

SACRAMENTO COUNTY, CALIFORNIA



# EXISTING CONDITIONS & PLANNING CONTEXT

February, 2008

GRANT LINE EAST VISIONING PROJECT



**ATTACHMENT B**

EXISTING CONDITIONS & PLANNING CONTEXT

# TABLE OF CONTENTS

PLANNING CONTEXT	PAGES
Background	1-2
Setting	3
Planning Considerations	4-7
Figure 1 - Project Area	1
Figure 2 - Municipal Context	8
Figure 3 - Policy & Planning Constraints	9
Figure 4 - Natural & Environmental Constraints	10
Figure 5 - Other Area of Concern	11
Figure 6 - Transportation Plan	12
Figure 7 - Concept 1 for Elk Grove/ Rancho Cordova/ El Dorado Connector	13
Figure 8 - Concept 2 for Elk Grove/ Rancho Cordova/ El Dorado Connector	14
Figure 9 - Concept 3 for Elk Grove/ Rancho Cordova/ El Dorado Connector	15
Figure 10 - Concept 4 for Elk Grove/ Rancho Cordova/ El Dorado Connector	16

## PLANNING CONTEXT

### BACKGROUND

The Grant Line East Visioning Project Area covers a contiguous land area of approximately 8,000 acres in the unincorporated central-east area of Sacramento County, California. The Project Area includes a broad grouping of properties centered along Grant Line Road, south of the cities of Rancho Cordova and Folsom. The project is generally bound by White Rock Road on the north, Grant Line Road on the west (excepting a north portion which extends further west on White Rock Road), the County Urban Services Boundary/ Deer Creek on the east and the County Keifer Sanitary Landfill on the south. Immediately to the west are the Rio Del Oro Specific Plan and Sunrise Douglas Community Plan within the City of Rancho Cordova, an area planned for development of over 9,000 residential units. A map of the Project Area is provided in Figure 1.

As part of the Sacramento County General Plan update, the Grant Line East (GLE) area was identified by the Board of Supervisors for potential urbanization during public workshops concerning existing and new growth areas needed to accommodate the demand anticipated over the next 30 years and beyond by the Sacramento Area Council of Governments (SACOG) Blueprint. The Blueprint Project established a long range regional vision for how the Sacramento region will manage a doubling of population growth by 2050. Many of the strategies in the vision called for the implementation of what are known as the Blueprint Planning Principles: housing options, compact development, transportation choices, mixed land uses, conservation of natural resources, using existing assets, and quality design. Sacramento County

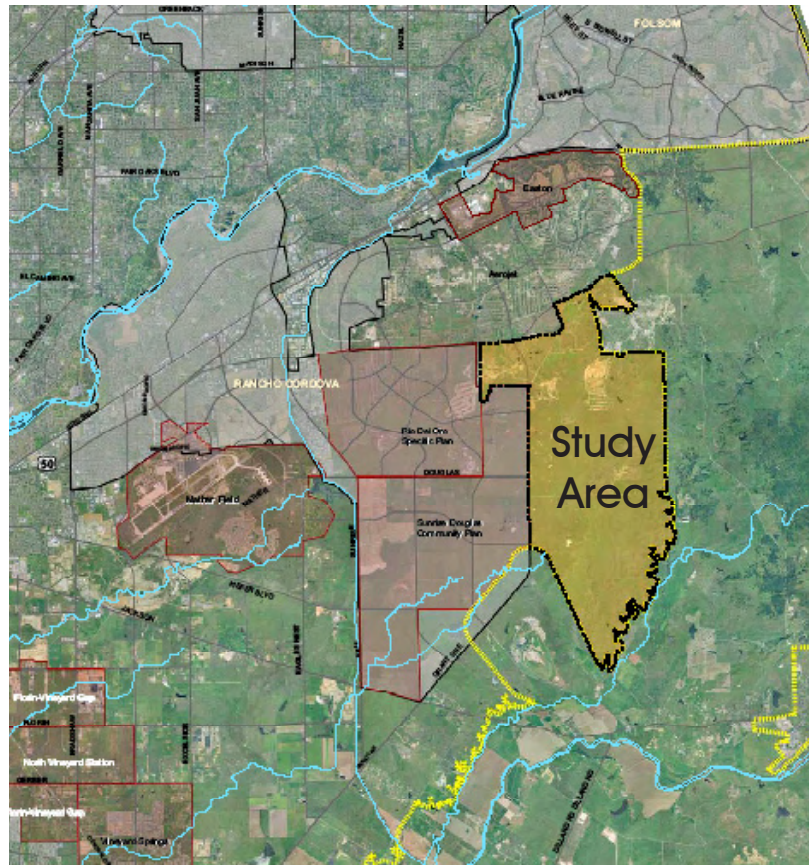


Figure 1 - Project Area

has committed to implementing the goals and strategies of the Blueprint in the updated General Plan. Since it is anticipated that most of the area within the Urban Services Boundary (USB, the ultimate extent of the urban edge in the unincorporated County) will eventually be developed for urban uses, the Board of Supervisors determined that it was necessary to look not only at the near-term potential of identified new growth areas, but also at the long-term potential of the larger area out to the USB.

The GLE Area was designated for special study that will occur through a visioning process aimed at guiding future land use decisions. The Visioning Project was conceived as a proactive, County-led approach to examine opportunities and constraints offered by the greater GLE Area, which is located within the areas to be considered in the 2030 General Plan time frame, but will likely develop beyond that window. This plan will focus on encouraging a comprehensive approach to future uses in the area, and preventing piecemeal and haphazard development that can occur as large new communities emerge over an extended period of time. The scope of this effort is anticipated to contain a level of detail and policy language that is more specific than the General Plan, but not as explicit as a Community Plan. It will address strategic planning considerations relating to the GLE Planning Area, including development potential at full build out, phasing of development, location and conceptual layout of land uses, economic development opportunities, environmental issues, and public facilities and infrastructure. Results from the effort may be included in the Draft General Plan.

neighboring jurisdictions, environmental groups, service providers, regional agencies, and the general public. This phase will include interviews with focus groups, and interactive workshops involving the broader community, and culminate with preparation of a written record summarizing the results of the public outreach. Phase 3, which overlaps the preceding phase, is the preparation of conceptual land plans and circulation plans for the GLE visioning Project Area that will be presented for review at the public workshops. Under the County’s direction, these conceptual alternatives will be refined into a Preferred Conceptual Land Plan and Circulation Plan for presentation before the Board of Supervisors. A policy document containing sections on land use principles, economic development objectives, public services strategy, and basic design guidelines will also be prepared. The resulting Vision will be framed by the principles of the SACOG Blueprint, and will guide all future master planning efforts in the Grant Line East Planning Area. The Vision will ensure that all future planning and development efforts work toward accomplishing the County’s overall goal of smart growth and creating complete communities.



