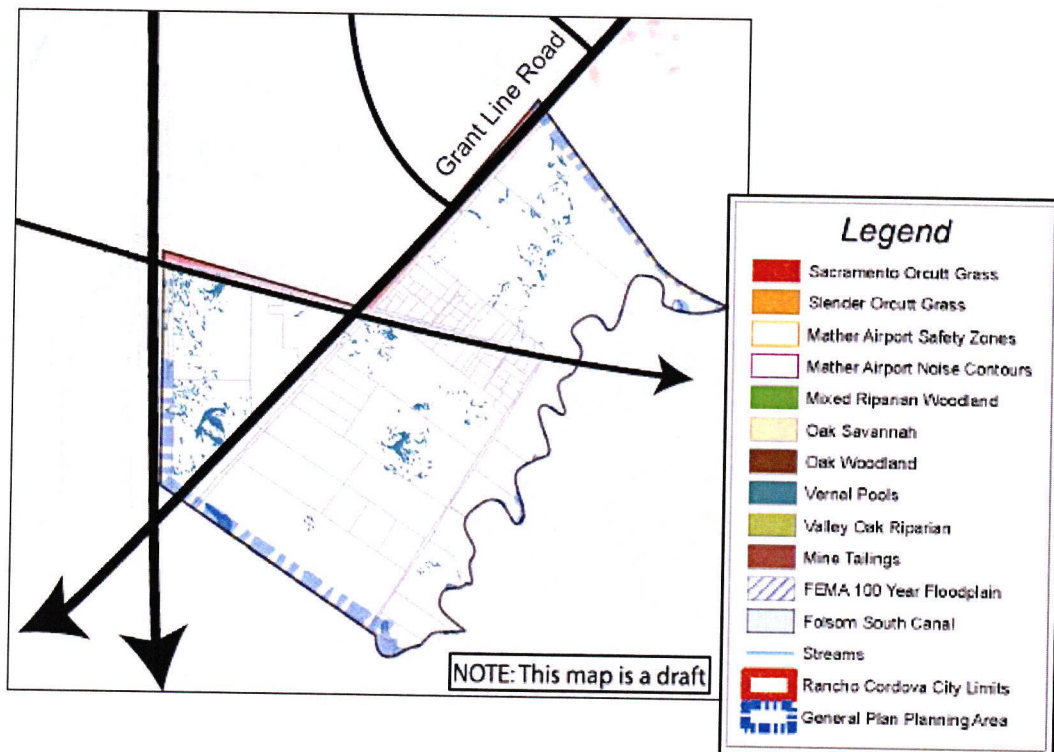
The Grant Line South Planning Area will probably not begin developing for 30 years, based upon its location and proximity to the rest of the urban areas of the City. This places it outside the timeframe of this Plan.



### Grant Line South Planning Area



### Environmental and Physical Constraints



## East Planning Area

Size:  $\pm 7404$  acres

Dwelling Units: 14,210 (based on gross acreage of estimated "developable" residential/mixed use area)

People: 38,790

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 near Grant Line Road and the proposed loop road should develop at densities similar to Grant Line West and Sunrise Douglas (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).

Residents in the Planning Area will probably be served by five or six Village Centers and likely one Local Town Center. The service area of the Town Center will include Grant Line West and North Douglas 1 and 2.

### 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 dignment for a future Bus Rapid Transit or Light Rail line. 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.

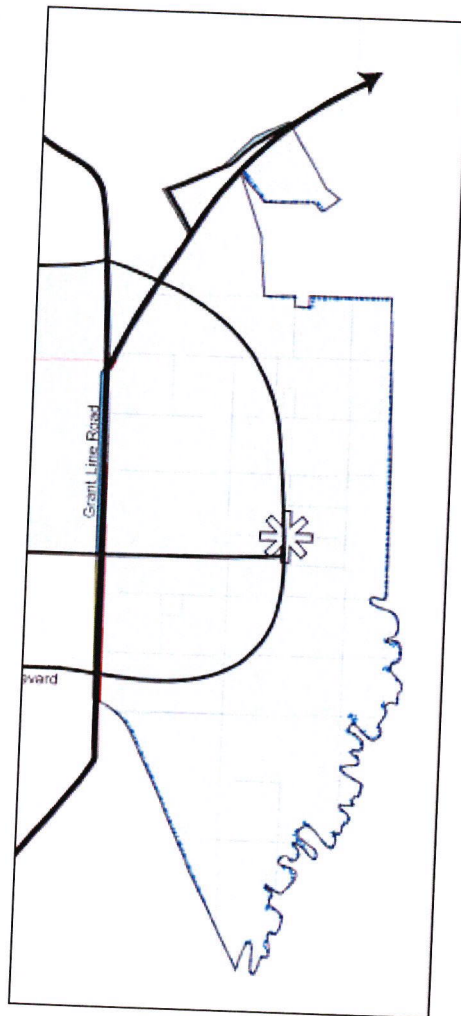
**NOTE:** The Environmental and Physical Constraints map is known to contain some errors with regard to the locations of vernal pools within the East Planning Area. This map will be updated as more current mapping is received from the Sacramento County Habitat Conservation Plan and as Corps-verified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

### Timing:

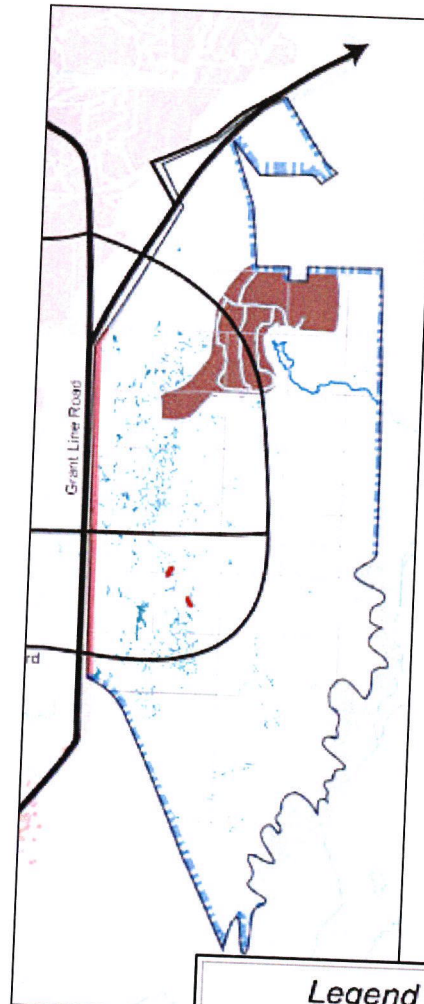
The East Planning Area will probably be developed outside the time horizon of this Plan.



The East Planning Area



Environmental and Physical Constraints



NOTE: This map is a draft

## Legend

- Sacramento Orcutt Grass
- Slender Orcutt Grass
- Mather Airport Safety Zones
- Mather Airport Noise Contours
- Mixed Riparian Woodland
- Oak Savannah
- Oak Woodland
- Vernal Pools
- Valley Oak Riparian
- Mine Tailings
- FEMA 100 Year Floodplain
- Folsom South Canal
- Streams
- Rancho Cordova City Limits
- General Plan Planning Area

## Aerojet Planning Area

Size:  $\pm 5453$  acres

Dwelling Units: 3,920 (based on gross acreage of estimated "developable" residential/mixed use area)

People: 10,700

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 need for soil remediation and other toxic cleanup activities that will not be completed during the lifetime of this Plan. Portions of the area are ideal for continued industrial, research and development, and mining operations in the near term. Intense development (i.e. offices, research and development activities, light industrial uses) will probably be located near the center of the Planning area along an extension of Hazel Avenue.

Some portions of the Planning Area that border onto other Planning Areas where medium to high intensity development is proposed (i.e. Easton, Westborough, and Rio del Oro) may be developed in a manner similar to those areas, but at decreased densities. It is possible that as many as three to four neighborhoods, divided between the boundaries with other Planning Areas, may be developed, along with one or two Village Centers. No Town Centers of any type are proposed for the Aerojet 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:

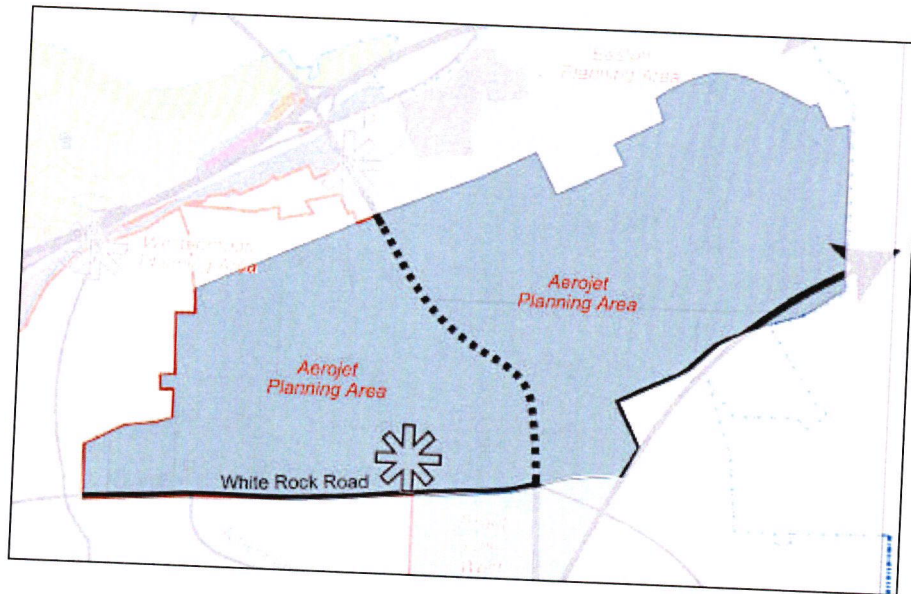
The Aerojet Planning Area contains mine tailings, vernal pools, Buffalo Creek and Rebel Hill Ditch, and the Mather Airport safety zones. Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to streams/creeks may require a permit from the U.S. Army Corps of Engineers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

