

**Jackson Highway Visioning  
Public Workshop #1  
Workbook Feedback Summary  
March 24, 2008**



The following report provides a summary of participant feedback, representing a broad range of opinions and ideas about concepts in land use planning. The findings are strictly advisory, meaning they are not representative of the broader population. However, they do provide important insight into the opinions and perceptions of 113 workshop participants.

## **Introduction**

The County of Sacramento Planning and Community Development Department recently hosted a public workshop to gather feedback on its Jackson Highway Visioning project where 113 participants attended.

The workshop was held from 6–8 p.m. on Monday, March 24, 2008, at the Rosemont High gym. Workshop advertisements were posted on the County Web site and in *The Sacramento Bee*, through stakeholder and property owner mailers, personal emails and the Rancho Murieta organization. The workshop included a short PowerPoint presentation of crucial project information, followed by a showcase of interactive stations for participants to view at their leisure.

Workbooks were developed to collect participant feedback on the issues of community image, core values, community preference and overall comments for the Jackson Highway Visioning project area. The information provided by the participants identified public perceptions and ideals for the specified region which may influence decisions and outcomes for the Jackson Highway project area.

Participant feedback was compiled through various exercises and stations, such as:

- Community Image Survey (presentation)
- Core Values (workbook)
- Your Community Preferences (workbook)
- Additional Comments (workbook)
- Visioning Votes (station)

## **Community Image Survey**

The “Community Image Survey” exercise was facilitated during the presentation portion of the workshop. As 40 images of various building styles and land uses flashed across the screen, participants were asked to rank each photo on a scale of zero to five, zero being least desired and five being most desired. The top five ranked photos are indicated by an asterisk (\*). The following tables outline participants’ responses.

**Photo Number 1\***



Photo Number 1	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	9	2	8	12	19	32

\*Photo number one ranked fourth highest amongst participants

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**Photo Number 2\***



Photo Number 2	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	3	6	8	8	25	37

\*Photo number two ranked second highest amongst participants

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### Photo Number 3

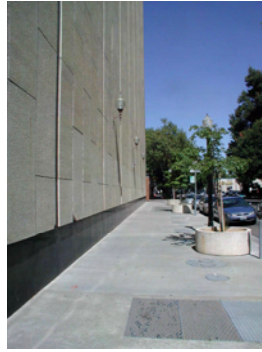


Photo Number 3	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	21	23	17	12	4	6

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### Photo Number 4



Photo Number 4	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	35	17	13	10	4	3

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### Photo Number 5



Photo Number 5	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	8	2	13	27	25	7	

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### Photo Number 6



Photo Number 6	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	21	9	15	22	11	4	

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### Photo Number 7



Photo Number 7	(Least desirable) Rank (Most desirable)					
	0	1	2	3	4	5
Number of Votes	11	5	18	25	13	11

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### Photo Number 8



Photo Number 8	(Least desirable) Rank (Most desirable)					
	0	1	2	3	4	5
Number of Votes	10	5	14	16	25	15

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### Photo Number 9



Photo Number 9	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	21	17	24	13	3	5

### Photo Number 10



Photo Number 10	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	9	4	6	23	22	18

### Photo Number 11\*



Photo Number 11	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	4	4	7	20	21	26	

\*Photo number 11 ranked fifth highest amongst participants

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### Photo Number 12



Photo Number 12	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	5	11	13	21	18	16	

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### Photo Number 13



Photo Number 13	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	22	20	19	10	5	4	

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### Photo Number 14



Photo Number 14	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	21	15	20	19	4	4	

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Photo Number 15



Photo Number 15	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	7	6	13	17	25	13	

Photo Number 16



Photo Number 16	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	43	28	3	4	1	4	

**Photo Number 17**



Photo Number 17	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	16	23	20	15	5	4	

**Photo Number 18**



Photo Number 18	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	8	5	16	18	20	15	

### Photo Number 19



Photo Number 19	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	16	13	19	20	10	5	

### Photo Number 20



Photo Number 20	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	12	6	15	21	18	11	

### Photo Number 21



Photo Number 21	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	9	4	10	14	28	18

### Photo Number 22\*



Photo Number 22	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	2	2	3	4	27	46

\*Photo number 22 ranked the most desirable amongst participants

**Photo Number 23**



Photo Number 23	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	10	13	25	21	10	4	

**Photo Number 24**



Photo Number 24	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	17	13	17	23	8	5	



**Photo Number 25**



Photo Number 25	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	18	13	21	17	8	5	

**Photo Number 26**



Photo Number 26	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	2	5	4	17	34	23	

### Photo Number 27



Photo Number 27	(Least desirable) Rank (Most desirable)					
	0	1	2	3	4	5
Number of Votes	10	13	9	23	16	12

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### Photo Number 28



Photo Number 28	(Least desirable) Rank (Most desirable)					
	0	1	2	3	4	5
Number of Votes	20	24	19	13	3	4

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### Photo Number 29



Photo Number 29	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	4	7	3	22	26	20	

### Photo Number 30



Photo Number 30	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	17	23	19	11	5	7	

### Photo Number 31\*



Photo Number 31	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	2	3	6	7	30	35	

\*Photo number 31 ranked third highest amongst participants

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### Photo Number 32



Photo Number 32	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	36	22	16	4	4	3	

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**Photo Number 33**



Photo Number 33	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	16	9	23	20	10	4

**Photo Number 34**



Photo Number 34	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	11	12	15	19	20	5

Photo Number 35



Photo Number 35	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	11	5	10	22	22	11	

Photo Number 36



Photo Number 36	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
Number of Votes	14	11	11	23	15	6	

**Photo Number 37**



Photo Number	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
37							
Number of Votes	4	5	7	21	31	15	

**Photo Number 38**



Photo Number	(Least desirable)		Rank			(Most desirable)	
	0	1	2	3	4	5	
38							
Number of Votes	21	20	21	9	9	3	

### Photo Number 39



Photo Number 39	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	6	5	8	17	30	15

### Photo Number 40



Photo Number 40	(Least desirable)		Rank		(Most desirable)	
	0	1	2	3	4	5
Number of Votes	7	8	7	17	28	10



## Core Values

The “Core Values” workbook page listed 13 different statements where participants indicated how they felt about each: *agree*, *disagree* or *no opinion*. Participants were also provided the option to modify each statement to better reflect personal values and beliefs.

### Statement 1

Each new community should be defined by a centralized town center or civic use, such as a park, school or recreation center.

AGREE	DISAGREE	NO OPINION
62	11	11

Suggested modifications to statement 1:

- Each new community should be defined by a town center or civic use, such as a park, school or recreation center.
- Often but not always.
- Community center.
- Auditorium
- Urban areas

### Statement 2

Everyone should be able to walk (<1/2 mile) or ride a bike (<1 mile) to a grocery store, transit stop, and a public park from where they live.

AGREE	DISAGREE	NO OPINION
56	21	8

Suggested modifications to statement 2:

- Everyone should be able to walk (<1/2 mile) or ride a bike (<1 mile) to a grocery store and transit stop from where they live.
- Critical. Also I want a traditional grid street layout.
- Not for rural areas.
- People in urban areas

### **Statement 3**

Each new community should integrate a balance of homes, stores and jobs so that residents can shop and work very near to their home.

<b>AGREE</b>	<b>DISAGREE</b>	<b>NO OPINION</b>
61	18	6

Suggested modifications to statement 3:

- Each new community should integrate a balance of homes, stores and *if possible* jobs so that residents can shop and work very near to their home.
- Some, but not most.
- Parks and habitat areas.
- Services
- Will not happen – we are Americans and we make our own choices.
- This is unrealistic.
- Jobs – housing balance never works.
- Have the option to.
- To the extent economically feasible.
- Job – home balance is just impractical to match particular jobs with individual homeowners.

### **Statement 4**

Each new community should be designed with homes, stores and jobs located in separate and distinct areas.

<b>AGREE</b>	<b>DISAGREE</b>	<b>NO OPINION</b>
21	49	14

Suggested modifications to statement 4:

- Nothing wrong with mixed or integrated land use.
- Moderate separation to avoid serious conflicts.
- More appropriate for this area probably.
- If done correctly, can have these uses mixed.
- Homes, stores and jobs should be clustered into district neighborhoods and centers, provided they are still in close proximity and accessible by walking/biking.

### **Statement 5**

Agricultural-residential development should be planned and built along the inside edge of the Urban Services Boundary (USB) to create a buffer between the urban area inside the USB and the rural area beyond.

<b>AGREE</b>	<b>DISAGREE</b>	<b>NO OPINION</b>
50	20	14

Suggested modifications to statement 5:

- Where USB is based on physical constraints, i.e. floodplain, rivers, etc.
- What about the agriculture that is already there?
- There also needs to be an option for agriculture. Agriculture-residential is not the same as agriculture.
- We do not need to build that far even in future.
- Poor use of agricultural land.
- Conservation area and limited agriculture-residential.

**Statement 6**

If I were to live in a new neighborhood in this area, I would be willing to pay more for my home in exchange for high quality architecture, design, landscaping and civic amenities.

<b>AGREE</b>	<b>DISAGREE</b>	<b>NO OPINION</b>
51	18	15

Suggested modifications to statement 6:

- Mix of prices, styles, sizes at the fine grain.
- I wouldn't want to live in (illegible).
- Affordable houses mixed in.
- Should be quality to start with.
- We now have to overpay for quality workmanship.
- Should be a basic requirement.
- Schools.
- Shouldn't have to.

