

# **Appendix INT-2**

---

## **Notice of Preparation and Comments**

Department of  
Community Development  
Lori A. Moss, Director



**Divisions**  
Building Permits & Inspection  
Code Enforcement  
County Engineering  
Planning & Environmental Review

**DEPARTMENT OF COMMUNITY DEVELOPMENT**  
**Planning and Environmental Review Division**  
**NOTICE OF PREPARATION**

**AUGUST 5, 2013**

**TO: ALL INTERESTED PARTIES**

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR JACKSON TOWNSHIP SPECIFIC PLAN**

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

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online by going to the PER homepage ([www.per.saccounty.net](http://www.per.saccounty.net)) and searching for environmental documents. The direct link to the document search page is:

<http://www.per.saccounty.net/EnvironmentalDocuments/Pages/SearchDocuments.aspx>.

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

Catherine Hack, Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220, Sacramento, CA 95814  
or via e-mail at: [DERA@saccounty.net](mailto:DERA@saccounty.net).

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

Agencies with specific questions about the project should contact Lauren Hocker, Environmental Review Project Manager, at (916) 874-7914 for further information.

**PLNP2011-00095 JACKSON TOWNSHIP SPECIFIC PLAN**

**PROJECT TITLE:**

JACKSON TOWNSHIP SPECIFIC PLAN

**CONTROL NUMBER:**

PLNP2011-00095

**OWNER:**

Various (see list attached to NOP)

**APPLICANT/PROJECT PROPONENT:**

Tsakopoulos Investments, Angelo G. Tsakopoulos

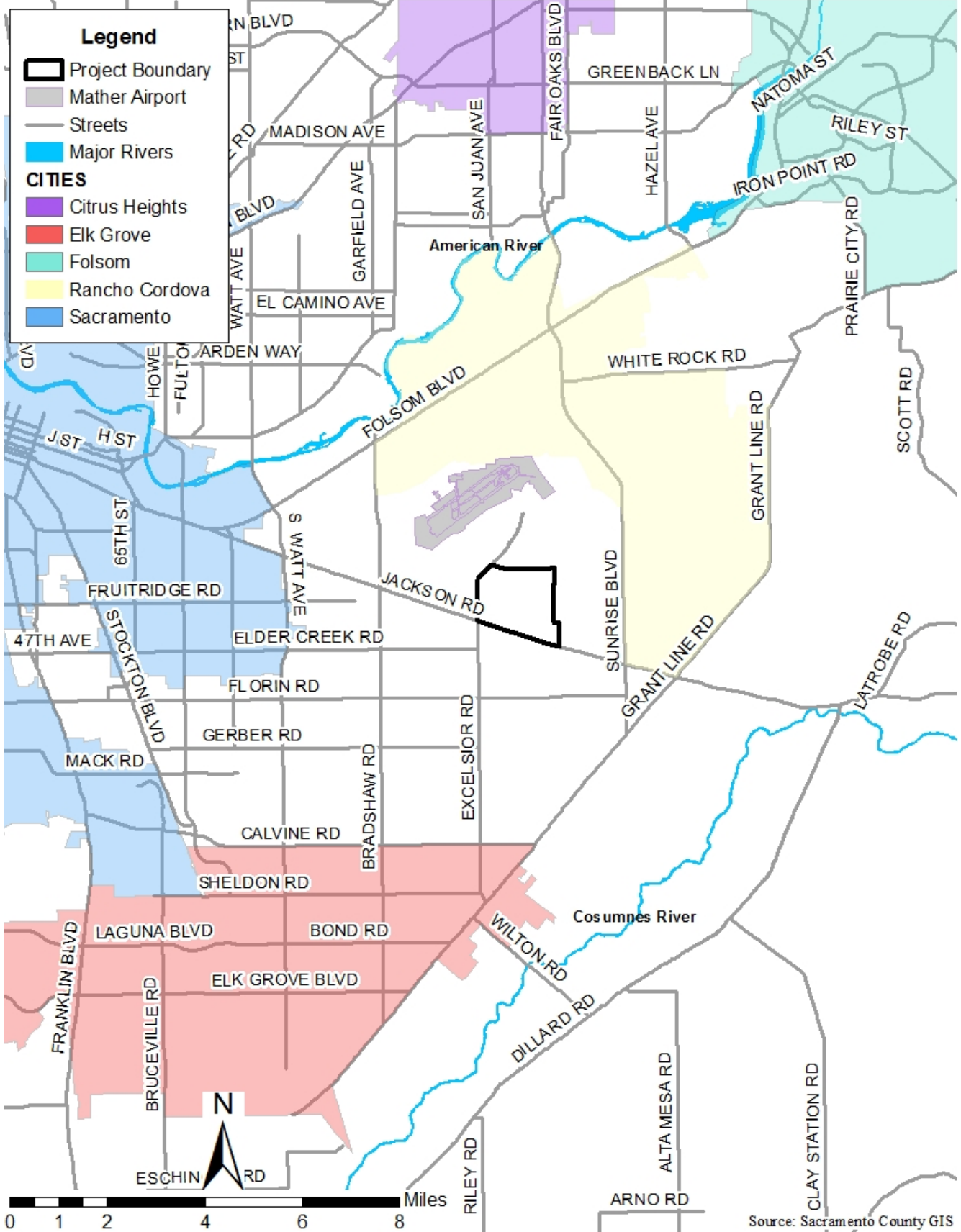
**PROJECT DESCRIPTION AND LOCATION:**

The proposed Plan Area, approximately 1,391 acres, is located in southeastern Sacramento County, lying south of the Mather Specific Plan Area, east of Excelsior Road, north of Jackson Highway and west of Eagles Nest Road in the Vineyard Community (Plate NOP-1 and Plate NOP-2). The Plan Area is currently designated on the Sacramento General Plan with land use designations of Extensive Industrial and General Agricultural. The property has current zoning of Light Industrial (M-1), Industrial Reserve (IR) and Permanent Agriculture (AG-80). There are 24 different landowners within the Plan Area. The largest landowner—Excelsior Estates LLC, represented by Angelo G. Tsakopoulos as the applicant—owns and/or controls approximately 862 acres (approximately 62 % of the total) within the Plan Area boundaries.

The proposed Project includes a range of different uses, including low density (6.0 units/acre), medium density (13 units/acre), and high density (25 units/acre) residential; general and community commercial; office; and mixed use. The proposal also includes three elementary schools, a middle school/high school, a public-quasi public site for a fire station, and parks. Land along the northern and eastern sides of the Project are shown as Wetland Preserve. These designated lands match the adjacent land use proposal to the east, known as NewBridge, and reflect the current status of the proposed preserve boundaries being negotiated as part of the anticipated South Sacramento Habitat Conservation Plan (SSHCP). The anticipated SSCHP preserve boundaries are planned to continue southward, extending beyond Jackson Road, but the exact location of this preserve has not yet been determined. For this reason, the Project includes an area designated Agriculture in the southeastern corner of the site; there is an equivalent area to the east within the NewBridge project. It is anticipated that the area needed for the preserve will be smaller than the total area shown as Agriculture, but rather than prematurely designate some areas for urban uses and some as Wetland Preserve, the entire corner is reserved as Agriculture, which maintains the current use of the land. Although the land use plan reflects the existing AG use, the technical studies will assume the potential for 6 units per gross acre, to ensure that overall infrastructure planning of the planning areas is coherent should some portion eventually be proposed for development, once the preserve is identified.

The proposed Project includes 6,143 residential units spread somewhat evenly between low density (35% of units), medium density (29% of units), and high density (35%) of units, with an additional 100 units (2% of units) within the mixed use designation areas. The analyses will assume that the units in the mixed use area are high density. In addition to the residential units, the Project includes 1,996,100 square feet of non-residential uses. There are also three alternative versions of the Project which the applicant has provided; these are project alternatives, not CEQA Alternatives. A table which summarizes the proposed land uses and an exhibit showing the land plan area provided at the end of the NOP (Table NOP-1 and Plate NOP-4).

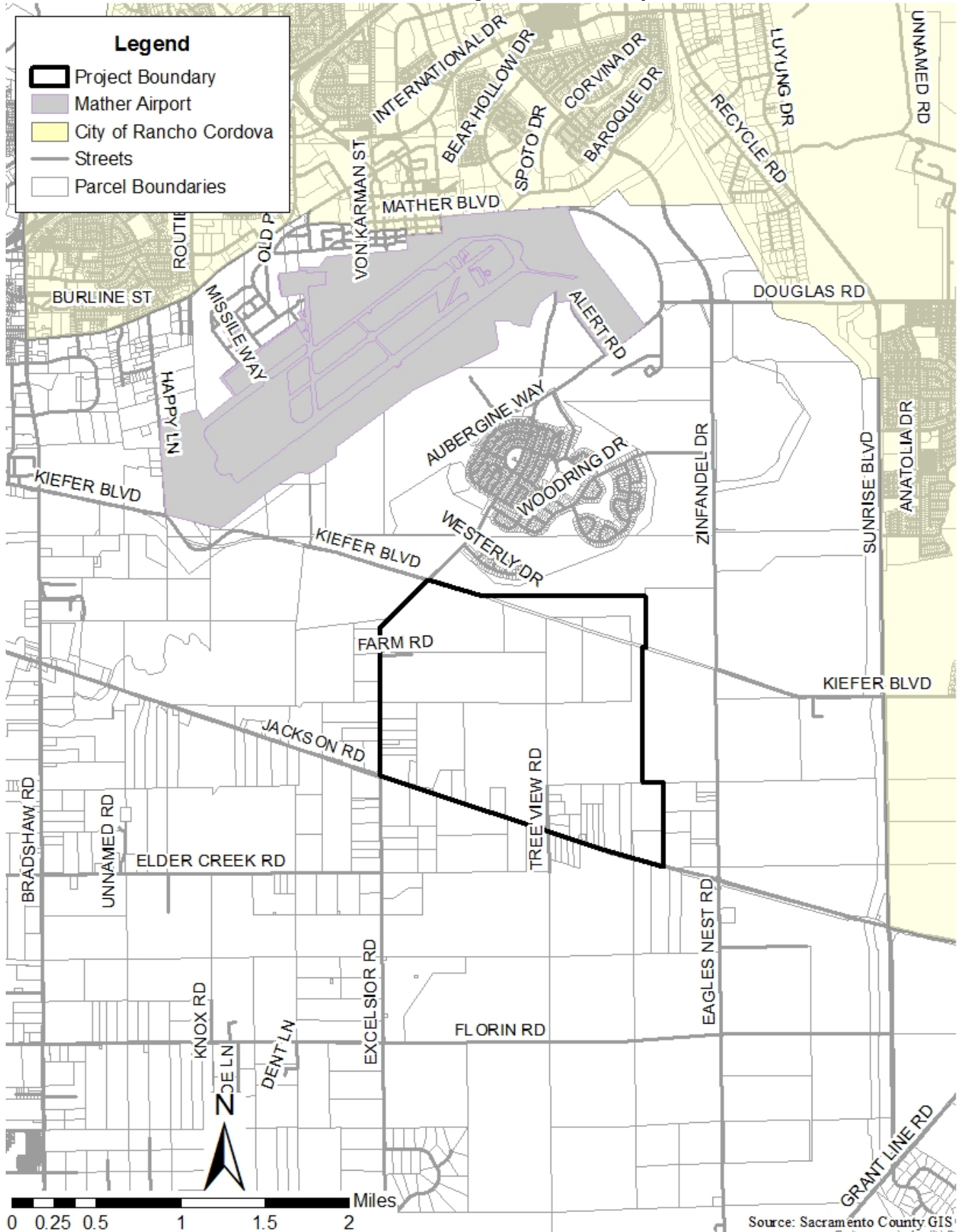
**Plate NOP-1: Regional Location Map**



Source: Sacramento County GIS



**Plate NOP-2: Project Location Map**



Most homes within the Plan Area will be within a quarter-mile of an open space area: either a park, linear parkway, or natural open space. Likewise, most homes will be within a half-mile of the retail/employment land uses. According to the application materials, a key feature of the Plan Area is a large, centrally-located greenway/drainage corridor with a trail on one side that will provide easy, non-vehicular linkages from one end of the community to the other. An interconnected street system, connecting trails and paths with potential for future transit connections, is provided throughout the Plan Area. Street layouts were designed in coordination with County Department of Transportation and Planning and Environmental Review staff. The Circulation Plan and Bikeway Master Plan diagram are included with the other project exhibits at the end of this NOP (Plate NOP-5 and Plate NOP-6).

The Plan Area is within the Elk Grove Unified School District and the Cordova Recreation and Park District. The Project includes three sites designated as elementary school sites (approximately 10 acres each) and one site designated as a joint middle school/high school (approximately 70 acres). The elementary schools are co-located with neighborhood parks to invite joint use. A total of eight neighborhood parks and one Community Park are included in the proposed Project.

**Alternative 1** involves a 40.1 acre Office (O) use designated along Tree View Lane, in the place of the 22.3 acre MD and the 16.9 acres HD sites. **Alternative 2** involves the three parcels in the northwest corner of the site designated MD, HD and CC. The CC and MD parcels switch locations and the acreages of all three parcels change slightly. **Alternative 3** is essentially a combination of Alternatives 1 and 2. Alternative 3 involves the addition of the 40.1 acre Office parcel as described in Alternative 1 as well as the switch in location of the CC and MD sites as described in Alternative 2. Land Use Summary tables and exhibits for these alternatives are provided at the end of the NOP (Table NOP-2, Table NOP-3, Table NOP-4, Plate NOP-7, Plate NOP-8, and Plate NOP-9).

In order to approve the Project (or project alternatives) which are described above, the following entitlements must be approved by the Sacramento County Board of Supervisors:

1. A **General Plan Amendment** to move the Urban Policy Area (UPA) boundary south to include approximately 1,391 acres encompassing the Jackson Township Specific Plan (Plate NOP-10).
2. A **General Plan Amendment** to amend the Land Use Diagram designations within the Jackson Township Specific Plan from General Agriculture (568 +/- acres) and Extensive Industrial (823 +/- acres) to Low Density Residential, Medium Density Residential, Commercial and Office, Mixed Use, Recreation, Natural Preserve, and Public/Quasi Public (Plate NOP-11).
3. A **General Plan Amendment** to amend the General Plan, including the Land Use Diagram, to include a Mixed Use Land Use Designation.
4. A **General Plan Amendment** to amend the Transportation Diagram to reflect proposed roadway alignments (Plate NOP-12).
5. A **General Plan Amendment** to amend the Bicycle Master Plan to add on- and off-street bikeways (Plate NOP-6).
6. A **Community Plan Amendment** to amend the Vineyard Community Area Plan to change the Community Plan designation of the parcels located within the Jackson Township Specific Plan area (1,391+-acres) from Permanent Agriculture (AG-80) (772.5 acres), Light Industrial (596.5 acres) and Industrial Reserve (IR) (22 acres) to Jackson Township Specific Plan Area (1,391+-acres) (Plate NOP-13).
7. **Adoption of the Jackson Township Specific Plan** for the approximately 1,391 acre Jackson Township Specific Plan area, including a Specific Plan land use diagram, Design Guidelines and Development Standards.

8. A **Zoning Ordinance Amendment** to establish a Special Planning Area (SPA) Ordinance for a 838+- acre portion of the Jackson Township Specific Plan area and a **Rezone** to amend the Zoning Designations for a 838+- acre portion (owned by the applicant) of the Jackson Township Specific Plan Area from AG-80 (489+-acres), M-1(+327acres) and IR (22 +-acres) to Jackson Township Special Planning Area (SPA) (Plate NOP-14).
9. A **Large Lot Tentative Subdivision Map** for the lands owned by Tsakopoulos Family Trust, consisting of 12 existing parcels of approximately 838 acres, to be divided into 44 parcels for the purpose of creating legal parcels corresponding to land use blocks within the Jackson Township Specific Plan.
10. **Adoption of an Affordable Housing Plan** for the Jackson Township Specific Plan.
11. **Adoption of a Development Agreement** for the Jackson Township Specific Plan by and between the County of Sacramento and the Tsakopoulos Family Trust for the 838 acres owned by the Tsakopoulos Family Trust.
12. **Adoption of a Public Facilities Financing Plan** for the Jackson Township Specific Plan that includes a Capital Improvement Program and Financing Plan.
13. **Adoption of a 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.
14. **Approval of a 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.

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

- A 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).

It should be noted that this application request does not include rezone of the properties not owned by the applicant, and that any subsequent rezones would be the subject of future applications and CEQA review.

#### **PROJECT OBJECTIVES:**

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

1. Develop an economically viable mixed use project in close proximity to the urban core.
2. Develop a marketable project which minimizes greenhouse gas emissions.
3. Develop an economically-stable community where property values are retained over time.
4. Develop a project containing a variety of housing types so as to create a demographically mixed community.
5. Develop a project which allows for easy access to green space, schools, and a town center containing various retail, dining, and other commercial services.
6. Develop a project which provides employment opportunities for workers of all income levels.

7. Develop a project which promotes a jobs-housing balance in the Jackson Highway/Mather area.
8. Develop a project which allows residents to engage in short, non-vehicle commutes.
9. Develop a project which utilizes proven design practices which result in the creation of strong communities that remain economically stable over time.
10. Develop a project which contains a circulation system that promotes walking, biking, and the use of public transit.
11. Develop a project which contains a comprehensively planned infrastructure system.
12. Develop a project which ensures funding for the on-going maintenance needs of parks, open space facilities, public services and other infrastructure.
13. Develop a project which preserves, to the extent feasible, the area's most important and valuable biological resources with a wetlands preserve.
14. Develop a project which contains adequate school facilities for community residents and assists in meeting the school facility needs of surrounding projects.
15. Develop a project which includes a community park and a variety of neighborhood parks sufficient to meet park district requirements.

**ENVIRONMENTAL/LAND USE SETTING:**

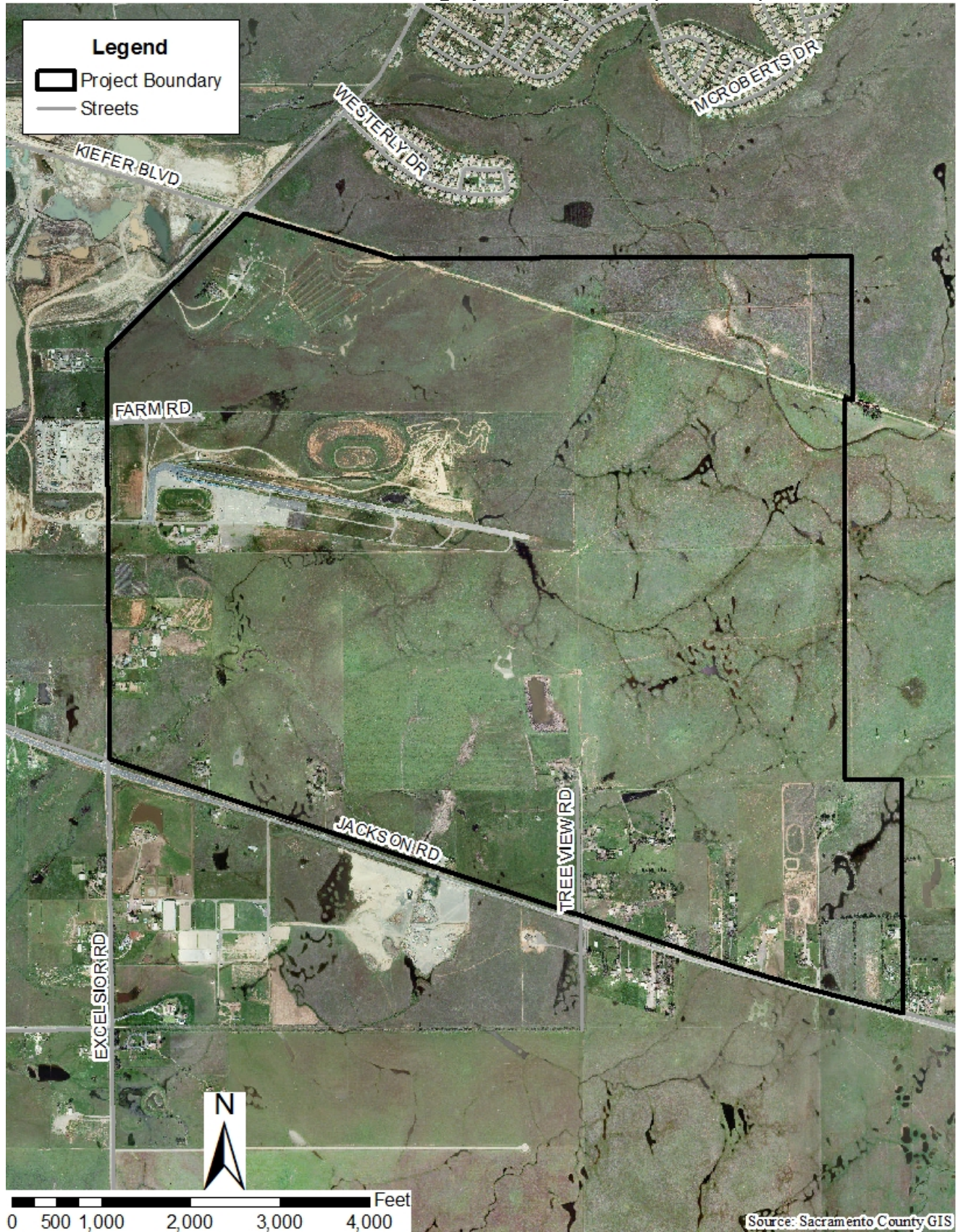
An aerial photograph of the site, taken in the year 2009, has been provided for context (Plate NOP-3). The current land uses on the properties within the Plan Area are predominantly grazing, small ranches, and agricultural residential homes. A portion of this site also includes the Sacramento Raceway, which hosts racing events on Wednesday nights, twice per month on Friday night, Saturday nights, and drag races on Saturday and Sunday. To the west of the Project, land uses are characterized by agricultural uses, mining, and commercial sales of landscaping materials. Lands to the east are generally similar to the Project site, with grazing and agricultural-residential uses predominating. The property to the east also includes the Sacramento Rendering Company plant, which is a facility that accepts animal tissue, processes it, and then distributes the byproduct for use in the manufacture of other goods. Land to the north is dominated by the presence of Mather Airport and appurtenant facilities, but also includes residential areas (Independence at Mather), nature preserve, and golf course property. Properties to the south of the Project, across Jackson Road, are generally in agricultural or agricultural-residential use or are designated as wetland preserve.

There are roadways extending along the southern and western sides of the Project boundary: Jackson Road on the southern boundary and Excelsior Road along the western boundary. There is no road along the eastern Project boundary, though Eagles Nest Road is only a few hundred feet to the east. There is also no road on the northern property boundary, but the Sacramento County General Plan Transportation Diagram shows that Kiefer Road will be extended through the site (there is currently an unmaintained dirt road along the alignment on County-owned right-of-way). Jackson Road is a state highway (State Route 16), though the California Department of Transportation is considering the possibility of relinquishing part of the facility to local control (as found in the *Transportation Corridor Concept Report: State Route 16*, dated June 26, 2012 and published by Caltrans). Where it is adjacent to the site, the roadway is a two-lane facility without a center left-turn lane, though it is four lanes on either side of the intersection of Jackson Road and Excelsior Road. Excelsior Road is also a two-lane facility with more lanes on either side of the intersection with Jackson Road.

Most of the Project site is grassland with interspersed wetlands and wetland swales; portions of the site have historically been disturbed by agricultural activities. The southwestern Project area is within the headwaters of Elder Creek, and a small bend in Morrison Creek extends slightly into the northeastern corner of the Project site.



Plate NOP-3: Aerial Photograph of Project Site (Year 2009)





## **PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:**

The analyses in the EIR will describe existing conditions, describe the legal and regulatory framework relevant to the proposed Project, describe standards of significance to be used in analysis, and describe analysis methodologies. A review of the project and of the environmental resources in the study area has resulted in the identification of the following potential areas of environmental effect:

### Aesthetics

Proposed new development areas will be analyzed for their effects on the views from surrounding properties and roadways.

### Agricultural Resources

Areas of active agricultural use, designated agricultural lands, prime farmland soils, and Williamson Act contract land will be identified and analyzed within and adjacent to the project area.

### Air Quality

Project-related emissions analyzed may include toxic air contaminants, ozone precursors, and particulates. The analysis will include discussions of emissions resulting from construction activities and emissions resulting from operational activities of the completed project. Where possible, emissions will be quantified using the California Emissions Estimator Model (CalEEMod) and/or other appropriate models.

### Biological Resources

The Project will be analyzed to identify areas where proposed changes may impact biological resources in the area. The analyses will discuss impacts to general wildlife populations and habitats, but will focus on special-status species and particularly sensitive habitats, including wetlands.

### Climate Change

Project-related greenhouse gas emissions will be quantified and analyzed for the cumulative impacts to climate change. The probable impacts to the project as a result of climate change will also be examined.

### Cultural/Historical Resources

The changes and new proposed uses will be analyzed for compatibility with cultural and historical resources.

### Geology, Soils, and Mineral Resources

Underlying soil types and suitability will be examined in areas where urban uses are proposed. Erosion potential will also be considered.

### Hazards and Hazardous Materials

Hazardous materials sites, if any, will be identified in the vicinity of proposed new development areas. Data sources may include Envirostor and Geotracker. Project compatibility with any existing hazardous materials sites will be examined.

### Land Use

The project proposal will be examined to determine consistency with land use policies/ordinances/plans that have been adopted in order to avoid environmental effects. The project impact relative to the planned and existing land use environment will also be disclosed.

### Noise

Existing and proposed uses with the potential to generate significant noise will be analyzed, which will include modeling of noise generated by transportation sources. This will include an analysis of the existing Sacramento Raceway and Mather Airport.

### Public Services

The proposal will be analyzed for its compatibility with public services and to determine what may be required to extend service to the project. Services analyzed may include but are not limited to: schools (Elk Grove Unified School District), park services (Cordova Recreation and Park District), libraries, fire protection (Sacramento Metropolitan Fire District), and police protection (Sacramento County Sheriff's Department).

### Public Utilities

The proposal will be analyzed for its compatibility with public utilities and to determine what may be required to extend service to the project. Utilities analyzed may include but are not limited to: water supply (Sacramento County Water Agency Zone 40), sewer service (annexation to Sacramento Area Sewer District and Sacramento Regional County Sanitation District), and energy services (Pacific Gas and Electric and Sacramento Municipal Utility District).

### Transportation

A Traffic Impact Study will be prepared to examine the effects of proposed project development and facilities on area roadways.

### Hydrology and Water Quality

Areas of flooding potential will be identified and drainage patterns will be examined within the watersheds affected by the project. The project will be analyzed for impacts to the existing hydrologic environment and vice versa. Agencies involved with flood control issues will be consulted. These may include, but are not limited to: the California State Department of Water Resources, the State Reclamation Board, the Sacramento Area Flood Control Agency (SAFCA), and the Sacramento County Department of Water Resources. The potential impacts of the project on water quality will also be examined, which includes construction-related impacts (e.g. erosion of exposed soil) and operational impacts (e.g. use of pesticides and fertilizers).