### Timing:

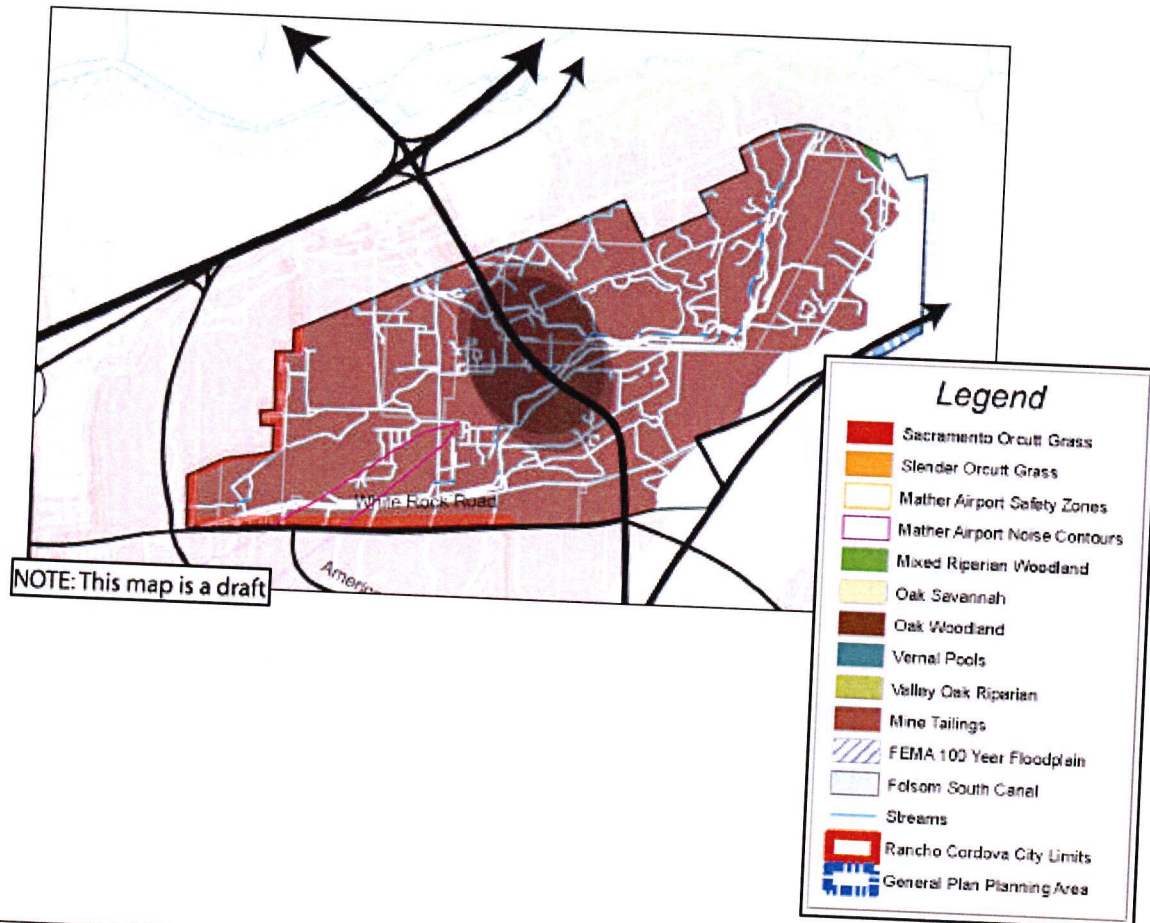
Because of the ongoing uses of the site, it is foreseeable that intense development will not occur within the Planning Area for more than 40 years – outside the timeframe of this Plan. Development along the edges of the Area is more likely, in conjunction with neighboring development. The Hazel Avenue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



### The Aerojet Planning Area



### Environmental and Physical Constraints



### Easton Planning Area

Size:  $\pm$ 1366 acres

Dwelling Units: 4,810 (based on gross acreage of estimated "developable" residential/mixed use area)

People: 13,130

This Area is OUTSIDE the existing City Limits.

#### Conceptual Land Uses:

While currently under development review by the County, the Easton Planning Area will likely contain a mix of residential, commercial, office, and related uses in a Neighborhood-Village 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 and may be developed with several sports-oriented uses. It will also be oriented to take advantage of the connection with Light Rail.

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.

#### Conceptual Circulation and Transit:

The development of the Easton 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.

#### Environmental Conditions:

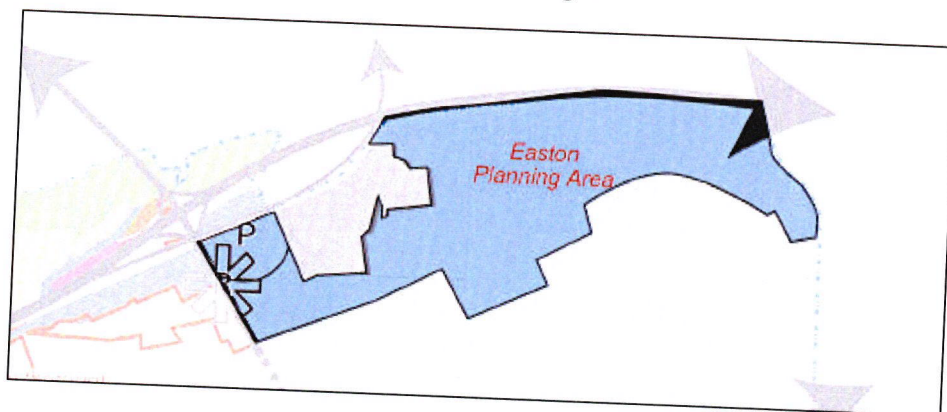
The Easton Planning Area contains mine tailings and mixed riparian woodland along Alder Creek. Impacts to Alder Creek may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The mixed riparian woodland serves as habitat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

#### Timing:

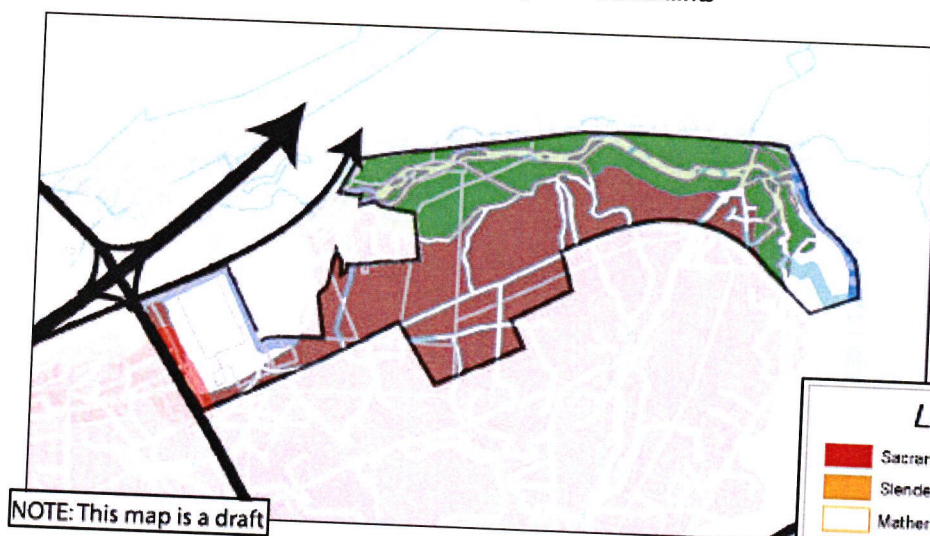
The proposed plan for the Easton Area is currently going through the development approval process. It is anticipated that the Area will be built out within the next ten years.



The Easton Planning Area



Environmental and Physical Constraints



## Legend

- Sacramento Orcutt Grass
- Slender Orcutt Grass
- Mather Airport Safety Zones
- Mather Airport Noise Contours
- Mixed Riparian Woodland
- Oak Savannah
- Oak Woodland
- Vernal Pools
- Valley Oak Riparian
- Mine Tailings
- FEMA 100 Year Floodplain
- Folsom South Canal
- Streams
- Rancho Cordova City Limits
- General Plan Planning Area



## Building Blocks of the City

### Neighborhoods and Neighborhood Centers

A *Neighborhood* is a compact, walkable residential area, approximately  $\frac{1}{4}$  to  $\frac{1}{2}$  mile in radius, as this is the distance an average person would comfortably be able to cover in less than 20 minutes. *Neighborhoods* are developed at densities of 6-8 du/ac. At the core is the *Neighborhood Center*, a small-scale, neighborhood serving activity center.

*Neighborhood Centers* are gathering places. Typical examples include schools (elementary and middle/junior high schools), libraries, community centers, parks that feature activity elements (i.e. playground and tennis court(s) and basketball court(s)), or neighborhood-serving commercial uses (small market, coffee shop, small restaurant, etc.; total square footage is less than 10,000 sqft).

Size: 1-15 acres

Area Served: ~ 200 acres

Population Range Served: ~ 4,000 people

Typical Range of Building Height, on-site: 1-2 stories

Target Residential Density surrounding: 6-8 du/ac

### Villages and Village Center

A *Village* is collection of three to four *Neighborhoods*. *Villages* feature a mix of residential dwelling types, including the single-family areas found in the *Neighborhoods* and multi-family development near the center. At the center is the *Village Center*.

*Village Centers* serve the daily needs of their service areas and are spaced  $1\frac{1}{2}$  to 2 miles apart for adequate distribution around the City. They are primarily commercial places, featuring stores, offices, restaurants, and services. Multiple tenants in a pedestrian friendly commercial development make up the character of the Center, featuring small to medium size grocery stores, drug stores, and restaurants. Single tenant retail size is developed at a maximum of 50,000 square feet so that retail concentrates its services on its own *Village*.

Residential uses may be developed above the retail and/or office tenants/spaces typically at a density of 6 to 12 du/ac. *Village Centers* are often developed with higher density residential sites immediately adjacent (8-18 du/ac).

Size: ~ 5 to 10 acres

Area Served: ~ 750 acres

Population Range Served: ~ 15,000 people

Typical Range of Building Height, on-site: 1-3 stories

Target On-Site Residential Density: 6-12 du/ac

Target Residential Density adjacent: 8-18 du/ac

*Example Village Center:* Waterman Center, Elk Grove  
Approximately 5-acre center including a supermarket and smaller shops.





## Town and Town Centers

Towns are a collection of *Villages* (usually 3-4). They are focused around a *Town Center*. Three distinct types of Town Centers are proposed for Rancho Cordova:

Local Town Center  
TOD Town Center  
Regional Town Center

All three are pedestrian friendly "places" where people go to gather, shop, and be entertained. They can be centers of culture or recreation. It is anticipated that they may in some way develop a nightlife.

### Local Town Center

*Local Town Centers* are the most fundamental form of a *Town Center*. They are a collection of parcels, streets, and public areas that provide most of the retail needs of an area. *Local Town Centers* service a district of three to four *Villages* and are designed not to compete with the *Village Centers* for retail customers. The majority of buildings have their main entrance opening onto a street or square. Pedestrian circulation within the *Center* is paramount. Visitors park their cars in shared surface lots or parking structures.