Example of Mixed Use



Example of Urban - Mitigation Preserve Interface

The Grant Line East Visioning Project will be completed in three distinct phases of activity. Phase 1 comprises the review and compilation of baseline data for the Project Area. Phase 2 entails an aggressive public outreach campaign that is designed to elicit input on future plans for the area from a broad spectrum of community stakeholders, including landowners, business owners,

## SETTING



View of South End of Sunrise and Douglas Area

The Project Area is best characterized by its physical attributes – gentle to moderately sloping grasslands interspersed with shrubs and small stands of trees primarily centered on drainage courses and a more pronounced intermittent creek that bisects the site from north to south and ultimately feeds to Deer Creek. Uses in the Project Area include aggregate mining activities (extraction and processing) on the northerly end, and some scattered farm residences in the middle of the study area, as well as an abundance of agricultural land dedicated to ranching. Significant uses in the vicinity include the Rio del Oro and Sunrise-Douglas planned communities to the west, Prairie City Off-road Vehicle Park to the northeast (which borders an active aggregate mining site in the GLE Project Area), the Sacramento County Boys Ranch correctional facility to the east across Deer Creek, and the Keifer Sanitary Landfill and associated buffer to the south. Lands to the north of White Rock Road are occupied with industrial activities as part of the operations of Aerojet.

The central and west portions of the Project Area

host a significant concentration of jurisdictional wetlands, vernal pool habitat and vernal pool grasslands. These resources have been identified and mapped by the South Sacramento Habitat Conservation Plan, which has established a preservation target of approximately 1,500 acres of the vernal pool habitat.



Typical Wet Meadow

## PLANNING CONSIDERATIONS

The future planning of the Grant Line East Project Area will be greatly influenced and informed by a number of existing factors that are internal and external to the study area. These factors relate to existing and planned land uses and infrastructure in the vicinity, physical and environmental features present on the site, and land use policies incorporated in the County's update to its General Plan. The following is a brief summary of the various opportunities and constraints attributable to the area, and how these may shape the County's future vision for this area.

### Assets and Opportunities

- *Proximity to Planned Development:* The GLE Project Area is immediately east of the Sunrise-Douglas Planning areas (more properly known as the Sunridge and Suncreek Community Plans) within the City of Rancho Cordova, south of the Easton Planned Development (a 4,000 to 6,000 unit mixed use planned community on 1400 acres), and southwest of the Folsom South Sphere of Influence expansion. While currently the study area is remote, it is in the eastward and southward paths of planned development, and may provide a logical extension of the County's planned urbanization.
  - *Physical Contiguity:* The roughly 8,000 acre area is an assortment of contiguous parcels, relatively unencumbered by major dividing features such as transportation corridors, rivers, or terrain that would render the area physically undevelopable.
  - *Large Landholdings and Interest to Develop Properties:* A few large landowners own much of the property in this area, making comprehensive planning and development much easier compared to an area with multiple land owners.
- There is also interest in developing the area within the 2030 planning period. The owners of 3,200 acres of the Project Area have submitted land use entitlement applications (General Plan Amendment) to the county for the proposed Cordova Hills development. The Cordova Hills proposal entails 1,631 acre of residential, a 223 university campus, 772 acre of open space and a limited amount of mixed use and public uses. Per adopted policy, the county has rejected the proposed General Plan Amendment. An appeal hearing concerning this decision is pending before the Board of Supervisors.
- *Planned Elk Grove/ Rancho Cordova/ El Dorado Connector:* The proposed Elk Grove/Rancho Cordova/ El Dorado Connector is a planned limited-access roadway intended to provide an alternate route for east-west traffic that currently uses US 50. Five stakeholder jurisdictions (Elk Grove, Folsom, Rancho Cordova, El Dorado County, and Sacramento County) have formed a joint powers authority (JPA) to assume responsibility for this project. The JPA is considering up to four preliminary alignments of the corridor – all of which follow in whole or part the Grant Line Road frontage of the Project Area. This regional transportation artery presents a unique location opportunity for commercial retail and job generating uses that provide retail and employment attraction from beyond the GLE area.

**Constraints:**

Typical Wet Pasture

- Environmental Issues:* Environmental analysis conducted as part of the South Sacramento Habitat Conservation Plan (SSHCP) has identified two significant environmental constraints to development in this area. First, the area features a large number of dense, high quality vernal pool complexes that are home to a number of endangered species, including Fairy Shrimp and Tadpole Shrimp. Second, there are two known occurrences of Sacramento Orcutt grass in this area that must be preserved; only a handful of such occurrences exist in the world. Successful implementation of the SSHCP will require that a large portion of this area be permanently protected (a minimum of 1,580 acres) including the establishment of a core preserve (1,000+ acres.) This will result in a minimum of 20% of the total area being constrained from any type of development. Habitat mapping done as part of the SSHCP indicate a high density of vernal pools located adjacent to Grant Line Road, which could ultimately constrain much of the land along the Grant Line frontage that would be the most desirable place for urban development. The area farther east of the roadway contains hilly topography and a substantial creek corridor that, if preserved, would be more conducive to low density development such as estate-type residential, or agriculture residential

on the urban fringe next to the USB. As such avoiding the environmental features may hinder development of a diverse and balanced range of land uses as encouraged in the General Plan.



Typical Wet Meadow

- Active Aggregate Resource Operations:* There are three active aggregates sites on the north end of the Project Area, which present challenges with regard to noise and land use compatibility with urban residential and commercial uses, since the productive life of these operations could outlast the 2030 time frame of the updated General Plan. In addition, the county has received applications to establish three new aggregates mines in the vicinity - located off of White Rock Road and Scott Roads to the east of the Project Area. Two of the proposed operations (Granite Construction and De Silva Gates Construction) are requesting permits for a 100-year operation, while the third (Teichert) proposes a 25-year operation. Aggregates from the proposed Teichert operation would be conveyed and processed at the existing facility in the Project Area, further extending its productive life.



Typical Aggregate Mine / Processor

- Incompatible Neighboring Uses:* In addition to the aggregate uses described above, there are adjacent uses which may also further constrain development of the GLE area due to the nature and character of the operations. The Keifer Landfill is located immediately to the south and forms the southern border of the Project Area. This facility is the subject of a current Land Use Feasibility Analysis that will consider existing and future uses at the site, including higher tech waste processing

operations that may significantly extend the useful life of the landfill and requisite “no development” buffer.

The Carson Creek Boys Ranch, a County detention facility for delinquent youth, is adjacent to the eastern boundary of the study area and may be an undesirable neighbor to sensitive residential uses. Lastly, the Prairie City Off-Road Vehicle Park borders the northeast of the study area, and is a source of dust and noise that limits near-term prospects for development of more urban residential and employment uses.



