

SECTION D: LAND USE PLANNING AND DEVELOPMENT IMPACT

The land use and planning policies of city and county agencies affect where and how schools are constructed, as well as the fate of older schools within a district. The County of Sacramento's, City of Folsom's and City of Rancho Cordova's land use policies directly influence development in the Folsom Cordova Unified School District that will affect enrollment. This section of the Facility Master Plan will identify the development trends within the District and how those trends affect the District's projected enrollments. For the purposes of discussing land use and planning policies, three planning agencies land use policies is discussed in this section.

City of Rancho Cordova General Plan

Rancho Cordova incorporated into a city in 2003. At the time, the area was a job rich community with ageing homes and apartments that could not serve the workforce. Rancho Cordova had and still has a high proportion of rental housing. Rental prices are more affordable in the city of Rancho Cordova than most areas of the region.

An interim General Plan for the City of Rancho Cordova was presented to the public in May 2005. Following a two-year process, including over 50 public meetings and workshops, the City, on June 26, 2006, adopted its first General Plan. The Housing Plan, contained in the General Plan, purposes to identify housing solutions that solve the local housing problems and to meet or exceed the regional housing needs allocation. The housing element's intent is to provide a clear policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. The following housing concerns were identified during the preparation of the General Plan:

- *Ensuring that children who grew up in Rancho Cordova can buy a home in Rancho Cordova.*
- *Improving the condition of existing apartments.*
- *Establishing programs to enhance the livability of existing, older neighborhoods.*
- *Facilitate reinvestment in existing neighborhoods as a catalyst for change.*
- *Increasing home ownership (both single- and multi-family).*
- *Creating stability in households to increase the success of our local schools and our community organizations.*
- *Creating executive housing.*
- *Ensuring that housing is available for and in proximity to the City's workforce.*
- *Promoting economic vitality through balance of residential and employment land uses.*
- *Providing a range of housing choices that meet the needs of our residents.*
- *Establishing special needs housing – seniors, veterans, and persons with disabilities.*
- *Integrating mixed-income housing throughout the community.*
- *Incorporating energy efficient design.*

In order to address these findings, the City of Rancho Cordova has created a set of goals for meeting the housing needs of the existing and future residents of Rancho Cordova.

Following are seven goals developed to meet the findings:

- *Seek a balance of housing opportunities appropriate for the range of jobs available and planned in the City.*
- *Encourage the improvement, rehabilitation and revitalization/reinvestment of the City's existing residential neighborhoods.*
- *Revitalize existing dilapidated multi-family properties and areas.*
- *Promote housing diversity through providing a range of high-quality housing choices for the community, that serve all households, ranging from the workforce to executives to seniors and other special needs groups.*
- *Substantially increase the rate of homeownership.*
- *Pursue sustainable development and energy efficiency for new residential development and existing housing stock.*
- *Pursue public and private resources available to promote diverse housing opportunities, and particularly to assist in the creation of workforce housing and special needs.*

Some interesting housing statistics concerning the city of Rancho Cordova were identified in the General Plan and are as follows:

- *Single-family: According to the 2000 Census, the percentage of renter-occupied households in Rancho Cordova (52%) is slightly higher than that of owner-occupied households (48%).*
- *Multi-family: Multi-family housing units in complexes of five or more units account for 26% of the housing stock.*
- *Age of Housing: Approximately 40% of Rancho Cordova's housing stock is over 35 years old. Only 14% of the City's housing was constructed since 1990.*
- *Housing Conditions: An assessment of blight within the City determined that of the 10,926 housing units surveyed, approximately 42% exhibited extensive deficiencies and 3% need to be replaced.*

Rancho Cordova Community Redevelopment Agency

In 2006, the Rancho Cordova Community Redevelopment Agency initiated the process to establish a redevelopment project area. This designation will create a basis and funding source for revitalizing Rancho Cordova's older neighborhoods and commercial corridors. The redevelopment plan is a 30-year plan document. The committee approved a five-year strategy in April 2008 and is currently working on a variety of redevelopment projects. Appendix D-1 contains information from the City of Rancho Cordova concerning the redevelopment plan.

