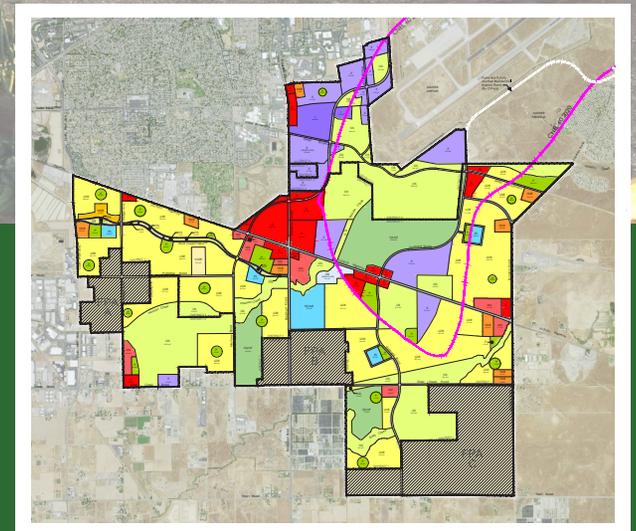




WEST JACKSON HIGHWAY MASTER PLAN



WEST JACKSON HIGHWAY MASTER PLAN

APPROVED BY

Sacramento County Board of Supervisors

Adopted _____

Ordinance No. _____

PREPARED FOR



PREPARED BY



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CHAPTER 1: INTRODUCTION

1.1 REGIONAL CONTEXT AND HISTORY

The West Jackson Highway Master Plan Area (the “Master Plan” or “Plan Area”) is located within an area historically referred to as the Brighton Township. As shown on **Figure 1.1**, Brighton Township is one of 14 original townships in Sacramento County dating back to the 1880’s. Once dubbed the “Best Town that Doesn’t Exist,” the Brighton Area has a long and productive history dating back over 8,000 years, made possible by the rich bounty nature has provided. The terrain is comprised of ancient rivers that deposited fertile soils and an abundance of sand, gravel, and cobble that supported and nurtured a variety of land uses and settlement patterns over thousands of years.

The earliest inhabitants of the region were the Valley Nisenan, Native Americans who settled along the American River watersheds and flourished due to the natural abundance of fish, game, and vegetation for food; wood and tule for housing; and stone and wood for tools and trade. Nisenan society thrived in this area for thousands of years, and their methods for sustainably cultivating the land and promulgating oak trees and other crops left an imprint upon the land still visible today.

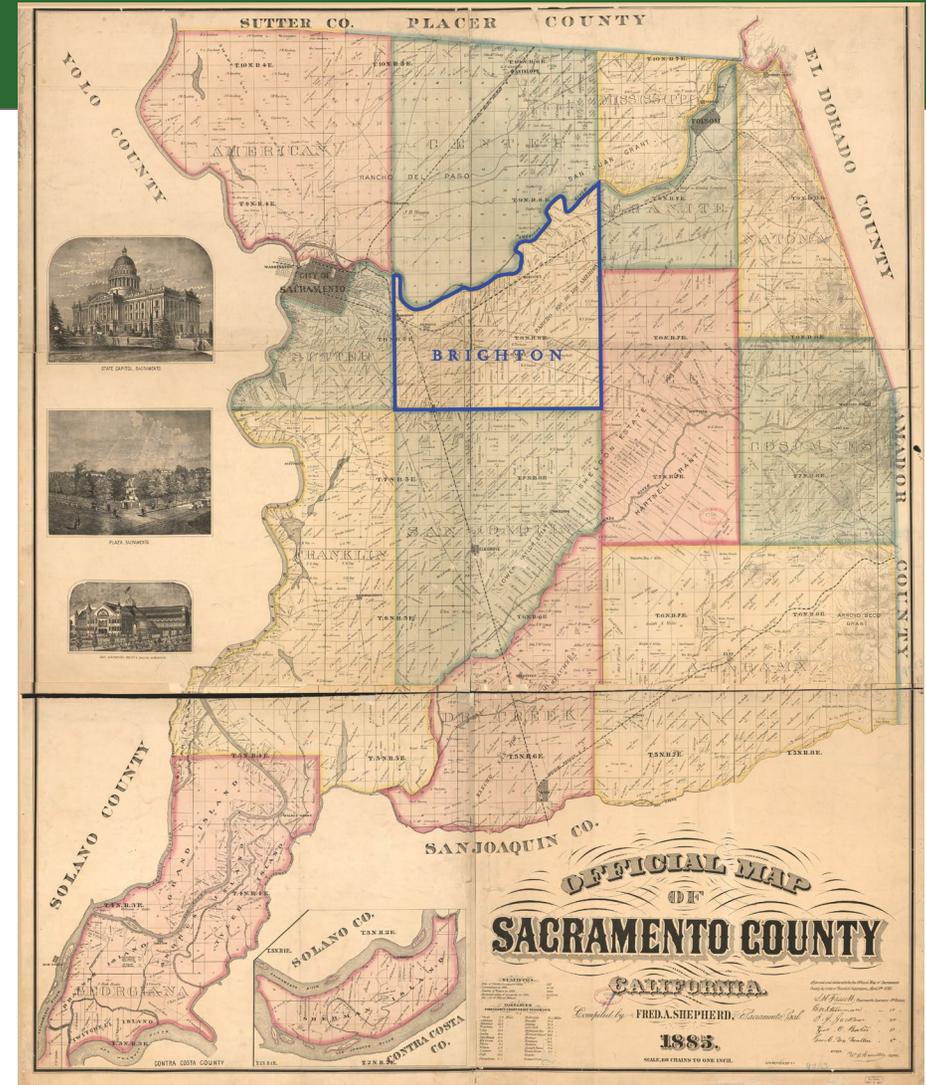
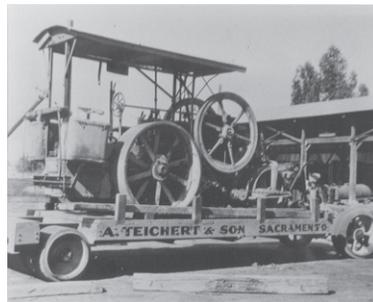


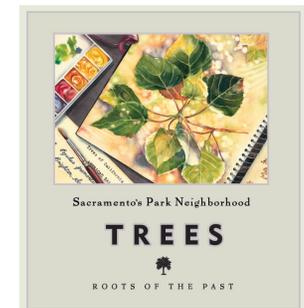
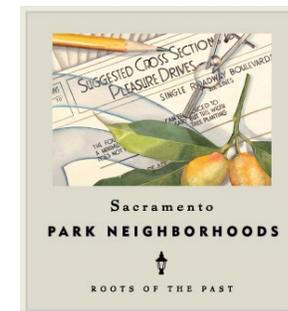
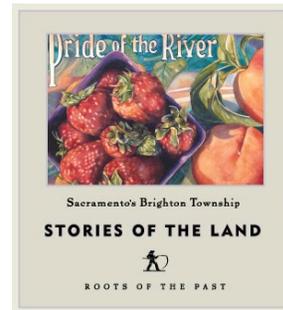
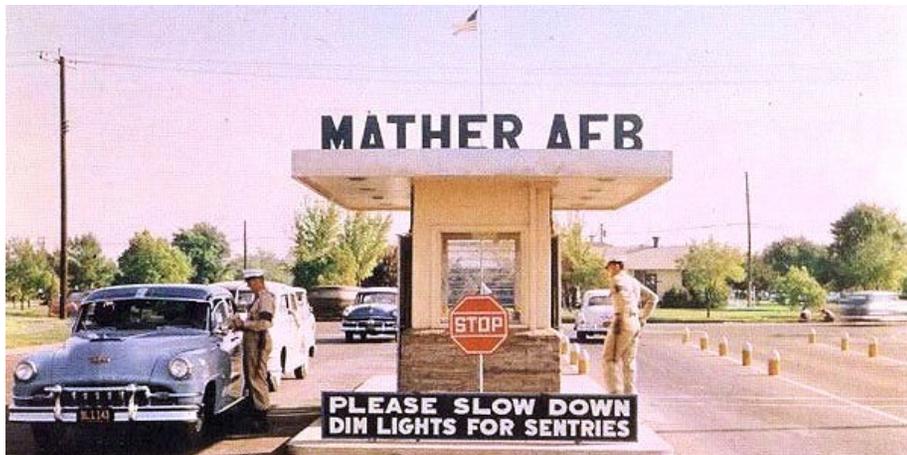
Figure 1.1 Official map of Sacramento County, California.
 [San Francisco, Calif.: Britton & Rey] [Map] Retrieved from the Library of Congress, <https://www.loc.gov/item/201259209/>.



Nisenan society eventually gave way to European exploration and settlement of the area, hastened by the Spanish and Mexican Land Grant system and the later Gold Rush. New immigrants raised cattle, maintained dairy operations, and cultivated dry and row crops, thus transforming the Brighton Area into an agricultural cornucopia once referred to as the “Strawberry Capital of the World.” In the early twentieth century many farmers in the area were part of a growing Japanese American community. With the advent of rail service to the area, followed by roadways and automobiles in the 1920’s, farming operations faded and began to move outward from Sacramento as these transportation systems reduced the need for farming in close proximity to urban areas. The years leading up to World War II brought numerous changes to the Brighton area as the demand for housing and businesses, and roadways needed to serve them, increased. Mining operations began to extract the area’s rich aggregate resources to provide the construction materials necessary to support growth in the Sacramento region. In the years following World War II, population in the

region surged as Mather Air Force Base was expanded and mining activities continued along with pockets of industrial and rural residential development dotting the landscape.

Today much of the high-quality construction material within the Plan Area has been mined or is in the process of being mined, and the Plan Area is surrounded by existing and planned development areas, as shown in Figures 1.2 and 1.3. The Master Plan presents an exciting opportunity to transition from mining to an innovative infill and re-use community that is compatible with existing development patterns, including agricultural and agricultural-residential uses.



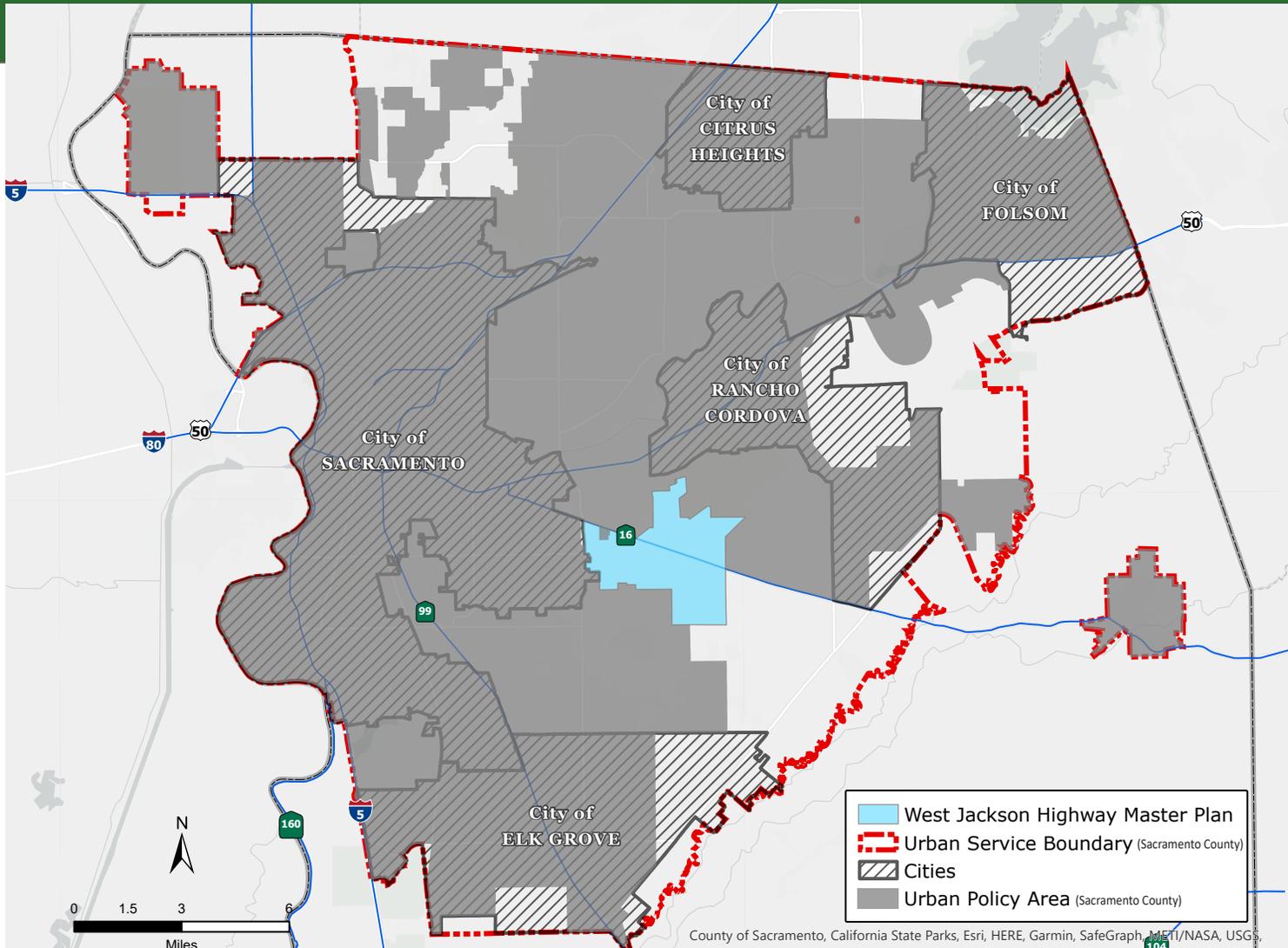


Figure 1.2 Regional Context Map

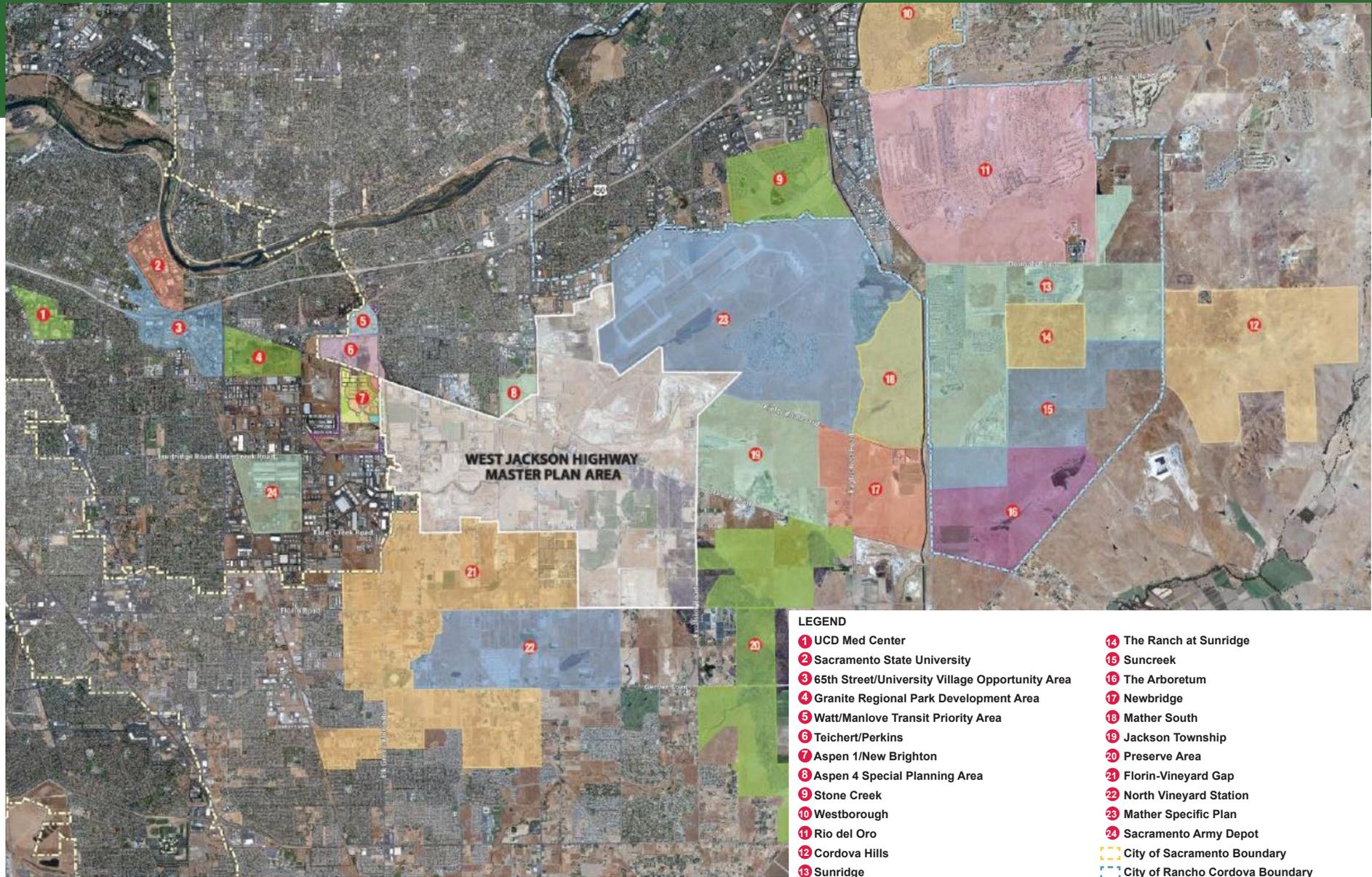


Figure 1.3 Context Map

1.2 PURPOSE AND AUTHORITY

The Master Plan has been prepared to implement Sacramento County General Plan policies, including LU-120, and to guide future development of the 5,913± acre Plan Area in compliance with the Sacramento County Master Plan Procedures and Preparation Guide, dated January 24, 2012. Sacramento County General Plan policy LU-120 states that the County shall only consider approval of a proposed Urban Policy Area (UPA) expansion and/or Master Plan outside of the existing UPA if the Board of Supervisors finds that the proposed project is planned and will be built in a manner that meets certain requirements as outlined in the General Plan. The Plan Area is located within the geographic center of Sacramento County, and provides an exceptional opportunity to bridge existing development patterns within the adjacent Rosemont and Vineyard communities.

The Master Plan is an extension of the Sacramento County General Plan and serves as a planning and policy tool designed to refine and implement County-wide goals, objectives, policies, and design guidelines for the Plan Area. This Master Plan has been prepared to provide the structure necessary to ensure high quality development and a feasible transition from existing to planned land uses. Specifically, the proposed Master Plan creates two District Plan Areas (District 1 and District 2) and three Future Planning Areas (FPAs A, B and C).

The Master Plan establishes specific land uses, policies and standards for development intensity (density and/or floor area ratio) for the properties within District 1 and District 2 of the Master Plan. For the FPA's, future land uses are allocated in the Master Plan for planning purposes, but they are not yet planned in sufficient detail to allow development. In order to support development of the FPAs, additional comprehensive planning efforts will be required as specified in Section 11.3 of this document.

Preparation of this Master Plan has focused on identifying a land use framework and infrastructure improvements that build upon the existing features of the Plan Area to connect existing and new neighborhoods and promote environmental stewardship. This approach focuses on providing a balanced mixture of land uses, transit, circulation and recreational connections, employment opportunities, and distinctive architectural styles to foster a sustainable community.

1.3 MASTER PLAN DESCRIPTION AND ISSUES

The Master Plan sets the framework needed to establish a distinctive community characterized by high quality architecture, urban farms, and a variety of land uses. As further described in this Master Plan, these land uses are intended to promote healthy communities, wellness and incorporate best practices from the most successful master plan communities. These best practices have influenced the vision articulated for the project in Chapter 2, and have shaped the overall land use plan. As shown in [Figure 1.4](#), the Land Use Plan includes a mixture of residential, recreational, commercial, and employment nodes intended to foster a sense of community, reduce vehicle miles traveled (VMT) and support the use of a variety of transportation alternatives within the Plan Area.

The Plan Area is comprised of a mixture of current and former mining, rural residential, institutional, industrial, and natural resource conservation properties located along California State Route 16 (Jackson Highway) in the geographical center of Sacramento County. As shown in [Figure 1.5](#), the Plan Area boundaries are generally Jackson Highway, Kiefer Boulevard and Goethe Road to the north, portions of Elder Creek and Florin Roads to the south, the City of Sacramento to the west and Excelsior Road to the east.

As a result of the mining activities in the Plan Area dating back to the 1930s, the suburban development patterns that characterize the neighboring Rosemont, College Glen, and Vineyard Communities mostly avoided the Plan Area.

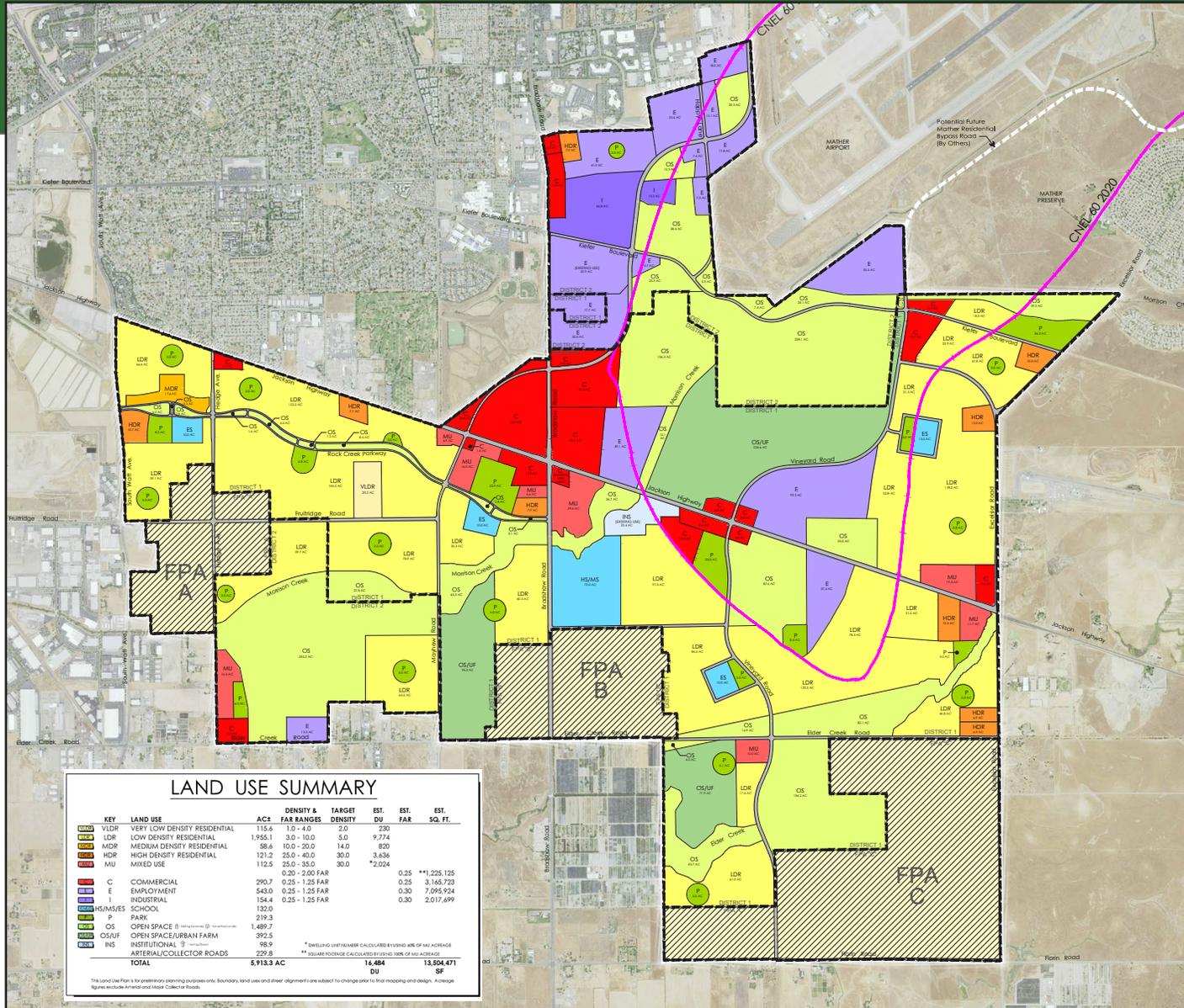


Figure 1.4 Land Use Plan

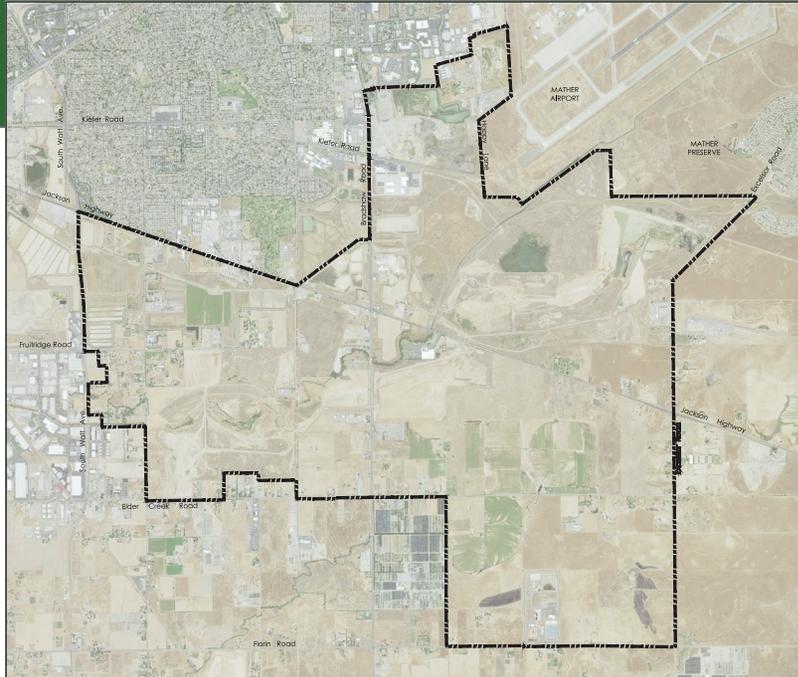


Figure 1.5 Master Plan Boundary Map

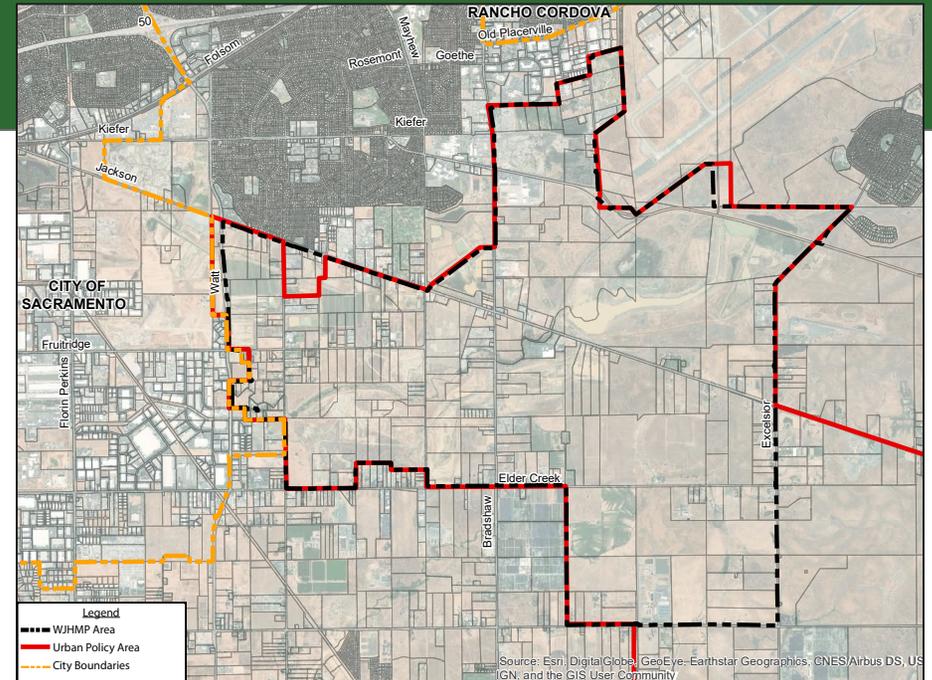


Figure 1.6 Urban Policy Area Map

As a positive consequence, the Plan Area now represents an exceptional reuse opportunity, with roughly 87 percent of the Plan Area boundary abutting the existing Sacramento County Urban Policy Area and the Sacramento City Limits, as illustrated by Figure 1.6. The Sacramento County Urban Policy Area defines the area within the County expected to receive urban services in the near term.

Stonebridge Properties, LLC (“Stonebridge” and/or “Teichert”) and Granite Construction Company (“Granite”, and collectively the “Project Applicants”) separately own a total of 4,079± acres in the Plan Area, with Stonebridge owning 3,016± acres and Granite owning 1,063± acres. In total, properties owned by the Project Applicants represent 69 percent of the total Plan Area acreage. Properties owned by the Project Applicants primarily include aggregate mining sites used for sand and gravel extraction, of which many have already been reclaimed. Although most of the mining in the Plan Area is complete, considerable portions of the Applicants’ properties still support various construction materials and other mining related activities. For example, Granite operates its Bradshaw aggregate processing facility, which includes an aggregate processing plant, construction materials recycle operation, and asphaltic concrete batch plant at the northeast corner of Bradshaw Road and Kiefer Boulevard.

In addition to the Project Applicants, a number of non-participating landowners are included within the Plan Area, as illustrated by Figure 1.7. These properties include small rural residential parcels, institutional landowners such as the Elk Grove Unified School District, religious organizations, and various industrial users.

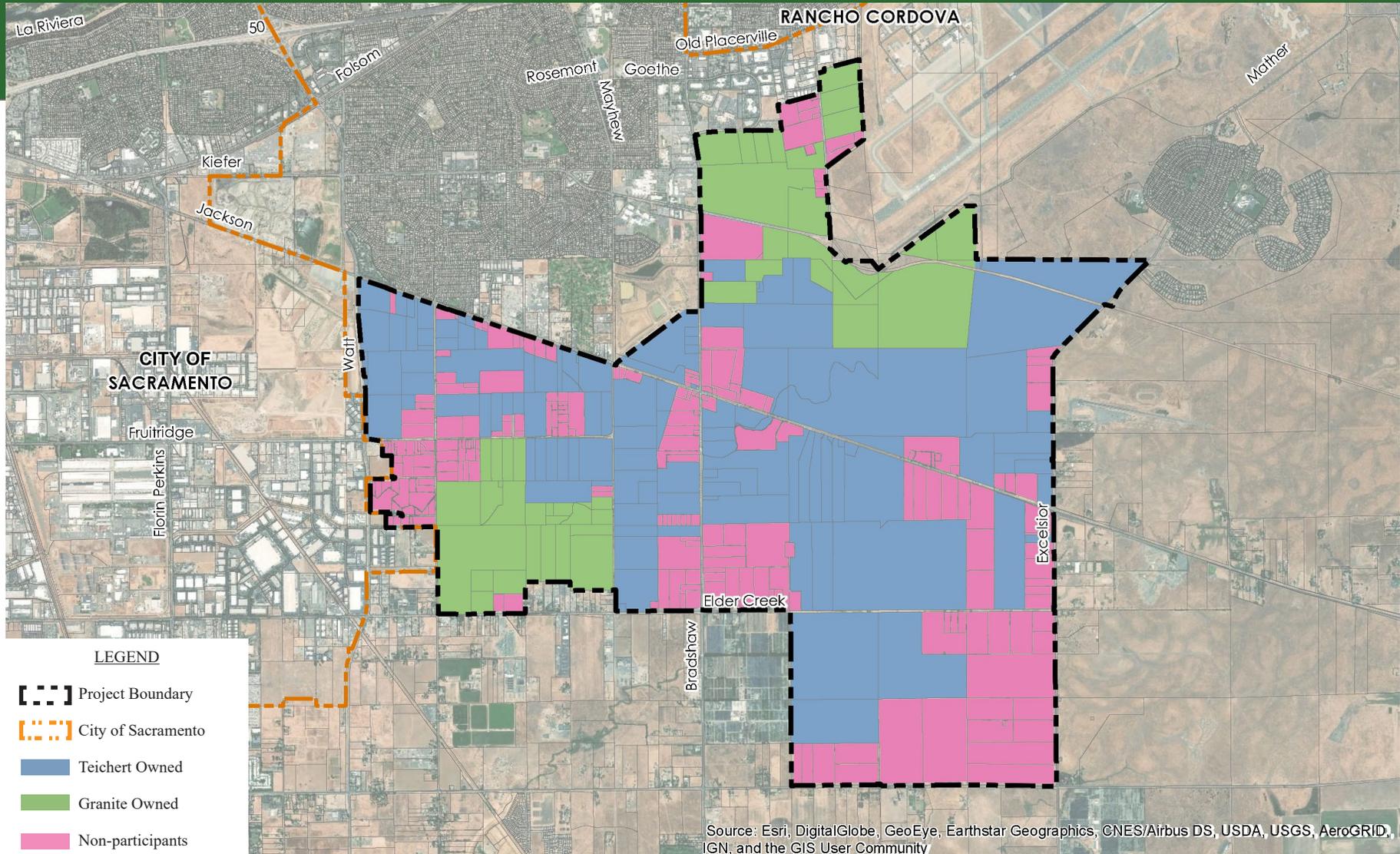


Figure 1.7 Participating Owners



1.4 PROJECT JUSTIFICATION

The Master Plan serves as the implementation tool of the Sacramento County General Plan for development of the Plan Area. The Plan has been prepared to direct a well-balanced mixture of land uses appropriate for a reuse site and to encourage the transition of former industrial areas into a new community in close proximity to employment, transit, educational, and recreational uses. This request is justified for the following reasons:

- A. The Master Plan is consistent with and implements the County’s 2030 General Plan goals and policies which embrace, among other things, smart growth policies outlined in Land Use Policy 120.
- B. The Master Plan will comply with and help encourage development consistent with the goals of AB 32, SB 32 and SB 375 by locating new development adjacent to urbanized areas and reducing associated VMT and greenhouse gas emissions through smart growth policies consistent with the requirements of LU-119 and LU-120 of the Sacramento County General Plan.
- C. The Master Plan is anticipated to be net negative in green house gas emissions for residential uses and net-zero for non-residential uses. Trips generated by the Master Plan will not produce VMT in excess of the requirements of SB 375.
- D. The establishment of the Master Plan represents a logical extension of urban services and land uses to an area surrounded by existing development.
- E. The Master Plan will utilize existing infrastructure and services, such as the Watt/Manlove Light Rail Station, Bradshaw Sewer Interceptor, Vineyard Surface Water Treatment Plant, and the planned high-capacity bus network for the Jackson Highway and South Watt Avenue Corridor.
- F. The Master Plan will connect existing uses and communities through the introduction of a comprehensive trail and transit system which provides connectivity to the Plan Area and adjacent communities.
- G. The Master Plan will provide a range of needed housing along the Highway 50 corridor. The plan for reuse of the property provides a residential base for proximate existing and future employment centers, thus contributing to a reduction in vehicle miles traveled (VMT) and improving the overall jobs-housing balance within the Master Plan vicinity.
- H. The Master Plan promotes best planning practice by providing a variety of housing types and densities in a variety of settings (including both residential neighborhoods and mixed-use nodes) on a reuse site adjacent to existing services and close to existing employment, public services and transit.

- I. The range of housing types and sizes provided for in the Plan Area will supply a variety of housing opportunities.
- J. The Master Plan utilizes adopted Sacramento County Design Guidelines and provides Supplemental Design Guidelines for Districts 1 and 2, ensuring land use compatibility and high-quality design within neighborhoods.
- K. The Master Plan will consider and complement regional planning efforts by taking into account the Sacramento Area Council of Government's (SACOG's) 2004 Blueprint Vision and the 2035 Metropolitan Transportation Plan, existing visioning documents for Jackson Highway, the South Sacramento Habitat Conservation Plan (SSHCP), the Sacramento Air Quality Management District's State Implementation Plan, and Regional Transit's Master Plan. These plans will be updated in the future to reflect future development within the Master Plan.
- L. The Master Plan includes detailed information related to land use, infrastructure, design, and implementation needed to provide for the development of the Plan Area. For FPAs, this Master Plan sets forth the appropriate expectations and mechanisms for the preparation of subsequent comprehensive planning documents that would be required to support future development.
- M. The Plan Area provides a comprehensive drainage and flood control system which will enhance flood safety for the area and beyond through the improvement and certification of existing facilities and the addition of new drainage and flood control facilities.
- N. The Master Plan incorporates pedestrian and transit-oriented features, including the Rock Creek Parkway designed to include a central spine

pedestrian and bike trail and an area reserved for future transit right-of-way.

- O. The Master Plan fulfills the County General Plan policies related to revenue neutrality and will not impose a fiscal burden on Sacramento County to fund services necessary to support development pursuant to the Master Plan.

1.5 DOCUMENT ORGANIZATION

This document presents guiding goals, objectives, policies, and guidelines to communicate a desired direction or intent for carrying out development consistent with this Master Plan. The guiding goals set forth high level goals, and the objectives and policies establish minimum expectations for development within the Master Plan. Lastly, the guidelines establish design preferences.

The Master Plan is organized into 11 chapters, which are organized as follows:

Chapter 1: Introduction

Discusses the history, purpose and intent of the document, project description, organization, and relationship of the Master Plan to the Sacramento County General Plan and related documents.

Chapter 2: Vision and Goals

Identifies the vision behind development of the Master Plan, and the guiding principles which will be implemented by project specific development within the Plan Area.

Chapter 3: Existing Conditions

Describes the existing setting of the Plan Area, including the physical setting, adjacent land uses, regulatory conditions, as well as General Plan and zoning designations.

Chapter 4: Land Use Plan

Sets forth the land use framework and objectives for future development within the Plan Area.

Chapter 5: Mobility

Sets forth the circulation framework for planned improvements to the transportation network within the Plan Area, including roadways, transit and trails.

Chapter 6: Parks and Open Space

Describes the provision of parks, open space, and recreational facilities within the Plan Area.

Chapter 7: Public Infrastructure

Describes the major backbone infrastructure systems needed to support the project including sanitary sewer, water, storm drainage and flood control.

Chapter 8: Public Services

Identifies public service providers and service standards for schools, libraries, and public safety.

Chapter 9: Environmental Justice

Details the environmental justice topics applicable to this Master Plan, including connections and services for existing adjacent communities, healthy food access, physical activity, safe and sanitary homes, quality public facilities, social mobility, and pollution exposure reduction.

Chapter 10: Climate Change Adaptation & Resiliency

Specifies the various objectives for greenhouse gas and natural hazard impact reductions by serving as a guiding document for integrating adaptation strategies and resiliency approaches in the design of future development.

Chapter 11: Administration

Identifies necessary measures and procedures for successful implementation and administration of the Master Plan, including environmental review, establishment of Special Planning Areas (SPAs), revisions and amendments, density transfers, subsequent entitlements, and financing strategies.

Appendix

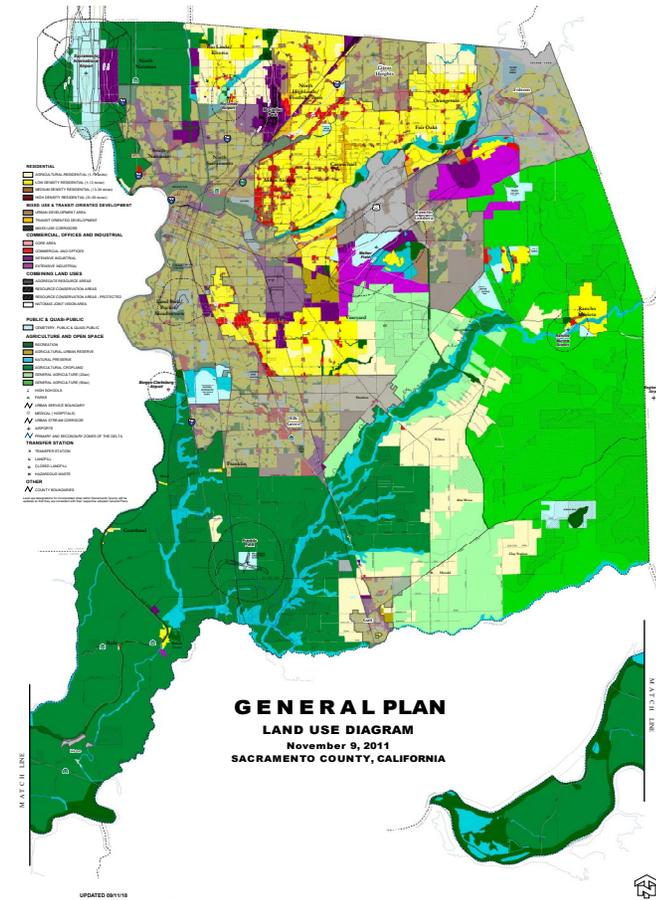
The Master Plan includes Supplemental Design Guidelines that provide landscaping, siting, and architectural design requirements for development within the Plan Area to provide additional details and supporting information.

1.6 RELATIONSHIP TO GENERAL PLAN

2030 County General Plan

The Master Plan is consistent with the goals, objectives, and policies of the Sacramento County General Plan, as adopted in November 2011. According to Government Code Section 65454, no Specific Plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan. Although the Master Plan is not classified as a Specific Plan, the adoption of the Master Plan required a General Plan Amendment to modify the boundaries of the Urban Policy Area in order to maintain consistency with the General Plan.

Land Use Policies LU-119 and LU-120 of the Land Use Element of the General Plan specify administrative procedures to amend the General Plan Land Use Diagram to consider approval of a Master Plan. The Master Plan has been prepared consistent with these policies.



1.7 RELATIONSHIP TO COMMUNITY PLANS

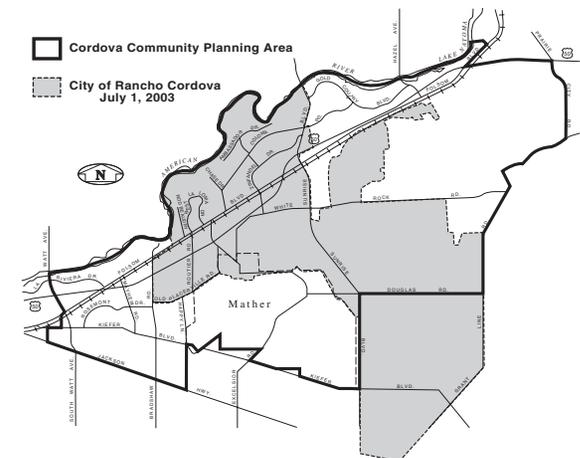
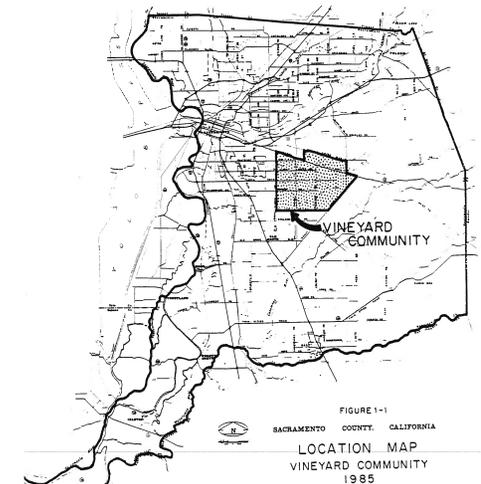
1.7.1 Vineyard Community Plan (1985)

Lands within the Plan Area south of State Highway 16 (Jackson Highway) and a portion north of Jackson Highway are within the Vineyard Community Plan Area. The Vineyard Community Plan was adopted in 1985 and was intended to be a guide for future growth and development in the Vineyard area. However, many of the Vineyard Community Plan’s land use assumptions are now obsolete because of significant land use changes since its adoption. For example, the Vineyard Community Plan assumed that the Vineyard community would retain its rural character. Instead, large areas of Vineyard developed after the County’s 1993 General Plan opened up the area to urban development. Another assumption was that Mather Air Force base would continue as a military facility and that its associated noise impacts would have a major influence on land uses in most of the Vineyard community. Subsequent to the Vineyard Community Plan adoption, however, noise impacts have been significantly reduced because of the military base’s closure and conversion to a civilian airfield and air cargo facility.

The Vineyard Community Plan has been amended to include a “West Jackson Highway Master Plan” land use designation. The land use designation and overlay reflect that the Master Plan is the primary framework for guiding new development within the Plan Area.

1.7.2 Cordova Community Plan (2003)

In 2003, the Board of Supervisors adopted the Cordova Community Plan to replace a prior version adopted in 1973. The Cordova Community Plan was prepared to enable Sacramento County and the later-incorporated City of Rancho Cordova to coordinate land use strategies, particularly for development along Folsom Boulevard and near light rail stations. This document is applicable to properties that are within the Cordova Community planning area but are outside of the boundaries of the City of Rancho Cordova.



A portion of the Plan Area north of State Highway 16 is within the Cordova Community Plan Area. The Cordova Community Plan has been amended to include a “West Jackson Highway Master Plan” land use designation that applies to all properties within the Community Plan area. This reflects that the Master Plan is the primary framework for guiding new development within the Plan Area.

1.8 RELATIONSHIP TO FUTURE PLANNING AREAS

The Master Plan provides the necessary detail and framework for development of Districts 1 and 2, as further described in Chapters 4 and 11 of the Master Plan. FPAs do not possess this necessary level of detail at this time. While Master Plan land use designations are not assigned to the FPAs, land use allocations have been identified for each FPA (see Section 4.3 for FPA land use allocations). Additionally, a “West Jackson Highway Master Plan” General Plan land use overlay applies to properties within the FPAs. The existing General Plan land use designations would remain as the underlying designation. In order to support development of the FPAs consistent with the land use allocations, the FPAs would need to be comprehensively planned pursuant to the process and criteria presented in Section 11.3.

1.9 DEVELOPMENT AGREEMENTS

Concurrent with or subsequent to approval of the Master Plan or any specific plan, property owners within the Plan Area may enter into development agreements with Sacramento County as authorized by Government Code Sections 65864 et seq. Development agreements define individual property owner obligations relating to the construction and financing of infrastructure,

financial contributions for infrastructure maintenance and public services, and other obligations which may be imposed by the County as a condition of development. In exchange, a development agreement gives the property owner certain vested rights to develop in conformance with the policies, rules, and regulations in effect at the time of approval.

1.10 REGULATORY SCOPE AND ENVIRONMENT

1.10.1 Visioning Study – Jackson Highway and Grant Line East Areas (2008)

During the early days of the preparation process for the 2030 General Plan Update, two areas in the unincorporated area of Sacramento County were studied as potential new growth areas that could develop during the planning horizon of the General Plan. This study included an extensive public outreach process and culminated in written objectives and policies to guide potential development for 30,000 acres of the eastern part of the unincorporated County, known as the Jackson Highway Visioning Area and the Grant Line East Visioning Area. Although the Visioning Study was not ultimately adopted by the Board of Supervisors, the study’s objectives and policies are considered in this Master Plan. The Master Plan is located within the Jackson Highway Visioning Area as shown in [Figure 1.8](#).

The Visioning Study provides a critical link between broad policy documents that guide growth on a region- or county-wide basis, such as the Sacramento Area Council of Governments (SACOG) adopted Blueprint Vision, the Sacramento County General Plan and more detailed community plans such as this Master Plan. Policies, guidelines and conceptual plans contained in the Visioning Study have provided guidance in developing many of the objectives and policies in this Master Plan.

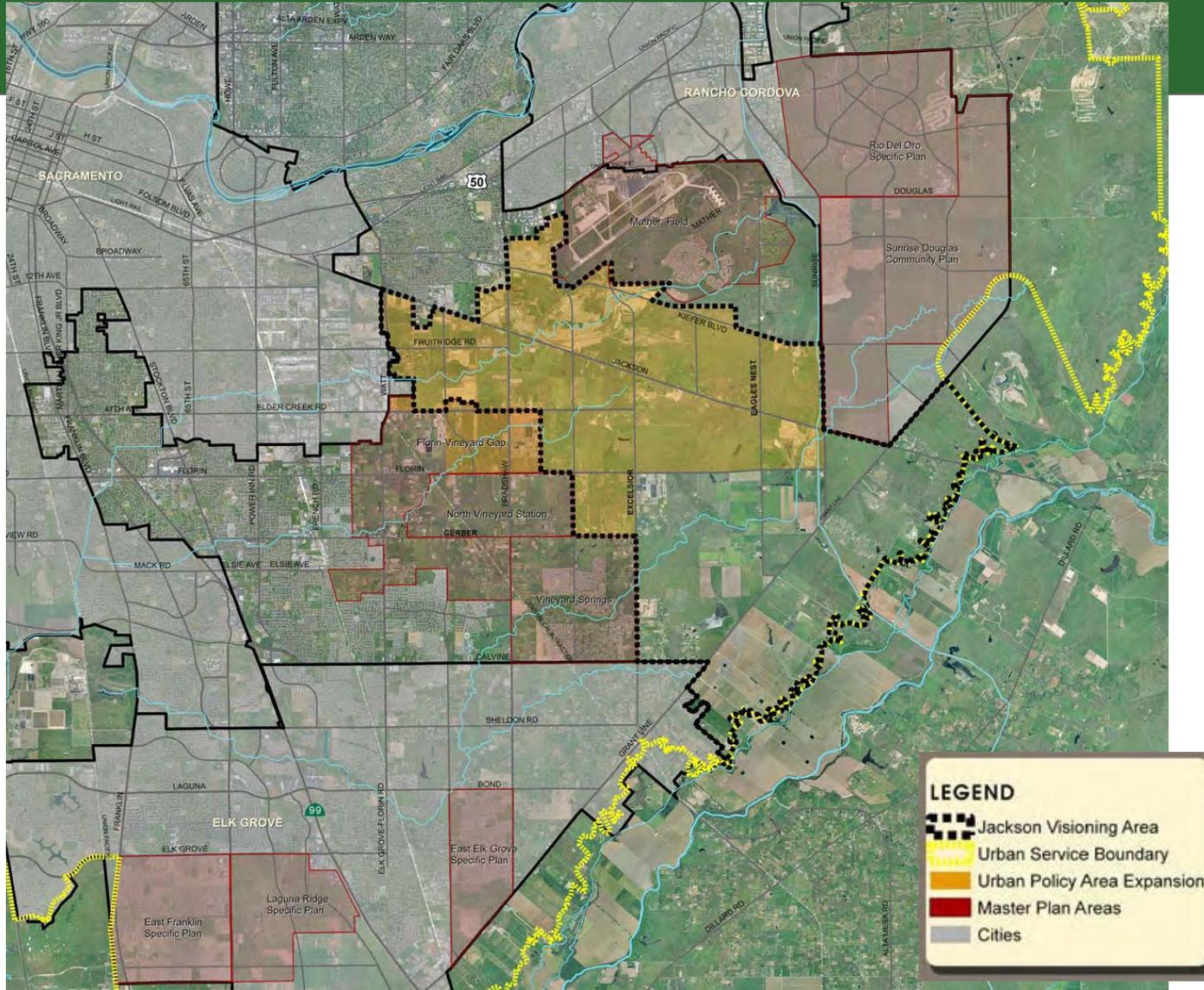


Figure 1.8 Jackson Highway Visioning Area

1.10.2 SACOG Blueprint

SACOG is the Metropolitan Planning Organization for the six-county region. The SACOG Board of Directors adopted the Preferred Blueprint Scenario in December 2004, a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to traditional patterns of low-density suburban development. See Figure 1.9.

The Blueprint identified the Plan Area as a prime opportunity for a variety of residential, mixed use, industrial, and open space uses to help promote compact land uses and support transit-oriented development.

