

# DRAFT



*Diverse Housing*



*Environmental Education Campus*



*Healthy Lifestyle, Active Recreation*



*Natural Resources In the Community*

# Mather South Community Master Plan Sacramento County June 2018

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# 1. Executive Summary

The Mather South Community Master Plan (the Master Plan) site is a portion of the Mather Airport properties that were federal Department of Defense designated for relinquishment (US Air Force base closure) in the late 1980's. The entire Mather holdings (5,617 acres) has been the subject of a cycle of planning efforts, environmental assessment and mitigation with the fundamental objective of diverse, stable, and high quality economic development of the former base.

The Master Plan is a key component of the Mather Field Specific Plan, amended in 2013 to designate the Project as "Urban Development Area" which shall be developed as a mixed residential community. The Master Plan establishes a separate development plan that implements that portion of the Mather Field Specific Plan.

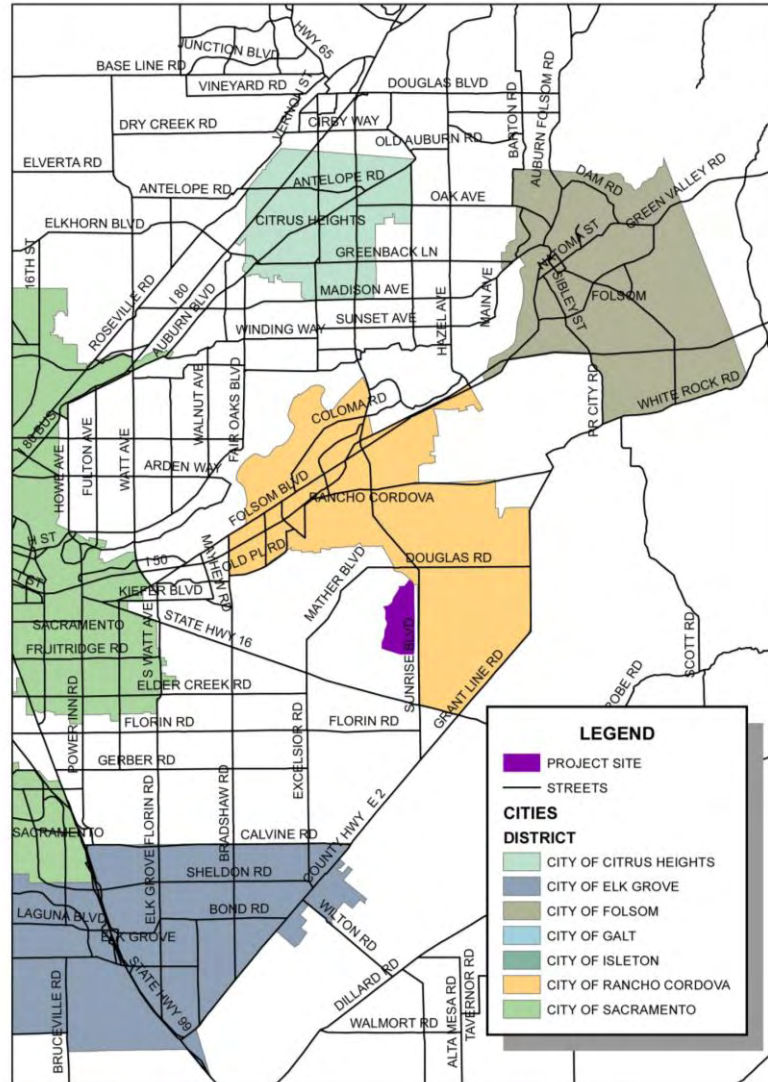
## 1.1 REGIONAL LOCATION

The Master Plan is located in unincorporated Sacramento County, approximately 10 miles from downtown Sacramento via Highway 50.

## 1.2 LOCATION CONTEXT

The Mather South Community Master Plan is located just south of the Mather Field Golf Course within the east boundary of the Mather Field Specific Plan. The Folsom South Canal is to the east, Kiefer Boulevard to the south and the Mather Preserve and Zinfandel Drive to the west.

Figure 1-1 Regional Location Map



**1.2.1 Urban Policy Area and Urban Services Boundary**

The Master Plan is within both the Urban Policy Area and Urban Services Boundary.

**Figure 1-2 Urban Services Boundary and Urban Policy Area**

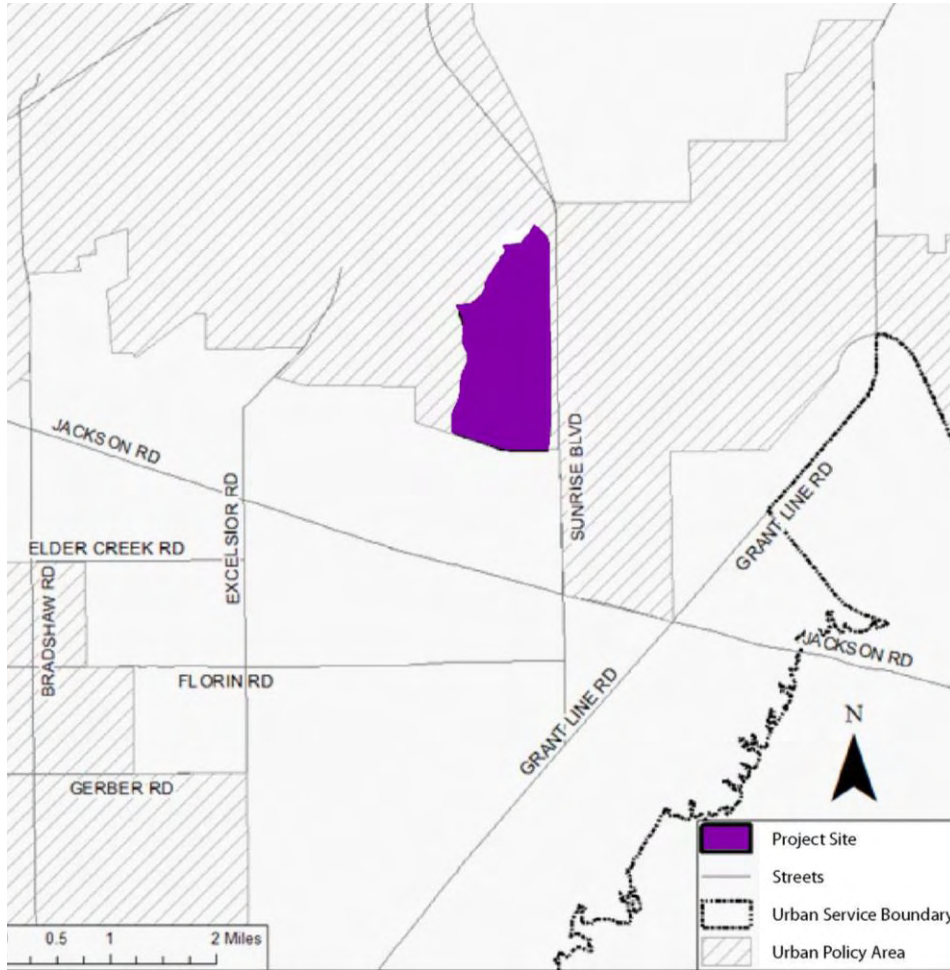
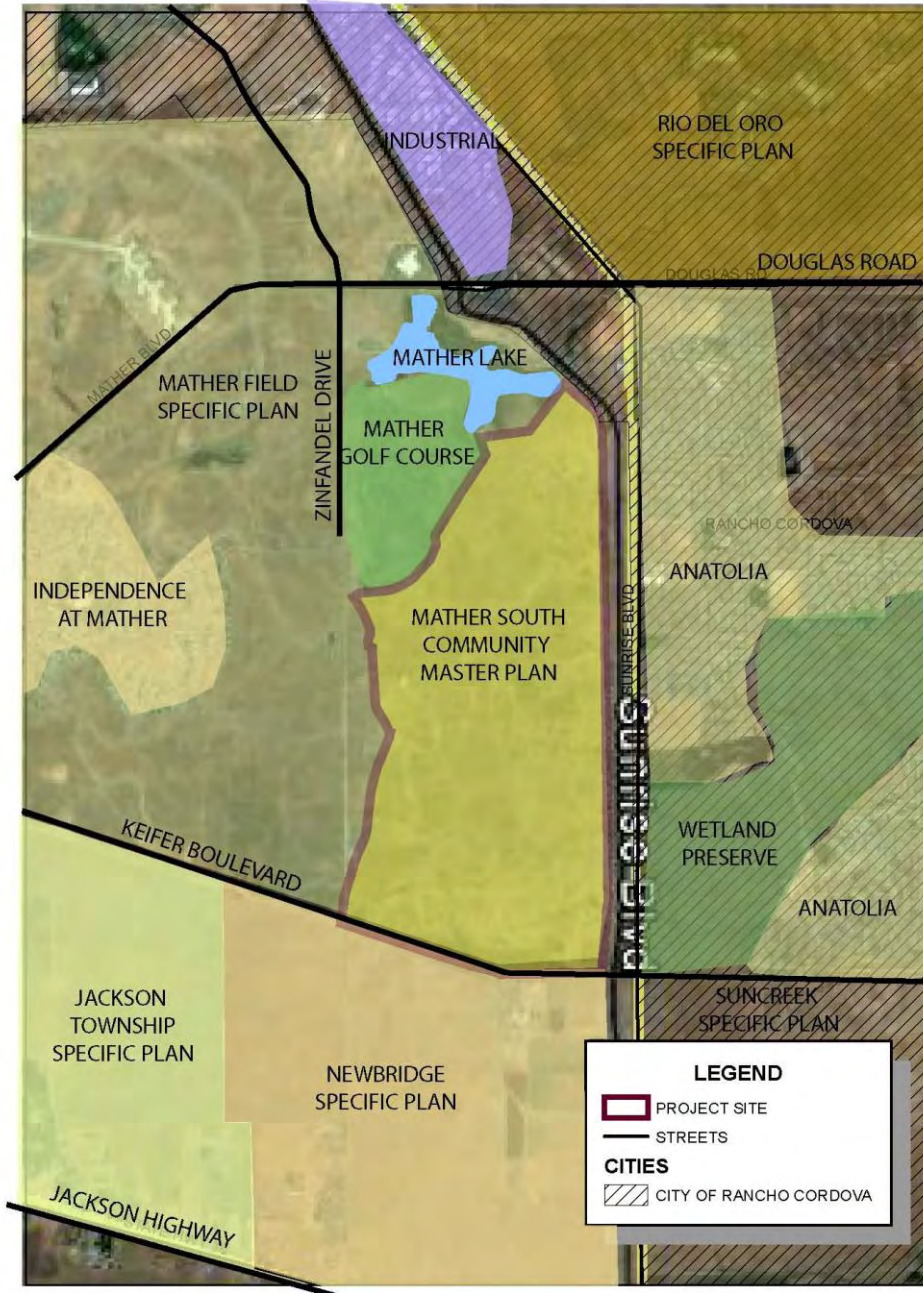


Figure 1-3 Vicinity Map



### 1.3 PROJECT SUMMARY

The Master Plan is a mixed-use development including 3,522 detached and attached single-family residential dwelling units, and multi-family residential dwellings, commercial uses, a research and development park, an environmental education center, schools, parks, and open space features on 848 acres.

Commercial and employment uses include a 22-acre Research and Development Park and 21 acres of commercial-retail with up to 225,000 sq. ft. of retail space.

The Master Plan distributes land uses in a manner that achieves comfortable walking distances between homes and the primary destinations of parks, schools, the Environmental Education Center, a Community Center, an employment center, and shopping and entertainment centers. The local street network featuring short, direct routes, ample sidewalks, and traffic calming features a pedestrian friendly environment that will encourage walking, and bicycling, for normal daily activities.

The Master Plan integrates 221 acres of major open space and wetland preservation features as dominant visual and functional elements. Extensive open space corridors will protect the natural drainage ways, and provide routes for the backbone pedestrian and bikeway network that links all elements of the community. The Master Plan locates residential uses along open space corridors to enhance the resident's access to, and awareness of, their natural surroundings.

The wetland preserve, an extension of the much larger Mather Field Preserve located to the west, will provide a significant visual open space in the core of the planned community. This preserve is also the cornerstone of a cluster of uses dedicated to environmental education and community activity, most notably, an Environmental Education Campus. Conceptually developed with the local environmental community, this 29-acre Environmental Education Campus is a unique land use that will combine office and classroom space, research facilities, satellite laboratories, support facilities, and perhaps housing.

**Table 1.1 Land Use Summary**

LAND USE	RESIDENTIAL UNITS	TOTAL ACRES
OPEN SPACE		210.50
PARKS & RECREATION		44.03
ENVIRONMENTAL EDUCATION CAMPUS	200	27.90
RESEARCH AND DEVELOPMENT PARK		21.35
COMMERCIAL		26.86
PUBLIC FACILITIES (SCHOOLS, UTILITIES)		27.46
ROADWAYS		62.97
RESIDENTIAL	3,322	427.24
<b>TOTALS</b>	<b>3,522</b>	<b>848.31</b>

## 1.4 PURPOSE AND CHARACTERISTICS OF THIS MASTER PLAN

The purpose of the Mather South Community Master Plan is to develop a mixed use, walkable community with a diversity of housing, and high quality, compact neighborhoods. The Master Plan incorporates a wetland preserve, and extensive open space corridors, that will create a sense of place and foster a strong relationship of the residents with their natural community. The wetland resource offers an opportunity to establish a unique center for environmental education and research. In concert with this Environmental Education Center (EEC), the community will implement a broad range of environmentally sustainable design features to enhance the quality and durability of the community, and create a healthful environment for the residents.

### 1.4.1 Characteristics of this Master Plan

The Master Plan addresses a range of characteristics that consider the project setting, the unusual resources within the community, the social context of the surrounding communities, and the project goals and vision set forth in Section 4.2.

#### *Economic Development Value Added*

Because this Plan Area is a portion of the former Mather Air Force Base, it is important that the development create an economic benefit to Sacramento County. Care to protect the economic asset of the County was considered in all aspects of The Master Plan.

#### *Interest of Local Stakeholders*

It is a main component of the vision and efforts of the Master Plan development to encourage a collaborative partnership between key stakeholders of the Mather Field area to inform, address, and resolve concerns associated with the future development of Mather Field.

#### *Protection of Wetland Resources*

Wetland resources within the Master Plan Area have intrinsic value as special natural resources, but also have a history as an important environmental education resource. Protection of these resources by incorporating them in the land use is a cornerstone element of the Plan. The presence of wetland resources in the Plan requires protection of wetland resources, notably those used for environmental education programs. The internal wetland preserves must be hydrologically linked to the large Mather Preserve to the west.

The wetland preserves, particularly because of their established use for educational programs, presents a special opportunity for an environmental education center that can serve many non-profit and educational organizations in the region.

Protection of the wetland resources requires control of urban runoff to eliminate both excess water flow, and contaminated water from entering the resources.

The drainage corridors across the Plan Area create opportunities for visually aesthetic features, informal recreation, and a strong relationship to open space, and pedestrian/bikeway corridors. The drainage corridors also constrain internal street patterns and create edges to individual neighborhoods.

### ***Enhance Resident's Awareness of the Natural Resources in the Community***

In addition to the primary wetland features, the Plan Area is threaded with natural drainage corridors. The Master Plan incorporates these linear elements as strong theme components that bring open space into the neighborhoods to provide walking and bicycle paths and enhance the resident's awareness of the natural resources. The community design will provide public access to open space where feasible for the purposes of education, passive recreation, pedestrian and bicycle trails, and aesthetic enjoyment. The community design will establish permanent open space areas and corridors linked to the Mather Preserve.

### ***Sustainability***

As with all urban development in this era of limitations, it is essential that new communities implement best design and management practices to conserve water and energy resources, and ensure the durability of buildings and infrastructure over time. The Master Plan seeks to respond to the natural features of the site, and the climate with appropriate land uses, circulation systems, and design guidelines. The community design will feature water-conserving landscapes. Building designs and landscaping will conserve energy resources.

### ***Walkability and Community Health***

The Master Plan addresses lifestyle based community health issues by creating highly walkable neighborhoods connected to a regional trail system, and access to extensive open space and parks for active recreation.

The scale of the Plan Area is conducive to creating very walkable neighborhoods thus, the land plan and circulation plan must be coordinated such that the daily destinations (shopping, parks, and schools) are nearby and accessible along safe, pleasant, and direct pedestrian routes.

The opportunities for enduring health of the residents are addressed through the walkability of the neighborhoods, and the access to both informal and programmed recreation. The community design will reduce VMT and the Air Quality and Greenhouse Gas Impacts Associated with Vehicle Use by providing modified grid street system that leads to the central core of the community, and the employment center, and access to Alternative Transportation Modes

Through providing neighborhood scale shopping area within a one-half mile walk of most residents, and space for community gardening and a farmers market the residents will have regular access to high quality food.

### ***Reduce VMT and the Air Quality and Greenhouse Gas Impacts Associated with Vehicle Use***

Reducing the average number and length of vehicular trips is a key means of enhancing air quality and reducing greenhouse gas impacts associated with vehicle use. The Master Plan addresses this by giving residents the opportunity to choose to reduce their personal vehicle miles traveled (VMT) by making the neighborhoods walkable, providing an extensive bikeway system, and placing the destination land uses near the residential area. The Master Plan also provides access to transportation alternatives. In addition to the Active Transportation systems (walking and cycling), the Plan has an extensive Neighborhood Electric Vehicle (NEV) network, and a planned route that will accommodate a bus transit system.

The proximity to existing residential neighborhoods requires minimizing off-site traffic impacts on, and protection of the Mather Preserve as a buffer for, nearby neighborhoods.

The distance to existing shopping and schools requires adequate shopping, schools, and parks to create a self-sufficient community and minimize the need for off-site trips for daily needs.

Although very near one of the major employment concentrations in the Sacramento region, inclusion of an employment center will reduce the home to work commute for some community residents.

### ***Circulation***

The Folsom South Canal and the Mather Golf Course limit street connections to the east and south, thus the internal circulation network must direct vehicular traffic to the connections to Zinfandel Drive (west) and Kiefer Boulevard (south) in a manner that disperses internal traffic to avoid congestion.

The Master Plan provides a range of alternative modes including an extensive, interconnected bike and pedestrian trail network, streets that accommodate Neighborhood Electric Vehicles (NEV), and land uses and street patterns that will accommodate a public transit system.

### ***Housing***

Housing diversity is important to provide a range of opportunities for households of various income levels, household configurations, and housing preferences. The community will include a mix of housing types and prices that will meet the needs and economic resources of diverse households. The community will incorporate design flexibility that facilitates experimentation in housing products.

### ***Sense of Community***

The opportunities to create and enhance a sense of community are addressed through the inclusion of public gathering spaces, the implementation of community design features, and the access to open spaces as a unifying theme throughout the community. The commercial center, Environmental Education Center, neighborhood parks, elementary schools, and multi-family housing in the center of the community will serve as centers of community activity. The community design will engender a sense of place and community identity through use of high quality community signage and landscape features, high quality and durable community design, and creation of community gathering places.

#### **1.4.2 Maps and Conceptual Illustrations**

Master Plan maps indicating land use, transportation routes, and infrastructure routes are intended to faithfully represent the scale and spatial relationships of the presented information. Conceptual drawings of the schools, parks, commercial centers, research and development park, storm water basins, and other Master Plan features are strictly illustrative representations intended to convey the concept.

### **1.5 MASTER PLAN ORGANIZATION**

The Sacramento County Master Plan Guidelines establish the framework of this Community Master Plan.

#### ***Chapter One: Executive Summary***

The Executive Summary provided a brief description of the project, identifies the location, and describes the essential design objectives.

#### ***Chapter Two: Introduction***

The Introduction addresses the authority and purposes of the Plan, the regulatory scope, and the range of issues addressed by the proposed development, stakeholder input, project goals, and the regulatory nature of the plan.

#### ***Chapter Three: Existing Conditions***

The existing conditions and site analysis describe the opportunities and constraints inherent in the characteristics of the site, and the existing policy and regulatory framework that guide the plan formation.

#### ***Chapter Four: Development Plan/Project Concept***

This chapter includes the following primary topics:

- *Project Vision and Concept*
- *Land Use*

- *Transportation Plan*
- *Natural Resources and Management Plan*

**Chapter Five: Infrastructure and Services**

This chapter describes the essential services and infrastructure required for development, and outlines key implementation strategies.

**Chapter Six: Design Guidelines**

The Community Design Guidelines address the neighborhood layout, site design, building design, and landscape/streetscape design that impart a distinct character to this community.

**Chapter Seven: Development Standards**

The development standards provide the building setbacks, minimum lot size, coverage, parking, lighting, and other standards for each development type in the plan.

**Chapter Eight: Implementation Measures**

The Implementation Measures include project financing, project phasing, and operations and maintenance measures applicable to individual property owners, Homeowners Association, Landscape and Lighting Maintenance District(s) (LLMD), Assessment Districts, and Community Facilities District (CFD) established pursuant to the Mello Roos Community Facilities District Act of 1982, or other special districts.

**Chapter Nine: Administration**

This chapter sets forth the plan administration related to regulatory reviews, processing, and plan changes.

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## 2. Introduction

### 2.1 PLAN ENTITLEMENTS

The Mather South Community Master Plan is the final step in a 25-year pursuit of conversion of this portion of the former Mather Air Force Base (AFB) to a productive economic use, as described in Section 4.1.

The Master Plan would further modify the General Plan, the Mather Field Specific Plan, and the Mather Field SPA Ordinance to reflect a level of detail applicable to a Master Planning and Specific Plan effort for an 850-acre portion of the 5,200 acre plus Mather Field Specific Plan area.

Specific Sacramento County actions associated with this project include:

1. A **General Plan Amendment** to amend the Land Use Diagram **from** Urban Development Area (795 acres) **to** Low Density Residential (622 acres), Medium Density Residential (17 acres), Natural Preserve (86 acres) Commercial and Offices (42 acres), and Public/Quasi-Public (28 acres). (Figure 2-1)
2. A **General Plan Amendment** to amend the Transportation Plan to reflect proposed roadway alignments and transit systems. (Figure 2-2)
3. A **General Plan Amendment** to amend the Bicycle Master Plan to add internal and external bicycle facilities within and through the project area as shown in the Bicycle Master Plan Amendment Diagram. (Figure 2-3)
4. A **Specific Plan Amendment** to amend the Mather Field Specific Plan, to change a portion of the South Base Area (795 acres) **from** Urban Development Area (795 acres) **to** Mather South Community Master Plan (795 acres). (Figure 2-4)
5. Adoption of the **Mather South Community Master Plan** as an amendment to the Mather Field Specific Plan including text, a Master Plan land use diagram, Design Guidelines and Development Standards. (Figure 4-1, Master Plan Land Use Diagram)
6. A **Zoning Ordinance Amendment** of the Mather Field Special Planning Area (SPA) (SZC 97-0021, Section 603) to incorporate the Mather South Community Master Plan, Design Guidelines, and Development standards into the ordinance.
7. Adoption of a **Development Agreement** for the Mather South Community Master Plan by and between the County of Sacramento and Applicants.
8. Amendment of the Mather Field Public Facilities Financing Plan (PFFP).

Figure 2-1 Proposed General Plan Amendment to Amend the Land Use Diagram

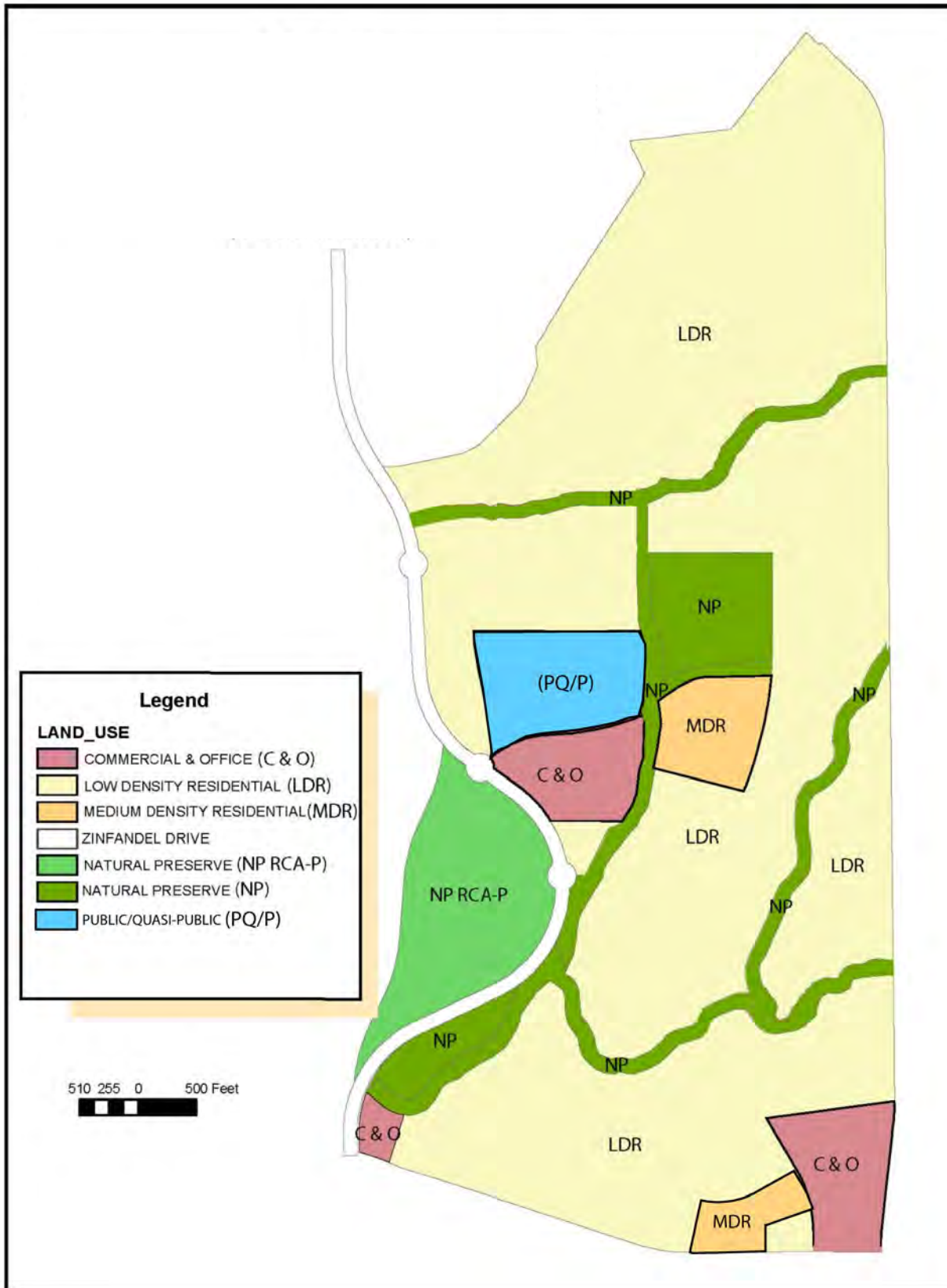


Figure 2-2 Proposed General Plan Amendment to Amend the Transportation Plan

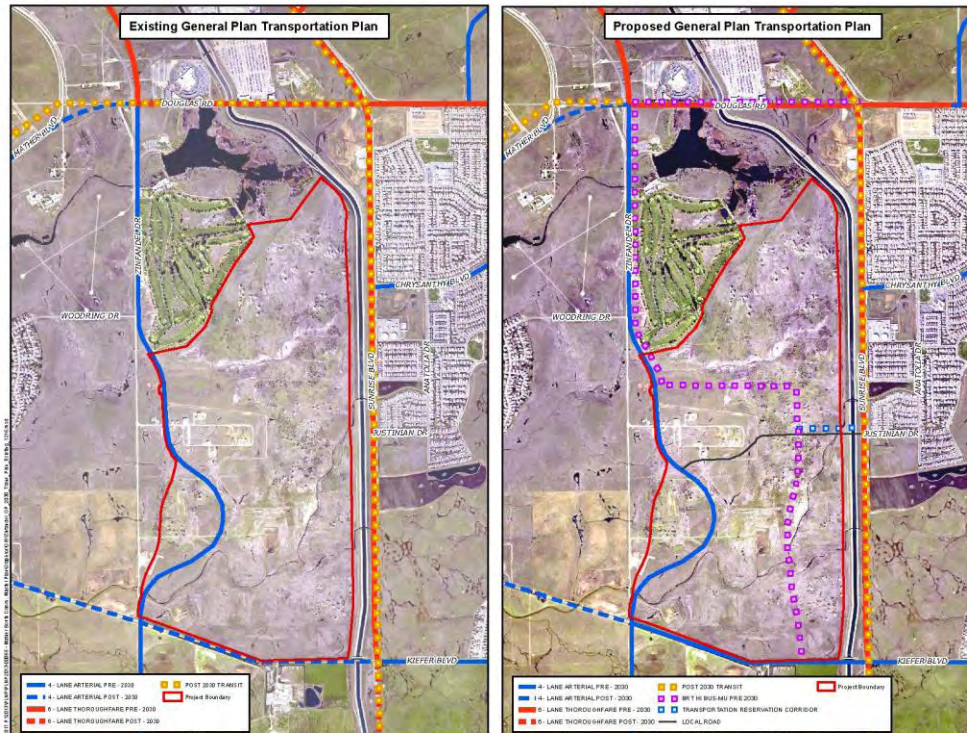


Figure 2-3 Proposed General Plan Amendment to Amend the Bicycle Master Plan

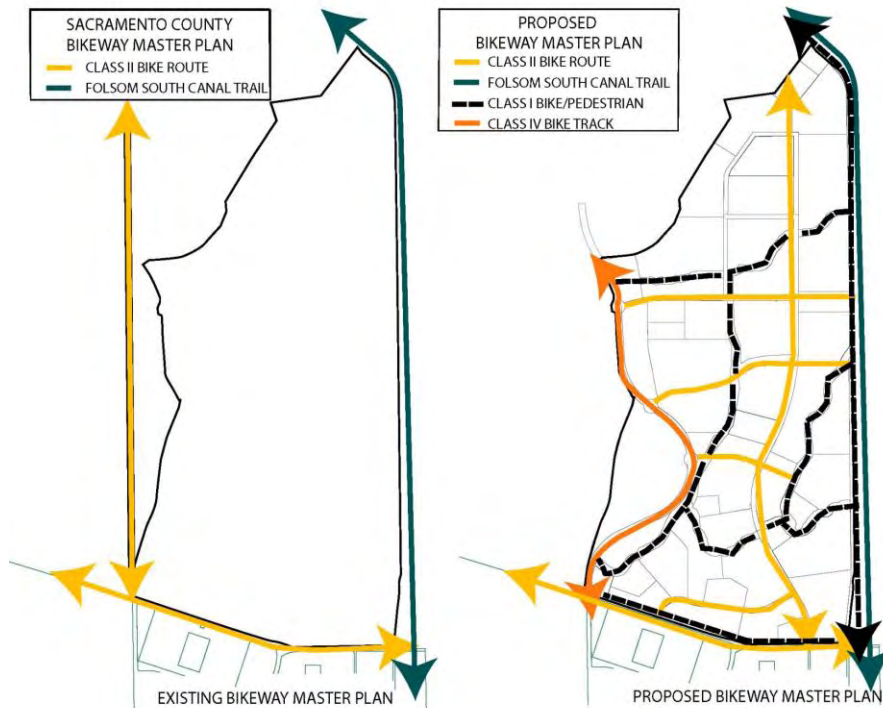
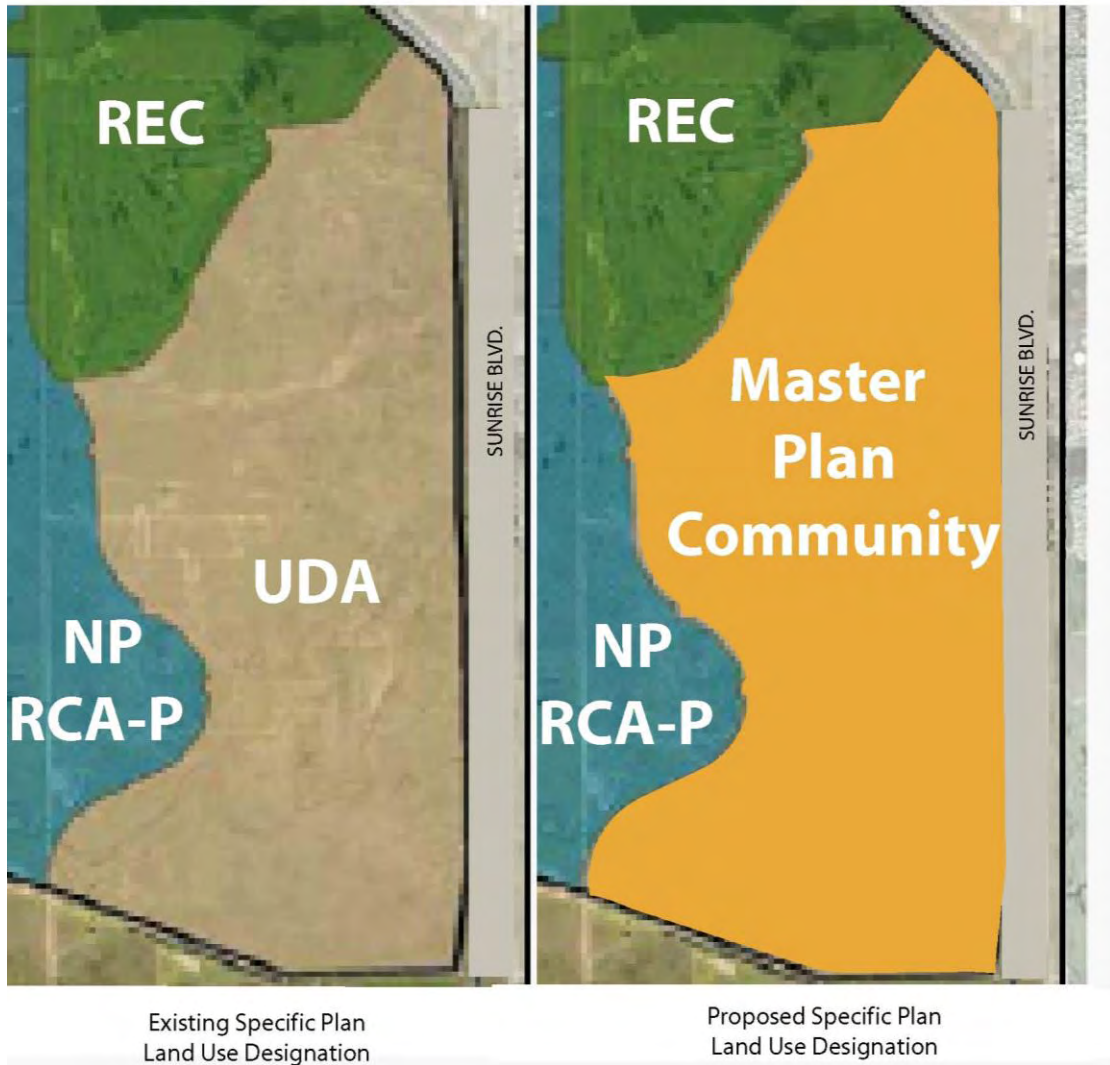


Figure 2-4 Proposed Amendment to the Mather Field Specific Plan



## 2.2 AUTHORITY AND REGULATORY SCOPE

The Mather South Community Master Plan is an amendment to the Mather Field Specific Plan and therefore is subject to the provisions of California statute regarding specific plans. State of California Government Code, Title 7, Division I, Chapter 3, Article 8, Section 65450-57 grants authority to cities and counties to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans.

The Master Plan is comparable in regulatory scope to a Specific Plan that includes a text and a diagram or diagrams that specify all of the following in detail:

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

## 2.3 PROJECT OBJECTIVES

The primary objectives for the Master Plan are as follows:

1. By way of a mutually beneficial public/private partnership, accomplish the reuse of a portion of the former Mather Air Force Base as a mixed-use master planned residential community.
2. Improve the balance between the projected number of jobs and housing units within the air force base reuse plan.
3. Improve the financial means to support the infrastructure, both physical and biological, of the air force base reuse plan.
4. Provide the opportunity for the development of an Environmental Education Campus to provide environmental education and research proximate to the Mather Preserve and create employment opportunities and generate economic activity to fulfill the goals of the re-use of the former Mather Air Force base.
5. Provide the opportunity for the development of a technological Research and Development Park to create employment opportunities and generate economic activity to fulfill the goals of the re-use of the former Mather Air Force base.
6. Develop a mixed-use master planned community guided by state, regional, and county principles of feasibility and sustainability.

## 2.4 GENERAL PLAN CONSISTENCY

This Master Plan, as an amendment to the Mather Field Specific Plan must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the General Plan.

The General Plan is comprehensive and addresses a wide range of subjects applicable to this Master Plan. Appendix A lists the General Plan policies that apply to the Master Plan, and the manner in which the Master Plan is consistent with those policies.

The following summarizes the key General Plan policies addressed in this Master Plan.

### Air Quality

- **Policy AQ-1** requires that new development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.

The Master Plan includes an extensive bike and pedestrian network, an internal street system designed to accommodate Neighborhood Electric Vehicles, and the routing and support for bus transit through the densest portions of the Master Plan. See the MP Section 4.4 Circulation.

### Circulation and Walkability

- **Policy CI-1.** Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities (such as sidewalks) are not desired.

The Master Plan includes complete streets with an extensive bike and pedestrian network. See the MP Section 4.4 Circulation, notably Section 4.4.2 Complete Streets, Plan Area Street Sections, and Pedestrian Connectivity.

- **Policy CI-4.** Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.

The Master Plan includes an extensive bike and pedestrian network, an internal street system designed to accommodate Neighborhood Electric Vehicles, and the routing and support for bus transit through the densest portions of the Master Plan. See the MP Section 4.4 Circulation.

- **Policy CI-5.** Land use and transportation planning and development should be cohesive, mutually supportive, and complement the objective of reducing per capita vehicle miles travelled (VMT).

The Master Plan configured the circulation system and the primary destinations to be cohesive. For example, see MP Section 4.3-Figure 4-2 Walking Distance to Community Core, and Figure 5-7 Parks and Schools Location Plan Illustrating One-half Mile Walk to Each Park.

### Natural Resource Protection and Avoidance

- **Policy CO-71.** Development design shall help protect natural resources by:
  - Ensuring development adjacent to stream corridors and vernal pools provide, where physically reasonable, a public street paralleling at least one side of the corridor with vertical curbs, gutters, foot path, street lighting, and post and cable barriers to prevent vehicular entry.
  - Projects adjacent to rivers and streams shall integrate amenities, such as trail connectivity, that will serve as benefits to the community and ecological function.

The Master Plan sets aside permanent open space for preservation of wetland features. See MP Figure 4.5-1 Wetland Resources Preserved in the Plan Area.

### Economic Development

- **Policy ED-25.** Reuse of Mather Airfield will emphasize the efficient reuse of existing facilities and the high quality development of underutilized properties within the base focusing on the transition of vacant and underutilized properties into airport, commercial, and recreation uses.

The Master Plan seeks to develop the highest and best use of this portion of the former Mather Airfield.

- **Policy ED-27.** Provide roadway connections through Mather Airfield to improve regional mobility and facilitate the movement of goods and services.

The Master Plan fronts on, and accommodates a realignment of Zinfandel Drive, a major north south arterial in this sub area.

### Land Use

- **Policy LU-16.** Apply the “Community Design Guidelines” and design review authority to all long-range planning efforts, including but not limited to Specific Plans, Comprehensive Plans, Community Plans, and Commercial Corridor Plans.

The Countywide Design Guidelines (July 2015) is the foundation for the Master Plan Design Guidelines. All Master Plan guidelines are supplemental to this document.

- **Policy LU-23.** Providing compact, mixed-use developments shall be an integral part of all master planning efforts for new growth areas and commercial corridors.

The Master Plan provides a compact development pattern focused on the primary commercial center.

- **Policy LU-26.** When planning for new development in new communities, the features below shall be incorporated for their public health benefits and ability to encourage more active lifestyles, unless environmental constraints make this infeasible.
  - Where appropriate, compact, mixed use development and a balance of land uses including schools, parks, jobs, retail and grocery stores, so that everyday needs are within walking distance of homes.
  - Grid or modified-grid pattern streets, integrated pathways and public transportation that connect multiple destinations and provide for alternatives to the automobile.
  - Wide sidewalks, shorter blocks, well-marked crosswalks, on-street parking, shaded streets and traffic-calming measures to encourage pedestrian activity.
  - Walkable commercial areas with features that may include doors and windows fronting on the street, street furniture, pedestrian-scale lighting, and served by transit when feasible.
  - Open space, including important habitat, wildlife corridors, and agricultural areas incorporated as community separators and appropriately accessible via non-vehicular pathways.

The Master Plan is founded on the concepts set forth in LU-26 and examples of compliance with this policy are found throughout the land use plan, the circulation plan, and the Design Guidelines.

- **Policy LU-38.** Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area

The Master Plan provides an extensive pedestrian and bicycle network throughout the plan with connections via the Jackson Corridor Trails Master Plan. See MP Section 4.4.

### 3. Site Conditions

This chapter describes the existing conditions that influence the land use plan and features of the Mather South Community Master Plan, including the adjacent land uses and the physical features of the site.

#### 3.1 SURROUNDING LAND USE

The Mather Field Specific Plan surrounds the Mather South Plan Area to the north and west. Therefore, much of the adjacent land is undeveloped other than the runway and facilities associated with the former US Air Force (USAF) base and the current airfreight activity. North of the runway are various businesses, the Sacramento Veterans Affairs Hospital and Medical Center, residential neighborhoods, and business parks. The Mather Golf Course and Mather Lake lie just beyond the northern boundary of the Plan Area. Folsom South Canal and the parallel regional bikeway define the eastern edge. To the east just beyond the Folsom South Canal lie Sunrise Boulevard and the Anatolia and Sunrise Douglas community in the City of Rancho Cordova.

The future extension of Zinfandel Drive and the 1,272-acre Mather Wetland Preserve define the western edge. The existing Independence at Mather neighborhood is located approximately one-half mile west of Zinfandel Drive across the wetland preserve. Kiefer Boulevard defines the south boundary of the Plan Area. The Sacramento Rendering Plant is located on the south side of Kiefer Blvd.

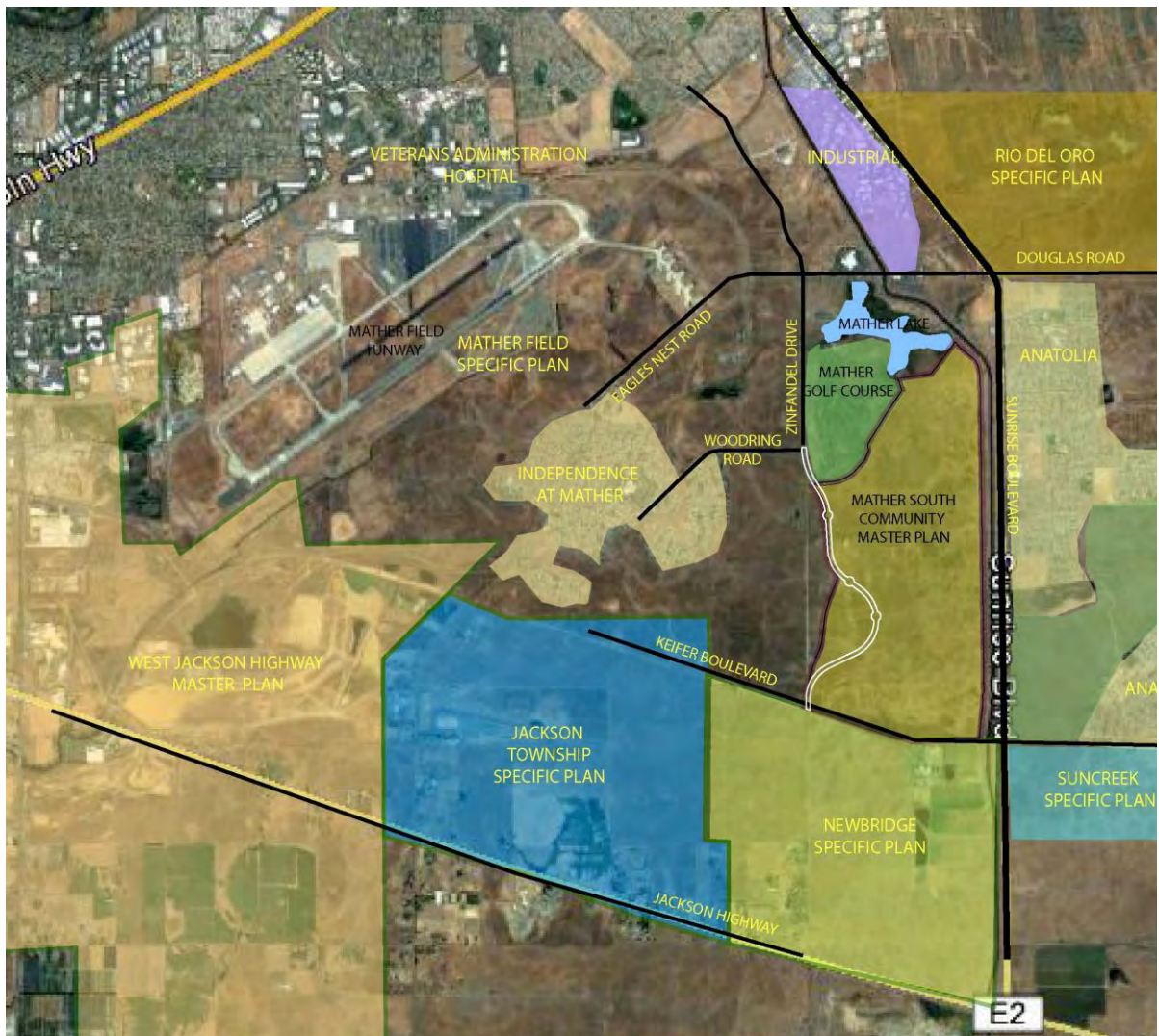


*Mather Lake to the north of the Plan Area*

#### 3.2 EXISTING CIRCULATION

In 2012, Sacramento County extended Zinfandel Drive as a two-lane road south from the Rancho Cordova / Sacramento County line to Douglas Road. That street now extends south for nearly a mile to the south end of the Mather Golf Course where it terminates in a dirt road along the west side of the Plan Area. Sunrise Boulevard located just east of the Plan Area is the primary regional road in the vicinity, but is not currently connected directly to the Plan Area.

