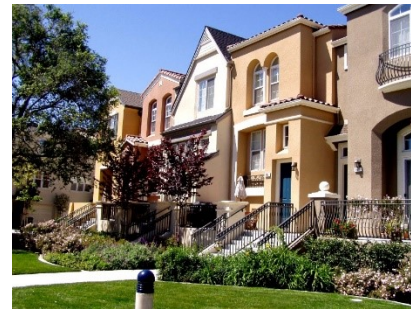


# **Appendix PD-1**

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## **Jackson Township Specific Plan**

# JACKSON TOWNSHIP SPECIFIC PLAN



**Sacramento County, CA**  
**PUBLIC HEARING DRAFT**  
**August, 2020**

# JACKSON TOWNSHIP SPECIFIC PLAN

**Adopted xxxx, 20xx**

Ordinance #

EIR State Clearinghouse #2013082017

County of Sacramento, CA

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# EXECUTIVE SUMMARY

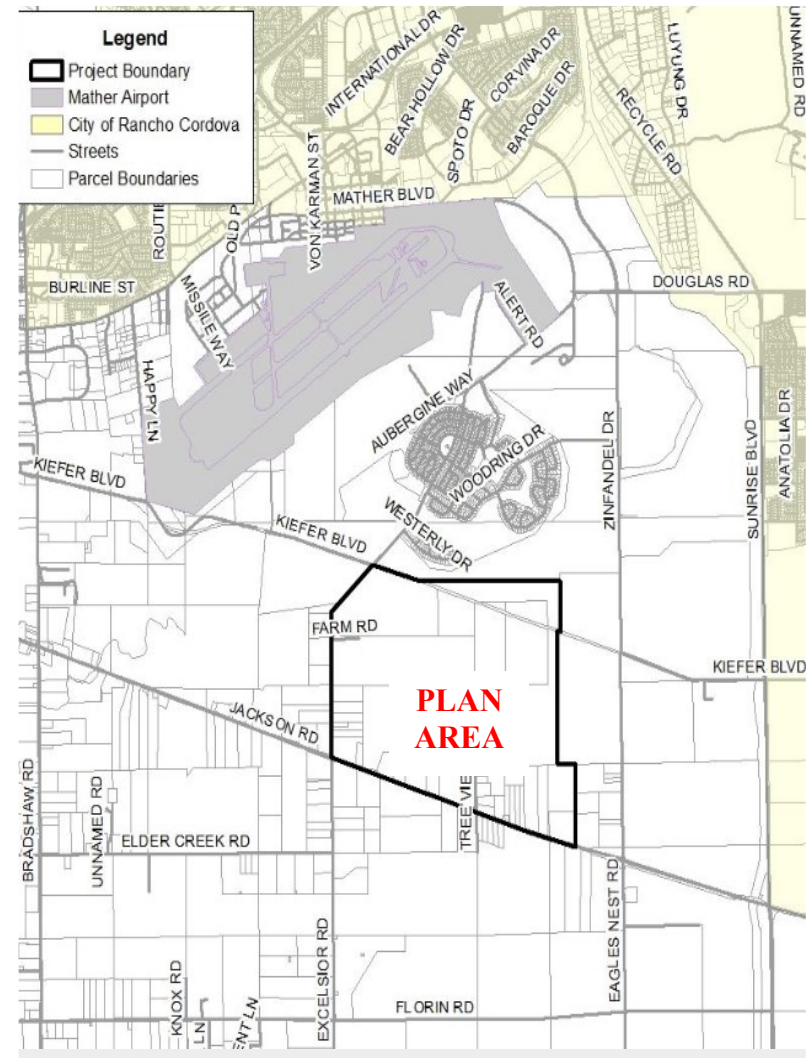
## EXECUTIVE SUMMARY

The Jackson Township Specific Plan (JTSP) directs the formation of the approximately 1400 acre master planned community located within the Jackson Highway area, near the “geographic center” of the County. The Plan Area is located east of Excelsior Road, west of Eagles Nest Road, south of the Mather Airport and north of Jackson Road.

The JTSP represents the opportunity to implement the collective vision of the General Plan, the SACOG Blueprint and the applicant to create a sustainable, healthy and successful community in the Jackson Highway corridor. The overarching vision is of a vibrant and self-sustaining community that incorporates environmentally sustainable practices, distinct and walkable neighborhoods featuring complementary land uses and the integration of open space as the foundation of the community.

The Jackson Township Specific Plan Area (Plan Area) is a self-sustaining, mixed-use community including a broad spectrum of residential uses, employment, retail and supporting uses, recreational, open space and public uses. The projected yields, at full build out, would provide up to approximately 5,700 dwelling units and 5,200 jobs.

Specific plans provide an opportunity to creatively implement the intent of the General Plan and serve as a refinement of General Plan policies. The JTSP is the primary land use, policy and regulatory document used to guide development of the Plan Area. The Specific Plan establishes a development framework for land use, community design and character, infrastructure improvements and a subsequent project approval structure for



# EXECUTIVE SUMMARY

orderly development within the approximately 1,400 acre Plan Area. The Specific Plan document is organized as follows:

- **Chapter 1-Introduction:** summarizes the purpose, background, organization and authority of this document.
- **Chapter 2-Plan Area Context:** describes the location, natural setting, and land use conditions on and adjacent to the Plan Area.
- **Chapter 3-Community Vision and Land Use:** identifies the vision and organizing principles that guide the physical form and development patterns of the Plan Area, depicts the overall land use plan and land use districts that constitute the Plan Area.
- **Chapter 4-Circulation and Mobility:** describes the network to accommodate the movement of vehicles, pedestrians and bicyclists.
- **Chapter 5-Public Utilities:** describes plan-wide water, wastewater, storm drainage, electric, natural gas, and communications.
- **Chapter 6-Public Services:** identifies plan-wide public services including parks, schools, libraries, law enforcement, fire and solid waste.
- **Chapter 7-Resources & Sustainability:** identifies the environmental conditions and sensitive resources found in the Plan Area and describes the project's sustainability features.
- **Chapter 8-Implementation:** describes phasing, implementation procedures and strategies for financing and maintenance of public facilities and services.

- **Chapter 9-Administration:** outlines the Specific Plan process and its relationship to the subsequent entitlement processes, describes the administrative procedures to implement and amend, interpret and enforce the Specific Plan.
- **Appendices:** Appendices provide supporting analysis and technical detail for many aspects of the Specific Plan, including:
  - Appendix A-Development Standards
  - Appendix B-Design Guidelines
  - Appendix C-Potable Water System Study
  - Appendix D-Wastewater Master Plan
  - Appendix E-Master Drainage Study
  - Appendix F Infrastructure Master Plan
  - Appendix G-Public Facilities Financing Plan (PFFP)
  - Appendix H-Urban Services Plan (USP)
  - Appendix J-Planning Area Detail
- **Related Documents**  
Related documents include, but are not limited to:
  - Environmental Impact Report
  - Sacramento County General Plan
  - Sacramento County Zoning Code
  - Sacramento County Improvement Standards
  - Development Agreements

# CHAPTER 1: INTRODUCTION

## CHAPTER ONE: INTRODUCTION

### 1.1 OVERVIEW

The Jackson Township Specific Plan (JTSP) directs the formation of the 1400 acre master planned community located within the Jackson Highway area. The overarching vision is of a vibrant and self-sustaining community that incorporates environmentally sustainable practices, distinct and walkable neighborhoods featuring complementary land uses and the integration of open space as the foundation of the community.

The Jackson Township Specific Plan proposes a self-sustaining, mixed-use community including a broad spectrum of residential uses, employment, retail and supporting uses, recreational, open



space and public uses. The projected yields, at full build out, would provide up to approximately 5,700 dwelling units and 5,200 jobs. The Jackson Township community will be an integrated community where residents can live, work, shop, educate, recreate and gather as a community.

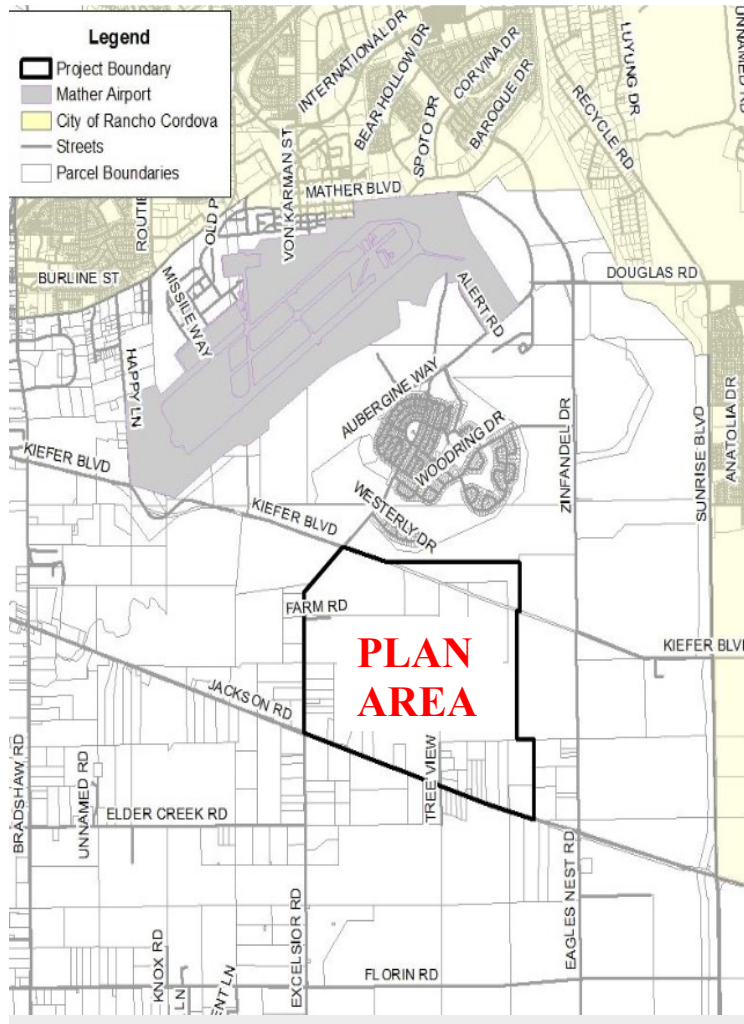
Emphasis has been placed on creating a vibrant, comprehensively planned, sustainable community: one that generates a sense of place for residents and visitors. The amenities and natural resources will provide residents with an identifiable location that they can call “home” for generations to come.

### 1.2 PROJECT BACKGROUND AND HISTORY

The Plan Area is approximately 1,391 acres in size and is located east of Excelsior Road, west of Eagles Nest Road, south of the Mather Airport and north of Jackson Road, as shown on Exhibit 1.1. The Plan Area is outside of the Urban Policy Area (UPA); however the north boundary of the Plan Area is directly adjacent to the UPA boundary. The Plan Area is comprised of approximately 40 parcels, ranging in size from less than 1 acre to 214 acres. The primary land uses are grazing, agricultural residential development and the Sacramento Raceway. The Plan Area is comprised of one “participating” landowner and numerous “non-participating” landowners.



# CHAPTER 1: INTRODUCTION



**Exhibit 1.1: Project Location**

## 1.3 KEY FEATURES AND PROJECT OBJECTIVES

The JTSP represents the opportunity to implement the collective vision of the General Plan, the SACOG Blueprint and the applicants to create a sustainable, healthy and successful community in the Jackson Highway corridor. Sustainability is measured in terms of providing infrastructure and a built environment that are coordinated to conserve resources and use renewable resources. Healthy is measured in the quality of life and the array of community services that are provided. Success will be measured by the test of time, as Jackson Township grows and emerges over the next 20 to 30 years, and then matures as a place that is vibrant, stable and a desirable place to live and work.

### 1.3.1 Project Objectives

The following summarizes the project objectives that guided the planning of Jackson Township Specific Plan:

- Establish an approximately 1,400+ acre mixed-use community which incorporates feasible, smart growth principles to lower greenhouse gas emissions and provides protection of valuable environmental resources, resulting in:
  - a) an economically stable, sustainable community with a broad range of compatible land uses that provide a balance of jobs and housing, including residential, commercial, office, mixed-use, recreation and public/quasi-public uses;
  - b) financially viable homes and businesses which provide a high level of energy efficiency and an attractive, well maintained community;

# CHAPTER 1: INTRODUCTION

c) a Land Use Plan which is consistent with General Plan Policy LU-120 and the SACOG Blueprint smart growth principles.

- Establish a land use and circulation system that promotes a variety of non-vehicular modes within a community environment that is safe, accessible and convenient for all modes of travel.
- Promote a diversity of housing opportunities responsive to regional needs and market conditions including single-family dwellings, apartments, townhouses and live-work units that serve a broad range of family incomes.
- Provide a comprehensively planned infrastructure system to serve the entire Plan Area and ensure funding for the on-going maintenance needs of the parks, open space facilities, public services and infrastructure.

## 1.4 PURPOSE AND LEGAL AUTHORITY OF THE SPECIFIC PLAN

Specific plans provide an opportunity to creatively implement the intent of the General Plan and serve as a refinement of General Plan policies. The JTSP is the primary land use, policy and regulatory document used to guide development of the Plan Area. The specific plan establishes a development framework for land use, community design and character, infrastructure improvements and a subsequent project approval structure for orderly development within the approximately 1,400 acre Plan Area.

Preparation of a specific plan is authorized by Section 65450 et seq. of the Government Code. Government Code Section 65451

mandates that a specific plan include a text and a diagram or diagrams which specify all of the following in detail:

- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- (4) A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs (1), (2), and (3).

The specific plan must also contain a statement of relationship of the specific plan to the General Plan. Consistency with the General Plan is required by state law. Furthermore, no zoning, tentative maps, parcel maps, or public works projects can be approved, adopted, or undertaken unless they are consistent with the adopted specific plan. The JTSP was prepared pursuant to State Law and is compatible with the applicable policies and programs of the General Plan.

# CHAPTER 1: INTRODUCTION

## 1.5 RELATIONSHIP TO COUNTY PLANS & REGULATIONS

### 1.5.1 Sacramento County General Plan

The California Government Code requires that Specific Plans be consistent with the local jurisdiction's adopted General Plan. The General Plan is a statement of the community's land use values and is the underlying basis for its vision and direction. An analysis of the consistency of the JTSP with applicable General Plan policies and actions is provided in the EIR.

### 1.5.2 County Zoning Code

The JTSP includes Development Standards(Appendix A) and Design Guidelines (Appendix B), which are adopted into the Jackson Township Special Planning Area Ordinance (Sacramento County Zoning Code Title V, Chapter 8, Article\_\_ ) These regulations shall govern development, improvements and construction within the Plan Area.

### 1.5.3 Sacramento County Improvement Standards

The Sacramento County Improvement Standards establish basic standards and detail sheets for construction of public infrastructure. These standards and specifications apply to all construction within the Plan Area, unless otherwise addressed herein. To the extent that a component or regulation of the Specific Plan differs from a requirement of the Standards, the Specific Plan will take precedence. Where the Specific Plan is silent, the Standards will be used for purposes of interpretation, and/or directly applied as appropriate.

## 1.6 SPECIFIC PLAN RELATED DOCUMENTS

### 1.6.1 Environmental Impact Report

Sacramento County is the lead agency in the preparation and certification of an Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA). The EIR for the JTSP (Control Number: PLNP 2011-00095, State Clearinghouse Number 201308201) examines the environmental impacts of the proposed plan and identify potential changes in the environment that would result from implementation of the plan. CEQA Guidelines Section 15183 provides that projects consistent with development density, zoning, community planning, and the general plan for which an EIR was certified do not trigger a new environmental review unless there are new impacts that have not already been properly addressed. Section 65457(a) of the California Government Code and CEQA Guidelines Section 15182(a) provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified.

The EIR for the Jackson Township Specific Plan is intended to qualify subsequent projects within the Plan Area for these exemptions, assuming those projects are consistent with the adopted Specific Plan, and fulfill all applicable Zoning conditions and CEQA mitigation measures.

### 1.6.2 Development Agreements

Subject to the provisions of the Specific Plan, the property owners and the County may execute Development Agreements in accordance with Section 6.2.2 of the County Zoning Code.

# CHAPTER 1: INTRODUCTION

## 1.6.3 Development Standards

Concurrent with the approval of this Specific Plan, Development Standards were adopted by Sacramento County. The Jackson Township Development Standards (DS) act as the zoning regulations for the Plan Area. The Development Standards set forth the permitted uses, development standards and other regulations for the Plan Area. When conflicts occur between the provisions in the County Zoning Ordinance or the County Improvement Standards and the DS, the provisions of the JTDS shall apply. Where the DS do not address a specific provision, the County Zoning Ordinance and/or Improvement Standards shall govern development in the Plan Area.

## 1.6.4 Design Guidelines

Concurrent with the approval of this Specific Plan, Design Guidelines for the JTSP were approved by Sacramento County. The JTSP Design Guidelines (Appendix B) provide specific direction for the development of all land uses to ensure quality and consistent design treatment.

## 1.7 PROPOSED ENTITLEMENTS

Implementation of the Specific Plan requires approval of the following entitlements by the Sacramento County Board of Supervisors:

- A General Plan Amendment to move the Urban Policy Area (UPA) boundary south to include the Jackson Township Specific Plan.
- A General Plan Amendment to amend the Land Use Diagram designations, to amend the Transportation Diagram and the Bicycle Master Plan.

- A Community Plan Amendment to amend the Vineyard and Cordova Community Plans.
- Adoption of the Jackson Township Specific Plan including a Specific Plan land use diagram, Design Guidelines and Development Standards.
- A Zoning Ordinance Amendment to establish a Special Planning Area (SPA) Ordinance for Area 1A/B (approximately 599 acres).
- A Large Lot Tentative Subdivision Map for a portion of the applicant-owned property (approx. 887 acres)
- Adoption of a Public Facilities Financing Plan for the Jackson Township Specific Plan that describes a Capital Improvement Program and funding and financing strategy for planned improvements.
- Adoption of an Urban Services Plan for the Jackson Township Specific Plan that describes the cost to provide annual public services and the funding sources identified to cover projected costs.
- Adoption of a Water Supply Master Plan Amendment to amend the existing Zone 40 Water Supply Master Plan.

In addition to the above listed entitlements, separate annexation requests to LAFCo include:

- Sphere of Influence Amendment (SOIA) and concurrent Annexation to County Service Area (CSA) 10 or creation of a new CSA.
- Annexation to Sacramento Regional County Sanitation District (SRCSD).
- Annexation to Sacramento Area Sewer District (SASD).

# CHAPTER 1: INTRODUCTION

It should be noted that this application request does not include rezone of the properties not owned by the applicant and that subsequent rezones will be the subject of future applications, requiring a separate entitlement process. Future applications will be subject to the policies, improvement standards, development standards and design guidelines included in this specific plan. Future approvals may include, but are not limited to, the following:

- Tentative Subdivision Maps
- Lot Line Adjustments
- Site Plan Review
- Use Permits
- Variances
- Project Development Agreements
- Encroachment Permits
- Subdivision Improvement Agreements
- Zoning Ordinance Amendments to establish subsequent SPA's

# CHAPTER 2: PLAN AREA SETTING AND CONTEXT

## CHAPTER TWO: PLAN AREA SETTING

### 2.1 REGIONAL CONTEXT

The Plan Area, approximately 1,391 acres in size, is located in the “geographic center” of Sacramento County, lying south of the Mather Specific Plan Area, east of Excelsior Road, north of Jackson Highway and west of Eagles Nest Road, primarily within the Vineyard Community. The portion of the Plan Area north of Kiefer Boulevard is within the Cordova Community. Exhibit 2.1 depicts the Plan Area location within the regional context.

#### 2.1.1 2.1.1 Pre-Specific Plan Land Use Designations

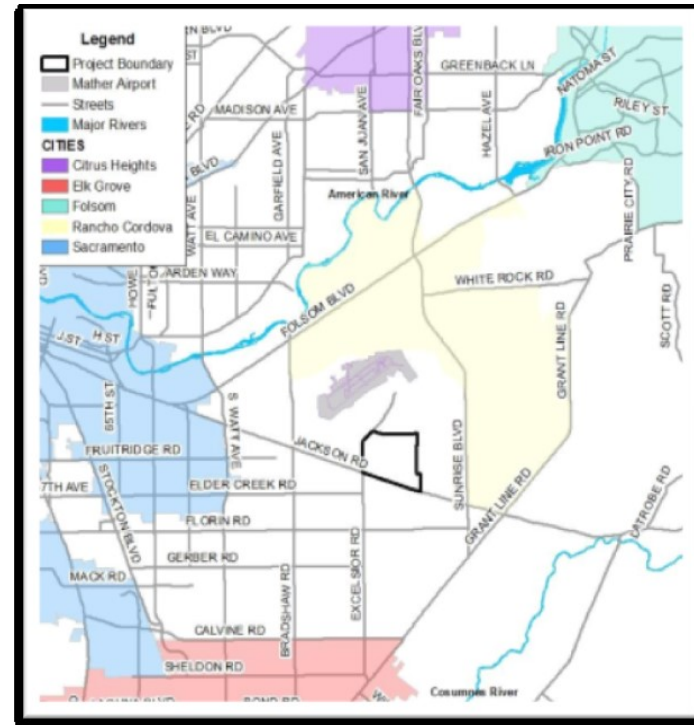
The General Plan designates the Plan Area as Extensive Industrial and General Agriculture 20 acres. The Community Plan and zoning designations are Light Industrial (M-1), Industrial Reserve (IR) and Permanent Agriculture (AG-80).

### 2.2 PLAN HISTORY AND SETTING

#### 2.2.1 Site History

The Plan Area lies along the boundary between the historical Brighton and Lee townships. Brighton Township was originally established by the court of sessions in 1851. Lee Township was formed in 1856 by the Sacramento County Board of Supervisors. Lee Township was carved out of what was originally San Joaquin and Cosumnes townships.

One of the earliest Europeans to cross the vicinity of the Plan Area was William Daylor, who was employed by John Sutter. In 1848, Daylor partnered with William Grimshaw and opened a store and Indian trading post at Daylor’s ranch on the Cosumnes near present day Sloughhouse. The trading post was on the Jackson Road, a wagon road from Sutter’s Fort to the Southern Mines. Built on this historic



**Exhibit 2.1 Regional Location**

route, Jackson Highway (State Route 16) today constitutes the south boundary of the Jackson Township Specific Plan Area.

Essentially all the early settlers of this area were involved in dry farmed grain production and/or cattle or sheep ranching. By 1910, the Natomas Company of California owned most of the Plan Area. In the mid-1950s, an easement for a massive electrical transmission line was acquired across a portion of the Plan Area. During the same era, the Plan Area was still sparsely inhabited, comprised of approximately 7 dwellings and a ranch complex including a small reservoir.

## CHAPTER 2: PLAN AREA SETTING AND CONTEXT

By 1967, the Carmichael quadrangle map depicts a total of 13 buildings and a drag racing complex developed in the central portion of the Plan Area, known as the Sacramento Raceway. During this same period, approximately 16 residential dwellings were constructed within the Plan Area, primarily along Jackson Highway and Excelsior Road.

### 2.2.2 Setting

The Plan Area is comprised of 24 different landowners. Excelsior Estates, LLC is the participating landowner, represented by Angelo G. Tsakopoulos as the applicant. The applicant owns and/or controls approximately 883 acres (approx. 64 % of the total) within the Plan Area boundaries. In addition to the applicant properties, the pre-Specific Plan land uses within the Plan Area include grazing, small ranches, agricultural residential homes and the Sacramento Raceway. Exhibit 2.2 depicts an aerial photograph of the undeveloped Plan Area and adjacent lands.

### 2.2.3 Adjacent Uses

Adjacent land uses to the Specific Plan Area include the following:

West: The site is bound to the west by Excelsior Road, and the area is characterized by an assortment of industrial and agricultural uses, including mining and decorative stone and rock sales. This area is within the West Jackson Highway Master Plan Area.

North: The Mather Field Special Planning Area is located north of the Plan Area boundary and includes Independence at Mather, a nature preserve, the Mather Commerce Center and Mather Regional Park, which includes the Mather Golf Course. Additional land uses north of the Mather Special Planning Area include the Stone Creek residential community.

East: Existing land uses along the eastern Plan Area boundary include agricultural and industrial lands, including, grazing, agricultural residential uses and the Sacramento Rendering Plant. This area is also generally within the NewBridge Specific Plan Area. The NewBridge Specific Plan includes a proposed wetland preserve area located west of Eagles Nest Road, adjacent to the proposed wetland preserve within the JTSP. Together, the two adjacent wetland preserves will create a natural corridor consistent with the goals of the proposed South Sacramento

South: Existing land uses to the south of the Plan Area are primarily small ranches, agriculture and wetland preserve.



## 2.3 PROJECT BACKGROUND

The formal initiation of the Jackson Township Specific Plan occurred in June 2013; however, the applicant began the pre-planning and visioning process in early 2004. The applicant's vision is to diverge from the norm of development in the prior decades and to create a self-sustaining, mixed use "complete" community with a range of residential densities and a compact form.

## CHAPTER 2: PLAN AREA SETTING AND CONTEXT



The SAGOG Blueprint, adopted in 2005, acknowledged the Jackson Highway Corridor as an appropriate and logical area to urbanize. The County 2030 General Plan, adopted in 2011, contemplated new growth areas to occur via expansion of the Urban Policy Area (UPA), including the Jackson Highway area. General Plan policies, namely LU-119 and 120, provided a clear process and guidance, based on smart growth principles, for the master plans/specific plans to be prepared for new communities.

The land use process for the JTSP evolved over numerous years. The framework provided by the Blueprint, the General Plan, AB 32 and SB 375 helped inform and discern the planning process along the way. Outreach and collaboration with community groups, stakeholders, landowners, community members and area residents resulted in refinement of the Preferred Land Use Plan. In addition to the Preferred Land Use Plan, a number of land use alternatives were studied as part of the EIR to analyze different variations to the Land Use Plan. The Alternatives are described in full detail in the EIR.

### 2.4 CONSTRAINTS & OPPORTUNITIES

Natural resources, drainage, noise and utility easements were the primary Plan Area conditions that were considered in the site analysis and the design of the land plan. Such conditions influence both opportunities and constraints to the future development of the Plan Area.



# CHAPTER 2: PLAN AREA SETTING AND CONTEXT

## 2.4.1 Natural Resources

The land uses within the Plan Area and surrounding lands include rangeland, rural residential and cropland. Habitat types occurring within the Plan Area include annual grassland, irrigated pasture and ditch, northern hardpan vernal pool, seasonal wetland, marsh, irrigation pond, and ephemeral drainages. Known or potential biological constraints within the Plan Area include sensitive habitats associated with Morrison Creek, vernal pools, marshes, other potential waters of the U.S.; potential habitat for special-status vernal pool and other plant and animal species; potential foraging and nesting habitat for Swainson’s hawk, a state-listed species, and other special-status birds species; and protected trees. See Chapter 7.2 for a complete description of the Plan Area natural resources.



## 2.4.2 Drainage

The Plan Area lies on the Sacramento Plains between the American River on the north, the Sacramento River on the west and the Cosumnes River on the south and east. The natural drainage system of the Plan Area transports water in a west southwesterly direction to a series of lakes on the east side of the Sacramento River. The drainage system is known as the Morrison Creek Stream Group Basin. The Morrison Creek drainage system lies largely outside the west boundary of the Specific Plan. However, a small tributary drainage takes up the northwest corner of the Plan area. A second drainage, Elder Creek, drains the central portion of the Specific Plan area northeast to southwest. The 1967 U.S.G.S. Carmichael Quadrangle illustrates ponds, reservoirs and wetlands associated with the Elder Creek drainage system.



**View looking east along north property line**

## CHAPTER 2: PLAN AREA SETTING AND CONTEXT

### 2.4.3 Noise

Existing sources of potential noise in the Plan Area vicinity at the time of Specific Plan preparation include Mather Airport, industrial land uses to the west and Jackson Highway, bordering the Plan Area on the south. The Sacramento Raceway, which is part of the Plan Area, operates as Sacramento Raceway Motorsports Park. The facilities include drag racing, stock car and motocross tracks, grandstands, concessions and maintenance facilities.



### 2.4.4 Easements

Two parallel high voltage electrical transmission lines cross the Plan Area. One of the lines is a SMUD transmission line and the second is a Pacific Gas and Electric Company (PG&E) transmission line. An easement for a water line and right-of-way for the unconstructed portion of Keifer Boulevard are existing along the north boundary.

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3: COMMUNITY VISION /LAND USE PLAN

### 3.1 OVERVIEW

The following chapter describes the vision for the Plan Area and the land use goals used to implement the project vision. This chapter also describes the development framework for the community and provides detail of the Land Use Plan and Land Use Designations. A description of each land use type is provided, including density and intensity ranges pursuant to each zoning category.



**Illustrative View of Town Center Streetscape**

### 3.2 VISION AND PRINCIPLES

The vision for the JTSP responds directly to an overarching theme in the General Plan- grow efficiently. The General Plan Land Use Element begins with this goal: *An orderly pattern of land use that concentrates urban development, enhances*

*community character and identity through the creation and maintenance of neighborhoods, is functionally linked with transit, promotes public health and protects the County's natural, environmental and agricultural resources. Several strategies are included, one which applies directly to the Plan Area; Strategy III: Growth Management and Design. This strategy illustrates the General Plan's intention to create land use patterns that minimize the impacts of new and existing development and maintain or improve the quality, character and identity of neighborhood and community areas. The JTSP land use plan responds to the objective described for New Growth Areas: New communities that feature a mix of housing, jobs and retail development configured in a compact and transit supportive manner, that incorporate mixed use development (both vertical and horizontal), and that protect environmental resources and preserve open space.*

The vision for the Plan Area embraces the framework provided by the General Plan by providing a balanced mix of land uses, their appropriate placement within the Plan Area and an infrastructure network that accommodates regional transportation facilities while providing integrated opportunities for pedestrian and alternative travel modes. The community will be enhanced with a strong sense of place intended to foster social cohesion, one that promotes non-vehicular modes of travel, encourages education and recreation, minimizes energy use and maximizes sustainability.

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

The JTSP incorporates the following organizing principles into the overall vision:

## **Principle 1: Design a Distinct Community with a Compact Form**

The Land Use Plan is designed to use the land efficiently, by providing a moderately dense mix of land uses in a compact pattern. The Town Center includes both vertical and horizontal mixed uses in an urban setting, with a “Main Street” as a central element, the Village Center and surrounding residential uses have medium to high densities, while the interior neighborhoods have a more conventional form. The land uses are organized in a modified grid pattern to encourage more walking, biking and use of alternative vehicles and to shorten auto trips. Efficiency is achieved through placement of the primary employment uses in close proximity to higher density residential uses and Jackson Road.



## **Principle 2: Encourage Mixed Use Development**

The land plan designates a cohesive mix of complementary land uses to create active, vital neighborhoods, providing an integration of residential uses with appropriately scaled commercial uses in close proximity to each other. The zoning in the Mixed Use (MU) site allows both vertical and horizontal integration of residential and commercial land uses.

## **Principle 3: Provide Transportation Choices and Transit-Oriented Design**



Jackson Township provides a comprehensive roadway and trail system that will maximize the potential for people to walk, ride bicycles or carpool. Streets have been

designed in a walkable grid pattern, enhanced by street trees and amenities. These elements, in combination with the greenbelt system within the Plan Area, will result in a pedestrian and bicycle friendly environment that will promote non-vehicular use as a primary choice, becoming a way of life for residents.

The JTSP Mobility Plan designates a transit route, which loops through the Plan Area, and a Transit Center/stop in the Town Center on “Main Street”. The anticipated loop transit pattern will provide bus service within one quarter mile of 90% of residents.

