

Department of  
Community Development  
Michael J. Penrose,  
Acting Director



**Divisions**  
Administrative Services  
Building Permits & Inspection  
Code Enforcement  
County Engineering  
Economic Development & Marketing  
Planning & Environmental Review

**COUNTY OF SACRAMENTO**  
**PLANNING AND ENVIRONMENTAL REVIEW DIVISION**  
**REVISED NOTICE OF PREPARATION**

APRIL 26, 2017

TO: ALL INTERESTED PARTIES

SUBJECT: REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR WEST JACKSON HIGHWAY MASTER PLAN (CONTROL NUMBER: PLNP2008-GPB-CZB-ZOB-00240)

Sacramento County will be the CEQA Lead Agency for preparation of an Environmental Impact Report (EIR) for a project known as WEST JACKSON HIGHWAY MASTER PLAN. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

On February 15, 2017, an NOP for the Revised Project was issued; however there was subsequently a need to revise the Project further. This NOP reflects the outcome of those discussions and supersedes the NOP that was released on February 15, 2017

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at:

<https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2008-00240>

Please send your Agency's response to this Notice to:

Catherine Hack, Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 225, Sacramento, CA 95814  
or via e-mail at: [CEQA@saccounty.net](mailto:CEQA@saccounty.net).

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Tim Kohaya, Project Manager, at (916) 874-5982 for further information.

**PROJECT TITLE:**

WEST JACKSON HIGHWAY MASTER PLAN

**CONTROL NUMBER:**

PLNP2008-GPB-CZB-00240

**PROJECT PROPONENT(S):**

Majority Property Owners

Teichert Land Company  
Attn: Norm Eilert

Granite Construction Company, a California Corporation  
Attn: Yasha Saber (Project Manager)

Applicants:

Stonebridge Properties, LLC  
Attn: Mike Isle (Project Manager)

Granite Construction Company, a California Corporation  
Attn: Yasha Saber (Project Manager)

Architect/Engineer:

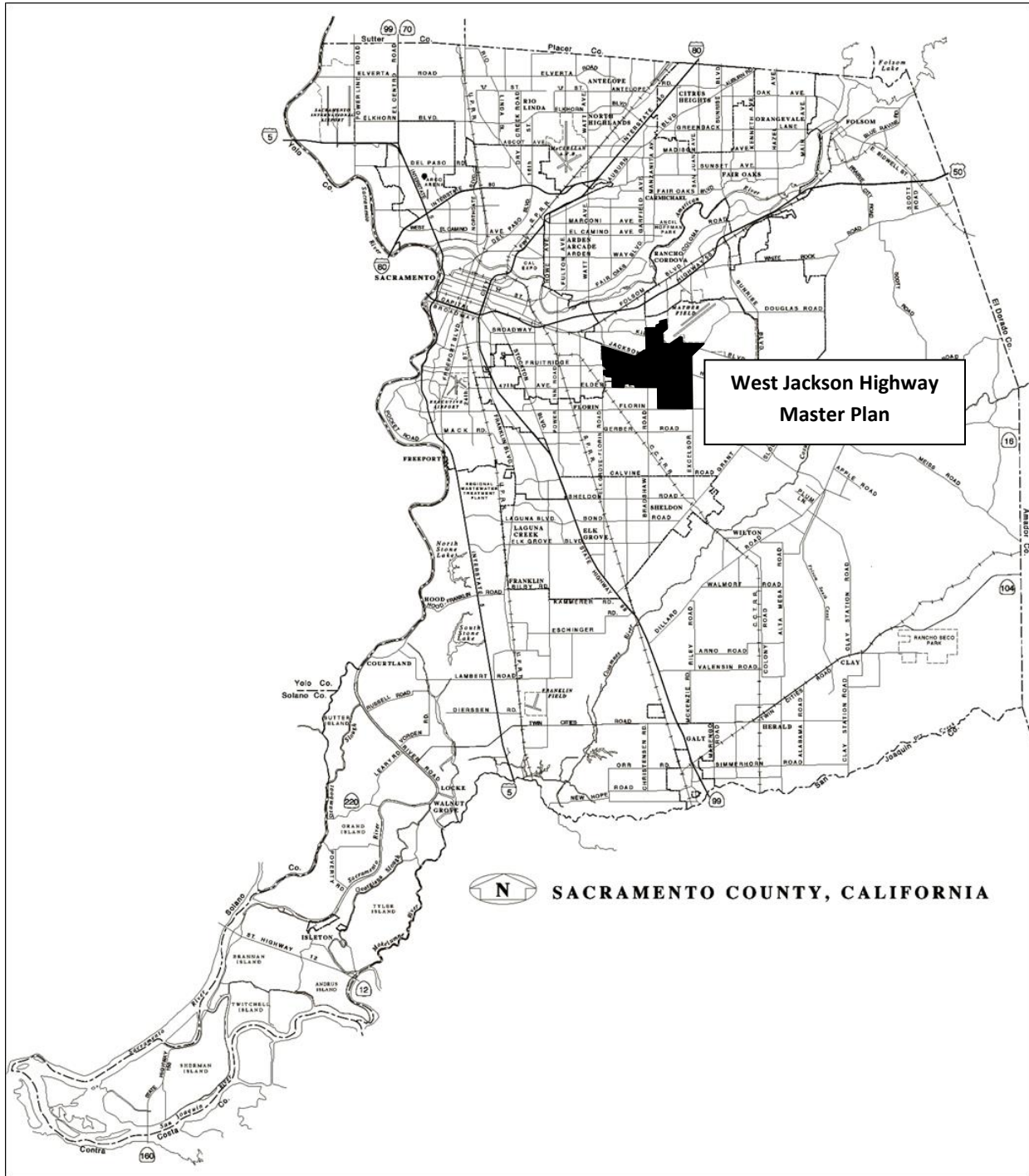
Wood Rodgers (Engineer)  
Attn: Tim Crush

SWA (Landscape Architect)  
Attn: Sean O'Malley

**PROJECT LOCATION:**

The proposed Project is located along State Route 16 (Jackson Highway) in generally the geographic center of Sacramento County (Plate NOP-1). The Project boundaries are generally Jackson Highway, Kiefer Boulevard and Goethe Road to the north, portions of Elder Creek Road and Florin Road to the south, the City of Sacramento to the west and Excelsior Road to the east (Plate NOP-2).

### Plate NOP-1: Regional Location



## **ENVIRONMENTAL/LAND USE SETTING**

The West Jackson Highway Master Plan (WJHMP) project area is located within the unincorporated portion of Sacramento County and is located adjacent to the City of Sacramento to the west and City of Rancho Cordova to the northeast. Existing and proposed urban development surrounds the Project Area. Plate NOP-3 is a context map that shows these various developments. West of the Project Area are industrial uses within the boundaries of the City of Sacramento; however, it should be noted that in 2015 the City of Sacramento adopted a new General Plan which designates this area for new residential, commercial and employment land uses. Adjacent to and west of the Project Area is Teichert Land Company's Aspen 1 - New Brighton project, located within the boundaries of the City of Sacramento. The Aspen 1 - New Brighton project consists of 133.5 acres of land designated for single-family residential, located in the northwest, center and southeast portion of the Aspen 1 site. The 133.5 acres includes an elementary school. In the central and southern portions of the Aspen 1 site, 43.1 acres are designated for multi-family residential/mixed-use land uses. The Aspen 1 - New Brighton project also includes the designation of 13.1 acres of Shopping Center located in the northeastern portion of the site; 14.4 acres for parks/open space in three separate areas of the site; and 28.2 acres for Urban Farm uses in the southwest portion of the site. The project will have a total of 1,365 dwelling units and 130,000 square feet of commercial space. The Aspen 1 - New Brighton project and the proposed WJHMP project have been designed to be compatible with each other.

Just north of the Project Area is a residential neighborhood known as the Rosemont community. The land north of the Project Area is almost entirely built out. Agricultural residential uses are located south of the Project Area; however, this area is a part of the previously approved Florin-Vineyard "Gap" Community Plan which consists primarily of rezones from agricultural/agricultural-residential land uses to low density residential land uses. Further south is the North Vineyard Station Specific Plan that also primarily consists of rezones from agricultural-residential to low density residential land uses.

The lands east of the Project Area are largely comprised of agricultural-residential land uses, but are now proposed for future development similar to the proposed Project in concurrent applications known as NewBridge (County Control Number PLNP2010-00081), Jackson Township (County Control Number PLNP2011-00095) and Mather South (County Control Number PLNP2013-00065). Jackson Township is adjacent to the east of the Project. The Sacramento Raceway is just east of the Project Area and is located in the Jackson Township project area. Events at the Sacramento Raceway include drag racing and motocross.

Mather Airport is located just north/northeast of the Project Area. The runways of Mather Airport are located at the northern boundary of the Project Area (refer to Plate NOP-4). Mather Airport is the former Mather Air Force Base and is now primarily used as an air cargo facility and business park (largely aviation services).