Retail uses include restaurants and general retail (basic clothing stores, book/music stores, dry cleaners, etc.). Large-scale tenants (> 50k sqft) should be limited in a *Local Town Center*. Retail commercial development in the *Local Town Center* will likely account/comprise at least 50% of the total square footage. Other uses may include service, office, and/or residential uses.

Apartments, townhouses, and lofts are developed at or above 20 du/ac in the center and decreasing in density as the distance from the center increases. The goal is a smooth transition from high-density multifamily residential to low (6 du/ac) single family. Units can be found above most of the commercial activities.

Office uses may also be in the *Local Town Center*, but are usually 2,000 to 10,000 square feet in size, each. Offices might account for 20% of all development.

Size: ~ 30 acres

Area Served: ~ 2,500 acres

Population Range Served: 35,000 to 45,000 people

Average Range of Building Height, on-site: 2-4 stories

Target On-Site Residential Density: 8-18 du/ac

Example *Local Town Center*: El Dorado Town Center





### Transit-Oriented (TOD) Town Center

*Transit-Oriented (TOD) Town Centers* are located along existing or potential Light Rail or BRT alignments at stations for those services. They consolidate the retail needs of the service area into one center (similar to *Local Town Centers*) and provide increased residential densities on site but are also designed to accommodate the light rail user. Like *Local Town Centers*, *TOD Town Centers* do not compete with the *Village Centers* for retail customers.

The highest residential densities in the City are usually located here, near 40 du/ac. Office uses may also be located at these sites, attracting people to the center from other areas of the City and region. Parking is provided in structures and there may be reductions in the amount of required parking.

Size: ~ 15-30 acres

Area Served: (depends upon location)

Population Range Served: ~ 20,000-30,000 people (depending on location)

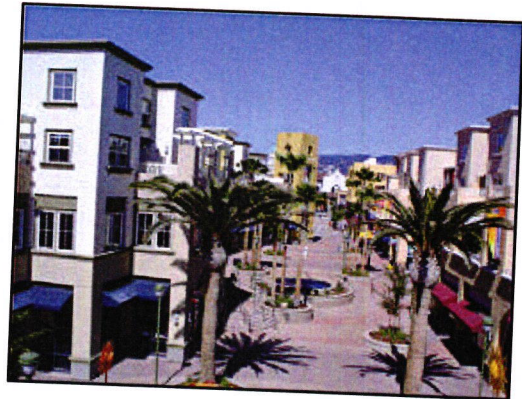
Typical Range of Building Height, on-site: 3-6 stories

Typical Commercial FAR, on-site: 1-1.5

Target On-Site Residential Density: 40 du/ac

*Example TOD Town Center: Fruitvale*

Located along a BART line, the site features retail and residential uses in a vertical setting. Building scale is oriented to the pedestrian user.





### Regional Town Center

*Regional Town Centers* are the major retail centers of the City as well as destination places in the region. They feature large-scale development that can only be supported by large populations. These are the ideal locations for major retail tenants, hotels, conference centers, arts/cultural centers, or sports facilities.

Size: ~ 30-80 acres

Area Served: Citywide

Population Range Served: Citywide

Typical Range of Building Height, on-site: 2-4 stories

Target On-Site Residential Density: 20 du/ac

*Example Regional Town Center: Santana Row*  
Mixed-use shopping/residential development;



*Example Regional Town Center: The Block at Orange*  
80 acre retail center in Orange, California; it is designed to look and feel more like a city street than a shopping center; features a rich mix of entertainment and shopping venues, including Dave and Buster's, Vans Skate Park, Game Works, and OFF 5<sup>TH</sup> – Saks Fifth Avenue Outlet.



Downtown District

The *Downtown District* is the core of the City. Civic uses such as the City Hall, a post office, courthouse, police and fire stations, and parks would be located here. Retail commercial, service, office activities, and residential units are also located here, secondary (supportive) to the civic uses and spaces of the *Downtown District*. Other land uses in the Downtown District would be established by the underlying land use designation, which includes a Transit Oriented Town Center and a variety of mixed use designations. The intent is to create a vibrant central core for the community anchored by civic uses. It is based on a pedestrian grid/main street design that makes it very walkable and user friendly. It is a "place" – you know where you are.

Size: ~ 70 acres

Area Served: Citywide

Population Range Served: Citywide

Range of Building Height, on-site: 2-4 stories



December 15, 2004

Mrs. Pam Johns AICP  
Senior Associate, Urban Planning  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

**RE: Request for General Plan Designation for Properties Located at the NEQ of  
Routier Road & System Parkway, APN # 77-360-16, 17, & 18 and the  
Properties Located within the Old Mills Wineries I & II Development  
Located at the Intersection of Folsom Blvd & Horn Road**

Dear Mrs. Johns:

On behalf of the Fite Development Company we thank you for taking the time to meet with us. It was encouraging to learn that we shared similar thoughts regarding the long term development of our properties in the City of Rancho Cordova. Per the result of our meeting, we are respectfully requesting that the City of Rancho Cordova GPAC, Planning Commission and City Council to incorporate the above referenced properties to a mixed use zoning that would permit the following development.

**NEQ of Routier Road & System Parkway, APN's 77-360-16, 17 & 18**

This property is currently zoned MP per the prior County of Sacramento zoning. The current General Plan map appears to provide for mixed use office, light industrial and residential development. The present uses adjacent to the property include office and light industrial to the east and south and single and multi family residential to the west and north. A community park is also located to the west of the property. The City of Sacramento School District is currently conducting a due diligence study to see if the property located directly on the NEC of Routier Road & Systems Parkway is suitable for a Charter High School. *Parcel Map and aerial photograph are attached for review.*

Prior to the City of Sacramento Schools District consideration to locate a Charter High School at the corner, we discussed with the adjacent property owner the possibility of combining of both of our properties in a joint residential use application. When the School District indicated that they may utilize their power of Eminent Domain to acquire the corner property, the adjacent property owner entered into Contract to sell their property to the District.

Fite contacted Senior Planner Bill Campbell to discuss the possibility of developing our approximate 13 acres of property surrounding the proposed High School site as a residential development. Mr. Campbell provided the following guidelines:

- ✓ Develop with reasonable density, RD-10 or greater preferred
- ✓ Utilize a rear alley load design, no cluster homes
- ✓ Insure the building lots and residential design were buildable as submitted

We concur with Mr. Campbell's direction and request the City to allow in its General Plan the opportunity to permit this type of residential development on the property. As the surrounding uses are mixed we respectfully request this zoning remain flexible and that it still provide for office and light industrial uses. As the adjacent property owner has not concluded its sale with the School District, we cannot be sure of this properties final development plan. If the School District fails to purchase the property, we would appreciate the opportunity to understand the adjacent properties development intent prior to making our own application.

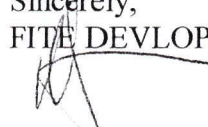
**Old Mills Wineries I & II Development, Folsom Blvd & Horn Road, aerial attached**

The Old Mills Winery I development is our corporate headquarters. For those members who have not had the opportunity to visit the property, it is a restored winery that has kept true to its early California design. The development is campus like and underutilized. Due to its unique setting the property could incorporate a small, multi-unit residential development within one of its parking areas. Even with additional development, the property would remain within parking code. While no plans for development are currently in process, we are requesting a mixed use designation for the property to allow for the possible addition of high density residential and ground level retail development to its existing permitted use.

Old Mills Winery II is an industrial development with tilt up concrete construction. It is our understanding that Regional Transit has designated the intersection of Folsom Blvd & Horn Road as a possible light rail stop. We believe that this property could be a Transit Oriented Design development sometime in the future. Please understand that our current Tenant's have the right to occupy this property for at least 5-years. Although re-development of this property would be in the future, we believe that it's prudent to consider such a development in the City's General Plan allowing for mixed office, light industrial, residential and retail uses.

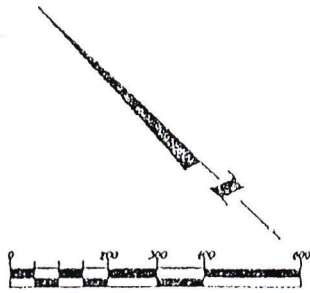
We thank you and the City of Rancho Cordova for your consideration of our request.