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## **Principle 4: Provide Diverse Housing Choices**

The JTSP provides a wide variety of places where people can live, including apartments, condominiums, townhouses, live-work units, attached and detached single-family homes. The range of neighborhood types and lot sizes include large rural lots, executive estate size lots, traditional lots and compact lots in a variety of styles. This creates many housing opportunities for families, singles, seniors and people with special needs while providing community identity and diversity.



## **Principle 5: Emphasize Quality Design**

The JTSP emphasizes quality site planning and architectural design as important factors in creating a strong sense of community and sense of place. The design details of the development, such as the relationship of the buildings to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design and the design of the public rights-of-way, are factors that influence the attractiveness of

living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Comprehensive Design Guidelines, provided in Appendix B, will ensure that the character and quality of each development fulfills the project vision through the build out of the Plan Area.



## **Principle 6: Maximize Natural Resource Conservation**

The Land Use Plan includes a large open space preserve in the eastern portion of the Plan Area, preserving existing high quality biological habitat which are adjacent to existing preserves in conjunction with the SSHCP. The comprehensive greenbelt and trail system borders and links the preserve area to the rest of the Plan Area, serving as an integral, unifying element of the community. In addition to conserving resources and protecting species, the conservation of natural resources improves overall quality of life by providing places for outdoor enjoyment.

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## Principle 7: Incorporate Sustainable, Energy Efficient Design

The JTSP incorporates sustainability concepts and practices in the approach to land use, circulation, public utilities, public services and environmental resources. The sustainability elements of energy efficiency, water conservation and water quality build upon the foundation of using land efficiently due to the “smart growth” land use plan. Chapter 7 provides details of the JTSP measures and programs, which will result in a sustainable, eco-aware community which grows responsibly while enhancing and respecting the local, State and global efforts to reduce the impacts of climate change.

### 3.3 COMMUNITY FRAMEWORK

The development framework of the Plan Area was guided by several key elements that achieve the community’s desired physical form, as depicted in Exhibit 3.1, Community Framework. As described in Chapter 2.4, the significant physical elements that influenced the form of the Land Plan are the vernal pool complex on the east and the Morrison and Elder Creek drainages. Other contributing factors are the existing major roadways, primarily Jackson Highway. The key elements that inspired the community design framework are the Town Center, Village Center, Community Gathering Areas and Connected Neighborhoods.

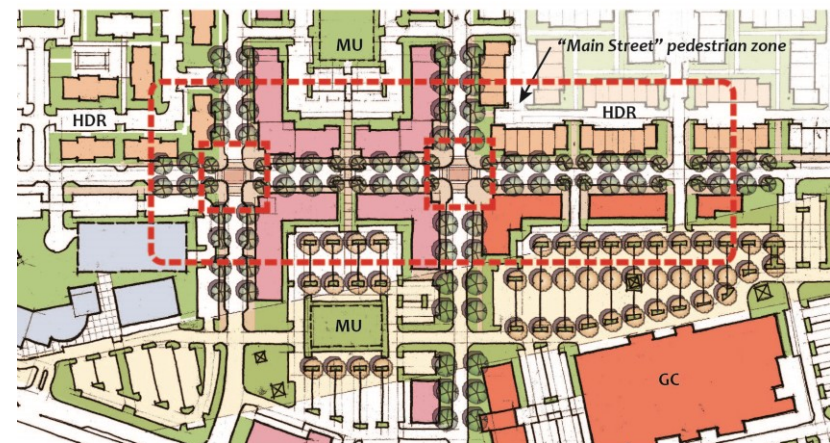
#### 3.3.1 Town Center

The Town Center is strategically located along Jackson Highway between Excelsior Road and Grenville Drive. This gridded 9 block area, approximately 125 acres in size, will provide vibrant commercial, office and mixed use with adjacent medium and high density residential uses to serve at a sub-regional, community and neighborhood level. These



higher intensity uses will help support transit use along the Jackson Highway corridor. The core of the Town Center is the “Main Street”, which has a pedestrian enhanced zone. Main Street and the adjacent streets will be lined with multi-story mixed-use retail, office and residential uses. Tree-lined

streets provide a comfortable environment for working, shopping, walking and gathering. Both public and private plazas, including a transit stop, are indicated in the MU sites to enhance the Town Center as a hub of community activity with a focus on transit and non-vehicular modes of transportation.



**Conceptual Illustration of Main Street Pedestrian Zone**

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## Framework Elements:

### Town Center

- Compact, gridded 9 block area with vibrant mix of uses
- Close proximity to transit corridor
- Hub of civic, employment & shopping services within short walking distances
- High intensity housing in node with lower densities radiating outwards

### Village Center

- Neighborhood activity/gathering place
- Retail services within ½ mile walking distance of most residences

### Community Gathering Areas and Open Space

- Significant community gathering and destination places within a network of trails and greenways
- Joint High School/Middle School and Community Park located to serve as gathering place and hub of neighborhood interaction.
- The wetland preserve provides passive open space and serves as a “green” edge for the east edge of the Plan Area.

### Connected Neighborhoods

- 5 minute walk (1/4 mile) from most homes to a school/ park site or open space
- 10 minutes (½ mile) from most homes to the retail/employment nodes
- Tree-lined streets, convenient trails and safe street crossings



Exhibit 3.1: Community Framework

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.3.2 Village Center

The Village Center commercial site is situated along Excelsior Road at the new intersection with Douglas Road. This smaller hub will provide local commercial and retail uses for the northern and western residential neighborhoods, as well as the existing residents at Independence at Mather.



Example of Village Center Uses

## 3.3.3 Community Gathering and Open Space Network

A key part of the vision for the Plan Area is that the community is enhanced with a strong sense of place, intended to foster social cohesion, one that promotes non-vehicular modes of travel, encourages education and recreation. The land plan locates significant community gathering and destination places within a network of trails and greenways. The Community Parks, and the expansive joint High School/ Middle School site are ideally located to provide hubs of neighborhood interaction

and use. The open space and trail network will facilitate ease of non-vehicular modes to travel from home, work or transit to these community assets.



## 3.3.4 Connected Neighborhoods

The neighborhoods of Jackson Township are designed to provide a mix of housing types which are integrated and interconnected. The neighborhoods are oriented to have a school, park or open space as a central focus of the neighborhood. The majority of homes will be within a 5 minute walk (1/4 mile) to a school, park or greenbelt trail. In addition, most of the homes are a 10 minute walk (1/2 mile) to either the Town Center, Village Center or Community Park complex. Tree lined streets, convenient access to trails and safe street crossings will promote a neighborhood identity of connectedness and interaction. Exhibit 3.2 illustrates the walkability of the community.



# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN



WALKING DISTANCE

Exhibit 3.2: Community Walkability

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.4 LAND USE GOALS AND POLICIES

This section discusses the goals and policies that guide the vision and arrangement of Specific Plan land uses. Goals and policies pertaining to Circulation, Public Utilities, Public Services, Resources and Implementation are found in those Chapters. Goals are general statements about the desired outcomes of the Specific Plan. Policies are implementable actions to meet the intended goals.

The General Plan Land Use Element provided detailed guidance for the Specific Plan. A complete list and consistency analysis of applicable General Plan goals and policies is provided in Appendix A. The following JTSP land use goals are used to implement the project vision and to guide the form and character of the emerging community.

### General Land Use Goals and Policies

#### **Goal 3.1: Foster a distinctive community with a strong sense of place**

- **Policy 3.1.1:** *Locate a town center and civic hub in a central location to serve as gathering places for the community and attractive destinations accessible via greenways, trails and transit.*
- **Policy 3.1.2:** *Locate the schools and parks as focal points and gathering places within each neighborhood.*
- **Policy 3.1.3:** *Design neighborhoods so that most dwelling units are within one-quarter mile of an open space area such as a park, school, greenway or other open space.*

#### **Goal 3.2: Provide a diverse mix of land uses**

- **Policy 3.2.1:** *Structure the development standards to allow opportunities for the integration of residential uses into the local commercial and office zones as a*

*permitted use to provide a close link between work and home.*

- **Policy 3.2.2:** *Allocate land uses to result in an approximate 1 to 1 ratio of housing to job-generating uses to encourage close home-work linkages to reduce automobile dependence.*

### Housing Goals and Policies

#### **Goal 3.3: Provide a range of housing choices and opportunities within easy walking distance of transit, employment, shopping and recreation**

- **Policy 3.3.1:** *Assign a range of housing types (i.e., apartments, townhouses, lofts, single family detached homes) within the residential land use categories assigned on the Land Use Plan and within the density ranges shown on Table 3.2.*
- **Policy 3.3.2:** *Allocate a balanced mix of residential land use types across the Plan Area in the full range of permitted densities, from 0.2 du/acre to 40 du/acre. Strive for an overall target of 10 du/ac.*

#### **Goal 3.4: Provide affordable housing opportunities within the Town Center and within ¼ mile of the Transit Center, transit stops, schools, parks and shopping.**

- **Policy 3.4.1:** *An adequate number of HDR sites shall be made available to meet the obligation of the affordable housing ordinance. Sites shall meet or exceed the criteria of the ordinance for suitability as affordable housing.*

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## Employment Goals and Policies

**Goal 3.5: Provide a variety of employment opportunities, which can provide both jobs and services for Plan Area residents, ranging from retail, public service, corporate and medical office jobs.**

*Policy 3.5.1: The permitted uses in the GC, CC, MU and O designations shall be broad to encourage and allow a full range of uses to serve the Plan Area with employment.*

*Policy 3.5.2: Locate a regional serving commercial center on Jackson Road on the GC site in the Town Center. Locate a community/neighborhood scale center on Excelsior Road. Provide convenient access to these sites from the adjacent streets and provide pedestrian and bicycle connections from the adjacent neighborhoods.*

## Sustainability Goals and Policies

**Goal 3.6: Encourage sustainable building and landscape designs and standards.**

- *Policy 3.6.1: Create Design Standards to promote the inclusion of measures related to the conservation of energy, water, soil, building materials and other non-renewable resources.*
- *Policy 3.6.2: Include recharging stations, preferred parking and other incentives for alternative energy vehicles in all non-residential zones.*

## Recreation and Open Space Goals and Policies

**Goal 3.7: Provide a connected, accessible open space network to enhance existing natural resources.**

- *Policy 3.7.1: Establish a network of open space and recreation amenities including a community park,*

*neighborhood parks, linear parkways, and pedestrian and bike connections throughout the Plan Area.*

- *Policy 3.7.2: Create a comprehensive system of multi-purpose drainageways, utilizing green infrastructure to mimic the natural hydrologic processes. These greenways will provide an interconnected system of both natural and created open spaces, becoming signature elements of the Plan Area.*
- *Policy 3.5.3: Set aside the eastern area of Plan Area as a wetland preserve, consistent with the SSHCP. Enhance the public enjoyment of this passive open space by providing adjacent trails, viewing areas and interpretive signage, where feasible.*

**Goal 3.8: Incorporate buffers and/or compatible land uses to preserve and protect sensitive land uses and existing assets.**

- *Policy 3.8.1: Designate appropriately sized buffers between proposed developed areas and the open space preserves, natural open space and other sensitive resources, consistent with the SSHCP and/or Federal permits.*
- *Policy 3.8.2: Require buffers for adjacent agricultural land uses designated for interim protection using techniques including, but not limited to; linear parkways, open space, fencing, tree windrows and berms. Provide agricultural disclosure for new residential uses adjacent to active agricultural uses.*

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.5 LAND USE PLAN

The Land Use Plan is the culmination of a comprehensive collaboration between County staff, the applicant’s team and landowners; a process which identified physical constraints, examined adjacent land uses and analyzed General Plan policies and influences on the land use planning process. The Land Use Plan emerged from the strong framework provided in the 2030 General Plan, specifically from the Land Use Element.

The Land Use Plan, shown on Exhibit 3.3, illustrates the arrangement of land uses, transportation networks and open spaces that will comprise the JTSP community. Table 3.2 provides a detailed summary of the land use zones, acres and dwelling uses allocated on the Land Use Plan and evaluated in the EIR analysis.

### 3.5.1 Relationship between Zoning and General Plan

A summary of the JTSP land use categories is presented in Table 3.2. The table also lists the County General Plan land use designations that are consistent with the categories of the JTSP. It is important to understand the difference between General Plan land use designations and zoning districts. The General Plan land use designations define each designation in broad terms, while the zoning districts and accompanying regulations contain detailed development standards.

A Special Planning Area (SPA) was adopted by the Board of Supervisors for a 599 acre portion of the Plan Area, which is owned by the participating landowner and Applicant, Excelsior Estates, LLC. Rezoning of the Plan Area will occur in phases, as shown on Exhibit 8.1. The County Zoning Map has been revised to rezone this initial phase (identified as Area 1A/B) of the Plan Area to “Jackson Township SPA”. The remaining portion of the

Applicant owned property and properties not owned by the applicant, herein referred to as non-participating property, will be the subject of future entitlement applications for rezoning consistent with the adopted Land Use Plan, adoption of an SPA and other approvals required for development to commence.

The provisions in the SPA, the Specific Plan and the Development Standards, Appendix A, constitute Zoning.

<b>SYM</b>	<b>JTSP CategoryDescription</b>	<b>Consistent General Plan Land Use Designation</b>
<b>Residential Zones</b>		
LD	Low Density Residential	Low Density Residential
MD	Medium Density Residential	Medium Density Residential
HD	High Density Residential	Medium Density Residential
<b>Commercial, Office and Mixed Use Zones</b>		
GC	General Commercial	Commercial and Offices
CC	Community Commercial	Commercial and Offices
MU	Mixed Use	Commercial and Offices
O	Office	Commercial and Offices
<b>Public/Open Space Zones</b>		
PQP	Public and Quasi-Public	Public and Quasi-Public
P	Park	Recreation
OS	Open Space	Recreation
WP	Wetland Preserve	Natural Preserve
AG	Agriculture	General Agriculture

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

**Table 3.2 Land Use Summary**

<i>Residential Designations</i>	<i>Acres</i>	<i>Ave. Density</i>	<i>Density Range</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>	<i>Projected Jobs</i>
LD- Low Density Residential	382.6	6.0	1.0-8.9	2295	40.3%	
MD-Medium Density Residential	124.5	10.0	9.0-15.9	1245	21.9%	
HD- High Density Residential	82.0	25.0	16.0-30.0	2050	36.0% <sup>4</sup>	
<b>Subtotal</b>	<b>589.1</b>			<b>5,590</b>	<b>98.2%</b>	
<i>Commercial + Office Designations</i>		<i>f.a.r.</i>	<i>Approx. s.f.</i>			
GC-General Commercial	59.7	0.25	650,100	n/a <sup>1</sup>		1,300
CC-Community Commercial	16.2	0.25	176,400	n/a <sup>1</sup>		353
MU-Mixed Use	19.7	0.50	429,000	100 <sup>2</sup>	1.8% <sup>7</sup>	858
O- Office	35.2	0.50	766,600	n/a <sup>1</sup>		2,737
<b>Subtotal</b>	<b>130.8</b>		<b>2,022,100</b>	<b>100</b>	<b>1.8%</b>	<b>5,248<sup>4</sup></b>
<i>Public/Quasi Public Designations</i>						
PQP	1.0					0
PQP-High School/Middle School	70.0					274
PQP-Elementary School	30.0					198
<b>Subtotal</b>	<b>101.0</b>					<b>472<sup>5</sup></b>
<i>Park + Open Space Designation s</i>						
P- Community Park	40.6					
P- Neighborhood Park	38.2					
OS- Wetland Preserve	259.8					
OS- Greenbelt/Drainage Corridor	55.6					
OS- Landscape Corridor	14.5					
<b>Subtotal</b>	<b>408.7</b>					
AG-Agriculture	74.7					
RW- Primary Roadways	86.7					
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.6<sup>3</sup></b>	<b>5,690 units</b>	<b>100%</b>	<b>5,248 jobs</b>

**Table 3.2 Footnotes**

1. Dwelling units are not permitted in these designations.
2. 100 dwelling units are assigned to the 7.5 acre MU parcel only, 0 units assigned to the 12.2 acre MU parcel.
3. Double net density calculation: Residential acreage 589.1 +7.5 MU=596.6-59.6 (10% net residential exclusion per Policy 120 CB-1) = 537 acres **5690 du /537=10.6 du/ac.**
4. Job generation is based on 1 employee per 500 s.f in GC, CC, MU and employee per 280 s.f in office.
5. Job generation in PQP-Schools is based on data provided by Elk Grove Unified School District.

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

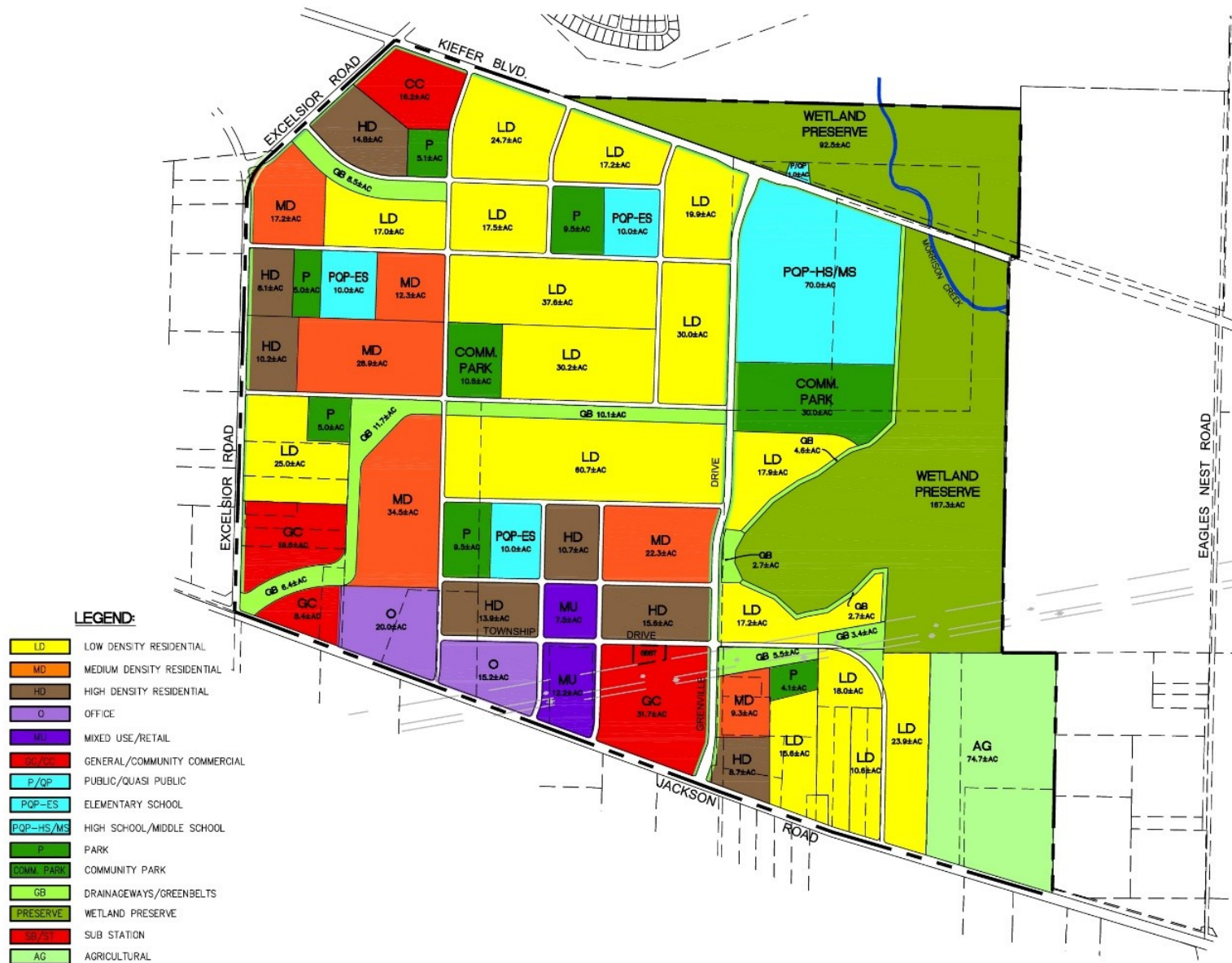


Exhibit 3.3: Land Use Plan

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.6 RESIDENTIAL LAND USES

### 3.6.1 Low Density Residential (LD)

The LD land use category provides for single family detached homes on standard suburban size lots, however, attached homes are also allowed. Alternative lot configurations such as alley, cluster or halfplex lots may also occur. The density range is 1.0 to 8.9 dwelling units per gross acre (du/ac) and the projected average density is 6.0 du/ac.



Low Density Residential Example

### 3.6.2 Medium Density Residential (MD)

The MD land use category accommodates a variety of housing types. This density allows for single family detached housing, as well as detached and attached housing types. MD housing types may include, but are not limited to lot configurations such as standard, halfplex, cluster, alley, courtyard, greencourt, zero-lot line, brownstones, townhomes, or condominiums. The density range is 9.0 to 15.9 dwelling units per gross acre (du/ac) and the projected average density is 10.0 du/ac.



Medium Density Residential Example

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.6.3 High Density Residential (HD)

The HD land use category anticipates a variety of attached and multi-family housing types. The HD sites are strategically located in the Town Center and near the Village Center to promote alternative transportation through the proximity to jobs, goods, services and transportation hubs. The HD sites will provide both rental and for-sale housing opportunities such as but not limited to apartments, brownstones, townhomes or condominiums. HDR sites may be identified to provide affordable housing units in conformance with the Affordable Housing Ordinance Title 22.35. The density range is 16.0 to 30.0 dwelling units per gross acre (du/ac) and the projected average density is 25 du/ac.



High Density Residential Example

## 3.6.4 Affordable Housing

Affordable Housing obligations are a component of new development projects, as outlined in Title 22 of the Code, Chapter 22.35. The ordinance outlines a variety of options with which to satisfy the obligation. The JTSP will meet its affordable housing obligation by paying the Affordability Fee on all newly constructed market rate units at the time building permits are paid. The County establishes the fee and adjusts it annually.

The ordinance requires at least 50% of the funds collected from large development projects (750 dwelling units or larger) is to be used by the housing agency to construct the affordable units within the development. The ordinance describes the characteristics of the land to be considered as appropriate for the construction for affordable housing. These characteristics include a minimum size of 4 acres, minimum density of 20 units per acre, be free of environmental constraints and be within ¼ mile of at least 3 existing or planned amenities, such as schools, parks, transit, grocery store or public library. The 7 HD sites in the Plan Area all meet the criteria to serve as sites to accommodate affordable housing.



# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.7 COMMERCIAL AND OFFICE USES

### 3.7.1 General Commercial (GC)

The GC land use category is designated for larger, visible sites within the Town Center and along Jackson Highway. The three GC commercial sites are targeted to serve the immediate region and the Jackson Township community, including shopping centers, larger format retailers and a range of freestanding uses such as banks, restaurants, entertainment, offices and public uses. The target floor area ratio (f.a.r.) is 0.25.



Example of General Commercial Uses

### 3.7.2 Community Commercial (CC)

The Community Commercial (CC) site serves as the Village Center for the Plan Area and neighboring communities. The 17 acre site is strategically located on Excelsior Road so that it serves as a close destination for the North and West neighborhoods, as well as for the Independence at Mather community to the north. The CC zone provides the opportunity for both community and local oriented uses, including retail and services such as a grocery store, restaurants, professional and personal services. The target f.a.r. is 0.35.



Example of Community Commercial Use

## CHAPTER 3-COMMUNITY VISION/LAND USE PLAN



**Example of Mixed Use in the Town Center**

### 3.7.3 Mixed Use (MU)

The two Mixed Use (MU) sites form the geographic and cultural hub of the Town Center, serving as a gateway to the community. Anticipated uses include retail commercial, services, civic and quasi-public uses in a compact, urban style setting. The northern MU site permits integrated residential uses, in both vertical (different uses stacked above one another) and horizontal (different uses on a single parcel) mixed use opportunities. The southern MU site has the constraint of overhead powerline easements which prohibits residential uses. However, this MU site is envisioned to provide an urban style plaza in the center, which enriches its function as a centerpiece of the Town Center. The target floor area ratio (f.a.r.) for the non-residential uses is 0.50.

### 3.7.4 Office (O)

The three office sites are located on Jackson Highway within the Town Center. Uses anticipated within this zone generally include professional offices, research/development campuses, medical offices and clinics; hospitals, law firms; accountant offices; insurance, real estate, and financial; governmental offices; social services; and non-profit organizations. Retail commercial activities that complement or are accessory to the primary uses of the zone are also appropriate. The target f.a.r. is 0.50.



**Example of Office Use**

# CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

## 3.8 PARKS, OPEN SPACE, PUBLIC AND AGRICULTURE

### 3.8.1 Parks

Parks provide locations in the Plan Area for recreation and community gathering. Two community parks and six neighborhood parks are distributed throughout the Plan Area. This category is intended to provide locations for parks and other related compatible public services/uses. The proposed parks meet the parkland requirements of the Cordova Recreation and Park District. Both active and passive recreational activities are permitted.



**Example of Park Playground**

### 3.8.2 Open Space

This category is to provide for open space uses, including greenbelts. The larger greenbelts are multi use corridors, combining drainage, detention basins, water quality basins, local and regional trails and nodes. The greenbelts form the overall pedestrian and bikeway trail network and provide passive recreation opportunities. Greenbelts may also provide space for compatible recreation amenities such as benches and gathering areas for the adjacent community.



**Example of Greenbelt Trail**

### 3.8.3 Wetland Preserve (WP)

The 260 acre wetland preserve abuts the east and north boundaries of the Plan Area. The function of the WP is to preserve and protect existing natural resources, while also providing visual open space for the Plan Area. Uses within and access into the WP areas are restricted pursuant to the SSHCP and/or the United States Army Corps of Engineers (USACE).

## CHAPTER 3-COMMUNITY VISION/LAND USE PLAN

### 3.8.4 Public/ Quasi –Public (P/QP)

This category is to provide for the establishment of public and quasi-public uses, such as fire and police facilities, utilities, local government offices/facilities, public schools, community centers, places of worship and other similar uses. The intent of this zone is to identify appropriate locations for these uses without impacting, disrupting, or otherwise removing other lands for residential or other uses. The land use plan identifies one (1) site for a joint high school/middle school, three (3) sites for public elementary schools and one (1) site for a potential water supply tank. P/QP uses are permitted uses in most zones, allowing public agencies the flexibility of siting, as determined at the time services are needed.



### 3.8.5 Agriculture

The Agriculture category is applied to approximately 75 acres located in the southeast quadrant of the Plan Area, comprised of 6 large agricultural-residential properties. The Development Standards describe the allowed uses and Section 9.2.4 describes the subsequent entitlement process for the properties within the AG zone.

## CHAPTER 4: CIRCULATION & MOBILITY

### 4.1 OVERVIEW

This chapter provides a discussion of the existing and proposed circulation system for the Plan Area. The circulation system includes a hierarchy of roadways and non-motorized transportation options. The mobility plan includes bicycles, pedestrians and transit. Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that allows for multiple transportation options. The circulation system is designed to link with the existing local and regional transportation systems.

The land uses are sited to provide close proximity between housing, open space, recreation, schools, entertainment, shopping, and services. These community elements are incorporated as part of an extensive interconnected mobility system of multi-use trails, paths, shaded sidewalks and transit facilities. These elements will result in a pedestrian and bicycle friendly environment that will promote non-vehicular use as a primary choice becoming a way of life for residents.

### 4.2 TRANSPORTATION AND CIRCULATION GOALS AND POLICIES

The land use design, roadway system, and mobility network were influenced by the numerous General Plan goals and policies related to smart growth principles. The following are goals and policies directly related to circulation aspects:

**Goal 4.1: Create and maintain a balanced and connected multi-modal transportation system that provides choices for the efficient and safe movement of people, good and services.**

*Policy 4.1.1: Implement the roadway system as shown in Exhibit 4.1 and the street sections, Exhibit 4.2.*

*Policy 4.1.2: Implement the mobility system as shown in Exhibit 4.5, which illustrates the non-vehicular system of multi-use trails, on-street bike lanes and transit facilities.*

**Goal 4.2: Coordinate with transit service providers to identify improvements and facilities for local and regional routes.**

*Policy 4.2.1: Transit facilities shall be provided in locations determined by and in coordination with the transit provider and may include a transit center/stop, shelters, signage and other amenities as appropriate to the location.*

**Goal 4.3: Establish a transportation management plan to guide transportation alternatives in the Plan Area and provide for the creation, funding and administration of a transportation management association (TMA) or join an existing TMA.**

*Policy 4.3.1: The TMA or transportation coordinator will prepare and distribute materials to residents, employers and public services related to transportation options available in the Plan Area, such as bus routes, timetable, carpools, “bike-to-school pools”, etc.*

*Policy 4.3.2: The TMA or transportation coordinator will provide information about telecommuting and may offer training and support to businesses that elect to implement telecommuting programs.*

# CHAPTER 4-CIRCULATION & MOBILITY

**Policy 4.3.3:** *The TMA will coordinate with the school district to make information available to residents regarding safe routes to school for elementary school children.*

**Policy 4.3.4:** *The TMA will coordinate with the County Parks Department to explore the provision of a bicycle repair station in close proximity to the regional bike trail.*

**Goal 4.4: Provide facilities and incentives which encourage public transit use, vehicle sharing and carpooling.**

**Policy 4.4.1:** *Fund a transit program to provide each Plan Area household with access to transit facilities, consistent with General Plan Policy LU-120.*

**Policy 4.4.2:** *Locate at least one joint use park and ride lot, operated as a non-State-owned facility on a parcel occupied by retail, office or a related use in close proximity to Jackson Road and the transit center.*

**Policy 4.4.3:** *The TMA will explore establishment of a vehicle sharing program.*

**Goal 4.5: Provide a complete trail and pathway system which provides off-street connectivity within the Plan Area for both cyclists and pedestrians, designed to minimize barriers and reduce potential travel disruptions.**

**Policy 4.5.1:** *Construct the local and regional Class I trails and Class II bike lanes as shown on the Mobility Plan, Exhibit 4.3, in complete segments as adjacent development and roadway construction progresses. Avoid dead-end or isolated trail segments by providing interim segments if necessary.*

**Goal 4.6: Provide a safe, pedestrian friendly system to promote walking as a mode of transportation.**

**Policy 4.6.1:** *Design and construct a network of sidewalks and paths throughout the Plan Area. All street sections shall accommodate pedestrians with either attached or landscape-separated sidewalks.*

**Policy 4.6.2:** *Install pedestrian safety and visibility features such as bulbouts, raised crosswalks, high visibility striping and pedestrian refuge islands in medians where space allows.*

## 4.3 ROADWAY SYSTEM

Primary vehicle access to and from the Plan Area will be from a network of primary streets, including the existing roads which border the Plan Area; Jackson Road, Excelsior Road and Kiefer Boulevard. Planned roadways internal to the Plan Area consist of Grenville Drive (formerly Treeview Lane), which has both four lane and two lane segments, and the remainder of new roads are two lane streets on a grid pattern.

Exhibit 4.1 depicts the locations of roadway types within the Plan Area. Jackson Road consists of five lanes, Kiefer Boulevard is four lanes and the primary segment of Excelsior Road is three lanes. Additional lane and frontage improvements will be completed by others for Jackson and Excelsior Roads due to their location on Plan Area boundaries. The north and south segments of Grenville Drive are four lanes and the interior segment is two lanes with a center median. The segment of Excelsior Road beyond the intersection with Douglas Road is two lanes. The remainder of the internal collector and local residential streets consist of two lanes. Roadways in the Town Center feature diagonal and parallel parking, wide sidewalks

# CHAPTER 4-CIRCULATION & MOBILITY

and slower traffic speeds, which enhance the bicycle and pedestrian travel in the Town Center.