Plate NOP-2: West Jackson Highway Master Plan Project Boundary

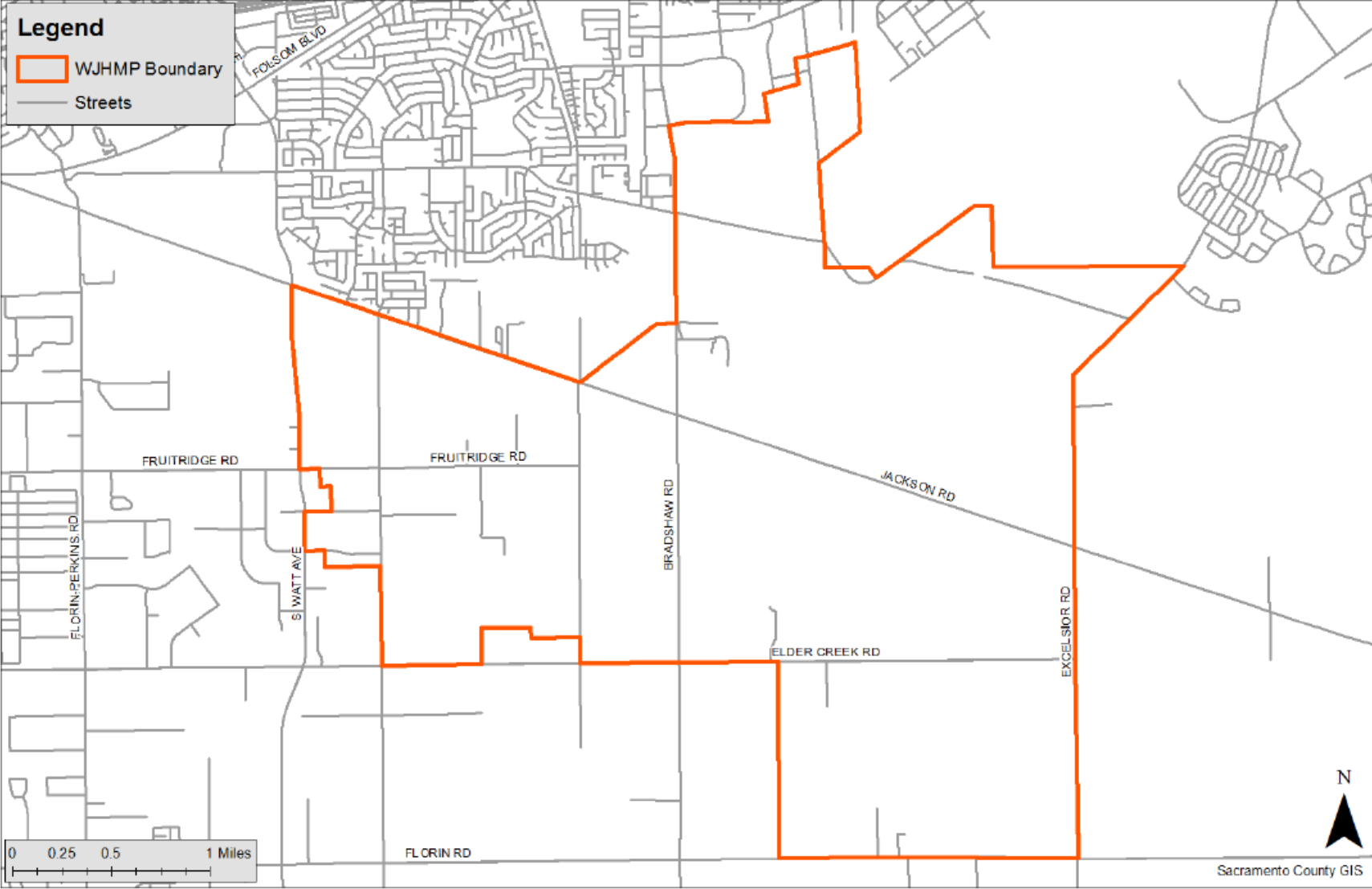


Plate NOP-3: Context Map

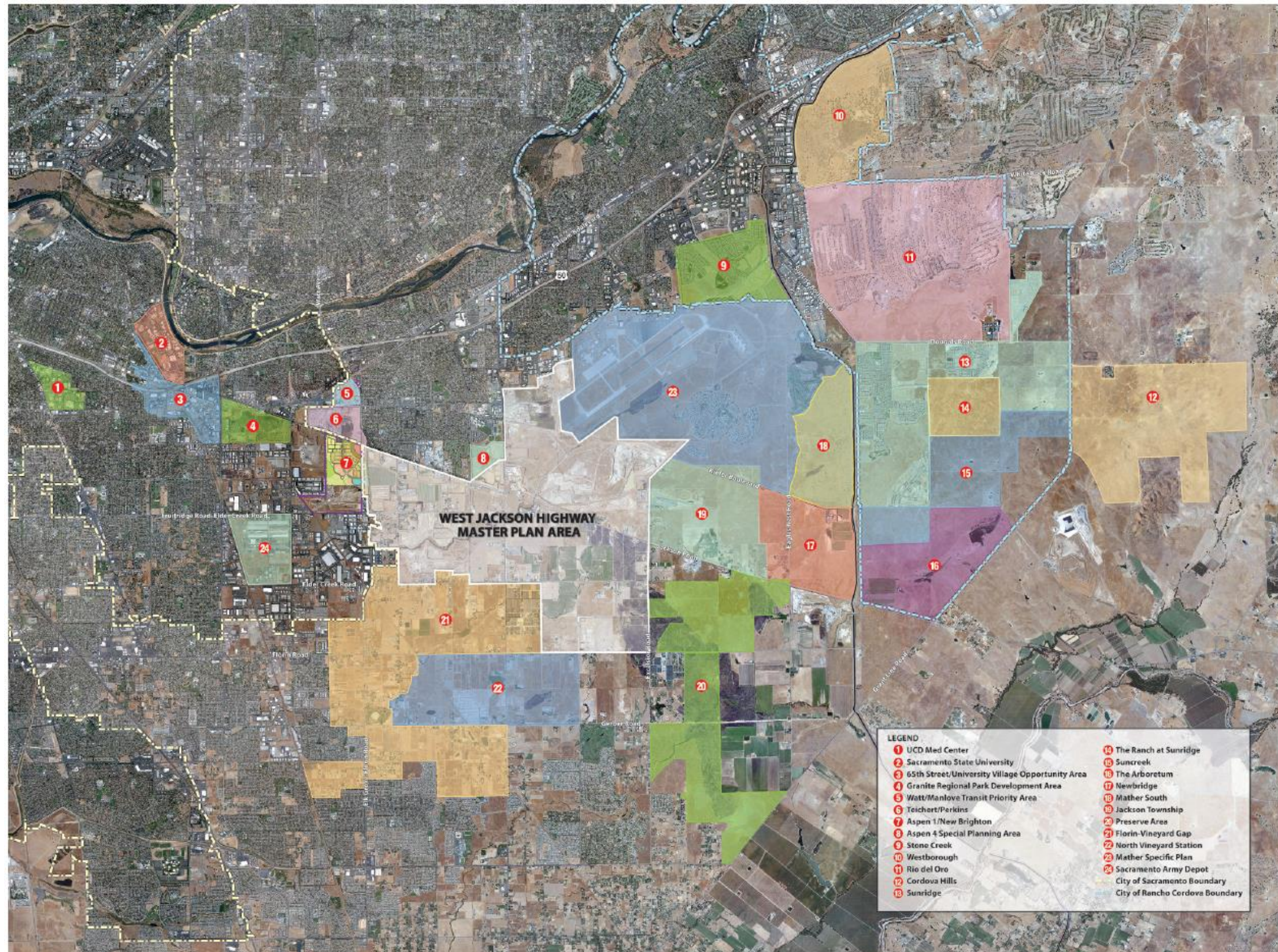
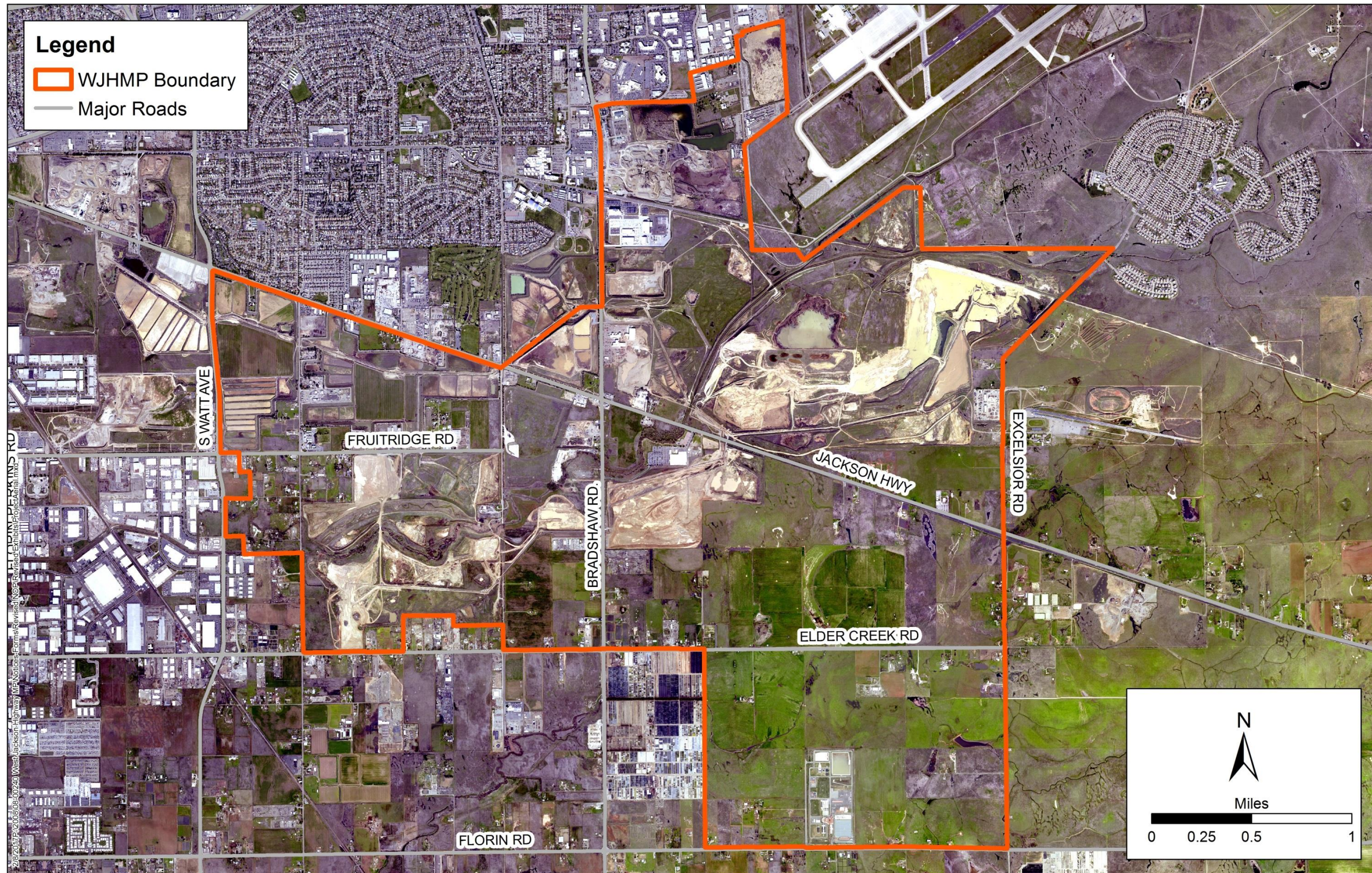


Plate NOP-4: Aerial Photo (Dated 2014) of Project Area



## **REVISED PROJECT DESCRIPTION**

On September 10, 2013, a Notice of Preparation (NOP) was issued for the WJHMP for a land use project which is now, in this NOP, designated the “Original Project”. Since that time, the Project Applicants and County of Sacramento staff have reviewed the results of several CEQA-related studies, consulted numerous stakeholders, and had extensive conversations concerning how the Original Project might adversely impact the environment. As that information has become available, the Project Applicants, along with County staff, have worked to modify the Original Project so as to lessen its environmental impacts, all of which has resulted in the “Revised Project” (or the “Project” as appropriate) which is the subject of this NOP. A precise description of that project and the reasons for the various changes are discussed below. On February 15, 2017, an NOP for the Revised Project was issued; however there was subsequently a need to revise the Project further. The Elk Grove Unified School District (EGUSD) wanted more location specificity for possible sites of the proposed middle/high school. In response, the Project Applicants had a series of discussions with the EGUSD to determine specific location options for the facility. This NOP reflects the outcome of those discussions and supersedes the NOP that was released on February 15, 2017.

The Project Area has various land uses and is currently designated by the Sacramento County General Plan as the following: General Agriculture (1,713.3 acres), Agricultural-Urban Reserve (1,722.2 acres), Extensive Industrial (2,384.5 acres), Intensive Industrial (72.1 acres), Commercial & Offices (16.8 acres), and Cemetery, Public/Quasi-Public (4.4 acres). In addition, portions of the Project Area contain an Aggregate Resource Area overlay. Of the entire 5,913± acres of the Project Area, the applicants collectively own 4,079± acres – Teichert owns 3,016± acres and Granite owns 1,063± acres. Thus, the applicant controlled properties represent 69% of the total Project Area acreage. The properties owned by the applicants primarily include aggregate mining sites used for sand and gravel extraction, many of which have already been reclaimed. Although most of the mining is complete, some of the Project Applicants’ properties continue to support various mining related activities. The Revised Project Area is mostly comprised of existing and former mining properties – as mining activities have dominated the landscape since the 1930’s, the Project Area is not highly developed. The remaining land uses within the Project Area are comprised of a mixture of rural residential, institutional, agricultural and industrial properties. Refer to Plate NOP-4 for an aerial photo (dated 2014) of the Project Area.

## **PROPOSED LAND USES**

The Revised Project involves a series of entitlements which are listed below in order to establish a master planned community. The proposed Master Plan creates two District Plan Areas (labeled as District 1 and District 2), three Future Planning Areas (FPA) (labeled as FPA A, B and C), as well as general land use policies and development standards. The District Plans establish specific land uses, policies and development standards for the properties within the District Areas. Although future land uses for the FPAs will be established by the Master Plan, there will be no rezones in these areas. It is anticipated that the landowners within the FPAs will initiate District Plans or Specific



Plans in the future to comprehensively plan those areas. Should the landowners in those areas contemplate changing existing land uses within the FPA, such future use must be consistent with the provisions of the Master Plan. The applicants do not own property within the FPAs.

Overall, the Revised Project includes a mixture of residential, recreational, and employment nodes intended to reduce auto usage within the Master Plan Area and support the provision and use of transit alternatives. The Revised Project's Land Use Plan is depicted in Plate NOP-5 and the land uses are further described below:

### **RESIDENTIAL**

The Revised Project includes five different types of residential land uses, all of which are categorized based on the proposed density. The residential land uses in Districts 1 and 2 account for a total of approximately 2,100.8± acres of the Project Area and are intended to provide for a wide diversity of housing types. The five residential types are:

- Very Low Density Residential (0.1 – 4.0 units/acre)
- Low Density Residential (3.0 – 8.0 units/acre)
- Medium Density Residential (7.0 – 18.0 units/acre)
- High Density Residential (20.0 – 30.0 units/acre)
- Mixed Use (20.0 – 30.0 units/acre)

The project will comply with the affordable housing ordinance in effect at the time of project approval. To achieve compliance, the Project's different Districts and FPAs may prepare individual Affordable Housing Plans for their respective District or FPA.

### **SCHOOLS, OPEN SPACE AND PARK USES**

The size and number of parks and schools have been proposed based on the acreage or number of dwelling units of the proposed residential component of the Revised Project. The ratios are based on the requirements of the Southgate and Cordova Recreation and Park Districts and the Elk Grove Unified School District (EGUSD). There are four proposed elementary schools in District 1 and one proposed middle/high school that would be located within either District 1 or 2. The ultimate location for the middle/high school will be determined by EGUSD at a time of their choosing. However, for purposes of analyzing project impacts, there will be two proposed specific sites for the middle/high school. The first middle/high school site is 70 acres and is located on the west side of Mayhew Road near the Mayhew Road/Elder Creek Road intersection. This site is part of the Revised Project and Option 2 land use plans (Plate NOP-5 and Plate **NOP-13**). The second middle/high school site is 84 acres and is located on the west side of Vineyard Road near the Vineyard Road/Elder Creek Road intersection. This second site is part of the Option 1 and Option 3 land use plans (Plate NOP-12 and Plate **NOP-14**). Both of these sites have been determined by the EGUSD to have the level of feasibility to analyze in the Draft EIR.

The Revised Project designates a total of 1,469.5± acres as Open Space, which includes preserving the existing two vernal pool complexes within the Project Area. The proposed Rock Creek Parkway is expected to vary in width up to 300 feet wide in some locations and will contain separated roadways along the outer edge of the parkway. Rock Creek Parkway will include right-of-way for a future transit line, and a large swath of land in the center (designated as Open Space) which is intended to accommodate drainage as well as pedestrian/bicycle trails. Rock Creek Parkway will traverse the central portion of the Project Area and the trails of Rock Creek Parkway will connect with the trails of the recreated portion of Morrison Creek; the intent is to provide alternative modes of transportation throughout the Project Area. The Project also incorporates 162.2± acres of parks, dispersed throughout the Project Area. Finally, the Revised Project includes a land use designation of Open Space/Urban Farm for 476.3± acres, which in addition to open space uses, will allow community based agriculture and education within the Project Area.

### **EMPLOYMENT USES**

The Revised Project provides for a mix of approximately 1,300.9± acres of commercial, employment and industrial land uses and 120.9 acres of mixed use. These uses are located throughout the Project Area in order to provide jobs and services in close proximity to residences. In addition, the land use plan has been designed around the 60 dB (decibel) Community Noise Equivalency Level (CNEL) contour line of Mather Airport. The Mather Airport Community Land Use Plan (CLUP) identifies land uses that are 'compatible', 'compatible subject to conditions' or 'incompatible' within specified Mather CNEL noise contours, which are based on guidelines for height, noise and safety near airports. The Mather Airport CLUP classifies residential uses as incompatible within the 60-65 dB CNEL. Due to these restrictions, the applicants have designed the land use plan to exclude residential land uses within this contour and place other land uses such as retail commercial, employment, industrial and open space uses. This results in a concentration of employment uses in the geographic center of the Project Area.

### **REQUESTED ENTITLEMENTS:**

1. A **General Plan Amendment** to:
  - a. Amend the Urban Policy Area (UPA) boundary south and east to include approximately 5,844 acres of the West Jackson Highway Master Plan Area (see Plate NOP-6). *Note: Approximately 69.3 acres of the Master Plan Area is currently within the UPA.*
  - b. Amend the Land Use Diagram from Agricultural-Urban Reserve, General Agriculture, Extensive Industrial, Intensive Industrial, Commercial and Offices and Cemetery, Public/Quasi Public, to Low Density Residential, Medium Density Residential, Mixed Use, Commercial and Office, Recreation, Intensive Industrial, Extensive Industrial, General Agriculture, Agricultural-Urban Reserve, and Cemetery, Public/Quasi Public for approximately 5,913 acres (see Plate NOP-7). *Note: Amendments to the*

*land use designations listed above will not affect the designation of the existing Aggregate Resource Area Overlay, which will remain in place.*

- c. Amend the Land Use Element and Land Use Consistency Matrix to add a West Jackson Highway Master Plan Combining Land Use designation.
- d. Amend the Land Use Diagram to apply the West Jackson Highway Master Plan Combining Land Use Designation to the entire 5,913 acre Plan Area.
- e. Amend the Land Use Diagram to include a Mixed Use Land Use Designation.
- f. Amend the General Plan Transportation Plan to show proposed roadway alignments and transit routes as shown in the Transportation Plan Amendment Diagram dated April 2017 (Plate NOP-8). *Note: Changes to transit routes shown on the Transportation Plan do not require amendments to the General Plan Transportation Plan.*
- g. Amend the Bikeway Master Plan to add on- and off-street bikeways as shown in the Bikeways Master Plan Amendment Diagram dated April 2017 (Plate NOP-9).