**Statement 7**

New neighborhoods in this area should include a mix of multi-story condos and apartments, homes on small lots and some homes on larger lots to most efficiently use the land available.

<b>AGREE</b>	<b>DISAGREE</b>	<b>NO OPINION</b>
57	24	4

Suggested modifications to statement 7:

- New neighborhoods in this area should include a mix of multi-story condos, homes on small lots and some homes on larger lots to most efficiently use the land available.
- Should not include multi-story condos and apartments.
- Emphasize homes on larger lots.
- Build an "all-inclusive" community.
- Provide balance of public wants.
- Should develop vertically on true landfill instead – to save energy costs, increase walking, biking and transit.
- To the extent economically feasible.
- Ratio of multi-story to individual houses should decrease as you move toward USB.

**Statement 8**

To address travel into and out of these communities, their design should include 6-lane thoroughfares and 4-lane arterials that allow residents to commute to their jobs and the region.

AGREE	DISAGREE	NO OPINION
46	33	4

Suggested modifications to statement 8:

- Why not lots of thoroughfares, 2 and 4 lane roads.
- 4-lane thoroughfares
- No closer than a mile
- As long as these larger thoroughfares are at the western edge of the study area
- This does not service well those living in the area but those going from point A to point B. Extreme example: Bay Area to Tahoe
- Minimize L.O.S.
- Transit opportunities
- Should be well designed

**Statement 9**

I like “old-fashioned” neighborhoods with a grid street system that distributes traffic evenly on many streets despite the fact that this may result in a greater amount of traffic on smaller local streets.

AGREE	DISAGREE	NO OPINION
48	27	7

Suggested modifications to statement 9:

- Leading question
- Possibly – depending how it is done
- Includes sidewalks/bike paths
- Except more cul-de-sacs.
- Very important.
- While I like grids, I think major roads are required to move people from neighborhoods to the metro area.

**Statement 10**

I like more recent neighborhoods that allow me the option to live on a cul-de-sac with minimal traffic in front of my home, with a system of larger collector and arterial streets carrying most of the traffic.

AGREE	DISAGREE	NO OPINION
41	31	13

Suggested modifications to statement 10:

- I like more recent neighborhoods that allow me the option to live on a cul-de-sac with minimal traffic in front of my home.
- A mix of both 9 & 10 would be nice.

**Statement 11**

Providing high quality public transit should be a priority to address congestion and air quality issues. I would support higher density development along with some type of supplemental fees in order to ensure that this service is provided.

AGREE	DISAGREE	NO OPINION
58	19	7

Suggested modifications to statement 11:

- Providing high quality public transit should be a priority to address congestion and air quality issues. I would support higher density development.
- Safe (free of transients)
- At the western portion of the study area.
- In urban areas only, light rail.
- Only along with #12.

**Statement 12**

I recognize that automobiles will remain the primary form of transportation for daily living. While transit, walking and biking should be an option, design of these new neighborhoods should still focus on adequate road capacity.

AGREE	DISAGREE	NO OPINION
57	19	7

Suggested modifications to statement 12:

- I recognize that automobiles will remain the primary form of transportation for daily living. While transit, walking and biking should be *the main* option, design of these new neighborhoods should still focus on adequate road capacity.
- A safe mix/usable mix
- Encourage “golf cart” type transportation within neighborhood up to +/- 3 miles.
- Design of facilities should maximize the use of alternative transportation. With road construction being in balance.

**Statement 13**

New neighborhoods in this area should provide some condos and apartments, but emphasize single-family homes on traditional larger lots in recognition of the existing rural character of the area.

AGREE	DISAGREE	NO OPINION
46	30	6

Suggested modifications to statement 13:

- Condos and apartments in inner ring
- Single family homes in outer ring
- At the western portion of the study area.
- Only in some areas – limited.
- High density in mixed use is best.
- Still need a mix.

## Other Comments

- A grid is critical. Dispersed traffic flows better and is better for bike/pedestrian/transit. Also why not consider new restricted access high speed roads. Also grade separation at busy crossings for bike/pedestrian/transit.
- There is no core value here for retaining some areas (especially east of Grant Line) in agriculture. That is a big value to me as resident, is not the same thing.
- We need vision and a long term plan.
- Are you really looking for input?
- None of these options targets agriculture open space and “no development” options.
- These options do not reflect any of my core values for this area. Need to redo survey.
- Where are the agriculture areas? No farmers?
- No apartments and condos. I like the way it is now and what about the wildlife?
- I don't think the area should be densely populated due to the rural character of the area.
- District 3 should be a transition to rural from urban.
- I think it is premature to envision these communities. This area should be left as parkland and farmland for many generations to come. What we should be visioning now is how to infill all the vacant land within existing development boundaries. If the County is serious about smart growth and combating climate change, this area should not be developed. We should go vertical instead.
- Development should be contingent upon a transit bond. No money, no development.
- I do not think additional habitat conservation areas makes any sense within USB, because trench sewer and water lines will be passing by areas which will never be commercial. Also [the rest is illegible].
- I like my commercial property because due to airport and 10394 Jackson Road on the main Highway 16. That's why I like commercial.

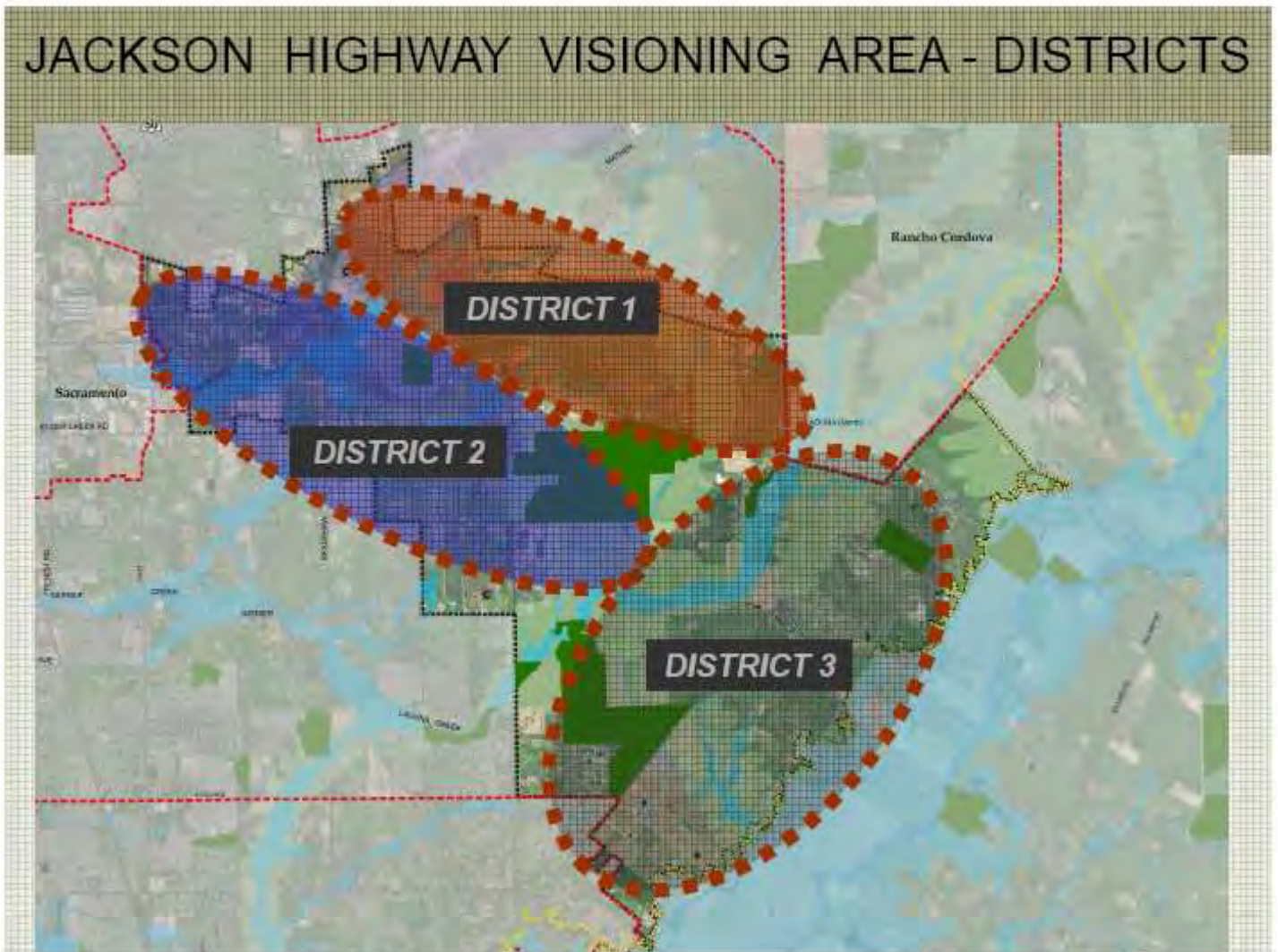
## Your Community Preferences

The “Your Community Preferences” workbook exercise consisted of five different nodes within the Jackson Highway Visioning project area. It also included a list of possible land uses, categorized by residential, commercial, employment/industrial and open space.