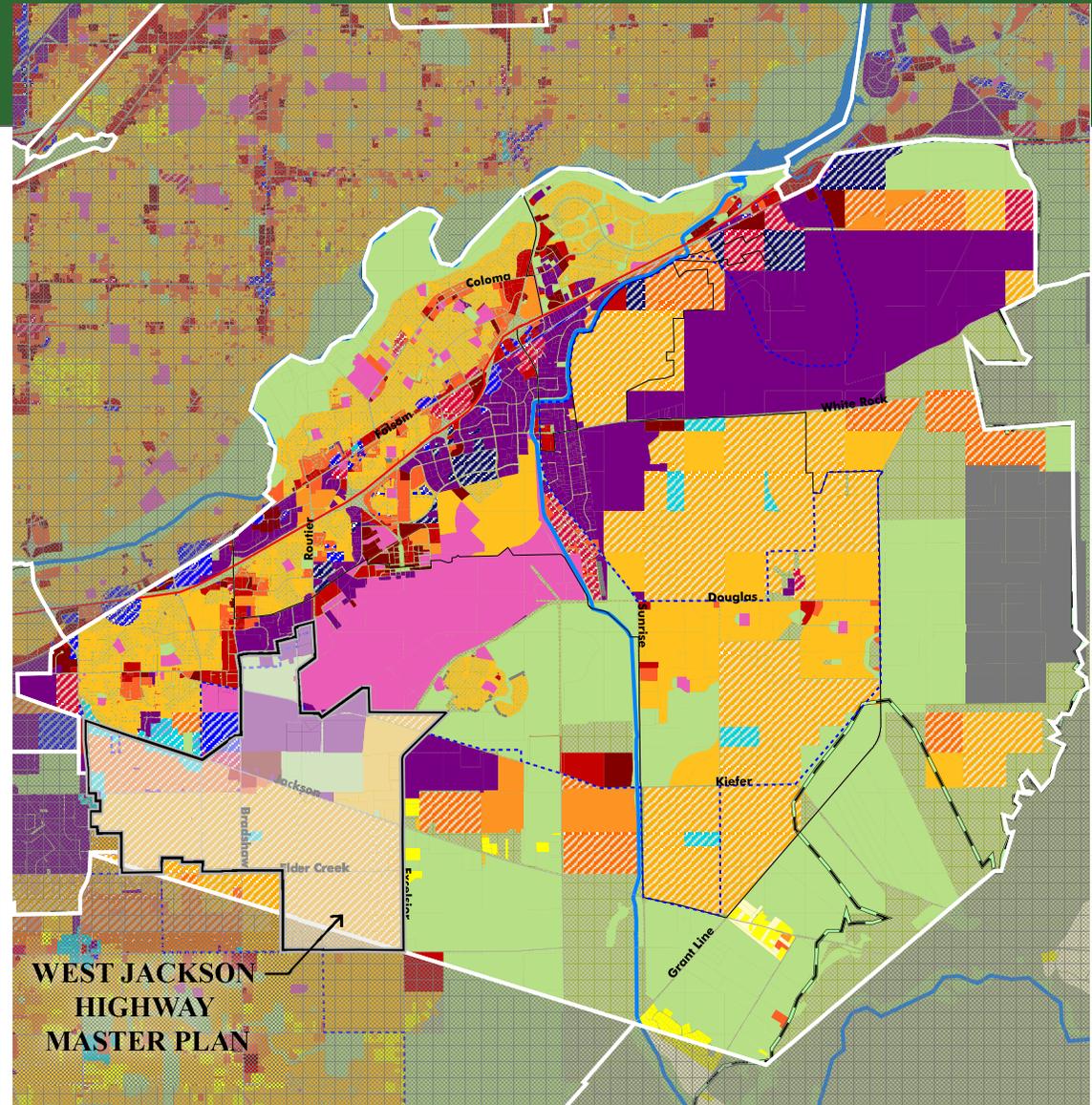
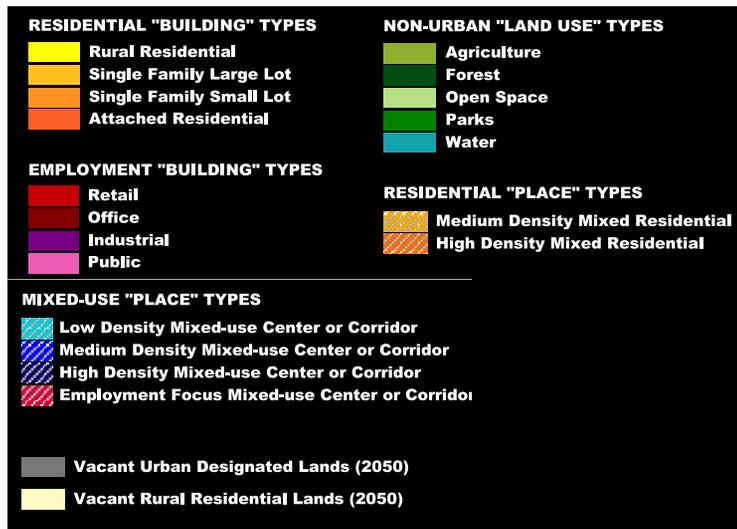


Figure 1.9 Blueprint Preferred Scenario, Rancho Cordova Area

Metropolitan Transportation Plan / Sustainable Communities Strategy

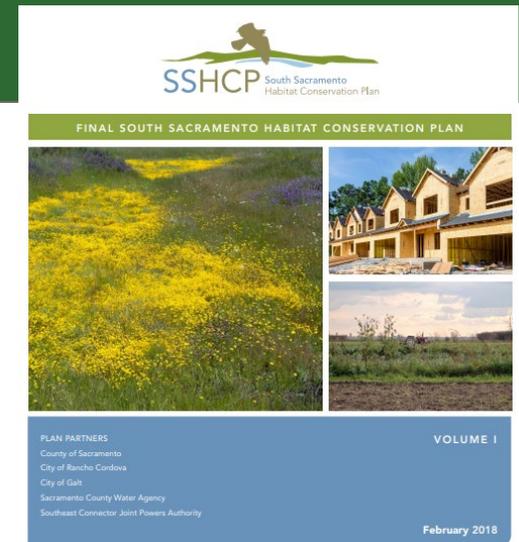
On November 18, 2019, the SACOG Board adopted the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), using the Preferred Blueprint Scenario as the basis for the land use on which regional transportation investments will be made. SACOG is responsible for developing the federally required MTP and the new State-required Sustainable Communities Strategy (to be updated every four years) in coordination with the 22 cities, six counties, and other partner agencies in the greater Sacramento region.

Any transportation projects in the six-county region using federal and state funding must be included in the MTP/SCS. The MTP/SCS must conform to air quality goals for the region, satisfy financial constraints such that all transportation projects can be reasonably funded, and undergo extensive public review. Based on projections for growth in population, housing and jobs, the MTP/SCS is key to the quality of life and economic health of the region.

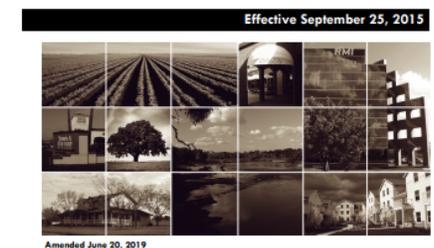
1.10.3 South Sacramento Habitat Conservation Plan

The Plan Area is within the geographic scope of the South Sacramento Habitat Conservation Plan (SSHCP). The SSHCP is a regional approach to addressing issues related to urban development, habitat conservation and agricultural protection. The SSHCP is an agreement between state/federal wildlife and wetland regulators and local jurisdictions, which allows landowners to engage in “incidental take” of listed species (i.e., to harm or kill species) in return for conservation commitments from local jurisdictions and landowners.

The SSHCP assists in habitat conservation by consolidating environmental efforts to protect and enhance wetlands (primarily vernal pools) and upland habitats. This results in effective landscape-scale conservation rather than irregular and small preserves that may not retain biological values over the long term. The SSHCP also assists urban development by identifying and minimizing regulatory hurdles, which in turn streamline the permitting process for development projects and certain public infrastructure projects.



Sacramento County Zoning Code



Office of Planning and Environmental Review
Sacramento County, California

Although many of the natural resources within the Plan Area have been impacted by prior land uses, some natural and man-made resources remain. Future impacts to these resources may require mitigation, and the Plan Area is situated within the geographic scope of the SSCHP and is able to mitigate through this program. Other mitigation opportunities may exist at the time of impacts and will be evaluated on a case by case basis to determine the appropriate mitigation strategy.

1.10.4 Sacramento County Zoning Ordinance

The Master Plan will be implemented through reliance on zoning code designations. In the future, if a Special Planning Area (SPA) is adopted, then the Master Plan could be amended to reference the SPA.

1.10.5 Sacramento County Subdivision Ordinance

Subdivision of properties within the Plan Area will conform to design and improvement standards contained in Title 22 of the Sacramento County Land Development Code. Prior to the subdivision of any property in the Plan Area, the County must approve a parcel or tentative map, and a final map must be filed for that property with the County Recorder. As conditions of map approval, the County may require dedication of land, payment of impact fees and the construction of public improvements reasonably required for the promotion of health, safety and welfare.

1.11 RELATIONSHIP OF MASTER PLAN TO SACRAMENTO COUNTY ZONING CODE, AND COUNTY-WIDE DESIGN GUIDELINES

For the purposes of future development applications in the Plan Area, standards will be applied using the following hierarchy:

- Master Plan: Provides vision, goals, objectives, policies and guidelines for development of the Master Plan area consistent with the Master Plan land use plan. Where silent, the standards of the Zoning Code apply.
- Zoning Code: Provides use and development standards based on zoning districts compatible with Master Plan land use plan.
- County Design Guidelines: Provides design guidance for development as supplemented by **Appendix A** of this Master Plan.

1.12 SEVERABILITY

If any regulation, condition, program, or portion of this Master Plan is held invalid by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof.

All subsequent entitlements and approvals relating to land or infrastructure within the Plan Area, including but not limited to subdivisions, public works projects, and rezones, must be consistent with this Master Plan, as required by Government Code Section 65455.

CHAPTER 2: VISION AND GOALS

2.1 VISION

The Master Plan represents the culmination of a multi-year effort aimed at establishing a framework for the successful transformation of the Plan Area. The Master Plan framework will transition the Plan Area from a patchwork of former mining, industrial, institutional and rural residential properties into a community that showcases community design and features strong historical references to its agrarian past. The Master Plan also recognizes the existence of agricultural, large lot residential, and institutional land uses within the Plan Area, and provides a mechanism to promote compatibility of future community development with the continuation of those existing land uses.

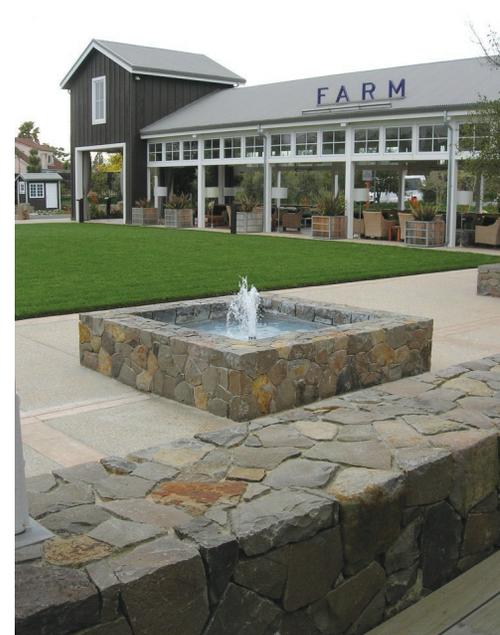
The Sacramento County General Plan requires preparation of a master plan policy document that identifies and addresses orderly development for any project located outside of the Urban Policy Area (UPA). The Master Plan is designed to function as a living document which sets forth the framework for future development actions within the Plan Area.

The Policy directions and design concepts set forth in this Master Plan have been developed and refined through collaboration between the Project Applicants and County staff, as well as through an extensive public outreach process that included the Project Applicants, neighbors, community groups, and governmental agencies.

The Plan Area will be distinguished by community aesthetics designed in harmony with the natural and built environment. Developments will be designed to encourage interaction with the natural environment and to take advantage of the community’s unique topography. There is a focus on alternative modes of travel, with strategically located employment opportunities, an appropriate mix of public gathering places, small neighborhood serving retail, and local agriculture to serve the community.

Developments will incorporate architecture and sustainable design principles that minimize impacts on natural surroundings. At the same time, this plan respects the need and desire of some existing uses to continue within the Plan Area.

The Plan Area draws from its agricultural and mining history. Community theming, including entry monuments, civic buildings, landscapes and landmarks are encouraged to incorporate elements from the Plan Area’s past, while community gardens and urban farms will provide a local source of agriculture. This approach to establishing a community will be implemented throughout the Plan Area, with multi-use trail networks, drainage corridors, roadway designs, and landscaping emphasizing this concept.



2.2 GUIDING GOALS

To guide the ultimate design of a community consistent with the vision set forth in the preceding section, the plan sets forth the following goals:

Guiding Goal 1: Reinvigorate Underutilized Areas

Integrate former industrial properties into the fabric of existing and planned communities.

The Master Plan presents an opportunity to integrate historic industrial uses into an active and contributing community, with links to the existing Rosemont, College Glen, Mather Independence, and Vineyard Communities. The Master Plan will also provide a wide variety of new and different housing types to the existing community.



Guiding Goal 2: Promote Health and Wellness

Provide opportunities for health and wellness through the provision of outdoor recreational amenities and opportunities for access to fresh local produce.

In order to provide for the wellness of the community, the Master Plan features a number of attractive outdoor and agricultural elements. Opportunities for outdoor activities are abundant, with trails, open space, parks, and transit distributed throughout the community and within easy walking and biking distance of residents. In addition, urban farms and community gardens will provide residents with the ability to forego their vehicles and instead use transit or trail systems to obtain fresh, locally grown produce and farm products.



Guiding Goal 3: Create Community

Establish recognizable community theming and create numerous opportunities for social interaction in order to reinforce a sense of community.

Streetscape design will feature landscaped boulevards, generously sized planter areas, and opportunities for agricultural landscapes in entry features, along perimeter slope areas and within community gardens. Options for social interaction will include community events and festivals at urban farms, recreational activities within the various parks, school and open space locations, and informal gatherings within commercial and mixed-use areas.



Guiding Goal 4: Promote Sustainable Practices

Incorporate environmentally sensitive design practices into the Community.

With much of the Plan Area a reuse site, the Master Plan provides an opportunity to promote sustainable design practices through a variety of measures which include energy efficient design, urban forests, urban farms, and Low Impact Development (LID).

Guiding Goal 5: Mixture of Uses

Create a community which embraces a mixture of land uses to encourage walkability and foster alternative modes of travel.

The Master Plan features a variety of land use types that are intended to provide employment, commercial, recreational, housing, and other uses, within reasonably short distances of each other. The proximity between land uses is intended to foster neighborhood interaction and reduce automobile trips within the Plan Area while providing for a range of community needs. Buffers and/or transitional land uses will be developed between residential and industrial land uses to avoid future land use conflicts. Appropriate buffers would include landscaping, open spaces, and/or offices or other uses that would not generate significant truck traffic.

Guiding Goal 6: Distinctive Architecture

Establish architectural designs and character which distinguishes the Master Plan and reinforces a sense of community.

An important lesson learned from an analysis of Sacramento’s park neighborhoods illustrated that communities react and coalesce strongly around an architectural identity. Proper architectural themes establish a strong physical presence and help delineate the overall personality and essence of a community. The County-wide Design Guidelines, which have been customized for this Master Plan, set forth an architectural palette for designing public and private spaces accordingly. (See [Appendix A](#), Supplemental Design Guidelines)



Guiding Goal 7: Encourage Alternative Modes of Travel

Reduce automobile trips by facilitating transportation options.

The Master Plan has been designed to provide a variety of uses and densities within the Plan Area. Access to diverse land uses such as residential, community and neighborhood commercial, employment, urban farms, schools, and recreational areas is provided through a multi-modal, inclusive, and interconnected transportation system designed with simple access to reduce the need for automotive travel.

Guiding Goal 8: Establish Distinctive Neighborhoods to Break Up the Overall Scale of the Plan Area

Break up the scale of the Plan Area by establishing individual communities that incorporate a defining community feature, such as a park, open space, urban farm, school, architectural design or civic facility.

Smaller neighborhoods within the overall Plan Area serve to reinforce an individual sense of place and community. This helps to reduce the overall perception of living and working within a much larger Plan Area. This will be achieved by utilizing the spatial relationships established by the Land Use Plan to delineate the character of the neighborhoods. The Land Use plan will be implemented through zoning and [Appendix A](#) (Supplemental Design Guidelines) to provide individualized details and help give identity to distinctive neighborhoods.

Guiding Goal 9: Provide a Variety of Housing Types

Incorporate a variety of residential housing types and styles to meet the diverse needs of the community.

Residential neighborhood districts will provide housing options for people of all income levels, ages and housing preferences. These options include apartments, condominiums, townhouses, and single-family detached homes. A variety of housing types, densities and lot sizes provide greater housing choices and flexibility for homebuyers and renters. In addition, mixed-use areas provide diverse higher density housing options near essential services and transit.



Guiding Goal 10: Encourage Connectivity Within the Plan Area

Provide access and points of connection to land uses within the Plan Area and to adjacent communities.

There will be an extensive network of streets and off-street trails to connect uses within each district and between districts. This network will be integrated throughout the Plan Area to connect people to places where they live, work, shop and play. Street patterns will be designed to maximize connectivity, while off-street trails will be established in open space corridors to provide pedestrian and bicycle access to destinations.

As a result of past mining activity, in some areas existing development patterns and topography make roadway connections difficult. The Circulation Framework (addressed in Chapter 5: Mobility) will strategically use bicycle and pedestrian trails to allow connectivity to key intersections, schools, or commercial centers and promote connectivity to adjacent areas such as the Rosemont and Vineyard Communities.

Guiding Goal 11: Develop a Comprehensive Drainage Network Co-located with Community Amenities

Establish a comprehensive drainage system and associated amenities for the Plan Area.

The Plan Area’s unique topography and proximity to Morrison and Elder Creeks facilitate an amenity-based approach to handling on-site drainage. Future land uses within the Plan Area have been sited on the Land Use Plan (refer to [Figure 4.2](#)) to locate trails, transit, roadways, open space and project amenities such as parks, schools, urban farms, and neighborhood retail along these natural resources and drainage corridors.



Guiding Goal 12: Incorporate Energy Efficient Design and On-site Solar Energy Production

Develop an integrated system of energy efficient buildings and solar energy production within the Plan Area.

Incorporating energy efficient building and neighborhood design concepts into new developments within the Plan Area will result in increased energy efficiency and improved energy independence, reduced greenhouse gas emissions, and cost savings for residents and businesses. New residential construction will adhere to the most current Title 24 standards and strive to incorporate the latest green technology.

Examples of on-site energy production include Rooftop Solar, Photo-voltaic (PV), and Solar Hot Water (SHW) for buildings and covered parking areas, as well as e-bike and electric vehicle charging stations in employment and commercial areas for public and/or private use.

Guiding Goal 13: Develop Economic Diversity

Foster a diverse economic base within the Plan Area.

A diverse economy within the Plan Area is needed to ensure economic growth and stability. This diverse economy will include commercial, industrial, office, civic and agricultural activities.

There are several opportunities to develop new employment hubs within the Plan Area due to its convenient location near Mather Airport, existing employment centers, and the Highway 50 corridor. Through employment and commercial land use categories, the Master Plan provides for a diverse mixture of job types located in close proximity to existing and future neighborhoods and employment centers. The Plan Area is suitably located to provide air cargo support services and employment related businesses that complement operations at the airfield. Anticipated growth of operations at Mather Airport could generate new opportunities for job creation within the Plan Area.



Additionally, the Master Plan provides opportunities to create a local fresh food network through the establishment of urban farms, food processing plants, and wholesale local food distribution centers. These uses will be located within proximity of Highway 50 providing access to the Sacramento region and beyond.

Retail and office opportunities will be available in each of the districts, from small scale retail shops and professional offices in neighborhood centers, to national chain stores and office complexes in the business districts. Employment centers in the business districts will provide office, retail, manufacturing, research, and warehousing jobs.

Guiding Goal 14: Accommodate Existing Land Uses

Create a land use pattern and design guidelines that allow for the continuation of existing land uses.

While a bulk of the existing land uses within the Plan Area are planned to transition to new land uses, certain existing uses may prefer to maintain their current land uses. The Master Plan recognizes these land uses and the potential for them to continue. This plan adopts an enhanced version of the County’s design guidelines, which will promote compatibility between existing and new land uses.

Guiding Goal 15: Equitable Protection for Disadvantaged Communities

Provide an equitable degree of protection from environmental and health hazards for disadvantaged communities.

Environmental Justice (EJ) seeks to minimize and equalize effects of environmental hazards among entire communities regardless of income, ethnicity or race. EJ concerns can often arise from geographic or systematic inequities, and this Master Plan minimizes such inequities by establishing objectives for equitable food access, physical activity, public facilities, overall healthy living conditions, and encourage equitable protections for those living in areas considered disadvantaged.



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CHAPTER 3: EXISTING CONDITIONS

3.1 BACKGROUND

Chapter 3 identifies the existing environmental conditions and resources located within the Plan Area. In addition to identifying the physical setting of the Plan Area, this chapter characterizes adjacent environmental constraints, such as those associated with the Mather Airport, which will influence future development patterns for the Plan Area. Taken together, on-site and off-site resources will play a significant role in determining the character of the land use plan outlined in Chapter 4 of the Master Plan.

Due to the rich and varied history of the Plan Area, which includes agricultural, residential, industrial, and mining land uses, a majority of the original environmental features have been heavily modified. As a result, the landscape of the Plan Area today differs from natural historical conditions.

3.2 PHYSICAL SETTING

The Plan Area is comprised of approximately 5,913± acres located in central Sacramento County, abutting the City of Sacramento boundaries along the Plan Area’s western border. See Figure 3.1.

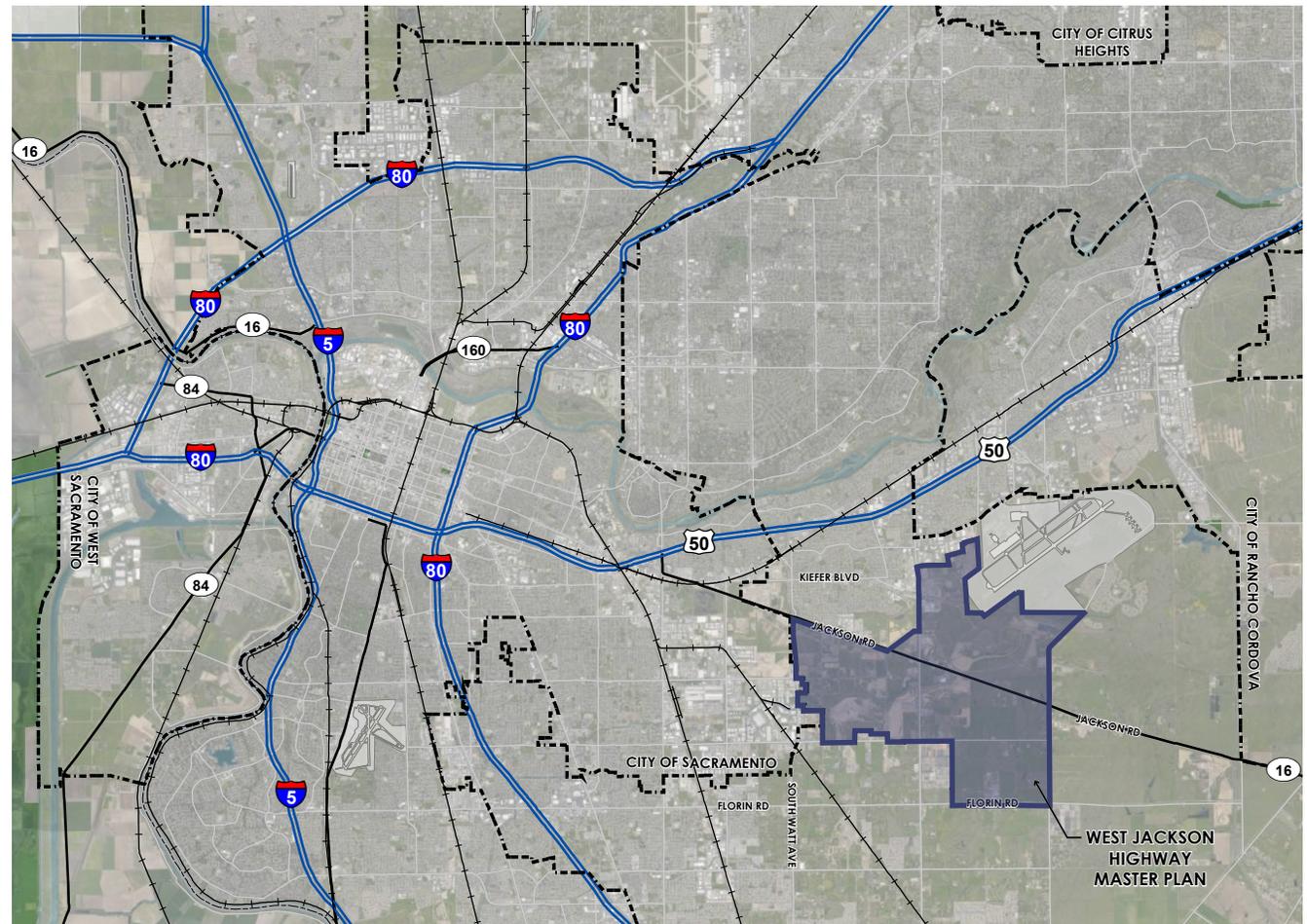


Figure 3.1 Vicinity Map

The Plan Area is comprised of a number of landowners, but the two largest landowners, Teichert and Granite, collectively own and maintain the majority of the land within the Plan Area. Granite owns 1,063 acres while Teichert owns 3,016 acres. **Figure 3.2** identifies the ownership within the Plan Area.

Existing land uses within the Plan Area include a mixture of active and reclaimed surface mining sites; industrial properties such as storage, trucking, and rock processing and sales; as well as limited rural residential, commercial, institutional, and agricultural uses. Due to mining activities which have occurred from the 1930's to present day, topography is varied, with site elevations ranging from approximately 30-65 feet above mean sea level.

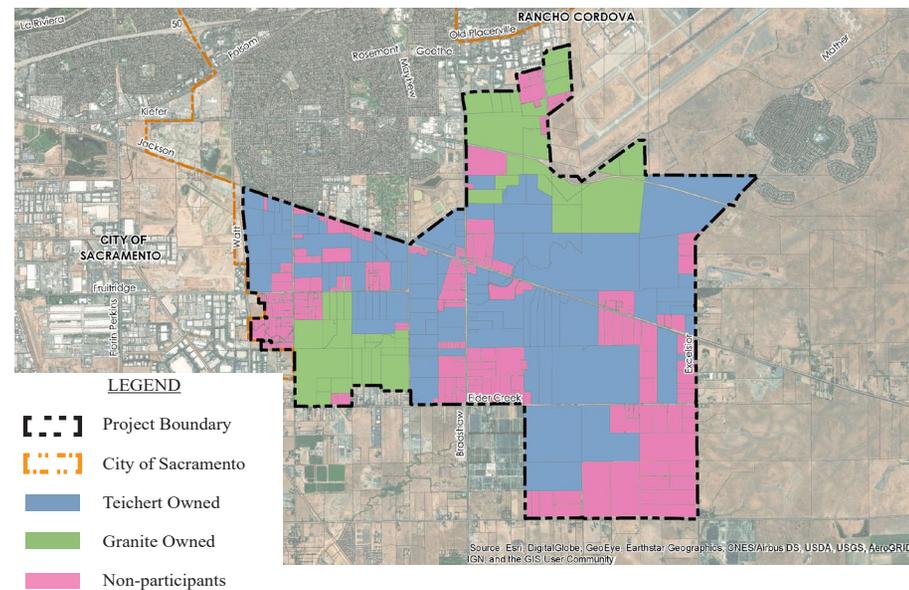


Figure 3.2 Ownership Map

The natural landscape of much of the Plan Area has been heavily modified and converted over time to include mining areas; manmade vegetative screens consisting of oleander, redwood, and cedar plantings; and reconstructed stream corridors along Morrison Creek. Few undisturbed areas remain, but some clusters of oak trees remain along undisturbed sections of Morrison Creek concentrated near Bradshaw Road. In addition to Morrison Creek, there is a small stretch of Elder Creek which traverses through the southeast corner of the Plan Area, as shown by **Figure 3.3**.

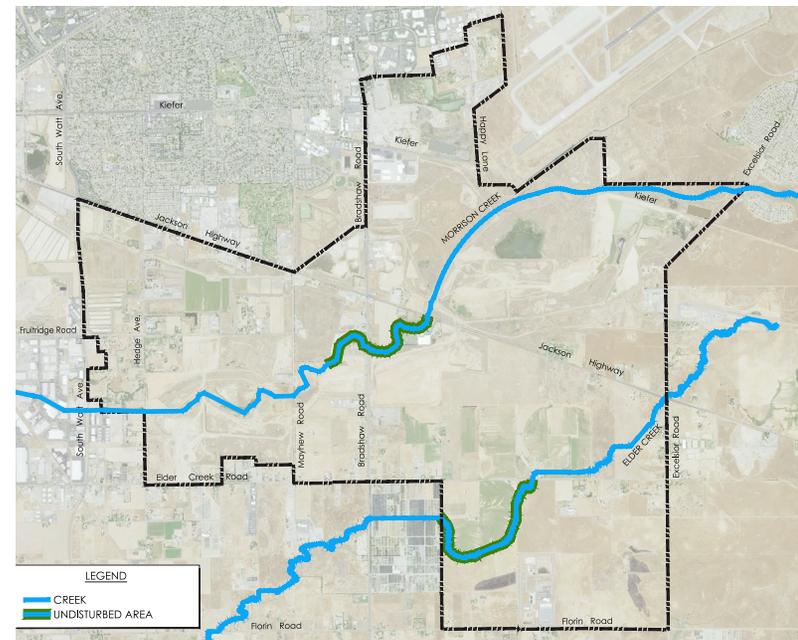


Figure 3.3 Undisturbed Areas of Creeks

3.3 ADJACENT LAND USES

Existing land uses adjacent to the Plan Area include:

West

The Plan Area is bound to the west by the City of Sacramento along South Watt Avenue, an area characterized by the presence of industrial facilities (warehouses, storage yards, manufacturing), employment and mining sites. In 2008, 2015, and again in 2024, the City of Sacramento adopted the 2040 General Plan which designates this area for industrial mixed-use and employment land uses. Also, in close proximity are California State University Sacramento, the University of California Davis Medical Center, Granite Business Park, Granite Regional Park, Depot Park (the former Sacramento Army Depot), Power Inn Business District, and the Power Inn Light Rail Station.

North

To the north lies the existing community of Rosemont comprised of predominantly lower density single-family neighborhoods and small neighborhood commercial centers. Additional land uses along the northern edge of the Plan Area include the Cordova Golf Course, a small assortment of industrial uses including Silverado Building Materials and Nursery, a large rock, stone, and retail nursery business, and Mather Airport. Also, to the north of the Plan Area lies the Watt/Manlove Transit Priority Area (“TPA”)¹ which will provide a regional transportation hub highly accessible to the Plan Area. Additionally, Highway 50, Regional Transit’s Light Rail (“Gold Line”), and the American River Bike Trail are in close proximity.

¹ California Legislature definition of Transit Priority Area (TPA): an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

East

Existing land uses along the eastern Plan Area boundary include agricultural and industrially zoned lands, a SMUD substation, and a small number of agricultural residential properties. Other land uses on these properties include the approved Jackson Township project, a mixed-use community approved by the County Board of Supervisors.

South

Lands to the south of the Plan Area are part of the approved Florin-Vineyard Community Plan area and the North Vineyard Station Specific Plan, two large master planned communities comprised of residential, commercial, and industrial land uses. While these properties are slated to transition to their approved land uses over time, current land uses include a commercial nursery as well as a mixture of agricultural, mining (Vineyard South Mine), and rural residential properties.

Employment and Recreational Centers

Major employment centers in proximity to the Plan Area include Sacramento County Branch Center offices and transportation center, the SMUD East County Operations Center and Corporation Yard, Mather Airport, the Power Inn Road industrial area, and employment centers in the city of Rancho Cordova. Currently there are no major retail centers immediately serving the Plan Area except for neighborhood commercial centers along Kiefer Boulevard in the Rosemont Community and some neighborhood and community commercial centers in Rancho Cordova. Nearby recreational opportunities include the American River Parkway, Cordova and Wildhawk golf courses and trails along the Illa Collin Preserve at Mather Airport.

3.4 PRE-MASTER PLAN GENERAL PLAN DESIGNATIONS

Prior to the adoption of the Master Plan, the Plan Area was designated by the General Plan as a mixture of Agricultural-Urban Reserve, General Agriculture (20 acre minimum), Extensive Industrial, Intensive Industrial, Cemetery, Public and Quasi-Public and Commercial and Offices as illustrated by Figure 3.4 Pre-Master Plan General Plan Designations. In addition, portions of the Plan Area were outside the current Urban Policy Area, as illustrated by Figure 3.5 Pre-Master Plan Urban Policy Area. As described in Chapter 1, the General Plan was amended to expand the Urban Policy Area in order to allow adoption of this Master Plan.

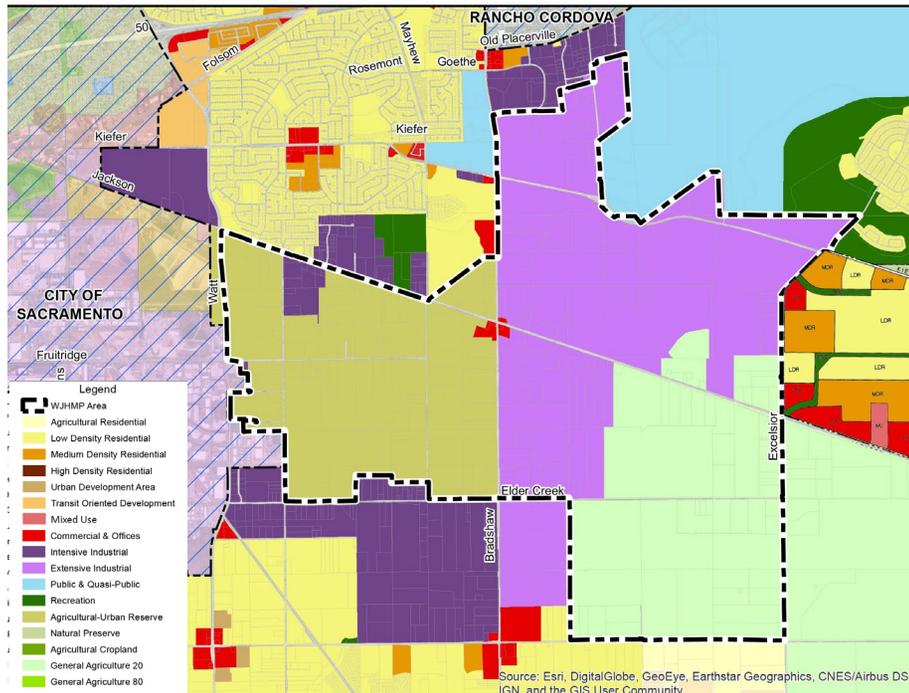


Figure 3.4 Pre-Master Plan General Plan Designations

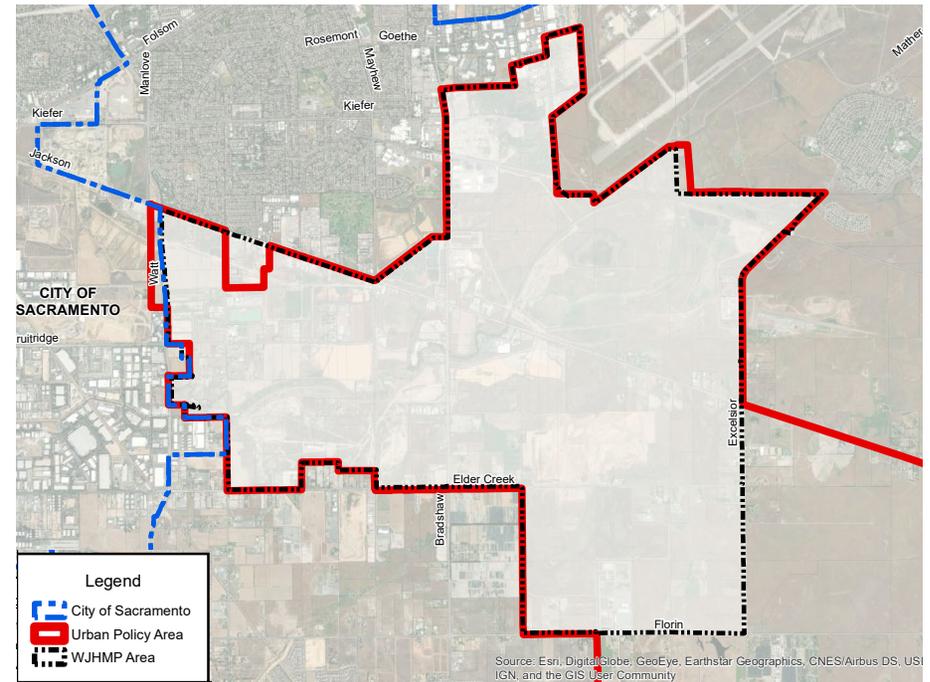


Figure 3.5 Pre-Master Plan Urban Policy Area

3.5 PRE-MASTER PLAN COMMUNITY PLANS

Prior to the adoption of the Master Plan, the Plan Area was designated by the Vineyard and Cordova Community Plans with the following land use designations:

- Permanent Agriculture (AG-20)
- Permanent Agriculture (AG-40)
- Permanent Agriculture (AG-80)
- Permanent Agriculture (AG-160)
- Agricultural Residential 1
- Agricultural Residential 2
- Shopping Center
- Limited Commercial
- Light Industrial
- Heavy Industrial
- Industrial Reserve
- Major Roads

Figure 3.6 Pre-Master Plan Community Plans identifies community plan designations at the time of plan adoption within the Plan Area. The adoption of the Master Plan amends the Cordova and Vineyard Community Plan designations for Districts 1 and 2. A “West Jackson Highway Master Plan” overlay will apply to the FPAs which will require community plan amendments when subsequent comprehensive plans are proposed.

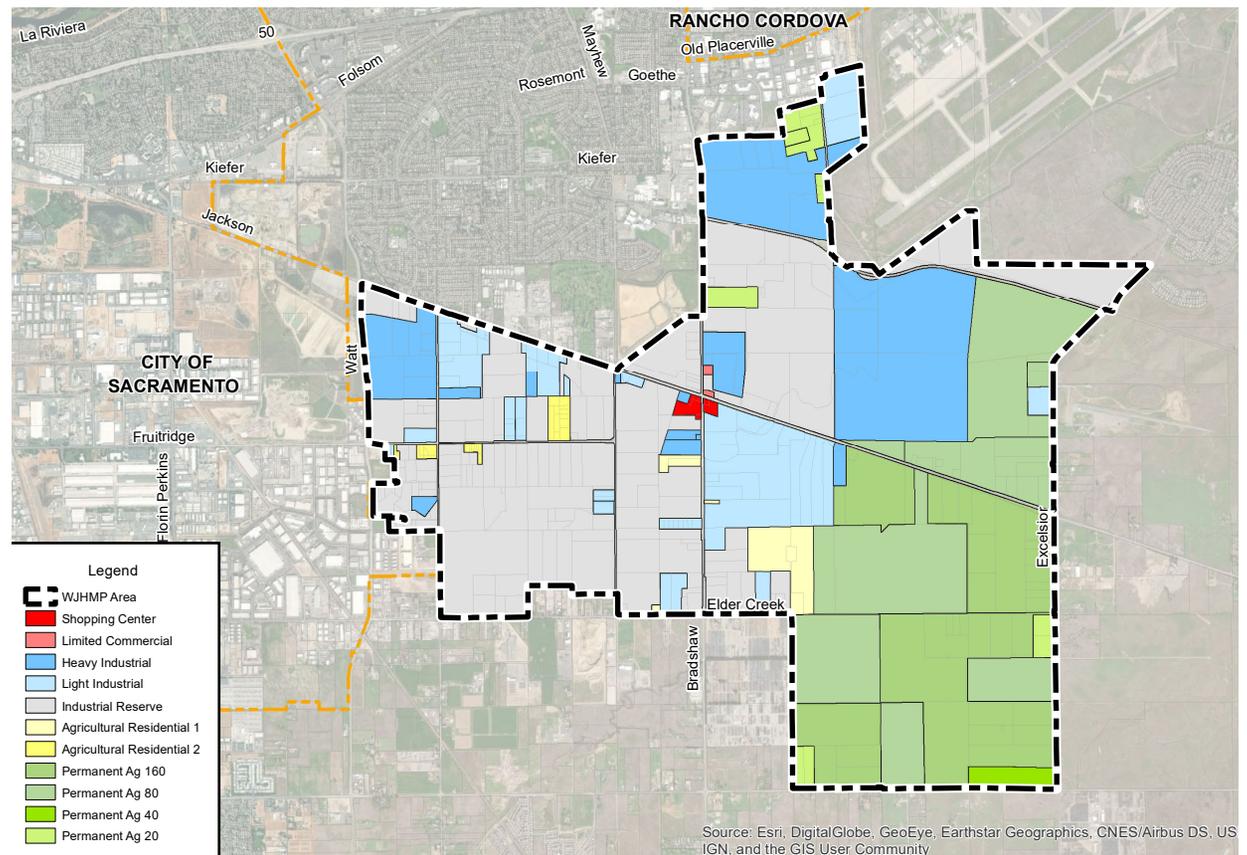


Figure 3.6 Pre-Master Plan Community Plans

3.6 PRE-MASTER PLAN ZONING

Existing zoning designations within the Plan Area include a variety of designations, including:

- AG-20: Agriculture-20 ac. Minimum
- AG-40: Agriculture-40 ac. Minimum
- AG-80: Agriculture-80 ac. Minimum
- AG-20(SM): Agriculture-20 ac. Minimum (Surface Mining)
- AG-80(SM): Agriculture-80 ac. Minimum (Surface Mining)
- AG-160: Agriculture-160 ac. Minimum
- AG-160(SM): Agriculture-160 ac. Minimum (Surface Mining)
- AR-1: Agricultural-Residential-1 ac. Minimum
- AR-2: Agricultural-Residential-2 ac. Minimum
- IR: Industrial Reserve
- IR(SM): Interim Agricultural Reserve (Surface Mining)
- LC(SM): Limited Commercial (Surface Mining)
- GC: General Commercial
- M-1: Light Industrial
- M-1(SM): Light Industrial (Surface Mining)
- M-2: Heavy Industrial
- M-2(SM): Heavy Industrial (Surface Mining)

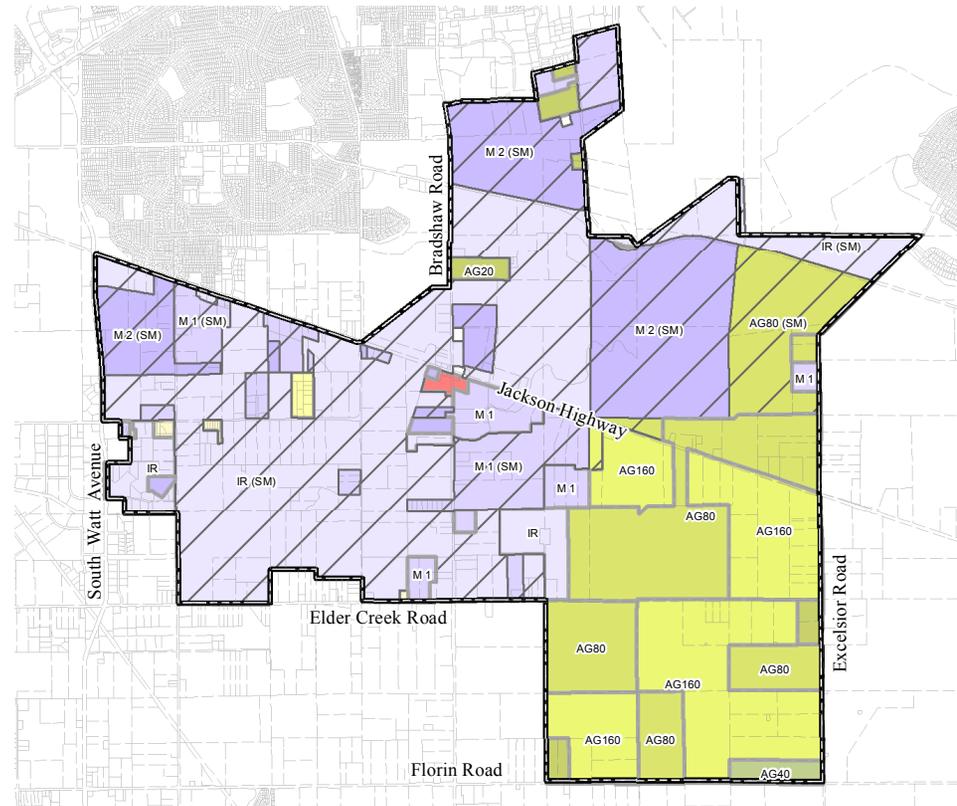


Figure 3.7 Pre-Master Plan Zoning

LEGEND

- Parcel Lines
- Right of Way Lines
- SPA - Special Planning Area
- Project Boundary

ZONE

- | | | | |
|------------|----------|-------|-----|
| AG20 (SM) | M 2 (SM) | AG160 | GC |
| AG80 (SM) | IR (SM) | AR 1 | M1 |
| AG160 (SM) | AG20 | AR 2 | M 2 |
| M 1 (SM) | AG40 | LC | IR |
| AG80 | | | |

3.7 EXISTING CIRCULATION

As illustrated by Figure 3.8, and described in greater detail in Chapter 5: Mobility, Section 5.3.1, existing roadways currently serving the Plan Area include:

- Jackson Road (SR 16)
- Kiefer Boulevard
- Fruitridge Road
- Elder Creek Road
- Florin Road
- South Watt Avenue
- Hedge Avenue
- Mayhew Road
- Bradshaw Road
- Happy Lane
- Excelsior Road

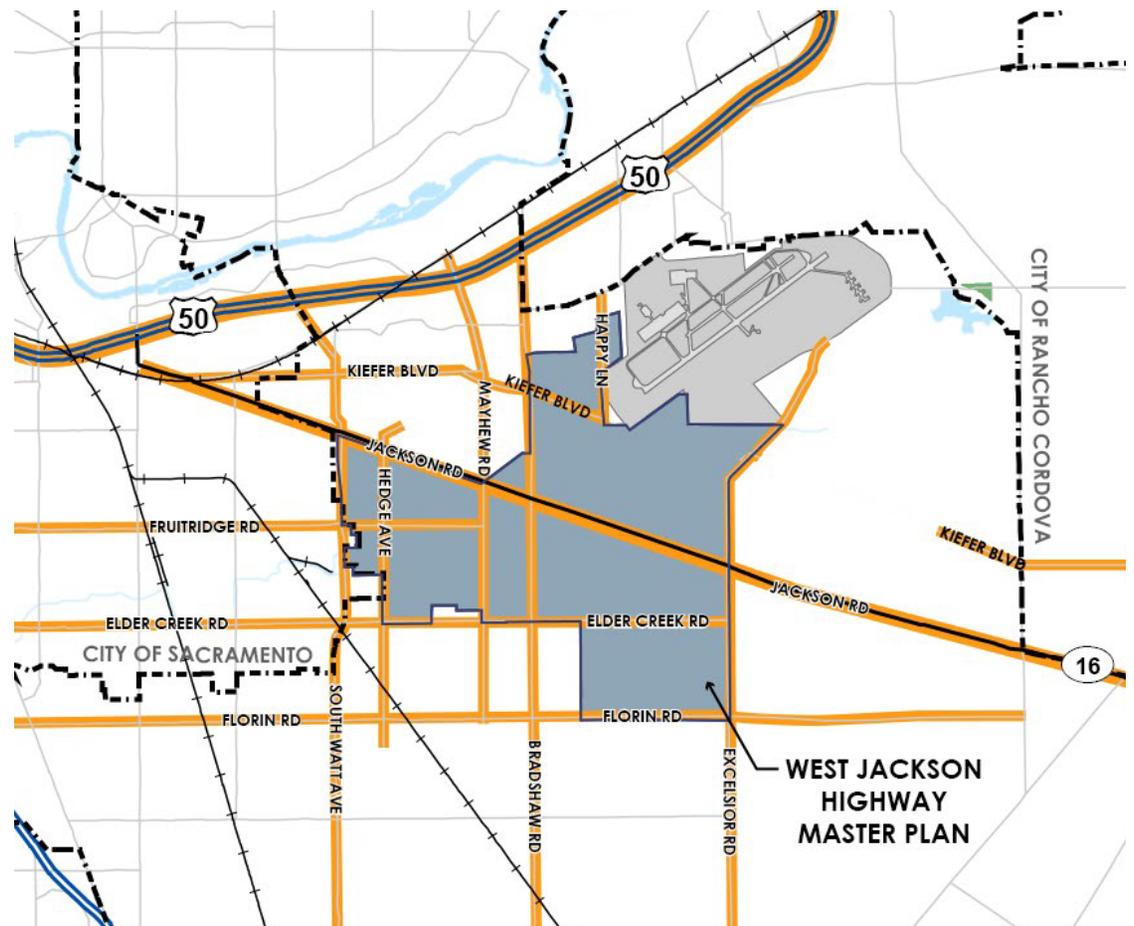


Figure 3.8 Existing Roadways

3.8 NATURAL RESOURCES

3.8.1 Waterways

The Sacramento area is characterized by its multitude of creeks and sloughs located near the base of the Sierra Nevada range with rolling terrain that results in numerous watersheds. As it approaches the confluence of the American and Sacramento Rivers, the topography becomes quite flat, characterized by meandering sloughs, wetlands and shallow lakes. There are now more than forty named creeks and sloughs in the County, two of which traverse the Plan Area.

As shown in **Figure 3.9**, Morrison and Elder Creeks traverse the Plan Area. Both creeks are perennial waterways, classified as part of the larger Morrison Creek Stream Group. The creeks in this stream group are subject to the influences of rainfall and urban runoff which is collected in these waterways and ultimately deposited downstream in the Beach-Stone Lakes area. Historically, runoff from Morrison Creek drained into the Sacramento River. However, when levees were constructed along the Sacramento River, the flows were diverted into Beach Lake and Stone Lake. Eventually, these flows ultimately drain to the Sacramento/San Joaquin Delta via Snodgrass Slough and the Mokelumne River.

Both creeks within the Plan Area have been modified by past and current land uses. In the late 19th century, farming affected these streams when the native grasslands and sparse riparian vegetation were displaced by crops, pasture, and invasive non-native grasses and weeds.

Later modifications occurred as mining began in the late 1930s, resulting in realignments to Morrison Creek which today only retains a small portion of undisturbed native channel (near the southeast intersection of Jackson Highway and Bradshaw Road). The elevations of the mined areas adjacent to Morrison Creek (Granite I/Aspen VI) were lowered below the main Morrison Creek channel, leaving the channel corridor elevation above the mining areas with embankments functioning as levees). In the early 2000s, miners constructed a weir to capture high flows in the mining basin to mitigate for the effects of mining. Improvements along Morrison Creek, including improvements to levees and the weir in the Granite I / Aspen VI mining basin, will occur to support development under this Master Plan. Additional details are found in Chapter 7 and the Master Plan Drainage Study.

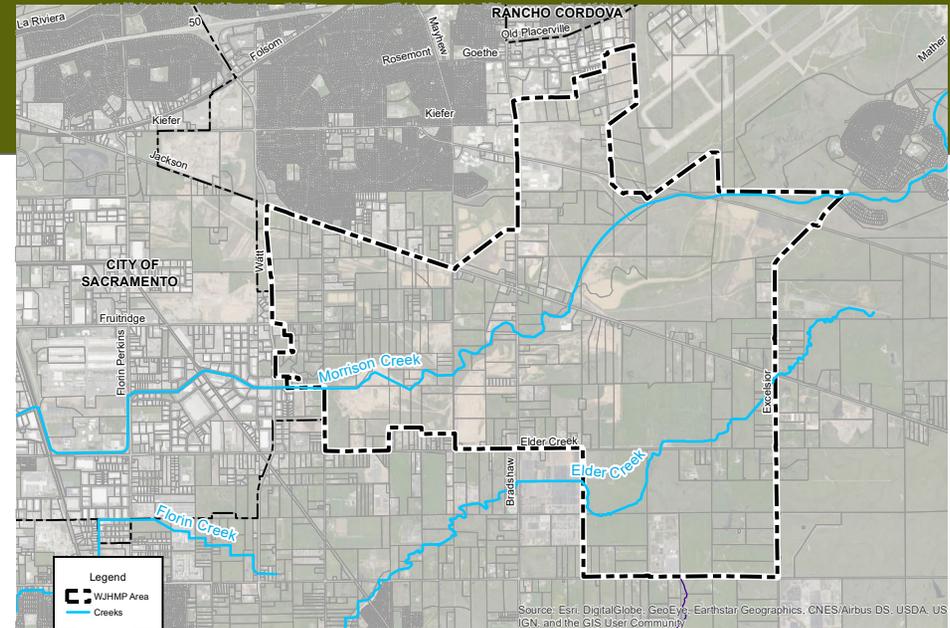


Figure 3.9 Existing Creeks



3.8.2 Wetlands

Wetland resources within the Plan Area are limited in scope, partly due to farming and mining activities which have occurred over time. However, pockets of isolated wetlands exist in some areas not affected by mining activities. In addition, mitigation for past mining activities have resulted in the creation and preservation of wetland resources in the Plan Area and through acquisition of credits at mitigation banks.