Typical Recreation Vehicle Park

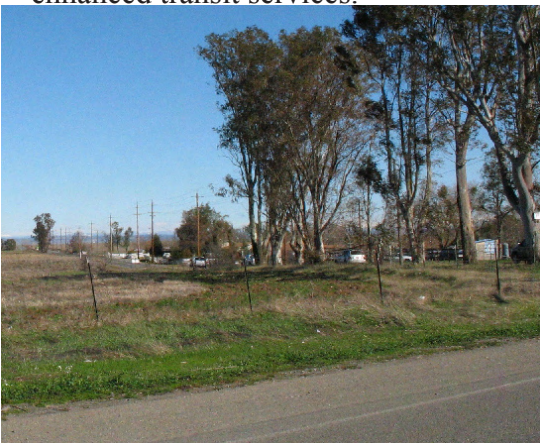
- Provision of Sewer Service:* Development in the Grant Line East area during the 2030 General Plan time frame will be limited by a lack of sewer facilities. The area will be served by the Laguna Creek Pump Station, Force Main and Interceptor, and these improvements are among the last projects planned for in Sacramento Regional County Sanitation District’s (SRCSD) Interceptor System Master Plan 2000. Interim facilities may be available, but would need to be independent of those constructed and sized only to serve the adjacent Sunrise-Douglas and Rio Del Oro Specific Plan areas.
- Provision of Public Water:* The Project Area is not well positioned for water service provision during the 2030 planning period. It is not included in the Sacramento County Water Agency



2030 Study Area for Zone 40, is not adjacent to existing water infrastructure, and is poorly situated for the supply of recycled wastewater and/or remediated groundwater. Scarce groundwater is available in the Study Area because of its proximity to groundwater contamination (to the north) and the characteristics of the local aquifer. Therefore, the likely source of water for this area would be unknown surface supplies that would be politically, environmentally, and institutionally challenging to secure.

- *Transportation Infrastructure and Traffic:*

There is currently no transportation infrastructure in place in the area east of Grantline. Facilitating development in this area will heavily impact US 50, Douglas Road and White Rock Road, because these are the only major nearby east-west connections. Additionally, there is currently little opportunity for public transit due to the area's location near the urban fringe. The area's location and environmental constraints would make it difficult to provide urban densities high enough to support enhanced transit services.



View of Grant Line Rd at Jackson Hwy

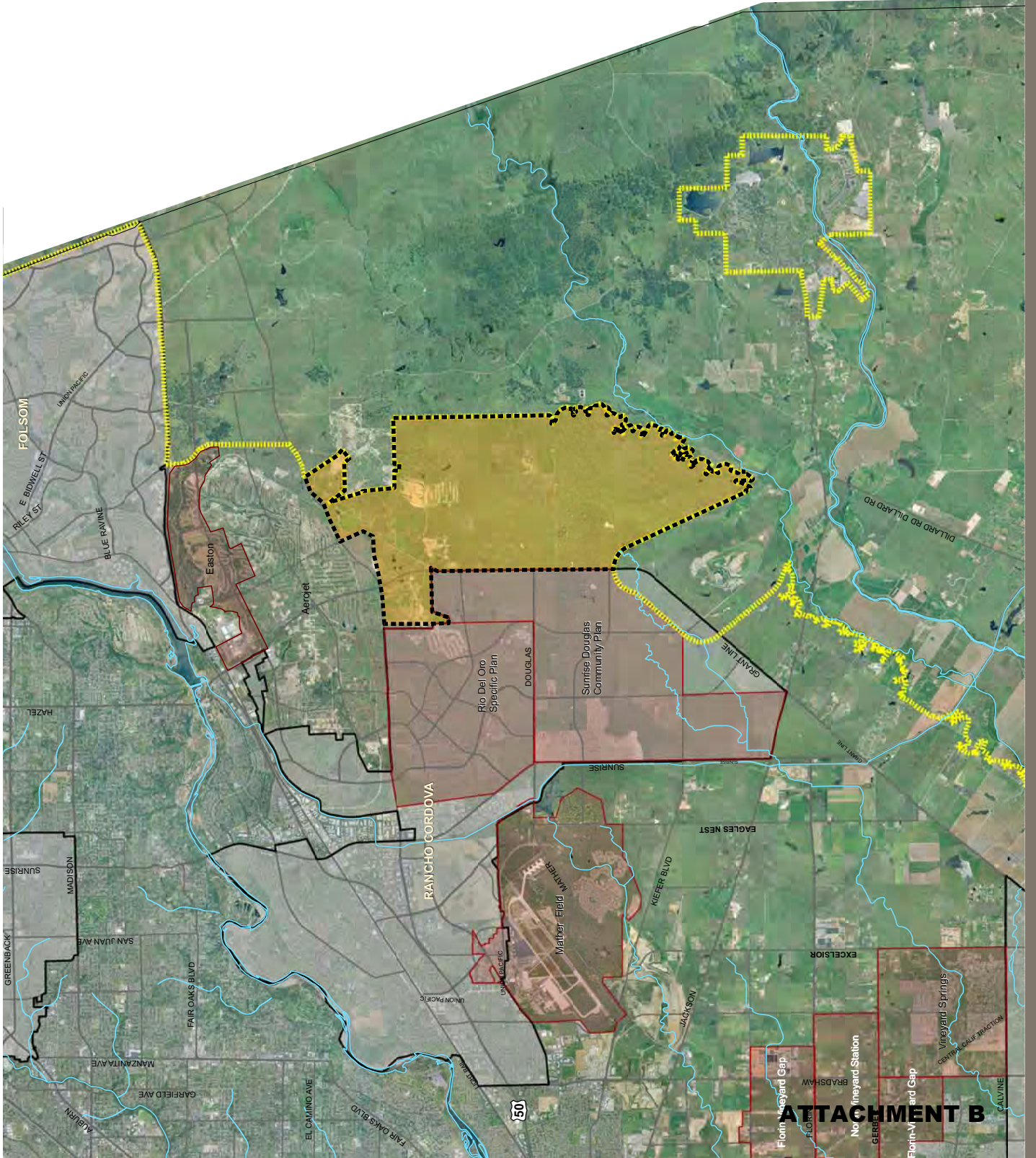
- *Uncertainty of Planning for Elk Grove/ Rancho Cordova/ El Dorado Connector:* The JPA is considering up to four preliminary alignments of the proposed Elk Grove/Rancho Cordova/ El Dorado Connector, and the decision on a final alignment will not be made until completion of the environmental review process for the project. Preparation of an Environmental Impact Report/ Environmental Impact Statement (EIR/ EIS) will begin in early 2008, and likely surpass the timeframe for completing the Grant Line East Visioning Project. If the ultimate alignment follows the entire Grant Line Road frontage of the Project Area, road circulation for future development will be constrained by limits on the number and required spacing of permitted intersections along this regional roadway.