## 4.3.1. Typical Cross-Sections

Thirteen different street cross-sections are proposed within the Plan Area to accommodate a wide range of roadways ranging from a five-lane thoroughfare to residential collector streets. Street sections A through M are labeled alphabetically and are shown in Exhibit 4.2. These cross-sections are referenced for specific roadways on Exhibit 4.1. Table 4-1 compares each cross-section type including the number of lanes, ROW, presence of medians, bicycle lanes and pedestrian facilities. The locations of these street sections will be identified at the tentative tract map level for individual projects. The following describes some of the key attributes of the roadway cross-sections:

- Lane widths – On thoroughfare and arterial streets (Sections A through D), the lane closest to the landscaped median is 12-feet, while the other lanes are 11-feet. These widths, which are consistent with County design standards, reduce operations and maintenance costs, and decrease pedestrian crossing distances at signalized intersections. Two-lane collector in the Town Center (G) and the 2 lane segment of Grenville Road (E) have 12 foot lanes. The lane widths on all other two-lane collector streets are 11 feet.
- Medians – A 12-foot landscaped median is provided in sections A through E. The landscaped median provides aesthetic landscaping opportunities, safety benefits, and left-turn ingress at select locations.

- Complete Streets – Roadways within the Plan Area are designed to serve multiple modes of transportation. This includes sidewalks or Class I trails on all streets and Class II bicycle lanes on all four-lane and six-lane roads and the majority of the collector streets (Sections A, B, D, E, and J) as shown on the Mobility Plan Exhibit 4.3

## 4.3.2 Intersections

Intersections within the Plan Area may be controlled by traffic signals, roundabouts or stop signs, depending on the roadway type, location and traffic volumes. Major streets are designed to provide adequate spacing between signalized intersections. This includes planned intersections along Jackson Road, Kiefer Boulevard and Excelsior Road, which comply with the spacing requirements for these major roadways. The Plan Area roads and intersections comply with the level of service per General Plan Policy CI-9: *“Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measure that would achieve LOS D on rural roadways or LOS E on urban roadways.”*

### 4.3.2.1 Roundabouts

Roundabouts may be considered at intersections of two-lane streets where traffic conditions create favorable conditions for their implementation, in consultation with County Department of Transportation (DOT). Roundabouts provide safer and more efficient operations than traffic signals or stop signs at the intersection of two-lane roadways. By yielding at the entry rather than stopping, vehicle delay is typically reduced, which corresponds to a decrease in fuel consumption, air pollution and greenhouse gases.

# CHAPTER 4-CIRCULATION & MOBILITY

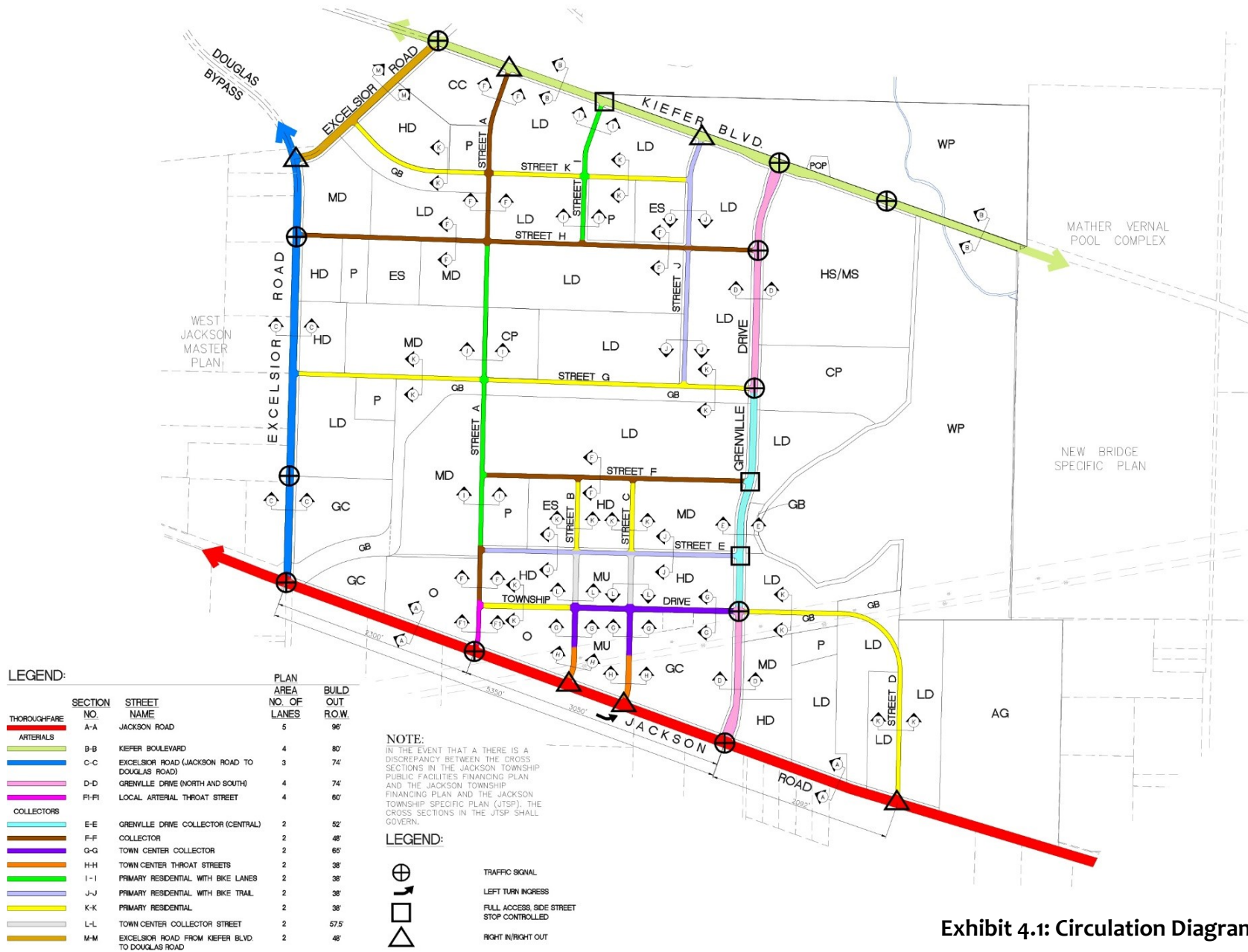
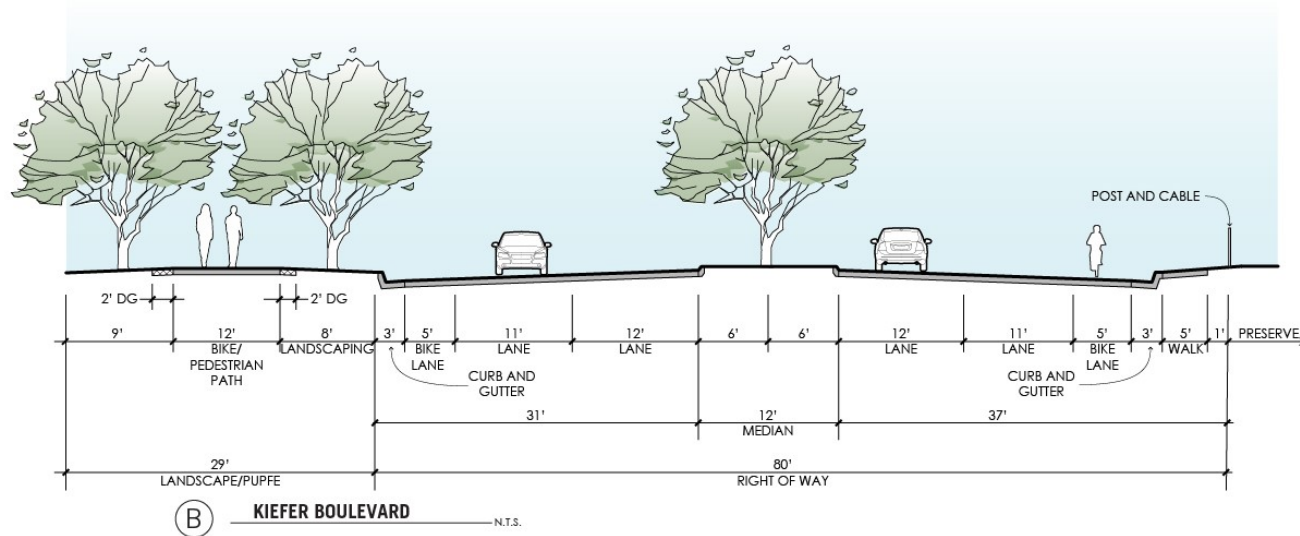
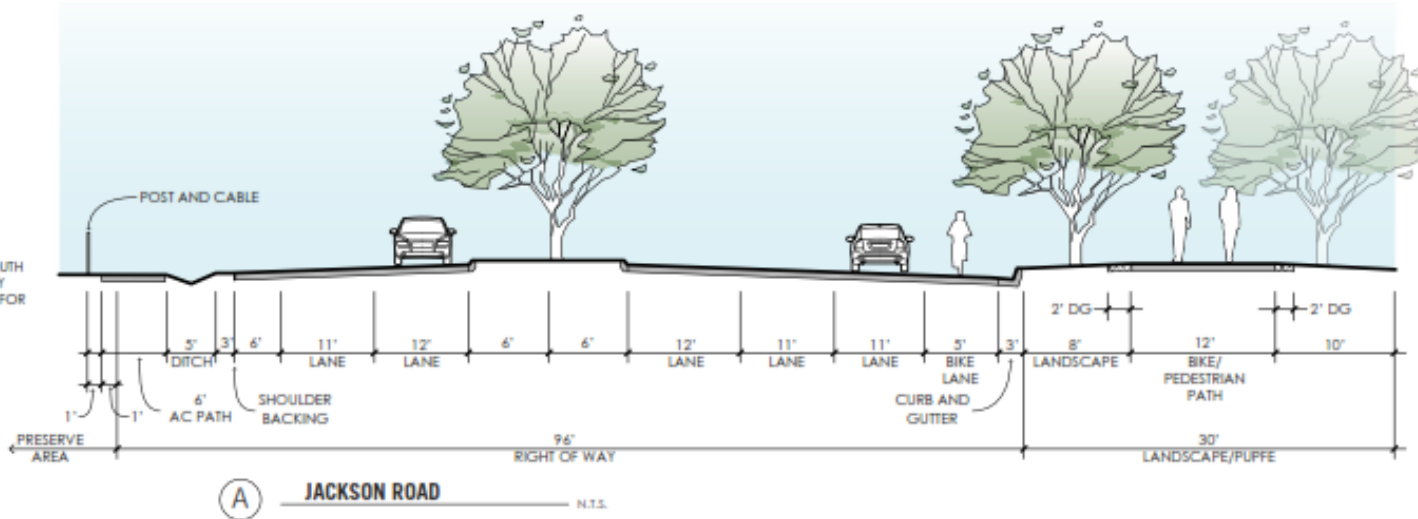


Exhibit 4.1: Circulation Diagram



# CHAPTER 4-CIRCULATION & MOBILITY

**NOTE:**  
FUTURE FRONTAGE IMPROVEMENTS ON SOUTH SIDE TO BE INSTALLED BY OTHERS. SEE APPENDIX FOR DETAIL OF ULTIMATE IMPROVEMENTS.



**Exhibit 4.2: Street Sections A and B**

# CHAPTER 4-CIRCULATION & MOBILITY

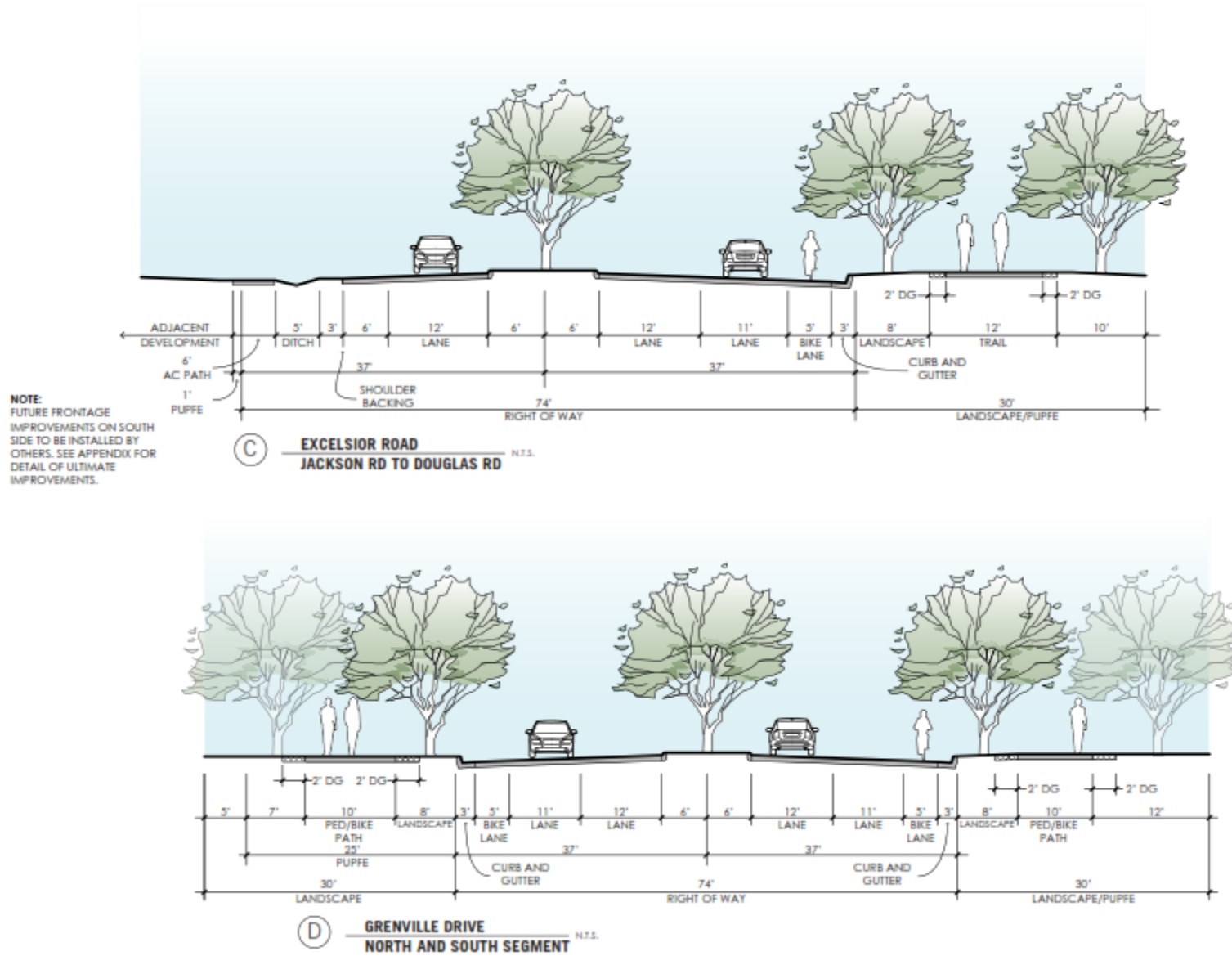
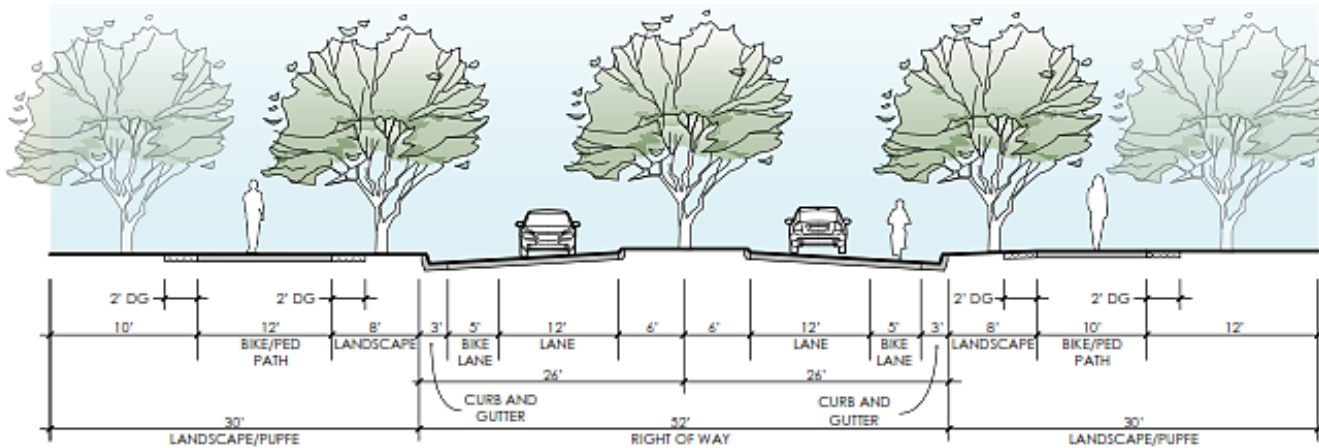


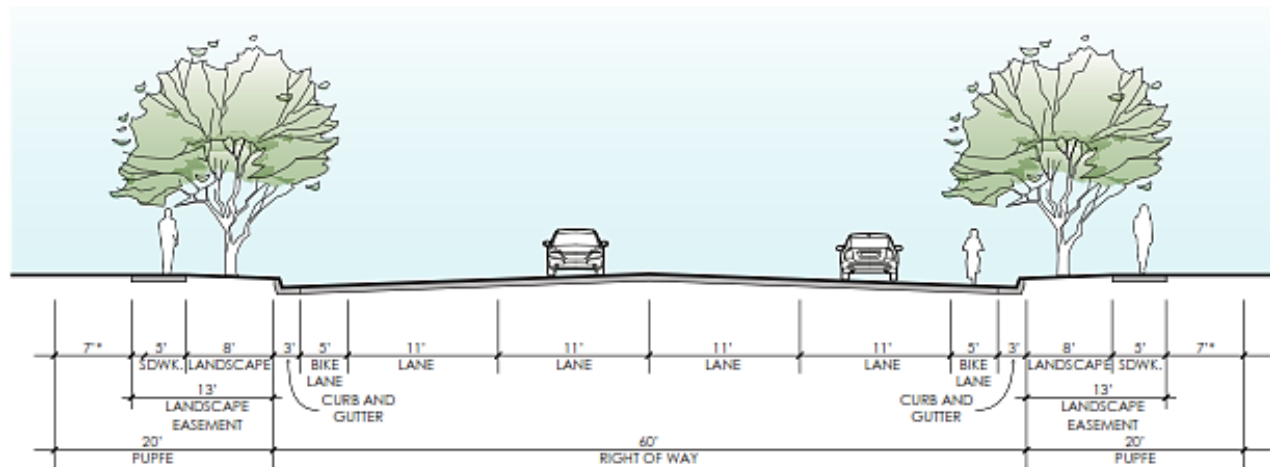
Exhibit 4.2: Street Sections C and D

# CHAPTER 4-CIRCULATION & MOBILITY



**(E) GRENVILLE DRIVE  
CENTRAL SEGMENT** N.T.S.

**NOTE:**  
NO FRONT ON LOTS,  
DRIVEWAYS, OR PARKING  
ARE ALLOWED ALONG THIS  
SECTION.

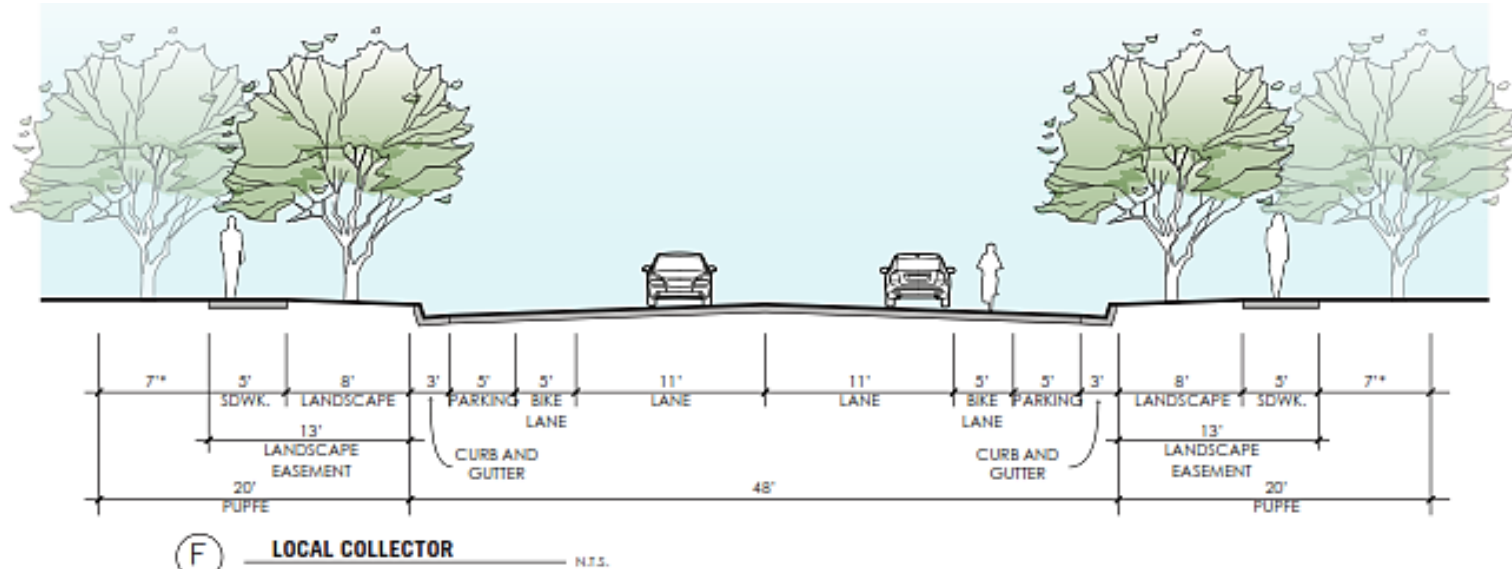


**(F1) 60' LOCAL ARTERIAL  
THROAT STREET** N.T.S.

**NOTE:**  
\* 7' PUFFE BEHIND SIDEWALK  
MAY BE MODIFIED SUBJECT  
TO FINAL UTILITIES

**Exhibit 4.2: Street Sections E and F1**

# CHAPTER 4-CIRCULATION & MOBILITY



**NOTE:**  
 WHEN CONDITIONS  
 WARRANT AND WITH DOT  
 APPROVAL, STRIPING MAYBE  
 REVISED TO DELETE PARKING  
 AND ADD A 2-WAY CENTER  
 TURN LANE. SEE APPENDIX 'K'  
 FOR ALTERNATIVE SECTION.

\* 7' PUPFE BEHIND SIDEWALK  
 MAY BE MODIFIED SUBJECT  
 TO FINAL UTILITIES

Exhibit 4.2: Street Section F

# CHAPTER 4-CIRCULATION & MOBILITY

Exhibit 4.2: Street Section G and Plan View

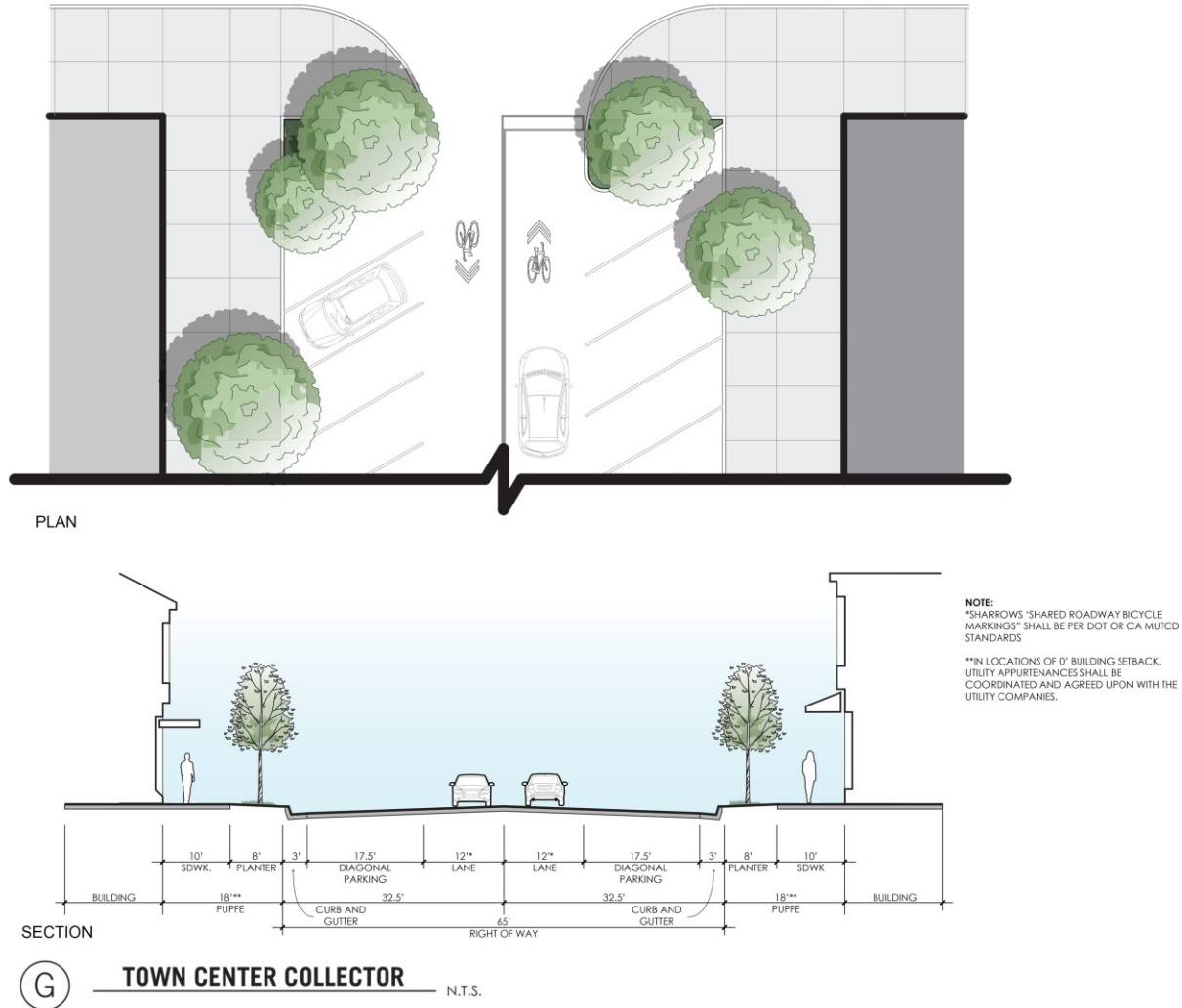
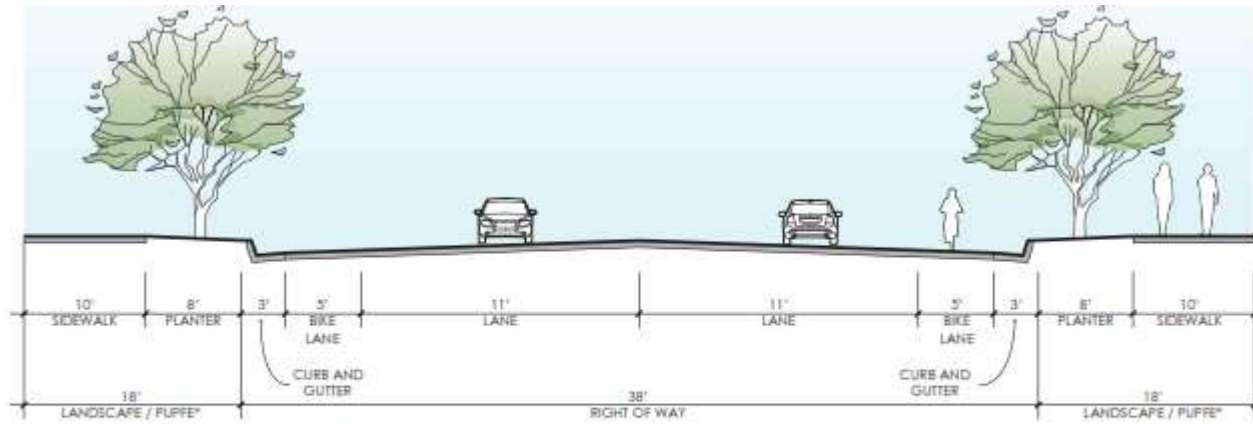


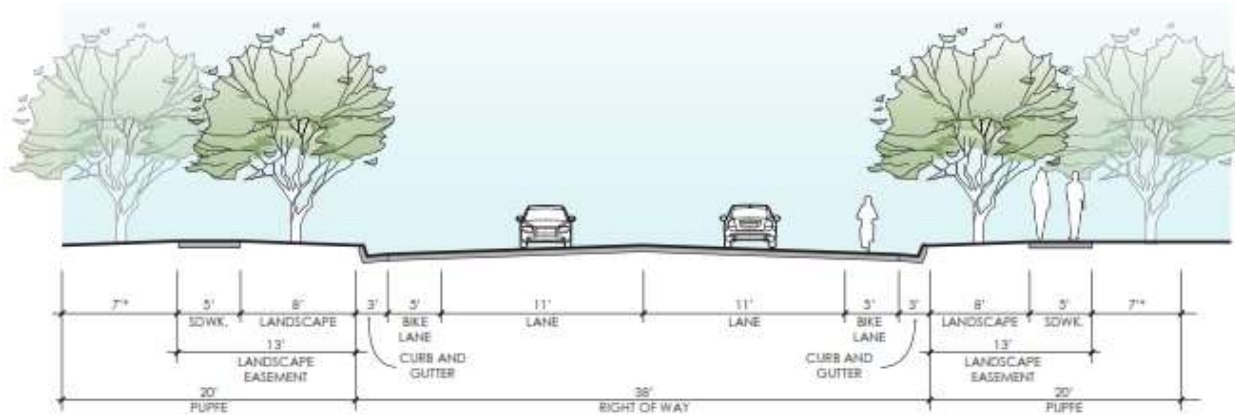
Exhibit 4.2: Street Section G and Plan View

# CHAPTER 4-CIRCULATION & MOBILITY



**(H) COLLECTOR THROAT STREET** — N.T.S.

**NOTE:**  
 \*IN LOCATIONS OF 0'  
 BUILDING SETBACK, UTILITY  
 APPURTENANCES SHALL BE  
 COORDINATED AND AGREED  
 UPON WITH THE UTILITY  
 COMPANIES.