Figure 3-1 Surrounding Land Use

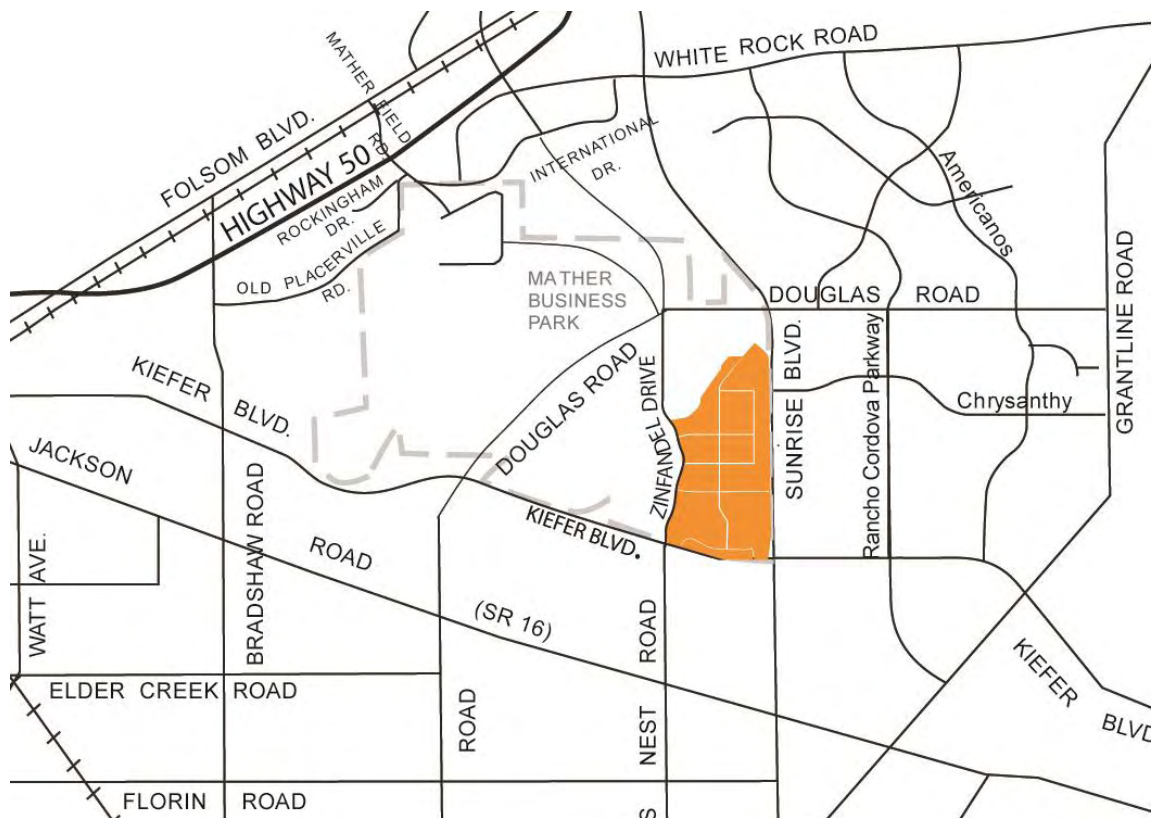


Woodring Road extends west from Zinfandel Drive just north of the Plan Area and connects with the Independence at Mather neighborhood.

Sunrise Boulevard connects to Douglas Road and International Drive that provide east to west circulation north of the Plan Area. Kiefer Boulevard is the south boundary of the Plan Area that will provide east to west circulation to Sunrise Boulevard.

The Folsom South Canal currently blocks any road connection to the east to Sunrise Boulevard. The Mather Golf Course currently blocks any road connection to the north.

**Figure 3-2 Existing Roads in the Plan Area Vicinity**



### 3.3 ENVIRONMENTAL FEATURES

The following discussion of Plan Area environment is a general review of conditions that influence the design of the Master Plan. The information provides an overview of these conditions rather than the more detailed information provided and evaluated in the Environmental Impact Report for this Master Plan, and does not constitute an environmental level review of project impacts.

### **3.3.1 Wetlands**

The Master Plan Area is a portion of the overall assessment of aquatic resources done in the process of establishing the Mather Wetland Preserve, but the site is not within the Mather Core Recovery area.

The vernal pool habitat occurs in a portion of the planned urban development area, however, these pools are scattered and are of relatively low density. A preserve area east of Zinfandel Drive will protect the two largest concentrations of pools, including the Critter Pool and the Spadefoot Toad Pool that are used in environmental education programs. The extension of Zinfandel Drive is configured so that areas to the west of Zinfandel Drive/Eagles Nest Road and are within the Mather Wetland Preserve. Refer to Section 4.5.1 for additional discussion and policies regarding wetland resources.

As illustrated in Figure 3-3, the wetland resources, including vernal pool areas and natural drainage corridors are distinctive features that define urban edges and focal points within the Master Plan Area. The natural features also provide landmarks and theme elements that help define the individual neighborhoods and the overall community. The extensive open spaces provide opportunities to interface urban uses with the natural resources, and thereby enhance the resident's awareness of, and concern for, the natural environment. The significant natural resources also support opportunities for environmental education programs that led to the Environmental Education Center (EEC), a key land use concept within the Master Plan. (See Section 4.3.7 for a discussion of the EEC)

The Mather Wetland Preserve on the west side of Zinfandel Drive/Eagles Nest Road extension is a major natural resource that contributes to the visual character and identity of the community, and the recreation and learning opportunities within the community. It will be enhanced through the development of the Environmental Education Campus, by major bicycle and walking trails that will provide access to the edge of the preserve areas, and by broad, distinctive open vistas along roads. The wetland preserve located near the center of the Plan Area, an extension of the much larger Mather Field Preserve located to the west, will provide a significant visual open space in the core of the planned community. This preserve is also the cornerstone of a cluster of uses dedicated to environmental education and community activity, most notably, the Environmental Education Campus.

Figure 3-3 Existing Wetland Resources



### **3.3.2 Drainage**

The two arms of the Morrison Stream group are well defined. Each of the streams enters the site by way of a chute crossing the Folsom South Canal. The northerly stream passes through Mather Lake and spills into a modified channel running parallel with the north edge of the Golf Course. It then passes under Zinfandel and into the Mather Wetland Preserve. The southerly channel with a 100-year flow level of 44 cfs follows a due south and then a westerly course, and crosses under the existing Zinfandel/Eagles Nest Road. The channel and adjacent buffer (varying up to 200 feet in total width) contain the 100-year flood plain. Refer to Section 4.5.3, Section 5.5, and Section 6.5.7 regarding water quality management and drainage control.

### **3.3.3 Flooding**

The 100-year flood plain is entirely contained within two main arms of the Morrison Creek corridor and do not affect the development proposed in the Plan Area. The northern arm traverses Mather Lake and the northern edge of the existing golf course. The drainage way will be contained within, and incorporated as a design amenity feature of the recreation area.

### **3.3.4 Wildlife and Vegetation**

The Master Plan Area encompasses several habitat types. The dominant type is annual grassland including the common species that prevail in the Sacramento Valley. . A small, but significant, acreage is comprised of jurisdictional wetland including vernal pools and vernal swales, stream channels, and drainage ditches.

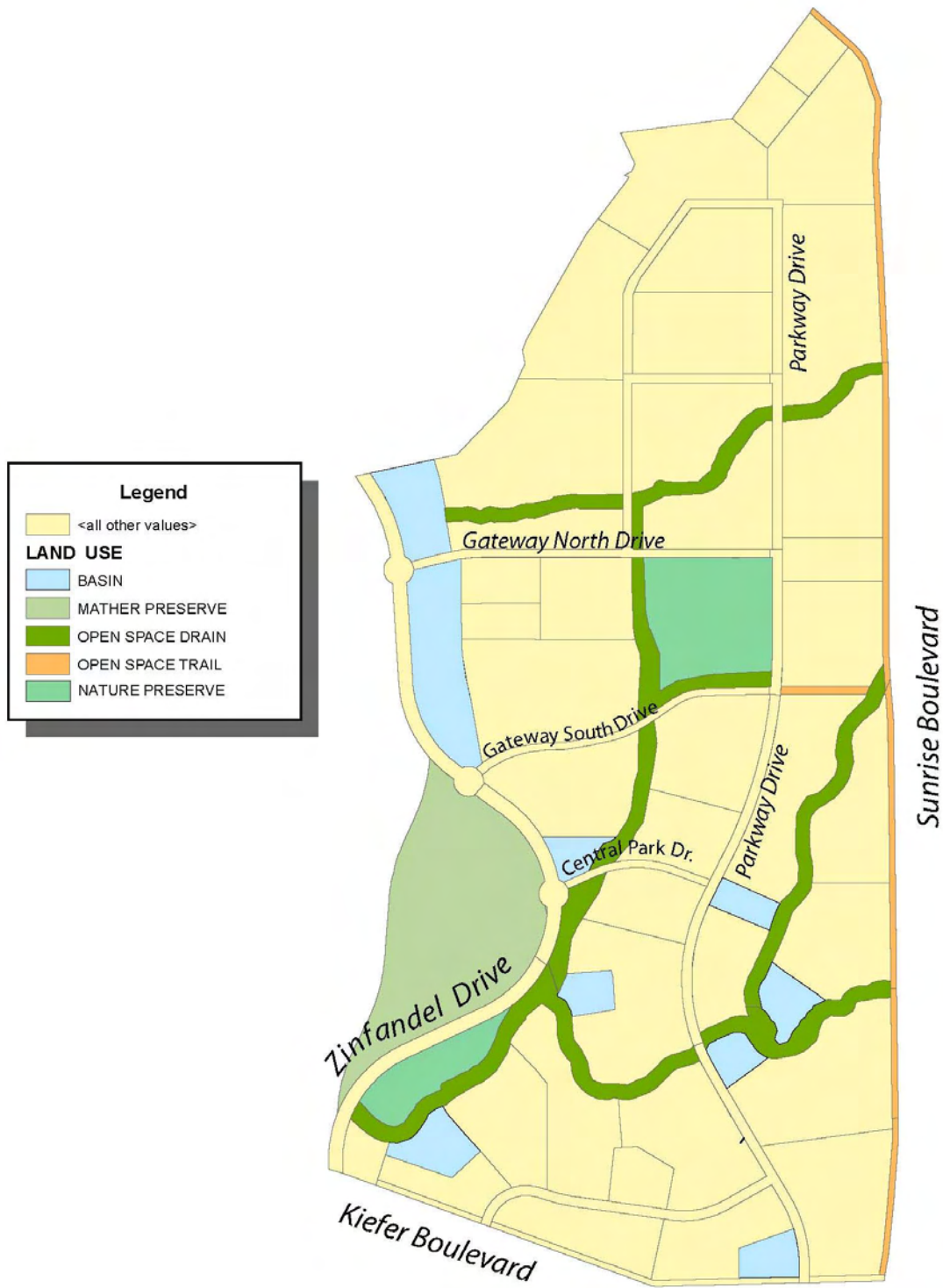
The recently completed EIS for the Mather Specific Plan project assessed and catalogued Special Status Plants and Wildlife. The identified species, both aquatic and terrestrial, are common to project assessments in this region of the County.

Mather Lake, although not within the Plan Area, is a significant wetland feature in the vicinity with adjoining seasonal wetlands and cottonwood woodland.

### **3.3.5 Slopes and Topography**

The Master Plan Area is relatively flat with elevations ranging from 154 feet to 138 feet trending east to west across the site. The relative level terrain averages a slope of less than 2%, and is well suited to pedestrian and bicycle travel.

Figure 3-3-4 Basins, Wetland Preserves and Drainage Corridors



### **3.3.6 Soils and Geology**

The California State Department of Conservation Departments' soil rating system does not determine the site to have significant agricultural value by any one of the four levels of soil suitability. It is not apparent whether agricultural uses occurred on the site in the last century. Review of the July 1980 printing of the U.S. Department of Agriculture, Soil Conservation Service (SCS) Soil Survey of Sacramento County, California, identifies the near-surface soils on the subject property to consist of three different soil types all within the Redding Corning Red Bluff series. These soils are moderate to well drained soils over a cemented hardpan.

Construction on the Folsom South Canal in the late 1960s deposited spoil materials over much of the Plan Area to the south of the golf course, thereby obscuring the native soils. Refer to Section 4.5.5 for discussion and policies regarding soils.

## **3.4 HAZARDOUS MATERIALS AFFECTING LAND USE**

Extensive use of the Plan Area property by the USAF prior to base closure in 1987 resulted in several conditions that would have constrained development but are now resolved. In the years since base closure, a series of assessments of environmental conditions relating to military use of portions of the base occurred. Prior action by the USAF resolved these conditions, but the County review of future development projects must identify them, where appropriate, to ensure no residual condition would affect the proposed development. On-going diligence and protocols in the event of discovery of hazardous materials during construction will apply.

The site is located within an area where there are known regional groundwater impacts associated with offsite portions of the former Mather Air Force Base and the Aerojet facility to the northeast. The magnitude of regional groundwater contamination beneath the site is relatively limited in extent and is not a constraint for residential development.

## **3.5 OPPORTUNITIES**

In addition to the existing site conditions that influence the Master Plan land use; there are factors that inherently benefit the project. The Mather South Plan Area is distinct in its location and physical characteristics including natural resource features, scale of the community, and distinct boundaries.

### **3.5.1 Urbanize Previously Disturbed Lands**

The project is an appropriate in-fill urbanization of an under-utilized, disturbed site that is consistent with the County General Plan and the regional Metropolitan Transportation Plan/Sustainable Community Strategy. The previous uses of the site by the USAF resulted in conditions that would constrain urban development. However, prior action by the USAF resolved these conditions.

### **3.5.2 Single Master Developer**

The primary objectives for this Master Plan relate to development of a multi-use community that will facilitate unique uses, such as an Environmental Education Campus and expanded protection of special environmental resources. These objectives require a coordinated, strategic development plan that will enhance values and sustain quality development through the life of the project. A single master developer will facilitate this Master Plan.

### **3.5.3 Location**

The Master Plan is in an undeveloped area and not adjacent to any existing urban development. Independence at Mather is approximately one half mile to the west and Mather Preserve will permanently separate that neighborhood from the Plan Area. The Folsom South Canal and Sunrise Boulevard separate the Plan Area from the SunCreek/ Anatolia development to the east. Therefore, although future development must take care to not create visual or noise impacts on these nearby neighborhoods, development in the Plan Area can develop residential styles that fulfill the character of this site and the demands of the market place without being incompatible with existing neighborhoods. Yet the community is an in-fill development with existing residential to the west, north and east, and planned development to the east, south and southwest.

#### ***Distant Vistas***

The relatively flat terrain and the surrounding open space areas afford distant vistas to the Sierra Nevada, the Sutter Buttes, the Coast Range, and Mount Diablo. This feature adds to the sense of community place, and serves to help orient people within the community.

#### ***Distinct Boundaries***

Existing surrounding uses, notably the Mather Golf Course and Mather Lake to the north, the Folsom South Canal on the east, and the Mather Wetland Preserve and other open features of the Mather Field Specific Plan on the west create a distinct setting.

### **3.5.4 Proximity to Major Employment Centers**

The Master Plan Area is not only a component of the Mather Field Specific Plan, a major growing employment center, it is adjacent to the Rancho Cordova/Highway 50 employment corridor; the second largest employment concentration in the Sacramento region. The addition of new housing and employment opportunities contributes to the balance of housing and jobs in this portion of the county.

### **3.5.5 Access to Major Trails**

The Mather Golf Course and Mather Lake to the north, the Folsom South Canal to the east, and the Mather Preserve and other open space features of the Mather Field Specific Plan to the west create a distinct setting.

The Folsom South Canal regional bike trail provides direct connection with the American River Parkway seven miles to the north, and to the City of Rancho Cordova system, an extensive local area and project-level bike trail network that will make this community exceptionally suited for bicycle use.



*Access to local and regional bike trails.*

### **3.5.6 Community Scale**

The portion of the Master Plan designated for urban uses, which is approximately 6,800 feet north to south and 4,400 feet east to west, is a very walkable scale. The Master Plan Area is large enough to accommodate diverse housing types, styles and prices, and support a neighborhood school, and commercial area. The land plan will ensure that commercial service, transit stops, the elementary schools, and parks are easily walkable from all residences.

## 4. Development Plan and Project Concept

The Development Plan and Project Concept Chapter addresses three key elements of the Mather South Master Plan; land use, circulation, and resource conservation and management. The Land Use Plan describes the overall community vision and policy direction. The Circulation Plan addresses all of the components of the circulation system including transit, pedestrian, bicycle, and automobile systems. The Natural Resource Plan identifies key habitat and resource areas and plans to mitigate impacts and manage remaining areas.

### 4.1. PLAN HISTORY

#### 4.1-1 *Mather Field Specific Plan*

The Mather South Community Master Plan area is a portion of the former Mather Air Force Base that the federal Department of Defense designated for relinquishment (US Air Force base closure) in the late 1990. The entire Mather holdings (5,617 acres) has been the subject of a cycle of planning efforts, environmental cleanup and environmental assessment since the base closure

The U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, U.S. EPA and California Department of Fish and Wildlife approved the Interim Mather Wetlands Management Plan (IWMP) in the second quarter of 2014. The County Board of Supervisors approved and adopted the IWMP in February of 2015.

In 1997, the County adopted a Specific Plan for the Mather Area. Driven largely by the creation of the Mather Wetland Preserve, Sacramento County amended the Mather Field Specific Plan in 2013 to reflect the large commitment made to resource preservation and to further direct development of this Plan Area.

The Board of Supervisors conducted a public hearing on the project on September 16, 2015, to hear public testimony against the proposed project. Based on the feedback from the public the Board chose not to take action on the project at that time and directed staff to engage in a collaborative process with key stakeholders, to work through technical issues and define a concept plan that focused on the concerns that were raised during the hearing. These concerns included the incompatibility of the regional sports park and university due to additional traffic, noise, and lighting; and the potential adverse effects of the Zinfandel Drive alignment and proposed sewer infrastructure on important wetland resources. Through the collaboration process, the County has made changes to the proposed project to address the concerns of the community and allow for additional preservation of wetland resources.

The Mather South Community Master Plan will further the efforts taken to facilitate the reuse of the former Mather AFB. The Master Plan will modify the text of the Mather Field Specific Plan and Special Draft

Planning Area documents to better reflect the current uses in the Master Plan area and to align the site to be more accessible to improvements consistent with previous actions and recommendations noted above including the protection of biological resources and non-aviation reuse goals

The “Urban Development Area” designated in the Mather Field Specific Plan amendment in 2016 will be developed as a Master Plan Community as illustrated in Figure 2-4 in this Master Plan.

#### **4.1-2 Community Outreach**

In October 2015, the Sacramento County Board of Supervisors formed the Mather Field Stakeholder Group to create a collaborative partnership between key stakeholders of the Mather Field area to inform, address, and resolve concerns associated with the future development of Mather Field. The Mather Stakeholder Group consists of representatives of Sacramento Splash, the Mather Alliance, the Independence at Mather Homeowners’ Association, the Environmental Council of Sacramento, the Sierra Club, the developer of the Mather South Master Plan, Sacramento County staff from the Departments of Planning and Environmental Review, Economic Development, Transportation , and Regional Parks, and Sacramento County District 5 Supervisor Don Nottoli. At the outset of the stakeholder meetings, the group adopted the following statement:

“The role of the Mather Stakeholder Group is to work to reach maximum agreement on advisory recommendations to the Sacramento County Board of Supervisors for future land use planning at Mather Field.” In making its recommendations, the Mather Stakeholder Group committed to consider the following:

- Local community values and needs,
- Scientific and technical information about Mather Field’s resources,
- Concerns and interests of the environmental community,
- Concerns and interests of the County and its development partner, and
- Relevant laws and policies governing Mather Field, including the Mather Field Specific Plan and the Sacramento County General Plan.

In February 2016, at a Sacramento County Board of Supervisors Hearing, the stakeholder group provided a synopsis of a series of stakeholder meetings that occurred from October 2015 through January 2016 and the following consensus points that have influenced the design of the Master Plan.

1. Create an Environmental Education Campus near the Sacramento Splash “critter” vernal pool and proximate to a neighborhood elementary school, park, and Community Center to replace the original University concept.
2. Preserve the Sacramento Splash critter pool and the “spadefoot toad” vernal pool, and their respective associated watersheds.

3. Create a new east/west open space corridor in the northern portion of the property as well as a new north/south connecting corridor from the new east/west corridor to the critter pool area. These new corridors provide an open space/trail amenity in the northern portion of the site that will provide trail connectivity to the previously identified corridors in the mid and southern portions of the site. The new east/west corridor also preserves the drainage swale identified on the wetland delineation (Features ST P5, P66, P67a, and P67b).
4. Study several alternative alignments of Zinfandel Drive between the south end of the Mather Golf Course and Kiefer Boulevard (per Attachment 6) to avoid the watershed of the spadefoot pool. The Mather Stakeholder Group has reviewed these alignments and the CEQA analysis will study them. Modified designs will require an exception to the Sacramento County Improvement Standards to be approved administratively by the Director of the Department of Transportation. The County will conduct further analysis related to the environmental, public safety, and fiscal implications of each alternative alignment.
5. The EIR will further describe possible best management practices related to stormwater quality and erosion and sedimentation control that could be used, particularly for construction adjacent to and upstream/up-gradient of the proposed preserve.
6. Work to identify additional potential restoration and avoidance areas onsite at Mather, with the goal of reducing overall project impacts to wetlands and special status species. Verify the feasibility of restoration opportunities offsite to demonstrate that offsite compensatory mitigation required as part of the federal permitting process does not adversely affect the inventory necessary for the South Sacramento Habitat Conservation Plan.
7. The Stakeholder Group is committed to continuing a cooperative approach to reach further consensus.

Since February 2016, the stakeholder group has held numerous meetings and has continued their collaborative partnership to address and resolve concerns associated with the future development within Mather Field.

## **4.2. COMMUNITY VISION AND GOALS**

### **4.2-1. Community Vision**

The Master Plan envisions a community of small neighborhoods (approximately 200 acres) located within a one-quarter mile of community trails connected to school and parks and retail shopping opportunities. The neighborhoods will be walkable, lively, and oriented to the extensive open space areas. They offer housing types and densities for a range of income levels and household needs.

The key features of the community vision include the following.

### ***Preservation of Natural Resource Features***

The proximity of distinct open space corridors and preserve areas within the urban portions of the Master Plan will provide residents with a visual link, and therefore, a perception of the open space as an important, integral part of the community.

### ***Community Core Area***

A cluster of high activity, public or quasi-public uses located near the center of the Master Plan will form a Community Core Area, as identified in Figure 4.1. The Community Core Area will include the Commercial Center (Parcel Comm 1 in Figure 4-4), a segment of the major internal open space drainage/trail network, and a multi-use stormwater basin on the south side of south Gateway Drive. The Environmental Education Center (described more fully below), a significant wetland preserve area, a neighborhood school, and park, the Community Center, a segment of the major internal open space drainage/trail network, and a multi-use stormwater basin are clustered on the north side of South Gateway Drive.



*Access to extensive open space creates a sense of place.*

This Community Core Area will contribute significantly to the sense of place and community identity, and provide distinctive landmark opportunities. Since they are located along Gateway South Drive, the Commercial Center and the Environmental Education Center create a potentially memorable entry to the community, as well as potential synergy in activities unique to this community, such as environmentally oriented fairs and other themed events.

The Community Core Area is within reach of residents by biking or by walking, thus reducing vehicular trips. The scale, configuration, and terrain of the site create an exceptionally walkable and bikeable community supported by an extensive regional and local trail network.

### ***Neighborhood Scale and Walkability***

The small scale and the distinct physical boundaries of the Mather South community inherently create a well-defined sense of place. This sense of scale and place is enhanced by the centralized location of key neighborhood destinations (schools and parks), and the unusual proximity to major open space features. Distinctive landscape and gateway features in the public areas will provide an identifiable character for the community, and provide spatial landmarks.

Figure 4.2 illustrates the bounds of the neighborhoods formed by the natural features and Plan Area boundaries. These neighborhoods provide a structure for organizing future signage and design themes, and although similar to the Phasing Plan for this Master Plan described in Section 8.3, they are not the same, and serve a different purpose.

Figure 4-1 Community Core Area

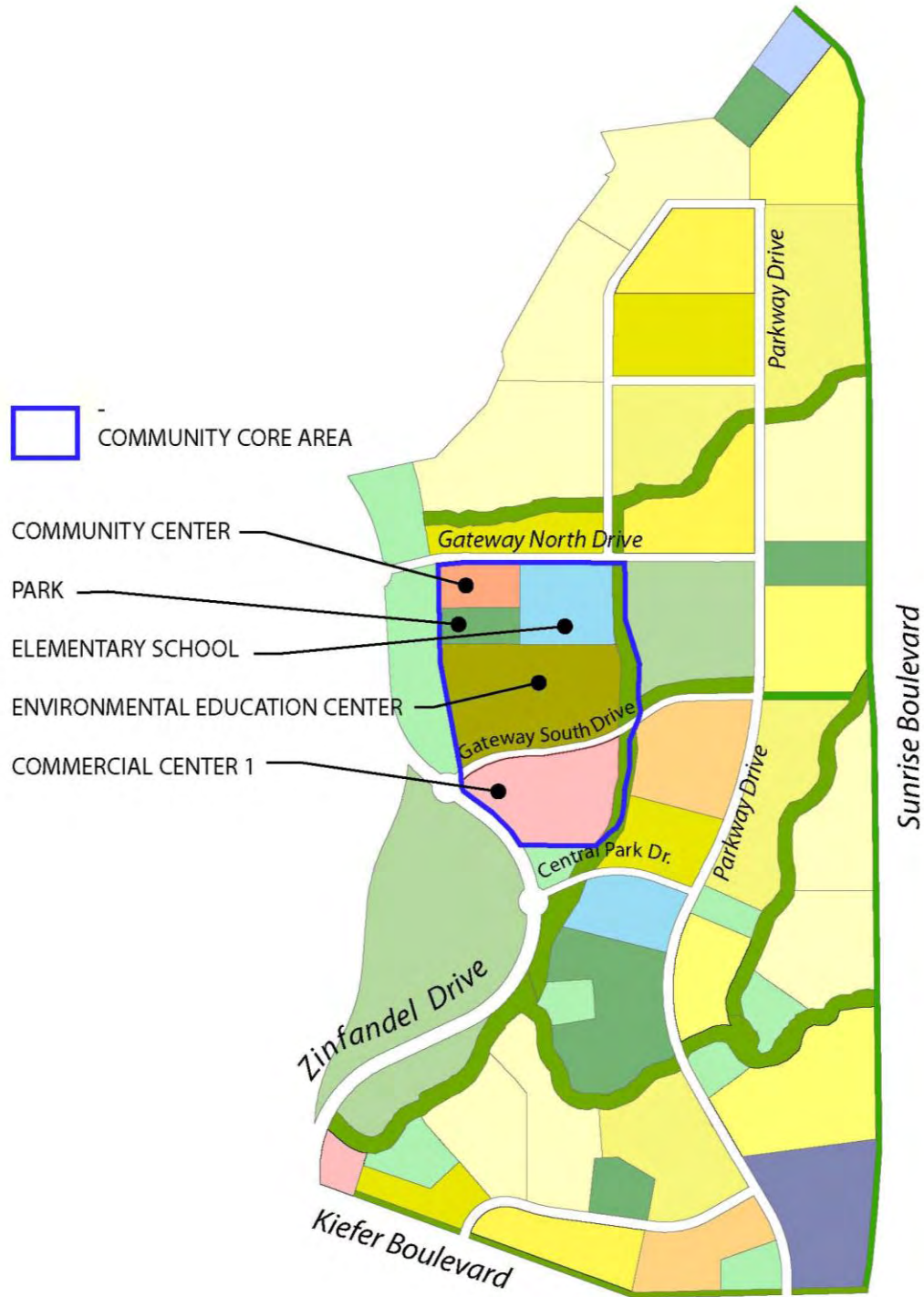
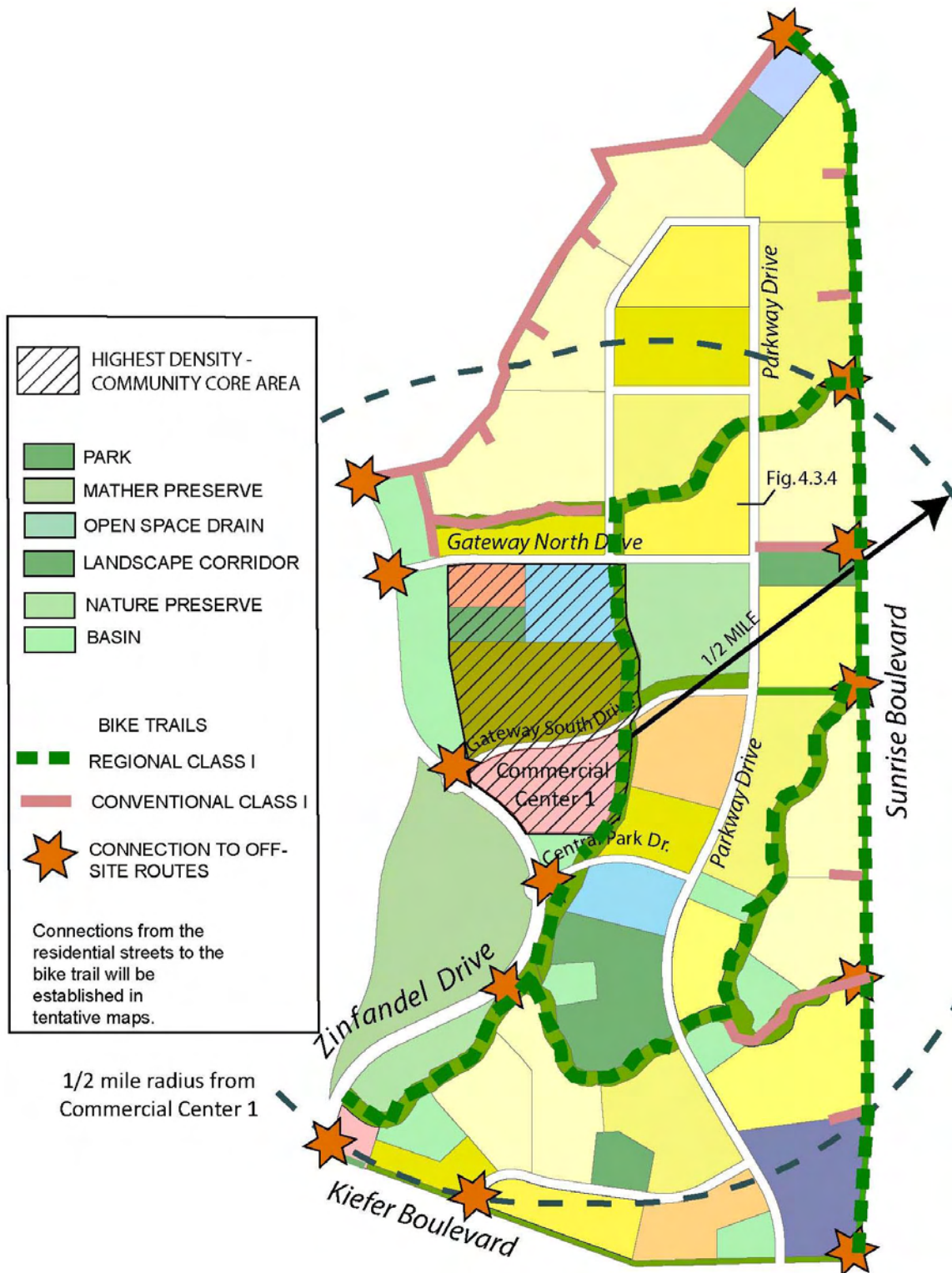


Figure 4-2 Walking Distance to the Community Core Area



The Master Plan facilitates walking and bicycling by locating destination uses in proximity to the residences, and by providing an extensive pedestrian friendly circulation system. Figure 4-2 illustrates the approximate one half mile walking radius between the Commercial Center in the Community Core Area and residences. This figure also indicates the location of the primary pedestrian routes, designed to facilitate ease of walking throughout the community.

The neighborhood streets are a grid pattern that facilitates pedestrian and bicycle access, and a sense of place consistent with the design principles set forth in the Countywide Design Guidelines Section 2.2.1 and this Master Plan Sections 4.4.2 and 6.7.2.

### ***Community Health***

In the context of community planning and development, the features that can help to enhance individual human health would include:

- Public and personal safety
- Access to clean and safe air and water,
- Access to good healthful food,
- Opportunity for exercise, and
- Opportunity for community social interaction.

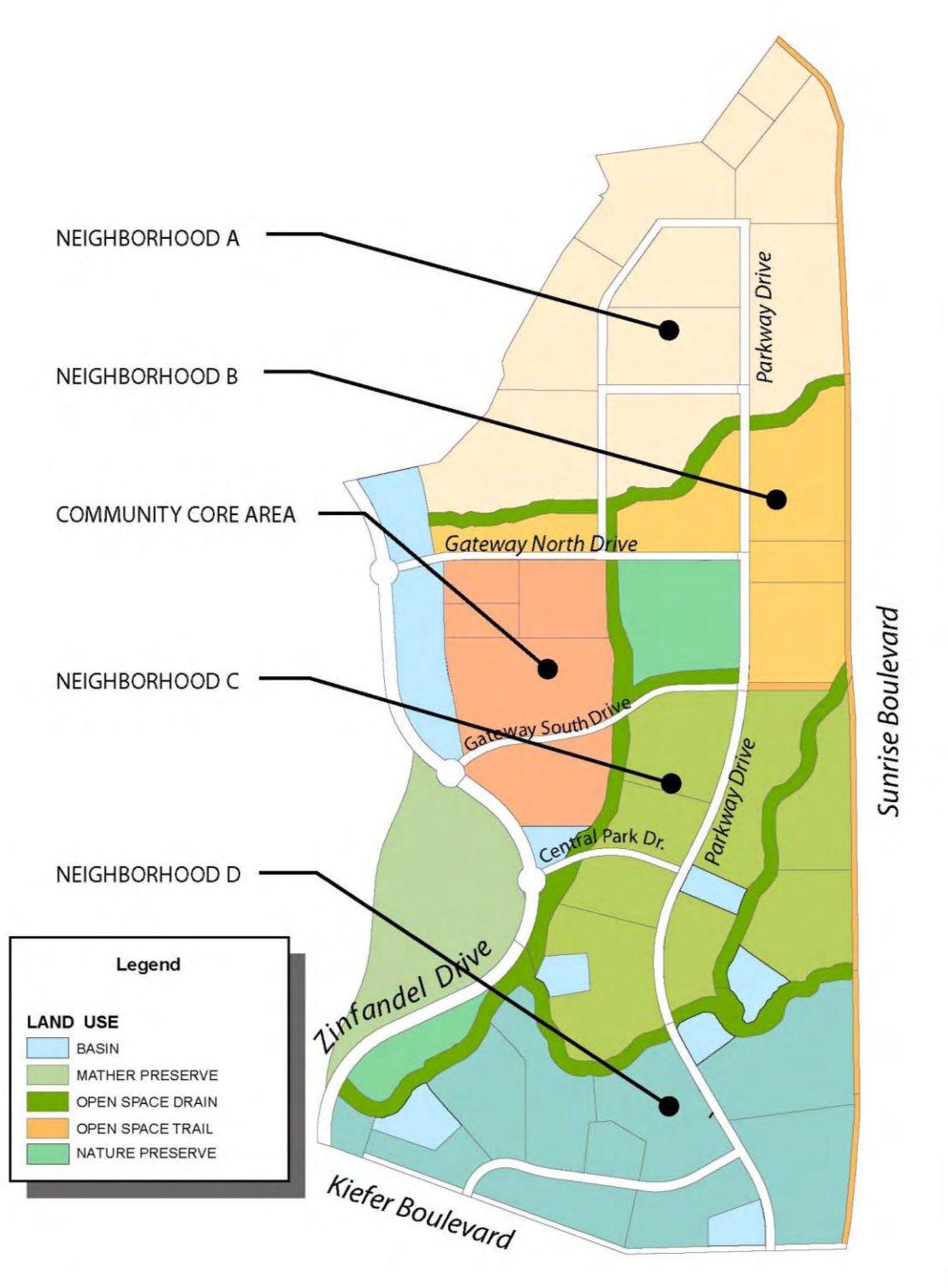
In addition to the informal open space recreation opportunities, the schoolyards, and the neighborhood and community parks, will provide the residents a wealth of outdoor activity opportunities.



*Community garden.*

The Master Plan addresses each of these in many ways throughout the Master Plan. Safety is addressed in the traffic system design, and Chapter 6, the design guidelines that incorporate Crime Prevention through Environmental Design (CPTED) principles (see Countywide Guidelines Appendix B.5). Chapter 4.5 Natural Resource Management Plan addresses air and water quality, and the design guidelines that address water quality control. Master Plan Section 4.4 Transportation Plan addresses exercise and recreation, notably walking and bicycling.

Figure 4-3 Neighborhood Areas Defined by Natural Resources and Drainage Corridors



## ***Sustainability***

The Master Plan engages sustainable resource techniques in a broad spectrum of topics. The sustainability effort will evolve as new technologies, and new standards for energy conservation, water conservation, and carbon emissions reductions emerge. Sustainability features of this Master Plan will include water conserving landscapes, low impact development and best management practices (BMP), and energy conserving building designs, among others. The community form itself will reduce carbon emissions by reducing the need for, or shortening, vehicle trips.

The community will be notable for design features that reduce the need for water and energy, and that minimize waste products that foul the air, water, and ground, and affect climate

### **4.2-1. Community Goals**

**Goal 4-1.** Create Walkable Neighborhoods with a Pedestrian and Bicycle Friendly Circulation

**Policy 4-1.** Encourage shopping for daily needs as well as services, entertainment, and social interaction spaces to serve the community, thus reducing off-site vehicular trips.

**Policy 4-2.** Create a network of community trails connected to school and parks and retail shopping opportunities.

**Policy 4-3.** Connect the Master Plan to existing and planned regional bikeways and the adjoining City of Rancho Cordova trails.

**Policy 4-4.** Distribute the parks and public spaces so that they are a short walk from all homes connected by tree-lined streets with generous sidewalks, and by off-street paths for cycling and pedestrians.

**Policy 4-5.** Organize residential neighborhoods in short block lengths of approximately 600 feet with a modified grid street pattern that encourages walking, biking, and the use of alternative modes of transportation.

**Goal 4-2.** Integrate Residential Neighborhoods with Open Space

**Policy 4-6.** Encourage use of open space as a visual theme, and as an opportunity for recreation (walking, cycling, and informal children's adventure play).

**Policy 4-7.** Development shall be oriented toward the open space resources where feasible, rather than turning the back of buildings to the open space.



*Design details enhance walkable streets.*

**Policy 4-8.** Pedestrian and bicycle paths shall connect to the open space areas in a manner that enables public view.

**Goal 4-3.** Create a strong, enduring sense of community and place:

**Policy 4-9.** Encourage neighborhood parks and public spaces that provide a sense of identity and place for activity.

**Policy 4-10.** Encourage individual neighborhoods to have a distinguishing character defined by consistency in streetscape and street trees, and neighborhood gateway entries.



*Dwellings around informal play areas.*

**Policy 4-11.** Encourage each neighborhood to include housing diversity that provides an interesting and inviting street scene.

**Policy 4-12.** Encourage architectural landmarks and public gathering places in the community core area.

**Goal 4-4.** Maximize the Application of Sustainable Resource Techniques in the Master Plan Area

**Policy 4-13.** Apply the fundamentals of smart growth, new urbanism, sustainability, and green design.

**Policy 4-14.** Encourage the use of the Environmental Education Center as a center for research and demonstration of resource management techniques.

**Goal 4-5.** Maximize community features that enhance human health.

**Policy 4-15.** Create spaces for community gatherings for social interaction, and farmer's markets for access to fresh food in the EEC, and the commercial centers.



*Example of water conserving landscape.*

**Policy 4-16.** Allow community gardens in open spaces.

### 4.3. LAND USE PLAN

The following sections describe the essential community form, or pattern of land use, and the fundamental land use designations in Master Plan. These summary narratives describe the vision and intent of these uses. Table 4.1 summarizes the land use allocation in the Master Plan.

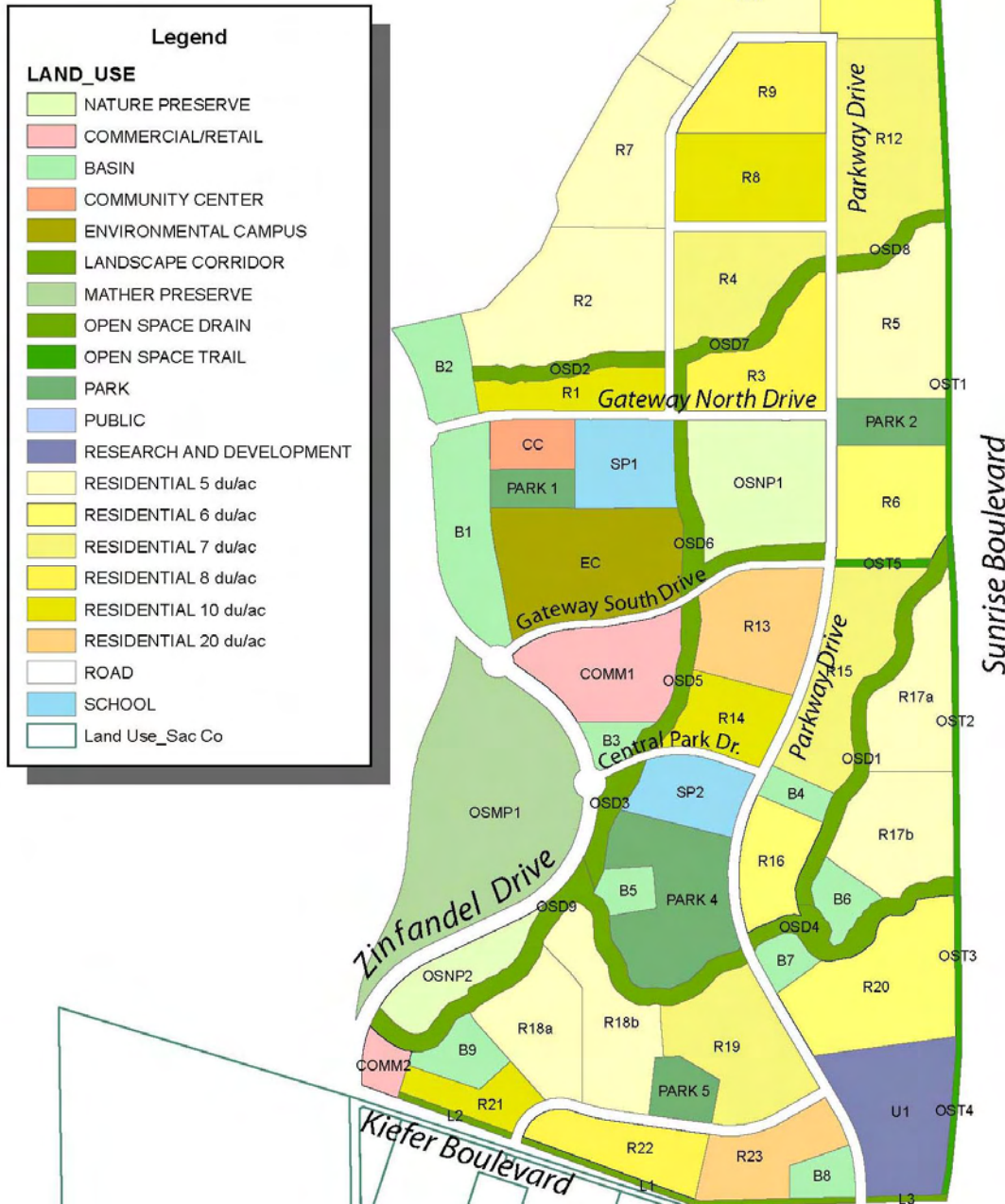
#### 4.3-1 Land Use Table and Map

**Table 4-1 Mather South Community Master Plan Acreage and Yield by Land Use**

LAND USE	RESIDENTIAL UNITS	COMMERCIAL SQ. FT.	SUBTOTAL ACRES	TOTAL ACRES
<b>OPEN SPACE</b>				<b>210.50</b>
NATURAL PRESERVE & CREEK/DRAINAGE			141.73	
WATER QUALITY/DETENTION BASIN			50.44	
OPEN SPACE TRAILS			13.48	
LANDSCAPE BUFFERS			4.85	
<b>PARKS &amp; RECREATION</b>				<b>44.03</b>
NEIGHBORHOOD			21.55	
COMMUNITY			22.48	
<b>ENVIRONMENTAL EDUCATION CAMPUS</b>				<b>27.90</b>
COMMERCIAL-OFFICE		275,000	22.90	
RESIDENTIAL RD-20 (20 du/ac)	200		5.00	
<b>RESEARCH AND DEVELOPMENT CAMPUS</b>				<b>21.35</b>
COMMERCIAL-OFFICE		325,000	21.35	
<b>COMMERCIAL</b>				<b>26.86</b>
RETAIL		185,000	21.06	
COMMUNITY CENTER		15,000	5.80	
<b>PUBLIC FACILITIES</b>				<b>90.43</b>
SCHOOL			22.19	
UTILITIES			5.27	
ROADWAYS			62.97	
<b>RESIDENTIAL</b>				<b>427.24</b>
RD-5 (5 du/ac)	849		154.66	
RD-6 (6 du/ac)	476		71.38	
RD-7 (7 du/ac)	628		84.89	
RD-8 (8 du/ac)	338		42.30	
RD-10 (10 du/ac)	449		44.94	
RD-20 (20 du/ac)	581		29.07	
<b>TOTALS</b>	<b>3,522</b>	<b>800,000</b>	<b>848.31</b>	<b>848.31</b>

Figure 4-4 Land Use Designations Map

NOTE: Throughout this Master Plan, and in Appendix B "Allocation of Land Use by Parcel", the letter/number designation shown on each parcel in this diagram is a reference to that specific parcel.



### 4.3-2 Residential Land Use

The Master Plan proposes the development of approximately 848-acres with approximately 427 acres (or 50% of the site) allocated to the production of 3,522 residential dwelling units. Master Plan distributes residential use among 25 distinct builder parcels in four distinct phases, as described in Section 8.2. Each phase includes a mix of housing types and densities in the range of 5 to 20 dwelling units per acre to ensure diversity in the housing supply as the community develops.

#### *Allocation of Land Use by Parcel*

This Master Plan allocates land use to specific parcels identified in Figure 4-4 Land Use Designations Map and in Master Plan Appendix B Land Allocation by Parcel. The numbers of acres, and the dwelling units, are the regulating factor for determining the maximum development potential for each parcel identified in this Plan.

This is particularly applicable in the Low Density Residential categories where the number of dwelling units may exceed the nominal maximum density by up to 16%. For example, RD-5, five units per net acre, could yield up to 5.8 units per net acre. Refer to Section 7.3.3 for additional description of the maximum density allowed in Low Density Residential parcels.

#### *Single Family Residential*

The Master Plan distributes single-family housing throughout the Master Plan Area. The range of densities (5 to 10 dwellings per acre) accommodates a diverse range of housing types and styles; both detached and attached.

However, the housing stock is not limited to these examples and new housing design concepts are likely to emerge within the period of this plan. Any dwelling unit type that conforms to the residential design guidelines (Sections 6.6 and 6.7), and meets the development standards in Section 7.3 is suitable. Chapter 9, Development Administration describes the processes for review and approval of new dwelling unit types that differ from the guidelines and standards.



*Small Lot  
Single Family Housing*

#### *Multifamily Residential*

Multifamily residential apartment sites are located adjacent to the large commercial site and across Parkway Drive from the Research and Development Park site. The multifamily site adjacent to the commercial center abuts an open space corridor and bike trail. The multifamily site adjacent to the Research and Development Park overlooks a stormwater management basin.

Multi-family residential uses will accommodate apartments, townhouses, and condominiums in ten dwelling units per acre (10 du/acre) and twenty dwelling units per acre (20 du/acre). Multi-family residential (Parcel R13) near the Commercial Core Area provides an opportunity for a strong pedestrian relationship to the Commercial Center (Parcel Comm 1) just west of the open space corridor, to the school and large park to the south, and the Environmental Education Campus to the north. In addition, up to 200 multifamily dwelling units may occur in the Environmental Education Campus. This Master Plan does not assign any special use requirement for multifamily units on the campus, but these units may serve as housing for students, faculty, and staff for the various education and non-profit entities that will occupy the campus.