Figures illustrating the location and planning context of the Project Area are provided on the succeeding pages. Figure 2 depicts the study area location relative to nearby cities and projects, and Figure 3 shows the existing land use designations for the GLE area. Figure 4 shows the natural and environmental constraints, and Figure 5 illustrates other concerns and constraints (such as airport noise contours, permanently protected habitat areas, landfills and floodways). Figure 6 is the Transportation Network proposed in the General Plan Update. Figures 7-10 depict the four conceptual alignments for the Elk Grove/ Rancho Cordova/ El Dorado Connector within the project area, of which only one will be selected by the joint powers agency upon completion of environmental review.

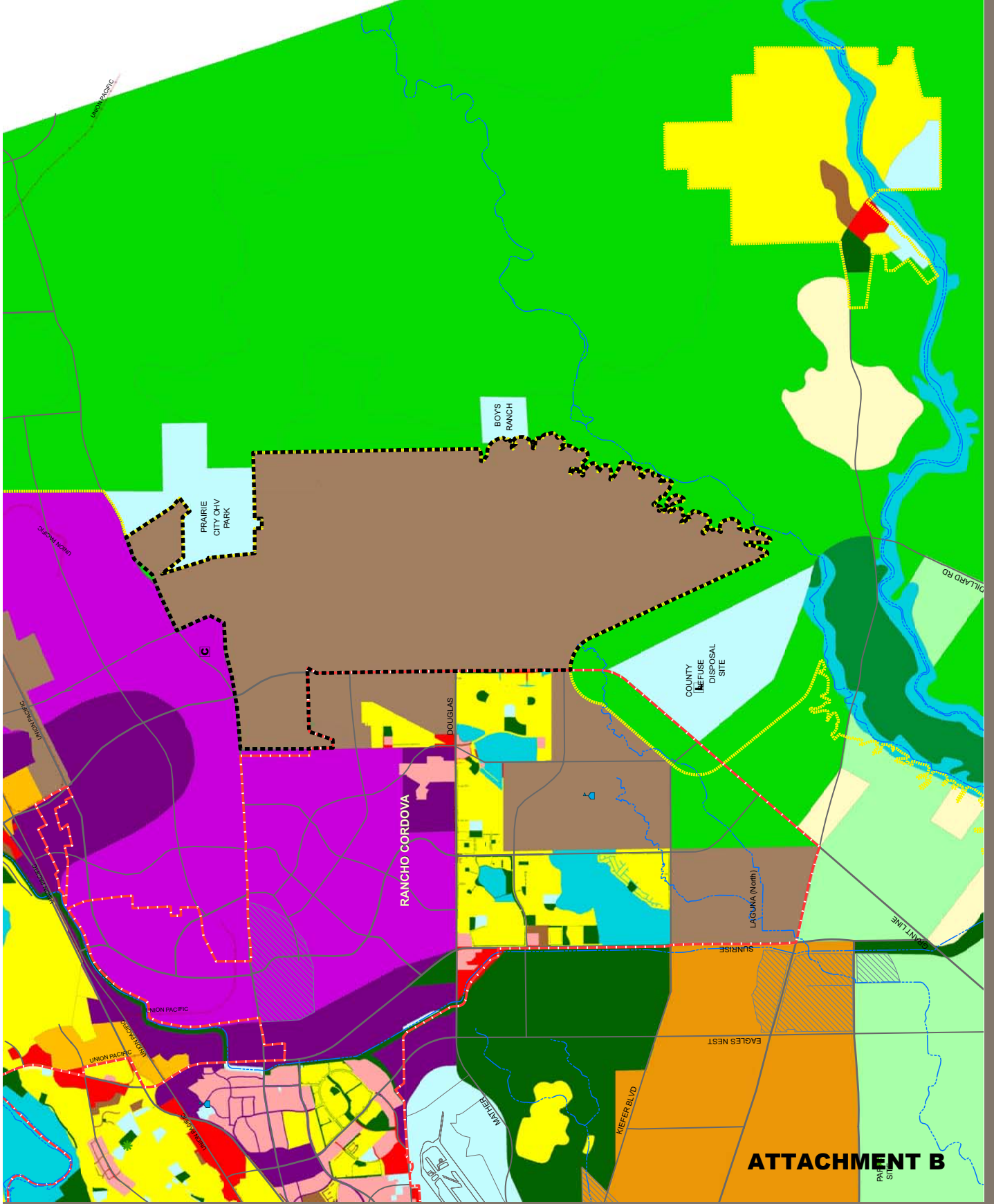
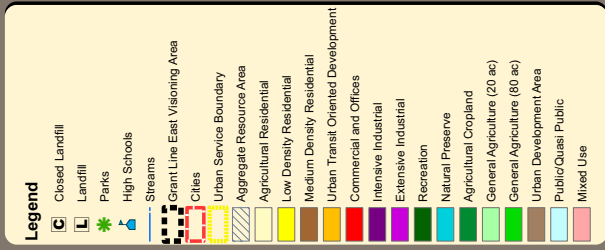
# Municipal Context Map

**LEGEND**

- COUNTY LINE
- Grant Line East Visioning Area
- Urban Policy Expansion Area
- Urban Service Boundary
- Master Plan Areas
- Cities