## 2. A **Community Plan Amendment** to:

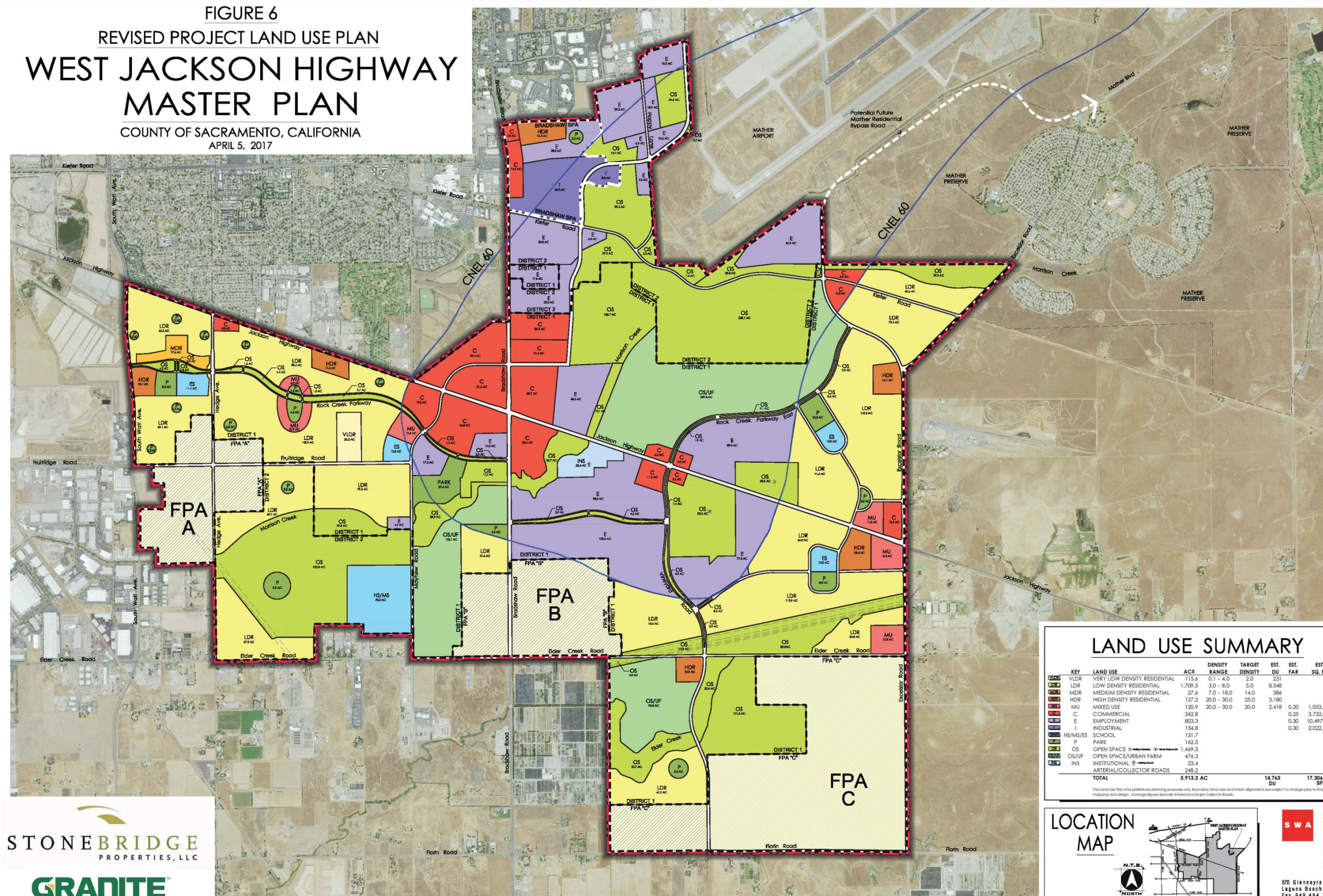
- a. Amend the Cordova Community Plan to add a West Jackson Highway Master Plan Overlay and apply it to the approximately 1,114 acres of the Master Plan Area located within the boundaries of the Cordova Community Plan.
- b. Amend the Cordova Community Plan land use designations of the parcels located in the District 1 and District 2 Area Plans from Permanent Agriculture (AG-20), Limited Commercial, Light Industrial, Heavy Industrial, Industrial Reserve and Major Roads to West Jackson Highway Master Plan for approximately 1,114 acres (see Plate NOP-10). *Note: Amendments to the land use designations listed above will not affect the designation of the existing Surface Mining Combining Zone, which will remain in place.*
- c. Amend the Vineyard Community Plan to add a West Jackson Highway Master Plan Overlay and apply it to the approximately 3,777 acres of the Master Plan Area located within the boundaries of the Vineyard Community Plan.
- d. Amend the Vineyard Community Plan land use designations of the parcels located in the District 1 and District 2 Area Plans from Permanent Agriculture (AG-20), Permanent Agriculture (AG-40), Permanent Agriculture (AG-80), Permanent Agriculture (AG-160), Agricultural-Residential-1 (AR-1), Agricultural-Residential-2 (AR-2), Shopping Center,

Light Industrial, Heavy Industrial, and Industrial Reserve to West Jackson Highway Master Plan for approximately 3,777 acres (see Plate NOP-10).  
Note: Amendments to the land use designations listed above will not affect the designation of the existing Surface Mining Combining Zone, which will remain in place.

3. Adoption of the West Jackson Highway Master Plan for approximately 5,913 acres.
4. Adoption of the District 1 Area Plan including a Land Use Diagram, Design Guidelines, and Development Standards.
5. Adoption of the District 2 Area Plan including a Land Use Diagram, Design Guidelines, and Development Standards.
6. A Rezone to change the zoning designations within designated properties to Special Planning Area (Plate NOP-11).
7. A Development Agreement for the District 1 Area Plan by and between the County of Sacramento and Teichert Land Company.
8. A Development Agreement for the District 2 Area Plan by and between the County of Sacramento and Granite Construction Company.
9. Adoption of a Public Facilities Financing Plan for West Jackson Highway Master Plan that includes a Capital Improvement Program and Financing Plan.
10. Adoption of an Urban Services Plan for West Jackson Highway Master Plan.
11. A Water Supply Master Plan Amendment to amend the Existing Zone 40 Water Supply Master Plan to include provision of water service to the West Jackson Highway Master Plan Area.
12. Approval of the Water Supply Assessment for West Jackson Highway: Required by the California Water Code to link land use and water supply planning activities.

Plate NOP-5: West Jackson Highway Master Plan Revised Project Land Use Plan (Preferred Option)

**FIGURE 6**  
**REVISED PROJECT LAND USE PLAN**  
**WEST JACKSON HIGHWAY**  
**MASTER PLAN**  
 COUNTY OF SACRAMENTO, CALIFORNIA  
 APRIL 5, 2017



**SUMMARY-DISTRICT ONE**

KEY	LAND USE	ACRES	DENSITY	TARGET	EST.	EST.	EST.
					DU	FAR	SQ. FT.
LDR	VERY LOW DENSITY RESIDENTIAL	23.0	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,709.5	3.0 - 8.0	5.0	8,548		
LDR	MEDIUM DENSITY RESIDENTIAL	27.6	7.0 - 18.0	14.0	386		
LDR	HIGH DENSITY RESIDENTIAL	127.2	20.0 - 30.0	25.0	3,180		
MU	MIXED USE	120.9	20.0 - 30.0	20.0	2,418	0.20	1,053,281
C	COMMERCIAL	342.8	0.25				3,720,092
E	EMPLOYMENT	803.3	0.30				10,497,524
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	131.7					
P	PARK	142.5					
OS	OPEN SPACE	1,469.5					
OS/UF	OPEN SPACE/URBAN FARM	476.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>14,743</b>		<b>17,304,804</b>

**SUMMARY-DISTRICT TWO**

KEY	LAND USE	ACRES	DENSITY	TARGET	EST.	EST.	EST.
					DU	FAR	SQ. FT.
LDR	VERY LOW DENSITY RESIDENTIAL	23.0	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,709.5	3.0 - 8.0	5.0	8,548		
LDR	MEDIUM DENSITY RESIDENTIAL	27.6	7.0 - 18.0	14.0	386		
LDR	HIGH DENSITY RESIDENTIAL	127.2	20.0 - 30.0	25.0	3,180		
MU	MIXED USE	120.9	20.0 - 30.0	20.0	2,418	0.20	1,053,281
C	COMMERCIAL	342.8	0.25				3,720,092
E	EMPLOYMENT	803.3	0.30				10,497,524
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	131.7					
P	PARK	142.5					
OS	OPEN SPACE	1,469.5					
OS/UF	OPEN SPACE/URBAN FARM	476.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>14,743</b>		<b>17,304,804</b>

**SUMMARY-FPA A**

KEY	LAND USE	ACRES	DENSITY	TARGET	EST.	EST.	EST.
					DU	FAR	SQ. FT.
LDR	VERY LOW DENSITY RESIDENTIAL	23.0	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,709.5	3.0 - 8.0	5.0	8,548		
LDR	MEDIUM DENSITY RESIDENTIAL	27.6	7.0 - 18.0	14.0	386		
LDR	HIGH DENSITY RESIDENTIAL	127.2	20.0 - 30.0	25.0	3,180		
MU	MIXED USE	120.9	20.0 - 30.0	20.0	2,418	0.20	1,053,281
C	COMMERCIAL	342.8	0.25				3,720,092
E	EMPLOYMENT	803.3	0.30				10,497,524
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	131.7					
P	PARK	142.5					
OS	OPEN SPACE	1,469.5					
OS/UF	OPEN SPACE/URBAN FARM	476.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>14,743</b>		<b>17,304,804</b>

**SUMMARY-FPA B**

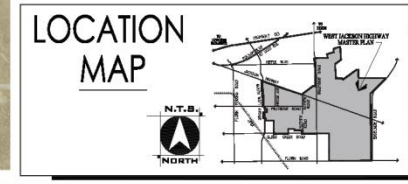
KEY	LAND USE	ACRES	DENSITY	TARGET	EST.	EST.	EST.
					DU	FAR	SQ. FT.
LDR	VERY LOW DENSITY RESIDENTIAL	23.0	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,709.5	3.0 - 8.0	5.0	8,548		
LDR	MEDIUM DENSITY RESIDENTIAL	27.6	7.0 - 18.0	14.0	386		
LDR	HIGH DENSITY RESIDENTIAL	127.2	20.0 - 30.0	25.0	3,180		
MU	MIXED USE	120.9	20.0 - 30.0	20.0	2,418	0.20	1,053,281
C	COMMERCIAL	342.8	0.25				3,720,092
E	EMPLOYMENT	803.3	0.30				10,497,524
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	131.7					
P	PARK	142.5					
OS	OPEN SPACE	1,469.5					
OS/UF	OPEN SPACE/URBAN FARM	476.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>14,743</b>		<b>17,304,804</b>

**SUMMARY-FPA C**

KEY	LAND USE	ACRES	DENSITY	TARGET	EST.	EST.	EST.
					DU	FAR	SQ. FT.
LDR	VERY LOW DENSITY RESIDENTIAL	23.0	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,709.5	3.0 - 8.0	5.0	8,548		
LDR	MEDIUM DENSITY RESIDENTIAL	27.6	7.0 - 18.0	14.0	386		
LDR	HIGH DENSITY RESIDENTIAL	127.2	20.0 - 30.0	25.0	3,180		
MU	MIXED USE	120.9	20.0 - 30.0	20.0	2,418	0.20	1,053,281
C	COMMERCIAL	342.8	0.25				3,720,092
E	EMPLOYMENT	803.3	0.30				10,497,524
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	131.7					
P	PARK	142.5					
OS	OPEN SPACE	1,469.5					
OS/UF	OPEN SPACE/URBAN FARM	476.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>14,743</b>		<b>17,304,804</b>

**LAND USE SUMMARY**

KEY	LAND USE	ACRES	DENSITY	TARGET	EST.	EST.	EST.
					DU	FAR	SQ. FT.
LDR	VERY LOW DENSITY RESIDENTIAL	115.6	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,709.5	3.0 - 8.0	5.0	8,548		
LDR	MEDIUM DENSITY RESIDENTIAL	27.6	7.0 - 18.0	14.0	386		
LDR	HIGH DENSITY RESIDENTIAL	127.2	20.0 - 30.0	25.0	3,180		
MU	MIXED USE	120.9	20.0 - 30.0	20.0	2,418	0.20	1,053,281
C	COMMERCIAL	342.8	0.25				3,720,092
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HS/MS/ES	SCHOOL	131.7					
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AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>14,743</b>		<b>17,304,804</b>



**SWA** Leguna Beach  
 Sausalito  
 San Francisco  
 Los Angeles  
 Houston  
 Dallas  
 Shanghai

570 Gleneyre Street  
 Leguna Beach CA 92651  
 Fax 949.494.7451  
 949.497.5471

**WOOD RODGERS**  
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS  
 3301 C St, Bldg. 100-B Tel 916.341.7760  
 Sacramento, CA 95816 Fax 916.341.7767

WEST JACKSON HIGHWAY MASTER PLAN - FIGURE 6 LAND USE PLAN

**STONEBRIDGE**  
 PROPERTIES, LLC

**GRANITE**

## **REASONS FOR PROJECT REVISION:**

The following are the reasons for revising the Original Project:

- 1. To Reduce Traffic Impacts:** A draft cumulative traffic study was prepared for the four proposed master plans along the Jackson Highway corridor: West Jackson Highway Master Plan (Project Area), Jackson Township Specific Plan, Mather South Community Master Plan, and NewBridge Specific Plan. When that draft study was initially reviewed by County staff and the Project Applicants, it became evident that many factors contributed to the Original Project's identified traffic impacts, including the intensity of employment uses within the Project Area, roadway alignments, roadway widths and capacity, and projected transit usage. Following this draft study review, the County ran several scenarios through a traffic modeling program altering these factors by decreasing employment intensity, narrowing roadways, employing different land use arrangements, and using different transit headways (i.e., time span between bus arrival). The intent was to explore, as part of the early CEQA review process, how traffic impacts might be lessened through changes to any one of these variables. Ultimately, it became clear that the Project Area's employment intensity, which resulted in the attraction of numerous trips from outside the project area, was the project's most significant traffic driver. The Project Applicants then responded to this early determination by reducing the project employment intensity by changing predominately office uses to less intensive light industrial uses.

To reduce traffic impacts on Bradshaw Road between Jackson Highway and Goethe Road, the Project Applicants have added a four-lane roadway connector between Routier Road at the Project's north boundary and the Mayhew Road extension near the Jackson Highway/Bradshaw Road intersection (see Plate NOP-5). This connector will function as a north-south alternative to Bradshaw Road and will provide traffic relief for Bradshaw. This connector will also provide another access for industrial and commercial uses along Bradshaw Road.

Reducing employment intensity and adding the Routier Road connector are now reflected in the Revised Project. It is anticipated these changes will result in a substantial lessening of traffic associated with the Revised Project and substantial lessening of traffic along Bradshaw Road.

- 2. To Reduce Air Quality Impacts:** The draft cumulative traffic study concluded that, as indicated, the Original Project attracted many employment-related vehicle trips from outside of the project. Those outside trips, in turn, resulted in increased regional VMT and a corresponding increase in GHG emissions. The reduction in the intensity of employment now proposed as part of the Revised Project should reduce the number of outside trips entering the Project Area, thereby reducing VMT and greenhouse gas emissions. This reduction should contribute to a better air quality situation as well as a lessening of those factors contributing to climate change.
- 3. To Improve Transit:** The draft traffic study also analyzed the Original Project's transit system as part of a larger system serving the overall area. As a result of that

analysis, it became apparent that the transit system could benefit from more direct and efficient routes that would serve project residents while reducing lane miles. With those observations in mind, changes to the transit system were made that should result in the Revised Project's transit system reducing transit lane miles to 11 from the 25 in the originally proposed project while also locating 87% of the proposed Project's residential units within ½ mile of a transit route. Reducing the transit lane miles is significant as a means to reduce transit service redundancies and enable more direct transit routes, thereby creating a more efficient transit system. Also, the ½ mile figure is important because Sacramento County General Plan Policy LU-120 favors projects that locate residential development within ½ mile of transit service. This has been determined to be important to Sacramento County due to the fact that individuals living proximate to transit will utilize those services more frequently than those living farther away. The net result of increased transit ridership should be a lessening of air quality and greenhouse gas impacts.

#### 4. To Reduce Biological Impacts

The Original Project featured land uses and roadways that would have adversely impacted biological features including jurisdictional wetlands and a native section of Morrison Creek. After identifying those impacts as part of the early CEQA review process, the County and the Project Applicants reassessed land use locations and worked to design alternative roadway alignments that would facilitate regional traffic flows without causing adverse impacts to biological resources. Specifically, the Revised Project avoids the following within the Project Area:

- Vernal pool resources in the Aspen 9 area which will be preserved as open space instead of designated for residential uses
- Crossing a native stretch of Morrison Creek at the southeast corner of Jackson Highway and Bradshaw Road
- An additional roadway crossing of Morrison Creek's realigned channel in the Aspen 6 and Granite 1 areas contemplated in the Original Project
- Crossing a Detention Basin and environmental corridor in the Aspen 6 area
- Impacts to a Wetlands and Vernal Pool Complex located in the Aspen 5/Granite 1 area
- Encroaching on the Morrison Creek preserve, located in the Vineyard 1 area, which was placed under a perpetual conservation easement grant to preserve open space and restored habitats as a component of mine reclamation

These changes should reduce the impacts to biological resources stemming from the Project.