Sincerely,  
FITE DEVELOPMENT COMPANY

  
Chuck Shaw

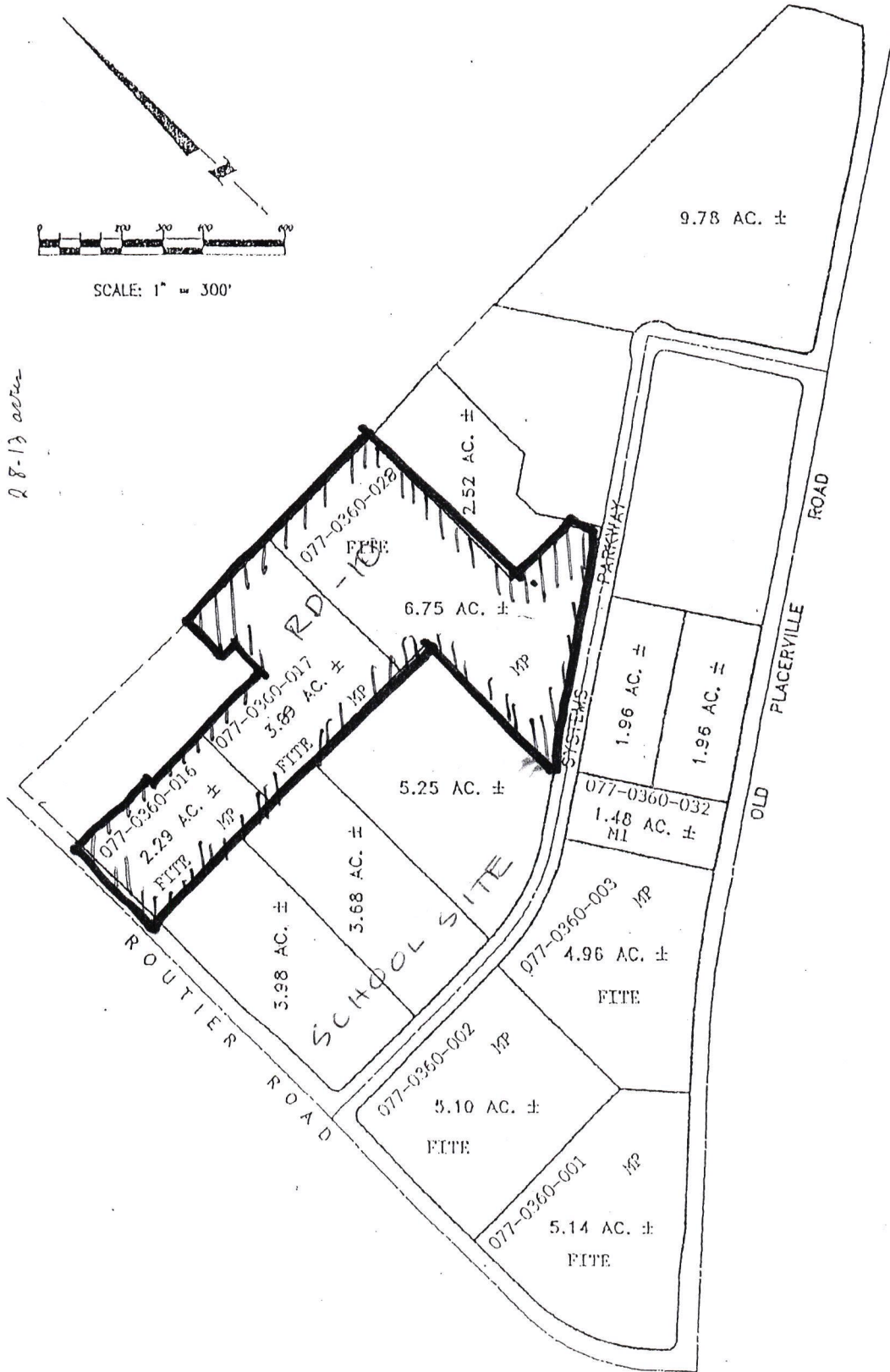
cc: Chet & Bruce Fite  
Pete Halimi





SCALE: 1" = 300'

28.13 acres



CALC. CC  
 DRN. CC  
 CKD. MH  
 APRVD. MH

EXHIBIT MAP FOR A PORTION OF  
**MATHER BUSINESS PARK**

COUNTY OF SACRAMENTO, CALIFORNIA  
 MURRAY SMITH & ASSOCIATES, ENGINEERING  
 RANCHO CORDOVA, CALIFORNIA

DATE 3/9/95  
 SCALE 1"=300'  
 E.D. N/A  
 W.D. 94101



FITE • SEE PARCEL MAP

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USGS Rancho Cordova, California, United States 09 May 2002



0 200M

0 200yd

Image courtesy of the U.S. Geological Survey

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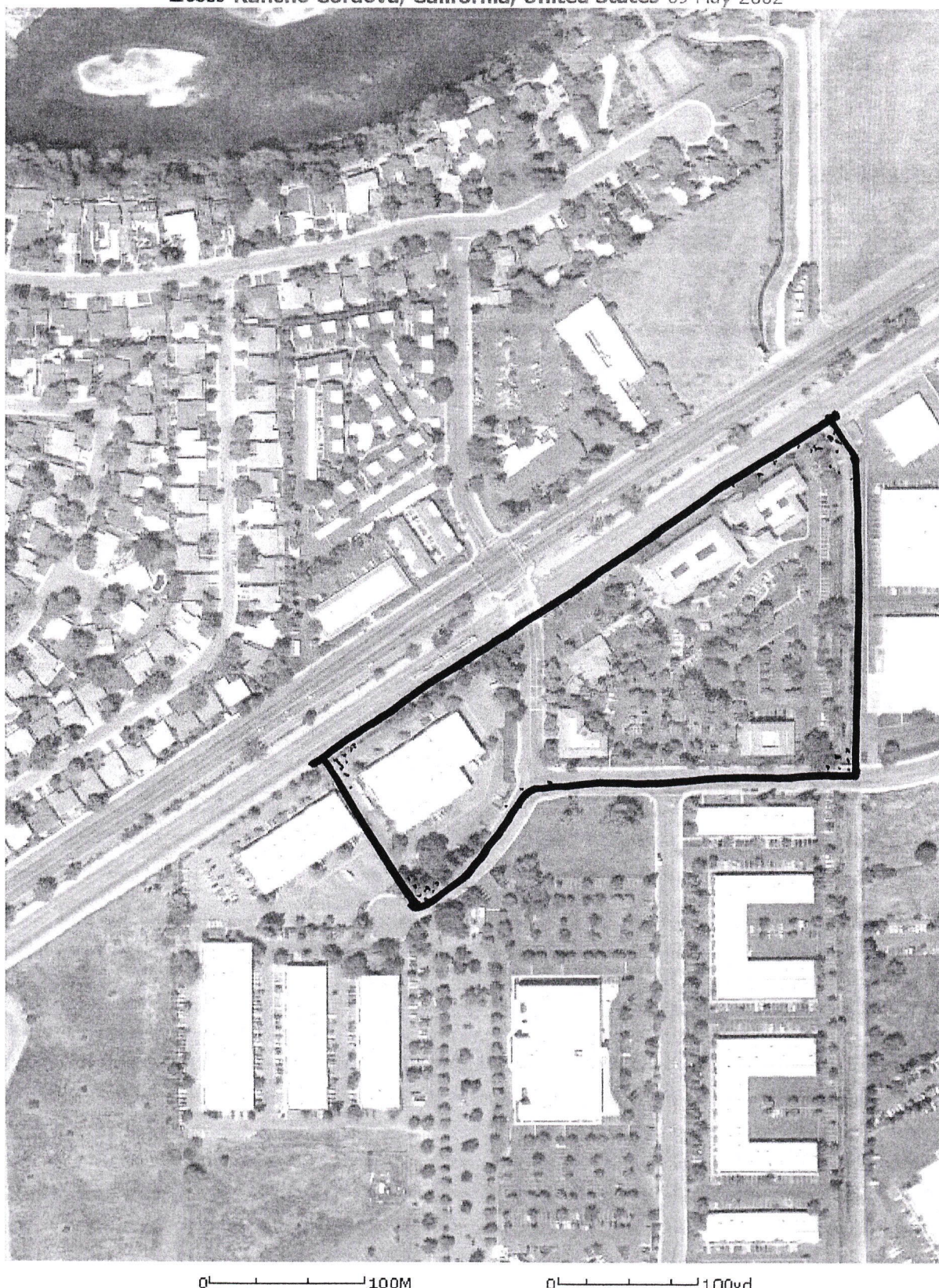
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## FITE - OLD MILLS WINERIES 1 &amp; 2

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USGS Rancho Cordova, California, United States 09 May 2002



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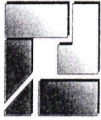
0 100yd

Image courtesy of the U.S. Geological Survey

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WADE ASSOCIATES  
Urban Planning & Design • Environmental Planning

RECEIVED

December 6, 2004

Mr. Paul Junker  
Planning Director  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670

DEC 08 2004  
RANCHO CORDOVA  
PLANNING

Subject: Request for General Plan Land Use Designation on the Kassis Property

Mr. Junker:

On behalf of the Kassis family, I request that the City of Rancho Cordova designate approximately 43 acres adjacent to Folsom Boulevard and the American River as Residential Mixed Use.

Based on review of the materials developed by the City in the on-going General Plan update I believe that the Residential Mixed Use would best suit the family's vision for a senior oriented residential community focused on an active lifestyle and individual health and wellness.

Attached is a brief description and schematic diagram of the proposed use. We are continuing to develop the land use concept and would be pleased to provide you with more detailed information about this exception site and the innovative land use plan envisioned by the Kassis family.

Sincerely,

WADE ASSOCIATES

David Wade, AICP

attachment



## **Property Location**

The property includes 43 acres on Folsom Boulevard within and adjacent to the west edge of the City of Rancho Cordova. Approximately 3 acres of the property is located in unincorporated area of Sacramento County to the west of the City boundary. The property extends north along the American River toward Goethe Park.

The future light rail station at Horn Drive located 400 feet to the west provides an opportunity to create a transit oriented development on the property.

## **Street Address**

The property is located at 9851 Folsom Boulevard.

## **Assessor Parcel Numbers**

The property is located on Assessor Parcel Numbers:

075-0450-005

075-440-024

075-440-017

## **Property Ownership**

The property is owned by Kassis Family Co-tenancy

## **Property Owner Request**

The property owners request that the Land Use designation in the new Rancho Cordova General Plan would be **Residential Mixed Use**.

Subsequent to the adoption of the new Ranch Cordova General Plan, the property owner would also request the following.

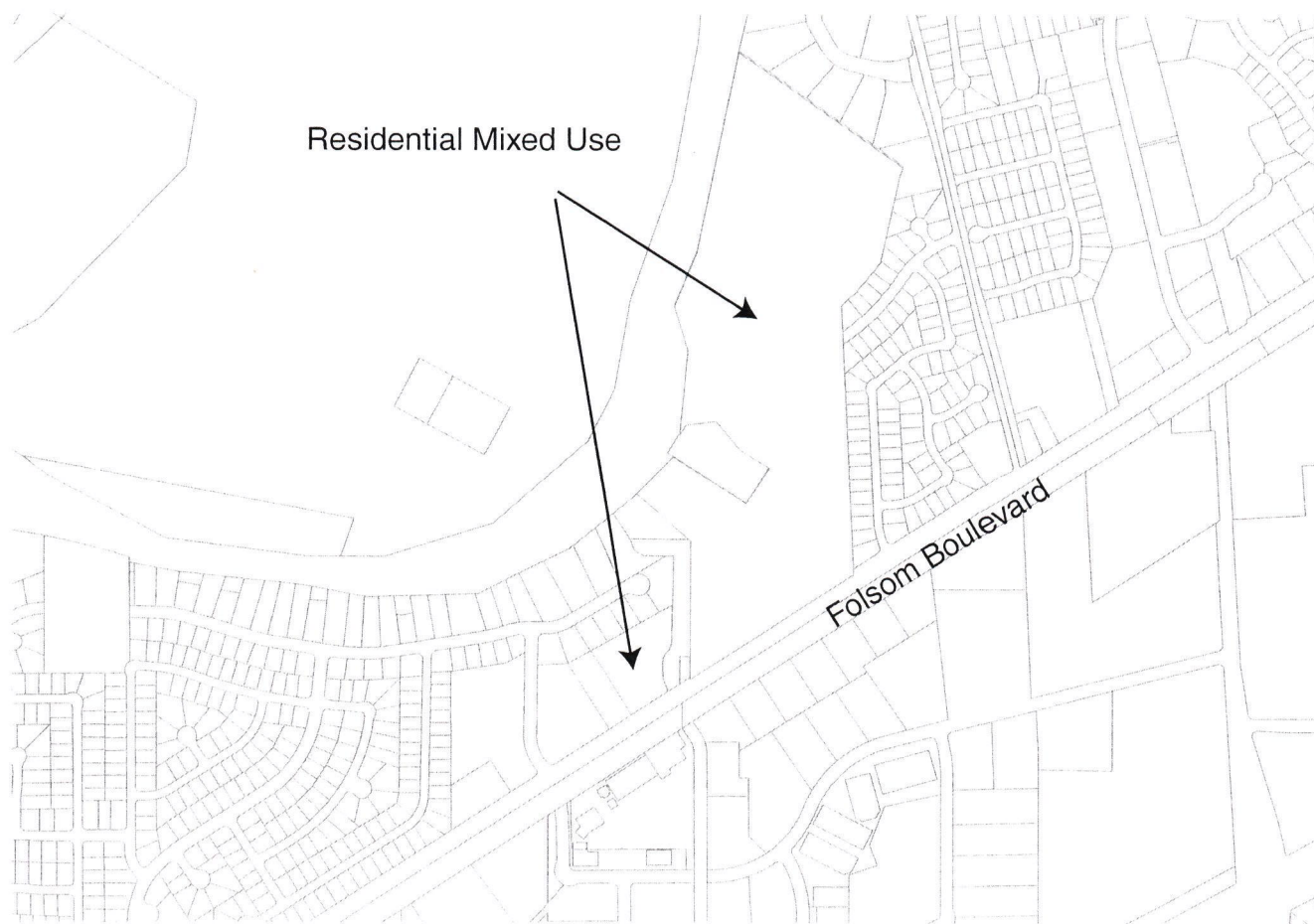
### ***Establish a Special Plan Area (SPA) to Guide Future Development***