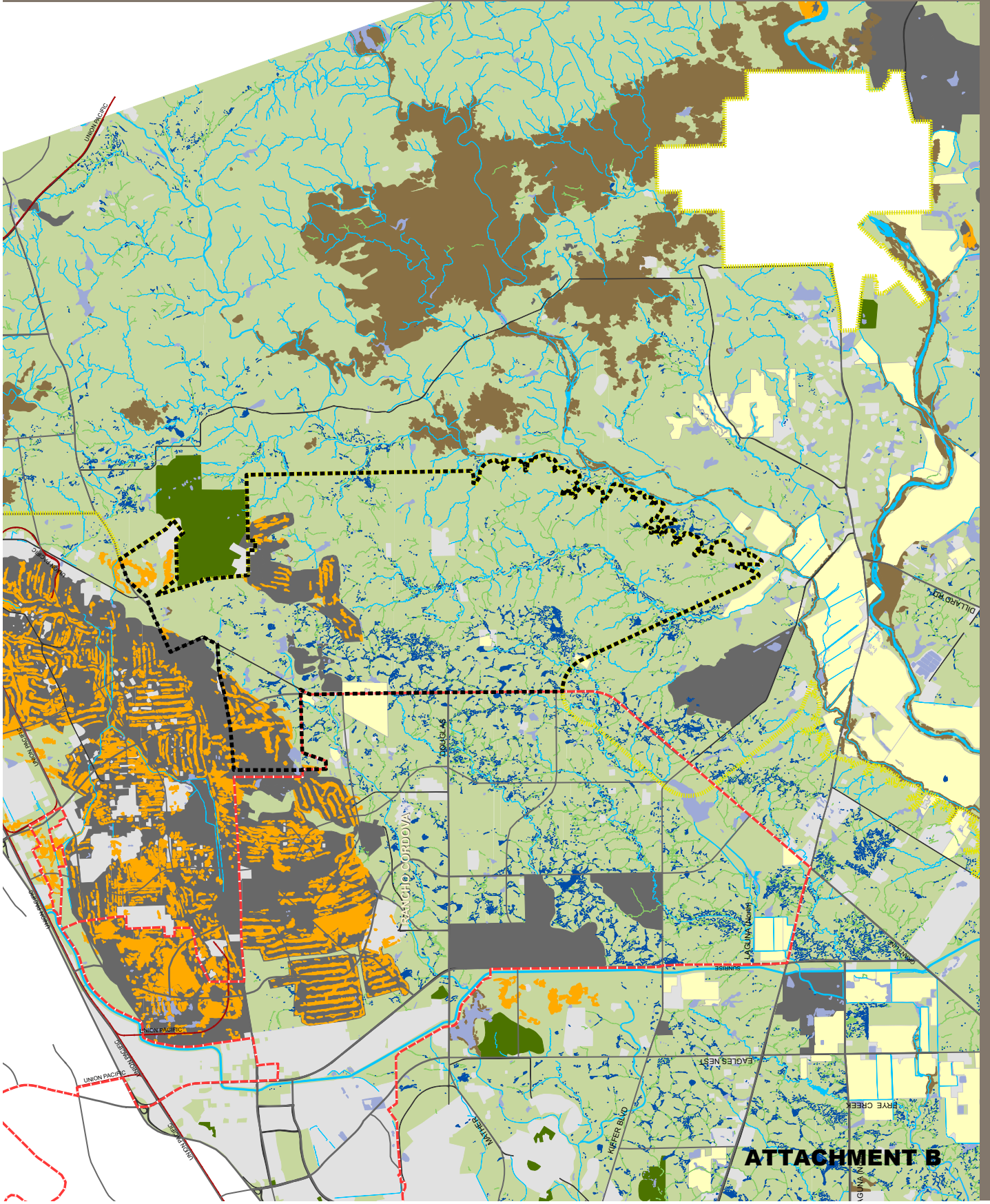
# Land Use Context Map



# Environmental Context Map

**LEGEND**

- Grant Line East Visioning Area
- Cities
- Urban Service Boundary
- South Sacramento Habitat Conservation Plan Cover Types
- Vernal Pool
- Wetland
- Streams/Aqueducts
- Swale
- Grassland
- Cropland
- Cottonwood Woodland
- Riparian Woodland/Scrub
- Recreation/Landscaped
- Development
- Disturbed/Mine Tailings
- Major Roads

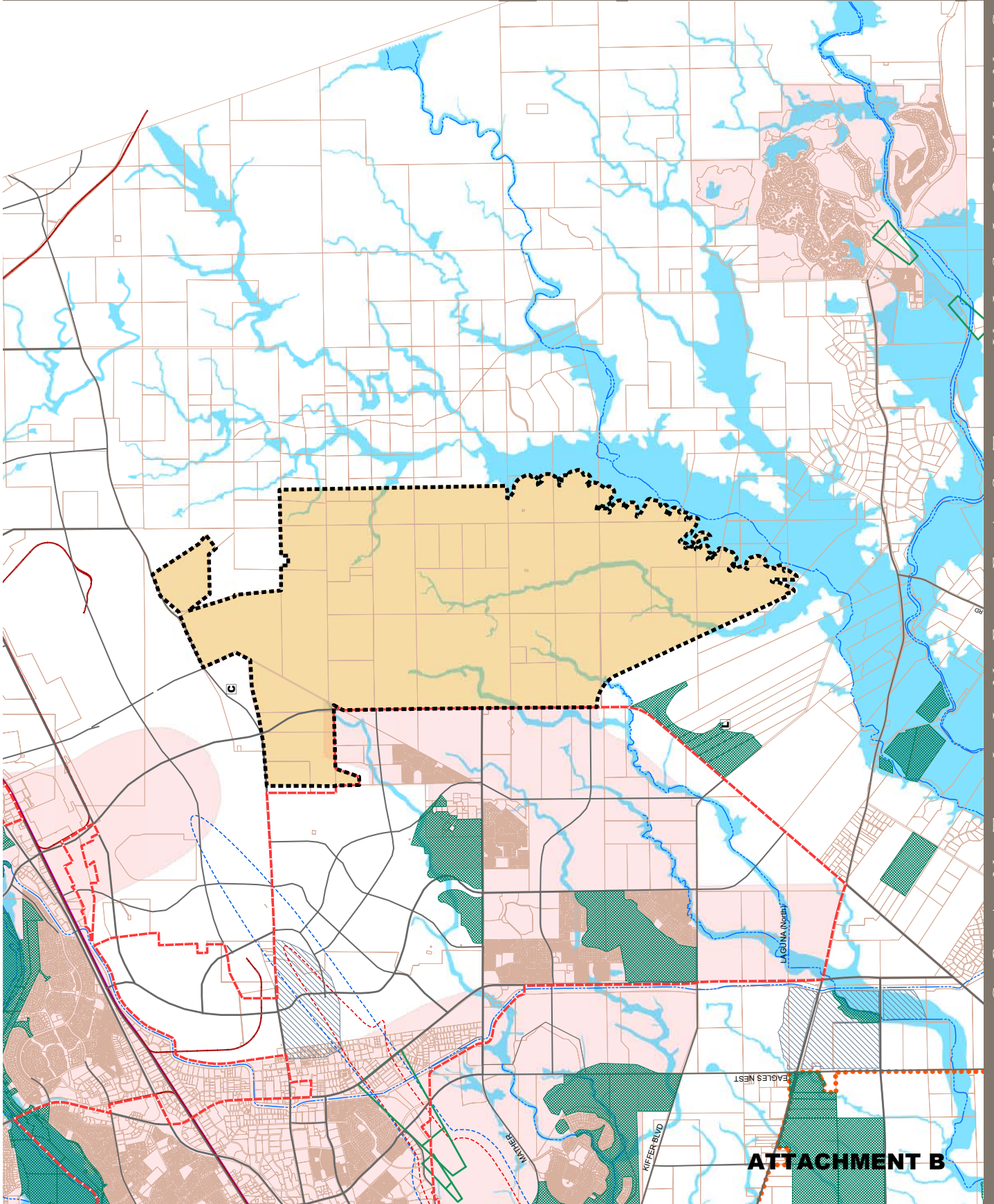


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# Other Areas of Concern Context Map

**LEGEND**

- Closed Landfill
- Landfill
- Grant Line East Visioning Area
- Cities
- Protected Area
- Sacramento Valley Conservancy Property
- Streams
- Light Rail Transit
- Safety Zones
- eCONEL based on the proposed master plan aircraft noise
- eCONEL based on the thematic airport capacity aircraft noise
- Aggregate Resource Area
- Urban Policy Expansion Area
- Floodplain (F)
- Existing Urban Policy Area