#### 5. To Increase Open Space: The Revised Project contains a greater amount of open space (inclusive of the Open Space/Urban Farm designation) than the Original

Project: 1,945.8 acres in the Revised Project vs. 1,583.4 acres in the Original Project. This change came after the Project Applicants identified areas in Aspen 4 South, Aspen 6, and Aspen 9 that were needed to increase drainage capacity and preserve biological resources. By designating those areas as open space in the Revised Project, environmental impacts associated with their urbanization will be avoided.

- 6. To Avoid a Potential Noise Impact:** The Revised Project relocates the middle/high school and two elementary schools so as to avoid the Mather Airport Theoretic Capacity 60 CNEL noise contour. Initially, the middle/high school was planned for a location within the 60 CNEL noise contour, but the Elk Grove Unified School District, the school district serving the Project Area, expressed early in the CEQA review process a desire for the school to be located elsewhere so that students would enjoy a quieter environment. The Project Applicants accommodated the School District by rearranging land uses in a manner that caused the Middle/High School and two elementary schools to be located outside of the 60 CNEL line. Potential noise impacts related to the schools' location within the 60 CNEL line were accordingly avoided.
- 7. To Improve Ground Water Recharge:** The Revised Project contains greater detention area which potentially contributes to groundwater recharge. Increasing groundwater recharge has been identified in the County of Sacramento's General Plan Policy CO-10 as an activity that should be supported as a means to improve water supply and benefit the environment.

In summary, the aforementioned modifications incorporated into the Revised Project are indicative of how the CEQA process resulted in improving the Project in a manner which should minimize its environmental impacts. Accordingly, it is anticipated the environmental analysis that follows the issuance of this NOP will reveal the Revised Project will result in a reduction in overall environmental impacts when compared to those which would have been associated with the Original Project.

### **PROJECT OPTIONS TO REVISED PROJECT (PREFERRED OPTION):**

The applicants have requested analysis of four options for the Project with the preferred option being the Revised Project. Options 1, 2 and 3 were provided to assess variations in the Project and are not intended to be CEQA Alternatives. A CEQA Alternative is different than a Project Option in that the CEQA Alternative is intended to reduce environmental impacts associated with the Project. CEQA Alternatives will, however, be developed as part of the preparation of the EIR. Options 1, 2 and 3 are described below with the preferred option described as the Revised Project in previous sections of this NOP.



***OPTION ONE TO THE REVISED PROJECT: MIDDLE SCHOOL/HIGH SCHOOL SITE IN DISTRICT 1***

The land use plan for Option One is similar to that of the Revised Project with the only difference being the location of the middle/high school site (see Plate NOP-12). Under Option One, the middle/high school in District 2 is replaced with residential and open space uses and moved to the west side of Vineyard Road and north of the Vineyard Road/Elder Creek Road intersection in District 1. The middle/high school site acreage has also been increased from 70 acres to 84 acres. When compared to the Revised Project, residential uses would decrease by 49.3 acres and employment uses will decrease by 10.4 acres.

***OPTION TWO TO THE REVISED PROJECT: REDUCED NOISE CONTOUR WITH MIDDLE/HIGH SCHOOL SITE IN DISTRICT 2***

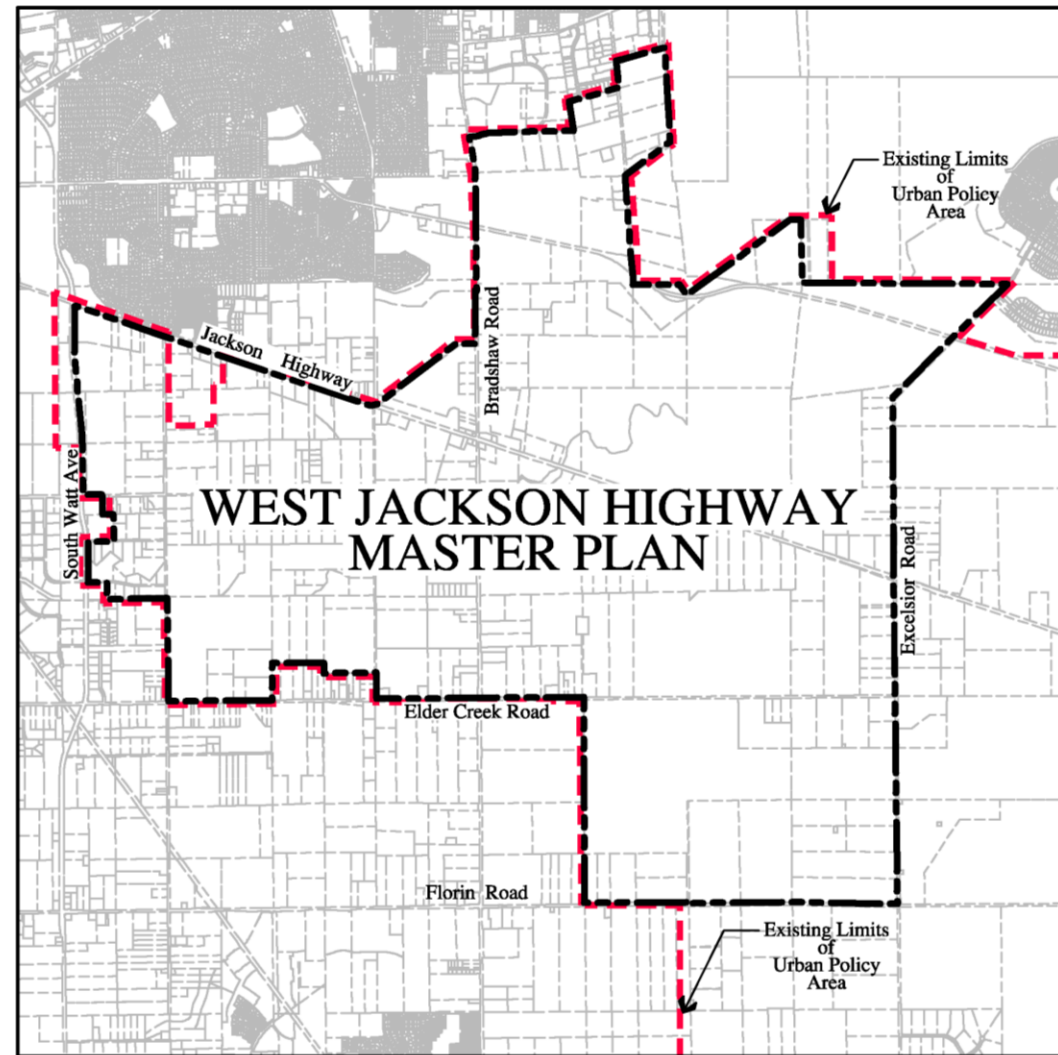
Option Two proposes a land use plan that uses Mather Airport Master Plan's Forecast 60 dB CNEL line instead of Mather Airport's Theoretic Capacity 60 dB CNEL line. Using the Forecast line results in more land available for residential uses. It should be noted that Option Two is inconsistent with current General Plan policies related to airport planning and placement of new residential development within the 60 dB CNEL adopted by the County for planning purposes. As such, Option Two would require a General Plan Amendment. As shown in Plate NOP-13, this alternative would increase residential uses at the geographic center of the Project where employment uses were previously situated. When compared to the Revised Project, residential uses would increase by 371.1 acres, employment uses would decrease by 369.7 acres, commercial uses would decrease by 22.4 acres, and industrial uses acreage would not change. A fifth elementary school would also be included within District 1. Like the Revised Project, Option Two has the middle/high school site in District 2.

***OPTION THREE TO THE REVISED PROJECT: REDUCED NOISE CONTOUR WITH MIDDLE/HIGH SCHOOL SITE IN DISTRICT 1***

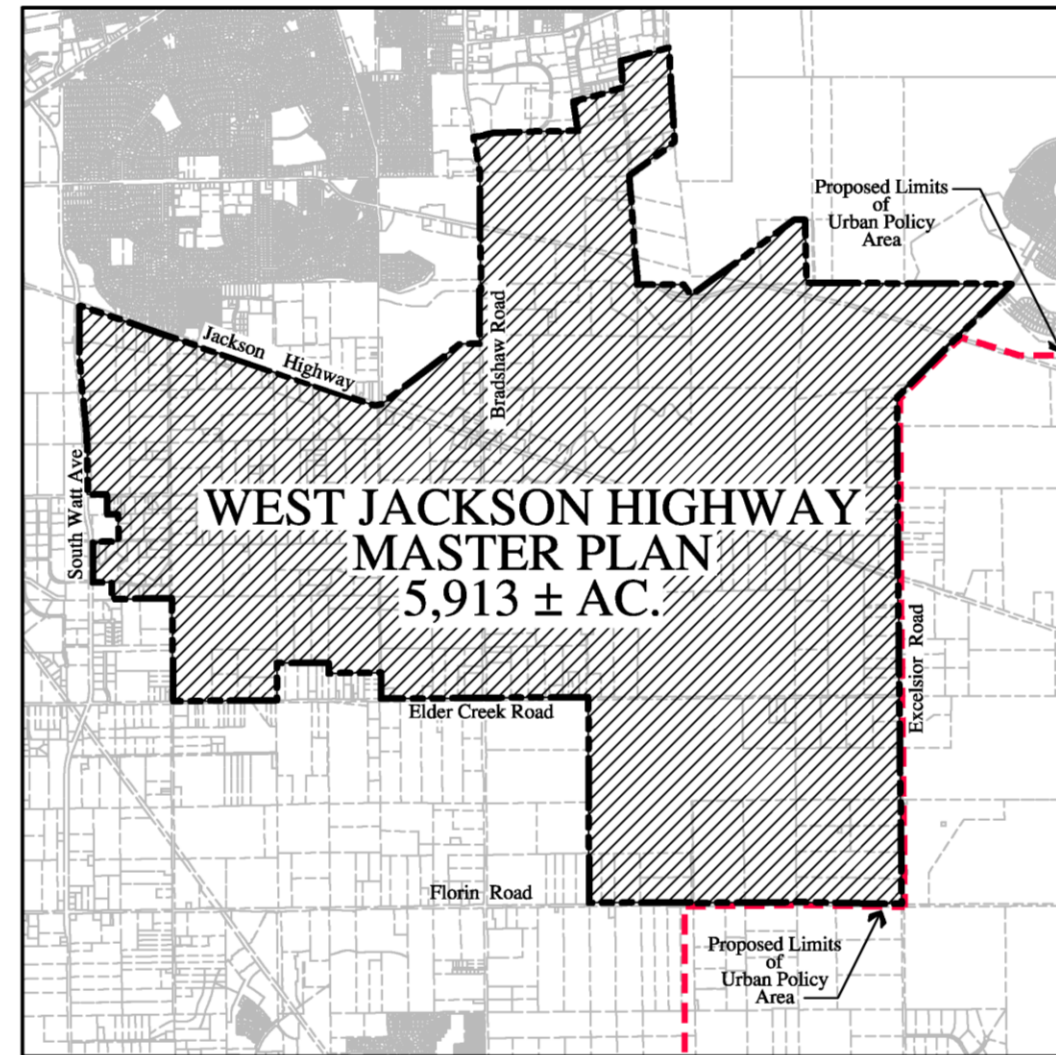
Option Three proposes a land use plan with reduced noise contours like Option Two (see Plate NOP-14). Like Option Two, Option Three will replace employment uses with residential uses at the geographic center of the Project and will have a fifth elementary school. Option Three is also inconsistent with current General Plan policies related to airport planning and placement of new residential development within the 60 dB CNEL adopted by the County for planning purposes, and would require a General Plan Amendment. Like Option One, Option Three has the middle/high school site in District 1. When compared to the Revised Project, residential uses would increase by 325.4 acres, employment uses would decrease by 369.7 acres, commercial uses would decrease by 22.4 acres, and industrial uses would not change.

Plate NOP-6: Urban Policy Boundary Amendment Exhibit


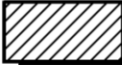
**FIGURE 1**  
**URBAN POLICY AREA AMENDMENT EXHIBIT**  
**WEST JACKSON HIGHWAY MASTER PLAN**  
 SACRAMENTO COUNTY, CALIFORNIA  
 APRIL 2017



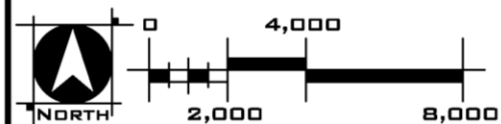
Existing Urban Policy Area Boundary



Proposed Urban Policy Area Boundary

-  Denotes Proposed West Jackson Highway Master Plan Area (5,913± Acres)
-  Denotes properties proposed for inclusion in the Urban Policy Area (5,913± Acres)

FOR PRELIMINARY PLANNING PURPOSES ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGES AND YIELDS MAY VARY WITH MORE ACCURATE MAPPING AND DESIGN. BOUNDARIES, PARCEL LINES AND EXISTING UPA BOUNDARY SHOWN PER SACRAMENTO COUNTY GIS DATABASE.