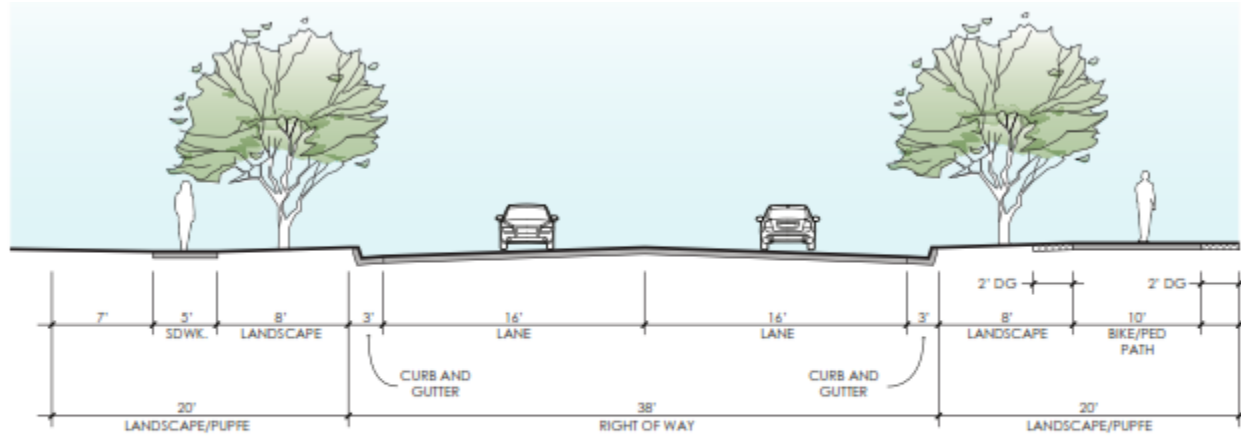
**(I) PRIMARY RESIDENTIAL WITH BIKE LANES** — N.T.S.

**NOTE:**  
 NO FRONT ON LOTS,  
 DRIVEWAYS, OR PARKING  
 ARE ALLOWED ALONG THIS  
 SECTION.

\* 7' PUFFER BEHIND SIDEWALK  
 MAY BE MODIFIED SUBJECT  
 TO FINAL UTILITIES

**Exhibit 4.2: Street Section H and I**

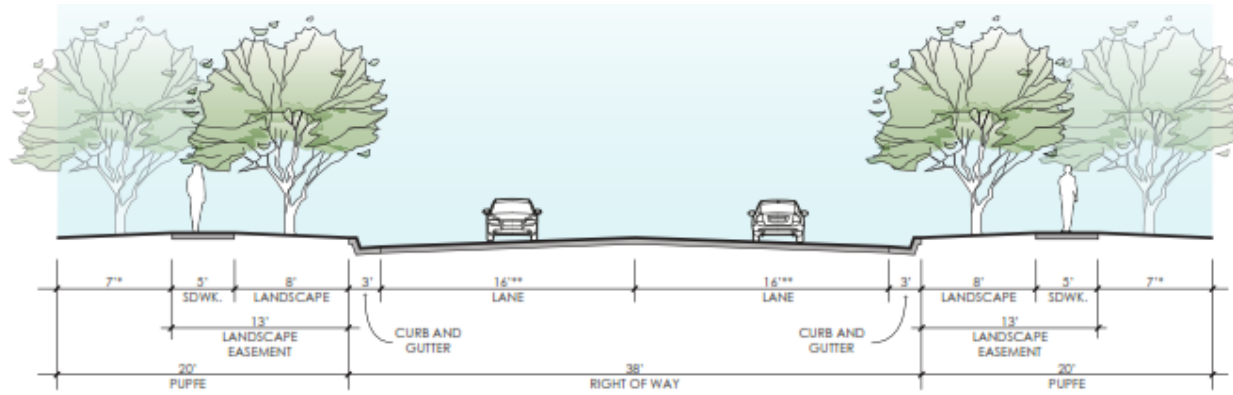
# CHAPTER 4-CIRCULATION & MOBILITY



**NOTE:**  
 \*IN LOCATIONS OF 0' BUILDING SETBACK, UTILITY APPURTENANCES SHALL BE COORDINATED AND AGREED UPON WITH THE UTILITY COMPANIES.

\*7' PUFFE BEHIND SIDEWALK MAY BE MODIFIED SUBJECT TO FINAL UTILITIES

**J RESIDENTIAL WITH BIKE TRAIL** N.T.S.



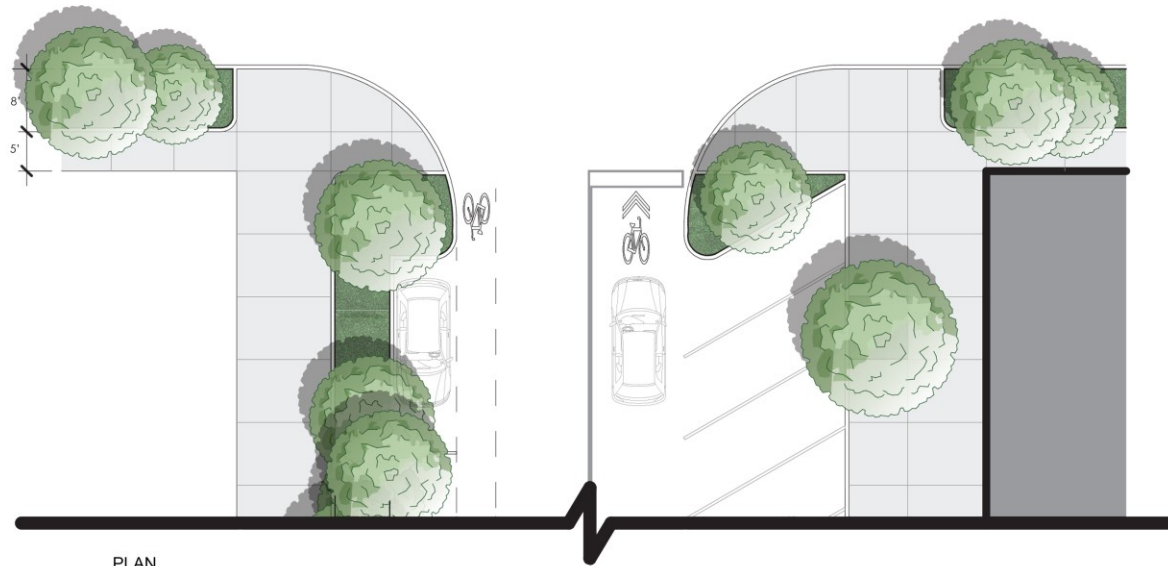
**NOTE:**  
 \*7' PUFFE BEHIND SIDEWALK MAY BE MODIFIED SUBJECT TO FINAL UTILITIES

\*\*SECTION "K" WITHIN THE TOWNCENTER SHALL INCLUDE SHARROWS CONSISTENT WITH SECTION "G".

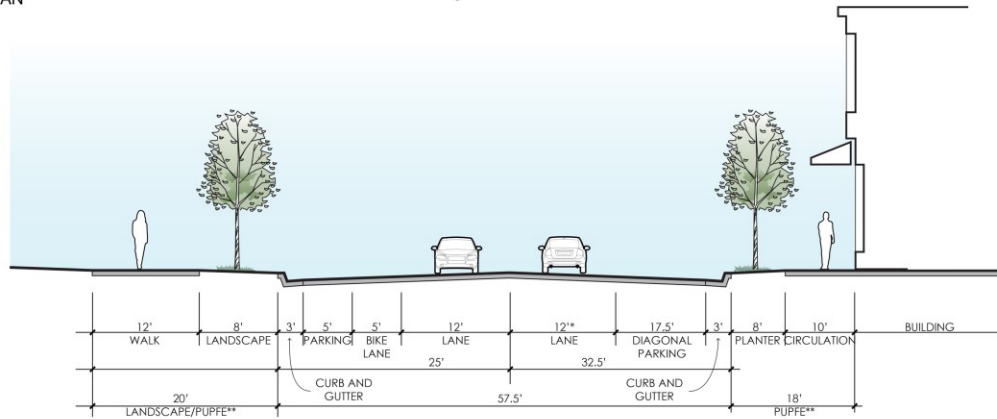
**K PRIMARY RESIDENTIAL** N.T.S.

Exhibit 4.2: Street Sections J and K

# CHAPTER 4-CIRCULATION & MOBILITY



PLAN



SECTION



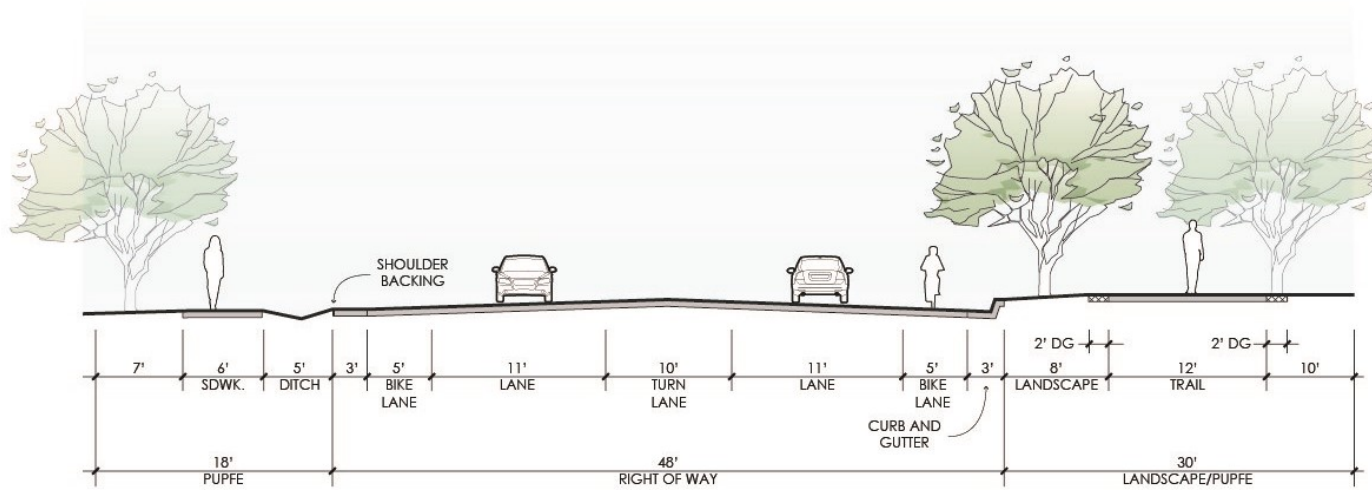
**TOWNCENTER COLLECTOR** N.T.S.

**NOTE:**  
 \*SHARROWS "SHARED ROADWAY SHARROW BICYCLE MARKINGS" SHALL BE PROVIDED PER DOT OR CA MUTCD STANDARDS.  
 \*\*IN LOCATIONS OF 0' BUILDING SETBACK, UTILITY APPURTENANCES SHALL BE COORDINATED AND AGREED UPON WITH THE UTILITY COMPANIES.

**Exhibit 4.2: Street Section L and Plan View**



# CHAPTER 4-CIRCULATION & MOBILITY



**NOTE:**  
 FUTURE FRONTAGE  
 IMPROVEMENTS ON WEST  
 SIDE TO BE INSTALLED BY  
 OTHERS. SEE APPENDIX FOR  
 DETAIL OF ULTIMATE  
 IMPROVEMENTS.

**(M) EXCELSIOR RD**  
**KIEFER BLVD TO DOUGLAS RD** N.T.S.

**Exhibit 4.2: Street Section M**

# CHAPTER 4-CIRCULATION & MOBILITY

Table 4-1: Plan Area Roadway Cross-Sections

ROADWAY TYPE	PLAN AREA # OF LANES	BUILD OUT R.O.W	CENTER MEDIAN	CENTER TURN LANE	CLASS I BIKE TRAIL	CLASS II BIKE LANE	ON-STREET PARKING	PATH/ SIDEWALK
<b>THOROUGHFARE</b>								
Section (A-A) Jackson Road	5'	96'	12'		✓	✓	N/A	6'/12'
<b>ARTERIALS</b>								
Section (B-B) Kiefer Boulevard	4	80'	12'		✓	✓	N/A	12'/ 5'
Section (C-C) Excelsior Road –Jackson to Douglas Road	3'	74'	12'		✓	✓	N/A	6'/12'
Section (D-D) Grenville Drive	4	74'	12'		✓	✓	N/A	10'
Section (F1-F1) Arterial Throat Street	4	60'	N/A			✓	N/A	5'
<b>COLLECTORS</b>								
Section (E-E) Grenville Drive	2	52'	12'		✓	✓	N/A	12'/10'
Section (F-F) Collector	2	48'	N/A			✓	Parallel	5'
Section (G-G) Town Center Collector	2	65'	N/A				Diagonal	10'
Section (H-H) Town Center Throat Streets	2	38'	N/A			✓	N/A	10'
Section (I-I) Primary Residential with Bike Lanes	2	38'	N/A			✓	N/A	5'
Section (J-J)Primary Residential with Bike Trail	2	38'	N/A		✓ 1 side		Parallel	5'/10'
Section (K-K) Primary Residential with Parking	2	38'	N/A				Parallel	5'
Section (L-L) Town Center Collector Street	2	57.5'	N/A			✓ 1 side	Diagonal +Parallel	12'/10'
Section (M-M) Excelsior Road-Kiefer Boulevard to Douglas Road	2'	48'	N/A	✓		✓	N/A	5'
<b>FOOTNOTES: 1. Sections A-A, C-C and M-M occur on Plan Area boundaries. The cross sections shown and number of lanes demonstrate the Plan Area obligation. Future frontage improvements for Sections A-A, C-C and M-M will be completed by others. See Appendix at the end of this document for cross sections showing ultimate improvements for these sections.</b>								

# CHAPTER 4-CIRCULATION & MOBILITY

## 4.4 MOBILITY SYSTEM

The Mobility Plan, Exhibit 4.3, displays the mobility network, which consists of a transit loop within the Plan Area and designated corridors for bicycles and pedestrians. This system compliments the street network where vehicles, bicycles and pedestrians mix. This multimodal network is an important component for connectivity and promoting non-vehicular travel within and outside of the Plan Area. The mobility network is designed to allow intuitive and efficient movement throughout the Plan Area and includes sidewalks, off street Class I bike trails, on-street Class II lanes, Class III routes and a transit center/stop. Neighborhood electric vehicles (NEVs) are permitted to use the general purpose lanes on two-lane streets with posted speed limits of 35 miles per hour (mph) or less.

### 4.4.1 Bikeway System

The bikeway system is illustrated in Exhibit 4.3, Mobility Plan. The bikeway system includes Class I trails, Class II lanes and Class III routes. The JTSP promotes frequent connections between the Class I system and adjacent uses. Where a street is adjacent to open space, a park or a walkway, the Class I bike path (separated from the street) may replace the standard sidewalk. Where a cul-de-sac or loop street, multi-family or non-residential project is adjacent to the Class I path, a paved connection will be provided. The Class I system within a greenbelt may meander to minimize environmental impacts and create visual interest. Barriers (e.g., bollards, rail fence, post and cable, posts, etc.) will be provided along bike paths within greenbelt areas. Class II bike lanes are designated on-street bike routes, five feet wide, delineated with signage and striping. Class III routes are not

identified on the Mobility Plan but shall be determined in conjunction with the individual tentative maps.

#### 4.4.1.1 Class I Facilities

Numerous Class I trails are provided throughout the Plan Area. Regional Class I trails are 12' in width and local Class I trails are 10' in width. The Class I trails are predominantly located within the greenbelts traversing the Plan Area and along Jackson Road, Excelsior Road, south side of Kiefer Boulevard and Grenville Drive. The signature trails that are designed to provide significant connectivity are located within three primary greenbelts, which are identified as the North, Central and East Greenbelts. A detailed description of these mobility features is provided in Section 6.2.4.2, titled Multi-functional Greenbelts and are shown on Exhibit 6.1 in the Public Services Chapter. These Class I trails are located within the greenbelts and have minimal street crossings, elevating the safety and ease of use. These trails are envisioned to provide convenient opportunities for pedestrians and cyclists to use alternative modes to reach frequent destinations within the Plan Area, such as to schools, parks, shopping and transit. The Regional Trail within the Central Greenbelt is anticipated to connect with the planned



West Jackson Master Plan Area to the west and the NewBridge Specific Plan Area to the east. In addition, the paths provide emergency and maintenance vehicle access to open space areas.

**Example of Class I Regional Trail**

# CHAPTER 4-CIRCULATION & MOBILITY



# CHAPTER 4-CIRCULATION & MOBILITY

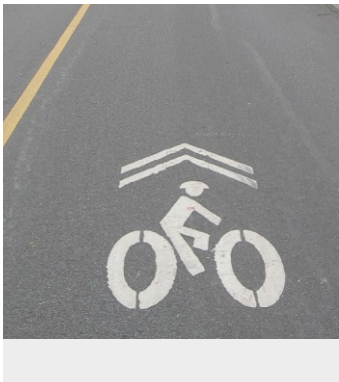
## 4.4.1.2 Class II Bicycle Lanes



Class II bicycle lanes are provided on expected bicycle commute corridors on the primary periphery roadways of Jackson Road, Excelsior Road and Kiefer Boulevard, which border the Plan Area. Internal to the Plan Area, several collector streets have Class II bicycle lanes to provide

ample routes for users to reach destinations, such as shopping, schools and parks. The Class II lanes also provide users with opportunities to use the on-street lane to reach the Class I off-street trails.

## 4.4.1.3 Class III Bicycles Routes



Class III (shared use of general purpose lane) facilities may also be provided on local streets. Class III routes will be designated with pavement markings as shown in the photo. Class III routes are not identified on the Mobility Plan but shall be determined in conjunction with the individual tentative maps.

## 4.4.2 Pedestrian System

A primary objective of the JTSP is the provision of a pedestrian-friendly, walkable community. The JTSP is designed with a basic grid roadway network intended to provide superior access for all modes and balance vehicle traffic across multiple streets. Pedestrians also have full access to Class I bikeways described in Section 4.4.1. Specific pedestrian treatments shall be determined in conjunction with the subsequent tentative maps.

## 4.5 TRANSIT SYSTEM



**Raised Crosswalk example**

Transit service for the Plan Area will likely be operated by Sacramento Regional Transit (RT). No transit service was provided to the Plan Area or vicinity prior to the Specific Plan. The General Plan Circulation Map and the RT Transit Master Plan identify Jackson Road as a Bus Rapid Transit (BRT)/Hi-Bus route.

## CHAPTER 4-CIRCULATION & MOBILITY

Coordination and consultation with RT and County Department of Transportation (DOT) staff occurred during the Specific Plan process to identify potential routes and transit facilities to serve the Plan Area, in conjunction with the other Master Plan projects in the Jackson Corridor. The Mobility Master Plan, Exhibit 4.3, identifies a potential RT transit route through the Plan Area and a Transit Center/stop in the Town Center. The proposed transit route will provide bus stops within one quarter mile of approximately 90% of residents. The Transit Center, as shown on Exhibit 4.3, is located just north of Jackson Road within the southern MU site. This location is surrounded by commercial, office, mixed use and high density residential zoning, enhancing its potential for strong ridership. The funding sources for transit will be funded by the Project through fees and assessments, as discussed in Section 9.2.3.

# CHAPTER 5: PUBLIC UTILITIES

## CHAPTER FIVE: PUBLIC UTILITIES

### 5.1 OVERVIEW

This chapter provides an overview of the public utilities required to serve the Plan Area. The intent of this chapter is to describe the timely implementation of public utilities to maintain the specified levels of service for the Plan Area. This chapter describes the backbone infrastructure for water, wastewater, drainage and dry utilities necessary to serve the Plan Area. As the Plan Area develops, the utility systems are subject to refinements and modifications. The goals and policies for each public utility are provided in the corresponding subsection. The providers of the public utilities are shown in Table 5.1.

Utility	Provider/ Authority
Water	Sacramento County Water Agency (SCWA)
Wastewater	Sacramento Area Sewer District (SASD)
Drainage/ Flood Control	Sacramento County Department of Water Resources (DWR)
Electric Service	Sacramento Municipal Utility District (SMUD)
Natural Gas	Pacific Gas & Electric (PG & E)
Communications	AT&T/Comcast
Cable/Broadband	Comcast

### 5.2 WATER SUPPLY AND DISTRIBUTION

#### Water Supply Goals and Policies

**Goal 5.1: Coordinate with the Sacramento County Water Agency and other appropriate water purveyors to ensure the adequate provision of water supply to the Plan Area.**

*Policy 5.1.1: 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.*

#### **5.2.1. Existing Water Supply and Distribution**

The Plan Area is within the Zone 40 North Service Area (NSA) of the Sacramento County Water Agency (SCWA). Existing water facilities in the vicinity of the Plan Area include the Vineyard Surface Water Treatment Plant (SWTP), the Excelsior Well Field, and the Anatolia Terminal Storage and Pumping Facilities (Anatolia Facilities). A transmission line connects these facilities, a portion of which exists within the Plan Area. These existing facilities are depicted in Exhibit 5.1, Existing Water Facilities.

#### **5.2.2 Potable Water Supply and Distribution**

SCWA prepared a Water Supply Master Plan (WSMP) Amendment for the Plan Area, dated February 2016. The WSMP Amendment addresses the sufficiency of water supply for the Plan Area and updated information contained within the Zone 40 WSMP, February 2005. The 2005 WSMP was developed for the entire Zone 40/NSA to outline a flexible program of water management alternatives that could be implemented as the availability and feasibility of water supply sources changed.

# CHAPTER 5: PUBLIC UTILITIES

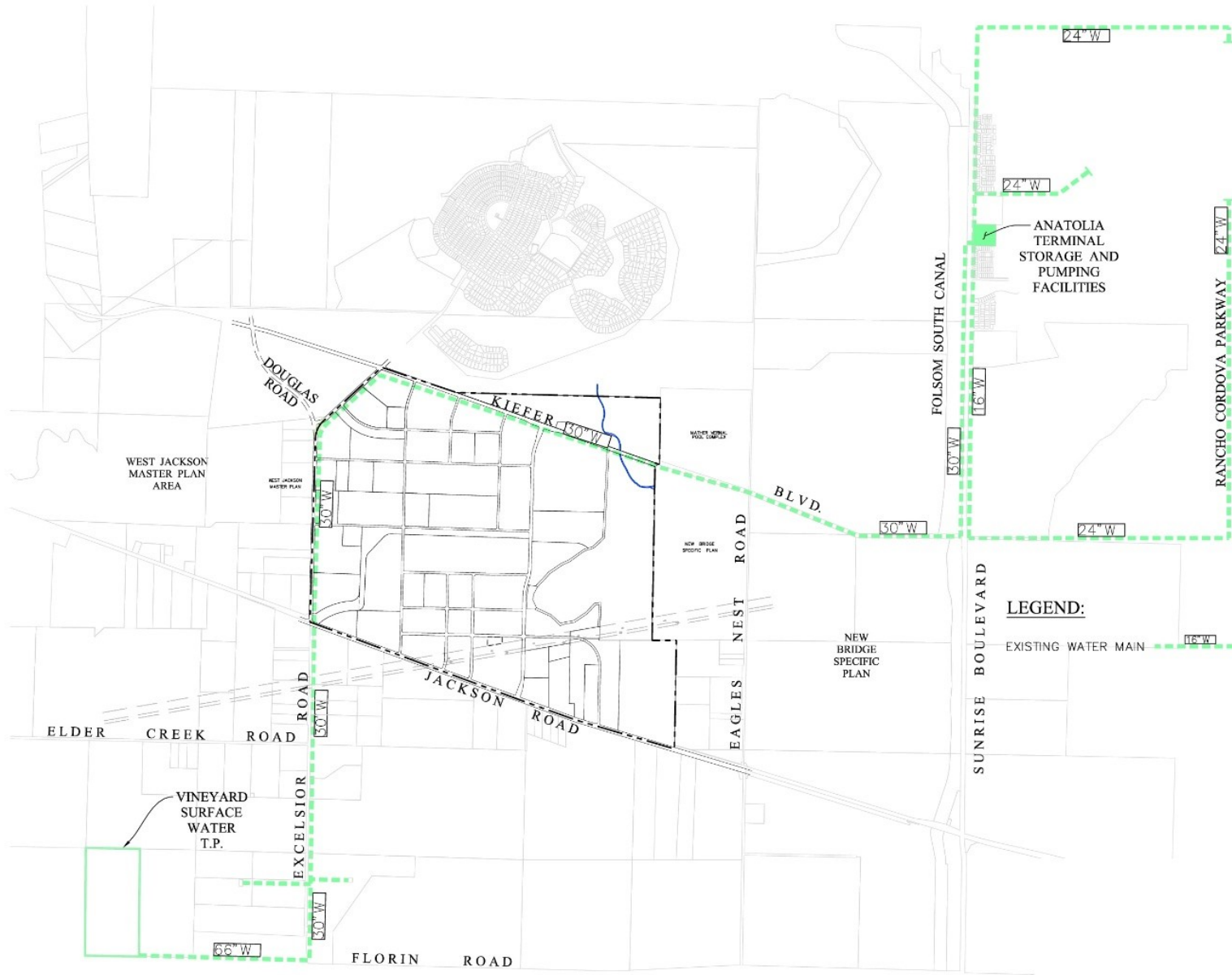


Exhibit 5.1: Existing Water Facilities



## CHAPTER 5: PUBLIC UTILITIES

Significant changes such as water supply variations, General Plan Amendments, annexations, incorporation or new major programs are addressed through formal updates or amendments to the WSMP. The 2016 WSMP Amendment presents an evaluation of the water demands, water supplies, water system facilities and costs specifically for the Plan Area.

SCWA provides the primary water supply to the NSA from various sources, including the Vineyard SWTP, ground water wells, treatment facilities located in the Mather area and the Anatolia Facilities. SCWA also has an emergency water connection with Cal American (CAL AM) Water District. The Anatolia Facilities are the initial source of water supply for the Plan Area. Two transmission mains will be extended to the Plan Area from the Anatolia Facilities. One main will be extended along Jackson Road and a second main will be extended along Kiefer Blvd. These facilities are shown in Figure 5-2, Proposed Off-site Water System.

The Jackson Township Potable Water System Study, August 2017, was prepared by Stantec Consulting to provide detailed analysis of the water distribution system and to verify the base information in the WSMP Amendment prepared by SCWA. Various hydraulic models were prepared to calculate the maximum day (4.24 MGD), peak hour (8.48 MGD) and fire flow (4000 gpm for 4 hours) demands of the Plan Area. The average annual use is 2,374 acre feet. The modeling of the water demands of the Plan Area verify that the proposed facilities extending to the Plan Area from the Anatolia Facility have the necessary capacity to serve the Plan Area at buildout. The Potable Water System Study is provided in Appendix C.

A second series of modeling was done of the NSA WSMP backbone infrastructure, with all the future transmission mains and reservoirs identified to meet the water demands of the entire service area at buildout. Exhibit 5.3, NSA Buildout System, shows the additional facilities to be installed with the development of the NSA. The modeling confirmed that when all the infrastructure is in place, the Plan Area will maintain adequate flows comparable to the initial modeling with water supplied from the Anatolia Facility.

### **5.3 On-Site Potable Water Distribution System**

A new municipal water distribution network will be constructed in the Plan Area, as shown on Exhibit 5.4, Proposed On-site Potable Water Distribution System. Peaking factors, fire flow requirements and a normal pressure range (typically 35 to 65 psi) were considered in planning and designing the distribution pipe network as required by the County's Standard Specifications. New 12 inch "backbone" water lines will form the basis of a grid extending through the Plan Area as the backbone roads are constructed. Within neighborhoods, local distribution lines will be a minimum of 8-inch diameter. Looping of water mains is required as needed to meet the minimum standards of the SCWA and Sacramento Metro Fire District.

Individual final map applications will include additional analysis of the water system to confirm that SCWA and Fire District minimum flows and pressures under peak demands are maintained. All subsequent development applications will be reviewed to ensure consistency with the WSMP Amendment in accordance with the County Standards, Fire Codes and State Laws and the water conservation provisions of the Plan Area.