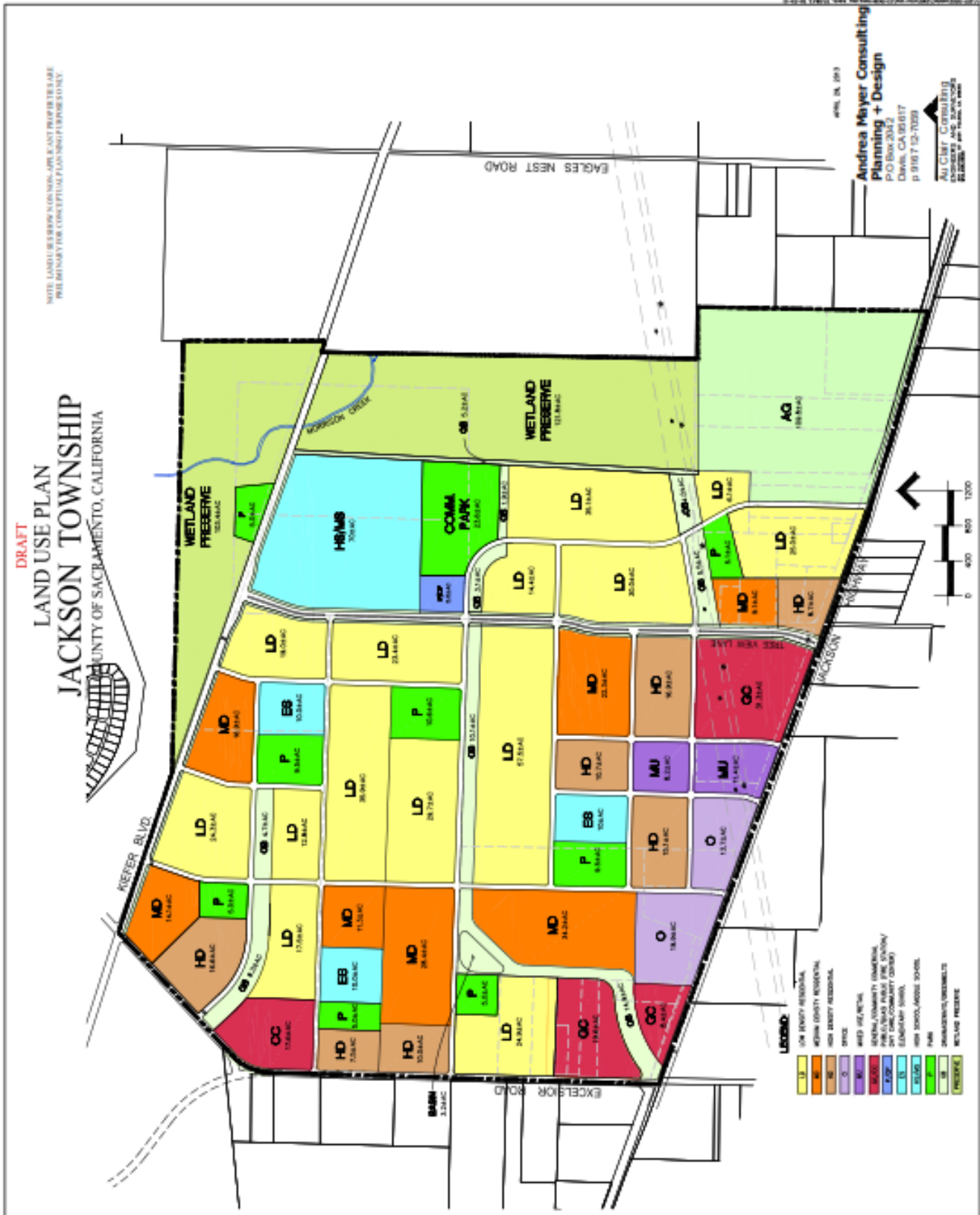
The above descriptions are not exhaustive, and other sections and discussions may be included if further research indicates that the inclusion is warranted. As the analyses progress and the extent of impacts to the above categories is determined, appropriate CEQA Alternatives will be included for analysis. Pursuant to the CEQA Guidelines Section 15206, this is a project of "statewide, regional or areawide significance" and scoping meetings are required. The scoping meetings have not been scheduled at this time. When available, a Public Notice of the date, time, and location of the scoping meeting(s) on the project will be provided.

## **INTENDED USES OF THE EIR:**

The Sacramento County Planning Commission and the Board of Supervisors will use the information contained in the EIR to evaluate the proposed project and render a decision to approve or deny the requested entitlements. Responsible agencies, such as the California Department of Fish and Game, the United States Fish and Wildlife Service, the United States Army Corps of Engineers, the Central Valley Regional Water Quality Control Board, and LAFCo may also use the EIR for planning/permitting purposes that include, but are not limited to, the following:

- Federal Clean Water Act Section 404 Permit (U.S. Army Corps of Engineers)
- Federal Endangered Species Act Section 7 Consultation (U.S. Fish and Wildlife Service)
- Section 401 Water Quality Certification (Regional Water Quality Control Board – Central Valley Region)
- California Endangered Species Act Incidental Take Permit (California Department of Fish and Wildlife)
- Section 402 National Pollutant Discharge Elimination System Permit (Regional Water Quality Control Board – Central Valley Region)
- Annexations (LAFCo)

Plate NOP-4: Proposed Land Use Plan





**Table NOP-1: Land Use Summary**

<i>Residential Designations</i>	<i>Acres</i>	<i>Average Density</i>	<i>Density Range (DU/acre)</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>
LD-Low Density Residential	355.7	6.0	1.0–10.9	2134	34.7%
MD-Medium Density Residential	136.3	13.0	11.0–19.9	1772	28.9%
HD-High Density Residential	85.5	25.0	20.0–30.0	2137	34.8% <sup>7</sup>
<b>Subtotal</b>	<b>577.5</b>	<b>--</b>	<b>--</b>	<b>6,043</b>	<b>98.4%</b>
<i>Commercial + Office Zones</i>	<i>Acres</i>	<i>F.A.R.</i>	<i>Square Footage</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	--
CC-Community Commercial	17.6	0.25	191,600	n/a <sup>1</sup>	--
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.6% <sup>7</sup>
O-Office	33.6	0.50	731,800	n/a <sup>1</sup>	--
<b>Subtotal</b>	<b>130.1</b>	<b>--</b>	<b>1,996,100</b>	<b>100</b>	<b>1.6%</b>
<i>Public/Quasi Public Zones</i>	<i>Acres</i>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<i>Park + Open Space Zones</i>	<i>Acres</i>				
CP-Community Park	23.6 <sup>3</sup>				
P-Neighborhood Park	54.7 <sup>3</sup>				
OS-Wetland Preserve	225.2				
OS-Greenbelt/Drainage Corridor	57.7				
OS-Landscape Corridor	14.5				
OS-Detention Basin	3.2				
<b>Subtotal</b>	<b>378.9</b>				
AG-Agriculture	109.3				
RW-Primary Roadways	90.2				
	<i>Acres</i>		<i>Density Range (DU/acre)</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.5<sup>6</sup></b>	<b>6,143</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

1. Dwelling units are not permitted in these designations.
2. Population calculation is 6,143 d.u x 2.64 people per household=**16,217 people**
3. Park requirement calculation (not including AG land): LD/MD 3906 d.u. x 0.0146=57.0 acres and HD/MU 2237 d.u. x 0.0122=27.3 acres, for a total acreage of **84.3**.
4. Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 acres (25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve) for a total of **90.3 acres**.
5. 100 dwelling units are assigned to the 8.2-acre MU parcel only, and zero units assigned to the 11.4-acre parcel.
6. Double-net density calculation: 6,143 d.u./585.7 acres (577.5 acres+8.2 acres of MU)= **10.5 du/acre**. This does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU-120 CB-1.
7. A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land. This includes HD and MU parcel allocations, for a total of 2,237 d.u. = 36.4%.

Plate NOP-5: Circulation Plan

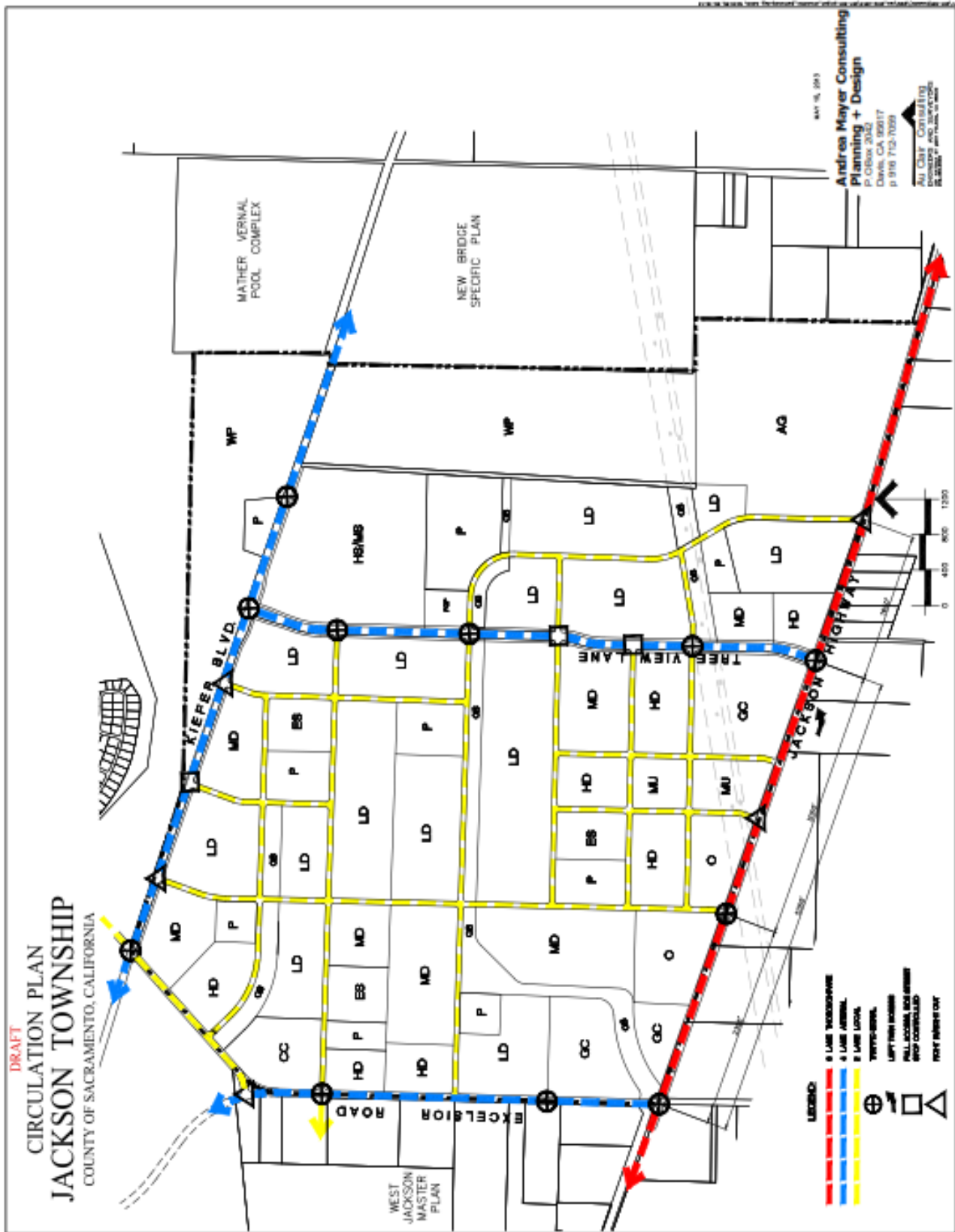


Plate NOP-6: Bikeway Master Plan

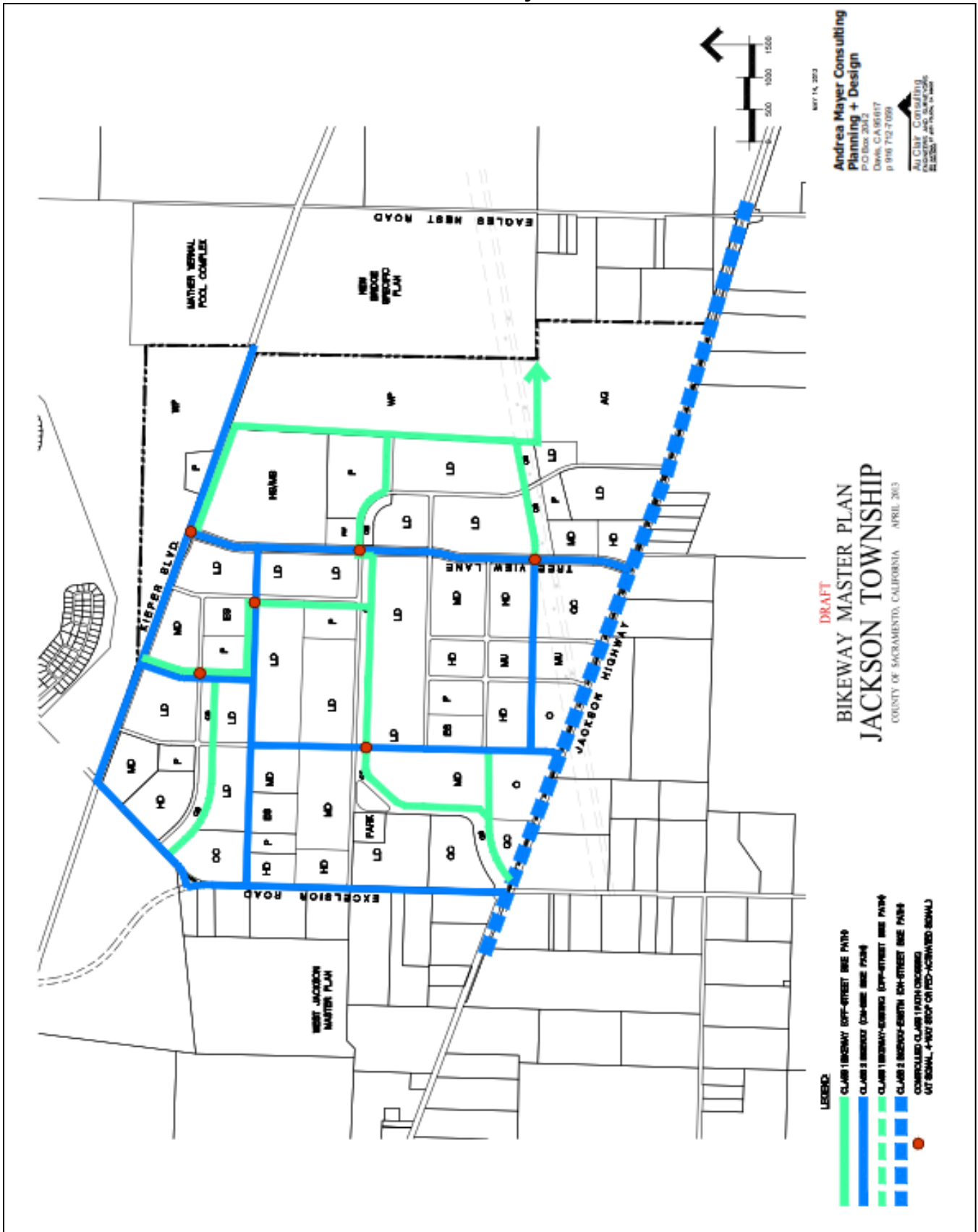
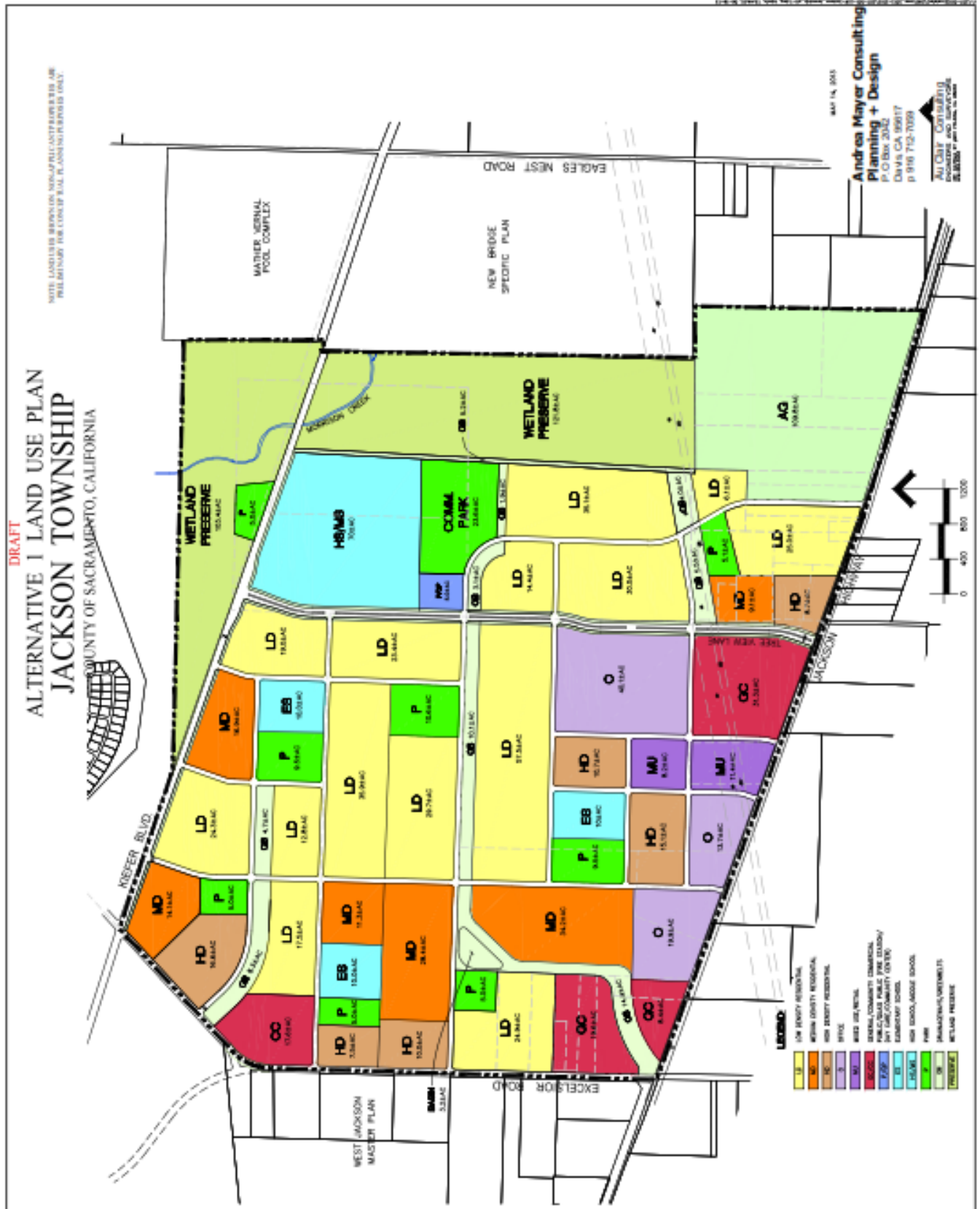


Plate NOP-7: Alternative 1 Land Use Plan



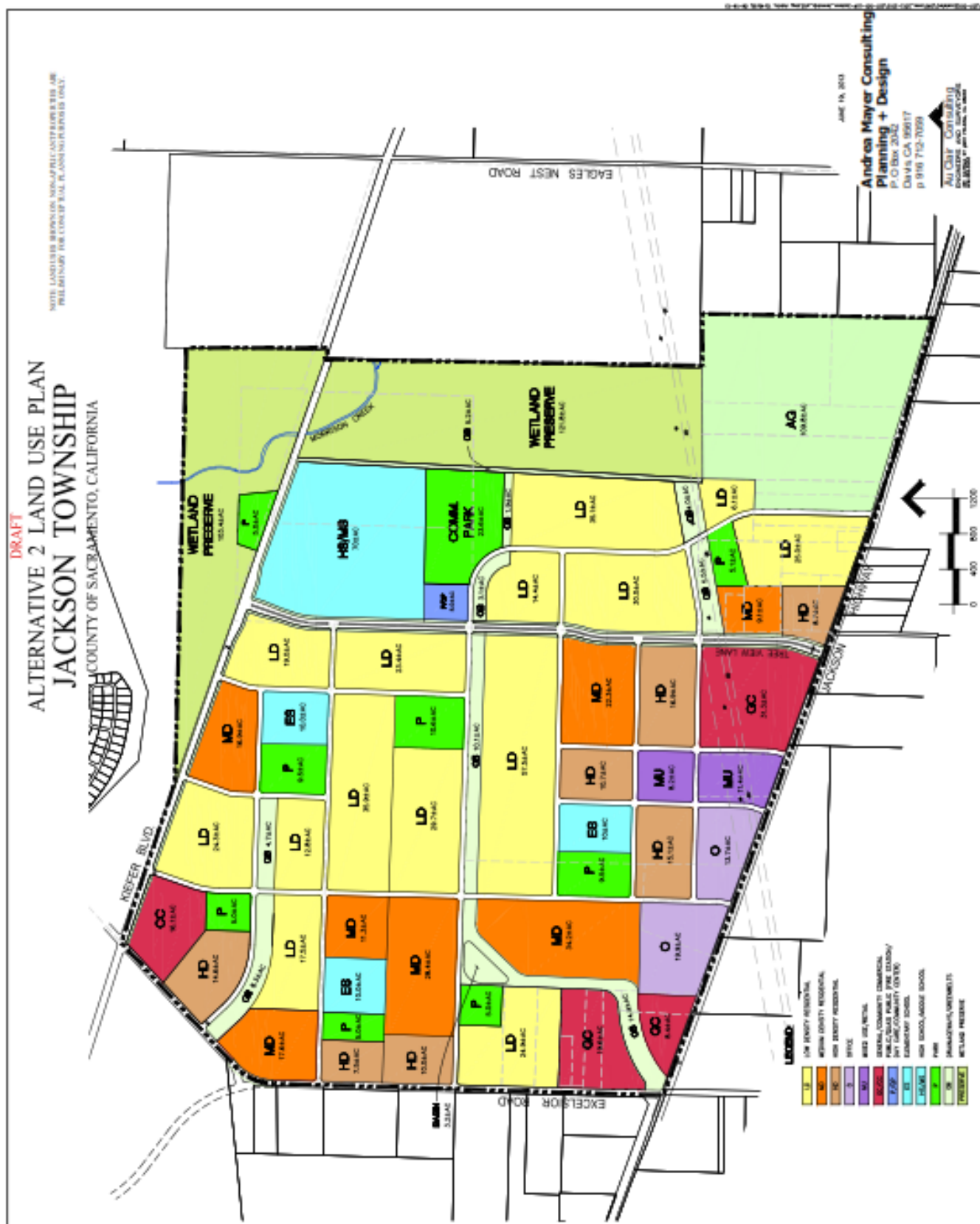
**Table NOP-2: Alternative 1 Land Use Summary**

<b>Residential Designations</b>	<b>Acres</b>	<b>Average Density</b>	<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
LD- Low Density Residential	355.7	6.0	1.0-10.9	2134	37.4%
MD-Medium Density Residential	114.0	13.0	11.0-19.9	1482	26.0%
HD- High Density Residential	68.6	29.0	20.0-30.0	1989	34.9% <sup>7</sup>
<b>Subtotal</b>	<b>538.3</b>			<b>5,605</b>	<b>98.3%</b>
<b>Commercial + Office Zones</b>	<b>Acres</b>	<b>F.A.R.</b>	<b>Square Footage</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	
CC-Community Commercial	17.6	0.25	191,600	n/a <sup>1</sup>	
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.7% <sup>7</sup>
O- Office	73.7	0.50	1,605,100	n/a <sup>1</sup>	
<b>Subtotal</b>	<b>170.2</b>		<b>2,869,400</b>	<b>100</b>	<b>1.7%</b>
<b>Public/Quasi Public Zones</b>	<b>Acres</b>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<b>Park + Open Space Zones</b>	<b>Acres</b>				
CP- Community Park	23.6 <sup>3</sup>				
P- Neighborhood Park	54.7 <sup>3</sup>				
OS- Wetland Preserve	225.2				
OS- Greenbelt/Drainage Corridor	59.1				
OS- Landscape Corridor	14.5				
OS- Detention Basin	3.2				
<b>Subtotal</b>	<b>380.3</b>				
AG-Agriculture	109.3				
RW- Primary Roadways	87.9				
	<b>Acres</b>		<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.4<sup>6</sup></b>	<b>5,705</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

- Dwelling units are not permitted in these designations.
- Population calculation is 5,705 d.u x 2.64 people per household = **15,061 total population**
- Park requirement calculation (not including AG zoning): LD/MD 3616 d.u. x .0146=52.8 acres and HD/MU 2089 d.u. x .0122=25.5 acres, for a total of **78.3 acres**.
- Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 acres (25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve) for a total of **90.3 acres**.
- 100 dwelling units are assigned to the 8.2 acre MU parcel only, 0 units assigned to the 11.4 acre parcel.
- Double net density calculation: 5,705 d.u./546.5 acres (538.3 ac.+8.2 ac. of MU)= **10.4 du/ac**. Note: this does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU 120 CB-1.
- A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land, this includes HD and MU parcel allocations of 2,089 d.u. = 36.6%.