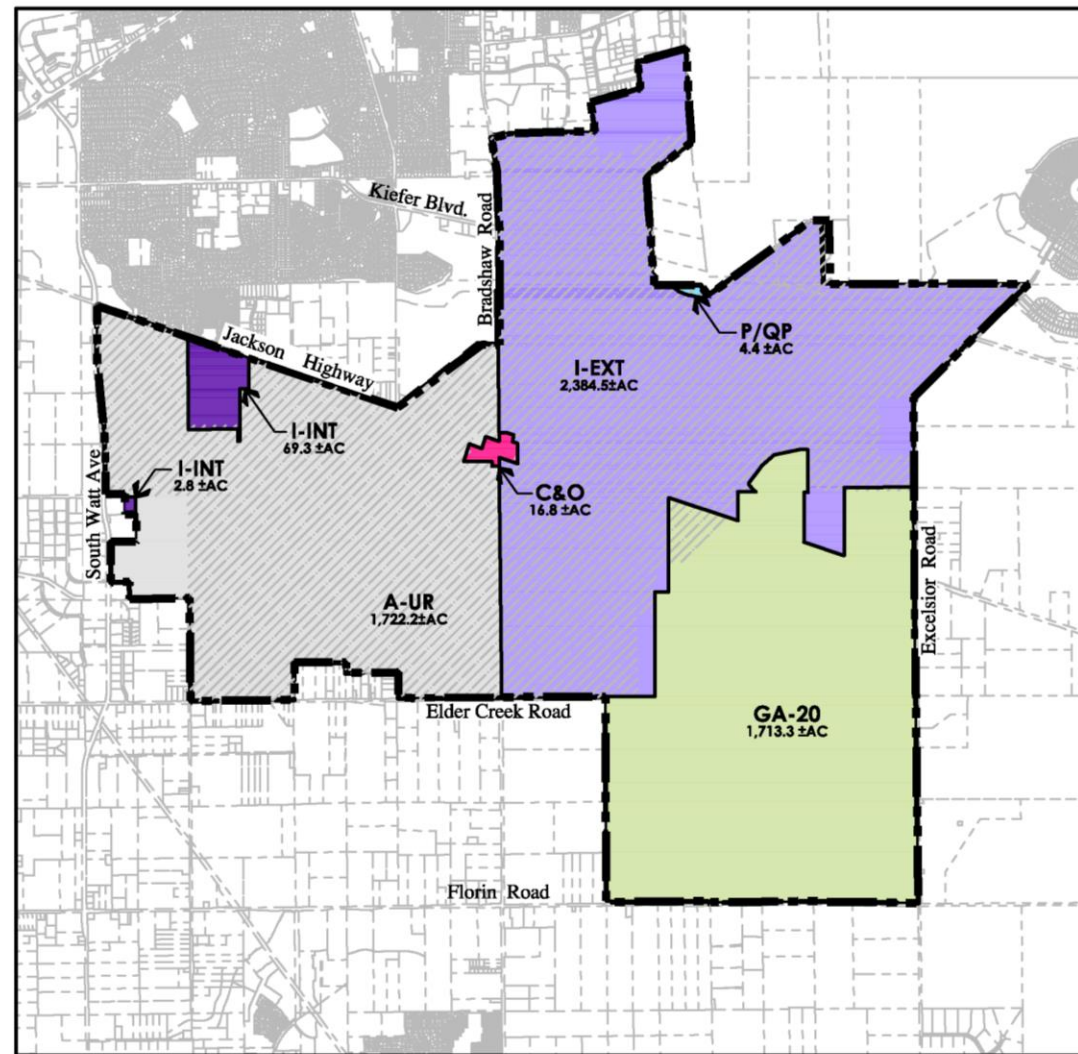


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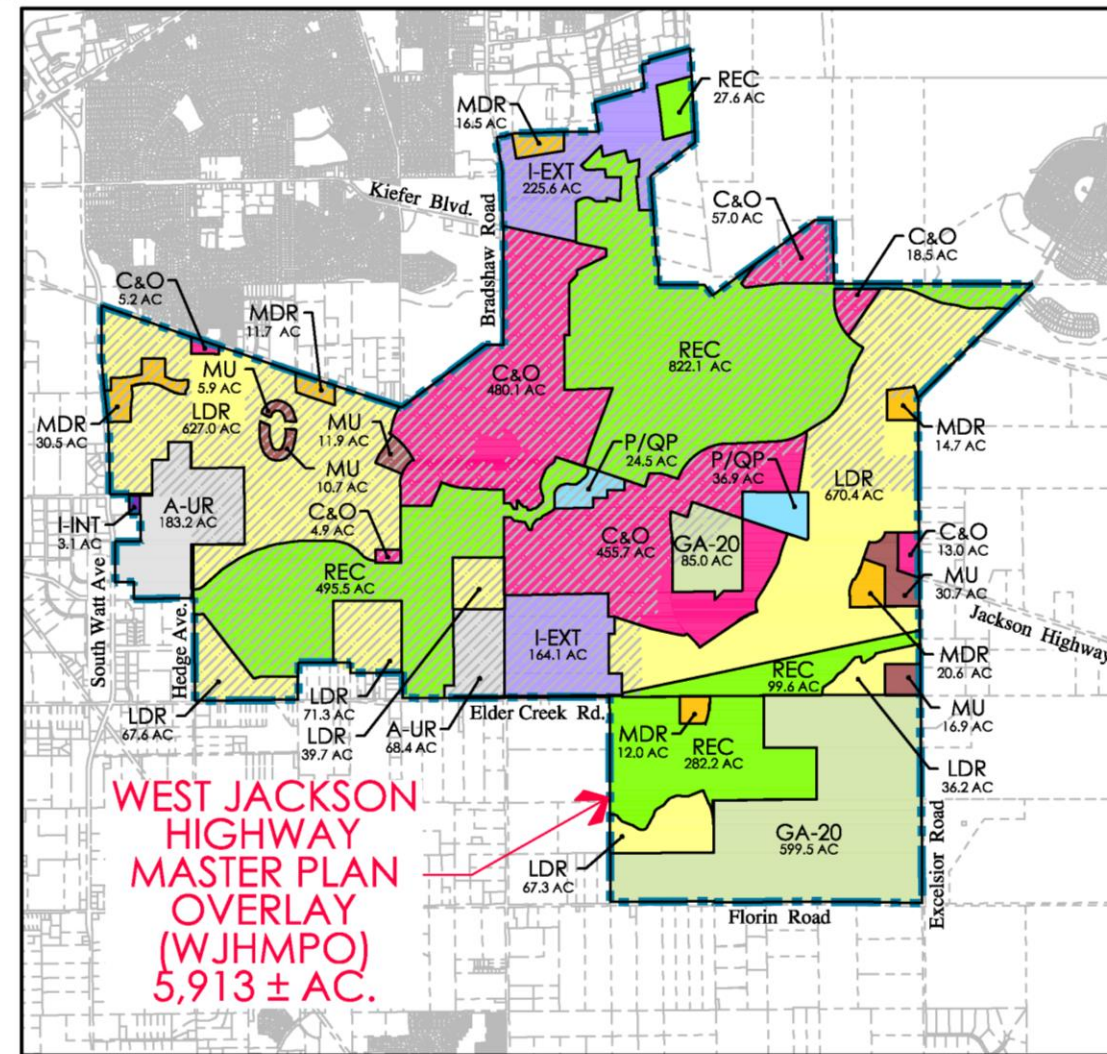
J:\1000-1\1428-RoadCreek\New\_Brighton\_SP-0A\Planning\Exhibits\UPA\_AMENDMENT\FIGURE\_1.dwg 4/17/2017 2:30 PM Jeannette Mercalli

Plate NOP-7: General Plan Amendment Exhibit

**FIGURE 2**  
**GENERAL PLAN AMENDMENT EXHIBIT**  
**WEST JACKSON HIGHWAY MASTER PLAN**  
 SACRAMENTO COUNTY, CALIFORNIA  
 APRIL 2017



Existing General Plan Designations





Proposed General Plan Designations w/ Overlay

**Summary**

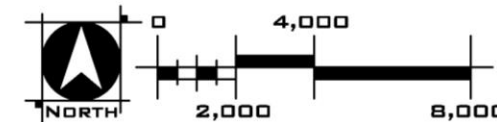
DESIGNATION	LAND USE	EXISTING	PROPOSED*	
LDR	LOW DENSITY RESIDENTIAL (1-12 DU/AC)		1,579.5	+1,579.5
MDR	MEDIUM DENSITY RESIDENTIAL (13-30 DU/AC)		106.0	+106.0
MU	MIXED USE		76.1	+76.1
C&O	COMMERCIAL & OFFICES	16.8	1,034.4	+1,017.6
REC	RECREATION		1,727.0	+1,727.0
PQP	CEMETERY, PUBLIC & QUASI-PUBLIC	4.4	61.4	+57.0
I-INT	INTENSIVE INDUSTRIAL	72.1	3.1	-69.0
I-EXT	EXTENSIVE INDUSTRIAL	2,384.5	389.7	-1,994.8
GA-20	GENERAL AGRICULTURE - 20 ACRE MIN.	1,713.3	684.5	-1,028.8
A-UR	AGRICULTURAL-URBAN RESERVE	1,722.2	251.6	-1,470.6
<b>TOTAL</b>		<b>5,913.3 AC</b>	<b>5,913.3 AC</b>	

\*PROPOSED LAND USE DESIGNATIONS ARE INCLUDED IN WEST JACKSON HIGHWAY MASTER PLAN OVERLAY AREA - 5,913.3 AC.

 Denotes Proposed West Jackson Highway Master Plan Overlay (5,913± Acres)

 Denotes Aggregate Resource Area Overlay

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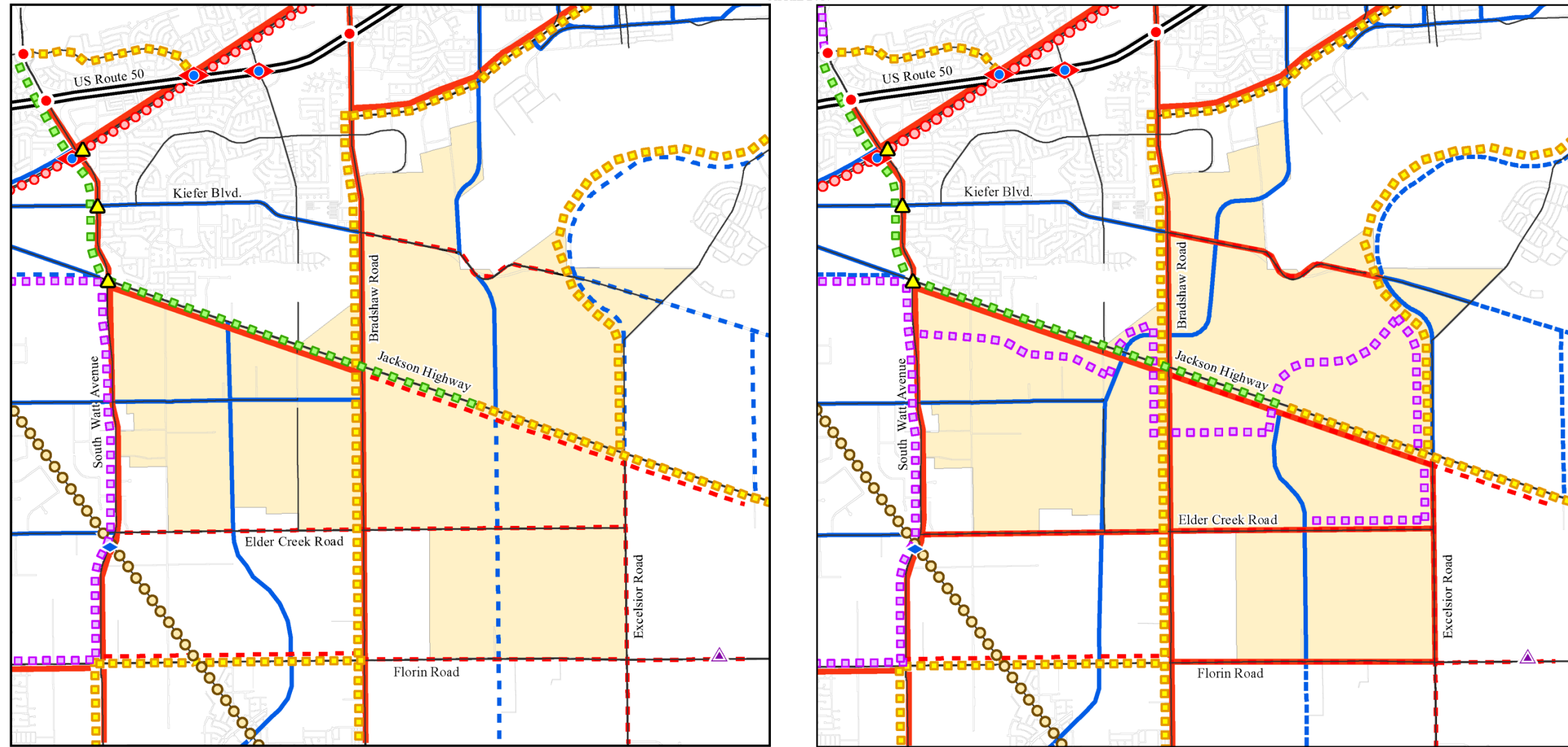


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Plate NOP-8: Transportation Plan Amendment

FIGURE 3  
 TRANSPORTATION DIAGRAM AMENDMENT EXHIBIT  
**WEST JACKSON HIGHWAY MASTER PLAN**  
 SACRAMENTO COUNTY, CALIFORNIA  
 APRIL 2017



Freeway	Existing Interchange	BRT / HI BUS - Mixed Use Lanes
Arterial Pre - 2030	Wildlife Grade Separation	Transportation Reservation Corridor
Arterial Post - 2030	Existing Grade Separation	Post 2030 Transit
Thorough Fare Pre 2030	Future High Capacity Intersection	LRT
Thorough Fare Post 2030	BRT - Exclusive	Project Area
Future Interchange		

**Notes:**  
 1. FOR PRELIMINARY PLANNING PURPOSE ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGES AND YIELDS MAY VARY WITH MORE ACCURATE MAPPING AND DESIGN BOUNDARIES, PARCEL LINES AND EXISTING GENERAL PLAN BOUNDARY SHOWN PER SACRAMENTO COUNTY GIS DATABASE.  
 2. TRANSIT ROUTES ARE CONCEPTUAL AND SUBJECT TO CHANGE. FUTURE GENERAL PLAN AMENDMENTS ARE NOT NEEDED OR REQUIRED FOR MODIFICATIONS TO THE PLANNED TRANSIT SYSTEM.