Planning Areas in the City of Rancho Cordova

There are fifteen Planning Areas designated within the City of Rancho Cordova General Plan. The bolded areas are locations where residential development that will affect the District's enrollment is expected to occur within the **next 10 to 15 years**. The planning areas in bold print will be discussed further in this section of the study. Not all of the planning areas lie within the District's boundaries. The fifteen planning areas are as follows:

- Aerojet Planning Area
- Countryside/Lincoln Village Planning Area
- East Planning Area
- Folsom Boulevard Planning Area

- **Glenborough and Easton Place Planning Areas**
- Grant Line West Planning Area
- Grant Line North Planning Area
- Grant Line South Planning Area
- Jackson Planning Area
- Mather Planning Area
- **Rio del Oro Planning Area**
- Suncreek/Preserve Planning Area
- Sunrise Boulevard North Planning Area
- Sunrise Boulevard South Planning Area
- **Westborough Planning Area**

Appendix D-2 contains maps of the bolded areas listed above from the Rancho Cordova General Plan.

Glenborough and Easton Place Planning Areas

The Glenborough and Easton Place planning areas are outside of the existing city limits of Rancho Cordova. The size of the area is approximately 1,366 acres and approximately 4,800 residential dwelling units are planned to be constructed. The planning area will likely contain a mix of residential, commercial, office and related uses in a Neighborhood-Village-District setting. Included in the proposal is a Regional Town Center at the Southern side of the Hazel-Folsom Boulevard-Highway 50 interchange. The planning area will also feature over 450 acres of parks and open spaces that will connect the developed areas together with natural features. The development of the 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.

The planning area contains mine tailings and mixed riparian woodland along Alder Creek. Impacts to Alder Creek may require a permit from the Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The mixed riparian woodland serves as a habitat and a dispersal corridor for numerous

bird, mammal, amphibian and reptile species. According to the General Plan, the area will be built out within the next ten years.

Rio del Oro Planning Area

This area is within the existing city limits of Rancho Cordova. The size of the area is approximately 3,765 acres and approximately 11,660 residential dwelling units are planned to be constructed. This undeveloped area is the subject of a pending development application with a land plan based on the City's "building blocks" concept. The area would contain a mix of low, medium, and high-density residential units with an average density of approximately 6-8 units per acre. Residential areas would be developed as an interconnected series of walkable neighborhoods served by Neighborhood and Village Centers. As many as nine neighborhood centers could be developed throughout the planning area.

The planning area is bounded on the north by White Rock Road and on the south by Douglas Road. The Rio del Oro planning area is located on a former rocket testing facility. The site is subject to the requirements of Department of Toxic Substances Control (DTSC), however approximately 1,114 acres which includes the western edge of the planning area, have been cleared for development subject to California Environmental Quality Act (CEQA) review. Cleanup of the remaining 2,800 acres would be required before development of that area can occur.

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 Army Corps of Engineers. Impacts to Morrison Creek may require a permit from the 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 Fish and Wildlife Service. The

Mather Airport safety zones would restrict the type of land used that could be located within portions of the planning area. According to the General Plan the Rio del Oro planning area will likely be developed within the time horizon of the General Plan (twenty years).

North Douglas/Heritage Falls

The area east of Rio del Oro contains the North Douglas I and II residential development that will contain 841 single-family dwelling units. The projects are in the early stages of site development and the developer expects to have some residential units available in the next few years.

Another subdivision called Heritage Falls is planned to be built in the same general area but north of North Douglas I and II. The project includes 206 traditional single-family units, 622 active-adult single-family units, and 132 active adult multi-family units. Heritage Falls will feature two distinct neighborhoods, serving two distinct communities. The single-family neighborhood is directly north of the single-family North Douglas project and will connect to and integrate with North Douglas I and II. North of the single-family area will be the active adult neighborhood that will be a gated adult community.

Westborough Planning Area

The Westborough Planning Area is within the existing city limits of Rancho Cordova. The area covers approximately 1,518 acres and approximately 3,949 residential dwelling units (2,996 single-family and 953 multi-family) are planned to be constructed. The area features primarily residential development focused around a Regional Town Center at the proposed Jaeger Road/Highway 50 interchange. The Regional Town Center will likely feature significant retail shopping with other restaurant, service, office and residential uses. The area will probably be made up of five to six neighborhoods with a wide range of residential densities and corresponding housing types. Because of the

area's proximity to Highway 50 and Light Rail the average residential density for the project will be approximately seven units per acre.