3.8.3 Trees

Land use activities within undeveloped portions of the Plan Area have predominately involved surface mining, grazing, and dry land farming. As a result, tree cover is limited, with a small concentration of oak trees along undisturbed portions of Morrison Creek near the southeast intersection of Jackson Highway and Bradshaw Road, along with oak mitigation plantings on the south side of Morrison Creek, east of Bradshaw Road. There are also small stands of remnant trees in various locations. The General Plan shall serve as the guiding document regarding the preservation and planting of trees.

3.8.4 Special-Status Species

Special-status species are plant and animal species that federal, state, or local resource agencies or organizations have designated for special recognition and protection. These species typically have limited distributions or special requirements for certain habitat conditions. Within the Plan Area, special-status species are defined as those:

- Listed or proposed for listing under Federal or State Endangered Species Acts
- Designated by the California Department of Fish and Wildlife (DFW) as Fully Protected or Species of Special Concern, and identified by the California Native Plant Society (CNPS) as being rare or threatened

Although the majority of the Plan Area is highly disturbed, the potential for special status-species habitat occurs within the Plan Area. Further details can be found in the Biological Resources Assessment for the Master Plan.

In addition, a search of the California Natural Diversity Database (CNDDDB) for known occurrences of special-status plants and animals was conducted for the Plan Area; the results are shown in the Biological Resources Assessment prepared by Madrone Ecological Consulting for the Master Plan. The Land Use Plan has been designed to avoid and preserve sensitive areas to the extent feasible, while at the same time providing open space and recreational corridors which provide additional opportunities for habitat creation.



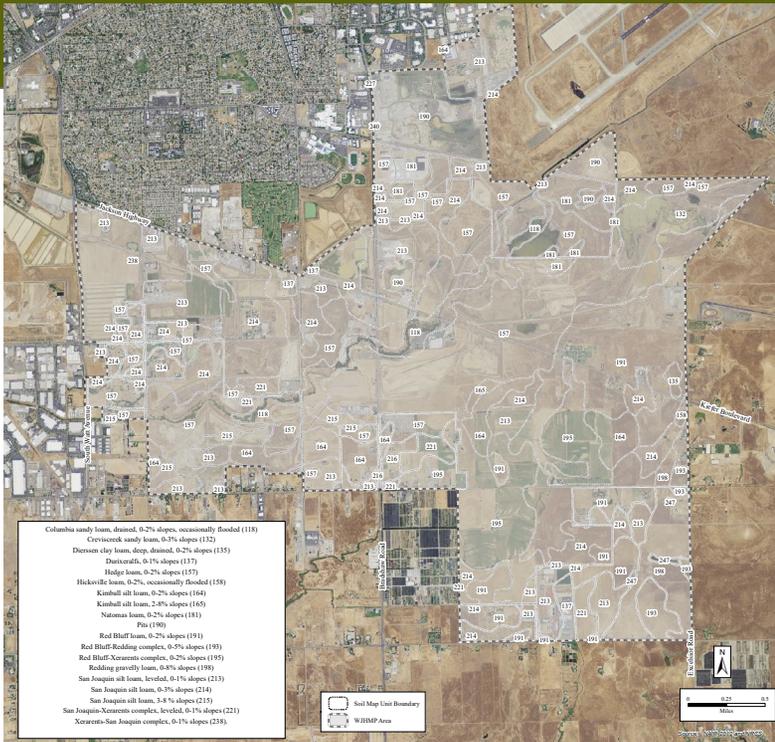


Figure 3.10 Existing Soils Map

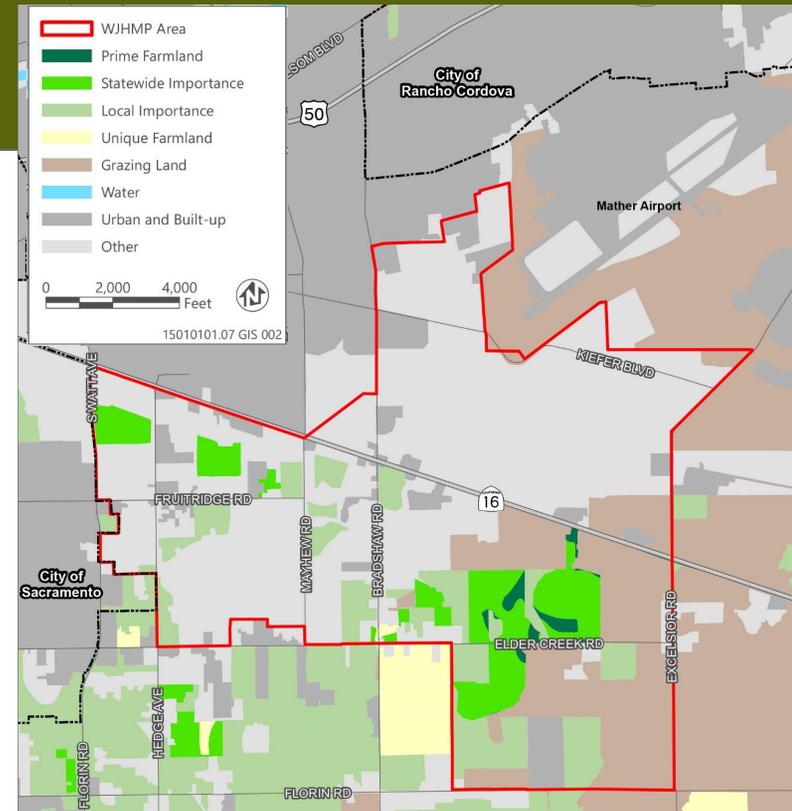


Figure 3.11 DOC Classifications

3.8.5 Soils and Farmland Mapped

Soils are categorized by the Natural Resources Conservation Service (NRCS) and the State of California Department of Conservation (DOC) according to soil quality and land use. The DOC also categorizes Important Farmlands in California, using modified definitions of the NRCS’s categories. For the purposes of identifying soil types and important farmland categories, the Sacramento County General Plan uses the State DOC Important Farmland categories rather than the Federal NRCS categories, except where specifically noted in the Sacramento County General Plan.

As a result of past mining activities, native soils have been displaced and locations may not be accurately represented by NRCS maps. Reclaimed soils or soils deposited from aggregate washing are currently used to reclaim and elevate portions of the Plan Area, in addition to being used for some limited agricultural production. As illustrated by Figure 3.10, native soils in the Plan Area generally consist of clays, loams, and sandy loams. DOC classifications for the Plan Area, which are based upon the Farmland Mapping and Monitoring Program (FMMP) and generally updated every two years, are shown on Figure 3.11.

3.8.6 Noise

The existing ambient noise environment within the Plan Area is primarily characterized by transportation generated noise along major roadways, aviation generated noise related to Mather Airport, and to a lesser extent, noise associated with existing aggregate mining operations managed by Teichert and Granite. Figure 3.12 illustrates the location of the long term noise measurement locations within the Plan Area while the Current Mather Master Plan noise contour restricts the location of noise sensitive land uses such as residential within the 60 CNEL noise contour and is shown on Figure 3.13.

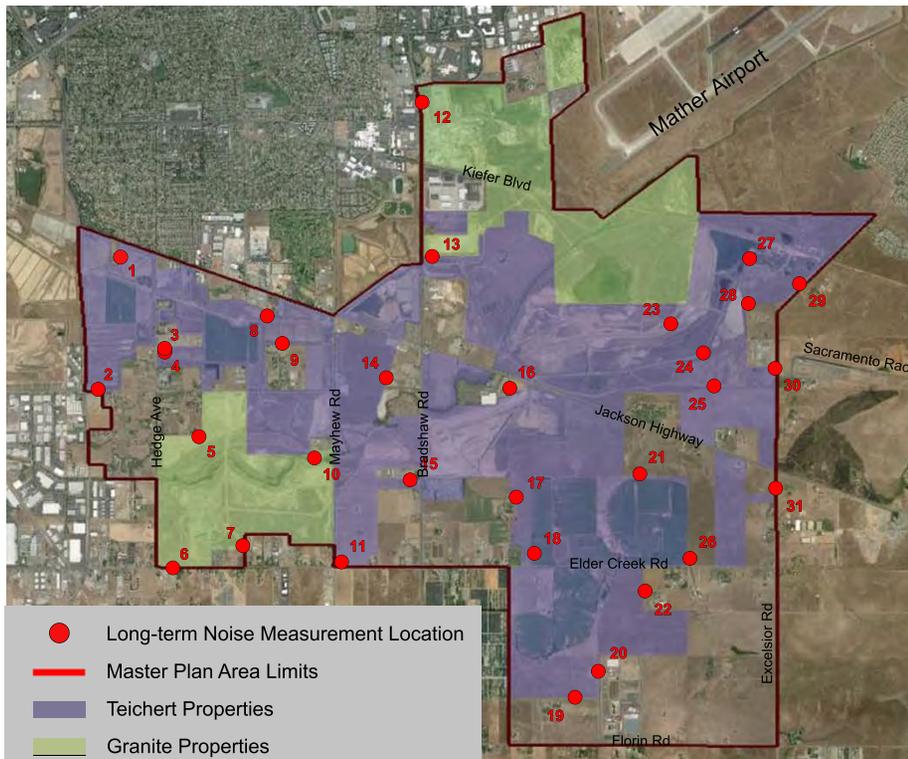


Figure 3.12 Primary Noise Sources

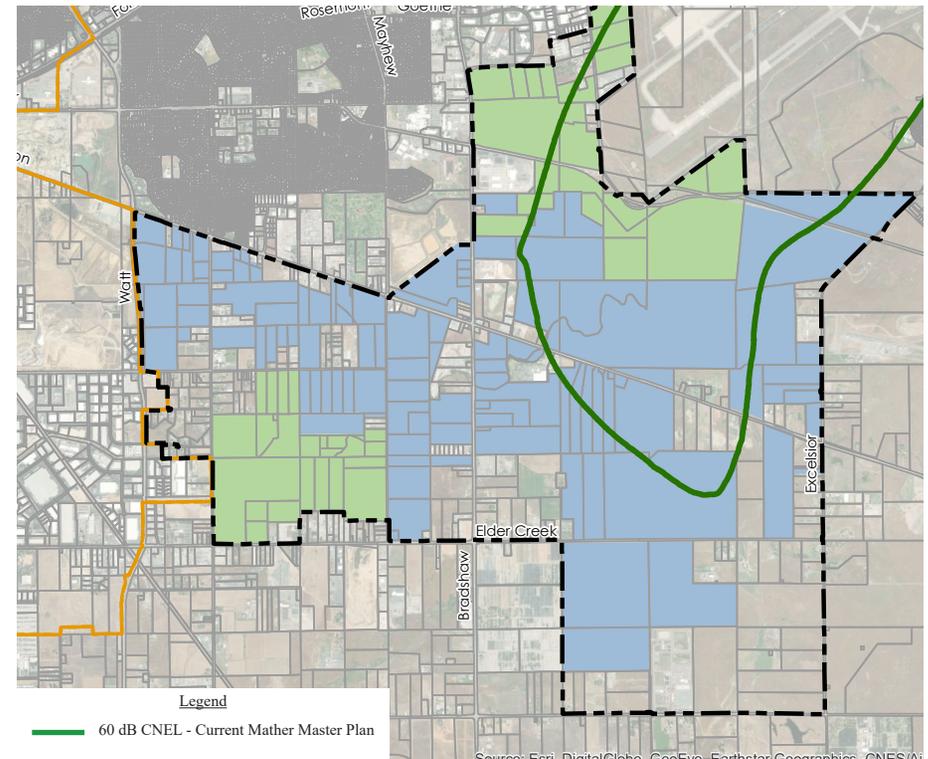


Figure 3.13 60 CNEL Noise Contour

3.8.7 Existing Construction Materials Facilities

The Plan Area’s current physical character is largely a result of its long and productive history providing construction materials to the greater Sacramento region. Once the site of ancient rivers, the Plan Area’s rich abundance of fertile soils and sand and gravel has nurtured the growth of the Sacramento region over the past century.

Today Teichert and Granite independently operate aggregate processing facilities within and adjacent to the Plan Area, at locations illustrated by Figure 3.14. These facilities handle the processing and sales of construction materials, including sand, gravel, ready-mix concrete, and asphalt, which are served by a series of conveyor lines that transport raw aggregate materials from active mining sites to active mining sites.

This Master Plan allows and promotes the continued operation of construction materials production facilities (such as the existing Teichert Perkins Plant and the Granite Bradshaw processing plants) concurrent with the transition of the Plan Area to more urban uses.

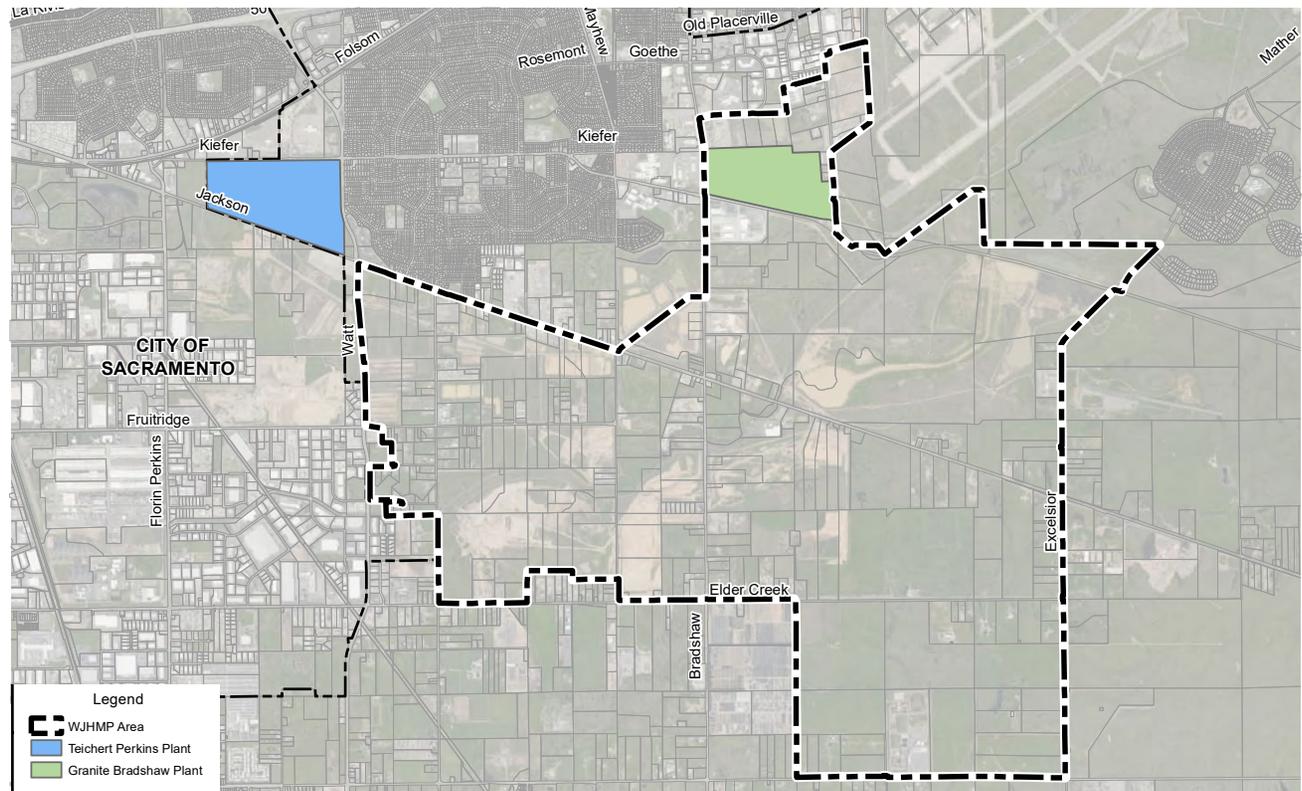


Figure 3.14 Teichert and Granite Processing Facilities

3.8.8 Topography

Due to the Plan Area’s history of mining activities, the current topography of the site varies significantly as seen in Figure 3.15. The slopes that are remnants of the mining activities of the Plan Area result in certain constraints in development, including the development of roadways throughout the site. The circulation framework of the Plan Area will need to be strategically designed in order to accommodate the slopes while still maintaining vehicular, bicycle, and pedestrian connectivity. These details are provided in Chapter 5: Mobility.

3.8.9 Cultural Resources

SWCA Environmental Consultants conducted a cultural resources investigation for the proposed Rock Creek County phase of the Rock Creek project, which includes the West Jackson Highway Master Plan Area.

A summary of SWCA’s findings state: “A review of available literature indicates that 24 cultural resources studies have previously been conducted within a 0.25-mile radius of the project, 16 of which were within the current study area. A total of 23 cultural resources has been recorded within 0.25 mile of the project. Eight cultural resources have been previously recorded within the study area; of these, four (P-34-686, P-34-687, P-34-1627-H, and P-34-1866) were relocated, and four (P-34-651, P-34-688, P-34-690, and P-34-1507-H) are no longer extant. None of the existing resources are eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.”

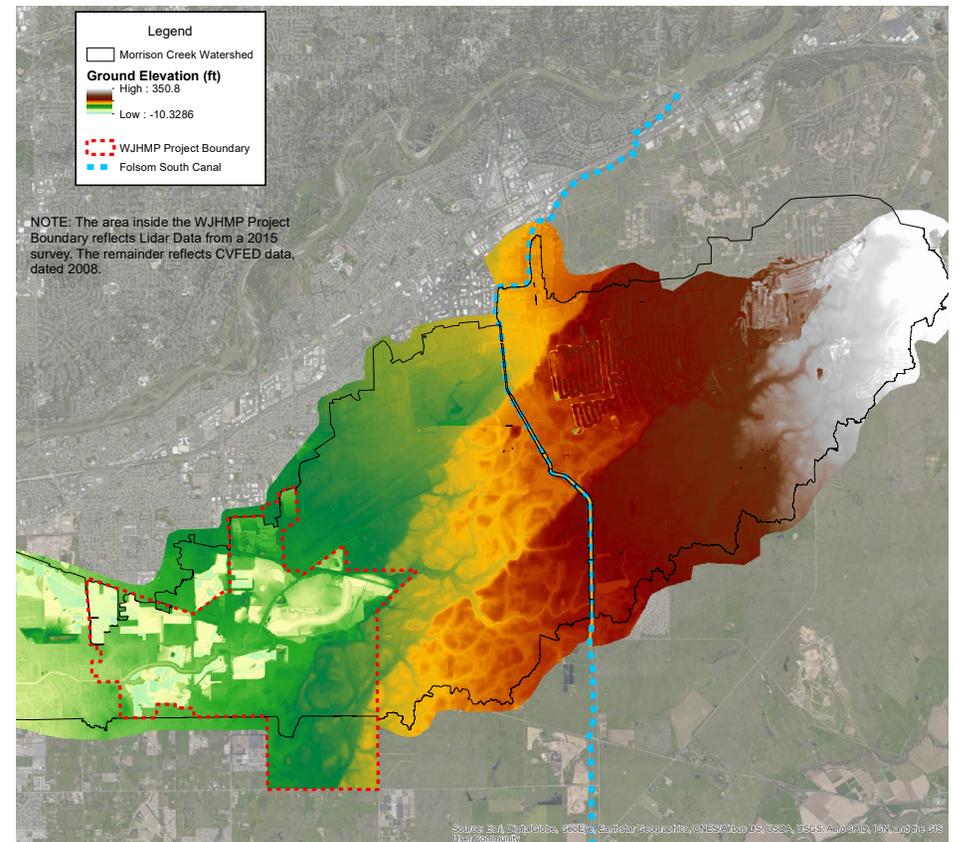


Figure 3.15 Existing Topography

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CHAPTER 4: LAND USE

4.1 PURPOSE AND INTENT

This chapter has been developed to implement the Master Plan vision established in Chapter 2 by setting forth land uses which are consistent with the overall vision of the project. Land uses established by this chapter set forth allowable land use types, permitted density ranges and floor area ratios. Permitted uses and development standards for land uses established by this chapter may be further refined by future zoning ordinances.

Land uses established by the Master Plan are intended to provide a seamless transition between existing and future development patterns along the Jackson Highway corridor. As illustrated by Figure 4.1 Context Map, the Plan Area represents a tremendous opportunity to develop a large area that has been mostly bypassed by historical development in Sacramento County due to a long history of mining and rural agricultural activity. At build-out the Plan Area will connect to the existing Rosemont community and Mather Airport to the north, the City of Sacramento to the west, the Vineyard community to the south, and the Jackson Township community to the east.

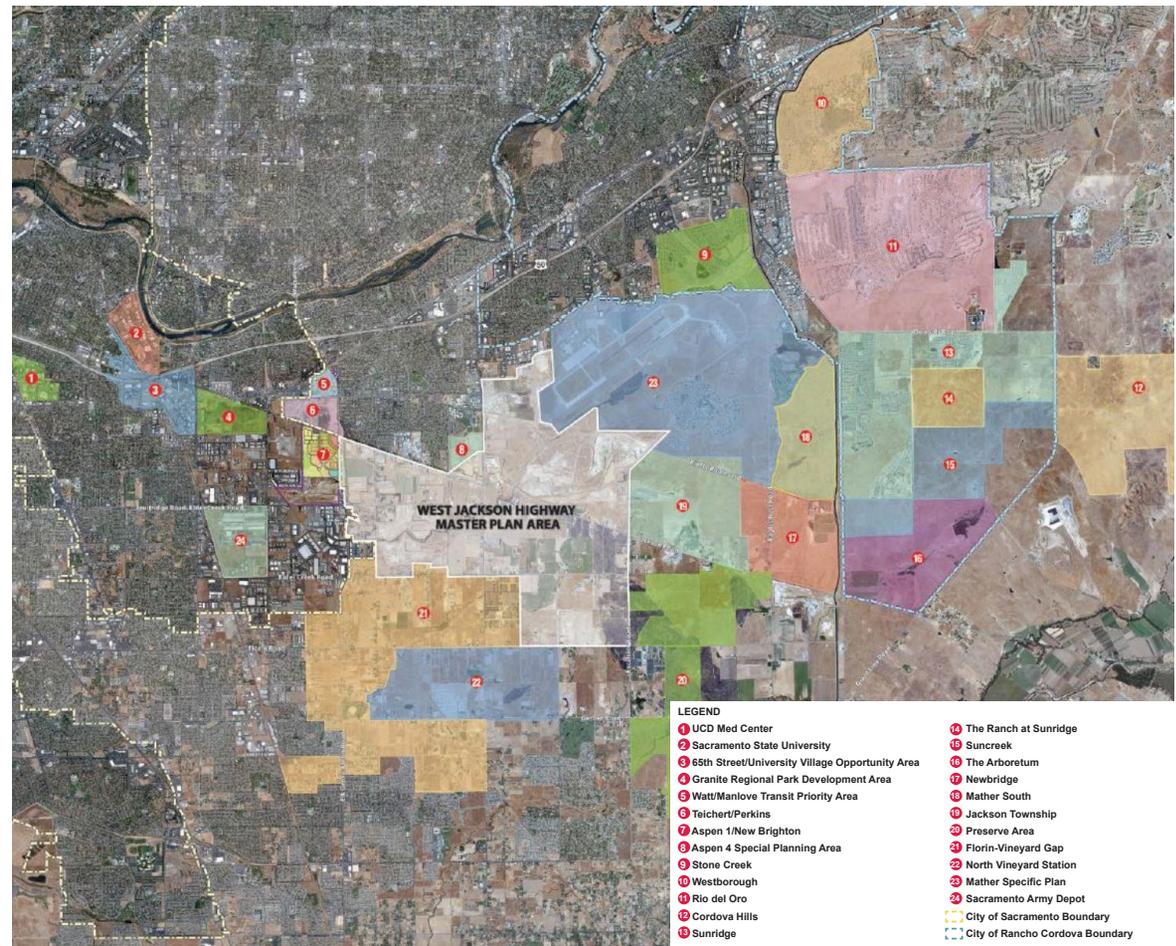


Figure 4.1 Context Map

4.2 LAND USE PLAN OBJECTIVES

The Master Plan vision and guiding principles contained in Chapter 2 will be implemented by the following land use and urban design objectives:

Land Use and Urban Design

- Objective 4.1 Provide a mix of land uses to meet many of the daily needs (educational, recreational, commercial, wellness) of the community and thereby reduce Vehicle Miles Traveled (VMT) by automobile.
- Objective 4.2 Provide a range of park and open space types and sizes to serve the social, recreational, educational, and transportation needs of the community.
- Objective 4.3 Incorporate urban farms into the network of community

spaces within the neighborhood in order to provide access to fresh local produce and encourage educational opportunities related to agriculture and food production.

- Objective 4.4 Integrate green infrastructure into the community by utilizing the multi-purpose open space, roadway edges and edge buffers for the natural treatment of storm water whenever possible.
- Objective 4.5 Locate neighborhood parks adjacent to schools to allow shared-use and to serve as focal points of the community's social, recreational and educational activities.
- Objective 4.6 Locate smaller local parks within neighborhoods to improve walkability and to satisfy the wide range of leisure activities.



Objective 4.7 Provide Class I multi-use trails separated from roadways to facilitate protected routes to school, provide recreational and exercise opportunities, and connect the Plan Area with the City of Sacramento via non-vehicular paths.

Smart Growth and Green Building

In addition to the above land use and urban design objectives, the vision and land use plan for the entire Plan Area was influenced by the following Smart Growth and Green Building Objectives. These objectives should be utilized for guidance during the preparation and development of subsequent mapping efforts within the Plan Area.

Objective 4.8 Design compact and efficient development to maximize efficiency in land as a resource as well as to minimize energy consumption, minimize air quality impacts and reduce greenhouse gas (GHG) emissions.

Objective 4.9 Locate higher density housing along transit corridors adjacent to complimentary land uses to promote walking and cycling and minimize auto use for short daily trips.

Objective 4.10 Incorporate passive energy-efficient features, such as cool roofs, and/or photovoltaic energy production by meeting or exceeding Title 24 requirements, in the design and orientation of ‘solar ready’ buildings, and utilize deciduous street trees to provide protection and shade.



Objective 4.11 Incorporate “green” storm water infrastructure and low-impact design strategies such as water quality basins and swales to pre-treat urban run-off and allow ground recharge and absorption by plant material.

Objective 4.12 Support community transit service opportunities that would allow local and regional connections to Regional Transit (RT) facilities through the design of Plan Area transit, trails, roadways, and land uses.



4.3 LAND USE

As shown on Figure 4.2 and Table 4.1 (Land Use Plan and Land Use Plan Summary) the Plan Area is comprised of approximately 5,913 ± acres and is permitted to include 16,484 residential units of varying densities and 13,504,471 sf of commercial, employment and industrial square footage. The Land Use Plan has been broken up into the following 5 districts, each of which includes land uses and requirements specific to that district.

1. District 1
2. District 2
3. Future Planning Area A
4. Future Planning Area B
5. Future Planning Area C

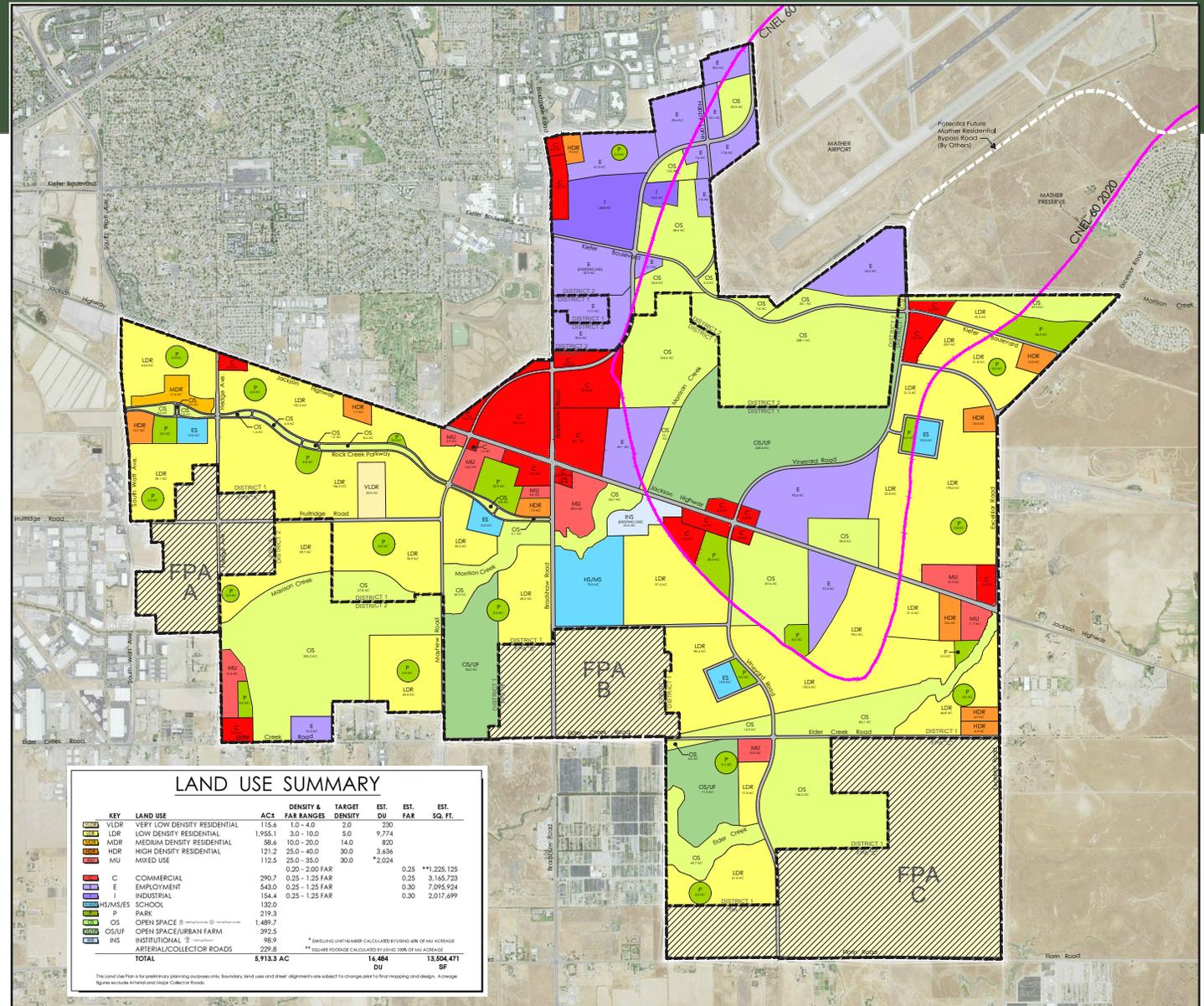


Figure 4.2 Land Use Plan

LAND USE SUMMARY

KEY	LAND USE	AC±	DENSITY & FAR RANGES	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VLDR VERY LOW DENSITY RESIDENTIAL	115.6	1.0 - 4.0	2.0	230		
LDR	LDR LOW DENSITY RESIDENTIAL	1,955.1	3.0 - 10.0	5.0	9,774		
MDR	MDR MEDIUM DENSITY RESIDENTIAL	58.6	10.0 - 20.0	14.0	820		
HDR	HDR HIGH DENSITY RESIDENTIAL	121.2	25.0 - 40.0	30.0	3,636		
MU	MU MIXED USE	112.5	25.0 - 35.0	30.0	*2,024		
			0.20 - 2.00 FAR			0.25	**1,225,125
C	C COMMERCIAL	290.7	0.25 - 1.25 FAR			0.25	3,165,723
E	E EMPLOYMENT	543.0	0.25 - 1.25 FAR			0.30	7,095,924
I	I INDUSTRIAL	154.4	0.25 - 1.25 FAR			0.30	2,017,699
HS/MS/ES	HS/MS/ES SCHOOL	132.0					
P	P PARK	219.3					
OS	OS OPEN SPACE <small>☐ = Existing Cemetery ☉ = Vernal Pools on-site</small>	1,489.7					
OS/UF	OS/UF OPEN SPACE/URBAN FARM	392.5					
INS	INS INSTITUTIONAL <small>⛪ = Existing Church</small>	98.9					
	ARTERIAL/COLLECTOR ROADS	229.8					
TOTAL		5,913.3 AC			16,484 DU		13,504,471 SF

* DWELLING UNIT NUMBER CALCULATED BY USING 60% OF MU ACREAGE
 ** SQUARE FOOTAGE CALCULATED BY USING 100% OF MU ACREAGE

This Land Use Plan is for preliminary planning purposes only. Boundary, land uses and street alignments are subject to change prior to final mapping and design. Acreage figures exclude Arterial and Major Collector Roads.

Table 4.1 Land Use Plan Summary

District 1

District 1 is 3,487 acres, and is comprised primarily of lands owned or controlled by Teichert (3,016 acres) as well as several properties controlled by non-participating ownerships not connected to Teichert. Based upon coordination with Sacramento County Staff, the non-participants were added to District 1 in order to round out the boundaries of the Master Plan and establish logical planning boundaries due to the irregular size and configuration of ownership patterns in the area. To meet the requirements of Policy LU-119, District 1 includes a wide variety of Residential, Commercial, Employment, Mixed Use,

Park, Open Space, Schools, Urban Farm, Industrial and Institutional Land Uses needed to support the community. Given the proximity to Mather Airport and the surrounding community, development within District 1 north of Jackson Highway should acknowledge the elements of aviation.

Land uses within District 1 are illustrated by Figure 4.3 and Table 4.2.



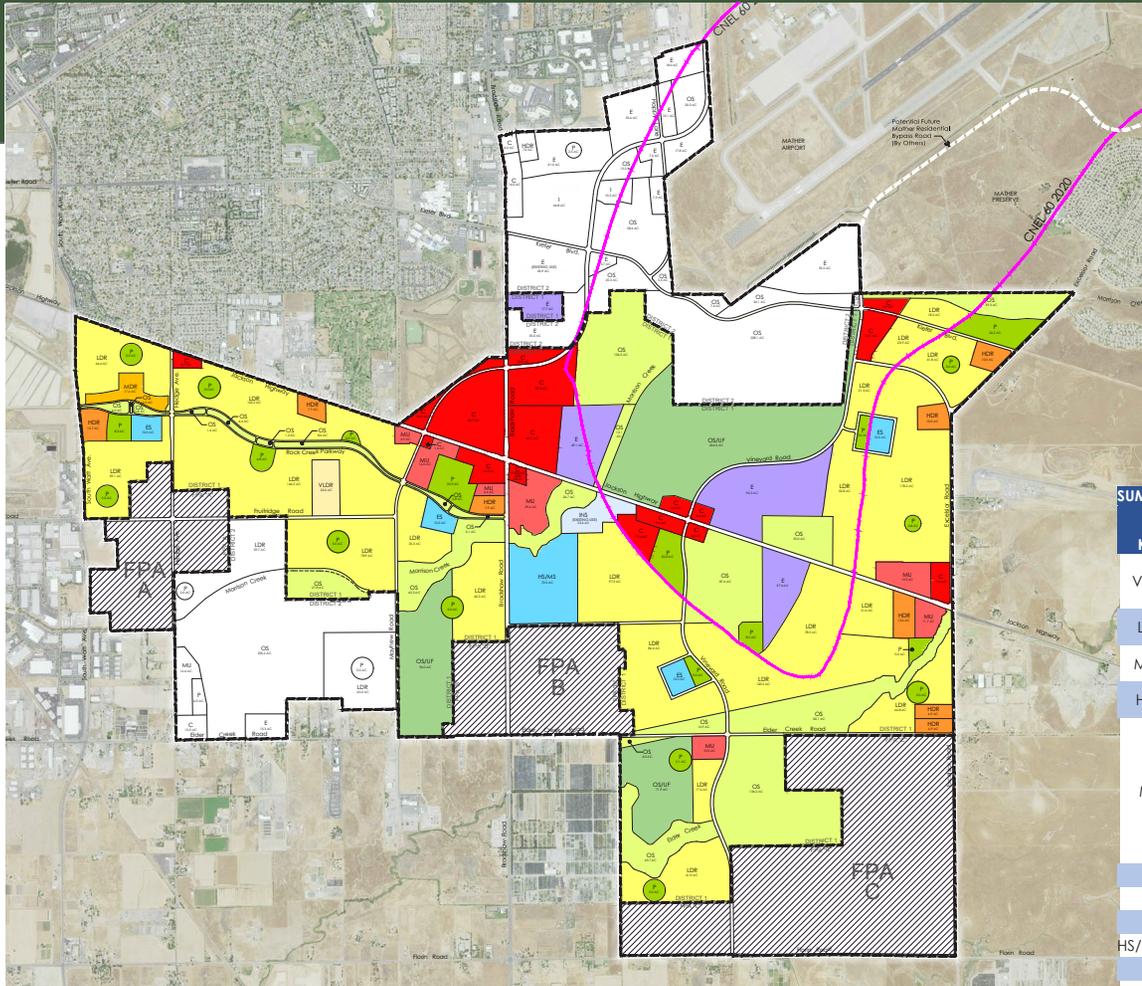


Figure 4.3 District 1 (Teichert Properties and Non-Participant Properties)

SUMMARY – DISTRICT ONE							
KEY	LAND USE	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VERY LOW DENSITY RESIDENTIAL	20.2	1.0-4.0	2.0	40		
LDR	LOW DENSITY RESIDENTIAL	1,462.9	3.0-10.0	5.0	7,314		
MDR	MEDIUM DENSITY RESIDENTIAL	17.6	10.0-20.0	14.0	246		
HDR	HIGH DENSITY RESIDENTIAL	72.7	25.0-40.0	30.0	2,181		
MU	MIXED USE	96.1	Commercial and/or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	1,729	* 0.25	1,046,529 **
C	COMMERCIAL	250.5	0.25-1.25 FAR			0.25	2,727,945
E	EMPLOYMENT	196.5	0.25-1.25 FAR			0.30	2,567,862
I	INDUSTRIAL	0.0	0.25-1.25 FAR			0.30	-
HS/MS/ES	SCHOOL	112.0					
P	PARK	153.6					
OS	OPEN SPACE	689.5					
OS/UF	OPEN SPACE / URBAN FARM	392.5					
INS	INSTITUTIONAL	23.4					
	TOTAL	3,487.4			11,510		6,342,336

Table 4.2 District 1 Summary (Teichert Properties and Non-Participant Properties)

District 2

District 2 is 1,203 acres and is comprised primarily of lands owned or controlled by Granite (1,063 acres). District 2 includes Residential, Commercial, Employment, Parks, Open Space, and Industrial uses needed to support the community. Given the proximity to Mather Airport and the surrounding community, development within District 2 north of Jackson Highway should acknowledge the elements of aviation.

Land uses within District 2 are illustrated by Figure 4.4 and Table 4.3.



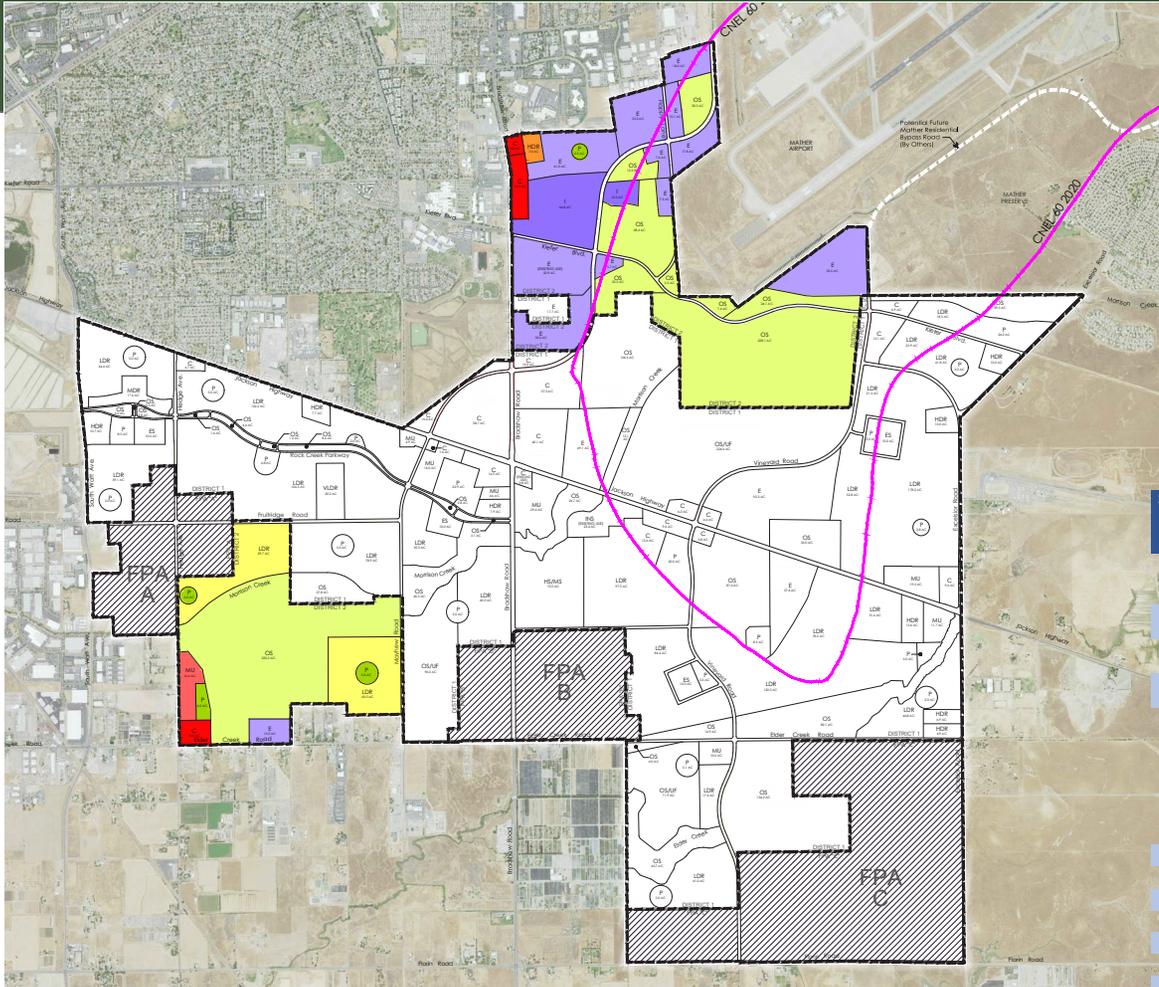


Figure 4.4 District 2 (Granite Properties)

SUMMARY – DISTRICT TWO							
KEY	LAND USE	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VERY LOW DENSITY RESIDENTIAL	0.0	1.0-4.0	2.0	0		
LDR	LOW DENSITY RESIDENTIAL	124.7	3.0-10.0	5.0	623		
MDR	MEDIUM DENSITY RESIDENTIAL	0.0	10.0-20.0	14.0	0		
HDR	HIGH DENSITY RESIDENTIAL	7.0	25.0-40.0	30.0	210		
MU	MIXED USE	16.4	Commercial and/or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	295	* 0.25	178,596
C	COMMERCIAL	28.2	0.25-1.25 FAR			0.25	307,098
E	EMPLOYMENT	297.8	0.25-1.25 FAR			0.30	3,891,650
I	INDUSTRIAL	75.1	0.25-1.25 FAR			0.30	981,407
HS/MS/ES	SCHOOL	0.0					
P	PARK	16.5					
OS	OPEN SPACE	637.4					
OS/UF	OPEN SPACE / URBAN FARM	0.0					
INS	INSTITUTIONAL	0.0					
	TOTAL	1,203.1			1,128		5,358,751

Table 4.3 District 2 Summary (Granite Properties)

Future Planning Areas

Historic development patterns bypassed much of the Plan Area due to ongoing mining activities that began in the mid-1930s. The Master Plan, originally intended to re-design, re-purpose and reconnect current and former mining properties to the Rosemont and Vineyard Communities, was augmented during the project initiation phase to include a number of smaller non-participating parcels. This was done in order to establish a more logical planning boundary and comprehensive vision for the 5,913-acre Plan Area. Consequently, the Master Plan includes three FPAs. To ensure appropriate sizing of Master Plan infrastructure, a mix of land uses have been allocated but not sited within each of the FPAs. In order to support development of the FPAs consistent with the land use allocations, the FPAs would need to be comprehensively planned pursuant to the process and criteria presented in Section 11.3.

- FPA A is 179 acres and is generally located near the intersection of Fruitridge Road and Hedge Avenue, and contains land uses as illustrated by Figure 4.5 and Table 4.4.
- FPA B is 227 acres and is generally located near the intersection of Elder Creek Road and Bradshaw Road, and contains land uses as illustrated by Figure 4.5 and Table 4.5.
- FPA C is 587 acres and is generally located north of Florin Road and west of Excelsior Road, and contains land uses as illustrated by Figure 4.5 and Table 4.6.



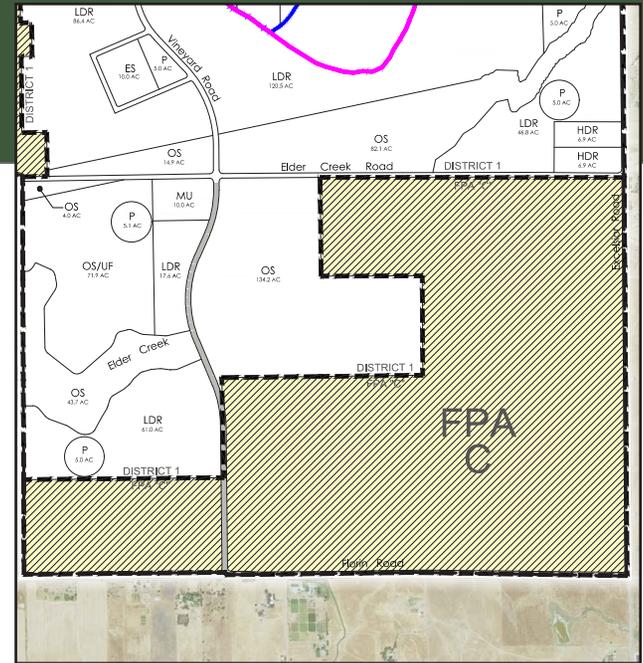
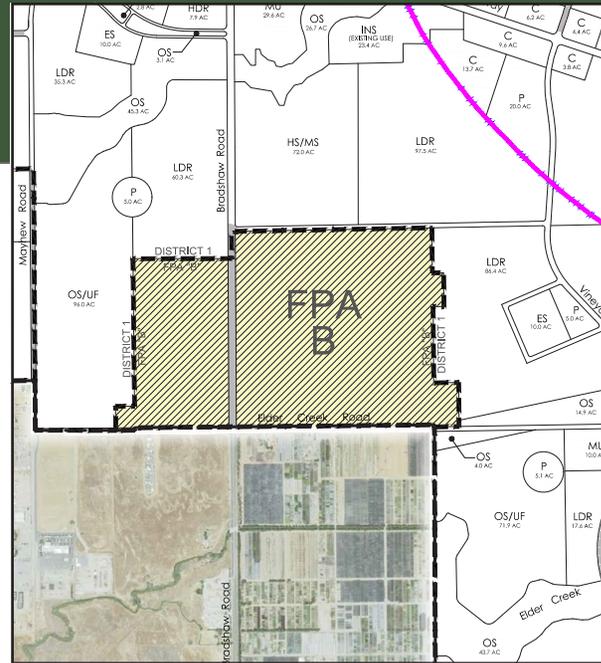
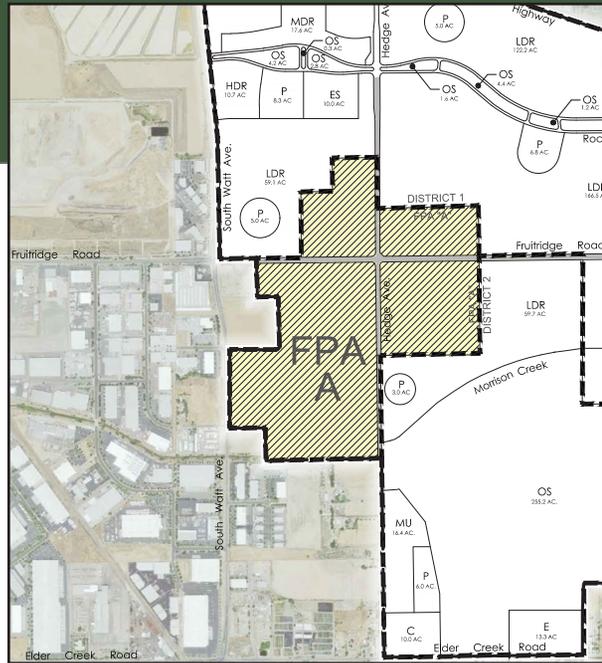


Figure 4.5 Future Planning Areas (FPAs)

SUMMARY – FPA A							
KEY	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.	
VLDR	0.0	1.0-4.0	2.0	0			
LDR	86.3	3.0-10.0	5.0	431			
MDR	0.0	10.0-20.0	14.0	0			
HDR	7.7	25.0-40.0	30.0	231			
		Commercial and or Office: 0.20-2.0 FAR					
MU	0.0	Residential: 25.0-35.0 DU/ACRE	30.0	0	0.20	-	
C	0.0	0.25-1.25 FAR			0.25	-	
E	48.7	0.25-1.25 FAR			0.30	636,412	
I	0.0	0.25-1.25 FAR			0.30	-	
HS/MS/ES	0.0						
P	8.8						
OS	27.6						
OS/UF	0.0						
INS	0.0						
TOTAL	179.1			662		636,412	

Table 4.4 FPA A

SUMMARY – FPA B							
KEY	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.	
VLDR	0.0	1.0-4.0	2.0	0			
LDR	147.6	3.0-10.0	5.0	738			
MDR	0.0	10.0-20.0	14.0	0			
HDR	13.1	25.0-40.0	30.0	393			
		Commercial and or Office: 0.20-2.0 FAR					
MU	0.0	Residential: 25.0-35.0 DU/ACRE	30.0	0	0.25	-	
C	0.0	0.25-1.25 FAR			0.25	-	
E	0.0	0.25-1.25 FAR			0.30	-	
I	0.0	0.25-1.25 FAR			0.30	-	
HS/MS/ES	10.0						
P	14.7						
OS	41.5						
OS/UF	0.0						
INS	0.0						
TOTAL	226.9			1,131		-	

Table 4.5 FPA B

SUMMARY – FPA C							
KEY	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.	
VLDR	95.4	1.0-4.0	2.0	190			
LDR	133.6	3.0-10.0	5.0	668			
MDR	41.0	10.0-20.0	14.0	574			
HDR	20.7	25.0-40.0	30.0	621			
		Commercial and or Office: 0.20-2.0 FAR					
MU	0.0	Residential: 25.0-35.0 DU/ACRE	30.0	0	0.25	-	
C	12.0	0.25-1.25 FAR			0.25	130,680	
E	0.0	0.25-1.25 FAR			0.30	-	
I	79.3	0.25-1.25 FAR			0.30	1,036,292	
HS/MS/ES	10.0						
P	25.7						
OS	93.7						
OS/UF	0.0						
INS	75.5 *						
TOTAL	586.9			2,053		1,166,972	

Table 4.6 FPA C

4.4 OVERVIEW OF LAND USES

The Plan Area is defined by the establishment of a number of smaller districts and neighborhoods that are linked together through the use of an interconnected parkway system that utilizes the Rock Creek Parkway and local greenways. These parkways are designed to provide mobility throughout the Plan Area through the use of trails, transit, bikeways and roadways while locating destination land uses along it. Destination land uses may include, but are not limited to higher density residential, schools, parks, urban farms and employment centers that are intended to reduce overall vehicle miles traveled (VMT) and encourage the use of transit and alternative modes of travel within the Plan Area, as summarized in Table 4.7 (Section 4.4.6) Master Plan Land Use Consistency Matrix.

The identity of each district will be enhanced through the physical form of the land use plan and special building and landscape design treatments. For the purpose of this Master Plan, districts are as defined by Section 4.3 (e.g. District 1, District 2, FPA A, FPA B, and FPA C).

4.4.1 Residential and Mixed Use Land Uses

The Plan Area has been designed to provide a wide variety of housing options including apartments, condominiums, townhouses, and single-family detached homes. A variety of housing types, densities and lot sizes provide greater housing choices and flexibility for homebuyers and renters ensuring the long-term viability of the community. Neighborhood centers will have higher density residential developments providing housing opportunities near essential services and transit. To further increase housing options, the provision of residential accessory dwellings such as a “granny flat” above garages, detached in-law structure or multi-generational architecture is encouraged in all residential neighborhoods.



Very Low Density Residential (VLDR) to be developed within a density range of 1.0 - 4.0 dwelling units per acre (This designation recognizes areas with existing large lot agricultural-residential development.). The Plan Area contains 115.6 acres of VLDR, and with a target density of 2.0 dwelling units per acre, 230 estimated dwelling units. See Figure 4.6.