# CHAPTER 5: PUBLIC UTILITIES

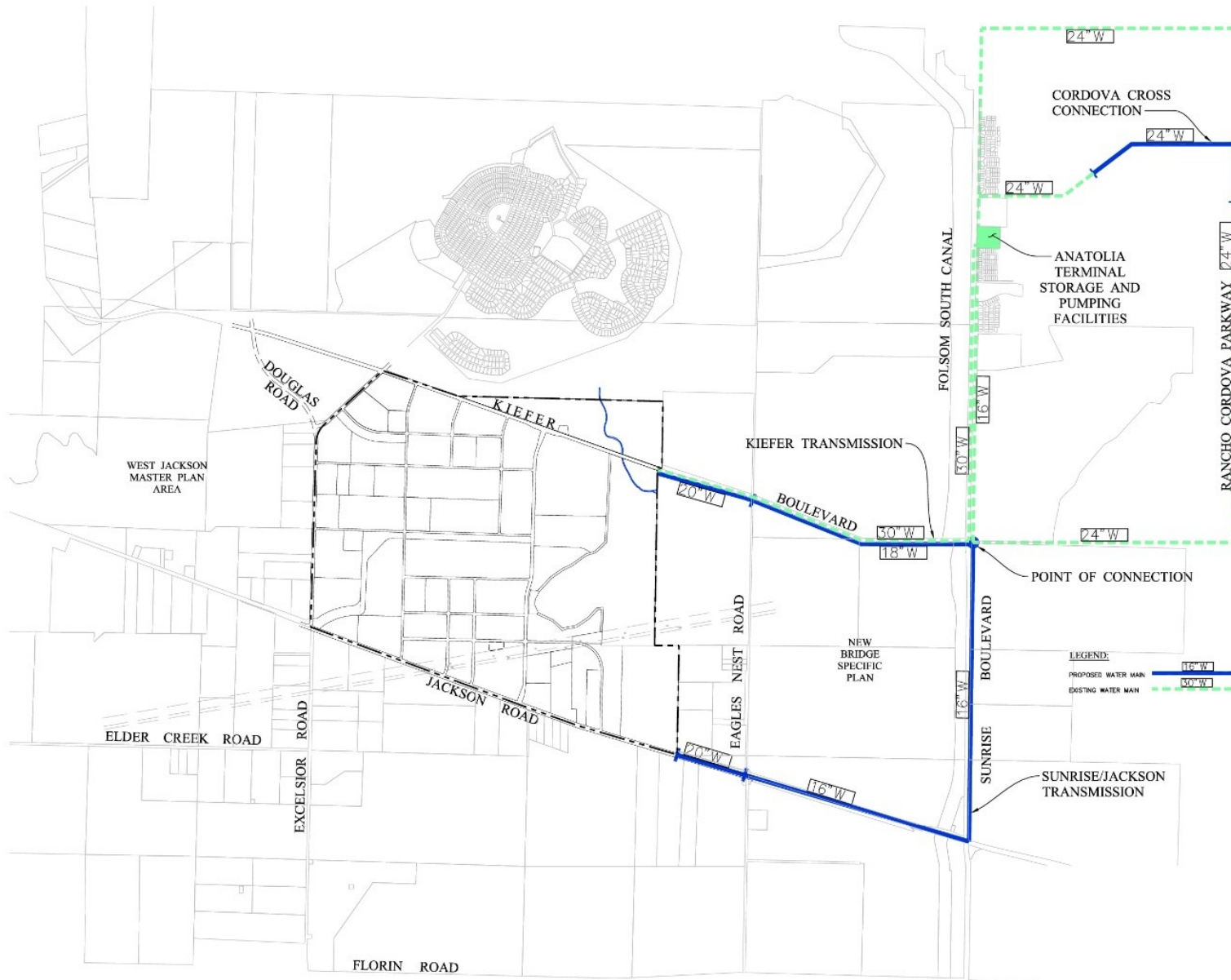


Exhibit 5.2: Proposed Off-site Water Supply

# CHAPTER 5: PUBLIC UTILITIES

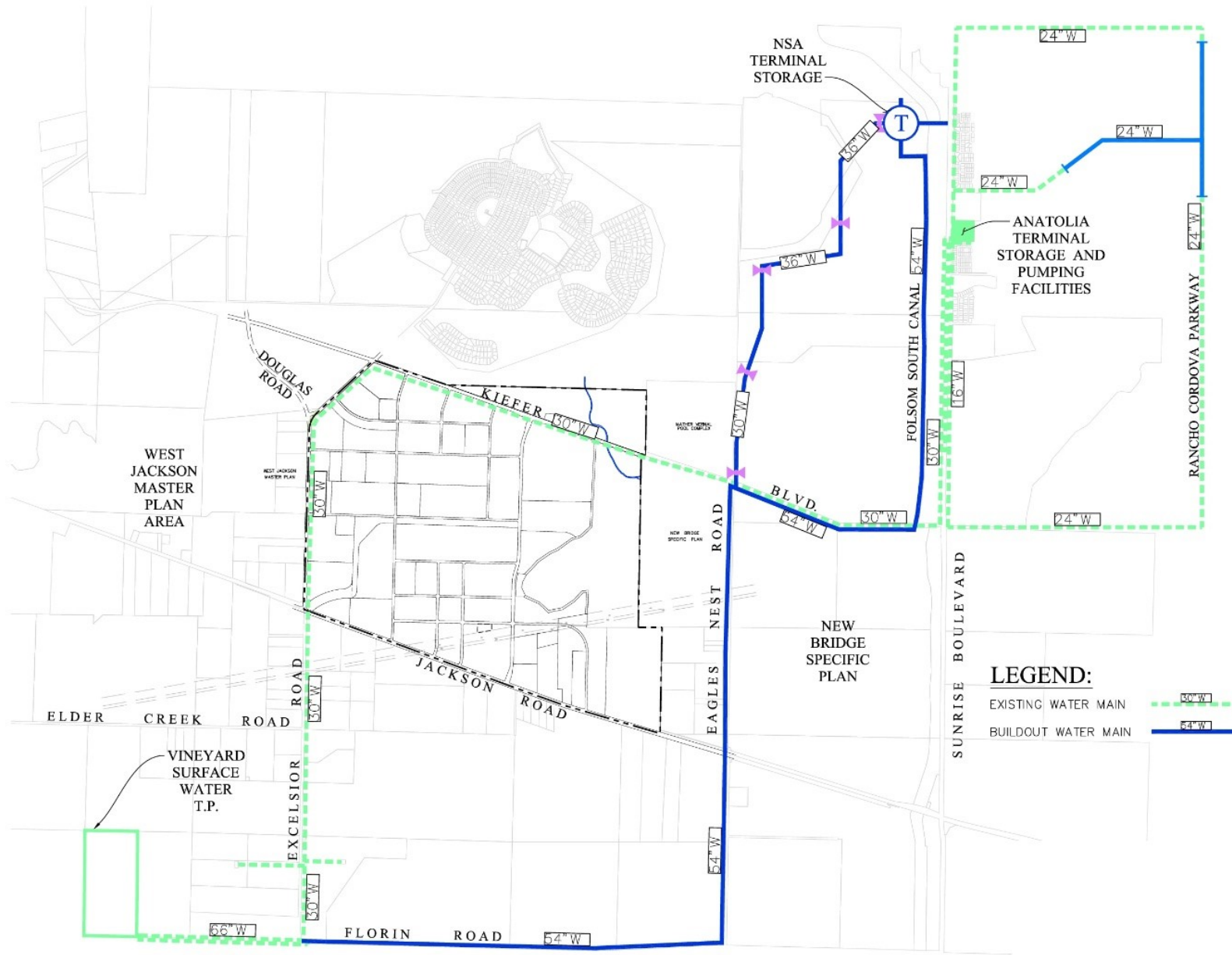
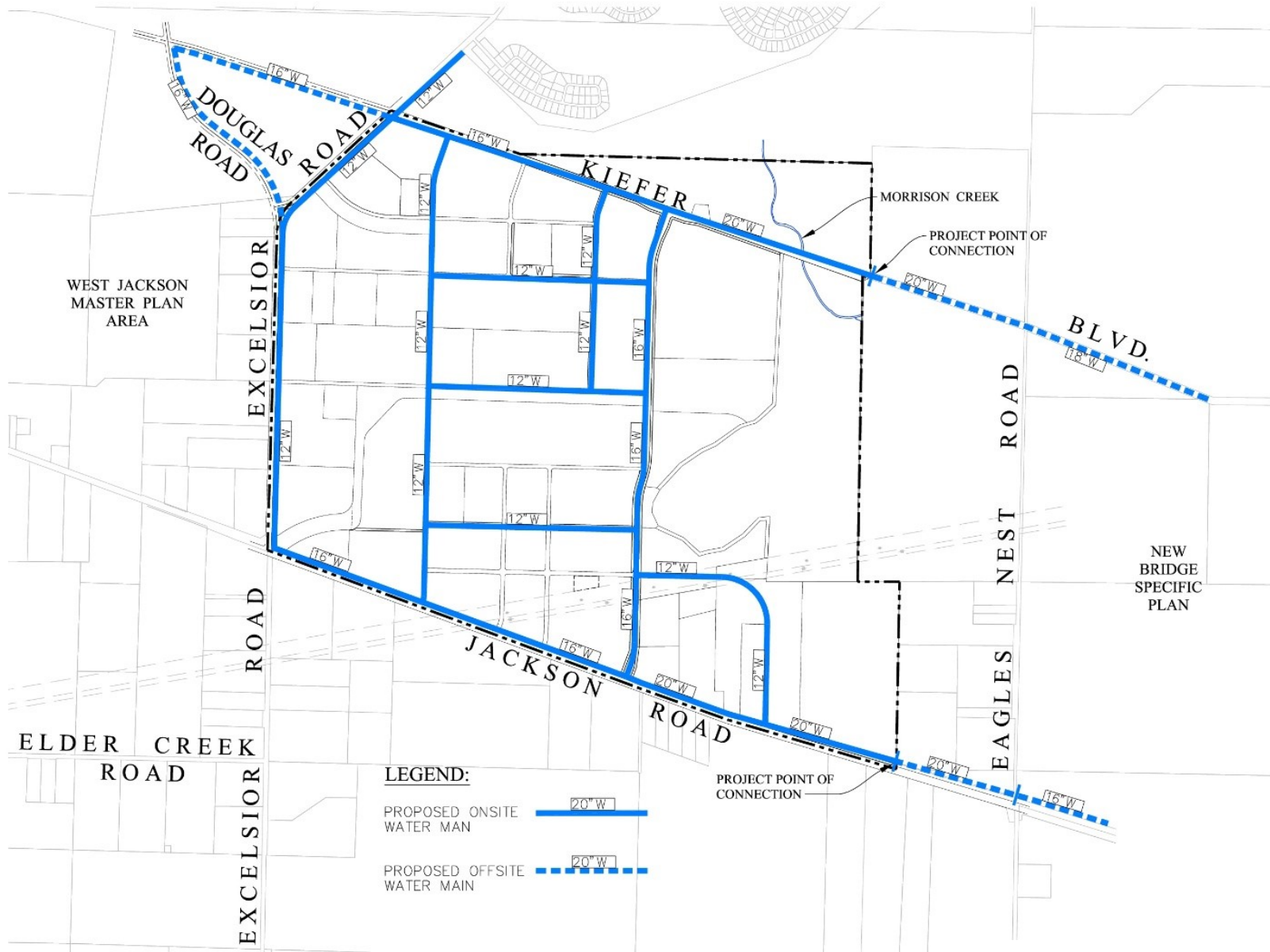


Exhibit 5.3: NSA Buildout Water System

# CHAPTER 5: PUBLIC UTILITIES



**Exhibit 5.4: Proposed On-site Potable Water Distribution System**

# CHAPTER 5: PUBLIC UTILITIES

## 5.2.3 Water Supply Assessment

The California Water Code requires coordination between land use lead agencies and public water suppliers to ensure that prudent water supply planning has been conducted and that planned water supplies are available to meet both existing and planned future project demands. California Water Code Sections 10910-10915 require land use lead agencies to identify the public water system that may supply water for a proposed development project and to request from said public water system a water supply assessment (WSA) for the project. The WSA documents that the public water system has sufficient supplies to meet the water demands associated with the Plan Area, in addition to meeting the existing and planned future water demands projected through 2040. The Plan Area WSA is an appendix to the EIR.

## 5.3 WASTEWATER SYSTEM

### Wastewater Goals and Policies

**Goal 5.2: Design the wastewater system consistent with the Sacramento Area Sewer District's (SASD's) long-term infrastructure master plan as identified for the Plan Area.**

*Policy 5.2.1: Adequate wastewater infrastructure shall be installed to meet the needs of the Plan Area.*

*Policy 5.2.2: The Plan Area shall be annexed into the SASD service area.*

### 5.3.1 Wastewater Overview

No wastewater collection or treatment facilities were existing in the general vicinity of the Plan Area prior to the Specific Plan. The designated sewer trunk interceptor to serve the Plan Area is the Bradshaw Interceptor, located at the intersection of Jackson Road and Bradshaw Road, approximately 2 miles to the

west of the Plan Area. It is estimated that the Plan Area will generate an average daily wastewater flow of approximately 5.96 million gallons per day (MGD) at build out, as shown in Appendix D, Wastewater Master Plan.

### 5.3.2 Planned Off-Site Wastewater System

In order to serve the Plan Area, an offsite sewer trunkline must be extended from the Bradshaw Interceptor to the intersection of Jackson Road and Excelsior Road, in the southwest corner of the Plan Area. The wastewater trunkline is shown on Exhibit 5.5, Off-site Wastewater System.

### 5.3.3 Planned Onsite Wastewater Collection System

The proposed layout of the on-site wastewater collection system is shown in Exhibit 5.6, Proposed Wastewater System. A larger version of this exhibit is provided in Appendix D, Wastewater Master Plan.

The majority of the Plan Area will be served by an onsite gravity collection system, excepting a 237 acre portion at the northwest corner, which requires a sewer pump station. A force main will be extended from the pump station south along Excelsior Road for approximately 2,600 lineal feet to a discharge manhole in Excelsior Road, where it enters the gravity system and continues to the trunkline at the intersection of Jackson Road.

## 5.4 DRAINAGE AND FLOOD CONTROL

This section identifies the existing drainage conditions for the runoff from the Plan Area, provides runoff impacts from the proposed development, provides storm water quality treatment and provides for mitigation of the hydrologic impacts from within the Plan Area. Moreover, the proposed drainage infrastructure elements which occur within the greenbelts have been creatively planned to provide aesthetic benefits and

# CHAPTER 5: PUBLIC UTILITIES

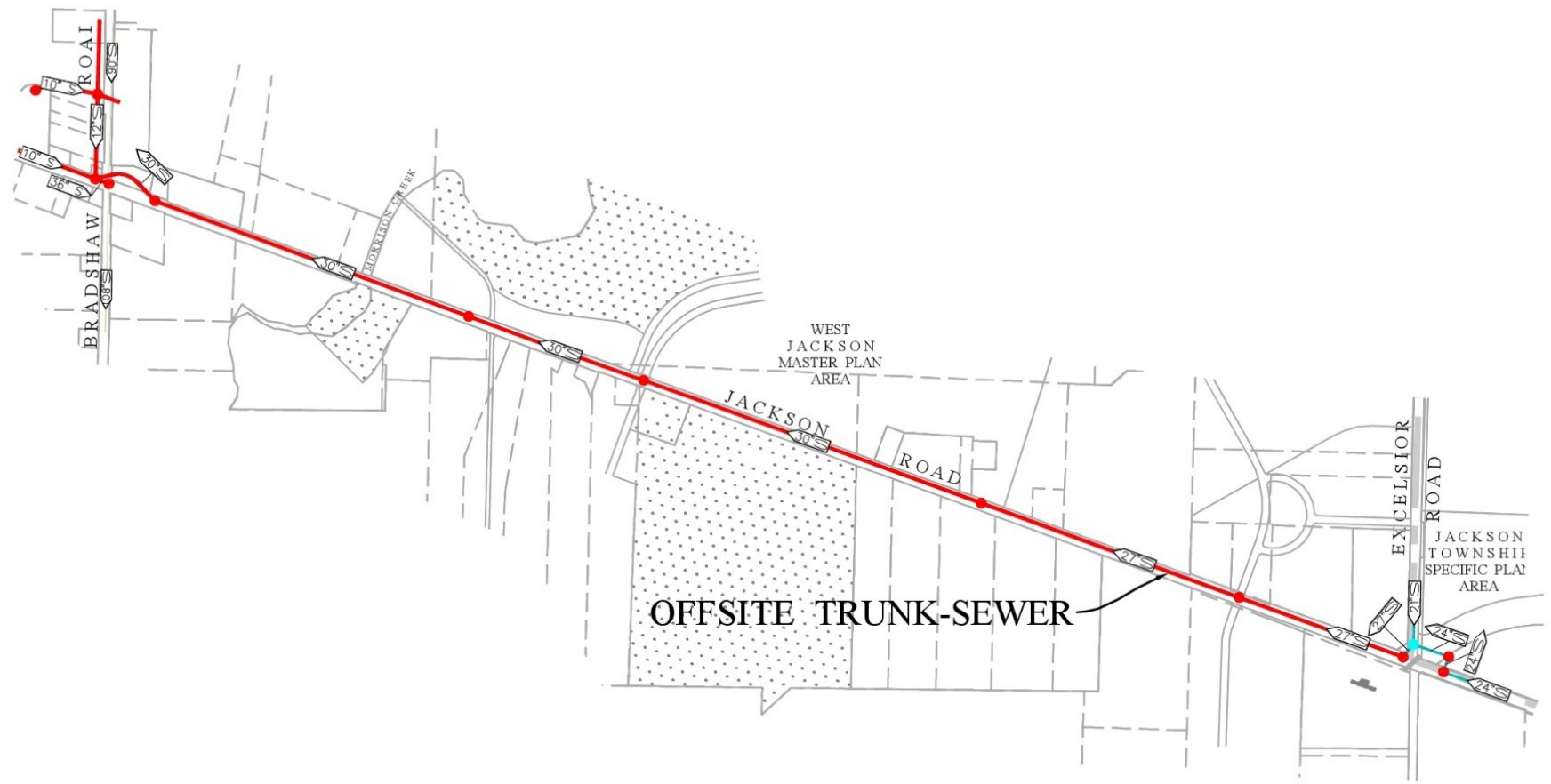


Exhibit 5.5: Off-Site Wastewater Trunkline

# CHAPTER 5: PUBLIC UTILITIES

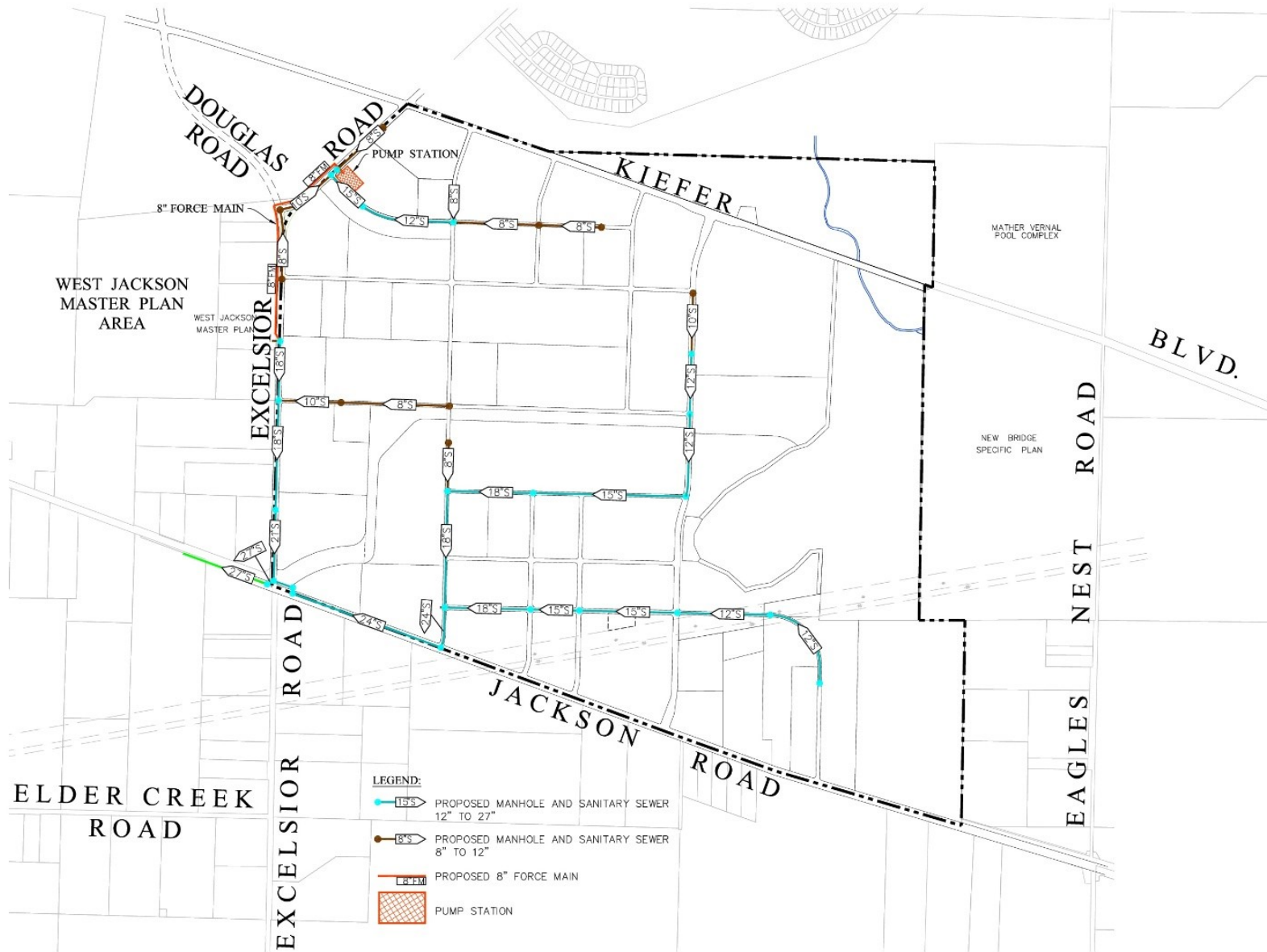


Exhibit 5.6: Proposed On-site Wastewater System

# CHAPTER 5: PUBLIC UTILITIES

integrate elements of sustainability through the integration of open space, pedestrian and bikeway corridors as part of the multi-purpose drainage corridors, adding long term value to the community.

## **Drainage Goals and Policies**

**Goal 5.3: Design and implement the drainage system to provide adequate facilities that ensure safe stormwater conveyance, detention and water quality treatment which provide community benefit.**

*Policy 5.3.1: Construct the storm water conveyance system, detention/water quality basins as multi-purpose facilities to provide recreation opportunities in conjunction with drainage functions.*

**Goal 5.4: Incorporate low impact design (LID) features as design elements for storm water improvements within the land plan.**

*Policy 5.4.1: Construct integrated LID facilities, where feasible, such as local surface infiltration, street tree plantings, reduction of directly connected impervious surfaces, vegetated buffers and swales and increased surface drainage flow paths.*

## **5.4.1 Drainage Shed Description**

The Plan Area is tributary to two watersheds. The two drainage tributaries are the Elder Creek Watershed and the Morrison Creek Watershed, as shown in Exhibit 5.7, Plan Area Watersheds.

Morrison Creek enters and exits the north east corner of the Plan Area. The Morrison Creek watershed is located in the northwest quadrant of the Plan Area, however it does not flow

directly into Morrison Creek. This watershed flows west to a low lying pond created from surface aggregate mining on properties to the west of Excelsior Road.

The majority of the Plan Area falls within the Elder Creek watershed, draining in a northeast to southwest direction. The primary discharge is through a double box culvert located at the intersection of Jackson Road and Excelsior Road.

## **5.4.2 Planned Drainage Improvements**

The planned drainage system improvements includes the storm water pipe collection network and constructed drainageways, which provide flood control and water quality treatment. Exhibit 5.8, On-site Drainage Collection System, illustrates the preliminary drainage system to convey the storm water runoff generated within Plan Area.

### **5.4.2.1 Drainageways**

Two constructed drainageways are provided within the greenbelts to convey the flows from the watersheds to the existing points of discharge. Generally, these drainageways are designed as wide, integrated drainage corridors, with meandering low flow swales to provide conveyance of small storm events, water quality and detention basins to provide treatment and peak flow attenuation. At-grade, flat benches are provided on both sides of the channelized drainageway, with a Class I trail along one side, which also provides access to the drainage facilities for maintenance. The drainage corridors were analyzed for the 10, 100 and 200-year level of protection in accordance with the County Department of Water Resources and the Regional Water Quality Control Board standards.



# CHAPTER 5: PUBLIC UTILITIES

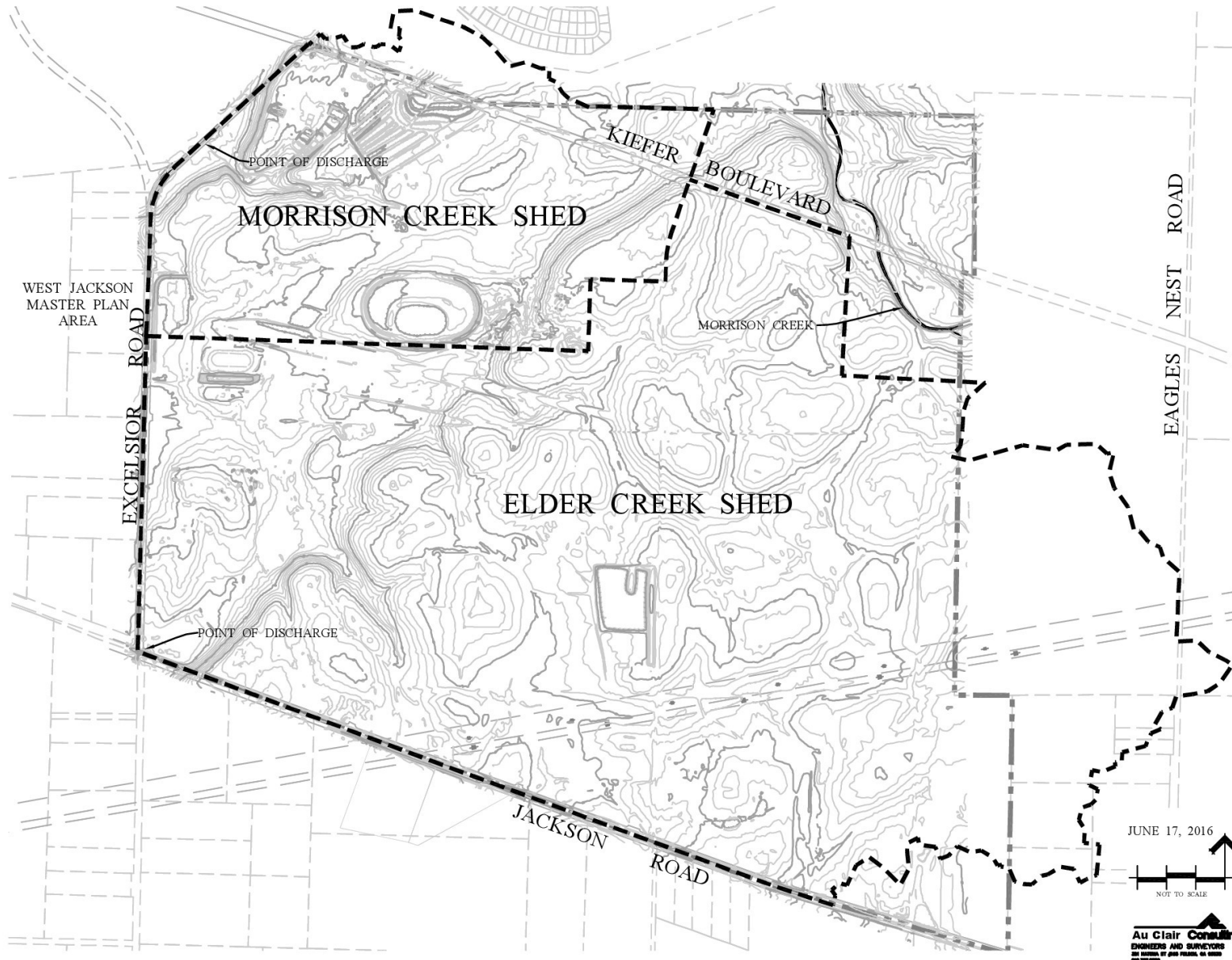


Exhibit 5.7: Plan Area Watersheds

# CHAPTER 5: PUBLIC UTILITIES

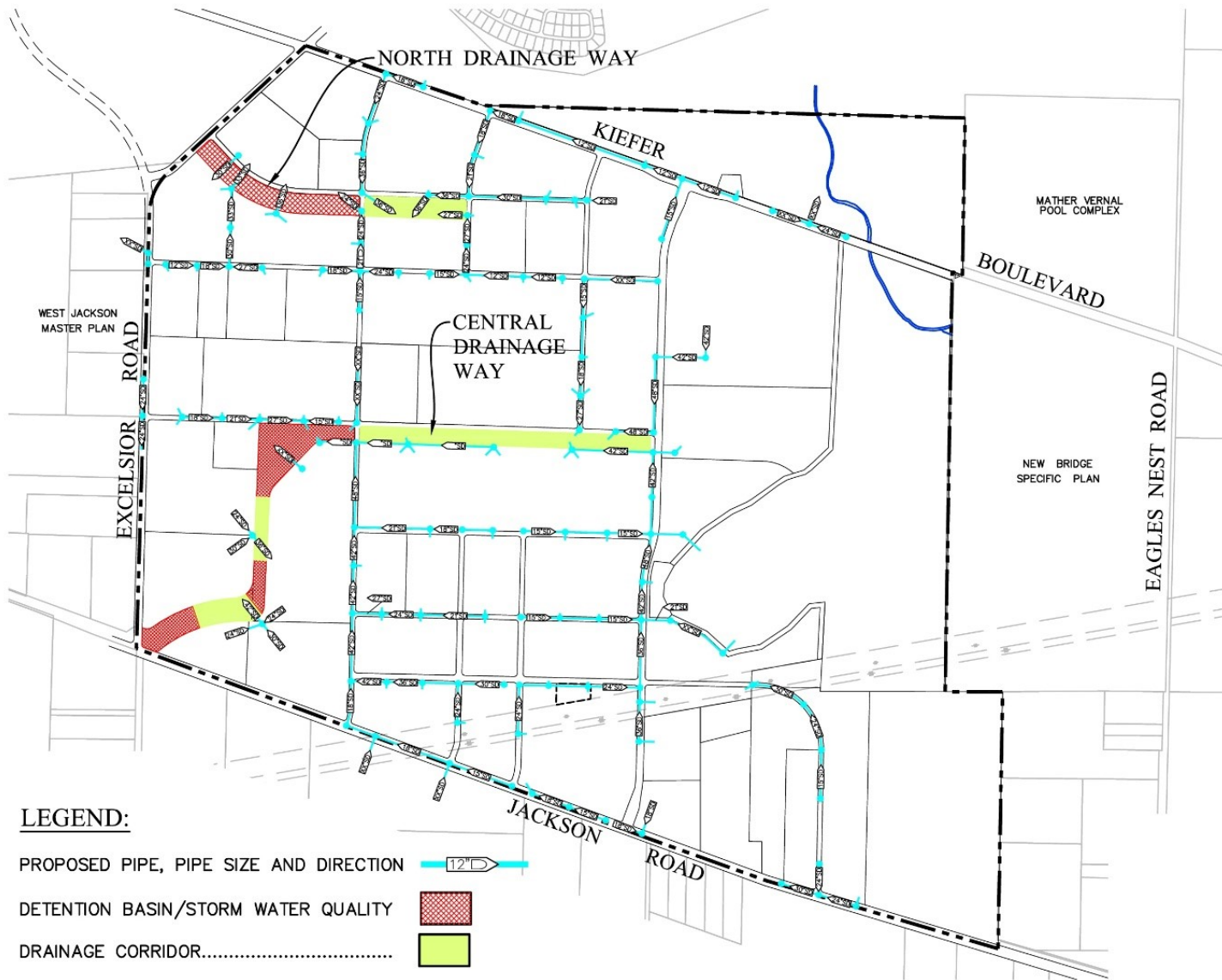


Exhibit 5.8: On-site Drainage Collection System

## CHAPTER 5: PUBLIC UTILITIES

The North Drainage Way (Morrison Creek tributary) extends through the northwest quadrant of the Plan Area to the discharge point at Excelsior Road. A small tributary shed area north of Kiefer Boulevard will be piped to the North Drainage Way.

The Central Drainage Way (Elder Creek tributary) accepts the majority of drainage collection for the Plan Area, as shown on Exhibit 5.7. The flows enter the Plan Area from the east and the drainageway extends the length of the Plan Area, with the discharge point located at the intersection of Excelsior and Jackson Roads. The Central Drainage Way varies in width, getting progressively larger in size as it extends from east to west. An illustrative cross section of the North and Central Drainage Ways are shown in Exhibit 5.9.

### **5.4.2.2 Detention Basins**

Detention basins are located within the North and Central drainageways, with one within the North Drainage and three in the Central Drainage. The Central Drainage basins may be constructed as part of the initial phase of development or may be sequenced, as needed, as development progresses. The Master Drainage Study, Appendix E, includes the analysis and calculations for the alternative development scenarios.

### **5.4.3 Storm Water Quality/ Treatment / Water Conservation**

DWR requires new development to implement storm water quality treatment and mitigation measures. A variety of systems and facilities are integrated into the overall storm water management plan, which will provide storm water quality treatment. The drainage study includes a variety of treatment

measures to be implemented within each development area. The onsite design of the local drainage facilities will include storm water quality features in the site design of each sub area. The detailed design for the majority of these facilities will be completed as a part of the tentative map process and included in the civil engineering improvement plans, since the facility design is dependent on the layout of each development area.

Detailed hydrologic/hydraulic models, as required by Sacramento County Department of Water Resources (DWR), were used to generate preliminary design flows and for the sizing of the onsite detention facilities. Refer to Appendix E, Master Drainage Study, for technical information on the modeling and sizing of the backbone drainage system.

#### **5.4.3.1 Open Space Drainage Corridors**

The primary drainage conveyance through the Plan Area watershed will be in naturalized drainage corridors, with many corridors having pedestrian and bikeway facilities adjacent to the drainageway. Exhibit 5.9, Illustrative Drainageway Corridors, provides a conceptual cross section of the drainageways. The hydraulic characteristics are a key design factor, providing forms and characteristics of natural stream geometry. Recreating these landforms with the drainageway geometry increases long-term stability and opportunity for successful establishment of riverine habitat. These drainageways will function to convey the normal, as well as the 100-year and 200 year storm events, in a stabilized corridor.