The Westborough planning area contains mine tailings and Buffalo Creek. A portion of the Folsom South Canal also runs along the northwestern and western edges 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 majority of the planning area is part of the Aerojet land holdings that were used as buffer lands. However, two areas near the eastern edge of the Planning Area may have been used for operations and are subject to the requirements of the Aerojet General Corporation Superfund site. The Superfund site encompasses groundwater contamination and potential soil contamination associated with past operations at Aerojet. Cleanup of the area under Superfund would be required before development can occur. The remaining acreage is cleared for development subject to CEQA review. According to the General Plan, the Westborough area will likely be developed in the next 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.

Historical Housing Data for the City of Rancho Cordova

The number of residential units built per year in the City of Rancho Cordova has only been available through the Department of Finance for the last four years since the City incorporated. Housing statistics for the years prior to the area becoming a city were counted in with the unincorporated areas of Sacramento County and were not identified specifically for the Rancho Cordova area. Table D-1 illustrates the housing statistics for the City of Rancho Cordova for the last four years.

**Table D-1: City of Rancho Cordova Housing Statistics
Department of Finance**

Year	Single-family		Multi-family		Mobile Homes	Total Units
	Detached	Attached	2 to 4	5 Plus		
2004	10,247	2,024	1,983	5,653	1,389	21,296
2005	10,553	2,024	1,987	5,653	1,389	21,606
2006	11,248	2,024	1,987	5,653	1,389	22,301
2007	12,357	2,024	1,987	5,653	1,389	23,410
Difference	2,110	0	4	0	0	2,114

Source: E-5 City/County Population and Housing Estimates, 2004, 2005, 2006, 2007.

As is illustrated in Table D-1, the majority of the residential development occurring within the City of Rancho Cordova in the last four years has been single-family detached housing units.

County of Sacramento General Plan

The Sacramento County General Plan is used as the “blueprint” to guide future development in unincorporated portions of the County. Sacramento County is currently in the process of updating its General Plan. This will be the first update since 1993.

The County General Plan Update will focus on the revitalization of key commercial corridors, an Economic Development Element, holding capacity, policy analysis, mature communities, and implementing smart growth planning principles. The overall concepts and objectives of the 1993 Plan will be retained; however, the Update will reflect changing conditions, requirements and the desired direction of redevelopment and future growth through 2030.

The County is considering changing land use designations along Jackson Highway and Grant Line East areas and is conducting visioning efforts through focus groups and community workshops for this area. The County estimates the release of the Draft EIR will occur in June of 2009, with the possible adoption of the General Plan in winter 2009.

The District must constantly monitor the scope of all of the residential projects in order to make prudent decisions on when and where to build schools.

City of Folsom General Plan

Folsom's General Plan is a long-term policy guide for the physical, economic, and environmental growth of the City. It is strongly oriented toward physical development of land uses, a circulation network, and supporting facilities and services. The document is the principal tool used in evaluating public and private building projects and municipal service improvements. The General Plan was originally written in 1988 and is due to be updated once budget constraints are contained. The City of Folsom last updated its Housing Element in 2002. The Housing Element served a 7½-year planning period from 1/1/2000 to 6/30/2007.

The City of Folsom Housing Element is one of the State-mandated elements of the City's General Plan that is being updated for the next 7½-year planning cycle (1/1/2006 to 6/30/2013). The Housing Element identifies and assesses housing needs and opportunities for the planning period. The City held Community Workshops in April and May of 2008 and is required to submit the Housing Element Update to the State by June 30, 2008. Issues that stakeholders and community members voiced during the Community Meeting's were as follows:

- *There is not enough affordable housing in Folsom to accommodate the needs of lower- and moderate-income residents.*
- *While the City provides density bonuses for the production of affordable housing, parking requirements make it difficult to achieve higher densities.*
- *There are not enough sites zoned to allow higher-density housing.*
- *The "sunset provision" on affordable, for-sale homes built to meet the inclusionary housing requirements may threaten the long-term affordability of Folsom's housing stock by limiting affordability to only 20 years.*
- *Difficulty for low-income homebuyers to qualify for home loans needed to purchase affordable, for-sale homes.*
- *Lack of sources of funding available to finance affordable housing developments.*