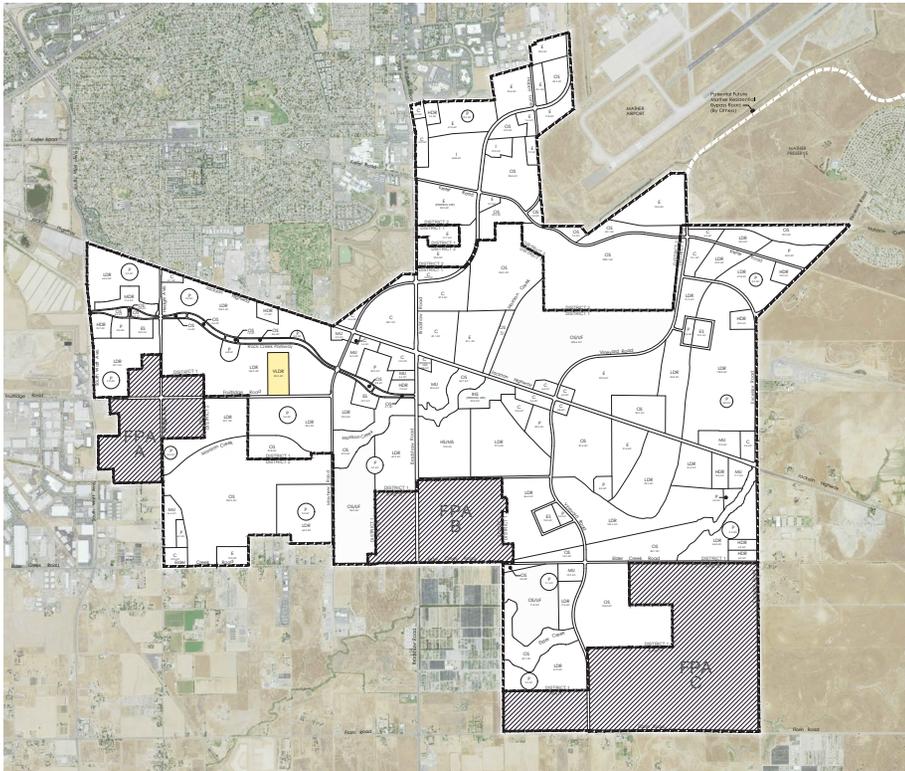


Figure 4.6 Very Low Density Residential
Note: Land uses within Future Planning Areas are not depicted.



Low Density Residential (LDR) will be developed lands with a density range of 3.0 - 10.0 Dwelling Units per acre. The Plan Area contains 1955.1 acres of LDR, and with a target density of 5.0 dwelling units per acre, 9,774 estimated dwelling units. See Figure 4.7.

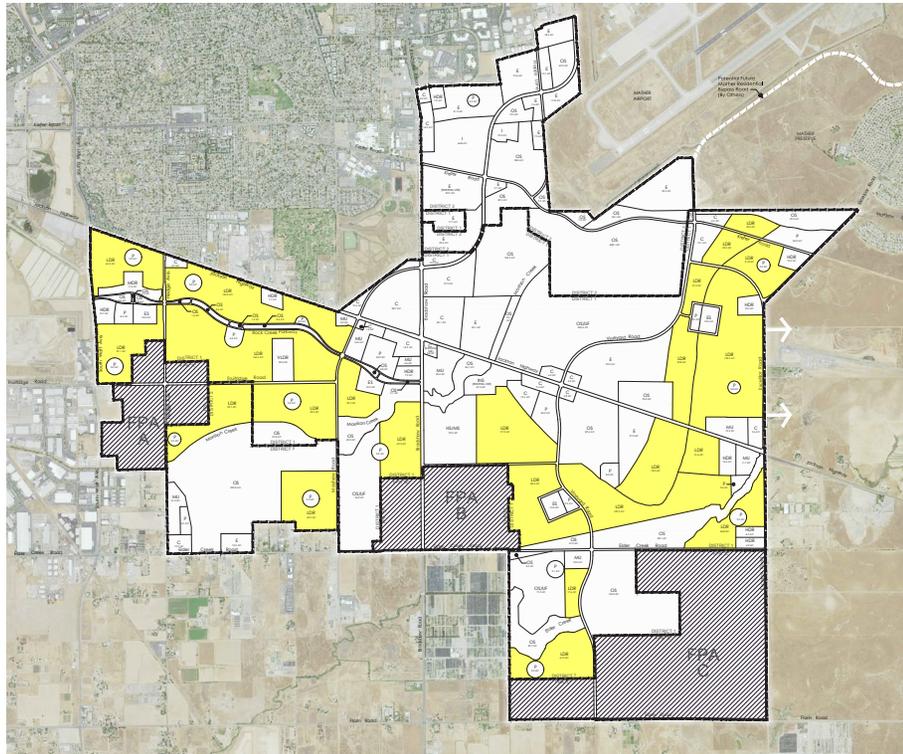


Figure 4.7 Low Density Residential
 Note: Land uses within Future Planning Areas are not depicted.



Medium Density Residential (MDR) will be developed lands with a density range of 10.0 - 20.0 Dwelling Units per acre. The Plan Area contains 58.6 acres of MDR, and with a target density of 14.0 dwelling units per acre, 820 estimated dwelling units. See Figure 4.8.

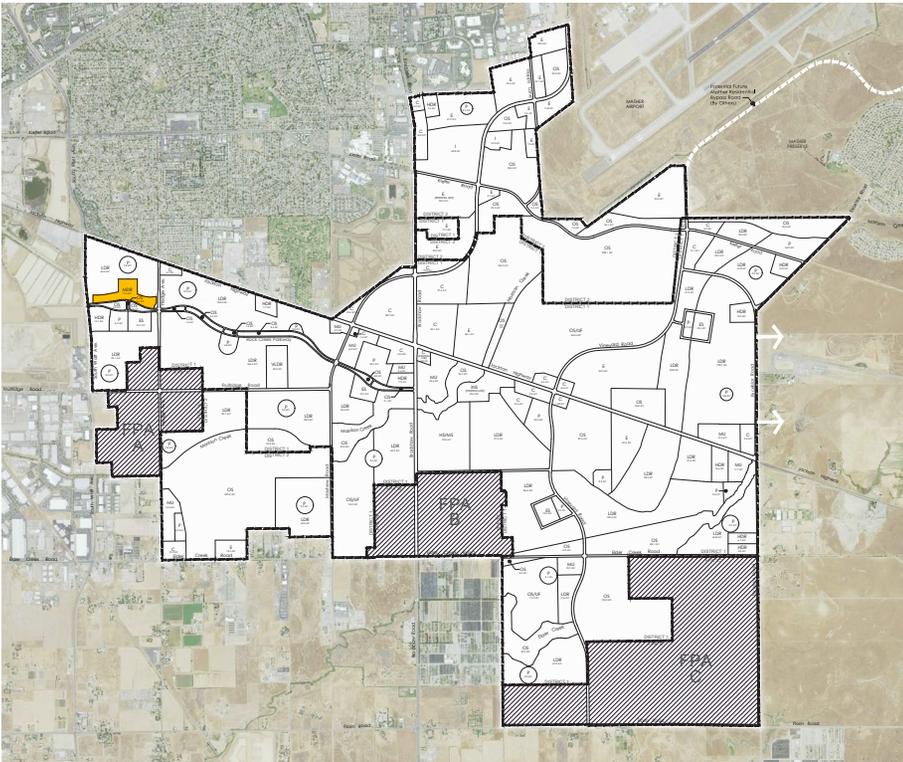


Figure 4.8 Medium Density Residential
Note: Land uses within Future Planning Areas are not depicted.



High Density Residential (HDR) will be developed with a density range of 25.0 - 40.0 Dwelling Units per acre. The Plan Area contains 121.2 acres of HDR, and with a target density of 30.0 dwelling units per acre, 3,636 estimated dwelling units. See Figure 4.9.

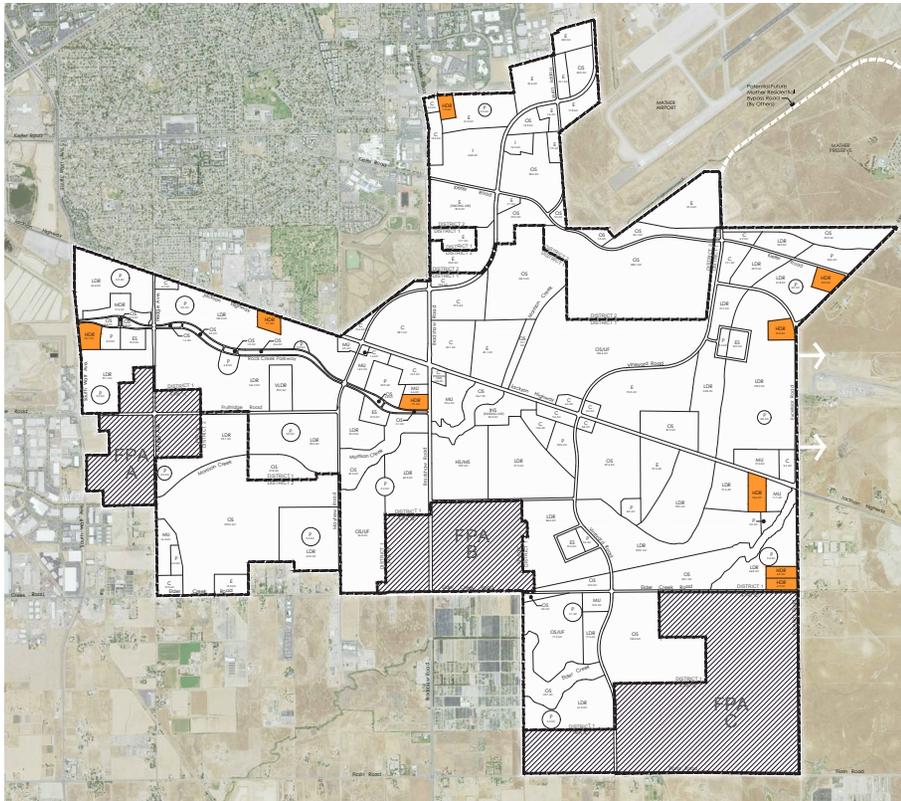


Figure 4.9 High Density Residential
 Note: Land uses within Future Planning Areas are not depicted.



Mixed Use (MU) lands will be developed with a residential density range of 25.0 - 35.0 Dwelling Units per acre and/or Commercial / Employment uses with a Floor Area Ratio (FAR) of 0.20 - 2.0 with a target of 0.25 FAR. The MU target density is 30.0 dwelling units per acre. The intent of the mixed-use designation is to allow for a combination of commercial, and or office uses, and residential uses. The Plan Area contains 112.5 acres of MU, and using

60% of the MU acreage, has 2,024 estimated dwelling units, and 1,225,125 square feet of commercial/employment. These dwelling unit and square foot projections are estimates only and may vary within the allowable density and FAR ranges with final design. See Figure 4.10.

The mixed-use land use designation provides an opportunity for vertically and/or horizontally integrated residential and commercial/employment development.

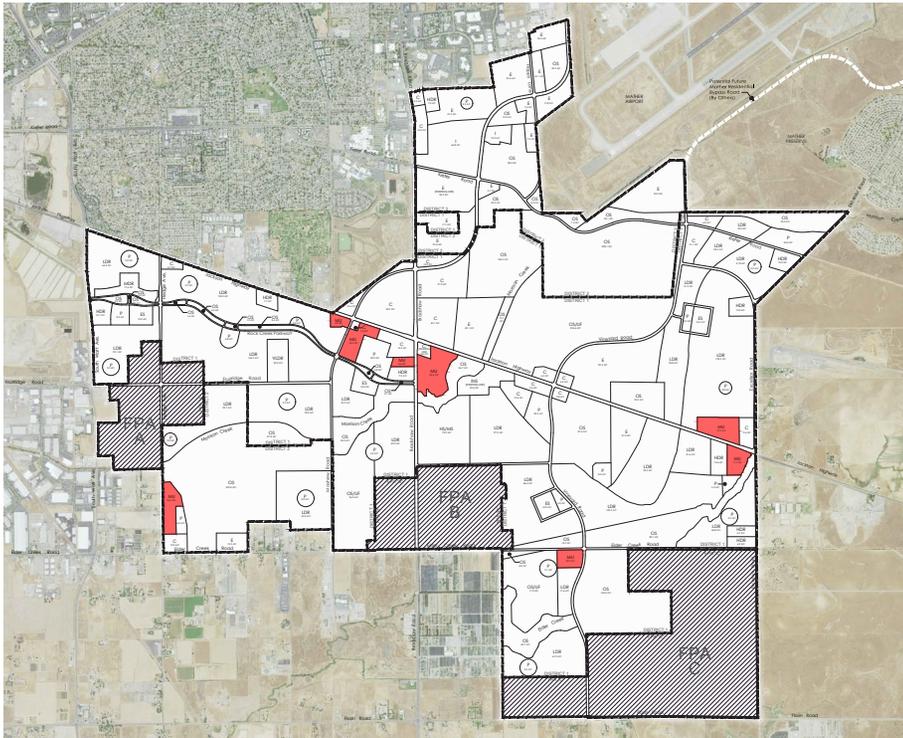


Figure 4.10 Mixed Use

Note: Land uses within Future Planning Areas are not depicted.



4.4.2 Commercial and Employment Land Uses

A diverse economy supported by a range of economically viable land uses is needed to ensure economic growth and stability. The Master Plan will include a diverse range of commercial land uses, ranging from neighborhood commercial to community retail and commercial opportunities. Commercial sites are placed at key locations along major roadways and within internal parkways. Providing a mixture of uses in vertical and horizontal form is encouraged within all commercial areas where appropriate.

There are several opportunities to develop employment hubs within the Plan Area due to its convenient location near Mather Airport, existing employment centers, and the Highway 50 corridor. Growth at Mather Airport could generate new opportunities for job growth within the Plan Area. The Plan Area is well-positioned to provide air cargo support services and employment related businesses while not being within the airfield itself.

Retail and employment opportunities will be available in each of the districts, from small scale retail shops and professional offices in neighborhood centers, to national chain stores and office complexes in the business districts. Employment centers will provide a mix of office and light-industrial uses, such as manufacturing, research, warehousing, aviation service industry, and equipment storage. Business parks will provide a mix of office uses such as banks, libraries, doctors' offices, general business offices and other similar uses. These parks will be incorporated into the community harmoniously with other commercial land uses to foster economic growth in the plan area. Offices and light-industrial uses that do not generate heavy truck traffic will be used to buffer residential from more intensive industrial land use types as appropriate. To ensure there are no conflicts, uses that would allow for idling trucks such

as repair facilities, storage yards or truck terminals will be required to provide adequate screening, setbacks and landscaping.

Commercial lands can be developed within a FAR range of 0.25-1.25 with a target of 0.25. The Plan Area contains 290.7 acres of commercial, and with an estimated FAR of 0.25, results in 3,165,723 square feet of commercial space. See Figure 4.11.

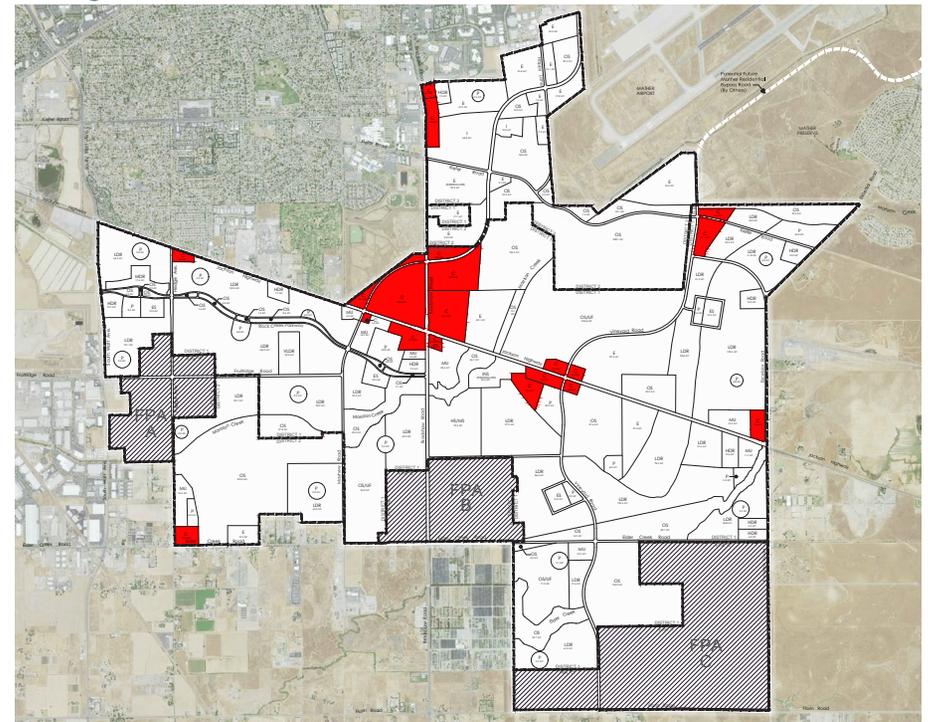


Figure 4.11 Commercial
 Note: Land uses within Future Planning Areas are not depicted.

Employment lands can be developed within a FAR range of 0.25-1.25 with a target of 0.30. The Plan Area contains 543 acres of employment, with an estimated FAR of 0.30, results in 7,095,924 square feet of employment space. See Figure 4.12.

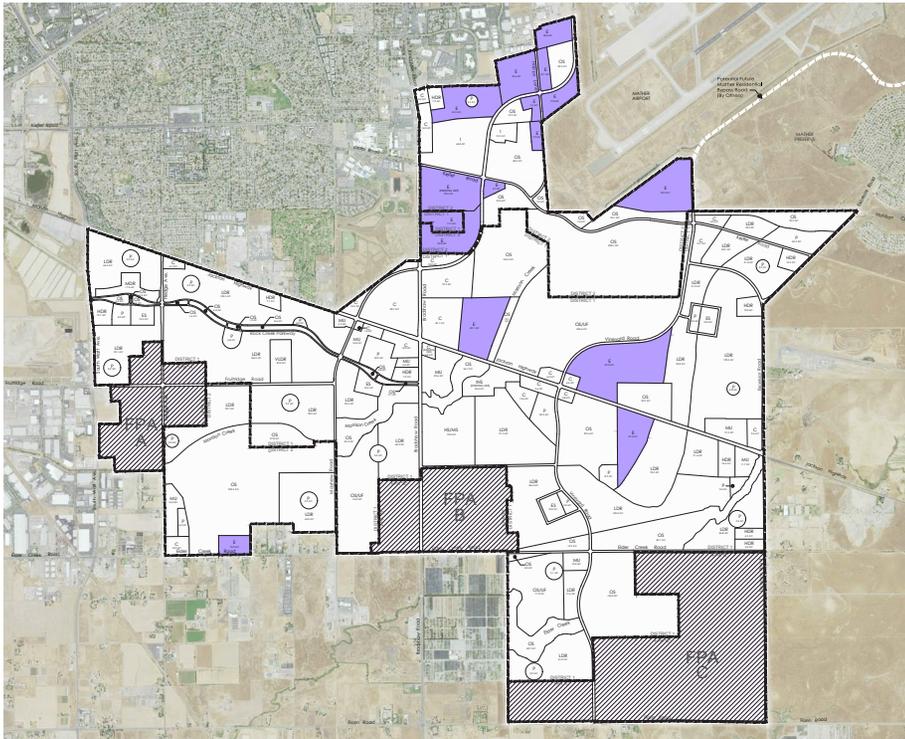


Figure 4.12 Employment

Note: Land uses within Future Planning Areas are not depicted.



4.4.3 Industrial Land Uses

The Master Plan incorporates Industrial land uses for manufacturing, warehousing, distribution assembly, research and development, and related uses. These uses will be strategically placed in order to consolidate business and manufacturing and prevent disruption to other uses such as commercial and residential zones.

Industrial lands can be developed within a FAR range of 0.25-1.25 with a target of 0.30. The Plan Area contains 154.4 acres of Industrial, and with an estimated FAR of 0.30, results in 2,017,699 square feet of industrial space. See Figure 4.13.

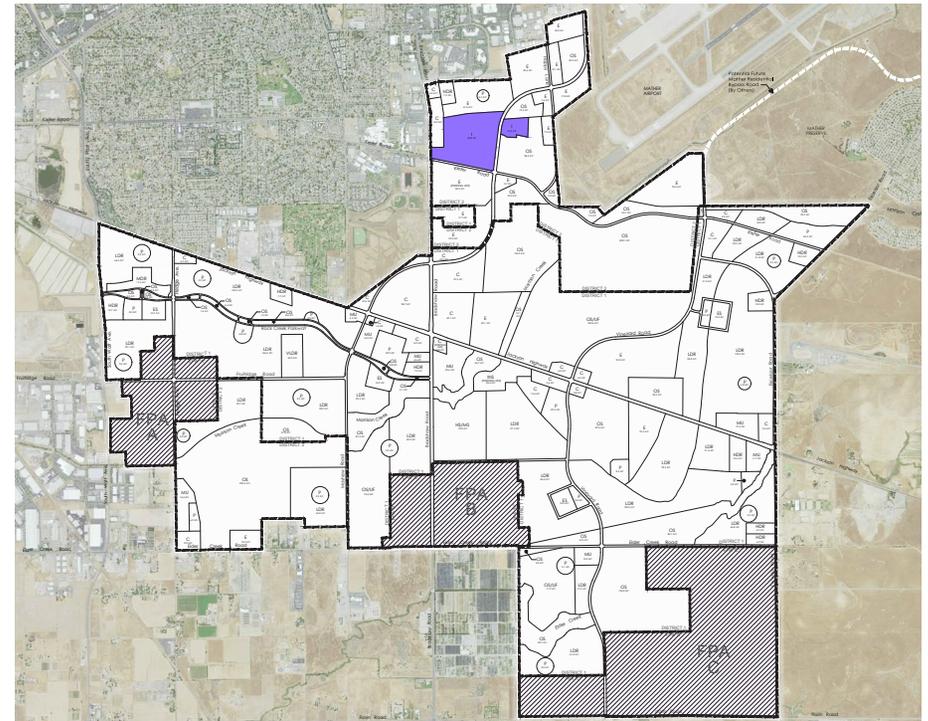


Figure 4.13 Industrial
 Note: Land uses within Future Planning Areas are not depicted.

4.4.4 School and Institutional Land Uses

The Master Plan provides five locations for K-12 school sites within District 1, as well as institutional uses. Additional school sites are planned for FPA B and FPA C.



SCHOOL lands will be developed consistent with the requirements of the Elk Grove Unified School District or the school district under which the boundaries of the parcel are located. The Plan Area contains 132.0 acres of school land uses. See Figure 4.14.

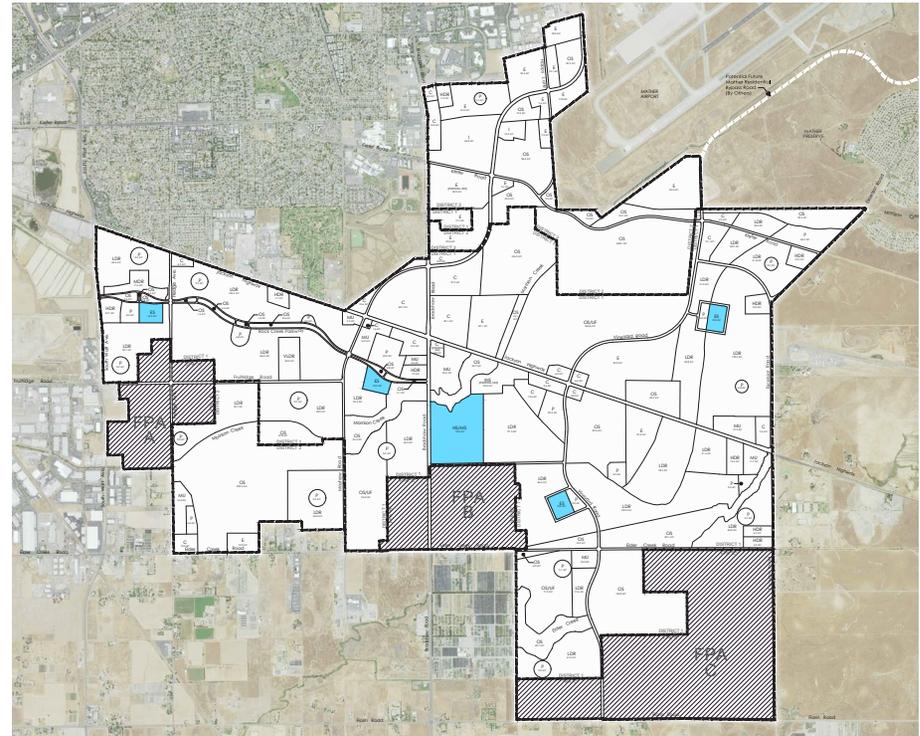


Figure 4.14 School

Note: Land uses within Future Planning Areas are not depicted.

Institutional land uses within the Plan Area are primarily made up of existing uses associated with a church and its ancillary facilities. The total acreage reflected in the Plan Area includes a total of 98.9 acres under existing setting and proposed Plan Area. See Figure 4.15.

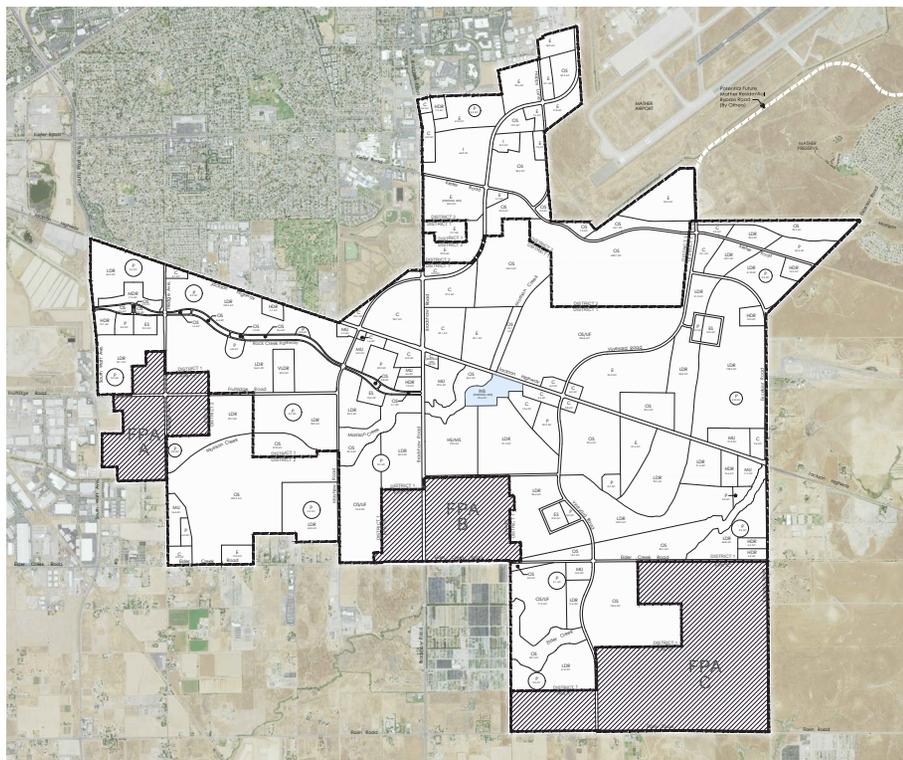


Figure 4.15 Institutional
 Note: Land uses within Future Planning Areas are not depicted.

4.4.5 Park, Open Space and Urban Farm

The Plan Area is notable for the extensive acreage it has designated for park, open space and urban farm land uses. These uses are intended to provide considerable opportunities for recreation and healthy living as well as access to locally produced agriculture.

Additionally, there may be opportunities to create a local food network through the establishment of food processing plants and wholesale local food distribution centers associated with the urban farms within the Plan Area. These will be within close proximity of Highway 50 which will provide access to the Sacramento region and beyond.



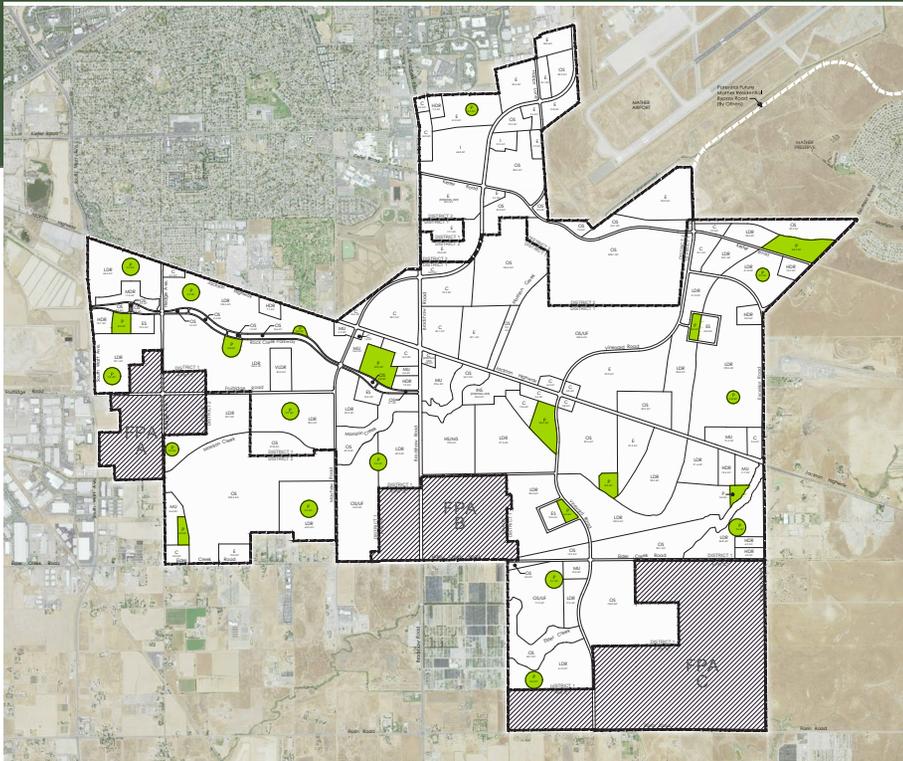


Figure 4.16 Park

Note: Land uses within Future Planning Areas are not depicted.

Park lands within the Plan Area total 219.3 acres. In addition to the parks shown on Figure 4.16, parks will also be located within Future Planning Areas. Although the locations have not been specified, they shall be located according to the following criteria. FPA A shall have two parks; one east and one west of Hedge Avenue. FPA B shall have two parks with at least one approximately 5 acre park located west of Bradshaw Road. FPA C shall have three parks with one located west of Vineyard Road and two located east of Vineyard Road. One of the parks located east of Vineyard Road shall be a Community Park. Additional park siting criteria can be found within Chapter 6 of this Master Plan.

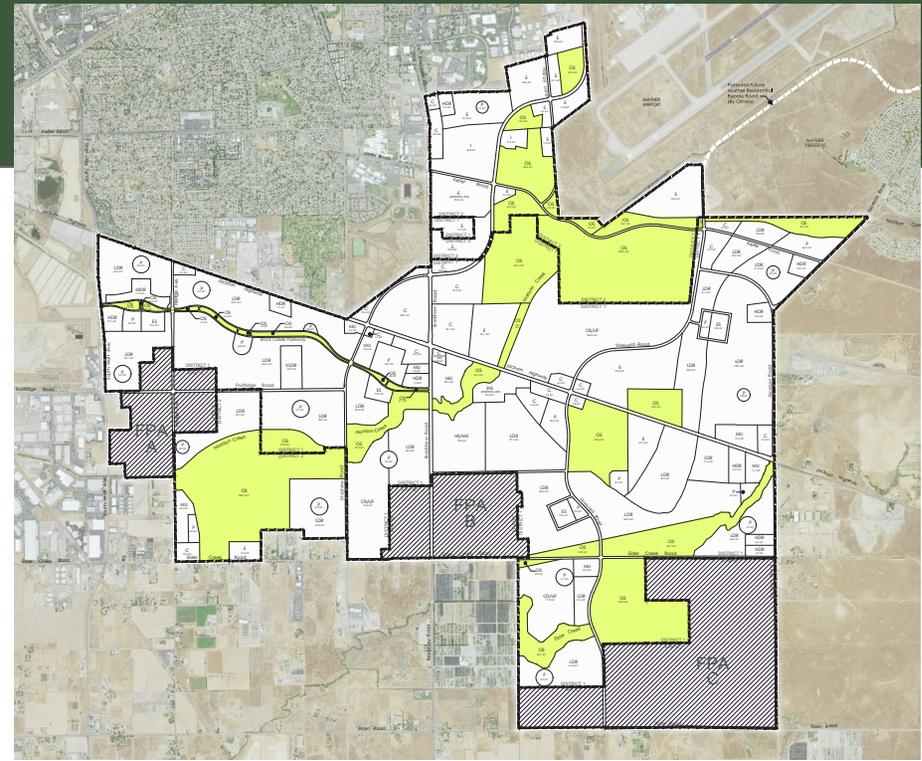


Figure 4.17 Open Space

Note: Land uses within Future Planning Areas are not depicted.

Open Space lands within the Plan Area total 1,489.7 acres. Some Open Space lands may be used as Urban Forests, which can be achieved by planting region-appropriate tree species in multiple sizes to reach tree canopy coverage consistent with current County standards. New tree species shall be selected using Sacramento Tree Foundation's "Shady 80" list and SMAQMD's "Landscaping Guidance for Improving Air Quality Near Roadways". See Figure 4.17.

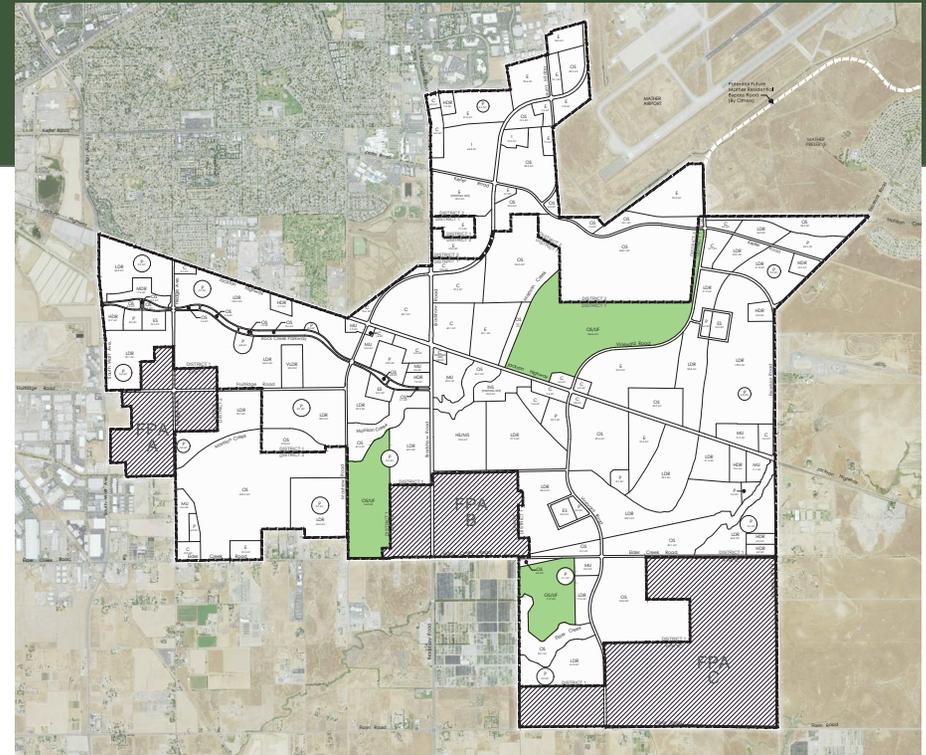


Figure 4.18 Urban Farm

Note: Land uses within Future Planning Areas are not depicted.

Urban Farm lands can be developed per County code, which allows for educational and agricultural processing facilities including agricultural production. Uses for produce grown on WJHMP area farms could include canning, olive presses, boxing, sales, and market stands but would be limited in scale (less than 5 acres) and set-back from any residential uses by 200 ft. Unless otherwise amended or included within an SPA established for the Plan Area, temporary use permits would be pursued for community events. The Plan Area contains 392.5 acres of urban farm lands. Sacramento County General Plan Policy AG-6 also allows for mitigation credit for urban farmland if certain requirements are met (see Sacramento County General Plan for requirements). See Figure 4.18.

4.4.6 Master Plan Land Use Consistency

The following Table 4.7 is provided for reference as a Land Use Consistency Matrix summarizing how the land uses within the Master Plan relate to the County's General Plan land use designations and zoning code

WJHMP LAND USE	WJHMP DENSITY RANGE	CONSISTENT GENERAL PLAN LAND USE DESIGNATION & DENSITY	CONSISTENT COUNTY ZONING
VERY LOW DENSITY RESIDENTIAL (VLDR)	1.0-4.0 DU/ACRE	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE	RD-1, RD-2, RD-3, RD-4, SPA
LOW DENSITY RESIDENTIAL (LDR)	3.0-10.0 DU/ACRE	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE	RD-3, RD-4, RD-5, RD-7, RD-10, SPA
MEDIUM DENSITY RESIDENTIAL (MDR)	10.0-20.0 DU/ACRE	NONE (COUNTY'S MDR IS 13.0-30.0 DU/ACRE*)	RD-10, RD-15, RD-20, SPA
HIGH DENSITY RESIDENTIAL (HDR)	25.0-40.0 DU/ACRE	NONE (COUNTY'S HDR IS 31.0-50.0 DU/ACRE*)	RD-25, RD-30, RD-40, SPA
MIXED USE (MU)	Commercial and/or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	MIXED USE, TRANSIT ORIENTED DEVELOPMENT	NMC .25-2.0, SPA, CMC, GC
COMMERCIAL (C)	0.25-1.25 FAR	COMMERCIAL AND OFFICES 0.25-2.5 FAR	NMC, BP, C-O, GC, LC, SPA
EMPLOYMENT (E)	0.25-1.25 FAR	COMMERCIAL AND OFFICES 0.25-2.5 FAR	NMC, BP, C-O, GC, LC, SPA, O, M-1, MP
INDUSTRIAL (I)	0.25-1.25 FAR	INDUSTRIAL INTENSIVE 0.15-0.8 FAR, INDUSTRIAL EXTENSIVE 0.15-0.4 FAR	M-1, M-2, MP, SPA
SCHOOL (HS/MS/ES)	N/A	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE, PUBLIC AND QUASI-PUBLIC	RD-5 (PQP), RD-7, RD-10, SPA
PARK (P)	N/A	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE	RD-1, RD-2, RD-3, RD-4, RD-5, RD-7, RD-10, RD-15, RD-20, RD-25, RD-30, RD-40, NMC, RR, O, SPA
OPEN SPACE (OS)	N/A	RECREATION, NATURAL PRESERVE	O, SPA, RR, AG-20, AG-40, A-80, AG-160
OPEN SPACE/URBAN FARM	N/A	RECREATION	AG-20, AG-40, A-80, AG-160, SPA
INSTITUTIONAL	N/A	UBLIC AND QUASI-PUBLIC	M-1, SPA

*Assumed target density is consistent with County's density range.

Table 4.7 Master Plan Land Use Consistency Matrix

4.5 OTHER LAND USE CONSIDERATIONS

4.5.1 Transition of Existing Land Uses

As discussed in Chapter 3, at the time of adoption of this Master Plan a mixture of existing land uses were already present throughout the Plan Area. Mining related uses, such as active mining sites and aggregate processing facilities, were most common, although small commercial and industrial operations, agricultural uses, and limited residential were also scattered throughout the Plan Area. The Master Plan does not require the phase-out of these facilities and other uses, but provides for the transition to land uses as approved in the Master Plan over time.

Adoption of the Master Plan does not require current land activities to cease but does provide opportunities to transition to ultimate land uses established by this Master Plan if and when the land owner elects to, so long as the land use transition is consistent with this adopted Master Plan. Figure 4.19 illustrates the existing connections between the Plan Area and adjacent neighborhoods.

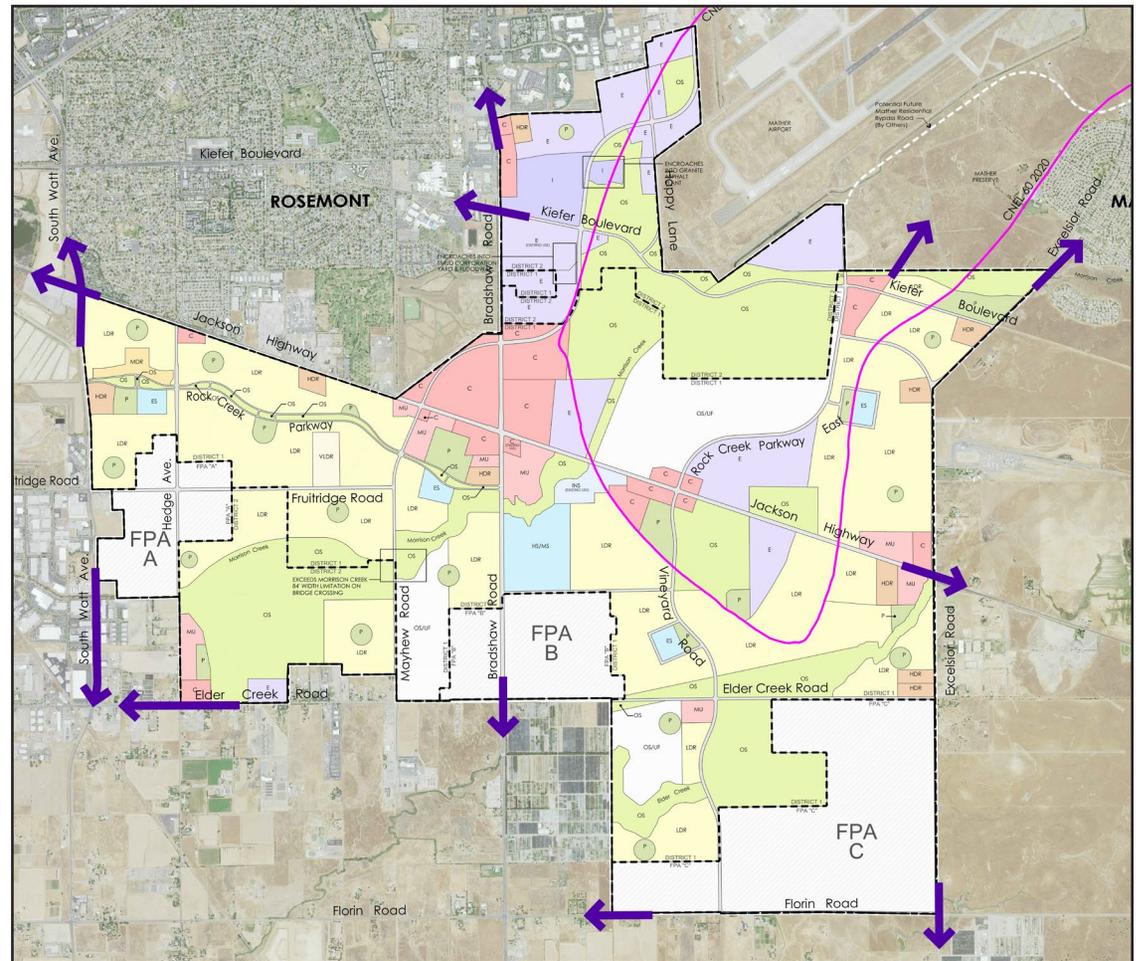


Figure 4.19 Existing Connections to adjacent neighborhoods

4.5.2 Regional Housing Needs Assessment (RHNA)

California State Law (California Government Code Section 65584) requires Cities and Counties to plan for and accommodate their fair share of regional housing needs through land use and zoning. Within Sacramento County, the SACOG is the entity authorized to determine the future housing needs of the region through the adoption of a Regional Housing Needs Plan (RHNP).

SACOG adopted the most recent RHNP in 2019 for the period between 2021 and 2029. The RHNP allocates a total number of housing units that Sacramento County must plan for within the 8 year time frame, resulting in a Regional Housing Needs Allocation (RHNA) that includes a distribution of housing affordable to very low, low, and moderate income households.

In accordance with the RHNA for Sacramento County at the time of project approval, the Master Plan is required to provide 30.2% of the proposed housing stock in land designated as being developed at 30 units/acre or greater. The current RHNA obligation for low, and very-low-income units is 33.6 percent of the housing stock. Ninety percent of that obligation would require 30.2 percent be suitable for low and very-low-income units.

As illustrated by Table 4.8, the Master Plan meets or exceeds the current RHNA requirements at the time of plan adoption. Land use districts have been designed to accommodate these RHNA densities throughout the Plan Area in appropriate locations, along major corridors and adjacent to transit. These requirements are detailed in the Sacramento County General Plan under Policy LU-120.

OVERALL MASTER PLAN RESIDENTIAL SUMMARY					
KEY	LAND USE	AC±	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU
VLDR	VERY LOW DENSITY RESIDENTIAL	115.6	1.0-4.0	2.0	230
LDR	LOW DENSITY RESIDENTIAL	1,955.1	3.0-10.0	5.0	9,774
MDR	MEDIUM DENSITY RESIDENTIAL	58.6	10.0-20.0	14.0	820
HDR	HIGH DENSITY RESIDENTIAL	121.2	25.0-40.0	30.0	3,636*
MU	MIXED USE	112.5	Commercial and or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	2,024*
TOTAL		2,363.0			16,484 DU

* RHNA units exceed the 30.2% requirement

Table 4.8 Overall Master Plan Residential Summary

4.5.3 Jobs/Housing Balance

The Plan Area is strategically located in a region that has easy and convenient access to numerous job centers. As shown on Figure 4.20, The Plan Area is geographically located within 5 miles of several major employment nodes, including Mather Airport, Rancho Cordova, and the Sacramento Army Depot. Based on SACOG’s 2020 data, there are approximately 243,234 jobs located within 5 miles of the WJHMP area.

In addition to being located within easy access of major job centers, the Master Plan is intended to promote a healthy jobs/housing balance within the Plan Area. Primary consideration has been given to providing an appropriate mixture of jobs which are strategically disbursed along major circulation corridors which simplifies access and reduces overall VMT within the Plan Area.

As shown on Table 4.9, the Master Plan will generate approximately 29,223 jobs. This number is based upon an estimate of typical employment yields for anticipated land uses, and does not take into account permanent jobs associated with operating parks, police, or fire service within the Plan Area.

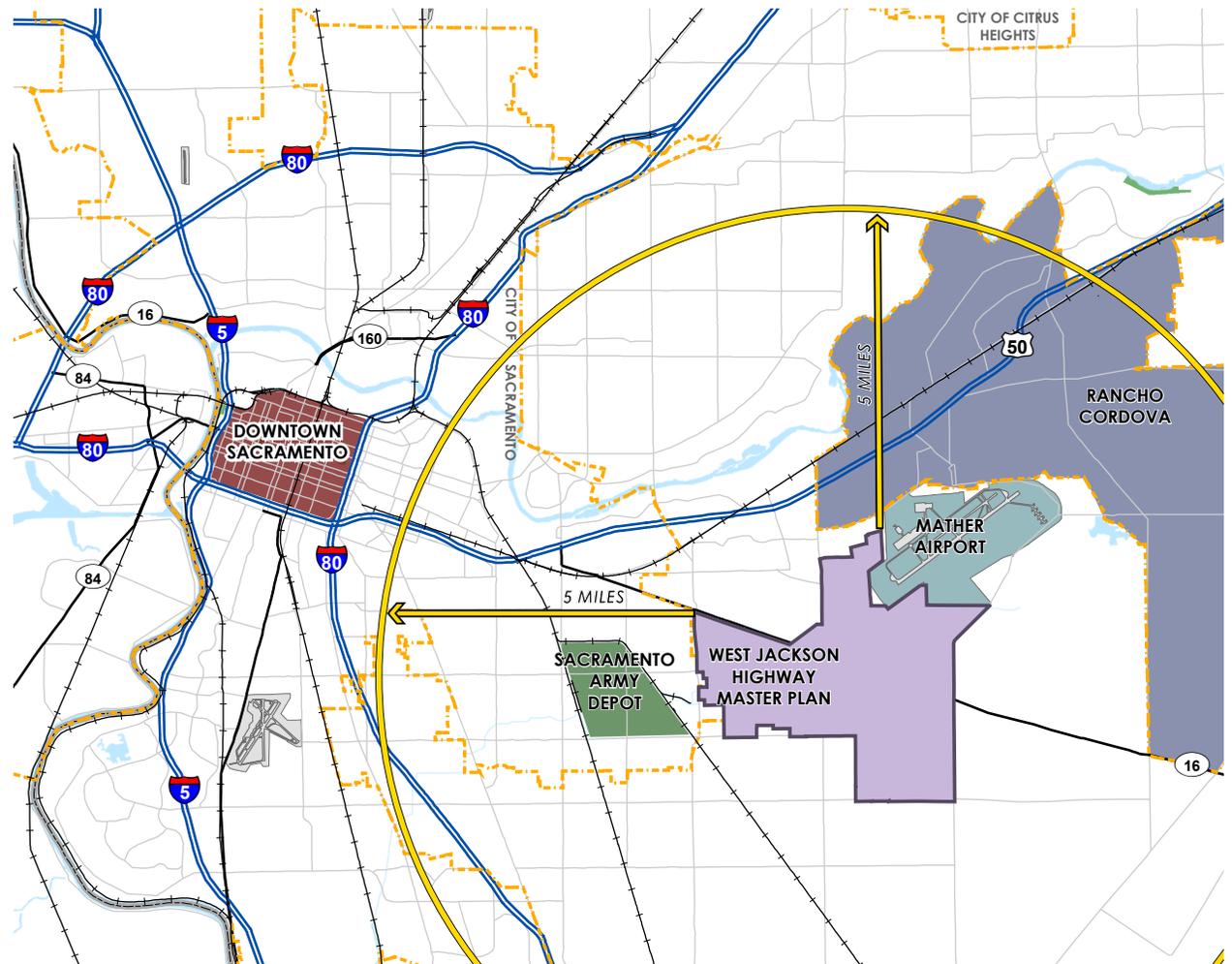


Figure 4.20 Proximity to Employment

Land Use	Acreage	FAR	EST. SF±	Employees* Per S.F.	Employees
Commercial	291	0.25	3,165,723	1 per 500	6,331
Employment	543	0.30	7,095,924	1 per 410	17,307
Mixed-Use	112	0.25	1,225,125	1 per 400	3,063
Industrial	154	0.30	2,017,699	1 per 800	2,522
Schools	132	TBD	TBD	TBD	TBD
TOTAL ESTIMATED JOBS					29,223

*Employees Per S.F. numbers derived from DKS Local Transportation Analysis.

Table 4.9 Estimated On-Site Employment for Master Plan

Based upon these numbers, the Plan Area will provide approximately 1.7 jobs per household. This number will provide a multitude of job opportunities for Plan Area residents, and will contribute to a reduction in overall VMT of the region by helping to correct the existing jobs imbalance in the vicinity of the Plan Area.

4.5.4 Avigation Easements

Due to the proximity of Mather Airport, avigation easements shall be recorded on all properties within the Mather Airport Planning Policy Area. Policies that apply to aircraft noise sources consistent with Policy NO-4 in General Plan Noise Element can be found in Section 4.6.

4.5.5 Existing Construction Materials Facilities

The Plan Area’s current physical character is largely a result of its long and productive history providing construction materials to the greater Sacramento region. Once the site of ancient rivers, the Plan Area’s rich abundance of fertile soils and sand and gravel has nurtured the growth of the Sacramento region over the past century.

Today, Teichert and Granite independently operate aggregate processing facilities within and adjacent to the Plan Area, at locations illustrated by Figure 3.14. These facilities handle the processing and sales of construction materials, including sand, gravel, ready-mix concrete, and asphalt concrete, which are served by a series of conveyor lines that transport raw aggregate materials from active mining sites.

This Master Plan allows and promotes the continued operation of construction materials production facilities (such as the existing Teichert Perkins Plant and the Granite Bradshaw processing plants) concurrent with the transition of the Plan Area to more urban uses.

In order to allow for the continued operation of these facilities, a master plan policy has been developed and can be found in Section 4.7.

4.5.6 Buffers and Screening

This Plan has been developed to address the interface between existing and proposed residential and industrial land uses. Where these land uses are located adjacent to each other, special considerations for buffers and screening are warranted. These considerations may include one or more of the following: grading and elevations, landscape buffers, setbacks, roadway layout, and the siting of facilities and future parcels. Specific guidance is included in the County-wide Design Guidelines as supplemented for this Master Plan (see Appendix A), and will be implemented through subsequent tentative maps and zoning.

4.6 POLICIES RELATED TO LAND USE

The following section lists the applicable polices of Chapter 4 relating to Land Use. Policies have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

Aircraft Noise Sources and Right of Flight

- Policy 4.1 Notification shall be provided to all prospective buyers that residential parcels are located within the Mather Airport Planning Policy Area and that aircraft operations occur over the Plan Area.
- Policy 4.2 Granting the right of flight and unobstructed passage of aircraft into and out of Mather Airport and recordation of the avigation easement shall be provided to the benefit of Sacramento County.