Plate NOP-8: Alternative 2 Land Use Plan



**Table NOP-3: Alternative 2 Land Use Summary**

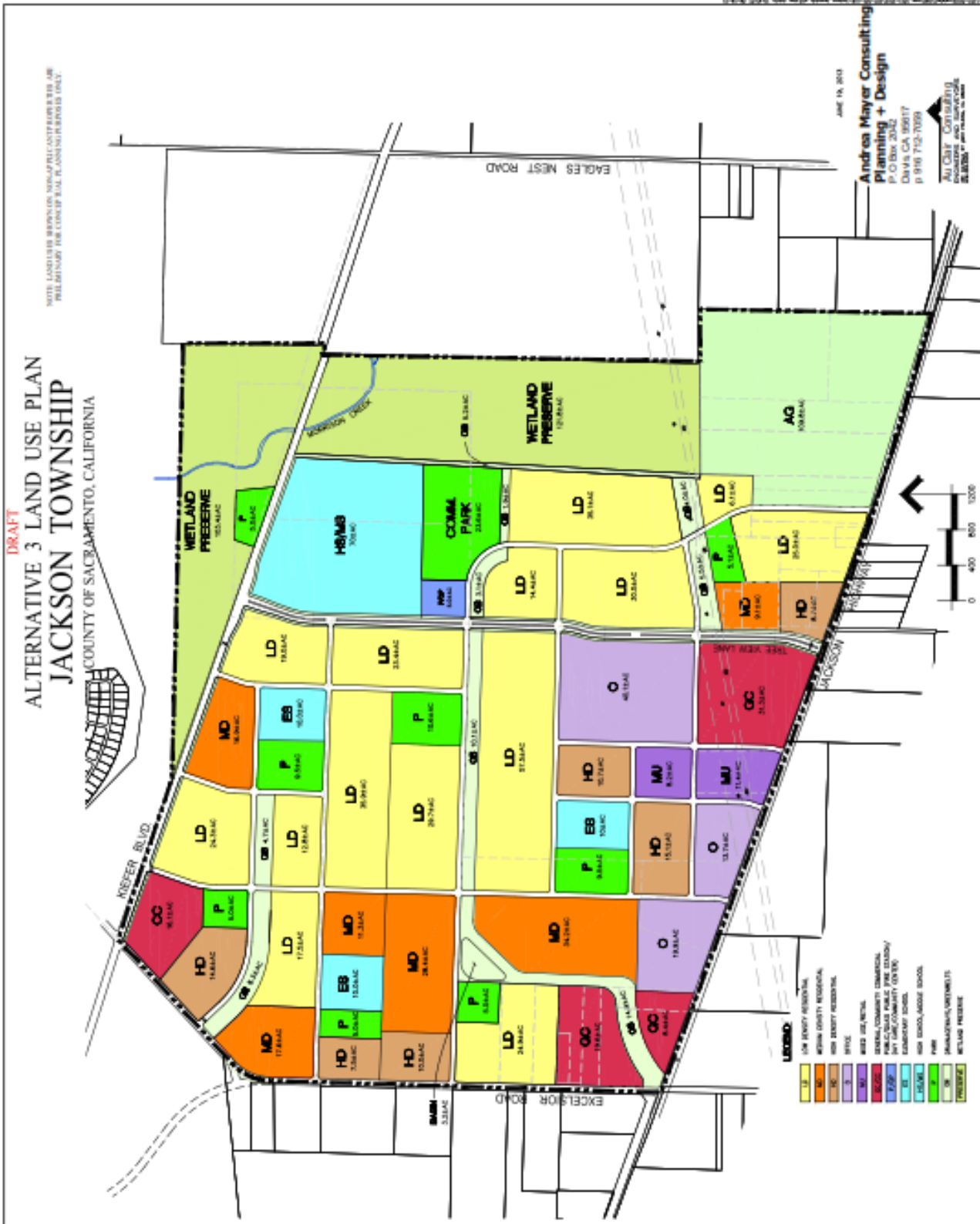
<b>Residential Designations</b>	<b>Acres</b>	<b>Average Density</b>	<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
LD- Low Density Residential	355.7	6.0	1.0-10.9	2134	34.8%
MD-Medium Density Residential	139.8	13.0	11.0-19.9	1817	29.6%
HD- High Density Residential	83.5	25.0	20.0-30.0	2087	34.0% <sup>7</sup>
<b>Subtotal</b>	<b>579.0</b>			<b>6,038</b>	<b>98.4%</b>
<b>Commercial + Office Zones</b>	<b>Acres</b>	<b>F.A.R.</b>	<b>Square Footage</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	
CC-Community Commercial	16.1	0.25	175,300	n/a <sup>1</sup>	
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.6% <sup>7</sup>
O- Office	33.6	0.50	731,800	n/a <sup>1</sup>	
<b>Subtotal</b>	<b>128.6</b>		<b>1,979,800</b>	<b>100</b>	<b>1.6%</b>
<b>Public/Quasi Public Zones</b>	<b>Acres</b>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<b>Park + Open Space Zones</b>	<b>Acres</b>				
CP- Community Park	23.6 <sup>3</sup>				
P- Neighborhood Park	54.7 <sup>3</sup>				
OS- Wetland Preserve	225.2				
OS- Greenbelt/Drainage Corridor	57.7				
OS- Landscape Corridor	14.5				
OS- Detention Basin	3.2				
<b>Subtotal</b>	<b>378.9</b>				
AG-Agriculture	109.3				
RW- Primary Roadways	90.2				
	<b>Acres</b>		<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.5<sup>6</sup></b>	<b>6,138</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

- Dwelling units are not permitted in these designations.
- Population calculation is 6,138 d.u x 2.64 people per household = **16,204 total population**
- Park requirement calculation (not including AG zoning): LD/MD 3951 d.u. x .0146=57.7 acres and HD/MU 2187 d.u. x .0122=26.6 acres, for a total of **84.3 acres**.
- Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 ac.(25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve)= **90.3 acres**
- 100 dwelling units are assigned to the 8.2 acre MU parcel only, 0 units assigned to the 11.4 acre parcel.
- Double net density calculation:6,138 d.u./587.2 acres (579 ac.+8.2 ac. of MU)= **10.45 du/ac**. Note: this does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU 120 CB-1.
- A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land, this includes HD and MU parcel allocations of 2,187 d.u. = **35.6%**.



Plate NOP-9: Alternative 3 Land Use Plan





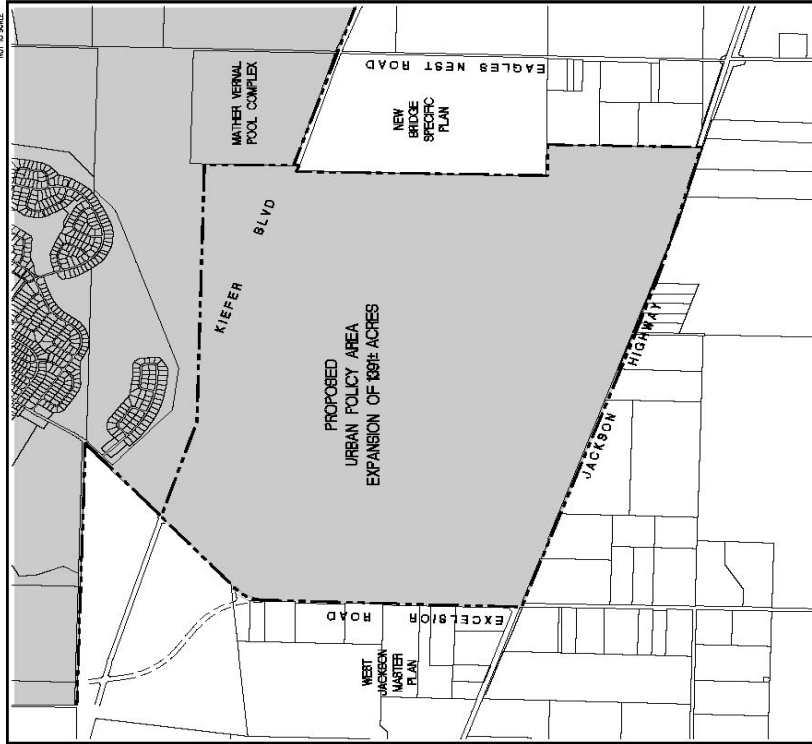
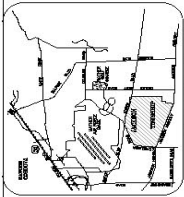
**Table NOP-4: Alternative 3 Land Use Summary**

<b>Residential Designations</b>	<b>Acres</b>	<b>Average Density</b>	<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
LD- Low Density Residential	355.7	6.0	1.0-10.9	2134	37.5%
MD-Medium Density Residential	117.5	13.0	11.0-19.9	1527	26.8%
HD- High Density Residential	66.6	29.0	20.0-30.0	1931	33.9% <sup>7</sup>
<b>Subtotal</b>	<b>539.8</b>			<b>5,595</b>	<b>98.2%</b>
<b>Commercial + Office Zones</b>	<b>Acres</b>	<b>F.A.R.</b>	<b>Square Footage</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	
CC-Community Commercial	16.1	0.25	175,300	n/a <sup>1</sup>	
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.8% <sup>7</sup>
O- Office	73.7	0.50	1,605,100	n/a <sup>1</sup>	
<b>Subtotal</b>	<b>168.7</b>		<b>2,853,100</b>	<b>100</b>	<b>1.8%</b>
<b>Public/Quasi Public Zones</b>	<b>Acres</b>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<b>Park + Open Space Zones</b>	<b>Acres</b>				
CP- Community Park	23.6 <sup>3</sup>				
P- Neighborhood Park	54.7 <sup>3</sup>				
OS- Wetland Preserve	225.2				
OS- Greenbelt/Drainage Corridor	59.1				
OS- Landscape Corridor	14.5				
OS- Detention Basin	3.2				
<b>Subtotal</b>	<b>380.3</b>				
AG-Agriculture	109.3				
RW- Primary Roadways	87.9				
	<b>Acres</b>		<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.4<sup>6</sup></b>	<b>5,695</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

- Dwelling units are not permitted in these designations.
- Population calculation is 5,695 d.u x 2.64 people per household = **15,035 total population**
- Park requirement calculation (not including AG zoning): LD/MD 3661 d.u. x .0146=53.5 acres and HD/MU 2031 d.u. x .0122=24.8 acres, for a total of **78.3 acres**.
- Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 ac.(25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve)= **90.3 acres**
- 100 dwelling units are assigned to the 8.2 acre MU parcel only, 0 units assigned to the 11.4 acre parcel.
- Double net density calculation: 5,695 d.u./548 acres (539.8 ac.+8.2 ac. of MU)= **10.4 du/ac**. Note: this does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU 120 CB-1.
- A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land, this includes HD and MU parcel allocations of 2,031 d.u. = 35.7%.

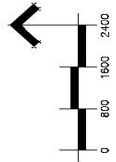
Plate NOP-10: Urban Policy Area Amendment



PROPOSED URBAN POLICY AREA

EXISTING URBAN POLICY AREA

MARCH 15, 2013  
**Andrea Mayer Consulting**  
**Planning + Design**  
 P.O. Box 2042  
 Davis, CA 95617  
 P 916 712-7069  
 Au Clair Consulting  
 2500 S. 15th Street  
 Sacramento, CA 95811



DRAFT  
**GENERAL PLAN AMENDMENT**  
**URBAN POLICY AREA EXPANSION**  
**JACKSON TOWNSHIP**  
 COUNTY OF SACRAMENTO, CALIFORNIA    MARCH 2013

Plate NOP-11: General Plan Amendment

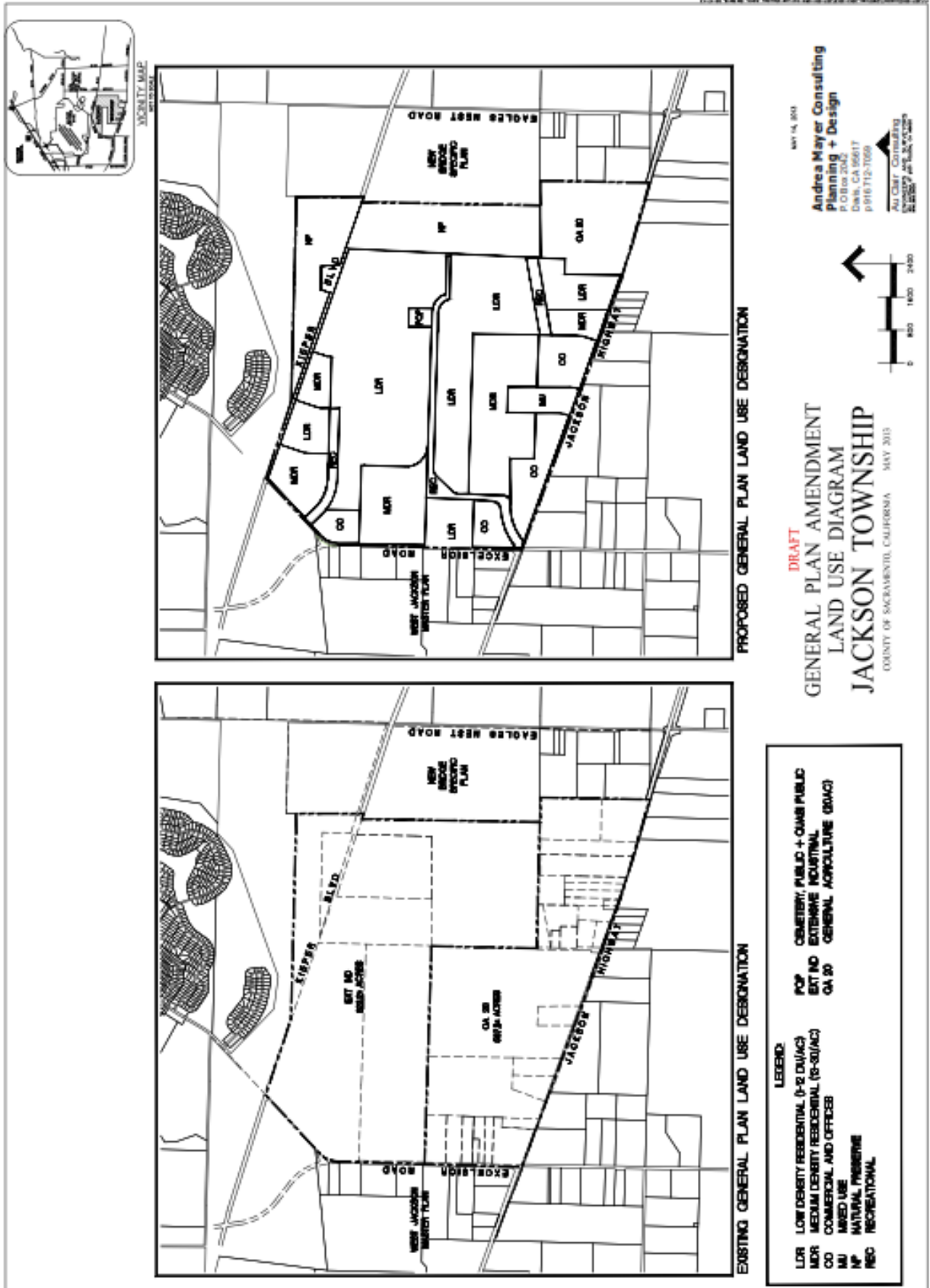
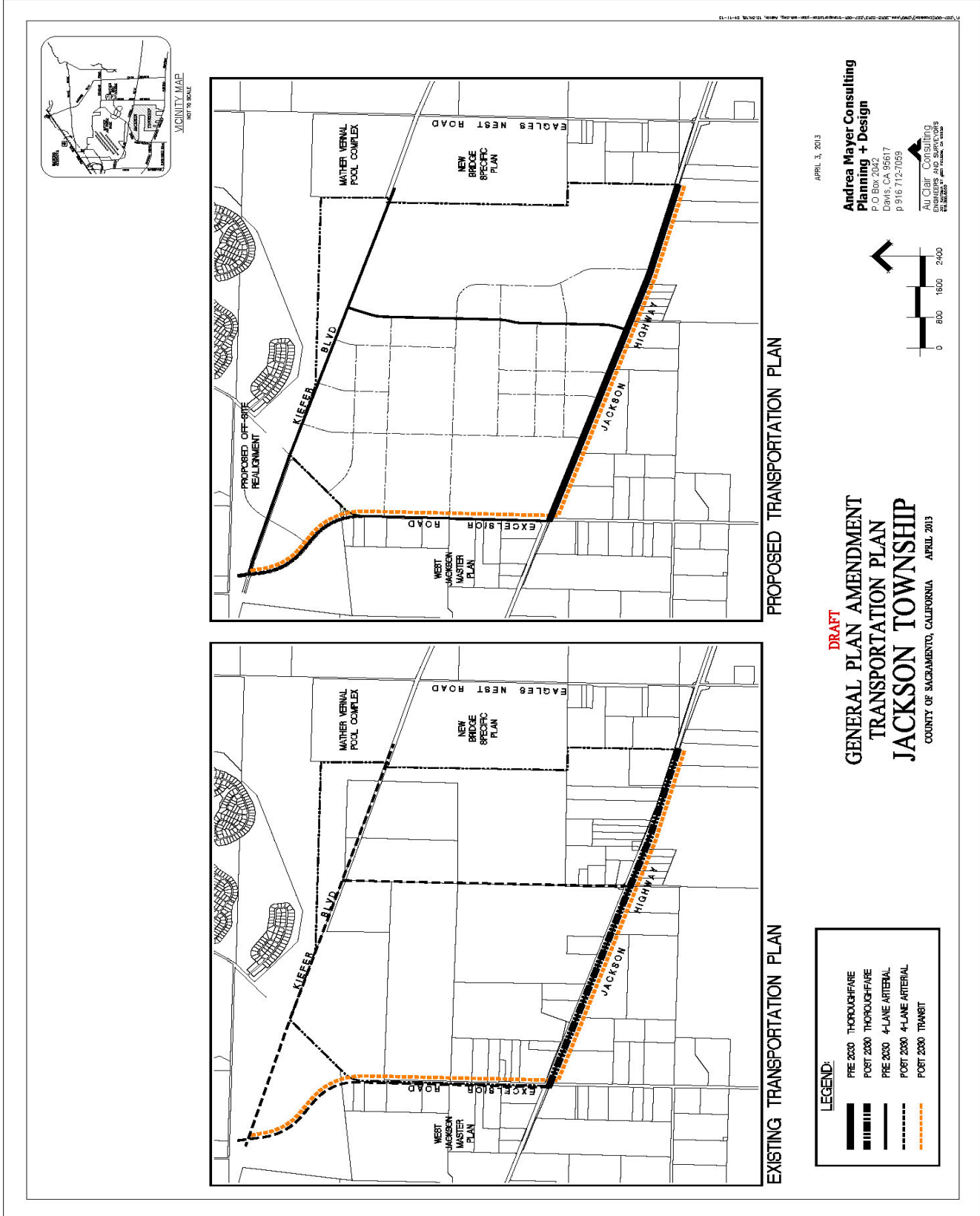
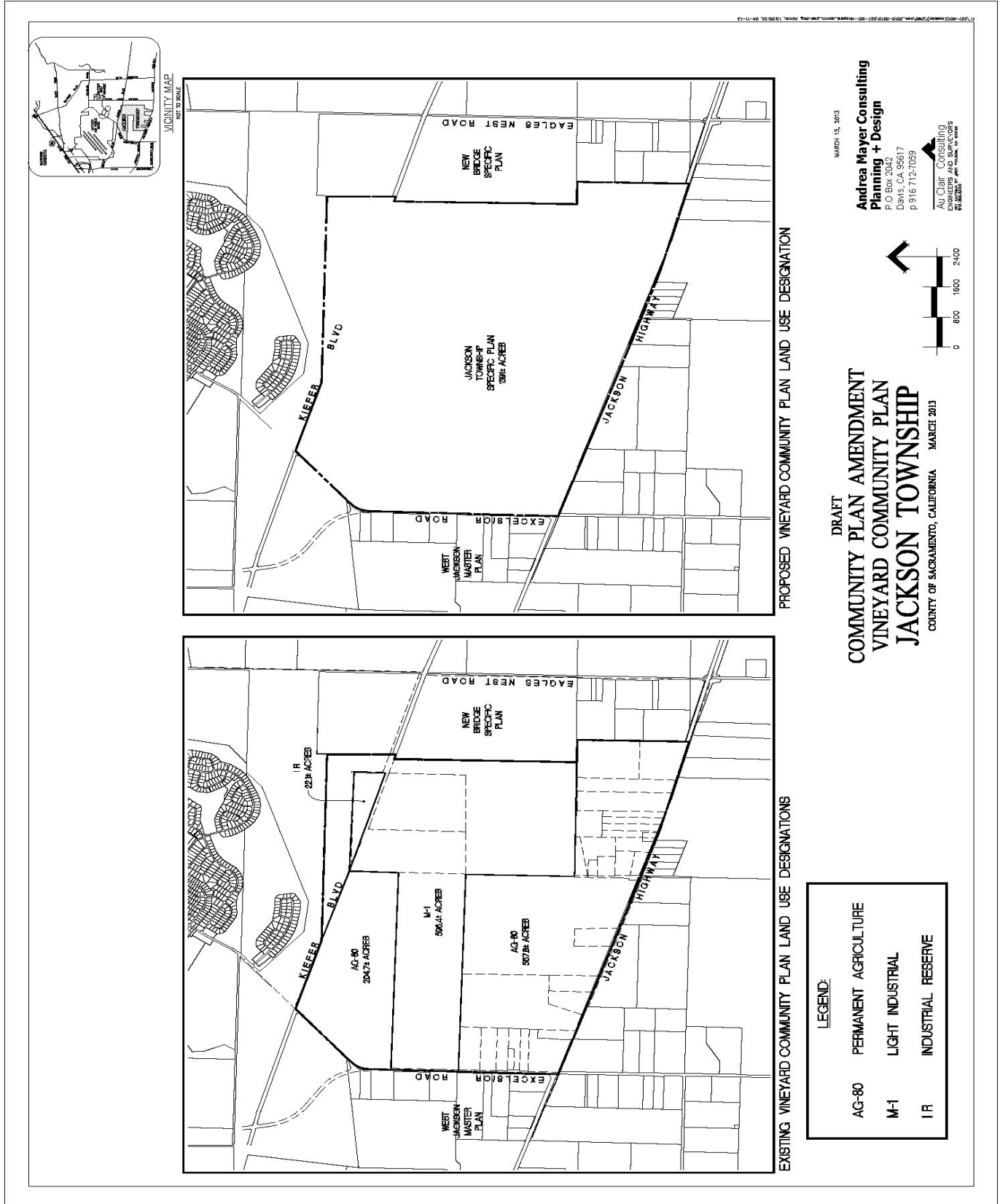


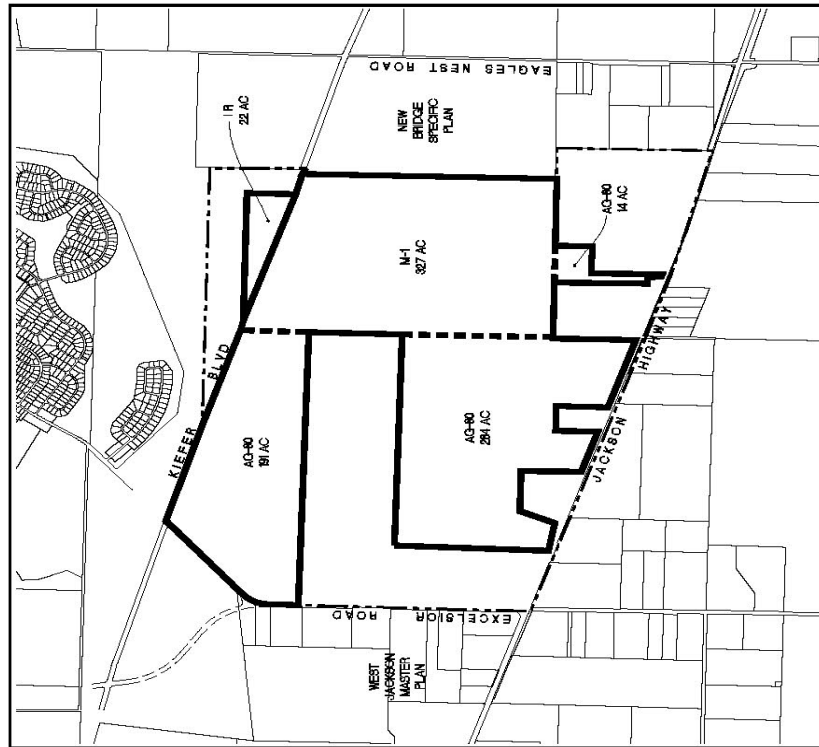
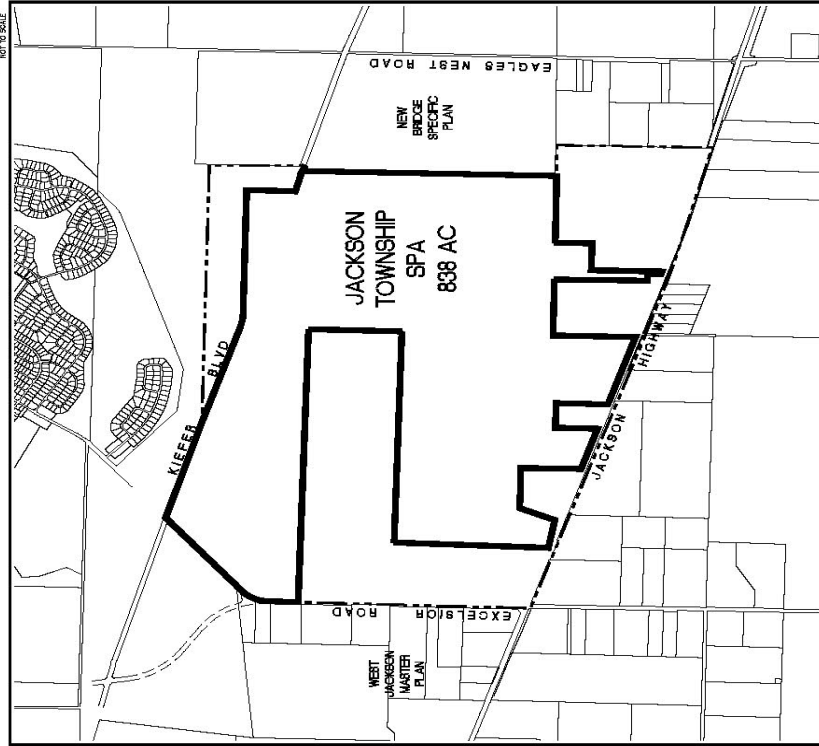
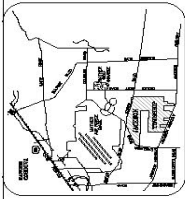
Plate NOP-12: General Plan Transportation Plan Amendment



## Plate NOP-13: Vineyard Community Plan Amendment



# Plate NOP-14: Rezone Exhibit



**LEGEND:**

AG-80	PERMANENT AGRICULTURE
M-1	LIGHT INDUSTRIAL
IR	INDUSTRIAL RESERVE
SPA	SPECIAL PLANNING AREA

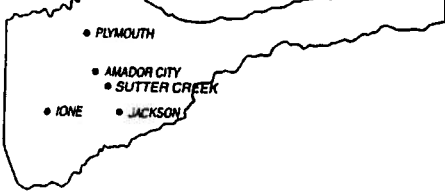
APRIL 5, 2013

**Andrea Mayer Consulting**  
**Planning + Design**  
 P.O. Box 2042  
 Davis, CA 95617  
 p 916 712-7059

Au Clair Consulting  
 ENGINEERS AND SURVEYORS  
 #14522 - #14523 - #14524 - #14525

**DRAFT**  
**REZONE EXHIBIT**  
**JACKSON TOWNSHIP**  
 COUNTY OF SACRAMENTO, CALIFORNIA    APRIL 2013

**ACTC**  
AMADOR COUNTY  
TRANSPORTATION COMMISSION



Department of Community Development  
Director's Office

SEP 5 2013

**RECEIVED**

SEP - 6 2013

**PLANNING DEPT.**  
**County of Sacramento**

August 22, 2013

Lori Moss, Director  
Sacramento County  
Community Development Department  
PO Box 839  
Sacramento, CA 95812-0839

Subject: Draft Environmental Impact Report for Jackson Township Specific Plan;  
Request for County Agenda Notices

Dear Ms. Moss:

On behalf of the Amador County Transportation Commission (ACTC), we greatly appreciate receiving the recent Notice of Preparation concerning a Draft Environmental Impact Report for Jackson Township Specific Plan. The ACTC will submit comments pursuant to the NOP.

As you may know, the ACTC represents the Amador Region which is seriously concerned regarding current or future plans for State Route 16/Jackson Highway - a vital transportation corridor connecting our regions. Given this concern, ACTC requests to be provided advance notice of any proposed land use action, transportation project, or environmental documentation that may affect the State Route 16/Jackson Highway Corridor with an adequate opportunity to provide input and participate in the planning process. Specifically, ACTC requests to receive notices of agendas for all meetings of the County Planning Commission and the County Board of Supervisors. If email notification is available, please send such notices to "charles@actc-amador.org". Your attention to this matter is greatly appreciated. If you have any questions, please don't hesitate to contact me (charles@actc-amador.org - 209/267-2282).