- *City of Folsom's development standards make it more expensive to build housing here.*
- *Permit processing times are too long.*
- *Design standards need to be consistent and located in one place to provide clarity for developers and builders.*
- *Plans for new retail development will increase the number of low-paying retail jobs, which will increase the demand for affordable housing.*
- *Current residents are being priced out of the market.*

Some of these issues were addressed in the 2008 Housing Element, Evaluation Section, where the City stated the steps that have been taken to provide greater housing opportunities during the previous Housing Element planning period:

- *Adoption of an Inclusionary Housing Ordinance.*
- *Rezoning of land for higher-density, multi-family housing.*
- *General Plan amendments to allow higher-density residential development by right.*

On-going City of Folsom Efforts:

- *City has a number of proposed projects with affordable housing components.*
- *City supports homeownership through the First Time Homebuyer Down Payment Assistance Program. (60 low-income homeowners since 2006)*
- *Continual dedication to meeting the needs of seniors and homeless residents.*
- *City has committed \$1.3 million for Fiscal Year 2008/09 to Powerhouse Ministries to help fund the development of Powerhouse Transitional Housing.*

Folsom Sphere of Influence (SOI) - South of Highway 50

A 3,585-acre area of undeveloped land south of Highway 50 between Prairie City Road, White Rock Road and the El Dorado County line, which is still controlled by Sacramento County, came under the City of Folsom's sphere of influence (SOI) in 2001. This designation allows the City of Folsom a formal voice regarding any development proposals for the area, since the area could be annexed to the City of Folsom in the future.

Folsom has been moving toward annexation of the 3,585 acres for several years. In 2004, the City put a measure on the ballot, asking voters if they favored annexing the land, if 30 percent remained open space. The voters accepted this proposal and Folsom

held public meetings to come up with a plan. The plan included 12,000 homes and was approved in June as a basic concept and landowners are currently refining it.

Folsom officials have recently reserved space for a regional mall inside the Folsom SOI area. City officials have directed planners to set aside about 100 acres for a mall along Scott Road, just south of Highway 50, in the land-use plan being drafted for south Folsom. The land can easily support a one million square foot mall, about the size of Arden Fair or Roseville Galleria malls.

The planned Folsom mall south of Highway 50 would probably be built long after the large shopping center planned by Elliott Homes Inc. is completed on the **north side** of Highway 50. The 850,000 square-foot, open-air “Palladio” center began construction in the fall of 2007 and is expected to be completed in the next few years.

The City of Folsom expects that the final Land Use Plan for the area **south** of Highway 50 will be submitted to the City Council in the near future. The City can then start an environmental impact report on the project and hold public hearings. If the City Council votes to proceed, the annexation would be proposed to Sacramento’s Local Agency Formation Commission (LAFCO).

City of Folsom Visioning Plan

The Folsom City Council has also initiated a Visioning Process to solicit extensive public input about the future of the area south of Highway 50. The Council has directed that a wide variety of options be considered, covering issues such as land use (pre-zoning), fair-share housing, transportation, revenue neutrality, smart growth, natural resource conservation, air quality and scenic corridor preservation. The City Council anticipates that the visioning process will lead to adoption of a policy document that addresses issues such as land use, resource conservation, transportation, air quality and other topics identified during the process.

Historical Housing Data for the City of Folsom

Housing estimates from the Department of Finance for the City of Folsom over the last eight years are illustrated in Table D-2.

Year	Single-family		Multi-family		Mobile Homes	Total Units
	Detached	Attached	2 to 4	5 Plus		
2000	13,443	635	627	2,402	861	17,968
2001	14,227	635	627	3,340	861	19,690
2002	15,093	635	627	4,102	861	21,318
2003	15,636	635	627	4,864	870	22,632
2004	16,331	635	629	4,944	872	23,411
2005	17,072	635	629	4,944	872	24,152
2006	17,721	635	647	5,078	872	24,953
2007	18,077	637	744	5,253	883	25,594
Increase	4,634	2	117	2,851	22	7,626

Source: E-5 City/County Population and Housing Estimates, 2000 thru 2007.