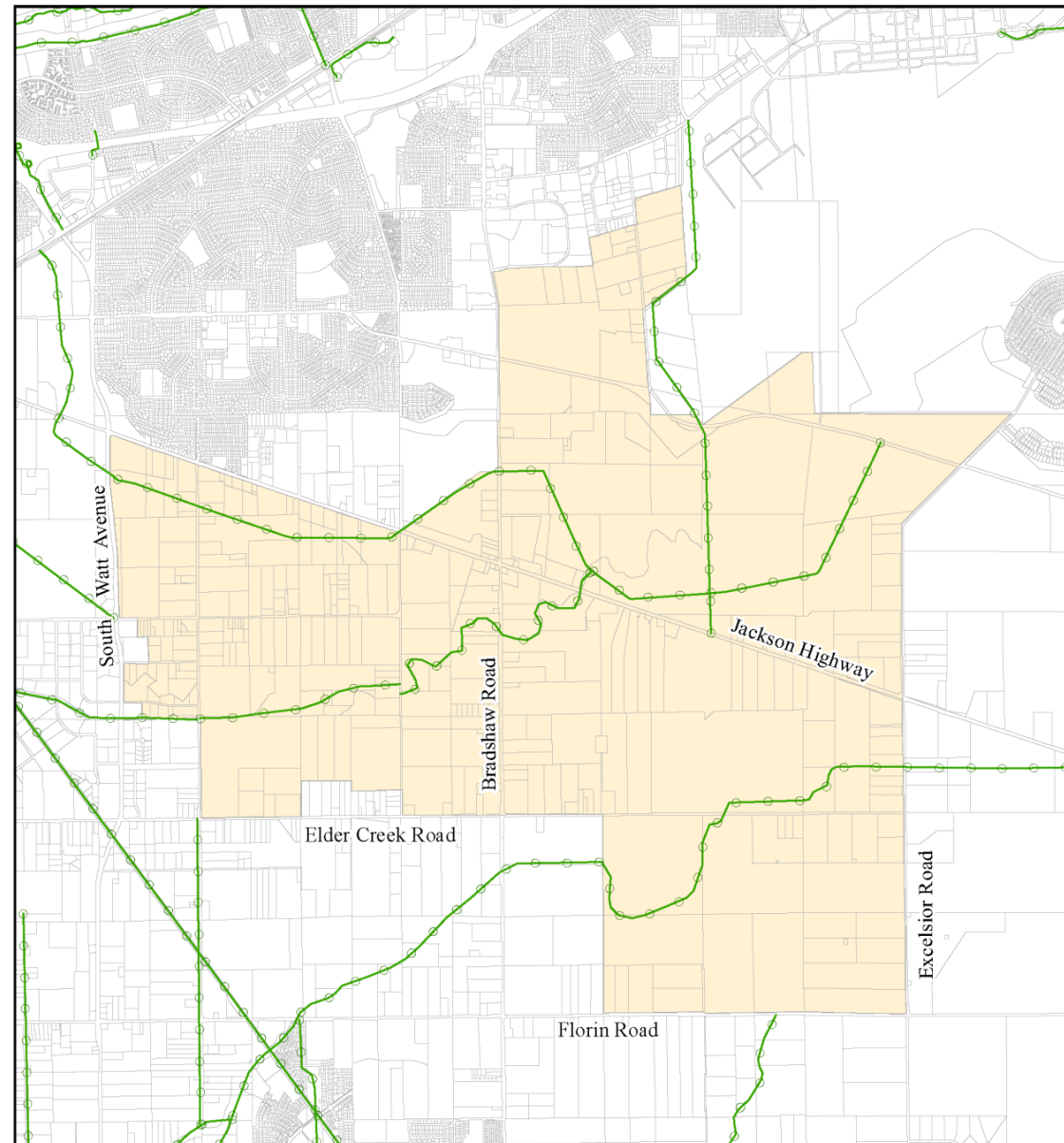
NORTH

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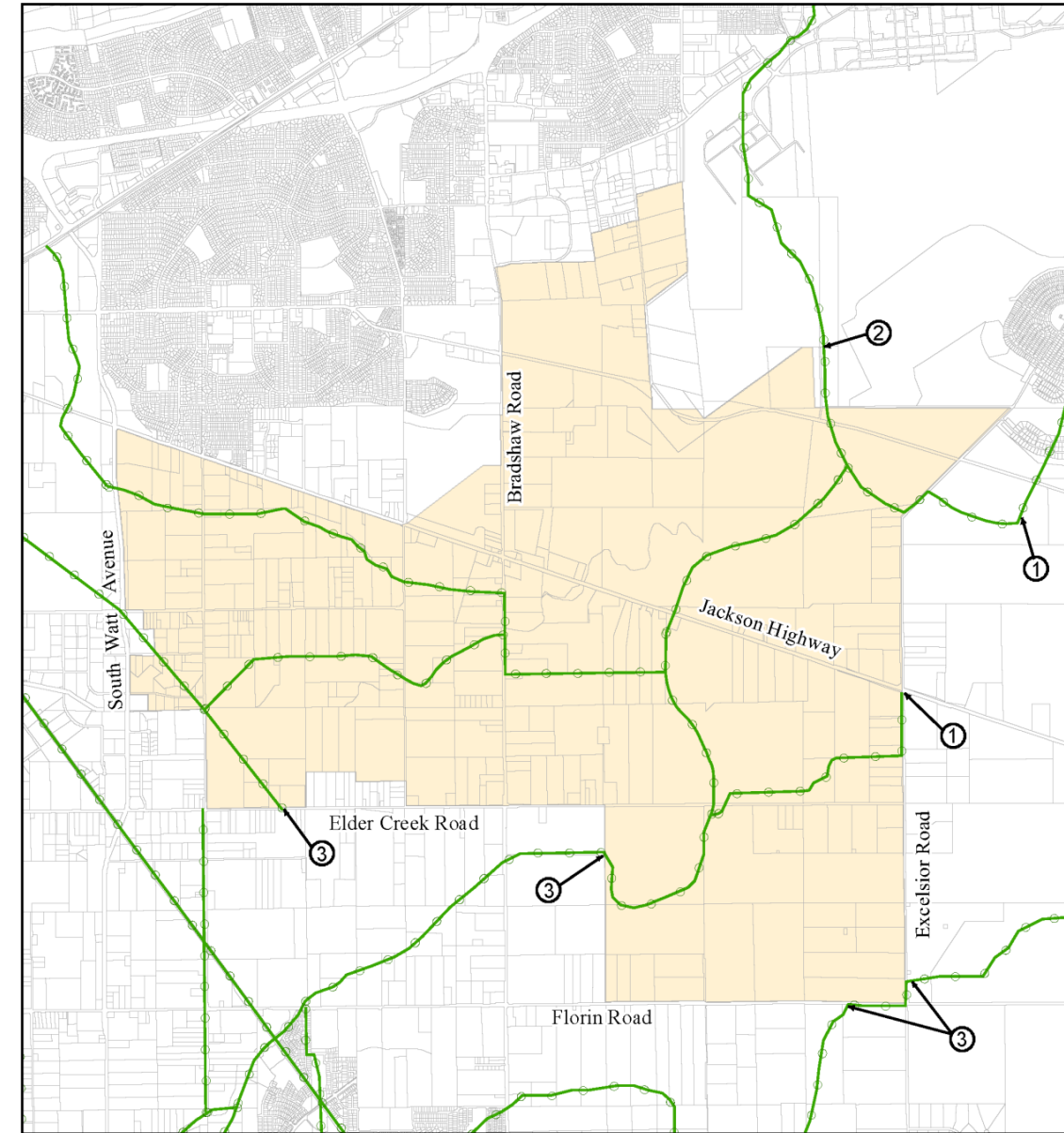
J:\1000-s\1426\_SR16 Jackson Hwy Corridor Study\SR16\_Jackson Hwy-OA\GIS\Tasks\Figure\_3\_Transportation\_Diagram\_Amendment\_Exhibit\_20170417\_V1.mxd

Plate NOP-9: Bicycle Master Plan Diagram

FIGURE 4  
 BICYCLE MASTER PLAN AMENDMENT EXHIBIT  
**WEST JACKSON HIGHWAY MASTER PLAN**  
 SACRAMENTO COUNTY, CALIFORNIA  
 APRIL 2017



Existing Bicycle Master Plan



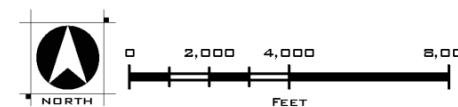
Proposed Bicycle Master Plan

- Bike Trail
- Project Boundary
- Parcel Lines

**Note:**

- ① - Offsite Alignment to be determined by Jackson Township project
- ② - Offsite Alignment to be determined by Mather Airport
- ③ - Offsite Alignment to be determined by Sacramento County.

FOR PRELIMINARY PLANNING PURPOSE ONLY. ACTUAL DIMENSIONS, TRAIL ALIGNMENTS, ACREAGES AND YIELDS MAY VARY WITH MORE ACCURATE MAPPING AND DESIGN. BOUNDARIES, PARCEL LINES AND EXISTING GENERAL PLAN BOUNDARY SHOWN PER SACRAMENTO COUNTY GIS DATABASE.

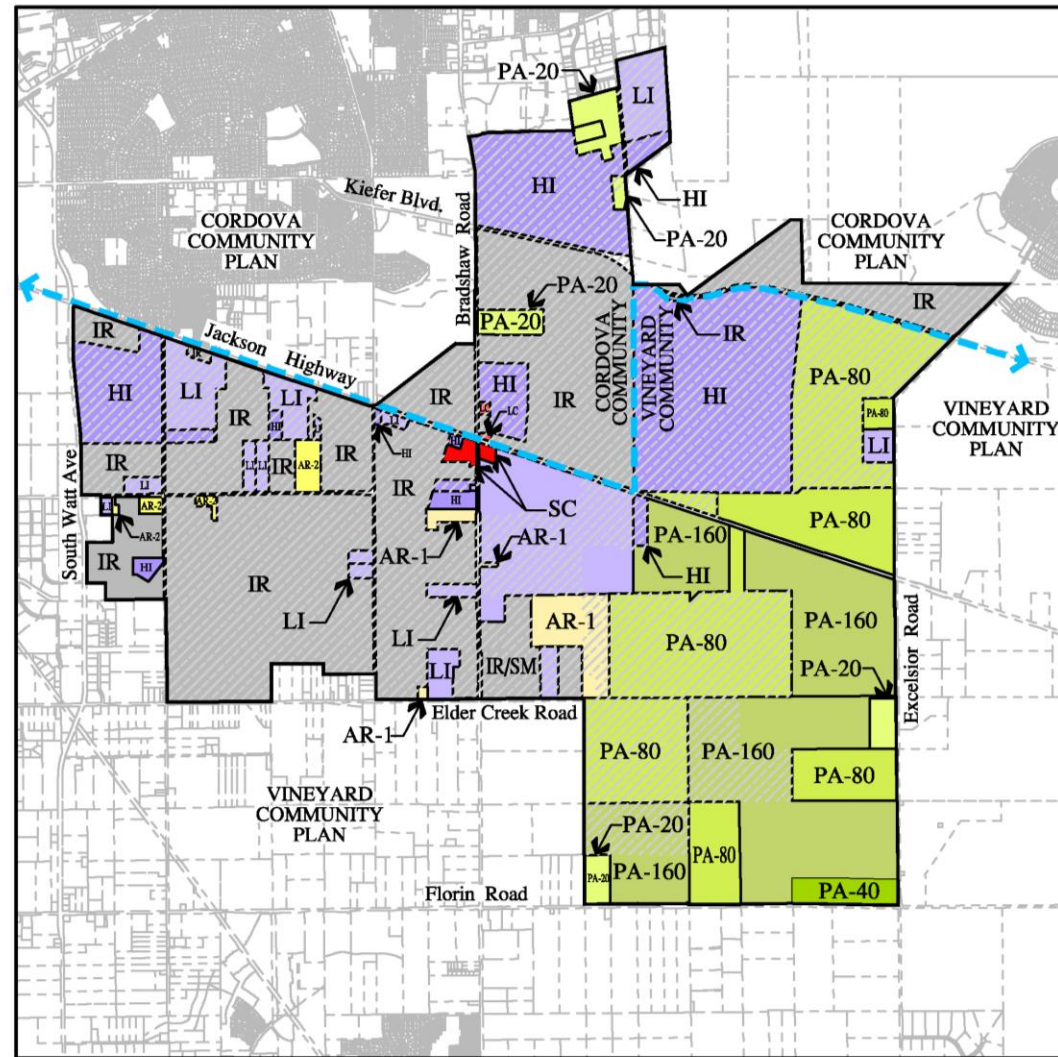


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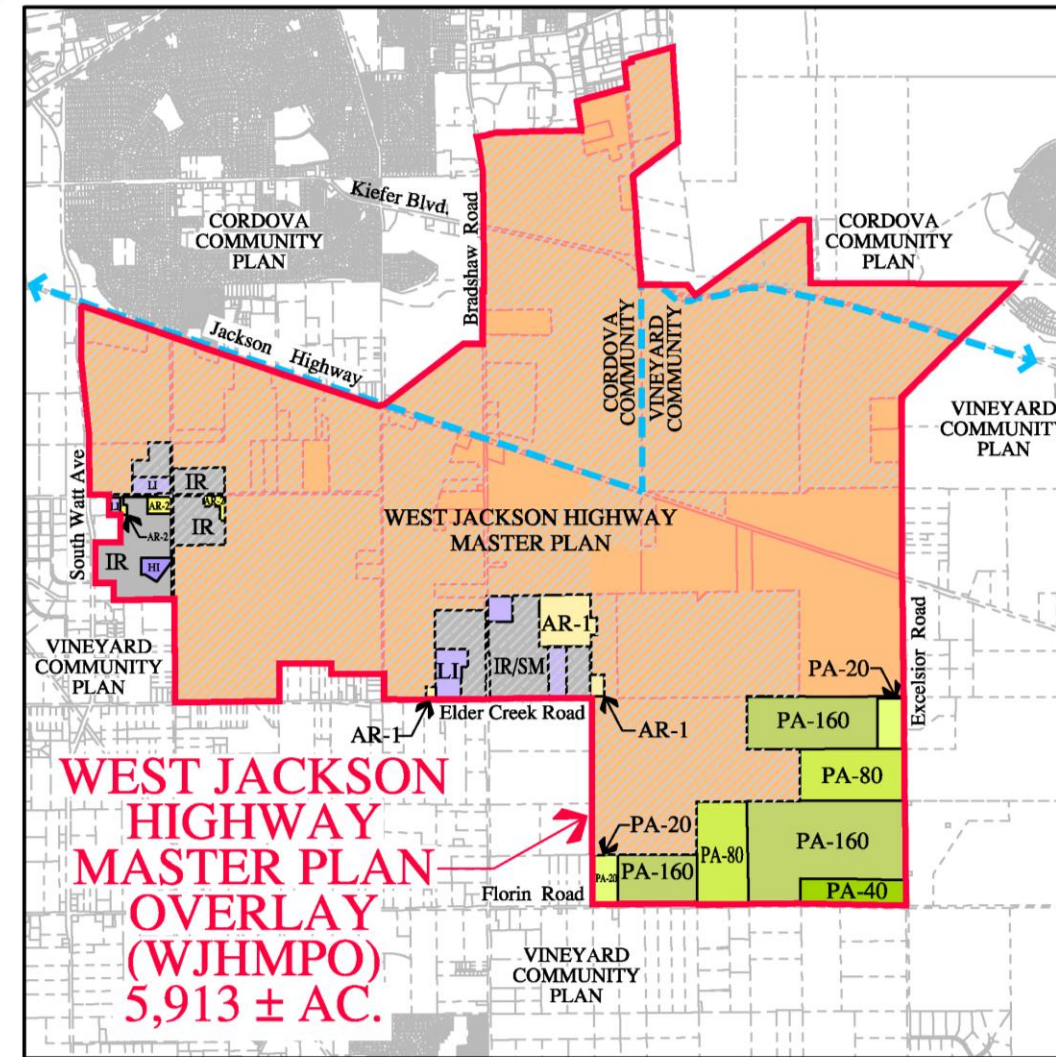
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Plate NOP-10: Community Plan Amendment Exhibit

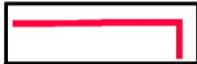

**FIGURE 5**  
**COMMUNITY PLAN AMENDMENT EXHIBIT**  
**WEST JACKSON HIGHWAY MASTER PLAN**  
 SACRAMENTO COUNTY, CALIFORNIA  
 APRIL 2017



Existing Community Plan Designations



Proposed Community Plan Designations w/ Overlay

-  Denotes Proposed West Jackson Highway Master Plan Overlay (5,913± Acres)
-  Denotes Surface Mining Overlay Zone

FOR PRELIMINARY PLANNING PURPOSES ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGES & YIELDS MAY VARY WITH MORE ACCURATE MAPPING & DESIGN. BOUNDARIES & PARCEL LINES ARE PER SACRAMENTO COUNTY GIS DATABASE. EXISTING COMMUNITY PLAN BOUNDARIES WERE DIGITIZED FROM APPROVED CORDOVA AND VINEYARD COMMUNITY AREA MAPS.