Cluster Housing

Multi-family Housing

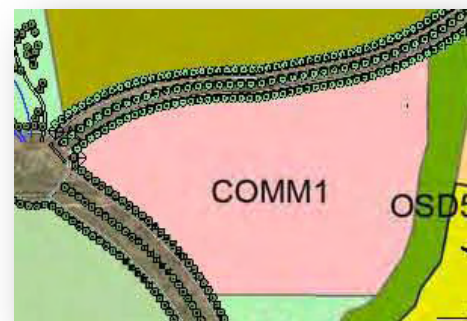


### ***Affordable Housing Requirement***

Mather South will comply with the 2014 Sacramento County Inclusionary Housing ordinance by either, 1) the payment of the Affordable Fee current at the time of building permit fee issuance, or 2) the dedication of land for the construction of affordable housing, or 3) a combination of the payment of the Affordable Fee or the dedication of land. The specific option will be determined and further defined in the Development Agreement for project.

### **4.3-3 Commercial Land Use**

The Master Plan designates two sites for commercial land use to provide retail goods and services to the Master Plan Area and the surrounding community. The Commercial Center (Parcel Comm1) is an 18-acre site located at the South Gateway Drive entry from Zinfandel Drive. This site is suitable for neighborhood retail with a large anchor store, as well as office and service commercial uses. The commercial use may incorporate a public gathering space, such as a plaza that could host special events. The adjacent open space corridor provides an opportunity to create outdoor dining, a promenade, or other marketable public space along the corridor. The



*Commercial Center Parcel Comm 1  
(See Figure 4-4)*

corridor also provides excellent access for pedestrians and bicyclists. The intent is to create a sense of community with high quality, pedestrian oriented design.

At slightly more than 3-acres, a Convenience Commercial Center (Parcel Comm2) located at the south end of Zinfandel Drive is suitable for small commercial services, such as a fuel station or a restaurant pad. This parcel also has the benefit of access from the corridor trail system.

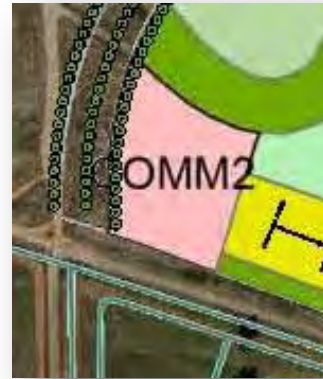
#### **4.3-4 Research and Development**

The 21.4-acre Research and Development Park, Parcel U1, is suitable for office, research and development, light assembly, or some combination of these. The proximity to the major employment centers to the north in Rancho Cordova suggests similar uses may occur here. The proximity to the Environmental Education Campus also suggests that business enterprises associated with environmental research may find a synergy with the campus to the benefit of both areas.

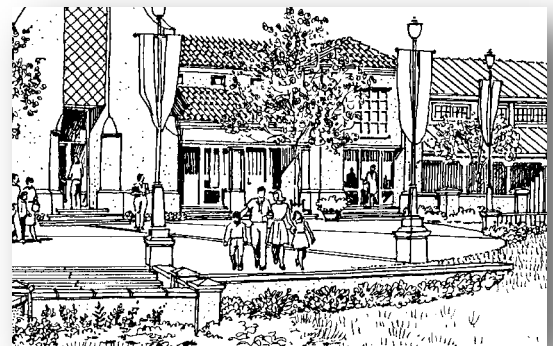
The site is prominently located at the southern entry to the Plan Area along Kiefer Boulevard. Parkway Drive serves as a primary entry to the park and to the residential neighborhoods to the north.

#### **4.3-5 Environmental Education Campus**

The Environmental Education Campus is a unique land use concept that will host the environmental community and educational institutions, such as non-profit environmental organizations, community colleges, local school districts, satellite universities, community groups, and others with a common mission of advancing environmental education at the community level. The campus may ultimately include office space, indoor and outdoor classrooms, laboratories, and support facilities such as administration offices, common restrooms, food service facilities, and other education-oriented facilities. Outdoor classes, research, and controlled access community education will be common activities. The entire campus, including buildings, landscaped grounds, unimproved grounds, water management features, and circulation/parking elements is an opportunity to provide a demonstration and research facility for green sustainable development.



*Commercial Center Parcel Comm 2  
(See Figure 4-4)*



*Example of a commercial plaza oriented to storm water basin and/or open space corridor.*

The Master Plan also allows up to 200 dwelling units to serve the community at large, as well as students, faculty and staff affiliated with environmental organizations on-site. The concept involves providing an improved site and “starter” core building for a non-profit organization. The outfitting of this building, additional buildings, and other improvements will depend on the capital funding efforts of the organizations that wish to occupy the campus. The campus will develop over time, and the specific occupants of the campus are unknown at the time of adoption of the Master Plan.



*Conceptual Illustration of the Environmental Education Campus*

The Environmental Education Campus serves as the portal to the adjacent natural resource preserve area, and occupies a central location in the Mather South community. The Campus’ location also provides a landmark opportunity in that the buildings and grounds can become a signature element within the community.

#### **4.3-6 Schools**

The Master Plan provides two elementary school sites totaling approximately 20 acres. The sites will be accessible by pedestrians and bicyclists via the proposed multi-use trail network.

#### **4.3-7 Community Center**

The Mather South Community Center is located on approximately 5-acres adjacent to the neighborhood school and park. The Community Center is a private recreation and social facility open to the residents of the Master Plan Area. Its central location, near the Environmental Education Campus, creates a natural gathering place for the community. Pedestrian and bicycle access from nearby trails, as well as NEV access from Gateway North Drive, provide easy access for all members of the community.



*Conceptual Illustration of a Typical School*

### 4.3-8 Parks

The Cordova Recreation and Parks District will own and operate four neighborhood parks (21.55 acres) and one Community Park in the Master Plan (22.48 acres). The Community Park will provide active recreational areas such as fields for soccer, lacrosse or rugby, and baseball and softball fields, as well as open play areas, picnic tables, and gathering areas. Neighborhood parks will include open play areas, picnic and barbecue facilities, and children’s playgrounds.

### 4.3-9 Nature Preserves

The nature preserves, including vernal pool areas and natural drainage corridors are distinctive features that define urban edges and focal points within the Master Plan Area. The natural features also provide landmarks and theme elements that help define the individual neighborhoods and the overall community. The Mather Wetland Preserve (OSMP1) on the west side of Zinfandel Drive encompasses 53.2 acres. Two nature preserves are on the east side of Zinfandel Drive including the 23.3 acre preserve adjacent to the Environmental Education Center (OSNP1), and a smaller preserve (OSNP2) 9.7 acres separated from the Mather Preserve by Zinfandel Drive.

### 4.3-10 Public Facilities

Public facilities include the two elementary schools (22.2 acres), and the water tank site (5.27 acres) located in the northeast corner of the Master Plan Area.

### 4.3-11 Basins/Open Space Trails

The Master Plan includes 13.5 acres of open space trails with pedestrian and bike trails, and 50.4 acres of stormwater quality management basins.

The Master Plan includes nine basins. Typically, these basins connect to the major drainage way open space corridors. The corridors convey storm water to the basins, but also serve as a visual greenway, and pedestrian/bike route linking all parts of the community. The basins will serve multiple purposes in that they provide a visual amenity and an informal recreation resource for the surrounding neighborhood. Portions of the basins may be configured for informal recreation use in the dry season. The basins will be “naturalized” with trees and native plant materials, and with contoured grading such that they blend with the surrounding terrain and the drainage corridors.



*Conceptual Illustration of a Typical Stormwater Basin*

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## 4.4 TRANSPORTATION PLAN

The transportation plan for the Master Plan addresses both local transportation needs and the connections to the regional transportation network. In addition to the normal daily travel needs in the Master Plan and beyond, the transportation plan addresses the need for emergency response access, goods delivery, infrastructure maintenance, and waste removal as well as access for special events at gathering places.

The Master Plan anticipates an evolution in the means and modes of travel and the delivery of goods and services. Advancements in individual vehicle design, increased use of telecommuting for work, home occupations, and increased communication abilities for shopping and socializing may result in notable changes in vehicle use and travel patterns compared to the conventional standards over the last several decades.

### 4.4.1 Transportation Plan Goals

The goals of this transportation plan include:

- Goal 4.4-1.** Reduce reliance on automobiles as the primary means of travel throughout the Plan Area by providing multiple alternatives to vehicle traffic, providing pedestrian friendly routes and providing direct pedestrian access to conveniently located destinations.
- Goal 4.4-2.** Active transportation (bicycles and pedestrians) will have significant consideration in planning along with vehicular transportation, and accommodating future public transit opportunities.
- Goal 4.4-3.** The street and trails networks will ensure safe and efficient movement for pedestrian and bicycle traffic.
- Goal 4.4-4.** “Complete streets” will accommodate multiple modes of travel, including pedestrians, bicyclists, and automobiles.
- Goal 4.4-5.** Pedestrian and bicycle routes will be linked to off-site trail networks.
- Goal 4.4-6.** All modes of transportation will be coordinated with the land use plan to enable safe, convenient, and effective movement of people, goods, and services throughout the Master Plan, without necessarily relying on private automobiles.
- Goal 4.4-7.** The transportation system will adapt to evolving technology and demands:
- by including an extensive pedestrian and bicycle trail network that will meet the needs of increased non-vehicular activity;
  - by identifying a route for future transit service;
  - by distributing higher density residential and major destination land uses to encourage/facilitate transit ridership; and

- by anticipating alternative transportation modes such as NEV in the street design.

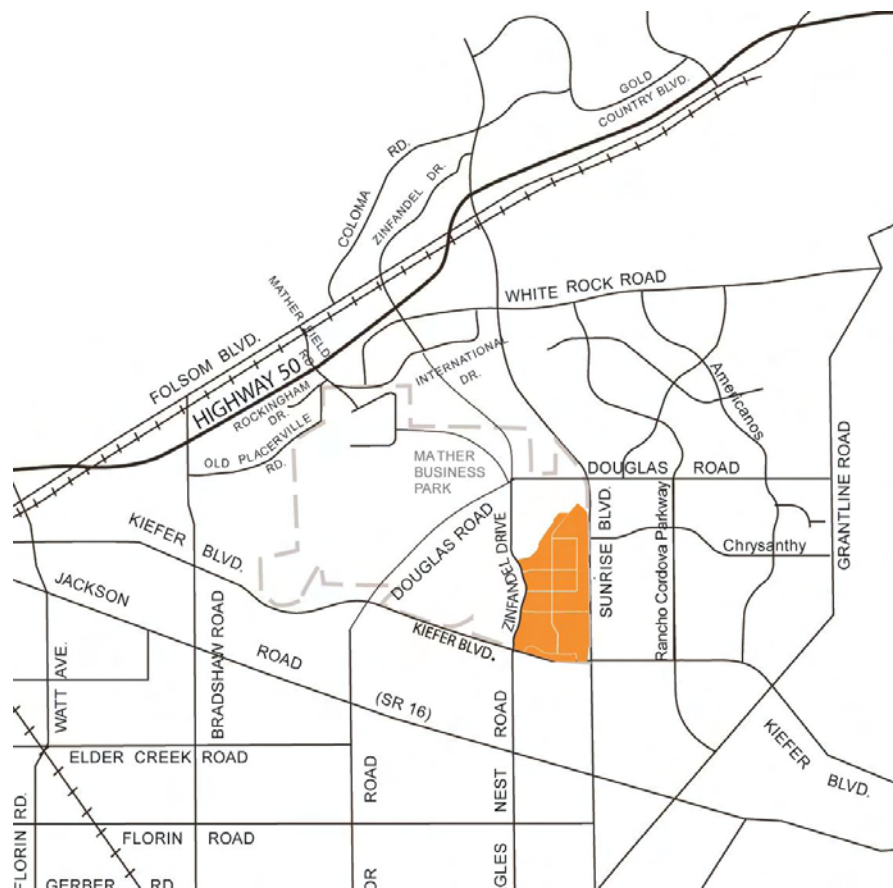
#### 4.4.2 Streets

##### *Existing Road Network*

The Plan Area is set within a framework of regional roads, however, access to the site is severely limited on the north and east, therefore primary access will occur from the west and south. Figure 4.4-1 illustrates the location of the Plan Area in the sub-regional road network.

Four thoroughfares bound the Plan Area: Douglas Road, Zinfandel Drive, Sunrise Blvd, and Kiefer Boulevard. Mather Golf Course, which extends along the entire north border of the Plan Area blocks access to the north from Douglas Road. Folsom South Canal blocks access to the east from Sunrise Boulevard. Figure 4.4-2 identifies a potential route that would provide a future connection to Sunrise Boulevard from the Master Plan; however, the physical link including a road extension and bridge over the Folsom South Canal is not included in the Master Plan.

**Figure 4.4-1: Sub-regional Road Network**



Zinfandel Drive provides regional access to the Plan Area with connections at Kiefer Blvd and at Douglas Road. Zinfandel Drive is a planned six-lane roadway extending from Highway 50 to the intersection with Douglas Road. The extension of Zinfandel south from Douglas Road to SR 16, Jackson Road is a planned four lane arterial roadway.

### ***Proposed Plan Area Road Network***

Because of the limited access to the north and east, the internal road network in the Master Plan tends to focus the major collector streets on access to Zinfandel Drive and Kiefer Boulevard.

The Master Plan roadway network arterial roads, and collector roads are oriented in a north-south/east-west grid pattern, which is modified as needed to respond to natural features in the Master Plan, and the curved alignment of Zinfandel Drive, as shown in Figure 4.4-2, Plan Area Streets Network. Parkway Drive provides the primary north-south spine east of Zinfandel Drive. East-west collector streets including Gateway North Drive, Gateway South Drive, and Central Park Drive provide connections to Parkway Drive and primary entries to the Master Plan along Zinfandel Drive.

Figure 4.4-2 also designates an open space corridor that extends the alignment of South Gateway east of Parkway Drive, which is reserved as a potential future road connection to Sunrise Boulevard. The future connection is not part of the Master Plan, but the open space corridor would provide space for a road right-of-way and pedestrian path.

Figure 4.4-2: Plan Area Roadway Network



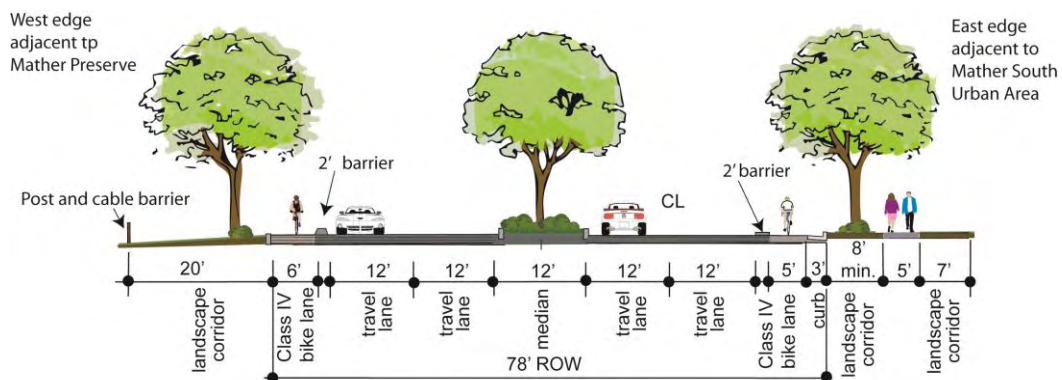
**Plan Area Street Sections**

The proposed street sections seen here are consistent with the concept of complete streets in that they include space for automobiles and trucks, bicycles, and pedestrians.

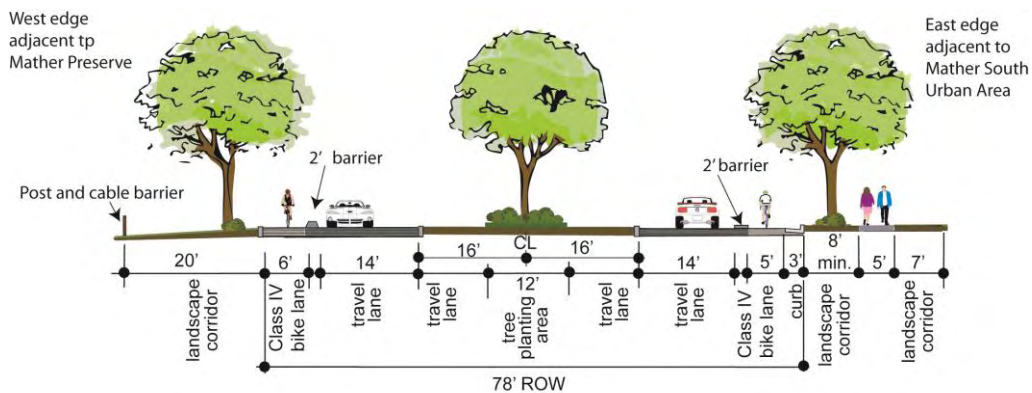
- **Zinfandel Drive**

Zinfandel Drive is a currently a two-lane road on the western side of the site that will become a four lane arterial road at build-out. Until four lanes are required, Zinfandel Drive will remain a two-lane road with full improvements on the east side, and a wide median that will be filled with two additional lanes when required. Zinfandel Drive will also include a Class IV bikeway (Cycle Track, see Urban Bikeway Design Guide, NACTO, April 2011) on both sides of the road. In a Class IV bikeway, a solid vertical barrier, or pavement markings, separates the bicycles from the adjacent vehicle traffic lane. Figure 4.4-3 illustrates this barrier as a two to three foot high wall, but the final approved design for Zinfandel Drive will establish the specific type of barrier appropriate to this street.

**Figure 4.4-3: Zinfandel Drive (View to North) (Section A on Figure 4.4-2)**



**Buildout Condition**

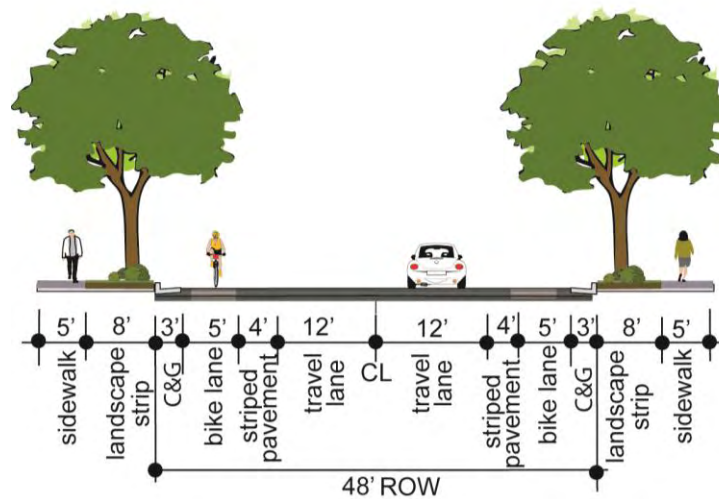


**Interim Condition**

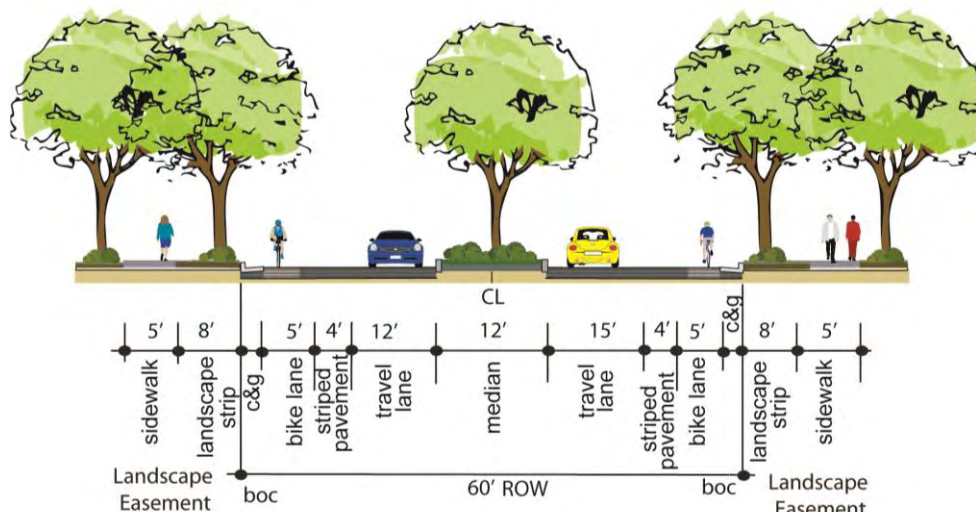
- **Collector Roads and Primary Entry Roads**

The collector roads will be two lane streets, but will include a median on the primary entry roads (Gateway South Drive and Gateway North Drive). Collector streets will not allow on-street parking, but will provide a combined neighborhood electric vehicle (NEV) and bicycle lane. The lane will include a 10-foot wide paved section plus the curb pan for a total width in excess of 12-feet.

**Figure 4.4-4: Parkway Drive and Central Park Drive (Section B on Figure 4.4-2)**



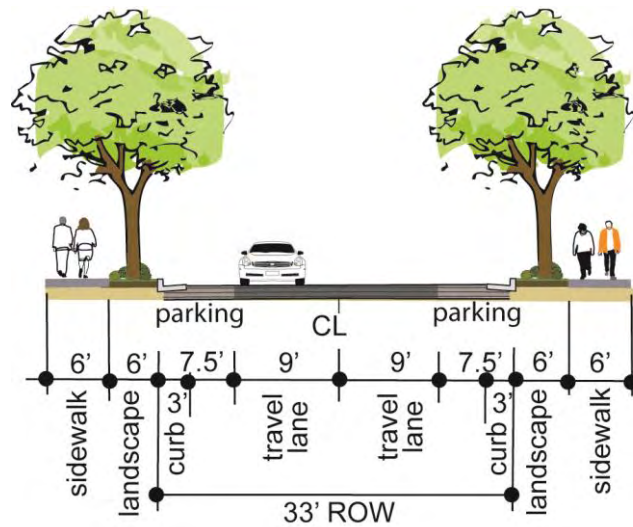
**Figure 4.4-5: Gateway North and Gateway South (Section C on Figure 4.4-2)**



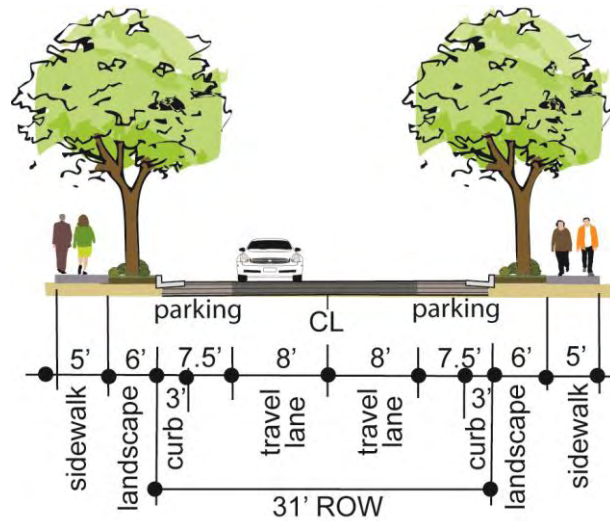
- Local Roads (Standard / Minor Roads)

The Plan Area local roads typically are two lanes, with sidewalks, landscaping, pedestrian-scale lighting, shade trees, and other features that encourage walking. These are low speed streets, with speed limits not exceeding 25 miles per hour, and traffic volumes of less than 5,000 ADT (average daily trips). Sidewalks are either attached, or detached, and parking is typically provided on both sides of the roadway. Figure 4.4-6 and Figure 4.4-7 illustrate the local roads in the Plan Area.

**Figure 4.4-6: Standard Residential Street**



**Figure 4.4-7: Minor Residential Street**



### ***Complete Streets***

All streets in the Plan Area conform to the concept of “complete streets”, that is, they accommodate pedestrian and bicycle transportation needs as well as vehicular traffic. The street network and bicycle/pedestrian routes are coordinated as an integrated network to provide future residents with multiple viable modes choices and routes to encourage walking, cycling, and transit use trips. All streets will be pedestrian friendly and include traffic calming features that encourage drivers to proceed slowly.

### ***Pedestrian Connectivity-Intersection Density***

Connectivity is a measurement of the vehicular, pedestrian and bicycle connections and directness of the road or trail. A well-connected network will have many short links, numerous vehicular and pedestrian route intersections and few dead-ends. More intersections equate to greater the connectivity. Based on the U.S. Green Build Council’s Leadership in Energy and Environmental Design (USGBC’s LEED) for Neighborhood Development requirements, the target connectivity index for Master Plan neighborhoods is 140 intersections (pedestrian or vehicular) per square mile.

**Policy 4.4-2.** All development will minimize barriers to pedestrian access and interconnectivity.

**Policy 4.4-3.** Passages shall be provided through physical barriers such as walls, berms, landscaping and slopes between residential and non-residential uses that would impede bicycle or pedestrian circulation.

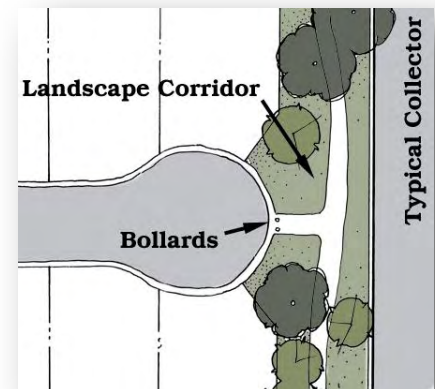
**Policy 4.4-4.** All development will be required to connect to the planned bicycle routes.

**Policy 4.4-5.** Barriers to pedestrian access between neighborhoods shall be minimized so that Master Plan pedestrian paths and bikeways will connect to the commercial and mixed-use areas.

### ***Pedestrian Connectivity-Paseos***

Paseos, and “live-end cul-de-sacs”, include a variety of small pedestrian and bike routes not located adjacent to streets. They are a major component of the pedestrian and bike connectivity. In neighborhood design, the priority is given to pedestrian and bike circulation rather than vehicles. Consequently, pedestrian circulation that relies primarily on local streets is supplanted by a system that emphasizes on street pedestrian routes.

This Master Plan does not identify the location of specific paseos, which will be determined during the design of small lot tentative maps. Paseos will be dispersed throughout the neighborhoods providing connections between the neighborhoods and the trails found in linear parks, natural open space, drainage ways, or linear detention and water quality swales.



*Design details enhance walkable streets.*

The Master Plan Design Guidelines Section 6.6.6 provides guidelines for paseos and live-end cul-de-sacs.

**Policy 4.4-6.** Closed end cul-de-sacs are discouraged and shall occur where through streets are not practical.

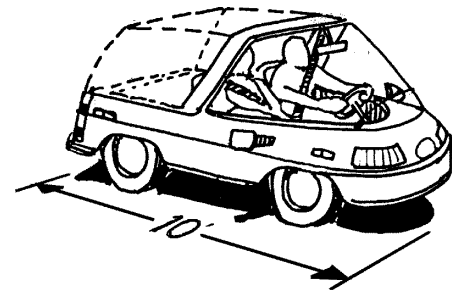
**Policy 4.4-7.** Paseos shall be designed in concert with the street network to ensure pedestrian and bike connectivity.

**Policy 4.4-8.** “Live end” cul-de-sacs (paseos) shall be provided in at least 90% of the cul-de-sacs to connect to adjacent streets, and trails.

### ***Neighborhood Electric Vehicles***

The Master Plan will develop during a time of technological change. New technologies in transportation and communications will influence the choices individuals make in selecting their daily means of transportation. Communities must accommodate conventional automobiles while setting the stage for transitioning to alternative travel modes, including autonomous vehicles, active transportation (bicycles), and light variations on conventional cars (such as neighborhood electric vehicles or NEVs). Automobiles will continue to be a primary transportation technology, but new communities must also facilitate and encourage the use of transportation alternatives.

As electric vehicles improve in both speed and range, the difference between a NEV limited to 25 miles per hour and a fully capable electric car will diminish. At some time the NEV could be replaced by another class of electric (or other powered) vehicle that is not limited to certain speeds. Consequently, one of the key design challenges of a road network that will enable NEV travel throughout the Master Plan, and then to transition at some uncertain time in the future that may involve more or fewer lanes suited to low speed, lighter vehicles, or to no limitations on any lanes.



*Artist's concept of a Neighborhood Electric Vehicle*

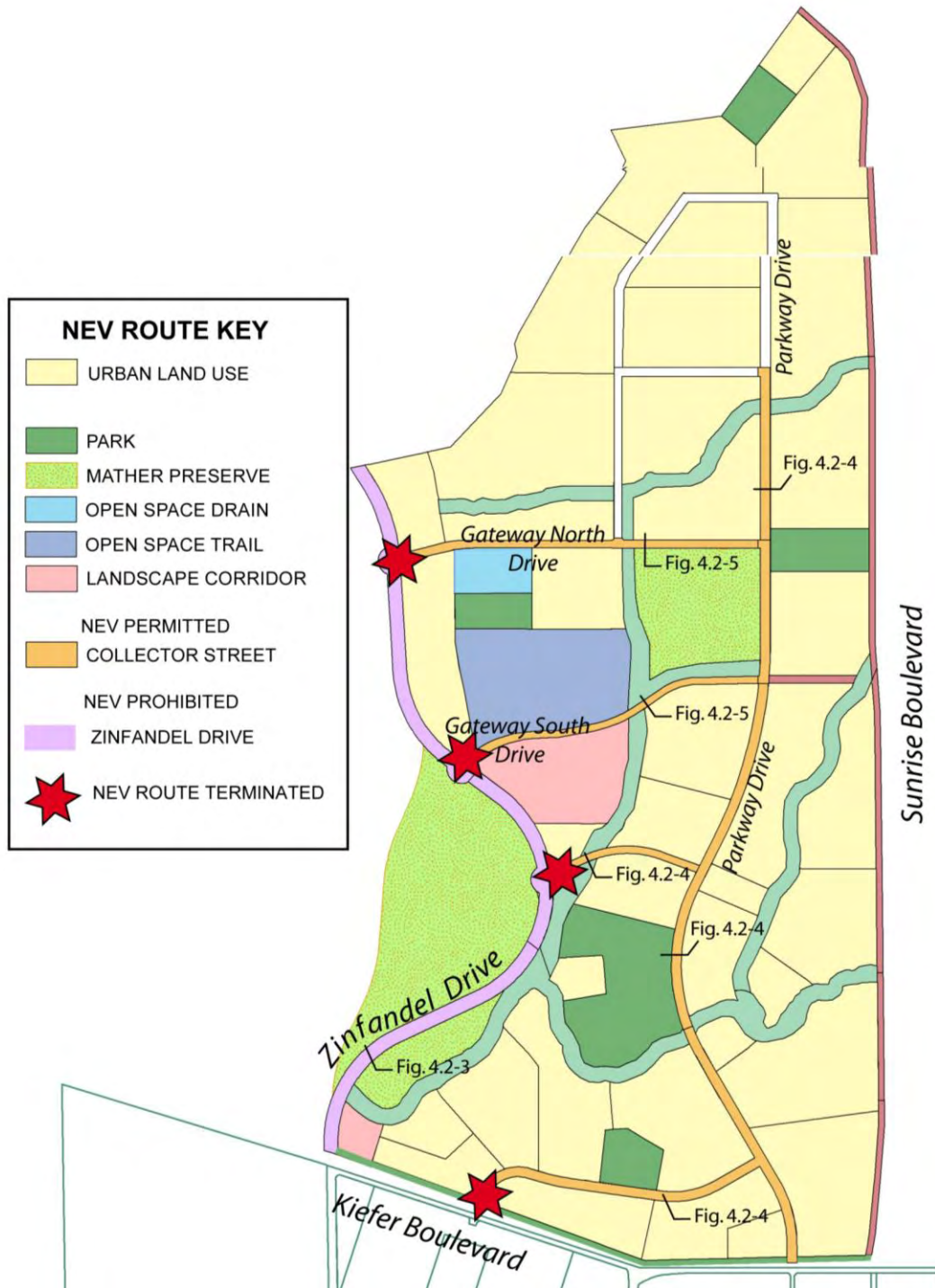
Figure 4.4-8 illustrates the planned route for NEVs in the Plan Area. Figures 4.4-4 and 4.4-5 illustrate the cross section of the collector streets that will be part of the NEV route. These streets will be posted at 35 mph, and therefore, NEVs will be allowed in the travel lane. If traffic volumes or speeds ultimately prove to be too great for the use of the travel lane for NEVs, the travel lane and buffered bike lane will be reconfigured to allow vehicles, NEVs, and bicycles to each have a separate lane.

**Policy 4.4-9.** An off-street NEV and golf cart path may be constructed from a local street in the north edge of the Plan Area to the vicinity of the Mather Golf Course clubhouse parking lot.

**Policy 4.4-10.** Not less than 5% of all parking shall be electric vehicle charging stations at each commercial center, the Community Center, the research and development campus, and the Environmental Education Campus.

**Policy 4.4-11.** Place signs utilizing the NEV symbol along streets entering the Plan Area indicating that NEVs are present. Place combination NEV/bike lane signs where both NEV lanes and a Class II Bike Lane occur.

**Figure 4.4-8 NEV Routes in the Plan Area**



### Traffic Calming

Traffic calming techniques will be used throughout the Plan Area to facilitate pedestrian traffic. “Traffic calming” refers to methods of slowing (or “calming”) traffic to provide a safer environment for motorists, bicyclists, and pedestrians. Techniques may include signs and markings, narrowing devices, such as bulb-outs or center island medians, horizontal deflection devices, such as chicanes and traffic circles and/or vertical deflection devices.

**Table 4.4.1: Traffic Calming Horizontal Measures**

Traffic Calming Device	Description	Application
Center Line / Edge Line Lane Striping	Lane striping to create formal bicycle lanes, parking lanes or edge lines. Striping narrows the travel lanes for vehicles and can induce drivers to lower their speeds.	May be used on most roads.
High Visibility Crosswalks	High visibility crosswalks use special marking patterns and raised reflectors to increase visibility of a crosswalk at night.	Can be used at most intersections and midblock locations.
Angled Parking	Angled parking orients on street parking spaces to a 45-degree angle increasing the number of spaces and reducing the width of roadway available for travel lanes.	Works well in locations with high parking demand such as commercial and mixed-use areas. Should not be used on streets with on street bikeways.

**Table 4.4.2: Traffic Calming Vertical Measures**

Traffic Calming Device	Description	Application
Neckdowns / Bulb-outs	Neckdowns/Bulbouts are raised curb extensions that make Intersections more pedestrian friendly by shortening the crossing distance and decreasing the curb radii, thus reducing vehicle speeds	May be used on most roads.
Center Island Narrowing	Center Island Narrowing includes islands located along the centerline of a street that narrow the travel lanes at that location. Center islands can provide pedestrian refuge when fitted with a gap to allow pedestrians to walk through at a crosswalk.	Center Island Narrowing can be used on most roadways where the predicted daily trips are less than 20,000 Vehicles Per Day and with a speed limit of 35 MPH or less.
Two Lane Choker	Chokers are curb extensions at midblock locations that narrow a street. The chokers leave a street cross section with two lanes that are narrower than the standard cross section.	Two lane chokers are used at mid-block locations where the predicted daily trips are less than 20,000 per day and the speed limit is 35 MPH or less.

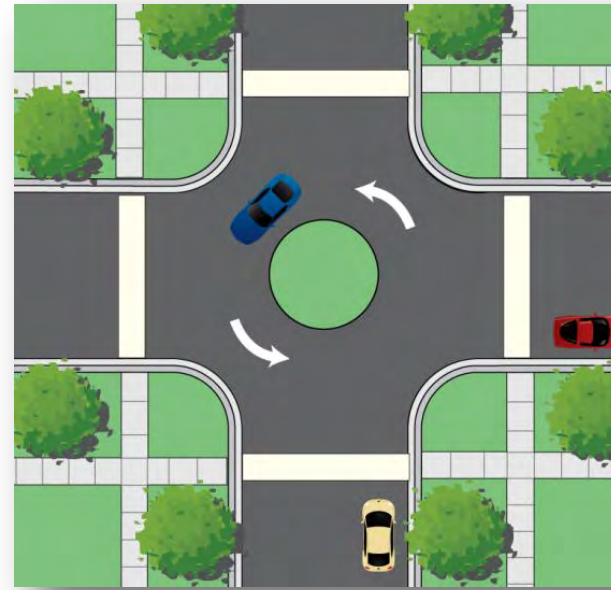
**Policy 4.4-12.** Use traffic calming roadway design techniques in residential streets and intersections, near schools, and parks to provide safe pedestrian access across roadways and in parking areas.

**Policy 4.4-13.** Traffic-calming devices shall not restrict access by emergency services, delivery, and maintenance vehicles, or negatively impact response times in the event of an emergency.

**Policy 4.4-14.** Residential roadway traffic calming measures shall be subject to the review and approval of the Public Works Director.

**Signals and Roundabouts**

The major intersections of local roads internal to the Master Plan with Zinfandel Drive will provide roundabouts. By mutual consent, the County and the Developer may designate additional traffic signals or roundabouts during review of tentative subdivision maps or during design review stage for non-residential development.



*Illustrative concept of residential traffic circle.*

**Table 4.4.3: Locations of Roundabouts on Zinfandel Drive**

ROAD	INTERSECTION POINT
Zinfandel Drive At	North Access Road (North Gateway Drive)
	Central Access Road (South Gateway Drive)
	Central Park Drive

**Street Policies**

**Policy 4.4-15.** Design local streets to slow vehicular traffic utilizing adjacent open space, landscaped areas, and narrowed intersections to influence a driver's peripheral vision and encourage drivers to proceed more slowly.

**Policy 4.4-16.** "Complete streets" shall include the following elements:

- the minimum width and number of traffic lanes required for safe traffic movement;
- sidewalks along streets;
- tree canopy for shade and buffering from traffic;
- bicycle routes; and
- accommodation of future transit routes and stops on arterial streets.

**Policy 4.4-17.** Provide the narrowest practicable residential street section consistent with Sacramento County Improvement Standards.

**Policy 4.4-18.** Design local roadways for the ease of local residents and discourage regional thru-traffic. Regional-thru traffic shall be concentrated on Zinfandel Drive.

**Policy 4.4-19.** Ensure that adequate emergency access is provided to all development areas and that emergency access routes meet the specifications of the Sacramento Metropolitan Fire District. Apply special design consideration to residential types that inherently constrain vehicle access such as lanes, auto courts, and small streets. The intent is to retain and support diminished emphasis on vehicles, yet ensure access for emergency personnel and apparatus. The developer shall install pre-emption devices where needed by fire and other safety vehicles.

**Policy 4.4-20.** Ensure viable access for service, waste collection, and maintenance vehicles. The intent is to diminish vehicular dominance, yet ensure access for goods delivery, service personnel, and equipment.

### 4.4.3 The Bikeway and Pedestrian System

#### *Bicycle Master Plan Concept*

Active transportation, including bicycles and pedestrian paths, is an important, integral part of the Master Plan transportation network. The Master Plan provides a comfortable, safe, and interconnected pedestrian system that will encourage walking and bicycling as a significant means of movement throughout the Master Plan. Multi-use trails in open space and sidewalks within the public rights-of-way of roadways will connect residential neighborhoods to open space, parks, the schools, the Environmental Education Campus, the Community Center, the Research and Development Park, and the Commercial Center. This extensive network helps the Master Plan address sustainable air quality and greenhouse gas (GHG) reduction goals, and works toward creating a high-quality community with a variety of amenities and transportation options.

The bikeway system includes both off-street and on-street trails. While there are portions of the system shared with the automobile, the system shall be considered a separate mobility option for residents.

The Master Plan bikeway system includes three distinct classes of bikeway.

- The Class I off-street paved multi-use trail also connects to the Regional Trail and pedestrian system, recreational trails, open space, and commercial centers.
- Class II bike lanes (described below) are integrated with the collector street network. The street cross sections beginning with Figure 4.4-3 illustrate the configuration of the Class II bike lanes. Class II Bikelanes on collector streets will be buffered from the travel lanes by a minimum four feet wide painted striped marker pattern.
- Class III bikeways are signed bicycle routes, but not striped bike lanes, and are located on all residential streets.

### ***Class I Bicycle Trails/Paths***

The proposed off-street trail system for Master Plan provides approximately eleven miles of Class I bicycle and pedestrian trails, parallel with the Folsom South Canal and along both sides of the drainage corridors (designated “Regional Trails” and “Conventional Class I” in Figure 4.4-9).

### ***Connection to the Regional Bikeways/ Jackson Corridor Trails Master Plan***

The Jackson Corridor Trails Master Plan is an integrated network of off roadway trails that will connect future residential communities with schools, parks, transit centers, employment centers, and commercial areas. The trail network will also provide connectivity to the existing and planned regional trail networks, including connectivity to the American River Parkway.

Figure 4.4-9 illustrates the Class I bike trails in the Master Plan and shows the points where the internal trail system intersects with the Jackson Corridor Trails Master Plan, the “Regional trails”.

Class II bike lanes in Mather South will connect with streets in the planned development communities south of Kiefer Boulevard and to the west through internal bike trails in those communities.

The Regional Trail consists of a 40-foot corridor with a 12-foot wide paved surface with 2-foot decomposed shoulders.

All other Class I bike trails in Master Plan, referred to as the Conventional Trail in the Jackson Corridor Trails Master Plan, will serve as a feeder network of trails. The typical Class I trail consists of a 30-foot wide corridor with a 10-foot wide paved surface with 2-foot decomposed shoulders.

Parks in the Plan Area will provide opportunities for access to the trail. Access to the trail adjacent to Folsom South Canal will occur at the southeast corner of the research park site and at the northeast corner of the site between the canal and Mather Lake. Access at both points will require coordination with the Sacramento Municipal Utility District (SMUD), whom plans a power distribution line in this corridor. A third point of access extends east from the intersection of Gateway South Drive with Parkway Drive. The open space corridor from this point eastward provides the route for connecting the bike lane along Parkway Drive to the trail along the west side of the canal.

Figure 4.4-10 illustrates the bike trail parallel to the Folsom South Canal.

### ***Class II Bicycle Lanes***

Class II bicycle lanes will be designated with a white, painted stripe located within the right-of-ways of major roads. Street signs shall indicate the location of these bicycle lanes and major destination points. Figures 4.4-4 and 4.4-5 illustrate the designation of bike lanes incorporated in Neighborhood Electric Vehicle (NEV) lanes in major and minor commercial and residential roads. Figure 4.4-9 indicates the location of Class II bicycle trails.

The entire bikeway system will be built in phases conforming to the phased development of the Master Plan. The Phasing Plan discussed in Section 8.2, Project Phasing, and in the Master Plan’s Development Agreement addresses Class I (both twelve and ten foot-paved sections) and Class II trails.