As is illustrated in Table D-2, the majority of the residential development occurring within the City of Folsom in the last eight years has been single-family detached units (60.7%). The amount of multi-family residential units has increased significantly over this time and represents 37% of the new units built. However, there were no affordable housing units built between 1991 and 2001 in the city of Folsom and since 2002, there have only been 72 “Very Low Income” units, 176 “Low-Income” units and 16 “Moderate-Income” units built in the city of Folsom.

The Regional Housing Needs Allocation (RHNA) goal for the city is 2,649 affordable units for the next Housing Element planning period of 2006-2013. Some of the issues facing the city concerning the affordable housing problem are:

- *Limited vacant land/city approaching build-out (2015)*
- *Increasing employment in low-paying retail sector*
- *Jobs-housing balance*
- *Air quality: 35% emissions reduction standard for LAFCO expansion area*

The AB 987 Affordable Housing Database from the City of Folsom is included in Appendix D-4.

Development Impact on the District

The impact of residential development has been felt in both Rancho Cordova and Folsom areas of the District. In order to meet the financial demand for additional school facilities in different parts of the District, the formation of School Facilities Improvement Districts (SFID) has occurred. SFID's are formed when school districts wish to limit the area within which voters will be entitled to vote on a bond measure or to limit the area within the school district to be taxed.

The District currently has four SFID areas within the district boundaries. The following table lists the SFID's, date of passage, bond measure, amount of the bond measure, and area served.

SFID	Year Passed	Measure	Bond Amount	Area Served
SFID 1	2002	B	\$49 million	Rancho Cordova to Prairie City Rd.
SFID 2	2002	C	\$53 million	Folsom, East of Prairie City Rd.
SFID 3	2007	M	\$750 million	S. of Hwy. 50, E. of Sunrise Blvd.
SFID 4	2006	N	\$125 million	Rancho Cordova, West of Sunrise

SFID 1/Measure B

SFID 1 includes most of the City of Rancho Cordova and some unincorporated areas of Sacramento County. It is bordered by the American River to the north; Prairie City Road to the east; Kiefer Boulevard to the south; and Mather Airport to the west.

Measure B has provided funding for a wide variety of projects throughout Rancho Cordova. Projects include the renovation of existing sites, the construction of Navigator Elementary, and the installation of technology infrastructure and distribution of new computers and related technology. The funds for this measure have been depleted.

SFID 2/Measure C

SFID 2 includes most of the city of Folsom and some unincorporated areas of Sacramento County. It is bordered by Folsom Lake to the north; El Dorado County line to the east; district boundary to the south; and Prairie City Road and the Folsom city limits to the west.

Measure C has provided funding for a wide variety of projects throughout Folsom. Projects included the renovation of existing sites, the construction of Gallardo Elementary, Folsom Middle School Gym, Folsom High School theater and stadium, Russell Ranch Elementary, Vista del Lago High School, and the installation of technology infrastructure and distribution of new computers and related technology. The funds for this measure have also been depleted.

SFID 3/Measure M

Voters in Rancho Cordova were surveyed a few years ago to determine whether they would be willing to tax themselves to continue modernizing existing schools and to build new schools in the east area of Rancho Cordova (Gencorp and Rio del Oro properties). Support for both ideas was soft which gave birth to the idea of forming a third school facilities improvement district for the area east of Sunrise, south of Highway 50 and north of Douglas Road. The District's Board of Education formed SFID 3 in June 2006. A \$750 million bond election was held in November of 2006 which failed by a slim margin. A second election was held in April of 2007 and the bond passed.

Measure M will fund the construction of elementary, middle and high school facilities, a district education services center and maintenance facilities throughout the area south of Highway 50 and east of Sunrise Boulevard. The District is currently in the master planning stage for Rio del Oro Elementary #1 and in the schematic design phase for

Mather High/Morrison Creek Middle Schools. The estimated completion date for the elementary and high/middle school is currently 2015. The District has preliminary site approval for both sites from the Department of Education.

SFID 4/Measure N

SFID 4 includes most of the City of Rancho Cordova and some unincorporated areas of Sacramento County. It is bordered by the American River to the north; Sunrise Boulevard to the east; Kiefer Boulevard to the south; and Mather Airport to the west.