Sincerely,

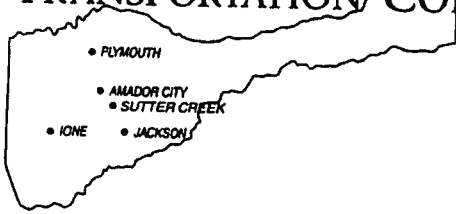
A handwritten signature in black ink, appearing to read "Charles F. Field".

Charles F. Field  
Executive Director

CF/nc

Cc: Leighann Moffitt, Planning Director/Planning and Environmental Review  
Mike Winter, Senior Planner/Planning and Environmental Review  
Craig A. Kramer, Sacramento County Clerk/Recorder

**ACTC**  
AMADOR COUNTY  
TRANSPORTATION COMMISSION



**RECEIVED**

SEP - 6 2013

**PLANNING DEPT.**  
**County of Sacramento**

August 19, 2013

Lori Moss, Director  
Sacramento County  
Community Development Department  
PO Box 839  
Sacramento, CA 95812-0839

Subject: Draft Environmental Impact Report for Jackson Township Specific Plan

Dear Ms. Moss:

On behalf of the Amador County Transportation Commission (ACTC), we greatly appreciate receiving the recent Notice of Preparation concerning a Draft Environmental Impact Report for Jackson Township Specific Plan. The ACTC will submit comments pursuant to the NOP. As you may know, the ACTC represents the Amador Region who is seriously concerned regarding current or future plans for State Route 16/Jackson Highway which is a vital transportation corridor connecting our regions. Given this concern, ACTC requests to be provided notice of any land use or transportation project that may affect the SR 16 corridor with an opportunity to provide input or participate in planning with adequate time and material to provide review and input as may be necessary. ACTC would also request being placed on the mailing or email list for Board of Supervisor and Planning Commission meeting agendas. Your attention to this matter is greatly appreciated. If you have any questions, please don't hesitation to contact me (charles@actc-amador.org - 209/267-2282).

Sincerely,

Charles F. Field  
Executive Director

CF/nc

Cc: Leighann Moffitt, Planning Director/Planning and Environmental Review  
Mike Winter, Senior Planner/ Planning and Environmental Review  
Craig A. Kramer, Sacramento County Clerk/Recorder





CA

September 12, 2013

**TO:** Sacramento County Planning and Environmental Review Division  
**Attention: Catherine Hack, Environmental Coordinator**  
827 7th Street  
Room 220  
Sacramento, CA 95814

**FROM:** Charles F. Field, Executive Director

**SUBJECT:** Notice of EIR Scoping Meeting - Jackson Township Specific Plan

Thank you for providing the Amador County Transportation Commission (ACTC) with an opportunity to comment on the "Notice of EIR Scoping Meeting Jackson Township Specific Plan". As you may know, the ACTC has been representing Amador County and cities and surrounding counties and communities with respect to the long term maintenance of interregional travel on the State Route 16 corridor in Sacramento County. ACTC was unable to send a representative to the EIR scoping meeting but is happy to see that per the notice provided, attendance is not necessary "in order to provide comments on what is addressed in the EIR". The following are ACTC's comments concerning contents of the EIR pertaining to evaluation of impacts and proposed mitigation measures for State Route 16 which is affected by the proposed Jackson Township Specific Plan. Addressing these concerns in the EIR will be greatly appreciated. We will look forward to seeing a copy of the draft and another opportunity to comment when it is available.

1. The Notice of Preparation states that there are no roads on the north or eastern boundaries of the development. SR-16 is stated as the main road to the south and Excelsior will be the main road on the western boundary. Since Excelsior has no direct connection to highway 50 and is a functionally insufficient road to handle this volume of traffic, the majority of Sacramento commuting traffic is anticipated to use SR-16. Given that SR-16 is a state owned facility, a more detailed operational methodology consistent with Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans, December 2002) is warranted for this facility. Per Section V. of the Caltrans TIS guidelines – this would entail analyzing study area segments and intersections of SR-16 with the applicable methods listed below. The County guidelines would still be applicable to all non-state owned roadways analyzed as part of the EIR.

RECEIVED

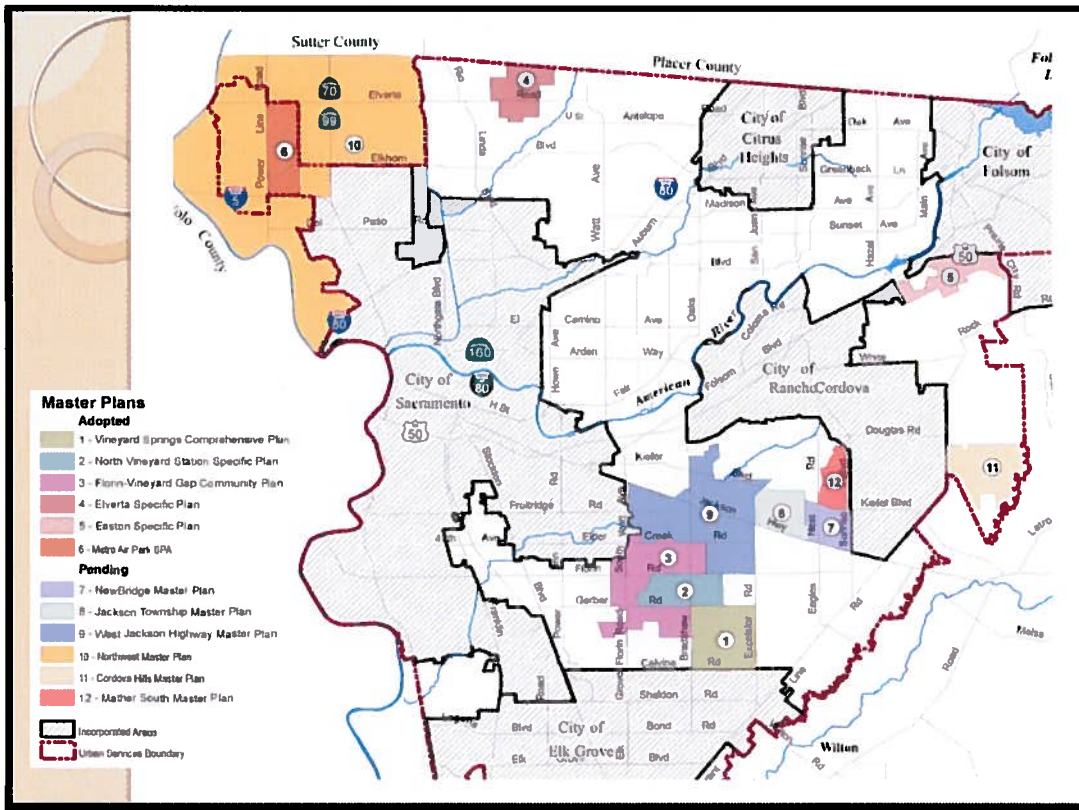
SEP 17 2013

- A. Freeway Segments – Highway Capacity Manual (HCM)\*, operational analysis
- B. Weaving Areas – Caltrans Highway Design Manual (HDM)
- C. Ramps and Ramp Junctions – HCM\*, operational analysis or Caltrans HDM, Caltrans Ramp Metering Guidelines (most recent edition)
- D. Multi-Lane Highways – HCM\*, operational analysis
- E. Two-lane Highways – HCM\*, operational analysis
- F. Signalized Intersections<sup>8</sup> – HCM\*, Highway Capacity Software\*\*, operational analysis, TRAFFIXTM\*\*, Synchro\*\*, see footnote 8
- G. Unsignalized Intersections – HCM\*, operational analysis, Caltrans Traffic Manual for signal warrants if a signal is being considered
- H. Transit – HCM\*, operational analysis
- I. Pedestrians – HCM\*
- J. Bicycles – HCM\*
- K. Caltrans Criteria/Warrants – Caltrans Traffic Manual (stop signs, traffic signals, freeway lighting, conventional highway lighting, school crossings)
- L. Channelization – Caltrans guidelines for Reconstruction of Intersections, August 1985, Ichiro Fukutome

\*The most current edition of the Highway Capacity Manual, Transportation Research Board, National Research Council, should be used.

<sup>8</sup> The procedures in the Highway Capacity Manual "do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue interactions between closely spaced intersections may seriously distort the procedures in" the HCM.

2. To ensure that cumulative conditions are accurately reflected, the CEQA traffic analysis must include and document all Existing Plus Pending and Approved Projects (EPAP) within or affecting the study area. The County's EPAP listing is shown below. External through trips from counties to the east (e.g., Amador County) must also be reflected and documented as it pertains to SR-16.



3. All segment and intersection LOS worksheets must be documented in a technical appendix for public review. For intersections, the worksheets must include intersection pedestrian cycles and timing parameter values assumed for SR-16.
4. The traffic analysis must document the estimated 95<sup>th</sup> percentile queues on SR-16 relative to available storage. If present, queue spillback conditions must be identified and characterized as impacts as appropriate (safety impact). To address operations of closely spaced signalized intersections – simulation analysis is recommended.
5. Assumed future/cumulative AM and PM peak hour heavy-duty vehicle percentages used as inputs for segment and intersection analyses must be documented and supported.
6. It is noted that Caltrans is considering the possibility of relinquishing a segment of SR 16 in the vicinity of this project per their Transportation Concept Report. Given that this process has not been formalized, the CEQA document must consider the possibility that the SR-16 relinquishment will not occur. The SACOG MTP, County of Sacramento General Plan, City of Sacramento General Plan and the City of Rancho Cordova each define the future design and functional classification of SR-16 through the study area differently. Recently the foothill communities of Amador have voiced the desire for the future design of SR-16 to be retained as

a limited access expressway through the study area (with or without relinquishment). To adequately address the traffic impacts of the Jackson Township Specific Plan, each land use based alternative identified in the NOP should be analyzed relative to three SR-16 design alternatives: 1) existing geometrics given that no funding has been programmed for SR-16 improvements (i.e., can not assume future development will cover the full cost of improving SR-16); 2) full access 6-lane local arterial with ½ mile intersection spacing with 35 mph speed limit; and, 3) 4/5 lane limited access expressway with one mile intersection spacing. ACTC is in the midst of analysis and discussions with Sacramento County Department of Transportation concerning a potential fourth alternative that may be a compromise between alternative 2 and 3 as listed. This alternative may warrant consideration as well.

7. On page 7 transit is mentioned, but not how it will connect to the Sacramento Regional Transit System.
  - We request that the traffic analysis component of the CEQA document investigate the connectivity between this development and the Sacramento Regional Transit System.
8. On page 17 transit is shown as a post 2030 facility.
  - Please show and explain how this transit facility will be incorporated into this development plan and how it will connect to Sacramento Regional Transit.
9. Page 5 of the DRAFT Jackson Township Specific Plan states that "The site is surrounded and fed by significant transportation options...Jackson Highway, Excelsior Road, and Kiefer Boulevard."
  - Excelsior Road travels through a newly constructed residential development with a 2-lane alignment with driveways that back out onto the road and has a posted speed limit of 25 mph with several speed bumps. From there it meanders around what used to be Mather Air Force Base in a circuitous route to Highway 50. This is not a significant transportation option.
  - Kiefer Boulevard is currently a dirt road behind this development project and is currently listed as a post 2030 project with no foreseeable funding. This too is not a significant transportation option.
  - We request that the Traffic Analysis performed for this development rely only on realistically fundable and useable routes, the only one of which available is SR 16.



CA

Taxpayer ID no.: 20-1322599  
Amador Council of Tourism  
PO Box 40  
Sutter Creek, CA 95685  
209.267.9249

September 6, 2013

Catherine Hack  
Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814

Re: Notice of Preparation of a Draft Environmental Impact Report for Jackson Township Specific Plan

Dear Ms. Hack,

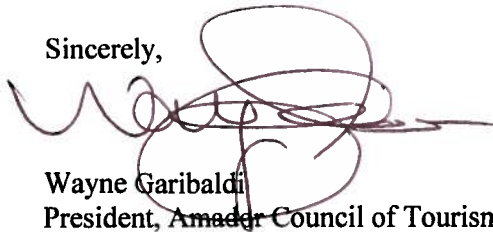
Thank you for the opportunity to comment on the Notice of Preparation for Jackson Township Specific Plan Draft Environmental Impact Report (DEIR). The main concern for Amador Council of Tourism, with regard to this proposed project, is the name – Jackson Township.

The City of Jackson was incorporated in 1905, however, for approximately 55 years prior to incorporation this general area, and the town site specifically, was referred to as “Jackson.” Additionally, Highway 16 was created and named the “Jackson Highway” because, since 1919, the road has been a thoroughfare between the Sacramento area and the County seat of Amador County: the City of Jackson. Use of the name “Jackson Township” for a new project on the Jackson Highway which leads to the historic City of Jackson is confusing at best, and has the potential to impact the economic vitality of the City of Jackson.

The City of Jackson, together with the County of Amador, relies on tourism for a large part of its economy, and the Jackson Highway is the northwest portal to the City of Jackson. Tourists from great distances including Sacramento, San Francisco, and points beyond, utilize the Jackson Highway to access the City of Jackson and Amador County. A development named “Jackson Township” that includes commercial uses and which is located on the Jackson Highway, en route to the City of Jackson, could be confusing to tourists destined for the City of Jackson. For this reason, the economic impact of this project on the City of Jackson should be addressed in the Jackson Township Specific Plan DEIR.

To avoid these potential impacts to the City of Jackson, we are requesting that the County of Sacramento require a name change for the proposed specific plan. A name that is not similar to any existing nearby or surrounding jurisdiction would alleviate any confusion and allow the new development to create its own identity.

Sincerely,



Wayne Garibaldi  
President, Amador Council of Tourism

cc: Amador County Board of Supervisors  
Amador County Chamber of Commerce  
City of Jackson

RECEIVED

SEP 17 2013

County Of Sacramento  
Department of Community Development  
Planning and Environmental Review Division

AUG 30 2013

County Of Sacramento  
Department of Community Development  
Planning and Environmental Review Division

CA

August 28, 2013

Catherine Hack  
Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814

Re: Preparation of a Draft Environmental Impact Report for Jackson Township Specific Plan

Dear Ms. Hack,

We are formally requesting that the County of Sacramento require a name change for the proposed Jackson Township Specific Plan and allow the new development to create its own identity.

Our concern – the proposed project name: Jackson Township. We are not looking for a naming dispute....no TROUBLES like the conflict in Ireland. Our historic city of Jackson was born in the gold rush and has kept lively for over 150 years. Gold seekers passed through our city while traveling to Sacramento on what is now the Jackson Highway (northwest portal to the city of Jackson).

Amador was organized as a new county in 1854, Jackson became the new county's county seat. In 1905, Jackson incorporated as a city. The history of Jackson is in Amador County. To have a city of Jackson and a Jackson Township next door will cause nothing but confusion for emergency services, commercial uses, and tourism.

The Amador County Chamber of Commerce and Visitors Bureau has been dedicated to furthering the best interests of our business owners, residents, and visitors for more than 80 years. Tourism has historically been a leading industry to Amador County. The economic impact of this project on the city of Jackson should also be addressed in the Jackson Township Plan.

Should you have any questions, please contact our City Planner, Susan Peters, at (209) 223-1646.

Sincerely,



Tom Blackman  
President

cc: Amador County Board of Supervisors  
Mike Daly, Jackson City Manager  
Pat Crew, Jackson Mayor  
Amador Council of Tourism



**CENTRAL VALLEY FLOOD PROTECTION BOARD**

3310 El Camino Ave., Rm. 151  
SACRAMENTO, CA 95821  
(916) 574-0609 FAX: (916) 574-0682  
PERMITS: (916) 574-2380 FAX: (916) 574-0682

**RECEIVED**

August 28, 2013

Ms. Cathy Hack  
Sacramento County  
827 Seventh Street, Room 220  
Sacramento, California 95814

AUG 30 2013

County Of Sacramento  
Department of Community Development  
Planning and Environmental Review Division

Subject: Jackson Township Specific Plan  
SCH Number: 2013082017  
Document Type: Notice of Preparation

Dear Ms. Hack:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within the Elder Creek which is under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance, and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Ms. Cathy Hack  
August 28, 2013  
Page 2 of 2

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway. The project should include mitigation measures to avoid decreasing floodway channel capacity.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at <http://www.cvfpb.ca.gov/>. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at <http://gis.bam.water.ca.gov/bam/>.

If you have any questions, please contact me by phone at (916) 574-0651, or via e-mail at [jherota@water.ca.gov](mailto:jherota@water.ca.gov).

Sincerely,



James Herota  
Staff Environmental Scientist  
Projects and Environmental Branch

cc: Governor's Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, California 95814





*"Preserving Our Past, Enriching Our Present, Building Our Future"*

33 Broadway, Jackson, California 95642-2301 • voice (209) 223-1646 • fax (209) 223-3141  
E-mail: [info@ci.jackson.ca.us](mailto:info@ci.jackson.ca.us) • Web site: <http://ci.jackson.ca.us>

August 27, 2013

Catherine Hack  
Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814

Re: Notice of Preparation of a Draft Environmental Impact Report for Jackson Township  
Specific Plan

Dear Ms. Hack,

Thank you for the opportunity to comment on the Notice of Preparation for Jackson Township Specific Plan Draft Environmental Impact Report (DEIR). The main concern for the City of Jackson with regard to this proposed project is the name – Jackson Township.

The City of Jackson was incorporated in 1905, however, for approximately 55 years prior to incorporation this general area, and the town site specifically, was referred to as "Jackson." Additionally, Highway 16 was created and named the "Jackson Highway" because since 1919 the road has been a thoroughfare between the Sacramento area and the County seat of Amador County: the City of Jackson. Use of the name "Jackson Township" for a new project on the Jackson Highway which leads to the historic City of Jackson is confusing at best and has the potential to impact emergency services for both locations as well as the economic vitality of the City of Jackson.

With the proliferation of cell phones utilized for emergency services calls, identification of incident location is imperative for adequate response times. The close geographical relationship between the historic City of Jackson and the proposed project will inevitably lead to confusion amongst dispatch operators should the name "Jackson Township" be retained for the project. It is for this very reason that streets within a community or region are given unique names, and why incorporated cities may not be named alike. This issue must be addressed in the emergency services analysis in the DEIR.

The City of Jackson, together with the County of Amador, relies on tourism for a large part of its economy, and the Jackson Highway is the northwest portal to the City of Jackson. Tourists from great distances including Sacramento, San Francisco, and points beyond, utilize the Jackson Highway to access the City of Jackson and Amador County. A development named

Ms. Catherine Hack

August 27, 2013

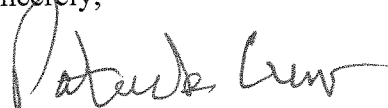
Page 2

“Jackson Township” that includes commercial uses and which is located on the Jackson Highway - en route to the City of Jackson - could be confusing to tourists destined for the City of Jackson. For this reason, the economic impact of this project on the City of Jackson should also be addressed in the Jackson Township Specific Plan DEIR.

To avoid these potential impacts the City of Jackson, we are requesting that the County of Sacramento require a name change for the proposed specific plan. A name that is not similar to any existing nearby or surrounding jurisdiction would alleviate any confusion and allow the new development to create its own identity.

Your cooperation with regards to this issue is greatly appreciated. Should you have any questions, please do not hesitate to contact our City Planner, Susan Peters, at (209) 223-1646.

Sincerely,

A handwritten signature in black ink that reads "Patrick Crew". The signature is written in a cursive style with a long horizontal stroke at the end.

Patrick Crew  
Mayor

cc: Amador County Board of Supervisors  
Amador County Chamber of Commerce  
Amador Council of Tourism



Post Office Box 1526 • Sacramento, CA • 95812 • (916) 444-0022

August 30, 2013

Catherine Hack, Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814  
Email: [DERA@saccounty.net](mailto:DERA@saccounty.net)

**Re: Comments on the Notice of Preparation of a Draft Environmental Impact Report for Jackson Township Specific Plan (PLNP2011-00095)**

Dear Ms. Hack,

The Environmental Council of Sacramento (ECOS) appreciates the opportunity to comment on the above referenced Notice of Preparation. While this entire Jackson Corridor was supposedly master planned, we have concerns regarding the comprehensiveness of the master planning approach and therefore the environmental document must address these concerns.

**Land Use**

From the information provided with the Notice of Preparation, ECOS is questioning the need for three land use alternatives. Upon cursory review, there appears to be little difference among these alternatives. The environmental document should give a detailed description of why these three alternatives were selected and why other perhaps preferable alternatives, at least from a transit perspective, were not included.

ECOS believes that the commercial and office space provided is far more than is reasonably likely to occur. Assumptions that are overly optimistic about employment generating land uses will skew the transportation analysis and green house gas/ozone emission numbers to look much lower than will likely occur with buildout. Are the commercial/industrial lands dictated by noise contours? This cannot be determined from the information provided.

ECOS also feels strongly that the cumulative acreages/square footage being proposed for the Jackson Corridor, perhaps also including Cordova Hills, ought to be examined by economic consultants for their relationship to reasonable economic forecasts. This isn't in the scope of the DEIR necessarily, but should be an important part of the Jackson Corridor master planning effort.

Sacramento Raceway is not controlled by the project proponents, yet land uses are shown to replace the Raceway. It is likely, due to noise constraints that little development can occur on any of these properties while Sacramento Raceway is in operation. The DEIR must look at the matter of development phasing regarding the Raceway, the potential impact of residential development around the Raceway and any potential problems with soil contamination on the Raceway site.

How is this project being integrated with the remainder of the Jackson Corridor projects from a land use and transportation perspective? This is a critical consideration, and it does not appear that it has been given much consideration to date in the master planning process.

A holding capacity analysis should also be conducted to determine how the proposed additional land uses impact the General Plan holding capacity for residential uses and industrial/commercial uses. With all the development proposed in the Jackson Corridor, how is this impacting the General Plan assumptions?

## **Air Quality**

The environmental document must analyze the impact of this proposal on the Metropolitan Transportation Plan - Sustainable Communities Strategy (SCS) and on the State Implementation Plan (SIP). Neither the SCS nor the SIP envisioned the degree of development that is currently proposed in the Jackson Corridor, including this project. These developments could jeopardize compliance with green house gas reduction requirements as well as ozone attainment.

To provide adequate disclosure and ensure compliance with CEQA, the climate change analysis should be conducted in the following manner:

1. Greenhouse Gas (GHG) Emission Inventory
  - a. Compile GHG emission inventories for each of the project alternatives consistent with the Local Governments for Sustainability (ICLEI) Clean Air and Climate Protection (CACCP) software and following the Intergovernmental Panel on Climate Change (IPCC) and ICLEI protocols.
  - b. Include contributions from vehicle use, energy generation, waste disposal (including wastewater treatment, solid waste disposal, and composting of vegetative waste), and water supply impacts occurring at offsite facilities - including commercial, institutional, and transportation - serving the Specific Plan site and its projected build-out population and full range of possible uses or mix of uses.
  - c. Detail the methodologies and calculations used in inventory compilation sufficient to provide transparency, allow for replicability, and provide substantial evidence supporting the assumptions, analysis, and conclusions in the inventories.
2. Significance of GHG Emissions
  - a. Identify the GHG emission significance threshold under CEQA for the Specific Plan and discuss the basis and implications of this significance threshold in comparison with those adopted by other jurisdictions in the region or recommended by state, regional, county, and non-governmental agencies for use in Sacramento County.
  - b. Identify the GHG emission reduction targets for light duty vehicles contained in the approved Sustainable Communities Strategy for the SACOG region, compare to the corresponding per-capita GHG emission rates estimated for the Specific Plan land uses and activities under each of the three alternatives, and analyze the impacts of Specific Plan alternatives on regional attainment of the adopted targets.

3. Analysis of Energy Use
  - a. Analyze potential energy use (including transportation-related energy), sources of energy supply, and way to reduce energy demand, including through the use of efficient, low emission transportation alternatives for each of the three project alternatives.
4. Consistency with Sacramento County Climate Action Plan
  - a. Identify all measures and strategies contained in the Sacramento County Climate Action Plan (CAP), both mandatory and voluntary, that are applicable to land uses and activities proposed in the Specific Plan.
  - b. Analyze and report any technological or environmental constraints limiting implementation of any applicable CAP measures or strategies identified above.
5. Mitigation Measures
  - a. Identify and analyze mitigation measures capable of reducing GHG emissions from Specific Plan land uses and activities to less-than-significant levels under CEQA.
  - b. Identify and analyze alternative transportation measures capable of reducing per-capita light duty vehicle GHG emissions to the target levels in horizon years contained in the approved Sustainable Communities Strategy for the SACOG region.
  - c. Provide substantial evidence that proposed mitigation measures will be capable of being accomplished in a successful manner within a reasonable of time, taking into account economic, and environmental, legal, social, and technological factors.
  - d. Provide substantial evidence or details of full enforcement mechanisms demonstrating that proposed mitigation measures will be real and verifiable. Include specific and mandatory performance standards to ensure that proposed mitigation measures, as implemented, will be effective.
  - e. Identify monitoring and reporting requirements for proposed mitigation measures that are sufficient to satisfy CEQA requirements.

## **Water**

The increase in demand for water associated with the proposed General Plan changes need to be thoroughly analyzed. What water demand assumptions associated with this area were included in the General Plan Update EIR? What is the cumulative impact of this project, along with other approved or pending projects within the Urban Services Boundary on total water demand, and does that cumulative demand exceed surface water and safe yield supplies as per the Water Forum agreement?

These above questions should also be answered in consideration of the potential expansion of Zone 40 service to the Elk Grove SOI Expansion area outside of the Urban Services Boundary.

## **Habitat Preservation**

This is an area of the county rich in habitat values, particularly vernal pools, and impacts analysis will need to be done for all vernal pool plants and invertebrate.

As well, impacts analysis will need to be done for: Swainson's hawk, tri-colored blackbird, ferruginous hawk, white tailed kite, loggerhead shrike, northern harrier, greater sandhill crane, American badger, western red bat, pallid bat, western pond turtle, California tiger salamander, and possibly giant garter snake.

This project may be required to do compensatory mitigation. The environmental impacts of this mitigation must be addressed. What the mitigation will be, the location of the mitigation, or alternative locations, and the premitigation conditions of these sites must be discussed in the DEIR. Doing the mitigation is an integral part of the project and a discussion concerning the impacts of that mitigation is critical to the completeness of the environmental document.

## **Transportation and Circulation**

### 1. Pedestrian and bicycle travel to and from nearby places:

The EIR should analyze the quality and safety of pedestrian travel to nearby places, including the following.

Transit stops and stations

Proposed offices

Proposed mixed use/retail

Safe pedestrian and bicycle crossings on Jackson Highway, Keifer Blvd and Excelsior Road

Safe auto dropoff and pickup for parents and students at the proposed middle/high school campus

Safe walking to and from the proposed middle/high school campus

Safe access for bicycle riders to and from the proposed middle/high school campus

Safe auto dropoff and pickup for parents and students at the proposed elementary school campus

Safe walking to and from the proposed middle/high school campus

Safe access for bicycle riders to and from the proposed elementary school campus

A strong grid network with block lengths that reduce speed and encourage walkability and bikeability

### 2. Pedestrian and vehicular traffic analysis:

The analysis of pedestrian and vehicular traffic is important to evaluating the pedestrian environment. We recommend using a pedestrian level of service analysis that includes factors such as:

vehicle speed and volume

crossing distance

number of lanes

pedestrian crossing time and delay

distance between crossings

pedestrian signals

traffic signals

parking



landscaping and trees  
 bike lanes  
 vehicle turning volumes

### 3. Pedestrian mobility for all:

The analysis of pedestrian mobility should take into account the abilities of various types of pedestrians, including younger, older, physically disabled, and sight impaired, as well as able bodied.