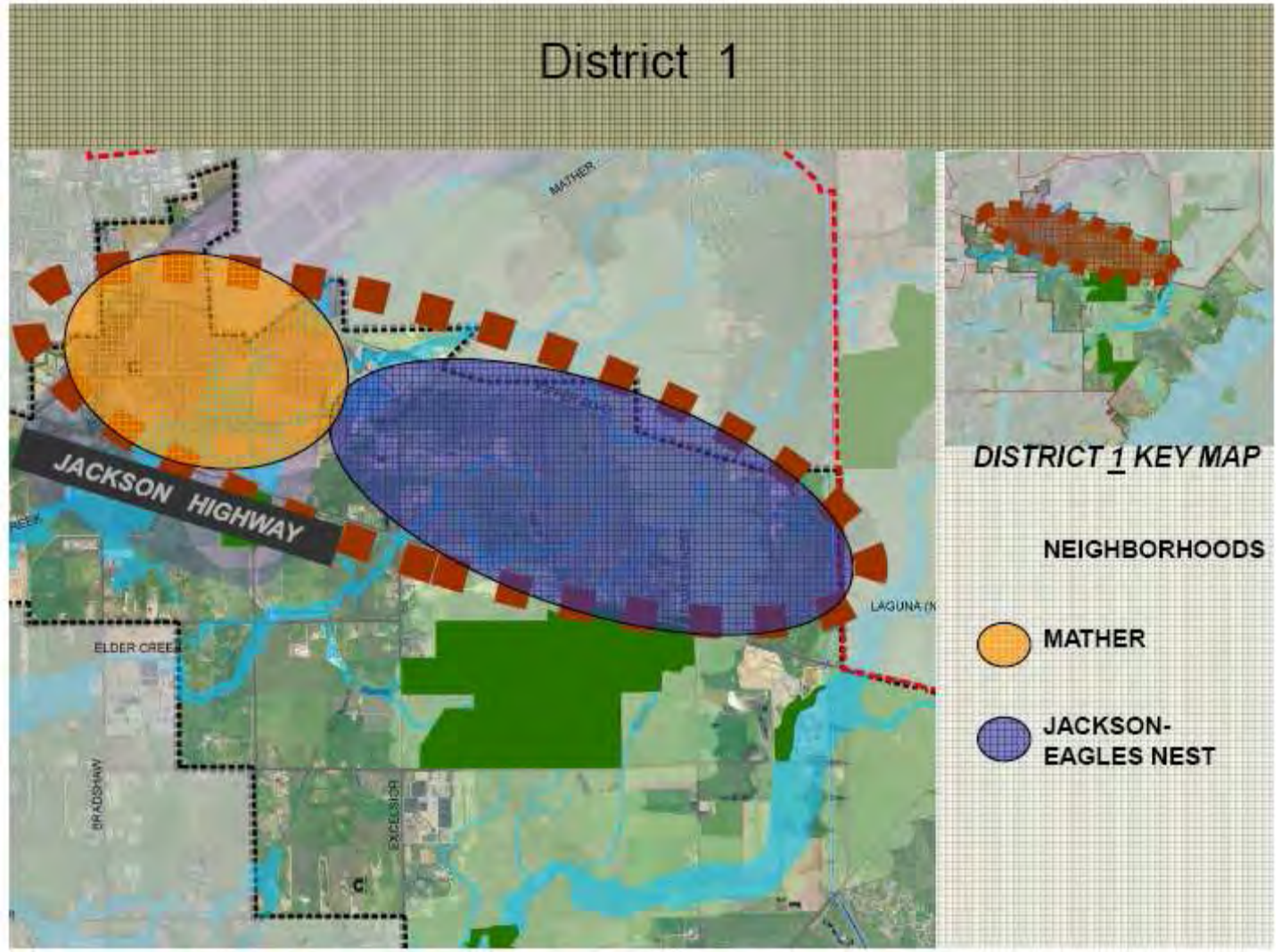
Each participant was instructed to assign checkmarks to their preferred uses in each neighborhood. The land use choices were the same for all neighborhoods except for the Mather Neighborhood, where the noise contours due to Mather Airport prevent any residential development. For the Mather Neighborhood, no residential uses were given as options.

A total of eight checkmarks were allotted for each node, with the option to place multiple checkmarks (up to three) to indicate higher priority on a particular use. Participants were urged to provide any additional land use options that were not listed.

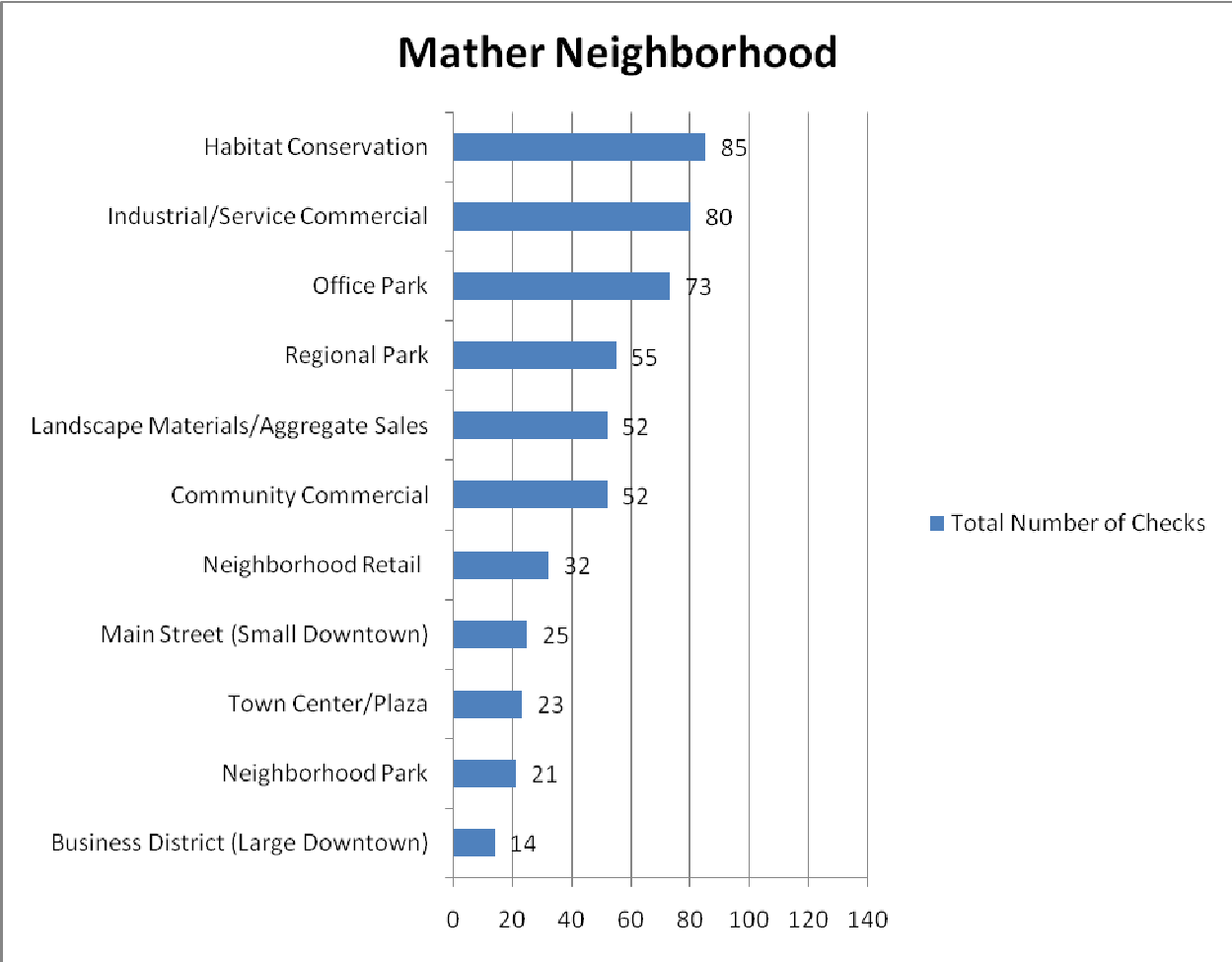
\*Totals may reflect multiple votes by a single individual.