Measure N will fund a wide variety of projects throughout existing campuses in Rancho Cordova. The District is master planning the scope of work for each school site in the SFID and completed construction on three sites in the summer of 2007 and four sites in the summer of 2008. A Master Plan for Measure N was completed in December of 2007 for the elementary schools and provides detail concerning each school site and the scope of the proposed project. The secondary schools master plan was completed in September 2008. A copy of the Plan is available on our website under the Facilities Planning and Development Department, Measure N link, (www.fcusd.org/facweb/Projects/measureN/index.htm).

The District is researching and analyzing the impact of future residential and commercial development within all of these areas on a regular basis. Based on current plans by developers in this area, the construction of two high schools, a continuation high school, four middle schools, 20 elementary schools, and district office support facilities will be required in the next 20 to 30 years.

Development Impact South of Highway 50 (Measure M Area)

The residential development in the area south of Highway 50 is currently going through several state and local agency approval processes. Residential development is expected to begin in certain portions of the area by 2013. Originally, it was thought that the areas encompassing North Douglas I and II, portions of Rio del Oro and

Westborough would build out first. Easton Place and Glenborough were expected to follow, with the Folsom SOI area developing last. However, with the slowing housing market and entitlement holdups in the Rancho Cordova area it may be that the Folsom SOI area may start building before the Rancho Cordova area. The total build-out for this area is expected to occur by 2035, which is a twenty-two year build-out period.

Student Yield Factors

Student yield factors are used to determine the number of students that will be generated from new single-family and multi-family residential development. The housing units used for the yield factors must have been built within the last five years and be representative of the type of housing units projected to be built in the area south of Highway 50. Table D-3 illustrates the student yield rates used to determine the number of pupils the District will have to house from this area. Appendix D-5 contains the student yield factor calculations.

<u>Grade Level</u>	<u>Single-family**</u>	<u>MF Med. Density*</u>	<u>Multi-Family**</u>
K-5	.42	.20	.07
6-8	.14	.08	.04
9-12	.16	.07	.04
SDC	.01	.01	.01
Totals	.72	.36	.16

Sources : Building Industry Association (MF Medium Density*), Folsom Cordova Unified School District.**

The number of residential units per development in the area south of Highway 50 and the number of pupils projected to be generated from each residential development are illustrated in Table D-4. The numbers cited represent the estimated build out in the year 2032 for the areas south of Highway 50.

Table D-4: Projected Pupils From Proposed Residential Development South of Highway 50

<u>Development</u>	<u>Single- # Units</u>	<u>MF Med family</u>	<u>Multi- Density</u>	<u>K-12 Pupils family</u>	<u>Generated</u>
N. Douglas I/II	841	841	0	0	606
Rio del Oro	11,660	8,044	1,896	1,720	6,749
Easton Place	1,494	578	0	916	563
Glenborough	3,309	3,100	0	209	2,265
Westborough	3,949	2,134	862	953	1,999
Totals S. Hwy 50	21,253	14,697	2,758	3,798	12,182
Totals Folsom SOI	11,577	5,906	3,315	2,356	5,822
Grand Totals	32,830	31,326	6,073	6,154	18,004

Sources: FCUSD, City of Rancho Cordova Planning Dept., City of Folsom Planning Dept., County of Sacramento Planning Dept., and Local Developers.

Development Impact South of Highway 50 (Excluding Folsom SOI)

The number of schools that would be needed in the area south of Highway 50 **excluding** the Folsom Sphere of Influence by 2032 is illustrated in Table D-5. Based on the student yield factors and the estimated number of residential dwelling units planned for this area, the District would need to build 11 elementary schools, three middle schools, one to two high schools and one continuation high school. Sixth grade pupils are included in the middle school calculation for schools and acreage required. Special education pupils are weighted by grade group and included in the corresponding grade group when calculating the schools required.

**Table D-5: Number of Schools Needed by 2032
Area South of Highway 50 (Excluding Folsom SOI)**

<u>Grade Levels</u>	<u># Pupils Generated</u>	<u>School Capacity</u>	<u>Schools Needed</u>
K-5	6,990	625	11.34
6-8	2,284	900	2.59
9-12	2,697	2,000	1.38
SDC	223		
Totals	12,182		15.31

Sources: FCUSD, City of Rancho Cordova Planning Dept., County of Sacramento Planning Dept., and Local Developers.