Figure 4.4-9: Backbone Bike and Pedestrian Trail Network

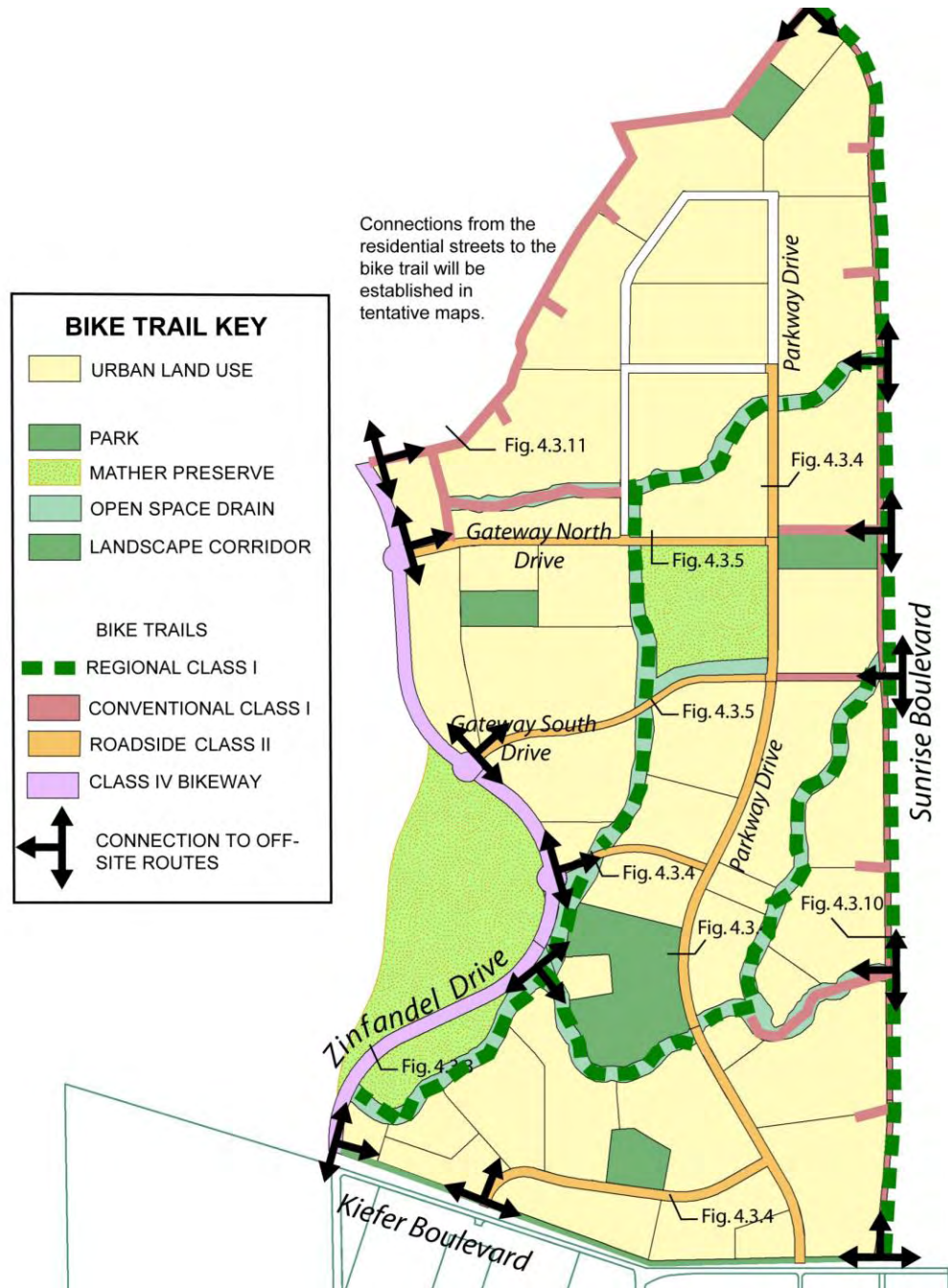


Figure 4.4-10: Trail Parallel to Folsom South Canal

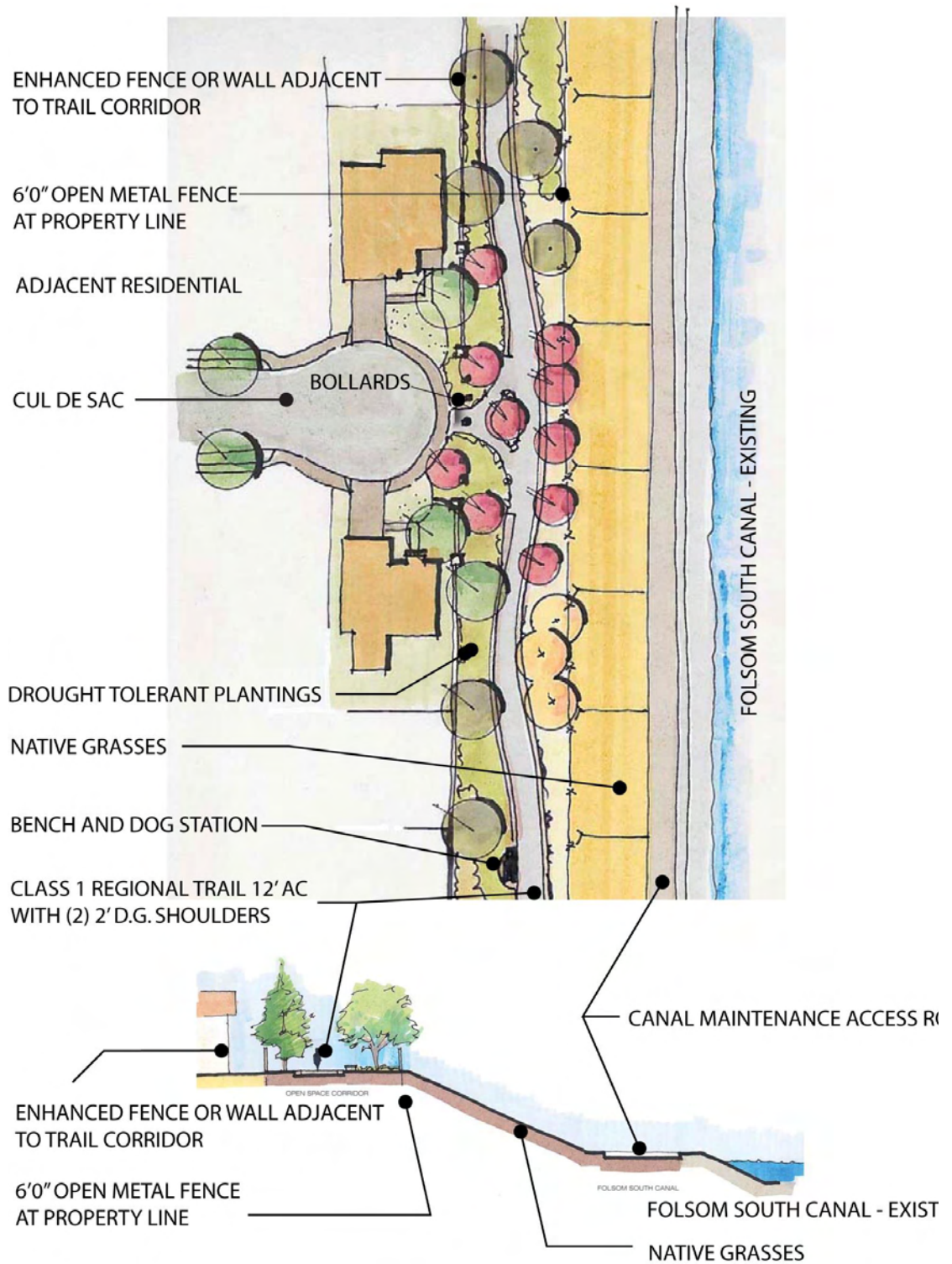
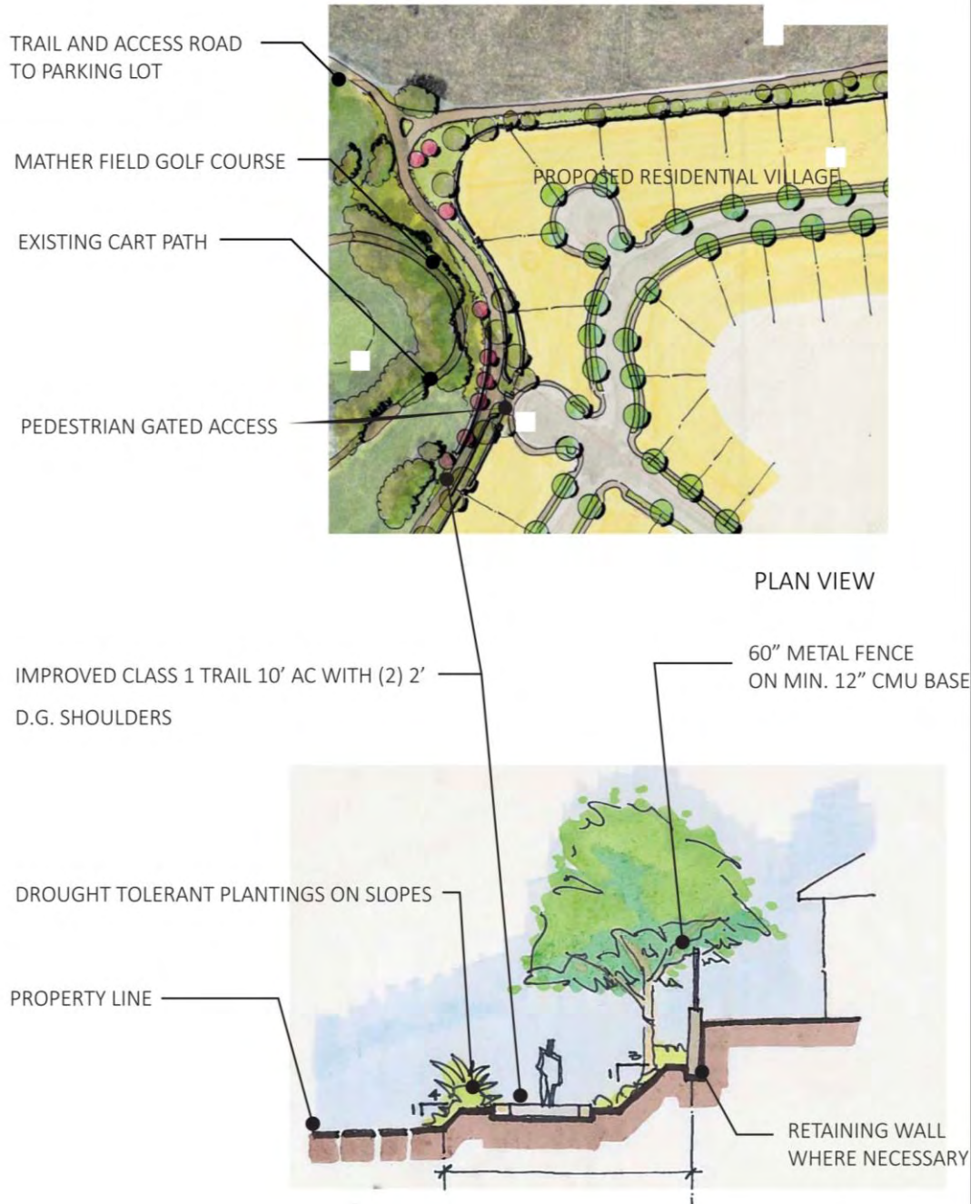


Figure 4.4-11: Pedestrian and Bike Trail at Mather Golf Course



### ***Bicycle Parking***

Secure and convenient bike parking is critical in the effort to encourage bicycling. All bike parking needs to be installed with consideration of protection from weather, theft and vandalism protection, gear storage, and, where appropriate, 24-hour access.

- **Bike Racks for Short Term Bicycle Parking.**

Short-term bike parking is typically provided via bike racks and is usually used when cyclists park their bicycles for a couple of hours or less. An example is a trip to the library or store.

**Policy 4.4-21.** Bike racks should be placed close to the bicyclists' destinations in highly visible, illuminated locations. Bike racks should be installed with minimum clearances from walls, landscaping and driveways per manufacturer's specifications.

**Policy 4.4-22.** Quality bike racks provide at least two points of contact with the bicycle and allow both frame and wheels to be locked. For special events, short-term bicycle parking may be provided by valet bicycle parking.

- **Long Term Bicycle Parking.**

Long-term bike parking is typically provided at major employment sites, schools, and transportation terminals in the form of bike lockers, bike cages, or bike rooms. These facilities provide a higher level of security so bicyclists feel comfortable leaving their bicycles for long periods.

**Policy 4.4-23.** Long-term parking should be fully protected from the weather. Bike lockers may be placed outdoors and some may be stacked to save space. Bike cages are fully enclosed and roofed areas with bicycle racks inside the enclosure with secure (limited) access, and are commonly located in parking garages or in outdoor areas. Bike rooms are secure, limited access rooms within a building dedicated for bicycle parking.

Refer to the Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines for additional information.

**Policy 4.4-24.** Bicycle parking areas shall include a solid rack or parking closet suitable for chaining or locking each individual bicycle, shall be lighted, visible from an adjacent street or business front door, and signed. An overhanging building or awning or similar structure should provide shelter from rain where feasible.

**Policy 4.4-25.** For any non-residential buildings, and at all transit, parks, and commercial, office, mixed use, and civic destinations in the Plan Area, provide bicycle parking spaces or storage for a capacity of no less than 15% of the automobile parking space capacity provided for the Master Plan. Where the automobile parking space capacity is reduced due to a shared parking agreement among different uses or parcels, the calculation of 15% shall be based on the full automobile parking requirement for each individual use.

**Policy 4.4-26.** For multifamily residential use shall provide not less than one bicycle parking space for each dwelling unit, and one additional bicycle parking space for every ten dwelling units for visitor parking. Enclosed garages and/or securable closets or lockers assigned to a specific dwelling unit shall be considered as the required bicycle parking space for that dwelling unit.

### ***Bike and Pedestrian Trail Policies***

**Policy 4.4-27.** Subject to exceptions noted in the street sections contained in this chapter, sidewalks along the street edge will be five to seven feet in width within residential subdivisions and seven to sixteen feet in width in front of the Commercial Center. Sidewalks fronting school sites will be seven feet in width. Other than in the case of the Commercial Center, and the school site, sidewalks will be separated from the street, but will not meander.

**Policy 4.4-28.** Trails will be located a minimum of ten feet from residential property boundaries.

**Policy 4.4-29.** Traffic calming methods and signage shall be used to enhance the safety of the trail systems where they cross major or collector streets.

**Policy 4.4-30.** Bicycle trails, lanes, and routes should be designed and constructed in accordance with the standards of the American Association of State Highway and Transportation Officials as interpreted by the County, with the County’s design standards for off-street bicycle trails, and the guidelines provided in this Master Plan.

- Vehicular access shall be restricted on the trail system by a County approved collapsible bollard or similar device.
- Way finding signs shall be placed throughout the trail system. The signage program shall be submitted to the County of Sacramento Department of Transportation (SacDOT) for review and approval at the time of construction for the first phase trail.
- Summertime shade shall be provided along all trails and pedestrian walks at, roughly, half-mile intervals.
- Drinking fountains should be located at roughly half-mile intervals where the water supply is readily available in developed areas adjacent to the trail.

**Policy 4.4-31.** Coordinate with the Elk Grove Unified School District and any private schools that may locate in the Plan Area to establish a “Safe Routes to School” program.

**Policy 4.4-32.** Plan and construct interconnected bike and pedestrian trails on the same phasing and construction basis that streets are constructed. Require complete pedestrian access improvements from neighborhoods to parks, schools, residences, Commercial Centers, the Environmental Education Campus, Research and Development Park, and open space areas.

#### **4.4.4 Transit Plan**

The Master Plan is located within Sacramento Regional Transit District’s (RT) service area. RT provides light rail and fixed-route bus services in Sacramento County. The County’s General Plan Transportation Plan and RT’s Transit Action Plan identify Jackson Road and Sunrise Boulevard as Bus Rapid Transit (BRT)/Hi-Bus routes. At this time, RT does not provide high-frequency transit service near the Plan Area. As the Master Plan develops over time, RT or an independent provider, or a combination of both could provide transit service.

Transit service from the Master Plan could connect to the larger RT transit system of existing bus stops and light rail stations such as Mather/Mills, Zinfandel, Cordova Town Center, or Sunrise to the north of the Master Plan. As development to the south and west in the Jackson Highway Corridor progresses,

future connections could be made through other master planned developments to provide a robust transit network.

Figure 4.4-13 illustrates a conceptual primary transit route that passes by Commercial Center, the Environmental Education Campus, the elementary schools, the Community Center, parks, medium density residential, and the Research and Development Park. The dashed red line indicates that nearly 90% of the development area will be within a one-half mile walk of this route. The proposed route is consistent with the route assumed in the transit analysis contained in the Traffic Study for the project.

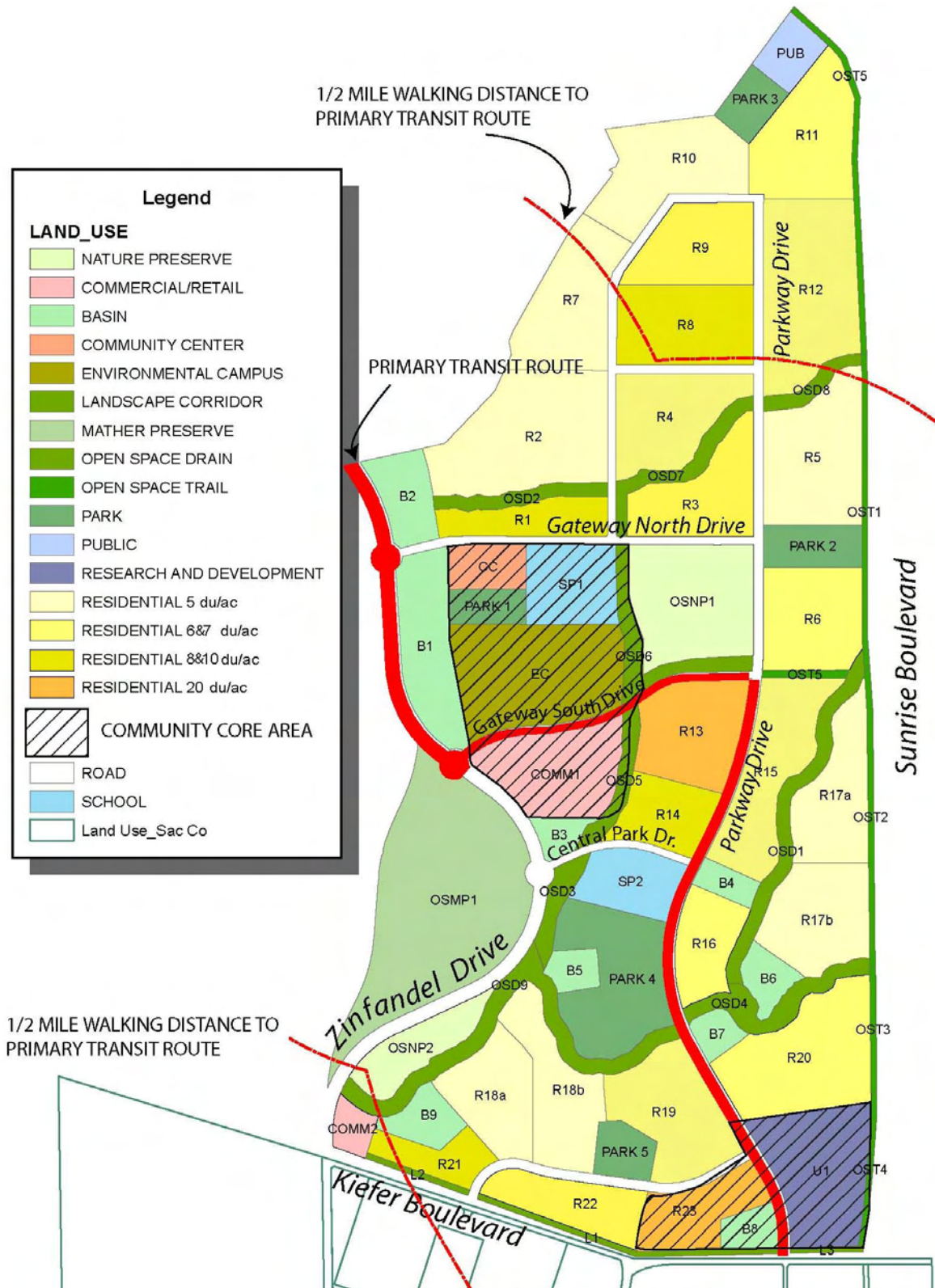
The Master Plan design guidelines encourage convenient transit access by incorporating locations for bus turnouts, shelters and walkways, and bicycle/pedestrian crossings near increased densities at key nodes, such as the Commercial Center, and the Environmental Education Campus.

**Policy 4.4-33.** Site plans for multi-family residential, commercial, education, and employment uses shall designate transit stops at locations and times determined by the local transit provider.

**Policy 4.4-34.** Site plans for multi-family residential, commercial, education and employment adjacent to the route illustrated in Figure 4.4-12 Primary Transit Route Concept shall identify parking spaces and passenger pick-up and drop-off locations specifically allocated for use by car sharing organizations. Conditions of approval will include the number, location, and other features of these spaces..

**Policy 4.4-35.** The Mather South Public Facilities Financing Plan shall include a funding source, such as a Community Facilities District (CFD) special tax or comparable source, to provide transit service that achieves headways of 15 minutes in peak hours and 30 minutes in off-peak hours.

Figure 4.4-12: Primary Transit Route Concept



## 4.5 SUSTAINABILITY AND RESOURCES MANAGEMENT

The Master Plan responds to the natural resources that make the Plan Area special. Avoidance of the major wetland features, and protection of the drainage corridors guides the urban development pattern in the Master Plan. These features become dominant elements that integrate with the daily life of the residents as highly visible open space, informal recreation, and the routes for extensive walking and biking.

### 4.5.1 *Natural Resource Management Goals*

- Goal 4.5-1.** Create opportunities for residents to connect with and appreciate the natural environment they occupy.
- Goal 4.5-2.** Protect the Wetlands and Special Status Species indigenous to the Plan Area.
- Goal 4.5-3.** Conserve water as a critical resource.
- Goal 4.5-4.** Protect the quality of both surface and ground water.
- Goal 4.5-5.** Minimize Noise. Create a quiet community with minimal traffic noise impacts.
- Goal 4.5-6.** Protect significant Cultural Resources and celebrate the unique history of the location.
- Goal 4.5-7.** Minimize loss of native soils and build the health of soils in open areas.
- Goal 4.5-8.** Achieve a significant reduction in energy consumption while maintaining economic viability and quality of daily life.
- Goal 4.5-9.** Implement opportunities for new energy source development as an integral feature of the community.
- Goal 4.5-10.** Maintain a level of Air Quality consistent with Sacramento County and Sacramento Air Quality Management District standards.
- Goal 4.5-11.** Minimize climate change resulting from carbon dioxide emissions from fossil fuel combustion, notably in internal combustion engines, and for building heating and cooling.

### 4.5.2 *Wetlands Resources*

The Master Plan Area is adjacent, and hydrologically connected, to the Mather Preserve, which contains similar wetland resources. The most significant of these are creek channels and vernal pool resources that will be preserved and protected within the Plan Area as linear corridors, and as complexes reserved for preservation and environmental education. The creek channels provide for water quality and storm water management as well as the protection of vegetation and animal species found within them. The corridors also provide a route for off-street pedestrian and bikeways throughout the community.

**Natural Resources Management Plan**

The vernal pool complexes near the center of the Plan Area are set aside in a special area designated as a component of the Mather Preserve. This 23.3-acre preserve includes significant vernal pools that non-profit environmental education groups have used for environmental education. The preserve will provide a visual “centerpiece” that connects the entire Master Plan to the natural resource open space, and thus creates a primary theme of integrating the resources with the surrounding neighborhoods.

The Master Plan includes an Environmental Education Campus just west of the preserve and adjacent to a creek corridor that links directly to the main Mather Preserve west of Zinfandel Drive. This link facilitates the continued use of this complex for education and preservation. The campus will serve as a base for environmental science firms and groups, and education institutions. . The campus will provide space for indoor and outdoor classrooms, laboratories, offices, support facilities, meeting spaces and other facilities that enhance the environmental education opportunities in the community, most notably children.

In addition to the natural preserve, the creek corridor, and the Environmental Education Campus this area of the Master Plan will also include an elementary school, a neighborhood scale park, and a community center. All of these will embrace the natural resource preservation theme associated with the adjacent wetland preserve.

Wetland resources subject to Federal and/or State regulations (i.e., “jurisdictional waters of the U.S.”) within the Plan Area include vernal pools, seasonal wetlands, lakes/ponds, channels, seasonal swales, and irrigation ditches. Any impact to these features would require permitting pursuant to Section 404 and 401 of the federal Clean Water Act, and/or Section 1600-1616 of the California Fish and Game Code (Lake and Streambed Alteration Agreement). However, the Master Plan sets aside approximately 11.8 acres of vernal pools and swales out of 23.95 acres of all wetland features within the boundary of the Plan Area in permanent open space. This is nearly all of the channels and seasonal swales, and a substantial portion of the vernal pools and vernal pool swales. Out of the total 848 acres in the Plan Area, the Master Plan will set aside 192.2 acres for permanent open space in wetland preserves and open space corridors. This accounts for 22 percent of the total Plan Area. Figure 4.5.1 illustrates the location of wetland resources set aside in permanent open space in the Master Plan.



*Typical seasonal wetlands in open space.*

### ***Wetland Resource Avoidance and Mitigation***

Through the Mather Stakeholder Group process, avoidance of the existing environmentally sensitive areas guided the Master Plan land use. However, not all impacts of development on existing sensitive habitats are avoidable. Therefore, the Master Plan provides a combination of on and off -site mitigation land. The mitigation will include 2 acres of wetland features preservation (already accomplished by

establishment of the Mather Preserve), and one additional acre of restoration/creation of wetland feature for each acre of direct impacts. For indirect impacts, the requirement will be for one acre of wetland feature preservation for each acre of indirect impact.

***Wetland Resource Protection Policies and Actions***

All vernal pools, swales and other wetland features protected in this Master Plan will be subject to Federal and State regulatory permits. Such permits will establish very specific standards for protecting these resources. The following policies and actions provide guidance, but may be superseded or supplemented by those permit conditions.

**Policy 4.5-1.** Preserve and enhance natural beauty in the Plan Area with naturalized landscaping at the perimeter of the preserve areas, and along the drainage corridors and trails.

**Action 4-1.** Prohibit the use of noxious or invasive plants and weeds throughout the Plan Area, and particularly in areas within or adjacent to preserves with designated special status species and the stream corridors. Refer to Section 6.7.3 for additional standards on residential landscaping near wetland preserve features.

**Policy 4.5-2.** Minimize stream affects from bridge crossings.

**Action 4-2.** Design bridges crossing Morrison Creek of sufficient span in order to minimize downstream erosion.

**Policy 4.5-3.** Conserve native wildlife habitat, wetlands, and water bodies within the designated Nature Preserves, Mather Preserve, and the Open Space Drainages shown in Figure 4.5.1.

**Action 4-3.** Coordinate integration with the adjoining Mather Preserve long-term (at least 10-year) management plan for on-site native or high value non-native habitats and their buffers, and participate in the funding source for management as approved by the US Fish and Wildlife Service.

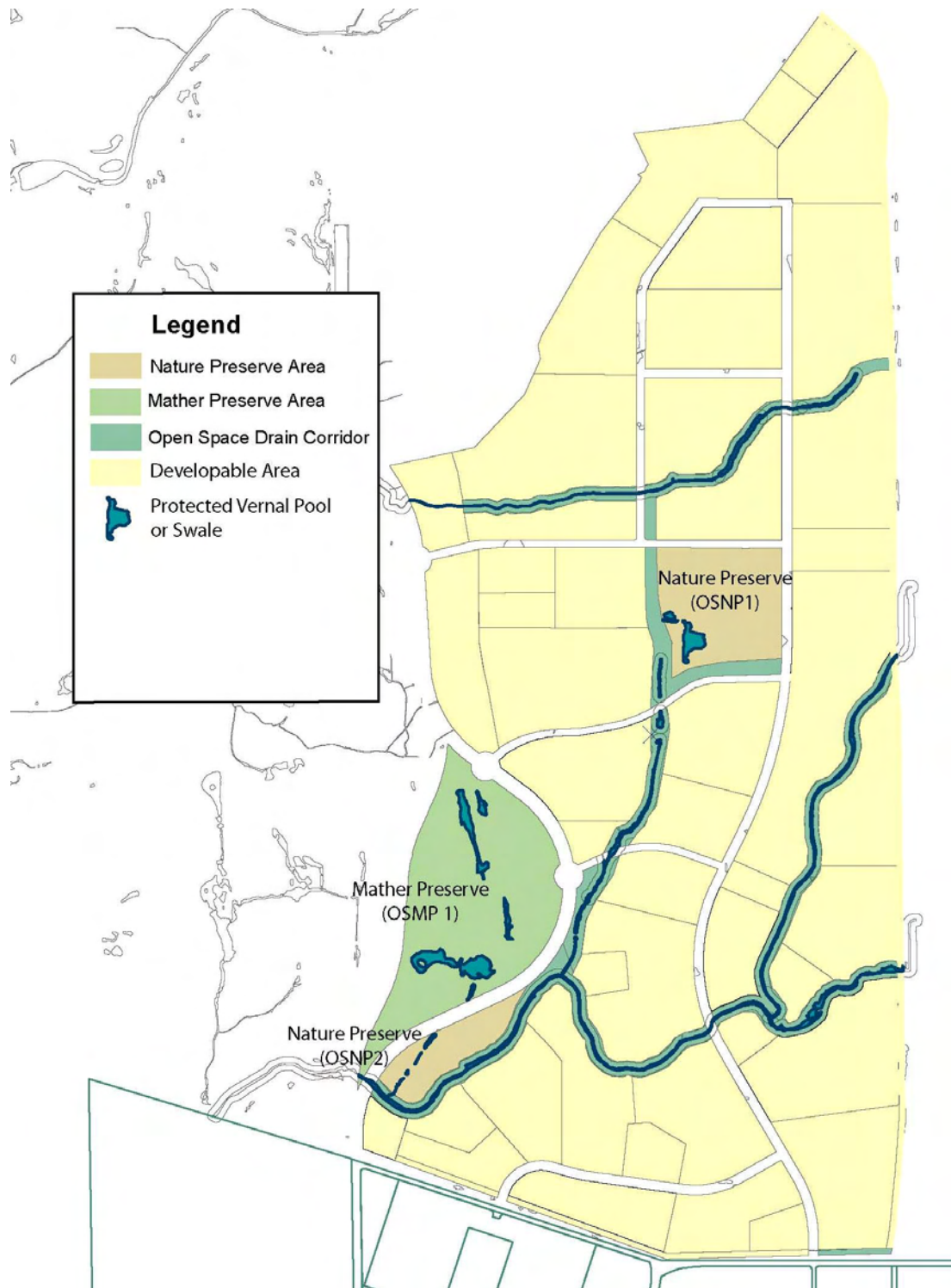
**Action 4-4.** Provide docent-controlled access to vernal pool preserve areas under the direction and authority of the Sacramento County Regional Parks Department Director.

**Action 4-5.** Minimize urban runoff by use of best management practices and low impact development techniques tailored to the soils that occur in the Plan Area.

**Action 4-6.** Implement a habitat enhancement plan through the removal of invasive and non-native vegetation and through the introduction of restored and native habitat. Incorporate drought tolerant and native plant materials as a community design feature.

**Action 4-7.** Automobile bridge crossings shall leave sufficient vertical clearance for wildlife to pass along the creek.

Figure 4.5-1: Wetland Resources Preserved in the Plan Area



### 4.5.3 Water Quality

Water quality refers to surface water pollutants generated during construction, from oils and other contaminants on roads and parking areas, and excess irrigation water carrying pesticides, fertilizers, invasive plant seeds, and other contaminants from landscape areas. The concern over water quality results from the potential contamination of preserved wetland resources, other surface waters, and groundwater aquifers.

The Master Plan minimizes potential water quality impacts with guidelines that minimize use of pollutants in landscape and paved areas, and by carefully managing the flow and treatment of surface waters in the developed areas of the project. The Master Plan establishes specific locations for detention and water quality basins and best management practices (BMPs) to contain, retain, and filter storm water and nuisance water runoff. Section 5.4 Drainage provides a description of the drainage improvements included in this Plan. These storm-water management improvements dispersed throughout the Plan Area provide treatment to runoff before it enters the natural drainage conveyance systems in open space areas. By integrating the storm-water management system throughout the Plan Area, individual parcels can provide specific storm-water management elements that respond to the particular site conditions. This will promote the removal of various potential pollutants from each parcel before discharge into the drainage system.

#### *Water Quality Policies and Actions*

**Policy 4.5-4.** Reduce water quality impacts within the Plan Area to the maximum extent practicable.

**Action 4-8.** Prohibit storage or use of hazardous materials within the floodplain by recording a deed restriction against such activity.

**Action 4-9.** Minimize and reduce the use of impervious surfaces (e.g., roadways, sidewalks, driveways, and parking areas,) by:

- Providing the least amount of lane, walk, driveway and parking widths and standards required to serve the development, and by using pervious surfaces whenever possible; and,
- Breaking up large areas of impervious surface and directing flows from these areas to stabilized vegetated areas.



*Typical water quality feature.*

**Action 4-10.** Select landscape materials that will slow and filter surface runoff before it reaches a storm drain.

**Action 4-11.** Select landscape materials with low irrigation requirements to reduce surface run-off.

**Action 4-12.** Prior to occupancy of residences, regional water quality facility, or facilities identified within the Master Project Drainage Report related to the area of development, shall be in place.

**Action 4-13.** To the extent required by the Master Project Drainage Report, development projects shall provide on-site, site-specific, post-construction water-quality treatment facilities to capture and remove as feasible pollutants before discharge from the site. Water quality treatment facilities shall generally consist of a combination of the following measures: vegetated swales, infiltration trenches/basins, filter strips, sand/oil separators, trench drains, and porous pavement and/or water quality basins. Prepare a project wide and watershed based low-impact development drainage management plan that meets the requirements of the regional NPDES permit, and County drainage standards.

**Action 4-14.** Apply Best Management Practices (BMP) during construction to stabilize soils in place and minimize the amount of sediment entering the storm drain system and drainage ways. BMPs shall generally consist of a combination of hydro-seeding, fiber rolls, inlet protection, sediment capture basins and treatment systems, and stabilized construction access.

#### **4.5.4 Water Conservation**

Water conservation is an on-going concern in all areas of Sacramento County. The Plan Area is located in a typically dry, upland area that naturally supports low water use vegetation, particularly in the dry season. Although periodic relief can occur with an unusually wet year, the natural, long-term weather regime in this region dictates that all aspects of the community, both indoor and outdoor, must seek to minimize the demand for water supply.

Water conservation in The Master Plan requires reduction of water demand for exterior landscaping and interior plumbing fixtures.



*Water conserving landscape.*

#### ***Water Conservation Policies and Actions***

**Policy 4.5-5.** Apply the principles and methods in the Model Water Efficient Landscape Ordinance (California Code of Regulations Title 23, Waters Division 2, Department of Water Resources Chapter 2.7), and Countywide Design Guidelines Section 2.4.1B, to all landscape areas in the Plan Area.

**Policy 4.5-6.** Control water within landscape areas, and avoid drain away to reduce water demand.

**Action 4-15.** Implement water quality control policies and actions identified in Master Plan Section 6.5.6 to limit runoff in paved and landscaped areas.

**Policy 4.5-7.** Reduce exterior water use by limiting the areas of high water demand landscaping, such as lawns, and instead designing water-conserving landscapes for all public areas, as well as private land uses.

#### **4.5.5 Soils**

Review of the July 1980 U.S. Department of Agriculture, Soil Conservation Service (SCS) Soil Survey of Sacramento County, California, identifies the near-surface (well deep) soils on the subject property to consist of three types within the Redding Corning Red Bluff series. These soils are moderate to well drained soils over a cemented hardpan.

However, a significant portion of the site has received fill material generated during the period of excavation of the Folsom South Canal. The result is that the SCS mapping generally cannot be categorize the soil types. No portion of the site qualifies as farmland as defined by the State Department of Conservation.

##### ***Soil Protection Policies***

**Policy 4.5-8.** All development areas shall be graded and treated with landscaping or control measures that prevent surface water and wind born soil erosion, particularly near natural drainage corridors and wetland preserves.

**Action 4-16.** Soils investigations will be undertaken prior to development of the site and their recommendations included in any grading plans, improvement plans or building plans submitted for review and approval by Sacramento County.

#### **4.5.6 Noise**

Major sources of noise affecting the Plan Area are aircraft overflights from Mather, and vehicular traffic, particularly along arterial roadways. The Master Plan allows development of residential uses (which are considered to be noise-sensitive users) adjacent to internal collector streets. In most cases, the edge treatments and orientation of buildings along arterial streets will reduce outdoor noise levels to an acceptable 60-decibel day-night average noise level, (60 dB DNL) or less). Typically, the site detention/water quality basins along Zinfandel Drive will serve as a set back and buffer to reduce noise levels to less than 60 dB DNL.

##### ***Noise Policies***

**Policy 4.5-9.** Soundwalls along collector streets are generally discouraged and will be allowed only where noise analysis determines that soundwalls are an effective means of mitigating noise impacts.

**Policy 4.5-10.** Where noise mitigation measures are required, a combination of on-site planning, mounding, walls, and project design is the preferred method of mitigating noise impacts.

#### **4.5.7 Cultural Resources**

In the Master Plan, cultural resources refer not only to the indigenous people who occupied this region, but more contemporary history as well.

##### ***Indigenous People***

Several cultural resources studies have been conducted within the Plan Area between 2007 and 2015. These studies were for the overall Mather Field Specific Plan area, which includes the project area. ESA conducted the most recent of these studies in 2012 in support of the Environmental Impact Statement (EIS) for the Mather Specific Plan Area. In 2014 and 2015, ICF International completed addendums to the 2012 report with updated information on cultural resources for the Mather Field Revised Final Environmental Impact Report (FEIR). These reports identified approximately 23 cultural resource structures or features within the project area, all of which were found ineligible for the National Register, California Register, or Local Designation through survey evaluation. No prehistoric period sites or features were found during the field assessment.

All the other sites are either too recent or too insignificant, or both, to qualify as historic resources. Therefore, the proposed project will have no impact to known historic resources.

##### ***Historic Setting***

In the last century, the Mather area was witness to significant events in California history from gold mining, to the Pony Express, the first railroad, and early agricultural settlement. Mather Air Force Base and its predecessors in particular was the setting of early aviation pioneering activity and played a significant role in the nation's military aviation development. These historical elements contribute to the sense of community identity for the Master Plan.

##### ***Cultural Resource Policies***

**Policy 4.5-11.** Integrate historical themes relating to the aviation history of Mather Field in the Master Plan through place naming, signage, and design elements.

**Action 4-17.** Developers should consider naming streets and places after individuals and events recalling the aviation history of Mather Field and Mather AFB.

#### **4.5.8 Energy**

Transportation of goods and people, heating and cooling buildings, pumping water, and lighting, cooking, and electronic devices all require energy. Moreover, the production and consumption of

energy often involves production of carbon dioxide and other greenhouse gases (GHG) and pollutants that are direct contributors to diminished air quality, and to un-naturally accelerated climate change.

As stated in Goal 4.5-9, a primary goal is to achieve a significant reduction in energy consumption while maintaining economic viability and quality of daily life. Many diverse, interactive techniques and methods contribute to fulfilling this goal. A comprehensive development plan, such as this Master Plan, provides an opportunity to integrate many of these paths to maximize the reduction of energy demand.

The Master Plan land use patterns and transportation systems encourage efficient energy use through the extensive bike and pedestrian trail network and the close proximity of residences to commercial and neighborhood services that allows non-motorized transportation. Section 4.2, Transportation Plan, describes all of the vehicle and alternative transportation incorporated in the Master Plan. Section 4.3, Land Use, describes the density and distribution of land use and the effect on alternative travel opportunities.

The Master Plan includes design guidelines and actions that will contribute to increased energy efficiency (reduced demand for comparable results) in all buildings. Section 6, Design Guidelines, includes detailed guidelines and actions for all building designs, but most notably for residential designs. These are consistent with, and supplement, the California Title 24 standards.

### ***Energy Conservation Policies***

**Policy 4.5-12.** Reduce Conventional Vehicle Miles Traveled within the Plan Area.

**Policy 4.5-13.** Reduce building heating and cooling.

**Action 4-18.** Incorporate green building design practices wherever feasible.

**Action 4-19.** Design homes to provide opportunities for home offices that allow people to work from home, thus reducing driving time and vehicle emissions.

**Action 4-20.** Equip residential development with the latest technology for internet access to enable residents to shop and work on line, thereby reducing vehicle trips.

**Action 4-21.** Incorporate designs for the use of alternative energy to power homes and businesses.

**Action 4-22.** Utilize green building design standards in public buildings wherever feasible.

**Action 4-23.** Use photovoltaic panels or roofing



*Simple energy conserving building trellis.*

materials to utilize solar energy to power public buildings and homes.

**Action 4-24.** Reduce energy demands for heating and cooling with passive solar design and construction materials and techniques.

**Action 4-25.** Apply the minimum feasible roadway width, and use non-pervious materials where practical to minimize heat generating asphalt surfaces and surface runoff of water.

**Action 4-26.** Use canopy trees in public areas such as parkways, medians, and public parks to provide shade and achieve natural ventilation and cooling.

**Action 4-27.** Create naturalized landscape areas that incorporate Low Impact Development (LID) features for water quality treatment, surface water infiltration, and detention.

**Action 4-28.** Maintain natural habitat within permanent open space areas and reintroduce historical indigenous habitat and species into open space areas and waterways.

**Action 4-29.** Incorporate climate appropriate, drought tolerant plants, and non-invasive ornamental landscape materials in public spaces, and encourage homeowners to utilize drought tolerant plant materials in private yard areas.

**Policy 4.5-14.** Photovoltaic solar energy systems shall be considered in the design of all Multi-family, Commercial/ Industrial, and institutional uses in the Master Plan.

**Action 4-30.** The Department of Planning and Environmental Review and DOT shall evaluate the potential for photovoltaic solar energy installations in each project application.

#### **4.5.9 Air Quality**

The Plan Area is in the Sacramento Metropolitan Air Quality Management District (SMAQMD), the primary local agency with respect to air quality in Sacramento County. The Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable communities Strategy identified the Master Plan as an area of future development and, therefore, consistent with SMAQMD guidance a 15 percent reduction in criteria air pollutants (ROG, NO<sub>x</sub>, and PM<sub>10</sub>) over an unmitigated project is required.

Vehicle trips are a major contributor to diminished air quality, and the Master Plan is specifically designed to reduce vehicle miles travelled (VMT) through a multitude of measures that shorten trips, and enable alternatives to automobile trips, including alternative vehicles, bicycle and pedestrian infrastructure, and through project density, land use mix, and walkable neighborhoods.

In addition to reduction of VMT reduction by various means, the Plan Area will incorporate measures to reduce household emissions by minimizing the use of internal combustion engines generators and yard maintenance equipment, minimizing the use of natural gas appliances, and minimizing energy demands.

The requirement for 15 percent reduction in criteria air pollutants relative to an unmitigated project will require many small measures that contribute to the overall goal. In addition to the essential design features that reduce VMT the Master Plan includes regulatory adjustments (2016 Title 24 energy efficiency requirements, Renewable Portfolio Standard), a Neighborhood Electric Vehicle Network, and energy conserving measures, both exterior and interior in the Design Guidelines Section 6.5.1.

Additional measures may be required to achieve the target 15 percent reduction. Among these are intersection improvements, electric vehicle charging stations, and reducing the number of natural gas appliances in residences. Other measures may become available during the development of the Plan Area that involves new technologies, new or modified regulations, and new construction techniques. Thus, the ability to achieve the target reduction will evolve over time, and may differ from one portion or phase of the project to another. The measures to ensure achievement of the target reduction must be flexible to account for varying opportunities by location and land use, and for new technologies that emerge.

### ***Air Quality Policies***

**Policy 4.5-15.** The 15 percent reduction in criteria air pollutants relative to an unmitigated project will occur cumulatively over the period of development. Individual projects within the Plan Area may achieve less than the target reduction, but the target of 15 percent must be achieved with the cumulative measures of any two phases.

**Action 4-31.** The applicant shall cause the preparation of an air quality analysis at the initiation of the first application for development in Phase 2, Phase 3, and Phase 4 to model the cumulative effect of reduction of criteria air pollutants in the previously developed portions of the Master Plan.

**Action 4-32.** The Planning and Environmental Review Department, in consultation with the SMAQMD, shall determine air pollutant mitigation to apply in the new phase of development.

**Policy 4.5-16.** Large air quality reductions associated with any single project, such as a ridesharing program associated with a large use, may apply to offset shortfalls in reduction in any other part of the project.

**Policy 4.5-17.** The Master Plan will implement the strategies and actions in compliance with the SMAQMD approved Operational Air Quality Mitigation Plan requirements for Land Use Emission Reductions.

**Policy 4.5-18.** The Master Plan shall reduce the number and length of vehicular trips (VMT) through the spatial design of land uses and destinations within the community.

**Action 4-33.** The entire project is within approximately one-half mile of a regional Class I Trail (Folsom South Canal), and the Master Plan contains an internal network that links to this regional trail at a minimum of three locations.

**Action 4-34.** The entire project is located within approximately one-half mile of a Class I bike lane.

**Action 4-35.** The Master Plan Transportation Plan and Design Guidelines (Section 4.2 and 6) remove pedestrian barriers.

**Action 4-36.** The Master Plan Section 4.2 includes pedestrian / bicycle safety and traffic calming measures in excess of jurisdictional requirements.

**Action 4-37.** Multi-family residences shall install underground electric utilities to electric vehicle charging stations for not less than 5 percent of the required parking spaces. Offices, the Environmental Education Center, schools, and shopping centers shall install underground electric utilities to electric vehicle charging stations for not less than 6 percent of the required parking spaces.

**Action 4-38.** The internal street system forms a modified grid that provides excellent pedestrian connectivity and access to all retail and medium /high-density residential housing within the Plan Area.

#### **4.5.10 Greenhouse Gas Emissions**

Greenhouse gas (GHG) emissions responsible for climate change are similar to criteria air pollutants in the manner that the Master Plan addresses them. GHG emissions associated with residential energy and mobile sources exceed applicable thresholds. The residential energy use does not meet the threshold targets because the mix of residential includes single-family homes that are less energy and GHG efficient on a per capita basis than multi-family residences. Mobile source emissions include all projects VMT and do not meet thresholds likely due to the location of the project, the mix of land uses and density, and proximity to other surrounding land uses.

Mitigation of GHG emissions is similar to both Energy Conservation and Air Quality impact mitigation in that they focus on reduction of VMT and energy demand.

As with the air quality mitigation measures, other measures may become available during the development of the Master Plan that involve new technologies, new or modified regulations, and new construction techniques. Thus, the ability to achieve the target reduction will evolve over time, and may differ from one portion or phase of the project to another. The measures to ensure achievement of the target reduction must be flexible to account for varying opportunities by location and land use, and for new technologies that emerge.

***GHG Emission Reduction Policies***

**Policy 4.5-19.** Achievement of the threshold emissions of CO<sub>2</sub>e per capita will occur cumulatively over the period of development. Individual projects within the Plan Area may achieve less than the target reduction, but average target reduction for residential energy sector must be achieved with the cumulative measures of any two phases.

**Action 4-39.** The applicant shall cause the preparation of a GHG analysis at the initiation of the first application for development in Phase 2, Phase 3, and Phase 4 to model the cumulative effect of reduction of GHG in the previously developed portions of the Master Plan.

**Policy 4.5-20.** Large GHG reductions associated with any single project, such as a ridesharing program associated with a large use, may apply to offset shortfalls in reduction in any other part of the project.

**Policy 4.5-21.** Traffic calming measures shall apply on all streets throughout the Master Plan.

**Action 4-40.** The Planning and Environmental Review Department and Department of Transportation shall evaluate the potential for traffic calming measures in each project application.

**Policy 4.5-22.** The Master Plan shall reduce the number and length of vehicular trips (VMT) through the spatial design of land uses and destinations within the community.

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## 5. PUBLIC FACILITIES AND SERVICES

### 5.1 PURPOSE AND GOALS

This chapter describes the level and type of public services, facilities, and systems that will serve Mather South. The Master Plan will require extensions of public infrastructure (sewer, water, drainage, and dry utilities) and expansion of public services. Public services include fire and police protection, public schools, library, animal protection services, and park and recreation services.

The infrastructure, facilities, and services goals addressed in this Chapter include:

- Goal 5.1.** Ensure adequate financing for infrastructure improvements and community services.
- Goal 5.2.** Establish a comprehensive infrastructure system to meet the needs of residents, employees, and visitors.
- Goal 5.3.** Manage new development areas to ensure that water, sewer, and drainage systems are constructed in advance of residential occupancy.
- Goal 5.4.** Ensure coordination with water, sewer, and utility service providers to reduce incidences of service interruption, improve the quality and sustainability of services, and reduce per unit costs.
- Goal 5.5.** Minimize visual impact impediments to utility extensions.
- Goal 5.6.** Provide services to meet the needs of local residents.

### 5.2 SUMMARY OF SERVICE PROVIDED IN THE MASTER PLAN

Many of the public services and infrastructure maintenance required for the Mather South community will be provided by existing service agencies that provide such services elsewhere in the County. Among these are road maintenance, sewer collection and treatment, domestic water supply, storm water management, fire protection, sheriff, library and schools, and others.

Table 5.1 provides a summation of programs and services anticipated in the Master Plan.

Table 5-1 Programs and Services Provided in Master Plan

Division	Activity	Service Provider
<b>Domestic Water</b>		
	Provide retail, metered water service	County - SCWA
	Provide educational outreach programs for water conservation	County - SCWA
	Operate exterior water conservation programs (residential and commercial)	County - SCWA
	Provide water conservation audits (residential and commercial)	County - SCWA
	Enforce water conserving landscape design standards (residential and commercial properties)	County code enforcement & SCWA
<b>Sanitary Sewer</b>		
	Sewer conveyance and treatment	SRCSO for interceptors collection and treatment. SASD for trunk and local connections
<b>Drainage</b>		
	Own and maintain flood control and water quality systems (detention basins, drainage channels, drop inlets and drainage pipes)	County SCWA Zone 11A
	Long-range planning and engineering studies of flood control, water resources development, water supply management and water conservation.	County SCWA Zone 13
<b>Open Space Management</b>		
	Provide third-party resource management or contract for management services for the preserves established under the 404 permit	Contract with SSHCP or third party
	Operate and maintain all public area open space	Contract with SSHCP or third party
<b>Recreation and Parks</b>		
	Own and maintain parks	Cordova Recreation & Park District (CRPD)
	Provide community pools	CRPD
	Provide recreation programs	CRPD
	Operate and maintain safety lighting in all parks and public areas outside of street ROW	CRPD
<b>Schools</b>		
	Operate and maintain public schools.	Elk Grove Unified School District

**Public Facilities and Services**

<b>Energy</b>		
	Electricity	SMUD
<b>Natural Gas</b>		
	Natural Gas	West Coast Gas
<b>Fire</b>		
	Fire Protection	Sacramento Metro Fire
	Provide wildfire prevention program in concert with open space management	Sacramento Metro Fire and Cal Fire/CDF
<b>Transit</b>		
	Public Transit	Sacramento Regional Transit District
<b>Transportation</b>		
	Maintain local/public roads and NEV lanes within public ROW (except medians)	SAC County DOT
	All hardscape concrete areas of medians (Does not including landscaping or LID features)	SAC County DOT
	Own and maintain bike and pedestrian trails	SAC County DOT in ROW; County Regional Parks outside ROW
	Own and maintain bike and pedestrian paseos	LLD or HOA
<b>Streetscape Maintenance</b>		
	Vandalism and graffiti abatement	County if within public ROW. All part of LLD or HOA
<b>Police</b>		
	Safety Protection	Sacramento County Sheriff's Department
<b>Library</b>		
	Library Services	Sacramento Public Library Authority
<b>Solid Waste</b>		
	Solid Waste Collection and Disposal	Sacramento County Department of Waste Management and Recycling

**5.3 DOMESTIC WATER**

The Mather South Community Plan Area is located within the Zone 40 North Service Area and will be served with surface water from the Sacramento River. Groundwater will augment surface water delivered to this site to provide for the conjunctive use of surface water and groundwater. The potable water transmission system will supply surface water and groundwater deliveries to the North Service Area (NSA), and will meet 100% of the build-out demand in the Plan Area. Figure 5.1 illustrates the

location of key facilities, including the Vineyard Surface WTP NSA Pipeline Phase 1 will deliver potable water from the Vineyard Surface Water Treatment Plant (WTP) to the Douglas Road Tanks located just north of the Plan Area.