District 1

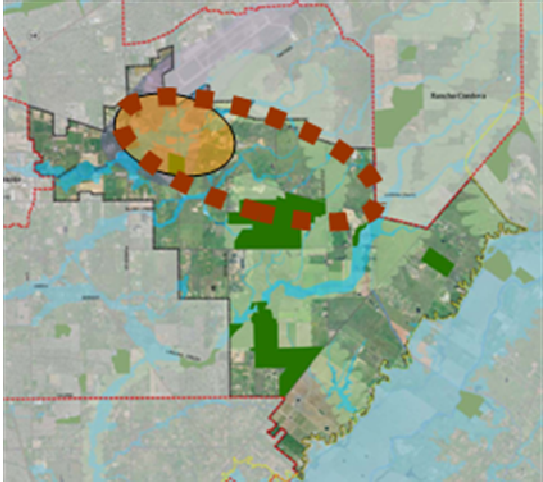




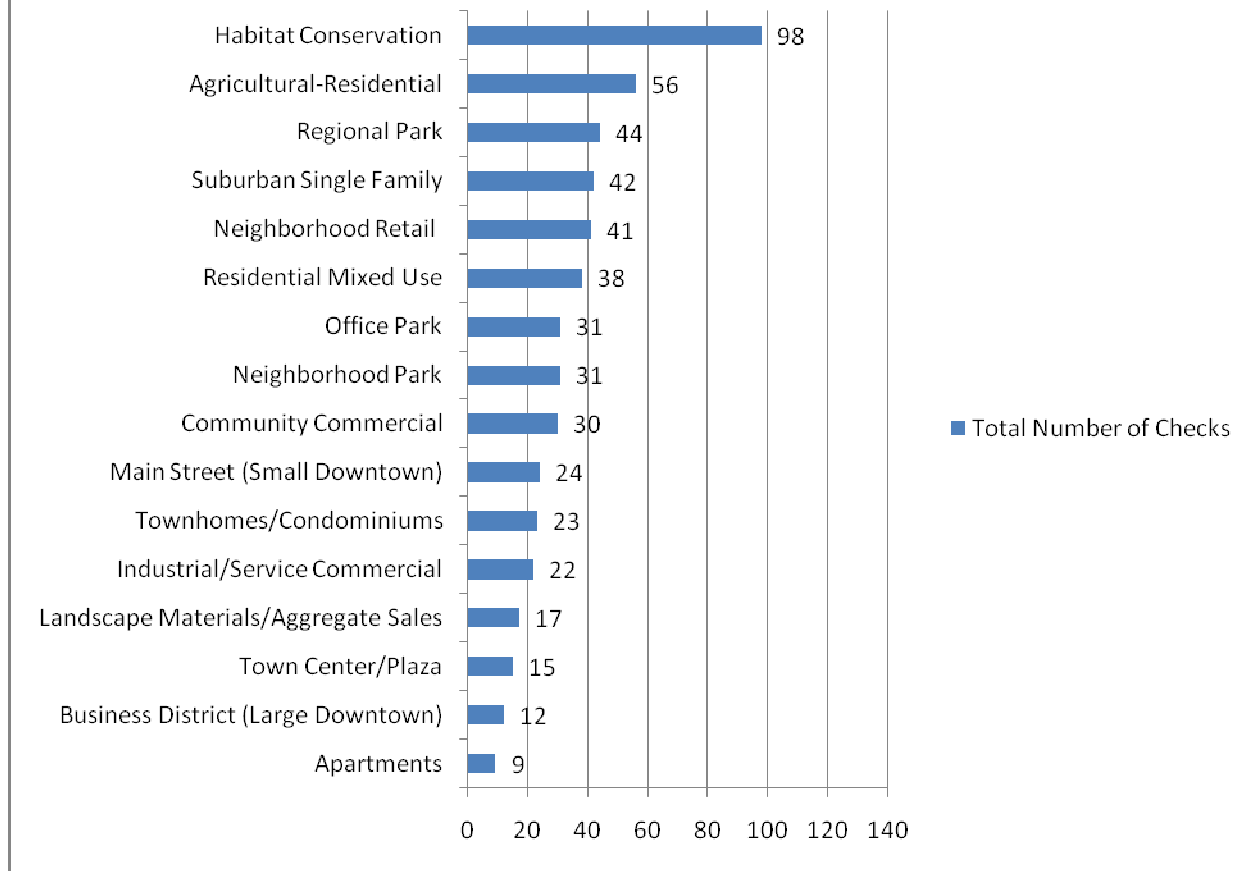


**Mather Neighborhood Comments**

- No residential uses.
- Only in area southwest of runways which are highly disturbed, intensive urban development may be appropriate. However, east of Excelsior should be conservation-oriented.
- Don't care.