### 4. Public Transportation:

The EIR should consider the strong need for adequate transit connections to jobs and services outside the plan area, and the consequent need for safe access to transit stops and stations for pedestrians and bicyclists

The master planning effort does not appear to have adequately incorporated transit service. Providing transit service along Jackson Highway is by no means considered adequate. The entire Jackson Corridor area, including this project, must incorporate substantial transit service. Without adequate transit service, the air quality and climate change benefits that could be achieved due to the area's nearness to other jobs and housing will be lost.

We encourage the project proponents to work with other project proponents in the Jackson Corridor area, as well as with the County and Regional Transit, to develop a comprehensive transit plan. The provision of transit service that will provide the necessary air quality and climate change mitigation benefits will require the establishment of a Transit Services District. County Service Area 10 can be utilized as an example of how this has been accomplished in the past.

This environmental document, as well as other environmental documents in the Jackson Corridor, must include an analysis of transit service and its impact on air quality and climate change.

## Conclusion

The above comments are provided given ECOS's desire to see this development become a viable part of the Jackson Corridor new development area. We believe that these issues must be addressed in the Draft Environmental Impact Report and adequate mitigation proposed to address these issues.

If we can provide further clarification, do not hesitate to contact us.

Sincerely,



Ron Maertz  
 Land Use Committee Chair

**DEPARTMENT OF TRANSPORTATION**

2379 GATEWAY OAKS DRIVE, SUITE 150  
SACRAMENTO, CA 95833  
PHONE (916) 274-0635  
FAX (916) 274-0602  
TTY 711



*Flex your power!  
Be energy efficient!*

September 3, 2013

032013-SAC-0114  
03-SAC-16/PM 9.49  
SCH# 2013082017

Ms. Catherine Hack  
County of Sacramento  
827 7th St., Room 220  
Sacramento, CA 95814

**Jackson Township Specific Plan— Notice of Preparation (NOP)**

Dear Ms. Hack:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Jackson Township Specific Plan. The proposed Specific Plan Area, approximately 1391 acres, is located in southeastern Sacramento County, lying south of Mather Specific Plan Area, east of Excelsior Road, north of State Route (SR) 16 (Jackson Highway) and west of Eagles Nest Road in the Vineyard Community. The land use plan is estimated to result in approximately 6,300 dwelling units and approximately 1.9 million square feet of employment and commercial services land uses. The Plan also includes schools, parks, and open space preserves. The following comments are based on the NOP.

***Traffic Impact Study***

The Jackson Township development will generate additional traffic that is expected to impact SR 16 and US Highway (US) 50. Caltrans appreciates the County giving us the opportunity to provide comments on the scope of the Jackson Corridor Joint Traffic Impact Study (TIS) that includes the Jackson Township Specific Plan development and other developments in its vicinity. We would appreciate continued involvement as the joint traffic study progresses. Whether or not the joint traffic study effort continues, Caltrans recommends that a TIS analyze the direct and cumulative traffic impacts to the State Highway System generated by the Jackson Township development. We recommend using the Department's *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The *TIS Guide* is available at the following website address:  
[http://dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

We would appreciate the opportunity to review and comment on the scope of the TIS before the study begins.

Ms. Catherine Hack/County of Sacramento  
September 3, 2013  
Page 2

### ***Relinquishment***

Caltrans has entered into discussions with the City of Sacramento, County of Sacramento, and City of Rancho Cordova to relinquish SR 16 between the US 50 interchange and Grant Line Road. Should the relinquishment occur, Caltrans will have no approval role on any modifications to Jackson Highway within the segment relinquished to the County.

However, should relinquishment not occur, or occur after construction of the Jackson Township development begins, Caltrans cannot approve any design changes that would not comply with the design standards set forth by the Caltrans Highway Design Manual, and we cannot approve facility modifications that are incompatible with the SR 16 Transportation Corridor Concept Report. Furthermore, since relinquishment will not occur for quite some time and is contingent on the approval of California Legislature and California Transportation Commission, the environmental review process for the Jackson Township Specific Plan should assume the Jackson Highway continues to function as part of the State Highway System.

If you have any questions regarding these comments or require additional information, please contact Angela Shepard, Intergovernmental Review Coordinator, at (916) 274-0566 or by email at: [angela.shepard@dot.ca.gov](mailto:angela.shepard@dot.ca.gov)

Sincerely,



Eric Fredericks, Chief  
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse

Department of  
Community Development  
Lori A. Moss, Director



**Divisions**  
Building Permits & Inspection  
Code Enforcement  
County Engineering  
Planning & Environmental Review

**DEPARTMENT OF COMMUNITY DEVELOPMENT**  
Planning and Environmental Review Division  
**NOTICE OF PREPARATION**

**AUGUST 5, 2013**

**TO: ALL INTERESTED PARTIES**

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR JACKSON TOWNSHIP SPECIFIC PLAN**

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

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online by going to the PER homepage ([www.per.saccounty.net](http://www.per.saccounty.net)) and searching for environmental documents. The direct link to the document search page is:

<http://www.per.saccounty.net/EnvironmentalDocuments/Pages/SearchDocuments.aspx>.

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

Catherine Hack, Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220, Sacramento, CA 95814  
or via e-mail at: [DERA@saccounty.net](mailto:DERA@saccounty.net).

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

Agencies with specific questions about the project should contact Lauren Hocker, Environmental Review Project Manager, at (916) 874-7914 for further information.

**PLNP2011-00095 JACKSON TOWNSHIP SPECIFIC PLAN**

**PROJECT TITLE:**

JACKSON TOWNSHIP SPECIFIC PLAN

**CONTROL NUMBER:**

PLNP2011-00095

**OWNER:**

Various (see list attached to NOP)

**APPLICANT/PROJECT PROPONENT:**

Tsakopoulos Investments, Angelo G. Tsakopoulos

**PROJECT DESCRIPTION AND LOCATION:**

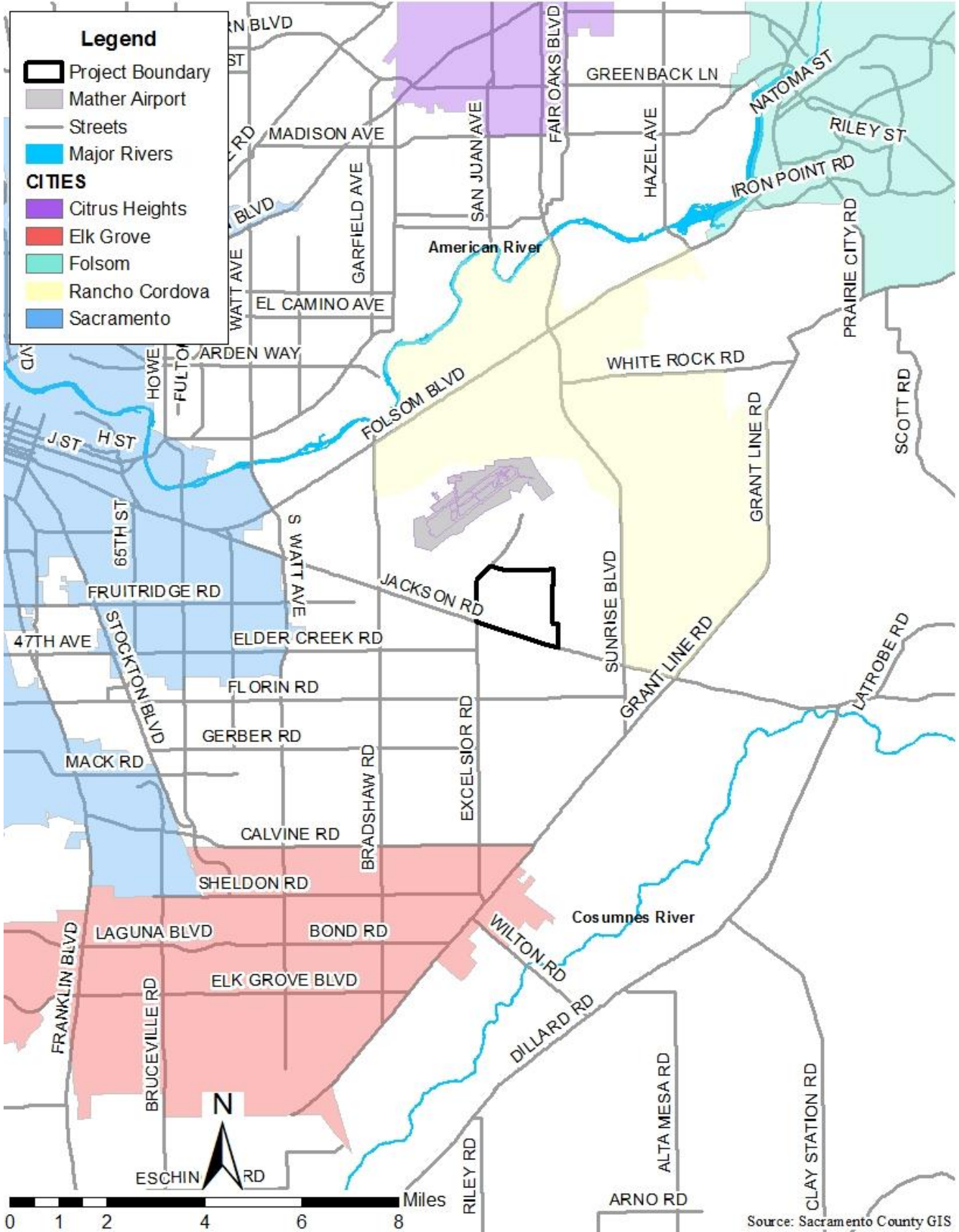
The proposed Plan Area, approximately 1,391 acres, is located in southeastern Sacramento County, lying south of the Mather Specific Plan Area, east of Excelsior Road, north of Jackson Highway and west of Eagles Nest Road in the Vineyard Community (Plate NOP-1 and Plate NOP-2). The Plan Area is currently designated on the Sacramento General Plan with land use designations of Extensive Industrial and General Agricultural. The property has current zoning of Light Industrial (M-1), Industrial Reserve (IR) and Permanent Agriculture (AG-80). There are 24 different landowners within the Plan Area. The largest landowner—Excelsior Estates LLC, represented by Angelo G. Tsakopoulos as the applicant—owns and/or controls approximately 862 acres (approximately 62 % of the total) within the Plan Area boundaries.

The proposed Project includes a range of different uses, including low density (6.0 units/acre), medium density (13 units/acre), and high density (25 units/acre) residential; general and community commercial; office; and mixed use. The proposal also includes three elementary schools, a middle school/high school, a public-quasi public site for a fire station, and parks. Land along the northern and eastern sides of the Project are shown as Wetland Preserve. These designated lands match the adjacent land use proposal to the east, known as NewBridge, and reflect the current status of the proposed preserve boundaries being negotiated as part of the anticipated South Sacramento Habitat Conservation Plan (SSHCP). The anticipated SSCHP preserve boundaries are planned to continue southward, extending beyond Jackson Road, but the exact location of this preserve has not yet been determined. For this reason, the Project includes an area designated Agriculture in the southeastern corner of the site; there is an equivalent area to the east within the NewBridge project. It is anticipated that the area needed for the preserve will be smaller than the total area shown as Agriculture, but rather than prematurely designate some areas for urban uses and some as Wetland Preserve, the entire corner is reserved as Agriculture, which maintains the current use of the land. Although the land use plan reflects the existing AG use, the technical studies will assume the potential for 6 units per gross acre, to ensure that overall infrastructure planning of the planning areas is coherent should some portion eventually be proposed for development, once the preserve is identified.

The proposed Project includes 6,143 residential units spread somewhat evenly between low density (35% of units), medium density (29% of units), and high density (35%) of units, with an additional 100 units (2% of units) within the mixed use designation areas. The analyses will assume that the units in the mixed use area are high density. In addition to the residential units, the Project includes 1,996,100 square feet of non-residential uses. There are also three alternative versions of the Project which the applicant has provided; these are project alternatives, not CEQA Alternatives. A table which summarizes the proposed land uses and an exhibit showing the land plan area provided at the end of the NOP (Table NOP-1 and Plate NOP-4).



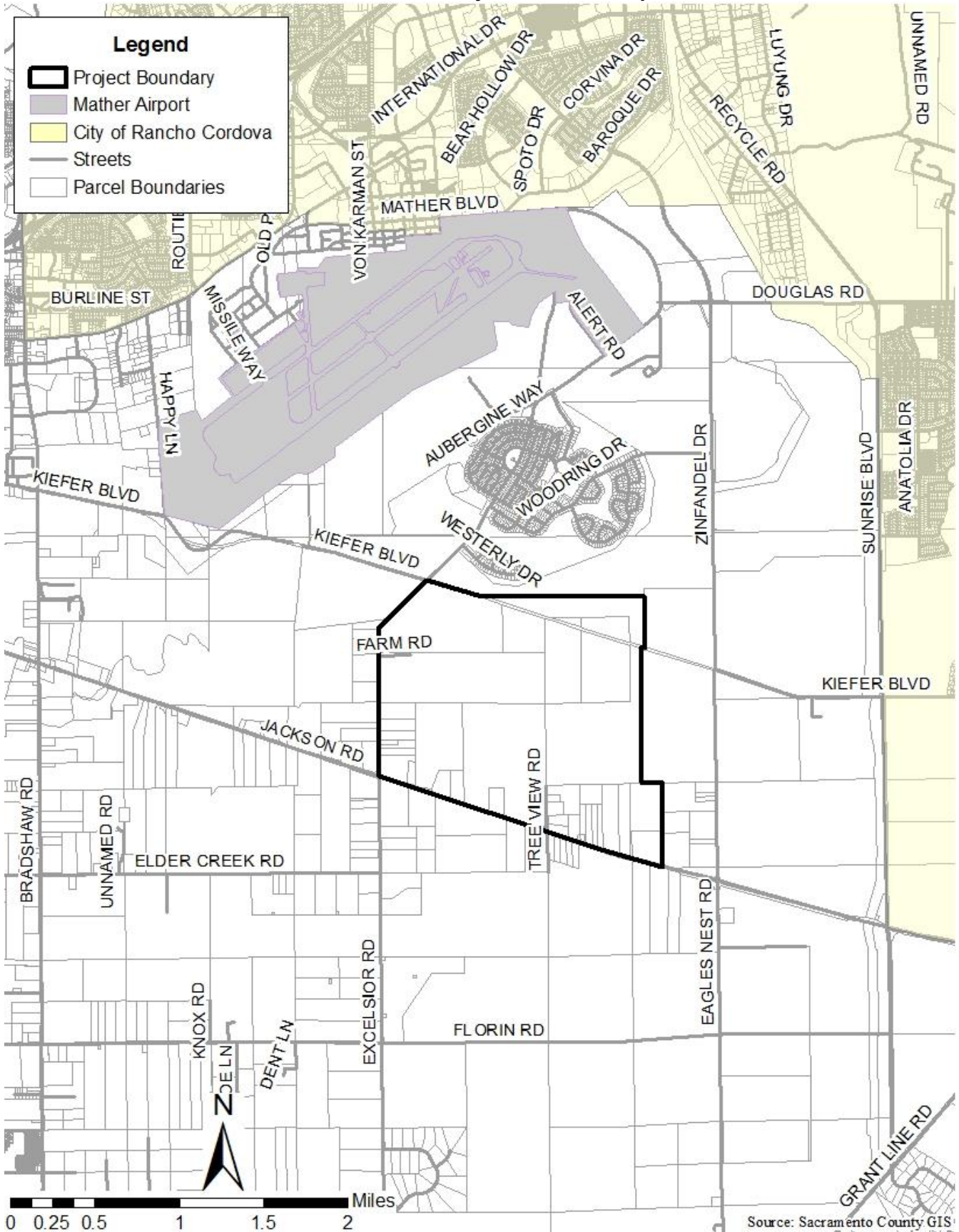
### Plate NOP-1: Regional Location Map



Source: Sacramento County GIS



**Plate NOP-2: Project Location Map**



Most homes within the Plan Area will be within a quarter-mile of an open space area: either a park, linear parkway, or natural open space. Likewise, most homes will be within a half-mile of the retail/employment land uses. According to the application materials, a key feature of the Plan Area is a large, centrally-located greenway/drainage corridor with a trail on one side that will provide easy, non-vehicular linkages from one end of the community to the other. An interconnected street system, connecting trails and paths with potential for future transit connections, is provided throughout the Plan Area. Street layouts were designed in coordination with County Department of Transportation and Planning and Environmental Review staff. The Circulation Plan and Bikeway Master Plan diagram are included with the other project exhibits at the end of this NOP (Plate NOP-5 and Plate NOP-6).

The Plan Area is within the Elk Grove Unified School District and the Cordova Recreation and Park District. The Project includes three sites designated as elementary school sites (approximately 10 acres each) and one site designated as a joint middle school/high school (approximately 70 acres). The elementary schools are co-located with neighborhood parks to invite joint use. A total of eight neighborhood parks and one Community Park are included in the proposed Project.

**Alternative 1** involves a 40.1 acre Office (O) use designated along Tree View Lane, in the place of the 22.3 acre MD and the 16.9 acres HD sites. **Alternative 2** involves the three parcels in the northwest corner of the site designated MD, HD and CC. The CC and MD parcels switch locations and the acreages of all three parcels change slightly. **Alternative 3** is essentially a combination of Alternatives 1 and 2. Alternative 3 involves the addition of the 40.1 acre Office parcel as described in Alternative 1 as well as the switch in location of the CC and MD sites as described in Alternative 2. Land Use Summary tables and exhibits for these alternatives are provided at the end of the NOP (Table NOP-2, Table NOP-3, Table NOP-4, Plate NOP-7, Plate NOP-8, and Plate NOP-9).

In order to approve the Project (or project alternatives) which are described above, the following entitlements must be approved by the Sacramento County Board of Supervisors:

1. A **General Plan Amendment** to move the Urban Policy Area (UPA) boundary south to include approximately 1,391 acres encompassing the Jackson Township Specific Plan (Plate NOP-10).
2. A **General Plan Amendment** to amend the Land Use Diagram designations within the Jackson Township Specific Plan from General Agriculture (568 +- acres) and Extensive Industrial (823 +-acres) to Low Density Residential, Medium Density Residential, Commercial and Office, Mixed Use, Recreation, Natural Preserve, and Public/Quasi Public (Plate NOP-11).
3. A **General Plan Amendment** to amend the General Plan, including the Land Use Diagram, to include a Mixed Use Land Use Designation.
4. A **General Plan Amendment** to amend the Transportation Diagram to reflect proposed roadway alignments (Plate NOP-12).
5. A **General Plan Amendment** to amend the Bicycle Master Plan to add on- and off-street bikeways (Plate NOP-6).
6. A **Community Plan Amendment** to amend the Vineyard Community Area Plan to change the Community Plan designation of the parcels located within the Jackson Township Specific Plan area (1,391+-acres) from Permanent Agriculture (AG-80) (772.5 acres), Light Industrial (596.5 acres) and Industrial Reserve (IR) (22 acres) to Jackson Township Specific Plan Area (1,391+-acres) (Plate NOP-13).
7. **Adoption of the Jackson Township Specific Plan** for the approximately 1,391 acre Jackson Township Specific Plan area, including a Specific Plan land use diagram, Design Guidelines and Development Standards.

8. A **Zoning Ordinance Amendment** to establish a Special Planning Area (SPA) Ordinance for a 838+- acre portion of the Jackson Township Specific Plan area and a **Rezone** to amend the Zoning Designations for a 838+- acre portion (owned by the applicant) of the Jackson Township Specific Plan Area from AG-80 (489+-acres), M-1(+327acres) and IR (22 +-acres) to Jackson Township Special Planning Area (SPA) (Plate NOP-14).
9. A **Large Lot Tentative Subdivision Map** for the lands owned by Tsakopoulos Family Trust, consisting of 12 existing parcels of approximately 838 acres, to be divided into 44 parcels for the purpose of creating legal parcels corresponding to land use blocks within the Jackson Township Specific Plan.
10. **Adoption of an Affordable Housing Plan** for the Jackson Township Specific Plan.
11. **Adoption of a Development Agreement** for the Jackson Township Specific Plan by and between the County of Sacramento and the Tsakopoulos Family Trust for the 838 acres owned by the Tsakopoulos Family Trust.
12. **Adoption of a Public Facilities Financing Plan** for the Jackson Township Specific Plan that includes a Capital Improvement Program and Financing Plan.
13. **Adoption of a 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.
14. **Approval of a 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.

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

- A 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).

It should be noted that this application request does not include rezone of the properties not owned by the applicant, and that any subsequent rezones would be the subject of future applications and CEQA review.

#### **PROJECT OBJECTIVES:**

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

1. Develop an economically viable mixed use project in close proximity to the urban core.
2. Develop a marketable project which minimizes greenhouse gas emissions.
3. Develop an economically-stable community where property values are retained over time.
4. Develop a project containing a variety of housing types so as to create a demographically mixed community.
5. Develop a project which allows for easy access to green space, schools, and a town center containing various retail, dining, and other commercial services.
6. Develop a project which provides employment opportunities for workers of all income levels.

7. Develop a project which promotes a jobs-housing balance in the Jackson Highway/Mather area.
8. Develop a project which allows residents to engage in short, non-vehicle commutes.
9. Develop a project which utilizes proven design practices which result in the creation of strong communities that remain economically stable over time.
10. Develop a project which contains a circulation system that promotes walking, biking, and the use of public transit.
11. Develop a project which contains a comprehensively planned infrastructure system.
12. Develop a project which ensures funding for the on-going maintenance needs of parks, open space facilities, public services and other infrastructure.
13. Develop a project which preserves, to the extent feasible, the area's most important and valuable biological resources with a wetlands preserve.
14. Develop a project which contains adequate school facilities for community residents and assists in meeting the school facility needs of surrounding projects.
15. Develop a project which includes a community park and a variety of neighborhood parks sufficient to meet park district requirements.

#### **ENVIRONMENTAL/LAND USE SETTING:**

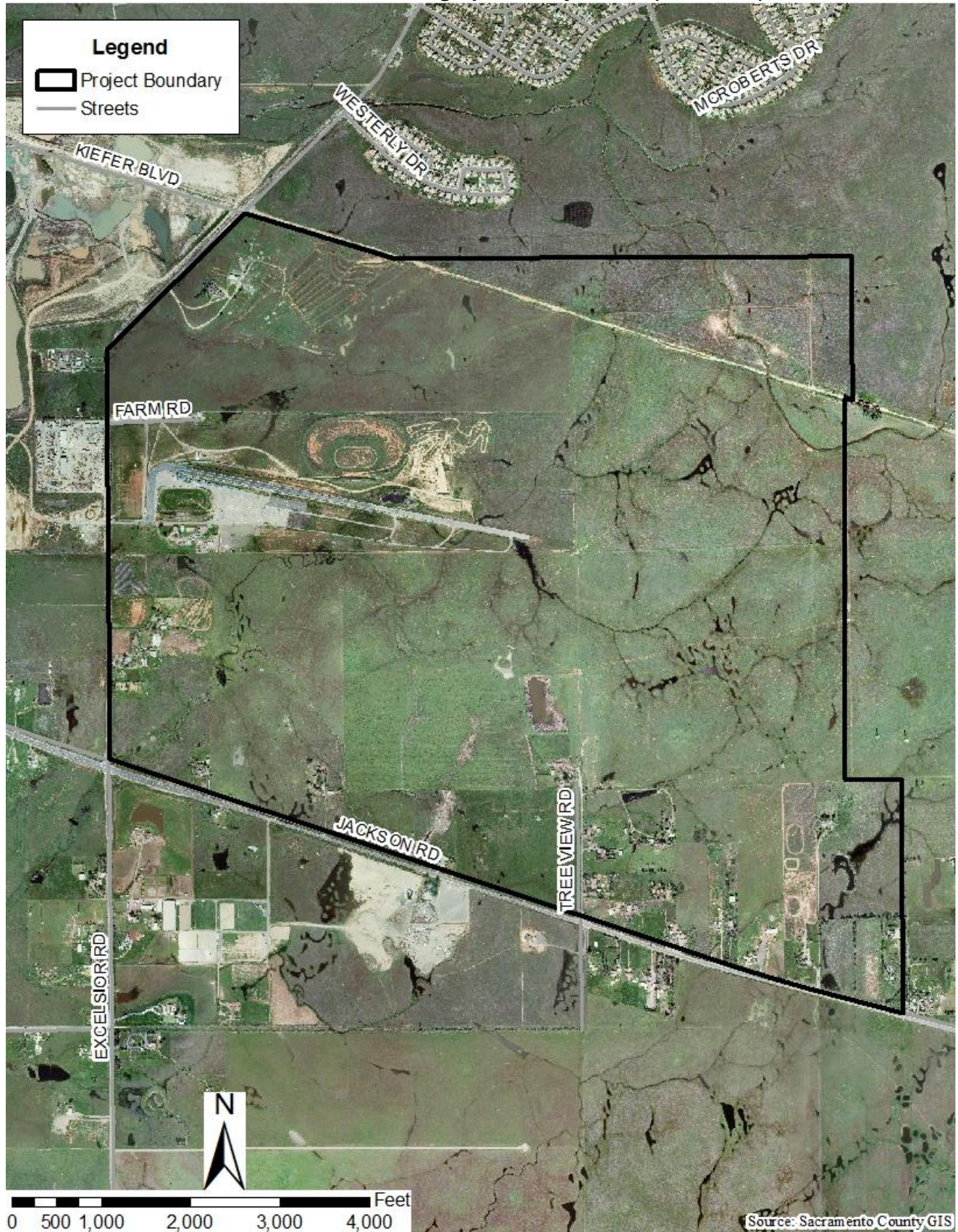
An aerial photograph of the site, taken in the year 2009, has been provided for context (Plate NOP-3). The current land uses on the properties within the Plan Area are predominantly grazing, small ranches, and agricultural residential homes. A portion of this site also includes the Sacramento Raceway, which hosts racing events on Wednesday nights, twice per month on Friday night, Saturday nights, and drag races on Saturday and Sunday. To the west of the Project, land uses are characterized by agricultural uses, mining, and commercial sales of landscaping materials. Lands to the east are generally similar to the Project site, with grazing and agricultural-residential uses predominating. The property to the east also includes the Sacramento Rendering Company plant, which is a facility that accepts animal tissue, processes it, and then distributes the byproduct for use in the manufacture of other goods. Land to the north is dominated by the presence of Mather Airport and appurtenant facilities, but also includes residential areas (Independence at Mather), nature preserve, and golf course property. Properties to the south of the Project, across Jackson Road, are generally in agricultural or agricultural-residential use or are designated as wetland preserve.