A Special Plan Area would be defined for the property to establish special a mix of land uses that support the proposed use and special development standards including but not limited to building height, bulk and setbacks from adjacent property; parking standards and pedestrian access requirements.

### ***Annexation of a Portion of the Property to the City of Rancho Cordova***

The portion of the property located outside the City of Rancho Cordova would be included in an amendment to the City's Sphere of Influence and would be annexed to the City.

Kassis Property  
Proposed General Plan  
Land Use Designation





## **Site Description**

The site consists of two terraces separated by a 20 to 30 foot bluff. The property has frontage on Folsom Boulevard for a distance of 1370 feet between the Tiffany West subdivision and the Rancho Cordova Library.

### **On-site uses**

The property is undeveloped but has historically been used for agriculture. A marginally productive walnut and almond orchard is located on a portion of the lower terrace adjacent to the river.

The upper terrace along Folsom Boulevard is currently used as horse pasture. Historically, this portion of the site was used for alfalfa and other field crops.

### **Adjacent Land Use**

The Rancho Cordova Library is located along Folsom Boulevard immediately west of the property.

### **American River Park**

The project abuts the American River Parkway for approximately 2325 feet along the west boundary.

### **Single family homes**

Single family homes are located along the east and north side of the property. The Tiffany West subdivision to the east includes 24 residential lots that abut the property. The 15 lots located south of Stirling Park Drive are at the same elevation as the property, but those to the north are on the bluff approximately 30 feet above the property.

### **Estate homes**

Six estate lots are located to the north of the property in the Tiffany Farms subdivision. These larger home sites are at approximately the same elevation as the lower terrace on the property.

Estate homes are also located to the west along Mira Del Rio Drive, and a single large estate is located on a separate parcel overlooking the river near the center of the project. This separate parcel is not included in the plan and would remain as a separate home.

### **Warehouses and Light rail tracks**

The frontage along Folsom Boulevard opposite the property includes the light rail line and a warehouse industrial project.

### **Canal and substation**

An electric substation and a major drainage canal are located near the west edge of the property along the Folsom Boulevard frontage. The canal extends north from Folsom Boulevard to the river and effectively divides the project into two separate parcels.

### **Terrain/ Slope**

The project is located on two terraces above the river. The lower terrace is on a bluff approximately 20 to 30 feet above the normal flow level of the river. The upper terrace is approximately 20 to 30 feet higher still on the same elevation as the Folsom Boulevard. The upper terrace is virtually flat, but slopes slightly to the west.

The lower terrace includes a raised crown area and lower drainage area along the base of the bluff. The lower drainage area drains west toward the river.

### **Floodplain**

The lower terrace is within the 100-year floodplain of the American River. However, a natural detention area is located in the low lying drainage area on the southeast side of the terrace at the base of the bluff.

### **Sensitive Species**

Due to its location along the American River Parkway there is potential that sensitive species may exist on or near the property. A review of the Natural Diversity Data Base indicates that Great Egret and Great Blue Heron rookeries are located near the property in the adjacent residential areas or along the river. This resource is not expected to be impacted by or affect the potential use of the property. Thorough analysis of the resource and the potential impact of any proposed development would be required prior to approval of such development.

### **Cultural Resources**

Cultural resources relating to the native inhabitants of this area have been identified on an adjacent parcel near the north end of the property. This resource is not expected to be impacted by or affect the potential use of the property.



## **Description of Proposed Project**

### ***Proposal Concept Overview***

The proposed project is envisioned as a cohesive mix of land uses that support and encourage an active lifestyle and wellness for senior residents. Mix of housing opportunities and support facilities on site will support a healthy, active life style in a neighborhood designed to encourage walking.

Each land use plays a role in providing an active, diverse living experience. The components of the project include:

- Apartment and condominium style housing
- On-site recreation and fitness facilities
- Cluster housing
- A wellness center
- A fitness center
- Residence and support facilities for persons with special needs
- Offices for professional services oriented to the senior residents
- Commercial services oriented to the senior residents

The proposed uses greatly benefit from two key features of the site. First, the property overlooks and has direct access to the American River Parkway. This proximity to river provides a wealth of recreational opportunities that would appeal to the future residents including fishing, hiking, bird and wildlife watching, and bicycling. The entry to Goethe Park and the American River Bike Trail is only one-quarter mile from the pedestrian access on Rod Beaudry Drive.

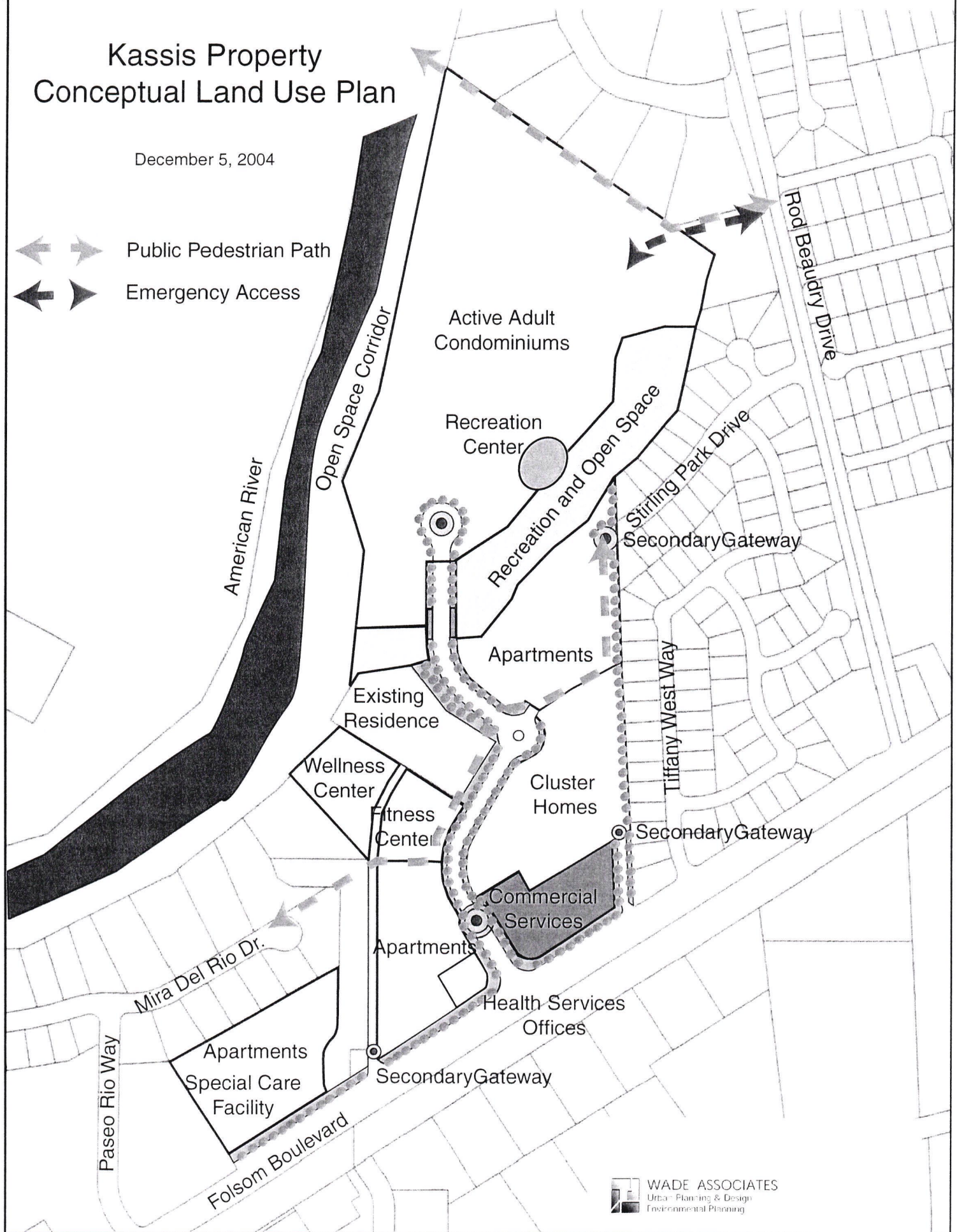
### ***Apartment/Condominium Dwellings***

The apartment/condominium dwellings will provide a variety of dwelling sizes and configurations for residents who desire a high quality residential setting, but prefer to have all landscaping and building maintenance provided by the project management. This area may include a mix of dwelling unit types ranging from apartments designed for single person households to apartments or condominiums with three or more bedrooms. The different dwelling types may be developed in an integrated pattern, or may be developed in distinctly different sub-areas.