Initial service to the Plan Area will be from the Vineyards Surface Water Treatment Plan and from the North Vineyard Well Field and Water Treatment Plant (WTP). These supplies will be transported through an existing 30-inch diameter NSA Pipeline Phase 1 to the Anatolia Groundwater Treatment Plant located about 1.5 miles north of Kiefer Boulevard along Sunrise Boulevard. The Sacramento County Water Agency will install additional NSA transmission and storage facilities when regional water demands within the NSA are warranted.

A grid of 8 inch to 12-inch mains will extend from the existing 30-inch diameter NSA Pipeline (Phase I) water main transmission main in Kiefer, the existing 16-inch diameter water line in Zinfandel Drive (south of Douglas Road) and the existing 16-inch diameter water line in Sunrise Blvd. to serve local developments within the Plan Area.

Depending on the timing of adjacent development, the existing water lines near the project may have the capacity to serve the Plan Area. Ultimately, SCWA intends to install Phase II of the NSA Pipeline (54-inch diameter), from the existing 60-inch diameter Phase I line, (located at the corner of Excelsior Road and Florin Road), easterly along Florin Road to Eagles Nest Road. The pipe will then run northerly to Kiefer Blvd., then easterly on Kiefer Blvd to the west side of the Folsom South Canal. At this point, the 54-inch diameter transmission pipeline will run northerly along the east side of the Plan Area to the tank site located at the northeast corner of the Plan Area. A 54"/42" transmission pipeline will be installed northerly from the tank to connect to the existing transmission system located in Douglas Road near Sunrise Blvd.

A million gallon water tank to serve the greater North Service Area of Zone 40, including the Plan Area will be located in the northeast corner of the Plan Area as shown in Figure 5.2. The tank will be required when demands from new connections exceed the current storage capacity of the system. Depending on the timing of adjacent development and the water demands resulting therefrom, the construction of the tank may not be required to serve the Plan Area. The tank will be served by an extension of the NSA Pipeline as depicted in Figure 5-1. This Master Plan anticipates that SCWA will construct the tank and the extension of the NSA Pipeline as future demands dictate.

Figure 5-1 North Service Area Domestic Water System

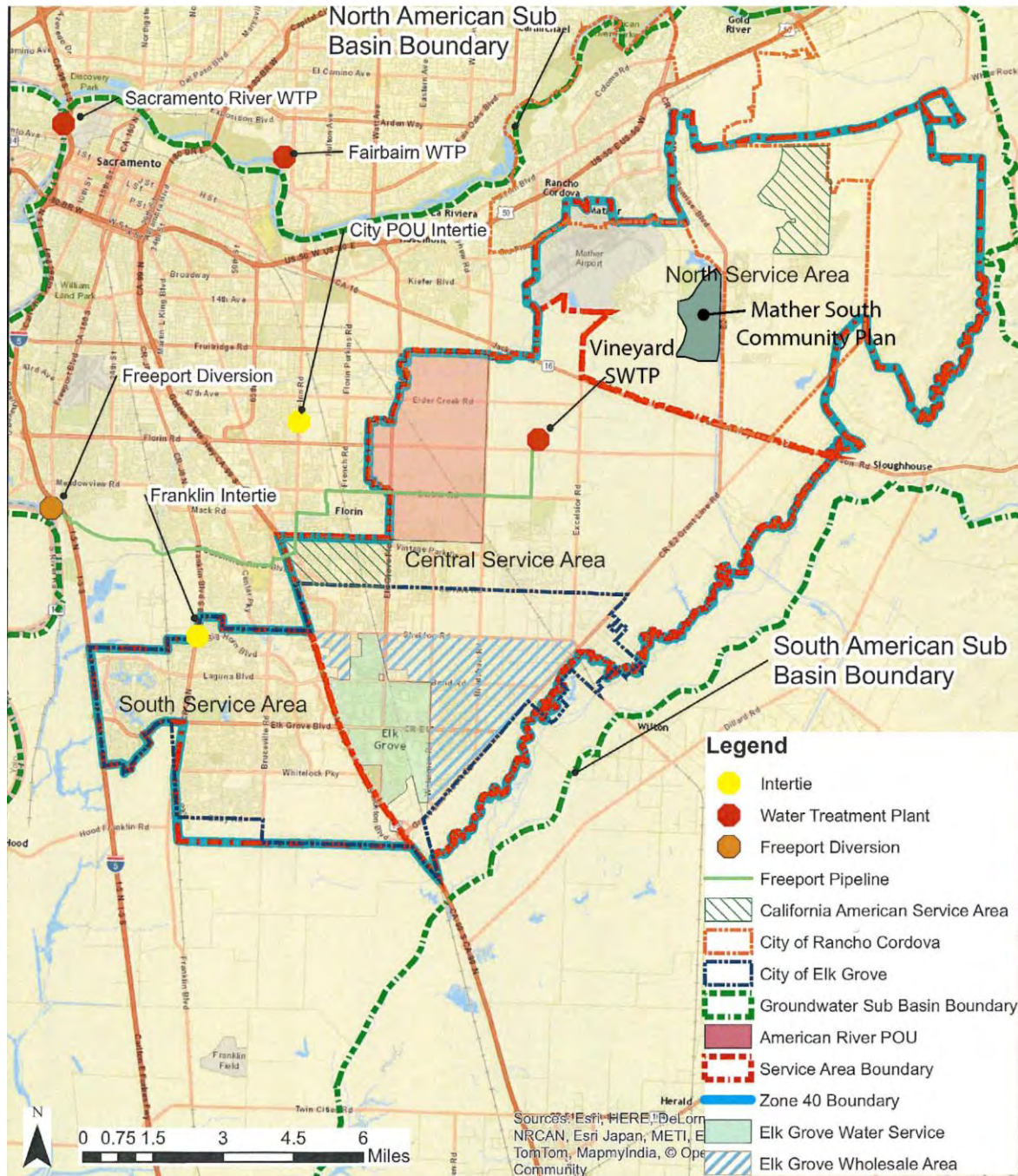
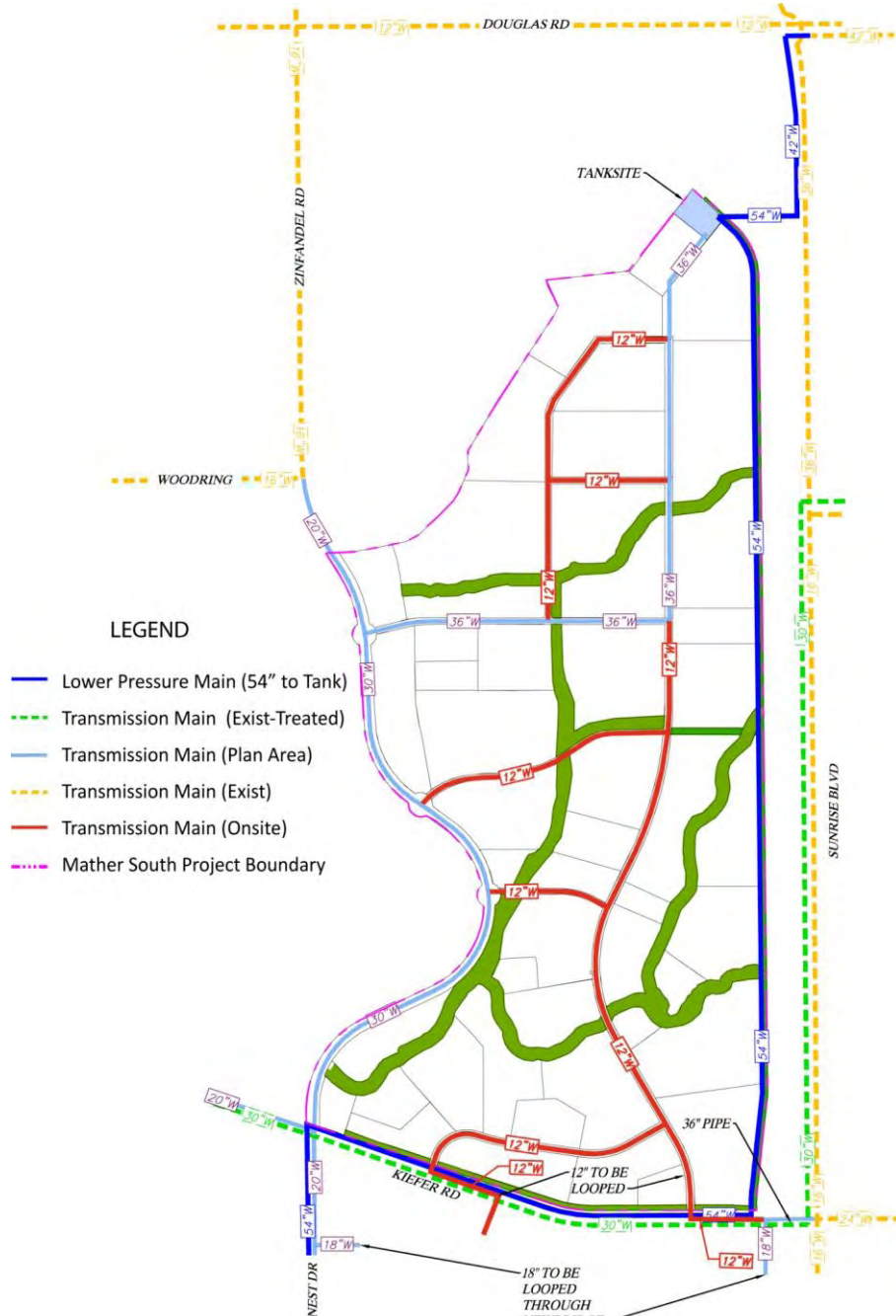


Figure 5-2 Trunk Domestic Water Delivery System Diagram



5.3.1 Non-Potable Water

Non-potable water for irrigation of landscape corridors and parks is not available, or planned, near the Plan Area. Therefore, a non-potable water system is not included in the Plan Area.

## 5.4 SEWER

The Plan Area is within the service area of the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). SASD owns and operates sewer trunk and collector systems throughout Sacramento County. SRCSD owns and operates the Sacramento Regional Wastewater Treatment Plant (SWRTP) and interceptor systems throughout Sacramento County.

The SASD Board of Directors approved a System Capacity Plan in January 2012 that provides an updated mid-range and long-term plan for sewer service in this area. The Mather South Plan reflects the current SASD System Capacity Plan. The proposed Zinfandel Drive trunk sewer line that will discharge into the Bradshaw Interceptor just south of the Stone Creek development will provide sewer service to the Plan Area. Sacramento County plans to construct this line extension as a part of the redevelopment of Mather Field. No other sewer service is required to serve the Plan Area.

Each phase of development within the Plan Area will be subject to the District Ordinance, Standards and Specifications, Fee Structure and Reimbursement Policies and Procedures (including eligibility for reimbursement and reimbursement agreement requirements) in place at the time of application. SASD will require the submittal and approval of a large Level 2 Sewer Study for the Master Plan Area prior to approval of any large or small lot tentative maps.

The backbone collection system in the Master Plan will be constructed within proposed street rights-of-way as illustrated in Figure 5-3. Wastewater will flow by gravity west through the Plan Area, then north along Zinfandel Drive.

## 5.5 DRAINAGE

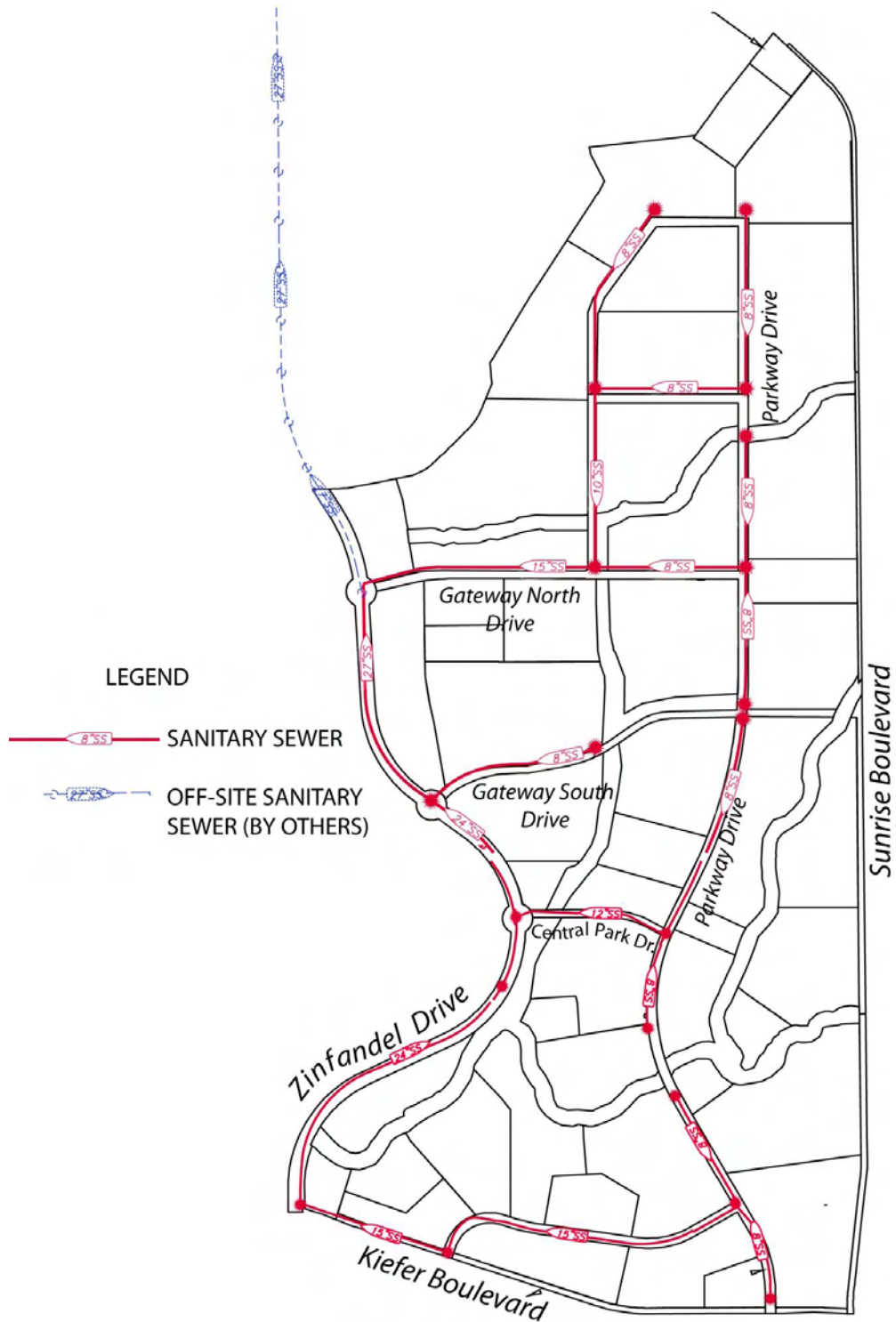
Pursuant to current County and Water Quality requirements, on-site basins will capture and control the release project runoff. As a result, stream flows where drainage exit from the site will not exceed historic levels for both the 10-year and 100-year storms. Basins will also accomplish flow duration control to avoid downstream creek bed erosion mitigating for the hydro modification impacts of the development. The Storm Water Drain Master Plan (Technical Appendix A) provides data on the flows and capacities of the drainage subareas within and contributing to the Plan, and the differences between natural and improved areas.

The primary purpose of the basins is stormwater management and water quality control. However, the location of the basins along the natural drainage corridors, and their proximity to parks, opens the possibility of providing multi-purpose basins, such as environmental education opportunities, pedestrian and bike trail



*Stormwater basin example.*

Figure 5-3 Sewer Collection System



routes, and informal recreation areas. Figure 5.4 illustrates the conceptual multi-functional use of stormwater basins. In all instances, the basins provide an opportunity for attractive landscaping that will enhance the visual amenity of the Plan Area.

Figure 5-5 illustrates the location of ten basins in the Plan. Three are located adjacent to and parallel with the relocated Zinfandel Drive along the west edge of the site. Seven other basins are distributed along the southerly stream. A residual benefit of the basins along Zinfandel Drive will be the creation of an open space corridor and buffer along this street.

**Figure 5-4 Conceptual Illustration of Stormwater Management Basin**



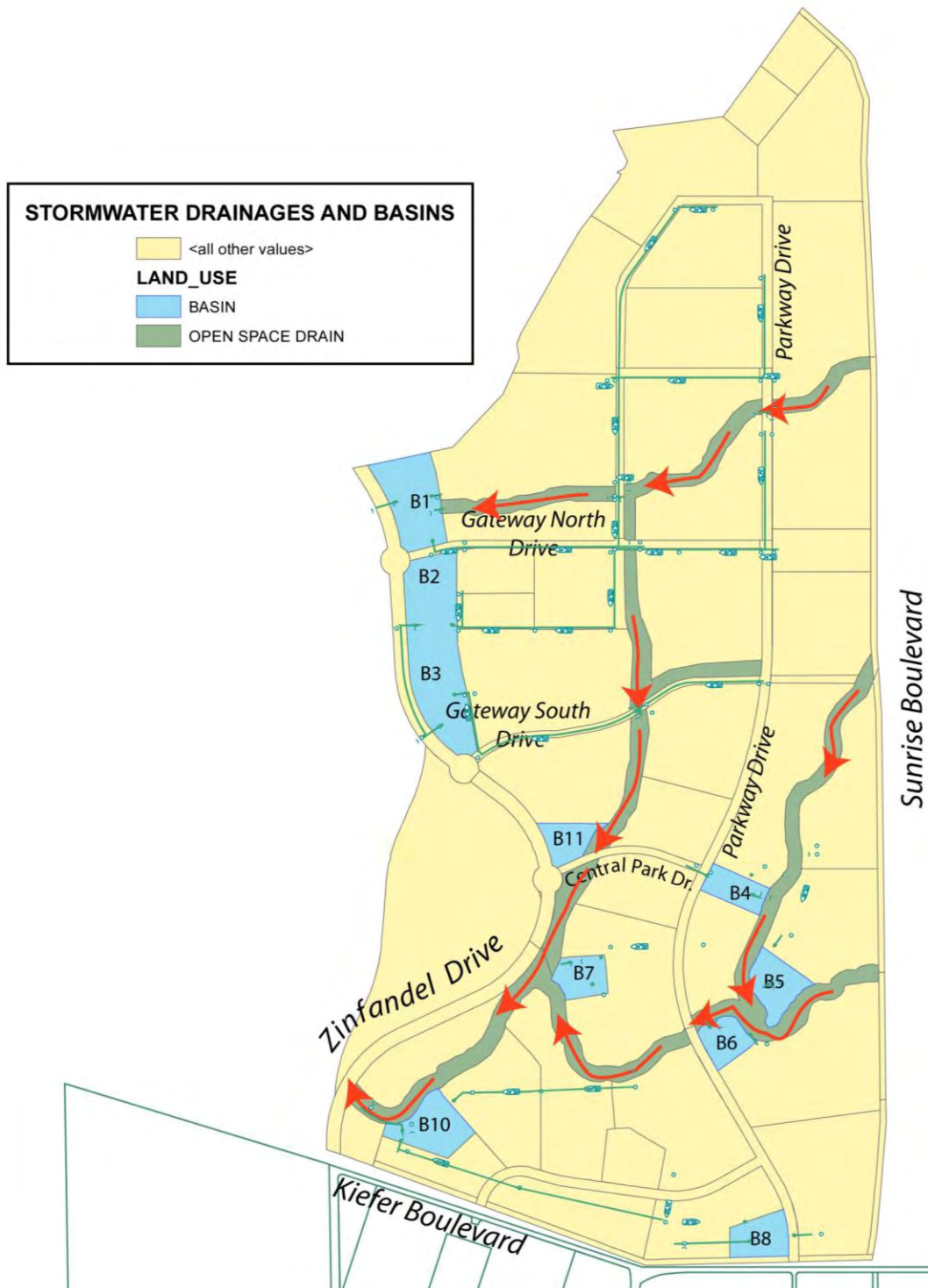
### 5.5.1 Drainage Policies

**Policy 5-1.** Where feasible, and with consideration of maintenance requirements, this Master Plan encourages that detention basins will be designed and maintained as aesthetic amenities for the Plan Area. The basin amenities should include naturalized contouring and landscaping along their edges to provide an attractive visual amenity.

**Policy 5-2.** Design basins to accommodate multi-purpose functions when feasible and practical, including informal recreation areas, environmental education facilities, such as wildlife viewing platforms, and pedestrian footpaths.

**Policy 5-3.** Bicycle trails are encouraged at the edge of basins where the path will not typically be flooded.

**Figure 5-5 Drainage System and Basin Locations**



## 5.6 OPEN SPACE

Open space in the Plan Area includes 53.2 acres of open space land in the Mather Preserve (portion west side of Zinfandel Drive), 33.0 acres of Nature Preserve (east of Zinfandel Drive, 55.6 acres of open space drainages. A fifty-foot wide buffer from the edge of the adjacent wetland feature establishes the edge of the open space drainage. This provides space for the Regional Bike Trail feature as shown in Figure 4.4-9. An additional 13.48 acres of open space corridor is provided along the west side of the Folsom South Canal, and in a short corridor linking the Folsom South Canal corridor to the interior streets. This short corridor has sufficient width to provide the route for a street connection to Sunrise Boulevard, if required.



*Example of a trail along an open space corridor.*

The Plan also includes 50.44 acres of storm water management and water quality control basins.

Although these are addressed specifically as drainage facilities above in Section 5.5, they also provide a high level of open space visual amenity to the Plan.

The Sacramento County Water Agency (SCWA) will own and maintain flood control and water quality systems (detention basins, drainage channels, drop inlets, and drainage pipes) in the open space drainage corridors. Sacramento County Regional Parks will own and maintain the trails and appurtenances (seating areas, signage, shade structure, landscaping) in the open space drainage and trails corridors.

### 5.6.1 Open Space Policies

**Policy 5-4.** Open space corridors and basins shall be visual amenities.

**Policy 5-5.** Maintenance of the open space corridors that surround natural resource features shall be consistent with State and Federal permits and standards applicable to that location.

**Policy 5-6.** Open space corridors shall connect to adjacent neighborhoods via pedestrian and bike trails at intervals of approximately one-quarter mile consistent with maintaining the privacy of adjacent residences, and with guidelines in Appendix B.5, Crime Prevention Through Environmental Design.

**Figure 5-6 Open Space: Preserve Areas, Drainage Corridors, Basins, and Trails**



### 5.7 PARKS

The Mather South Community Plan Area is within the Cordova Recreation and Park District (CRPD or District) which is responsible only the four neighborhood parks and the community park identified in this Master Plan. The District will have responsibility for programming, and maintaining only the four neighborhood park sites and the community park site identified in this Master Plan, which shall fulfill the Quimby Act parkland area requirement for the Master Plan.

The private Community Center facility, the school sites, the open spaces and drainage corridors, the trail systems, and the Environmental Education Center are not the responsibility of the District, and shall not be subject to any programming or use by the District.

### 5.7.1 Park Area Required to Fulfill Quimby Act Requirement

The District Strategic Plan establishes the requirement of 5 acres per 1,000 residents. Table 5.2 summarizes the calculation of the park area requirement as established in [County Code 22.40.035](#) and [22.40.045](#). Single Family dwellings include those in the RD-5, RD-6, Rd-7, and RD-8 zone designations. Multiple Family includes dwellings in the RD-10 zone designation, and Apartments in the RD-20 zone designation. Figure 4.3-1 illustrates the location of these designations and Table 4.3-1 summarizes the number of dwelling units in each zone designation. To comply with the District park requirement standard, the Plan Area would need to include 45.46 acres of active parkland. The Plan Area includes a total of 44.05 acres in four neighborhood parks that total 21.55 acres, and one Community Park of 22.5 acres.

**Table 5.2 Population Estimate and Quimby Park Requirement**

Residential Category					
Land Use	Gross Acres	Zone Designation	Target Units	Park Acreage per Dwelling	Total Park Acreage Required
LDR	353.23	RD-5 through RD-8	2,292	0.0142	32.54
MDR	44.90	RD-10	449	0.0119	5.34
HDR	34.07	RD-20	781	0.0097	7.58
<b>Totals</b>	<b>432.24</b>		<b>3,522</b>		<b>45.46</b>

(Source: Adapted from County Code 22.40.035 and 22.40.045)

### 5.7.2 Park Facilities

The District identifies two types of parks that will occur in the Master Plan, Neighborhood Parks, and Community Parks.

#### *Neighborhood Parks*

Neighborhood Parks are typically 2 acres to 15 acres in size with passive programming and a service radius area of ½ to ¾ mile.

Each neighborhood park typically has:

- Play structure serving toddlers to 5 years old and 5 to 10 years old.
- Group shade/picnic areas, small and medium sized

- Furnishings such as benches, picnic tables, barbeques (small), and trash can
- Neighborhood parks shall not provide on-site parking.

### ***Community Parks***

The Community Park should include two regulation-sized soccer fields, and possibly a third soccer field at this site.

In addition to athletic facilities, each community park typically has:

- Restrooms
- Play structures - community sized
- Group shade/picnic areas, large and small
- Furnishings such as benches, picnic tables, barbeques (large and small), drinking fountains, trashcans, bike racks, etc.
- Horseshoes – 2 court

#### **5.7.1 Park Location and Access**

Figure 5-7 illustrates that the Master Plan locates the parks so that they are within convenient walking distance for all residents. All residences in the Master Plan fall within the District standard that neighborhood parks shall have a service radius area of  $\frac{1}{2}$  to  $\frac{3}{4}$  mile, and community parks shall have a service radius of 1 – 1  $\frac{1}{2}$  miles. All parks other than Park 5 are accessible by the Class I bike trail network.

Neighborhood parks will be integral elements of their neighborhood, and shall front on adjacent streets where feasible. The tentative map design will establish the final location of neighborhood parks and the surrounding streets.

The private Community Center, the Environmental Education Center (EEC), and an open space basin will flank Park 1. Access will be via a public street that also serves the elementary school, and the EEC.

#### **5.7.2 Park Policies**

**Policy 5-7.** Any shortfall in parkland acres required under the County Code shall be addressed in adjusting the size, and potentially the configuration, of Park 1 in Phase 1 in the Tentative Map approval process established in the County Code.



*Conceptual Illustration of Typical Playground and Picnic Shade Structure*

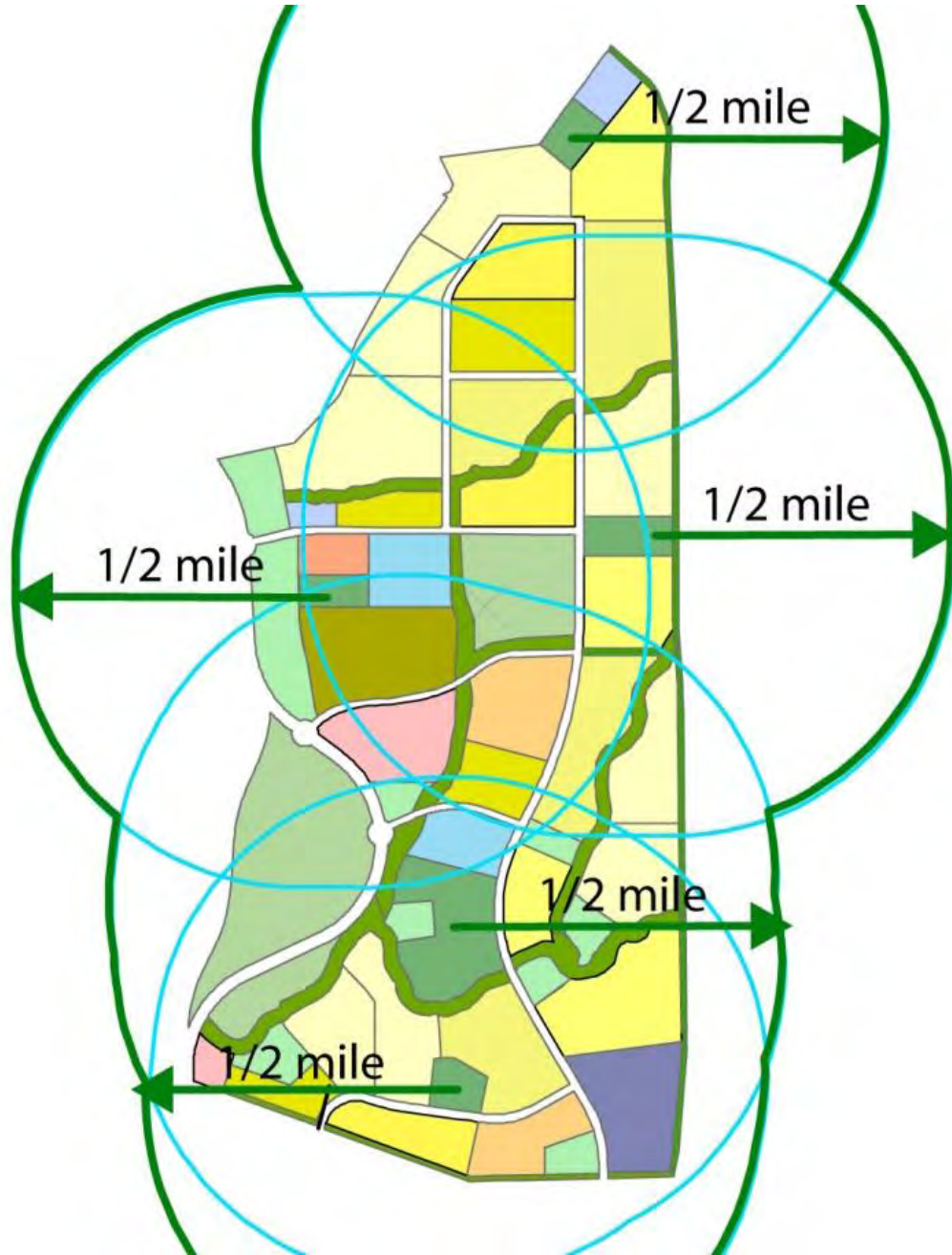


*Conceptual Illustration of Typical Soccer Field*



*Conceptual Illustration of Group Picnic Area*

Figure 5-7 Parks and Schools Location Plan Illustrating One-half Mile Walk to Each Park



**Policy 5-8.** The developer may choose to design and construct neighborhood parks as turnkey (design and construction is approved by CRPD). Developers' turnkey designers shall cooperate with CRPD to insure neighborhood park designs are consistent with surrounding neighborhoods.

**Policy 5-9.** The Master Plan parks shall conform to the District park standards as identified in Cordova Recreation & Park District Inventory & Assessment Plan 2012 to the extent feasible within this Master Plan. All public park space to satisfy the Quimby parkland requirements will be designed to meet current CRPD standards.

**Policy 5-10.** Where feasible, neighborhood parks shall be bordered on three sides with residential street frontage. Borders with an elementary school frontage, other education facilities such as the Environmental Education Center, permanent open space, and residences are allowed.

**Policy 5-11.** Walls and fences between parkland and other parcels must be constructed on adjacent properties. CRPD's current maintenance and replacement cost calculations do not include repair and replacement of fencing.

**Policy 5-12.** When adjacent to schools, decorative fencing with access gates may be used on the property line if agreed with the school district.

**Policy 5-13.** Where feasible, Community Parks shall be bordered on two sides with residential street frontage and one side with connector roads (one side of residential street frontage may be substituted by high school or middle school frontage).

## 5.8 SCHOOLS

The Mather South Plan Area is located in the Elk Grove Unified School District. Elementary students in this area currently attend Sierra Enterprise Elementary School, and middle school students attend Katherine L. Albani Middle School. High school students attend Pleasant Grove High School. As of February 2018, both Katherine Albani Middle School and Pleasant Grove High School were overcrowded and students moving into the Plan Area would be redirected to Smedberg Middle School and Sheldon High School unless new school facilities are built.. The district will need to construct two elementary schools in the community in order to accommodate new elementary students. Jackson Township is proposing a high/middle school site. A new middle schools and middle/high school is planned in the Elk Grove district to the east of Sunrise Boulevard in the City of Rancho Cordova approved SunCreek Specific Plan (Sunrise Douglas Area Middle School/High School).

**5.8.1 Projected School Enrollment**

Table 5.1 summarizes the current Elk Grove Unified School District Student Generation Rate for the Plan Area. The Plan will generate a projected student enrollment of 1,272 elementary school students, 356 middle school students, and 663 high school students.

**Table 5.3 School Enrollment Estimate**

LAND USE	DWELLING UNITS (DU)	K- 6 Students per dwelling*		7-8 Students per dwelling*		9-12 Students per dwelling*	
		Yield per DU	Estimate of Students	Yield per DU	Estimate of Students	Yield per DU	Estimate of Students
SINGLE FAMILY RESIDENTIAL	2,741	0.3952	1,084	0.1111	305	0.2045	561
MULTI-FAMILY RESIDENTIAL	781	0.2405	188	0.0649	51	0.1297	102
	<b>TOTAL STUDENT ENROLLMENT</b>		1,272		356		663

\* Source: Elk Grove Unified School District, March 2018

**5.8.2 Planned School Facilities**

Figure 5.7 illustrates the location of the two school sites. Each elementary school is adjacent to a neighborhood park in order to enhance the opportunities for recreation, and to provide a hub of community activity that will help establish the community identity.

Collector streets provide access to each site with a separated sidewalk for children walking to school. School Site 1 (10.0 acres) fronts on Gateway North Drive and a local street along the west side of the school will provide a second access as illustrated in Figure 5.8. School Site 2 (10.0 acres) will front on Parkway Drive and Central Park Drive. Both schools are accessible via the Regional bike trail system as show in Figure 4.2-9.



Elementary School Site 1 Plan Conceptual Illustration

**5.8.3 School Facility Policies**

**Policy 5-14.** School site area and configurations may be amended in the

tentative map process if the minimum school area, 10.0 acres, is retained.

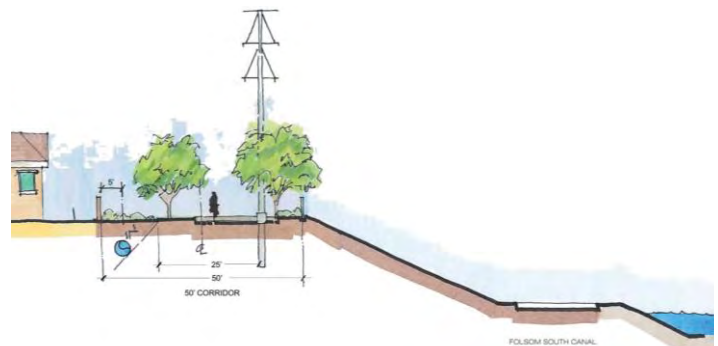
**Policy 5-15.** School sites will have timely access to all utilities and services, including sewer, water, gas, electric and drainage.

## 5.9 ENERGY

### 5.9.1 Electricity

This section of the Master Plan addresses infrastructure improvements required to deliver electricity in the Plan Area. Conservation of energy resources is addressed in Section 4.3.7 Energy Conservation, and Section 6.5.4 Energy and Climatic Considerations. The Plan Area is within the Sacramento Municipal Utility District (SMUD). SMUD owns and maintains power lines within the Plan Area and will be the provider of electrical service. Figure 5.11 shows two alternative locations for siting a new substation within the Plan Area. The substation site ultimately selected will be linked to a 69 kV overhead line that runs up the east side of Zinfandel Drive, or alternatively, along the east side of the Regional Bike Trail on the west side of the Folsom South Canal as shown in the conceptual sketch, Figure 5.8.

**Figure 5-8 Diagram of 69 kV Line**



### 5.9.2 Natural Gas

West Coast Gas will provide natural gas service within the Master Plan through existing gas line facilities external to the Plan Area.

## 5.10 OTHER PUBLIC FACILITIES AND SERVICES

### 5.10.1 Fire Station

Figure 5-11 identifies the site of the future fire station identified by the Sacramento Metropolitan Fire District along Gateway Drive North near Zinfandel Drive. The fire station will conform to the standards for such facilities established by the Sacramento Metropolitan Fire District. In general, a fire station must be approximately 3 acres of level, usable land, and have a minimum of approximately 400 feet street frontage and 300 feet depth. The site must be at least 500 feet from a signal-controlled intersection at a major thoroughfare.

### **5.10.2 Police**

The Sacramento County Sheriff's Department provides police protection. No infrastructure improvements are required in this Master Plan for police services. However, the Plan includes design guidelines for the enhancement of public safety in the built environment and in open space areas. Refer to Appendix B.5 Crime Prevention Through Environmental Design.

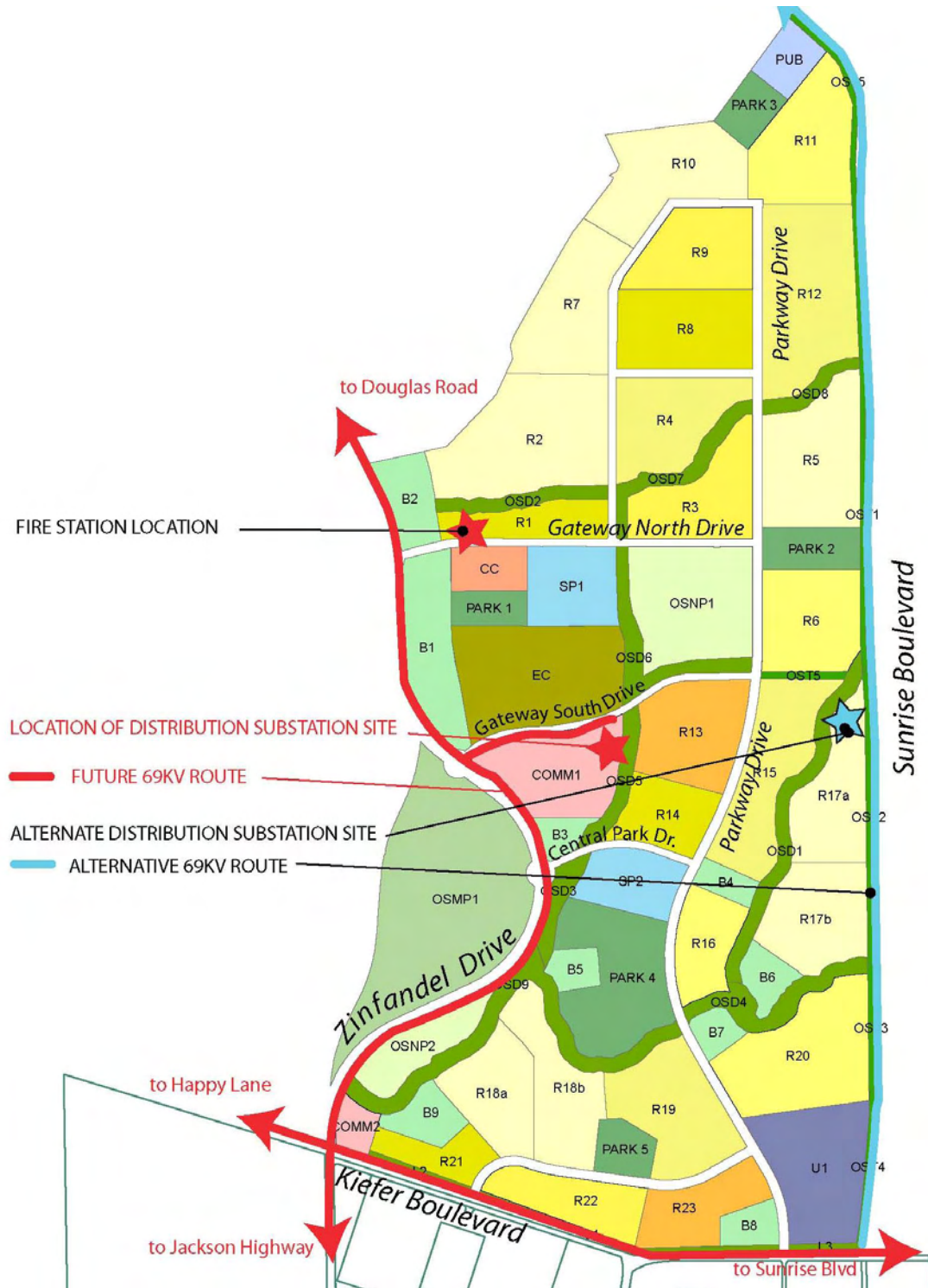
### **5.10.3 Library**

The Sacramento Public Library Authority provides public libraries, including libraries in several municipalities, throughout Sacramento County. The Rancho Cordova Library is located on Folsom Boulevard approximately five miles from the Plan Area along Zinfandel Drive and Folsom Boulevard. The SunCreek Specific Plan, one mile to the east, and in the Cordova Hills Specific Plan, three miles to the east identify future alternative library sites.

### **5.10.4 Solid Waste Management**

Sacramento County's Department of Waste Management and Recycling provides collection of materials from the unincorporated areas of Sacramento County, including the Master Plan Area. The Department also operates the North Area Recovery Station and the Kiefer Landfill.

Figure 5-9 Fire Station, EVA Routes, Electric Station, and Public Utility Locations



## 6. DESIGN GUIDELINES

### 6.1 PURPOSE

The purpose of this chapter is to guide the design of neighborhoods, common areas, residences, Commercial Centers, the Environmental Education Campus, Research Center, and the Community Center that are the Mather South Community Master Plan vision. This chapter of the Master Plan builds on the Sacramento County policy documents including the General Plan, the Countywide Design Guidelines, and the Zoning Code. The Countywide Design Guidelines provide the model for this plan. Developers in the Plan Area should rely on these fundamental County documents as the primary source of standards and guidance. However, the Master Plan Guidelines provide additional guidance on issues that relate to special conditions in this plan, and detailed concepts that will implement the specific vision of this plan. Where the Master Plan Design Guidelines differ from the Countywide Design Guidelines, the difference is intentional and the Master Plan Guidelines shall prevail over the Countywide Design Guidelines.

### 6.2 APPLICATION OF THE GUIDELINES

The Mather South Design Guidelines shall apply to all development projects in the Community Plan that are subject to design review as outlined in Section 6.3.2.A of the County Zoning Code, and with Chapter 9 in this Master Plan .

#### 6.2.1 Relation to Existing County Guidelines and Standards

Sacramento County already has definitive design guidelines and regulations that apply to the Mather South Community Master Plan.

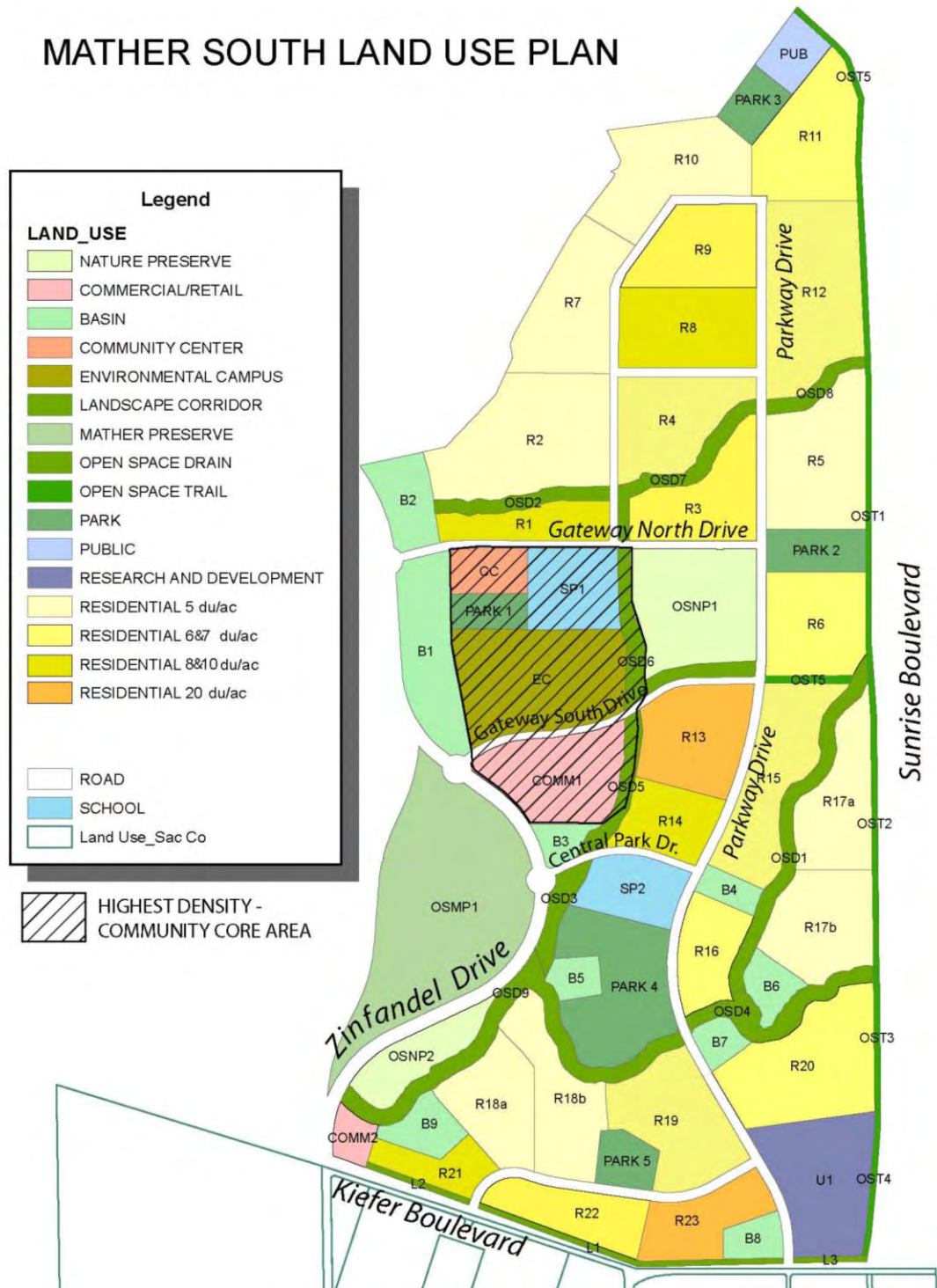
- Countywide Design Guidelines
- Sacramento County Zoning Code
- Water Efficient Landscape Ordinance
- River Friendly Landscape Principles

All of these documents are foundations for this Master Plan. The Design Guidelines set forth in this Chapter are supplemental to these documents, and are provided to expand upon or clarify the guidelines as they apply to a specific condition in this Master Plan. Project applicants must first review the applicable sections in the Countywide Design Guidelines before reviewing this Master Plan Chapter for additional details and specific conditions relating to this Plan Area.