There are roadways extending along the southern and western sides of the Project boundary: Jackson Road on the southern boundary and Excelsior Road along the western boundary. There is no road along the eastern Project boundary, though Eagles Nest Road is only a few hundred feet to the east. There is also no road on the northern property boundary, but the Sacramento County General Plan Transportation Diagram shows that Kiefer Road will be extended through the site (there is currently an unmaintained dirt road along the alignment on County-owned right-of-way). Jackson Road is a state highway (State Route 16), though the California Department of Transportation is considering the possibility of relinquishing part of the facility to local control (as found in the *Transportation Corridor Concept Report: State Route 16*, dated June 26, 2012 and published by Caltrans). Where it is adjacent to the site, the roadway is a two-lane facility without a center left-turn lane, though it is four lanes on either side of the intersection of Jackson Road and Excelsior Road. Excelsior Road is also a two-lane facility with more lanes on either side of the intersection with Jackson Road.

Most of the Project site is grassland with interspersed wetlands and wetland swales; portions of the site have historically been disturbed by agricultural activities. The southwestern Project area is within the headwaters of Elder Creek, and a small bend in Morrison Creek extends slightly into the northeastern corner of the Project site.



Plate NOP-3: Aerial Photograph of Project Site (Year 2009)



## **PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:**

The analyses in the EIR will describe existing conditions, describe the legal and regulatory framework relevant to the proposed Project, describe standards of significance to be used in analysis, and describe analysis methodologies. A review of the project and of the environmental resources in the study area has resulted in the identification of the following potential areas of environmental effect:

### Aesthetics

Proposed new development areas will be analyzed for their effects on the views from surrounding properties and roadways.

### Agricultural Resources

Areas of active agricultural use, designated agricultural lands, prime farmland soils, and Williamson Act contract land will be identified and analyzed within and adjacent to the project area.

### Air Quality

Project-related emissions analyzed may include toxic air contaminants, ozone precursors, and particulates. The analysis will include discussions of emissions resulting from construction activities and emissions resulting from operational activities of the completed project. Where possible, emissions will be quantified using the California Emissions Estimator Model (CalEEMod) and/or other appropriate models.

### Biological Resources

The Project will be analyzed to identify areas where proposed changes may impact biological resources in the area. The analyses will discuss impacts to general wildlife populations and habitats, but will focus on special-status species and particularly sensitive habitats, including wetlands.

### Climate Change

Project-related greenhouse gas emissions will be quantified and analyzed for the cumulative impacts to climate change. The probable impacts to the project as a result of climate change will also be examined.

### Cultural/Historical Resources

The changes and new proposed uses will be analyzed for compatibility with cultural and historical resources.

### Geology, Soils, and Mineral Resources

Underlying soil types and suitability will be examined in areas where urban uses are proposed. Erosion potential will also be considered.

### Hazards and Hazardous Materials

Hazardous materials sites, if any, will be identified in the vicinity of proposed new development areas. Data sources may include Envirostor and Geotracker. Project compatibility with any existing hazardous materials sites will be examined.

### Land Use

The project proposal will be examined to determine consistency with land use policies/ordinances/plans that have been adopted in order to avoid environmental effects. The project impact relative to the planned and existing land use environment will also be disclosed.

### Noise

Existing and proposed uses with the potential to generate significant noise will be analyzed, which will include modeling of noise generated by transportation sources. This will include an analysis of the existing Sacramento Raceway and Mather Airport.



### Public Services

The proposal will be analyzed for its compatibility with public services and to determine what may be required to extend service to the project. Services analyzed may include but are not limited to: schools (Elk Grove Unified School District), park services (Cordova Recreation and Park District), libraries, fire protection (Sacramento Metropolitan Fire District), and police protection (Sacramento County Sheriff's Department).

### Public Utilities

The proposal will be analyzed for its compatibility with public utilities and to determine what may be required to extend service to the project. Utilities analyzed may include but are not limited to: water supply (Sacramento County Water Agency Zone 40), sewer service (annexation to Sacramento Area Sewer District and Sacramento Regional County Sanitation District), and energy services (Pacific Gas and Electric and Sacramento Municipal Utility District).

### Transportation

A Traffic Impact Study will be prepared to examine the effects of proposed project development and facilities on area roadways.

### Hydrology and Water Quality

Areas of flooding potential will be identified and drainage patterns will be examined within the watersheds affected by the project. The project will be analyzed for impacts to the existing hydrologic environment and vice versa. Agencies involved with flood control issues will be consulted. These may include, but are not limited to: the California State Department of Water Resources, the State Reclamation Board, the Sacramento Area Flood Control Agency (SAFCA), and the Sacramento County Department of Water Resources. The potential impacts of the project on water quality will also be examined, which includes construction-related impacts (e.g. erosion of exposed soil) and operational impacts (e.g. use of pesticides and fertilizers).

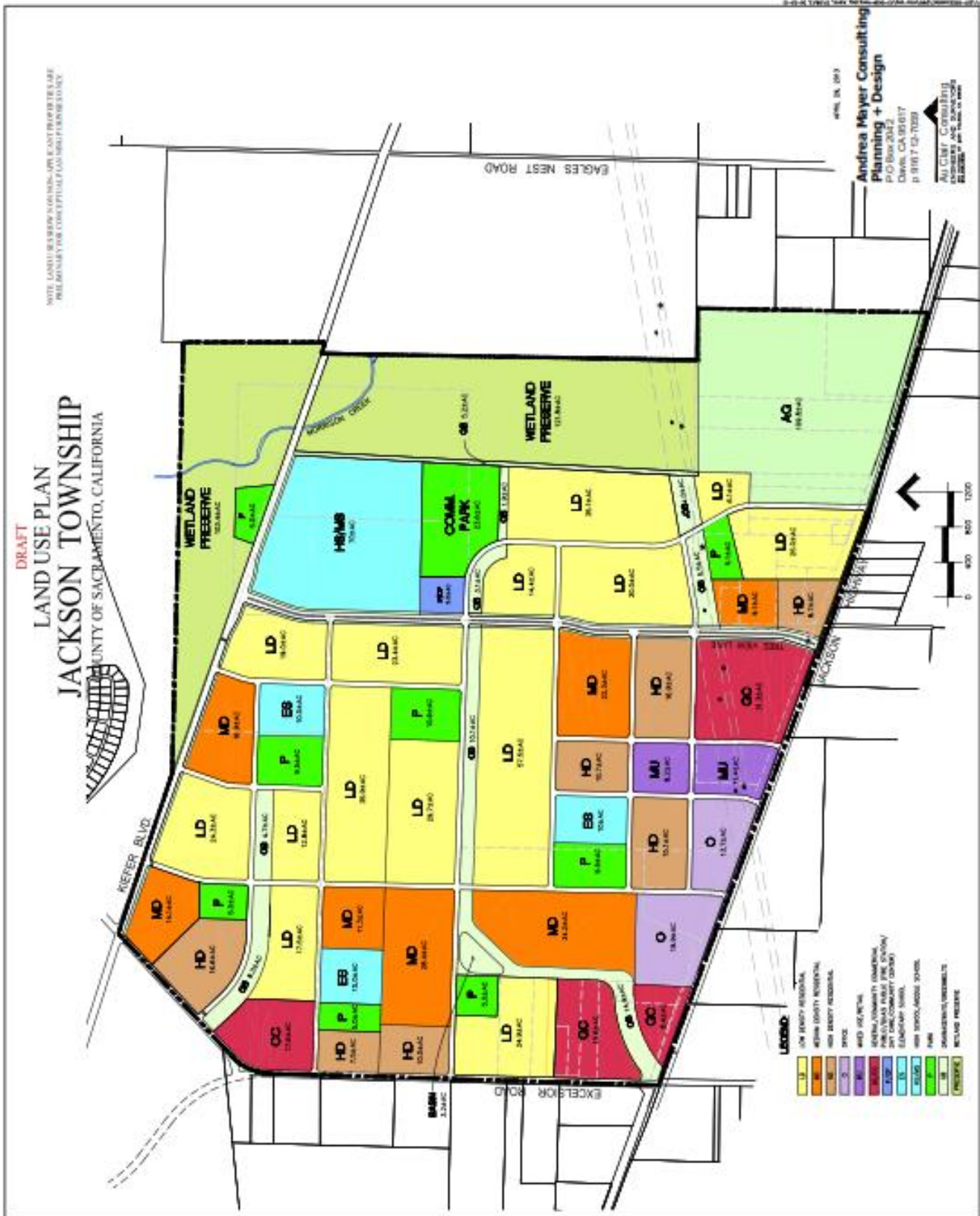
The above descriptions are not exhaustive, and other sections and discussions may be included if further research indicates that the inclusion is warranted. As the analyses progress and the extent of impacts to the above categories is determined, appropriate CEQA Alternatives will be included for analysis. Pursuant to the CEQA Guidelines Section 15206, this is a project of "statewide, regional or areawide significance" and scoping meetings are required. The scoping meetings have not been scheduled at this time. When available, a Public Notice of the date, time, and location of the scoping meeting(s) on the project will be provided.

## **INTENDED USES OF THE EIR:**

The Sacramento County Planning Commission and the Board of Supervisors will use the information contained in the EIR to evaluate the proposed project and render a decision to approve or deny the requested entitlements. Responsible agencies, such as the California Department of Fish and Game, the United States Fish and Wildlife Service, the United States Army Corps of Engineers, the Central Valley Regional Water Quality Control Board, and LAFCo may also use the EIR for planning/permitting purposes that include, but are not limited to, the following:

- Federal Clean Water Act Section 404 Permit (U.S. Army Corps of Engineers)
- Federal Endangered Species Act Section 7 Consultation (U.S. Fish and Wildlife Service)
- Section 401 Water Quality Certification (Regional Water Quality Control Board – Central Valley Region)
- California Endangered Species Act Incidental Take Permit (California Department of Fish and Wildlife)
- Section 402 National Pollutant Discharge Elimination System Permit (Regional Water Quality Control Board – Central Valley Region)
- Annexations (LAFCo)

Plate NOP-4: Proposed Land Use Plan



**Table NOP-1: Land Use Summary**

<i>Residential Designations</i>	<i>Acres</i>	<i>Average Density</i>	<i>Density Range (DU/acre)</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>
LD-Low Density Residential	355.7	6.0	1.0–10.9	2134	34.7%
MD-Medium Density Residential	136.3	13.0	11.0–19.9	1772	28.9%
HD-High Density Residential	85.5	25.0	20.0–30.0	2137	34.8% <sup>7</sup>
<b>Subtotal</b>	<b>577.5</b>	<b>--</b>	<b>--</b>	<b>6,043</b>	<b>98.4%</b>
<i>Commercial + Office Zones</i>	<i>Acres</i>	<i>F.A.R.</i>	<i>Square Footage</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	--
CC-Community Commercial	17.6	0.25	191,600	n/a <sup>1</sup>	--
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.6% <sup>7</sup>
O-Office	33.6	0.50	731,800	n/a <sup>1</sup>	--
<b>Subtotal</b>	<b>130.1</b>	<b>--</b>	<b>1,996,100</b>	<b>100</b>	<b>1.6%</b>
<i>Public/Quasi Public Zones</i>	<i>Acres</i>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<i>Park + Open Space Zones</i>	<i>Acres</i>				
CP-Community Park	23.6 <sup>3</sup>				
P-Neighborhood Park	54.7 <sup>3</sup>				
OS-Wetland Preserve	225.2				
OS-Greenbelt/Drainage Corridor	57.7				
OS-Landscape Corridor	14.5				
OS-Detention Basin	3.2				
<b>Subtotal</b>	<b>378.9</b>				
AG-Agriculture	109.3				
RW-Primary Roadways	90.2				
	<i>Acres</i>		<i>Density Range (DU/acre)</i>	<i>D.U.'s</i>	<i>% of D.U.'s</i>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.5<sup>6</sup></b>	<b>6,143</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

1. Dwelling units are not permitted in these designations.
2. Population calculation is 6,143 d.u x 2.64 people per household=**16,217 people**
3. Park requirement calculation (not including AG land): LD/MD 3906 d.u. x 0.0146=57.0 acres and HD/MU 2237 d.u. x 0.0122=27.3 acres, for a total acreage of **84.3**.
4. Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 acres (25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve) for a total of **90.3 acres**.
5. 100 dwelling units are assigned to the 8.2-acre MU parcel only, and zero units assigned to the 11.4-acre parcel.
6. Double-net density calculation: 6,143 d.u./585.7 acres (577.5 acres+8.2 acres of MU)= **10.5 du/acre**. This does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU-120 CB-1.
7. A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land. This includes HD and MU parcel allocations, for a total of 2,237 d.u. = 36.4%.

Plate NOP-5: Circulation Plan

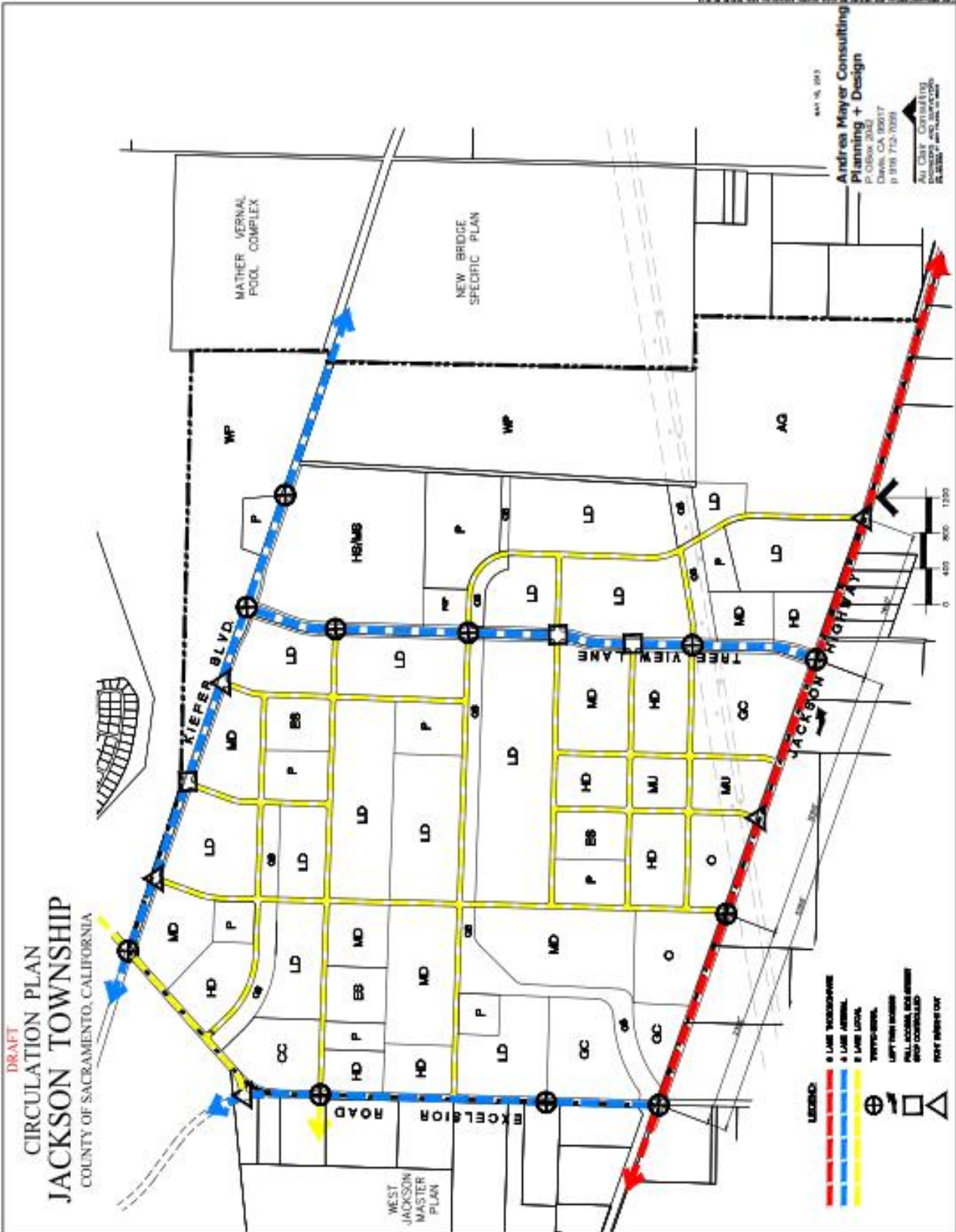




Plate NOP-6: Bikeway Master Plan

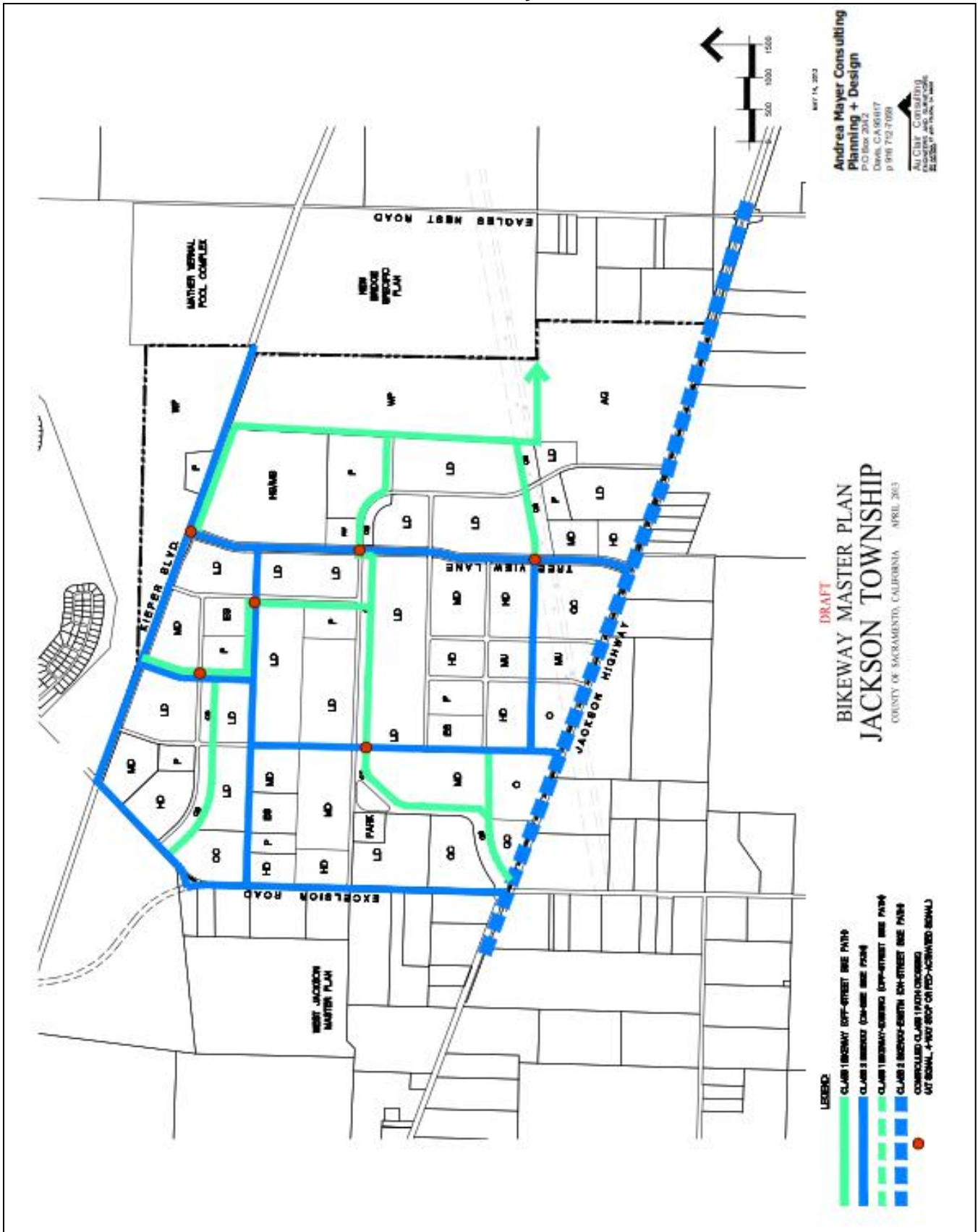
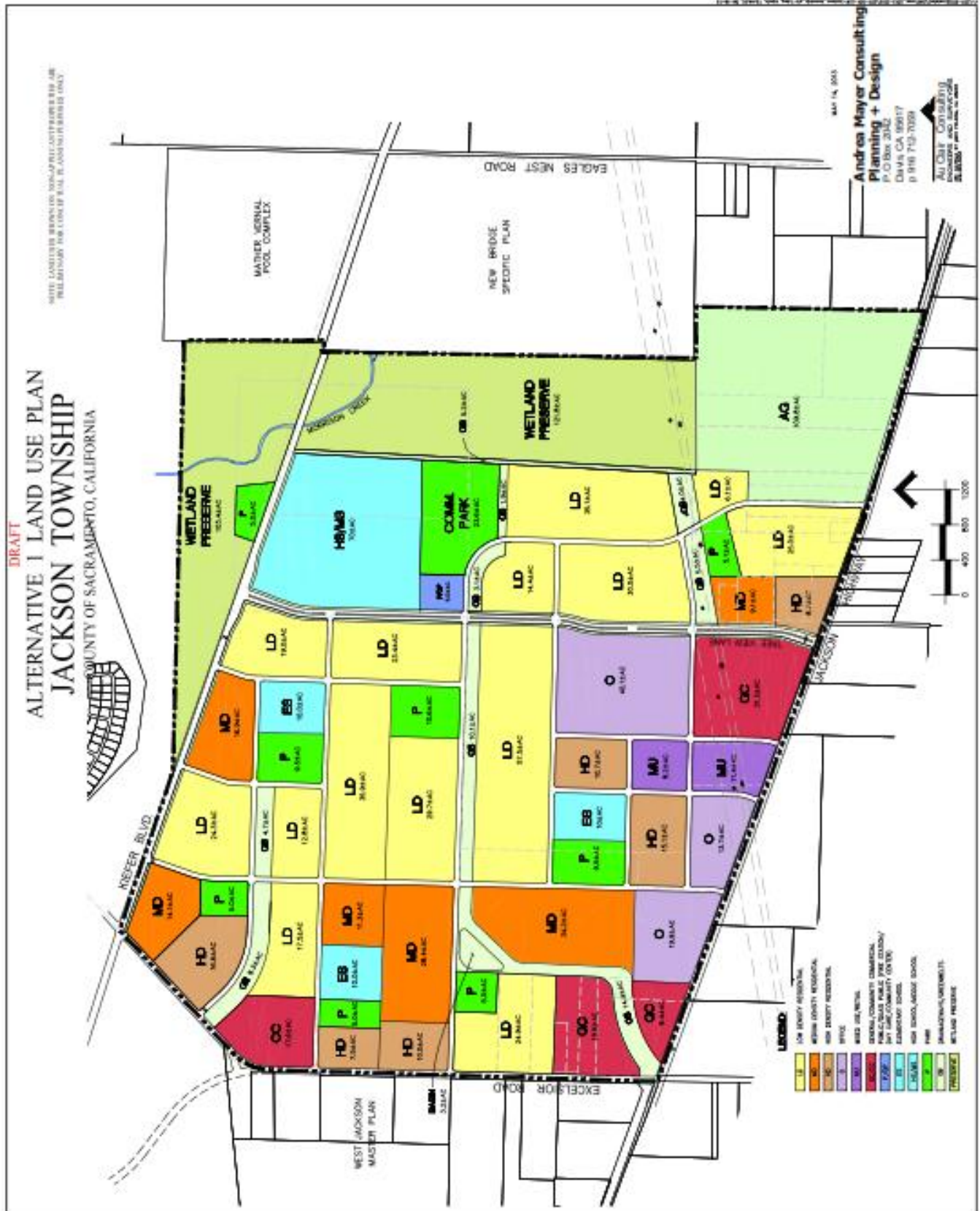


Plate NOP-7: Alternative 1 Land Use Plan





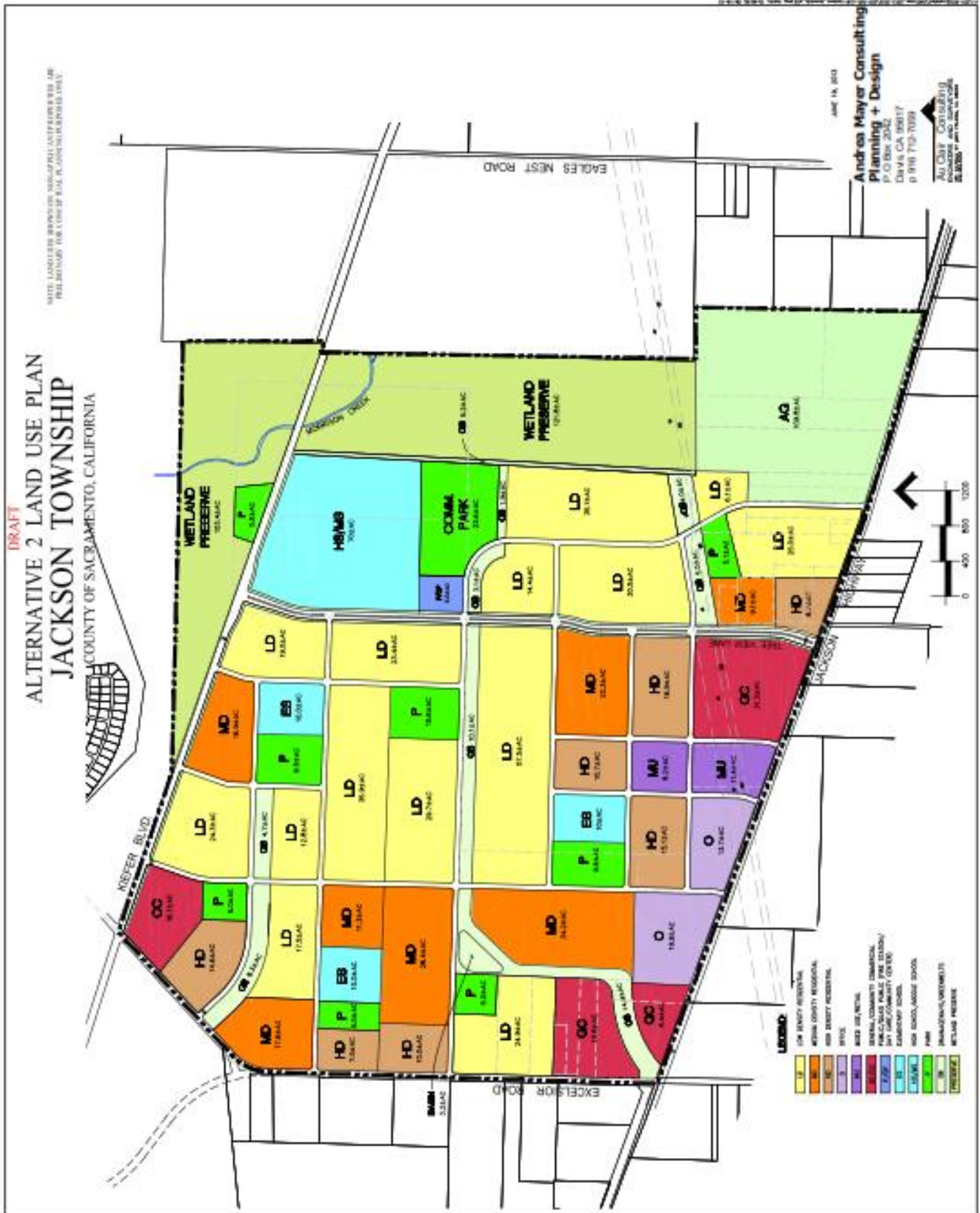
**Table NOP-2: Alternative 1 Land Use Summary**

<b>Residential Designations</b>	<b>Acres</b>	<b>Average Density</b>	<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
LD- Low Density Residential	355.7	6.0	1.0-10.9	2134	37.4%
MD-Medium Density Residential	114.0	13.0	11.0-19.9	1482	26.0%
HD- High Density Residential	68.6	29.0	20.0-30.0	1989	34.9% <sup>7</sup>
<b>Subtotal</b>	<b>538.3</b>			<b>5,605</b>	<b>98.3%</b>
<b>Commercial + Office Zones</b>	<b>Acres</b>	<b>F.A.R.</b>	<b>Square Footage</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	
CC-Community Commercial	17.6	0.25	191,600	n/a <sup>1</sup>	
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.7% <sup>7</sup>
O- Office	73.7	0.50	1,605,100	n/a <sup>1</sup>	
<b>Subtotal</b>	<b>170.2</b>		<b>2,869,400</b>	<b>100</b>	<b>1.7%</b>
<b>Public/Quasi Public Zones</b>	<b>Acres</b>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<b>Park + Open Space Zones</b>	<b>Acres</b>				
CP- Community Park	23.6 <sup>3</sup>				
P- Neighborhood Park	54.7 <sup>3</sup>				
OS- Wetland Preserve	225.2				
OS- Greenbelt/Drainage Corridor	59.1				
OS- Landscape Corridor	14.5				
OS- Detention Basin	3.2				
<b>Subtotal</b>	<b>380.3</b>				
AG-Agriculture	109.3				
RW- Primary Roadways	87.9				
	<b>Acres</b>		<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.4<sup>6</sup></b>	<b>5,705</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

- Dwelling units are not permitted in these designations.
- Population calculation is 5,705 d.u x 2.64 people per household = **15,061 total population**
- Park requirement calculation (not including AG zoning): LD/MD 3616 d.u. x .0146=52.8 acres and HD/MU 2089 d.u. x .0122=25.5 acres, for a total of **78.3 acres**.
- Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 acres (25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve) for a total of **90.3 acres**.
- 100 dwelling units are assigned to the 8.2 acre MU parcel only, 0 units assigned to the 11.4 acre parcel.
- Double net density calculation: 5,705 d.u./546.5 acres (538.3 ac.+8.2 ac. of MU)= **10.4 du/ac**. Note: this does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU 120 CB-1.
- A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land, this includes HD and MU parcel allocations of 2,089 d.u. = 36.6%.