# Kassis Property Conceptual Land Use Plan

December 5, 2004

- Public Pedestrian Path
- Emergency Access





## ***Kassis Property General Plan Proposal***

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The apartment/condominium dwelling area is located on two terraces above the river. The lower terrace is on a bluff approximately 20 feet above the normal flow level of the river. The upper terrace is approximately 20 to 30 feet higher still on the same elevation as the adjacent single family homes. The steep bluff and the existing trees provide a substantial screen from river below. The buildings will vary in height to provide an interesting profile and character. All buildings will be setback from the Parkway and landscaped to minimize any view from the river or the far bank of the river. Buildings up to four stories will be permitted in locations carefully selected to avoid visual intrusion on the Parkway and on the single family homes near the plan area.

Each dwelling will have a private terrace or balcony and will provide a view to the American River Parkway or landscaped recreation area along the base of the bluff at the east edge of the site. Pedestrian paths will encircle the entire plan area.

Vehicle access to the apartment/condominium area will be provided from the main driveway entry on Folsom Boulevard and from Stirling Park Drive. Secondary access will be through the cluster housing drives that also connect to Folsom Boulevard.

An emergency only access will be provided on the existing pedestrian easement at Rod Beaudry Drive. The easement would remain for pedestrian access, but the easement will be paved and gates provided to ensure emergency vehicle access. Normal daily traffic from the plan area would not be allowed to use this easement.

Parking would be incorporated in the buildings or distributed in small, landscaped areas close to the dwellings. The parking areas will be conveniently located to minimize exposing residents to cold and rain, and to minimize the visual effect of large parking areas. The bluff located near the east side of the project could be used to partially "bury" the parking in a structure with two or more levels. The apartments/condominiums would be located above or to the side.

The overall average density of the apartment/condominium dwelling area would range from 15 dwelling units per acre to 25 dwelling units per acre.

### ***Recreation Facilities***

Recreation amenities will be a major feature in this area. The low lying area along the base of the eastern bluff will be landscaped as a recreation activity area. The area would include walking paths and turf for informal recreation, and special facilities such as gardening areas, bocce ball courts, tennis courts, a putting green, and picnic tables.

A recreation center and clubhouse would be located in this area to serve the residents. The center would include space for a swimming pool, a small fitness room to supplement the larger fitness center located nearby, rooms for club meetings, classes, and special activities such as ceramics or

## ***Kassis Property General Plan Proposal***

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wood working. The center would also include a large space suitable for dances and large dinners. Support facilities including the administrative offices for the apartments/condominiums and a caterer kitchen would be provided in the center.

### ***Cluster Housing***

Cluster housing provides small homes that are primarily oriented to landscaped gardens and common areas rather than streets and parking areas. The homes will be on individual parcels, but may include attached dwelling designs that share a common wall. These dwellings will provide residents with individual private outdoor spaces that may be a small yard, garden or terrace. A network of pedestrian paths will connect each home to the other features in the plan. Driveways will provide access to garages adjacent to each home. Entry driveways will be provided at Folsom Boulevard on the east end of the plan area and from Stirling Park Drive.

All common area landscaping and building exteriors will be maintained through a common association.

The cluster homes are located adjacent to the commercial use and the existing residential neighborhood to the east.

The plan allocates approximately 4.3 acres for the cluster housing. At an average of 10 to 12 dwelling units per acre this would yield 43 to 52 homes. The homes will typically be single story but two story buildings will be permitted.

### ***Wellness Center***

The focus of the activities and the philosophy underlying the overall plan will be a wellness center facility that combines space for classes and training, exercise, meditation special events such as seminars, weddings and receptions, teas, small dinner parties, and social events in an exceptional setting. The wellness center will be accessible to the general public in special events, but the primary purpose of this facility is to educate and support the plan area residents in maintaining a high quality, healthy life-style.

The plan area allocates approximately 1.5 acres on a site overlooking the American River Parkway. The location adjacent to the river is critical to the function of the wellness center as a place of inspiration. The center will be designed to not intrude on the Parkway through setbacks, landscaping, and the architectural profile, color and materials. Nonetheless, the center will include a veranda and terrace as well as interior spaces that provide an inspiring view of the American River.

The location and the building will promote tranquility and respect for the natural setting.



***Fitness Center***

The fitness center will provide recreation and training facilities including weight training, cycling, treadmills, a spa and rooms for dance, massage, yoga, Pilates and other exercise routines. The fitness center will focus on equipment and facilities appropriate for the health and fitness of the plan area residents, but will also be open to the general public.

The fitness center is located adjacent to the Residential Care Center and the cluster housing, but is connected by a pedestrian path network, and is within easy walking distance of all residential uses in the plan area. It is envisioned that this will be a focus of community activity that is visited regularly by plan area residents.

The center is planned to function with the adjacent wellness center. The two facilities will share parking and access from Folsom Boulevard and the internal street system.

The plan allocates approximately one acre for the fitness center. With shared parking scaled to reflect the pedestrian connection to the residential uses and the use of neighborhood vehicles in the plan area the fitness center building will be approximately 10,000 to 15,000 square feet.

***Residence Care Center***

The Apartment/Condominium Residential use located near the Folsom Boulevard frontage may also include a residence care center oriented to residential and support facilities for senior residents and others with special care needs. Facilities within the residence care center may include a memory care facility and independent living facility. The facility would also include space for support facilities including administrative offices and a central kitchen. The kitchen would serve the memory care facility and the independent living facility, as well as provide food service for events at the wellness center.

The memory care facility and independent living facility will each include on-site dining and recreation facilities.

An appropriate location for this use would be at the west end of the project area along Folsom Boulevard. Access will be provided to this portion of the project directly from Folsom Boulevard. An existing driveway easement to Paseo Rio Way will provide service access to the central kitchen.

***Professional Office***

Professional offices would include physician, dentist, chiropractor, physical therapist, nutritionist and other services oriented to the health care of the plan area residents.

Offices may also include services such as attorneys, accountants, insurance, travel services and other services for the convenience of the plan area residents.

## ***Kassis Property General Plan Proposal***

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Although the office uses will be available to the general public, the uses are intended primarily to serve the plan area residents and therefore only a small office building is envisioned.

Approximately one acre is allocated to office uses and this may be incorporated in the Residence Care Center as a separate office building or as space within a residence building. This will accommodate approximately 10,000 to 15,000 square feet of office use. A two story building is permitted. Parking may be shared with the other uses in the Residential Care Center and may be scaled to reflect the pedestrian connection to the residential uses and the use of neighborhood vehicles in the plan area.

The office use building will provide a visual gateway and vehicle access near the main entry on Folsom Boulevard, but will be also have pedestrian access from the residential portion of the plan area.

### ***Commercial Services***

The commercial center will include space for limited retail and services primarily oriented to the convenience of the plan area residents, but also available to the general public. Uses within the commercial area may include one or more food services, such as a restaurant, café, or coffee shop, or a prepared food takeout service. These may include conventional restaurants that provide takeout food service, but may also include special meal service for residents. Residents could participate in a regular food service program in which meals are delivered to their homes or picked up at a food store in the commercial area. The store would be similar to delicatessen, but would offer a broader range of full meals prepared in the central kitchen or the restaurant or café.

The delicatessen could also be part of a small general store/grocery and bakery where residents could purchase many small items to meet their daily needs without leaving the plan area.

The commercial center would also include personal services such a dry cleaner, a hair salon or spa, health care products, pet care products and other retail stores and services particularly suited to the plan area resident needs. The center may also include small shops oriented to the special interests of the residents, such as fly fishing or golf.

The commercial center is considered to be an informal social gathering place. The type of uses envisioned in the center will naturally draw the residents to this area. The commercial center may also include a concierge service for the plan area residents. Concierge services could include a wide range of personal services such as arranging for event tickets, pick-up and delivery of cleaning, and meal delivery. Postal and package delivery service for residents may also be located in the center.

The commercial center will provide an attractive gateway to the plan area as well as attractive, landscaping along the Folsom Boulevard frontage.

Two story buildings will be permitted to complement the adjacent office use. In addition, the design of the center will provide spaces that encourage patrons to sit and interact with their



neighbors. The commercial center buildings will be oriented around a pedestrian plaza rather than a conventional, linear strip center and will be similar in character to the Pavilions center on Fair Oaks Boulevard. The center will be connected to the sidewalk along Folsom Boulevard and the pedestrian path network within the plan area. Parking requirements may be scaled to reflect the pedestrian connection to the residential uses and the use of neighborhood vehicles in the plan area.

## **Circulation Plan**

The circulation plan for the project will include normal vehicle access, and due to the character of the planned uses, special consideration is given to the emergency vehicle and service vehicle access as well.

Pedestrian and bicycle circulation is given at least equal weight to the vehicle circulation. The project focuses on an active life style that encourages walking or the use of bicycles at every opportunity.

## **Vehicle Access**

### **Folsom Boulevard Frontage**

The property has approximately 1370 feet of frontage along Folsom Boulevard. It is proposed that a primary entry be located approximately 500 feet east of the existing canal. The primary entry would extend into the project to provide direct access to the portion nearest the river. It is anticipated that the primary access will include roundabouts or traffic circles to slow traffic and provide distinctive design features for the project.

Secondary entries would be provided near the east edge of the project and near the east side of the canal. Additional entries would be provided to the portion of the property west of the canal. The entry drives (or secondary streets) would be spaced approximately 250 feet from one another or any existing street (notably Tiffany West Way) to avoid any traffic movement conflicts.

### **Stirling Park Drive**

Existing Stirling Park Drive terminates at the east edge of the property. The street will enter a roundabout or other traffic calming feature on the property and will be directed into the internal street system.

### **Driveway Easement on Folsom Boulevard**

An existing driveway easement along the east side of the canal provides access to the existing estate lots along the river frontage from Folsom Boulevard. The entry and easement will be incorporated into the site design circulation, or will be relocated to the entry drive to ensure continued access to these properties.

### **Emergency Access**

Emergency access to the portion of the project on the east side of the canal will be available from three directions. Emergency access from Folsom Boulevard will be provided through the primary entry drive and three other minor street or driveway entries. Direct access will also be provided at Stirling Park Drive on the east side of the property. A secondary emergency access will be provided on the east side by paving the existing 15 foot-wide pedestrian access that connects from Rod Beaudry Drive to the northeast corner of the project. This paved emergency access would connect directly to the internal driveway circulation within the project. The entry from both ends of the pedestrian path/emergency vehicle lane would be blocked by barriers that would prevent automobile or motorcycle access, but would be controlled by emergency personnel to be quickly removed in an emergency.

The portion of the project on the west side of the canal would be provided directly from Folsom Boulevard and from the existing access easement from Paseo Rio Way.