### 6.3 ORGANIZATION OF THESE COMMUNITY DESIGN GUIDELINES

These guidelines follow the structure of the Countywide Design Guidelines, which is organized by primary land use categories. These Design Guidelines provide a section for each land use category found in this Plan Area. Figure 6-1 Land Use Categories in the Plan illustrates the location of each category in the Plan.

Figure 6-1 Land Use Categories Described in the Design Guidelines



## 6.4 COMMUNITY CONTEXT

The Master Plan integrates diverse land uses in a manner that creates a walkable community with strong orientation to permanent open space. Interspersed among the residential blocks are a unique Environmental Education Campus and wetland preservation area, a community center, a research and development park employment district, two Commercial Centers, and neighborhood elements; including elementary schools, parks, and open space trail networks. In addition, large permanent open space frames the Plan Area on the west side.

## 6.5 GENERAL PRINCIPLES

Throughout the Plan Area, most notably within the multifamily residential and the non-residential uses, sustainable design features will be a hallmark of this Master Plan. The following design guidelines apply to all uses.

### 6.5.1 *Historic Context*

The Mather South Master Plan provides opportunities to create a sense of place associated with the area's historic connection to the Mather Air Force Base and/or the environmental setting. The developer is encouraged to incorporate aviation history and/or environmental themes through architectural elements, landscaping, and public art. Display of local history exhibits, artifacts, and/or pictures at the Community Center in coordination with resources, such as the Rancho Cordova Historical Society, is encouraged.

### 6.5.2 *Walkable Neighborhoods*

The Master Plan facilitates walking by locating the different uses in proximity to the residences and by providing an extensive pedestrian friendly circulation system. Master Plan Section 4.3 prescribes the pattern of land use, and Section 4.4.2 prescribes the character of the streets and pedestrian ways that facilitate walking through the Plan Area. Master Plan Design Guidelines Sections 6.5.2, and Section 2.0 through Section 6.0 of the Countywide Design Guidelines establish the distinctive design details that support integration of the diverse land uses in this Community.

As described throughout this Master Plan in the description of the land use pattern, in the pedestrian friendly street improvements, in the emphasis on pedestrian and bikeway systems, and in the design of individual land uses to support convenient, safe access for pedestrians, the community is designed to exceptionally walkable.

**DG 6-1.** Consider pedestrian convenience and safety in all aspects of the community to encourage walking as a mode of transportation, and as healthful exercise. This includes, but is not limited to, the design of streets and intersections, the design of pedestrian and bike systems, the creation of shade and resting areas along pedestrian routes, and the orientation of buildings and building entries to the pedestrian network.

### 6.5.3 Interface between Urban Uses and Open Space

The design of the edge treatments involves grading, drainage, trail alignments, landscape treatments and fencing, and building orientation. The design of the various edge conditions requires careful consideration for the long-term avoidance of the wetlands resource and assurance that the impacts of urban development (drainage, pedestrian or bike intrusion) surrounding the Preserve Area will be reduced to a minimum.

It is anticipated that the Environmental Education Center occupants will utilize the Preserve Area as an ecological study area in conjunction with their educational curriculum.

The Master Plan is designed to minimize potential indirect impacts to the on-site Preserve Area. All of the edge conditions include a landscaped area, trail, and swale that creates a hydrological barrier from urban runoff and the Preserve Area. This landscaped area would be located outside of the Preserve Area boundary, and serve as an additional buffer, decreasing “edge effects” on wildlife and habitat in the Preserve Area. In addition, the trees would provide nesting habitat and foraging perches for birds.

**DG 6-2.** A native plant palette including native trees, shrubs and hydro-seed plant materials, shall be utilized throughout the edge condition surrounding the Preserve Areas. Planting native vegetation in these areas reduces the potential of non-native vegetation spreading into the Preserve Area, and, as the native plant palette is comprised primarily of drought tolerant species, less irrigation would be necessary after plant establishment. The benefits of decreased irrigation in this area are two-fold; water would be conserved, and the likelihood of irrigation running off into the Preserve Areas is minimized.

**DG 6-3.** The trail that follows the landscaped area would provide recreational opportunities for users, and allow for the enjoyment of the Preserve Areas without adverse impacts. Furthermore, the trail would encourage frequent visitation along the edges of the Preserve Area, which, together with the landscaped area, would also discourage the dumping of trash into the Preserve Area.

**DG 6-4.** Educational signs should be installed at regular intervals along the trail. This would provide educational opportunities for trail users to learn about the benefits of the Preserve Area, would enhance the community’s pride in the area, and increase residents desire to retain and protect it.

**DG 6-5.** A small swale would be constructed along the Preserve side of the landscaping to intercept minor irrigation and stormwater runoff from landscaping, and any additional stormwater runoff from adjacent roads and trails that wouldn’t otherwise be captured and diverted to LIDs and/or water quality treatment and detention basins.

**DG 6-6.** The post and cable or split rail fencing along the Preserve Area boundary would allow an unrestricted view of the Preserve Area, prevent vehicular access, and would clearly indicate the Preserve Area boundary

**DG 6-7.** Rear lot view fences (in most locations) for residences that benefit from views of the Preserve Area would provide a demarcation to prevent residential landscaping and gardens from encroaching into the Preserve Area. Providing an open view of the Preserve Area to residents would discourage vandalism in the Preserve Area

### 6.5.4 Energy and Climatic Considerations

Due to the relatively open terrain, the Master Plan Area lends itself to application of active and passive solar energy designs in all buildings and outdoor spaces. Energy conserving design not only will reduce

the on-going operating costs of buildings but will also minimize the demand for new energy sources. Moreover, the design of energy conserving buildings will inherently reflect the climatic conditions of this region and thereby help establish a distinctive architectural style in the Plan Area. Building and landscape designs and orientations compatible with the climatic conditions will implement energy conservation.

In the Plan Area, appropriate energy conserving designs may include overhangs and landscape shading on the west and south sides to limit glass exposure to the sun, thermal mass on the south and west sides, roof planes oriented for photovoltaic panels and solar water heating, and north facing glass.

The Countywide Design Guidelines provide specific guidelines in energy conserving design elements throughout the various land use sections. The following guidelines supplement the Countywide Design Guidelines to implement energy conservation.

**DG 6-8.** Passive solar design is encouraged when feasible. Design of buildings shall demonstrate consideration of energy efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

**DG 6-9.** Consider life-cycle costs of buildings in all commercial, office, and light industrial buildings.

**DG 6-10.** Application of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System is encouraged.



*Shade is an integral feature of building and site designs.*

### 6.5.5 Universal Design

Universal design is the process of ensuring that the built environment is accessible, understandable, and navigable to people with a wide range of abilities and conditions affecting one or more of the senses, motor skill, reach, range of motion, and/or general mobility. Universal design accommodates a wide range of individual preferences and abilities; communicates necessary information effectively (regardless of ambient conditions or the user's sensory abilities); and can be approached, reached, manipulated, and used regardless of the individual's body size, posture, or mobility.

Universal design is a higher standard than the standard required by the Americans with Disabilities Act, and may exceed the minimum program requirements of the building codes. The Master Plan does not require application of universal design processes in all uses, however, the Master Plan does encourage the use of universal design principles and concepts as a guide to make the entire community more user friendly and attractive.

**DG 6-11.** Universal access and design is encouraged to benefit people of all ages and abilities by making all components of the built environment more usable and readily accessible by as many people as possible at little or no extra cost. Universal design must be aesthetically pleasing and functional for

people with mobility, visual, hearing, and other impairments as well as those who have no significant disability.

**DG 6-12.** Achieve universal design through innovative design of building and spaces at the earliest design stages, rather than through prescriptive measures post-design.

### 6.5.6 Water Conservation in Landscape

The Countywide Design Guidelines also provides conceptual examples of designs for water conserving landscape (Countywide Design Guidelines Figures 2.8, 2.9, and 2.10).

**DG 6-13.** Encourage water-quality treatment swales and infiltration basins (rain gardens) in all landscape areas and parking areas in non-residential and multifamily residential uses, and along adjacent streets.

**DG 6-14.** Planting plans for the basin edges and open space corridors shall consider the River Friendly Landscape Principles, notably the “Landscape Locally” component, and shall consult the California Native Plant Society’s Sac Valley’s Drought-Tolerant, California Native Plant List, among other sources, for selection of appropriate plants in the Plan Area.

**DG 6-15.** On-site landscaping shall comply with the California Model Water Efficient Landscape Ordinance (WELO), and the River Friendly Landscaping Principles and Landscape Guidelines (<http://www.ecolandscaping.org/riverfriendly/principles.html>) in all landscape plans.

### 6.5.7 Storm Water Management / Water Quality Enhancements

The stormwater management system set forth in Section 5 of this plan will rely on short-term detention to moderate the flow of storm water to the stormwater collection system. In addition to short-term water storage, the detention basins provide water quality enhancements by settling and filtering run-off from streets and parking lots.

In addition to the backbone stormwater management system, the Plan Area may include small-scale bio-swales, landscaped detention, rain gardens, and surface water treatment through landscaping in private landscaping and parking areas. Such improvements are encouraged.

Refer also to Appendix B.4 Stormwater Quality Design Principles and *Stormwater Quality Design Manual for the Sacramento And South Placer Regions*.

**DG 6-16.** The detention basins and water quality features should be treated as a landscape design feature.



*Typical bio-swale surface water filtration in a landscaped area.*

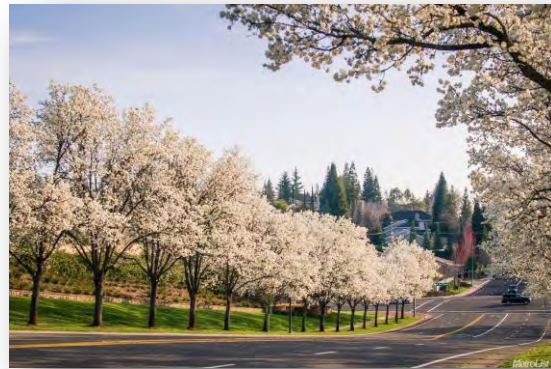
## 6.6 COMMUNITY STREETSCAPE

Local residential streets will be the primary street type within the community. These contribute to the overall character of the community with an attractive setting for the homes. They also provide safe, attractive pedestrian routes through the neighborhood. The few major streets in the community, Zinfandel Drive, Gateway North Drive, Gateway South Drive, and Parkway Drive, include a landscaped corridor that adds to the character of the entire community.

Streetscape design encompasses the area between the public street and the building face and includes the design of commercial and residential streets as well as along landscape buffers, medians, and gateways.

### 6.6.1 Landscape

Trees are an essential component of streetscape design, especially in the hot summer climate of eastern Sacramento County. Unified and consistent street tree plantings provide shaded sidewalks and street surfaces, making biking and walking an attractive option. Significant environmental benefits include the mitigation of the heat island effect, reduction in indoor air temperatures of adjacent houses and buildings, and the improvement of air quality, while creating natural beauty that improves neighborhood value. The guidelines presented here are consistent with the roadway design illustrations in Master Plan Section 4.4, Transportation Plan. Specifically, these design guidelines describe the major streets illustrated in Figures 6-2, 6-3, and 6-4 in this chapter.



*Regularly spaced primary street trees provide shade.*

**Figure 6-2 Parkway Drive**

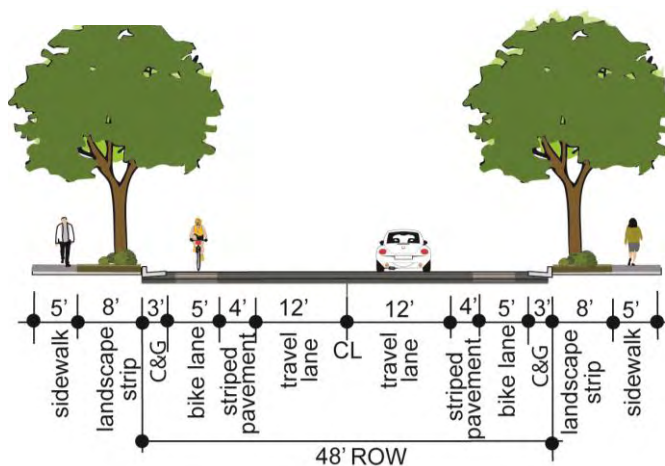


Figure 6-3 Zinfandel Drive

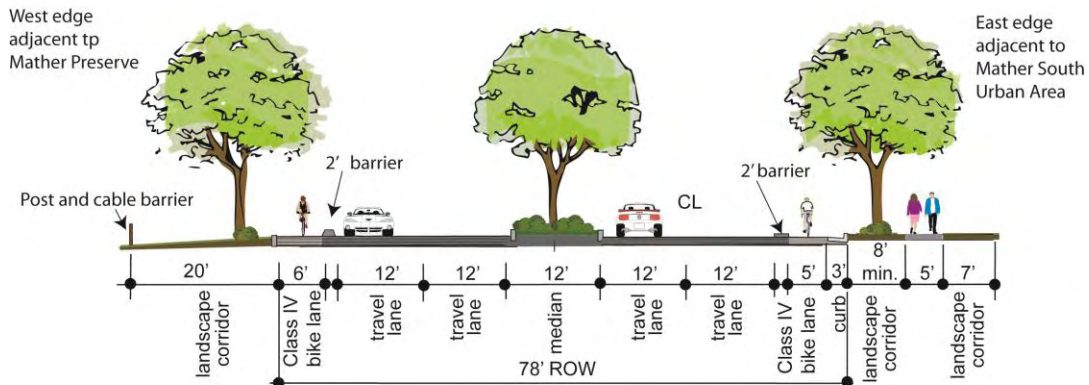
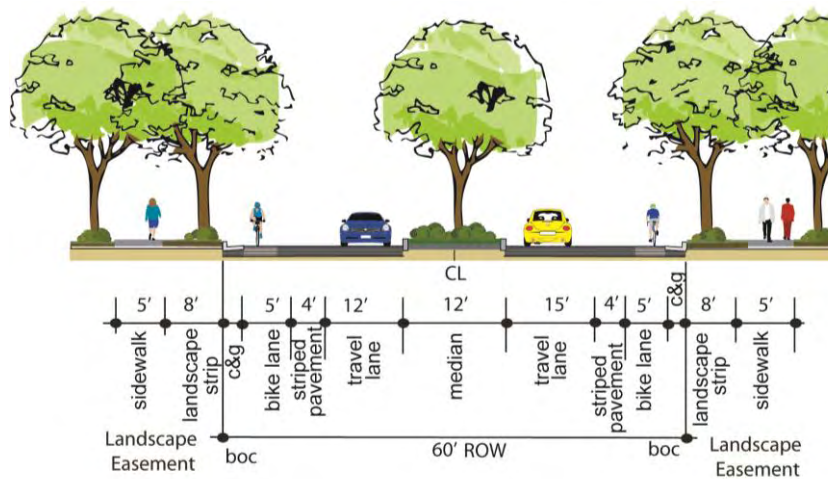


Figure 6-4 Gateway North and Gateway South Drive



### 6.6.2 Community Gateways

Community gateways help provide a sense of arrival to neighborhoods and define boundaries between areas of greater and lesser intensity. Primary community gateways are located along Zinfandel Drive at Gateway North Drive and Gateway South Drive, and along Kiefer Boulevard at Parkway Drive. Each of these locations abuts a drainage basin/recreation area that provides a scenic character for the gateway, and is opposite the major wetland preserve area to the west. The design of these gateway features should celebrate and complement the character of the significant open space preserve through application of the following guidelines.

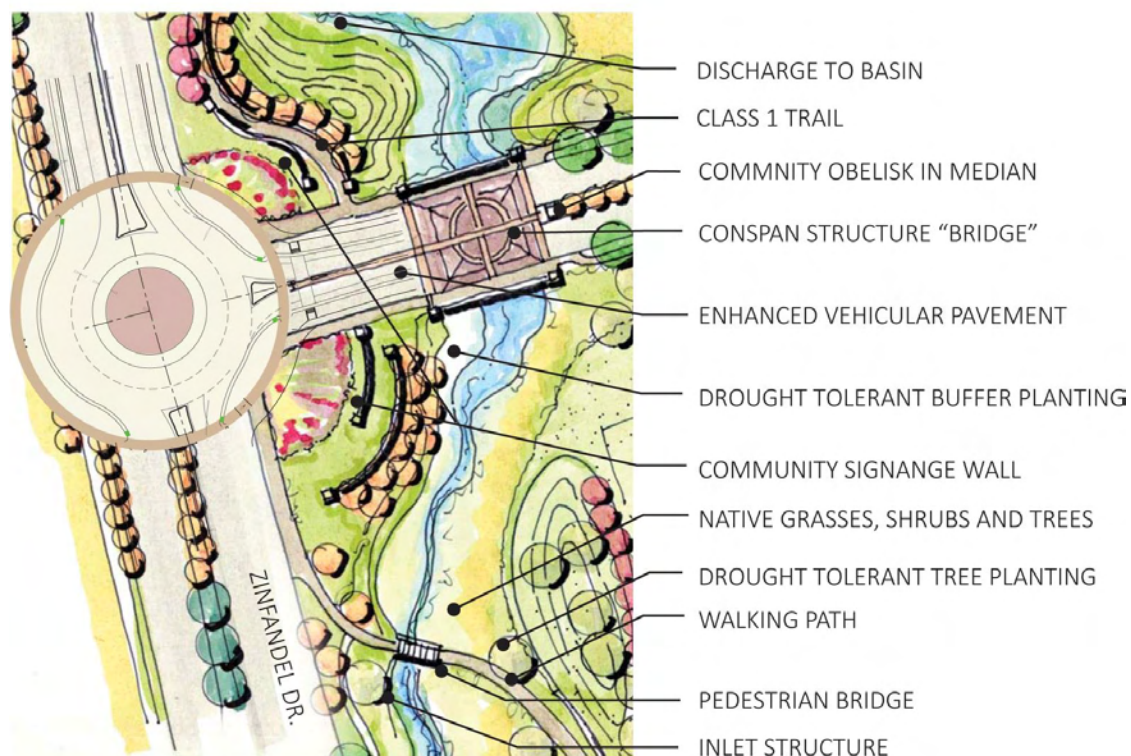
**DG 6-17.** General guidelines for community gateways and entries within the Plan Area should include the following:

- Entries should be treated with similar materials, colors, and forms that are compatible with the natural materials on the site. Gated entries are permitted on a selective basis, as approved by the County.
- Entry walls should be designed as low profile (approximately 4 to 6 feet above the sidewalk elevation) monument signs.
- Landscape materials should be grouped to reinforce signage and gateway features.
- Landscaping should not obscure signage.
- Entry signs shall not interfere with vehicle sight distances.
- Primary entry signs shall not be used for individual business advertisement.
- Signage shall conform to the requirements of the County Zoning Code.

**DG 6-18.** The gateway monumentation should include the following features:

- A view to the open space basin beyond the gateway.
- Integrated Pedestrian connections from the street to adjacent parcels.
- Themed monumentation walls that will include project signage, a formal wall cap, thematic stucco finish, complimentary lighting, and an eyebrow background structure as a trellis or pergola. Monumentation theming should include reference to the historical character of Mather Field.
- Architecturally defined pedestrian street crossings.

**Figure 6-5 Conceptual Illustration of Primary Entry Gateway.**



### 6.6.3 Streets Crossing or Abutting Open Space

Open space is a dominant visual feature in the Plan Area. In many locations, streets will run adjacent to, or cross, open-space areas. Figure 4.2-2, Plan Area Roadway Network illustrates the location of the major streets adjacent to constructed detention basins, parks, and natural open space. Arterial and collector streets, notably Zinfandel Drive, Gateway North Drive, Gateway South Drive, and Parkway Drive will cross the open space corridors. Many local residential streets will also front on open space. These conditions present special opportunities to view the open space at many locations throughout the plan. This exposure to the extensive open space along roadsides will help reinforce the unique character of this plan.

**DG 6-19.** Maintain a view from the street to the open space and space the trees and shrubs to frame the view of open space.

### 6.6.4 Walls and Fences along Major Streets

Zoning Code Section 5.2.5 regulates the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations.

County Improvement Standards Section 6 regulates sound barrier design and location. The location of such barriers, typically solid masonry walls is determined by sound level analysis to obtain a 60LDN noise level at the affected property line or as required by the Director.

The Master Plan is designed to minimize the need for solid fences or walls along the major street. Walls and fences will be used to screen public facilities, provide sound barriers, privacy, and security for private property, and prohibit entry to environmentally sensitive areas.

- **Masonry Walls**

With extensive open space buffers along Zinfandel Drive, sound walls may not be required to mitigate sound impacts adjacent to streets. These shall not preclude the use of other innovative methods of project design utilizing greater setbacks, building design, mounding, or single-story structures with solid walls facing the street.

### 6.6.5 Street Lighting

**DG 6-20.** The applicant may select a Non-Standard Street Light to complement the design theme of the Plan. The use of aviation history and/or the wetland resources in the area as inspiration for the theme is strongly encouraged.

### 6.6.6 Paseos and Live-end Cul-de-sacs

Paseos may also be connected to parks, schools and commercial areas and a major component of the pedestrian and bikeway connectivity through the plan addressed in Section 4.4.4. Paseos should



*Landscaping screens a masonry wall.*

provide reasonably direct connections that link all commercial uses, schools, and neighborhoods and 10-foot multiuse trails. Paseos should be reasonably direct and provide the shortest practical distance between destinations.

**DG 6-21.** The design criteria for paseos include the following:

- Paseos are encouraged to be 20 feet wide with 6 to 8 feet of paving and 12 to 14 feet of landscaping.
- Where walls are required along arterial and collector streets, a paseo connection shall be provided to allow relatively direct routes between the adjacent neighborhood or destination and the street.
- Paseos design will depend on location, gradient, cross slope, nearby land uses, and primary destination for a particular route. The Tentative Map process will establish specific site design details.
- Paseos should be generally visible from nearby street and homes along the route.
- Paseos shall include trees for shading where practical and be landscaped in a manner consistent with the adjacent use.
- Light paseos to enhance security and public safety. Lighting levels will vary depending on local trail use, site conditions, adjacent conditions, and any potential land use impacts (i.e. adjacent residential or commercial use). Conceptual trail lighting for the trail network will generally consist of the following:
  - Class II (on-street bicycle lanes): Lanes will be lighted with arterial, collector, or local Street lighting systems, per the applicable street design standards.
  - Off-Street Multi-Use Trail – Lighting will be provided for public safety at trail intersections, entrances to facilities or major use areas, parks/recreation. Some “spill over” of light from adjacent uses can be anticipated, to add to the overall lighting effect.
  - Lighting will be provided for public safety at paseo intersections, entrances to facilities or major use areas, parks/recreation. Some “spill over” of light from adjacent uses can be anticipated, to add to the overall lighting effect.
  - In general, security lighting in off-street trails will be low-level in design, in keeping with the desired, overall passive open space aesthetics and character.

Trail lighting within or adjacent to Avoided Areas shall be designed and maintained consistent with the requirements of the applicable environmental agency and Mather Preserve Management Plan

## 6.7 RESIDENTIAL DESIGN GUIDELINES

### 6.7.1 Dwelling Unit Type Categories by Typical Density

The Master Plan envisions a variety of dwelling unit types in the Plan Area. This section does not describe all residential types that may occur. As designers adapt to new building techniques and shifts in the market demand, new housing types will emerge. It is the intent of this Master Plan, and these

Design Guidelines that designers will have the flexibility to respond to these changes with high quality home design.

Table 6.1 lists typical housing types that correspond with the zoning density category standards described in Chapter 7. Each “Typical Dwelling Unit Type” identified in Table 6.1 may be interpreted by the development project applicant in a manner that results in a different Density Range than suggested here. This does not invalidate the Density Range, or the Zoning Standards defined in Chapter 7. Additional approaches and design solutions that satisfy the guidelines in this chapter and the development standards in Chapter 7 are permissible subject to required review and approval.

**Table 6.1 Housing Type Categories Correlated to Zone Designations**

Mather South Community Plan	Low Density Residential					Medium Density Residential		
	5 to 7 du/acre		7 to 13 du/acre			13 to 30 du/acre	21 to 30 du/acre	
Density Range (du/acre) by Category	5 to 7 du/acre		7 to 13 du/acre			13 to 30 du/acre	21 to 30 du/acre	
Typical Dwelling Unit Type (additional dwelling unit types may be introduced in these density ranges).	SF Trad. Lot	SF Small Lot	SF Z Lot	SF Small Lot	SF Attached	SF Enclave	SF Lane Load	Stack flats with Carriage, Apartments, Townhomes
Approximate Typical .Density Range(du/acre)	5	7	7,8	7,8	7,8	10	10	28
Dwelling Unit Type (without minimum lot size, development area regulated by lot coverage)				SF Green Court / Auto Court	Townhouse / Duplex / Triplex	SF Enclave 8 Pack		Stack flats with Carriage, Apartments, Townhomes

## 6.7.2 Single Family Residential Design

### *Lot Size and Configurations*

The Master Plan land use designations allow for a spectrum of housing configurations and densities. Therefore, it is likely that the market for certain housing features will evolve, and new approaches to housing design will emerge over the life of this plan.

**DG 6-22.** Encourage a variety of lot sizes and configurations that differ from Zoning Code Section 5.4.2, as allowed by this Master Plan Table 7.2.

### *Architectural Styles*

The following guidelines specific to the Master Plan supplement the Countywide Design Guidelines.

**DG 6-23.** No specific architectural style is required for the Master Plan; rather, architectural styles may vary to create visual interest and variety that contributes to the character of the neighborhood and the community.

**DG 6-24.** Innovative design approaches provide opportunities for creating community landmarks, can aid in way finding, and provide an artistic element and point of interest within the physical setting.

**DG 6-25.** Unique, contemporary, or experimental design styles are encouraged, but not required.

**DG 6-26.** All design solutions shall respond to the climatic and aesthetic characteristics of the site.

### ***Single Family Residential Landscaping /Site Elements***

The Plan Area supports relatively dry grasslands in the natural condition. Landscaping in the street corridors and common areas will add shade, color, and texture. The benefits will include a cooling of streets, sidewalks, parking areas, and buildings. However, the landscapes adjacent to open space must be compatible with the natural climatic conditions of hot, dry summers. Moreover, the landscape areas must avoid changes in the natural ecology of the nearby Preserve Area by inadvertently introducing non-native, invasive, or competitive plants.



*Example of drought tolerant native and native compatible landscaping*

The Zoning Code Section 5.2.4 provides the essential standards for all landscaping areas throughout the Master Plan.

**DG 6-27.** The design and layout of front yard areas should create a natural, continuous, and fluid landscape experience across property lines.

**DG 6-28.** The front yard landscape palette must emphasize drought tolerant, non-invasive species that will be visually compatible with the environmental setting of the Plan Area.

**DG 6-29.** Lush turf and water demanding trees and shrubs are generally not appropriate, but are not prohibited where they may provide a focal point or other landscape statement.

**DG 6-30.** All trees installed in street landscape corridors and common areas shall be consistent with the Countywide Design Guidelines that emphasize drought tolerant and native or native compatible species.

**DG 6-31.** The design of these facilities and the policies for implementing them found in Section 5.5 Drainage, 5.6 Open Space, and 5.7 Parks, indicates compliance with the Countywide Design Guidelines.

### ***Residential Walls and Fences***

The following guidelines specific to the Master Plan supplement the Countywide Design Guidelines.

- **Open Space and Trails Fencing**

**DG 6-32.** Open decorative metal fences constructed of tubular steel or wrought iron are preferred adjacent to the open-space areas along the rear and side property line of residential parcels that abut open space areas, but solid wood fences or masonry walls are permitted where a public trail will be located less than 20 feet from a residential living space.



*Open style fence along open space corridor.*

**DG 6-33.** Brick or other masonry pilasters or columns may be used as an optional detail with open style fences.

**DG 6-34.** Bollards may be placed to control vehicular traffic and pedestrian flow, and along pedestrian/bike paths leading to the school, park, or open-space sites.

**6.7.3 Multi-family Design Guidelines**

The Countywide Design Guidelines Section 3.0 includes guidelines for multi-family residential uses. Project applicants for multi-family housing must address both the Countywide Design Guidelines and the Master Plan Guidelines provided in this chapter.

Special conditions in the Community Master Plan include multi-family housing adjacent to the Commercial Center, separated only by an open space corridor. In these conditions, the site and building design must provide privacy for the individual dwelling unit, but also provide for pedestrian circulation connecting to the commercial area.

**Context and Multi-family Housing Types**

The Countywide Design Guidelines differentiate between Community Context Types to assist in determining the appropriate multifamily development category within the predominant community context. As a new urban development area, the Master Plan is mostly consistent with the Community Context Type C, which include small lot single family, commercial, and industrial activities, as well as multifamily housing types in a more urban setting. (Countywide Design Guidelines Section 3.1.1)

**Multifamily Category Types**

The housing types envisioned in the Master Plan are consistent with the types described as Category II in the Countywide Design Guidelines Section 3.1.2, although some dwellings, notably in the Environmental Education Campus may be more consistent with the Category III housing types.

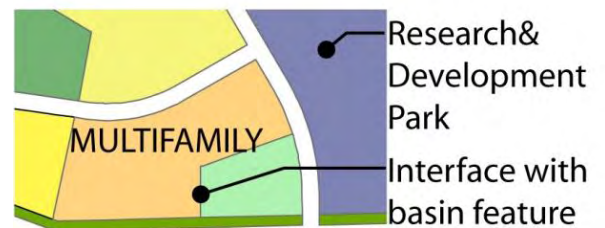
It is likely that the desirable housing features will evolve and new approaches to housing design will emerge in the market place. Additional approaches and design solutions that satisfy



*Bollard fence adjacent to open space.*



*Multifamily adjacent to the Commercial Center*



*Multifamily adjacent to the Research and Development Park.*

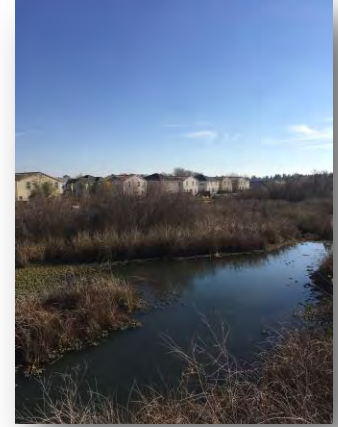


*Multi-family residential oriented to public space.*

the guidelines in this chapter and the design standards in Chapter 7 are permissible subject to required review and approval.

### ***Landscaping***

**DG 6-35.** The proximity of multi-family sites to wetland preserve areas and natural drainage corridors requires that special care be given to selection of landscape materials that will not invade the nearby natural areas. Refer to the River Friendly Landscape (RFL) Guidelines for general guidance, and the conditions of the Federal permit that specify the allowed landscape materials and irrigation regimes.



*Residences overlooking a stormwater management basin.*

## **6.8 COMMERCIAL DESIGN GUIDELINES**

The Countywide Design Guidelines Section 4.0 provides guidance for the design of the Commercial Center areas. The following guidelines specific to the Master Plan supplement the Countywide Design Guidelines.

### **6.8.1 Site Design**

#### ***Transitions to Residential Areas***

Commercial Center 1 (Parcel Comm1) is located across an open space corridor from multifamily housing across an open space corridor. The Master Plan is specifically concerned with making the open space an attractive amenity to the benefit of both uses, and enhancing the relationship of higher density residential uses transitioning to commercial uses. The commercial center may be required to “carve out” an electric substation along the east boundary, as illustrated in Figure 6-6 Fire Station, EVA Routes, Electric Station, and Public Utility Locations.

#### ***Parking Lots and Driveways***

The following guidelines specific to the Master Plan supplement the Countywide Design Guidelines.

**DG 6-36.** Parking areas shall include not less than five percent of all required parking spaces specifically designed for Neighborhood Electric Vehicles near the primary building entry.

**DG 6-37.** Shared parking is encouraged to facilitate reduction of total parking spaces

**DG 6-38.** Project developers are encouraged to seek approval of the minimum amount of parking needed by retail tenants.



*Water Quality Swale in commercial setting.*

#### ***Integrated Transit***

Commercial Center 1 (Parcel Comm1) located on Zinfandel Drive and South Gateway Boulevard may be served by a public transit route along Zinfandel Drive, and ultimately, by a route through the Plan as shown in Figure 4.2-12 Primary Transit Route.

**DG 6-39.** A bus turnout should be located near the Commercial Center near the intersection of South Gateway Boulevard and Zinfandel Drive, and on Parkway Drive near the intersection with Kiefer Boulevard.

### 6.8.2 Landscaping/Site Elements

#### *Commercial Center Public Space Area*

The size of public areas shall be appropriate to the type and use of each particular development. Appropriate spaces may include, but are not limited to, building entries, employee break areas, courtyards, outdoor café seating, and pedestrian pathways.

**DG 6-40.** Consider the use of building form and mass to control the environment in public spaces around commercial buildings.

### 6.8.3 Commercial Architectural Design

The following guidelines specific to the Master Plan supplement the Countywide Design Guidelines.

**DG 6-41.** The buildings need not emulate any historical style. Design continuity and appropriate style address building scale, pedestrian access, the proportion of wall to arcade, window placement and proportions, height of walls, building color, building materials, and response to the site conditions.

**DG 6-42.** The Commercial Center (Parcel Comm 1) may include a dominant landmark element such as a clock tower, fountain, or sculpture within a pedestrian oriented space. The landmark could include elements that reflect the military history of this area to serve as an identification of the Center and community.

**DG 6-43.** Both commercial sites (Parcels Comm 1 and Comm2) present an opportunity for green building techniques that enhance the sustainability and durability of the site. As a public space, the developer is encouraged to use green building designs as a means of educating the public about sustainable development, and by example, encourage people to practice sustainable lifestyles in their own homes.

**DG 6-44.** Encourage green building techniques such as shaded walkways, landscaping that demonstrates water conservation and the use of native plants, and treatment of surface water run-off in small rain gardens, basins and other techniques.

#### *Architectural Design and Features*

**DG 6-45.** Architectural elements that contribute to a building's character and aid in climate control and enhance pedestrian scale are encouraged. Examples include canopies, roof overhangs, projections, or



*Sculpture helps enhance the commercial public space.*



*Example of Acceptable Stylized Architecture*



*Landmark structures are encouraged.*

recession of stories, balconies, reveals, and awnings.

**DG 6-46.** Galleries or arcades to provide pedestrian protection from sun and weather, to provide architectural interest, and to highlight the entries to the building, are encouraged, but not required.

## 6.9 COMMUNITY CENTER DESIGN GUIDELINES

Although quite different in function, the Community Center is similar in building design features, site requirements, and landscaping requirements to a commercial use. Located at the major entry to the project on Gateway North Drive, the Community Center provides a landmark opportunity. The building and grounds become a signature element in the community.



*Small outdoor gathering space with seating.*

### 6.9.1 Site Design

**DG 6-47.** Where feasible, the Community Center will showcase environmentally sustainable design, such as passive heating and cooling, water conserving features, hardscapes that allow water infiltration and minimize the heat sink effect, landscapes that demonstrate stormwater treatment, and edible landscapes.

**DG 6-48.** The interface between the Community Center and the adjacent elementary school will comply with security and access concerns identified by the Elk Grove Unified School District.

**DG 6-49.** The interface between the Community Center and the adjacent park comply with security and access concerns identified by the Cordova Recreation and Park District.

## 6.10 RESEARCH AND DEVELOPMENT PARK DESIGN GUIDELINES

The Research and Development Park is envisioned as an attractive employment center that will include office and light manufacturing activities in a park-like setting.

### 6.10.1 Site Design

**DG 6-50.** The overall planning for light industrial-business park and office development should result in a pleasing composition of buildings that shape public spaces and enhance pedestrian connections.

**DG 6-51.** The R&D park should include create a visual landmark along the Parkway Drive and/or Kiefer Boulevard corridors that incorporates an aviation history theme.

#### *Integrated Transit*

A public transit route along Parkway Drive, as shown in Figure 4.2-12 Primary Transit Route, would serve the Research and Development Center.

**DG 6-52.** A bus turnout should be located near the Research and Development Center on Parkway Drive.

## 6.11 ENVIRONMENTAL EDUCATION CAMPUS

Although different in function, the Environmental Education Campus (EEC) is similar in building design features, site requirements, and landscaping requirements to a community college campus, or research and development land use. It is adjacent to an elementary school, neighborhood park, large stormwater basin, and across the street from the major Commercial Center in the Plan Area. Therefore, the Sacramento Countywide Design Guidelines Chapter 5 Office, Business Park, Institutional, and Industrial Development provide guidance for development of the Environmental Education Campus. Additional guidelines below supplement the Countywide Design Guidelines.

### 6.11.1 Site Design

**DG 6-53.** Pedestrian access from the open space trail corridor and from Gateway North Drive and Gateway South Drive shall be essential components in the campus master plan.

**DG 6-54.** A landmark feature, such as a tower element, covered entry, an entry plaza, or exceptional landscaping to enhance the gateway character of the building is encouraged.

**DG 6-55.** The EEC is an opportunity to provide a sense of place associated with the area's historic connection to the Mather Air Force Base and/or the environmental setting. The developer is encouraged to incorporate aviation history and/or environmental themes through architectural elements, landscaping, display, or art.

**DG 6-56.** Where feasible, the EEC will showcase environmentally sustainable design, such as passive heating and cooling, water conserving features, hardscapes that allow water infiltration and minimize the heat sink effect, landscapes that demonstrate stormwater treatment, and edible landscapes.

**DG 6-57.** The EEC should provide an outdoor gathering space for events, outdoor classroom, children's reading time, and similar activities.

#### *Parking*

**DG 6-58.** Parking shall be limited to the minimum number of spaces required to avoid on-street parking.

**DG 6-59.** Parking shall be oriented to provide ease of access to buildings, and distributed to avoid a large concentration of cars.

**DG 6-60.** Parking areas shall include not less than 5 percent of all required spaces specifically designed for Neighborhood Electric Vehicles (NEV) near the primary building entry.

#### *Integrating Transit*

The campus is located near the intersection of Zinfandel Drive and Gateway South Drive. Whether the ultimate transit system enters the Plan Area, or remains only on Zinfandel Drive, the campus will have pedestrian access to transit.

**DG 6-61.** Transit access shall be identified and facilitated in the Campus Master Plan site plan to ensure future connection to transit.

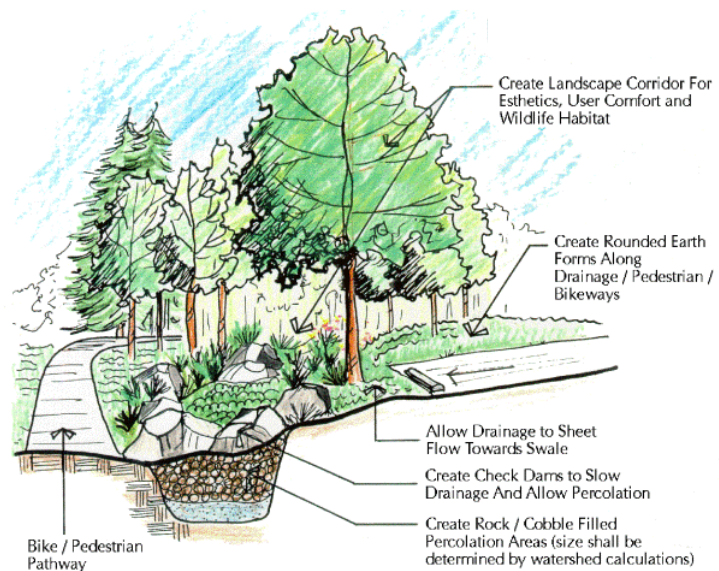
### 6.11.2 Landscape/Hardscape

**DG 6-62.** The EEC landscaping design shall include plant materials, irrigation techniques and water quality features that will be used for public environmental education.

**DG 6-63.** Provide a neat and well-maintained appearance in areas not covered by buildings or parking to minimize the adverse visual and environmental impacts of large, paved areas and to promote the conservation of water.

**DG 6-64.** Use tree selection in the EEC to demonstrate the variety of trees, their various uses, their characteristics, and the appropriate placement relative to buildings, parking and pedestrian places within the Mather South Plan Area.

**DG 6-65.** Vegetated swales and infiltration basins should be common elements in the campus landscape.



*Example of vegetated swale in landscaped area.*

### 6.11.3 Signage

Signage will be an important component of the EEC due to the mix of uses, and the variety of institutional and organizational users who will occupy the site.

**DG 6-66.** Provide pedestrian scaled signage that warns of proximity to the nature preserve boundary and establishes rules for access and use of the preserve.

**DG 6-67.** Provide interpretive signage that identifies and describes the natural features visible from the campus.

**DG 6-68.** Provide interpretive signage that identifies and explains sustainable design features on campus, such as passive and active solar facilities, special paving, edible landscapes, water quality features, and other features of educational value.

## 6.12 OPEN SPACE AREAS

### *Wetland Preserve Areas*

Wetland preserves subject to a permit issued by the US Army Corps of Engineers (USACE), and the California Department of Fish and Wildlife, and any other Federal agency, or State agency charged with preserving wetland resources will be subject to very specific conditions of approval. Such conditions will determine the uses allowed in the preserve area, control of access to the area, the type and location of any fencing around the area, the control of surface water from adjacent uses, and the location and type of any planting materials, irrigation systems, and landscape materials within a buffer area around the

preserve. The specific requirements for any preserve areas within the Master Plan will be determined during the permitting process with the Federal and State agencies.

### ***Basins and Creek Corridors***

The constructed basins and drainage channels within the Plan Area designed to protect the area from storm water are illustrated in Figure 5.4, Drainage System and Basin Locations. The basins also treat the pollutants in surface water run-off through natural processes.

The basins are not constrained by Federal regulations that apply to the natural protected areas. Thus, the landscaping palette can be more inclusive of trees, shrubs and groundcovers, but must also maintain the capacity of the basins and the channel.



*Stormwater management basin.*

**DG 6-69.** The constructed features must be aesthetically pleasing, blend visually with the nearby landscapes, and provide space for pedestrian and bicycle trails.

**DG 6-70.** Basins adjacent to natural open space are a transition from the urban land use. Trees along the basin edge near the urban use will transition to lower shrub, groundcover, and grasslands along the open space edge. Trees and groundcover compatible with the adjacent park area will surround the basins located at the edge of the community park.

**DG 6-71.** Constructed channels are generally associated with linking the basins to discharge areas. In these cases, the channels will be designed as an integral part of the basin and will take on the characteristics of the basin, including contouring and landscaping.

## 7. DEVELOPMENT STANDARDS

### 7.1 PURPOSE

Where the Design Guidelines in Chapter 6 provide guidance to implement a specific vision for development of the land uses in Mather South, the purpose of this chapter is to provide a succinct statement of the physical development standards for each major land use category. This includes the density range, the permitted use, the residential types, and the applicable development standards for each residential type, and the public uses, commercial, and or special condition in the Master Plan. As described in the Zoning Code, the standards ...” *define the dimensional requirements that apply to structures built within each of the land use zoning districts, including required lot sizes, lot coverage; setbacks; building and structure heights; and other requirements related to the building envelope, location, and configuration of buildings and structures.*”

#### 7.1.1 Organization of this Chapter

The majority of this chapter outlines the development standards applicable to the distinct land use categories in this Master Plan. However, certain types of standards apply to many of the land uses. Rather than repeat these with each land use, they are grouped at the beginning of the chapter followed by the description of the distinct land uses. The generally applicable standards involve:

- Landscape Standards
- Water Conservation Standards
- Energy Conservation Standards

#### 7.1.2 Comparison of Master Plan Standards to County Zoning Standards

The land uses in the Mather South Community Master Plan generally correspond to land use categories in the Sacramento County General Plan 2030 and to the zone districts defined in the Sacramento County Zoning Code as amended September 25, 2015. Unless otherwise described in this Chapter, this Master Plan references the corresponding land use standards in Zoning Code. The Mather South Community Master Plan is an amendment to the existing Mather Field Special Planning Area (SPA) (SCZ 97-0021, Section 203) and includes distinct dwelling unit types and development visions that require specific development standards. Table 7.1 Master Plan Comparison to Conventional Zone Categories, shows the correlation between the land use designations in the County General Plan, the Zoning Code, and the land use standards established uses in this Master Plan.

**Table 7.1 Master Plan Land Use Categories Comparison to Conventional Zone Categories and General Master Plan Land Use Designation**

Master Plan Land Use Designation	Conventional Zoning Code Designation	General Plan Designation
Park	RD-5	"LDR" Low Density Residential 1 to 12 du/ac (2.5 to 30 persons/acre)
School		
RD-5		
RD-6		
RD-7		
RD-8		
RD-10	RD-10	
RD-20	RD-20	"MDR" Medium Density Residential 13 to 30 du/ac (32.5 to 73.5 persons/acre)
Commercial Center	"LC" Light Commercial	"C & O" Commercial and Offices
Community Center		
Environmental Education Campus	"MP" Industrial-Office Park	
Research and Development Park		
Utilities	RD-5	"P/QP" Public Quasi-public
Stormwater Basins	"O" Recreation	"NP" Agriculture & Open Space
Open Space Trail		
Mather Preserve		
Open Space Drainage		
Parks		

Figure 7-1 illustrates the distribution of the Master Plan Land Use designations.