Continuation of Operations

- Policy 4.3 All existing buildings, structures, equipment, and uses within the Plan Area (including replacement of said facilities) shall be allowed to continue to operate so long as they are consistent with prior project approvals. Existing uses may also expand, provided doing so is consistent with the County’s Design Guidelines and Master Plan Supplemental Design Guidelines. It is the intent of this Master Plan to allow and promote the continuation of construction materials production operations until such time as they are complete and able to transition to the land uses identified in this Master Plan or established by future development approvals. Existing land uses include but are not limited to the following:
- a) Surface mining and reclamation.
 - b) Aggregate pre-wash facility.
 - c) Crushing and screening.
 - d) Conveyor line and related facilities.
 - e) Soil drying beds and silt ponds.
 - f) Water ponds and related facilities.
 - g) Ready-mix concrete batch plants.
 - h) Asphaltic-concrete batch plants.
 - i) Construction materials recycling.
 - j) Stockpiling of mined and processed materials.
 - k) Such other uses that are allowed or may be allowed under already-approved or future mining and/or reclamation entitlements.

Land Use and Urban Design

- Policy 4.4 Maintain the general development pattern illustrated on Figure 4.2, Land Use Plan, and the intensities identified in Table 4.1, Land Use Summary, to ensure a balanced mix of uses and VMT reduction/maintenance goals.
- Policy 4.5 Maintain the quantity and mix of non-residential, employment-generating uses within the Plan Area to ensure that such uses remain “right-sized” for the development plan.
- Policy 4.6 As a target, a minimum of 30 du/ac shall be achieved through a plan-wide average of all high-density and mixed-use residential development as illustrated on Figure 4.2, Land Use Plan, and the intensities identified in Table 4.1, Land Use Summary.

CHAPTER 5: MOBILITY

5.1 PURPOSE AND INTENT

The mobility chapter has been prepared to address the design, location, and character of the vehicular, trail, and transit system within the Plan Area. The Master Plan provides access to its diverse land uses such as residential, community and neighborhood commercial, employment, urban farms, schools, open space and recreational areas through an interconnected transportation system designed to simplify access and reduce the need for automotive travel.

There will be an extensive network of streets and off-street trails to connect uses within each district and between districts. This network will be integrated throughout the Plan Area to connect people to places where they live, work, shop and play. Street patterns will be designed to maximize connectivity, while off-street trails will be established in open space corridors in order to provide pedestrian and bicycle access to destinations.

Connectivity will require careful consideration due to the unique topography of the Plan Area. In some cases, existing development patterns and topographic variations make roadway connections difficult. The Circulation Framework will strategically use bicycle and pedestrian trails to allow connectivity to key intersections, schools, or commercial centers in order to facilitate access options and to promote connectivity to adjacent areas such as Rosemont, Mather Independence and Jackson Township.



5.2 MOBILITY OBJECTIVES

The following section lists the applicable objectives of Chapter 5 relating to Mobility.

Circulation

- Objective 5.1 Circulation within the Plan Area should promote efficient movement of people and goods within the Plan Area and the reduction of VMT.
- Objective 5.2 Plan Area roadways will be designed to accommodate alternate modes of transportation including public transportation, bicyclists, and pedestrians.
- Objective 5.3 The Plan Area will provide a multi-use trail and bikeway system.
- Objective 5.4 Reinforce the pedestrian-friendly nature of roadways and trail systems with tree canopied walkways combined with inviting architecture and lighting palettes.
- Objective 5.5 Adopt street design standards which create an interconnected system of medians, planter strips, and modified roadway design standards such as cross gutters, road crowning, and curb cuts to facilitate LID and stormwater reduction and conveyance.
- Objective 5.6 Provide opportunities for an off-street trail system linking residential neighborhoods to commercial, recreational, school, employment, and Urban Farm locations with support at beginning end points (such as bicycle parking at employment and commercial centers).
- Objective 5.7 Provide a street design where feasible that will allow for greater interconnectivity within and between the project's neighborhoods and will result in a more efficient travel pattern that addresses topographic variations.
- Objective 5.8 Provide access and connectivity to areas that are below grade for vehicles, bikes and pedestrians.



Objective 5.9 Provide Class I multi-use trails separated from roadways to facilitate protected routes to school, provide recreational and exercise opportunities, and connect the Plan Area with adjacent developments.

Objective 5.10 Encourage community transit service that would allow local and regional connections to RT transit routes.

5.3 CIRCULATION FRAMEWORK

The circulation system for the Plan Area is comprised of a hierarchy of roadways designed to provide access to proposed land uses. Roadways have been designed to minimize impervious surfaces while facilitating multi-modal use in many cases through the use of bicycle lanes, trails, and transit corridors.

As illustrated by Figure 5.1 and described in greater detail under Section 5.3.1, existing roadways currently serve the Plan Area and existing traffic patterns. Proposed improvements to the Plan Area roadway network are described in Section 5.3.2 and shown by Figure 5.2, the Master Plan Circulation Diagram, which depicts proposed thoroughfare, arterial, and major collector roadway alignments. Internal collector and primary residential roadway alignments will be determined during the tentative mapping stage.

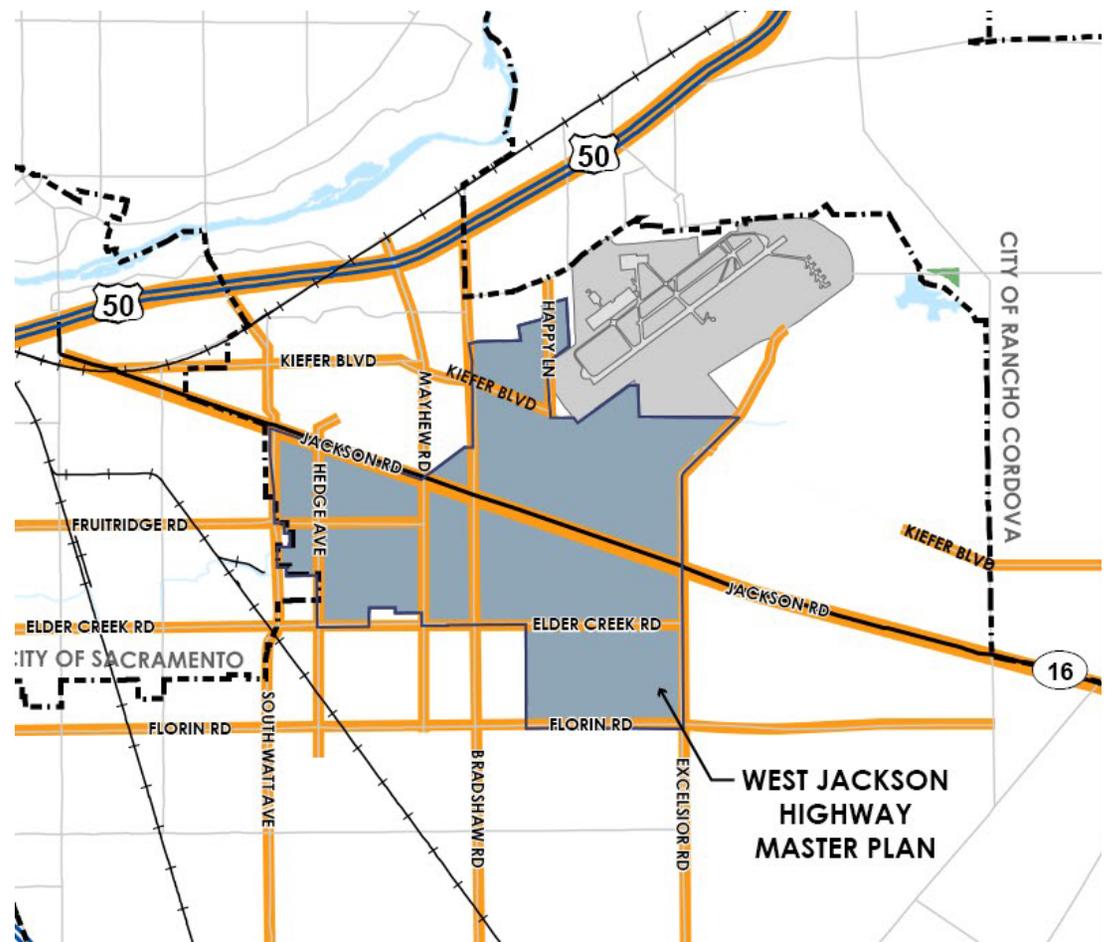


Figure 5.1 Existing Roadways



5.3.1 Existing Roadways

Regional automobile access to the site is provided by the freeway system and by Jackson Road/Route 16.

U.S. Highway 50 (US 50) is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to Canal Street in the City of Placerville, where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada. Primary access to US 50 is via a series of interchanges, including (from west to east) Howe Avenue, Watt Avenue, Bradshaw Road, Mather Field Road, Zinfandel Drive, and Sunrise Boulevard. To the west, US 50 provides access to Central City Sacramento, SR 99, I-5, and I-80. To the east, US 50 provides access to eastern Sacramento County, the cities of Rancho Cordova and Folsom, and El Dorado County.

Jackson Road (SR 16) bisects the Plan Area. The roadway generally travels from west-northwest to east-southeast from Folsom Boulevard to the west into Amador County to the east. It is generally a two-lane roadway with some widening at intersections. To the west, SR 16 continues to US 50 via Folsom Boulevard and Howe Avenue in the City of Sacramento.

Local access within the Plan Area is provided primarily via Bradshaw Road, Elder Creek Road, Excelsior Road, Florin Road, Fruitridge Road, Happy Lane, Hedge Avenue, Jackson Road, Kiefer Boulevard, Mayhew Road, and South Watt Avenue.

Bradshaw Road is a north-south roadway that crosses the project site. To the north, Bradshaw Road provides access to US 50, Folsom Boulevard, and the City of Rancho Cordova. To the south, Bradshaw Road continues to Grant Line Road and the City of Elk Grove. Bradshaw Road has two to six through lanes.

Elder Creek Road is an east-west roadway that crosses the project site. To the west, Elder Creek Road extends to Stockton Boulevard, where it becomes 47th Avenue. 47th Avenue provides access to SR 99. To the east, Elder Creek Road extends to Excelsior Road. Elder Creek Road has two to four through lanes.

Excelsior Road is a north-south roadway that forms the eastern boundary of the project site. To the north, Excelsior Road extends into the Independence at Mather community. Beyond the community, the roadway becomes Mather Boulevard. To the south, Excelsior Road extends to Sheldon Road in the City of Elk Grove. Excelsior Road is a two-lane roadway.

Florin Road is an east-west roadway that forms the southern boundary of a portion of the project site. To the west, Florin Road terminates at Riverside Boulevard in the Pocket area of the City of Sacramento. It provides access to SR 99 and I-5. To the east, Florin Road extends to Sunrise Boulevard. Florin Road has two to six through lanes.



Fruitridge Road is an east-west roadway that crosses the project site. To the west, the roadway provides access to SR 99 and extends to South Land Park Drive in the City of Sacramento. To the east, Fruitridge Road extends to Mayhew Road. Fruitridge Road has two to four through lanes.

Happy Lane is a north-south roadway that crosses the project site. To the north, Happy Lane extends to a stop-sign controlled intersection at Old Placerville Road in the City of Rancho Cordova. To the south, Happy Lane extends to Kiefer Boulevard. Happy Lane is a two-lane roadway.

Hedge Avenue is a north-south roadway that crosses the project site. To the north, Hedge Avenue crosses Jackson Road and extends to Rose Parade Way in a residential neighborhood in the Rosemont community. To the south, Hedge Avenue dead-ends in a rural residential/agricultural community south of Florin Road. Hedge Avenue is a two-lane roadway.

Kiefer Boulevard is an east-west roadway that crosses the project site. The roadway consists of two segments, divided by Mather Airport. The western segment extends from Florin-Perkins Road in the City of Sacramento through the Rosemont community to Happy Lane. This segment has two to four through lanes. East of Mather Airport, the roadway begins at Eagles Nest Road and continues easterly to Jackson Road as a two-lane roadway.

Mayhew Road is a north-south roadway that crosses the project site. The roadway consists of three segments. The northern segment, which is a two-lane roadway with extra turning lanes, begins at Folsom Boulevard to the north and extends southerly to a dead-end in a residential area of the Rosemont community south of Oxwood Drive / Calibra Lane. The central segment, which is a two-lane roadway, begins at a dead-end in a commercial area north of Jackson Road and extends southerly to a dead-end south of Fruitridge Road. The southern segment, also a two-lane road, extends northerly from Elder Creek Road to a dead-end. South of Fruitridge Road, the roadway continues as Mattos Lane.

South Watt Avenue forms the western boundary of a portion of the project site. This north-south roadway extends to Folsom Boulevard to the north, where it becomes Watt Avenue. Watt Avenue provides access to US 50, and extends northerly across the American River. To the north, it provides access through northern Sacramento County to I-80 and into Placer County. To the south, South Watt Avenue extends to Florin Road, where it becomes Elk Grove Florin Road. Elk Grove Florin Road extends to Stockton Boulevard in the City of Elk Grove. South Watt Avenue has two to six through lanes.

5.3.2 Proposed Roadway Improvements

The following cross sections and descriptions reflect the ultimate configuration for all Plan Area roadways, and are illustrated on the circulation diagram, Figure 5.2. The right-of-way, lane capacity, parking and landscape requirements for all proposed street sections are summarized in Table 5.1.

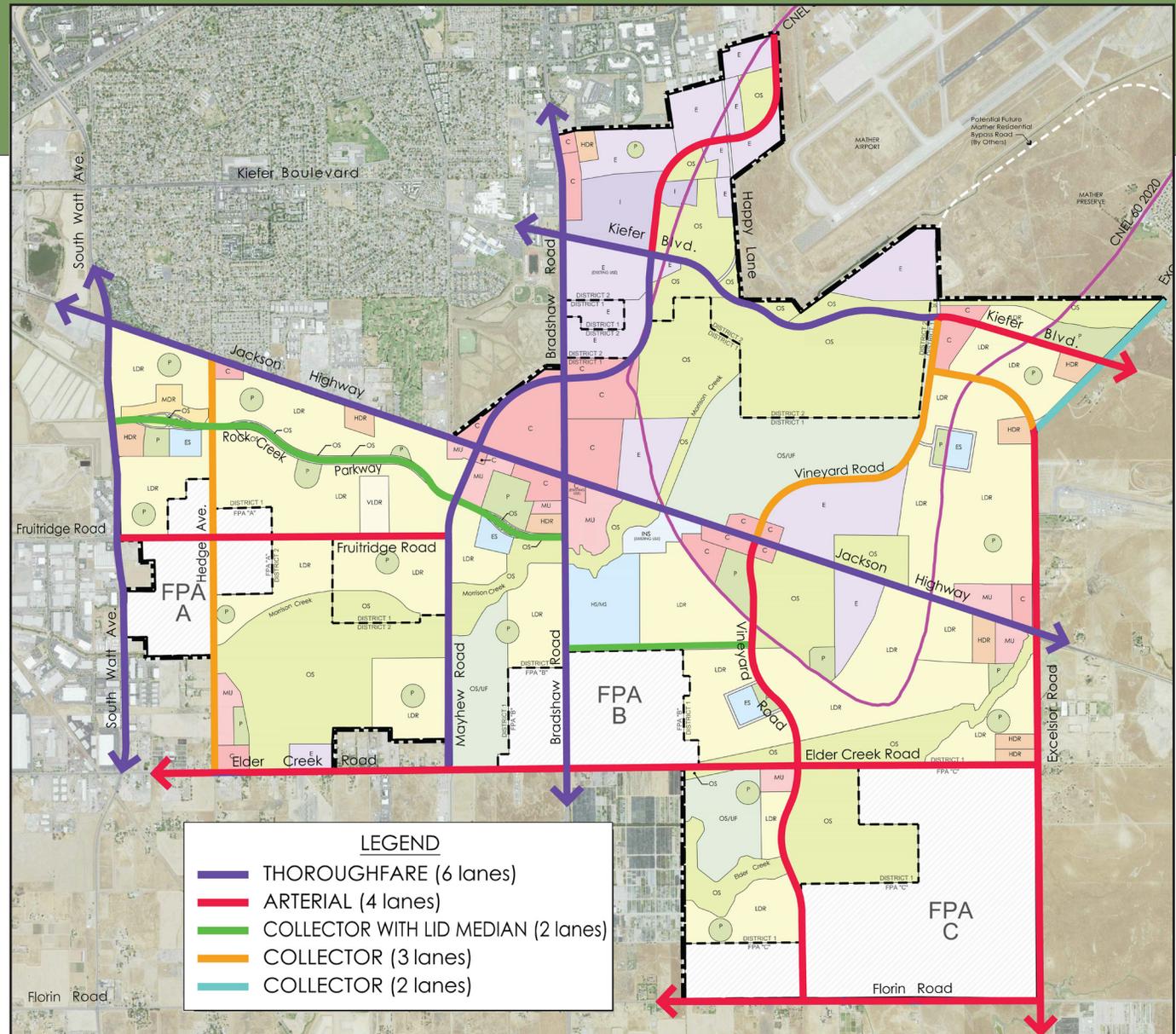


Figure 5.2 Master Plan Circulation Diagram

STREET SECTION SUMMARY								
STREET TYPE	RIGHT-OF-WAY	NUMBER OF TRAVEL LANES	MEDIAN	PARKING	BIKE LANE	PLANTER	SIDEWALK	PUBLIC UTILITY AND PUBLIC FACILITY EASEMENT
THOROUGHFARE	96'	6	12'	-	5'	8'	5'	20' up to 27' with Trail
ARTERIAL	74'	4	12'	-	5'	8'	5'	20' up to 27' with Trail
MAJOR COLLECTOR WITH LID MEDIAN	60'+ Median	2	Varies	8'	5'	8'	5'	20' up to 27' with Trail
COLLECTOR	48'	2	-	8'	5'	8'	5'	20' up to 27' with Trail
MAJOR COLLECTOR	60'	2	-	8'	5'	8'	5'	20'
PRIMARY RESIDENTIAL	38'	2	-	-	-	6'	5'	18'
MINOR RESIDENTIAL	32'	2	-	-	-	6'	5'	18'
PRIVATE ALLEY	20'	2	-	-	-	-	-	-
MORRISON CREEK BRIDGE CROSSING	84'	6	4'	-	-	-	6'	-

Table 5.1 Street Section Summary

- Notes:
- Sidewalks adjacent to Southgate Park facilities shall be 6' wide.
 - Major Collectors will include a third lane as a two-way turn lane.
 - In cases where roadway widths are constrained due to topography, environmental preserves, or other constraints, Major Collectors with LID Median may reduce or eliminate parking along the roadways.

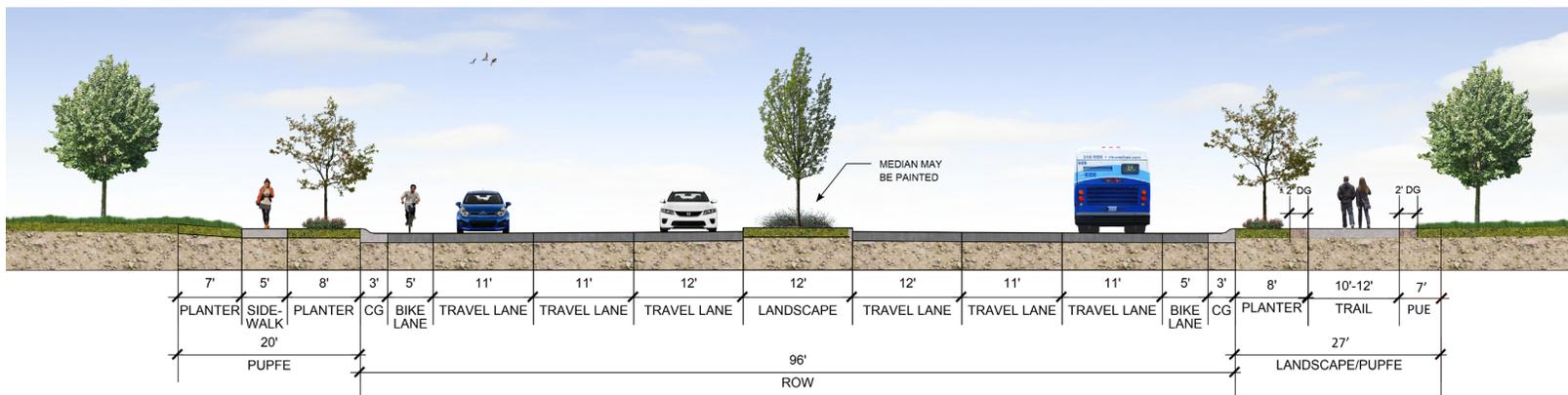
Thoroughfares

Thoroughfares provide for mobility within the County, carrying through traffic on continuous routes and providing transportation links between major residential, employment, commercial, and retail areas. Access to abutting private property and intersecting primary residential streets shall generally be restricted. Thoroughfares generally have the following functional characteristics as specified by the Sacramento County General Plan:

- Thoroughfares shall typically be developed as six-lane roadways with a raised center median.
- Bikeways along designated thoroughfares may be Class I or Class II facilities.

- Access to a thoroughfare may occur at intersections with other thoroughfares, arterials, and collectors. Access to and from primary residential streets and private properties may be restricted to right turn movements only through the use of islands and turn lanes.
- Direct access points shall be located at sufficient intervals from each other and from public roads to maintain the safety and the traffic carrying capacity of the roadway.

Some of the thoroughfares within the Plan Area include Jackson Road, South Watt Avenue, Bradshaw Road, portions of Kiefer Boulevard and Mayhew Road/Routier Road Extension. Proposed thoroughfare cross sections for these roadways are shown on [Figure 5.3](#).



Notes:

- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.
- ROW and PUPFE shown per County DOT Standards.
- Sidewalks adjacent to Southgate Park facilities shall be 6' wide.
- 10' - 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.

Figure 5.3 Typical Thoroughfare N.T.S.

Arterial Roadways

Arterials provide for a link between thoroughfares (with their limited access and through movement capacity) and collectors which have greater access and serve primary residential streets. Arterials can also provide for mobility and direct access within commercial and retail corridors through two-way left-turn lanes. Arterials have the following functional characteristics according to the Sacramento County General Plan:

- Arterials shall typically be developed as four-lane roadways with either a center two-way left-turn lane or a raised center median.

- Bikeways along designated arterials may be Class I or Class II facilities.
- Based on the function of a particular arterial, access may be provided to adjacent properties through a two-way left-turn lane or more restricted through a raised center median.

Some of the major arterial roadways serving the Master Plan include portions of Vineyard Road, Mayhew Road, Fruitridge Road, Elder Creek Road and Florin Road. Proposed arterial road cross sections for the Plan Area are illustrated by Figure 5.4.

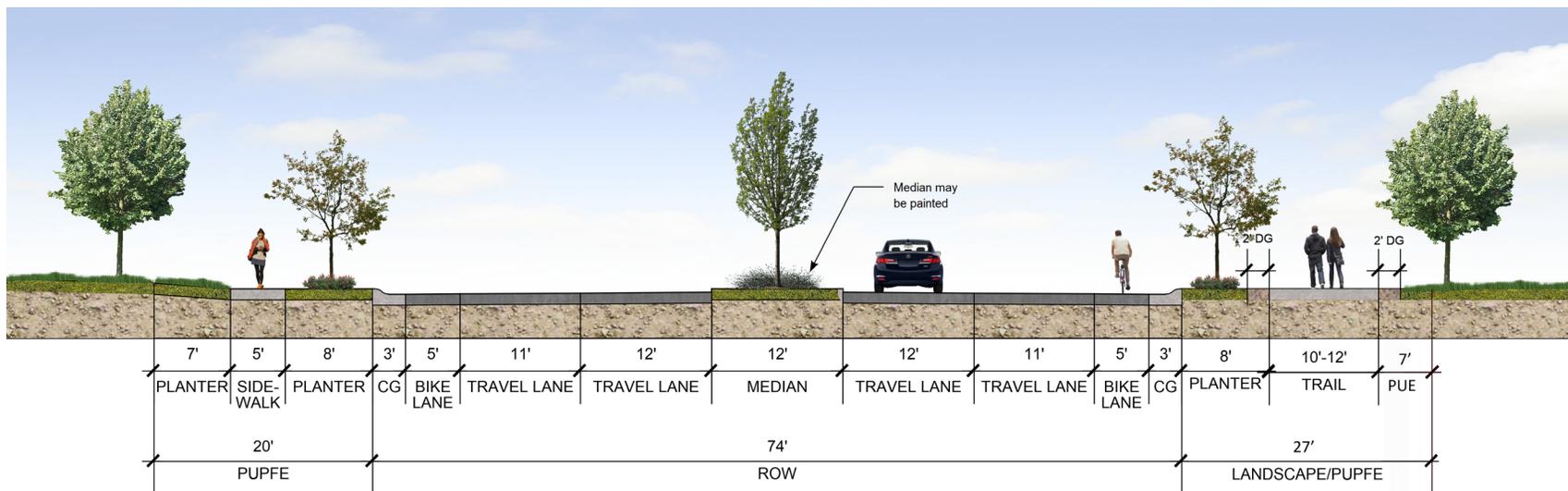


Figure 5.4 Typical Arterial N.T.S.

Notes:

- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.
- ROW and PUPFE shown per County DOT Standards.
- Sidewalks adjacent to Southgate Park facilities shall be 6' wide.
- 10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.

As both a thoroughfare and arterial, Mayhew Road/Routier Road Extension will provide mobility within and through the Master Plan Area. A bulleted summary of the proposed alignments for Mayhew Road/Routier Road Extension are listed below:

- Center line alignment for Mayhew Road/Routier Road Extension to remain the same as existing
- Mayhew Road north of Kiefer Boulevard is called Routier Road Extension
- Width adjustments to Mayhew Road/Routier Road Extension:
 - Four-lanes proposed north of Kiefer Boulevard and south of Elder Creek Road
 - Six-lanes between Kiefer Boulevard and Elder Creek Road
 - 84' road section for Morrison Creek bridge crossing as shown in [Figure 5.5](#) in order to accommodate existing constraints

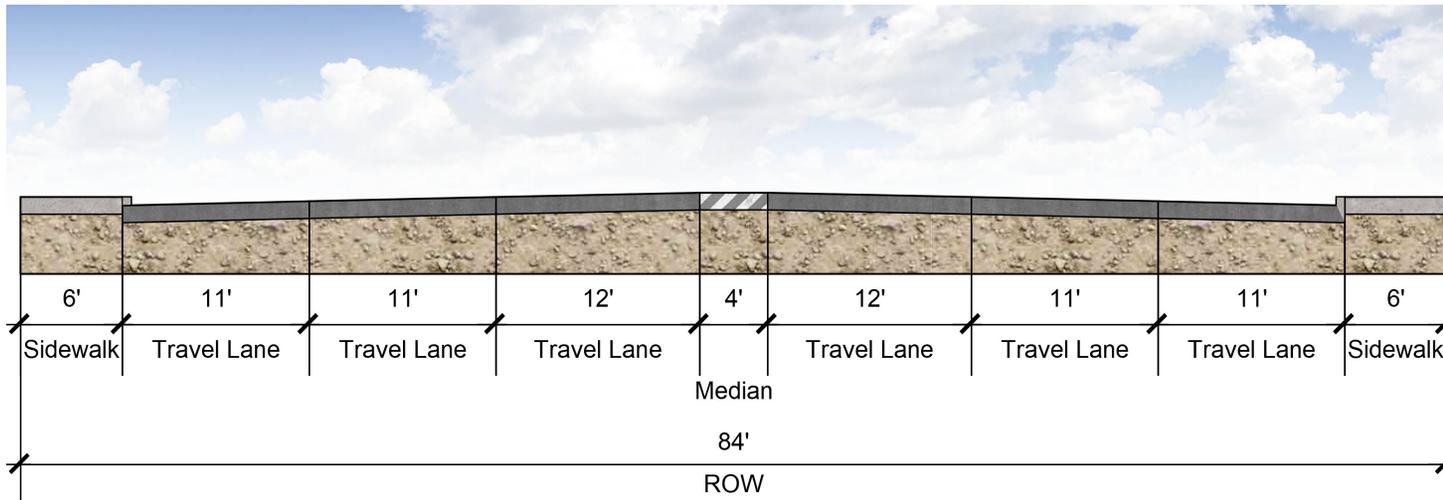


Figure 5.5 Morrison Creek Bridge Crossing

Notes:

- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.

Collector Roadways

Collectors provide for mobility within communities, and connect primary residential roads to thoroughfares and arterials. Direct access to abutting private property shall generally be permitted. Collectors have the following functional characteristics according to the Sacramento County General Plan:

- Collectors shall typically be developed as two-lane roadways.
- Bikeways along designated collectors may be Class I, Class II, or Class III facilities.
- Direct access to abutting private property shall generally be permitted.*

* No direct access to abutting private property shall generally be permitted if average daily trips on collector roadways are greater than 4,500 vehicles.

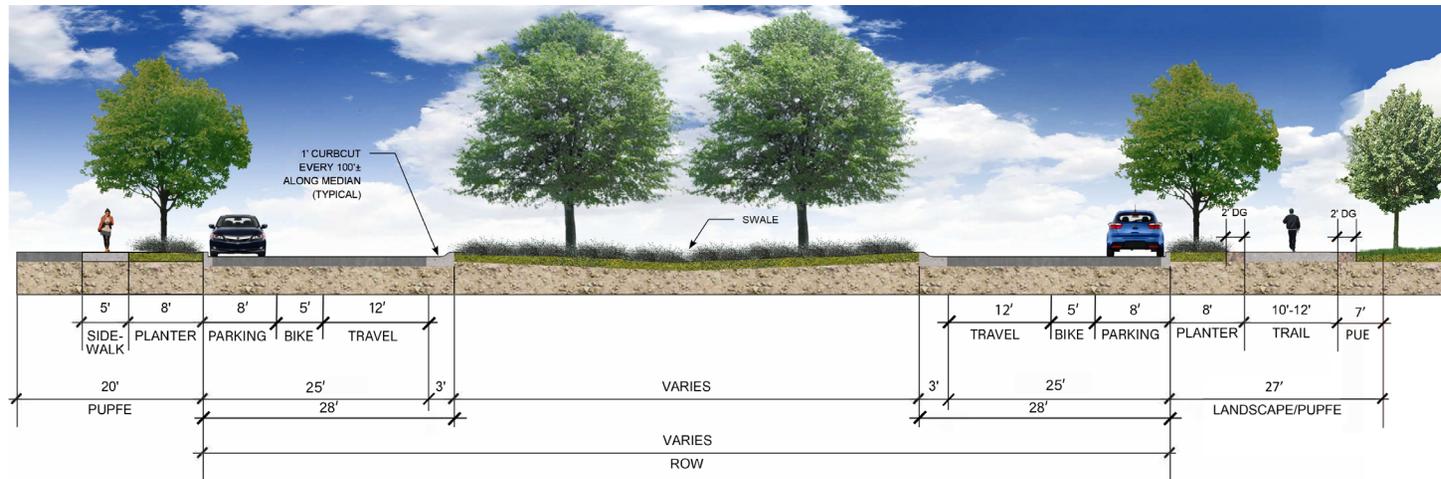


Figure 5.6 Major Collector with LID Median N.T.S.

Notes:

- In locations of zero foot building setback, utility appurtenances shall be coordinated and agreed upon with the utility companies.
- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.
- Median width may vary based upon final development plans.
- Sidewalks adjacent to Southgate Park facilities shall be 6' wide.
- 10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.
- In cases where roadway widths are constrained due to topography, environmental preserves, or other constraints, Major Collectors with LID Median may reduce or eliminate parking along the roadways.

Rock Creek Parkway has been developed as a primary collector roadway within the Plan Area, providing east-west mobility and opportunities for transit linkages and an internal trail system with a large median. The Rock Creek parkway collector roadway is illustrated by Figure 5.6 and another Major Collector with a 60-foot right-of-way and a two-way left turn lane is illustrated in Figure 5.7.

Additional collector roadway alignments will be determined during tentative mapping, and shall generally follow the collector cross section illustrated by Figure 5.8.

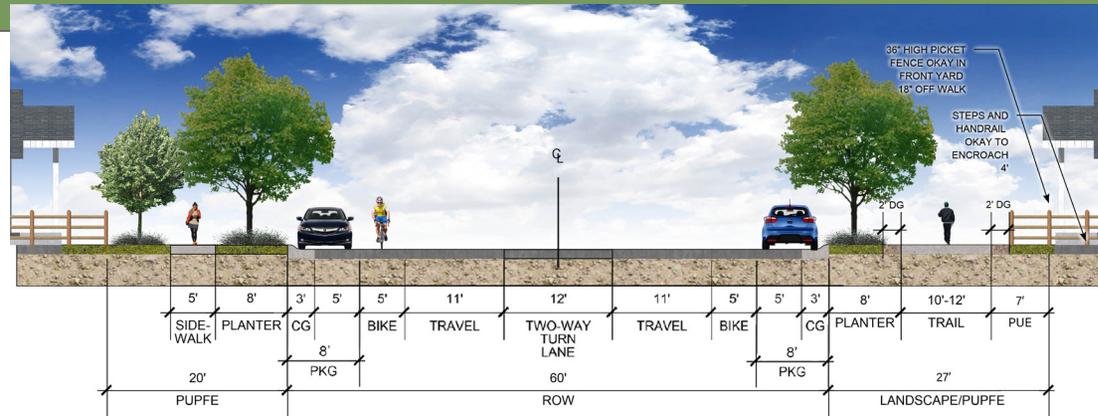


Figure 5.7 Major Collector, 60' ROW, N.T.S.

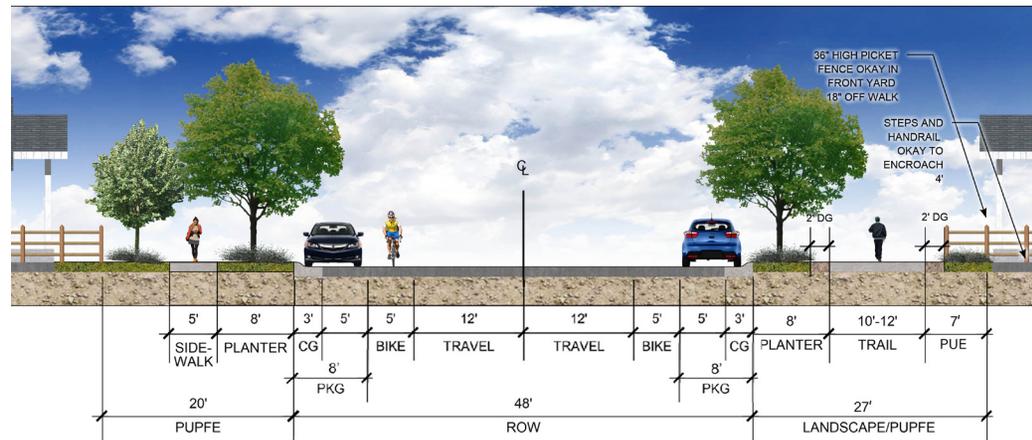


Figure 5.8 Collector Road (6,000- 12,000 ADT) N.T.S.

Notes:

- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.
- Sidewalks adjacent to Southgate Park facilities shall be 6' wide.
- 10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.

Residential Streets and Alleys

Residential streets provide direct access to abutting property and connect with other residential streets and collector roads. Residential streets are typically developed as two-lane undivided roadways with access to abutting private property and intersecting streets. All residential roadways within the Master Plan are designed to reinforce a pedestrian friendly experience within the community. To facilitate alternative modes of travel and pedestrian use, detached sidewalks planter areas with large canopy trees, and narrow roadway sections are utilized to slow traffic and provide an increased sense of safety to pedestrians and automobiles. Signage notifying drivers to check for bicycle and pedestrian activity before entering an intersection is recommended.

Two design sections for residential streets are included in this Master Plan: “Primary” and “Minor”. Primary residential streets have a 38’ right-of-way (ROW) and are designed with separated sidewalks and large planters that may exceed typical design standards in order to provide areas for large canopy trees and to minimize future maintenance issues associated with mature tree growth. Primary residential streets may be used in residential neighborhoods where the street serves between 400 and 700 lots. Minor residential streets have a similar design configuration, but with a narrower 32’ ROW. Minor residential streets may be used in residential neighborhoods where the street serves less than 400 lots.

For both street types, pedestrian and bicyclist connections to schools, parks, open spaces and urban farms shall be encouraged. The design of primary and minor residential streets shall generally conform to [Figures 5.9 and 5.10](#).

Alleys and alley-loaded housing product are an important component of the land use plan. Alleys will be strategically located in order to allow prominent front entries along major parkways and to minimize the appearance of garage doors and avoid driveway conflicts. Alleys shall generally conform to the roadway section shown in [Figure 5.11](#).

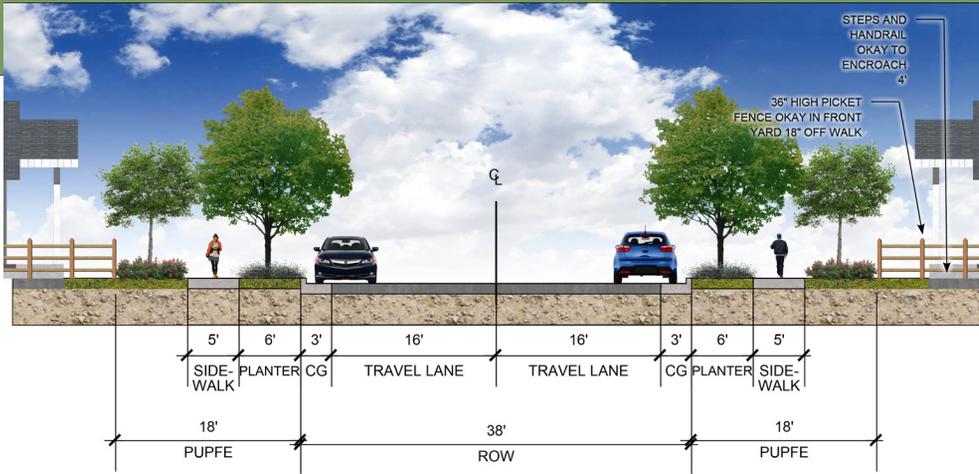


Figure 5.9 Primary Residential, 38-foot ROW, N.T.S.

Notes:

- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.

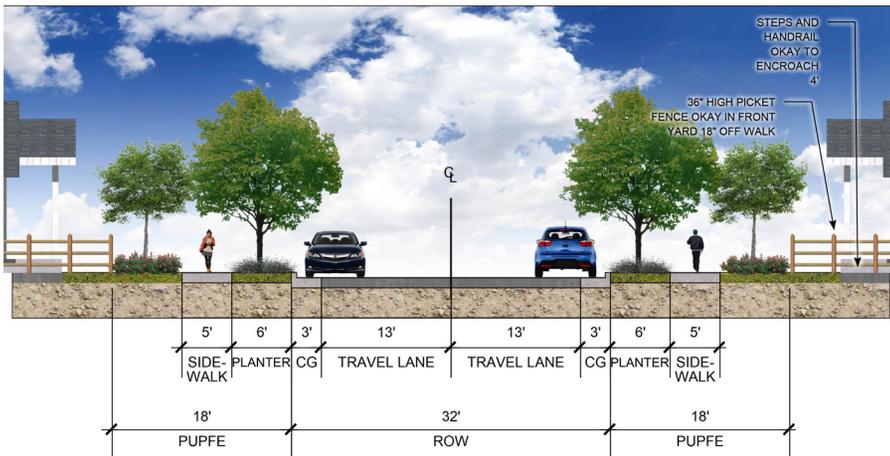


Figure 5.10 Minor Residential, 32-foot ROW, N.T.S.

Notes:

- Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.

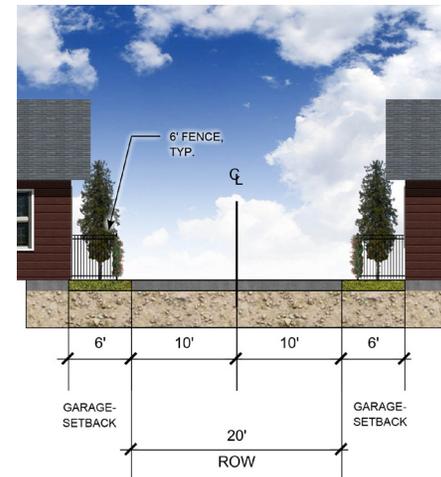


Figure 5.11 Private Alley N.T.S.

Notes:

- In locations of zero foot building setback, utility appurtenances shall be coordinated and agreed upon with the utility.

5.4 TRANSIT

The nature of public transit underwent a significant evolution during preparation of this Master Plan. With the advent of car share services, on-demand transportation, and ridesharing such as Uber and Lyft, new technology and competition for riders led to new and innovative methods for delivering people to their destinations. Accordingly, the Master Plan provides a transit concept that will initially use a combination of transit shuttles, local bus service, and bus rapid transit (BRT), but can adapt and evolve as technology and ridership patterns continue to morph.

The Master Plan incorporates a vision for a transit service that will provide convenient service to Plan Area residents. This transit system aims to maximize accessibility while minimizing the vehicle miles traveled (VMT) within the Plan Area. As illustrated by Figure 5.12, the Plan Area is located along major planned transit corridors on Jackson Highway, South Watt Avenue, Bradshaw Road and Excelsior Road. In addition, the Plan Area is located in close proximity to the Watt/Manlove Transit Priority Area (TPA) and its existing light rail station.

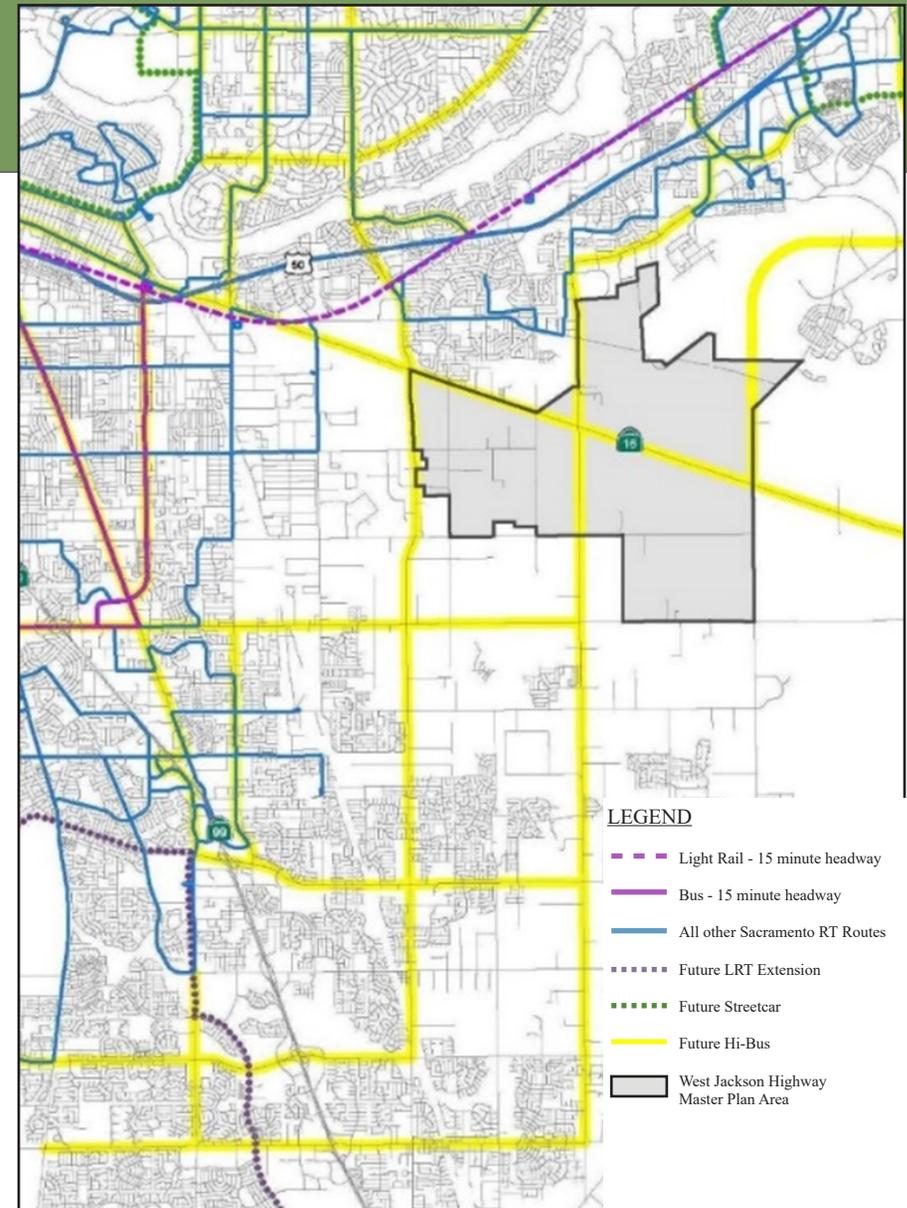


Figure 5.12 Existing and Future Transit Routes

Due to its close proximity to the extensive planned transit network, the Plan Area has been designed to provide major links to transit through the provision of an interconnected street system. This interconnected street system is designed to facilitate future transit within the Plan Area, as well as provide efficient connections to future transit stops. This street system emphasizes a strong relationship between land use and transportation, with major facilities such as commercial, schools, parks, civic uses, and employment nodes located along major roadway corridors. Such planning increases ridership by facilitating transit access and providing relevant destinations. The transit plan for the Plan Area is illustrated by Figure 5.13.

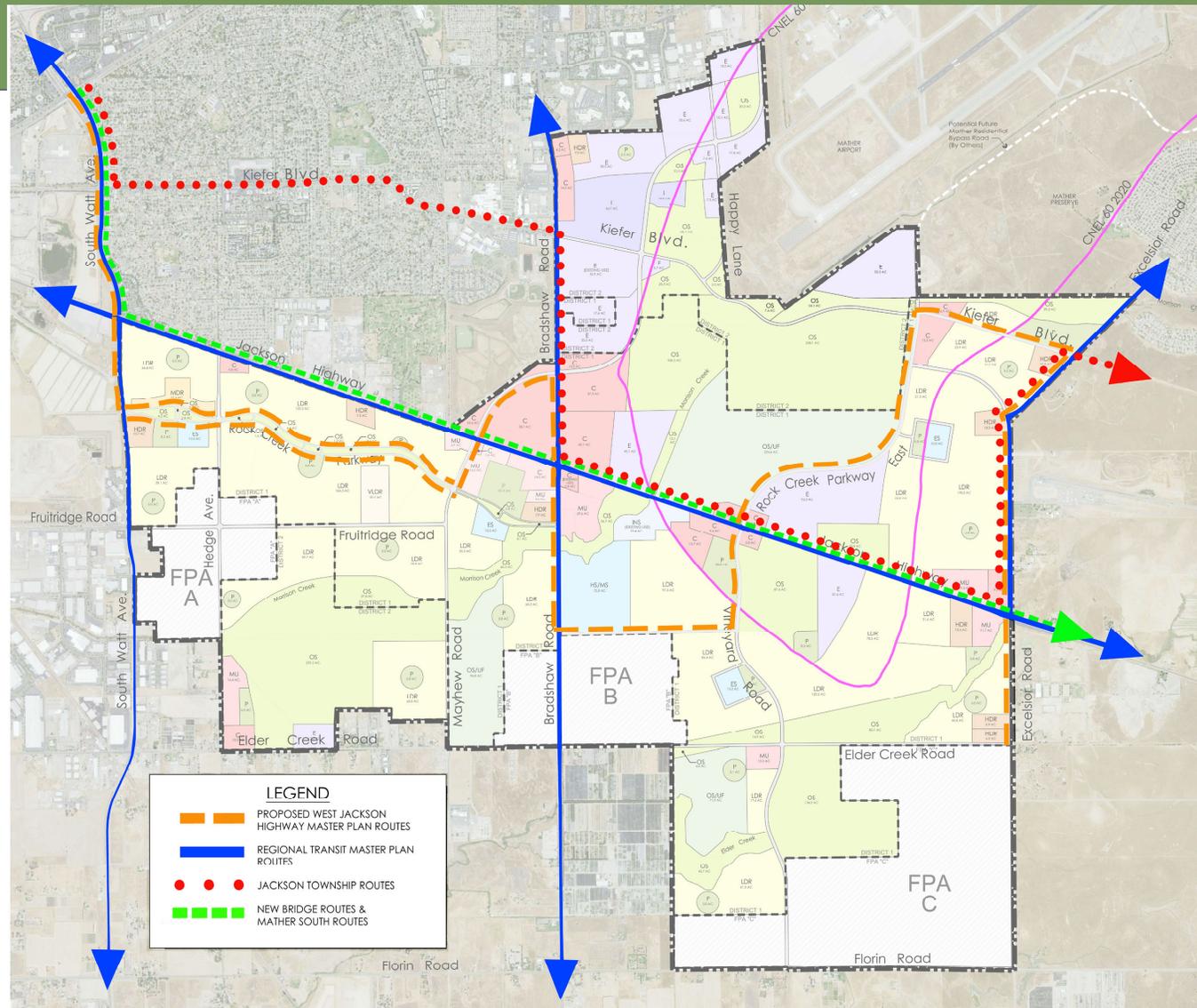


Figure 5.13 Transit Plan

5.5 TRAILS

Sound planning practice requires a strong pedestrian and bicyclist network which connects neighborhoods and different land uses. The Master Plan includes a trail network which utilizes existing conveyor tunnel crossings and at-grade crossings, as well as new facilities located along Rock Creek Parkway, Morrison Creek, and several open space areas to facilitate widespread pedestrian and bicyclist opportunities throughout the Plan Area. This network is designed to connect to a series of Class II bikeways and lesser trails in order to provide ample opportunities for alternative modes of travel.

5.5.1 Proposed Trail Facilities

As shown on Figure 5.14, proposed trail facilities within the Plan Area are designed to simplify access to transit and other community amenities and promote pedestrian and bicyclist safety.