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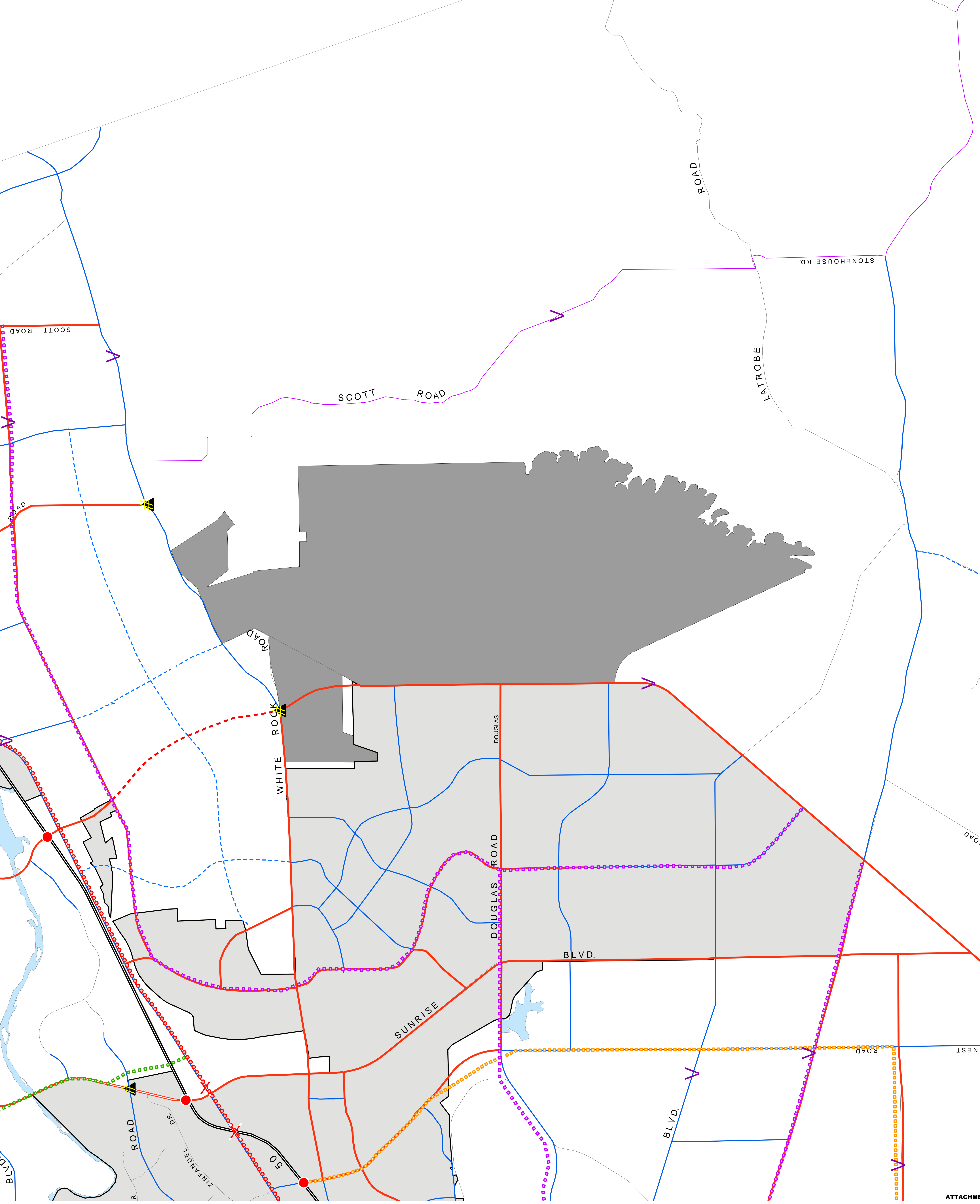
# Draft Transportation Plan 2030

## LEGEND

- Roadways**
  - Freeways
  - Thoroughfares- 6 Lanes
  - Pre - 2030
  - Post - 2030
  - with Continuous Right-Turn Lane
- Arterials - 4 Lanes**
  - Pre - 2030
  - Post - 2030
- Urban & Rural Collectors - 2 Lanes**
  - Pre - 2030
- Transit**
  - LRT
  - Regional Rail
  - BRT - Mixed Use Lanes
  - BRT - Exclusive Lanes
  - Feeder Line
- Other**
  - Streets
  - Railroads
  - Transportation Reservation Corridor
  - Existing Interchange
  - Existing Grade Separation
  - Future Grade Separation
  - Future Urban Interchange
  - Wildlife Grade Separation
  - Incorporated Areas
  - Visioning Area Boundary