Summary					
DESIGNATION	APPLICABLE COMMUNITY PLAN	LAND USE	EXISTING	PROPOSED	DIFFERENCE
PA-20	CORDOVA	PERMANENT AGRICULTURE/AG-20	73.1	0	-73.1
LI	CORDOVA	LIMITED COMMERCIAL	3.3	0	-3.3
LI	CORDOVA	LIGHT INDUSTRIAL	88.3	0	-88.3
HI	CORDOVA	HEAVY INDUSTRIAL	286.3	0	-286.3
IR	CORDOVA	INDUSTRIAL RESERVE	657.6	0	-657.6
MAJOR ROADS	CORDOVA	MAJOR ROADS	35.7	0	-35.7
WJHMPO	CORDOVA	WEST JACKSON HWY MASTER PLAN (CORDOVA)	0	1114.3	+1,114.3
PA-20	VINEYARD	PERMANENT AGRICULTURE/AG-20	35.7	35.7	0
PA-40	VINEYARD	PERMANENT AGRICULTURE/AG-40	39.4	39.4	0
PA-80	VINEYARD	PERMANENT AGRICULTURE/AG-80	1068.2	157.7	-910.5
PA-160	VINEYARD	PERMANENT AGRICULTURE/AG-160	912.6	361.9	-550.7
AR-1	VINEYARD	AGRICULTURAL-RESIDENTIAL 1	95.3	47.7	-47.6
AR-2	VINEYARD	AGRICULTURAL-RESIDENTIAL 2	30.7	11.9	-18.8
SC	VINEYARD	SHOPPING CENTER	13.6	0	-13.6
LI	VINEYARD	LIGHT INDUSTRIAL	800.6	56.4	-744.2
HI	VINEYARD	HEAVY INDUSTRIAL	658.5	7.4	-651.1
IR	VINEYARD	INDUSTRIAL RESERVE	1275.9	284.5	-991.4
WJHMPO	VINEYARD/CORDOVA	WEST JACKSON HWY MASTER PLAN (VINEYARD)	0	3777.1	+3,777.1
MAJOR ROADS	CORDOVA/VINEYARD	MAJOR ROADS	45.6	14.5	-31.1
<b>TOTAL</b>			<b>5713.3 AC</b>	<b>5713.3 AC</b>	<b>0</b>

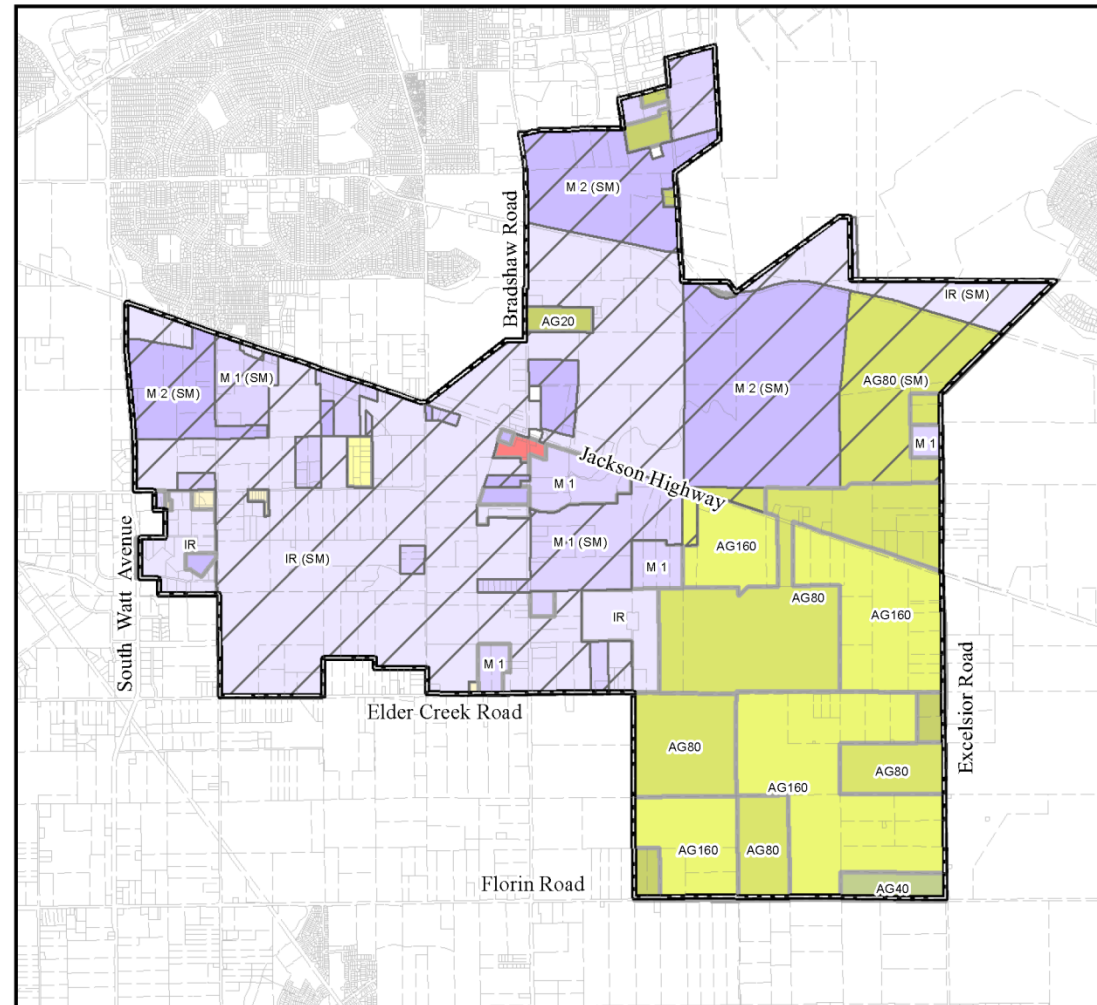


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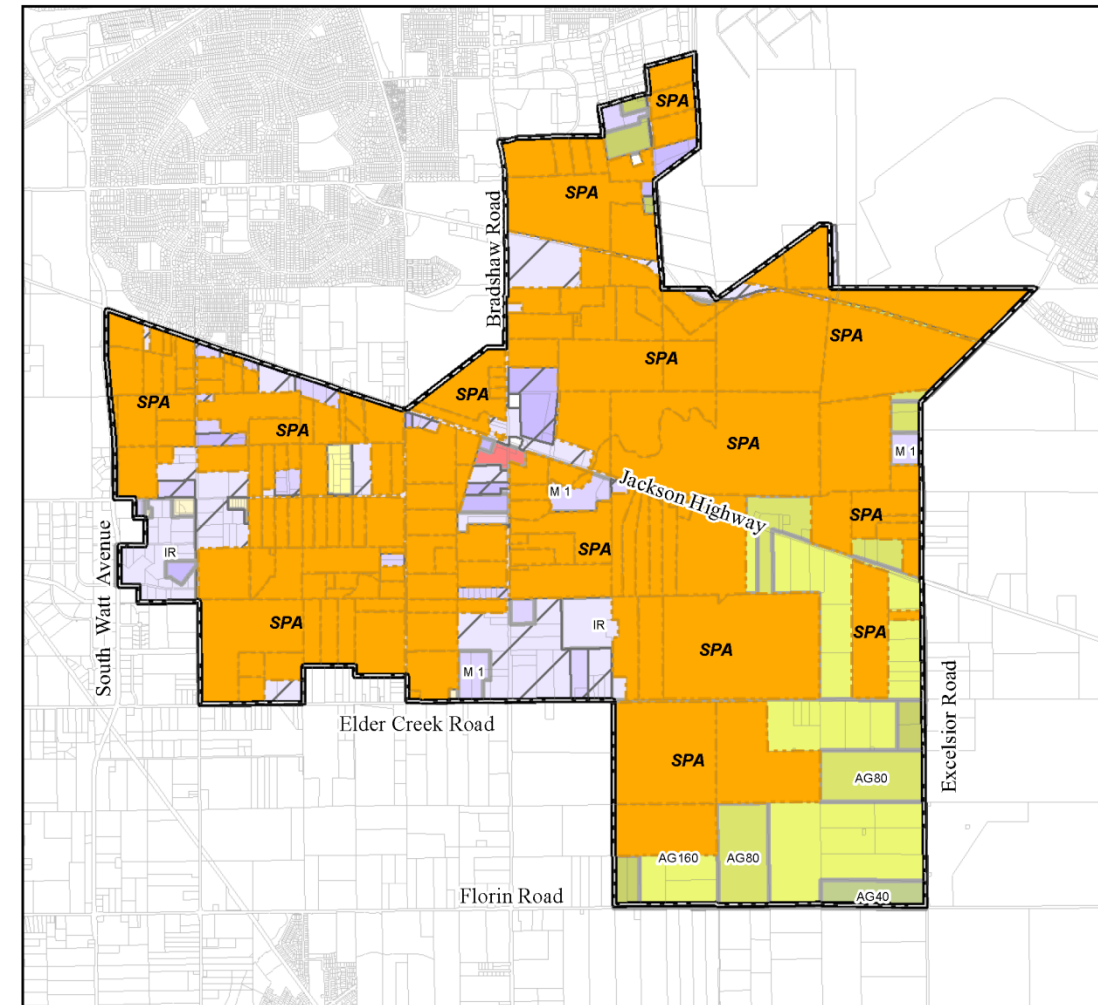
J:\1000-0-11426-RoadCreek\New\_Brighton\_SF\New\_Brighton\_SF-04\Planning\Exhibits\EXH-CPA\_AMENDMENT\_FIGURE\_5.dwg 4/17/2017 2:52 PM Jeannette Morelle

Plate NOP-11: Rezone Exhibit

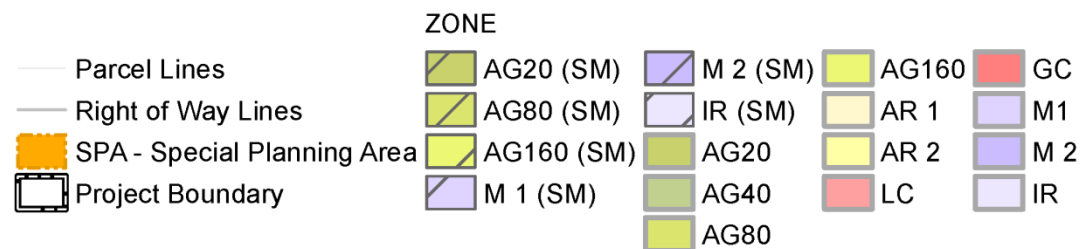
FIGURE 8  
EXISTING AND PROPOSED ZONING EXHIBIT  
**WEST JACKSON HIGHWAY MASTER PLAN**  
SACRAMENTO COUNTY, CALIFORNIA  
APRIL 2017



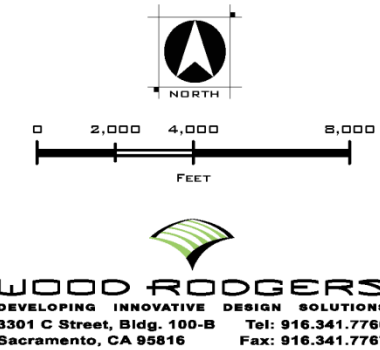
Existing Zoning



Proposed Zoning



DESIGNATION	LAND USE	EXISTING	PROPOSED*	DIFFERENCE
AG-20	PERMANENT AGRICULTURE INTENSIVE	97.9	71.8	- 26.1
AG-40	PERMANENT AGRICULTURE INTENSIVE	44.6	44.6	0.0
AG-80	PERMANENT AGRICULTURE EXTENSIVE	1082.6	264.1	- 818.5
AG-160	PERMANENT AGRICULTURE EXTENSIVE	947.9	560.4	- 387.5
AR-1	AGRICULTURAL-RESIDENTIAL (1 AC MIN)	23.4	23.4	0.0
AR-2	AGRICULTURAL-RESIDENTIAL (2 AC MIN)	29.7	29.7	0.0
LC	LIMITED COMMERCIAL	4.5	4.5	0.0
GC	GENERAL COMMERCIAL	14.6	14.2	- 0.4
M1	LIGHT INDUSTRIAL	601.9	193.8	- 408.1
M2	HEAVY INDUSTRIAL	948.7	117.9	- 830.8
IR	INDUSTRIAL RESERVE	2117.5	509.9	- 1607.6
SPA	SPECIAL PLANNING AREA	0.0	4079.0	+ 4,079.0
<b>TOTAL</b>		<b>5,913.3 AC</b>	<b>5,913.3 AC</b>	<b>0.0</b>



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Plate NOP-12: Option One – Middle/High School Site in District 1