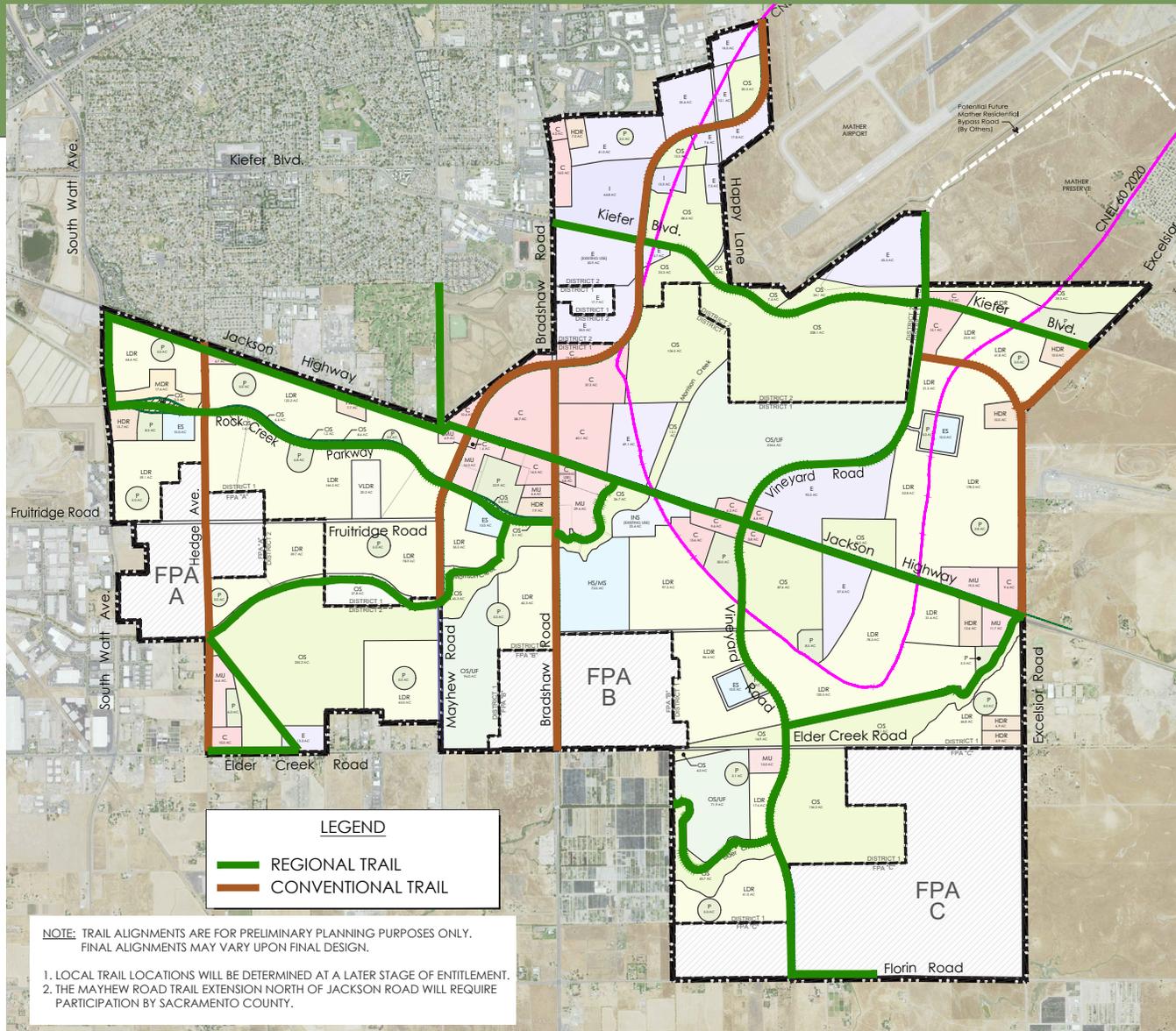
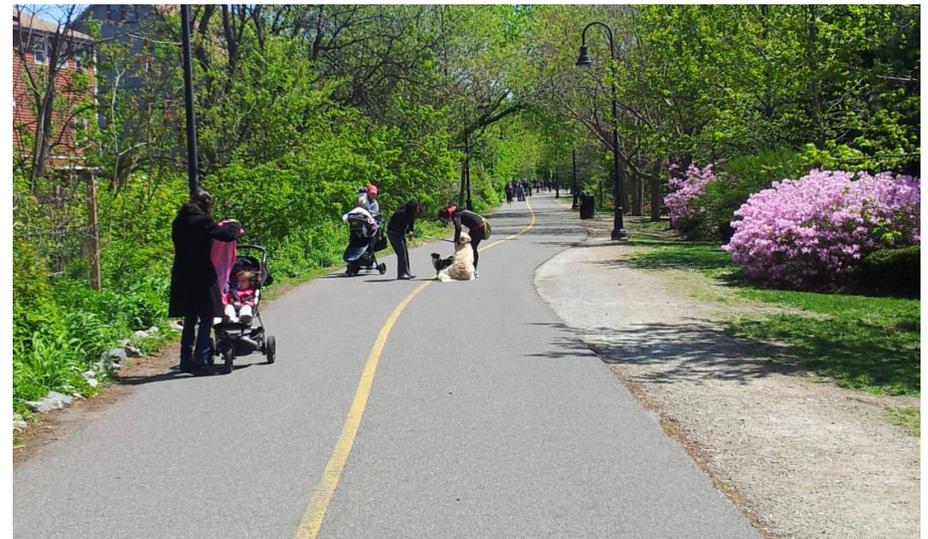
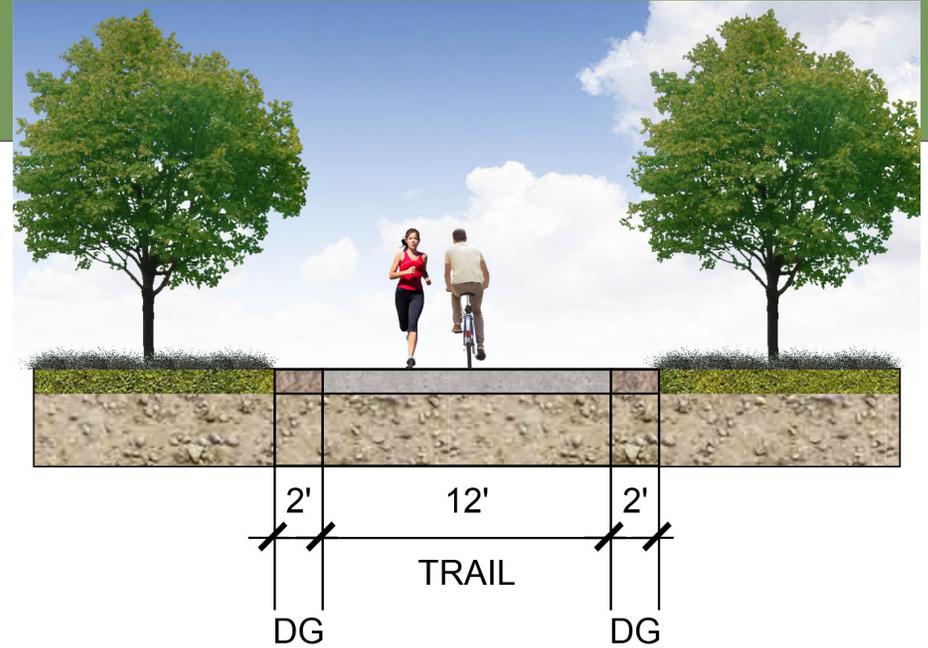


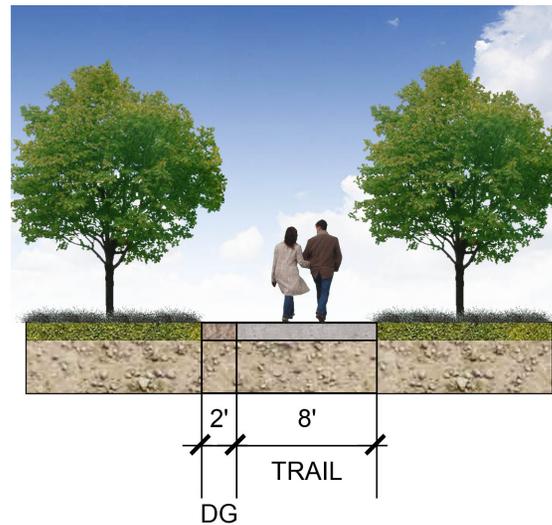
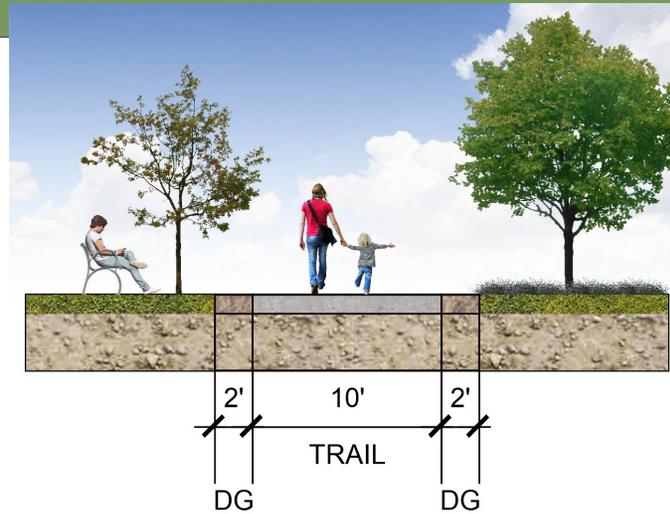
Figure 5.14 Proposed Trails



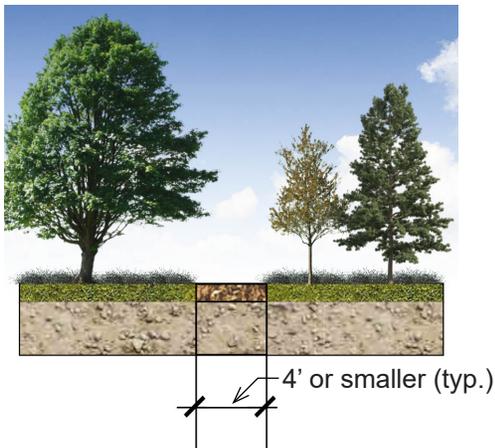
- Regional Trail** – Regional trails are 12 feet wide, off-street paved trails with two foot wide decomposed granite shoulders on both sides of the trail. Regional Trails are typically operated as two-way trails providing long continuous routes for active recreation and for providing connectivity between communities and to other existing and planned Regional Trails.



- Conventional Trail** - Conventional Trails are 10 feet wide, off-street paved trails with two foot wide decomposed granite shoulders on both sides of the trail. Conventional Trails provide connectivity to primary destinations, such as major schools, parks, employment centers, social services, transit, etc. within a community and to the Regional Trail network. As with the Regional Trails, enhanced crossings of roadways should be considered.
- Local Trail** – Local Trails are 8 feet wide, off-street paved trails with a 2 foot wide decomposed granite shoulder on one side of the trail. Local Trails are intended to reach deep into the community providing connections to local community destinations, such as elementary schools, local parks, commercial areas, and to the Conventional Trail networks. These trails will be specifically located in later stages of entitlement (e.g., tentative maps).



- **Nature Trail** – Nature Trails are permeable surface trails that will vary in width depending on the terrain and existing constraints, but will not exceed 4 feet in width.



- **Class II Bikeways**– Class II bikeways are designated bike lanes located on Plan Area roadways intended to provide opportunities for safe bicycle travel and a comprehensive link to the Plan Area trail system.



5.6 POLICIES RELATED TO MOBILITY

The following section lists the applicable policies of Chapter 5 relating to Mobility.

Circulation

- Policy 5.1 Future development applications shall implement the roadway system as shown in [Figure 5.2](#) and the street section summary of [Table 5.1](#) to the satisfaction of County Department of Transportation.
- Policy 5.2 Future development applications shall implement the mobility system including multi-use trails, on-street bike lanes, and transit facilities as shown in [Figure 5.13](#), Transit Plan and [Figure 5.14](#), Proposed Trails to the satisfaction of County Department of Transportation and applicable park district.
- Policy 5.3 Development areas will be designed to reduce barriers to pedestrian access and connectivity through the use of shortcuts and connections to adjacent neighborhoods.
- Policy 5.4 Future roadways will be required to incorporate a logical street system which promotes multiple connections, and reduces the need for cul-de-sacs.
- Policy 5.5 Where used, cul-de-sacs will be designed to incorporate shortcuts to adjacent trails and roadways.

Policy 5.6 To enhance the safety of trail users, where a Regional Trail crosses a roadway, an enhanced crossing should be considered. Special considerations can include, but are not limited to, any of the following: enhanced signage, enhanced signage and striping, user activated crossing signals, uncontrolled crossing tables, signalized crossings, or grade separated structures.

Policy 5.7 To enhance safety of residents and children, raised pedestrian crossings and other appropriate traffic calming measures as defined in the County's Neighborhood Traffic Management Program and Active Transportation Plan are encouraged near schools, parks, and at trail crossings.



CHAPTER 6: PARKS & OPEN SPACE

6.1 INTRODUCTION

This chapter establishes a framework for recreation, open space and scenic resources within the Plan Area with guidance for the development of parks and recreation facilities, the establishment or preservation of undeveloped open spaces and trails, and the creation of urban forests. These amenities will encourage recreation and healthy lifestyles among the Plan Area’s residents, establish centers of community life, and enhance the Plan Area’s natural resources.

An integrated network of parks, open space, and recreational areas within the Plan Area is important to the long-term success of the community. A number of the existing natural and man-made features that occur within the Plan Area such as Morrison and Elder Creeks, mining slopes, detention areas and street trees will be incorporated into a cohesive network of amenities. This will enable future residents to enjoy abundant opportunities for outdoor recreation.

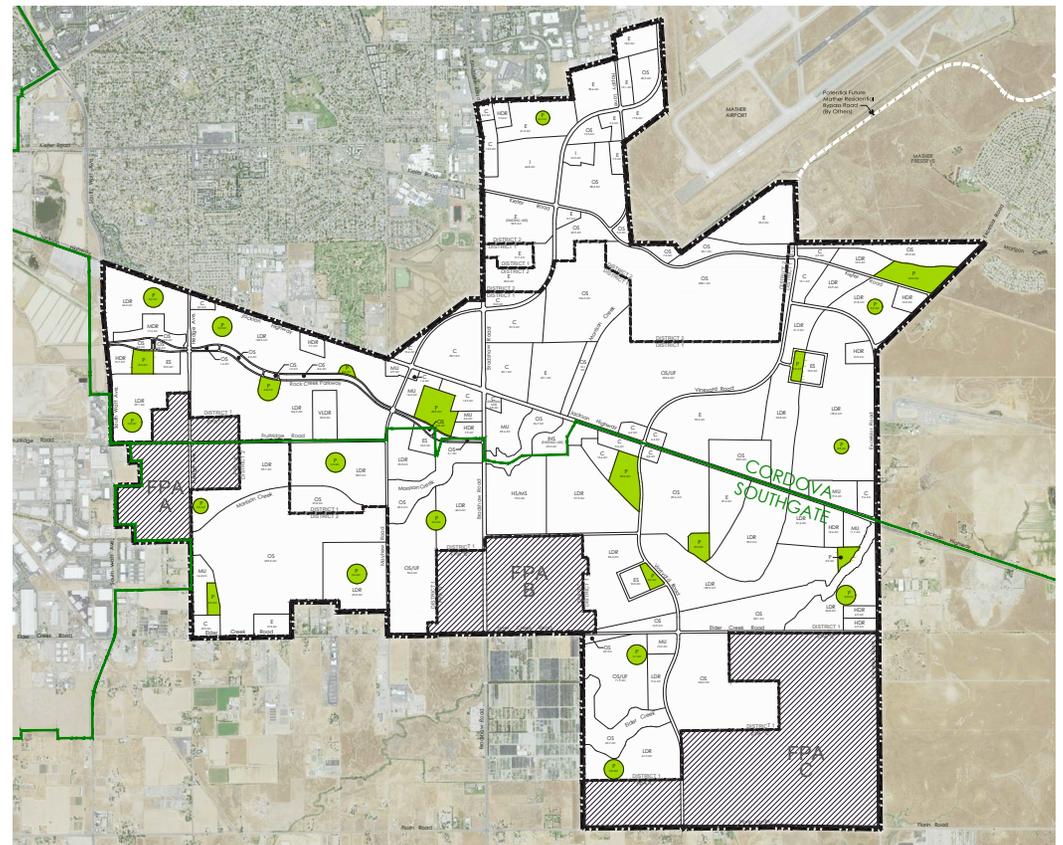


Figure 6.1 Park Districts

6.2 PARKS AND OPEN SPACE OBJECTIVES

The following section lists the applicable objectives of Chapter 6 relating to Parks and Open Space.

Parks and Open Space

- Objective 6.1 Provide recreational and wellness opportunities for the Plan Area’s park system, and provide centers of community life.
- Objective 6.2 The Cordova Recreation and Park District (Cordova) and the Southgate Recreation and Park District (Southgate) will develop and maintain this system within their respective districts, as identified by [Figure 6.1](#).
- Objective 6.3 The Plan Area will incorporate an extensive parks system aligning with park dedication requirements. The Plan Areas park requirements are summarized in [Table 6.1](#).



Objective 6.4 Locations of neighborhood park and major park facilities in the Plan Area will be provided approximately as shown in [Figure 6.2](#).

Objective 6.5 In addition to the parks shown on [Figure 6.2](#), parks will also be located within Future Planning Areas. Although the locations have not been specified, they shall be located according to the following criteria:

1. FPA A shall have two parks; one east and one west of Hedge Avenue.
2. FPA B shall have two parks with at least one approximately 5 acre park located west of Bradshaw Road.
3. FPA C shall have three parks with one located west of Vineyard Road and two located east of Vineyard Road. One of the parks located east of Vineyard Road shall be a Community Park.

Specific neighborhood park locations will be determined during the tentative subdivision map processes and will adhere to the policies found in Section 6.6.

Districts 1 & 2				
PARK DEDICATION REQUIREMENT - CORDOVA				
	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	3,806	0.0145	55.2	
MDR	246	0.0145	3.6	
HDR	1,602	0.0104	16.7	
MU	1,339	0.0104	13.9	
TOTAL	6,993		89.4	92.5
PARK DEDICATION REQUIREMENT - SOUTHGATE				
	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	4,171	0.0149	62.1	
MDR	0	0.0149	0.0	
HDR	789	0.0107	8.4	
MU	685	0.0107	7.3	
TOTAL	5,645		77.8	77.6
GRAND TOTAL: 12,638			167.2	170.1

Table 6.1A Park Dedication Requirement for Districts 1 & 2

Future Planning Areas (FPAs)				
PARK DEDICATION REQUIREMENT - CORDOVA				
	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	108	0.0145	1.6	
MDR	0	0.0145	0	
HDR	57	0.0104	0.6	
MU	0	0.0104	0	
TOTAL	165		2.2	2.2
PARK DEDICATION REQUIREMENT - SOUTHGATE				
	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	1,919	0.0149	28.6	
MDR	574	0.0149	0	
HDR	1,188	0.0107	12.7	
MU	0	0.0107	0	
TOTAL	3,681		41.3	47.0
GRAND TOTAL: 3,846			43.5	49.2

Table 6.1B Park Dedication Requirement for FPAs

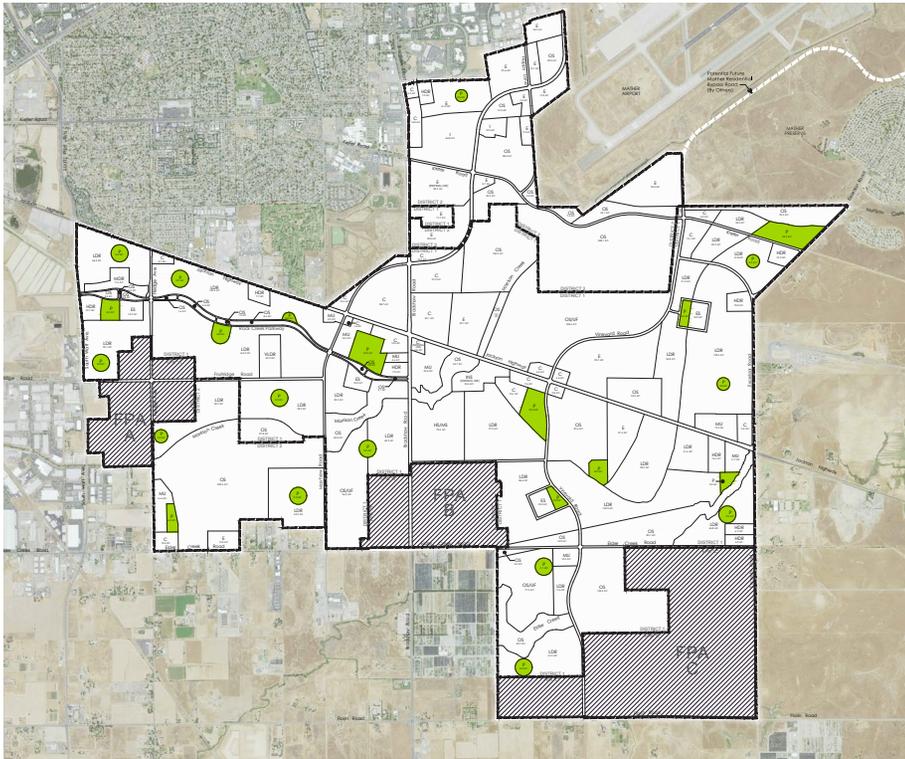


Figure 6.2 Park Location Map
Note: Park locations shown are for preliminary planning purposes only. Final locations will be determined during the subdivision map process. Park dedication acreages include Districts 1 and 2.

6.3 COMMUNITY AND NEIGHBORHOOD PARKS

The park system within the Plan Area has been designed to provide a network of community, neighborhood and pocket parks interspersed within the Plan Area. This park system is designed to provide a range of activities serving a variety of needs for users within the neighborhood, ranging from active sports fields to tot lots and trailheads.

As illustrated by Figure 6.2, the Plan Area features a large community park facility located just west of Bradshaw Road and north of the Rock Creek Parkway. This park is sited to provide various sports fields, passive recreational and picnic areas, access to the Morrison Creek and Rock Creek parkway trail systems and a link to the planned transit system and bicycle lanes within Rock Creek Parkway.

Neighborhood parks will serve as recreational focal points for neighborhoods within the Plan Area. Where practical, neighborhood parks will connect with open space corridors, school sites, or trail systems. The type and size of parks will be dependent upon the projected needs within the neighborhood and jurisdiction (See Table 6.2). Parks can be comprised of everything from

Park Types and Size Definitions				
Jurisdiction	Pocket Park	Mini-Park	Neighborhood Park	Community Park
Sacramento County General Plan	Less than 2 acres	2-5 acres	5-10 acres	10+ acres
Cordova Recreation & Parks District	N/A	N/A	2-15 acres	15+ acres
Southgate Recreation & Parks District	Less than 2 acres	2-5 acres	5-10 acres	10+ acres

Table 6.2 Park Types and Size Definitions

parklets within oversized medians, to larger neighborhood parks co-located alongside school facilities. Although approximate locations and minimum park acreages have been determined for neighborhood parks, the ultimate location and acreage of neighborhood park sites may vary based upon the actual number of residential units requested by individual development applications.

Where appropriate, neighborhood parks of 5 acres or more may be co-located with proposed schools in accordance with Elk Grove Unified School District policy. Combined schools and parks may include sports fields, playgrounds, and lawns for recreational uses. A neighborhood park could also be the site of a community garden and/or limited commercial uses such as cafes and recreational supportive uses such as bicycle shops subject to consistency with compatible zoning district or a Special Planning Area provision.

In addition to larger neighborhood parks of 5 acres or greater, the Plan Area may include smaller “pocket” parks of approximately 2 acres or less in size. These parks are intended to establish unique recreational and theming opportunities within the Plan Area and are intended for more specialized purposes such as tot lots or image parks. Tot lots provide play areas for small children and are located within neighborhoods or at key vista points. Image parks are typically enhanced medians or spaces which provide identity and character to neighborhoods. Image parks should be used to extend the visual reach of parks and interconnect park locations throughout the community. Programming within these facilities can include small seating areas, ornamental and edible landscaping, and limited recreational use such as trails.



6.4 OPEN SPACE

Open spaces have direct and indirect positive effects on quality of life, the economic values of nearby properties, and the entire community by enhancing their attractiveness to existing and potential residents and businesses. The Plan Area has been designed to preserve and feature large expanses of open space areas. These expanses have been designed to align with the Rock Creek Parkway as well as the Morrison and Elder Creek parkway systems in order to establish linear corridors of open space connecting pockets of urban development.

Open spaces within this Plan Area are generally designed to feature trails and passive recreational opportunities, in addition to the provision of drainage facilities and urban farms within designated areas. Open space areas also preserve existing aquatic and biological resource areas such as streams and wetlands. As illustrated in Figure 6.3 and Figure 6.4, there will be a network of open spaces and trails in the Plan Area, comprised of approximately 1,882 acres including almost 393 acres of urban farms. Open spaces should be connected with pedestrian and bicycle trails that can be used by all residents in the Plan Area. By creating an interconnected open space network, the Master Plan will:

- Encourage wellness and other recreational activities among its residents.
- Establish significant connections between land uses.
- Create areas for the community to connect to nature.
- Retain space for necessary hydrologic functions such as drainage, stormwater detention, and infiltration.
- Buffer potentially conflicting land uses.
- Provide carbon sequestration.

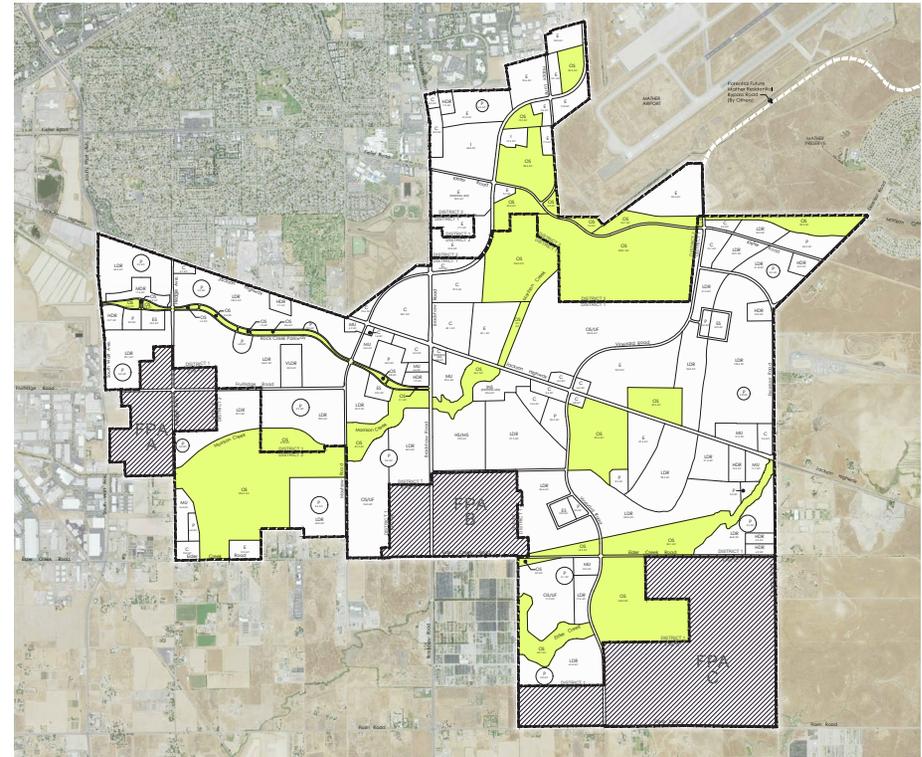


Figure 6.3 Open Space Location Map

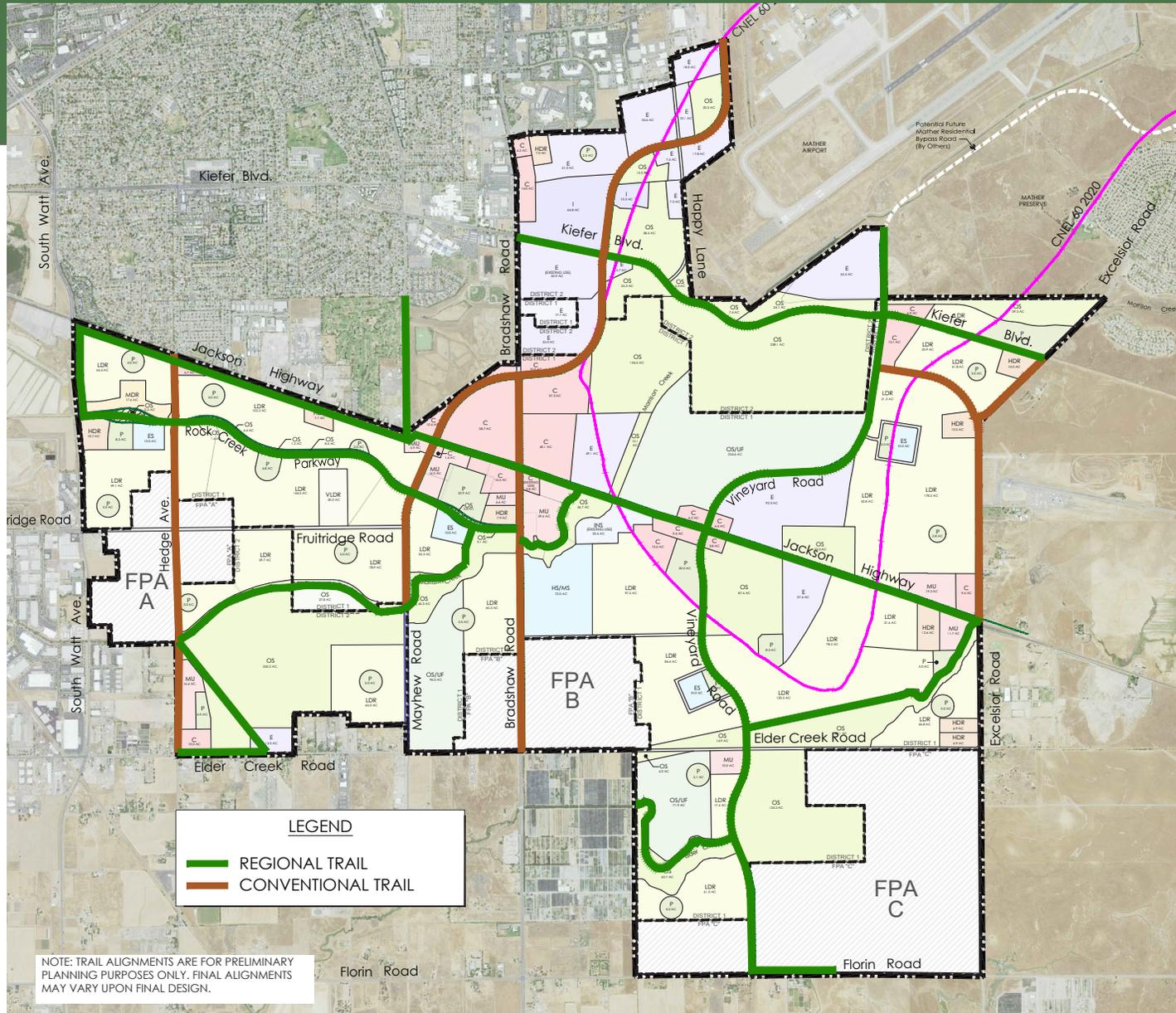


Figure 6.4 Proposed Trails Map

6.4.1 Detention Basins

As illustrated by Figure 6.5, the Plan Area has been designed with an integrated drainage network that utilizes a series of detention basins that attenuate stormwater runoff and improve water quality. During the wet season, the Plan Area's detention basins are an important component of the storm drainage system. During the dry season, these basins provide opportunities to augment the Plan Area's recreation system. Where practicable, detention basins are encouraged to include passive and active recreational facilities, such as archery ranges, equestrian centers, and nature/bird watching trails, as well as to incorporate farming opportunities. These uses should be well connected with nearby neighborhoods and through off-road bicycle and pedestrian trails.

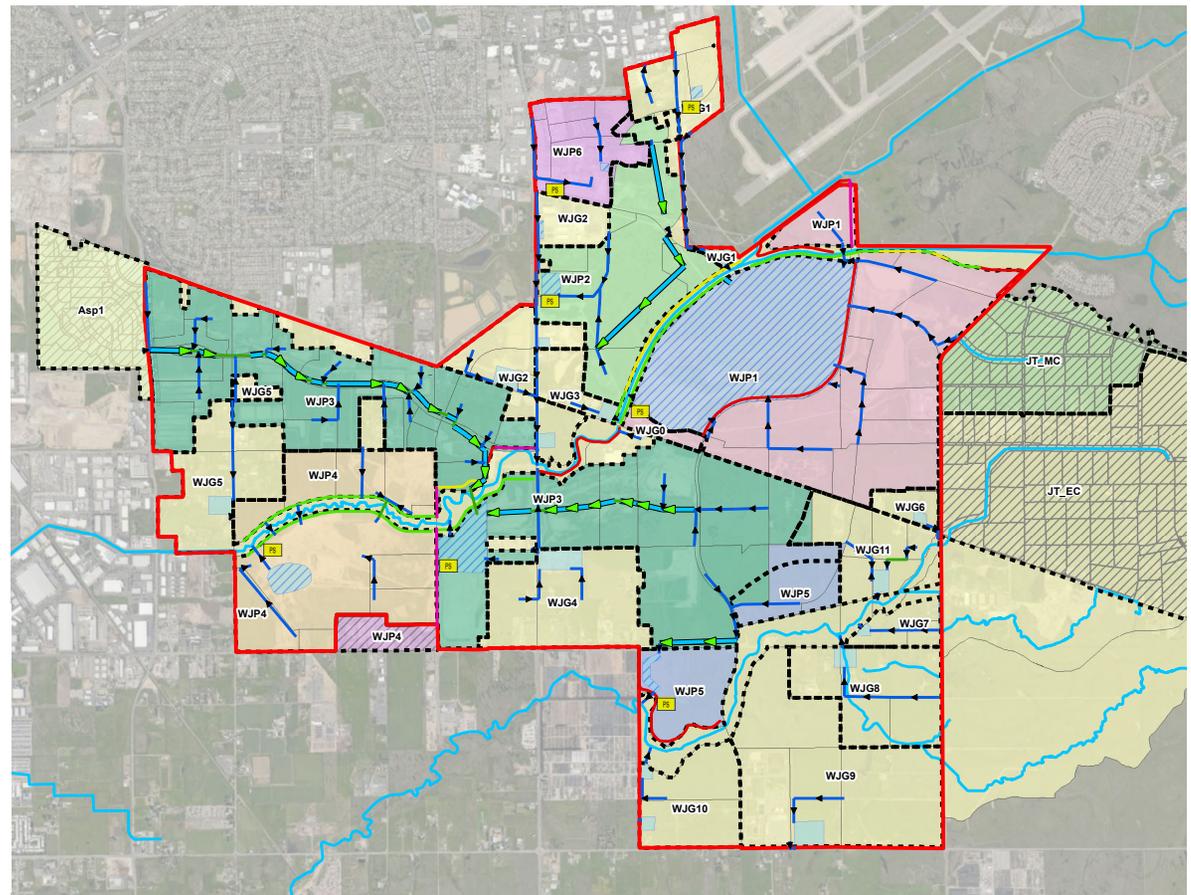
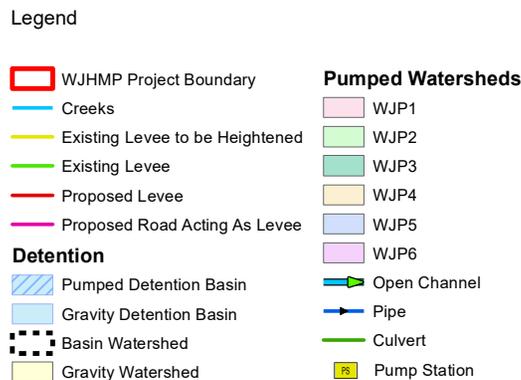


Figure 6.5 Interior Drainage Summary

6.4.2 Slopes of Former Mining Areas

Much of the planned development in the Plan Area will occur in former mining areas which provide variations in topography. As a result of different topographies, slope areas exist which provide opportunities to establish landscaped open spaces that will add to the character of neighborhoods and business districts. Slope areas can be landscaped and/or utilized for agricultural production. Where appropriate, trees and vegetation may be planted that will provide screening, shade for residences, or erosion control.

Connections should be provided where feasible between land uses that support the community (such as commercial centers, schools and medical services) and adjacent residential developments that are on different topographic grades. Where possible, connections should also be provided between adjacent residential developments that are on different topographic grades. This may entail providing a roadway, off-street trail, or other connections.



6.5 URBAN FORESTS

Within the Plan Area, the establishment of urban forests through a coordinated tree planting program will have the potential to significantly improve the quality of the urban and natural environment and increase the well-being of the Plan Area's citizens. Trees encourage pedestrian and bicycle activity by providing comfortable shaded walkways and trails, improving air and water quality as well as slowing storm water runoff, resulting in less erosion and minimizing man-made drainage features. Urban forests also help reduce greenhouse gases through carbon sequestration. Because urban forests serve such important utility functions, they are considered an integral part of the green infrastructure of the Plan Area. Additionally, urban forests provide economic benefits by increasing property values and positively influencing how residents view their neighborhoods and how consumers view the businesses they patronize.

Street trees are the most visible component of the urban forest in the Plan Area, but these constitute only a portion of the urban forest. The other components of the urban forest will be trees planted in parks and open spaces; trees used for landscaping on residential, commercial and industrial properties; trees within urban farms and community gardens; and trees within remnant ecosystems.



6.6 POLICIES RELATED TO PARKS & OPEN SPACE

The following section lists the applicable policies of Chapter 6 relating to Parks and Open Space. Policies have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

Parks and Open Space

- Policy 6.1** Locations of major parks and open space areas in the Plan Area are shown in **Figure 6.2**, “Parks and Open Space Plan.” Final park locations and sizes shall be determined during the subdivision process in collaboration with the park district in which the subdivision map is located.
- Policy 6.2** Quimby requirements shall be based upon the respective park district in which subdivision maps are located. In the event that a subdivision encompasses both park districts, park requirements shall be negotiated with each respective district.
- Policy 6.3** Parkland dedication factors shall be based upon Sacramento County Code Section 22.40.045 which requires 4.87 acres per 1,000 residents for Cordova Recreation and Parks District and 5.0 acres per 1,000 residents for Southgate Recreation and Parks District, and each park district has a set of standards that will apply to the Plan and guide delivery of the required park sites.



Community and Neighborhood Parks

- Policy 6.4 Community Parks shall range from 10-20+ acres (See Table 6.2) with active programming and with access to major roadways.
- Policy 6.5 Final locations of neighborhood parks shall be determined during the tentative subdivision map process.
- Policy 6.6 Where determined to be appropriate by the applicable park district and school board, neighborhood parks of 5 acres or more should be co-located with public schools.
- Policy 6.7 Canopy trees and visible landscape elements (e.g. structural elements such as picnic shelters) should be incorporated into each park to complement the proposed uses.
- Policy 6.8 Various complimentary park themes and layouts should be established within the Plan Area. Some parks may have more sports field uses while others may include more passive uses such as grassy areas for informal play or natural areas with pedestrian trails. A wide variety of recreational opportunities shall be provided throughout the Plan Area with the objective of meeting the programming requirements of the Cordova and Southgate Recreation and Park Districts as applicable.

- Policy 6.9 Large canopy shade trees shall predominate, supplemented by smaller ornamental trees and plantings near entry areas and gathering places (such as picnic areas). Drought tolerant and native species shall be used whenever possible.
- Policy 6.10 Encourage the location of Community Gardens within parks and open space areas.
- Policy 6.11 When appropriate, limited commercial uses (such as cafes and recreation supportive uses such as bicycle shops) shall be allowed within park spaces subject to consistency with compatible zoning district or a Special Planning Area provision.



Pocket Parks / Parklet Parks

- Policy 6.12 Neighborhood parks of less than 2 acres that are intended for recreational use shall include limited programming for passive and active uses. Parks less than 2 acres in size are discouraged in the SRPD jurisdiction.
- Policy 6.13 Parks that are less than 2 acres may be designed as image parks that may include neighborhood identity signage and native, ornamental and edible plantings to enhance the visual appearance of the neighborhood.
- Policy 6.14 All Parks within the Plan Area shall adhere to local water conservation strategies.

Park Access and Visibility

- Policy 6.15 Neighborhood parks should generally have street frontages on at least two sides except those abutting open spaces, trails, drainage channels, school sites, and public spaces.

Open Space Corridors

- Policy 6.16 View fences shall allow views of open space from private lots while providing security, where practical. View fences may consist of a combination of wood or steel posts with wood pickets, wire mesh, cable railing, or decorative wrought iron over Concrete Masonry Unit (CMU) blocks and shall not exceed six (6) feet in total height. View fences are required where residential uses abut open space areas and slopes.



- Policy 6.17 Open space corridors shall provide for a variety of uses such as stream channels, utility easements, drainage, and transit and trail corridors.
- Policy 6.18 Where feasible, pedestrian and bicycle trail systems shall be provided in or along open space areas with an emphasis on trail connectivity to area-wide systems, as generally depicted in Figure 6.4.

Facilities in Detention Basins

- Policy 6.19 Passive and active recreational facilities may be included in appropriate areas within basins for use during the dry season as allowed by and not in conflict with applicable permits. Maintenance responsibilities will be identified at time of tentative map/land dedication. Where recreation is allowed in detention basins, subject to review by Department of Water Resources, maintenance responsibilities will be set forth in the Operations and Maintenance Plans.
- Policy 6.20 Urban Farms and agricultural uses may utilize portions of detention and retention basins as appropriate, subject to Clean Water Act and National Pollutant Discharge Elimination System (NPDES) requirements, and review by Department of Water Resources, as applicable.
- Policy 6.21 Detention basins shall be designed to be visually attractive, grant public access, and support passive recreation, such as walking paths and trails.

Slopes

- Policy 6.22 Roadways, trails and steps may be used for access to critical land uses such as commercial centers, employment centers, schools, and medical services.
- Policy 6.23 Trees, shrubs and other landscape elements may be used to create a shaded environment that will act as a visually attractive background for neighborhoods that will be located

below grade. This will also provide an appealing and shaded environment for those using slope roadways, trails, and connections.

- Policy 6.24 Grading and plant design along slopes and bio-retention areas shall be unified to ensure plant species respond to grade changes and moisture levels associated with the design. Native or naturalized grasses shall be used for all slope areas where orchard or ornamental and tree species are not used in order to provide erosion control.
- Policy 6.25 Sloped areas may be utilized for agricultural production including urban farming and community gardens.



Urban Forest Master Plan

Policy 6.26 In the absence of a County-wide urban forest master plan for the planting and maintenance of public trees, subsequent tentative maps within the Plan Area shall address the landscape design of street trees and common area trees.

Tree Preservation During Design and Land Development Process

Policy 6.27 Site/design plans shall give consideration to the preservation of mature or unique tree specimens during the design and land development process.

Tree Planting Plan

Policy 6.28 A tree planting plan shall accompany all tentative map applications and can be provided in the form of a conceptual landscape plan or recommended planting guidelines.

Urban Forest Implementation

Policy 6.29 Conceptual landscape plans required as part of Policy 6.28 shall be implemented through the use of landscape drawings for street trees that are reviewed and approved through the improvement plan process. Street tree plantings shall consider and detail the use of appropriate street tree species for the Sacramento region and take into account tree size, spacing, water use, and potential utility conflicts at maturity.



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CHAPTER 7: PUBLIC INFRASTRUCTURE

7.1 INTRODUCTION

This chapter has been prepared to outline the existing infrastructure conditions within the Plan Area, and to provide the framework for proposed infrastructure improvements necessary to support the development of the Plan Area. Proposed infrastructure improvements addressed within this chapter include sanitary sewer, water, drainage and flood control facilities, electric, natural gas, communications, and solid waste disposal. [Table 7.1](#) summarizes the infrastructure providers for the Plan Area.

Infrastructure will be constructed, dedicated, and easements provided consistent with this Master Plan and other applicable standards and requirements of Sacramento County.

INFRASTRUCTURE PROVIDERS

Sanitary Sewer	Sacramento Area Sewer District and Sacramento Regional County Sanitation District
Water	Sacramento County Water Agency/Zone 40 and California American Water Company
Drainage and Flood Control	Sacramento County Water Agency/Zone 11A
Electric	Sacramento Municipal Utility District
Natural Gas	Pacific Gas & Electric
Communications	Various
Solid Waste Disposal	Sacramento County Department of Waste Management and Recycling

Table 7.1 Infrastructure Providers

7.2 PUBLIC INFRASTRUCTURE OBJECTIVES

The following section lists the applicable objectives of Chapter 7 relating to Public Infrastructure.

Public Infrastructure

- Objective 7.1 Coordinate with California American Water Agency, the Sacramento County Water Agency, and other appropriate water purveyors to ensure the adequate provision of water supply to the Plan Area.
- Objective 7.2 Design the wastewater system consistent with the Sacramento Area Sewer District’s (SacSewer) long-term infrastructure master plan as identified for the Plan Area.
- Objective 7.3 Design and implement the drainage system to provide adequate facilities that ensure safe stormwater conveyance, detention and water quality treatment which provide community benefit.
- Objective 7.4 Incorporate low impact design (LID) features as design elements for storm water improvements within the land plan.
- Objective 7.5 Ensure that adequate dry utilities are in place to serve the Plan Area.

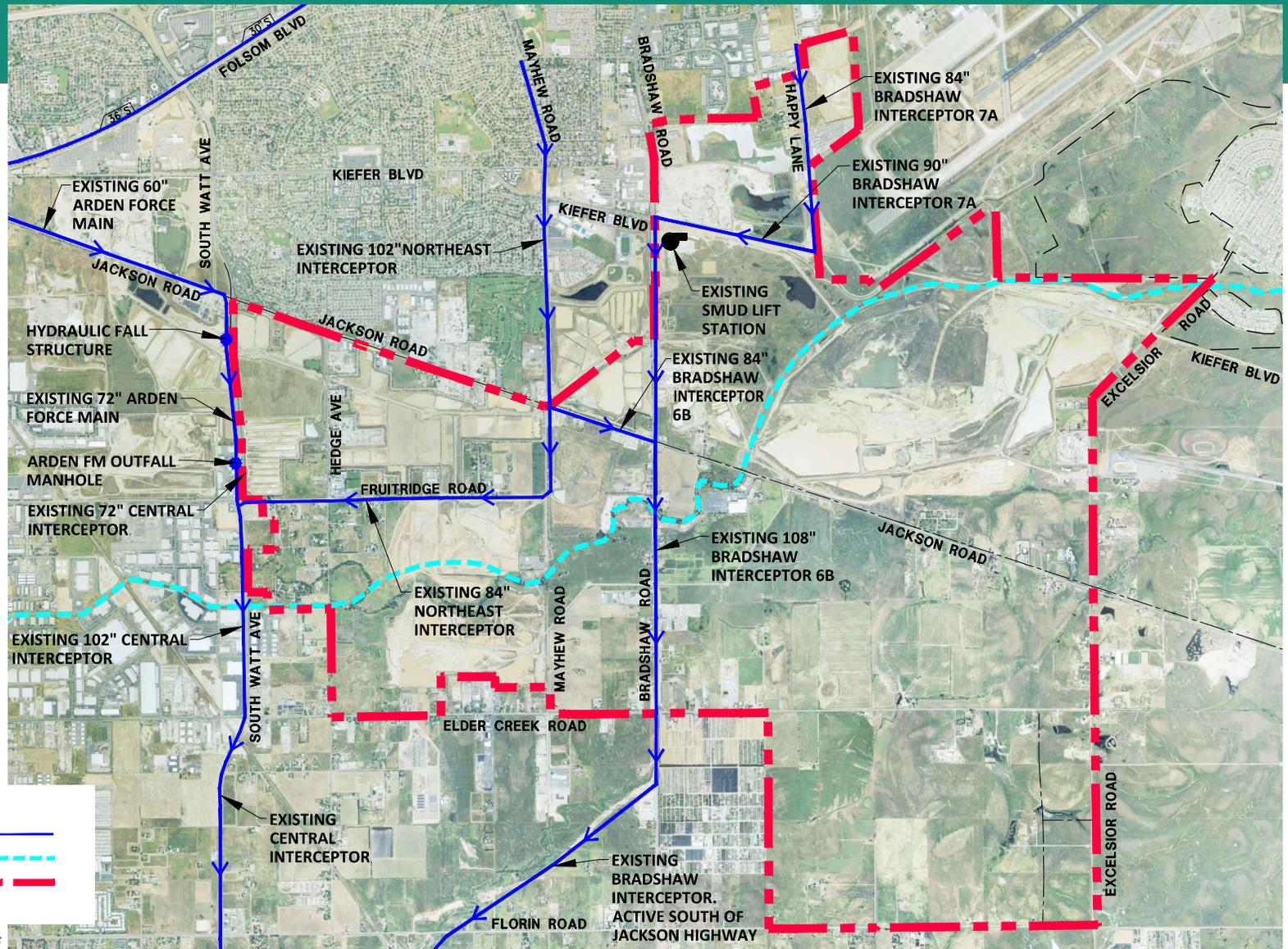


Figure 7.1 Existing SacSewer Facilities

7.3 SANITARY SEWER

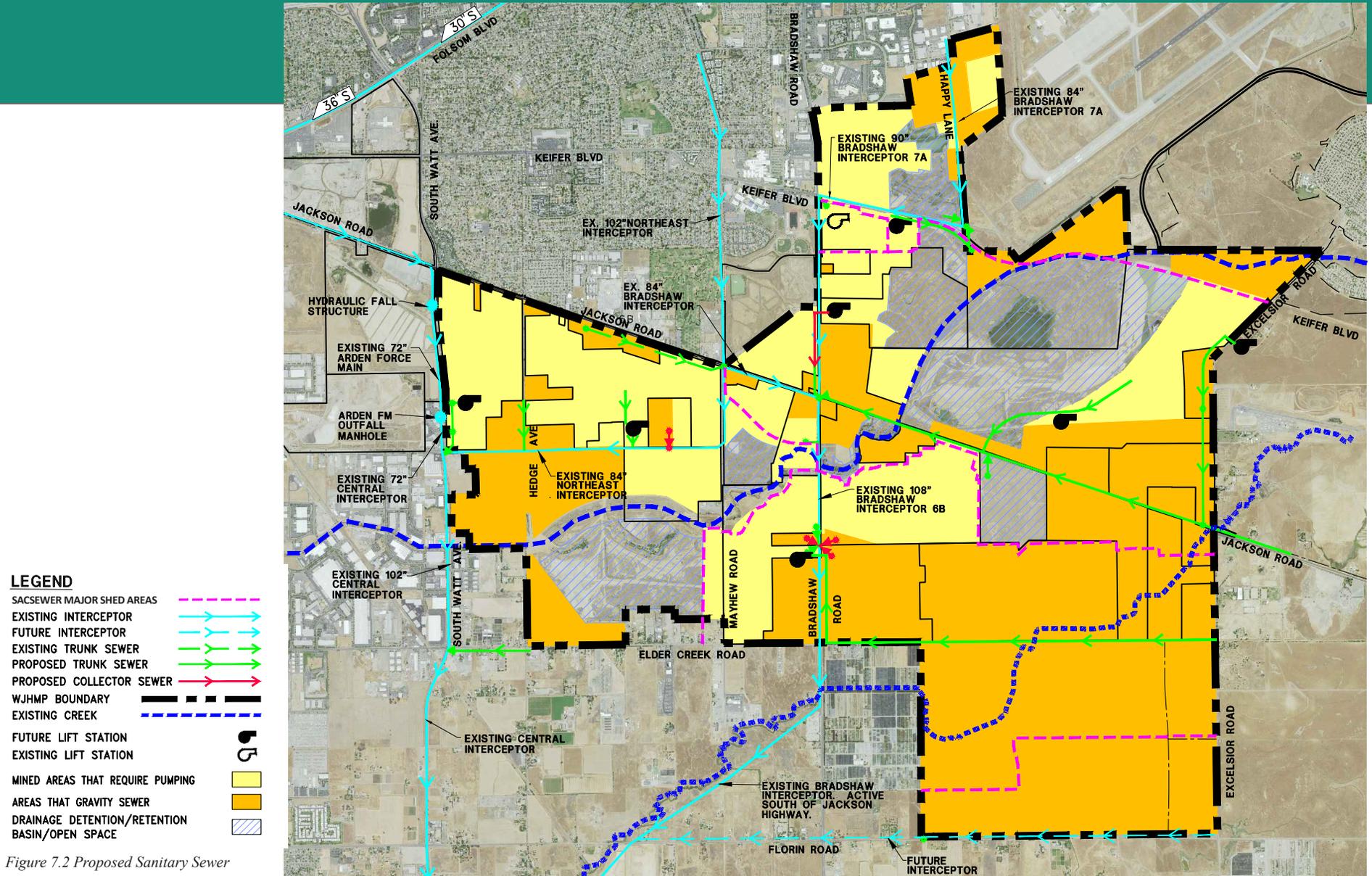
A portion of the Plan Area north of Kiefer Boulevard (east of Bradshaw) and a portion of the Plan Area west of Hedge Avenue to South Watt Avenue (south of Jackson Highway) is located within the boundaries of the Sacramento Area Sewer District (SacSewer), and a portion is located within the sphere of influence. SacSewer funds and maintains trunk sewer (1 million gallons per day and greater) conveyance facilities and maintains collector/local conveyance facilities, and is responsible for regional conveyance and sewage treatment where flows exceed 10-million gallons per day. Existing SacSewer facilities identified on [Figure 7.1](#) include the Central Interceptor, Northeast Interceptor and Bradshaw Interceptor. These existing interceptors convey sewage flows to the Sacramento Regional Wastewater Treatment Plant northwest of Elk Grove.

The Plan Area is comprised primarily of large parcels that historically were used for aggregate mining or agriculture, and therefore, did not require service from SacSewer. The County General Plan requires that all land uses with a density greater than one dwelling unit per two acres be served by a public sanitary sewer system. Future urban development within the Plan Area will require construction of sewer service infrastructure including SacSewer trunk, lateral collector pipelines, and lift / pump stations. [Figure 7.2](#) shows the system of trunk sewers, force mains and pump/lift stations that will be constructed to convey sewage flows to existing SacSewer facilities.

The Plan Area includes mined parcels that are approximately 10 to 40 feet below natural ground. The mined parcels within the Plan Area cannot be served by a gravity sewer system unless they are backfilled. Sewer sheds that must be pumped will be combined where appropriate to minimize the number of lift stations and force mains. In general, the parcels that have not been mined or have been backfilled will gravity sewer to SacSewer facilities.

Interim Facilities

The Plan Area is crossed by three existing sewer interceptors. If any interim facilities are necessary, they will be determined as Plan Area build-out occurs. Sewer lift station wet wells, and site facilities will be constructed to ultimate facility size. Interim lift station facilities will consist of smaller pumps for the lift stations that will be replaced with ultimate size pumps as the Plan Area develops. If phasing of development does not generate adequate flows for trunk sewers, then interim facilities may be required. Interim facilities would include smaller collector sewers or force mains until adequate flows are developed to meet trunk sewer requirements.



7.4 WATER

The Plan Area is currently located within the jurisdiction of both the California American Water Company (Cal-Am) and Sacramento County Water Agency (SCWA), Zone 40 service areas as shown in Figure 7.3. The Cal-Am service area is generally the northwest portion of the Plan Area located to the east of South Watt Avenue, north of Fruitridge Road and extending east of Bradshaw Road approximately 5,300 feet. The SCWA service area is generally the south and easterly portions of the Plan Area located south of Fruitridge Road extending east and beginning approximately 5,300 feet east of Bradshaw Road extending to the east.