0 1000 2000 4000 feet



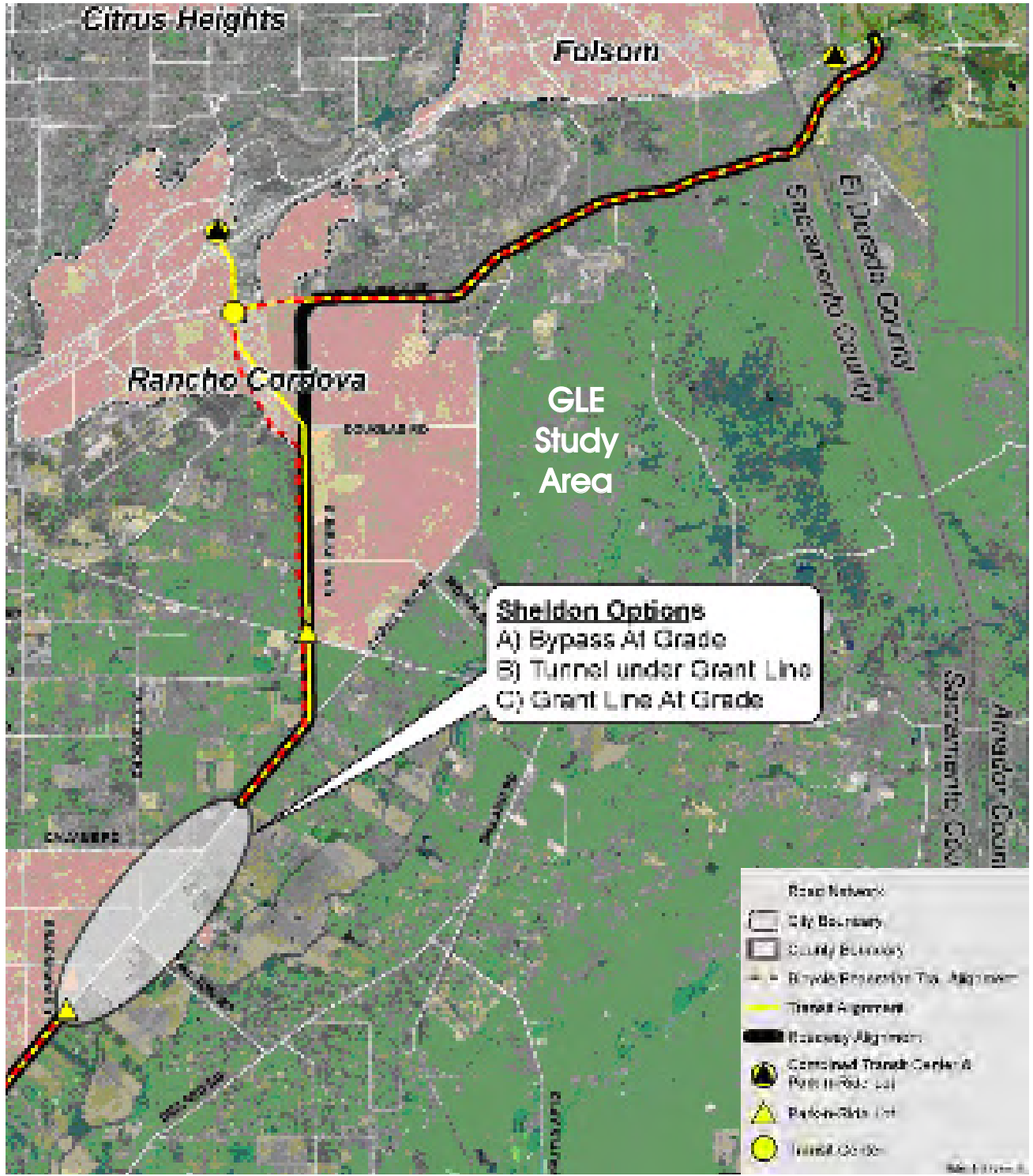


Figure 7 - Concept 1 for Elk Grove/ Rancho Cordova/ El Dorado Connector

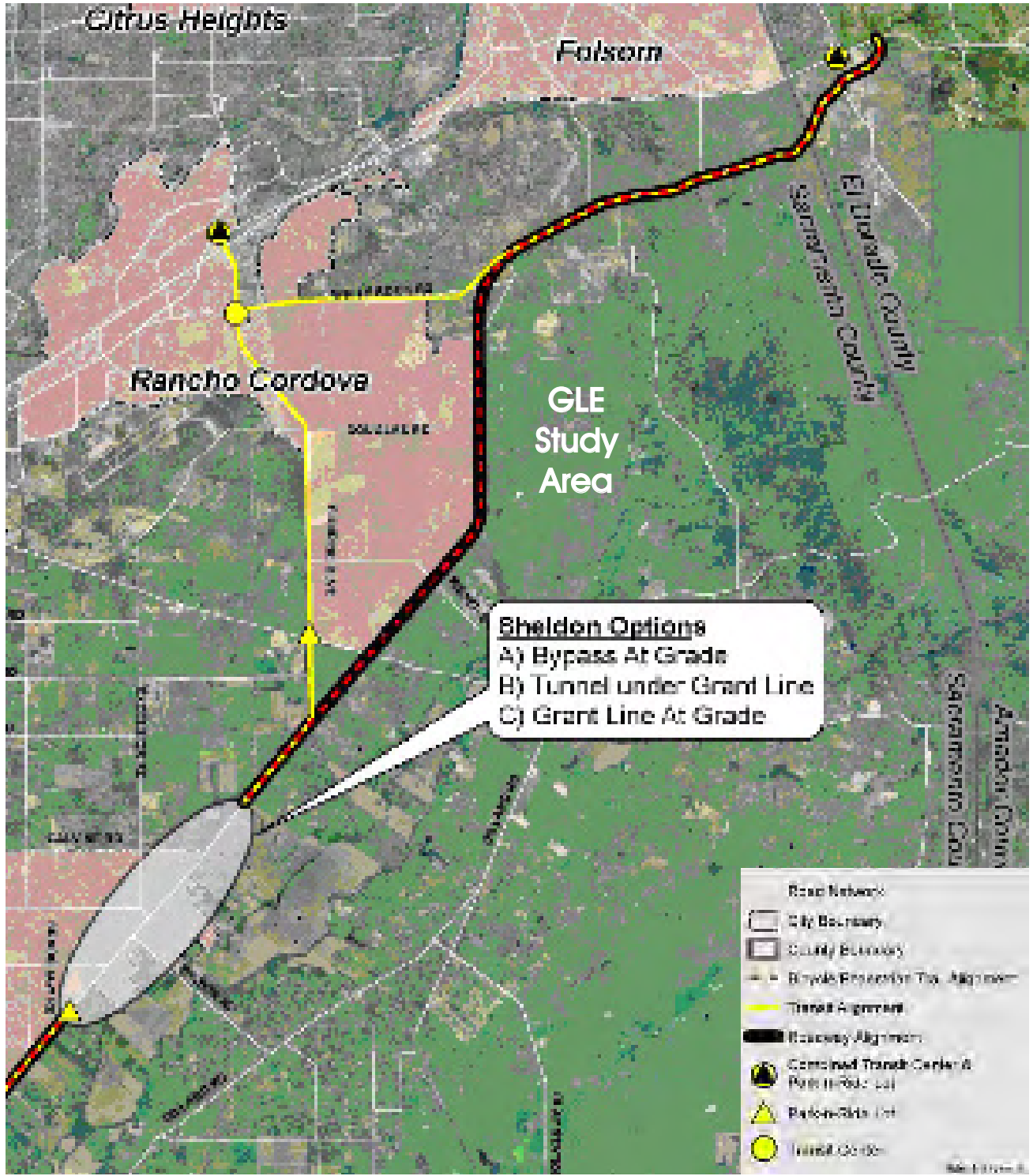


Figure 8 - Concept 2 for Elk Grove/ Rancho Cordova/ El Dorado Connector