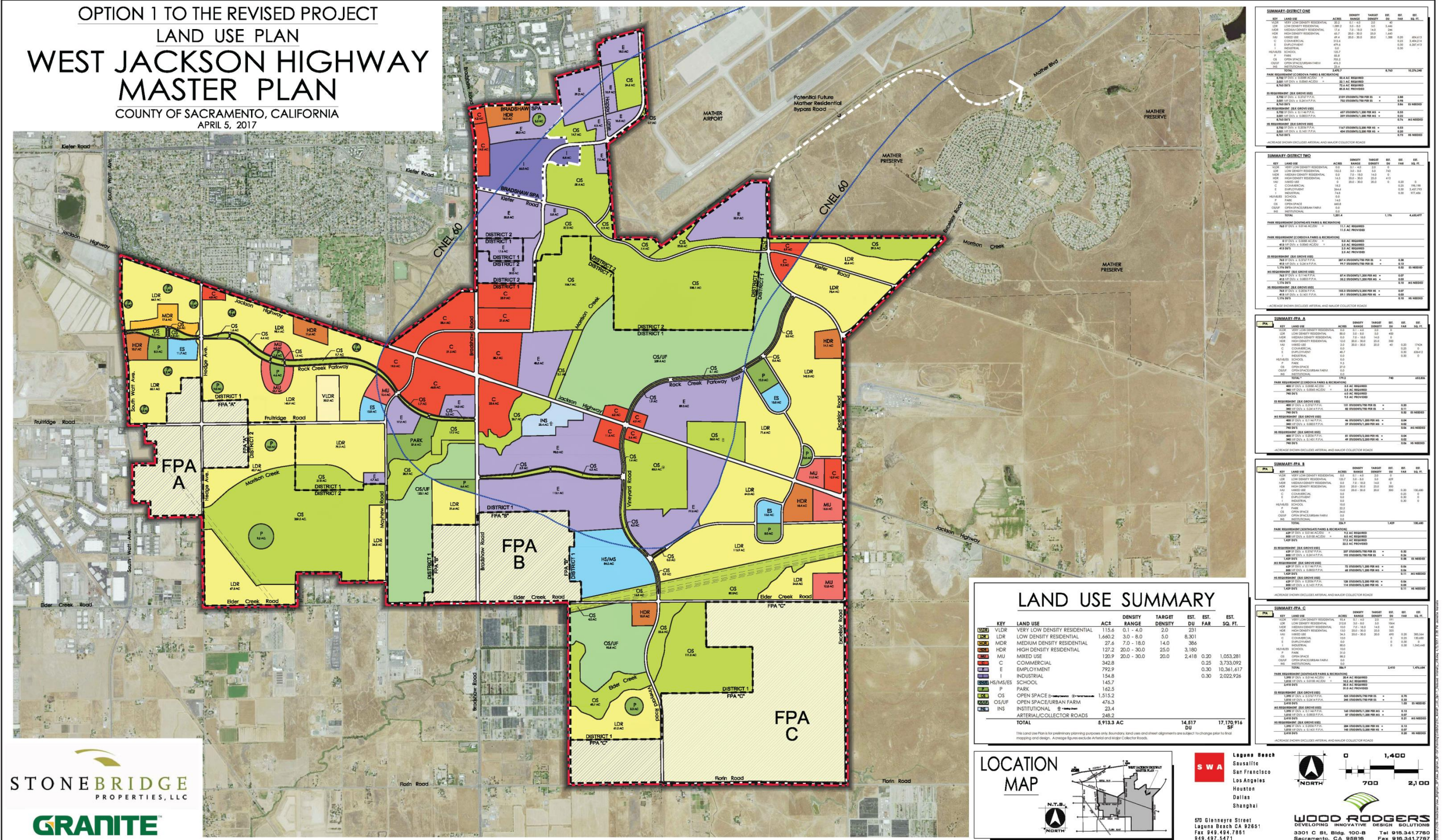
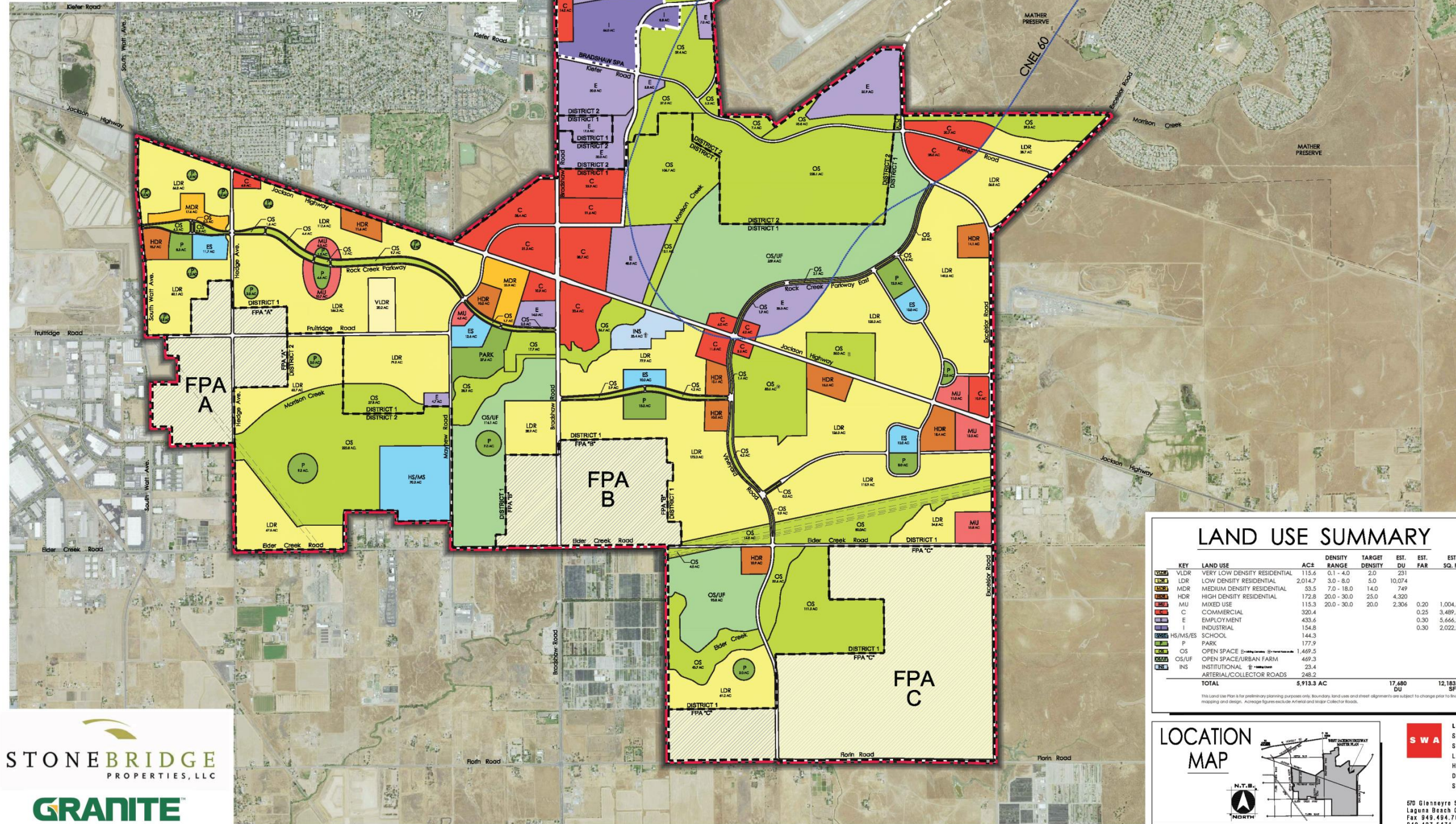




Plate NOP-13: Option 2 – Reduced Noise Contour With Middle/High School Site in District 2

OPTION 2 TO THE REVISED PROJECT LAND USE PLAN  
 REDUCED MATHER AIRPORT PLANNING LINE  
**WEST JACKSON HIGHWAY  
 MASTER PLAN**  
 COUNTY OF SACRAMENTO, CALIFORNIA  
 APRIL 5, 2017



**SUMMARY DISTRICT ONE**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SF
VDR	VERY LOW DENSITY RESIDENTIAL	2.2	0.1 - 0.2	0.2	10	0.00	1,000
LDR	LOW DENSITY RESIDENTIAL	1,408.5	3.0 - 8.0	5.0	10,074	1.00	10,074,000
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749	0.20	7,490,000
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320	0.20	43,200,000
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	23,060,000
C	COMMERCIAL	320.4	20.0 - 30.0	20.0	3,489	0.25	34,890,000
E	EMPLOYMENT	433.6			0.30	5,646	56,460,000
I	INDUSTRIAL	154.8			0.30	2,022	20,220,000
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	469.5					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,480</b>		<b>12,183,188</b>

**SUMMARY DISTRICT TWO**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SF
VDR	VERY LOW DENSITY RESIDENTIAL	0.1	0.1 - 0.2	0.2	5	0.00	500
LDR	LOW DENSITY RESIDENTIAL	1,408.5	3.0 - 8.0	5.0	10,074	1.00	10,074,000
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749	0.20	7,490,000
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320	0.20	43,200,000
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	23,060,000
C	COMMERCIAL	320.4	20.0 - 30.0	20.0	3,489	0.25	34,890,000
E	EMPLOYMENT	433.6			0.30	5,646	56,460,000
I	INDUSTRIAL	154.8			0.30	2,022	20,220,000
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	469.5					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,480</b>		<b>12,183,188</b>

**SUMMARY FPA A**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SF
VDR	VERY LOW DENSITY RESIDENTIAL	0.1	0.1 - 0.2	0.2	5	0.00	500
LDR	LOW DENSITY RESIDENTIAL	1,408.5	3.0 - 8.0	5.0	10,074	1.00	10,074,000
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749	0.20	7,490,000
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320	0.20	43,200,000
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	23,060,000
C	COMMERCIAL	320.4	20.0 - 30.0	20.0	3,489	0.25	34,890,000
E	EMPLOYMENT	433.6			0.30	5,646	56,460,000
I	INDUSTRIAL	154.8			0.30	2,022	20,220,000
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	469.5					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,480</b>		<b>12,183,188</b>

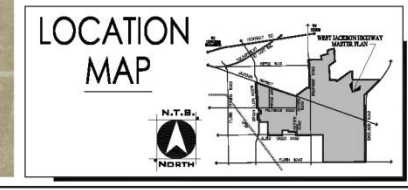
**SUMMARY FPA B**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SF
VDR	VERY LOW DENSITY RESIDENTIAL	0.1	0.1 - 0.2	0.2	5	0.00	500
LDR	LOW DENSITY RESIDENTIAL	1,408.5	3.0 - 8.0	5.0	10,074	1.00	10,074,000
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749	0.20	7,490,000
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320	0.20	43,200,000
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	23,060,000
C	COMMERCIAL	320.4	20.0 - 30.0	20.0	3,489	0.25	34,890,000
E	EMPLOYMENT	433.6			0.30	5,646	56,460,000
I	INDUSTRIAL	154.8			0.30	2,022	20,220,000
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	469.5					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,480</b>		<b>12,183,188</b>

**LAND USE SUMMARY**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SF
VDR	VERY LOW DENSITY RESIDENTIAL	115.6	0.1 - 4.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	2,014.7	3.0 - 8.0	5.0	10,074		
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749		
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320		
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	1,004,494
C	COMMERCIAL	320.4	20.0 - 30.0	20.0	3,489	0.25	3,489,483
E	EMPLOYMENT	433.6			0.30	5,646	285
I	INDUSTRIAL	154.8			0.30	2,022	926
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	469.5					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,480</b>		<b>12,183,188</b>

This land use plan is for preliminary planning purposes only. Boundary, land use and street alignments are subject to change prior to final mapping and design. Acreage figures exclude arterial and major collector roads.



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 Sacramento, CA 95816 Fax: 916.341.7767

570 Glenhurst Street  
 Laguna Beach CA 92651  
 Fax 949.494.7851  
 949.497.5471

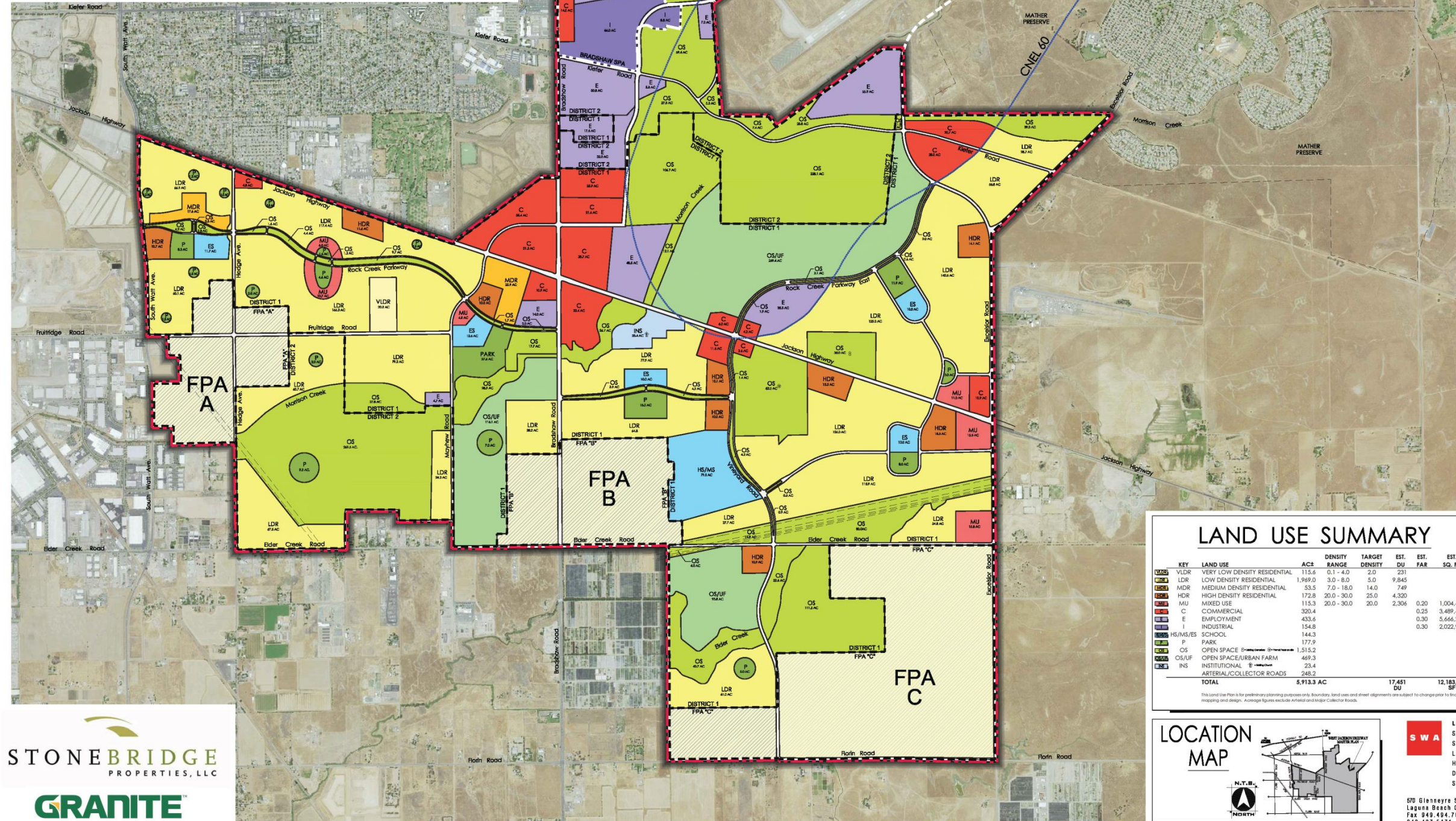
WEST JACKSON HIGHWAY MASTER PLAN - OPT. 2 MATHER AIRPORT PLANNING LINE - LAND USE PLAN

**STONEBRIDGE PROPERTIES, LLC**

**GRANITE**

Plate NOP-14: Option 3 – Reduced Noise Contour With Middle/High School Site in District 1

OPTION 3 TO THE REVISED PROJECT LAND USE PLAN  
 REDUCED MATHER AIRPORT PLANNING LINE  
**WEST JACKSON HIGHWAY  
 MASTER PLAN**  
 COUNTY OF SACRAMENTO, CALIFORNIA  
 APRIL 7, 2017



**SUMMARY - DISTRICT ONE**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLD	VERY LOW DENSITY RESIDENTIAL	23.1	0.1 - 2.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,969.0	3.0 - 8.0	5.0	9,845		
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749		
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320		
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	1,004,494
C	COMMERCIAL	320.4	0.25				3,489,483
E	EMPLOYMENT	433.6	0.30				5,666,285
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	1,515.2					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,451</b>		<b>12,183,188</b>

**SUMMARY - DISTRICT TWO**

KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLD	VERY LOW DENSITY RESIDENTIAL	23.1	0.1 - 2.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,969.0	3.0 - 8.0	5.0	9,845		
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749		
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320		
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	1,004,494
C	COMMERCIAL	320.4	0.25				3,489,483
E	EMPLOYMENT	433.6	0.30				5,666,285
I	INDUSTRIAL	154.8	0.30				2,022,926
HS/MS/ES	SCHOOL	144.3					
P	PARK	177.9					
OS	OPEN SPACE	1,515.2					
OS/UF	OPEN SPACE/URBAN FARM	469.3					
INS	INSTITUTIONAL	23.4					
AR	ARTERIAL/COLLECTOR ROADS	248.2					
<b>TOTAL</b>		<b>5,913.3</b>			<b>17,451</b>		<b>12,183,188</b>

**SUMMARY - FPA A**

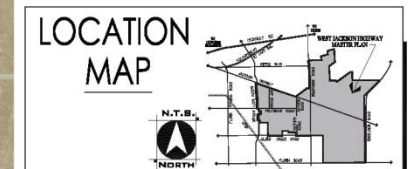
KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLD	VERY LOW DENSITY RESIDENTIAL	23.1	0.1 - 2.0	2.0	231		
LDR	LOW DENSITY RESIDENTIAL	1,969.0	3.0 - 8.0	5.0	9,845		
MDR	MEDIUM DENSITY RESIDENTIAL	53.5	7.0 - 18.0	14.0	749		
HDR	HIGH DENSITY RESIDENTIAL	172.8	20.0 - 30.0	25.0	4,320		
MU	MIXED USE	115.3	20.0 - 30.0	20.0	2,306	0.20	1,004,494
C	COMMERCIAL	320.4	0.25				3,489,483
E	EMPLOYMENT	433.6	0.30				5,666,285
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**SUMMARY - FPA B**

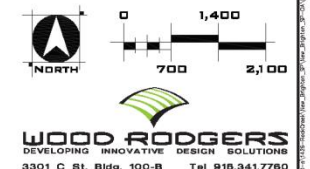
KEY	LAND USE	ACRES	DENSITY RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLD	VERY LOW DENSITY RESIDENTIAL	23.1	0.1 - 2.0	2.0	231		
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**LAND USE SUMMARY**

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