### **Service Access**

All parts of the project will require service access for garbage collection and delivery trucks, and in-home services, such as food delivery, landscape services, and health services. In addition, the commercial services and the central kitchen facility will require food delivery and refuse collection on a daily basis. Service access will be provided to the west side of the canal through the existing driveway easement from Paseo Rio Way. Service access will be provided to the commercial and office uses directly from Folsom Boulevard via designated driveways.

### **Pedestrian Circulation**

#### **Internal Circulation**

Walk ability is a major design feature in this project. All land uses will provide landscaped sidewalk corridors within the use and connecting to all other uses in the project. Special emphasis is placed on conveniently connecting the residential land uses to supporting land uses (fitness center, wellness center, and commercial use) to encourage walking rather than driving to these facilities.

The frontage along the Parkway provides a special opportunity for a pedestrian promenade that will include a pedestrian trail and seating areas for viewing the river. The pedestrian trail will connect to the existing pedestrian easement that links Rod Beaudry Drive to the river. The pedestrian paths will encircle the condominium area to provide interconnected jogging and walking paths.

#### **Easement from Rod Beaudry Drive**

An existing 15 foot-wide pedestrian easement provides access from Rod Beaudry Drive to the American River. This easement will be retained for public access in the project. A portion of it



would be improved and paved as an emergency access to connect from the internal circulation system directly to Rod Beaudry Drive. Security gates would be provided to control pedestrian access to the developed portion of the project.

#### **Easement connecting Stirling Park Drive to Mira Del Rio Way**

An existing generally described easement would establish a pedestrian/bicycle connection across the project between Stirling Park Drive and Mira Del Rio Way. This would be located in the project in a pedestrian/bicycle path that connects at Mira Del Rio Way, would cross the canal on a planned bicycle pedestrian over-crossing, then cross the project in a landscaped corridor adjacent to the internal streets and exit at the planned roundabout entry at Stirling Park Drive.

#### ***Access to the Future Light Rail Station***

Walking access to light rail will be available when the light rail station is constructed at Horn Drive, just 400 feet to the west of the site. The opportunity for light rail access opens diverse opportunities for shopping and entertainment for the project residents. The project includes the entire frontage to the intersection of Horn Drive and Folsom Boulevard (except the library) and can provide a comfortable, attractive and convenient pedestrian route from the project to the future light rail station.

### **Development Concept Description**

#### ***Design Issues Addressed in this Plan***

##### **Adjacent Land Uses**

The proposed land use (Residential Mixed Use) includes land uses that are more intensive and different in character than the existing adjacent residential uses. The proposed plan can mitigate the potential incompatibility between the proposed and existing uses through the following means.

##### **Mix of Land Uses**

The more intensive land uses would be located away from the existing single family dwellings. In the area adjacent to the existing Tiffany West subdivision where single family homes are at the same elevation, the proposed use would be single family homes similar in height and landscaping to the adjacent homes. No two story homes would be allowed abutting the rear yards of existing dwellings south of Stirling Park Drive.

##### **Setback**

The most intensive uses would be located either near the Folsom Boulevard frontage, along the bluff edge, or on the lower terrace. Each of these locations would be separated from adjacent single family areas.

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Where higher intensity residential uses are proposed adjacent to existing residential uses, as along the south side of Mira Del Rio Drive a minimum setback of 60 feet would be required for two story buildings, and a minimum setback of 80 feet would be required for taller buildings.

### **Landscaping**

Landscaping, including screen trees and shrubs will be required in the setback adjacent to existing residential uses to provide additional visual buffers.

### **Difference in Elevation**

In addition to setbacks the differences in elevation of single family homes in Tiffany West subdivision will provide a visual separation from the higher intensity residential uses proposed on the lower terrace.

### **Internal Circulation**

The internal street system would route the internal project traffic away from the existing residences. Except where it is necessary to connect to Stirling Park Drive the internal street system will not abut existing residences.

### **Adjacent American River Parkway**

The American River Parkway and the river are exceptional resources that enhance and support the lifestyle envisioned for residents of this project. However, the view from the Parkway and river must be considered in order to retain the scenic values of this amenity.

The proposed plan is actually setback approximately one hundred feet from the existing river bank by a separate parcel that is part of the Parkway. In addition, the river at this location creates two or three distinct channels separated by islands and gravel bars. These islands and bars screen the property when viewed from much of the Parkway in the vicinity of the William Pond Recreation Area on the far side of the river.

In addition to these natural screening effects the proposed project would include the following design features to limit its visibility from the Parkway and river.

### **Elevation Difference/ Line of Sight**

The proposed development would occur on the lower terrace approximately 30 feet above the normal elevation of the river.

Buildings in the project would be setback 70 feet from the property line.

The building height in the area nearest the river would be limited to two stories, plus parking.



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Through the combination of building height limitations and building setbacks, the natural bluff condition will screen the buildings when viewed from the river adjacent to the property.

### **Landscaping Screens**

Additional visual screening will be provided by new trees included in the project landscaping in the 70 foot-wide building setback adjacent to the river.

### **Flood protection**

Development of higher density residential use (apartments/condominiums) on the lower terrace of the property can be accomplished through a combination of raising the building sites and creating a detention area along the base of the bluff. A naturally low lying area along the base of the bluff is 10 to 15 feet lower than the crown area at the center of the lower terrace where buildings would be located. The low lying area drains to the river and provides a setting for a combination recreation area and detention basin. The area could be slightly excavated and landscaped while retaining several of the larger walnut trees.

The development area would be designed so that the living areas of all buildings would be above the flood elevation. The use of a cluster of apartment or condominium buildings rather than multiple single family dwellings will make it more practical to raise individual building pads above the flood elevation.

## MEMORANDUM

**DATE:** January 3, 2005  
**TO:** Mayor and Council Members  
**FROM:** Beverly Howard, Sr. Management Analyst  
**SUBJECT:** 2005-2007 Strategic Planning Outcomes (revised 1/3/05)



### RECOMMENDATION

No Council action is recommended.

### BACKGROUND

On November 4 – 5, 2004, a public Strategic Planning Workshop was held between the Mayor, City Council, City Manager, Senior Staff, and Planning Commission Members. Key objectives of this workshop were to further develop the 2019 Vision, collaboratively develop a draft Mission Statement, and identify and attain consensus on our Values and Priority Goals for 2004 – 2007.

Follow-up sessions were held by senior Staff on November 29, 2004, and December 28, 2004, for the purpose of discussing the outputs from the Strategic Planning Workshop. The outcome of the November 29 session was a deeper understanding among Senior Staff of how to build the foundation for a unique and non-bureaucratic City over the next three years. The outcome of the December 28 session was a set of collectively-understood core beliefs on which senior staff believes the Council Goals and Top Priorities are based, and which can be used for prioritizing day-to-day work.

The objectives of today's workshop are to:

1. Affirm the process for finalizing the **2019 Vision**
2. Validate the **Mission Statement** and **Values**
3. Obtain consensus on the **2005 - 2007 Goals**
4. Obtain a common understanding of **Council Priorities** and **Strategies** that support the Goals
5. Obtain clarity on Lead Staff and Liaison roles as designated in Attachment 2



## **DISCUSSION**

### **2019 Vision**

As agreed to at the November 4 – 5 Workshop, a committee chaired by Beverly Howard is drafting a Vision 2019 Statement that captures the essence of the Vision brainstorming sessions. Committee members include Lee Frechette, Curt Haven, Chuck Myer and Art Smith. The committee's draft will be reviewed by Senior Staff and then brought before Council for action.

### **Mission**

On November 29, 2004, Senior Staff revised the Mission statement as follows:

**The City of Rancho Cordova is a catalyst for a dynamic  
and sustainable community,  
rich in beauty, culture, and opportunity for current and future generations.**

### **Values**

The Values developed at the November 4 – 5, 2004, Workshop were reviewed by Senior Staff on November 29. Staff discussed them again at a meeting on 1/3/05 and wish to discuss the possible addition of a value covering the City's dedication to employee quality of work life, respect, honesty, integrity, and other values shared by City staff.

#### **Efficiency**

Focusing resources on priorities  
Ensuring fiscal stability  
Considering quality and cost vs benefit in decision-making  
Utilizing efficient and accountable systems, processes and procedures  
Involving stakeholders in long-range planning and master plans

#### **Individual Rights**

Protecting People and Property  
Providing customer-friendly and business-friendly processes and facilities

#### **Representation**

Providing a clear vision shared by the community  
Surveying citizens as to their needs and concerns  
Providing for and encouraging public involvement  
Listening and responding to community concerns

### **Social Equity**

Providing housing options, including affordable housing for families and seniors  
Ensuring City facilities and programs are accessible to the disabled  
Enforcing Federal and State laws prohibiting discrimination  
Providing bilingual / multilingual staff and written materials as needed

### **TBD**

*Paragraph pertaining to dedication to employees, respect, honesty, integrity...*

### **Top 9 Council Priorities**

Council Priorities are included in the following attachment to this report: **Attachment 2 – November 4 – 5, 2004, Strategic Planning Workshop (Exhibit 6)**. This document is taken directly from the November 4 – 5, 2004 Strategic Planning Workshop Report submitted by facilitating consultants David Jones and Sandra Tripp-Jones.

On December 28, Senior Staff discussed possible core beliefs and thought processes leading to the Top Council Priorities. At the end of this discussion, staff developed a revised list of Goals to which all the Top Council Priorities could be distributed. See **Attachment 3 – Revised Goals and Corresponding Council Priorities**.

It is the desire of staff that the Goals and how to attain them be continually discussed, internalized, and challenged by managers and staff, during routine decision-making, and during execution of day-to-day work until they become the driving force that rallies staff to their successful attainment. Through this process, every staff member will be able to see the connection between the work they perform and its contribution to building and sustaining a desired state within the community.