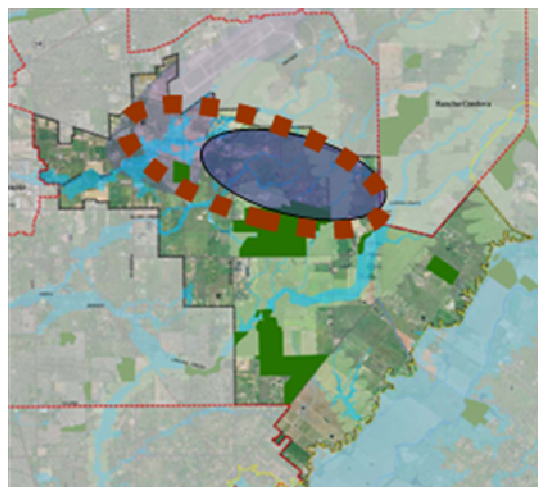


## Jackson-Eagles Nest Neighborhood

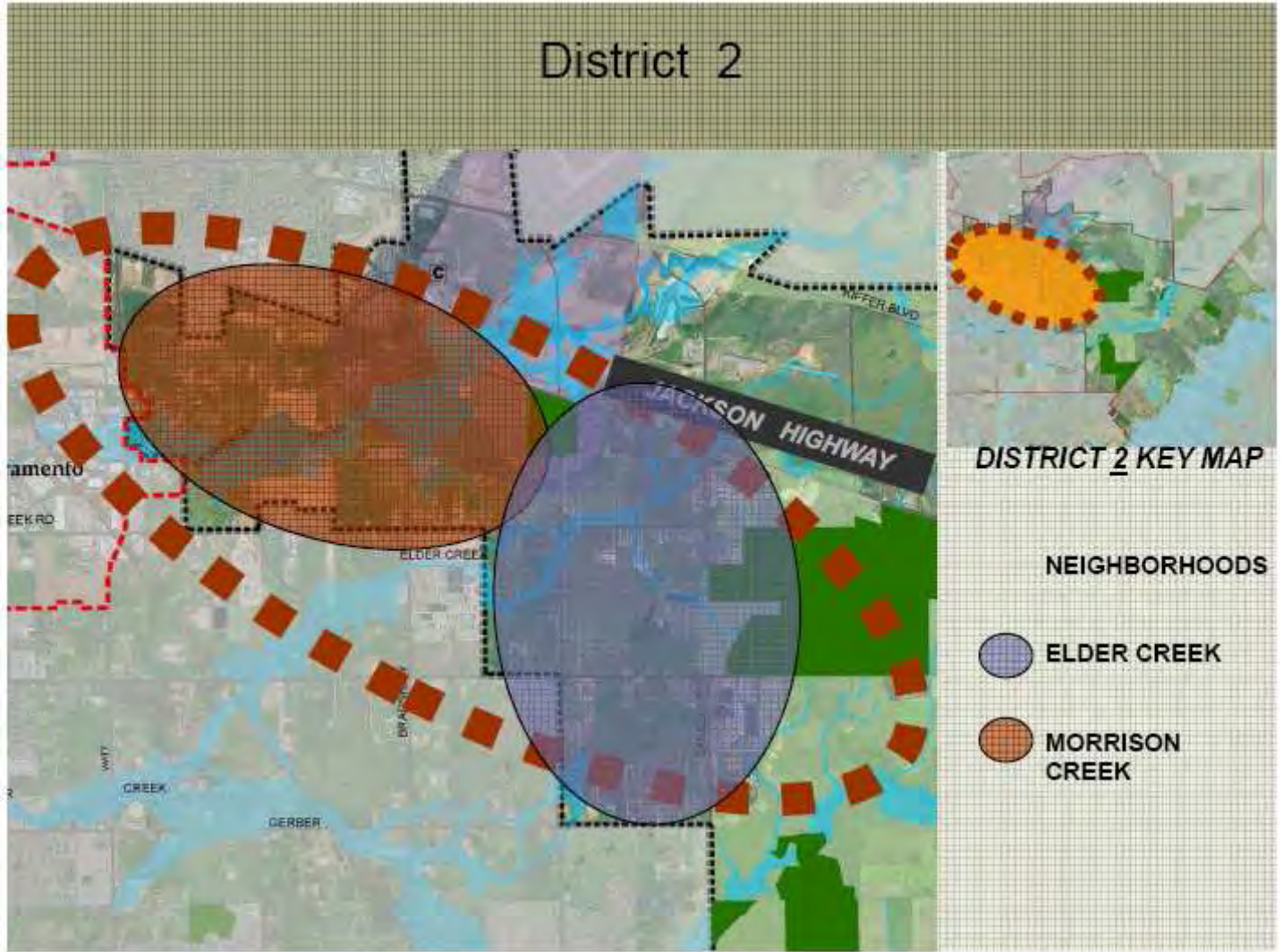


### Jackson-Eagles Nest Neighborhood Comments

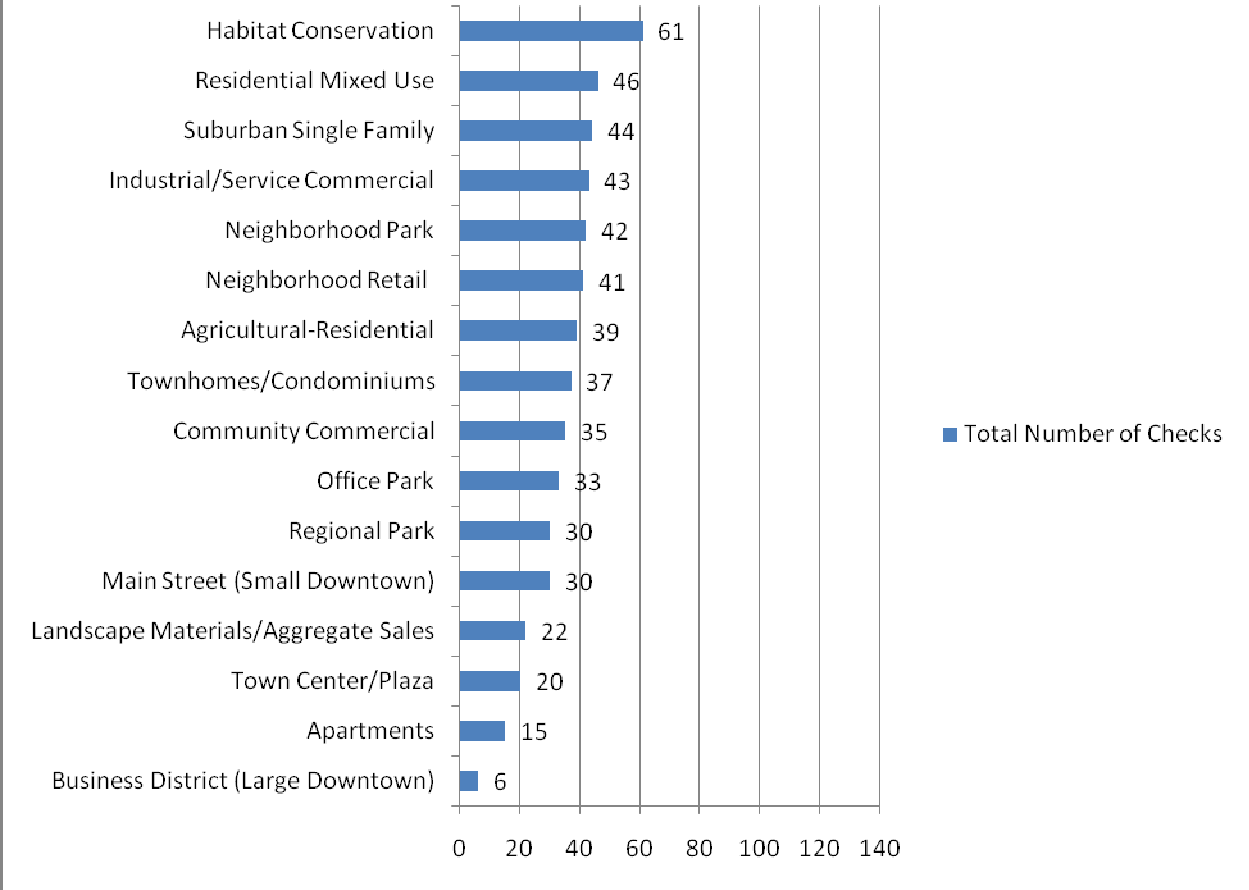
- Must be preserved in expansive quantities. Fed up with traffic and development.
- Don't care.



District 2

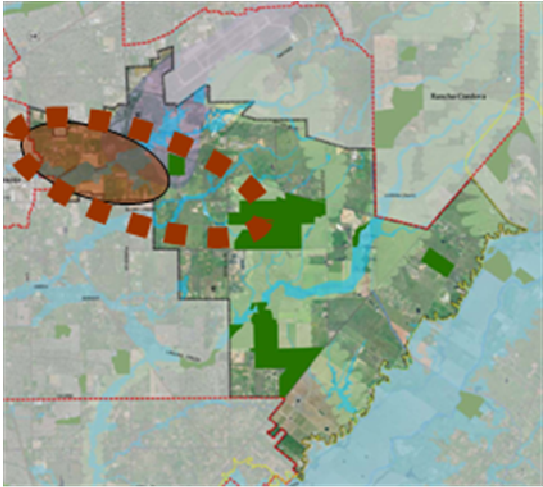


# Morrison Creek Neighborhood

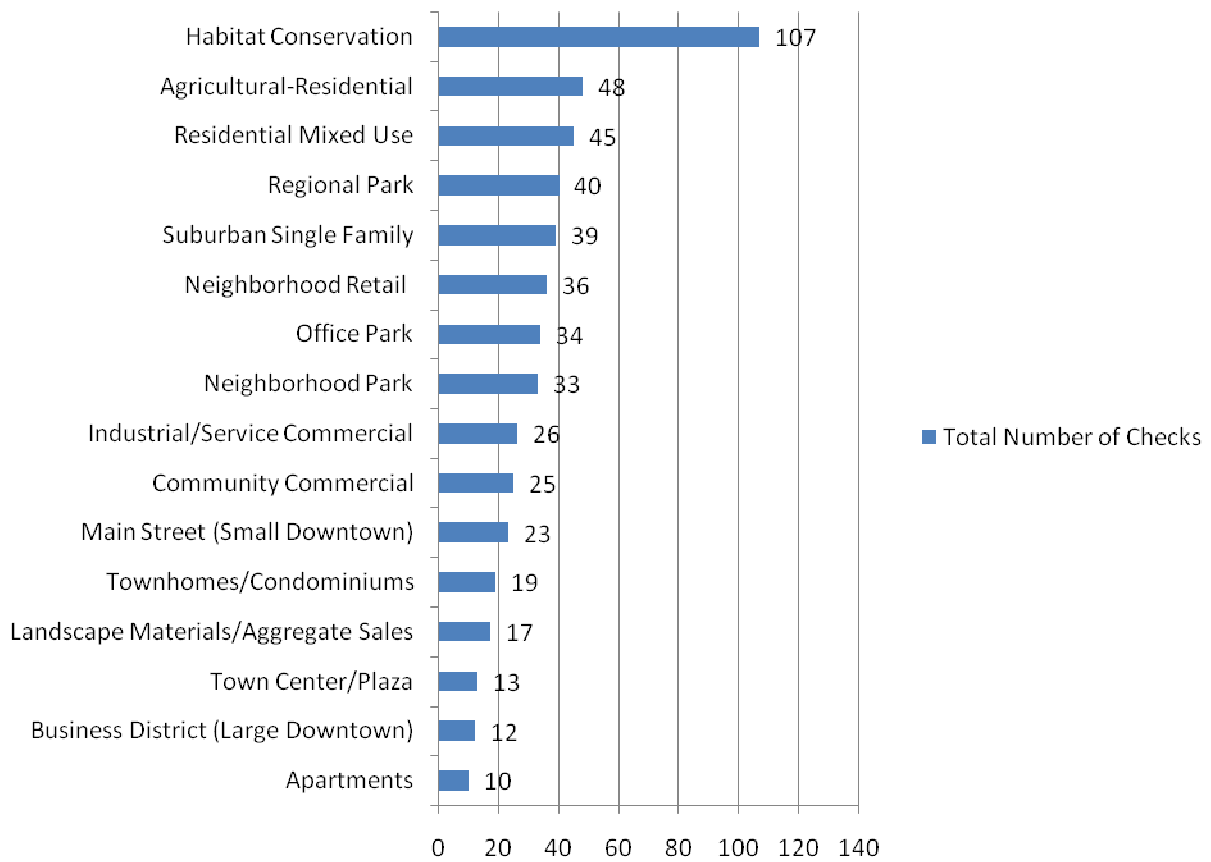


### Morrison Creek Neighborhood Comments

- Habitat conservation – Morrison Creek Corridor.
- Employment/Industrial – in areas constrained by Mather Airport Comprehensive Land Use Plan (CLUP).