Figure 7-1: Mather South Community Master Plan Land Use Designations Map

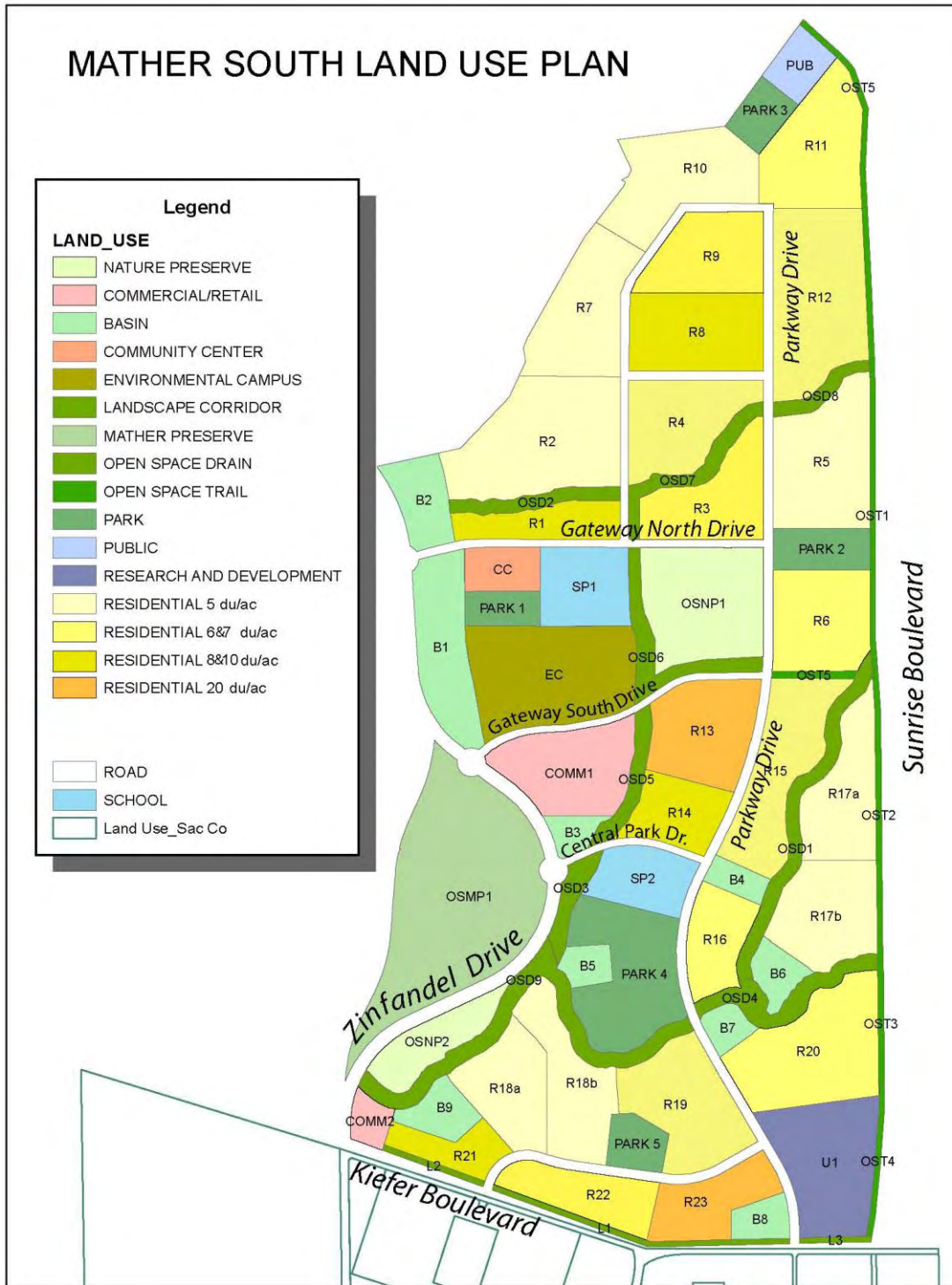
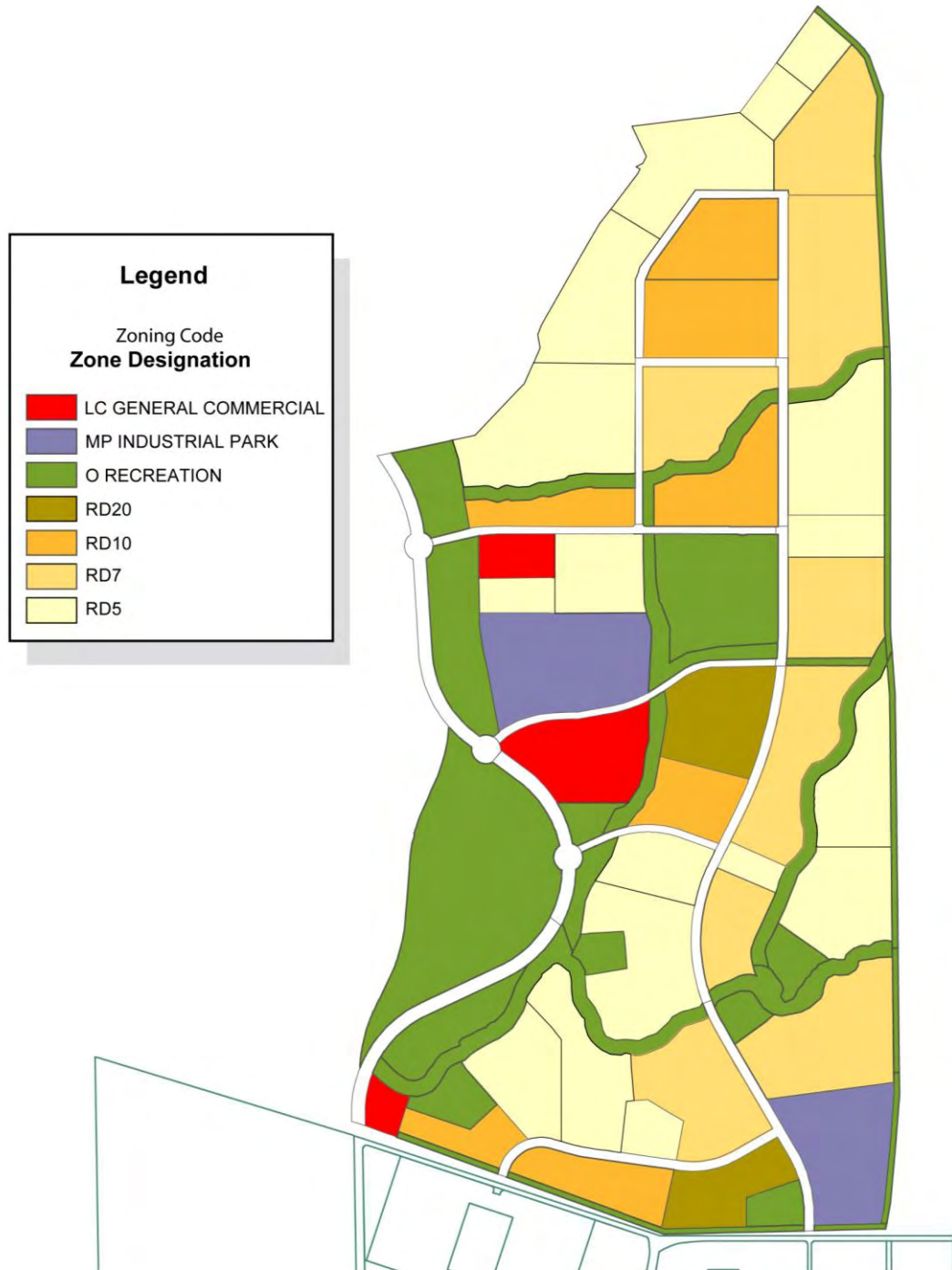


Figure 7-2 illustrates the distribution of Conventional Zoning Districts.

**Figure 7-2 Mather South Conventional Zoning Districts Designations Map**



## 7.2 GENERAL DEVELOPMENT STANDARDS

Certain standards apply to all land uses throughout the Master Plan.

### 7.2.1 Landscape Standards

Sacramento County Zoning Code Section 5.2.4 shall apply to all land uses in this Master Plan. Countywide Design Guidelines Section 2.4 and Master Plan Section 6.6.1 provide additional guidance on landscaping along major streets and in specific land use types in this Master Plan.

### 7.2.2 Water Conservation

All landscaping plans shall be coordinated with requirements of the County's Water Conservation Ordinance and Water Efficient Landscape Ordinance, Countywide Design Guidelines Section 3.3, 4.3 and 5.3, Master Plan Section 6.5.6 provide additional guidance on water conservation in landscaping along major streets and in specific land use types in this Master Plan.

### 7.2.3 Energy Conservation

Sacramento County Zoning Code Sections 5.2.4.A , 5.2.4.B.9, and 5.9.4.H shall apply to all land uses in this Master Plan.

Countywide Design Guidelines Sections 2.3.5, 3.3.1, 4.2.2, 4.4.4, and 4.5.2 among many others provide guidance on energy conservation in site development and building design in specific land use types.

The Master Plan Design Guidelines Section 6.5.4 Energy and Climatic Considerations provides additional guidance in implementing energy conservation in all uses in the Plan Area.

## 7.3 LOW DENSITY RESIDENTIAL (LDR: 5.0 TO 12 DWELLING UNITS PER ACRE)

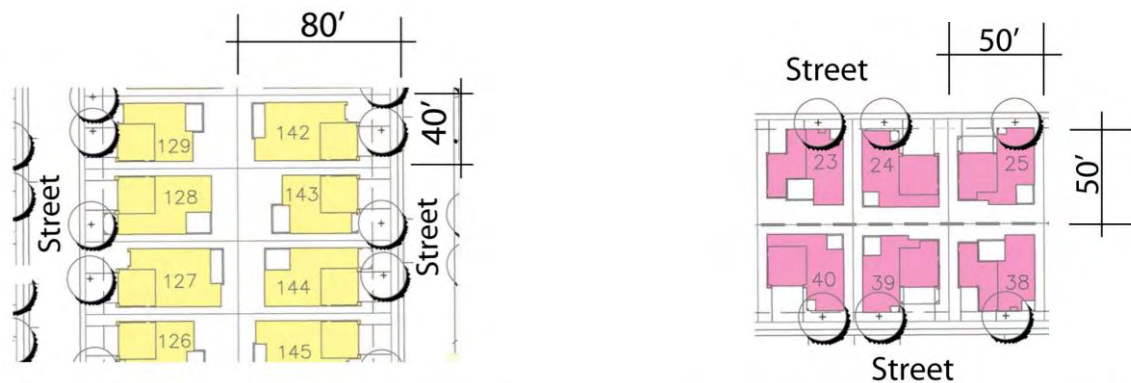
### 7.3.1 Definition/ Purpose

The Low Density Residential land use, (LDR: 5.0 to 12 dwelling units per acre), provides for a range of detached single-family housing (RD-5, RD-6, RD-7, RD-8, and RD-10) in a variety of dwelling building types and lot sizes on individual lots. RD-10 also allows multifamily dwellings including, but not limited to, townhouses, cluster homes and condominiums.

The Master Plan is intended to provide innovation and flexibility for creative housing design. For that purpose, the Master Plan provides modifications to the basic development standards in the County Zoning Code. The single-family detached dwellings on a single residential lot in the RD-5 and RD-7 categories are most similar to County Zoning Code, but even here, the Master Plan applies certain minimum standards that would allow slightly smaller and narrower lots to accommodate neighborhoods that are more compact. The Master Plan adds a new designation (RD-6) which is designed to allow small

lot configurations, and dwelling clusters. The development standards are the same as the RD-7 category, but the lower number of units per acre will offer greater common open space. The Master Plan adds another designation (RD-8) which will allow more clustering configurations, and narrow lots in alley (or lane) loaded configurations. The RD-8 designation will be primarily for single-family detached dwellings, but includes attached clusters. Therefore, the RD-8 designation standards are most similar to the multifamily RD-10 designation. Figure 7-3 illustrates just two of the many configurations allowed in the RD-6 and RD-8 designation.

**Figure 7-3 Examples of Detached Small Lot RD-6 and RD-8 Designation**



Example Detached Lot Size 3,200 sq.ft.

Example Detached Lot Size 2,500 sq.f

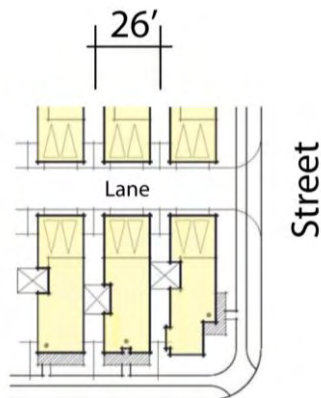
The Master Plan adds more flexibility to the RD-10 designation by reducing the typical parcel size, and lot width compared to the development standards in the County Zoning Code. The intent is to encourage innovation and creativity in small dwelling design, and in the configuration of small neighborhoods. The RD-10 designation allows attached dwelling units, and row houses, townhouses, and clusters will be a typical application of this designation. RD-10 also allows detached single family on small lots, in clusters and in lane (alley) loaded configurations, as illustrated in Figure 7-4.

The RD-8 and RD-10 designations will provide opportunities for unusual, innovative residential development that shall be subject to Design Review Approval.

### 7.3.2 Permitted Uses

The permitted uses within the Low Density Residential land use areas are those for the RD-5 through RD-10 Zone designations as indicated in the Sacramento County Zoning Code Section 3.2.5 as of \_\_\_\_\_, the adoption date of this Master Plan.

Figure 7-4 Examples of Detached and Attached Dwelling in the RD-10 Designation

Example Single Family  
Detached Lane LoadedExample Single Family  
Attached Enclave Cluster

### 7.3.3 Development Standards

All Single-family Residential developments (designated RD-5, RD-6, RD-7, and RD-8 ) on the Land Use Map (Figure 7-1) shall comply with Zoning Code Section 5.4.2, in effect as of \_\_\_\_\_, the adoption date of this Master Plan except as otherwise provided in this section. Zoning Code Table 5.7 Single Family Residential Development Standards shall apply, except as modified in Table 7.2 Single Family Residential Development Standards.

See also Countywide Design Guidelines Chapter 2.0 Single Family Design Guidelines and Design Guidelines Section 6.7 of this Master Plan for further detail.

### 7.3.4 Maximum Density and Allocated Dwelling Units in Each Residential Parcel

This Master Plan allocates land use to specific parcels identified in Figure 7-1 Mather South Community Master Plan Land Use Designations Map and in Appendix B Land Allocation by Parcel. The numbers of acres, and for residential uses, the number of dwelling units, are the regulating factor for determining the maximum development potential in this Plan. This is particularly applicable in the Low Density Residential categories where the number of dwelling units may exceed the nominal maximum density by up to 16%. For example RD-5 (5 units per net acre could yield up to 5.8 units per net acre).

It is likely that homebuilders will propose building and product types other than those listed herein within this density range. To the extent that the Planning Director is able to determine that the proposed product is similar to the standards in this table, the builder may apply those standards with minor modifications without need of a Master Plan amendment. The procedure for introduction of

development standards for new products that do not conform or are not reasonably similar will be an amendment of this table.

**Table 7.2 Single Family Residential Development Standards**

ZONING DESIGNATION	RD-5	RD-6 & RD-7	RD-8	RD-8
DWELLING UNIT TYPE	SF Traditional Lot	SF Small Lot	SF Detached Small Lot	Single Family Attached (Row house, Townhouse)
<b>Minimum Lot Standard (1)</b>				
Maximum Density (du/acre) (2)	5	7	8	8
Minimum Interior Lot Area (with public water and sewerage) (square feet) (3)	5,000 (SF) 8,500 (D)	4,000 (SF) 6,200 (D)	2,300 (SF) 3,500 (D)	1,800 (SF)
Minimum Corner Lot Area (with public water and sewerage) (square feet) (3)	6,200 (SF) 8,500 (D)	5,200 (SF) 6,200 (D)	2,800 (SF) 4,400 (D)	2,500
Minimum Lot Width and/or Public Street Frontage Width (with public water and sewerage) (feet) (4) (17)	50 (SF) 75 (D)	40 (SF) 62 (D)	33	22
Minimum Corner Lot Width and/or Public Street Frontage Width (with public water and sewerage) (feet) (5) (17)	58 (SF) 80 (D)	52 (SF) 72 (D)	38 (SF) 54 (D)	36
Minimum Open Space w/ Net Buildable Area (percentage)	5%	5%	5%	5% (6)
<b>Yard Setback Requirements <sup>(7)</sup></b>				
Minimum Front Yard (without PUPF/With PUPF) (feet) (8) (15)	20/24		16/20	16/20
Minimum Interior Side Yard (10)	5 (1 Story) 8(2 story) 20 (3 story)		5 (1 Story) 8(2 story) 12 (3 story)	5 (1 Story) 8(2 story) 12 (3 story)
Minimum Rear Yard (11)	Varies (12)		10 (1 Story) 15(2 story) (12)	10 (1 Story) 15(2 story) (12)
Minimum Side Street Yard (Without PUPF/With PUPF) (13)	12.5/16.5			
<b>Building Height and Width (feet)</b>				
Maximum Building Height (14)	30 (2 story) 40 (3 Story)			
Minimum Building Width(16)	20		20	20
<b>Parking <sup>Note 7</sup></b>				
Spaces	2 per unit		1.75 dedicated space on average	

## Development Standards

	2 per unit	per unit 0.5 guest parking space on average per unit
SF= Single-Family; D + Duplex; PUPF = Public Utilities, Public Facilities (per Zoning Code Section 5.2.1; FAR = Floor Area Ratio		
(1) Unless otherwise noted, lot area standards are based on net acreage calculations.		
(2) Density bonuses or increases may be allowed for the provision of affordable housing, project amenities, proximity to transit, and/or other special project considerations, as noted in Zoning Code Section 5.2.3		
(3) Public water facilities shall be required for all subdivision projects.		
(4) N/A in the Plan Area		
(5) N/A in the Plan Area		
(6) Applicable for duplexes only.		
(7) Cornices, sills, eaves, canopies, awnings, window bays, and similar features may encroach into any required yard a distance not to exceed 24 inches. Accessory structures must maintain a minimum three (3) foot setback from property lines for any portion of the structure.		
(8) The setback for all residential structures in each category shall be the minimum distances measured from the street right-of-way. Front setbacks shall be measured from front property line if street dedication is required for future right-of-way. Setbacks shall allow enough room for utilities, if greater than those outlined.		
(9) N/A		
(10) For duplexes, side yards shall be a minimum of five (5) feet for one (1) story buildings, seven and a half (7.5) feet for two-story buildings, and 10 feet for three-story buildings.		
(11) See Footnote 12.		
(12) For lot depths greater than 125 feet, minimum rear yard setback shall be 25 feet. For lot depths smaller than 125 feet, minimum rear yard setbacks shall be 20 percent of the average lot depth. The main building may project into the required rear yard if an equal area is provided as a yard or court within the buildable portion of the lot. In no case shall the rear yard be less than 10 feet for one (1) story buildings and 15 feet for two (2) and three (3) story buildings.		
(13) Each corner lot shall provide and maintain a minimum open space within the buildable portion of the lot equivalent to 10 percent of the net lot area.		
(14) Maximum height may be increase to three stories with issuance of a use permit from the Zoning Administrator. Height criteria shall consider factors as prescribed in Zoning Code Section 5.2.2D.		
(15) As part of Design Review for single-family subdivisions, front yard setbacks may be varied up to 25 percent.		
(16) Measured as the smallest projected building width. "Smallest projected building width" means the smallest dimension attained by the parallel projection of the outside, enclosing walls of the building when projected from every direction.		
(17) Up to two lots may be served by a private drive without meeting the public street frontage requirement.		

Table 7.3 RD-10 Multifamily Attached and Detached Dwelling Development Standards

ZONING DESIGNATION	RD-10	RD-10	RD-10
DWELLING UNIT TYPE	Single Family Detached	Single Family Attached Enclave, Cluster	Single Family Lane Loaded (Row house, Townhouse)
<b>Minimum Lot Criteria</b>			
Interior Lot Area (square feet)	2,300	1,800	1,550
Corner Lot Area (square feet)	2,500	5,200	5,200
Interior Lot Width and/or Public Street Frontage (feet)	33	N/A	26
Corner Lot Width and/or Public Street Frontage (feet)	38	N/A	36
<b>Minimum Yard Setback Requirements (feet) (4) (5)</b>			
Front Yard (Without PUPF/ With PUPF)	16/20	16/20	16/20
Interior Side Yards	5 (1 Story) 8(2 story) 12 (3 story)	N/A	N/A
Rear Yard	10 (1 Story) 15(2 story)	10 (1 Story) 12(2 story)	10 (1 Story) 12(2 story)
Side Street Yard (Without PUPF/ With PUPF)	18/24		
<b>Setback with Allowed Encroachment (Porches/Stoops/Patios/Bay Windows/Balconies) into the:</b>			
Front Yard (feet)	12		
Side Yard (feet)	3		
Rear Yard (Feet)	3		
<b>Multifamily Setback Requirement from Single-family Residential (feet)</b>			
One Story	Side Yard	16	20
	Rear Yard	16	20
Two Story	Side Yard	20	24
	Rear Yard	20	24
Three Story	Side Yard	20	24
	Rear Yard	20	24
<b>Maximum Height Limits (6)</b>			
Maximum Height Limit (feet)	40 Three stories		
<b>Open Space Requirements (7)</b>			
Minimum Open Space and Landscaping (i.e. yards and landscaped setbacks)	24 percent	20 Percent	

Common Outdoor Amenities Required	For 10 units or more
Minimum Private Open Space/Unit (square feet)	40
<b>Private Storage Requirements</b>	
Minimum Storage Area Volume/ Unit (cubic feet)	80
<b>Parking Requirements</b>	
For multifamily residential parking requirements, refer to Zoning Code Section 5.9, "Off-Street Parking;" Table 5.19, "Parking Requirements for Multifamily Residential Development." As part of Design Review for multifamily projects, the parking requirement may be reduced up to 20 percent, through use of single car garages, and dedicated on-site spaces.	
Bicycle parking is addressed in Section 4.4.3.	
PUPF = Public Utilities, Public Facilities easement per Zoning Code Section 5.2.1)	
(1) Section Zoning Code Section 5.2.3 for density bonuses or intensity increases.	
(2) Other creative housing types may be permitted with variation in these development standards upon review and approval in the Design Review process.	
(3) Lot standards included in this table are for when public water and sewage are in use.	
(4) Setback requirements, encroachments, and internal street widths are subject to review by local service providers and may be restricted based on the County Access Drive Standards or other guidelines used for multifamily residential developments to ensure adequate spacing is available for all necessary utilities.	
(5) Variable and reduced setbacks are encouraged and allowed, as outlined in the Countywide Design Guidelines.	
(6) Heights may be increased by one (1) story along major collector and arterial streets with widths of 80 feet or more. Section Zoning Code Section 5.2.3 for height increases adjacent to transit or in Category III projects.	
(7) Common open space and outdoor amenities can include common patios, small common greens, community gardens, pools, pedestrian walkways, tot-lots, and recreation areas. It does not include areas used for vehicular access and parking. Public parks and open space constructed as part of the proposed multifamily project may be counted up to one-half (1/2) of the common open space requirement.	
(8) A 10-foot setback for one story enclosed garages, carports, and accessory structures such as tool sheds is allowed.	

## 7.4 MEDIUM DENSITY RESIDENTIAL (MDR: 13.0 TO 30 DWELLING UNITS PER ACRE)

### 7.4.1 Definition/Purpose

The Medium Density Residential land use primarily provides for a range of attached, multi-family housing types including apartments, condominiums, townhouses, and stacked flats. Detached housing alternatives include enclave single-family housing, detached small lot housing with or without lane (alley), and green court/I court layouts, among other possibilities.

This category controls the density by lot coverage rather than minimum lot size, and does not preclude innovative housing product types. The regulating factor is the number of dwelling units per acre, and not product type. This Master Plan uses MDR designation only for RD-20 multifamily.

#### **7.4.2 Permitted Uses**

The uses permitted in the Medium Density land use designation shall include all uses permitted in the RD-15, RD-20, and RD-30 zone districts as specified in the Zoning Code Table 3.1 Allowed Uses.

#### **7.4.3 Development Standards**

All Medium Density Residential developments (designated RD-20 on the Land Use Map Figure 7-1) shall comply with the Multifamily Residential Development Standards set forth in Zoning Code Section 5.4.3 in effect as of \_\_\_\_\_, the adoption date of this Master Plan.

See also Countywide Design Guidelines Chapter 3.0 Multi-family Design Guidelines and Section 6.7.3 of this Master Plan for further detail.

### **7.5 COMMERCIAL RETAIL**

#### **7.5.1 Purpose**

The Commercial Retail designation in the Mather South Community Master Plan applies the Sacramento County Zoning Code Section 2.9, "LC" Light Commercial Districts. This zoning district allows for a variety of commercial use primarily providing neighborhood-serving commercial uses.

#### ***Commercial Center***

The Commercial Center located within the core of the Master Plan provides a village center type mixed-use area that will offer neighborhood-scaled shopping, service, and entertainment uses near a bus stop along Zinfandel Drive. As illustrated in Figure 4.4.3, the Commercial Center is within a walkable (one-half mile) distance to most of the Master Plan residential areas.

#### ***Convenience Commercial***

The Convenience Commercial at the intersection of Zinfandel Drive and Kiefer Boulevard will provide opportunity for various service businesses including auto, food services, restaurants, small retail, and office uses. The site is adjacent to an open space drainage corridor and bike trail that provides the opportunity for business connections to the trail and visual amenity.

#### **7.5.2 Permitted Uses**

Uses permitted in this zoning district provide for the convenience of residents in the surrounding neighborhood area. The location and connectivity of the commercial uses allows for walking or bicycling

of daily trips as a safe and viable transportation choice, and helps reduce the need for trips outside the area for basic goods and services.

The uses permitted in the Commercial Retail land use designation shall include all uses permitted in the LC zone district as specified in the Zoning Code Table 3.1 Allowed Uses, except for the following specific uses.

### **7.5.3 Development Standards**

All Community Center, and Commercial and Retail developments shall comply with the GC zone district standards set forth in Zoning Code Section 5.5.2 in effect as of \_\_\_\_\_, the adoption date of this Master Plan.

See also Countywide Design Guidelines Chapter 4.0 Commercial Design Guidelines and Section 6.8 of the Master Plan Design Guidelines for further detail.

## **7.6 INDUSTRIAL-OFFICE PARK (RESEARCH AND DEVELOPMENT PARK)**

### **7.6.1 Purpose**

The Research and Development Park is a campus like environment that would host businesses and research organizations, light assembly and manufacturing devoted to the development and production of environmental products and other appropriate uses. The development may include one- to four-story buildings built as individual projects with common vehicular access, and shall provide an emphasis on attractive, water conserving landscape, and on pedestrian connections between buildings and adjacent open space corridors.

### **7.6.2 Permitted Uses**

The uses permitted in the Research and Development Park shall include all uses permitted in the MP zone district as specified in the Zoning Code Table 3.1 Allowed Uses.

### **7.6.3 Standards**

All Research and Development Park developments shall comply with the MP zone district standards set forth in Zoning Code Section 5.6.2 in effect as of \_\_\_\_\_, the adoption date of this Master Plan.

See also Countywide Design Guidelines Chapter 5.0 Employment District Design Guidelines and Section 6.10 of this Master Plan for further detail.

## 7.7 ENVIRONMENTAL EDUCATION CAMPUS

### 7.7.1 Purpose

The Environmental Education Campus is a land use concept with the primary mission of encouraging and supporting environmental education and research. It is a main component of the vision and efforts of the Mather Stakeholder Group process to encourage a collaborative partnership between key stakeholders of the Mather Field area to inform, address, and resolve concerns associated with the future development of Mather Field ...The core concept is environmental education facilities as would be located on a small college campus. This may include teaching, research, study, and administration facilities, public exhibition and display areas, and support facilities. The campus will be the home of one or more non-profit environmental education programs focused on the environmental resources within the adjacent natural preserve, and may be the home base for other environmental interest organizations in the region. The campus will also accommodate satellite research and teaching facilities for colleges, universities, and high school environmental programs.

The campus will include up to 200 residential dwelling units. These dwellings will be convenient for the faculty, staff, and students associated with the campus, but will not be restricted to any particular household type or user group.

The EEC is a unique, complex land use that requires Development Plan Review triggered with the project application for development of the first building that requires a tentative map and Design Review. No subsequent environmental review is required if the proposed project is consistent with this Master Plan.

### 7.7.2 Permitted Uses

The uses permitted in the Environmental Education Campus (EEC) shall include all uses permitted in the MP zone district as specified in the Zoning Code Table 3.1 Allowed Uses. Table 7.4 identifies additional uses permitted in the EEC.

**Table 7.4 Permitted Uses in the Environmental Education Campus**

- Public exhibition spaces
- Open field research areas
- Residential dwellings within the RD-20 designation
- Solar and wind energy facilities associated with the campus

### 7.7.3 Development Standards

The Environmental Education Campus non-residential development shall comply with the MP zone district standards set forth in Zoning Code Section 5.6.2 in effect as of \_\_\_\_\_, the adoption date of this Master Plan. The residential development of the Campus shall comply with the RD-20 zone

district standards set forth in Zoning Code Section 5.3.4 in effect as of \_\_\_\_\_, the adoption date of this Master Plan.

See also Countywide Design Guidelines Chapter 5.0 Office, Business Park, Institutional, and Industrial Development Design Guidelines and Section 6.11 of this Master Plan for further detail regarding the non-residential development, and Countywide Design Guidelines Chapter 3.0 Multifamily Design Guidelines and Section 6.7 of this Master Plan for further detail regarding the residential development.

## **7.8 COMMUNITY CENTER**

### **7.8.1 Purpose**

The Community Center is a private recreation and social facility available to the residents of the Mather South community. A private homeowners association will operate the facility funded by homeowner memberships.

### **7.8.2 Permitted Uses**

The uses permitted in the Community Center shall include all uses permitted in the MP zone district as specified in the Zoning Code Table 3.1 Allowed Uses. Development Standards

The Community Center development shall comply with the MP zone district standards set forth in Zoning Code Section 5.6.2 in effect as of \_\_\_\_\_ the adoption date of this Master Plan.

See also the Countywide Design Guidelines Chapter 5.0 Office, Business Park, Institutional, and Industrial Development Design Guidelines and Section 6.10 of this Master Plan for further detail.

## **7.9 UTILITY AND PUBLIC SERVICE FACILITY**

### **7.9.1 Purpose**

The Sacramento Municipal Utility District (SMUD) will require a substation and transmission line of 100,000-volt or greater capacity within the Plan Area.

The Sacramento County Water Agency will install and maintain a potable water storage tank in the northeast corner of the Plan Area.

### **7.9.2 Permitted Uses**

The permitted uses include the transmission line, the substation, and all appurtenances, and a potable water storage tank and all appurtenances.

### 7.9.3 Development Standards

The transmission line and substation development shall comply with the RD-5 zone district standards set forth in Zoning Code Section 5.4 and Section 3.6.6.A in effect as of \_\_\_\_\_, the adoption date of this Master Plan.

## 7.10 RECREATION AND OPEN SPACE

The Recreation and Open Spaces designation in the Master Plan is primarily for the natural preserve areas, drainage corridors, and basins. Parks are zoned RD-5 to allow minor variations in the park boundaries without requiring a zone amendment. Master Plan Section 5.3, Parks, provides standards for park use and development

### 7.10.1 Purpose

The Recreation and Open Space Zoning District serves

- To preserve the designated wetland preserve areas other natural resource areas. ..
- To provide access to informal recreation opportunities in the open space areas for the residents of the Plan Area.
- To encourage multi-purpose use of drainage corridors and basins where feasible and with consideration of maintenance requirements.

### 7.10.2 Permitted Uses

Sacramento County Zoning Code Section 2.7, Recreation Zoning Districts, regulates the use of trails and open space. However, wetland preserves (including the Mather Preserve (OSMP1) and the Nature Preserves (OSNP1 and OSNP2) which are subject to a permit issued by the US Army Corps of Engineers (USACE), and the California Department of Fish and Wildlife (CDFW), and any other Federal agency, or State agency will be subject to very specific permit conditions. Such conditions will determine the uses allowed in the preserve area, control of access to the area, the type and location of any fencing around the area, the control of surface water from adjacent uses, and the location and type of any planting materials, irrigation systems, and landscape materials within a buffer area around the preserve.

The stormwater basins and drainage corridors are under the authority of the Sacramento County Department of Water Resources, and are not constrained by Federal regulations that apply to the natural protected areas. Where feasible and subject to maintenance requirements the allowed uses may include environmental education, pedestrian and bike trail routes, and informal recreation.

None of the uses permitted in the Recreation "O" designation in Zoning Code Table 3.1 Allowed Uses are allowed in the Master Plan, except those specified in permits issued by the USACE, or the CDFW.

The Master Plan Design Guidelines Section 6.12 provides further detail.

### **7.10.3 Development Standards**

The County Department of Water Resources and the County Department of Regional Parks will manage open space drainage corridors. Improvement standards, including signage, trails, and lighting will be established by these agencies.

The County Department of Water Resources will manage Stormwater basins. Improvement standards including any fencing, signage, irrigation, trails, and public access facilities will be established by this agency.

Parks will be developed according to standards established by the Cordova Recreation and park District.

Improvements to the wetland preserves, including any fencing, signage, irrigation, trails, and public access facilities will be established in a permit issued by the US Army Corps of Engineers (USACE), and the California Department of Fish and Wildlife (CDFW).

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## 8. IMPLEMENTATION MEASURES

This chapter of the Master Plan provides implementation strategies related to regulatory changes, programs, financing strategies, and public works projects needed to carry out the proposed land use, infrastructure, and development standards established in the Community Plan. The Diagram of 69 kV Line is a multi-year plan that directs new development in the Mather South Plan Area. Implementation will require collaboration between developers, the County of Sacramento, and other public agencies.

### 8.1 IMPLEMENTATION GOALS

**Goal 8-1.** Ensure adequate financing for the installation of required infrastructure improvements and community services.

**Goal 8-2.** Ensure that long-term funding sources are available to operate public facilities and provide public services.

**Goal 8-3.** Establish a comprehensive infrastructure system to meet the needs of residents, employees, and visitors.

**Goal 8-4.** Manage new development areas to ensure that water lines and sewer and drainage systems are constructed in advance of residential development.

**Goal 8-5.** Coordinate with water, sewer, and utility service providers to reduce incidences of service interruption, improve the quality and sustainability of services, and reduce per-unit costs.

**Goal 8-6.** Minimize visual impacts and physical impediments of utilities.

**Goal 8-7.** Create public schools that are at the forefront of educational efforts, seen as a viable option by all parents, and are safe for children.

### 8.2 PROJECT FINANCING

The financing of construction, operation, and maintenance of public improvements and facilities (the “facilities” and public services) for the Mather South community may include funding through a combined financing mechanism. Final determination as to the facilities to be financed and maintenance responsibilities, whether publicly or privately maintained, will be made prior to recordation of final maps. The following financing options can be considered for implementation:

- Private capital investment for the construction of facilities.
- Community Facilities District (CFD) established pursuant to the Mello Roos Community Facilities District Act of 1982, or other special district.
- Assessment Districts established for funding of the construction of public facilities.

### 8.3 PROJECT PHASING

The Phasing Plan is intended to provide for the logical, timely and efficient provision of the infrastructure needed to support the planned development. The phasing plan includes four phases that will proceed generally as illustrated in Figure 8.1. Following the certification of the Mather South EIR, and adoption by the County of Sacramento of the General Plan Amendment and the Community Plan, the phased development of the Community Plan Area will commence in a manner designed to address the following objectives:

- Orderly build-out of the community based upon market and economic conditions
- Implementation of financing mechanisms without creating a financial or administrative burden on the County of Sacramento
- Provision of adequate infrastructure and public facilities concurrent with development of each phase
- Protection of public health, safety and welfare

The Mather South Community Plan phasing plan would begin at the intersection of Zinfandel Drive and Gateway South Drive. Table 8.1 summarizes the land use by phase.

**Table 8.1 Land Use by Phase**

Phase	Acres	Park	School	Commercial	Residential	Environmental Education Campus	Research and Development	Open Space	Dwellings Units
<b>One</b>	262.5	11.6	12.2	0.0	115.1	27.9	0.0	68.1	943
<b>Two</b>	144.4	5.0	0.0	0.0	120.7	0.0	0.0	6.7	853
<b>Three</b>	241.2	22.5	10.0	18.0	90.5	0.0	0.0	87.4	846
<b>Four</b>	200.2	5.0	0.0	3.1	105.9	0.0	21.4	48.4	879
<b>Totals</b>	<b>848.2</b>	<b>44.1</b>	<b>22.2</b>	<b>21.1</b>	<b>432.2</b>	<b>27.9</b>	<b>21.4</b>	<b>210.6</b>	<b>3,522</b>

Infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. Among those facilities required are roadways, sanitary sewers, water transmission and storage, storm drainage retention / detention / treatment facilities, dry utilities, parks, recreation, school and other civic facilities needed to meet County standards. The County may require provision of off-site improvements not included herein that the County deems prerequisites for development of a given phase.

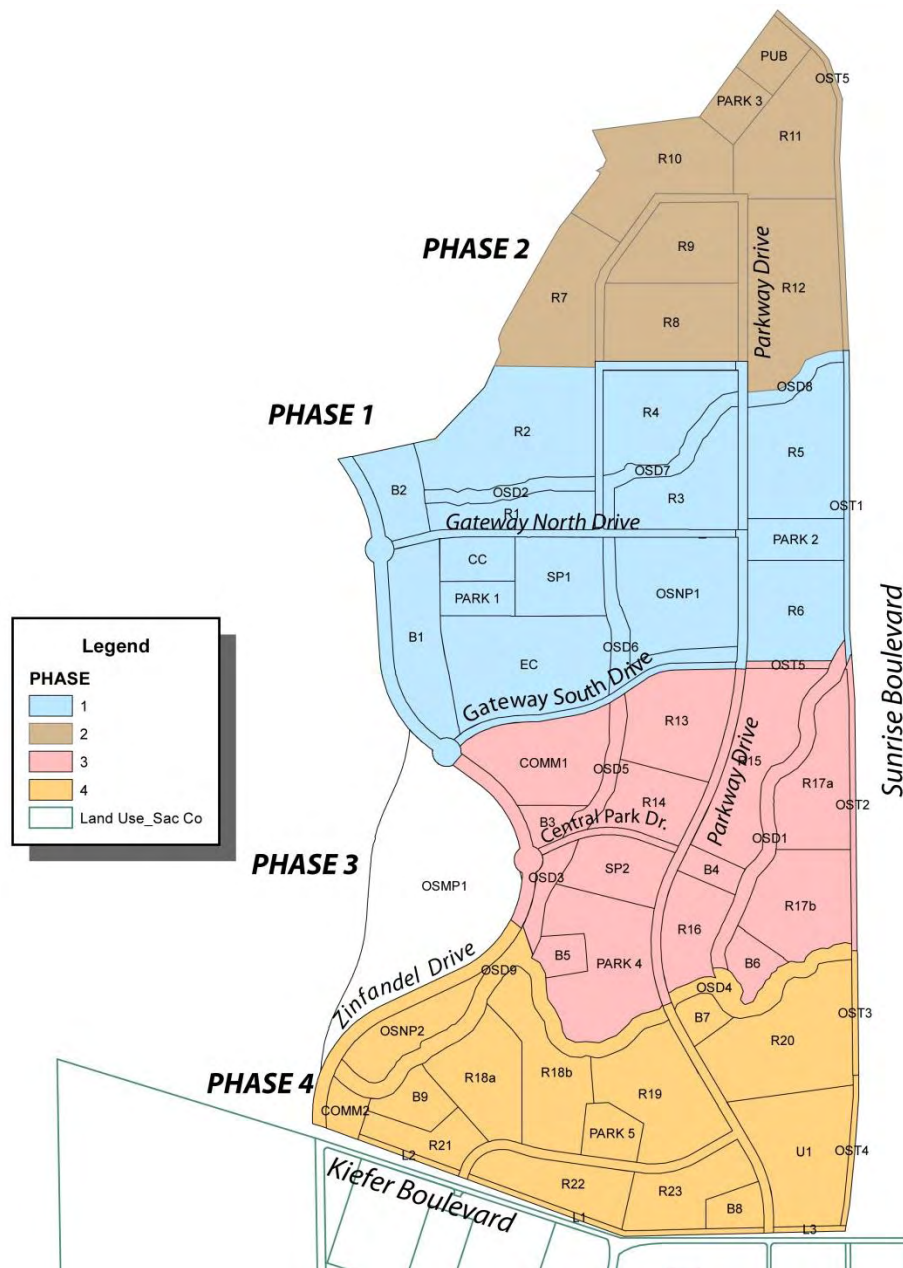
### 8.4 OPERATION AND MAINTENANCE

- By individual property owners
- By Homeowners Association
- By Landscape and Lighting Maintenance District (LLMD)

- By Community Facilities District (CFD) established pursuant to the Mello Roos Community Facilities District Act of 1982, or other special district
- By Assessment Districts

Approval by the County of Sacramento is a prerequisite for the implementation of any establishment of special district and assessment district financing mechanisms.

**Figure 8-1 Phasing Map**



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## 9. ADMINISTRATION

### 9.1 OVERVIEW

This chapter of the Master Plan sets forth administrative procedures for regulatory reviews, processing, and plan changes.

The adoption of the Plan by the County of Sacramento follows County certification of the Mather South Community Master Plan Environmental Impact Report (EIR) and County adoption of General Plan amendments described in the Mather Field Specific Plan. The County's adoption of the Master Plan by ordinance includes amendment to the Mather Field SPA ordinance, which is the zoning designation, thus, the amendment does change the zoning district for the Community Plan Area. The Plan serves as a regulatory document that implements the County of Sacramento General Plan (as amended) on an area wide basis and establishes the zoning for the Community Plan Area. Chapter 2, Zoning Districts, of the County Zoning Code provides for such Zoning Districts subject to the content, requirement, adoption, and amendment procedures listed in Chapter 6, Administration, of the Zoning Code.

Pursuant to County approval of Design Review and Subdivision Map applications, the Plan Area will be developed in phases as described in Chapter 8 of this Plan.

### 9.2 PLAN APPROVALS

The following actions are concurrent with adoption of the Master Plan:

- Certification of a Final Environmental Impact Report;
- Amendments to the County General Plan Land Use Diagram and Transportation Plan;
- Amendments to the Mather Field Specific Plan;
- A modification of the existing Special Planning Area Ordinance;
- Approval of a Public Facilities Financing Plan;
- Approval and Execution of a Development Agreement between the County of Sacramento and the project developer; and
- An Affordable Housing Plan

### 9.3 AMENDMENT TO THE MATHER FIELD SPECIFIC PLAN

The Master Plan is a sub-area in the existing Mather Field Specific Plan. The County adoption of this Master Plan is an amendment to the Mather Field Specific Plan, and is therefore subject to the county and state regulations pertaining to Specific Plans. The County of Sacramento adopted this Master Plan pursuant to County Code requirements of Title 21, Chapter 21.14 "Specific Plans". Specific Plans provide an application tool for use in implementing the County's General Plan on an area-specific basis.

## 9.4 SPECIAL PLANNING AREA ZONING (SPA)

The Special Planning Areas (SPA) zoning addresses specific planning issues for the Plan Area. The SPA guides the plan development by allowing uses or standards that may not conform precisely to uses or standards as provided by the County Zoning Code. Land use designations illustrated on the Master Plan Land Use Map are the land use designations for this portion of the SPA.

## 9.5 DEVELOPMENT AGREEMENT

A Development Agreement approved by the County of Sacramento establishes, among other things, provisions for the phasing of development, and the financing methods for construction, operation, and maintenance of public facilities, infrastructure improvements, and services for the Community Plan Area. The Development Agreement also establishes the plan for project compliance with local requirements for provision of parkland through parkland dedication and/or payment of in-lieu fees.

## 9.6 IMPLEMENTATION OF DEVELOPMENT STANDARDS

Adoption of the Master Plan by the County of Sacramento includes adoption of the development regulations contained in Chapter 7 of this plan. In general, the County of Sacramento Zoning Code is the standard for development in the Plan Area; however, in certain conditions relating to the character of the Plan or the need to provide standards for unusual land uses, the standards of the Master Plan shall take precedence. Where this Plan is silent, the Zoning Code shall prevail.

## 9.7 IMPLEMENTATION OF DESIGN GUIDELINES

Adoption of the Master Plan by the County of Sacramento includes adoption of Chapter 6, Design Guidelines, of the Master Plan. These Master Plan guidelines fully incorporate the Countywide Design Guidelines. The Countywide Design Guidelines shall be the design criteria by which the County reviews and approves development projects within the Master Plan. The Master Plan Design Guidelines are supplemental to the Countywide Design Guidelines and provide guidance for conditions in the Plan Area and design issues not otherwise addressed in the Countywide Design Guidelines.

## 9.8 DEVELOPMENT REVIEW AND APPROVAL PROCESSES

All project applications will comply with the development review and approval processes established in the Zoning code. A finding that a project application within this Plan Area is not consistent with the Master Plan could result in a denial recommendation from planning staff to the hearing body.

### 9.8.1 Subdivision Maps

All development within the Master Plan Area shall be subject to the requirements of Title 22, Land Development of the County of Sacramento Code, the State Subdivision Map Act, the Master Plan, and applicable provisions of the Mather South SPA Zoning Ordinance. Following the County of Sacramento

approval and recordation of tentative subdivision maps, subdivision maps define development parcels and lots within the Community Plan Area.

### **9.8.2 Design Review**

All development projects in the Master Plan are subject to Design and Site Plan Review as described in Zoning Code Section 6.3.2. The basis for review of these projects shall be the Countywide Design Guidelines and the Master Plan design guidelines set forth in Chapter 6. The County Zoning Code Section 6.3 establishes the procedures for Design Review application and approval.

### **9.8.3 Conditional Use Permits**

The County of Sacramento shall process all development projects that are subject to approval of a Conditional Use Permit (CUP) pursuant to the County Zoning Code Section 6.4.3 “Conditional Use Permits”. In accordance with the provisions of Section 6.4, a CUP is a discretionary application subject to approval by the County of Sacramento Planning Commission. Application for approval of a subdivision map and Design Review may accompany application for approval of a CUP. If application for a subdivision map and Design Review is made concurrent with application for a CUP, approval of the CUP constitutes approval of project architecture, site plans, and landscape plans for development.

### **9.8.4 Special Development Permits**

Pursuant to the County of Sacramento Zoning Code Section 6.4.6, the County may consider special development permits to provide greater flexibility from and alternatives to the development regulations contained in the Master Plan and the Zoning Code Section 5.

### **9.8.5 Pre-existing Conditions Review**

Extensive use of the Plan Area property by the United States Air Force (USAF) prior to the base closure in 1987 resulted in several conditions that the County must review in the approval of development. Section 3.5.7 of this Master Plan summarizes these conditions. Prior action by the USAF resolved these conditions, but the County and applicant should identify them where appropriate in project review to ensure no residual condition would affect the proposed development.

### **9.8.6 Transfer of Residential Dwelling Units**

The Land Use Plan (Figure 4.4-1) establishes the distribution and density of residential dwelling units of each residential neighborhood as well as a total number of residential dwelling units permitted for development within the Community Plan Area. Adjustments to the number of residential dwelling units allocated to a Mather South planning phase as illustrated in Figure 8.1 may occur at the time of subdivision map approval. Such adjustments will allow residential dwelling units to be transferred from one residential parcel and/or phase to another. An adjustment to the number of residential dwelling units is permitted if:

- the units transfer such that the resulting increase or decrease in residential units is not greater than 20% of the residential unit count approved for the guest builder parcel, and/or
- the average density in any phase is not increased by more than 20 percent, and/or
- the maximum number of dwelling units does not exceed the units established for the Plan Area in Table 4-1.

The County Planning Director shall review any dwelling unit adjustments in order to ensure compliance with this requirement.

### **9.8.7 Adjustments to a Phase Boundary**

Adjustments to the boundary of a development phase (see Figure 8.1) are permitted if the adjustment does not result in an increase of acreage, or the number of dwelling units, for any phase by more than 20 percent, and the maximum number of dwelling units does not exceed the Plan Area Table 4-1. The Planning Director shall review any proposed phase boundary adjustment in order to ensure compliance with these requirements.

## **9.9 MASTER PLAN AMENDMENTS**

### **9.9.1 Master Plan Amendment**

Master Plan amendments are comparable to the procedure for Development Plan Review established in Zoning code Section 6.3.1. Public review and discretionary action by the Planning Commission and/or the Board of Supervisors are required whenever any of the following Plan amendments is proposed:

- New Land Use Designation is proposed
- Changes in Distribution of Land Uses that
  - Increase total units in the Master Plan
  - Results in a 20% (or greater) increase in units for any one plan parcel as depicted in this Master Plan Figure 4-1 Land Use Plan and Appendix B Land Use Allocation by Parcel
  - Affects affordable housing plan
  - Affects infrastructure, fee programs, assessment districts
- Modification of the Phasing plan such the land area or the number of dwelling units, in any phase would be increased by a 20% or greater.
- Changes resulting in a new significant environmental impact not previously identified in the Master Plan EIR.