#### **5.4.3.2 Low Impact Development (LID)**

The DWR policies and adopted design standards incorporate the use of Low Impact Design (LID) measures at a local level and

# CHAPTER 5: PUBLIC UTILITIES

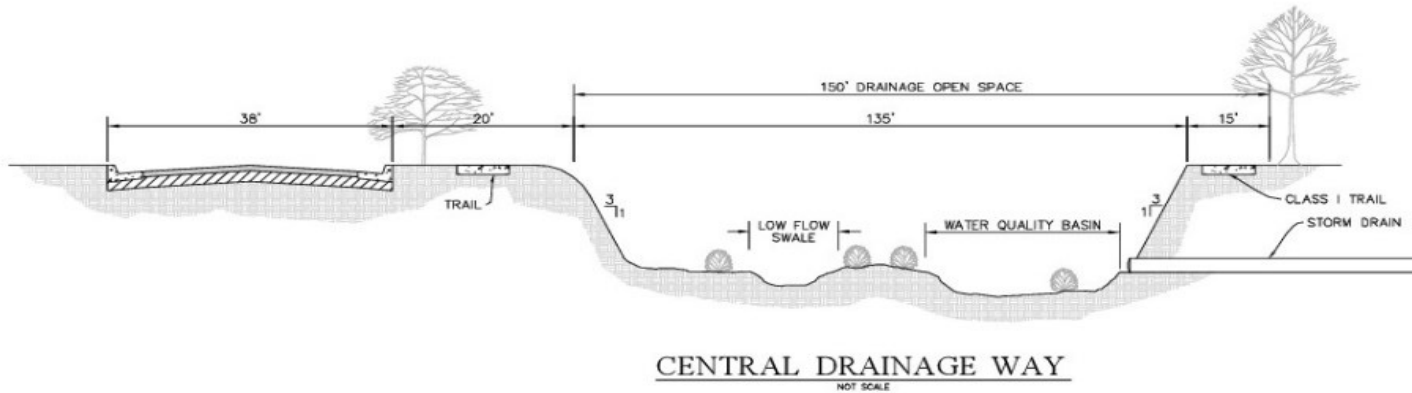
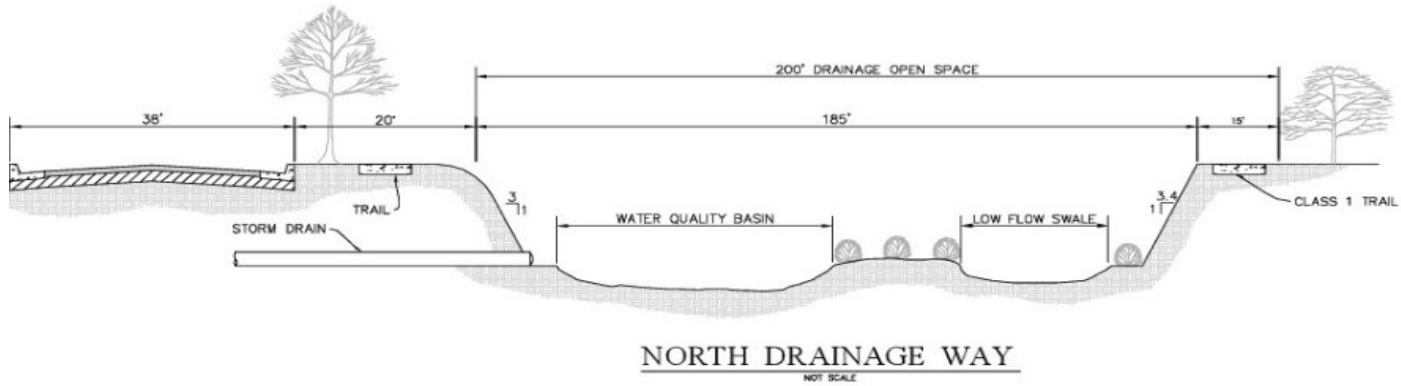


Exhibit 5.9: Illustrative Cross Sections of North and Central Drainage Ways

# CHAPTER 5: PUBLIC UTILITIES

requires that new development provide onsite mitigation. The available LID techniques will be evaluated and implemented as part of the final onsite design process, based on hydrologic suitability and physical constraints (i.e. infiltration).

## 5.5 DRY UTILITIES

Dry utilities include electricity, natural gas and communication facilities.

### Dry Utility Goals and Policies

**Goal 5.5: Ensure that adequate dry utilities are in place to serve the Plan Area.**

*Policy 5.5.1: Project proponents shall coordinate with local service purveyors to ensure the provision of services in conjunction with project phasing.*

### 5.5.1 Existing Electrical Facilities

The Plan Area is within the service area of Sacramento Municipal Utility District (SMUD). A SMUD/ PG&E transmission corridor traverses the southern portion of the Plan Area and contains two SMUD transmission circuits (the Cordova - Hedge 230 kV & the Cordova - Pocket 230 kV lines) and two PG&E transmission circuits. Additionally, SMUD has 12 kV distribution facilities running along Jackson Highway and Excelsior Road which will likely be relocated, converted to underground and/or removed as the Plan Area develops.

### 5.5.2 Proposed Electrical Facilities

Peak electric demand at buildout is estimated at 44 megavolt amperes (MVA). Planned electric backbone facilities include a new substation at the northwest corner of the General

Commercial site located at Jackson Road and Grenville Drive, just north of and adjacent to the SMUD/PG&E transmission corridor. Overhead 69 kV sub-transmission facilities will extend to and from the substation, in addition to running along Jackson Highway, Excelsior Road and Kiefer Boulevard. The new 69 kV facilities require a 20' non-exclusive easement, which can also include the joint trench facilities (underground electric, natural gas, telephone and cable television/broadband). Should the developer make the decision to underground the 69 kV, SMUD will request a total of 37.5' exclusive easement. Underground electric main line facilities will extend from the new substation to the individual parcels in conjunction with roadway improvements. The substation and 69 KV alignments are shown in Exhibit 5.10, Electric Facilities.

SMUD is planning to construct a bulk substation near the Plan Area, which will serve new growth in the vicinity, including the Plan Area.

### 5.5.3 Existing Natural Gas Facilities

The Plan Area is within the service area of Pacific Gas & Electric Company (PG&E) for natural gas. An existing 6" steel main line traverses the northern portion of the Plan Area within the Kiefer Boulevard right of way.

### 5.5.4 Proposed Gas Facilities

PG&E will supply natural gas service upon request and in accordance with the tariffs on file with the California Public Utilities Commission (CPUC). Service will be extended from the existing gas main to individual parcels in conjunction with roadway improvements. Joint trenches will be placed in franchise or in public utility easements (PUE's) parallel and

## CHAPTER 5: PUBLIC UTILITIES

adjacent to the road rights of way. PUEs along both sides of public roadways will typically be a minimum of 12.5' wide for the local streets and 18' wide for the larger collectors, arterials and thoroughfare roads. In some cases, the PUE's may be narrower with provision for transformer cubicles where needed to serve power in the local development area. These modified setbacks will be coordinated with the utility companies.

### **5.5.5 Existing Telephone /Communications Facilities**

Both AT&T and Comcast serve the Plan Area. Together these two providers will offer dial tone, video and internet within the Plan Area. AT&T has fiber optic and copper overhead facilities on Jackson Highway and copper facilities on Excelsior Road (joint poles with SMUD). Comcast's closest existing facilities are at Sunrise Boulevard and Jackson Highway, to the east of the Plan Area.

### **5.7.2 Proposed Facilities**

Underground phone and cable/broadband facilities will be extended to individual parcels in conjunction with roadway improvements. Joint trenches will be placed in franchise or in PUE's parallel and adjacent to the road rights of way. PUE's along both sides of public roadways will typically be a minimum of 12.5' wide for the local streets and 18' wide for the larger collectors, arterials and thoroughfare roads. AT&T can serve the Plan Area from existing facilities. Comcast anticipates extending facilities northwest along Jackson Highway to serve the Plan Area.

# CHAPTER 5: PUBLIC UTILITIES

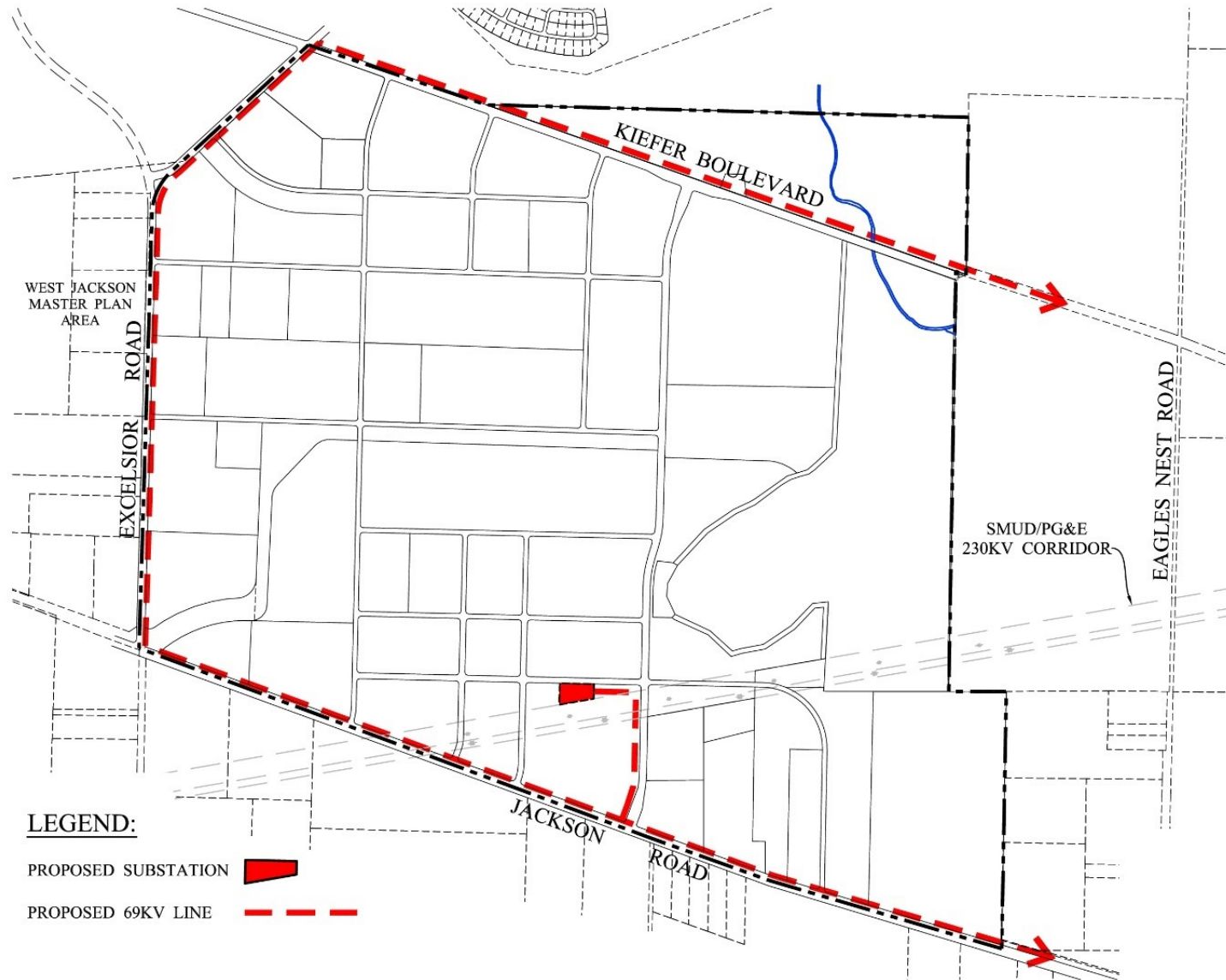


Exhibit 5.8: Electric Facilities

# CHAPTER 6-PUBLIC SERVICES

## CHAPTER 6: PUBLIC SERVICES

### 6.1 OVERVIEW

This chapter describes the services necessary to meet the needs of Plan Area. The coordinated delivery of public services is essential to ensure a complete community, one that provides recreational, educational, public safety and library services for the residents. Goals and policies for each public service are addressed in the corresponding subsection. Phasing and financing obligations relating to public services are outlined in the Specific Plan development agreements and in Chapter 8, Implementation, of the Specific Plan. Table 6-1 summarizes the public service providers to the Plan Area. Most public service demands are based upon a per capita or population factor. Table 6.2 shows the projected population for the Plan Area, which is used in determining the demand for the public services addressed in this chapter.

### 6.2 PARKS, RECREATION AND OPEN SPACE

The parks and open space system in the Plan Area is a key feature required in order to meet the health, wellness and support of community values envisioned for the Plan Area. The intent of this section is to ensure sufficient and timely improvement of the parks and open space system, which is an integral part of the community framework. Park services for the Plan Area are provided by the Cordova Recreation and Parks District (CRPD).

**Table 6.1: Service Providers**

Service	Provider/Authority
Parks and Recreation	Cordova Recreation & Parks District (CRPD)
Trail Maintenance	Sacramento County Parks Department
School District	Elk Grove Unified School District
Library	Sacramento County Library
Law Enforcement and Protection	Sacramento County Sheriff's Department
Fire Protection	Sacramento Metropolitan Fire District
Solid Waste	Sacramento County Department of Waste Management and Recycling

**Table 6.2: Population Projection**

Zoning Category	D.U.	PPH	Total Population
LDR	2,295	3.10	7,114
MDR	1,245	2.80	3,486
HDR and MU	2,150	2.20	4,730
<b>TOTAL</b>	<b>5,690</b>		<b>15,330</b>



# CHAPTER 6-PUBLIC SERVICES

## Parks, Recreation and Open Space Goals and Policies

**Goal 6.1: Provide a coordinated parks and open space system to support a full range of passive and active recreation opportunities to serve as unifying elements of the community.**

*Policy 6.1.1: Design the park sites in conjunction with CRPD to ensure a balanced set of facilities that meets the needs of the Plan Area residents.*

*Policy 6.1.2: Locate parks within approximately ¼ mile walking distance of residents.*

*Policy 6.1.3: Design parks to function as both recreation and social gathering spaces for the community.*

**Goal 6.2: Provide adequate park sites in size and location to meet CRPD and Title 22 land dedication requirement and 2010 Parks Master Plan.**

*Policy 6.2.1: Prepare a JTSP Parks Master Plan to identify the park sizes, location and types and a preliminary list of facilities and amenities to comply with the 2010 Master Plan.*

**Goal 6.3: Designate open space land use to provide protection of Plan Area floodplains, habitat and other sensitive resources, where feasible.**

*Policy 6.3.1: Designate open space land uses, including greenbelts and wetland preserves, to provide passive recreation opportunities, resource protection, wildlife*

*habitat, corridors for pedestrian and bicycle trails, storm water conveyance and water quality treatment.*

### 6.2.1 Proposed Parks and Open Space System

Table 6.3 provides the calculations of the acreage needed to meet the minimum acreage requirement, using the park demand factors pursuant to Title 22.40.045. The park system includes active community and neighborhood park sites and greenbelts, as depicted in the Public Facilities Exhibit 6.1. The system is comprised of two community parks, six neighborhood parks, numerous greenbelts and open spaces.

Table 6.3: Parkland Calculations			
Zoning Category	D.U.	Factor	Acres Req'd.
Single family: LDR/MDR	3,540	0.0142	50.3
Multi family: HDR/MU	2,150	0.0119	25.6
<b>TOTAL REQUIRED</b>	<b>5,690</b>		<b>75.9 acres</b>
Parkland Provided			
Facility Type	#	% Credit	Acres Credit
Community Park	2	100%	40.6
Neighborhood Parks	6	100%	38.2
<b>TOTAL PROVIDED</b>			<b>78.8 acres</b>
<b>DIFFERENCE</b>			<b>+2.99 acres</b>

1. Actual yields of residential units will be tracked as part of the Specific Plan Implementation process. Adjustments to park acreage, if needed to satisfy obligations, will be identified at the time of Tentative Subdivision maps.

# CHAPTER 6-PUBLIC SERVICES

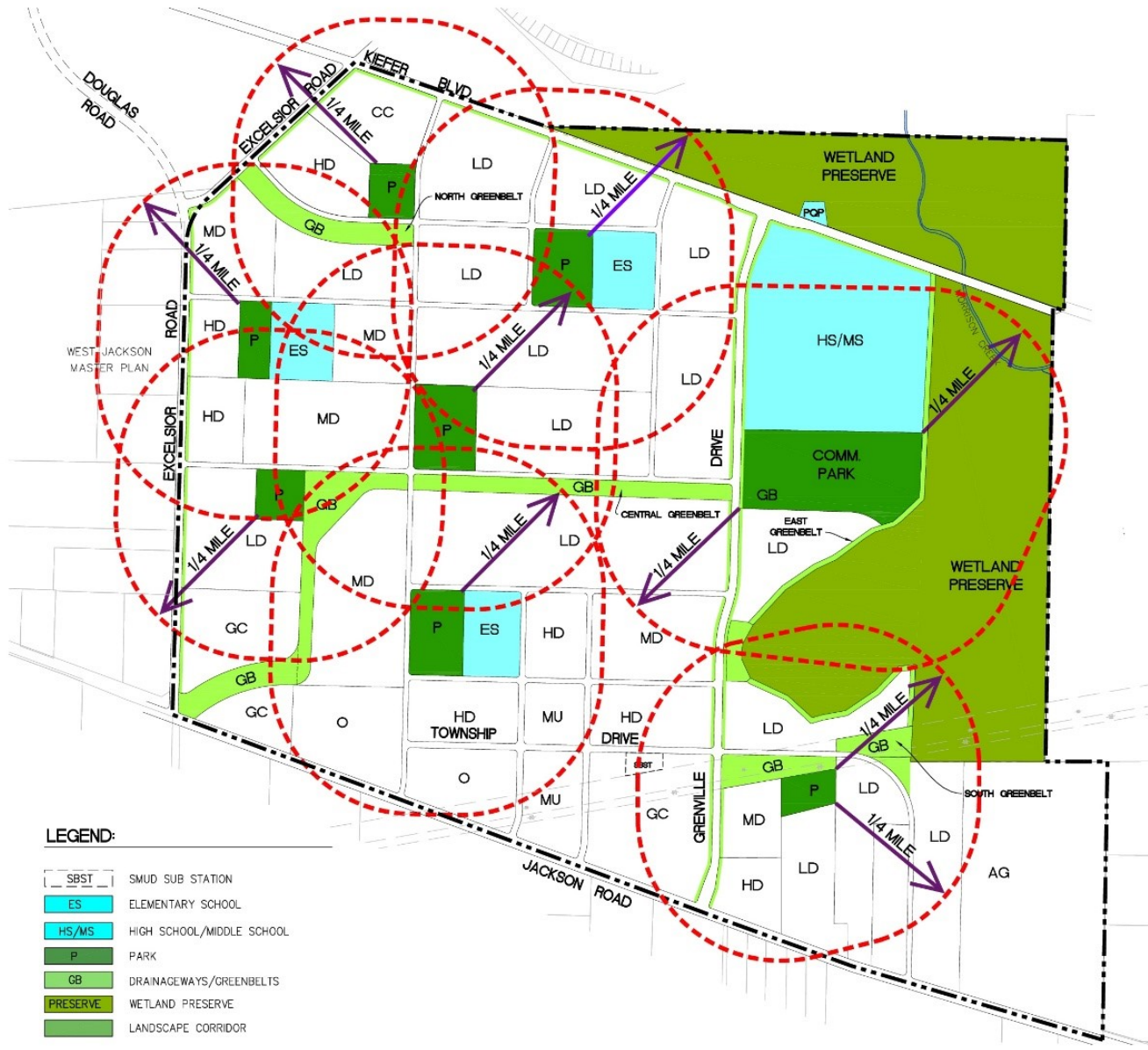


Exhibit 6.1: Public Facilities

# CHAPTER 6-PUBLIC SERVICES

The placement and sizing of parks is reflective of community need, CRPD policy, proximity to users, ability to promote joint-use activities and existence of natural resources. Parks are generally located within neighborhoods to create a local focal point, are adjacent to or connected with open space areas to create the desired interconnectivity within the community. Construction of park and recreation facilities shall be performed in accordance with the Development Agreement and consultation with the CRPD. All parks depicted on the Public Facilities Exhibit 6.1 will be owned and maintained by the CRPD.

## 6.2.2 Community Parks

Two Community Park sites are provided. The larger of the two Community Parks (Park A) is approximately 30 acres, located in the eastern quadrant of the Plan Area, directly adjacent to the joint High School/Middle School site and the wetland preserve. The placement of Community Park A is intended to create a prominent community gathering area of complementary public uses, which is easily accessible for the entire Plan Area. The Community Park A is envisioned to provide for large active facilities, such as lighted softball, baseball and soccer fields, basketball courts, parking, restrooms, large covered picnic area and playgrounds, water playground, and an off-leash dog area.

This park is strategically located adjacent to the primary Central Greenbelt and the East Greenbelt along the wetland preserve, making a convenient biking, walking or running circuit and a good location for amenities such as a trailhead and nature/wildlife interpretive facilities.

The second Community Park (Park B) is approximately 10.6 acres in size and is located near the center of the Plan Area. The facilities in this park may include soccer fields, basketball courts, large covered picnic area, restrooms, playground and parking.



Depiction of possible Community Park amenities

# CHAPTER 6-PUBLIC SERVICES

## 6.2.3 Neighborhood Parks

The 6 neighborhood parks are planned to provide a balance between passive and active recreation uses as well as creating a sense of place for the Plan Area. All of the neighborhood parks will be easily accessible to the surrounding neighborhood through the use of the greenbelt trails, bikeways, sidewalks or residential streets. A range of recreation elements are planned for the 4 smaller neighborhood parks (approximately 5 acres each), including play areas for children, multi-purpose turf areas for youth sports and practice fields, half- basketball courts, picnic areas and covered spaces for small groups of people to gather. Three of the neighborhood parks are located adjacent to the elementary schools to provide joint-use facilities and to reinforce them as focal points for the neighborhoods. Two of these joint located parks are larger in size (9.5 acres) and may accommodate soccer and baseball fields, a restroom and parking lot in addition to the type of facilities in the smaller neighborhood parks.



Example of a neighborhood park play area and shelter

## 6.2.4 Open Space

The Open Space Element of the General Plan identifies four components that serve as the basis for the County-wide open space vision: greenbelts/parkways, floodplain protection, habitat protection and agriculture protection. The JTSP land plan incorporates these open space principles by designating approximately 290 acres of open space. Open space within the Plan Area is organized into three categories: wetland preserve, multi-functional greenbelts, and landscape corridors. All open space and park lands contribute to the overall open space requirement. Open space allows for multi-use functions including passive recreation opportunities, wildlife habitat, corridors for pedestrian and bicycle trails, storm water conveyance and water quality treatment. The entire open space system for the Plan Area will enhance by the cultural, community and recreational opportunities within the JTSP.

## CHAPTER 6-PUBLIC SERVICES

### 6.2.4.1 Wetland Preserve

The land plan has been designed to preserve two (2) large open space areas in the eastern quadrant of the Plan Area. The wetland preserve parcels, totaling approximately 260 acres, allow for the preservation of wetlands and other waters, while also providing visual open space for the adjacent community. The wetland preserves are situated to protect the areas with the greatest concentration of the highest quality wetlands and to ensure consistency with the Draft South Sacramento Habitat Conservation Plan (SSHCP). If the SSHCP is not in place at the time of Specific Plan adoption, approval of an individual 404 permit and Section 7 consultation by the USACE is required. These open space areas will preserve the resources in a natural condition and setting, with all operations, management and monitoring performed consistent with the SSHCP or the USACE, as applicable. Sections 7.2 and 7.3 provides detail on the open space and preservation strategies.

### 6.2.4.2 Multi-functional Greenbelts

The proposed greenbelts are multi-functional facilities that provide trails, passive recreation and drainage conveyance within linear corridors, with drainage ways being a primary function in two of the four designated greenbelts. The objective is to create multifunctional facilities for stormwater conveyance and water quality treatment in a naturalized corridor which provide trails, landscaping, passive and active amenities in the upland portions.

Four primary greenbelts are depicted on the Public Services Exhibit 6.1. The largest greenbelt is the Central Greenbelt, which provides the majority of the drainage conveyance for the Plan



Area and traverses nearly the width of the Plan Area east to west. This greenbelt/drainage corridor has a length of approximately 1.5 miles and the widths vary from 100 to 200 feet. The North Greenbelt is also a multi-purpose greenbelt, providing drainage conveyance from a neighborhood park west to Excelsior Road, approximately 0.5 mile in length and 200 feet wide. The North Greenbelt is aligned to continue to the west to link with the planned West Jackson Plan Area. The East Greenbelt is adjacent to the wetland preserve south of Kiefer Road. This greenbelt serves as a transition and buffer between the habitat area and the adjacent land uses, including simple features such as a Class I trail, post and cable fencing and minimal landscaping. The South Greenbelt is located under a large powerline corridor in the southeast quadrant of the Plan Area. This greenbelt provides a linkage from the Town Center to the East Greenbelt, which leads to the Community Park and High School/Middle School. The South Greenbelt trail is

# CHAPTER 6-PUBLIC SERVICES

designated to continue beyond the Plan Area boundary to the east, to link to the planned NewBridge Plan Area.

The greenbelts include a pedestrian and/or bicycle circulation trail system that connects the open space network, parks, schools, commercial and employment areas to the residential neighborhoods, as depicted on the Mobility Exhibit 4.3. Examples of active recreation envisioned to be accommodated within the upland portion of the greenbelts are disc golf, par-course and water stations. The portion of the greenbelts that directly abut a park site are granted park credit by CRPD. Table 6.3 details the park credit calculations.

The Class 1 trails within the greenbelts are designed to function as maintenance/service access where appropriate. Sacramento County Parks Department will maintain trails within the greenbelts. Trail alignments shall meander to create a natural appearance. Pedestrian/bicycle trail nodes will be integrated at important/appropriate locations. Additional greenbelts and linear parkways will be used to extend the trail/pathway system into individual neighborhoods and non-residential developments. They may also be used as access into and as connections between greenbelts. Additional trail corridors, greenbelts and linear parkways will be designated at the neighborhood level.

### 6.2.4.3 Landscape Corridors

Landscape corridors are separate parcels that parallel larger roadways which act to buffer adjacent land uses and enhance the Plan Area aesthetics. Landscape corridors are designated along primary street corridors to provide pedestrian friendly streets with large, shaded walkways that are accessible to residents, encouraging use of non-vehicular modes of

transportation. The JTSP Design Guidelines provide detail on the desired form, function and plant palette for the landscape corridors within the Plan Area.

## 6.3 SCHOOLS

The Plan Area is located in the Elk Grove Unified School District (EGUSD). The Elk Grove Unified School District's boundaries cover 320 square miles, stretching almost from the Sacramento River to the foothills of Amador County. The JTSP land plan provides school sites to serve the students living within the Plan Area as well as students from surrounding neighborhoods. The demand for school facilities, sizing, locations and generation rates have been based on information provided by the EGUSD and State of California criteria. Table 6.4 summarizes the anticipated number of students and number of sites necessary for each school within the Plan Area, based on student generation factors provided by the District.

### School Goals and Policies

**Goal 6.4: Coordinate with EGUSD for the provision of adequate school facilities, based on the phasing and buildout of the JTSP.**

**Policy 6.4.1:** *Design the land plan to ensure school sites meet the EGUSD sizing and spacing requirements.*

**Policy 6.4.2:** *Locate a joint High School/Middle School site within the Plan Area to accommodate students generated from the northern portion of the EGUSD territory, including the Plan Area students.*

**Policy 6.4.3:** *Locate the elementary school sites adjacent to or near neighborhood parks sites to allow shared use and to serve as neighborhood amenities.*

# CHAPTER 6-PUBLIC SERVICES

Three sites are designated for elementary schools of approximately 12 acres each. One site, approximately 80 acres in size, is designated for a joint high school, grades 9-12, and middle school, grades 7-8. The school locations are depicted on Exhibit 6.1, Public Facilities.

<b>Table 6.4: Student Yields and School Site Requirements</b>		
Single-Family ( LD, MD)		3,540
Multifamily (HD and MU)		2,150
<b>Total Residential Units</b>		<b>5,590</b>
<b>Student Generation</b>		
<b>Elementary ( K-6) Students</b>	<b>Yield Rate</b>	
Students from Single-Family	0.402	1,423
Students from Multifamily [2]	0.252	543
<b>Subtotal K-6</b>		<b>1,966</b>
<b>Site Needs:</b> Elementary School capacity-850 students per school. 1,966 student yield /850=2.3 K-6 sites needed, 3 K-6 sites are provided		
<b>Middle School (7-8) Students</b>	<b>Yield Rate</b>	
Students from Single-Family	0.107	377
Students from Multifamily [2]	0.060	128
<b>Subtotal 7-8</b>		<b>505</b>
<b>Site Needs:</b> Middle School 7-8 capacity-1,200 students per school. 505 student yield/1,200=0.4 Middle school site needed, 1 is provided		
<b>High School (9-12) Students</b>	<b>Yield Rate</b>	
Students from Single-Family	0.195	691
Students from Multifamily [2]	0.101	218
<b>Subtotal 9-12</b>		<b>909</b>
<b>Site Needs:</b> High School capacity-2,200 students. 909 student yield/2,200=0.4 High School site needed, 1 is provided.		
<b>Total Students</b>		<b>3,380</b>

The elementary school sites are co-located with neighborhood park sites to encourage shared use of the facilities. In addition, the school sites are centrally located to serve as a focal point and gathering area for the neighborhood and each school is situated approximately ½ mile walking distance from most of the residences. The middle school and high school will serve students from outside the Plan Area, influencing the location selected for optimum access for all residents. School sites can serve as a community resource for neighborhood meetings and functions and provide a safe and secure educational atmosphere. The sites are also linked on the greenway system to maximize the non-vehicular modes of travel to these frequented locations, as depicted on the Mobility Exhibit 4.3.

## 6.4 LIBRARY SERVICES

### Library Goals and Policies

**Goal 6.5: Facilitate the provision of adequate library services for Plan Area residents.**

*Policy 6.5.1: Satisfy the increased demand for library services through the assessment of the County Public Facilities Fee on Plan Area residents.*

The Sacramento Public Library system operates library facilities that serve the unincorporated County as well as the Cities of Sacramento, Citrus Heights, Elk Grove, Galt and Rancho Cordova. The Central Library, located in downtown Sacramento at 828 I Street, functions as the main Library. A total of 27 facilities were in operation at the time of Specific Plan preparation and the closest library to the Plan Area was the Rancho Cordova Branch, located at 9845 Folsom Boulevard, approximately 8 miles from the Plan Area.

# CHAPTER 6-PUBLIC SERVICES

The Sacramento Public Library Authority prepared a Facility Master Plan for the 2007-2025 time frame. Based on the master plan, a library site is not needed in the Plan Area. New library facilities planned in surrounding areas will accommodate the Plan area residents. The increased demand of library services for the Plan Area is satisfied via the assessment of the County Public Facilities Fee, a portion of which contributes to the provision of additional library services.

## 6.5 LAW ENFORCEMENT

### Law Enforcement Goals and Policies

**Goal 6.6: Enhance community safety by increasing crime prevention awareness.**

*Policy 6.6.1: The Design Guidelines shall incorporate crime prevention through environmental design (CPTED) principles, including natural surveillance, opportunity for "eyes on the street", lighting and access control through building and landscape design.*

The Sacramento County Sheriff's Department provides law enforcement for the Plan Area. The department's main office and jail are located in downtown Sacramento. Eight substations are located throughout the County, with the closest substation to the Plan Area at 2897 Kilgore Road in Rancho Cordova, approximately 7 miles north. The Department anticipates that service to the Plan Area will be accommodated from existing stations or new substations in the vicinity, therefore a station is not required to be located within the Plan Area. The increased demand for law enforcement services associated with the Plan Area is satisfied via the assessment of the County Public Facilities Fee, a portion of which contributes to the provision of additional law enforcement services.

## 6.6 FIRE PROTECTION

### Fire Protection Goals and Policies

**Goal 6.7: Provide for adequate fire protection resources to serve the Plan Area.**

*Policy 6.7.1: Identify a fire station site in conjunction with Sac Metro to serve the Plan Area with the appropriate level of fire protection and emergency response times.*

Sacramento Metropolitan Fire District (Sac Metro) provides fire protection and emergency medical services to all areas of unincorporated Sacramento County, as well as multiple contract cities. At the time of Specific Plan preparation, a total of 42 stations were in operation. In 2015, Sac Metro completed a Department Growth Analysis study. The study provided an update to the District's needs for fire stations, apparatus and crews to account for expected growth proposals being processed by the Sacramento County Department of Community Development and the City of Rancho Cordova Planning Department. The study identified the need for one "superstation" to serve both the Plan Area and surrounding areas. The station would include a fire truck, fire engine, wildland fire rig, a battalion chief and a medic. Sac Metro economic development staff identified the MU site adjacent to Jackson Road as an optimal location for a fire station. Public facility uses such as a fire station are permitted uses in all commercial and office zones within the Plan Area. A final location will be determined in conjunction with Sac Metro representatives at the time of the first Tentative Map.



