

**SACRAMENTO LOCAL AGENCY FORMATION COMMISSION**  
**1112 I Street, Suite #100**  
**Sacramento, California 95814**  
**(916) 874-6458**

August 7, 2002

TO: Sacramento Local Agency Formation Commission

FROM: Peter Brundage, Executive Officer

RE: **Impartial Analysis for Proposed Incorporation of Rancho Cordova**  
**(12-97)**

**RECOMMENDATION**

1. Approve the attached Impartial Analysis for the Proposed Incorporation of Rancho Cordova, California (12-97).
2. Instruct staff to forward the Impartial Analysis to the Registrar of Voters.

**DISCUSSION**

Government Code 57144 provides that an incorporation proposal presented to the voters be accompanied by a not to exceed 500 word impartial analysis of the proposal prepared by the Executive Officer and approved by the Commission. This Impartial Analysis must be forwarded to the Registrar of Voters for inclusion in the ballot book mailed to each voter.

Attached is a draft Impartial Analysis submitted for your review. Using several other LAFCo analyses from other areas of the state as models, as well as the previous Elk Grove Impartial Analysis, the attached document describes the boundaries of the proposed city, the impact to the residents regarding taxes, fees, etc., how services will be provided, and other significant issues.

Because an Impartial Analysis is limited to 500 words, and the current draft is 493 words, any additional words may require that something in this draft be deleted.

Staff has, as a courtesy, presented the Impartial Analysis to County Counsel and to the incorporation proponents. To date, staff has received no negative comment.

Given this, I recommend that your Commission approve the Impartial Analysis as presented and instruct me to forward the Analysis to the Registrar of Voters for inclusion in the ballot booklet.

**IMPARTIAL ANALYSIS FOR**  
**PROPOSED RANCHO CORDOVA INCORPORATION**

This measure submits to registered voters the question of whether the community of Rancho Cordova should become a general law city.

A general description of the proposed city:

That territory south of the centerline of the American River and north and south of Highway 50, generally bounded on the west by Bradshaw Road and on the east by Sunrise Boulevard to Sanders Drive, north of a line through Mather Field to its connection to the Folsom Canal and Sunrise Boulevard. And territory southerly along Sunrise Boulevard to Jackson Highway, and east to Grant Line Road; northeasterly along Grant Line Road to a point that jogs west and then north to White Rock Road, west on White Rock road and north along parcels lines on Aerojet property as an easterly boundary and along the Folsom South Canal as a westerly boundary; including territory south of Highway 50 along parcel lines east to Hazel Avenue.

Incorporation will have no identifiable financial impact upon residents or businesses. The incorporation will not increase taxes. Property, utility, transient occupancy taxes, other taxes, assessments, fees, and parcel charges currently levied will remain the same. The revenue from these taxes and parcel charges will be transferred to the new city and the city will be responsible for providing services supported by these revenues.

Services provided include: general municipal government, law enforcement, planning, building inspection, public works and animal control. Some services may be provided through contract. The incorporation does not propose to change services provided by special districts.

An independent comprehensive fiscal analysis found the proposed city to be economically feasible. This analysis was based upon the new city providing the same level of service as that currently provided by the County of Sacramento.

If approved by the voters, the incorporation would:

- Provide that the name of the city be the City of Rancho Cordova.
- Create a general law city with an appointed City Manager, effective July 1, 2003.

- Provide for the election of a City Council of five members elected at-large.
- Establish a first year appropriation limit of \$34,250,000.
- Beginning in Fiscal Year 2003-04, **and continuing through an agreed upon term**, the City and the County shall share the City's portion of all secured and unsecured ad valorem property taxes levied and collected pursuant to State law to comply with **the revenue neutrality agreement between** the City and the County.
- **Approve the Tax Sharing Agreement between the City and the County.**
- Confirm that existing ordinances, land uses, utility taxes, transient occupancy taxes, fees, and assessments be continued by the new city at the same rate and manner unless changed by the City Council.

Voters who believe that Rancho Cordova should be incorporated into a city on the terms set forth in the proposal should vote "yes" on this measure. Voters who believe the area should remain unincorporated and have Sacramento County continue to provide local services should vote "no" on the measure.

***APPROVED BY THE SACRAMENTO LOCAL AGENCY FORMATION COMMISSION ON AUGUST 7, 2002.***

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Roberta MacGlashan, Chair  
Sacramento Local Agency Formation Commission

PB:Maf  
(Impartial Analysis – Rancho Cordova)

Peter's legal description: 87 words

All that area lying south of the centerline of the American River, east of Bradshaw Road, north of Old Placerville Road, Mather Boulevard and Norton Avenue, easterly of Sunrise Boulevard, north of Jackson Highway, west of Grantline Road, south of White Rock Road, and an irregular portion of Aerojet property north of White Rock Road, east and south of the Folsom-South Canal. The boundaries generally exclude Mather Air Field and Sunrise Boulevard corridor north of White Rock Road, east of Sunrise Boulevard and west of Folsom South Canal.

Marilyn's legal description, below: 125 words

That territory south of the centerline of the American River and north and south of Highway 50, generally bounded on the west by Bradshaw Road and on the east by Sunrise Boulevard to Sanders Drive, north of a line through Mather Field to its connection to the Folsom Canal and Sunrise Boulevard. And territory southerly along Sunrise Boulevard to Jackson Highway, and east to Grant Line Road; northeasterly along Grant Line Road to a point that jogs west and then north to White Rock Road, west on White Rock road and north along parcels lines on Aerojet property as an easterly boundary and along the Folsom South Canal as a westerly boundary; including territory south of Highway 50 along parcel lines east to Hazel Avenue.