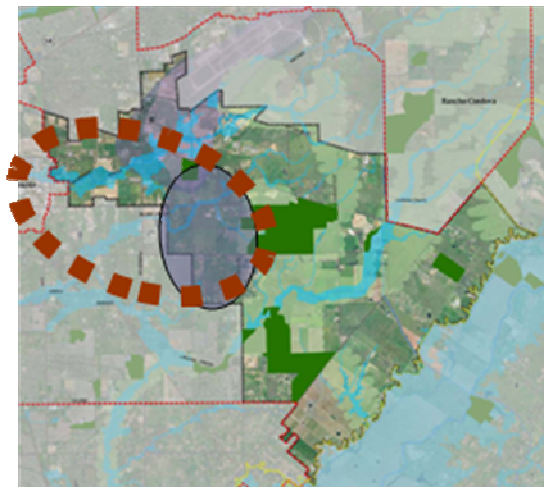


## Elder Creek Neighborhood

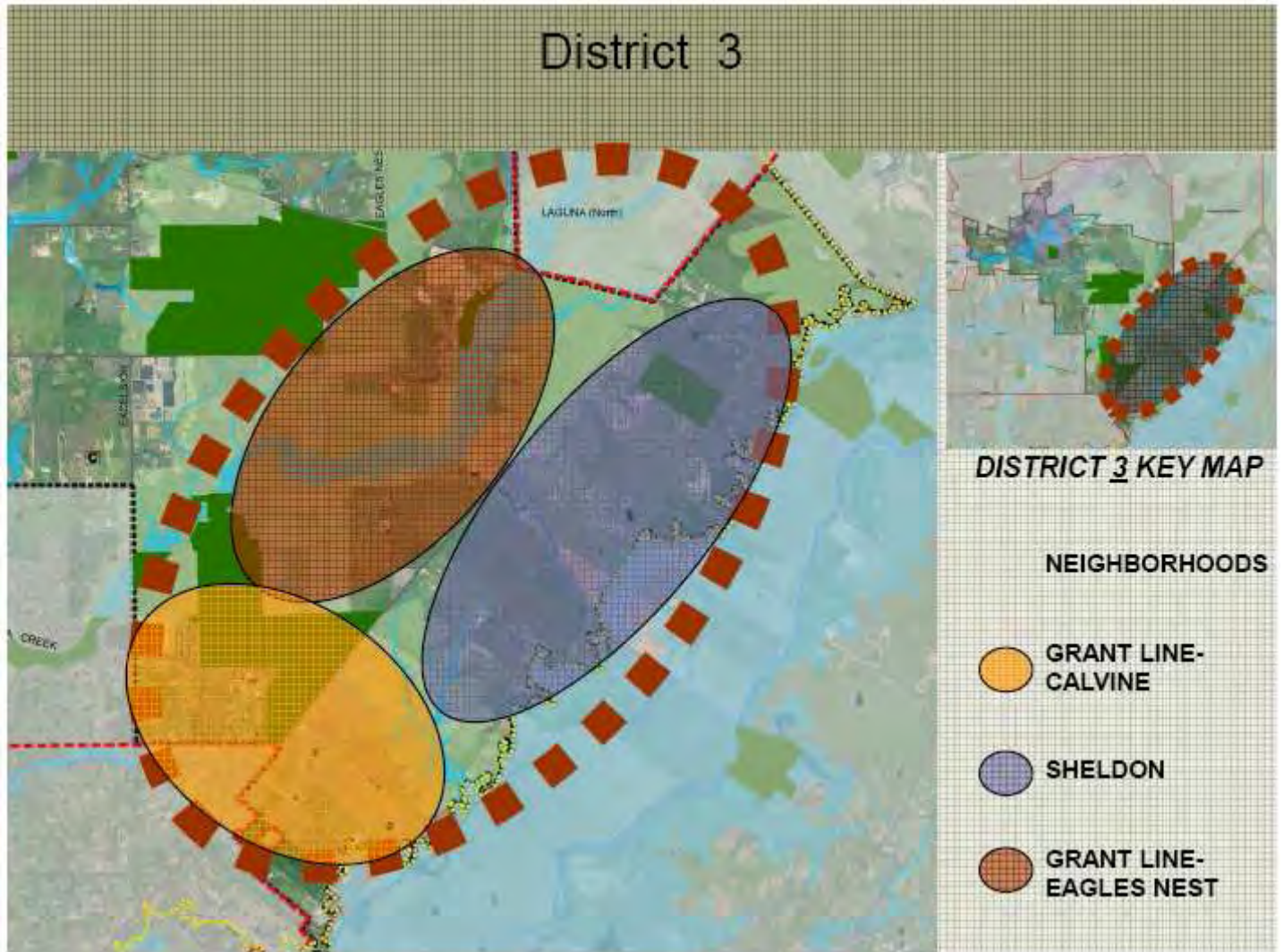


### Elder Creek Neighborhood Comments

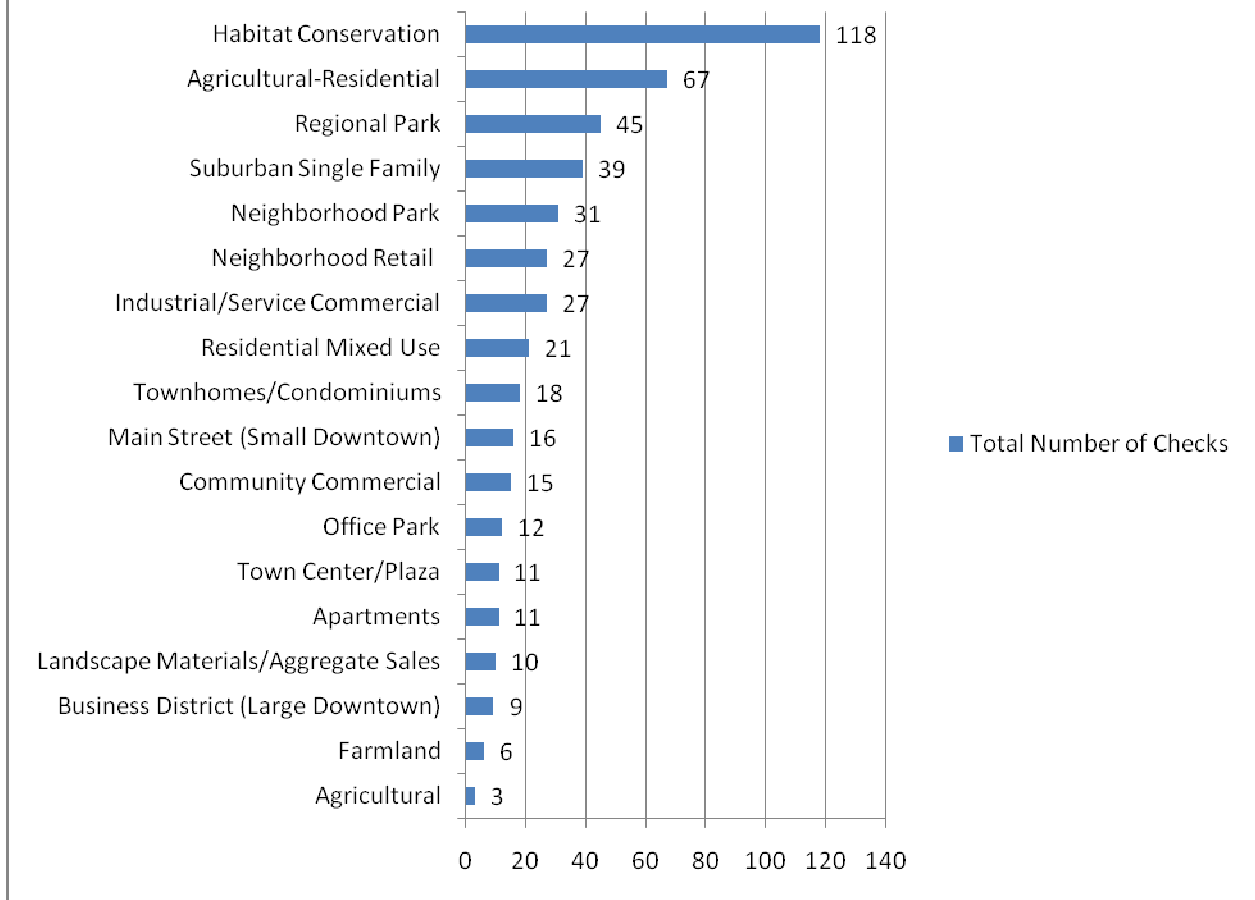
- Don't care.



District 3

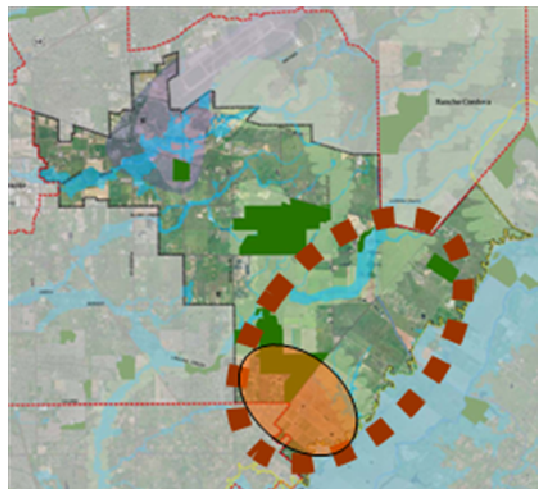


## Grant Line-Calvine Neighborhood

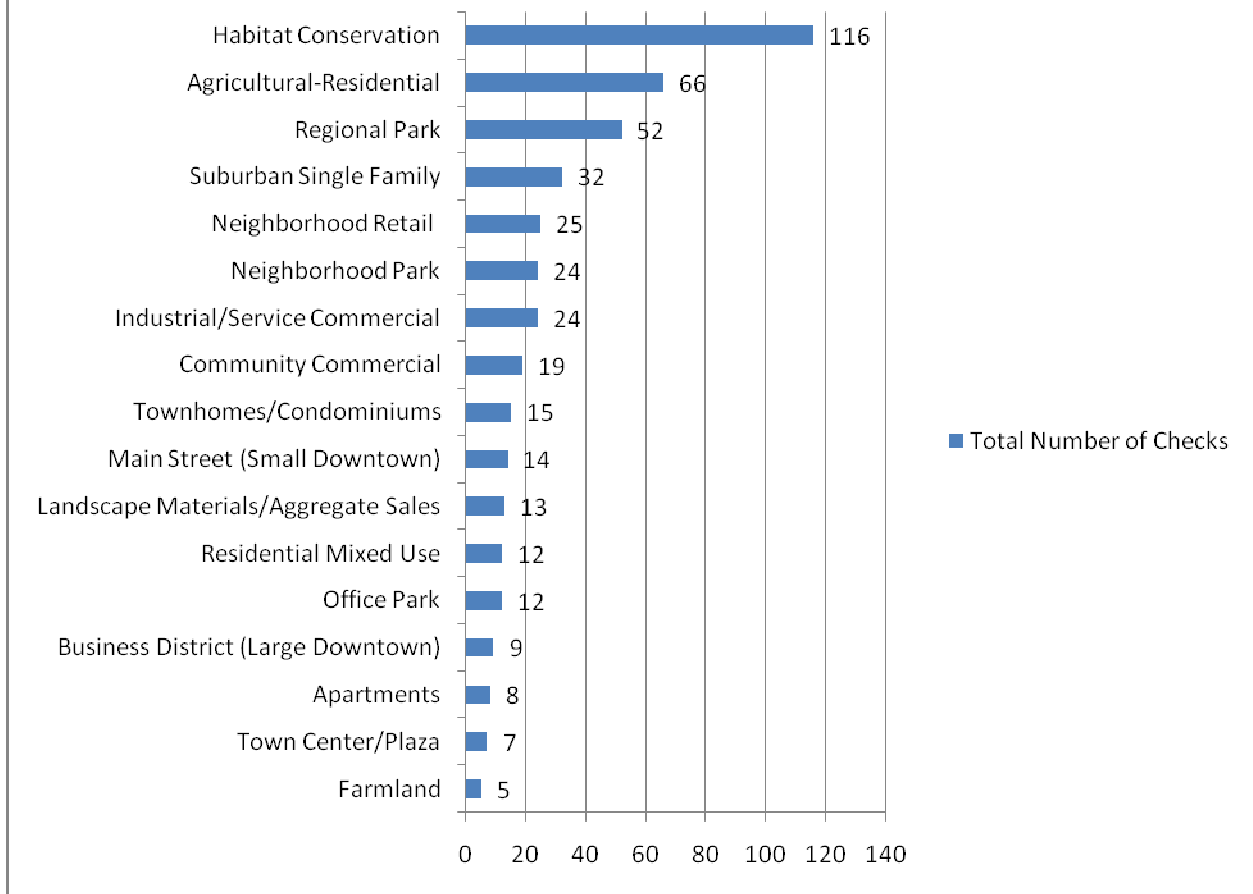


### Grant Line-Calvine Neighborhood Comments

- Don't care.