# CHAPTER 6-PUBLIC SERVICES

## 6.7 SOLID WASTE

### Solid Waste Goals and Policies

**Goal 6.8: Provide for an enhanced program to increase recycling in the Plan Area.**

*Policy 6.8.1: The Plan Area CSA will prepare and implement a community based program in cooperation with County Waste Management to elevate the recycling and re-use effort.*

Sacramento County Department of Waste Management and Recycling provides solid waste and recycling services for the single family uses within the Plan Area. The Waste Management and Recycling Department operates the Kiefer Landfill and the North Area Recovery Station. Services for residential homes include weekly garbage collection, bi-weekly collection of mixed recyclables, bi-weekly collection of green waste, monthly street sweeping and one annual appointment-based bulky waste collection.

Solid waste and recycling services for multi-family apartments (5 units or more), commercial and business solid waste services are performed on a contract basis with franchised haulers that are permitted to provide services in Sacramento County.

Projected solid waste generation from Plan Area can be accommodated within the approved and permitted landfill expansion capacity. Fees will be collected from residential accounts to cover collection costs and disposal methods.

# CHAPTER 7: RESOURCES AND SUSTAINABILITY

## CHAPTER 7: RESOURCES MANAGEMENT AND SUSTAINABILITY

### 7.1 OVERVIEW

This chapter identifies the environmental conditions and sensitive resources found in the Plan Area and describes the project's sustainability features. The JTSP implements sustainable practices through compliance with established policies, actions, design requirements and implementation strategies as presented in various chapters in the Specific Plan. This chapter addresses wetland resources, vegetation and wildlife, cultural resources, air quality and sustainability features of water quality, water conservation and energy efficiency.

The existing environmental conditions in the Plan Area were taken into account during the development of the land use plan, as described in Chapter 2, Plan Area Setting. The land use plan is designed to protect sensitive resources, where feasible, to minimize the impacts of development on the existing and natural communities in the Plan Area and to utilize these features in the overall sustainability program.

### 7.2 WETLAND RESOURCES

Wetlands (including both depressional "wetland features" as well as other waters of the U.S./State), are an important environmental component that shaped the planning, character, and function of the Plan Area. The Plan Area contained a wide variety of uses, including cattle grazing, cropland, rural residential dwellings and the Sacramento Raceway. Refer to



Section 2.2.2 for a complete description of the pre-Specific Plan conditions on the site. Wetland features occurring within the Plan Area were identified in the pre-development condition. The primary types of wetlands typical to Plan Area are generally described below. The Environmental Impact Report (EIR) and supporting studies should be referenced for more detail.

#### 7.2.1 Wetland Resources Goals and Policies

**Goal 7.1: Identify and preserve the best quality wetlands and species habitat to avoid and minimize impacts to protected resources.**

*Policy 7.1.1: Set aside the eastern portion of the Plan Area as a wetland preserve (Preserve), consistent with the South Sacramento Habitat Conservation Plan (SSHCP). Enhance the public enjoyment of passive open space by providing adjacent trails, viewing areas and interpretive signage, where feasible.*

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**Policy 7.1.2:** Include specific avoidance and mitigation measures in the Development Standards for all land uses which abut the Preserve, including but not limited to buffers, special setbacks and lot orientation.

## 7.2.1 Vernal Pools

The vernal pools within the Plan Area can be best characterized as Northern Hardpan Vernal Pools. Northern hardpan vernal pools are seasonally flooded depressions found on soils with an impermeable hardpan layer. The impermeable layer allows the pools to retain water much longer than the surrounding uplands; nonetheless, the pools are shallow enough to dry up each season. Vernal pools are scattered throughout the Plan Area, with the highest density of pools occurring in the east – central portion. Some vernal pools on site are inter-connected by riverine seasonal wetlands. This typically occurs where one pool overflows into another relatively regularly.

Vernal pools typically support a predominance of native plants. Plant species observed within the vernal pools throughout the site are typical of species which are adapted to seasonally inundated conditions. Plant species observed within the vernal pool habitat on site include manna grass, coyote thistle, spikerush, hedge-hyssop, white-headed navarretia, annual hairgrass, woolly marbles and popcorn flower. Vernal pools play a valuable role in the food chain for a wide array of animals, including birds of prey, migratory waterfowl, shorebirds, frogs, toads, salamanders and pollinating insects. They are also home for listed vernal pool crustaceans, including tadpole shrimp and fairy shrimp.

## 7.2.3 Seasonal Wetlands/Seasonal Wetland Swales

Seasonal wetland habitat is typically associated with shallow drainages and swales (riverine features) or depressions, that inundate long enough to support hydric soils and hydrophytic vegetation, but do not inundate sufficiently to support vernal pool species. Riverine seasonal wetlands are characterized by the seasonal flow of water induced by the onset of heavy rains. A depressional seasonal wetland is characterized by shallow land depressions that remain saturated for extended periods. Dominant plant species observed within the seasonal wetland habitat include quaking grass, Mediterranean barley, Italian ryegrass, annual beard grass, annual hairgrass, toad rush, and curly dock.

## 7.2.4 Marsh

Both perennial and seasonal marsh habitat occur within the Plan Area. Aside from perennial marshes remaining inundated or saturated throughout the year, both support perennial herbaceous plant species that tolerate high soil moisture and seasonal to permanent soil saturation or inundation. For both aquatic habitat types, inundation/saturation persists well into the warm season.

Plant species observed within the marsh habitat on site include broad-leaved cattail, narrow-leaved cattail, bulrush, water primrose, pennyroyal, nutsedge, creeping spikerush and four angled spikerush. In addition, wildlife species observed within the marsh habitat include: black phoebe, Brewer's blackbird, red-winged blackbird, ring-necked pheasant, and song sparrow.

Marshes provide shelter and foraging habitat for several species of wildlife on the site including resident and migratory bird species, amphibians, reptiles, aquatic invertebrates, and foraging

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mammals. Wildlife expected to occur in the marsh habitat include egret, heron, waterfowl, bullfrog, pacific tree frog, opossum and raccoon.

## **7.2.5 Irrigated Pasture, Ditch, Drainages and Farm Ponds**

Due to the historical farming use of the Plan Area, a variety of habitats occur throughout the Plan Area. Irrigated pasture habitat is found mainly in the south-central portion of the Plan Area. Irrigated pasture vegetation is typically a mix of warm-season plants dependent on summer irrigation. The abundance of the vegetation can vary, according to season and livestock stocking levels, from a few inches to a foot or more. Irrigation ditches and drainages occur on site in association with the pastures.

A number of farm ponds and other impoundments are found in the Plan Area, primarily associated with rural residences. The largest pond is located in the central portion of the Plan Area, near the end of existing Tree View Lane. This pond serves as the irrigation water supply for irrigated pastures located in the south-central portion of the site. The pond is located at a relatively high elevation and appears to have been excavated solely for the purpose of irrigation supply. The other ponds were constructed by excavation, damming a drainage swale, or some combination of the two. Water supply is assumed to be derived from runoff, although groundwater pumping could also play a role in filling these ponds.

## **7.3 WETLAND PRESERVATION AND COMPENSATION PROGRAM**

A primary goal of the JTSP is to preserve the highest quality wetland and species habitat present within the Plan Area while also meeting the County's General Plan objectives regarding

smart growth and reduction of GHG emissions. To this end, the applicant engaged in early consultation with the Federal, State and local resource agencies about the proposed Project. These agencies included the U.S. Army Corps of Engineers (USACE), the U.S. Fish & Wildlife Service (USFWS), and the Central Valley Regional Water Quality Control Board, as well as the County of Sacramento. Much of this coordination was accomplished through discussions with the County and the resource agencies regarding the (SSHCP), under development in 2017.

The SSHCP is a regional approach for addressing impacts to, and mitigation for, species protected under the Federal and State Endangered Species Acts (ESA). It identifies urban development projects, such as the JTSP, within an Urban Development Area (UDA) and defines measures to avoid, minimize and mitigate impacts to protected species that will be affected by such development. The Plan also consolidates mitigation in areas of high habitat value, primarily located outside the UDA, thereby enhancing the long-term viability of species populations and habitat. The overall goal of the SSHCP is to implement this regional conservation strategy which will provide private and public projects with streamlined and more predictable permitting processes, should it be finalized and implemented prior to or concurrently with the development of the Plan Area. Alternatively, applicants may choose to opt out of the SSHCP process and instead address impacts to endangered species through a Section 7 consultation as part of an individual Clean Water Act Section 404 permitting process.

The Plan Area contains vernal pools and wetlands, which serve as habitat for vernal pool crustacean species protected under the Federal ESA. The Land Plan sets aside approximately 214 acres of open space which is dedicated as a Wetland Preserve

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(Preserve) in the eastern portion of the Plan Area. The resulting Preserve will protect, in perpetuity, the highest quality resources within the Plan Area. Consistent with the conservation strategy in the SSHCP, the Preserve will be contiguous with a wetland preserve located on the Mather Field property to the north as well as a large, proposed preserve located on the neighboring NewBridge Specific Plan to the east.

The SSHCP further requires that projects include a variety of measures to minimize the impact of development on sensitive resources, such as vernal pools. Examples of resource avoidance and minimization measures incorporated into the design of the Plan Area include the following:

- Inclusion of a minimum 50-foot wide setback between development and the Preserve
- Controlling public access to the Preserve through permanent fencing along the boundaries
- Educational signage provided in key areas of Preserve
- Control of invasive species and management of non-native vegetation within the setback area and Preserve
- Minimization of road and trail crossings of wetlands and other waters within the Preserve
- Compliance with State and local stormwater regulations

During the Specific Plan preparation process, several development alternatives were explored to avoid impacts to the wetlands and other aquatic resources located within the Plan Area. However, because these resources are not confined to specific areas but are rather broadly distributed throughout

the Plan Area, the participating landowner determined it was not feasible to avoid all resources and design the project to be consistent with County land use policies. Tsakopoulos Family Trust (TFT), the owner of a portion of the Plan Area, has applied for a permit from the USACE pursuant to Section 404 of the Clean Water Act to allow impacts to some of these wetlands and waters. This permit will include requirements to mitigate for the loss of any wetlands or waters within the TFT subject site, thereby ensuring no net loss of these resources due to development of the Specific Plan land uses. The applicant expects to mitigate for the wetland impacts on the TFT property through a combination of on-site wetland restoration within the Preserve and the payment of in-lieu fees through the SSHCP.

### 7.3.1 Resource Preservation Measures

The applicant intends to dedicate the Preserve to the SSHCP implementing entity, the South Sacramento Conservation Agency (SSCA). The SSCA will implement measures identified in the SSHCP to ensure the long-term viability of the protected and restored vernal pool and wetland resources within the Preserve. These measures include both routine management activities as well as adaptive management practices. Detailed avoidance and minimization measures which apply to all lands abutting the Preserve are included in the Development Standards and Regulations, Appendix A.

Routine management activities may include such common open space management activities as controlling public access to sensitive areas, fencing along Preserve boundaries, educational signage in key areas of the preserve and trash removal. Because the Preserve will protect vernal pool habitat, other management activities could include invasive species control, thatch management activities, and hydrology studies. Adaptive

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management may include pilot programs and research. Pursuant to the SSHCP, the Preserve will be routinely monitored to ensure habitat health and functionality. At the time of Preserve dedication, the applicant will pay a fee to help fund these long-term maintenance and monitoring activities in perpetuity.

## 7.4 VEGETATION AND WILDLIFE RESOURCES

### 7.4.1 Annual Grasslands

The biological community covering the majority of the Plan Area is annual grassland. Central Valley annual grassland communities are composed largely of non-native annual grasses and forbs. The dominant plant species observed in the annual grassland consists of soft brome, wild oat, medusa head, long-beaked filaree, hawkbit, mouse-tail grass, Spanish clover, tarplant, Fitch's tarweed, barley and Italian ryegrass. Annual grassland typically supports breeding, foraging, and shelter habitat for several species of wildlife including raptors and migratory birds.

### 7.4.2 Native and Non-native Trees

Historically the Plan Area supported few or no trees, due to the presence of hardpan soils and the absence of summer water. Growth of trees within the Plan Area was promoted by the development of irrigation facilities, the establishment of rural residential uses, and tree planting. While the pre-development condition of the Plan Area was mostly treeless, considerable areas of non-native tree species existed on site, mostly associated with rural residential parcels. The dominant tree species found within the Plan Area is eucalyptus, in addition to other typical landscape and ornamental species, such as mulberry and palm.

### 7.4.1 Vegetation and Wildlife Goals

**Goal 7.2: Support the preservation of grasslands and native trees, where feasible, to provide habitat and foraging for wildlife.**

*Policy 7.2.1: Preserve grassland habitat as part of the on-site Preserve.*

*Policy 7.2.2: The development standards shall include measures to actively manage grassland to ensure long-term habitat through the operation and maintenance plans.*

*Policy 7.2.3: Preserve native trees where feasible and remove non-native trees that are potential fire hazards and high voc-emitting species, such as eucalyptus.*

## 7.5 AIR QUALITY

The Plan is within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is a special district created by state law to enforce local, state and federal air pollution regulations. The Specific Plan incorporates strategies to address projected air emissions associated with construction and build out of the development to help reduce and mitigate. These elements, in combination with the significant natural open space areas within the Plan Area, will result in a pedestrian and bicycle friendly environment that will promote non-vehicular use as a primary choice becoming a way of life for residents. In addition, the Plan Area employment and commercial land uses include the designation of carpool/vanpool/rideshare spaces, both proven strategies to reduce potential air emissions.

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## 7.5.1 Air Quality Goals and Policies

**Goal 7.3: Reduce and mitigate potential impacts to air quality associated with the construction and buildout of the Plan Area.**

**Policy 7.3.1:** The Design Guidelines shall provide specific strategies to reduce air quality impacts at the building level, such as use of photo-voltaic systems and low emitting products for furnaces and air conditioners for residential and commercial uses. Coordinated tree plantings and building orientation may also be used to reduce anticipated heating and cooling needs.

**Policy 7.3.2:** Use native and drought-resistant species to reduce the demand for irrigation and gas powered landscape maintenance equipment. Maximize selection of low-VOC emitting species and long-lived and evergreen species for maximum emissions removal.

**Policy 7.3.3:** Monitor dust and exhaust emissions during construction. Prior to the issuance of grading permits, a Construction Emission/Dust Control Plan will be submitted to the SMAQMD for review and approval. All construction activities will be required by contract specification to implement all measures from the approved Construction Emission/Dust Control Plan as applicable.

An Air Quality Mitigation Plan is in place for the JTSP. All development projects are required to follow the measures during construction and post-construction.

## 7.6 CULTURAL RESOURCES

The 883-acre portion of the Plan Area owned by Excelsior Estates, LLC has been subject to numerous cultural resource

surveys pursuant to Section 106 of the National Historic Preservation Act (NHPA), as required for the Section 404 permit associated with that property, as well as for CEQA. In 2008, the applicants property was subjected to an intensive pedestrian survey by archaeologists Sean Michael Jensen and Robert McCann. A second pedestrian survey was performed in 2013 by archaeologists Ric Windmiller and Steven Laumann. These two surveys identified a total of six historic-era resources located within the applicant-owned portion of the site. In 2015, ECORP Consulting completed a targeted cultural resource evaluation and testing program of these six resources. This evaluation compared the resources against the eligibility criteria for inclusion on the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). ECORP concluded that none of the resources were eligible for listing on either the NRHP or the CRHR. The remaining portion of the Plan Area (i.e., the non-participating properties) will be subject to an on-the-ground cultural resource survey and an associated records search prior to the issuance of entitlements to develop those properties.

## 7.7 SUSTAINABILITY

The JTSP incorporates sustainability concepts and practices in the approach to land use, circulation, public utilities, public services and environmental resources. The sustainability elements of energy efficiency, water conservation and water quality build upon the foundation of the “smart growth” land use plan. The addition of the following goals and policies will result in a sustainable, eco-aware community which grows responsibly while enhancing and respecting the local, County-wide, State and global efforts to reduce the impacts of climate change.

# CHAPTER 7: RESOURCES AND SUSTAINABILITY

## General Sustainability Goals and Policies

**Goal 7.4: Promote the Plan Area as an eco-aware community by supporting community engagement, education and activities as part of the Jackson Township Community Association.**

**Policy 7.4.1:** *The Community Association shall sponsor activities such as electronic waste collection drives, “free-cycle” fairs, water conservation challenges, energy saving day party and other collaborative events to highlight awareness.*

**Policy 7.4.2:** *The Community Association shall create and manage a community website for residents, business owners, workers and students to share and obtain information such as community activities, carpools, bike-pools, ride-sharing and transit schedules in coordination with the TMA and/or transportation coordinator.*

## Energy Efficiency Goals and Policies

The JTSP incorporates energy efficiency measures and promotes renewable energy resources, which will reduce dependence on non-renewable energy and energy-related greenhouse gas (GHG) emissions. Specifically, GHG emissions will be reduced by lowering energy demand, improving water and energy efficiency, and increasing the amount of electricity and heat generated from renewable energy sources.

**Goal 7.5: Encourage the incorporation of alternative energy technology and innovative, cost-effective construction techniques to improve the efficiency of buildings, site design and landscaping.**

**Policy 7.5.1:** *All new buildings constructed in the Plan Area will feature smart energy meters, solar hot water heaters, Energy Star appliances and be “solar-ready”.*

**Policy 7.5.2:** *Any codes, covenants and restrictions (CC&R’s) shall permit the installation of facilities to collect, store or utilize solar energy on buildings.*

**Policy 7.5.3:** *Shopping centers, office complexes, parks and public places will have preferentially located parking spaces and charging stations for electric vehicles.*



**NEV Charging Station**



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## **Goal 7.6: Promote environmentally responsible and efficient outdoor lighting.**

*Policy 7.6.1: All lighting applications shall be subject to the 2016 Building Efficiency Standards Section 140.7 and use fixtures approved by the International Dark Sky Association.*



**Bio Swale example**

Water conservation and quality is an important element of sustainability for the Plan Area. The Public Services Chapter describes specific design techniques for water quality, which include water quality basins, storm water retention/detention basins, bio-swales and other low impact design (LID) techniques. Section 5.4.3 provides more information on water quality management treatment methods. Refer to Chapter 4 of the Design Guidelines, Appendix B, for details on water conservation and best management practices.

### Water Quality and Conservation Goals and Policies

## **Goal 7.6: Promote water conservation at all levels within the Plan Area, such as in publicly maintained facilities, private homes and businesses.**

*Policy 7.6.1: All buildings and landscaping shall be designed to conserve water in compliance with the water agency's methods, including use of advanced plumbing fixtures, high efficiency irrigation systems, low water use plant palette, water use monitoring systems and rain water harvesting systems.*

## **Goal 7.7: Protect surface and groundwater quality throughout the Plan Area, in accordance with the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Phase II requirements.**

*Policy 7.7.1: Employ Best Management Practices (BMP) and other techniques to treat and protect surface and groundwater quality. Incorporate bio-filtration of surface runoff within the multi-functional open space system and within landscaped areas.*

# CHAPTER 8: IMPLEMENTATION

## CHAPTER EIGHT: IMPLEMENTATION

### 8.1 OVERVIEW

California Government Code Section 65451 requires that Specific Plans include programs of implementation strategies related to regulatory changes, programs, financing strategies and public works projects needed to carry out the proposed land use, infrastructure and development standards outlined in the Specific Plan.

This chapter provides a summary of the methods by which the Specific Plan will be implemented and provides discussion on the sequencing and financing programs that demonstrate compliance with County General Plan policies and the vision, goals and policies of the Specific Plan.

The Specific Plan is anticipated to be built-out over a 15 to 25 year period. The goal of this chapter is to describe how infrastructure and public facilities will be constructed and how public services will be delivered in a timely manner.

### 8.2 IMPLEMENTATION AND SEQUENCING

#### Implementation Goals and Policies

**Goal 8.1: Provide clear implementation strategies and actions to ensure development in the Plan Area occurs in an efficient and orderly manner.**

**Policy 8.1.1:** Provide an Infrastructure Master Plan which identifies the infrastructure that must be constructed in sequences to match the development as it progresses.

**Policy 8.1.2:** Provide a Phasing/Sequencing Plan to direct development in logical increments and infrastructure

extensions, yet provide flexibility for individual development areas to progress independently, where feasible.

**Policy 8.1.3:** Identify sequencing policies and/or timing, if required, to ensure that backbone infrastructure and public facility improvements in each Area will support the associated development in compliance with County policies and standards.

#### 8.2.1 Implementation Approach

The current and proposed public utility providers for community infrastructure, both pre- and post-Specific Plan, are identified in Chapter 5, Public Services. The public services and service levels required for the build-out of the community are discussed in Chapter 6. Given the diversity and number of public entities that serve the Plan Area, coordination is essential to successful implementation.

A Fiscal Impact Analysis, an Infrastructure Master Plan, a Public Facilities Financing Plan and an Urban Services Plan were prepared to comply with General Plan Policy LU-120, sub-policies PC-6 and PC-7. These plans and programs demonstrate that the infrastructure needs and the associated costs are reasonably balanced throughout each development phase and that the provision of services, as well as the operations and maintenance costs, are cost-neutral to the County's General Fund and existing ratepayers.

The Infrastructure Master Plan, Appendix F, describes how the infrastructure will be constructed in sequences to match the development as it progresses. The Public Facilities Financing Plan (PFFP), Appendix G, describes the methods by which the

# CHAPTER 8: IMPLEMENTATION

infrastructure identified in Appendix F will be financed and funded. The Urban Services Plan (USP), Appendix H, addresses the manner in which the public services delivery will be managed and funded.

## 8.2.2 Sequencing by Area Plans

The Specific Plan provides for a comprehensively planned infrastructure system with coordinated sequencing and construction of facilities. In general, the development sequencing plan has been structured to ensure that the backbone infrastructure and public facility improvements in each Area can support associated development in compliance with County policies and standards, and that the development in each Area of the Specific Plan can reasonably support the costs of the required improvements.

The geographic boundaries of each Area are reflected on the Sequencing Exhibit 8.1. Appendix J, Planning Area Detail, provides maps and statistical summaries of each Planning Area. The Sequencing Exhibit breaks the Plan Area into 4 Areas, Area 1A/B, Area 2, Area 3 and Area 4. The non-phased areas include the wetland preserve and Ag parcels, for which no development is proposed. These areas were selected based on infrastructure service, logical development areas and property ownership in the Plan Area. Area 1A /1B was identified as the first logical area to begin development. This sequencing facilitates the completion of major backbone infrastructure improvements, provides internal access from both Jackson Road and Kiefer Boulevard and provides early access to the High School/ Middle School site. Table 8.1 provides the Land Use Summary by Area.

## 8.2.3 Sequencing Approach

Development for Areas 2, 3 and 4 may move forward independently and in any order after Area 1A/B commences development, provided that parcels can meet the public services requirements and the sequencing policies outlined in the Infrastructure Master Plan, described in Section 8.2.4. Areas may also proceed with development of smaller sub-Areas. The Area boundaries are conceptual and may be adjusted as development progresses, pursuant to the process outlined in Section 9.4, Specific Plan Amendments and Minor Revisions.

## 8.2.4 Infrastructure Master Plan

An Infrastructure Master Plan (IMP), Appendix F, is an important element of project implementation. The IMP identifies the infrastructure requirements for each Area of development, including on-site and off-site facilities necessary for each Area to proceed. Identified improvements for each Area includes roadways, wastewater, water, storm drainage and dry utilities.

The IMP itemizes each facility which must be constructed to support each Area, along with any over sizing of infrastructure which may be required for adjacent Areas which are served by the same facilities. The infrastructure required to initiate development of Area 1A/B is a significant portion of the overall Plan Area backbone facilities, approximately 80%, while the proportional land of Area 1A/B is approximately 45% of the 4 Areas. In broad terms, the following percentages of the overall backbone infrastructure facilities are installed in order to facilitate initial development:

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- Off-site water infrastructure- 100%
- On-site water infrastructure- 50%
- Off-site wastewater infrastructure-100%
- On-site wastewater infrastructure-65%
- On-site drainage improvements- 65%
- Off-site major roadways (Kiefer Blvd)-100%
- On-site major roadways frontage improvements- 70%

This approach provides the ability for the Plan Area to develop in logical increments and infrastructure extensions, yet provides flexibility for individual development areas to progress independently, where feasible. The development of Area 1A/B requires the installation of significant off-site and internal infrastructure which serves the entire Plan Area. The costs for these backbone facilities in Area 1A/B are out of balance with the other Areas, requiring Developer funding of the difference of which the Area 1 A/B development can support.

## **8.3 FINANCING AND MAINTENANCE OF PUBLIC FACILITIES**

The construction of public facility improvements to serve the Plan Area will be funded by a variety of mechanisms. Financing methods may include, but are not limited to, the mechanisms outlined in this section and shown in Table 8.2. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the JTSP development agreement, USP, PFFP and any reimbursement agreements.

### **8.3.1 County Impact Fees**

Sacramento County has a number of fee programs for capital improvement projects designed to serve the Plan Area. These include the Transportation Development Fee administered by the County Department of Transportation and various impact fees administered by the Sacramento Area Sewer District (SASD), Sacramento County Department of Water Resources (DWR), the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento County Water Agency (SCWA). To the extent that Jackson Township is served by these agencies, all new development will pay the appropriate fee(s).

### **8.3.2 School Impact Fees**

The Elk Grove Unified School District (EGUSD) has established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuant to Section 65995 of the California Government Code, these school impact fees will be collected by the County at the issuance of a building permit, and are forwarded to the school district, as required by law.

### **8.3.3 Other Agency Fees**

In addition to County and School District fee programs, a number of other public agencies and Special Districts serving the Plan Area have established fees that may have capital improvement projects designed to serve Jackson Township. These may include the Sacramento Metropolitan Fire District (SMFD), Sacramento County Library System, Cordova Recreation and Parks District (CRPD) and Sacramento Transportation Authority (STA).

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### 8.3.4 Special Financing District/Specific Plan Fee

The Applicant/master developer and/or subsequent builders expects to construct and/or finance major backbone infrastructure and public facilities, meaning facilities that are sized to serve the entire Plan Area. As described in Section 8.2.4, some facilities are required to be constructed up-front but are sized to serve subsequent Areas. In some cases, the facility is included within the capital improvement program for an existing fee program, and the cost to construct the facility would be repaid to the developer/builder through fee credits and/or reimbursements. In other cases, a portion or all of the costs for a facility may be outside of existing fee programs. A Special Financing District is created to proportionately allocate the cost of backbone infrastructure and public facilities not currently included in public fee programs. The Special Financing District would be managed by the County to ensure that all development within the Specific Plan pays its proportionate share of costs and that initial developers/builders are repaid for any oversizing.

The Special Financing District could include a Specific Plan Fee, a Community Facilities District, and/or other funding mechanisms deemed appropriate. The purpose of the Specific Plan Fee is to reimburse the participating landowner (Excelsior Estates, LLC) and the County for costs associated with the preparation, adoption and administration of this Specific Plan and other costs incurred pursuant to CEQA. Properties owned by non-participating landowners will be required to annex into the CFD and/or other overlapping special districts (including any zones of benefit),

which have been established to fund services or improvements that benefit the property. Non-participating landowners will also be required to consent to any applicable provisions of the Specific Plan, which may involve the execution of a Development Agreement.

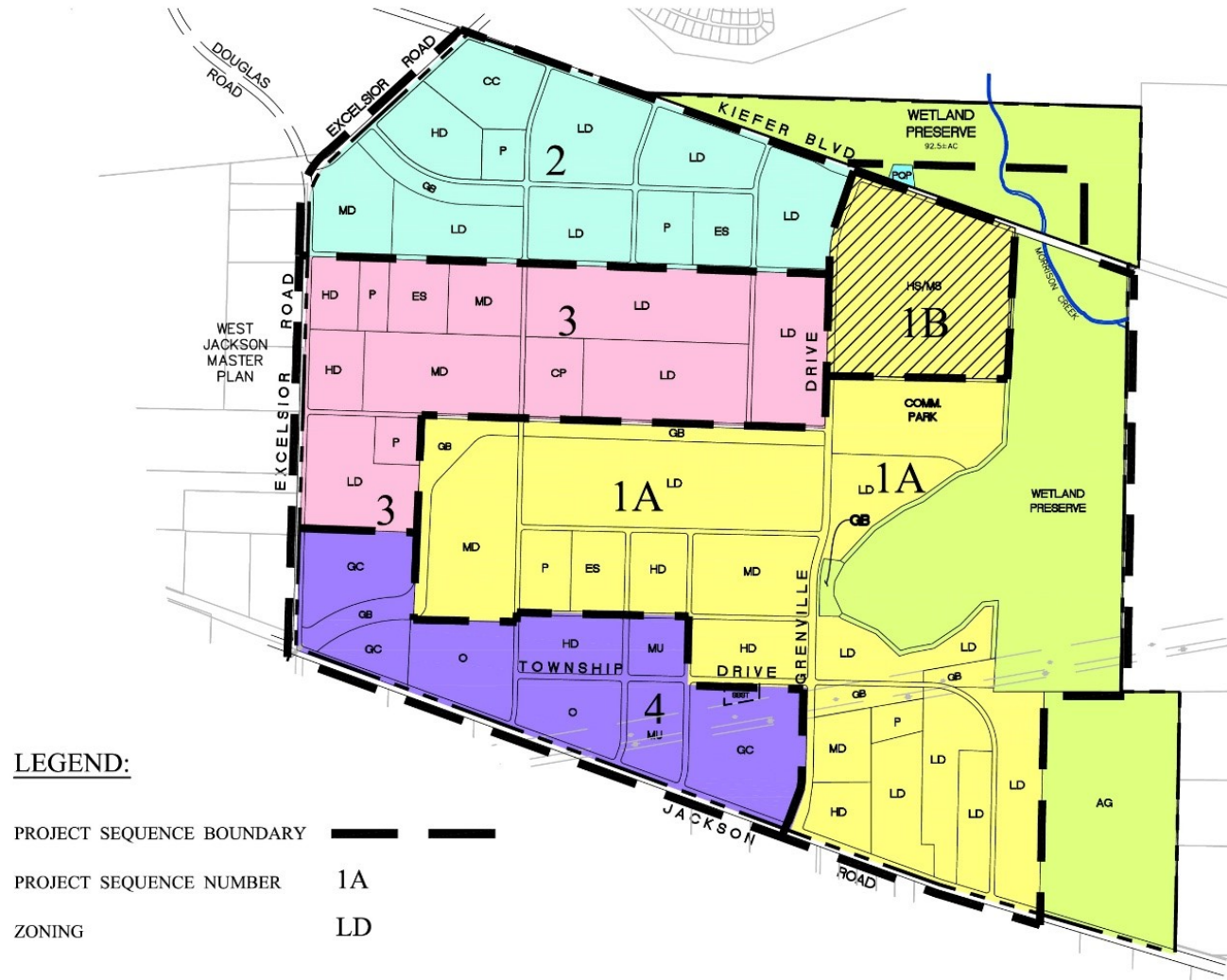
### 8.3.5 Community Facilities Districts

Another funding and/or financing mechanism that may be utilized to help fund the construction and/or acquisition of backbone infrastructure and facilities within the Plan Area are Community Facilities Districts (CFDs). The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding of facility construction, acquisition and/or to pay off bonds.