Plate NOP-8: Alternative 2 Land Use Plan



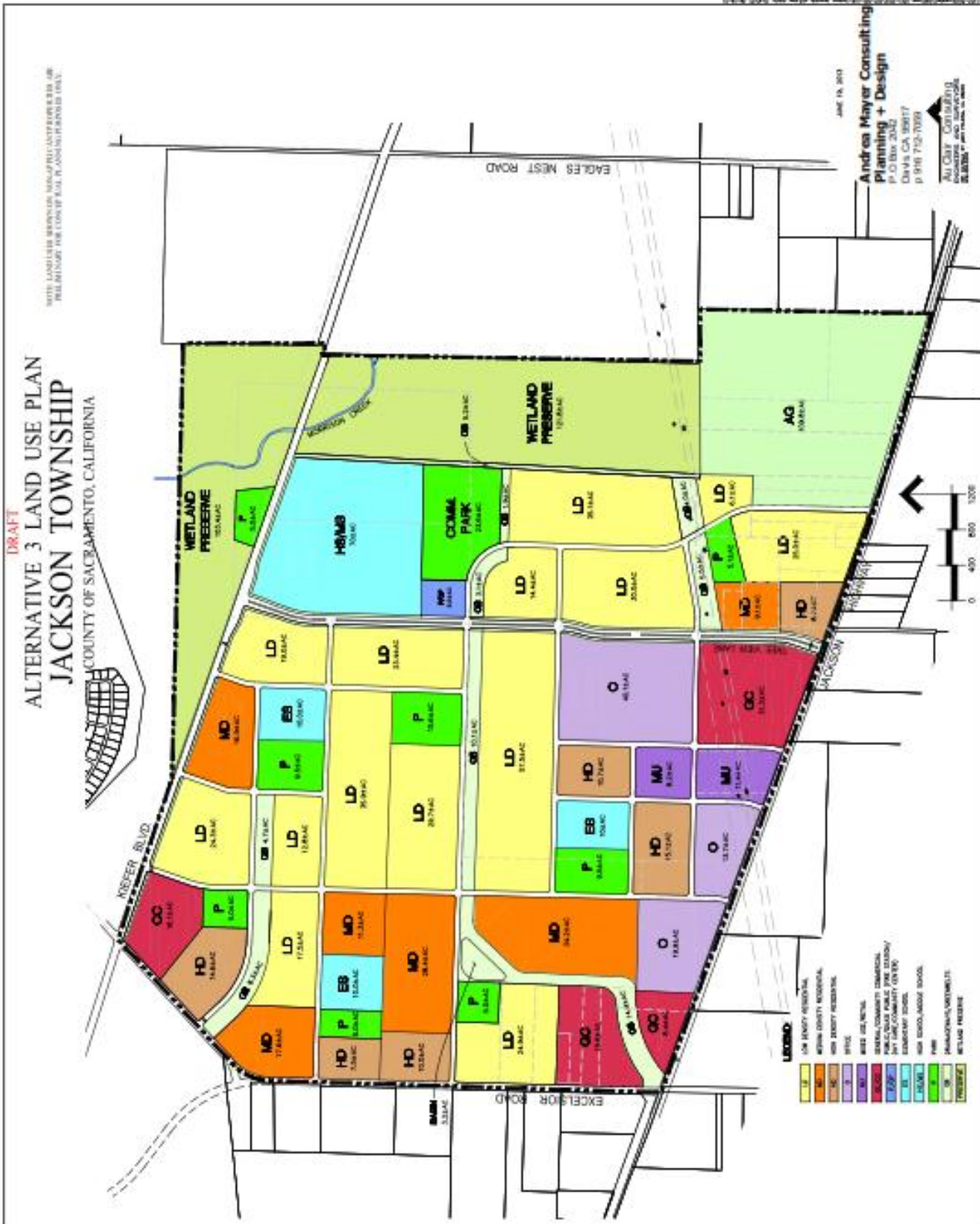
**Table NOP-3: Alternative 2 Land Use Summary**

<b>Residential Designations</b>	<b>Acres</b>	<b>Average Density</b>	<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
LD- Low Density Residential	355.7	6.0	1.0-10.9	2134	34.8%
MD-Medium Density Residential	139.8	13.0	11.0-19.9	1817	29.6%
HD- High Density Residential	83.5	25.0	20.0-30.0	2087	34.0% <sup>7</sup>
<b>Subtotal</b>	<b>579.0</b>			<b>6,038</b>	<b>98.4%</b>
<b>Commercial + Office Zones</b>	<b>Acres</b>	<b>F.A.R.</b>	<b>Square Footage</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	
CC-Community Commercial	16.1	0.25	175,300	n/a <sup>1</sup>	
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.6% <sup>7</sup>
O- Office	33.6	0.50	731,800	n/a <sup>1</sup>	
<b>Subtotal</b>	<b>128.6</b>		<b>1,979,800</b>	<b>100</b>	<b>1.6%</b>
<b>Public/Quasi Public Zones</b>	<b>Acres</b>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<b>Park + Open Space Zones</b>	<b>Acres</b>				
CP- Community Park	23.6 <sup>3</sup>				
P- Neighborhood Park	54.7 <sup>3</sup>				
OS- Wetland Preserve	225.2				
OS- Greenbelt/Drainage Corridor	57.7				
OS- Landscape Corridor	14.5				
OS- Detention Basin	3.2				
<b>Subtotal</b>	<b>378.9</b>				
AG-Agriculture	109.3				
RW- Primary Roadways	90.2				
	<b>Acres</b>		<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.5<sup>6</sup></b>	<b>6,138</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

1. Dwelling units are not permitted in these designations.
2. Population calculation is 6,138 d.u x 2.64 people per household = **16,204 total population**
3. Park requirement calculation (not including AG zoning): LD/MD 3951 d.u. x .0146=57.7 acres and HD/MU 2187 d.u. x .0122=26.6 acres, for a total of **84.3 acres**.
4. Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 ac.(25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve)= **90.3 acres**
5. 100 dwelling units are assigned to the 8.2 acre MU parcel only, 0 units assigned to the 11.4 acre parcel.
6. Double net density calculation:6,138 d.u./587.2 acres (579 ac.+8.2 ac. of MU)= **10.45 du/ac**. Note: this does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU 120 CB-1.
7. A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land, this includes HD and MU parcel allocations of 2,187 d.u. = **35.6%**.

Plate NOP-9: Alternative 3 Land Use Plan



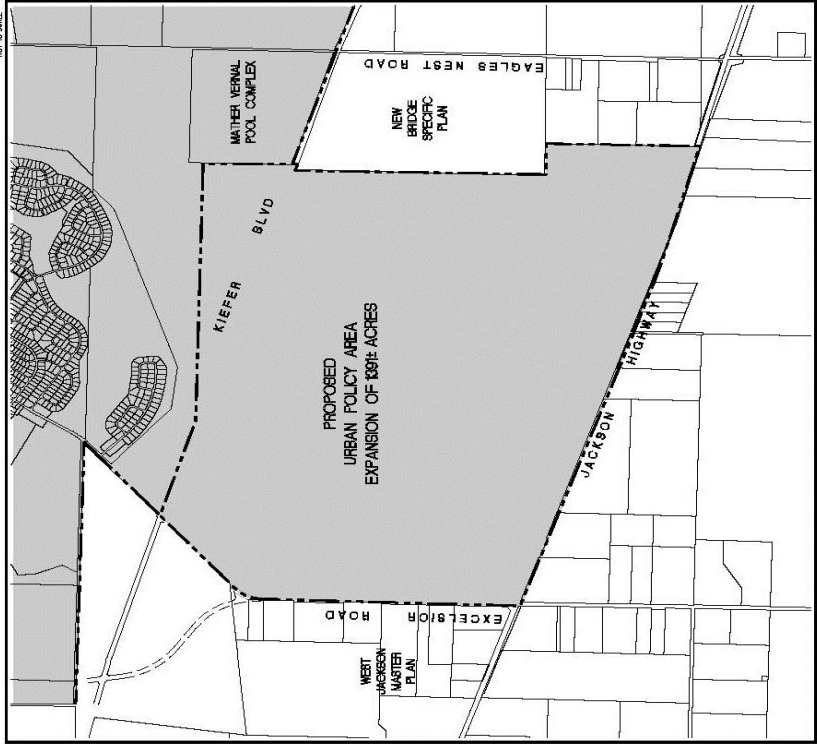
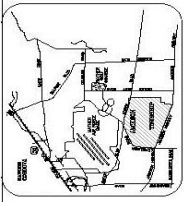
**Table NOP-4: Alternative 3 Land Use Summary**

<b>Residential Designations</b>	<b>Acres</b>	<b>Average Density</b>	<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
LD- Low Density Residential	355.7	6.0	1.0-10.9	2134	37.5%
MD-Medium Density Residential	117.5	13.0	11.0-19.9	1527	26.8%
HD- High Density Residential	66.6	29.0	20.0-30.0	1931	33.9% <sup>7</sup>
<b>Subtotal</b>	<b>539.8</b>			<b>5,595</b>	<b>98.2%</b>
<b>Commercial + Office Zones</b>	<b>Acres</b>	<b>F.A.R.</b>	<b>Square Footage</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
GC-General Commercial	59.3	0.25	645,700	n/a <sup>1</sup>	
CC-Community Commercial	16.1	0.25	175,300	n/a <sup>1</sup>	
MU-Mixed Use	19.6	0.50	427,000	100 <sup>5</sup>	1.8% <sup>7</sup>
O- Office	73.7	0.50	1,605,100	n/a <sup>1</sup>	
<b>Subtotal</b>	<b>168.7</b>		<b>2,853,100</b>	<b>100</b>	<b>1.8%</b>
<b>Public/Quasi Public Zones</b>	<b>Acres</b>				
PQP-Fire Station/Community Center	5.0				
PQP-High School/Middle School	70.0				
PQP-Elementary School	30.0				
<b>Subtotal</b>	<b>105.0</b>				
<b>Park + Open Space Zones</b>	<b>Acres</b>				
CP- Community Park	23.6 <sup>3</sup>				
P- Neighborhood Park	54.7 <sup>3</sup>				
OS- Wetland Preserve	225.2				
OS- Greenbelt/Drainage Corridor	59.1				
OS- Landscape Corridor	14.5				
OS- Detention Basin	3.2				
<b>Subtotal</b>	<b>380.3</b>				
AG-Agriculture	109.3				
RW- Primary Roadways	87.9				
	<b>Acres</b>		<b>Density Range (DU/acre)</b>	<b>D.U.'s</b>	<b>% of D.U.'s</b>
<b>TOTAL</b>	<b>1,391.0</b>		<b>10.4<sup>6</sup></b>	<b>5,695</b>	<b>100%</b>

NOTES: DU → dwelling unit, F.A.R. → Floor-Area Ratio (i.e. a F.A.R. of 0.25 means that for every one acre of land in the category—like General Commercial—0.25 acres will be used for a structure)

- Dwelling units are not permitted in these designations.
- Population calculation is 5,695 d.u x 2.64 people per household = **15,035 total population**
- Park requirement calculation (not including AG zoning): LD/MD 3661 d.u. x .0146=53.5 acres and HD/MU 2031 d.u. x .0122=24.8 acres, for a total of **78.3 acres**.
- Park credit calculations: 78.3 acres of Community/Neighborhood Parks + 12.0 ac.(25% credit for 48.2 acres of greenbelts along drainageways and wetland preserve)= **90.3 acres**
- 100 dwelling units are assigned to the 8.2 acre MU parcel only, 0 units assigned to the 11.4 acre parcel.
- Double net density calculation: 5,695 d.u./548 acres (539.8 ac.+8.2 ac. of MU)= **10.4 du/ac**. Note: this does not include the 109.3 acres of AG or the 10% net residential acreage exclusion allowed per Policy LU 120 CB-1.
- A minimum 34.8% of a Master Plan's units must be accommodated on multi-family zoned land, this includes HD and MU parcel allocations of 2,031 d.u. = 35.7%.

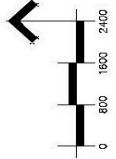
Plate NOP-10: Urban Policy Area Amendment



PROPOSED URBAN POLICY AREA

EXISTING URBAN POLICY AREA

MARCH 15, 2013  
**Andrea Mayer Consulting**  
**Planning + Design**  
 P.O. Box 2042  
 Davis, CA 95617  
 p 916 712-7059  
 Au Clair Consulting  
 2010 CALIFORNIA REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT NO. 10000



DRAFT  
**GENERAL PLAN AMENDMENT**  
**URBAN POLICY AREA EXPANSION**  
**JACKSON TOWNSHIP**  
 COUNTY OF SACRAMENTO, CALIFORNIA    MARCH 2013



Plate NOP-11: General Plan Amendment

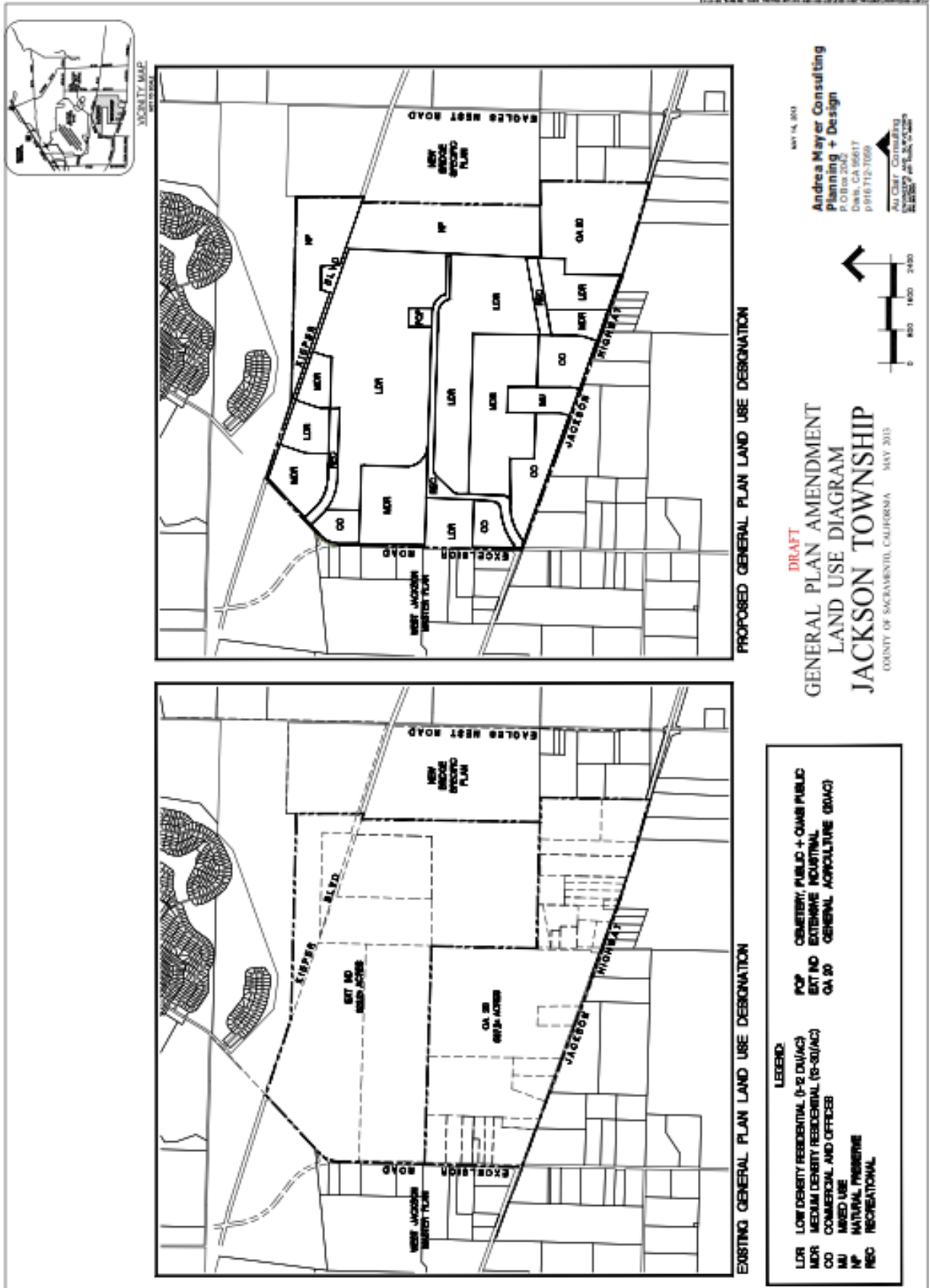
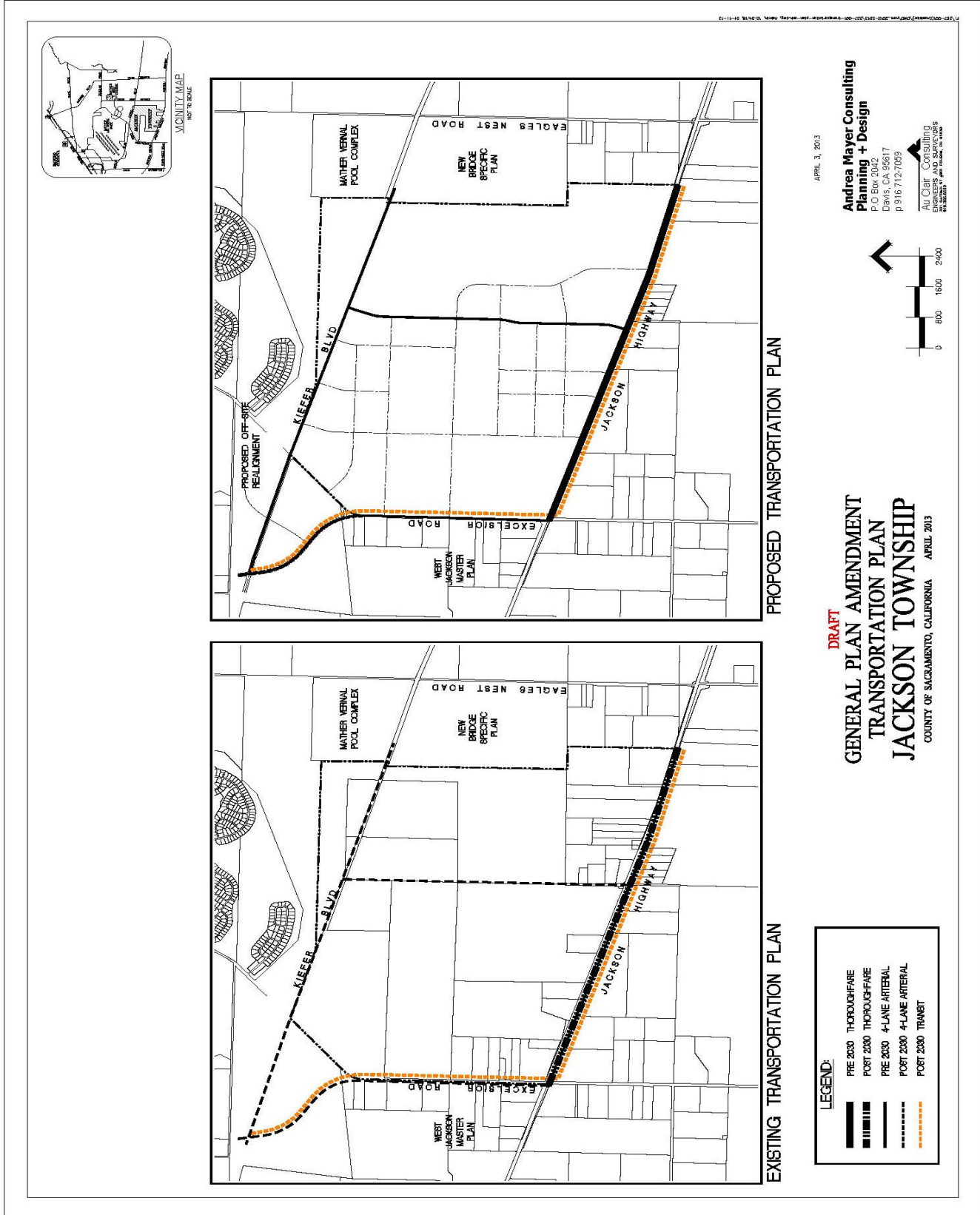
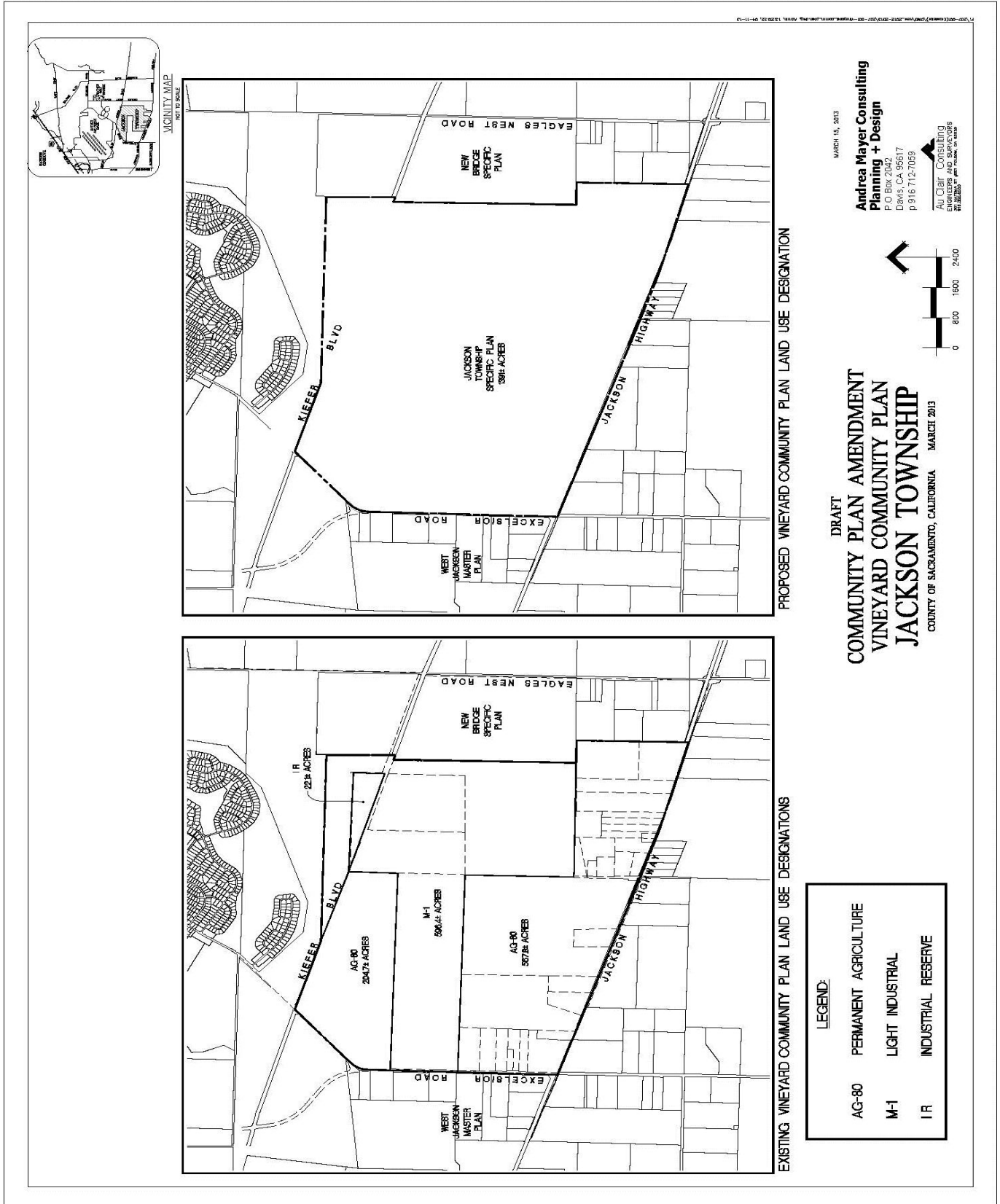