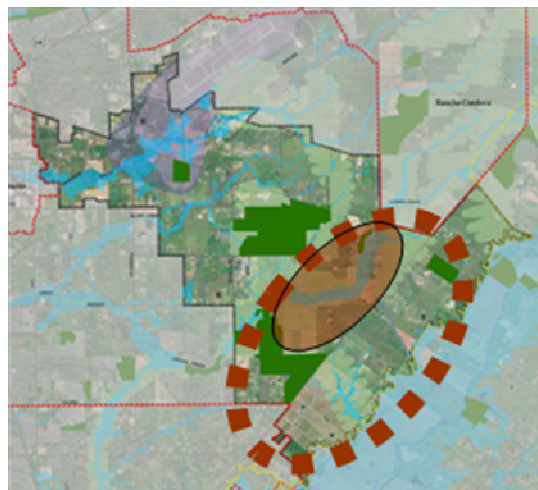


## Grant Line-Eagles Nest Neighborhood



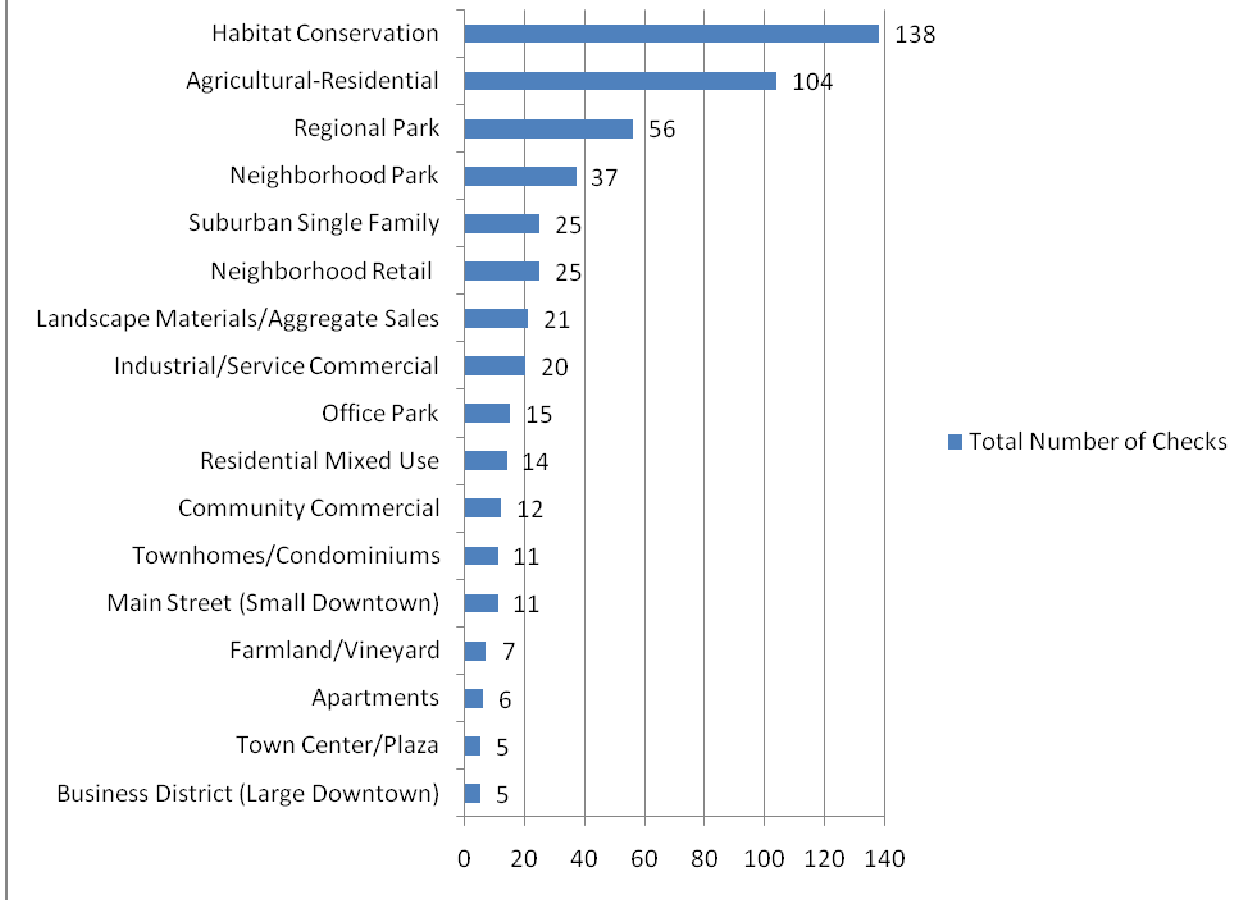
### Grant Line-Eagles Nest Neighborhood Comments

- Please don't build out here.
- Don't care.



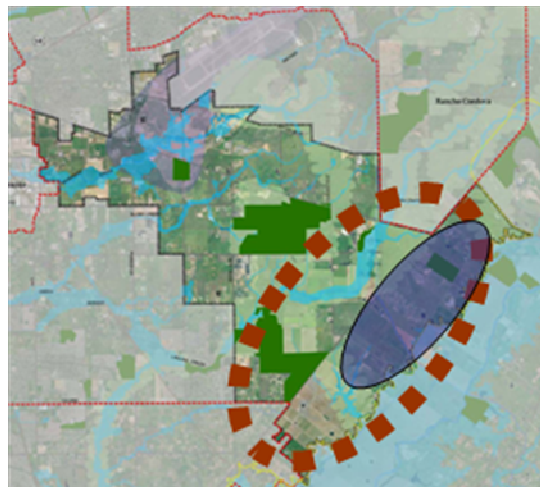


## Sheldon Neighborhood



### Sheldon Neighborhood Comments

- Please don't build out here.
- Don't care.
- Need agriculture preservation.



## Additional Comments

The last page of the workbook provided space for participants to express any additional comments pertaining to the workshop, workbook or general project comments.

- Contain urban development to area east of Excelsior. Area east of Excelsior should contain significant conservation and compatible open space/agriculture. Existing agriculture should have been offered as an option for land use, particularly east of Excelsior as this land use would be compatible with open space and conservation.
- Very well done.
- Why isn't agriculture an option in the areas that have rich vernal pools?
- Because of climate change, because of obesity and health issues, because of the rising cost of gasoline, it's imperative that we stop spreading development and instead go up. We need to grow vertically within existing development boundaries.
- Agriculture should be a land use choice within the USB! Transportation priorities should have included biking and walking. Transportation priorities was pooling set-up overall. Each one of these could be the priority for a given situation.
- Please do not develop these areas until absolutely necessary. Preserve the farms and the habitat!
- With smart planning and smart growth we can accommodate population growth for at least the next 25 years. There are 2,000+ empty lots in the city of Sacramento alone. Let's build up, not out. Let's preserve the rural flavor of the Jackson Corridor by leaving it as it is.
- What about just agriculture?
- If development is going to happen, the most-dense development should be at the western portion of the study area. The eastern and southern portion (along Grant Line Road) should remain more rural with open space and regional parks. Since flooding from the Cosumnes River could present serious issues to extensive development on the eastern portion of Grant Line Road, no commercial and very limited residential development should occur in that portion of the study area.
- No options for agriculture areas/farms (I added my own).
- Nice turnout!
- Please do not assume everyone has email - please mail copies to me. Remember Sacramento County is based on (history rooted in) agriculture - and that is not addressed in this workshop.
- I think this area should remain largely agricultural and habitat for wildlife with some industrial uses and some ranchettes (small family farms/ranches).
- Habitat values are too high east of Excelsior for any development to be appropriate there!
- Use agriculture-residential to anchor USB. Do not add additional habitat conservation within USB unless fair market value is paid to the land owner whose land is restricted by the additional habitat protection designation.
- Good presentation.
- I think we should build up and not out - use the existing industrial areas to eliminate traffic!
- Thanks for not reviving the stupid card game from last year!
- 54 of us are concerned about the water situation of the "Well Protection Program." As a group we haven't got answers for families that live on the north side of Jackson.
- It appears that purely agricultural land has no future in these plans. How is our groundwater protected?
- Please send things to me by regular mail. Thank you! I'm very concerned about the future of my well-water - the north side of Jackson Road was not initially included in the well protection program.
- My concern is the water problem, as we are on well water. With the addition of 22,000 homes on Sunrise, we (on the north side of Jackson) were not a part of the well protection program.
- The city of Rancho Cordova will be providing additional information on policy direction based on the city's general plan (see Attachment #1). The city is very concerned with the land use at the western end of

runway. Natural resource protection needs to be key in determining areas for future growth. Village commercial should be promoted - rather than larger mega-retail centers (40 Acres +). City promotes the "Expressway" El Dorado to Elk Grove.