### **NEXT STEPS**

The next steps following today's Workshop include:

- 1) 2019 Vision Committee develops draft and submits to staff
- 2) Senior Staff reviews 2019 Vision and submits to Council for action
- 3) Staff finalizes individual department work plans
- 4) Staff meets again in June to review their progress in accordance with an agreement made at the November 4 – 5, 2004 Strategic Planning Workshop

### **ATTACHMENTS**

**Attachment 1** – 2005-2007 Strategic Planning Outcomes Workshop Agenda

**Attachment 2** – Council Top 9 Priorities from the November 4 – 5, 2004, Strategic Planning Workshop (Exhibit 6)

**Attachment 3** – Revised Goals and Corresponding Council Priorities



## 2005-2007 Strategic Planning Outcomes Workshop January 3, 2005

### Desired Outcomes:

1. Affirm the process for finalizing the **2019 Vision**
2. Validate the **Mission Statement** and **Values**
3. Obtain consensus on the **2005 - 2007 Goals**
4. Obtain a common understanding of **Council Priorities** and **Strategies** that support the Goals
5. Obtain clarity on Lead Staff and Liaison roles as designated in Attachment 2

## A G E N D A

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 min  | Review Agenda and Desired Outcomes                                                                                                                                                                                                                                                                                                                                                                                              |
| 10 min | Review Process for finalizing <b>2019 Vision</b> ; and review <b>Mission &amp; Values</b>                                                                                                                                                                                                                                                                                                                                       |
| 30 min | Review/Amend <b>Goals</b>                                                                                                                                                                                                                                                                                                                                                                                                       |
| 45 min | Discuss examples of <b>Council Priorities</b> and <b>Strategies</b> supporting the Goals                                                                                                                                                                                                                                                                                                                                        |
| 5 min  | Review Next Steps <ul style="list-style-type: none"><li>• 2019 Vision Committee develops draft and submits to staff</li><li>• Senior Staff reviews 2019 Vision and submits to Council for action</li><li>• Staff finalizes individual department work plans</li><li>• Staff meets again in June to review their progress in accordance with an agreement made at the November 4 – 5, 2004 Strategic Planning Workshop</li></ul> |

Workshop Concluded

**Rancho Cordova  
Strategic Planning Workshop  
PRIORITY GOALS FOR 2004 – 2007**

| <u>Priority Goals</u>                                                                                                                                                                                                                                                                     | <u>Lead Staff</u>                    | <u>Liaisons</u>   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------|
| <u>Five (5) Votes:</u>                                                                                                                                                                                                                                                                    |                                      |                   |
| 1. Financial Security, for example: <ul style="list-style-type: none"> <li>○ Comprehensive fees proposal</li> <li>○ Economic Development plan</li> <li>○ Enterprise funds</li> <li>○ Revisit Revenue Neutrality Agreement</li> <li>○ Support revenue generating ideas</li> </ul>          | Bill<br>Phil (Cyrus, Paul, Greg)     | David, Ken        |
| 2. Comprehensive Planning Process for Achieving Quality Growth                                                                                                                                                                                                                            | Paul                                 | Linda, David, Art |
| 3. Complete 5-Year Roads Improvement Plan and Implement 1 <sup>st</sup> Year Plan of repairs and resurfacing                                                                                                                                                                              | Cyrus                                | Dan, Bob          |
| 4. Logical City Boundaries <ul style="list-style-type: none"> <li>○ Park District</li> <li>○ Elk Grove School District</li> <li>○ Annexation</li> </ul>                                                                                                                                   | Ted (Curt, City Attorney<br>Beverly) | Bob, Linda        |
| <u>Four (4) Votes:</u>                                                                                                                                                                                                                                                                    |                                      |                   |
| 5. Public Safety Services Delivery Plan, including <ul style="list-style-type: none"> <li>○ Community Oriented Policing</li> <li>○ Emergency Preparedness Plan</li> <li>○ Facilities location plan, collocating where possible</li> <li>○ Integration with other City services</li> </ul> | Tom (Bill, Greg M.)                  | David, Dan        |
| 6. Parks and Open Space Priorities Plan                                                                                                                                                                                                                                                   | Greg F. (Lillian)                    | Linda, David      |



- Kilgore Cemetery

Three Votes:

- |                                                    |                   |                |
|----------------------------------------------------|-------------------|----------------|
| 7. Redevelopment Agency Formation (re Folsom area) | Curt (Ted, Steve) | Bob, Dan, Ray  |
| 8. Complete Folsom Blvd. Beautification Plan       | Cyrus             | Linda, Ken     |
| 9. Circulation Element of General Plan, including: | Cyrus (Paul)      | Ken, Bob, GPAC |
| ○ Integration of elements                          |                   |                |
| ○ Connectivity                                     |                   |                |
| ○ Mix of Options for travel                        |                   |                |
| ○ Clear high standards                             |                   |                |
| ○ Bikeways                                         |                   |                |
| ○ Street furniture                                 |                   |                |

NOTE: Civic Center to be included in General Plan with specificity as to location.

## **High Level Goals, Core Beliefs, and Corresponding Council Priorities**

The following list includes the High Level Goals identified by Senior Staff at their December 28 meeting. Each goal is accompanied by an Associated Core Belief and the Council Priorities that Senior Staff identified as corresponding to each High Level Goal. The number preceding each Council Priority is the priority assigned to it at the November 4 – 5, 2004, Strategic Planning Workshop. Council Priorities may appear more than once if Senior Staff thought they could correspond to more than one High Level Goal.

**-Goal – PROVIDE EXCEPTIONAL CUSTOMER SERVICE**

**-Associated Core Belief** – The City must provide all essential services necessary for meeting the basic needs of the community. In delivering these, as well as all non-essential services, contacts between City Staff and the community must portray our customer-driven focus and desire for excellence. These contacts include staff behaviors and streamlined efficient processes.

**-Corresponding Council Priorities – TBD**

**-Goal – CREATE FINANCIAL STABILITY**

**-Associated Core Belief** – Financial stability is mandatory if the City is to remain a viable sustainable entity. Financial security shall be attained through comprehensive fees proposals, effective Economic Development, revenue generation, annexations, and other key activities.

**- Corresponding Council Priorities**

1. Financial Security
4. Logical City Boundaries
7. Redevelopment Agency Formation

**-Goal – ENHANCE RANCHO CORDOVA'S COMMUNITY IMAGE**

**-Associated Core Belief** – Rancho Cordova must enhance its community image in order to attract new residents, visitors, businesses, and satisfy the needs of existing community members. An enhanced image can be attained through effectively executed Code Enforcement and Public Safety programs and timely and accurate dissemination of public information and strategic communications.

**- Corresponding Council Priorities**

5. Public Safety Services Delivery Plan



**-Goal – DEVELOP AND SUSTAIN A LIVABLE COMMUNITY**

**-Associated Core Belief** – The community must feel safe, be supported by adequate circulation / traffic patterns, and be assisted in achieving quality growth.

**- Corresponding Council Priorities**

2. Comprehensive Planning Process for Achieving Quality Growth
3. Complete 5-Yr Roads Improvement Plan & Implement 1<sup>st</sup> Yr Plan of repairs & resurfacing
4. Logical City Boundaries
5. Public Safety Services Delivery Plan
6. Parks and Open Space Priorities Plan
8. Folsom Boulevard Beautification Plan
9. Circulation Element General Plan

**-Goal – BE KNOWN FOR OUR REGIONAL LEADERSHIP**

**-Associated Core Belief** – The community wishes to be known locally as well as nationally for its regional leadership.

**- Corresponding Council Priorities – TBD**

**-Goal – FOLLOW-THROUGH ON INITIAL PROMISES**

**-Associated Core Belief** – The City must follow-through on all LAFCO requirements, contract agreements with supporting agencies, and promises made to the community when first becoming a City. Staff will ensure follow-through on these promises by incorporating them into their work plans for 2005-2007 and revisiting their progress on a regular basis.

**- Corresponding Council Priorities – TBD**

## Revised Goals and Corresponding Council Priorities

The following list of High Level Goals has been developed by Senior Staff. Each goal is accompanied by any Council Priorities supporting it. The number preceding each Council Priority is the priority assigned to it at the November 4 – 5, 2004, Strategic Planning Workshop. Council Priorities may appear more than once if Senior Staff thought they could correspond to more than one High Level Goal.

**-Goal – PROVIDE EXCEPTIONAL CUSTOMER SERVICE**

**-Associated Core Belief** – Contacts between City Staff and the community will portray our customer-driven focus and desire for excellence. These contacts include staff behaviors and streamlined efficient processes.

**-Corresponding Council Priorities – TBD**

**-Goal – CREATE FINANCIAL STABILITY**

**-Associated Core Belief** – Financial stability is mandatory if the City is to remain a viable sustainable entity. Financial security shall be attained through comprehensive fees proposals, effective Economic Development, revenue generation, annexations, and other key activities.

**- Corresponding Council Priorities**

1. Financial Security
4. Logical City Boundaries
7. Redevelopment Agency Formation

**-Goal – DEVELOP AND SUSTAIN A LIVABLE COMMUNITY WITH OPEN SPACE AND WILDLIFE RESOURCES**

**-Associated Core Belief** – The community must feel safe, be supported by adequate circulation / traffic patterns, and be assisted in achieving quality growth while preserving open space and wildlife resources.

**- Corresponding Council Priorities**

2. Comprehensive Planning Process for Achieving Quality Growth
3. Complete 5-Yr Roads Improvement Plan & Implement 1<sup>st</sup> Yr Plan of repairs & resurfacing
4. Logical City Boundaries
5. Public Safety Services Delivery Plan
6. Parks and Open Space Priorities Plan
8. Folsom Boulevard Beautification Plan
9. Circulation Element General Plan



**-Goal – ENHANCE RANCHO CORDOVA'S COMMUNITY IMAGE**

**-Associated Core Belief** – Rancho Cordova must enhance its community image in order to attract new residents, visitors, businesses, and satisfy the needs of existing community members. An enhanced image can be attained through effectively executed Code Enforcement and Public Safety programs and timely and accurate dissemination of public information and strategic communications.

**- Corresponding Council Priorities**

5. Public Safety Services Delivery Plan

**-Goal – BE KNOWN FOR OUR REGIONAL LEADERSHIP**

**-Associated Core Belief** – The community wishes to be known locally as well as nationally for its regional leadership.

**- Corresponding Council Priorities – TBD**

**-Goal – ENHANCE CIVIC INVOLVEMENT AND COMMUNITY COMPASSION**

**- Corresponding Council Priorities – TBD**

**-Goal – FOLLOW-THROUGH ON INITIAL PROMISES**

**-Associated Core Belief** – The City must follow-through on all LAFCO requirements, contract agreements with supporting agencies, and promises made to the community when first becoming a City. Staff will ensure follow-through on these promises by incorporating them into their work plans for 2005-2007 and revisiting their progress on a regular basis.

**- Corresponding Council Priorities – TBD**

**-Goal – CONSTANTLY EVALUATE NEEDS AND OPPORTUNITIES TO DETERMINE NEW OFFERINGS**

**- Corresponding Council Priorities – TBD**

**-Goal – TBD (Related to Employees)**

**- Corresponding Council Priorities – TBD**