Cal-Am Existing Facilities

Cal-Am currently has two subsystems serving the Plan Area. The Rosemont subsystem is generally located west of Mayhew Road while the Suburban subsystem is generally located east of Mayhew Road and north of Jackson Road. Together, these systems serve the Rosemont community through a network of distribution lines and groundwater wells (nine groundwater wells located north of Jackson Road and one groundwater well located south of Jackson Road within the Plan Area).

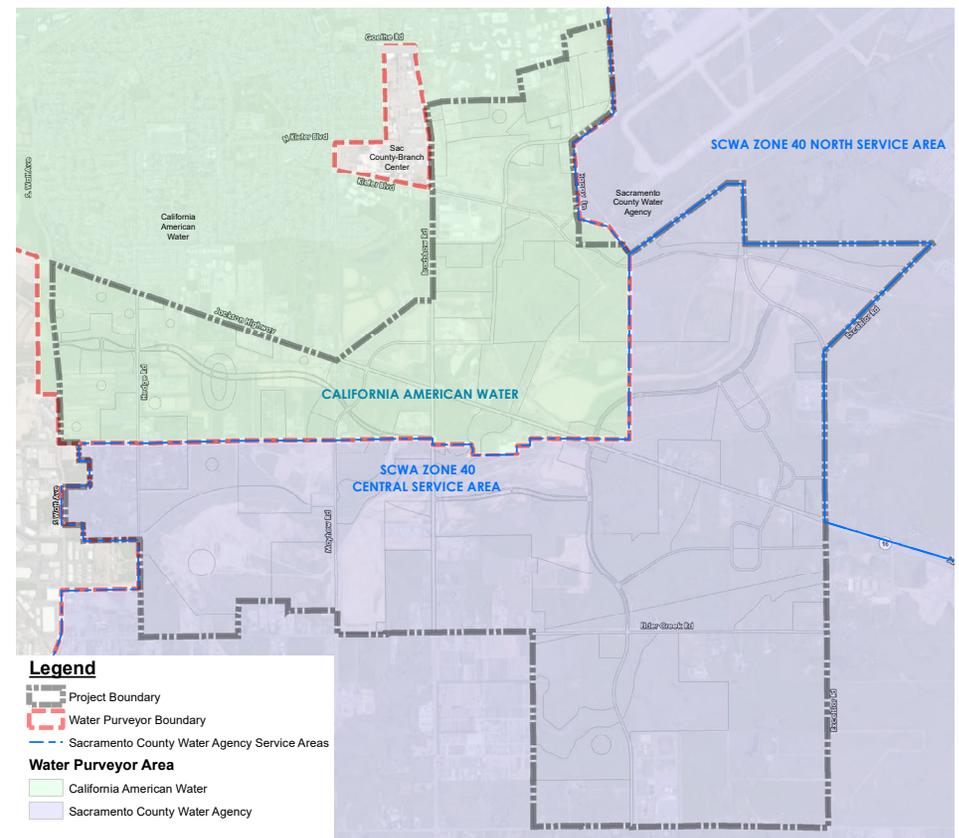


Figure 7.3 Water Purveyors

Cal-Am Proposed Facilities

Cal-Am completed the Suburban-Rosemont System Comprehensive Planning Study (CPS) in 2008. The CPS details the capital improvement recommendations for the Cal-Am Suburban-Rosemont System for the years 2008 through 2023. The CPS included proposed urban land uses for the build-out of the Rosemont and Suburban systems. Wood Rodgers worked with Cal-Am to identify the proposed urban land uses at build-out of the Rosemont-Suburban systems for the CPS.

The CPS identifies that the projected customer base is anticipated to grow from 15,600 to 25,700 customers at build-out. The existing Average Annual Demand (AAD) is 12.3 million gallons per day (MGD) with a Maximum Day Demand (MDD) of 26.0 MGD. At build-out the ADD is projected to be 18.6 MGD with a MDD of 39.1 MGD. The firm capacity of the existing well supply sources is 24.8 MGD. Approximately 93 percent of current supply is from groundwater sources with the remainder of surface water coming through purchases with adjacent City of Sacramento and SCWA water purveyors. The additional water supply required for build-out is a MDD of 14.3 MGD.

As of 2020, Cal-Am and the City of Sacramento were negotiating a long-term contract for the City to supply Suburban-Rosemont with a surface water supply. Cal-Am prepared the Sacramento District Source of Supply Study, dated August 2008. This study evaluated various alternatives for addressing future water supply needs through a combination of treating exiting well supplies, developing new well supplies, and purchasing surface water from the City of Sacramento. The preferred alternative was to 1) phase in 11 MGD of purchased surface water from the City of Sacramento between 2009 and 2025; 2) develop 4 MGD of new well supply in the future; and 3) treat the supply

from two existing wells to restore 3 MGD of supply. This totals 18 MGD, exceeding the additional required supply of 14.3 MGD as identified above.

The delivery and reliability of the existing Suburban-Rosemont transmission system will be enhanced and expanded to the Plan Area by constructing additional transmission main facilities, upgrading the existing Mather Storage Facility (a joint SCWA and Cal-Am facility) and constructing a new 1.5 MG storage tank. The proposed supply, transmission, and storage facilities are identified on [Figure 7.4](#).

SCWA Existing Facilities

The Plan Area is located within the SCWA's Zone 40 Central Service Area (CSA). The SCWA Zone 40 Water System Infrastructure Plan (WSIP) prepared in September 2016 was used as the basis of identifying SCWA conveyance and supply facilities. A part of the City of Sacramento American River Place of Use (City POU) is within the SCWA which includes the Plan Area east to Bradshaw Road. Existing SCWA facilities in the vicinity of the Plan Area include the Vineyard Well Field south of Elder Creek Road adjacent to Excelsior Road. The Vineyard Well Field and transmission main in Excelsior Road was constructed to supply water to the Sunrise Douglas Specific Plan in the SCWA North Service Area northeast of the Plan Area. SCWA's Vineyard Surface Water Treatment Plant (VSWTP) is located within the Plan Area north of Florin Road. From the VSWTP a transmission main extends east and west within Florin Road supplying water to SCWA's North Service Area via the Excelsior Road transmission main and the remaining SCWA service area.

SCWA Proposed Facilities

Phase 1 of the VSWTP will deliver 50 MGD. The City of Sacramento and SCWA have negotiated a Master Wheeling Agreement that will provide surface water from the American River within the City Place of Use (POU). Approximately 20 MGD is assumed as SCWA POU water. An initial transmission intertie to the City along Elder Creek Road will provide the initial City POU water (6.5 MGD) to the CSA. The CSA transmission mains will be constructed in phases with the initial phases of the transmission mains required to connect the VSWTP with the North Service Area and the South Service Area. The proposed SCWA facilities are identified on Figure 7.4.

Water Supply Planning Act (SB 610)

The California Water Supply Act (SB 610) requires coordination between the lead agencies with land use authority and public water suppliers for large development projects (400+ residential lots). The purpose of this law is to determine whether projected water supplies will be sufficient to satisfy the demands of the proposed project, including existing and planned future uses.

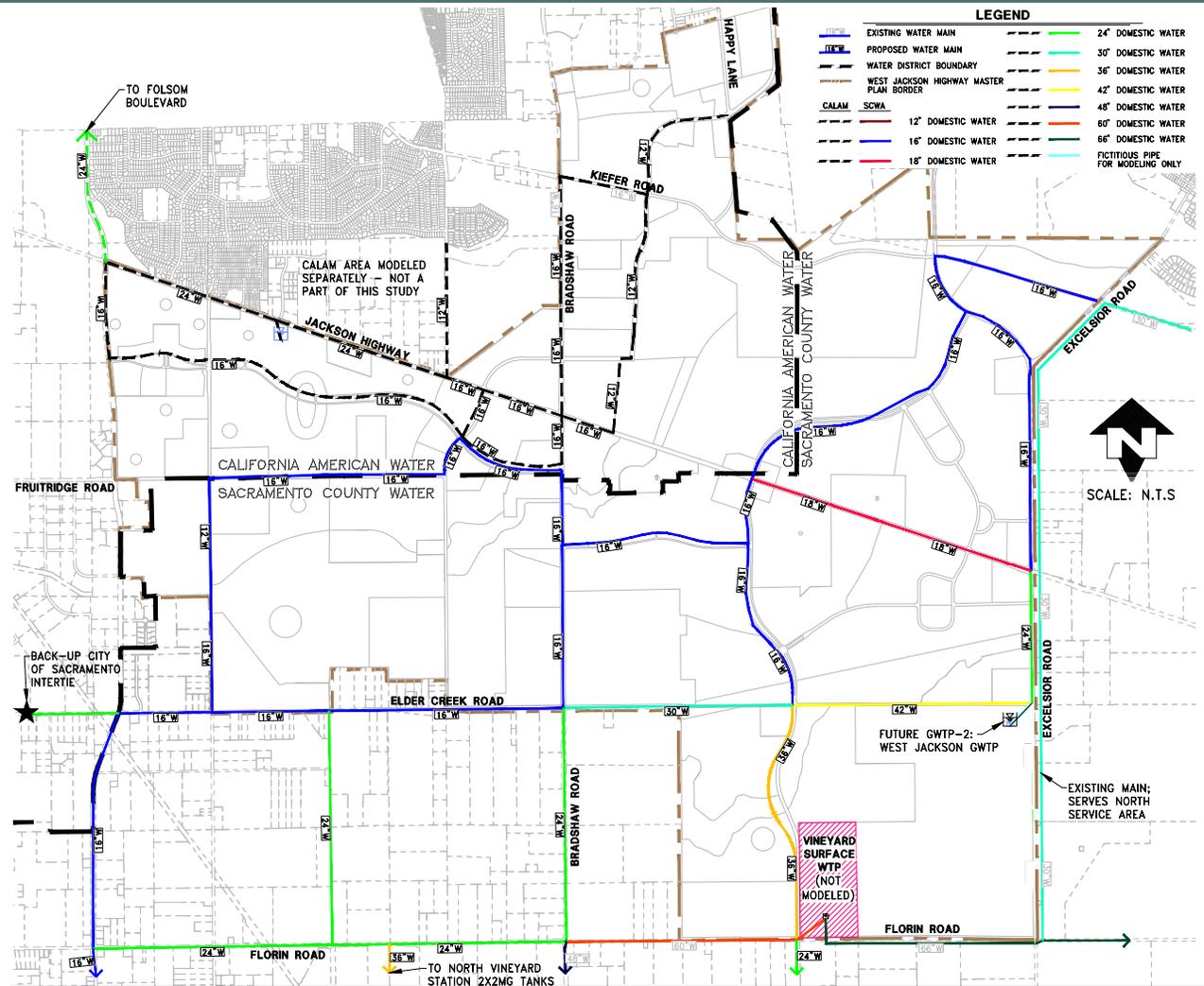


Figure 7.4 Proposed Water System

The proposed Master Plan, with a planned holding capacity of up to 16,484 dwelling units and supporting commercial, office and industrial uses, is subject to SB 610 requirements.

SB 610 requires urban water suppliers to prepare, adopt, and submit to the California Department of Water Resources (DWR) an Urban Water Management Plan (UMWP). The UWMP must include:

- Identification of the current and projected population in 5-year increments up to 20-years or as far as data is available.
- Quantification of the projected water uses over the 5-year increments.
- Identification and quantification of existing and planned sources of water available to the water supplier over the 5-year increments.
- Description of the reliability of the water supply during average, single-dry and multiple-dry water years.
- Description of all water demand management measures and all water supply projects and programs that may be undertaken by the supplier to meet the total projected water use.

SB 610 further requires the land use lead agency to request the water purveyor to prepare a Water Supply Assessment (WSA). The WSA must:

- Determine whether the projected water demand associated with the development project was included as part of the public water system's most recently adopted UWMP.
- Identify water supply entitlements, water rights or water service contracts relevant to the identified water supply for the project.

- Determine whether the public water system's total projected water supplies available during normal, single-dry, and multiple-dry water years during a 20-year projection will meet the projected water demand associated with the project. Determination to also include addition to the public water system's existing and planned future uses (including agricultural and industrial uses).
- If the public water supply system's supplies are or will be insufficient, the public water system must identify its plans for acquiring additional water supplies and set forth the measures that will be undertaken to acquire and develop those water supplies.
- The WSA must be included in the CEQA document for the project.

Both Cal-Am and SCWA were required to prepare a WSA for the Plan Area pursuant to SB 610. Both WSA documents concluded that sufficient and reliable water supplies are available to serve the water demands of the Plan Area. The WSA identifies that the public water systems' existing and planned future water supplies during normal, single-dry and multiple-dry water years are adequate and in compliance with the long-term regional groundwater and surface water resource management efforts associated with the Water Forum Agreement.

7.5 STORM DRAINAGE AND FLOOD CONTROL

Existing Drainage & Floodplain

As illustrated by Figure 7.5, the Plan Area is currently divided into two drainage sheds. The northerly shed drains to Morrison Creek, which drains over 80% of the Plan area. The southerly shed drains to Elder Creek. Excluding mining areas, the natural topography of the Plan Area is generally flat with elevations varying from 30-65 feet above mean sea level, and for the drainage shed approximately 120 mean sea level (MSL) in the east to 40 MSL in the northwest. The mined areas below the creek elevations are as low as elevation -2 MSL. The general drainage pattern is from east to west with the areas to the north and south of each creek draining towards either Morrison Creek or Elder Creek, respectively. Both Morrison Creek and Elder Creek are characterized as meandering streams with relatively shallow depths (3-6 feet), narrow streambed (6-20 feet wide), and bordered by a shallow broad floodplain (100-2,000 feet wide).

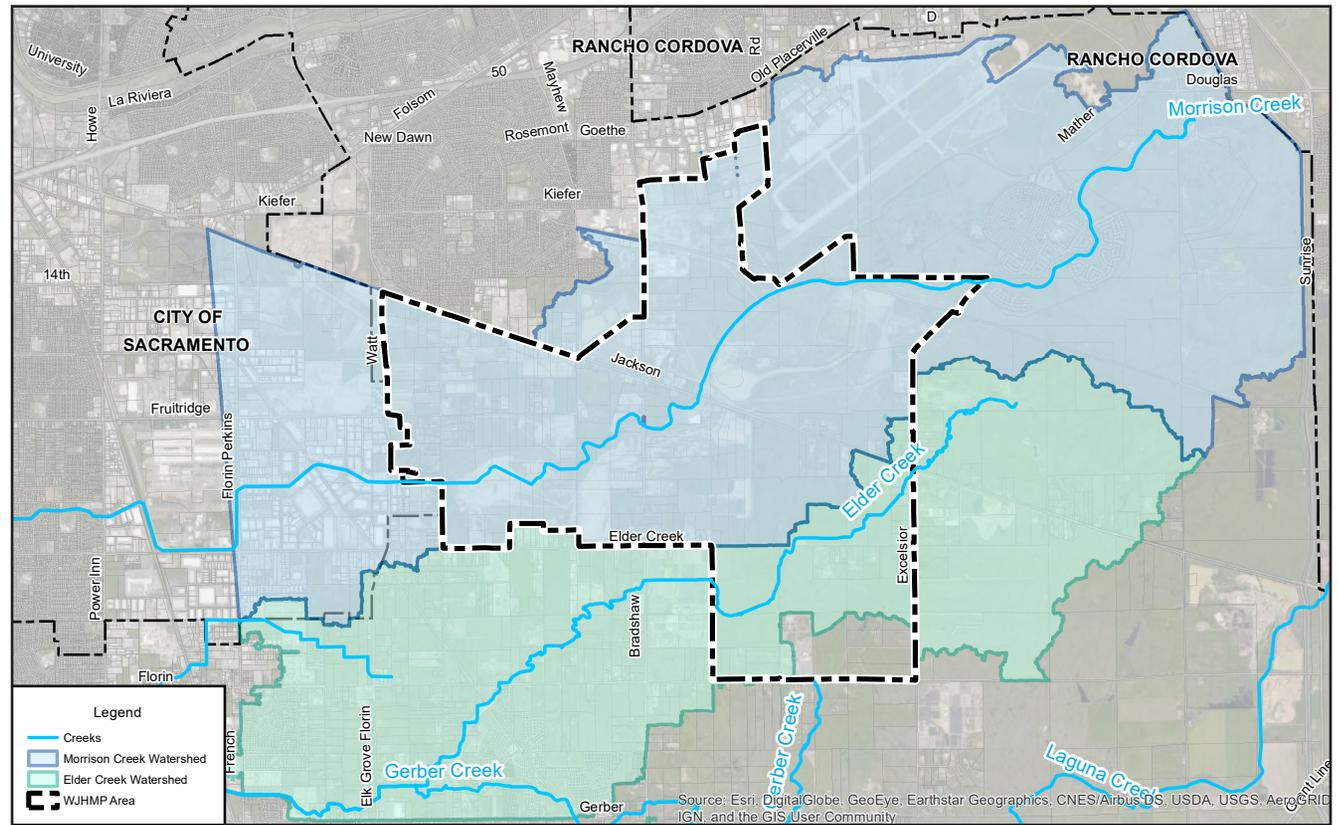


Figure 7.5 Watersheds

Numerous parcels bordering Morrison Creek to the north and south have been mined for construction-grade aggregates. To facilitate mining, Morrison Creek was realigned along two reaches. The first reach from Jackson Road to Excelsior Road was completed in the early 2000s and the second reach from Hedge Avenue to Mayhew Road was completed in 2014.

The mined areas adjacent to Morrison Creek, as well as other mined areas several thousand feet north and south of the creek, are now below existing grade. The realigned Morrison Creek is retained within its banks by existing ground or embankments functioning as levees. Although portions of the mined areas historically flowed to Morrison Creek, they currently do not drain. These areas currently function with retention basins handling stormwater. Several of the mined areas are connected by conveyor tunnels at South Watt Avenue, Hedge Avenue, Bradshaw Road, Jackson Road and Fruitridge Road. The conveyor tunnels are interim facilities for mining operations and are not intended to alter the future drainage pattern except in the case of the two major tunnels under South Watt Avenue and Hedge Avenue. These two tunnels are proposed to remain open and part of the proposed trail system.

Morrison Creek and Elder Creek floodplain designations within the Plan Area are identified on [Figure 7.6](#). Given the generally undeveloped nature of the area, existing drainage facilities in the Plan Area are limited primarily to Morrison Creek, Elder Creek, roadside ditches, bridges, and culverts.

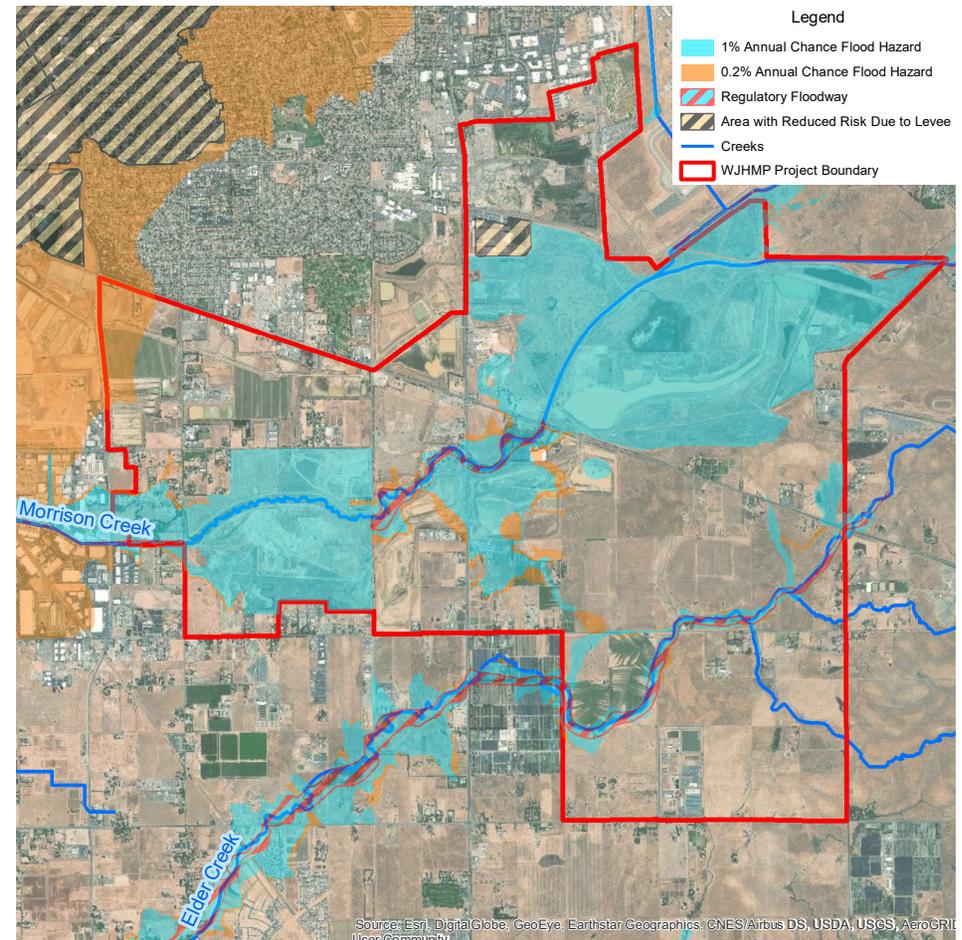
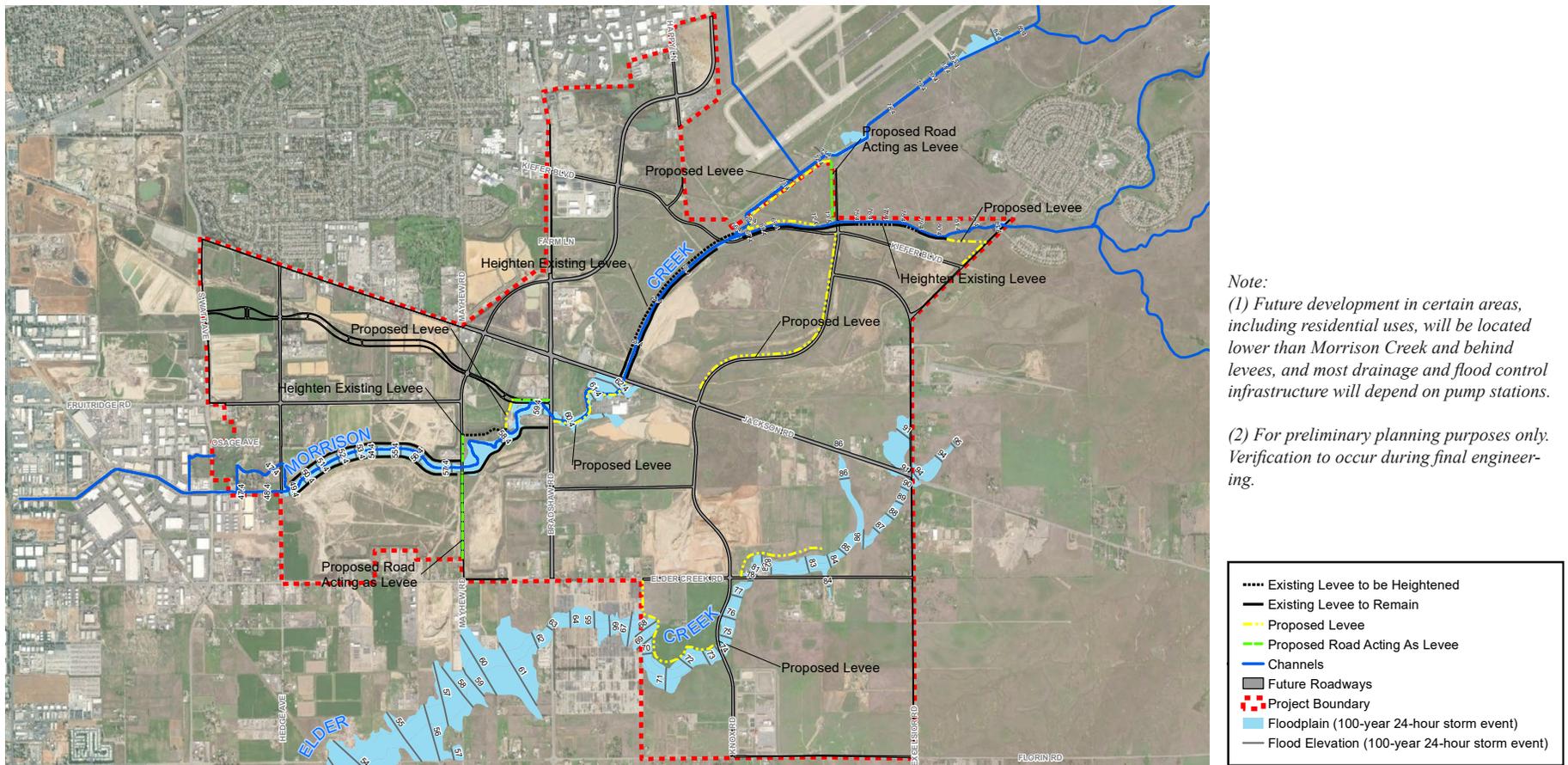


Figure 7.6 FEMA Floodplain Map

Proposed Flood Control Facilities–Morrison Creek

The proposed flood control facilities are identified on Figure 7.7. The design and location of these facilities has taken into account existing and planned topography of the Plan Area, and has been coordinated closely with Sacramento County.



Note:
 (1) Future development in certain areas, including residential uses, will be located lower than Morrison Creek and behind levees, and most drainage and flood control infrastructure will depend on pump stations.
 (2) For preliminary planning purposes only. Verification to occur during final engineering.

Figure 7.7 Proposed Flood Control Facilities

Proposed Drainage Facilities–Mined Areas

The Plan Area will utilize Low Impact Design (LID) and Runoff Reduction (RR) facilities to reduce runoff prior to discharge to piped drainage systems. The piped drainage systems will discharge to either a constructed natural channel along the future Rock Creek Parkway or detention basins prior to being discharged to Morrison or Elder Creeks. The parkway and detention basins will provide additional water quality, runoff reduction and detention to promote storm water percolation, groundwater recharge and evapotranspiration to further reduce storm water runoff.

The parkway and the detention basins will be a multi-purpose open space that will provide conveyance and detention. The parkway will have varying widths of 50 to 300-feet incorporating a low flow channel, and gradual side slopes. A landscaped recreational trail system for pedestrians and bikes is anticipated in the corridor.

Rock Creek Parkway will provide additional detention volume for 100-year through 500-year events. Rock Creek Parkway and the detention basins will provide storage for 100-year, 200-year and 500-year (where appropriate) events and detain storm water runoff prior to discharge or pumping to Morrison Creek.

The proposed drainage facilities for the mined areas are identified on [Figure 7.8](#).

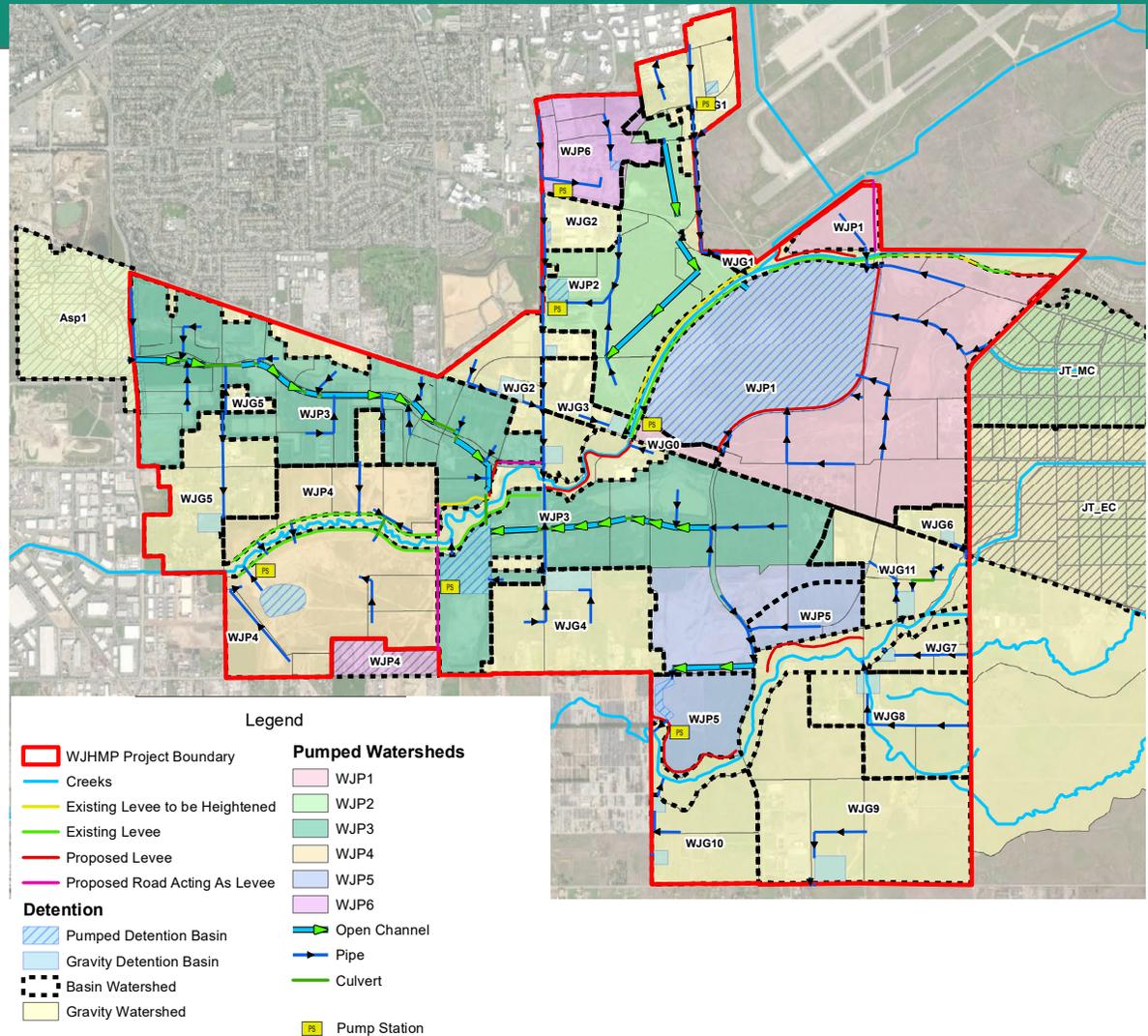


Figure 7.8 Proposed Interior Drainage

Proposed Drainage Facilities–Other Areas

The areas within the Plan Area that have not been mined are currently draining to Morrison Creek or Elder Creek. These areas will continue to drain to Morrison Creek or Elder Creek and will construct detention facilities to mitigate storm water runoff to predevelopment levels. The proposed drainage facilities for these areas are identified on [Figure 7.8](#).

Proposed Drainage & Flood Control Facilities–Elder Creek

The existing Elder Creek channel is assumed to remain in a natural state with no channel modifications. The Plan Area within the Elder Creek drainage shed will construct detention facilities to mitigate storm water runoff to predevelopment levels. The proposed drainage facilities for these areas are identified on [Figure 7.8](#).

7.6 ELECTRIC

Sacramento Municipal Utility District (SMUD) will provide electric service to the Plan Area. SMUD has existing 12 kV and 69 kV electric transmission and bulk substation infrastructure within the Plan Area. SMUD has identified the proposed locations of future 69 kV electrical transmission and bulk substations, adjacent to, but outside of our Plan Area.

7.7 COMMUNICATIONS

The Plan Area is within the service areas of various several service providers (including Frontier Communications, Consolidated Communications and AT&T). These providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to and within the Plan Area as development occurs. The providers will review future tentative subdivision maps at the time of future entitlement requests and provide the requirements to extend service for telephone, cable TV and high-speed data line services to each map area at the time of the processing of the map.

7.8 SOLID WASTE

The Sacramento County Department of Waste Management and Recycling will provide solid waste collection and disposal services (garbage, recycling and green waste services). Sacramento County operates the Kiefer Landfill located near Kiefer Boulevard and Grant Line Road. This is the primary solid waste disposal site in the County. The 660-acre landfill is a Class III landfill. The capacity of the landfill will accommodate the solid waste disposal needs of the Plan Area.

7.9 POLICIES RELATED TO PUBLIC INFRASTRUCTURE

The following section lists the applicable policies of Chapter 7 relating to Public Infrastructure.

Public Infrastructure

- | | | | |
|------------|--|------------|---|
| Policy 7.1 | Future developments within the Plan Area shall coordinate with local service purveyors to ensure the provision of services in conjunction with project phasing. | Policy 7.5 | Future development plans shall be consistent with the Master Plan infrastructure plans, and any deviations shall require amendments to the Public Facilities Financing Plan (PFFP) if necessary. |
| Policy 7.2 | Sufficient water resources shall be identified, and the necessary transmission and storage facilities shall be constructed to provide potable water to meet the Plan Area needs. | Policy 7.6 | All exterior lighting applications shall be subject to the 2022 Building Efficiency Standards Section 140.7 during buildout, and as amended thereafter, to use fixtures approved by the International Dark Sky Association. |
| Policy 7.3 | Adequate wastewater infrastructure shall be installed to meet the needs of the Plan Area. | | |
| Policy 7.4 | Construct the storm water conveyance system, detention/ water quality basins as multi-purpose facilities to provide recreation opportunities in conjunction with drainage functions. | | |

CHAPTER 8: PUBLIC SERVICES

8.1 INTRODUCTION

This chapter identifies the public services required to serve the Plan Area as it transitions to urban land uses. An increased demand for new public services will accompany an increased population resulting from new residential, commercial, employment, and industrial development. Policies for new and/or expanded services such as schools, law enforcement, fire protection/emergency response, public libraries, and social and health services in the Plan Area are identified in this chapter.

Future projects in the Plan Area will be responsible for contributing their fair share of costs to provide additional facilities and equipment needed for providing public services. The Master Plan finance strategy described in Chapter 11 provides policies to provide necessary services that will be implemented through the infrastructure finance plan approved for the Plan Area.



8.2 PUBLIC SERVICES OBJECTIVES

The following section lists the applicable objectives of Chapter 8 relating to Public Services. Objectives have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

School Locations

- Objective 8.1 A new joint high school and middle school site should be located within the Master Plan area.
- Objective 8.2 Specific locations for Elementary school sites within FPAs shall be determined when Master Plan amendments or other subsequent entitlements are prepared for the particular FPA.



Public Schools and Neighborhood Parks/Open Space Corridors

Objective 8.3 Public schools within the Plan Area should be located next to a park, trail, or open space corridor where feasible. The school properties should be connected to that park or open space corridor by sidewalks and/or trails for safe and convenient access.

Joint Use Facilities

Objective 8.4 Development within the Master Plan may pursue joint use opportunities with Public schools and recreation and park districts to enrich the lives of students and residents in the Plan Area.

Future Sheriff's Station or Substation

Objective 8.5 Sheriff's Department stations or substations will be allowed in all commercial, industrial and residential areas in accordance to County zoning.

Fire Stations Locations

Objective 8.6 Three new fire stations should be located in the Plan Area if needed. Specific sites shall be determined during the Tentative Map process.



8.3 SCHOOLS

The Plan Area is located within the service areas of two school districts – the Elk Grove Unified School District (Elk Grove USD) and the Sacramento City Unified School District (City USD) as illustrated in Figure 8.1. Most of the Plan Area is in the Elk Grove USD with a smaller portion (northernmost part of the Plan Area) in the City USD.

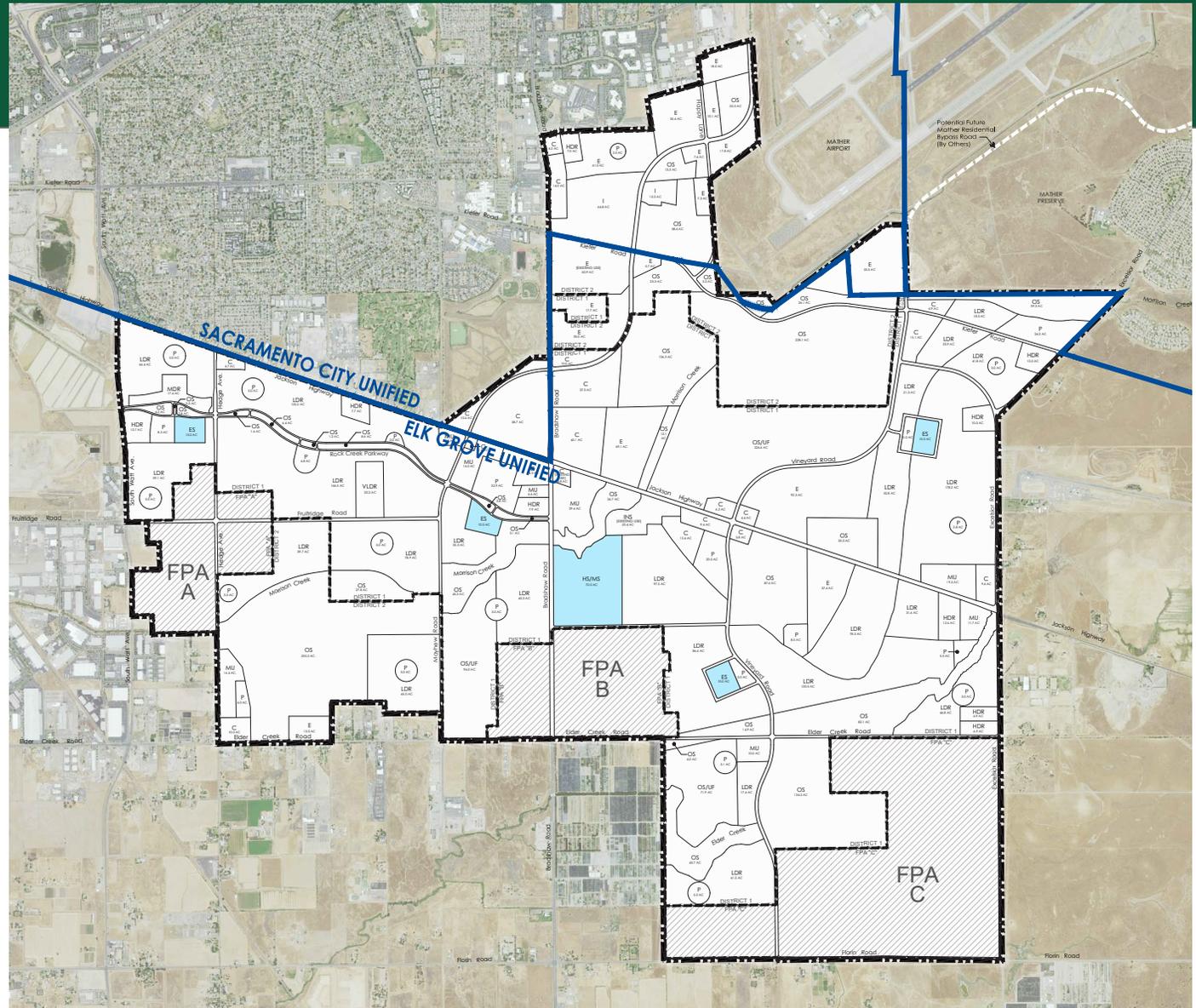


Figure 8.1 School Districts

8.3.1 Existing Facilities

Elk Grove USD currently maintains one existing elementary school (Sierra Enterprise) within the Plan Area at the Hedge Avenue/Fruitridge Road intersection, while City USD currently operates Rosemont High School, located at the southwest corner of Kiefer Boulevard and Bradshaw Road, located adjacent to the Plan Area. Both existing facilities are shown in Figure 8.2.

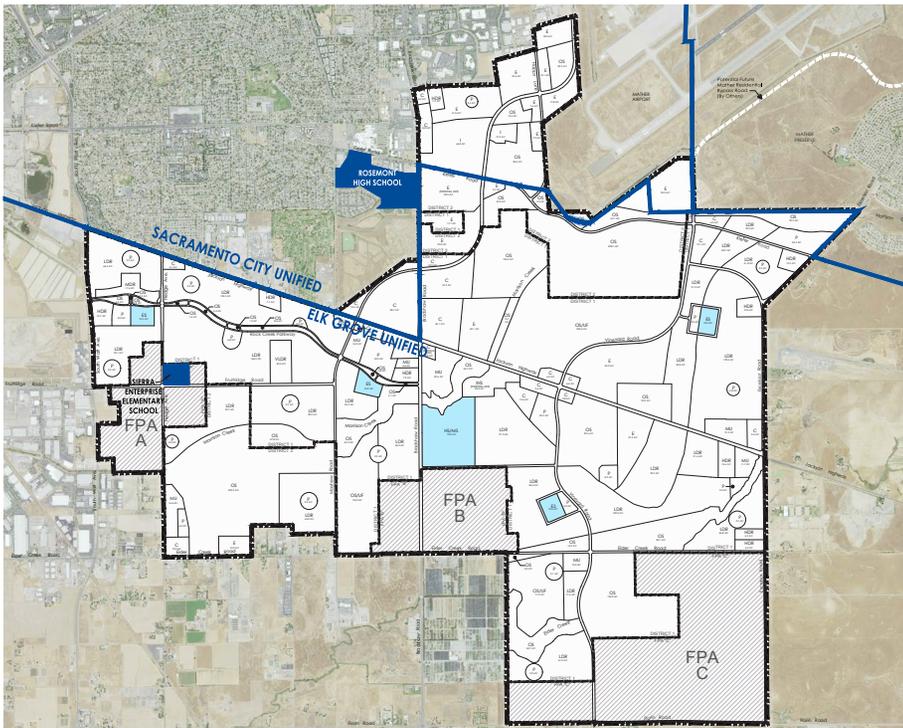


Figure 8.2 Existing School Facilities

School District	Single Family Units	Multi-Family Units	Student Yield K-6	Student Yield 7-8	Student Yield 9-12	Elementary Schools Needed 850 Students	Middle Schools Needed 1,200 Students	High Schools Needed 2,200 Students
Elk Grove Unified	10,824	5,660	5,444	1,723	3,014	6.40	1.44	1.37
Sacramento City Unified	0	210	100	35	59	0	0	0
TOTAL	10,824	5,870	5,544	1,758	3,073	6	1	1

Table 8.1 Student Yield Generation

Note: Due to the limited number of residential units within Sacramento City Unified School District, generation rates for Elk Grove Unified School District were used for the purposes of Table 8.1.

8.3.2 Student Generation and School Requirements

Demand for school facilities, sizing, location, and student generation rates are based upon information provided by the Elk Grove and City of Sacramento USD's. Table 8.1 summarizes the Student Yield Generation Rates and resulting land dedication requirements for these districts as applicable to the Plan Area.

Based on the number of residences projected to be within the Plan Area upon full build-out, anticipated student enrollment is approximately 5,544 elementary students, 1,758 middle school students, and 3,073 high school students. If build-out within the Plan Area occurs as anticipated, the Plan Area would require six elementary schools, a middle school and a high school within the Elk Grove USD. City USD has determined that students within its district boundaries could be served by existing schools outside of the Plan Area.

Within the District 1 and District 2 Areas, land is reserved for five schools, including a 70-acre middle/high school site and four elementary schools that average 10 acres in size (See Figure 8.3). All of the schools are located within the Elk Grove USD. Each school will have access to nearby neighborhoods and three of the elementary schools have been co-located with public parks to encourage shared use of recreational facilities. In addition to the four elementary schools identified within Districts 1 and 2, there will be a need for at least two elementary schools in FPAs. The ultimate location of these facilities will be determined when a future specific plan, Master Plan amendment, or subsequent entitlements are prepared for the FPAs.

The middle school/high school will be located east of Bradshaw and south of Jackson Road and will serve the Plan Area, including FPAs. Where possible, elementary school sites have been combined with other land uses such as public parks, open space, and higher density residential to create activity centers for their respective neighborhoods. These activity centers will be connected to other areas within the Plan Area through the Plan Area trail system.

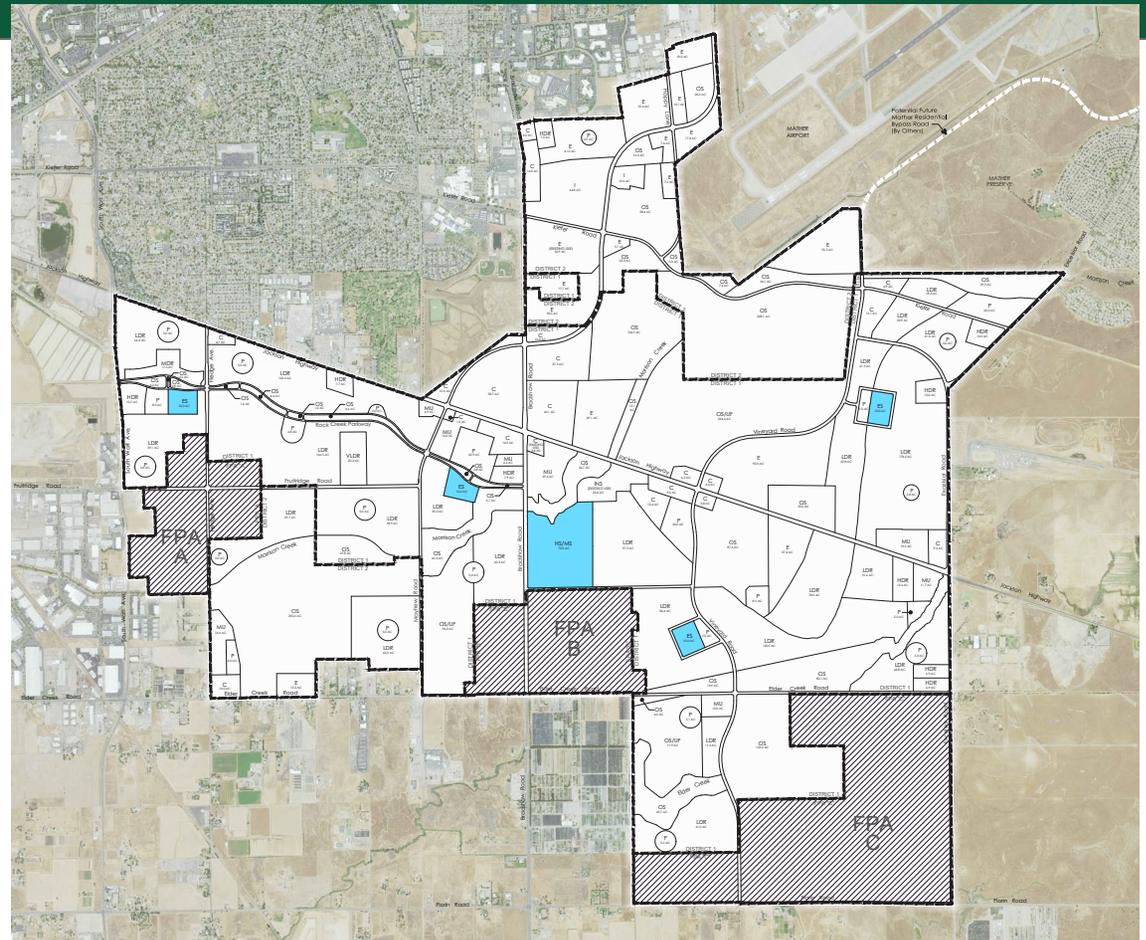


Figure 8.3 Schools Location Map

8.4 PUBLIC SAFETY

8.4.1 Law Enforcement

Existing Services

The Sacramento County Sheriff's Department (Sheriff) currently provides law enforcement services and police protection to the Plan Area. This includes response to calls and incidents, investigations, surveillance, and routine patrolling. Police services within the Plan Area are currently provided by the nearest sub-station (Kilgore Station), which is located within East District 7 as shown in Figure 8.4. This station has Sheriff's personnel that handle calls for service within the unincorporated County.

Proposed Services

The Sheriff's Department has yet to decide whether to locate a new station or sub-station within the Plan Area. To provide maximum flexibility for the location of a possible future facility, policies (found in Section 8.6) have been established allowing Sheriff's stations or sub-stations in all commercial, industrial and residential areas of the Plan Area.



Figure 8.4 Existing Law Enforcement Map - East District 7





8.4.2 Fire Protection and Emergency Response

Existing Services

The Sacramento Metropolitan Fire District (Metro Fire) currently provides fire protection and emergency medical response to the Plan Area. As shown on **Figure 8.5**, the nearest fire station is located on Bradshaw Road, approximately 0.8 miles north of the Plan Area boundary. Another station is located on South Watt Avenue and is approximately 1.5 miles to the northwest of the Plan Area boundary. Both of these stations currently serve existing communities in the Plan Area.

Proposed Services

Metro Fire has recently completed updating its service delivery plan to take into account existing and anticipated future development south of Highway 50 within the incorporated and unincorporated areas of the County. Metro Fire has indicated that development within the Plan Area will contribute to an increase in the need for fire protection, including additional staffing, vehicles, equipment and stations. According to the service delivery plan, there is a possible need for up to three additional stations.

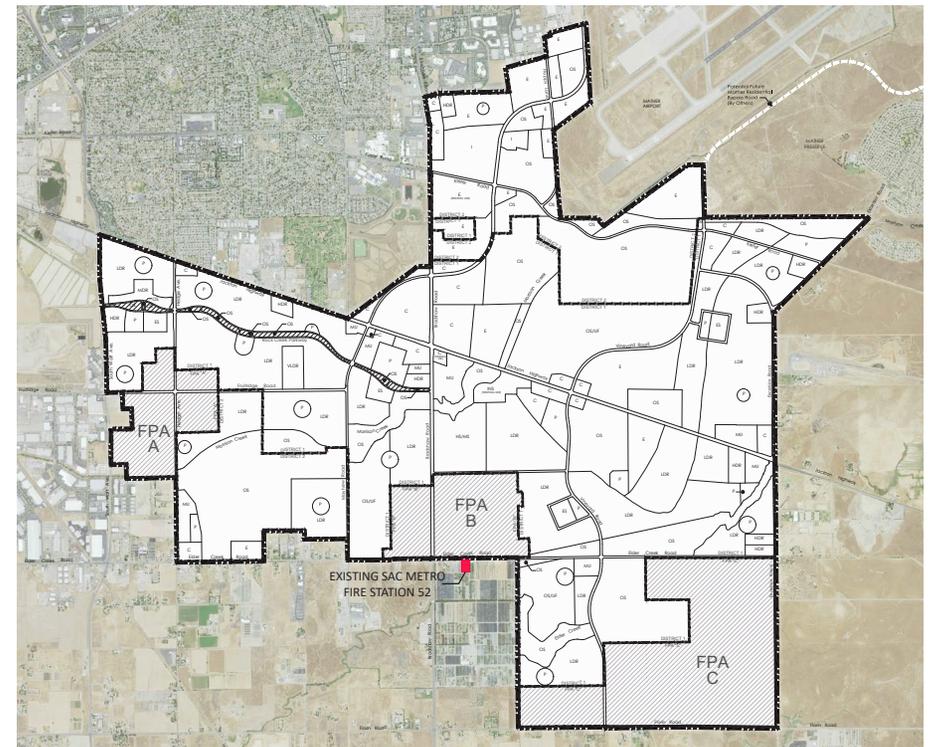


Figure 8.5 Potential Fire Stations Location Map
 Note: Specific sites not depicted, to be determined

8.5 COMMUNITY FACILITIES

8.5.1 Public Library

The Sacramento Public Library will provide library services to the Plan Area. Currently there is no public library within the Plan Area. The nearest public library branch is the Rancho Cordova Community Library in the City of Rancho Cordova which is approximately 3.5 miles from the Plan Area, as shown in Figure 8.6. In order to accommodate increased demand, the Sacramento Public Library is planning to develop two new libraries south of the Plan Area within the Vineyard community and another new library north of the Plan Area within the Cordova Community. The Sacramento Public Library is anticipating that these new branches and the existing Rancho Cordova branch will be sufficient to meet the library needs of residents in the Plan Area.

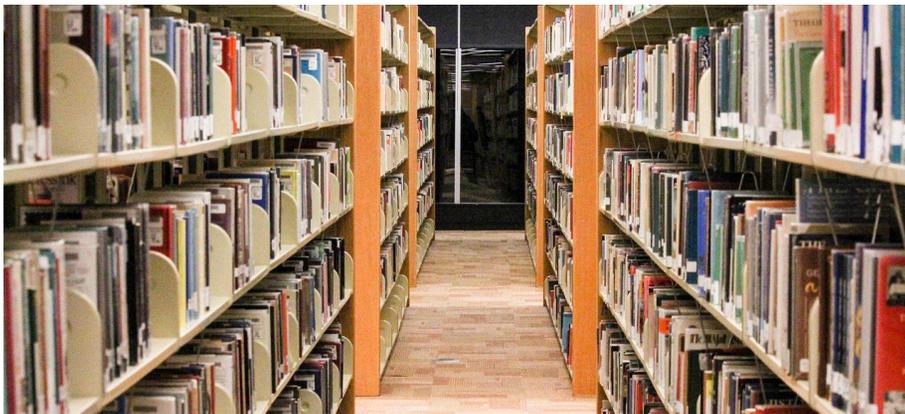


Figure 8.6 Rancho Cordova Community Library Proximity Map

8.6 POLICIES RELATED TO PUBLIC SERVICES

The following section lists the applicable policies of Chapter 8 relating to Public Services.