Several existing CFD's are applicable to the Plan Area; EGUSD CFD No. 1 and Police Services CFD No. 2005-1. The EGUSD CFD funds future elementary and secondary schools and additions to existing schools. The Police Services CFD provides supplemental funding for sheriff services.

One or more CFD's for Services can also be established for maintenance of certain facilities that provide special benefit to the Plan Area. Such facilities may include landscape corridors, medians, open space, bike paths/trails, detention/retention facilities and parks. The CFD for Services may be used to fund governmental services that benefit residents of the Plan Area, including law enforcement and fire services, to the extent that service levels exceed current levels.

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**Table 8.1: Land Use Summary by Areas**

<i>Land Uses</i>	Total Acres	Ave. Density	Density Range	Total DU's	Area A/B Acres	Area 1A/B DU's	Area 2 Acres	Area 2 DU/SF	Area 3 Acres	Area 3 DU/SF	Area 4 Acres	Area 4 DU	Area 4 SF	Non-Phase
<b>Residential Designations</b>														
LD- Low Density Residential	382.6	6.0	1.0-8.9	2295	163.5	980.4	96.3	577.8	122.6	736.8	0.0	0.0	0.0	0.0
MD- Medium Density Residential	124.5	10.0	9.0-15.9	1245	66.1	661.0	17.2	172.0	41.2	412.0	0.0	0.0	0.0	0.0
HD- High Density Residential	82.0	25.0	16.0-30.0	2050	35.0	875.0	14.8	370.0	17.8	457.5	13.9	347.5	0.0	0.0
<b>Subtotal</b>	<b>589.1</b>			<b>5590</b>	<b>264.6</b>	<b>2516.4</b>	<b>128.3</b>	<b>1,119.8</b>	<b>181.6</b>	<b>1606.3</b>	<b>13.9</b>	<b>347.5</b>	<b>0.0</b>	<b>0.0</b>
<b>Commercial + Office Zones</b>														
		<i>f.a.r.</i>	<i>Total S.F.</i>											
GC- General Commercial	59.7	0.25	649,900	0	0.0	0.0	0.0	0.0	0.0	0.0	59.7	0.0	649,900	0.0
CC- Community Commercial	16.2	0.25	176,400	0	0.0	0.0	16.2	176,400	0.0	0.0	0.0	0.0	0.0	0.0
MU- Mixed Use	19.7	0.50	429,100	100	0.0	0.0	0.0	0.0	0.0	0.0	19.7	100.0	429,100	0.0
O- Office	35.2	0.50	766,700	0	0.0	0.0	0.0	0.0	0.0	0.0	35.2	0.0	766,700	0.0
<b>Subtotal</b>	<b>130.8</b>		<b>2,022,100</b>	<b>100</b>	<b>0.0</b>	<b>0.0</b>	<b>16.2</b>	<b>176,400</b>	<b>0.0</b>	<b>0.0</b>	<b>114.6</b>	<b>100.0</b>	<b>1,845,700</b>	<b>0.0</b>
<b>Public/Quasi Public Zones</b>														
PQP- Tank Site	1.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
PQP- High/Middle School	70.0				70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PQP- Elementary School	30.0				10.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal</b>	<b>101.0</b>				<b>80.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>
<b>Park + Open Space Zones</b>														
CP- Community Park	40.6				30.0	0.0	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0
P- Neighborhood Park	38.2				13.6	0.0	14.6	0.0	10.0	0.0	0.0	0.0	0.0	0.0
OS- Wetland Preserve	259.8				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	259.8
OS- Greenbelt Drainage Corridor	55.6				40.7	0.0	8.5	0.0	0.0	0.0	6.4	0.0	0.0	0.0
OS- Landscape Corridor	14.5				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5
<b>Subtotal</b>	<b>408.7</b>				<b>84.3</b>	<b>0.0</b>	<b>23.1</b>	<b>0.0</b>	<b>20.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>274.3</b>
<b>Ag and Roads</b>														
AG- Agriculture	74.7													74.7
RW- Primary Roadways	86.7													86.7
<b>Subtotal</b>	<b>161.4</b>													<b>161.4</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>2,022,100</b>	<b>5,690</b>	<b>428.9</b>	<b>2,516.4</b>	<b>177.6</b>	<b>177,519.8</b>	<b>212.2</b>	<b>1,606.3</b>	<b>128.5</b>	<b>447.5</b>	<b>1,845,700</b>	<b>436.7</b>

# CHAPTER 8: IMPLEMENTATION

### 8.3.6 Landscape and Lighting Assessment District

A Landscape and Lighting Assessment District (LLD) is a similar financing mechanism to a CFD for services. This mechanism may be established and, through annual assessments to property owners, would create a fund to maintain public facilities within the Plan Area. These facilities could include landscape corridors, medians, open space areas, parks, linear parkways, pedestrian/bike trails, storm water facilities and street lights.

### 8.3.7 County Services Area (CSA)

County Service Law (Government Code 2521.1 et seq.) provides a means to deliver and fund expanded services in unincorporated areas. A CSA can provide expanded services for police protection, fire protection, park and recreation facilities, library, water, etc. These expanded services can be funded through ad valorem taxes (based on assessed value), special taxes, assessments, and/or standby charges. Sacramento County CSA 1 provides funds for the maintenance and operation of street and safety lights, via a service charge. The JTSP is expected to annex into CSA 1.

### 8.3.8 Measure M School Bond

The EGUSD Measure M General Obligation bonds was passed by voters in 2016. Measure M provides proceeds to be used for construction, reconstruction, rehabilitation, or replacement of school facilities, including the furnishing and equipping of school facilities, or the acquisition or lease of real property for school facilities. The Measure M general obligation tax is an ad-

valorem tax based on the assessed value of the property being taxed. The JTSP is expected to participate in Measure M.

### 8.3.7 Developer Financing

Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing and in-tract subdivision improvements. Table 8.2 identifies some possible options for funding and/or financing mechanisms for Plan Area improvements and facilities.

**Table 8.2: Funding/Financing Mechanisms**

Improvement	Facility Funding Options	Maintenance Funding Options
Roads	Fees, Special Financing District	Property Tax
Transit	Fees	Property Assesmt, Farebox Revenue
Trails/Paths	Fees, Special Financing District	TBD
Fire	Fees	Property Tax
Schools	Fees, CFD, Ad Valorem taxes	District Sources
Parks	Fees	Property Tax
Library	Fees	Property Tax
Water Improvements	Fees, Special Financing District	Customer Rates
Sewer Improvements	Fees, Special Financing District	Customer Rates
Drainage Facilities	Fees, Special Financing District	TBD
Electric Facilities	User Rates	User Rates
Open Space	Special Financing District	CSA Service Charge, SFD
Public Protection	General Fund	Existing CFD



## CHAPTER NINE: ADMINISTRATION

### 9.1 OVERVIEW

This chapter of the Jackson Township Specific Plan (JTSP) outlines the Specific Plan process and its relationship to the subsequent entitlement processes that are necessary to allow construction of individual projects. This chapter also describes the administrative procedures that will occur to implement, amend, interpret and enforce the Specific Plan.

### 9.2 SPECIFIC PLAN PROCESS AND SUBSEQUENT ENTITLEMENTS

This section describes the project entitlements and the relationship between the concurrent approvals which occurred with the adoption of the JTSP and the subsequent entitlement process to occur after Specific Plan adoption.

#### 9.2.1 Specific Plan and Concurrent Approvals/Actions

Approval of the JTSP included the following entitlements and related actions:

- **General Plan Amendments**  
The General Plan was amended for items specific to the Plan Area, including amending the Urban Policy Area (UPA) boundary, amending the Land Use Diagram designations and amending the Transportation Diagram and the Bicycle Master Plan accordingly.
- **Community Plan Amendments**  
The Vineyard Community Plan and the Cordova Community Plan were amended to include the Jackson Township Specific Plan designations.
- **Specific Plan (JTSP)**  
The Sacramento County Board of Supervisors (the Board) adopted the Jackson Township Specific Plan and Appendices A-J by ordinance.
- **Zoning**  
The Specific Plan and the Development Standards (Appendix A) constitute the zoning for the Plan Area. The County Zoning Map has been revised to rezone the applicant owned portion of the Plan Area to “Jackson Township SPA”. Prior to the start of each phase/area of development, affected landowners must consent to the Zoning by accepting the conditions, policies and requirements of the Specific Plan and any Mitigation Measures. This requires non-participating landowners to participate in financing policies of the Specific Plan, including the requirement to pay the Specific Plan Fee, as described in Section 9.2.4.
- **Large Lot Tentative Subdivision Map**  
A large lot tentative subdivision map for a portion of the Plan Area was approved concurrently with the Specific Plan in order to create legal parcels which conform to the parcel configurations defined by the Land Use Plan.

# CHAPTER 9: ADMINISTRATION

- **Development Agreement** for the Jackson Township Specific Plan by and between the County of Sacramento and the participating landowner.
- **Public Facilities Financing Plan** for the Jackson Township Specific Plan that describes a Capital Improvement Program and a funding and financing strategy for planned improvements.
- **Urban Services Plan** for the Jackson Township Specific Plan that describes the cost to provide annual public services and the funding sources identified to cover projected costs.
- **Water Supply Master Plan Amendment** to amend the existing Zone 40 Water Supply Master Plan to include provision of water service to the Jackson Township Specific Plan Area. This action requires Sacramento County Water Agency Board of Directors approval.
- **Water Supply Assessment** for the Jackson Township Specific Plan required by the California Water Code to link land use and water supply planning activities. This action requires Sacramento County Water Agency Board of Directors approval.
- **Final Environmental Impact Report (FEIR)**  
The Sacramento County Board of Supervisors certified the FEIR addressing the Jackson Township Specific Plan and other related entitlements. The FEIR includes the Draft EIR and all appendices.

## 9.2.2 Subsequent Plan Approvals

Additional actions or approvals must occur following the adoption of the Specific Plan, and prior to the development of the first Phase. One or more special districts (or financing districts) must be created or expanded to provide public services within the Plan Area, which may require action by County Local Agency Formation Commission (LAFCO). Several plans and programs must be reviewed and accepted by the County for each Phase of development and prior to the recordation of the first large lot final map or the approval of the first tentative subdivision map or development permit for any development application within the Plan Area:

- Sphere of Influence Amendment (SOIA) and concurrent Annexation to County Service Area (CSA) 10 or creation of a new CSA. Note: a separate subsequent action may be required by the Sacramento County Board of Supervisors to establish a Benefit Zone, to implement funding and service provision.
- Annexation to Sacramento Regional County Sanitation District (SRCSD).
- Annexation to Sacramento Area Sewer District (SASD).
- Formation of new funding and/or financing mechanisms (CFDs, assessments, specific plan fees, etc.).

## 9.2.3 Administration of New Funding Mechanisms

The County and other Special Agencies may need to implement a series of new funding and/or financing mechanisms to implement the Specific Plan. Implementation would include formation of one or more financing districts, such as community facilities districts, assessment districts, and or development

# CHAPTER 9: ADMINISTRATION

impact fee programs. It could also include issuance of bonds to provide upfront funding for capital project investments.

Each of these formation processes should include, to the extent necessary, identification of rules and procedures regarding required nexus studies, credit and reimbursement policies, exemptions and/or offsets, administration and accounting procedures, and other items as required by California State Law, depending on the nature of the district and/or mechanism.

## **9.2.4 Subsequent Entitlements**

Individual development projects within the JTSP are subject to review and approval of subsequent permits by Sacramento County. Subsequent entitlements include subdivision or parcel maps, Rezoning, Site Plan Reviews, Use Permits, Lot Line Adjustments or Lot Mergers, building and grading permits, etc. Once the plans and programs described in Section 9.2.1 are completed, individual developers may submit and process applications for subsequent entitlements.

Application and processing requirements shall be in accordance with the Sacramento Zoning Code and Sacramento County Code Title 22 (Land Development) and other regulations, as otherwise modified by this Specific Plan. Any application for a subsequent entitlement shall be subject to the Planning Application Fee Schedule, Plan Area Fees, Specific Plan Fee and any other fees in effect at the time of the application submission.

All subsequent development projects, public improvements and other activities shall be consistent with this Specific Plan, Development Standards and Regulations, Design Guidelines,

the Specific Plan Development Agreements, and all applicable County policies, requirements and standards.

## **9.3 ENVIRONMENTAL REVIEW**

An Environmental Impact Report (EIR) was prepared and was certified by the Board of Supervisors concurrently with the approval of the Specific Plan. Section 65457(a) of the California Government Code and Section 15182(a) of the California Environmental Quality Act provides that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. The EIR certified for this project has been written to qualify all residential projects for this exemption, assuming they are consistent with the adopted Specific Plan and fulfill all conditions and CEQA mitigation measures. Non-residential land uses may be able to rely on the EIR, pursuant to Section 15183 of the CEQA Guidelines, assuming the proposed projects are found consistent with the Specific Plan and fulfill all conditions and CEQA mitigation measures.

## **9.4 SPECIFIC PLAN AMENDMENTS AND MINOR REVISIONS**

During the long-term build out of the Plan Area, amendments to the adopted Specific Plan may be necessary because of changing circumstances. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a particular parcel. In these situations, the procedures listed below will be followed to amend the adopted Specific Plan.

# CHAPTER 9: ADMINISTRATION

## 9.4.1 Scope of Amendment

Any proposed changes to the Specific Plan can include but are not limited to changing land use designations, design criteria, development standards or policies. Changes proposed to this adopted Specific Plan shall be categorized by the Planning Director as either an amendment or a minor revision. Amendments require Planning Commission and Board of Supervisors approval. Minor revisions may be reviewed and acted upon by the Planning Director without Planning Commission or Board of Supervisors review, unless appealed. A request to change the Specific Plan shall be accompanied by an application filing fee, a detailed justification statement which explains why an amendment or minor revision is warranted, and demonstrates compliance with General Plan Policies LU-119 and 120 and provides any exhibits deemed necessary by the Planning Director. All requirements of CEQA will be applicable.

## 9.4.2 Specific Plan Amendments

An amendment is required when one of the following criteria is met:

- A new type of land use not specifically discussed in this Specific Plan is introduced.
- Significant changes to the distribution of land uses beyond that allowed by Section 9.5, Density Transfers, or other changes affecting land use are proposed which may substantially affect the Specific Plan or which results in non-compliance with General Plan Policies LU-119 and/or 120.
- Changes to design guidelines and/or development standards, which, if adopted, would substantially change the physical character of the Plan Area as

envisioned by the Specific Plan as determined by the Planning Director.

- Changes to the approved Phasing Plan are proposed which significantly increases or alters the area boundaries or units allocated by the proposed phasing schedule.
- Any change that would trigger the preparation of any form of negative declaration or environmental impact report.

## 9.4.3 Minor Revisions

A minor revision to the Specific Plan may be processed if determined by the Planning Director to be in substantial conformance with all of the applicable criteria:

- The Planning Director determines that the modification does not have a significant impact on the character of the Plan.
- The proposed adjustments to the development standards or design guidelines are offset by the merits of the design and do not significantly change the anticipated physical characteristics of the development.
- The proposed changes to the alignment of streets, which if adopted, would not substantially alter the land use or circulation concepts set forth in this Specific Plan.
- Adverse environmental impacts are not significantly increased, as defined by the CEQA guidelines, as a result of the proposed minor revision.
- The proposed change to the approved Phasing Plan boundaries will not result in increase of more than 10% in the total number of units proposed for a particular phase.

# CHAPTER 9: ADMINISTRATION

- The request is in compliance with Section 9.5, Density Transfer Provisions and with General Plan Policies LU-119 and 120.

## 9.5 DENSITY TRANSFER PROVISIONS

Dwelling units have been allocated to all residentially zoned parcels (LD, MD and HD) and the MU parcel. Each parcel has been allocated a certain number dwelling units, based on the average density per the parcel zoning. The Land Use Plan, Exhibit 3-2, in conjunction with Land Use Detail by Parcel/Node Table J-2, found in Appendix J, Planning Area Detail, provides a detailed summary of the land use, zoning and unit allocation on a parcel-by-parcel basis.

It is the intent of the Specific Plan to permit limited flexibility in transferring units between certain parcels in response to market demand, subdivision design, permanent open space preservation or other considerations. Pursuant to the transfer process detailed below, allocated dwelling units may be transferred between any LD, MD and HD parcel and from the MU parcel.

### 9.5.1 Density Transfer Process

Density transfers, if consistent with the following criteria, are consistent with the Specific Plan and the JTSP EIR and do not require an amendment to the Specific Plan or the General Plan. Requests for transfers which exceed the following criteria require a Specific Plan Amendment (SPA), as described in Section 9.4.2.

- A density transfer may involve two parcels or more, provided that the transferring and receiving parcels are within the Plan

Area and the total maximum number of approved units for the entire Plan Area is not increased.

- The cumulative increase or decrease in units resulting from the density transfer does not change by more than twenty percent (20%) the number of pre-transfer units allocated to any one parcel as established by Parcel Summary Table J-2 found in Appendix J.
- The increase or decrease of units does not impact the overall Plan Area's compliance with General Plan Policies LU-119 and 120.
- The transfer of units from any parcel is reflected in the subsequent entitlements for that parcel (i.e.; tentative subdivision map or site plan review).
- The transfers will not have a materially adverse impact on planned infrastructure, roadways, schools, other public facilities or Plan Area fee programs and assessment districts.
- To request a density transfer, the owner or owners of both the transferring and receiving parcels shall submit a Density Transfer application to the Office of Planning and Environmental Review, identifying the impacted parcels, designating the number of units being transferred and providing other documentation as required by the Planning Director (Director) to determine compliance with the above criteria. The applicant shall also provide a revised Table J-1 and J-2, reflecting the adjusted unit counts and densities. The revised table will be the official record used for tracking unit allocations to each large lot residential parcel.
- If, in the opinion of the Director, such a density transfer satisfies the above criteria, it is consistent with the intent of this

## CHAPTER 9: ADMINISTRATION

Specific Plan and EIR and will not require an amendment to the Specific Plan. If the Director determines that the density transfer is not consistent with the criteria, the transfer shall require an amendment to the Specific Plan. The applicant may appeal such a determination to the Planning Commission.

### **9.6 INTERPRETATIONS**

In the event that the requirements and guidelines of the Specific Plan may appear to provide alternative guidance or differ from other adopted County policies, interpretations may be necessary. These would typically arise regarding specific issues and situations in the land use development process. Interpretations may be needed when the County is considering a discretionary development application, such as a subdivision map, or a ministerial application, such as a building permit. Whenever the Planning Director determines that the meaning or applicability of any of the requirements of this Specific Plan is ambiguous, misleading, or unclear, the Director may issue an official interpretation or refer the question to the Planning Commission for a determination. The Planning Department shall keep records of the official determinations on file for future reference and to ensure consistency of interpretations over time.

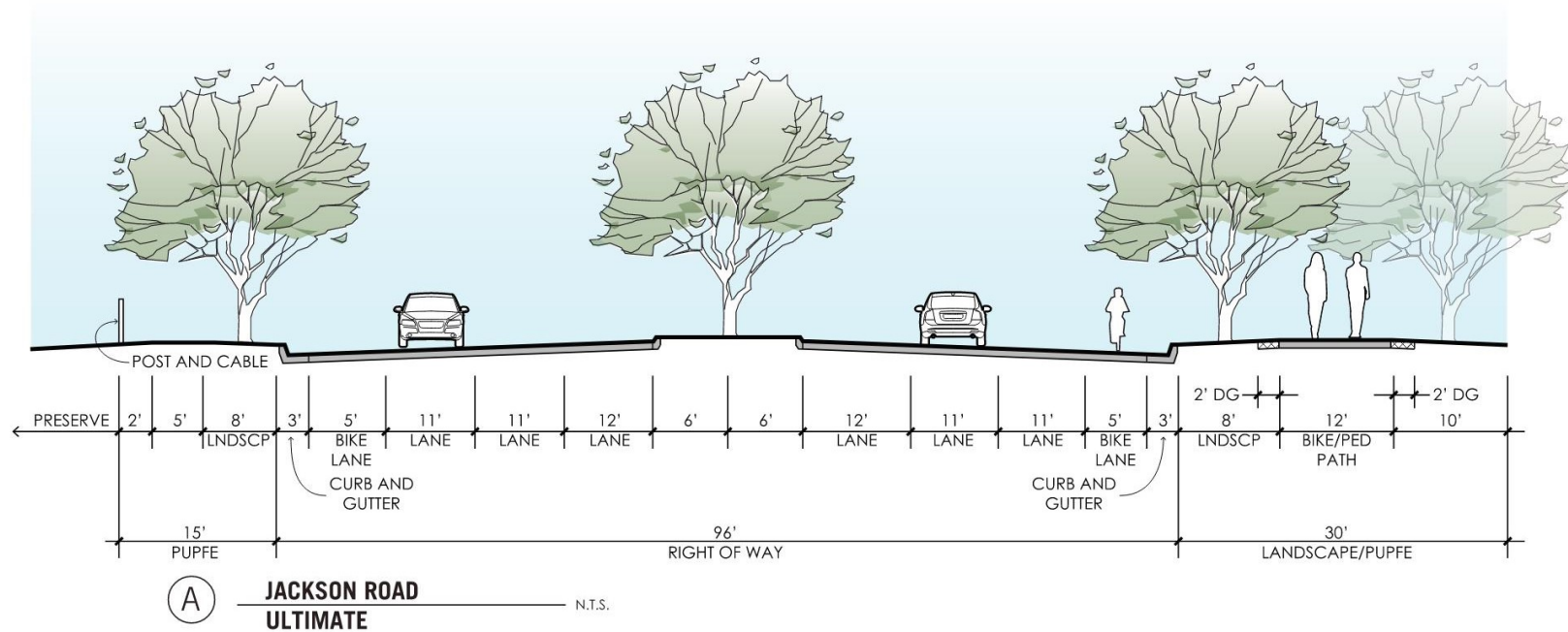
### **9.7 SEVERABILITY**

If any regulation, condition, program or portion of the Specific 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.

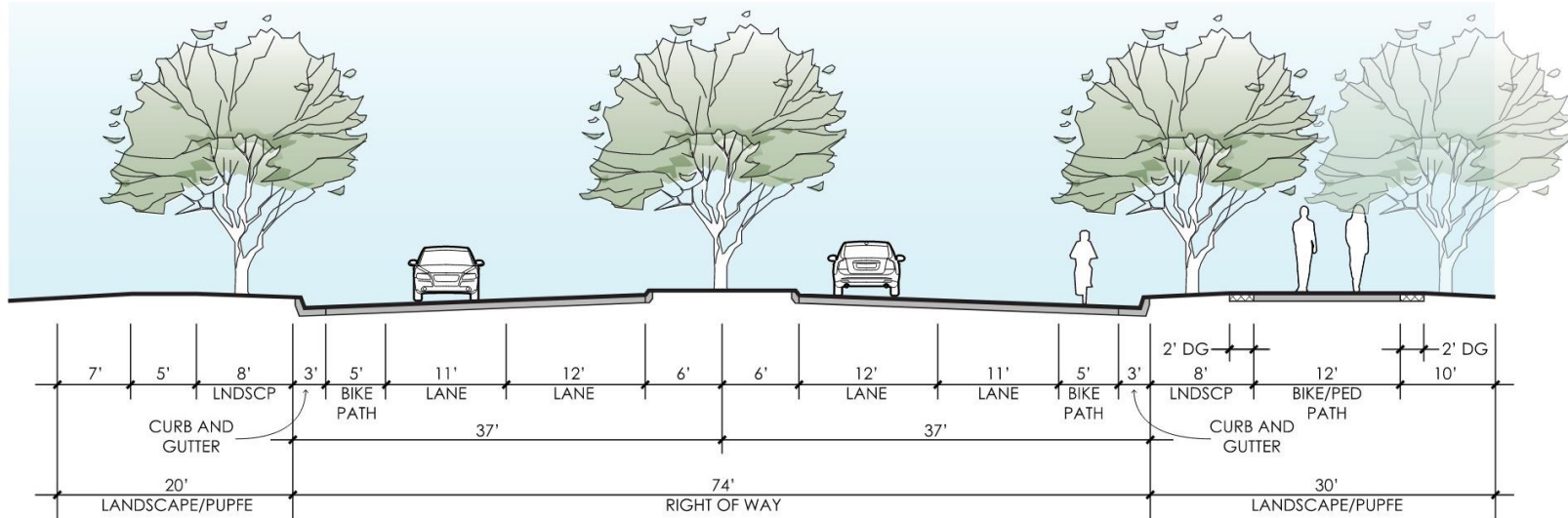
# STREET SECTION APPENDIX

## Ultimate Street Sections A-A, C-C and M-M

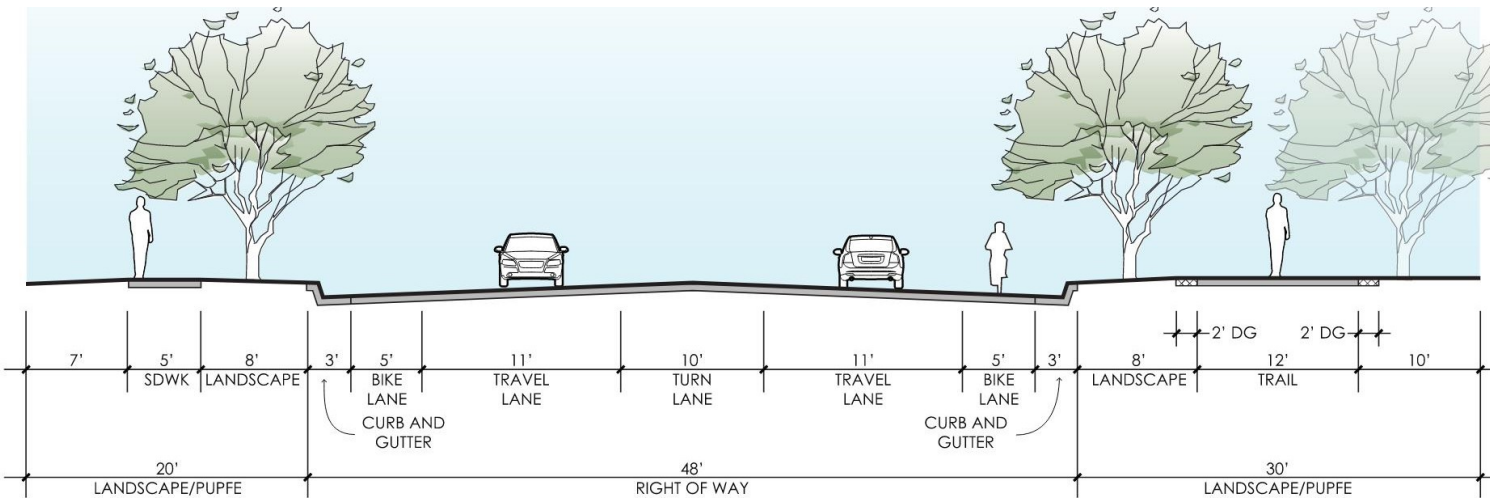
Chapter 4 of the Specific Plan provides cross sections for the proposed Plan Area roadways. The cross sections shown and number of lanes demonstrate the Plan Area obligations. Jackson Road (Section A-A), Excelsior Road (Section C-C) and Excelsior Road between Kiefer and Douglas Road (Section M-M) occur on the Plan Area boundaries. The completion of the ultimate frontage improvements for Sections A-A, C-C and M-M will be done by others. The ultimate street sections for these three roads are provided herein for reference.



# STREET SECTION APPENDIX



**(C) EXCELSIOR ROAD - ULTIMATE**  
**JACKSON RD TO DOUGLAS RD** N.T.S.



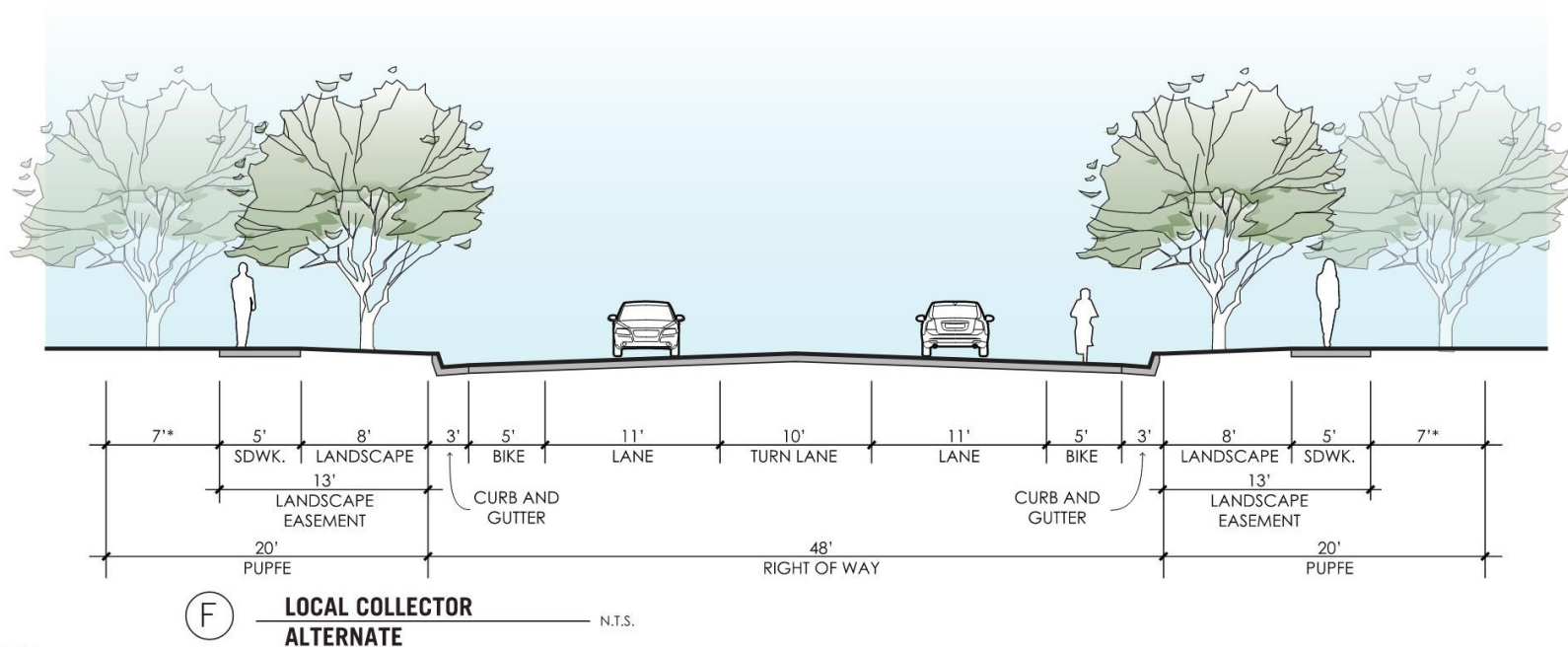
**(M) EXCELSIOR RD**  
**KIEFER BLVD TO DOUGLAS RD**  
**ULTIMATE** N.T.S.



# STREET SECTION APPENDIX

## Alternative Street Section F

Street section F is a local collector which has a wide variation of fronting land uses. The primary configuration of Section F is shown on page 4-8. This street is a 2 lane roadway with Class II bike lanes and on-street parking. However, an alternative striping may be considered in certain areas. If conditions warrant and with DOT approval, the striping may be revised to delete the on-street parking and add a 2-way center turn lane instead. See Section F Alternative below.



**NOTE:**  
 \* 7' PUPFE BEHIND SIDEWALK  
 MAY BE MODIFIED SUBJECT  
 TO FINAL UTILITIES