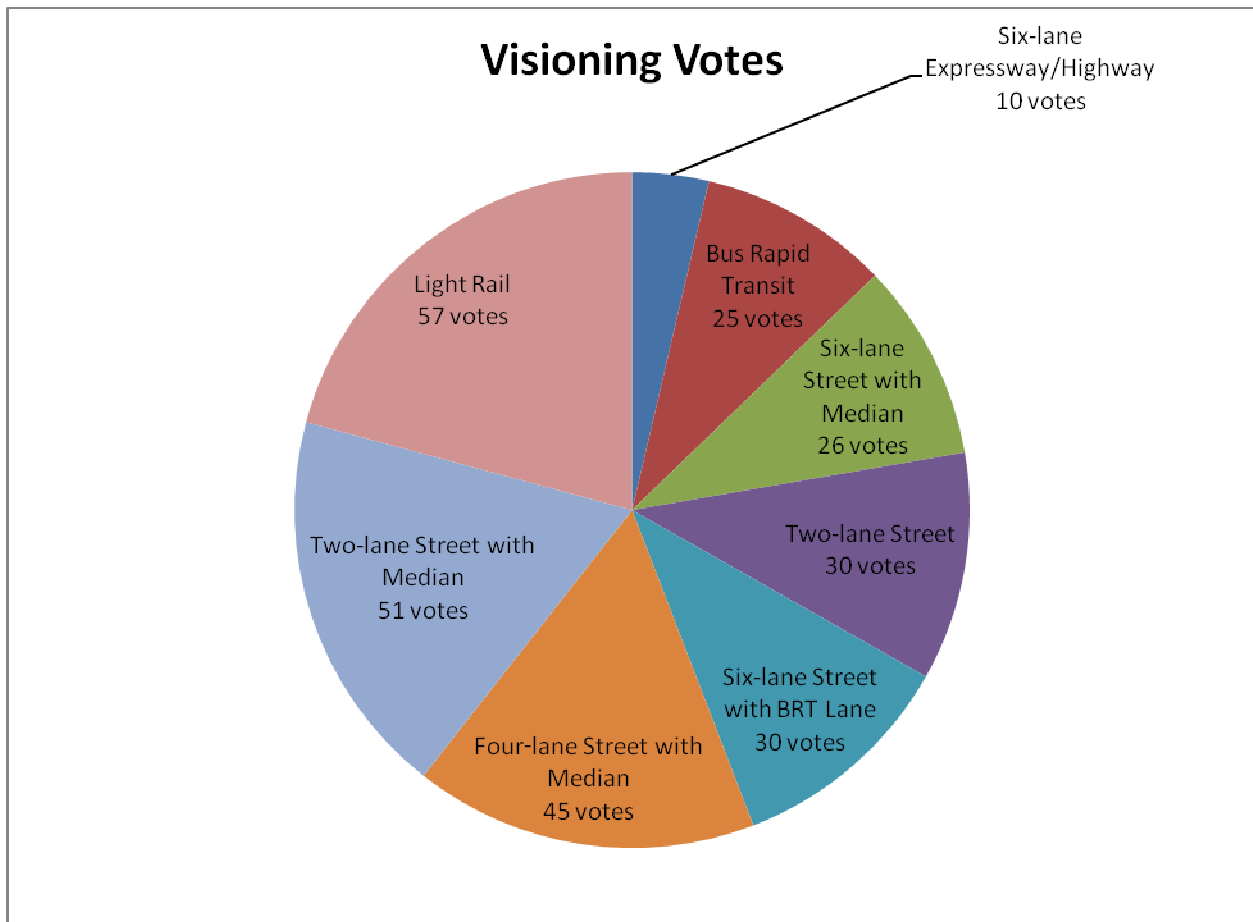
- Thank you for the information - very informative.
- In 1978, at the Sierra Enterprise School, we were told that the County didn't want any more homes built in or near Mather Field Flight pathway because B52s. They changed our zoning Agricultural-Residential 5 to industrial reserve and said it would only prevent new homes. B52s are gone, give us our zoning back.
- I think the County should spend more time dealing with infill development and filling up half-empty strip malls and sprawling existing retail areas rather than focusing on paving over some of the last remaining ag and open space areas in the region.
- There were no options for preserving the agricultural areas in District 3. Needs to be included!
- Would like an option to leave some areas between Grant Line and the river as agriculture, but this form does not leave that choice open. The "agriculture-residential" and "habitat conservation" categories do not provide for this. For certain areas, please provide for an agricultural preservation option, especially east of Grant Line.
- I am a resident of Davis but thought you might want my opinion anyway. I am also a City Planner with the City of Sacramento and will be working with you on this.

## Visioning Votes

One interactive station featured a “Visioning Votes” exercise designed to collect participant feedback on preferred transportation options for the Jackson Highway project area. Each participant was given four ‘votes’ to place into the boxes corresponding with the transportation choices of:

- six-lane expressway/highway
- bus rapid transit
- six-lane street with median
- two-lane street
- six-lane street with BRT lane
- four-lane street with median
- two-lane street with median
- light rail

Participants could use any combination of votes to best reflect their desires for future transit and transportation needs.



## Attachment #1

The following was submitted as public comment from the city of Rancho Cordova.

# II LAND USE

## JACKSON PLANNING AREA

Note: This Area is OUTSIDE the existing City Limits.

### Conceptual Land Uses

Because the Jackson Planning Area is located along the perimeter of the City's General Plan Planning Area Boundary, land uses in this area will serve to transition from urban to rural uses at the City's "edge".

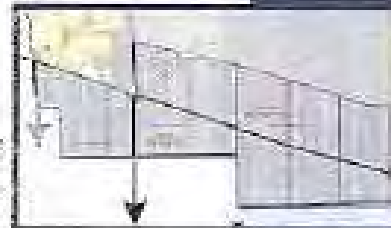
Because of the required safety zones and the various flight patterns into and around Mather Field, in conjunction with the industrial development west of the site, large portions of the central and western Jackson Area will remain undeveloped or in a office mixed-use, public/quasi-public, light industrial, or surface mining designation with some supporting commercial. Central portions of the Planning Area contain floodplains, creeks, vernal pools, and open space. It is anticipated that portions of the eastern edge of the Area will remain in surfacing mining and heavy industrial use.

As shown in the conceptual land plan, developable portions of this area are expected to be developed with a wide range of residential, commercial, office, and light industrial uses. The southern and eastern portions of the Jackson Planning Area will most likely develop as a series of residential neighborhoods with an average density of four dwelling units per acre. Village centers serving the Area may be located along the Jackson Highway at Bradshaw Road and just west of Sunrise Boulevard. There is a possibility that a local town center may be warranted at the Jackson Highway and Bradshaw location, depending upon the final size of the buildout.

### Conceptual Circulation and Transit

Development within the Jackson Planning Area will necessitate the expansion of all five major roads serving the area (Bradshaw Road, Klefer Boulevard, Eagles Nest/Zinfandel, Excelsior/Douglas Road, and Jackson Highway). Their potential size will be in keeping with the rural character of the area, yet will need to support the demand placed on them.

The Jackson Planning Area will include various recreational trails and facilities. Public transit service may be provided as demand can support, including bus rapid transit service along Jackson Highway, connecting with Downtown Sacramento to the west and Rancho Marrieta/Amado County to the east.



Planned Future State  
Area: 8,000  
Dwelling Units: 3,200  
Density: 1.93  
Population: 15,487  
Employment: 10,731



## II LAND USE

FIGURE LU-22  
CONCEPTUAL LAND PLAN FOR  
THE JACKSON PLANNING AREA



### Environmental Conditions

The Jackson Planning Area contains vernal pools and several streams/creeks, including Frye Creek, Laguna Creek, Morrison Creek, and Elder Creek. This Planning Area contains existing preserves and conservation easements south of Jackson Highway between Excelsior Road and Eagles Nest Road. This planning area also falls within the 100-year floodplain and within the Mather Airport safety zones and noise contours. Impacts to vernal pools would require a permit from the U.S. Army Corps of Engineers. Impacts to streams/creeks may require a permit from the U.S. Army Corps of Engineers and/or a Streambed Alteration Agreement from the Department of Fish and Game. The 100-year floodplain, the Mather Airport safety zones and noise contours would restrict the type of land uses that could be constructed within portions of this planning area. The Planning Area includes an existing rendering plant that has incorporated upgrades to address odor issues associated with operations. As urban development continues to expand south, consideration should be given to the potential for additional mitigation and/or relocation of this facility.

## II LAND USE



FIGURE LU-23  
ENVIRONMENTAL AND PHYSICAL CONSTRAINTS MAP  
FOR THE JACKSON PLANNING AREA



### Timing

Because of its location and proximity to other existing uses (Mather Field, surface mining operations, etc.) the Jackson Planning Area will probably not develop within the timeframe of this General Plan.