Public Service Locations

- | | | | |
|-------------------|--|-------------------|---|
| <p>Policy 8.1</p> | <p>Implement the siting of new school sites and facilities in coordination with the respective school districts including the timing of such facilities. These locations shall be located within the Master Plan area, as approximately shown in Figure 8.3.</p> | <p>Policy 8.3</p> | <p>Implement the siting of Fire Department stations within the Master Plan area which shall be allowed in all commercial, industrial and residential areas in accordance with County zoning. Stations in residential areas must be located on an arterial road or on a lot at least twice the minimum lot size for the zone. Timing of these facilities shall be done in coordination with the Fire Department.</p> |
| <p>Policy 8.2</p> | <p>Implement the siting of Sheriff’s Department stations or substations within the Master Plan area which shall be allowed in all commercial, industrial and residential areas in accordance with County zoning. Stations in residential areas must be located on an arterial road or on a lot at least twice the minimum lot size for the zone. Timing of these facilities shall be done in coordination with the Sheriff’s Department.</p> | <p>Policy 8.4</p> | <p>Coordination with appropriate entities shall occur at tentative map and design phases to encourage joint use facilities.</p> |

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CHAPTER 9: ENVIRONMENTAL JUSTICE

9.1 PURPOSE AND INTENT

Environmental Justice as a concept includes the fair treatment and meaningful participation of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice policies and laws seek to ensure that all people, regardless of income, ethnicity, or race, have equal protection from environmental hazards where they live, work and play. Furthermore, all people should have the equal ability to participate in, and influence, the decision-making process regarding environmental regulations.

To address environmental justice, this Master Plan provides reference to several of the Sacramento County goals, policies and programs identified in the General Plan and includes a set of more community focused goals, and strategies outlining how the Plan Area aims to achieve environmental justice and elevate the community through planning and design. See [Figure 9.1](#) related to Environmental Justice Communities, based on data from the Sacramento County Environmental Justice Element (2022) and the CalEnviroScreen Disadvantaged Communities Mapping Tool (2022).

The areas of focus and objectives outlined in this Master Plan chapter are intended to enhance the goals and objectives of the County’s General Plan Environmental Justice (EJ) element. Where these Master Plan goals, objectives, and policies are silent, then refer to the County’s General Plan. State Government Code 65302(h) requires a city or county to “identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities” within their jurisdiction. California State General Plan Law also requires the identification of objectives and policies that prioritize improvements and programs that address the needs of disadvantaged

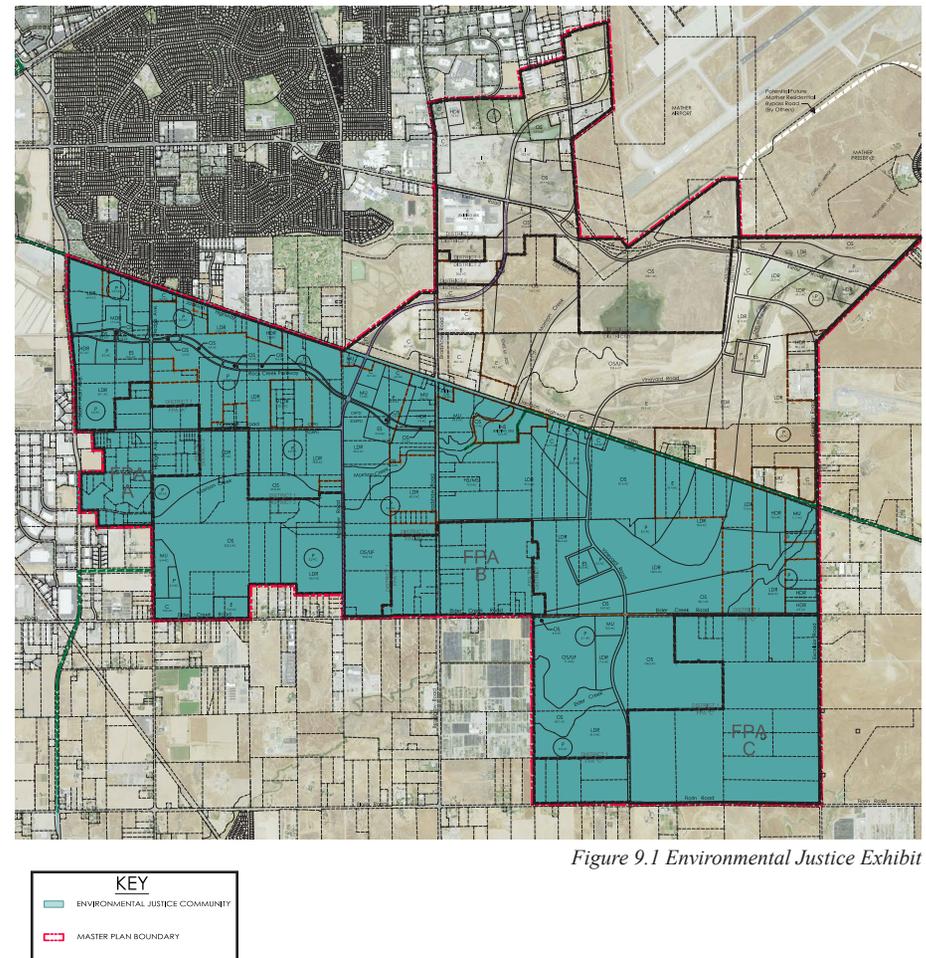


Figure 9.1 Environmental Justice Exhibit

communities. The County's EJ Element's geographic focus of analysis and policies are for Environmental Justice Communities (EJ Communities), which are areas considered disadvantaged compared to other parts of the unincorporated County based on the CalEnviroScreen tool and the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS).

The following chapter describes the Master Plan's approach to addressing environmental justice topics applicable to the North Vineyard Environmental Justice Community as identified by the General Plan. In addition, it addresses connections and services for existing adjacent communities such as the City of Sacramento, Rosemont, Independence at Mather, and Vineyard, which have suffered economically and socially due to the closure of the Mather Air Force Base in 1993 on the east, and the Army Depot in 1995 on the west. As part of

this Master Plan effort, the following areas of focus align with the County's topic sections in their Environmental Justice Element:

- **Healthy Food Access:** Quality healthy foods accessible to the entire community. This section contains objectives focused on promoting access to fresh and healthy food.
- **Physical Activity:** Equitable and adequate access to parklands and recreational opportunities for residents to improve quality of life and public health through physical activity, while creating a desirable place to live, work and visit. This section contains objectives focused on improving access to community resources for parks and recreation facilities and the promotion of physical activities.



- **Safe Sanitary Homes:** Quality housing opportunities and protection from the risks of natural and man-made hazards including indoor environmental air quality concerns. This section contains objectives focused on promoting access to affordable, safe, and sanitary housing options.
- **Quality Public Facilities:** Accessible and centrally located parks, schools, and community centers with adequate community protections, services, and resources in place. This section contains objectives focused on promoting access to public facilities.
- **Social Mobility:** Economically and culturally diverse communities with complete and connected neighborhoods that help to support a high quality of life with fair and equitable access to all community resources. A focus of this Master Plan is to provide added benefit for the residents and surrounding community, by bringing new services such as commercial services, jobs, transit, trail connections, improved roadways, water systems, and new recreation facilities to the area. The topics covered in this section address education, recreation, transportation, and public services and aim to encourage community members to engage with each other and to build social and economic standing.
- **Pollution Exposure Reduction:** Mitigating health risks in disadvantaged communities due to pollution exposure and or air quality concerns. This section contains objectives focused on limiting proximity and exposure to common pollution sources for residents and workers and protecting areas within the community that may include sensitive receptors.

9.2 ENVIRONMENTAL JUSTICE OBJECTIVES

The Master Plan vision and guiding principles contained in Chapter 2 will be implemented by the following environmental justice objectives, organized by topic areas.

Healthy Food Access

Objective 9.1 Encourage unique and valuable urban farming opportunities, to define and enhance the community’s distinct character and heritage.



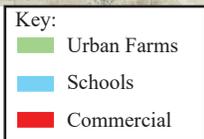
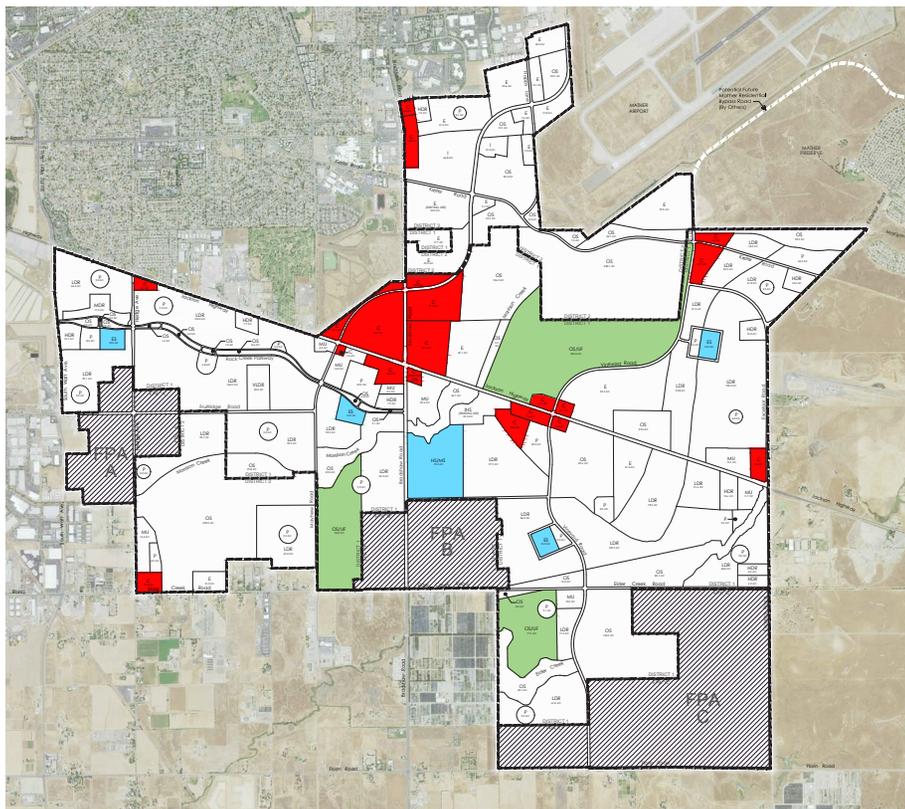


Figure 9.2 Food Availability Locations

The Master Plan supports the operation of urban farmers, farmer’s markets, and promotes the sales of fresh, locally made, grown, and/or processed products, including beer, wine, cider, and other locally made products in the centralized commercial areas. See additional description within Chapter 2 (Vision and Goals) for wellness, creating community, and promoting sustainable practices related to urban farming and fresh, healthy, seasonal food items for residents. Urban farms are intended to provide fresh produce to Plan Area residents through a community service subscription program which will serve community members in environmental justice areas. For locations of urban farms please refer to Chapter 4 Land Use for information on all 393 acres of urban farms.

Objective 9.2 Provide convenient access to fresh and healthy foods for all segments of the community.

This includes strategically placed commercial centers designed for more effective distribution, connectivity, and food access which can prevent community food deserts from occurring by allowing easier access for residents and neighboring communities such as Rosemont. This can include promoting access to nutritional education and healthy foods, as well as by reviewing locations of healthy food sources and promoting equal access to healthy foods within the Master Plan area and to underserved communities. The Master Plan works to minimize food deserts through an extensive array of food access locations. This includes the provision of neighborhood commercial, and urban farms where food can be easily accessible to those in

environmental justice communities. See **Figure 9.2** on Food Availability Locations. See additional description within Chapter 2 (Vision and Goals) for encouraging alternative modes of travel with an interconnected transportation system including trails for multi-modal uses to access community and neighborhood commercial, employment, urban farms, schools, and recreational areas.

Physical Activity

Objective 9.3 Support development that affords benefits to all segments of the community via integrated trail systems, connections, schools, parks, open spaces, farms, commercial centers and other public spaces.

The Master Plan includes the design for 27.1 miles of community serving trail systems to accommodate underserved areas and provide access to physical activities and outdoor spaces. Additional opportunities for connection



to existing communities such as Rosemont, College Glen, and the Vineyard communities will be incorporated as well as connection to future communities such as the Jackson Township project. See additional description within Chapter 2 (Vision and Goals) for reinvigorating the Plan Area and encouraging connectivity within and adjacent to the Plan Area.

Objective 9.4 Promote and improve physical linkages within the community to open spaces, parks, athletic fields, and other distinct recreational resources where feasible by enhancing trail and roadway connections with affordable housing locations and providing signage and other wayfinding cues.

Objective 9.5 Encourage residential neighborhood character that incorporates design of units oriented to the primary street frontage with native tree canopies, attractive landscaping and designs that minimize the visual prominence of garages to enhance neighborhood character.

The Master Plan includes design for a robust tree canopy in the community to encourage more bicycling and pedestrian activity that results in better health and social outcomes for the area residents.

Objective 9.6 Ensure access to recreational and educational opportunities for economically disadvantaged and underrepresented families and individuals.



To address this objective, the Master Plan has emphasized the siting of parks near schools, and high density residential or mixed uses in close proximity to open space corridors with easy access. See additional description within Chapter 2 (Vision and Goals) for encouraging an accessible and interconnected transportation system of trails, transit, and uses.

Safe Sanitary Homes

Objective 9.7 Maintain complete, safe, and healthy homes that are connected to each neighborhood and commercial center.

See Chapter 4 (Land Use) for an overview of land use types and further emphasis on providing a mix of housing densities within the Plan Area.

Objective 9.8 Provide equitable and safe access to housing, with connection to parks and recreation facilities nearby, community services, public health services, schools, childcare facilities, and other neighborhood amenities.

See additional description within Chapter 2 (Vision and Goals) as well as Chapter 4 (Land Use) regarding how the Master Plan emphasizes the provision of housing type variety to help meet regional housing needs

Objective 9.9 Promote and improve the quality of residential properties by ensuring compliance with housing and property maintenance standards including the use and removal of hazardous materials.

Quality Public Facilities

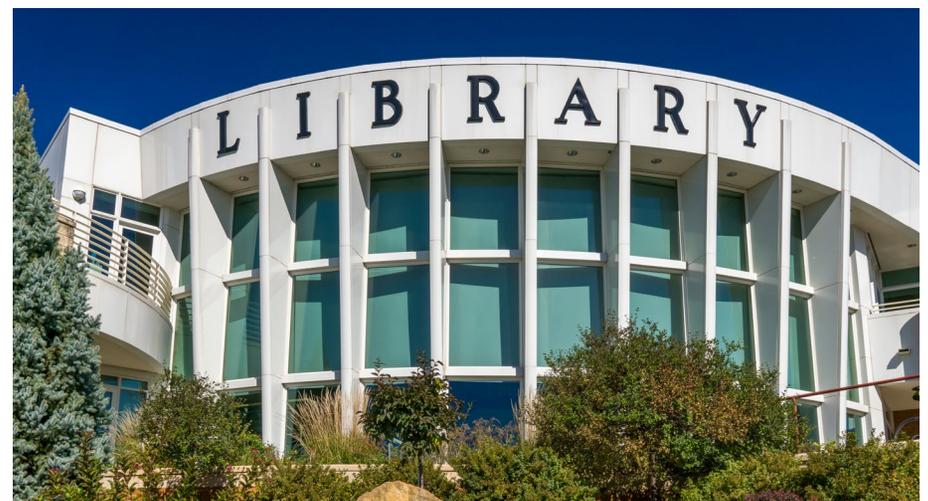
Objective 9.10 Provide a centrally located and integrated system of parks, trails, open space, and commercial recreation facilities within a safe and comfortable walking distance from all neighborhoods and schools with adequate street lighting for safety.

To address this objective, the Master Plan focuses park and open space near schools, and areas of higher density residential or mixed uses with easy access for residents.

Objective 9.11 Maintain public facilities for fire protection services and adequate access for fire prevention, maintenance of fire breaks from open fields, drought tolerant landscaping to reduce fire fuel potential, disaster preparedness, and firefighting or emergency medical service capabilities.

Objective 9.12 Facilitate access to quality educational opportunities, community centers, libraries, and other public facilities throughout the Plan Area.

To address this objective, the Master Plan designed the placement of roadways, trails and transit connections to allow for direct access to these public facilities.



Social Mobility

Objective 9.13 Promote equitable access to community resources and affordable housing while minimizing displacement. The Master Plan provides opportunity for housing options and access to community amenities for a broad range of income categories.

See additional description within Chapter 2 (Vision and Goals) as well as Chapter 4 (Land Use) regarding how the Master Plan emphasizes a mix of housing types and densities in proximity to community amenities, employment centers and commercial uses.

Objective 9.14 Ensure that the uses, facilities, and services that are needed for a high quality of life within the community are distributed equitably throughout the Plan Area to support a mix of uses and meet the needs of residents of all ages, physical abilities, cultural backgrounds, and incomes. This includes supporting the vitality of area schools and encouraging community leaders to be engaged.

Objective 9.15 Permit rental and ownership housing opportunities for all income levels, ages, family types, and sizes.

Pollution Exposure Reduction

Objective 9.16 Future development to promote exposure-avoidance behaviors in close proximity to susceptible populations (within 500 feet) with enhanced guidance such as avoiding using gas-powered equipment in the summertime at schools, child-care, or elder care settings.

Objective 9.17 Proactively work with appropriate State, County, and regional agencies as well as private partners to seek funding sources and implement programs to reduce water and energy use, reduce pollutant emissions and reduce the creation of greenhouse gases.



9.3 POLICIES RELATED TO ENVIRONMENTAL JUSTICE

The following section lists the applicable policies of Chapter 9 relating to Environmental Justice.

Environmental Justice

- Policy 9.1 Future development shall provide access to food availability locations (such as urban farms, school, or commercial areas) consistent with [Figure 9.2](#) of this Master Plan.
- Policy 9.2 Future development shall provide access to multi-modal transit opportunities and access to a healthy mix of businesses, childcare, senior services, and housing. This is to encourage development that reduces VMT, decreases distances between jobs and housing, reduces traffic impacts, and improves housing affordability.
- Policy 9.3 Future development shall achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods and public transit.

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CHAPTER 10: CLIMATE CHANGE ADAPTATION & RESILIENCY

10.1 PURPOSE & INTENT

When planning future development, consideration of climate change and the resulting disruptions and additional stressors to the built environment is essential. While current climate change models do not anticipate the introduction of new natural disasters to the Plan Area, climate change may exacerbate the severity and frequency of existing climate patterns and natural hazards. Planning for adaptation to these hazards is vital for community resiliency.

While there are several existing County disaster and emergency preparedness policies and programs in place to address various natural hazards, this Master Plan aims to further address these hazards and serve as a guiding document for integrating adaptation strategies and resiliency approaches in the development design. This Master Plan largely focuses on lessening the impacts of climate change on communities within the Plan Area by encouraging design that is adaptable and resilient to the increasing frequency and severity of natural

hazard events. Additionally, this Master Plan includes measures for reducing the Plan Area’s contribution to climate change, including reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

The overall goals for this Master Plan are to guide development towards greenhouse gas reduction to meet net-zero targets and to provide adaptation and resiliency for the community. In order to achieve these goals, the Master Plan focuses on the following objectives to reduce GHG emissions and to provide adaptation and resiliency for the community.

10.2 CLIMATE CHANGE ADAPTATION & RESILIENCY OBJECTIVES

The following section lists the applicable objectives of Chapter 10 relating to Climate Change Adaptation & Resiliency. Objectives have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

Greenhouse Gas Reduction

The Master Plan vision and guiding principles contained in Chapter 2 will be implemented by the following greenhouse gas reduction objectives and align with the County General Plan objectives found in the Air Quality Element and Conservation Element and the Climate Action Plan (CAP) adopted by the County Board of Supervisors, November 2024.

Objective 10.1 Develop a Master Plan community that achieves net zero greenhouse gas emissions.



- Objective 10.2 Reduce VMT through the design of the Master Plan. Reduction in VMT is anticipated due to the reuse of industrial lands and the promotion of infill development and land uses that align with County transportation policies geared towards VMT reductions. See County General Plan policies AQ-5 through AQ-11.
- Objective 10.3 Encourage the use of energy efficient design techniques such as cool-roof technologies, and passive solar home design to meet and exceed California Building Code standards for building energy efficiency.
- Objective 10.4 Implement County measures to increase energy efficiency and electrification of residential development to remove use of appliances, HVAC, and/or water heating equipment that utilize natural gas, and require the use of electrically powered equivalents, unless the GHG emissions from the gas appliance is mitigated to zero.
- Objective 10.5 Encourage the design of major links, the Plan Area should be designed to provide major links to transit through the provision of an interconnected street system, with development in the Plan Area supporting efforts to subsidize fair share transit facility costs that will serve the Plan Area. Refer to [Figure 5.13 Transit Plan](#) in Chapter 5 (Mobility) regarding the proposed transit system.



Objective 10.6 Support efforts to provide infrastructure improvements for electric vehicle charging stations throughout the Plan Area to align with the County’s Electric Vehicle Infrastructure program, to increase the electric vehicle network capacity.

Objective 10.7 Open space should have an increased emphasis towards local urban farming practices to help sequester carbon dioxide from the atmosphere by focusing on habitat preservation, increasing tree canopy coverage, and connecting open space with urban farming opportunities to reduce GHG emissions.

Objective 10.8 To reduce VMT and minimize GHG emission, development within the Plan Area will be required to participate in Transportation Safety Management programs to manage associated travel demand.

Climate Change Adaptation & Resiliency

In general, there are two sets of strategies to cope with climate change: mitigation and adaptation. Mitigation strategies attempt to stop future warming by lowering the level of greenhouse gases in the atmosphere or capturing emitted greenhouse gases prior to release into the atmosphere. Adaptation strategies adjust the physical environment and/or implement regulatory requirements to reduce the vulnerability of social and biological systems to the potential impacts of climate change and to increase the resilience of a system to change.

As part of this Master Plan effort, the following topics have been considered in alignment with the County’s Climate Action Plan and address both mitigation and adaptation:

- Extreme Temperatures
- Fire Risks
- Water Use/Conservation
- Flood Risks



Extreme Temperatures - Increased duration and intensity of global temperatures. This category contains objectives for how the Master Plan can address extreme heat and consider the number of projected extreme heat days and how heat waves can negatively impact human health and contribute to the urban heat island effect.

Objective 10.9 Expand and maintain the number of trees on public and private property to improve public health, reduce pollution, and reduce heat island effects.

This includes design of landscaping and parking lots to include numerous shade trees to reduce heat island effects from expansive asphalt surfaces and to screen pedestrians from extreme temperatures. It is especially helpful to invest in tree planting and maintenance, especially in low canopy areas and neighborhoods with under-served or under-represented communities. The intent of the Master Plan is for future development to utilize the County Design Guidelines that encourage these objectives. Specifically, the planting and maintenance of landscaping and trees.

Objective 10.10 Account for climate change impacts when designing projects to improve access to cooling centers during heat events, particularly for the most vulnerable populations.

Objective 10.11 The Master Plan should protect and enhance reliability of energy infrastructure by investing in solar and encouraging sustainable back-up power sources to provide redundancy and continued services for critical facilities during periods of high demand during extreme heat events.



Climate Change Adaptation & Resiliency

Fire Risks - Effective protection for residents, visitors, property, and natural resources from injury and loss of life from fire hazards. This category contains objectives focused on limiting risks of fire hazards to community resources and providing structured safety guidance.

Objective 10.12 Improve emergency preparedness and response by identifying critical fire protection services and emergency response services and designing for evacuation routes. Address any critical facility fire needs and plan for emergency response services or any necessary evacuation routes.

Water Use/Conservation - Sustainable water supply with adequate infrastructure, effective maintenance, and efficient water delivery systems for all residents and visitors to enjoy quality drinking water. This category contains objectives focused on providing adequate water supply to the Plan Area and ways in which water resources can be conserved.

Objective 10.13 Improve water supply infrastructure and work with property owners and the County to use scarce water resources more efficiently in accordance with the County Code by encouraging water efficiency in buildings, designing with native landscaping, and promoting additional tree canopy.

Objective 10.14 Encourage water efficient design for the built environment, such as the use of permeable surfaces, and support monitoring efforts for groundwater recharge to protect the quality and quantity of groundwater in the area.

Objective 10.15 Encourage the use of green infrastructure that promotes efficient water use and reduced water demand by requiring water-conserving design and equipment in new construction and encouraging the retrofitting of existing development with water-conserving devices.



Flood Risks - Reduction measures that limit damage to property, injury, loss of life, and prevent economic and social displacement resulting from flood hazards. This category contains objectives focused on limiting flood risks within the Plan Area.

- Objective 10.16 Account for climate change impacts when designing projects and infrastructure.
- Objective 10.17 Improve emergency preparedness and response by identifying critical hazard zones for flooding and designing for evacuation routes.
- Objective 10.18 Reinforce resilient design practices and encourage green infrastructure that provide adaptation benefits or expand flood defenses.

The Master Plan addresses the topic of storm drainage and flood control facilities and has conducted extensive analysis of the existing levee systems. This analysis addresses the possibility for an increase in stormwater due to future climate changes with resilient infrastructure able to adapt to future stormfronts.



10.3 POLICIES RELATED TO CLIMATE CHANGE ADAPTATION & RESILIENCY

The following section lists the applicable polices of Chapter 10 relating to Climate Change.

Adaptation & Resiliency

- Policy 10.1 Any codes, covenants and restrictions (CC&R’s) shall permit the installation of facilities to collect, store or utilize solar energy on buildings.
- Policy 10.2 Shopping centers, office complexes, parks 5 acres or greater and public places will have preferentially located parking spaces and able to accommodate charging stations for electric vehicles.
- Policy 10.3 All buildings and landscaping shall be designed to conserve water in compliance with the water agency requirements, which may include the use of advanced plumbing fixtures, high efficiency irrigation systems, low water use plant palette, water use monitoring systems and rain water harvesting systems.

- Policy 10.4 Within open space areas, support urban farms and the preservation of grasslands and planting of native trees, where feasible, to provide habitat and foraging for wildlife, as well as for carbon sequestration, shade for residents, and open space users. Plant native plants and trees where feasible and remove non-native trees that are potential fire hazards and high voc-emitting species, such as eucalyptus.

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CHAPTER 11: ADMINISTRATION

11.1 AUTHORITY

This Master Plan has been prepared consistent with the provisions of the County’s Specific Plan Ordinance (Title 21, Chapter 21.14 of the Sacramento County Code) and the County’s Master Plan Procedures and Preparation Guide (2012).

The Master Plan includes a program of policies necessary to ensure that planning occurs in a logical and comprehensive manner. This chapter summarizes the administrative procedures necessary to implement the policies outlined in the Master Plan. These procedures are intended to ensure that implementation will progress in a comprehensive and coordinated manner that is responsive to changing circumstances and market conditions.

11.2 PLANNING, ENVIRONMENTAL REVIEW/ MITIGATION MONITORING

11.2.1 Entitlement Process

Build-out of the Plan Area is anticipated to occur in phases. It is anticipated that the initial phases of development will occur within Districts 1 & 2, as defined in Chapter 4 (Land Use Plan) which have been established by this Master Plan and contain specific land uses to accompany development applications. See Figure 11.1 for Land Use Plan. Development according to existing zoning is permitted. Upon adoption of the Master Plan, applications for development of properties within Districts 1 & 2 can be submitted to County Planning. Development applications will be processed pursuant to the procedures set forth by County Planning and the Sacramento County Zoning Code for the applicable entitlement request and will be subject to the CEQA Guidelines.

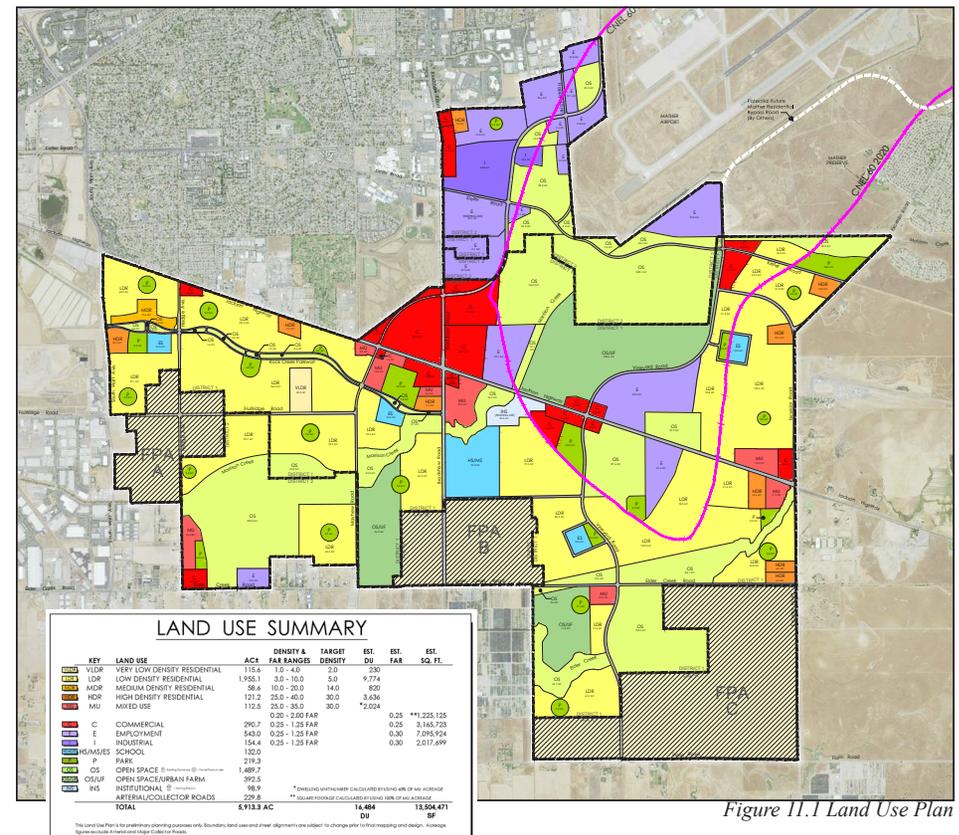


Figure 11.1 Land Use Plan

Development applications for properties within Districts 1 & 2 shall include:

- A request to rezone to a zone compatible with the General Plan land use designation (as provided in the General Plan Zoning Consistency Matrix) effectuated by the West Jackson Highway Master Plan.
- Other entitlement requests as proposed such as tentative maps or conditional use permits.
- A narrative or other materials demonstrating consistency with the policies of the West Jackson Highway Master Plan.
- Any other information deemed necessary by the Sacramento County Planning and Environmental Review Division.

Applications for land divisions shall comply with General Plan Policy LU-9 requiring that residential buildout of planned communities shall occur at a minimum of planned densities.

11.2.2 Environmental Review

County Planning staff will review all individual project applications to ensure compliance with CEQA requirements. The Environmental Impact Report (EIR) for the West Jackson Highway Master Plan serves as the base or master environmental document for subsequent planning entitlements. Development applications will be reviewed on a project-by-project basis to determine the applicability of the Master Plan EIR and/or the need for subsequent project-specific CEQA review. Subsequent Specific Plans, requests for rezones (which could include a SPA), and project applications will be reviewed by County Planning for consistency.

Environmental review of subsequent projects will include use of the Master Plan EIR and tier, where possible, off of environmental documents per Section 15152 of the CEQA Guidelines.

If consistency is determined and a project meets the criteria for streamlining environmental review established in Sections 15175-15179.5, 15182 or 15183 of the CEQA guidelines, a separate EIR or negative declaration would not be required.

In some cases, subsequent Specific Plans, rezones, and other project applications may require additional environmental information beyond what was provided for in the master EIR. Upon review of this additional information, a determination will be made as to whether or not the more detailed information provides evidence that the proposed project would have additional environmental impacts beyond the scope of the EIR for the Master Plan. If it is determined that there would be potentially new or additional significant environmental impacts, a subsequent EIR or negative declaration will be required. Such an EIR for the proposed project(s) could utilize and supplement the master EIR with additional analysis.

11.2.3 Mitigation Monitoring

CEQA requires all State and local agencies to establish and monitor programs for projects approved by a public agency whenever approval involves adoption of either a mitigated negative declaration or specified findings related to environmental impact reports. For Sacramento County, the appropriate department for establishing and maintaining this program is Planning and Environmental Review. Mitigation Monitoring and Reporting Programs (MMRP) will be prepared as needed for development projects within the Plan Area (Sacramento County Code 20.02).

11.3 FUTURE PLANNING AREAS

11.3.1 Uses Allowed Prior To Comprehensive Planning Effort for FPA

Individual property owners within FPAs may continue existing established uses, establish new uses allowed by right within the existing zoning, and establish new uses allowed with a Minor Use Permit, Conditional Use Permit, or Temporary Use Permit within the existing zoning pursuant to the Sacramento County Zoning Code. Rezone proposals to a zone compatible with the underlying General Plan land use designation as provided in the General Plan Zoning Consistency Matrix are allowed, subject to approval by the Board of Supervisors. Applications for land divisions shall comply with the underlying Zoning and General Plan land use designation. Procedures, findings, development standards, and design guidelines for such requests shall be those applicable pursuant to the Sacramento County Zoning Code and Countywide Design Guidelines.

11.3.2 Comprehensive Planning of Future Planning Areas

While land use designations are not assigned to the FPAs, land use allocations have been identified for each FPA (see Chapter 4 for FPA land use allocations). Additionally, a “West Jackson Highway Master Plan” General Plan land use overlay applies to properties within the FPAs. In order to support development of the FPAs consistent with the land use allocations, property owners and/or applicants shall prepare a subsequent comprehensive planning document, such as a Master Plan or Specific Plan to support any rezoning or land divisions greater than those allowed by the existing zoning.

Comprehensive planning efforts for these areas shall include the following:

- A. A General Plan Amendment to establish land use designations consistent with proposed FPA land use plan.
- B. Comprehensive Plan for development of all properties within the subject FPA consistent with the West Jackson Highway Master Plan.
- C. Land use plan consistent with the FPA land use allocations identified in Section 4.3.
- D. Infrastructure, facility, and financing plan for all urban services and facilities.
- E. A document with analysis demonstrating how the proposal complies with the requirements of General Plan Policy LU-120.
- G. Any other information deemed necessary by the Sacramento County Planning and Environmental Review Division.

Any subsequent comprehensive planning effort not consistent with the West Jackson Highway Master Plan and/or the FPA land use allocations shall require an amendment to the Master Plan. Master Plan amendments and subsequent comprehensive planning efforts for the FPAs must undergo the public hearing process and be adopted by the County Board of Supervisors. After adoption of a subsequent comprehensive plan, properties within the subject FPA may propose development consistent with the adopted plan including rezones, land divisions, and development proposals. Compliance with any adopted comprehensive plan will be reviewed through individual development applications.

11.4 REVISIONS AND AMENDMENTS

Development of the Master Plan Area is anticipated to occur over several decades and property owners will face dynamic and evolving market conditions. Therefore, it is anticipated that there will be a need to amend the Master Plan to respond to changing circumstances.

In order to provide flexibility in responding to changing conditions, the Master Plan allows for administrative approval of Minor Amendments to the Master Plan. The Planning Director or designee shall determine whether a proposed revision constitutes a request for a Minor or Major Amendment as defined below.

A. Minor Amendments.

A minor amendment to the Master Plan may be processed and acted on administratively if determined by the Planning Director to be in substantial conformance with:

- The overall intent of the Master Plan as described in Chapter 1 of this document
- The vision of the Master Plan as described in Chapter 2 of the Master Plan
- The Sacramento County General Plan
- The Master Plan Environmental Impact Report

Minor amendments must be consistent with:

- The goals, policies, and requirements of the General Plan and Master Plan.

- Conditions of approved tentative maps, rezone agreements, or applicable permits.
- Financing districts or any other benefit assessment facilities financing requirements unless such documents are amended to correspond to proposed amendments.

Examples of minor amendments may include but are not limited to the following:

- Transfer of land use density between land uses or districts so long as the overall permitted number of units within the Master Plan is not exceeded and there are no new significant environmental impacts. (See Section 11.5)
- The addition of new or updated information that does not substantively change the Master Plan.
- Minor adjustments to land use boundaries, street, transit and trail alignments where the general land use pattern and trail connectivity are maintained.
- Adjustments to drainage and flood control facilities and locations that do not substantially alter the land use or circulation concepts of the Master Plan.
- Modifications to development standards and design guidelines, including but not limited to setbacks, FAR, permitted uses, landscaping, public spaces, lighting, fencing, etc., if it is determined that such changes are equal to or better than the original intent of the Master Plan.
- Changes to the provision of public infrastructure and utility facilities that do not negatively impact the level of service provided

- Minor modifications to any element of the Master Plan where the Planning Director determines the change is equal to or better the original intent of the Master Plan.
- Changes to the phasing boundaries and schedule that do not impact the provision of necessary infrastructure or adequate services.
- Any other modifications that are similar to the above items.

B. Major Amendments.

Major amendments to the Master Plan shall be defined as any amendment not deemed to be a Minor Amendment. Examples include:

- New Land Use Designation is proposed
- Substantial changes to the distribution of land uses which may affect the plan’s key planning concepts
- Significant changes to the major street system that would substantially alter the plan’s land use or circulation concepts
- Changes to residential capacity or density requirements that lead to a substantial increase (over 20%) in the overall number of units for the Plan Area
- Changes in the boundaries of the Plan Area
- Any proposed change which substantially increases environmental impacts identified in the Master Plan EIR, as determined by the Planning Director
- Subsequent approvals for Future Planning Areas A, B, or C

Any application for a Major Amendment shall be processed as a Master Plan amendment requiring review by the Planning Commission and action by the Board of Supervisors.

11.5 DENSITY TRANSFERS

To provide development flexibility, residential units may be transferred between districts in the Plan Area and between different legal owners, provided that the following criteria are met:

- The sending and receiving districts are within the West Jackson Highway Master Plan
- The transfer is not inconsistent with the Master Plan’s compliance with General Plan Policy LU-120
- The density transfer does not increase or decrease the number of units allocated to any single receiving district (or combination of receiving districts) by more than 30 percent
- The resulting number of high-density units in the entire Plan Area is not below the required minimum for the Plan Area for each district within the Plan Area
- The transfer of units will not result in a significant increase in the nature or scope of environmental impacts identified in the certified EIR
- The transfer of units will not adversely affect planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts
- The transfer does not preclude the ability of the districts to conform to the applicable standards or regulations contained in the Master Plan and related Development Standards

Density transfers that fulfill the above criteria and are consistent with the intent of the Master Plan and EIR shall be processed administratively and will not require an amendment to the Master Plan

To request a density transfer, the owners of both the sending and receiving districts shall submit a complete application to the Sacramento County Planning Department containing information needed to determine compliance with the above unit-transfer criteria. This submittal shall include information identifying the affected districts and designating the number of units being transferred. The applicants shall also provide a revised “Land Use Summary Table” reflecting the adjusted unit counts and densities, as well as exhibits depicting the sending and receiving districts and any other information reasonably necessary to understand the proposed transfer and compliance with the criteria identified above. The revised “Land Use Summary Table” will allow Planning to track unit allocation.

If the Planning Director determines that the density transfer is not consistent with the above criteria, the density transfer shall be denied. This denial may be appealed to the Planning Commission. Alternatively, if a request for density transfer is determined not to comply with the above criteria, the applicants may request the density transfer to be processed as an Amendment to the Master Plan.

11.6 NON-PARTICIPATING PROPERTY OWNERS AND MASTER PLAN FEE

The County will impose a Master Plan fee based upon an adopted reimbursement agreement for the purpose of recovering the costs associated with the preparation and adoption of this Master Plan and accompanying documents, including CEQA review from non-participating property owners. The basis for the fee shall be all of the direct costs incurred by the applicant or participating property owners including consultant or County staff time to prepare and process the Master Plan, EIR, technical and engineering studies, environmental studies, legal counsel, County application fees, and other costs as approved by the Board of Supervisors. Upon approval of the costs required to prepare and process the Master Plan in order to gain entitlements for the Plan Area, the County shall enter into a reimbursement agreement with the sponsoring property owners through which the County will forward the Master Plan fee that is collected on subsequent applications or will grant credits.

The County of Sacramento directed the preparation of a Master Plan document and coordinated with the applicants to determine the boundaries of the Plan Area. The Plan Area contains multiple property owners each with their own unique desires and goals. At the time this Master plan was formulated, the participating property owners controlled approximately 69 percent of the Plan Area and agreed to cooperate based on a commonly held interest in developing their properties and elected to financially sponsor the preparation of this Master Plan and all of the required engineering and environmental studies needed to evaluate and approve the project, and to build their fair share of backbone infrastructure and roadway systems.

The remaining property owners within the Plan Area elected not to financially participate in this Master Plan effort; however, their parcels were designated for urban development and analyzed by engineering and environmental studies. The participating properties are shown on Figure 11.2 “Participating & Non-Participating Properties” with the participating properties shaded with color, and the non-participating properties simply showing the underlying aerial.

The remaining area within the Plan Area boundary shows the non-participating owners. When these property owners elect to develop in the future, they will be subject to the Master Plan Fee which will reimburse the participating owners that sponsored this Master Plan and paid for the cost of preparing and processing the necessary documents. The Master Plan Fee will be due upon the submittal of any application for a non-participating property. This “fair-share” fee will be calculated on a per acre basis for the property involved in the application based on the following formula:

$$\text{Master Plan Fee} = (\text{Total Master Plan Cost} \div \text{Total Acres}) \times \text{Parcel Acreage}$$

Parcels owned or otherwise controlled by sponsoring property owners that financially participated in the preparation of the Master Plan will not be required to pay the Master Plan Fee.

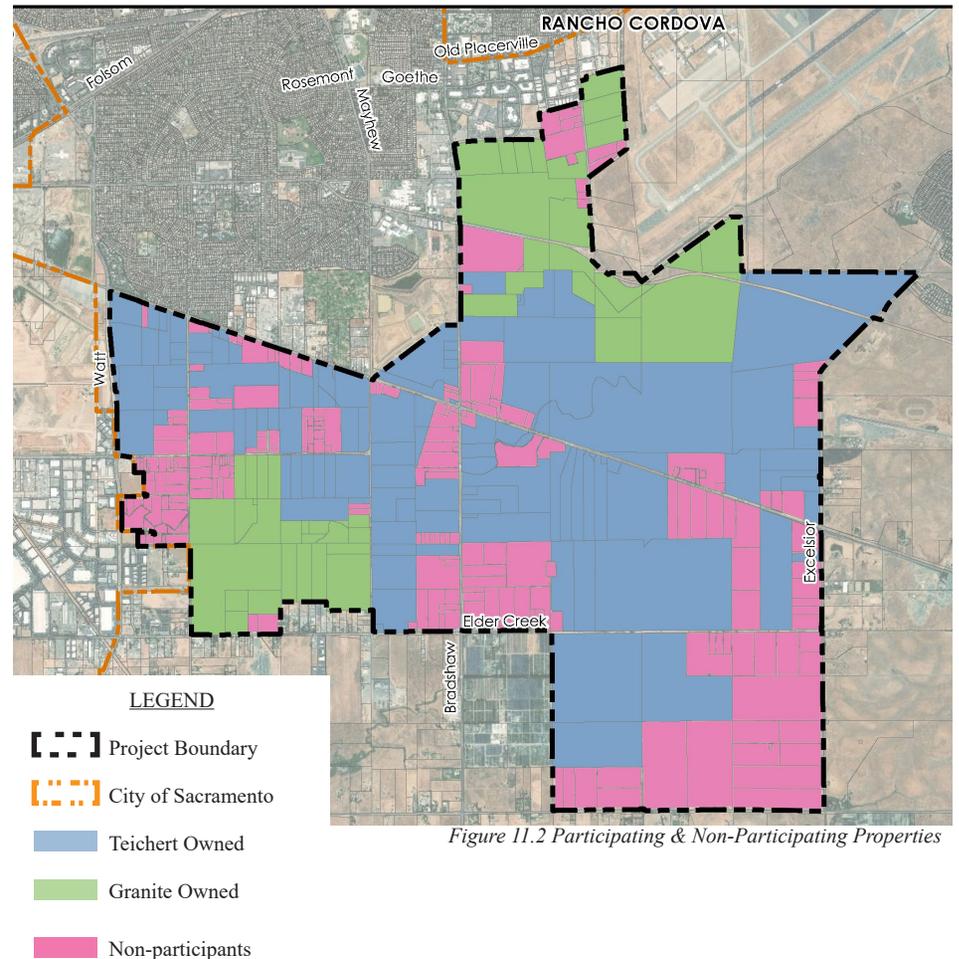


Figure 11.2 Participating & Non-Participating Properties

11.7 PUBLIC FACILITIES FINANCING PLAN (PFFP)

A Public Facilities Financing Plan (PFFP) was adopted as part of this Master Plan and provides a strategy for the financing of backbone infrastructure and other public facilities required to serve the proposed land uses in the Plan Area. The PFFP included:

- A summary of major backbone infrastructure and public facilities required and the associated costs.
- An allocation of costs to various land uses.
- Analysis of phasing requirements and existing funding sources.
- Recommendations for potential mechanisms to fund the unfunded major required public improvements.

11.8 URBAN SERVICES PLAN/COST NEUTRALITY

Policy LU-120 of the Sacramento County General Plan required the inclusion of an Urban Services Plan, which demonstrated that the Master Plan achieved the following:

- That the provision of services is cost neutral to the County's General Fund and existing ratepayers.
- That the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the Master Plan are cost-neutral to the County's General Fund and existing ratepayers.
- That the existing levels of municipal services will not be negatively impacted by approval and build-out of the proposed Master Plan.

APPENDIX A: SUPPLEMENTAL DESIGN GUIDELINES

SACRAMENTO COUNTY COUNTYWIDE DESIGN GUIDELINES SUPPLEMENT

FOR THE WEST JACKSON HIGHWAY MASTER PLAN

JULY 2024

1. Introduction

The West Jackson Highway Master Plan elected to adopt the Sacramento County Countywide Design Guidelines (adopted by the Board of Supervisors on July 22, 2015 and most recently amended September 9, 2022) in-lieu of developing project-specific Master Plan design guidelines. Design guidelines adopted as part of Specific Plans and Master Plans generally supersede the Countywide Design Guidelines when they provide more robust direction. This Supplement to the Countywide Design Guidelines (“Supplement”) has been prepared to make minor revisions to, enhance, and ensure the compatibility of the Countywide Design Guidelines to the West Jackson Highway Master Plan. This Supplement does not represent significant changes that affect or jeopardize the ability to meet the overall objectives of the Countywide Design Guidelines. This Supplement provides more robust direction for a well-designed, sustainable project that promotes high quality development in Sacramento County.

Note to Reviewer

For future developers within the West Jackson Highway Master Plan, this Supplement should be reviewed in the context of the overall Countywide Design Guidelines and not as a separate document. Revisions to the Countywide Design Guidelines are shown below as excerpts from the guidelines text. Added or modified text is underlined (example), while deleted text will have a strike (~~example~~) through the text, as the example below shows.

Example: "~~Text from Guidelines~~" New Text for Guidelines

Changes are listed by page and, where appropriate, by paragraph.

Unless specifically addressed in this Supplement, all other aspects of the Countywide Design Guidelines still apply.

2. Supplement Changes

- Page 2-5. General Design Standards and Guidelines, Second Bullet. Areas subject to historic mining activity may be backfilled to support development.
- Page 2-7. ~~Block lengths should be no more than 500 feet, especially for smaller lot developments (RD-5 and higher).~~ For blocks that exceed 500 feet in length, mid-block paseos or pedestrian paths connecting to walking paths, bicycle lanes, schools and parks should be provided to ensure the walkability within the community. Traffic calming measures such as speed humps, mini-roundabouts, chicanes, diverters, and raised medians, may be used to reduce the effects of longer block lengths. ~~Larger lot subdivisions may have longer block lengths up to 750 feet.~~
- Page 2-7. Existing healthy mature trees should be preserved and incorporated into site design to add to the neighborhood character. Non-native trees may be replaced with California native trees, provided doing so is consistent with the County Tree Preservation and Protection ordinance. This change applies globally throughout these guidelines.
- Page 2-8. Where possible, residential streets should incorporate gently sloped swales or bio-retention areas that contain native vegetation to capture and treat stormwater. Green street practices and cool pavements shall be utilized whenever possible. Cool pavements can be created with existing paving technologies such as asphalt and concrete that incorporate lighter color choices or reflective coats and seals. Front yards, parkways, planter strips, and cul-de-sac islands are good candidates for these facilities.

- Page 2-9. Significant grade changes between lots should be gradually stepped or terraced in order to preserve natural topography to keep with community character. Common exceptions would include areas with preexisting mining slopes that have already been graded to stable finished slope angles. Grading at the property line shall be in conformance with the County Improvement Standards, with deviations from the maximum grading approved by the Planning Commission.
- Page 2-15. Building height, the placement of windows and entries, setbacks, and landscaping all contribute to the level of privacy between adjacent properties. New two-story buildings with windows directly facing an adjacent residential home and private yard may adversely affect the privacy of adjacent units and shall be avoided unless appropriately landscaped and maintained for privacy.
- Page 2-16. General Design Standards and Guidelines. The following table provides minimum floorplan and elevations for lot counts:

<u>Number of Lots</u>	<u>Floor Plans (Minimum)</u>	<u>Architectural Styles (Minimum)</u>	<u>Color Schemes per Style (Minimum)</u>
Less than 25	3	3	3
Less than 50	4	4	4
Greater than 50	5	4	4

- Page 2-23. Use high quality smooth coat stucco application and appearance. The use of two materials, with one employed as wainscoting, can often add to the interest of the home, and lend a durable appearance.
- Page 2-23. Add bullet. Wood, cedar and HardiePlank® type (fiber-cement) siding are permitted for single-family and commercial applications.
- Page 2-28. For subdivisions, planting strips located between the sidewalk and street should be at a minimum ~~six (6)~~ eight (8) feet wide to allow for a mature tree to grow. Planting strips less than ~~six (6)~~ eight (8) feet wide must be consistent with the improvement standards and still provide for the planting of smaller canopy trees.
- Page 2-29. Add bullet. Where residential land uses will be located adjacent to industrial land uses, special considerations for buffers and screening are warranted. These considerations may include one or more of the following: grading and elevations (such as landscaped berms), increased landscape buffers, increased setbacks, the use of roadways and/or parking areas as buffers, and the siting of facilities and future parcels (such as lot orientation). The specific consideration(s) identified for a given development should be reflected on either a tentative map or a site plan prepared for design review.
- Page 2-32. New Bullet. Irrigation valves and controllers should be located out of public view or concealed with screening, including landscaping.
- Page 2-36. Alternative driveway and paving treatments (such as Ribbon or Hollywood driveways) are common in older neighborhoods and can provide guidance for new homes in existing neighborhoods for those projects subject to design review, per Section 2. If utilized, these types of driveways must include maintenance considerations for landscape strips, which may include but not be limited to weed barrier...

- Page 2-38. Chain link fencing is ~~highly discouraged~~ prohibited for use as a front yard feature.
- Page 3-16. Add 4th design standard. Parking shall be provided on-site for both residents and guests, without reliance on adjacent roadways and public streets.
- Page 3-22. Add 3rd design standard. Provide a minimum of one recreational play structure for children, with adequate shade, unless a multifamily project is identified as an “adults only” or “senior” project.
- Page 4-42. Bullet deleted, as business hours are not a matter of design: ~~Business hours should generally be confined to between 6:00 a.m. and 11:00 p.m., and may be further reduced depending on proximity to nearby residential uses.~~
- Page 5-5. Paseos should be utilized in office, business parks, and institutional projects to provide common outdoor spaces and allow for pedestrian access through the development, and connection to adjacent developments.
- Page 5-8. For office, business parks, and institutional projects the design of entries should be inviting and employ architectural elements such as canopies, recessed lobbies, contrasting materials and colors, landscaping, and expressive building massing.
- Page 5-14. New bullet. Industrial projects should focus on an attractive exterior landscape and site entry features, as other specific elements of this guideline section may not be appropriate for a variety of industrial projects (e.g. ready-mix concrete or asphalt concrete plants).
- Page 5-16. For office, business parks, and institutional projects, wherever possible utilities shall be undergrounded.
- Page 7-8. Medium and high-density residential developments should be integrated into the community in a transit-supportive fashion such as locating apartments next to shopping centers that are served by transit lines, or near existing or planned business and employment centers.
- Page E-2. Business District. A commercial district or large-scale commercial development. Business District does not include industrial developments.