Plate NOP-12: General Plan Transportation Plan Amendment



# Plate NOP-13: Vineyard Community Plan Amendment



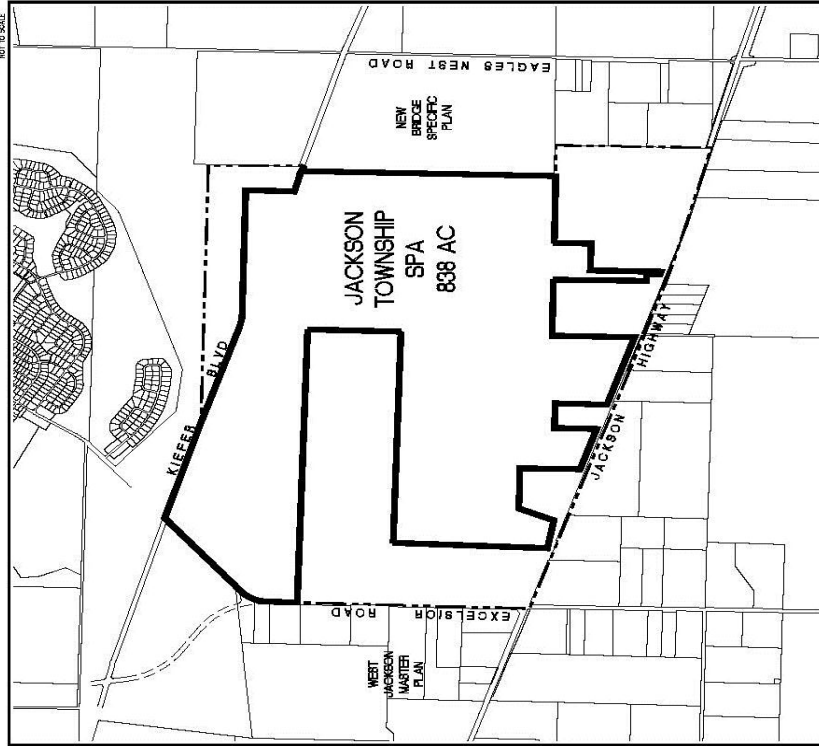
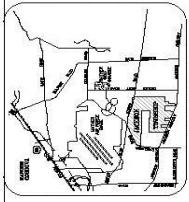
MARCH 15, 2013  
**Andrea Mayer Consulting**  
**Planning + Design**  
 P.O. Box 344  
 Davis, CA 95617  
 p 916 712-1059  
 Au Clair Consulting  
 ENGINEERS AND SURVEYORS  
 #18220

DRAFT  
**COMMUNITY PLAN AMENDMENT**  
**VINEYARD COMMUNITY PLAN**  
**JACKSON TOWNSHIP**  
 COUNTY OF SACRAMENTO, CALIFORNIA    MARCH 2013

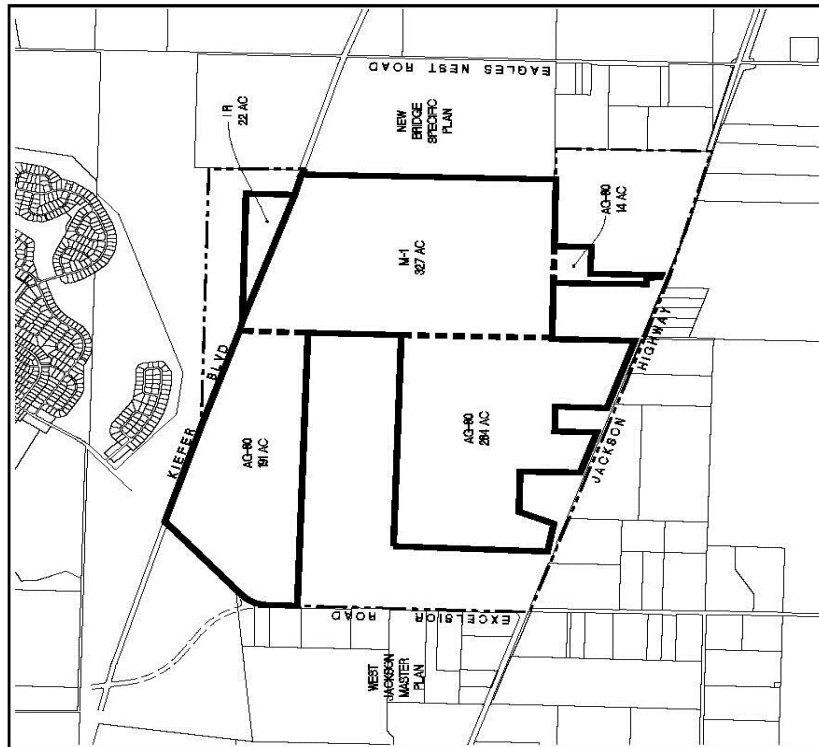
LEGEND:

AG-80	PERMANENT AGRICULTURE
M-1	LIGHT INDUSTRIAL
IR	INDUSTRIAL RESERVE

# Plate NOP-14: Rezone Exhibit



PROPOSED ZONING



EXISTING ZONING

**LEGEND:**

AG-80	PERMANENT AGRICULTURE
M-1	LIGHT INDUSTRIAL
IR	INDUSTRIAL RESERVE
SPA	SPECIAL PLANNING AREA

DRAFT  
**REZONE EXHIBIT**  
**JACKSON TOWNSHIP**  
COUNTY OF SACRAMENTO, CALIFORNIA    APRIL 2013

APRIL 5, 2013

**Andrea Mayer Consulting**  
Planning + Design  
P.O. Box 23842  
Davis, CA 95617  
916 712-1059

Au Clair Consulting  
ENGINEERS AND SURVEYORS  
#14828    #14828

Attachment A: Jackson Township Specific Plan

Subject Site Parcel Numbers and Owner of Record

Assessor Parcel Number	Owner of Record
067-0050-002	Excelsior Estates LLC
067-0050-004	Excelsior Estates LLC
067-0050-005	Smith Racing Enterprises LLC
067-0050-019	Excelsior Estates LLC
067-0050-020	Excelsior Estates LLC
067-0050-021	Excelsior Estates LLC
067-0050-022	Excelsior Estates LLC
067-0050-028	Excelsior Estates LLC
067-0050-029	Cay and Eric Goude
067-0050-045	Gibson Ranch Llc
067-0050-047	Excelsior Estates LLC
067-0050-051	Excelsior Estates LLC
067-0050-058	Excelsior Estates LLC
067-0060-007	Excelsior Four Partnership
067-0060-008	Kenneth & Kathryn Whipple
067-0060-010	James & Margaret Matthews
067-0060-011	Richard Huffman
067-0060-012	Ronald & Kristy Giles
067-0060-013	Mira & Lazar Dijamatovich
067-0060-014	Excelsior & Jackson
067-0060-016	Sheryl Cecchetti
067-0070-002	Christopher Mc Hale
067-0080-004	Excelsior Estates LLC
067-0080-023	Daniel Schmidt
067-0080-028	Martin Pham
067-0080-031	Ferguson Family 2009 Trust
067-0080-032	Ronald Adams
067-0080-033	James & Marilyn Schlaegel
067-0080-039	Roy Lanza
067-0080-040	Tsakopoulos Investments LLC
067-0080-042	Michael and Judith Clemons
067-0080-045	Steven and Teresa Matulich
067-0080-048	Chetcuti Family 1992 Trust
067-0080-049	Chetcuti Family 1992 Trust
067-0080-050	Excelsior Estates LLC
067-0080-051	Excelsior Estates LLC
067-0080-057	Andrew and Lisa Chatoian
067-0080-059	Susan King
067-0080-061	Terry & Jane Christensen



September 5, 2013

Catherine Hack, Environmental Coordinator  
County of Sacramento, Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814  
E-mail: [DERA@saccounty.net](mailto:DERA@saccounty.net)

Subject: Notice of Preparation (NOP) for Environmental Impact Report (EIR) for Jackson Township Specific Plan (PLNP2011-00095)

Dear Ms. Hack:

Thank you for the opportunity to comment on the subject NOP. We appreciate that a number of the project's objectives state or imply that safe, comfortable, and convenient bicycling for everyday transportation is important to the project's design, such as #2 (minimize greenhouse gas emissions), #5 (easy access to the project's various land uses), #6 (employment opportunities for workers of all income levels, many of whom may rely on bicycles for transport to work), # 8 (allow residents to engage in short, non-vehicle commutes), and # 10 (a circulation system that promotes walking, biking, and the use of public transit).

For the EIR analysis, the proposed project will have a significant adverse impact on bicycling if it fails to adequately provide for access by bicycle. A failure to provide adequate access for bicyclists will occur if the project does not:

- Provide bikeways throughout the project area and connections to surrounding areas that are safe, comfortable, and convenient for bicyclists of all ages and abilities to use for both transportation and recreation, and
- Provide bicycle parking that is secure and convenient for bicyclists both on short-term visits (e.g. shopping, errands) and long-term visits (e.g. for jobs or school) to destinations within the project.

Because the proposed project area is approximately 1.5 miles square, all portions of it are within easy riding range for most bicyclists. Traffic stress induced by high speed and high volume vehicle traffic is the primary impediment to large numbers of people being willing to use bicycling for everyday transportation (Mekuria et al. 2012; Geller n.d.). Women in particular are likely to be very susceptible to traffic stress because of concerns about personal safety and traffic risks, explaining the current large and increasing gender differences in bicycling participation (Garrard et al. 2012).

Therefore, it is critical that the project provides a continuous bikeway network that consists of low-traffic-stress routes throughout the project area. Low-traffic-stress bikeways are those 1)



on streets with low volumes (< 5,000 vehicles per day) and low speeds (<30 mph) of traffic or 2) on higher speed, higher volume streets if an exclusive zone for bicycles is provided that is at least 6 ft wide and is not compromised by parked cars, or 3) on higher speed, higher volume streets if a physically separated bicycle facility is provided (Mekuria et al. 2012). Low-stress bikeways also must include crossings of high-speed, high-volume arterials and thoroughfares that are comfortable for all bike riders (e.g. crossings equipped with median refuges, long-signal timing, special bicycle signals, painted bicycle lanes to alert vehicles of bicycle presence).

We request that the EIR's Traffic Impact Study report in detail how the project's proposed circulation plan provides a low-stress bikeway network both within the project area and connecting to bikeways on surrounding project areas (especially west across Excelsior Road to the West Jackson Master Plan area). Plate NOP-5: Circulation Plan shows that the project proposes only 2-lane streets within the project area except for 2 north-south 4-lane arterials. Plate NOP-6: Bikeway Master Plan shows that the project proposes to provide "controlled" crossings for Class 1 bike paths at one of the arterials and at many of the 2-lane local streets. Therefore, we are optimistic that such a low-stress network can be provided.

To demonstrate that an adequate bikeway network will be provided by the project, the EIR analysis should estimate the bicycle mode share and the vehicle miles traveled that are expected for the project.

We request that the EIR also address the extent to which the project's Design Guidelines and Development Standards ensure that adequate bicycle parking will be provided at key destinations (e.g. stores, schools, public institutions, places of employment, etc.) throughout the project area. Please refer to the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines at <http://www.apbp.org/default.asp?page=Publications> for standards for adequate bicycle parking, both short-term and long-term.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Sincerely,



Jordan Lang  
Project Analyst

CCs: Rachel DuBose, SMAQMD ([rdubose@airquality.org](mailto:rdubose@airquality.org))

Dan Klinker, Sacramento County Alternative Modes Coordinator ([klinkerd@saccounty.net](mailto:klinkerd@saccounty.net))

Citations:

Garrard, Jan, Susan Handy, and Jennifer Dill. *Women and Cycling* in Pucher, John and Ralph Buehler. *City Cycling*. Cambridge, MA : The MIT Press, 2012.

Geller, Roger. *Four Types of Cyclists*. Portland, OR: City of Portland Office of Transportation, undated, circa 2007, <http://www.portlandonline.com/transportation/index.cfm?&a=237507&c=44597>

Mekuria, Maaza, Peter Furth, and Hilary Nixon. *Low-Stress Bicycling and Network Connectivity*. Mineta Transportation Institute, San Jose State University. May 2012. Report 11-19.

September 10, 2013

Ms. Cathy Hack  
Sacramento County Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814  
[hockerl@saccounty.net](mailto:hockerl@saccounty.net)

Sent Via Email Only

**Subject: Notice of Preparation of a Draft Environmental Impact Report for the Jackson Township Specific Plan**

**County Control Number: PLNP2011-00095**

**SMAQMD Number: SAC201101396**

Dear Ms. Hack,

Thank you for submitting the Jackson Township Specific Plan Notice of Preparation to the Sacramento Metropolitan Air Quality Management District (SMAQMD) for review. Our comments follow.

We recommend that the County analyze operational emissions and prepare an operational air quality mitigation plan prior to the release of the FEIR. Please note that because the Jackson Township Specific Plan boundaries are outside of the Urban Policy Area, its potential emissions may not have been considered in the most recent Metropolitan Transportation Plan (MTP) or, consequently, our State Implementation Plan. If this is the case, we recommend a 35% reduction instead of the usual 15% reduction, a request which consistent with other projects not in the MTP, such as Cordova Hills. Construction emissions should also be analyzed and any mitigation included in the EIR and MMRP. For more information regarding operational air quality mitigation plans, please visit the [Mitigation](#) section of our website.

The EIR should discuss and analyze connectivity within the Jackson Township Specific Plan and to adjacent properties such as the Newbridge Master Plan, the Mather Specific Plan, the West

Jackson Highway Master Plan, and regional connections such as the Folsom South Canal. All modes should be considered, including pedestrian and bicycle.

Please note that a major update to the California Emissions Estimator Model (CalEEMod) was released on July 26, 2013, and additional updates are imminent. We encourage the County to use the most recent model from <http://www.caleemod.com/> when conducting relevant air quality analyses.

All projects are subject to SMAQMD's rules and regulations at the time of construction. Attached is a list of rules that may apply to this project. For the complete list, please refer to our website at <http://www.airquality.org/rules/index.shtml>.

We look forward to reviewing the draft environmental impact report. Please do not hesitate to contact me at 916.874.4800 if you have any questions regarding this letter.

Sincerely,



Rachel DuBose  
Air Quality Planner/Analyst

Attachment: SMAQMD Rules and Regulations

C: Larry Robinson SMAQMD  
Lauren Hocker Sacramento County Community Development

## SMAQMD Rules & Regulations Statement (revised 3/12)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):* All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour.** The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

**Rule 417: Wood Burning Appliances.** This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 460: Adhesives and Sealants.** The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

**Naturally Occurring Asbestos:** The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas “Moderately Likely to Contain Asbestos” within eastern Sacramento County. Asbestos Airborne Toxic Control Measures, Section 93105 & 93106 contain specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.



September 6th, 2013

Ms. Catherine Hack  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220  
Sacramento, CA 95814

**SUBJECT: COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR JACKSON TOWNSHIP SPECIFIC PLAN (Control Number PLNP2011-00095)**

Dear Ms. Hack,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Jackson Township Specific Plan. The Sacramento Municipal Utility District (SMUD) is the primary electricity provider for Sacramento County, the proposed project location. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce climate change impacts, and lower the cost to serve our region. As a Responsible Agency, SMUD's goal is to ensure that the construction and operation of the proposed Jackson Township Specific Plan limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

SMUD's active participation in the California Environmental Quality Act (CEQA) process ensures that our community power requirements are integrated into the planning and environmental review process. Our CEQA involvement is consistent with SMUD's strategic directives and core values, which call for us to ensure a safe environment for its employees and customers (Policy SD-6) and to promote environmental leadership through community engagement, improved pollution prevention, energy efficiency and conservation, and conservation (Policy SD-7).

It is our desire that the Jackson Township Specific Plan acknowledge any project impacts related to the following:

- Overhead and or underground transmission and or distribution line easements
- Electrical load needs/requirements
- Energy Efficiency
- Utility line routing
- Utility infrastructure expansion
- Climate Change



In addition, SMUD had the opportunity to provide comments on the Sacramento County Master Data Needs Letter and preliminary Jackson Township Specific Plan; please see the attached copy of our letter that identifies areas of interest for SMUD's evaluation of Jackson Township's electricity demands. Based on SMUD's review of the NOP and our understanding of the proposed project we feel that any issues pertaining to our current infrastructure and any need for future infrastructure have been considered at an appropriate level at this time. However, the projected load for the area has increased from the estimated 44 MW to 50 MW with the addition of square footage to the project area. Given this increase, there are no changes to the referenced electrical facilities. It is SMUD's expectation that the environmental impacts of any new onsite and/or offsite infrastructure required for development of the Jackson Township Specific Plan will be analyzed in the EIR.

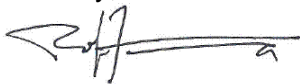
SMUD would like to be kept apprised of the planning, development, and completion of this project. Should any changes stated in this NOP occur, SMUD is interested in communicating with the project proponents for future planning purposes. Please ensure that the information included in this response is conveyed to the project planners and any project proponents.

Future CEQA documents should be sent to the attention of the Environmental Management Department at the following address:

Sacramento Municipal Utility District  
Attention: Rob Ferrera  
Environmental Management  
6201 S Street, MS B203  
Sacramento, CA 95817

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to comment on this NOP. If you have any questions regarding this letter, please feel free to contact me at (916) 732-6676.

Sincerely,



Rob Ferrera  
Environmental Specialist  
Environmental Management  
Legislative & Regulatory Affairs  
Sacramento Municipal Utility District



January 16, 2013  
L&RA 13-004

Mr. David Defanti, Senior Planner  
Sacramento County  
Department of Community Development  
Planning and Environmental Review  
827 7th Street, Room 230  
Sacramento, CA 95814

Re: Sacramento County Master Plan Data Needs Letter and Jackson Township  
Specific Plan

Dear Mr. Defanti:

Thank you for the opportunity to comment on the preliminary Jackson Township Specific Plan and to participate on the Master Plan/Specific Plan Technical Advisory Committee (TAC) for Jackson Township and the other Specific Plan Areas. The Sacramento Municipal Utility District (SMUD) currently serves as the primary electricity provider for Sacramento County.

This letter is sent in response to Sacramento County Planning's request for initial feedback from SMUD in advance of the issuance of a Notice of Preparation for the Jackson Township Specific Plan California Environmental Quality Act (CEQA) process. The first part of this letter outlines an initial list of specific data SMUD needs to begin evaluating the projected electricity needs of the Jackson Township development.

Recognizing that Jackson Township is one of several new growth areas being developed in approximately the same area within roughly the same timeframe, the second part of our letter outlines an initial list of the cumulative data SMUD needs to begin evaluating the projected electricity needs of Jackson Township and its future surrounding communities.

The nature of planning for the expansion of an electric system to serve the number and diversity of future electric customers projected makes the cumulative data extremely important. It is the projection of future build out that will allow SMUD to meet our customers' energy needs, as well as the type and location of above ground infrastructure including transmission lines, substations, transformers, switches, distribution lines (which can be undergrounded), and other electric facilities.

1) **Jackson Township Specific Plan:** SMUD has reviewed the Proposed Jackson Township Specific Plan and land use information derived from the applicant-submitted Project Description document available on the Sacramento County website. While SMUD is providing these initial comments, energy facility requirements and proposed locations of these facilities may be refined based on changes to the land use plan and information currently available. The cumulative analysis of projects within the Jackson Highway Area (area bound by Douglas Road on the north, Sunrise Boulevard on the east, Calvine Road to the south and an area west of South Watt Avenue/Florin Road), may provide additional insight to additional requirements and future comments. SMUD is requesting the following information to better analyze the electricity needs of the plan area:

- A general phasing plan including an anticipated project construction start date, number of units/non-residential square footage per phase, and anticipated date(s) of completion or each phase.
- Information regarding the developers' desire to incorporate on-site energy generation in the plan area. If so, who are the end users of this energy?
- Whether there are any brownfield areas on-site?
- Encourage the developer to work with SMUD early in the development process to identify opportunities to participate in SMUD programs. Additional information that would be helpful in determining the appropriate program use includes:
  - i. A more detailed explanation of building type for non-residential development including commercial, industrial, office and public/quasi-public uses.
  - ii. Work with the developer to understand the proposed orientation of buildings as tentative maps are processed.
  - iii. Whether there are any energy efficiency measures (e.g., SMART homes, SMART appliances, energy efficient lighting, rooftop solar, etc.) and/or Net Zero proposals incorporated into the plan.

SMUD has identified the existing SMUD facilities within the Jackson Township Specific Plan Area:

- Four 230 kV lines in the common corridor that runs through the proposed south-easterly portion of the Jackson Township development area. Two of the lines are owned by SMUD and two are owned by PG&E. The SMUD lines are the Cordova-Hedge 230 kV line and the Cordova – Pocket 230 kV line. Please provide a drawing that overlays the transmission lines and easements with the proposed plan.

Based on the land use information provided, the estimated demand for the Jackson Township Specific Plan Project is approximately 44 MW. Below is a list



of the proposed sub-transmission and distribution substation electrical requirements.

- SMUD has not identified any new transmission facilities (230 kV) necessary to maintain reliability or serve load in our 10-year planning horizon for this geographic area. With that said, SMUD Grid Planning continues to evaluate transmission options that may be required for proposed development through the 2022 planning period and beyond as well as transmission required to access and deliver renewable energy resources.
- A new distribution substation in the vicinity of Jackson Highway and the proposed Tree View Lane. New electrical substations generally require a ½-acre to ¾-acre parcel. Location of this site may be refined depending on environmental data provided for this site location. The Parcel on which the substation is to be located will be dedicated to SMUD.
- Installation of new sub-transmission (69 kV) electrical lines along Kiefer Boulevard.
- Installation of new sub-transmission (69 kV) electrical lines along Jackson Highway.
- Installation of new sub-transmission (69 kV) electrical lines along Excelsior Road.
- Additional new sub-transmission (69 kV) electrical lines may be required depending upon where the new electrical substation is sited.

In addition, the following requirements would apply:

- Certain uses are not permitted or compatible with the safety, operation, maintenance and construction of our transmission lines facilities. No structures/buildings or residential uses are allowed within the easement including covered parking, swimming pools, gazebos, wells and man-made reservoirs, lands or similar bodies of water. Any open space/park uses and facilities proposed within the transmission line easement will need to be discussed with SMUD.
- Tree, landscaping, light standards and equipment shall not exceed 15 feet in height within the easement area.
- SMUD's transmission easement should be designated on subdivision/parcel maps as "RESTRICTED USE AREA-NO BUILDING."
- All cut, fill and grading within SMUD's transmission easement must be conducted in a manner so that minimum horizontal and vertical clearances are maintained in accordance with California Public Utilities Commission General Order No. 95. Any violations shall be corrected at the owner's expense.

- Vehicular access to the transmission easement shall be provided at all times.
- All sub-transmission electrical lines will be routed overhead in an easement outside the rights-of-way of on-site project streets. Typically, for the sub-transmission 69 kV lines, a twenty-five (25) foot public utility easement for overhead and underground facilities and appurtenances adjacent to all public street rights of ways will be required at time of subdivision/parcel map for all existing and new transmission lines.
- The owners/developers must disclose to future/potential owners the existing and proposed 69 kV lines, 230 kV lines and substations.

Additional data is required to conduct the cumulative analyses. The Jackson Township Specific Plan comments may need to be updated during the environmental review process once the cumulative analysis has been conducted.

2) **Data Needs for Cumulative Impacts:** The following information is required to determine the sequencing of transmission/distribution development and to evaluate the cumulative impacts of the Specific Plans/Master Plans on electrical utility provisions and operations. This information will not only be required for the proposed Specific Plans/Master plans including NewBridge, West Jackson Highway, and Mather South; but is also being required for approved Master Plans including Vineyard Springs Comprehensive Plan, North Vineyard Station Specific Plan, Florin-Vineyard Gap Community Plan, Easton Specific Plan, and Cordova Hills Master Plan.

- A description of the land use mix including number of units for residential development or building square footage for non-residential uses, number of acres per land use type, density.
- A general phasing plan including a anticipated project construction start date, number of units/non-residential square footage per phase, and projected date of completion. While we fully expect these numbers to be preliminary, this data will assist us in determining where facilities should be placed and what we need to plan for them in the foreseeable future.
- Land use diagrams showing proposed land use locations and proposed utility locations.
- A clear project description for each Master Plan/Specific Plan proposal.
- A description of any proposed large customers.
- Any previously prepared environment constraints studies or technical studies.
- A list of and description of any previous CEQA or National Environmental Policy Act (NEPA) certifications.
- Information regarding proposed undergrounding.
- Any energy efficiency measures and Net Zero proposals.





We appreciate the opportunity to comment on the preliminary plan and look forward to collaborating with the plan team on future work product. All correspondence for the Jackson Township Specific Plan should be addressed to the individuals listed below:

SMUD Local Government Relations  
Attn: Arthur Starkovich  
6201 S Street, B404  
Sacramento, CA 95817

**For Environmental Review Process:**

SMUD Environmental Management  
Attn: Rob Ferrera, Environmental Health and Safety Specialist III  
6201 S Street, B203  
Sacramento, CA 95817

If you have any questions regarding this letter, please feel free to contact Arthur Starkovich (916) 732-6486 or myself at (916) 732-6370.

Sincerely,



Steve Johns  
SMUD, Local Government Relations Manager

cc: Arthur Starkovich, SMUD Local Government Relations  
Rob Ferrera, SMUD Environmental Management  
Steve Breece, SMUD Distribution System Planning  
Craig Cameron, SMUD Grid Planning





9/4/2013

VIA EMAIL

Catherine Hack, Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7<sup>th</sup> Street, Room 220, Sacramento, CA 95814

**RE: Notice of Preparation of a Draft Environmental Impact Report for Jackson Township Specific Plan (Control Number PLNP2011-00095)**

Dear Ms. Hack:

Thank you for the opportunity to comment on the Jackson Township Specific Plan NOP. We hope the following comments will encourage the County of Sacramento to evaluate the potential impacts to public health that may be caused by the proposed development, which includes 6,143 residential units, 1,996,100 square feet of commercial and office uses, 105 acres for fire station/community center and elementary, middle, and high schools, 379 acres for parks and open space, and 200 acres for agriculture and primary roadways.

The Notice of Preparation for the Jackson Township Specific Plan indicates that “a Traffic Impact Study will be performed to examine the effects of proposed project development and facilities on area roadways.” However, more than just area roadways may be affected by the proposed project. Distances between home, work, school and shopping that are too great for walking or bicycling often force people to drive and a transportation network that serves primarily car trips with wider and faster roads and/or fewer crossing opportunities increases the rates and severity of collisions for pedestrians and bicyclists. Further, transportation systems and land-use patterns can have a harmful impact on health. People in communities built to facilitate automobile travel, and where there are few, inconvenient or unsafe options for walking and biking, are at greater risk for inadequate physical activity, obesity and chronic diseases. In Sacramento County, only 37% of adults achieve the U.S. Centers for Disease Control and Prevention recommended minimum for physical activity.

For members of the public and their elected representatives to make informed conclusions and decisions regarding new development, the full impacts to the health and safety of people must be evaluated. The State of California, in CCR 15126.2 Consideration and Discussion of Significant Environmental Effects, provides that short-term and long-term effects of the project are to be considered by environmental impact reports and “*the discussion should include . . . health and safety problems caused by the physical changes*”. Public Resource Code §21083 states that the Office of Planning and Research shall develop guidelines for implementation, including criteria for determining if

a project may have a significant effect on the environment. One of the conditions under which such a determination of significance would be made is if *“the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.”*

WALKSacramento asks that the environmental impact report for the Jackson Township Specific Plan consider the health and safety impacts to people resulting from the proposed community design, land uses, transportation facilities and circulation network. The analysis could include vehicle miles travelled, vehicle collisions, walking mode share, pedestrian hazards and safety, and opportunities to walk to school, shopping, work, transit, recreation and socializing. Alternatives and mitigations for impacts to health and safety should also be identified.

Sincerely,

Chris Holm  
Project Analyst