### **9.9.2 Minor / Administrative Changes to the Master Plan**

A Master Plan Administrative Modification is a change to the plan considered to have less impact than the factors listed above for a Plan Amendment and do not require a public review. The Planning

Director shall have the authority to approve minor revisions to the Master Plan Design Guidelines and Development Standards (Sections 6 and 7) without a public hearing or notice if the proposed revision(s) are in substantial compliance with:

- the County of Sacramento General Plan; and
- the Mather Field Specific Plan; and
- the Master Plan; and
- is otherwise consistent with or superior to the original purpose and intent of the Master Plan.

A minor revision to the Master Plan may include:

- The addition of new or updated information that does not substantively change the Master Plan.
- Minor adjustments to the land use boundaries and street alignments where the general land use pattern presented in Figure 4-1 Land Use Map remains.
- Minor modifications to any element wherein the Planning Director determines the change is equal to or better than the original intent of the Master Plan.
- Minor changes to the circulation system and improvements related thereto or resulting therefrom (e.g. acoustic setbacks) that do not affect the County's ability to meet the level of service policy and standard.
- Minor adjustments and interpretations made to the Master Plan.
- Minor adjustments to, and interpretation of, the street landscaping standards (including plant materials), fencing and walls, community entry features, signage, street lighting, and other public area landscape improvements.
- Modifications to the phasing plan (Master Plan Section 8.3 and Figure 8-1) that do not change the overall balance of land use, or the timely delivery of adequate infrastructure for the development.

### **9.9.3 Appeals**

Any third party may appeal a determination of the Planning Director or the Planning Commission pursuant to the provisions of the County of Sacramento Zoning Code Section 6.1.3.

## **9.10 CALIFORNIA ENVIRONMENTAL QUALITY ACT**

### **9.10.1 CEQA Compliance**

The County of Sacramento prepared an EIR for the Master Plan in accordance with the California Environmental Quality Act (CEQA) and County of Sacramento requirements to provide a detailed analysis of potential environmental impacts associated with the development of the Community Plan area. The EIR prepared for the Master Plan addresses the potential impacts associated with the project at a "project level" for the Community Plan area. The analysis within the EIR focuses primarily upon

issues associated with land use, air quality, hydrology and water quality, aesthetics, biological resources, traffic, noise, hazardous materials and cultural resources.

The Community Plan EIR fulfills the requirements for environmental determinations for all subsequent discretionary and ministerial development applications within the Master Plan. The EIR includes recommended mitigation measures for the project.

### **9.10.2 Use of the EIR**

The Sacramento County Planning Commission and the Board of Supervisors used 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 Sacramento County Water Agency, California Department of Fish and Wildlife, the United States Fish and Wildlife Service, the United States Army Corps of Engineers, and the California Regional Water Quality Control Board, have applied the EIR for the following planning/permitting purposes:

- Sacramento County Water Agency Approval of a Water Supply Assessment
- 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)
- Section 402 National Pollutant Discharge Elimination System Permit (Regional Water Quality Control Board – Central Valley Region)
- Section 1602 Streambed Alteration Agreement (California Department of Fish and Wildlife)

### **9.10.3 Environmental Impact Report and Compliance with Mitigation Monitoring Plan**

The County of Sacramento has certified an Environmental Impact Report for the Master Plan. Developments within the Plan Area shall comply with all applicable mitigation measures and incorporate design features as described in the Mitigation Monitoring and Reporting Program included with the Final Environmental Impact Report (FEIR).

### **9.10.4 Exemption of Projects from CEQA**

No EIR or Negative Declaration need be prepared for development projects that are consistent with the Master Plan for which the County has certified the EIR. (CEQA Guidelines Section 15183)

## **9.11 CONFORMITY REVIEW**

The County shall review all development entitlement applications for conformity with the Master Plan and compliance with mitigation monitoring requirements of the project's FEIR.

### **9.11.1 Subsequent Conformity Review Process**

The applicant shall submit a completed Subsequent Conformity Review questionnaire in conjunction with the submittal of any subsequent application for approval of development entitlement within the Community Plan Area. The County of Sacramento shall determine whether the proposed project is consistent with the Master Plan and whether or not there are project specific effects that are particular to the proposed project, or its site, that were not considered in the Master Plan FEIR. The County may require the submittal of additional information to make such a determination including, but not limited to:

- Preliminary Grading Plan
- Preliminary Geotechnical Report
- Preliminary Water Quality Best Management Practices (BMP) Plan
- Traffic Circulation Plan
- Traffic Study
- Tentative Subdivision Map
- Hazards study (Phase 1 Initial Site Assessment)
- Acoustical Analysis
- Water Quality Related Studies
- Mosquito Control Design Features
- Utility Will Serve letters
- Water Supply Assessment (per SB 221)
- Hazardous Materials Usage Information
- Biological and Cultural Resources Studies
- Public Safety Assessment
- Phase Specific Street and Pedestrian Circulation Plan

In the event the proposed project is determined to have project specific effects that the Master Plan FEIR did not consider, and the County of Sacramento requires additional environmental review, the cost of preparing the additional studies or information required by the County of Sacramento shall be borne by the project applicant.

## **9.12 INTERPRETATION**

Unless otherwise provided herein, the County's Planning Director shall resolve any ambiguity concerning the content or application of the Master Plan in a manner consistent with the Goals, Policies, Purpose, and intent established in the Master Plan.

## **9.13 SEVERABILITY**

If any regulation, condition, program, or portion of the Master Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions. The invalidity of such

portions or provisions shall not affect the validity and enforceability of the remaining portions and provisions therein prepared to fulfill the requirement for environmental determinations for development within the Master Plan.

## Appendix A General Plan Consistency

Table A-1 summarizes the key General Plan policies that apply to the Master Plan, and the manner in which the Master Plan is consistent with those policies.

**Table A.1 Review of Master Plan Consistency with General Plan Key Policies**

GENERAL PLAN POLICY	MASTER PLAN CONSISTENCY
<b>AIR QUALITY ELEMENT</b>	
AQ-1. New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.	The Master Plan includes an extensive bike and pedestrian network, an internal street system designed to accommodate Neighborhood Electric Vehicles, and the routing and support for bus transit through the most dense portions of the Plan. See the MP Section 4.4 Circulation.
AQ-2. Support Regional Transit’s efforts to secure adequate funding so that transit is a viable transportation alternative. Development shall pay its fair share of the cost of transit facilities required to serve the project.	
AQ-4. Developments, which meet or exceed thresholds of significance for ozone precursor pollutants as adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District.	The Master Plan addresses Air Quality with an Air Quality Mitigation Plan, and specific policies in the Plan. See MP Section 4.5.9 Air Quality.
AQ-5. Reduce emissions associated with vehicle miles travelled and evaporation by reducing the surface area dedicated to parking facilities; reduce vehicle emissions associated with “hunting” for on-street parking by implementing innovative parking innovative parking solutions including shared parking, elimination of minimum parking requirements, creation of maximum parking requirements, and utilize performance pricing for publicly owned parking spaces both on- and off-street, as well as creating parking benefit districts.	The Master Plan encourages innovation in parking to reduce the need, provide shared parking, ensure efficient use of parking areas, and minimize auto/pedestrian conflicts. See MP Section 6.9.2 Parking Lots and Driveways, and Pedestrian Access.

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AQ-8. Promote mixed-use development and provide for increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips.	The Master Plan designates a future bus transit corridor along the highest intensity, mixed-use development in the Plan. See MP Section 4.4 and Figure 4.4-12 Primary Transit Route Concept.
AQ-10. Encourage vehicle trip reduction and improved air quality by requiring development projects that exceed the SMAQMD's significance thresholds for operational emissions to provide on-going, cost-effective mechanisms for transportation services that help reduce the demand for existing roadway infrastructure.	The Master Plan includes an extensive bike and pedestrian network, an internal street system designed to accommodate Neighborhood Electric Vehicles, and the routing and support for bus transit through the most dense portions of the Plan. See the MP Section 4.4 Circulation, notably 4.4.2, Neighborhood Electric Vehicles, and 4.4.4 Transit Plan.
AQ-17. Promote optimal air quality benefits through energy conservation measures in new development.	The Master Plan incorporates energy conserving design in the landscaping and building design guidelines. See MP Section 6.5.2 Energy and Climatic Considerations, 6.7.5 Single Family Building Design, and 6.9.3 Landscaping/Site Elements.
AQ-20. Promote Cool Community strategies to cool the urban heat island, reduce energy use and ozone formation, and maximize air quality benefits by encouraging four main strategies including, but not limited to: plant trees, selective use of vegetation for landscaping, install cool roofing, and install cool pavements.	
AQ-21. Support SMAQMD's particulate matter control measures for residential wood burning and fugitive dust.	See MP Section 4.5.9 Air Quality.
AQ-22 Reduce greenhouse gas emissions from County operations as well as private development.	See MP Section 4.5.10 Greenhouse Gas Emission.
<b>CIRCULATION ELEMENT</b>	
CI-1. Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities (such as sidewalks) are not desired.	The Master Plan includes complete streets with an extensive bike and pedestrian network. See the MP Section 4.4 Circulation, notably Section 4.4.2 Complete Streets, Plan Area Street Sections, and Pedestrian Connectivity.
CI-3. Travel modes shall be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served.	The Master Plan includes an extensive bike and pedestrian network, an internal street system designed to accommodate Neighborhood Electric Vehicles, and the routing and support for bus transit through the most dense portions of the Plan. See the MP Section 4.4 Circulation.
CI-4. Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.	

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<p>CI-5. Land use and transportation planning and development should be cohesive, mutually supportive, and complement the objective of reducing per capita vehicle miles travelled (VMT).</p>	<p>The Master Plan configured the circulation system and the primary destinations to be cohesive. For example, see MP Section 4.3-Figure 4-1 One-half Mile Walking distance to Commercial Center, and Figure 5-7 Parks and Schools Location Plan Illustrating One-half Mile Walk.</p>
<p>CI-7. Plan and construct transportation facilities as delineated on the Transportation Plan of the Sacramento County General Plan.</p>	<p>The Master Plan includes a revision to the alignment of Zinfandel Drive in compliance with the Mather Field Specific Plan.</p>
<p>CI-12. To preserve public safety and local quality of life on collector and local roadways, land development projects shall incorporate appropriate treatments of the Neighborhood Traffic Management Program.</p>	<p>The Master Plan incorporates complete streets and traffic calming measures throughout the Plan. See the MP Section 4.4 Circulation, notably Section 4.4.2 Complete Streets, Plan Area Street Sections, and Pedestrian Connectivity.</p>
<p>CI-16. The County supports creating communities that promote access and mobility for all modes of travel through the development of roadway networks based on a grid or modified grid layout.</p>	<p>The backbone street network is a modified grid set within the framework of the existing arterial streets. See MP Figure 4.4-2 Plan Area Roadway Network.</p>
<p>CI-20. Promote transit services in appropriate commercial corridors and where population and employment densities are sufficient or could be increased to support those transit services.</p>	<p>The Master Plan designates a future bus transit corridor along the highest intensity, mixed-use development in the Plan. See MP Section 4.4 and Figure 4.4-12 Primary Transit Route Concept.</p>
<p>CI-24. Collaborate with transit service providers for the development of facilities that provide for efficient links and interconnectivity with different transportation modes, including bicyclists and pedestrians.</p>	
<p>CI-26. Consider the expansion of Neighborhood Shuttle services in unincorporated area communities.</p>	
<p>CI-27. Public Facilities Financing Plans shall incorporate capital costs for transit. Infrastructure Master Plans shall include transit planning.</p>	<p>See MP Section 4.4.4 Transit Plan.</p>
<p>CI-32. Develop a comprehensive, safe, convenient, and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing, and other transportation modes.</p>	<p>See MP Section 4.4.3 The Bikeway and Pedestrian System.</p>

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CI-34. Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.	See MP Section 4.4.3 The Bikeway and Pedestrian System.
CI-35. The applicant/developer of land development projects shall be responsible to install bicycle and pedestrian facilities in accordance with Sacramento County Improvement Standards and may be responsible to participate in the fair share funding of regional multi-use trails identified in the Sacramento County Bicycle Master Plan.	
CI-38. Design and construct pedestrian facilities to ensure that such facilities are accessible to all users.	
CI-65. Incorporate Low Impact Design (LID) techniques to the greatest extent feasible to improve water quality runoff and erosion control, infiltration, groundwater recharge, visual aesthetics, etc.	The Master Plan addresses LID techniques in the Design Guidelines Sections 6.9.3 and 6.13.1 Stormwater Management/ Water Quality Enhancement.
CI-67. When feasible, incorporate lighter colored (higher albedo) materials and surfaces, such as lighter-colored pavements, and encourage the creation of tree canopy to reduce the built environment's absorption of heat to reduce the urban "heat island" effect.	The Master Plan addresses tree canopy in Section 6.5.2 Energy and Climatic Conditions, and 6.7.5 Single Family Building Design.
CI-68. Smart Growth Street planning efforts shall identify specific, implementable measures to create and/or improve community identity.	The Master Plan addresses community identity in the Section 1.4.2, Design Objectives, and in the Design Section 6.9.3 Landscaping/Site Elements.
CI-69. Incorporate public art into streetscape improvements to the extent feasible.	The Master Plan addresses public art in the Design Section 6.9.3 Landscaping/Site Elements.
CI-70. Smart Growth Streets shall incorporate features such as shade trees and plantings, well-designed benches and other street furniture, trash receptacles, news racks, outdoor dining experiences, entertainment, public art, pedestrian scaled lighting fixtures, wayfinding signage, bicycle racks and other amenities as appropriate.	The Master Plan addresses street amenities and landscaping in the Design Section 6.6 Community Streetscape.
CI-75. Smart Growth Street planning efforts shall develop a comprehensive strategy to significantly reduce the total number of driveways along the roadway, including specific measures to ensure implementation, such as requiring cross-access and reciprocal parking agreements between adjacent property owners.	The Master Plan addresses parking design in the Design Guidelines Section 6.9.2 Site Design, Parking Lots, and Driveways.

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<p>CI-76. Smart Growth Street planning efforts shall develop a comprehensive strategy to reduce both the total amount of parking and total surface area dedicated to parking facilities. In general, reduced parking requirements and innovative parking solutions such as, shared parking, structured parking, parking maximums rather than minimums, on street parking, performance parking pricing, parking benefit districts and other innovative parking solutions will be strongly encouraged wherever feasible, while large surface parking lots will be strongly discouraged.</p>	<p>The Master Plan addresses parking design in the Design Guidelines Section 6.9.2 Site Design, Parking Lots, and Driveways.</p>
<p><b>CONSERVATION ELEMENT</b></p>	
<p>CO-16. Ensure developments are consistent with the County Water Efficient Landscape Ordinance, which shall be updated as needed to conform to state law.</p>	<p>The Master Plan addresses water efficient landscape in several locations, including the Design Guidelines Section 6.7.6 and 6.12.5, and in Section 4.5.4, Water Conservation.</p>
<p>CO-25. Support the preservation, restoration, and creation of riparian corridors, wetlands, and buffer zones.</p>	<p>The Master Plan includes a major wetland protection area, and extensive natural drainage corridors that thread through the Plan. See MP Figure 4.5-1 Wetland Resources Preserved in the Plan Area. See also MP Section 4.5.3 Water Quality.</p>
<p>CO-30. Require development projects to comply with the County's stormwater development/design standards, including hydro modification management and low impact development standards, established pursuant to the NPDES Municipal Permit. Low impact development design and associated landscaping may serve multiple purposes including reduction of water demand, retention of runoff, reduced flooding, and enhanced groundwater recharge. (Modified 2016)</p>	
<p>CO-51. Direct development away from prime or statewide importance farmlands or otherwise provide for mitigation as required by AG-5 slowing the loss of additional farmland conversion to other uses.</p>	<p>The Master Plan does not include any prime or statewide importance farmlands. See MP Section 4.5.7.</p>
<p>CO-52. Recreational uses shall not be constructed on prime, statewide importance, unique or local farmland outside of the Urban Services Boundary where the use would impede agricultural practices.</p>	
<p>CO-58. Ensure no net loss of wetlands, riparian woodlands, and oak woodlands.</p>	<p>The Master Plan is designed to minimize impacts on these resources. Requisite</p>

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CO-59. Ensure mitigation occurs for any loss of or modification to the following types of acreage and habitat function: vernal pools, wetlands, riparian, native vegetative habitat, and special status species habitat.	Federal and State permits for taking any resources will include appropriate mitigation measures.
CO-63. Vernal pools, wetlands, and streams within identified preserves shall not be drained, excavated, or filled for converting the land to another use.	The Master Plan will set aside the identified preserves in permanent open space that cannot be modified.
CO-65. Create a network of preserves linked by wildlife corridors of sufficient size to facilitate the movement of species.	The Master Plan creates open space corridors that permanently link the wetland preserve to the Mather Preserve to the west.
<p>CO-70. Community Plans, Specific Plans, Master Plans and development projects shall:</p> <ul style="list-style-type: none"> <li>• include the location, extent, proximity and diversity of existing natural habitats and special status species in order to determine potential impacts, necessary mitigation and opportunities for preservation and restoration.</li> <li>• be reviewed for the potential to identify non development areas and establish preserves, mitigation banks and restore natural habitats, including those for special status species, considering effects on vernal pools, groundwater, flooding, and proposed fill or removal of wetland habitat.</li> <li>• be reviewed for applicability of protection zones identified in this Element, including the Floodplain Protection Zone, Stream Corridor Ordinance, Cosumnes River Protection Combining Zone and the Laguna Creek Combining Zone.</li> </ul> <p>CO-71. Development design shall help protect natural resources by:</p> <ul style="list-style-type: none"> <li>• Minimizing total built development in the floodplain, while designing areas of less frequent use that can support inundation to be permitted in the floodplain,</li> <li>• Ensuring development adjacent to stream corridors and vernal pools provide, where physically reasonable, a public street paralleling at least one side of the corridor with vertical curbs, gutters, foot path, street lighting, and post and cable barriers to prevent vehicular entry.</li> <li>• Projects adjacent to rivers and streams shall integrate amenities, such as trail connectivity, that will serve as benefits to the community and ecological function.</li> </ul>	The Master Plan sets aside permanent open space for preservation of wetland features. See MP Figure 4.5-1 Wetland Resources Preserved in the Plan Area.
CO-73. Secure easement or fee title to open space lands within stream corridors as a condition of development approval.	

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CO-74. Evaluate feasible on-site alternatives early on in the planning process and prior to the environmental review process that reduce impacts on wetland and riparian habitat and provide effective on-site preservation in terms of minimum management requirements, effective size, and evaluation criteria.	The Master Plan is the product of an extended evaluation and review of alternatives that involved the Mather Field Stakeholder Group, among other processes.
CO-75. Maintain viable populations of special status species through the protection of habitat in preserves and linked with natural wildlife corridors.	The Master Plan wetland preserve is linked to the Mather Preserve by open channels that will remain in permanent open space.
CO-78. Plans for urban development and flood control shall incorporate habitat corridors linking habitat sites for special status species. (Please also refer to the Open Space Element for related policies.)	
CO-79. Manage vegetation on public lands with special status species to encourage locally native species and discourage nonnative invasive species.	
CO-80. Control human access to sensitive habitat areas on public lands to minimize impact upon and disturbance of special status species.	Any permit required to protect it and any management plan associated with the educational component of the preserve will regulate access to the preserve.
CO-83. Preserve a representative portion of vernal pool resources across their range by protecting vernal pools on various geologic landforms, vernal pools that vary in depth and size, and vernal pool complexes of varying densities; in order to maintain the ecological integrity of a vernal pool ecosystem.	The Master Plan preserves elements of the vernal pool resources in the center of the Plan for education purposes.
CO-84. Ensure that vernal pool preserves are large enough to protect vernal pool ecosystems that provide intact watersheds and an adequate buffer, have sufficient number and extent of pools to support adequate species populations and a range of vernal pool types.	
CO-86. Limit land uses within established preserves to activities deemed compatible with maintenance of the vernal pool resource, which may include ranching, grazing, scientific study, and education.	
CO-91. Discourage introductions of invasive non-native aquatic plants and animals.	The Master Plan Section 4.5.3 Water Quality and the Design Guidelines Section 6.9.2 address water borne invasive plants. Section 6.7.6 addresses control of invasive plants in residential landscapes near the wetland resources.

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CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.	The Master Plan addresses tree planting in commercial areas in the Design Guidelines Section 6.9.3.
CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.	
CO-160. County Planning and Environmental Review staff shall take historical and cultural resources into consideration when conducting planning studies and documents in preparation of, including but not limited to, areas plans, corridor plans, community plans, and specific plans.	The Master Plan encourages reference to the aviation history of Mather Field in community gathering places, landscaping and gateway elements. See MP Sections 6.6, 6.11.2, 6.11.4 and 6.12.3.
CO-172. Provide historic and cultural interpretive displays, trails, programs, living history presentations, and public access to the preserved artifacts recovered from excavations.	
<b>ECONOMIC DEVELOPMENT ELEMENT</b>	
ED-1. Achieve complete communities that have enough land capacity to accommodate the development of general commercial, industrial, and office uses which support community needs in all areas of the County.	The Master Plan includes two commercial centers, and a research and development park.
ED-2. Concentrate commercial uses in areas best able to support them, including neighborhood, community and regional centers, transit stations, and commercial corridors.	The Master Plan locates both commercial centers along the Zinfandel Drive frontage where they will have maximum traffic exposure. The larger commercial center is also located along the planned bus transit route, where it is near the highest density housing.
ED-7. Promote retail facilities of appropriate size and scale to serve the shopping needs of the local population and the populace at large when planning new residential neighborhoods or major residential developments.	
ED-8. Create plans for new growth areas with a mix of land uses, including a balance of residential and employment (jobs-housing balance) as well as providing for neighborhood-oriented services and diverse commercial amenities to serve a broader portion of the population.	
ED-25. Reuse of Mather Airfield will emphasize the efficient reuse of existing facilities and the high quality development of underutilized properties within the base focusing on the transition of vacant and underutilized properties into airport, commercial, and recreation uses.	The Master Plan seeks to develop the highest and best use of this portion of the former Mather Airfield.

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ED-27. Provide roadway connections through Mather Airfield to improve regional mobility and facilitate the movement of goods and services.	The Master Plan fronts on, and accommodates a realignment of Zinfandel Drive, a major north south arterial in this sub area.
<b>ENERGY ELEMENT</b>	
EN-5. Reduce travel distances and reliance on the automobile and facilitate increased use of public transit through appropriate land use plans and regulations.	The Master Plan is located within a few miles of one of the largest employment concentrations in the Sacramento region, and will have excellent access via Zinfandel Drive
EN-6. Actively support the efforts of the Regional Transit District to expand and upgrade service and attract an increasing percentage of travel.	The Master Plan designates a bus transit route and support of transit service whether provided by Regional Transit, or a third party. See MP Section 4.4.4, Transit Plan.
EN-16. Promote the use of passive and active solar systems in new and existing residential, commercial, and institutional buildings as well as the installation of solar swimming pool heaters and solar water and space heating systems.	The Master Plan promotes the use of solar systems in the Design Guidelines Sections 6.5.2 and 6.7.5.
<b>LAND USE ELEMENT</b>	
LU-1. The County shall not provide urban services beyond the Urban Policy Area (UPA), except when the County determines the need for health and safety purposes and the extension provisions as provided in Policy LU-1.1.	The Master Plan is located within the UPA.
LU-2. The County shall maintain an Urban Service Boundary (USB) that defines the long-range plans (beyond twenty-five years) for urbanization and extension of public infrastructure and services, and defines important areas for protecting as open space and agriculture.	The Master Plan is located within the USB.
LU-5. All residential projects involving ten or more units, excluding remainder lots and Lot A's, shall not have an average overall density less than 75% of zoned maximums, unless physical or environmental constraints make achieving the minimum densities impractical. For master planned communities with density ranges, this policy will apply to the midpoint of the density range for densities above 15 dwelling units per acre. For density ranges below 15 dwelling units per acre, projects shall not be built out at less than the minimum density of the range.	The Master Plan complies with this standard. See MP Table 4-1 Mather South Community Master Plan Acreage and Yield by Land Use.

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LU-12. The County will prohibit land use projects which are not contiguous to the existing UPA, city boundaries, or existing planned communities or master plan areas (i.e. leapfrog development).	The Master Plan is within the UPA and the Mather Field Specific Plan.
LU-14. Master or Specific plans may be prepared for subareas of an urban growth area for the purpose of prioritizing development opportunities. The boundaries of new Master or Specific Plan areas should be defensible and should take into account the physical nature and characteristic of the sub planning areas. The boundaries of these subareas should consider the following constraints and features: roadways, drainage watersheds, school districts, water districts, parks districts, etc.	The Master Plan boundaries are logical in that they reflect the existing road configuration of Kiefer Boulevard and Sunrise Boulevard, and the physical constraint of the Folsom South Canal, the Mather Golf Course, and the Mather Preserve.
LU-15. Planning and development of new growth areas should be consistent with Sacramento County-adopted Habitat Conservation Plans and other efforts to preserve and protect natural resources.	The wetland preserve and drainage corridors are set aside in permanent open space to be consistent with County efforts to preserve and protect natural resources.
LU-16. Apply the “Community Design Guidelines” and design review authority to all long-range planning efforts, including but not limited to Specific Plans, Comprehensive Plans, Community Plans, and Commercial Corridor Plans.	The Countywide Design Guidelines (July 2015) is the foundation for the Master Plan Design Guidelines. All Master Plan guidelines are supplemental to this document.
LU-17. Support implementation of the design review program on a project-by-project basis to ensure that all development applications positively contribute to the immediate neighborhood and the surrounding community.	The Master Plan incorporates the processes for design review established in the County Zoning Code. See MP Section 9.8 Development Review and Approval.
LU-20. Planning processes for existing communities, commercial corridors and new growth areas shall provide for distinct and identifying physical elements, which may include: gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations.	The Master Plan incorporates the natural features of the site as the primary theme and supplements that with landscape elements, gateways, and street layout. See MP Sections 6.6 Community Streetscape, and 6.9.1 Commercial Design Principles.
LU-22. Specific Plans and Community Plans should provide a balance of employment, neighborhood services, and different housing types wherever feasible.	The Master Plan includes all components required for a stable community, including employment neighborhood services and a variety of housing types. See MP Table 4-1.

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<p>LU-23. Providing compact, mixed-use developments shall be an integral part of all master planning efforts for new growth areas and commercial corridors.</p>	<p>The Master Plan provides a compact development pattern focused on the primary commercial center. See MP Figure 4-1.</p>
<p>LU-25. Depending on its emphasis, a mixed-use development may include the following proportions of different uses, shown as percentages of the site area, in the accompanying Table 6.</p>	<p>The Master Plan complies with the residential emphasis as a mixed-use development.</p>
<p>LU-26. When planning for new development in new communities, the features below shall be incorporated for their public health benefits and ability to encourage more active lifestyles, unless environmental constraints make this infeasible. In existing communities, the features below shall be considered, as appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Where appropriate, compact, mixed use development and a balance of land uses including schools, parks, jobs, retail and grocery stores, so that everyday needs are within walking distance of homes.</li> <li>• Grid or modified-grid pattern streets, integrated pathways and public transportation that connect multiple destinations and provide for alternatives to the automobile.</li> <li>• Wide sidewalks, shorter blocks, well-marked crosswalks, on-street parking, shaded streets and traffic-calming measures to encourage pedestrian activity.</li> <li>• Walkable commercial areas with features that may include doors and windows fronting on the street, street furniture, pedestrian-scale lighting, and served by transit when feasible.</li> <li>• Open space, including important habitat, wildlife corridors, and agricultural areas incorporated as community separators and appropriately accessible via non-vehicular pathways.</li> </ul>	<p>The Master Plan is founded on the concepts set forth in LU-26 and examples of compliance with this policy are found throughout the land use plan, the circulation plan, and the Design Guidelines.</p>
<p>LU-27. Provide safe, interesting, and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.</p>	<p>The Master Plan addresses the pedestrian and bike tail environment in Section 4.4.2 Complete Streets, Pedestrian Connectivity, and Traffic Calming, and throughout the Design Guidelines, Chapter 6.</p>
<p>LU-28. Encourage the development of energy-efficient buildings and communities.</p>	<p>The Master Plan addresses energy efficient development in MP Section 4.5.8 Energy Efficiency, and in the Design Guidelines Section 6.5.2, 6.7.5, 6.8.4, and 6.9.3.</p>
<p>LU-29. Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.</p>	

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<p>LU-30. Whenever feasible, incorporate energy-efficient site design, such as proper orientation to benefit from passive solar heating and cooling, into master planning efforts.</p>	
<p>LU-32. It is the policy of Sacramento County to support and encourage Transit Oriented Development (TODs) in appropriate areas throughout the county. Development applications within ½ mile of a transit stop/station identified in Regional Transit’s Master Plan or a County-adopted Plan shall comply with the TOD development requirements as listed on Table 7.</p>	<p>The Master Plan is designed to accommodate a local bus service route. As illustrated in Figure 4.4-12 the highest density residential, the commercial center, the Environmental Education Campus and the Research and Development Park are located along this route.</p>
<p>LU-35. The primary concepts in LU-34 should be employed wherever feasible in new urban development.</p>	<p>The Master Plan incorporates all of the primary concepts in LU-34.</p>
<p>LU-36. Community Plans and Specific Plans shall employ the primary concepts in LU-34 in designating locations for higher intensity mixed use development and designing circulation and pedestrian networks.</p>	
<p>LU-37. Provide and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment, or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.</p>	<p>The Master Plan provides an extensive pedestrian and bicycle network throughout the plan with connections via the Jackson Corridor Trails Master Plan. See MP Section 4.4.</p>
<p>LU-38. Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area</p>	
<p>LU-40. Employ appropriate traffic calming measures in areas where pedestrian travel is desirable but made unsafe by a high volume or excessive speed of automobile traffic. Preference shall be given to measures that slow traffic and improve pedestrian safety while creating the least amount of conflict with emergency responders.</p>	<p>See Master Plan Section 4.4.2 Streets, Traffic Calming.</p>
<p>LU-41. Encourage placement of active uses, such as retailers, restaurants, and various services, on the ground floor of buildings in areas where the greatest levels of pedestrian activity are sought.</p>	<p>The Master Plan provides active uses on the ground floor of the commercial centers, the Environmental Education Campus, and the Research and Development Park.</p>

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<p>LU-42. Master planning efforts for new growth areas shall provide for separated sidewalks along all arterials and thoroughfares to make walking a safer and more attractive transportation option.</p>	<p>See Master Plan Section 4.4.2 Streets, Figures 4.4-3 through 4.4-5.</p>
<p>LU-43. Parking areas shall be designed to:• Minimize land consumption;• Provide pleasant and safe pedestrian and bicycle movement;• Facilitate shared parking• Allow for the possible reuse of surface parking lots through redevelopment; and,• Minimize parking lot street frontage.</p>	<p>See Master Plan Design Guidelines Sections 6.9.2, Parking Lots &amp; Driveways, 6.8.2, Circulation, and 6.11.2 landscaping and Site Design.</p>
<p>LU-52. New industrial uses with high employment densities that do not create significant noise, odor, or other negative impacts, such as office-industrial parks, shall be located with access to transit provided that appropriate measures are undertaken and maintained to mitigate nuisances and traffic.</p>	<p>The Master Plan provides a 21.4-acre Research and Development Park along the planned bus transit route.</p>
<p>LU-65. Levels of service shall be consistent with policies in this Plan, or where none are applicable, shall use Federal and State environmental standards and commonly accepted industry norms and standards as guidelines.</p>	<p>The Master Plan complies with the LOS policies in the General Plan, where applicable, and the Public Facilities Financing Plan and Phasing Plan.</p>
<p>LU-66. Assure service availability, adequacy, and funding at each stage of the development process for all public services for the life of the project consistent with the intent of the adopted Public Facilities Financing Plan and accompanying Phasing Plan.</p>	
<p>LU-67. Funding to construct community and regional facilities located in new growth areas shall be based on broad based funding. Developments within new growth areas shall participate, when possible, in a program to fund the construction of community and regional facilities.</p>	
<p>LU-71. Reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.</p>	<p>The Master Plan addresses energy efficient development in MP Section 4.5.8 Energy Efficiency, and in the Design Guidelines Section 6.5.2, 6.7.5, 6.8.4, and 6.9.3.</p>

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<p>LU-99. Support development of a variety of housing opportunities to meet the County's diverse needs.</p>	<p>The Master Plan includes 3,522 dwelling units ranging in density from 5 to 20 dwelling units per acre. The Plan places emphasis on small lot and cluster development at 7, 8, and 10 dwellings per acre. The Plan includes new development standards to facilitate innovation in compact dwelling design. See Master Plan Section 7.3.3.</p>
<p>LU-102. Ensure that the structural design, aesthetics and site layout of new developments is compatible and interconnected with existing development.</p>	<p>The Master Plan is physically separated from existing residential neighborhoods, but the MP Design Guidelines incorporate design themes relating to the aviation history of Mather Field, and the environmental setting.</p>
<p>LU-103. Neighborhood identity should be maintained and/or enhanced in existing and developing areas.</p>	<p>The Master Plan Design Guidelines Section 6.9.3, include guidelines and recommendations for creating a neighborhood identity.</p>
<p>LU-121. The criteria in LU-120 regarding approval of proposed UPA expansions and/or Master Plans outside of the existing UPA should be used as guidelines for any proposed Master Plan within the existing UPA.</p>	<p>The Master Plan applies the criteria of LU-120 to the land use plan and the circulation elements.</p>
<p><b>OPEN SPACE ELEMENT</b></p>	
<p>OS-2. Maintain open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement and sustain ecosystems.</p>	<p>The Master Plan natural areas preserve is connected via protected natural drainages to the Mather Preserve, a large wetland protection area abutting the Plan Area on the west.</p>
<p>OS-3. Promote educational programs which focus on the importance of natural resources and agricultural lands in Sacramento County.</p>	<p>The Master Plan provides space for a natural preserve and the adjacent Environmental Education Campus for the specific purpose of promoting educational programs.</p>
<p>OS-11. Establish trail connections and linkages within the County and across jurisdictional boundaries that are compatible with existing land uses. These trail connections shall have the capability of being Class I trails (off-street, separated facilities) with grade separations wherever feasible.</p>	<p>The Master Plan bikeway trails are an integral part of the Jackson Corridor Trails Master Plan. See MP Figure 4.4-9 Backbone Bike and Pedestrian Trail Network.</p>

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<p>OS-13. Permit development clustering in urban areas where grouping of units at a higher density would facilitate on-site protection of woodlands, wetlands, steep slopes, urban stream corridors, scenic areas, or other appropriate natural features as open space, provided that (certain specific conditions follow).</p>	<p>The Master Plan clusters multifamily residential and small lot residential to achieve housing needs while setting aside wetlands and natural drainage corridors for protection.</p>	
<b>PUBLIC FACILITIES ELEMENT</b>		
<p>PF-27. Community plans shall identify all existing and planned school sites and shall include guidelines and conceptual examples for incorporating new schools into overall neighborhood design.</p>	<p>See Master Plan Section 5.8.2, Figure 5-7 Parks and Schools Location Plan, and Figure 5-8 Elementary School Site Plan Conceptual Illustration.</p>	
<p>PF-29. Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, neighborhood and community parks, greenways and off-street paths whenever possible.</p>		
<p>PF-30. New elementary schools in the urban area should be planned whenever possible so that almost all residences will be within walking distance of the school (one mile or less) and all residences are within two miles of a school.</p>		
<p>PF-31. Schools shall be planned adjacent to neighborhood parks whenever possible and designed to promote joint use of appropriate facilities. The interface between the school and park shall be planned with an open design and offer unobstructed views to promote safety.</p>		
<p>PF-32. Elementary schools shall not be located along arterials and thoroughfares. Junior high and high schools should be located near roadways with adequate capacity and should provide adequate parking to facilitate the transport of students.</p>		
<p>PF-34 All school site plans shall be designed to minimize traffic speed and maximize traffic flow around the school, allowing for several access points to and from the site.</p>		
<p>PF-35. New schools should link with planned bikeways and pedestrian paths wherever possible.</p>		<p>See MP Figure 4.4-9 Backbone Bike and Pedestrian Trail Network.</p>
<p>PF-38. Land dedications or reservations for schools should meet state guidelines for school parcel size. Where more than one owner or development project is involved, there shall be appropriate assurances and conditions to assure that requisite acreage, can and will be assembled to meet facility site requirements.</p>		<p>See Master Plan Section 5.8.2; Figure 5-7 Parks and Schools Location Plan.</p>

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PF-39. Specific Plans shall show the location of future school sites based upon adopted school district master plans and criteria in the General Plan.	
PF-53. Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property; when feasible.	The Master Plan includes Crime Prevention Through Environmental Design (CPTED) principles throughout the Design Guidelines (Sections 6.7.5, 6.8.2, 6.8.4, and 6.9.2 among other references to the Countywide Design Guidelines Appendix B5.
PF-55. New development shall provide access arrangements pursuant to the requirements of the California Fire Code.	The Master Plan provides a location for a new fire station in the Plan Area, and designates fire access routes along the east edge of the Plan Area. See Figure 5.10 Fire Station, EVA Routes, Electric Station, and Public Utility Locations.
PF-58. Traffic calming measures should be used wherever possible in a manner that does not delay emergency vehicle responses.	The Master Plan provides for traffic calming throughout the Plan Area. See Section 4.4.2 Streets, Traffic Calming.
PF-68. Cooperate with the serving utility in the location and design of energy production and distribution facilities in a manner that is compatible with surrounding land uses by employing the following methods when appropriate to the site: § Visually screen facilities with topography and existing vegetation and install site-appropriate landscaping consistent with surrounding land use zone development standards where appropriate, except where it would adversely affect access to utility facilities, photovoltaic performance or interfere with power generating capability. § Provide site-compatible landscaping. § Minimize glare through siting, facility design, non reflective coatings, etc. except for the use of overhead conductors. § Site facilities in a manner to equitably distribute their visual impacts in the immediate vicinity.	The Master Plan identifies alternative sites for an electric substation in locations intended to minimize visual and noise impacts on nearby residential. See MP Figure 5.10 Fire Station, EVA Routes, Electric Station, and Public Utility Locations.
PF-80. Locate solar facilities, and design and orient solar panels in a manner that addresses potential problems of glare consistent with optimum energy and capacity production.	The Master Plan addresses the placement of solar facilities in the General Principles for Sustainability (Section 6.5.2), and in the Single Family Building Design (Section 6.7.5).
PF-83. New transmission corridors should be identified in all master plans created for new growth areas.	The Master Plan addresses the location of transmission lines in Section 5.9.1

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<p>PF-87. Cooperate with local agencies in the locating and design of new transmission towers in urban areas in a manner that minimizes visual and environmental impacts, including impacts to historic buildings and view sheds.</p>	<p>Electricity, and Figure 5.10 Fire Station, EVA Routes, Electric Station, and Public Utility Locations.</p>
<p>PF-92. Transmission lines should avoid to the greatest extent possible, cultural resources and biological resources such as wetlands, permanent marshes, riparian habitats, vernal pools, and oak woodlands. When routed through such areas, transmission lines should have maximum line spans and cross at the narrowest points which involve minimal cutting and cropping of vegetation, maintaining the drainage regime of wetland basins. Additionally, when feasible, such routes should be maintained to serve as biological dispersion corridors between areas of high biodiversity.</p>	<p>The Master Plan addresses the location of transmission lines in Section 5.9.1 Electricity, and Figure 5.10 Fire Station, EVA Routes, Electric Station, and Public Utility Locations.</p>
<p>PF-102. The preferred route when installing overhead sub-transmission lines through residential neighborhoods should be the landscape corridors located within arterial roadways. The County will include a map in all master plan documents that identifies the location of transmission, sub-transmission, and substation facilities necessary to serve the new development.</p>	<p>The Master Plan identifies alternative sites for an electric substation in locations intended to minimize visual and noise impacts on nearby residential. See MP Figure 5.10 Fire Station, EVA Routes, Electric Station, and Public Utility Locations.</p>
<p>PF-108. To the maximum extent possible, locate distribution substations serving residential areas in adjacent commercial properties. When not feasible, these facilities should be designed in a manner to harmonize visually with the surrounding development, including the use of landscaped buffers.</p>	
<p>PF-123. At a minimum, new residential developments approved by the County shall provide sites for local parks for their prospective residents consistent with the Quimby Act and the land dedication standards for each local recreation and park district adopted by Sacramento County in Chapter 22.40 of the Sacramento County Code. These requirements may be satisfied by land dedication, payment of fees in lieu of dedication, or on-site improvements per the provisions of Chapter 22.40, which will be regularly updated to reflect changing demography.</p>	<p>The Master Plan identifies five park sites to comply with the Quimby Act park dedication standards. See MP Section 5.7.1.</p>

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<p>PF-125. The County shall promote the provision of on-site recreational amenities and gathering places that are available to the public by large-scale development projects and may consider providing incentives such as density bonuses or increases in building coverage for that purpose.</p>	<p>The Master Plan addresses on-site public gathering places in the Design Guidelines Sections 6.5.2, 6.8.2, 6.9.1, 6.9.3, 6.12, and 6.12.3.</p>
<p><b>SAFETY ELEMENT</b></p>	
<p>SA-11. The County shall implement the improvement of natural drainage channels and certain floodplains for urbanized or urbanizing portions of the County to reduce local flooding. Such improvements shall comply with the General Plan policies contained in the Conservation Element, Urban Streams, and Channel Modification Section.</p>	<p>The Master Plan includes an extensive stormwater management system consisting of natural drainage channels, an in ground stormwater collection system, and storm water and water quality control basins. See MP Section 5.5 Drainage.</p>
<p>SA-14. The County shall require, when deemed physically or ecologically necessary, all new urban development and redevelopment projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans.</p>	

## Appendix B

### Allocation of Land Use by Parcel

Table A-2 allocates land use to specific parcels identified in Figure 4-4 Land Use Designations Map and in Master Plan Appendix B Land Allocation by Parcel. The numbers of acres, and the dwelling units, are the regulating factor for determining the maximum development potential for each parcel identified in this Plan.

Table A-2 Allocation of Land Use by Parcel

PARCEL	LAND_USE	UNITS	DENSITY	ACRES	PHASE	ZONE
B1	BASIN	0	0	16.25	1	O
B2	BASIN	0	0	8.05	1	O
B3	BASIN	0	0	2.96	3	O
B4	BASIN	0	0	3.03	3	O
B5	BASIN	0	0	3.29	3	O
B6	BASIN	0	0	4.29	3	O
B7	BASIN	0	0	3.07	4	O
B8	BASIN	0	0	3.77	4	O
B9	BASIN	0	0	5.45	4	O
CC	COMMUNITY CENTER	0	0	5.80	1	MP
COMM1	COMMERCIAL/RETAIL	0	0	17.96	3	LC
COMM2	COMMERCIAL/RETAIL	0	0	3.10	4	LC
EC	ENVIRONMENTAL CAMPUS	200	0	27.90	1	MP
L1	LANDSCAPE CORRIDOR	0	0	3.06	4	O
L2	LANDSCAPE CORRIDOR	0	0	1.07	4	O
L3	LANDSCAPE CORRIDOR	0	0	0.72	4	O
OSD1	OPEN SPACE DRAIN	0	0	8.95	3	O
OSD2	OPEN SPACE DRAIN	0	0	4.16	1	O
OSD3	OPEN SPACE DRAIN	0	0	3.50	3	O
OSD4	OPEN SPACE DRAIN	0	0	6.97	4	O
OSD5	OPEN SPACE DRAIN	0	0	4.01	3	O
OSD6	OPEN SPACE DRAIN	0	0	6.87	1	O
OSD7	OPEN SPACE DRAIN	0	0	5.21	1	O
OSD8	OPEN SPACE DRAIN	0	0	2.66	1	O
OSD9	OPEN SPACE DRAIN	0	0	13.38	4	O
OSMP1	MATHER PRESERVE	0	0	53.16	3	O
OSNP1	NATURE PRESERVE	0	0	23.34	1	O
OSNP2	NATURE PRESERVE	0	0	9.66	4	O
OST1	OPEN SPACE TRAIL	0	0	3.09	1	O
OST2	OPEN SPACE TRAIL	0	0	2.92	3	O

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OST3	OPEN SPACE TRAIL	0	0	1.24	4	O
OST4	OPEN SPACE TRAIL	0	0	1.51	4	O
OST5	OPEN SPACE TRAIL	0	0	1.10	3	O
OST5	OPEN SPACE TRAIL	0	0	3.63	2	O
PARK 1	PARK	0	0	4.55	1	O
PARK 2	PARK	0	0	7.03	1	O
PARK 3	PARK	0	0	4.95	2	O
PARK 4	PARK	0	0	22.48	3	O
PARK 5	PARK	0	0	5.02	4	O
PUB	PUBLIC	0	0	5.27	2	RD5
R1	RESIDENTIAL 10 du/ac	94	10	9.39	1	RD10
R2	RESIDENTIAL 5 du/ac	159	5	29.80	1	RD5
R3	RESIDENTIAL 8 du/ac	123	8	15.38	1	RD8
R4	RESIDENTIAL 7 du/ac	125	7	16.95	1	RD7
R5	RESIDENTIAL 5 du/ac	127	5	21.85	1	RD5
R6	RESIDENTIAL 6 du/ac	116	6	16.74	1	RD6
R7	RESIDENTIAL 5 du/ac	112	5	19.38	2	RD5
R8	RESIDENTIAL 10 du/ac	183	10	18.31	2	RD10
R9	RESIDENTIAL 8 du/ac	120	8	15.08	2	RD8
R10	RESIDENTIAL 5 du/ac	102	5	20.50	2	RD5
R11	RESIDENTIAL 6 du/ac	128	6	19.37	2	RD6
R12	RESIDENTIAL 7 du/ac	207	7	28.04	2	RD7
R13	RESIDENTIAL 20 du/ac	347	20	17.36	3	RD20
R14	RESIDENTIAL 10 du/ac	104	10	10.37	3	RD10
R15	RESIDENTIAL 7 du/ac	149	7	20.09	3	RD7
R16	RESIDENTIAL 6 du/ac	66	6	10.15	3	RD6
R17a	RESIDENTIAL 5 du/ac	90	5	15.52	3	RD5
R17b	RESIDENTIAL 5 du/ac	90	5	17.05	3	RD5
R18a	RESIDENTIAL 5 du/ac	82	5	14.20	4	RD5
R18b	RESIDENTIAL 5 du/ac	87	5	16.36	4	RD5
R19	RESIDENTIAL 7 du/ac	147	7	19.81	4	RD7
R20	RESIDENTIAL 6 du/ac	166	6	25.12	4	RD6
R21	RESIDENTIAL 10 du/ac	69	10	6.87	4	RD10
R22	RESIDENTIAL 8 du/ac	95	8	11.84	4	RD8
R23	RESIDENTIAL 20 du/ac	234	20	11.72	4	RD20
SP1	SCHOOL	0	0	12.24	1	RD5
SP2	SCHOOL	0	0	9.98	3	RD5
U1	RESEARCH AND DEVELOPMENT	0	0	21.35	4	MP
	ROAD B	0	0	9.31	4	
	ROAD D	0	0	6.82	2	
	ROAD A	0	0	7.11	4	

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	ROAD C	0	0	3.68	1	
	ROAD B	0	0	5.92	3	
	ROAD A	0	0	5.15	3	
	ROAD A	0	0	8.91	1	
	ROAD B	0	0	1.84	3	
	ROAD D	0	0	4.30	1	
	ROAD B	0	0	5.25	1	
	ROAD C	0	0	4.68	1	

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