Development Impact South of Highway 50 (Including Folsom SOI)

The number of schools that are estimated to be needed in the area south of Highway 50 in the Folsom Sphere of Influence by 2032 are illustrated in Table D-6. Based on the student yield factors and the estimated number of residential dwelling units planned for this area, the District would need to build six elementary schools, one middle school, one high school and one continuation high school. Special Day Classrooms (SDC) would be incorporated into the new schools. Special education pupils were weighted by grade group and included in the corresponding grade group for the calculation of the number of schools required. Sixth grade pupils are included in the middle school calculation for schools and acreage required.

<u>Grade Levels</u>	<u># Pupils Generated</u>	<u>School Capacity</u>	<u>Schools Needed</u>
K-5	3,308	625	5.69
6-8	1,127	900	1.28
9-12	1,271	2,000	0.65
SDC	116		
Totals	5,822		7.62

Sources: FCUSD, City of Folsom Planning Dept., County of Sacramento Planning Dept., and Local Developers.

Schools Needed South of Highway 40 (Measure N Area)

The number of schools that are estimated to be needed in the area south of Highway 50 (Measure M) are illustrated in Table D-7.

<u>Grade Levels</u>	<u>Folsom SOI</u>	<u>South of Hwy. 50</u>	<u>Schools Needed</u>
K-5	5.69	11.34	17.00
6-8	1.28	2.59	3.87
9-12	0.65	1.38	2.03
Totals	7.62	15.31	22.9

Sources: FCUSD, City of Folsom Planning Dept., City of Rancho Cordova Planning Dept., County of Sacramento Planning Dept., and Local Developers.

Summary

- The City of Rancho Cordova became incorporated in 2003. They adopted their first General Plan on June 26, 2006. Some of the issues that must be addressed before schools can be built in the area governed by the City of Rancho Cordova, are ground water contamination, sewer access, air traffic pathways, ground traffic improvements, soil contamination, wildlife and wetlands issues, locating a drinking water supply, possible movement of waste material by Aerojet next to a proposed school site, and other issues related to the Superfund area.
- The City of Folsom is currently updating the Housing Element of their General Plan. The state mandated Housing Element is due to the State by June 30, 2008. Affordable housing issues are the focus of the new housing element.
- Sacramento County is updating their General Plan and the revised plan will reflect changing conditions, requirements and the desired direction of redevelopment and future growth in the county through 2030. The County estimates the release of the Draft EIR in June of 2009, with the possible adoption of a revised General Plan in the winter of 2009.
- SFID 1 and SFID 2 were formed in 1999; Measure B (Rancho Cordova) and Measure C (Folsom) were passed in 2002. The funding from these two measures has been expended for projects in their respective areas.
- SFID 3 was formed in 2005. This SFID covers the area south of Highway 50, east of Sunrise Boulevard. Voters passed Measure M in 2007, which will fund new construction of elementary, middle and high school facilities, district office and maintenance facilities in the new area south of Highway 50. Rio del Oro

Elementary #1 and Mather High/Morrison Middle School are currently in the planning stages and have an estimated building start date of 2013.

- SFID 4 was formed in 2005; voters passed Measure N in 2006. SFID 3 covers the existing city of Rancho Cordova area west of Sunrise Boulevard and south to Kiefer Road. Measure N will fund a wide variety of projects throughout the existing campuses in Rancho Cordova. The District is master planning projects for each of the school sites in SFID 4.
- Due to the current downturn in the economy, the District is facing the problem of determining when the addition of the schools south of Highway 50 is needed. District staff will continue to meet with city, county, state agencies and developers in an attempt to stay on top of the timelines for the residential development and in turn the need for new school sites.
- Residential development south of Highway 50 is expected to begin in certain portions of the area by 2013. At the time of writing this plan, it looks as if the first developments may occur in the area south of the City of Folsom. The total build-out for this area is expected to occur by 2035.
- At build-out the area south of Highway 50 and east of Sunrise Boulevard including Folsom SOI could generate 32,830 dwelling units, yielding approximately 18,004 K-12 pupils for the District to house.
- The estimate to house 18,004 K-12 pupils in the south of Highway 50 area would create a need for seventeen elementary schools, four middle schools, two high schools, one continuation high school, a maintenance facility and district office facilities.

- The student generation factors used in the calculations for projected students from proposed residential development were based on a student yield study conducted in the District from a sampling of residential units built in the last five years.