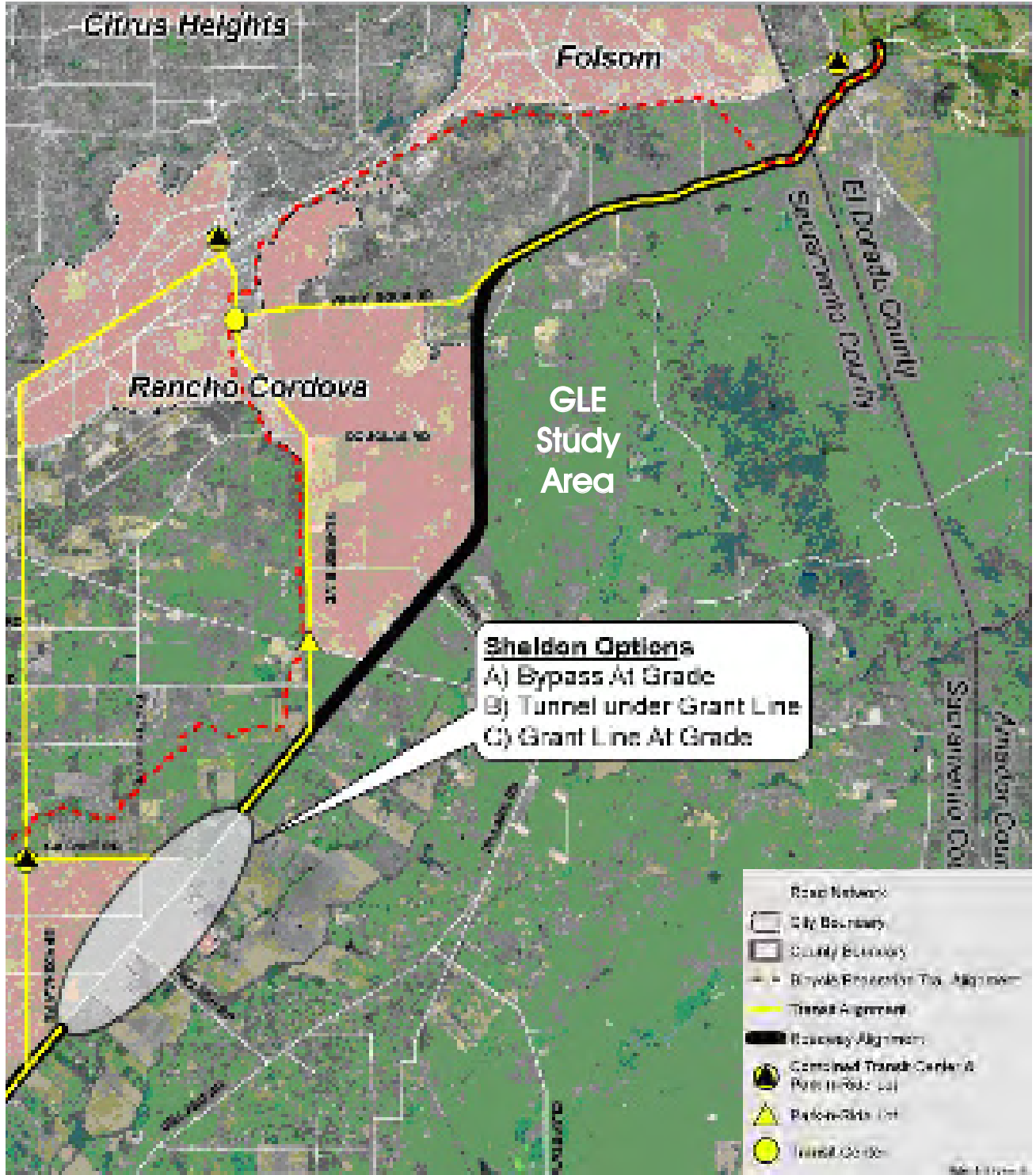


Figure 9 - Concept 3 for Elk Grove/ Rancho Cordova/ El Dorado Connector

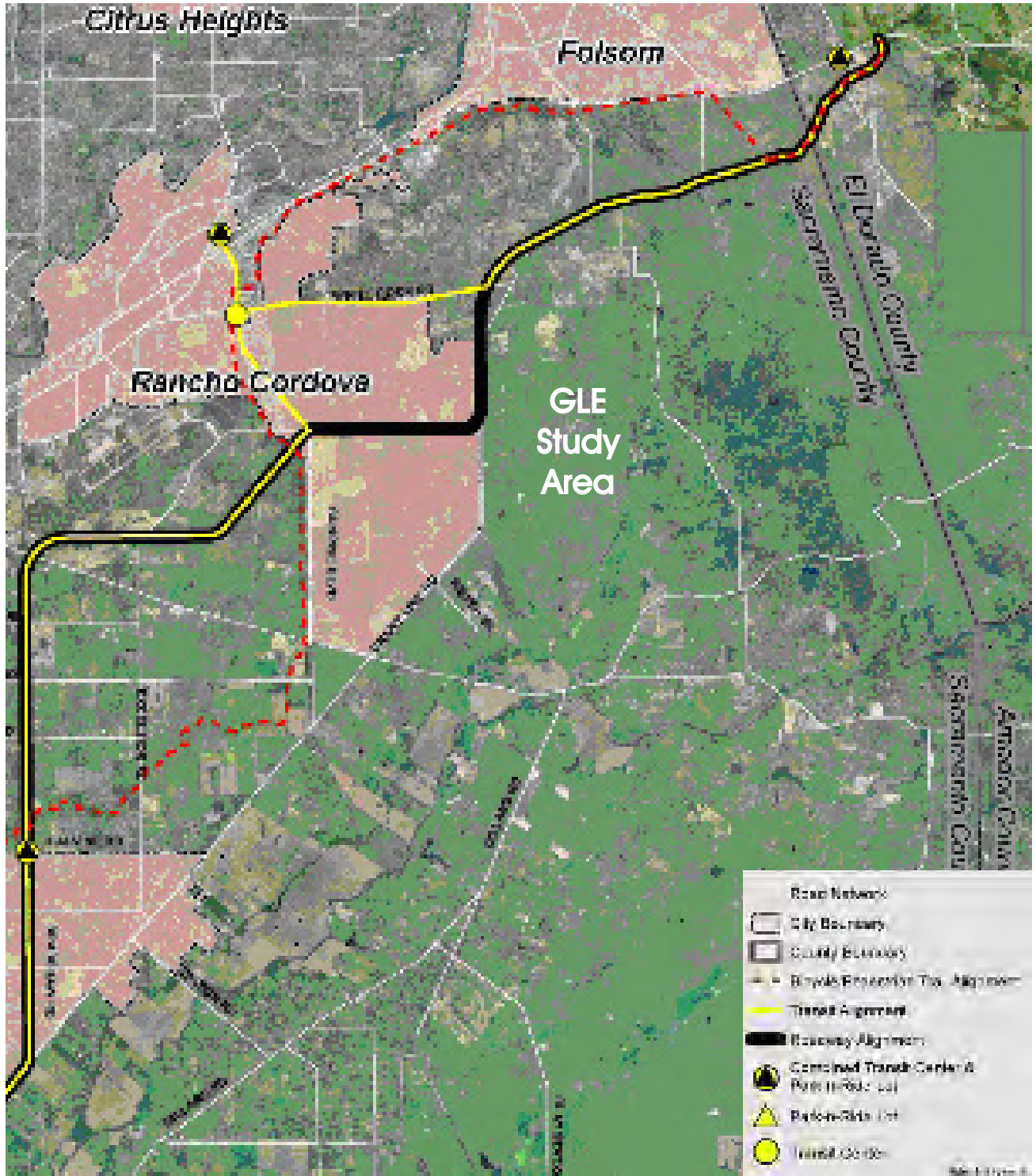


Figure 10 - Concept 4 for Elk Grove/ Rancho Cordova/ El Dorado Connector